

MARINE ATTACK SQUADRON 214
Marine Aircraft Group 12
1st Marine Aircraft Wing
Fleet Marine Force, Pacific
FPO, San Francisco 96602

3:JRC:rs0
5750
5 July 1966

~~UNCLASSIFIED~~
~~CONFIDENTIAL~~

From: Commanding Officer
To: Commanding Officer, Marine Aircraft Group 12
Subj: Command Chronology
Ref: (a) GruO 5750.1B

1. In accordance with the instructions contained in reference (a),
the following command chronology is submitted.

- a. Organization. Marine Attack Squadron 214
- b. Location. Chu Lai Air Base, Republic of Vietnam
- c. Period. 1-30 June 1966

R D Wallace
RALPH D. WALLACE

VMA-214
Comd Chron

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June 1966

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5 July 1966PART I1. Organizational Data

Dellwyn L. DAVIS, Lieutenant Colonel, Commanding, 1-8 June 1966
 Ralph D. WALLACE, Major, Commanding, 9-30 June 1966
 Jerome T. HAGEN, Major, Executive Officer, 1-30 June 1966
 Thomas G. LEACH, Captain, Administrative Officer, 1-30 June 1966
 Sean E. FITZGERALD, First Lieutenant, Intelligence Officer, 1-30 June 1966
 John R. CARR JR., Major, Operations Officer, 1-30 June 1966
 Earl N. HARWELL, Captain, Logistics Officer, 1-30 June 1966
 Patrick J. McCARTHY, Captain, Aircraft Maintenance Officer, 1-30 June 1966
 Warren R. PATTERSON, Lieutenant, Flight Surgeon, 1-30 June 1966

2. Task Organization

Marine Attack Squadron 214, 1-30 June 1966, Chu Lai Air Base, Republic of Vietnam.

3. Average Monthly Strength

USMC Officers - 29	USN Officer - 1
USMC Enlisted - 179	USN Enlisted - 0

PART II1. Narrative Summary

a. The "Blacksheep" flew 664 sorties for 847.3 hours 1-30 June 1966 in support of combat operations in the Republic of Vietnam.

PART III1. Personnel/Administration

- Transferred seven officers and twenty-three enlisted and joined five officers and 6 enlisted.
- At 0800 on 9 June Major Ralph D. WALLACE relieved Lieutenant Colonel Dellwyn L. DAVIS as Commanding Officer.
- Twenty-six Blacksheep received promotions during the month of June.
- Lieutenant General WALT, Commanding General, III MAF visited the squadron area on 24 June.

2. Operations

a. The squadron flew 847.3 hours in support of Vietnam combat operations

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during June.

b. Three aircraft mishaps occurred during June. Supporting documents 1 through 3 supply the details.

3. Maintenance

a. An average availability of 64.4 percent was maintained for June. This figure is misleading because six aircraft were processed through SHOEHORN modification during June which resulted in about eight days down for each of these aircraft.

b. 342.4 tons of ordnance was expended by the squadron aircraft in June.

c. Private First Class A. P. GOWANS, a Blacksheep plane captain, was recommended for a letter of commendation for his actions on 20 June. On this day he displayed courage and devotion to duty in helping extinguish a fire caused by an explosion in the VMA-311 flight line area and resulting in injuries to himself.

4. Logistics

a. Many construction projects such as tropical huts, improved motor transport area, career advisory office and bulletin board, new shower areas, and a squadron ready room are in progress. The lack of materials continues to be the determining factor delaying the completion of these projects.

b. A survey of the condition of the taxiway was conducted and submitted to Group S-4.

c. A program was started to collect all unused portions of C-Rations for distribution to the local populace by the Civil Affairs Officer.

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MARINE ATTACK SQUADRON 214
 Marine Aircraft Group 12
 1st Marine Aircraft Wing
 Fleet Marine Force, Pacific
 RFO, San Francisco 96602

JOJEC slma
 3750
 3 June 1966

SPECIAL HANDLING REQUIRED IN
 ACCORDANCE WITH OPNAVINST
 3750.6 SERIES

From: Commanding Officer
 To: Commander, U. S. Naval Aviation Safety Center

Subj: Report of Aircraft Incident, Serial 11-661

1. A-4C, BuNo 148530, VMA-214
2. 2 June 1966, 1620H, ZB 1436 - RVN
3. Ground Alert Scramble
4. FOXTROT
5. Aircraft making napalm runs on enemy positions. On two successive passes one MK-77 was unintentionally released from each wing station when the armament master switch was turned on. Subsequent investigation revealed that the bomb release relay was stuck in the "ON" position. This situation allows for the bypass of the bomb release handle and the function selector switch. Ordnance will release from the selected station when the system is energized by the Master Armament Switch.
6. Thomas G. LEACH, Captain, 091560, Active, "0".
7. N/A
8. N/A
9. Unknown - Napalm was observed to ignite on impact on a hillside and stream bed. No report of private property damage or injury to friendly forces has been received to date.
10. NOT DIRECT ENEMY ACTION.


 D. L. DAVIS

Copy to:
 CMC (OP-05F) COMFAIRWESTPAC CG, 3rdMAW
 CMC (Code AAP) CG, FMFIANT CG, 1stMAW
 COMNAVAIRPAC CG, FMFPAC CG, MAC-12
 File

Commanding Officer's Comments and Recommendations

1. Forwarded.
2. The eye witness who stated that the catapult dolly arrester rope caught on the nose strut is credible. However, careful inspection of the nose strut failed to support this contention. Other credible witnesses testified that the arresting hook engaged the catapult rope.

Hundreds of landings have been made over these ropes without mishap. The preponderance of evidence indicates that in fact the arresting hook broke the rope. In view of the above, the catapult ropes on the runway are not considered hazardous for daylight operations.

3. All pilots are briefed on the location of field facilities.

Ralph D. Wallace
RALPH D. WALLACE

Copy to:

CNO (OP-05F)
CMC (Code AAP)
COMNAVAIRPAC
COMFAIRWESTPAC
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CG, FMFPAC
CG, 3rdMAW
CG, 1stMAW
CO, MAG-12

File

MARINE ATTACK SQUADRON 214
 Marine Aircraft Group 12
 1st Marine Aircraft Wing
 Fleet Marine Force, Pacific
 FPO, San Francisco 96602

ASO:DDP:hms
 3750

21 June 1966

**SPECIAL HANDLING REQUIRED IN
 ACCORDANCE WITH OPNAV INST 3750.6E**

SPEEDLETTER

A. OPNAVINST 3750.6E

1. A4C, 148547, VMA-214 12-66I

2. 17 June 1966, 1510H, Chu Lai, RVN

3. Scramble (Interdiction)

4. Delta

5. The pilot made a normal takeoff noting a slight shimmy as the aircraft lifted off the runway. The pilot was advised by air control personnel later in the hop that his nose tire had blown on takeoff. The flight continued as briefed. Upon return to home plate, the pilot elected to make an arrested landing into the midfield arresting gear located 5600' down the runway. The tower advised him that the CE-1 catapult ropes were strung across the runway at 2000' and 4000'. The pilot landed 2500' down the runway and dropped his hook prior to 4000' marker. One witness stated that the catapult rope rode up and over the nose wheel subsequently snapping the rope. However, careful investigation and other witnesses' statements indicate that the catapult rope was caught by the tail hook. The rope parted causing whiplash damage to be incurred by the port wing station, the port flap, and the port wing trailing edge.

6. John R. STUMMER, 1stLt., 087703, USMC, 7333, Active, Parachute Not Utilized, No Injury.

7. N/A

8. N/A

9. N/A

10. Not Direct Enemy Action.


 D. D. PAGE JR.
 Captain USMC
 AvnSafO

MARINE ATTACK SQUADRON 214
 Marine Aircraft Group 12
 1st Marine Aircraft Wing
 Fleet Marine Force, Pacific
 FPO, San Francisco 96602

ASO:DDP:rma
 3750
 23 June 1966

SPECIAL HANDLING REQUIRED IN
 ACCORDANCE WITH OPNAVINST 3750.6E

SPEEDLETTER

- A. OPNAVINST 3750.6E
1. A-4C, 148508, VMA-214 13-66I
2. 22 June 1966, 1730H, 050⁰/15 Chu Lai, RVN
3. Blue Blazer (CAS)
4. ECHO
5. Upon return to home plate after successful Aero 7E (Lazy Dog) delivery, pilot jettisoned empty pods at 260 knots and 3000'. Post flight inspection revealed skin damage to starboard flap. Suspect Aero 7E Pod glanced off wing when jettisoned. Aero 20A Ejector Racks were both loaded with two MK-2 Ejector Cartridges in accordance with NAVWEPS 01-4OAVB-2-7. All cartridges fired normally.
6. Dorsie D. PAGE Jr., Captain, 071893, USMC, 7302, Active, Parachute Not Utilized, No Injury.
7. N/A
8. N/A
9. N/A
10. Not Direct Enemy Action.

D. D. PAGE JR.
 Captain USMC
 AvnSaFO

 Commanding Officer's Comments and Recommendations

1. Forwarded.

RALPH D. WALLACE

Copy to:

CNO (OP-05F)	COMFAIRWESTPAC	CG, 3rdMAW	File
CMC (Code AAP)	CG, FMPLANT	CG, 1stMAW	
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