

~~CONFIDENTIAL~~

REG 4722  
REC 10 JUN 75



HEADQUARTERS  
31st MARINE AMPHIBIOUS UNIT  
FPO SAN FRANCISCO, 96602

HGE:alw  
5750  
20 May 1975

[REDACTED] (UNCLASSIFIED UPON REMOVAL OF ENCLOSURE)

FIRST ENDORSEMENT on HMH 462 MAG 36 ltr 3:JEP:jep 5750 of 18  
May 1975 Ser: 03a138

From: Commanding Officer  
To: Commanding General, III Marine Amphibious Force

Subj: Command Chronology; 1 January - 18 April 1975

1. Forwarded.

*H. G. Edebohls*

H. G. EDEBOHLS

*Amh-462*

III MAE S & C  
00549  
CONTROL NUMBER

PART 3 OF A 6 PART DOCUMENT

31STMAU/CTG79.4

CNTLNO. 068-75  
COPY 1 OF 5

[REDACTED]

~~CONFIDENTIAL~~

*Amh-181201-115*

UNITED STATES MARINE CORPS  
Marine Heavy Helicopter Squadron 462  
Marine Aircraft Group 36  
1st Marine Aircraft Wing, FMFPac  
FPO San Francisco, 96602

3:JEP:jep  
5750  
18 May 1975  
03A138



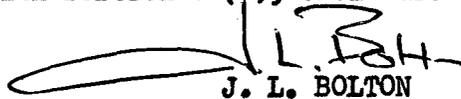
FROM: Commanding Officer  
To: Commanding General, Third Marine Amphibious Force  
Via: Commanding Officer, 31st Marine Amphibious Unit

Subj: Command Chronology; 1 January - 18 April 1975

Ref: (a) GruO 5750.3C

Encl: (1) HMH-462 Command Chronology

1. In accordance with reference (a), enclosure (1) is submitted.

  
J. L. BOLTON



31STMAU/CTG79.4

CNTL NO. 068-75  
COPY 1 OF 05

CMCC HMH-462  
DOC NO 75092  
COPY 1 of 6

*Handwritten: HM 0-462*

*Handwritten: 1 Recd - 18 Apr 75*

HMH-462 COMMAND CHRONOLOGY

PART I

ORGANIZATIONAL DATA

<p>1. <u>Designation</u>                  Marine Heavy Helicopter Squadron 462</p>	<p><u>Commander</u>                  Lieutenant Colonel J. L. BOLTON                  1 January - 18 April 1975</p>
<p><u>Staff Officers</u>  <u>Executive Officer</u></p>	<p><u>Name</u>                  Major J. R. CIVELLI                  1 January - 18 April 1975</p>
<p>S-1 Officer</p>	<p>Captain A. M. WEST                  1 January - 5 February 1975                  Major G. R. AMOS                  6 February - 18 April 1975</p>
<p>S-2 Officer</p>	<p>First Lieutenant J. R. LANDRETH                  1 January - 13 January 1975                  First Lieutenant J. M. STANFORD                  14 January - 5 February 1975                  CWO-3 M. P. GALASKY                  6 February - 18 April 1975</p>
<p>S-3 Officer</p>	<p>Major J. E. GIVAN                  1 January - 18 April 1975</p>
<p>S-4 Officer</p>	<p>Captain J. B. HEFFERNAN                  1 January - 5 January 1975                  Major A. A. GLOSE                  6 January - 18 April 1975</p>
<p>Aircraft Maintenance Officer</p>	<p>Major H. M. BARTEL                  1 January - 18 April 1975</p>
<p>NATOPS Officer</p>	<p>Captain J. R. MILLS                  1 January - 13 January 1975                  Captain R. W. GILLESPIE                  14 January - 18 April 1975</p>
<p>Aviation Safety Officer</p>	<p>Major A. A. GLOSE                  1 January - 13 January 1975                  Captain K. A. SCHRADER                  14 January - 18 April 1975</p>
<p>OIC Detachment USS Vancouver</p>	<p>Captain J. C. OSBORNE                  1 January - 20 March 1975                  Captain R. MELL                  21 March - 17 April 1975                  Captain W. J. SUBLETTE                  18 April 1975</p>



Enclosure (1)

2. Location

1-8 January 1975 Marine Corps Air Station Futema

9-23 January 1975 USS Tripoli

24 January - 18 April 1975 USS Okinawa

3. Average Monthly Strength

	<u>Officers</u>	<u>Enlisted</u>
USMC	54	238
USN	1	3
OTHER	0	0

PART IINARRATIVE SUMMARY

During the period from 1 January to 18 April 1975, HMH-462 flew 1615.6 hours. These hours were flown in support of MAG-36, the 31st MAU, and the 9th MAB. A majority of these hours (1132.4) involved shipboard operations aboard the USS Okinawa. The squadron maintained a high aircraft readiness posture for the period and participated as an aviation combat element in support of Operation Eagle Pull. HMH-462 aircraft transported 5,107 passengers and carried 510,655 pounds of cargo during the period.

On 8 January 1975 HMH-462 deployed to Subic Bay, Republic of the Philippines, flying ten CH-53s from Okinawa via Taiwan. Lieutenant Colonel J. L. BOLTON arrived at NAS Cubi Point at 2100H 9 January 1975, officially shifting the command to Subic Bay. Operational control shifted to the 31st Marine Amphibious Unit on 9 January 1975. The ten aircrews flew extensive IFR operations with approximately sixty hours actual instrument time logged.

On 10-17 January, HMH-462 embarked aboard the USS Tripoli. During this time frame, crews were briefed on the Eagle Pull contingency plan which called for the evacuation of United States citizens, third country nationals, and diplomatic personnel from Phnom Penh, Cambodia. Additionally, crews were briefed on local operating procedures at Cubi Point Naval Air Station. On 13 January 3 CH-46s, 4 AH-1Js, and 2 UH-1Es were transferred from HMM-164 to HMH-462. The highest priority at this time was to maintain a high

  
Enclosure (1)

readiness and aircraft availability posture with day and night carrier qualification for pilots forming a second priority.

On 18 January 1975 three CH-53s were joined following a ferry flight from MCAS(H) Futema, Okinawa. On 20 January Captain Jon WALTERS accomplished the 39,000th landing aboard the USS Tripoli. HMH-462 assets now stood with 13 CH-53s, 3 CH-46s, 2 UH-1Es, and 4 AH-1Js.

On 24 January all squadron equipment and personnel cross decked onto the USS Okinawa which had just arrived in port. The USS Okinawa remained in port until 31 January, when it put to sea enroute to Singapore. Three CH-46s were flown to the USS Vancouver to form a separate detachment with Captain J. OSBORNE as OIC.

On 1 February HMH-462 carried Colonel F. G. MCLENON, Commanding Officer MAG-36, Colonel R. C. SCHULZE, 1st MAW G-3, Colonel J. O. GREGERSON, MACG-18, and Colonel SMITH on a visual reconnaissance of the island of Mindoro for the purpose of planning the forthcoming MAFLEX.

On 3 February three additional CH-53s were joined, bringing the total on hand strength to 16 CH-53s.

From 8-12 February the squadron remained in the port of Singapore. After getting underway again on the 13th, a squadron safety stand-down was planned and conducted on 14-15 February. On 20 February HMH-462 participated in HELEX 1-75. Preparations were then made for HELOEX 2-75. These HELOEXs were designed to test the helicopter offload plan for Operation Eagle Pull. From 13-21 February the USS Okinawa remained off the coast of Cambodia in readiness for a possible evacuation effort.

The squadron returned to Subic Bay from 26-28 February, but was required to deploy again on 1 March 1975. HMH-462 was to be on-station in a stand-by status off the coast of Cambodia. Prior to deployment, on 28 February, HMH-462 transported Captain J. P. LAW, Commander Amphibious Ready Group Alpha, to Nichols Field in Manila.

Throughout the months of January and February aircraft availability steadily increased due to the maximum effort put forth by maintenance personnel. AH-1J crews continued to conduct gun and rocket training and .50 caliber machine gunners were briefed and trained to be aerial gunners.

  
Enclosure (1)

Going into the month of March HMH-462 was continuously maintaining over 80% operationally ready CH-53s. On 9 March one night emergency MEDEVAC was transported from the USS Vancouver to the USS Tripoli. On 12 March, one routine MEDEVAC was carried from the USS Okinawa to UTAPAO Air Force Base, Thailand. Training and functional check flights continued throughout the month.

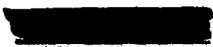
On 20 March, HMH-462 afforded transportation for Captain R. N. CONDON, Commodore Amphibious Ready Group Alpha, to various ARG Alpha vessels and back. First Lieutenant T. A. REAVIS accomplished the 66,000th landing aboard the USS Okinawa. Again on 26 March Captain R. N. CONDON was transported to various 7th Fleet vessels and returned to the USS Okinawa.

As the situation worsened in Phnom Penh, the execution of Operation Eagle Pull seemed imminent. After almost two months at sea with only a three-day port call at Subic Bay, the order to execute Eagle Pull finally came on 11 April 1975. L-Hour was set as 0900G 12 April 1975. At that time an updated plan was directed which called for the execution of USSAG/7th Air Force Op-Plan 5060, Option III Charlie 1.1, Helo Flow 780. Twelve CH-53s were to be provided to insert 346 Ground Security Force personnel to evacuate 780 American and foreign evacuees. Additionally, 2 CH-46s and 2 AH-1Js were available for SAR within a 50 nautical mile radius of ARG-Alpha shipping.

On 12 April 1975 twelve CH-53s launched as planned and succeeded in inserting 346 Marines into LZ Hotel. A total of 259 evacuees were then extracted. A total of 61 sorties were flown in direct support of Eagle Pull; 108.5 flight hours accumulated; and 723 passengers transported. Among the evacuees was the American Ambassador to Cambodia, John Gunther DEAN. The Ambassador and his party were flown by HMH-462 to UTAPAO, Thailand from the USS Okinawa at 1450G arriving at 1620G 12 April 1975.

On 13 April 270 evacuees were flown to UTAPAO in 22 sorties accumulating 11.7 flight hours.

After the completion of Operation Eagle Pull, the USS Okinawa steamed enroute to Subic Bay, arriving there on 17 April 1975. On 18 April 1975, the squadron was again recalled to an on-station stand-by for Operation Frequent Wind. HMH-462 was placed OPCON to PROVMAF 39, 9th MAB on 18 April 1975.

  
Enclosure (1)

PART IIISEQUENTIAL LISTING OF SIGNIFICANT EVENTS

8-9 January	Deployment to NAS Cubi Point via Taiwan
9 January	Chopped OPCON to 31st MAU
10 January	Embarked aboard the USS Tripoli
24 January	Squadron cross decked to the USS Okinawa
1 February	Visual reconnaissance flight for MAFLEX staff
8-12 February	Squadron in port in Singapore
20 February	Squadron participated in HELOEX 1-75
26-28 February	In port Subic Bay
1 March	Deployed to on station stand-by for Operation Eagle Pull
9 March	Emergency MEDEVAC transported at night
12 March	Routine MEDEVAC transported to USS Tripoli
20 March	Squadron afforded transportation for Commodore, ARG Alpha
26 March	Transported Commodore, ARG Alpha
12 April	Squadron executed Operation Eagle Pull
13 April	Transported evacuees to UTAPAO AFB, Thailand
17 April	Returned to Subic Bay
18 April	Called on station for Frequent Wind contingency

  
Enclosure (1)