

HEADQUARTERS  
Marine Aircraft Group 12  
1st Marine Aircraft Wing  
Fleet Marine Force, Pacific  
FPO, San Francisco 96601

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Ser: 03A3466E  
12 February 1966

UNCLASSIFIED

From: Commanding Officer  
To: Commanding General, 1st Marine Aircraft Wing (Attn: G-3)

Subj: Command Chronology, submission of

Ref: (a) WgO 5750.1A

Encl: ✓(1) MAG-12 Command Chronology for the month of January 1966

1. In accordance with reference (a), enclosure (1) is submitted.
2. This letter is downgraded to UNCLASSIFIED upon removal of enclosure (1).

*L. E. Brown*  
L. E. BROWN

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MARINE AIRCRAFT  
GROUP 12  
CHU LAI REPUBLIC OF VIETNAM  
COMMAND CHRONOLOGY  
1 JANUARY 1966 - 31 JANUARY 1966

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ORGANIZATIONAL DATA SHEET

MARINE AIRCRAFT GROUP 12

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COMMANDING OFFICER AND STAFF:

COMMANDING OFFICER

COLONEL Leslie E. BROWN

EXECUTIVE OFFICER

LIEUTENANT COLONEL Rex WILSON

ADJUTANT

CAPTAIN Roy L. CRANE

S-1

MAJOR ~~Sped~~ F. SHEA

S-2

CAPTAIN John.A. ROOKE

S-3

LIEUTENANT COLONEL William J. WEBSTER

S-4

LIEUTENANT COLONEL Bernard J. STENDER

MARINE ATTACK SQUADRON 211

COMMANDING OFFICER

LIEUTENANT COLONEL John W. KIRKLAND

EXECUTIVE OFFICER

MAJOR Richard E. HAWES, Jr.

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CAPTAIN Huey P. L. MILLER

S-2

SECOND LIEUTENANT John S. BOARDMAN

S-3

MAJOR John J. McCARTHY

S-4

CAPTAIN Robert W. CASPOLE

MARINE ATTACK SQUADRON 214COMMANDING OFFICER

LIEUTENANT COLONEL Keith O'KEEFE

EXECUTIVE OFFICER

MAJOR Jerome T. HAGEN

S-1

FIRST LIEUTENANT Hugh MITCHELL

S-2

CAPTAIN Clarence F. CRIGLER

S-3

MAJOR Charles A. CAREY

S-4

CAPTAIN Darrell E. BAKER

MARINE ATTACK SQUADRON 223COMMANDING OFFICER

LIEUTENANT COLONEL Alexander WILSON

EXECUTIVE OFFICER

MAJOR George M. LAWRENCE, Jr.

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~~CONFIDENTIAL~~S-1

CAPTAIN Charles M. LIVELY

S-2

FIRST LIEUTENANT Gary E. SNYDER

S-3

MAJOR Arthur R. ANDERSON

S-4

CAPTAIN Donald F. CROWE

MARINE ATTACK SQUADRON 224COMMANDING OFFICER

LIEUTENANT COLONEL Thomas E. MULVIHILL

EXECUTIVE OFFICER

MAJOR George W. WARD

S-1

CAPTAIN Edward H. LONEY

S-2

FIRST LIEUTENANT Barry A. RUDACILLE

S-3

MAJOR Hugh N. LEVIN

S-4

CAPTAIN Michael J. RIPLEY

MARINE AIR BASE SQUADRON 12COMMANDING OFFICER

MAJOR Jack W. PARCHEN

EXECUTIVE OFFICER

MAJOR Robert L. TALBERT

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BASE SERVICES OFFICER

MAJOR Arthur A. NEIBACH

BASE OPERATIONS OFFICER

MAJOR John C. ARCHBOLD

HEADQUARTERS AND MAINTENANCE SQUADRON 12

COMMANDING OFFICER

MAJOR William E. GARMAN

EXECUTIVE OFFICER

CAPTAIN Richard L. THOMPSON

MAINTENANCE OFFICER

MAJOR Julius B. PIERCE

ADMINISTRATIVE OFFICER

FIRST LIEUTENANT James D. DAVENPORT

2. MARINE AIRCRAFT GROUP 12, CHU LAI AIRFIELD, RVN., 1-31 January 1966

3. AVERAGE MONTHLY STRENGTH:

	<u>USMC Officers</u>	<u>USMC Enlisted</u>	<u>USN Officers</u>	<u>USN Enlisted</u>
VMA-211	27	173	3	2
VMA-214	27	180	1	0
VMA-223	27	180	1	2
VMA-224	25	182	1	0
MARS-12	27	584	3	22
H&MS-12	13	380	0	0
TOTAL MAG-12	164	1661	6	26

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## 4. IMPORTANT VISITORS TO THE COMMAND:

Commandant of the Marine Corps	9 January 1966
Senator Jacob K. JAVITTS (R-NY)	10 January 1966
Congressman Ogden L. RIED (R-NY)	10 January 1966
Brigadier General J. W. DOBSON USA (JCS)	11 January 1966

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NARRATIVE SUMMARY

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(C) The month of January provided better flying weather than that experienced during the previous two months. The end result was that MAG-12 aircraft increased their number of sorties despite several days of bad weather, a three day standdown for TET, and fifteen days of short field operations. By the end of the month the four squadrons had flown a total of 2522 sorties for an average of 630.5 per squadron. Combat flight hours totaled 3,186.0 with an overall flight total of 3,434.8. Considering all operational factors this was one of MAG-12's best months.

(C) From ten to thirteen January, operation "MALLARD" was supported by MAG-12 aircraft, with a number of sorties being flown in marginal weather which at this time of year is not unusual. Seventy sorties for a total of 100.4 hours were flown in support of Operation "MALLARD".

(C) The "Black Sheep" of VMA-214 started the new year offstrong by setting a MAG-12 record for sorties and hours flown by a single squadron in a twenty-four hour period. On the 16th of January, starting with 16 A4C's in an up status, VMA-214 flew 50 sorties for a total of 72.8 hours, all combat flights. When the last aircraft was chocked and tied down there were still fourteen "Charlies" in an up status. This was due in large measure to an aggressive, hard working squadron maintenance section which averaged an eighty-seven percent availability throughout the month.

(C) On midnight of the 16th, the northern four thousand feet of the runway was ~~burned~~ turned over to the Seabees for rehabilitation and relaying of the matting. Beginning with the first hop on the 17th, all take-offs were JATO and all landings were MOREST. LSO's were on duty during flight operations for landings and all went smoothly with a gradual increase in tempo until the field was operating at maximum sortie rate per hour.

(C) To end a very satisfactory month, MAG-12 supported operation "DOUBLE EAGLE" during the last four days of January. Starting on the 28th, a variety of LZ PREP, Helo Escort, CAS, and alert hops totaled seventy-eight sorties by the 1st of February. In several instances the squadron displayed the typical 'Esprit de Corps' of the Group by launching aircraft normally on a one to two hour standby in as little as forty-five minutes. As a result of some excellent preplanning and forethought in the way of pre-positioning of ordnance loads, most requests for aircraft to be launched from a standby status were met in slightly less than half of the fraged time. ✓

(C) Cooperation, willingness, and hard work made January a "good" month.

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SIGNIFICANT EVENTS

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1. PERSONNEL

(C) The inter group transfer of personnel was completed during January, thus eliminating one factor which could easily have caused a loss of efficiency. However, the cooperation and harmony under which this program was implemented resulted in a smooth and expeditious exchange with no detectable loss in efficiency.

(C) Many new faces are beginning to appear in Chu Lai and old faces are disappearing as an increasing number of individual replacements start arriving and an increasing number of the "SATS plank holders" head back for new duty stations. The next several months will see almost a 40% turn over of personnel.

2. AWARDS

(C) The following awards were recommended by MAG-12 and forwarded to higher authority:

DISTINGUISHED FLYING CROSS	2
BRONZE STAR	1
AIR MEDAL (1st Award)	25
AIR MEDAL (Star in lieu of additional)	90
NAVY COMMENDATION MEDAL	4

The following awards were received and presented to MAG-12 personnel.

AIR MEDAL (1st Award)	12
AIR MEDAL (Star in lieu of additional)	88

(C) Word was received that FMFPAC has delegated to the 1st MAW the authority to approve Air Medals. This action should reduce the time from submission to time of receipt from two months down to two weeks.

3. CIVIC ACTION

(C) Plans for the construction of the Ly-Tin District Headquarters high school north of the Chu Lai enclave, have progressed well during January. Architect's plans are firm and include a six classroom structure capable of handling three hundred students. The majority of effort thus far has been spent in the procurement of building materials.

**CONFIDENTIAL****4. AIR OPERATIONS**

(C) With the cutting of the runway on 16 January at the midfield point, flight operations again reverted to short field procedures. A request was forwarded to Wing to reduce our sortie rate to twelve launched per hour after the first launch. With twelve launches, and twelve recoveries per hour, only two and one half minutes could be allowed for each operation. With an average time required of two minutes, this left very little slippage in the event of aborts, no fires, scrambles or emergencies. After several days of operations, the wing gradually increased the sortie rate until we were flying a normal daily schedule. During this period of short field operation, MAG-12 hit a high day for the month with one hundred and seven sorties.

(C) Without the full cooperation of all concerned, (pilots and support personnel), short field operation could become a real fiasco. With minimum time available for each portion of a takeoff or recovery, there can be no indecision, hesitation, or disagreement on the taxi ways, parking ramp or runways. The complete cooperation of MAG-12 personnel made this operation appear like a normal working day routine.

(C) MAG-12 squadrons expended the following ordnance.

BOMBS	6,246
ROCKETS	2,162 (114 AERO 7D/LAU 3 PODS)
NAPALM	81 tanks
20MM	59,248 rounds
JATO	1,881

(C) The Launch and Recovery Section (MOREST) trapped 1,374 A4 aircraft into the two operating MOREST systems. The last week in January ended with the south deck sheaves and 1000 feet of guide rail of the new catapult to be installed at Chu Lai, incorporated into the matting being laid by MCB-4. The installation of the catapult is proceeding as rapidly as the material arrives on hand.

(C) MATCU-67 conducted 8,542 air operations and 424 Ground Controlled Approaches.

(C) On 31 January, TPN-8 radar radomes, which will assist in eliminating some of the corrosion problems caused by moisture getting into wave guides and other components, were received and installed.

(C) During the second week in January, MAG-12 became 100% pilot qualified under NATOPS. Squadron and Group pilots were required to pass the same check and exams. If a pilot flew A4's and the C-117, he completed checks in both types prior to being rated as qualified. With the excellent cooperation received from the tactical squadrons, the NATOPS program should continue to function smoothly.

**5. LOGISTICS**

(C) Ordnance received 1,374 long tons of class V(A) munitions from four LST's.

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(C) Air freight again showed an increase in the number of passengers handled and the amount of freight moved. This increase was due in part to the completion of the transport parking area. (see base development/military construction below)

PASSENGERS	10,120
MAIL	503,540
CARGO	2,268,883 lbs

(C) 32% A rations and 68% 'B' rations were served during the month by the MAG-12 messes.

#### 6. MOTOR TRANSPORT

(C) During the last week of January the status of heavy equipment deteriorated to an unsatisfactory state. MABS-12 now has no operating dozers. The D-6 was surveyed in July, but is yet to be replaced. Of the D-4's assigned, one has been evacuated and two are down for parts, while the remaining one is waiting to be evacuated. Only one of the two graders is operational, and, with no dozers available, camp improvement and construction has been reduced to work that can be done by equipment occasionally borrowed from other units, all of which are also experiencing serious problems with earth moving equipment.

#### 7. ENGINEERING

(C) To date, a total of 31 tropical huts have been erected in the MAG-12 compound. MAG-13 supplied a team of trained personnel to aid this command in the construction effort and their help was invaluable. The minor modification required because of the unique Chu Lai rain which usually falls horizontally rather than vertically, was designed and installed by SSgt J. R. BELL, one of the designers of the hut.

So far the tropical hut has more than fulfilled our expectations, providing a marked degree of comfort and protection from the heat. Although the floor dimensions are identical to a G.P. tent, there is more area available in the hut because of the removal of center poles. Overall, the hut appears to be a sound investment although its cost is slightly higher than a G.P. tent. It takes a six man team twenty two hours to erect a hut. The hut should last three to five years as compared to a G.P. tent which lasts only six months in this environment.

(C) By the end of the month, tropical hut construction was nearing completion with huts yet to be constructed only at Group S-3 and the VMA-223 area. During construction, when it was discovered that the decks had to be strengthened, MABS incorporated the necessary modification without a slowdown in the program. (Appendix I, II)

#### 8. MAINTENANCE

(C) The TAFDS was carefully analyzed this month when an excess amount of water was found in the water separators. The excess water proved to be a result of the fact that the coalescing filters in the Bulk Fuel Company separators were inoperative, thus allowing water slugs to pass. Replacement filters have been on requisition since arrival in Chu Lai but at this date none have been received. Only through rigid quality control measures at the TAFDS was it possible to avert contamination of the entire system.

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To prevent further incidents of this nature, TAFDS supplied Bulk Fuel with an operational filter-separator for insertion in the fuel transfer line.

(C) Throughout the month, the tactical A4E squadrons, encountered problems with the fuel control. A careful and detailed review of filtering along with quality control checks of the fuel were conducted because of the possibility that fuel contamination might be causing mechanical problems. Fuel samples sent to Danang and Cubi Point from aircraft, TAFDS bags, and trucks for extensive chemical analysis, showed no evidence of salt or other impurities. Further samples were taken by the Wing TAFDS Officer and these samples met all specifications. To date there has been no determination of the cause of the fuel control malfunctions. TAFDS Quality Control methods have been increased and in many instances doubled to preclude fuel contamination.

#### 9. BASE DEVELOPMENT/MILITARY CONSTRUCTION

(C) On 10 January the transport parking area was completed, thus eliminating the largest bottleneck in ground operations at Chu Lai. With five off-ramps leading from the taxiway, there is sufficient space to park the two C-117's and still leave room for loading/off-loading two C-130's. The connecting matting between the off-ramps permits transport aircraft to taxi forward at all times. No more backing of aircraft in or out to off-load.

(C) The remainder of the parallel taxiway, (1100 feet) is being widened by twelve feet, to a width of forty-eight feet. This will enable A4's to pass anywhere on the parallel taxiway, thus expediting ground traffic.

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SUPPORTING DOCUMENTS

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APPENDIXES

✓ I. TROPICAL HUT MINUS SHUTTERS

✓ II. VMA-211 TROPICAL HUTS.

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APPENDIX 1



APPENDIX 1, MAG-12 C/Chronology, Jan 1966

NAV-12 Command Chronology, Jan 1966

