

MARINE FIGHTER/ATTACK SQUADRON 122  
Marine Aircraft Group 15 (REIN)  
9th Marine Amphibious Brigade, FMFPac  
FPO San Francisco, Calif. 96602

3:DKH:trl  
003A34568  
5750  
10 December 1968  
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From: Commanding Officer  
To: Commanding Officer, Marine Aircraft Group 15 (REIN) (Attn: S-3)

Subj: Command Chronology for period 1-30 November 1968

Ref: (a) MCO 5750.2  
(b) FMFPac 5750.8A  
(c) Gru0 5750.1A

Encl: (1) Marine Fighter/Attack Squadron 122 Command Chronology

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

2. Upon removal of enclosure (1), this letter is downgraded to unclassified.

*L. J. Willis*  
L. J. WILLIS

VMFA-122

CMD CHRON

MAG15 S&O FILES

2479-68

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MARINE FIGHTER/ATTACK SQUADRON 122  
Marine Aircraft Group 15 (REIN)  
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COMMAND CHRONOLOGY  
1-30 NOVEMBER 1968

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MAGTF 230 (REIN)  
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Enclosure (1)

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## PART I

ORGANIZATIONAL DATA

## 1. COMMANDING OFFICER AND EXECUTIVE STAFF OFFICERS

<u>BILLET</u>	<u>RANK</u>	<u>NAME</u>	<u>INCLUSIVE DATES</u>
C. O.	LTCOL	L. J. WILLIS	1-30Nov68
X. O.	MAJ	M. P. SULLIVAN	1-30Nov68
S-1	MAJ	L. B. HANNAH	1-30Nov68
S-2	1/LT 1/LT	T. E. GREER I. A. BASSETT	1-12Nov68 12-30Nov68
S-3	MAJ	D. K. HANNA	1-30Nov68
S-4	CAPT CAPT	J. R. PFALZFRAF K. R. DANEHY	1-12Nov68 12-30Nov68
AMO	MAJ	J. B. HAMMOND	1-30Nov68
ASO	MAJ	P. R. KRUSE	1-30Nov68

## 2. AVERAGE MONTHLY STRENGTH

USMC		USN	
<u>OFFICERS</u>	<u>ENLISTED</u>	<u>OFFICERS</u>	<u>ENLISTED</u>
43	325	1	0

## PART II

NARRATIVE SUMMARY

1. During the month of November a deployment was scheduled for VMFA-122 to NAS Cubi Point, R. P. for a period of approximately 30 days. For the first two weeks of the month all squadron efforts were directed toward this purpose. Previous liaison with VC-5 NAHA, VC-5 DET Cubi, 6400th Test Squadron, Clark AFB and DEPCOMFAIRWESPAC had determined that this deployment was to include an AAMEX with AIM 9B Sidewinders and AIM 7D Sparrows in addition to conventional ordnance training utilizing both live and practice ordnance.

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An advance party departed MCAS Iwakuni in a section of F4's on 11 November 1968. The main body, including the command departed MCAS Iwakuni on 15 November 1968. Of the 10 F4's in this flight, 8 aircraft completed the flight non-stop with inflight refueling from VMGR-152 KC-130 tanker aircraft in the vicinity of Okinawa and the remaining two aircraft refueled at NAF NAHA.

2. Flight operations for the deployment commenced on 18 November 1968 from NAS Cubi Point, R. P. VC-5 DET Cubi and VC-5 NAHA provided necessary flare aircraft for the AIM-9B Missile Shoot flown on 18 and 19 November in the W-25 (Juliet) Range. During this AAMEX 21 AIM-9B Missiles were fired all with excellent results. On 20 November 1968 the AIM-7D Missile Shoot commenced. The 6400th Test Squadron based at Clark AFB provided range safety and telemetry scoring. Safety and scoring services were assisted by Capt. E. S. HOLMEERG 084009 USMC (MCAS Iwakuni) who was the squadron representative and Officer Conducting Exercise (OCE). The 848th AC&W Squadron based at Wallace Air Station was the radar controlling agency for the AAMEX in the W-25A (Juliet 2) Range. VC-5 NAHA provided the F8 towed TDU-22 low altitude targets for the AAMEX. On 21 November 1968 W-25 Range was closed due to SAR operations for the missing crewmembers of a Navy F4J.

3. The squadron reverted to conventional ordnance air-to-ground delivery training 22 November 1968 using practice ordnance on the USAF Crow Valley Range with squadron aircrew providing range safety services. Conventional ordnance delivery training was repeated 23 November 1968.

4. On 23 November 1968 the AIM-7D AAMEX in the W-25A (J-2) Range was continued with excellent results. A second SAR operation commenced 25 November 1968 in the J-2 Range area for the missing crewmember of a USAF B-52 and effectively terminated the use of W-25A (J-2) for the AAMEX. With SAR operations being conducted, it was necessary to reschedule W-25 Range for the completion of the AAMEX. Because of the greater distances involved between the controlling agency and the aircraft while using W-25, the altitude of the AAMEX had to be increased to 25,000 feet to ensure radar and communication coverage. On 27 November 1968 the AIM-7D Missile Shoot was completed with overall excellent results.

5. From 27 November 1968 through the remainder of the report period, conventional ordnance delivery predominated with the primary air-to-ground range being Wild Horse Creek, which required the use of a TACP/FAC with air-to-ground communications. The PRC-41 radio's delivered to the squadron for this task were found to be inoperative. This required Tabones Islet to become the primary air-to-ground target for the remainder of November while replacement PRC-41 radio's were being procured.

6. On 29 November 1968 DEPCOMFAIRWESPAC ordered a NAS Cubi Pt. fly-away for

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typhoon ORA. Squadron pilots ferried nine F4B's and two USN CVW-14 F4B's to Tainan AFB, Taiwan. On 30 November 1968 the typhoon was downgraded to a tropical storm and eight of the nine aircraft plus the two Navy aircraft returned to NAS Cubi Point, R. P. The last squadron aircraft was repaired and flown to Cubi Point the following day, 1 December 1968.

## PART III

SIGNIFICANT HIGHLIGHTS

## 1. Personnel

Officers Joined	6	Enlisted Joined	21
Officers Transferred	4	Enlisted Transferred	23

## 2. Administration

Squadron Orders and Bulletins published 6  
Savings Bond participation 95%  
Officer Members of Marine Corps Association - Unknown  
Awards received - None

## 3. Morale/Welfare Programs

Scheduled one day overnight liberty runs to Manila, for 13 Marines

## 4. Career Advisory/Education/Information

Number of personnel who were interviewed 6  
Number of extensions and period involved 1 (1 yr)  
Number of reenlistments and period covered 2 (6 yr) each  
New enrollments in correspondence courses 5  
Correspondence courses completed 2  
Officers completing Univ. of Maryland extension courses 2

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Career Advisory news letters submitted 0

Number of Fleet Home Town releases, tapes, master stories  
submitted 15

## 5. Operations Department

a. The squadron flew a total of 368.3 hours and 262 sorties for  
the period 1-30Nov68.

b. The squadron flew the following type missions during the month:

FAM, Tactical Weapons, Over Water Navigation, Air-to-Air  
Refueling, Missile Exercise and Bombs and Rockets.c. The squadron conducted 140 man-hours of pilot training covering  
the following subjects:ECM, Cubi Pt. Operations, AIM 9B Missiles, J-Range Regulations,  
Missile Arming, Crow Valley Regulations, J-2 Range Regulations,  
AIM 7D Missiles, Tabones Target Regulations, P. I. Intelligence  
and SERE Brief, and a Medical Officers Briefing.d. There were 338 man-hours of Basic Training conducted during this  
reporting period.

## 6. Intelligence Section

a. The squadron Officers and Staff NCO's received intelligence  
briefings at MAG-15 each Friday afternoon amounting to a total of 35  
man-hours.b. Intelligence briefings were given to the aircrew during squadron  
AOM's amounting to a total of 30 man-hours. Subjects include enemy air  
defense capabilities, air orders of battle and tactics.

## 7. Ordnance Section

a. The following ordnance was expended during the month of November  
1968:

19	AIM 7D (Sparrow III)
21	AIM 9B (Sidewinder)
512	MK-76 (Practice Bombs)
520	2.75 FFAR (Rockets)

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8. Material Section	<u>BP01</u>	<u>BP09</u>	<u>BP11</u>	<u>BP50</u>
a. Requisitions submitted:	98	1	19	369
b. Requisitions completed:	66	0	9	233
c. Total expenditures of BP01 for Nov:	<u>\$76,369.20</u>			
d. Average cost per flight hour:	<u>\$208.26</u>			

## 9. Aircraft Maintenance

a. The following data is submitted for the month of November 1968 on aircraft and Ground Support Equipment:

	<u>Operational Ready</u>
Aircraft	38.4%
NCP-105	100%
NC-10A/B	67%
SATS LOADER	100%
Air Compressor	50%

b. Of the 13 F4B aircraft on hand 24.8% NORM is due to the following:

BUNO's 148378 and 150653 Calendar Inspection  
Large turnover of personnel  
Typhoon evacuation  
Man-hour loss due to deployment

c. There was 12.8% NORS due to the following:

<u>Buno</u>	<u>AACP Item</u>
150478	BLC light
149447	BLC light, Outer wing panel, Cabin press.
150653	Engine auto acceleration
149457	Shoehorn Mod.
151478	Cyl. power control, Air comp., Utility hyd pumps
148414	Air compressor
149403	Pressurization

## 3. Critical Items

<u>Nomenclature</u>	<u>FSN/PN</u>
Throttle control box	2RH 2995-928-9274
Dual mixing valve	2RQ 1680-795-2605BF7K
Auto pilot amp	89954-G23CF920
Rudder feel cyl	2RH 1650-790-6868BFIA

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Nomenclature

FSN/PN

Barrel and piston assy	2RG 1650-894-0830MF7X
Cyl wing fold assy	2RH 1050-859-8490BF7X
Air compressor	890272
Cyl assy aft canopy	2RH 1650-034-6166MF7X

4. Significant Problem Areas

- a. Shortage of supply parts.
- b. 3M communication adaptation on deployment.

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