

MARINE ATTACK HELICOPTER SQUADRON 369
Marine Aircraft Group 36
1st Marine Aircraft Wing, FMFPac
FPO, San Francisco, California 96602

3/TMC/rca
5750
JUL 12 1973

From: Commanding Officer
To: Commanding Officer, Marine Aircraft Group 36 (S-3)
Subj: Semi-Annual Command Chronology for the period 1 January 1973 to
30 June 1973
Ref: (a) WgO (R) 5750.1
(b) GruO 5750.1D
Encl: (1) HMA-369 Semi-Annual Command Chronology
1. In accordance with references (a) and (b), enclosure (1) is submitted.

J. F. Kline
J. F. KLINE

HMA-369

James Kline 113

MARINE ATTACK HELICOPTER SQUADRON 369
Marine Aircraft Group 36
1st Marine Aircraft Wing, FMFPac
FPO, San Francisco, California 96602

SEMI-ANNUAL COMMAND CHRONOLOGY

1 JANUARY 1973 - 30 JUNE 1973

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Enclosure (1)

PART IORGANIZATIONAL DATA

1. <u>Designation</u>	<u>Commander</u>
Marine Attack Helicopter Squadron 369	Major David L. ROSS 1 January 73 - 30 June 73
	<u>Staff Officers</u>
Executive Officer	Major Dawson P. HANSEN 1 January 73 - 7 March 73
	Major Warren A. CULPEPPER 8 March 73 - 30 June 73
S-1 Officer	Captain John C. MCANNALLY 1 January 73 - 8 May 73
	Captain Michael M. MCELWEE 9 May 73 - 30 June 73
S-2 Officer	1stLt Milton V. ELLIOTT 1 January 73 - 15 February 73
	Captain Michael J. FRIEL 16 February 73 - 31 May 73
	1stLt William H. KING 1 - 17 June 73
	1stLt William H. DOUGLAS III 18 - 30 June 73
S-3 Officer	Captain David C. CORBETT 1 January 73 - 14 March 73
	Major Joseph F. KLINE 15 March 73 - 30 June 73
S-4 Officer	Captain Charles A. DITTMAR 1 January 73 - 24 March 73
	Captain James A. WILEY 25 March 73 - 30 June 73
Aircraft Maintenance Officer	Captain David L. CALDON 1 January 73 - 21 May 73
	Captain Floyd A. BEST 22 May 73 - 30 June 73

Enclosure (1)

NATOPS Officer

Captain Travis M. AITON
1 January 73 - 30 June 73

Safety Officer

Captain Peter L. PERKINS
1 January 73 - 30 June 73

Subordinate Units

None

Attached Units

None

2. Location

1 January 73 - 28 January 73: Embarked aboard USS DUBUQUE, LPD-8
29 January 73 - 30 June 73: MCAS (H) Futema, Okinawa

3. Average Monthly Strength

	<u>OFFICER</u>	<u>ENLISTED</u>
USMC	24	116
USN	Ø	Ø*
OTHER	Ø	Ø

* 1 USN enlisted (Corpsman) attached during January 1973.

4. Important Visitors

Col MALONEY, CO, MAG-36	4-5 January 1973
Adm CLAREY, CINCPACFLT	18 January 1973
VAdm COOPER, COMCARDIVFIVE	18 January 1973
MGen BROWN, CG, 1st MAW	6 February 1973
MGen RYAN, CG, III MAF	6 February 1973
BGen GRAHAM, CG, 9th MAB	During February 1973
MGen BROWN, CG, 1st MAW	21 February 1973
MGen BROWN, CG, 1st MAW	12 April 1973
MGen LANG, CG, 1st MAW	During May 1973
BGen TAYLOR, AWC, 1st MAW	During May 1973
LtGen WILSON, CG, FMFPac	19 May 1973
BGen FRIBOURG, CG, MCB Camp Butler	19 May 1973
Gen CUSHMAN, CMC	9 June 1973

PART II

NARRATIVE SUMMARY

HMA-369 began the year at Subic Bay, Philippine Islands on a break between line periods. The USS DUBUQUE set sail on the 6th of January to continue MARHUK operations off the coast of North Vietnam.

Enclosure (1)

Although hampered by the lack of illumination during the hours of darkness, the squadron took advantage of available sunlight to sink great quantities of floating supplies from the Chinese Merchant Ships. MARHUK continued to receive enemy .51 caliber machine gun fire, but no hits were scored.

The MARHUK mission secured at mid-month and the LPD-8 steamed to Subic Bay. After a conference ashore in the Philippines, Major Ross returned to the ship and we sailed for Okinawa. On arriving at White Beach, we off-loaded to MCAS (H) Futema. Colonel MALONEY, CO, MAG-36 welcomed us with a speech at the Station Theater.

For the next several weeks, the squadron maintenance section was busily engaged in corrosion control and aircraft repairs. We received five more Cobras from VMO-6, raising our complement to twelve. Inadequate supply and sub-standard facilities caused sparse availability. As a result, very few frag missions were flown. The 4th Marines and 9th Marines received the majority of the support we provided.

The end of February, March and April brought a large influx of Cobra pilots who were qualified in the single engine "G" model. Numerous training flights were flown to qualify these officers in the Sea Cobra. We were to receive more AH-1G pilots before the end of this fiscal year.

In April, the USS DURHAM flight deck was the scene of requalification for carrier operations by the pilots of HMA-369. Day qualification was accomplished for nearly all pilots.

Major ROSS and Sergeant Major KNERR journeyed to Iwakuni, Japan for the 1st MAW change of command ceremony in mid-April. The CO briefed Major General LANG, the incoming CG, on the termination of our MARHUK operations and the squadron's status and outlook.

During May, aircraft availability increased to allow coordinated tactical flights with HMM-164. This provided an opportunity for our pilots to practically apply the combat spread tactics which we feel solve the problem of Cobra gunship mutual support. Later we participated in Operation Aggressor in the Northern Training Area utilizing our aircraft in both transport escort and medevac escort roles.

HMA-369 continued to operate under austere conditions. Our squadron Staff sections are separated from Maintenance and the flight line by approximately one half mile. The maintenance department is operating in half of the Air Station's hangar and several salvaged Army mobile trailers. These meager facilities and our ability to operate effectively out of them, have generated great interest higher in the chain of command. We were honored by visits from several general officers who were impressed by the adaptability of our squadron personnel to these limited surroundings.

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In May, an Aircraft Condition Evaluation team arrived to check our aircraft. This inspection served to extend the PAR induction date of our Cobras by 15 months. Some minor discrepancies were discovered and continue to be repaired through the remainder of this reporting period. Aircraft availability was low during this evaluation, but the sorties flown were productive in providing syllabus training for the conversion pilots and instructional experience for those qualified in model. Fragg missions were few and far between toward the end of June.

For the last two months, aided by the assistant Futema Community Relations Officer, Mr. TOMOYOSE, our squadron has been working with the mayor and school officials of Higachi-ue. This small village on the island of Ie-Shima will receive the playground equipment that we have designed and constructed for use at the Higachi-ue Nursery school.

Our primary operational efforts as this chronology period ended was in qualifying the conversion pilots in order to transfer them to HMM-164 composite squadron. The maintenance section has worked diligently to ready the aircraft which will be a part of this transfer.

PART III

SEQUENTIAL LISTING OF SIGNIFICANT EVENTS

4-5 January 1973	HMA-369 visited by Colonel MALONEY, CO, MAG-36
6 January 1973	LPD-8 with HMA-369 embarked steamed to NVN
7 January 1973	LPD-8 enters hostile waters off the coast of NVN
8-15 January 1973	HMA-369 supported MARHUK operations
20 January 1973	LPD-8 arrived at Subic Bay, R. P.
26-27 January 1973	LPD-8 steamed to Okinawa
28 January 1973	HMA-369 disembarks to MCAS (H) Futema, Okinawa
6 February 1973	MGen BROWN, CG, 1st MAF and MGen RYAN, CG, III MAF, give "well done" address to HMA-369

Enclosure (1)

21 February 1973

MGen BROWN, CG, 1st MAW, flew a familiarization/ordnance hop in a HMA-369 AH-1J

8-9 March 1973

HMA-369 flew missions in support of the 4th Marines, MAG-36 Frag # 210 and 239

14 March 1973

HMA-369 flew a mission in support of the 9th Marines, MAG-36 Frag # 239

2-4 April 1973

HMA-369 pilots renewed carrier qualifications aboard the USS DURHAM, LKA-114

12 April 1973

MGen BROWN, CG, 1st MAW, toured HMA-369 working spaces

13-16 May 1973

HMA-369 flew in support of DOCA and 9th Marines, MAG-36 Frag # 244

17-20 May 1973

HMA-369 flew in support of Operation Aggressor, MAG-36 Frag # 210 and 215

19 May 1973

LtGen WILSON, CG, FMFPac, visited HMA-369 working spaces

21 May 73 - 14 June 1973

ACE inspection and rework team in HMA-369 maintenance spaces

30 May 1973

HMA-369 flew in support of USS BLUE RIDGE, LCC training, MAG-36 Frag # 939

1 June 1973

HMA-369 flew in support of the 4th Marines, MAG-36 Frag # 249

9 June 1973

Gen CUSHMAN, CMC, toured HMA-369 maintenance spaces

Enclosure (1)

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MARINE ATTACK HELICOPTER SQUADRON 369
Marine Aircraft Group 36
1st Marine Aircraft Wing, FMFPac
FPO, San Francisco, California 96602

3:EAD:rgc
5750
003A03273
1 February 1973

From: Commanding Officer
To: Commanding Officer, Marine Aircraft Group 36 (ATTN: S-3)
Subj: Monthly Chronology; month of January
Ref: (a) GruO 5750.3B
Encl: (1) HMA-369 January Chronology of U.S. Operations/Support for Vietnam

1. In accordance with reference (a), enclosure (1) is submitted.
2. Subject to general declassification schedule of Executive Order 11652. Automatically downgraded at two year intervals.
Downgrade to: Confidential, 31 December 1978. Declassify, 31 December 1981.

D. L. Ross
D. L. ROSS

MAG-36 CMCC FILES

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73007
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HMA-369

1-31 Jan 73

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1 February 1973HMA-369 JANUARY CHRONOLOGY OF U.S. OPERATIONS/SUPPORT FOR VIETNAMPART IORGANIZATIONAL DATA1. Designation

Marine Attack Helicopter Squadron 369

CommanderMajor D. L. ROSS
Ø1 - 31 January 1973Staff Officers

Executive Officer

Major D. P. HANSEN
Ø1 - 31 January 1973

S-1 Officer

Capt J. C. MCANNALLY

S-2 Officer

Ø1 - 31 January 1973

S-3 Officer

1stLt M. V. ELLIOTT

S-4 Officer

Ø1 - 31 January 1973

Aircraft Maintenance Officer

Capt D. C. CORBETT

NATOPS Officer

Ø1 - 31 January 1973

Safety Officer

Capt C. A. DITTMAR

Ø1 - 31 January 1973

Capt D. L. CALDON

Ø1 - 31 January 1973

Capt T. M. AITON

Ø1 - 31 January 1973

Capt P. L. PERKINS

Ø1 - 31 January 1973

Subordinate Units

NONE

Attached Units

NONE

2. LocationØ1 - 28 January 1973 USS Dubuque (GOT/Subic Bay)
28 - 31 January 1973 MCAS(H), Futema

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ENCLOSURE (1)

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1 February 19733. Average Monthly Strength

	<u>Officers</u>	<u>Enlisted</u>
USMC	23	92
USN	Ø	1
OTHER	Ø	Ø

PART IINARRATIVE SUMMARY

For HMA-369 the month of January began in Subic Bay, R.P., where the squadron was engaging in normal workday schedules while in port.

On January 4th and 5th, Col Maloney, CO MAG-36, visited HMA-369 for briefings and conference.

The 6th of the month was the date of a Safety Stand-down. Lectures and classes were conducted as the LPD-8 departed docking facilities at Subic Bay, and began proceeding back to the combat zone and Hon La anchorage. The first sortie of the new line period, MARHUK 760, was launched at 0700H on January 8th. During this line period, the lack of illumination support caused several nights of operations to be cancelled. The first of these cancellations came on the 10th.

On January 11th, MARHUK 777 received the first hostile fire of the new line period, but no damage or injuries were sustained. Floating supplies were abundant in the operational area waters, and were being taken under fire and destroyed whenever possible.

Operations were suspended until further instructions on the 15th by the reception of higher command orders.

HMA-369/USS Dubuque received instructions to proceed to Subic Bay, R.P., on the 16th, but early the next morning these orders were augmented to include a return to the GOT in anticipation of a visit from Adm CLAREY, CINCPACFLT, and VAdm COOPER, CTF-77. This visit was realized on the 18th and HMA-369 presented operational briefings. After the VIPs' departure, LPD-8 proceeded to Subic Bay.

Liberty in Subic Bay began on the 20th from an anchorage in the harbor. The following day, Major ROSS, CO HMA-369, went ashore to confer with Col FIEGENER, Chief of Staff, 9th MAB.

ENCLOSURE (1)

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5750

1 February 1973

The remainder of the in-port period proceeded with normal workday functions until the 26th, when all hands were recalled and the ship got underway immediately for Okinawa.

Arriving at White Beach in the late afternoon of the 28th, aircraft were flown ashore and off-loading by LCU and LCM-6 landing craft was begun. Transfer ashore was completed at 2245 and the squadron's personnel and material transit to MCAS(H) Futema was accomplished at 1040 on the 29th. The day was completed with Col Maloney welcoming HMA-369 back to MAG-36.

The 30th of January was a half-workday used to move the squadron's equipment and arrange unit spaces. The month ended as HMA-369 assumed the functions of a garrison based squadron at MAG-36, MCAS(H) Futema, Okinawa.

PART IIISEQUENTIAL LISTING OF SIGNIFICANT EVENTS

- 04 Jan HMA-369 was visited by Col Maloney, CO, MAG-36, for operational briefings.
- 05 Jan Col Maloney returned to the squadron to continue conferences.
- 06 Jan Safety stand-down for squadron personnel was carried out as LPD-8 departs docking facilities and began the return trip to the Gulf of Tonkin.
- 08 Jan The first sortie of the new line period, MARHUK-760, was launched at 0700H.
- 10 Jan Night operations were cancelled due to the lack of illumination support.
- 11 Jan MARHUK-777 received the first enemy fire of the new line period.
- 15 Jan Orders were received to suspend MARHUK operations.
- 16 Jan HMA-369/LPD-8 ordered to Subic Bay, R. P.
- 17 Jan Augmented orders were received to return to Gulf of Tonkin for CINCPACFLT visit.

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ENCLOSURE (1)

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1 February 1973

- 18 Jan Adm CLAREY, CINCPACFLT, and VAdm COOPER, CTF-77, were given MARHUK operational briefings during their visit to HMA-369.
- 20 Jan Arrived at anchorage in Subic Bay for liberty.
- 21 Jan Major ROSS, CO HMA-369, went ashore for conferences.
- 26 Jan All hands were recalled to LPD-8 for immediate departure for Okinawa.
- 28 Jan Arrived off White Beach for off-loading of squadron assets.
- 29 Jan Off-loading completed at 1040 as final cargo reached MCAS(H) Futema. Col Maloney welcomed back HMA-369.

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ENCLOSURE (1)

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