

WING EQUIPMENT AND REPAIR SQUADRON 17
Marine Wing Support Group 17
1st Marine Aircraft Wing, FMF Pacific
FPO San Francisco 96602

BDS:mlh
5750
19 Jan 1974

From: Commanding Officer
To: Commanding Officer, Marine Wing Support Group 17
Subj: Command Chronology for period 1 July to 31 Dec 1973
Ref: (a) MCO 5750.1D
(b) FMFPacO 5750.8B
(c) WgO 5750.1B

Encl: (1) Subject Command Chronology

1. In accordance with the provisions of reference (a) through (c), enclosure (1) is submitted.

F. E. Graham
F. E. GRAHAM

WERS -17

Enclosure (3)

Full. Dec 73

WING EQUIPMENT AND REPAIR SQUADRON 17
Marine Wing Support Group 17
1st Marine Aircraft Wing, FMF, Pacific
FPO San Francisco 96602

COMMAND CHRONOLOGY

1 July to 31 December 1973

INDEX

- PART I - Organizational Data
- PART II - Narrative Summary
- PART III - Sequential Listing of Significant Events
- PART IV - Supporting Documents

PART I

ORGANIZATIONAL DATA

<u>1. Designation</u>	<u>Commander</u>	<u>Inclusive Dates</u>
Wing Equipment and Repair Squadron 17, Marine Wing Support Group 17, 1st Marine Aircraft Wing, FMF, Pacific FPO San Francisco 96602	Maj A. B. ADAMS LtCol F. E. GRAHAM	1Jul-28Dec73 28 -31Dec73

SUBORDINATE UNITS

Sub Unit #1, Wing Equipment and Repair Squadron 17 (Attached to and included in the Command Chronology of Marine Air Base Squadron 36, Marine Aircraft Group 36, 1st Marine Aircraft Wing.	WO L. G. JORDAN,	1Jul-31Dec73
---	------------------	--------------

ATTACHED UNITS

NONE

2. Location:

WERS-17: MCAS Iwakuni, Japan	1Jul-31Dec73
SU#1, WERS-17: MCAS(H) Futema, Japan	1Jul-31Dec73

3. Staff Officers

Executive Officer	1stLt R. E. VENER Capt B. D. SCHMIDT Maj C. L. MCCAULEY	1-9Jul73 10Jul-20Dec73 21-31Dec73
Administrative Officer	CWO D. EGAN See FN 1	2Nov-31Dec73
Head, Motor Transport Maintenance Department	Capt E. J. TURSE Jr.	8Aug-31Dec73
Aviation Supply Officer	1stLt F. E. MCINTIRE	1Jul-31Dec73
Motor Transport Maintenance Officer	CWO-4 G. L. MARCUM	1Jul-14Dec73
Engineer Maintenance Officer	1stLt J. W. FARMER	22Aug-31Dec73
TAFDS Officer	Capt E. J. TURSE Jr	8Aug-31Dec73
Launch/Recovery Officer	This billet is being filled by WO JORDAN as Officer in Charge, SU#1	

FN 1: 1stLt VENER and Capt SCHMIDT also served as Squadron Administrative Officer while assigned primary duty as Executive Officer.

Motor Transportation Operations Officer 1stLt F. E. BOX 1Jul-7Aug73 FN 2

Motor Transport Officer Capt E. J. TURSE Jr. 1Jul-7Aug73 FN 2

FN 2: These last two billets were deleted on 8 Aug 1973 as a result of the reorganization.

4. Average Monthly Strength

	WERS-17 USMC		FAP to MCAS USMC		USN		OTHER		<u>Total</u>
	<u>Off</u>	<u>Enl</u>	<u>Off</u>	<u>Enl</u>	<u>Off</u>	<u>Enl</u>	<u>Off</u>	<u>Enl</u>	
Jul	6	171	0	4	2	5	0	0	188
Aug	13	198	5	117	2	5	0	0	340
Sep	16	202	4	127	2	5	0	0	356
Oct	17	167	5	115	2	5	0	0	311
Nov	20	219	5	133	2	5	0	0	384
Dec	15	221	7	120	2	5	0	0	370

Note: FAP to MCAS indicates those joined by WERS-17 and assigned to MCAS Iwakuni for duty in accordance with the Fleet Assistance Program.

PART II

NARRATIVE SUMMARY

A. Wing Ground Organizational Test

Phase I of the Wing Ground Organizational Test, which included a great deal of reorganization for WERS-17 was conducted during this period. WERS-17 transferred first and second echelon maintenance which consisted of 119 enlisted line numbers and two officer line numbers to H&MS-17 (WETS) from WERS T/O 8715M of 20 December 1973. Two Officers and 84 enlisted men were transferred on 7 August to fill these line numbers. In addition, WERS-17 gained a number of billets from other wing units involved in the test. Billets from H&MS-17 consisted of the Headquarters Section and Fleet Assistance Personnel. In all 301 enlisted and 24 officer line numbers were transferred. Personnel transferred to WERS-17 from H&MS-17 on 8 August to fill these billets consisted of 187 enlisted men and 15 officers. One enlisted billet and two enlisted men were transferred from MWHS-1 to WERS-17. Twenty-three enlisted billets and 9 enlisted men were transferred from H&HS-18 to WERS. Two enlisted billets were transferred from MWCS-18 to WERS-17. A provisional T/O 8715 which reflects the aforementioned realignment was prepared by the Commanding General, 1stMAW, on 20 July 1973 and is presently being used as the current T/O for WERS-17.

B. Administration

A screening board met each month for the purpose of interviewing and selecting deserving Marines for meritorious promotion and for Marine non-commissioned officer of the month. Three non-commissioned officers were selected as Marine Wing Support Group 17 non-commissioned officer of the month and one of the three was nominated as the 1stMAW non-commissioned officer of the month. Eleven Marines were meritoriously promoted to Corporal and three to Lance Corporal. Squadron formations were held at barracks 1642 each Wednesday morning and promotion warrants, Good Conduct Medal certificates, and the like were presented. Twelve career and four first term Marines reenlisted during this six month period. The squadron participated in the 1stMAW program of assigning deserving Marines to vacant seats on training flights to Taipei and Osan, Korea.

C. Training

Mission oriented training was conducted on a weekly basis by individual sections. Troop information lectures consisting of drug orientation, search and seizure procedures and safety were scheduled and completed. The physical readiness test was scheduled on four occasions during the reporting period. 234 Marines out of a total of 245 eligible were tested and passed. Eighteen Marines were trained in human relations I, two were trained in human relations II, 11 attended FMFPac Leadership School, seven attended NCO school, and two attended the 1stMAW SNCO Academy. Every staff non-commissioned officer and officer qualified with the pistol during the reporting period.

D. Maintenance

Tactical Equipment Repair Orders (TERO's) were completed in support of the following 1st Marine Aircraft Wing Units. Completion of an increasing number of TERO's without a significant change in manning level indicates that the concept of concentrating technical MOS's is effective. Increased TERO's are a result of increased scrutiny by maintenance managers and significant combat retrograde maintenance requirements. Graphs 1, 2, and 3, further display this unit's five month experience under this new organization. Each graph is explained in detail.

SEPTEMBER:

UNIT	TERO's
H&MS-17	17
WERS-17	6
ORF	5
MABS-12	6
MR 800	2
MAG-12	2
H&HS-18	1
MWCS-18	2
MFAJ-9	152

October:

UNIT	TERO's
H&MS-17	14
WERS-17	5
ORF	0
MABS-12	3
MR 800	0
MAG-12	0
H&HS-18	1
MWCS-18	3
MFAJ-9	184

NOVEMBER:

UNIT	TERO's
H&MS-17	95
WERS-17	13
ORF	3
MABS-12	23
MR 800	2
MAG-12	1
MAG-15	4
MABS-15	3
MWCS-18	1
H&HS-18	1
MFAJ-9	255

DECEMBER:

UNIT	TERO's
WETS-17	78
WERS-17	3
MWCS-18	1
MABS-12	13
MR 800	1
MABS-15	1
MWHS-1	1
MFAJ-9	113

Maintenance Float MMFAJ-9

Transaction	"Per Month" "D" Coded	Exchanges during the Month "R" Coded
July	25	131
August	14	91
September	0	144
October	21	129
November	14	174
December	22	147

At least 500 limited technical inspections were conducted on tactical equipment which was returned to Iwakuni with elements of Task Force Delta from Nam Phong, Thailand. Additional retrograde support was provided when WERS-17 set up a tactical fuel dispensing system to expedite the turn-around of MAG-15 tactical aircraft.

E. Inspections

1. An analysis of the maintenance procedures methods and supporting documents of the Marine Wing Support Group 17 was conducted by the Field Supply and Maintenance Analysis Office (FSMAO-3). The inspection took five days to complete and was conducted mainly to promote efficiency and economy by observing and reporting on the readiness of the unit.

2. An A&M inspection was conducted during the period 13 to 15 December 1973 by the 1stMAW. In addition to administration, troop functions were inspected. The overall grade for the inspection was satisfactory with minor discrepancies.

F. Support of Other Units

Several Marines and a shop set were sent from WERS-17 TAD to MABS-12 in support of the Pegasa II operation, one officer and one enlisted man were sent to MAG-36 on Okinawa to assist in providing a maintenance setup for Sub Unit #1 vehicles. One Corporal was sent TAD to Camp Courtney, Japan for duty with the 9th MAB staff. One Marine was sent to station to support the motorcycle safe driving school. One Marine photographer was sent TAD to Nam Phong, Thailand, to assist in documenting the turn over facilities to the Royal Thai government and retrograde of Task Force Delta. One Officer was sent TAD to Nam Phong as a Military Police Liaison. One sergeant was sent to Subic Bay, R. P. for duty with the 7th Fleet Semi-permanent Shore Patrol Detachment Cubic Point.

Graph #1

The green line indicates the number of pieces of equipment in a maintenance status at the end of the indicated weeks. An increase is indicated over the last 3 months of the period. This is due to the fact that there was an increase in work load (from Pegasus and Thailand) coupled with an increase in personnel able to work on the equipment.

The red line indicates a continuing problem of the supply time lag. The number of items awaiting repair parts has also increased. This is due also to the increased workload and the inability of the supply system to make timely reactions to workload cycle.

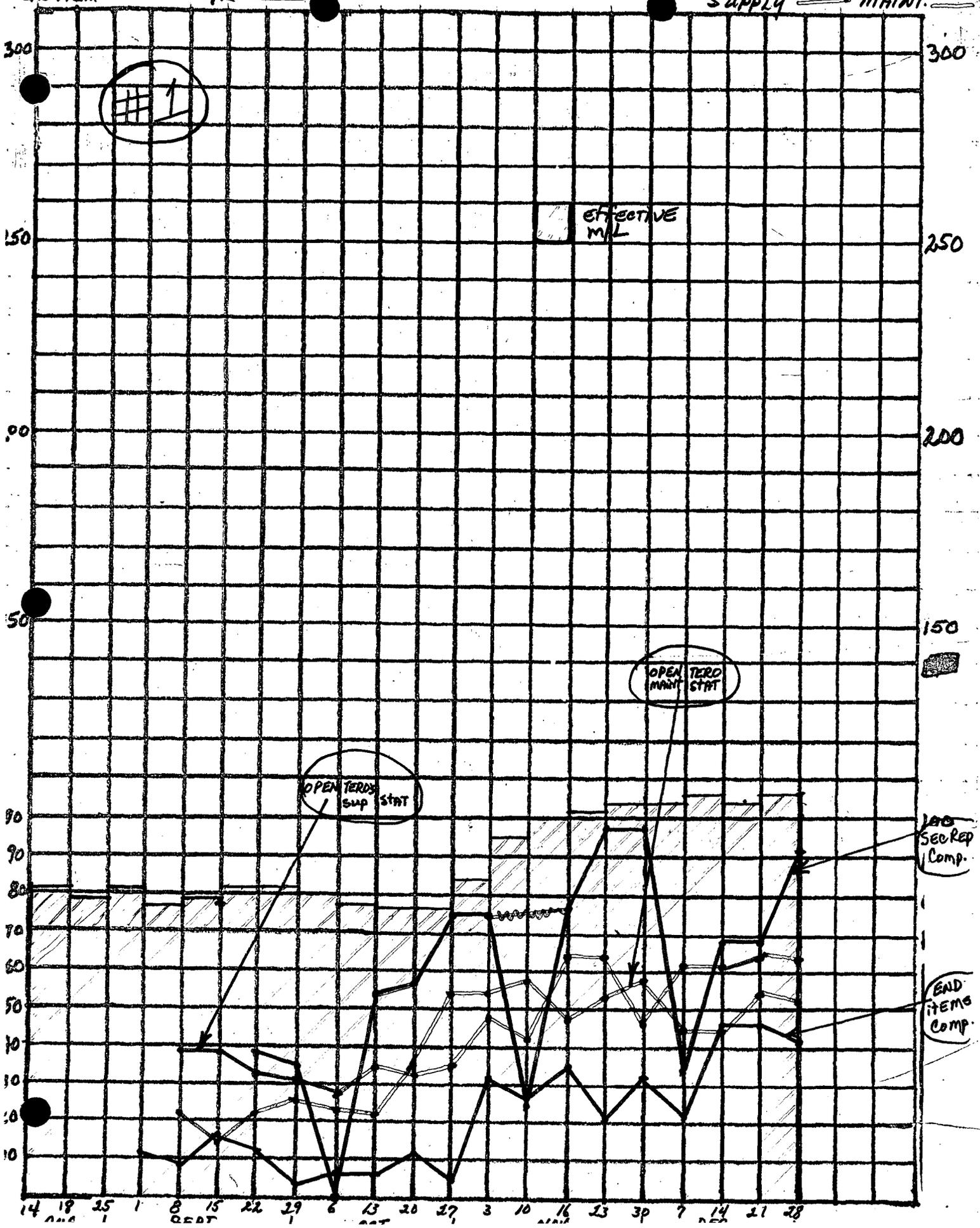
The purple line is the weekly production report. The number of end items has increased in November from an average of 10 per week to around 30 per week. In essence, "end item" production has tripled. This is due in part to the fact that it took four to six weeks for repair parts to come in for the October influx of maintenance from MAG-15.

The brown line indicates an "overall" increase in the production of secondary repairable items for the same reasons, generally, as the end items. The instability of the graph, however, is related largely to the sporadic response of the supply system.

TERO STATUS (WEEKLY)

COMPLETED
END ITEM — SEC REPR

OPEN (ON HAND)
SUPPLY — MAINT.



Graph #2

The solid lines indicate TERO's recieved for the month indicated. Dashed lines indicate items repaired (production) for the month indicated.

Solid lines:

(1) Green - indicate a gradually increasing workload of motor transport items. MAG-15 and Pegasus are the major contributing factors.

(2) Purple - an increase also, for the same reasons as motor transport. However, there were less engineer items than motor transport so the increase "peaked" sooner than motor transport.

(3) Red - secondary repairables change in proportion to changes in end items. Secondary Repairables peaked after end items ended their most rapid increase. As end item increases slowed, secondary repairables declined.

Dashed lines:

(1) Green - indicates a gradual, though cyclic, rate of increase of motor transport output (work completed).

(2) Purple - as Engineer items peaked and declined in maintenance status, so did production. Most items completed had been in a long time. The increase output is due more to several disposition instructions arriving giving us a source of repair parts. Also, personnel increase at this time.

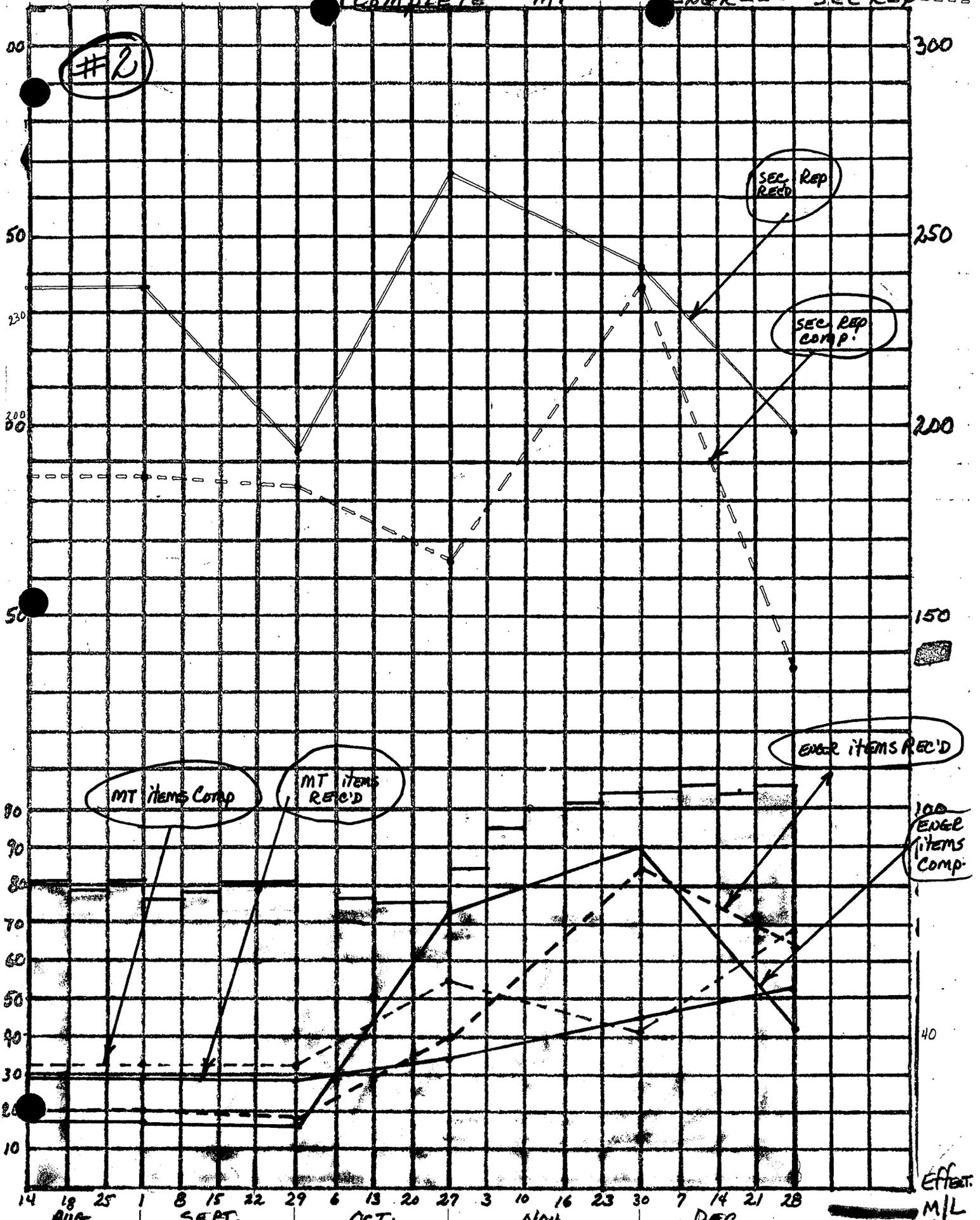
(3) Red - indications here point to an approximate one month time lag in repair parts.

TERO'S RECEIVED COMPLETE

MT ———
MT - - - -

ENGR ———
ENGR - - - -

SEC REP ———
SEC REP - - - -



Graph #3

This depicts open work orders on hand at the end of the month and therefore to some extent, the workload for the period. However, it cannot accurately aid in projecting a workload as Pegasus and Thailand equipment were the major influencing factor during the indicated period of time. The solid lines indicate total work orders open while the dashed lines indicate those that have been open longer than 90 days.

.It should be noted that engineer items slowly increased as the incoming workload was greater than the supply and repair facilities ability to keep up.

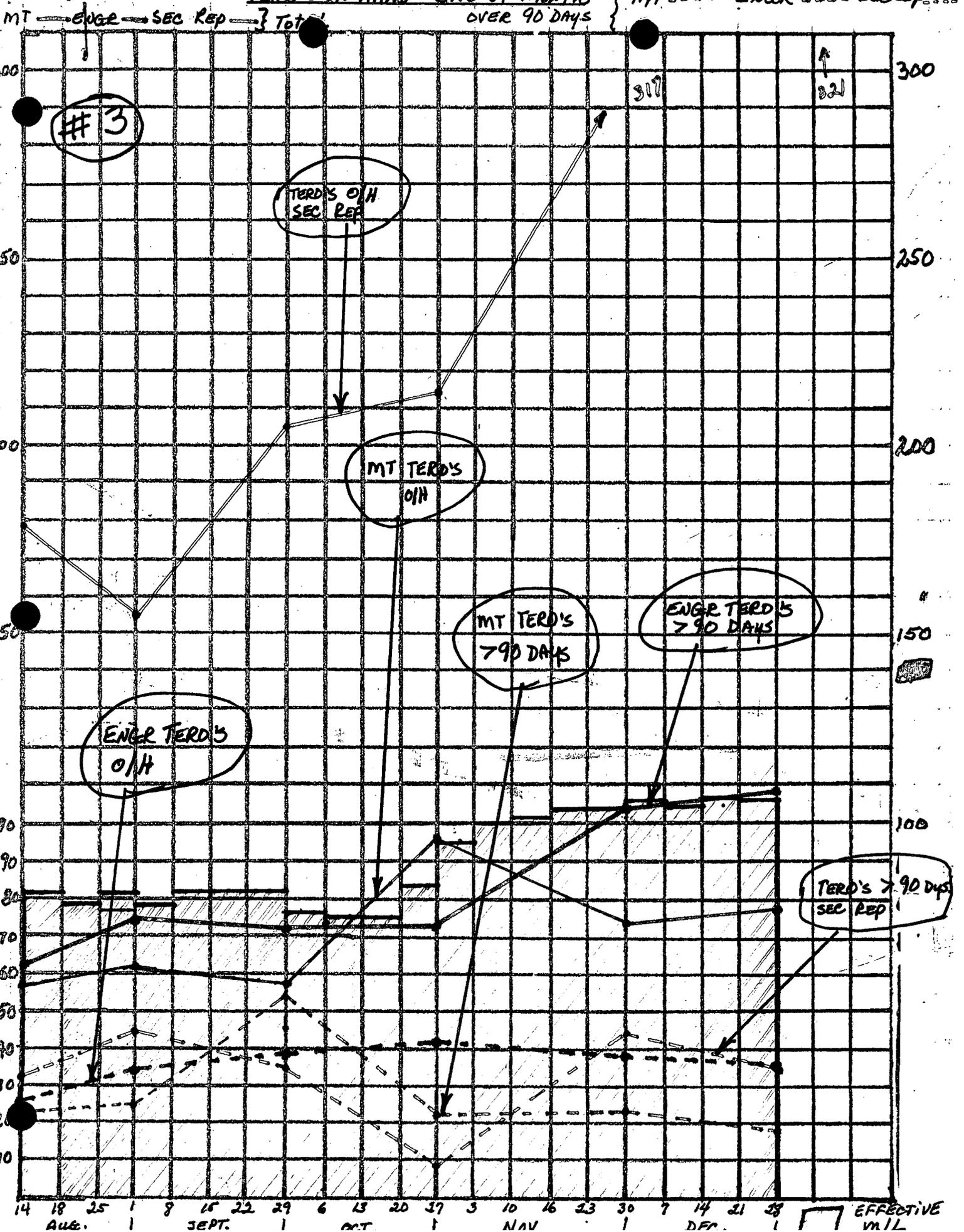
The skyrocketing of secondary repairable items on hand is due, in large part, to the great number of these items to return from Thailand requiring rebuild, coupled with the supply time lag.

Also, the vast number of items requiring survey action to be turned in to J-9 is reflected in these figures.

"Over 90 days" graphs show a continual, though somewhat consistent, time lag for engineer repair parts. In direct contrast, motor transport items react much more quickly and is reflected by a gradual decline.

TERD'S ON HAND - END OF MONTH
OVER 90 DAYS

MT --- ENGR --- SEC REP ---



PART III

SEQUENTIAL LISTING OF SIGNIFICANT EVENTS

- 17 Jul 1973..... Search and seizure lecture presentation to all staff non-commissioned officers and officers at the Sakura Theater.
- 7 Aug 1973..... First and second echelon engineer and motor transport maintenance transferred to H&MS-17 (WETS) as increment B to Phase I of Wing Ground Support Organizational Test.
- 8 Aug 1973..... Joined personnel from MWSG-17 headquarters section and Wing support sections from H&MS-17 as increment B to Phase I of the Ground Support Organizational Test.
- 18 Aug 1973..... Conducted a drug detection lecture at the Sakura Theater for all hands.
- 8 Sep 1973..... All hands inspected in summer service "C" uniform.
- 25 Sep 1973..... Japanese employees working in the 4th Echelon attended a safety lecture at the Sakura Theater.
- 15 Oct 1973..... Field Supply and Maintenance Analysis Office (FSMAO-3) commenced inspection of maintenance procedures, methods and supporting documents.
- 19 Oct 1973..... FSMAO inspection concluded.
- 27 Oct 1973..... All hands inspected in winter service "A" uniform.
- 11 Dec 1973..... 1stMAW A&M inspection commenced.
- 13 Dec 1973..... 1stMAW A&M inspection concluded.
- 28 Dec 1973..... Change of Command Ceremony. Maj A. B. ADAMS was relieved by LtCol F. E. GRAHAM.

PART IV
SUPPORTING DOCUMENTS

NONE

SUB UNIT ONE
Wing Equipment and Repair Squadron 17
Marine Wing Support Group 17
1st Marine Aircraft Wing, FMFPac
FPO, San Francisco, California 96602

JHM:rbs
5750
4 January 1974

From: Officer In Charge
To: Commanding Officer, Marine Aircraft Group 36 (S-3)
Via: Commanding Officer, Marine Air Base Squadron 36
Subj: Semi-Annual Chronology; Period 1 July through 31
December 1973.
Ref: (a) GruO 5750.3C
Encl: (1) Sub Unit #1, WERS-17 Semi-Annual Chronology of
U. S. Operations.

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

L. Grady Jordan
L. GRADY JORDAN

SU 1, WERS-17

Sub-Data 113

MARINE AIR BASE SQUADRON 36
Marine Aircraft Group 36
1st Marine Aircraft Wing
Fleet Marine Force, Pacific
FPO San Francisco 96602

06:EL:shf
5750
4 Jan 1974

FIRST ENDORSEMENT on OIC, SU #1, WERS-17 ltr JHM:rbs 5750
of 4 Jan 1974

From: Commanding Officer
To: Commanding Officer, Marine Aircraft Group 36 (Attn:
S-3)
Subj: Semiannual Chronology; Period 1 July through 31
December 1973

1. Forwarded.


ERIK LARSEN

5750.3C

SUB UNIT #1, WERS-17 SEMI-ANNUAL CHRONOLOGY OF U.S. OPERATIONS

PART I

ORGANIZATIONAL DATA

- | | |
|---|----------------------|
| 1. <u>Designation</u> | <u>Commander</u> |
| Sub Unit #1, Wing Equipment
Repair Squadron 17 | WO-1 L. GRADY JORDAN |

<u>Staff Officers</u>	<u>Name</u>
EASU Senior/Tech	J. L. HANSEN
EASU Mech/Tech	T. K. FELNER

Subordinate Units
None

Attached Units
Naha L&R Detachment
Iwakuni L&R Detachment

2. Location
1 July 1973 - 31 December 1973 MCAS (H) Futema
3. Average Monthly Strength

	<u>Officer</u>	<u>Enlisted</u>
USMC	1	31
USN	Ø	Ø
OTHER	Ø	Ø

5750.3C

PART IINARRATIVE SUMMARY

During the Months of July through December, Sub Unit 1, WERS-17 functioned on its normally assigned duties. In performing these assigned duties the following discrepancies were noted:

- (1) Out of three airfields assigned none were in an RFI status due to incorrect inventories taken on all TBA requirements and a lack of service changes not incorporated or received.
- (2) Insufficient funds available for TBA deficiencies.
- (3) Due to the age and deterioration of all our assigned Heavy Equipment and Motor Transport Equipment our assigned mission has been slowed down considerably.

During July we received the various packages from Nam Phong: Twenty-three (23) airfield lighting packages, six (6) M-21 arresting gear packages, ten (10) Grout packages and six (6) light weight earth anchor packages. We also received Retrieve Engine Ser. No. 201 3D-27875 from Thailand with a broken block. This Engine has been scrapped and all useable parts reused to bring other assets up to an RFI status. Retrieve Engine Ser. No. 272 was put in an RFI status and stored. Retrieve Engine Ser. No. 174 was functionally tested and found to be defective due to lack of parts. Two (2) men were assigned to perform required maintenance on M-21 arresting gear at Naha Air Base due to the lack of qualified personnel to perform such maintenance that was required to put that gear in an operational status.

On 2 July received three (3) CE1-3 catapult service changes #129 amend #1 in an RFI. An inventory of M-21 arresting gear Pac Assets containers was started. On 3 August this inventory was completed. None of these containers was found to be complete due to parts missing.

On 6 and 7 July all hands turned to tying down all gear assigned to this unit for typhoon warnings. Shipped out twenty-three (23) SC-2 packages (launch cables), in accordance with reference to msg #060250Z Jun 73.

On 11 July received from 3rd FSR Rough Terrain Forklift 674 replaces 050 that was coded "R".

On 19 July received a grant of \$8,050.00 for the 1st Quarter.

5750.3C

On 23 July SGT J. B. MILLER was medivaced to CONUS on PCS Orders.

On 22-25 July the Wing SATS "O" CWO CIPPERLY reported aboard to conduct pre AM Inspection.

During August assisted in tying down gear for typhoon warning throughout September. Functional tests were performed on Retrieve Engine Ser. No's #200, #208, #205, #204 and functional tests were also performed on Absorbers Ser. No's #190, #192, #204 and #205. Retrieve Engines No.'s #205 and #208 are down due to the lack of parts also Absorber No. #205 is down due to the lack of parts. On 10 October 1973 all these Retrieve Engines and Absorbers were put in an RFI status and staged. Three (3) men were sent to Naha to perform required maintenance to put M-21 arresting gear in an operational status - a total of 120 man hours was expended. Had to replace two (2) retrieve engines on Naha Runway - sent Retrieve Engines Ser. No.'s #113 and #117 also replaced absorber on r/w with Ser. No. #190. An inventory of all MAG-36 typewriters was held and a report submitted to S-1 Office. Sixteen (16) pallets of AM-2 matting was received from Nam Phong, Thailand. Also during this month we received a cut in the budget of \$3,256.00. Refer to msg's 210236Z Aug 73 and 290107 Aug 73.

On 3 August the restaging of Airfield 7407 was started.

On 13-29 August supplied six (6) men to Bks. #430 to paint all rooms in troop area.

On 16 August the Naha Detachment was administratively attached to this unit in accordance with Wing Order 1070.3 dated 16 August 73,

On 20 August M35A1 No. #390522 was deadlined for clutch repair.

On 23 August M-63 Crane #389845 was deadlined due to faulty universals, as of 31 December 73 this vehicle is still down. On this same date we received vehicle no. #347678 from MABS M.T. to replace 522 temporarily.

On 29 August vehicle no. 678 was deadlined by MABS M.T.

On 5 September three (3) ea. Service Changes #59 was received and placed in C-5 packages of 7405, 7407 and 7408.

5750.3C

On 10 September a special grant of \$2,000.00 was granted to this unit in accordance with msg #100849Z Sep 73.

On 13 September vehicle M35A1 No. #390522 was returned with a new clutch installed - vehicle still down due to faulty emergency brake and wiring. Also 15,000 lbs. Hyster No. #395332 was replaced by Hyster No. #386915 from 3rd FSR.

On 21 September the first of two inventories was conducted on all assets assigned to this unit and all TBA deficiencies was totaled - approximately \$30,000.00 is needed to bring these TBA deficiencies up to an RFI status. A total of \$5,000.00 worth of TBA deficiencies was put on order.

On 24 September Mr. T. K. FELNER reported aboard as the EASU Mech/Tech Representative.

During the Month of September 90% of CE1-3 catapult service change #68 was received for catapult #7408. Also CE1-3 service change no.'s #172 and #176 was placed inside of C-10 packages of Airfields No.'s #7405, #7407 and #7408.

During the Month of October a total of 96 man hours was expended for repaving the parking lot. A functional test was performed on Retrieve Engine Ser. No. #204 and found to be in an RFI status. In this month we received from the Naha Detachment three (3) Retrieve Engines Ser. No.'s #275, #168 and #113 also received two (2) absorbers Ser. No.'s #147 and #193. These items were received in a very poor status. They are now in an RFI status. 710 cans of Rockite (Grout) was received and then stored in metal containers. Also twenty-seven (27) containers and twenty-one and a half (21 1/2) pallets of AM-2 matting was received from Nam Phong, Thailand. A complete new filing system was made up for all SATS containers assigned to this unit. Also work had been started on installing CE1-3 service change no. #68 on Airfield No. #7408.

On 3 October RTF 6,000 lbs. Forklift Ser. No. #373674 was turned into MABS-36 Heavy Equipment for brake assembly repairs.

On 5 October CAPT. McMAUGHLIN, a system analyst inspected all Motor Transport and Heavy Equipment attached to this unit. Various maintenance and record discrepancies were made known and was rectified by 25 October 73.

5750.3C

On 18 October the Portable Floodlight Unit Ser. No. #389-866 and RTF 6,000 lbs. Forklift Ser. No. #390042 were sent to the Naha Detachment to assist in maintenance of the M-21 arresting gear. On the same day RTF 6,000 lbs. Forklift Ser. No. #390042 was returned.

During the month of November an inventory was conducted on the following packages and brought up to an RFI condition: C-1, C-2, C-3, C-4, C-5, C-15A, C-15B and C-16 belonging to 7408. There were 700 ea. locking bars sent to Iwakuni in accordance with msg #050009Z Nov 73. The maintenance crew performed functional tests on the following M-21 packages and brought up to an RFI status: Retrieve Engines Ser. No.'s #200, #204, #205 and #208. Absorbers No.'s #113, #162, #192 and #204. Also two (2) M-14, two (2) M-9, four (4) M-12, four (4) M-13, two (2) M-15 and four (4) M-24's.

On the 15th of November eleven (11) personnel reported aboard TAD from MAG-15, Iwakuni to assist in an inventory of the gear received from Thailand and the over-all assets assigned to this unit.

On the 20th of November this unit received five (5) ea. Launch Cables, four (4) ea. M-14 packages from Iwakuni. Also on this date there were two (2) ea. Fresnel Lens Optical Landing Systems received from the Phillipines. Also SGT, E. G. KINNEY, a 3516, reported aboard TAD from Iwakuni to assist in the maintenance of the vehicles assigned to this unit. The following is the status of the equipment assigned;

M151A1 - Ser. No. #390759	Deadlined	Code (H)
M35A1 - Ser. No. #390522	" "	Rehab
M35A1 - Ser. No. #390527	" "	Brakes
RTF - 6,000 lbs. #390042	" "	Brakes
M63 - Crane #389845	" "	Universals
RTF - 6,000 lbs. #373674	UP	
Hyster - 15,000lbs #386815	UP	

On the same date CWO-3 YOUNGBLOOD from WERS-17 Iwakuni was here to conduct a maintenance evaluation of all Motor Transport Equipment assigned to this unit. CWO-3 YOUNGBLOOD terminated on the 30th of November.

On the 28th of November PVT L. E. TIMS reported aboard this unit as the Heavy Equipment man.

5750.30

During the Month of Decmeber a complete inventory was conducted on all assets assigned to this unit. This involved opening each container and a complete list of all items within these containers noted and the deficiencies made known. A total of \$60,462.00 in deficiencies was disclosed through the inventory that was conducted. A functional test was conducted on the following Retrieve Engines and put in an RFI status: #158, #170, #174 and #272. The following Service Changes have been incorporated on Catapult #7409: Service Change No.'s #33 Rev A, #36 Rev A, #44, #104, RWA 123, #148, #167, #772 and #175. The following Service Changes have been started but not complete on Catapult #7408: Service Change Ne.'s #59, #68 Rev A, #135, #154 and #155. The restaging of the airfields has been started in accordance with HAVATR 51-35-7.

On 4 December completed repairing and painting of two (2) V-1 packages, Absorber No.'s #166 and #195 were broken down and work had begun to bring said absorbers up to an RFI status.

On 10 December twelve (12) additional personnel TAD to this unit from Iwakuni to assist in the overall inventory of all assets assigned to this unit. Also shipped two (2) SM-6 and SM-7 to Kwakuni, Japan.

On 11 December GYSGT A. V. WILDER replaced MSGT J. T. GOBIEL as the NCOIC of the Naha Detachment. Also on 11 December one (1) ea. Service Change for CE1-3 Catapult #7406 was shipped to MWSG-37, MCAS El Toro. They were Service Change No.'s #36, #119, #144, #146, #177, #190, #197 and #200.

On 19 Decmeber SGT E. G. KINNEY terminated his TAD Orders.

On 21 December Service Change No.'s #8, #33, #34, #35, #36, #40, and #41 were completed on Absorber No.'s #116 and #195. However these two (2) absorbers are not in an RFI status due to the lack of parts.

On 26 December a special grant of \$30,000.00 was allotted this unit from the Wing Supply Section for TBA deficiencies. All of this grant was utilized and stubs submitted.

On 29 Decmeber work started on Absorber No.'s #206 and #207 to be pup in an RFI status.

5750.3C

On 31 December only two (2) pieces of Motor Transport and Heavy Equipment are in an operating status. One (1) RFT 6,000 lbs. Forklift Ser. No. #373674 and one (1) Hyster 15,000 lbs. Ser. No. #386915. The remainder of the equipment remain dead-lined and or Code (H). The portable Floodlight unit remains at the Naha Detachment. All of the funds received by this unit have been spent or obligated.

PART III

SEQUENTIAL LISTING OF SIGNIFICANT EVENTS

On the 23rd of July SGT J. B. MILLER was medivaced on PCS Orders to CONUS.

On 22 thru 25 July CWO CIPPERLY, the Wing SATS "0" here to conduct a Pre AM Inspection.

On 13 thru 29 August supplied six (6) men to paint rooms in troop area of Bks. #430.

On 24 September Mr. T. K. FELNER reported aboard as the new Mech/Tech.

On 5 October CAPT. McLAUGHLIN and MSGT HAYNES, FASMO Inspectors conducted an inspection on all Motor Transport and Heavy Equipment vehicles.

On 10 October COL. PALMER, Wing inspector visited this unit.

On 6 November GEN. LANG, CG FIRST MAW visited this unit.

On 8 November GEN. JANNELL, ASST. WING COMMANDER visited this unit.

On 20 thru 30 November CWO-3 YOUNGBLOOD, Motor Transport Maintenance Officer from MWSG-17, conducted an inspection of all Motor Transport and Heavy Equipment assigned to this unit.

On 14 December COL. LANGLEY, Wing Supply Officer, Major HILTON, MAG-36 Supply Officer, and Major BROWN, Technical Adviser visited this unit.

On 29 December a complete inventory of all assigned assets was conducted and all discrepancies are in the process of being rectified.