

UNCLASSIFIED

MARINE FIGHTER/ATTACK SQUADRON 314
 Marine Aircraft Group 11
 1st Marine Aircraft Wing, FMFPac
 FPO, San Francisco, 96601

3:JHT:glr
 5750
 9 February 1966

From: Commanding Officer
 To: Commanding Officer, Marine Aircraft Group 11 (Attn: S-3)
 Subj: Command Chronology, period 1-31 January 1966
 Ref: (a) GruO 5213.2H

1. In accordance with reference (a), the following information is submitted.

2. Personnel

a. Average strength on hand for the subject period was as follows:

(1) Ground Officers	4
(2) Naval Aviators	21
(3) Naval Flight Officers	- 20
(4) Enlisted	- 273
(5) Flight Surgeon	- 1
(6) Corpsmen	- 2

b. Seven officers and forty-nine enlisted were transferred to VMFA-115 on 15 January 1966, and seven officers and fifty enlisted were joined from that command on 16 January 1966. Four officers were carried as missing in action as of 24 January 1966, and three replacement Naval Aviators reported aboard by 31 January 1966. Aircrew availability, at the end of the period stood at twenty-two Naval Aviators and eighteen Naval Flight Officers.

c. During the subject period, there were thirty-seven promotions in this command broken down as follows: one to PFC; sixteen to Lance Corporal; ten to Corporal; six to Sergeant; four to Staff Sergeant.

3. Casualties. On 24 January 1966, two aircraft failed to return from a Landing Zone Preparation mission. As of the end of the reporting period, no trace of either the aircraft or aircrew has been found. Listed as missing in action are: Captain Albert PITT; Captain Doyle R. SPRICK; 2ndLt Delmar G. BOOZE; 2ndLt Lawrence N. HELBER.

ENCLOSURE (25)

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4. Air Operations. Squadron effort, prior to in-country rotation, was devoted primarily to developing tactics and doctrine for escorting the EF-10B. Emphasis was also placed on IFR recovery training in anticipation of Da Nang weather requirements. Subsequent to its in-country rotation, VMFA-314 flew 218 sorties for 384 hours on operational missions. Missions included Helo Escort, Reconnaissance Escort, Interdiction, Close Air Support and TPQ.
5. Air Defense. VMFA-314 manned the air-to-air ground alert during the period 15-22 January. There were no scrambles during the period.
6. Command and Control. Administrative control was shifted from MAG-13 to MAG-11 on 15 January 1966. Operational control was changed from MAG-13 to CTF-77 on 12 January 1966, and from CTF-77 to MAG-11 on 12 January 1966.
7. Embarkation. VMFA-314 utilized six KC-130F aircraft to airlift 110,000 pounds of equipment and twenty officers and two hundred seventy-five men from MCAS Iwakuni to Da Nang AB.



C. A. SEWELL