

MARINE COMPOSITE RECONNAISSANCE SQUADRON ONE
 Marine Aircraft Group-12, 1st Marine Aircraft Wing
 Fleet Marine Force, Pacific, FPO San Francisco 96602

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 5750
 03A32372
 18 November 1972

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From: Commanding Officer
 To: Commanding Officer, Marine Aircraft Group-12 (Attn: S-3)
 Subj: Command Chronology for period 1 October to 31 October 1972
 Ref: (a) MCO 5750.1B
 (b) FMFPacO 5750.8B
 (c) ForO 5750.1A
 (d) WgO 5750.1B
 Encl: (1) - VMCJ-1 Command Chronology
 (2) - VMCJ-1 Det. Cubi Point Command Chronology

1. In accordance with the provisions of references (a) through (d), enclosures (1) and (2) are submitted.

J. W. QUIST
 J. W. QUIST
 Acting

VMCJ-1
S. C. NO
D-0062-72
COPY 1 OF 5

PRINTED ON 2-YEAR INTERVALS

LAST PRINTED 1970

00825A72/1 of 2

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Marine Aircraft Group-12, 1st Marine Aircraft Wing
Fleet Marine Force, Pacific, FPO San Francisco 96602

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COMMAND CHRONOLOGY

1 October to 31 October 1972

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Enclosure (1)

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18 November 1972PART IORGANIZATIONAL DATA1. Designation

Marine Composite Reconnaissance Squadron One

CommanderLtCol
John R. DAILEY
1 October-31 October 19722. Location

1 October - 31 October 1972, MCAS Iwakuni, Japan

3. Staff OfficersNameDate

Executive Officer	Major J. DERMODY	1 October - 31 October 1972
Administrative Officer	Captain T. M. CARLIN	1 October - 31 October 1972
Intelligence Officer	1STLT R. C. WAGNER	1 October - 31 October 1972
Operations Officer	Major J. W. QUIST	1 October - 31 October 1972
Logistics Officer	Captain B. R. RUSTHOVEN	1 October - 31 October 1972
Maintenance Officer	Major J. A. WILLIAMS	1 October - 31 October 1972
Sergeant Major	1STSGT R. L. BOWMAN	1 October - 31 October 1972

4. Average monthly strength:

<u>USMC</u>		<u>USN</u>		<u>Other</u>	
<u>Off.</u>	<u>Enl.</u>	<u>Off.</u>	<u>Enl.</u>	<u>Off.</u>	<u>Enl.</u>
22	165	0	0	0	0

NOTE: Above figures do not include personnel deployed with CTU 77.0.6

Enclosure (1)

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1. (C) During the past reporting period VMCJ-1's RF-4B operations continued at an increased level of activity. Although somewhat hampered at times by the continued preparations for the upcoming I. G. inspection, the squadron was able to complete 141 of 198 scheduled sorties for a completion rate of 73%. This resulted in a total of 266.3 flight hours for the month of October 1972. This flight hour total represents the greatest number of hours flown by the RF-4B's in a one month period since VMCJ-1 returned to Japan from the Republic of South Vietnam.
2. (S) During the month of October the squadron continued to provide color photo processing facilities in support of operation "Gold Nugget" in the Republic of South Korea. The ES-81 color van complex, which was transported to Osan AFB, Korea, in mid-September, was utilized to support the Navy photo operations. During the reporting period the vans processed 6560 feet of film from 18 separate photo sorties. This required approximately 1300 man hours of work.
3. Increased emphasis on aircrew training continued during the reporting period. The squadron received two official requests for photo during the month of October, which also provided an excellent opportunity for aircrew training.

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A. Personnel: (U) The extended deployment of one half of the squadron has resulted in reduced efficiency and limited ability to perform assigned tasks in those MOS's which are common to the RF-4B and EA-6A aircraft. The operation of administrative, operations, logistics, and maintenance departments are hampered by the requirement to operate as two separate squadrons. This problem is particularly severe in MOS's where only one officer or one enlisted man is authorized by T/O or M/L.

B. Administration: No significant event to report.

C. Intelligence: No significant event to report.

D. Training: (U) During the month of October, the training department established three (3) areas of training. Emphasis was placed on drill, PFT, and clothing to aid preparations for the upcoming I.G. inspection.

(U) The squadron ran the PFT on two separate occasions during the reporting period to accomplish quarterly training scores. A remedial PFT program was established for those personnel on the weight control program or those personnel who failed to pass the PFT.

E. Operations: (C)

Sorties scheduled	RF-4B	198	Sorties completed	RF-4B	141
Hours scheduled	RF-4B	396.0	Hours completed	RF-4B	266.3

F. Special Operations: (U) No significant events to report.

G. Command Relations: (U) No significant events to report.

H. Equipment: (U) Aircraft parts and equipment shortages continue to be a factor hampering daily flight operations. Specific shortages include a hydrostatic BLC tester and a high pressure air starting unit (RCPP-105).

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- I. Logistics: (U) No significant events to report.
- J. Community Relations: (U) No significant events to report.
- K. Communications: (U) No significant events to report.
- L. Activations/Deactivations/Redesignations (U) None
- M. Fiscal: (U) No significant events to report.
- N. Management: No significant events to report.
- O. Readiness: (C) During the reporting period the squadron maintained a C-4 overall readiness rating. This rating is a result of equipment shortages in the form of defensive E.C.M. equipment. No change in this rating is anticipated in the near future.

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PART IV

(U) SUPPORTING DOCUMENTS

1. None

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