

MARINE OBSERVATION SQUADRON 6  
Marine Aircraft Group 36  
1st Marine Aircraft Wing (Rear), FMFPac  
APO San Francisco 96602

5750  
3:JLD:jac  
Ser #03A10570  
15 April 1970

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From: Commanding Officer  
To: Commanding Officer, Marine Aircraft Group 36 (Attn: S-3)

Subj: Command Chronology for period 1 March 1970 to 31 March 1970

Ref: (a) WGO (R) 5750.1  
(b) GWO 5750.1D

Incl: (1) VMO-6 Command Chronology

1. In accordance with references (a) and (b), enclosure (1) is submitted.
2. This letter is downgraded to Unclassified upon removal of enclosure (1).

*J. A. Brandon*  
J. A. BRANDON

VMO-6

MAR-25 S&C FILES 8-3  
200319  
COPY 4 of 5

70-091  
S-3 SEC

VMO-6 S&C FILES
SER: 110-70
DATE: 15 APR 70
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15 APR 1970

UNCLASSIFIED (S)

5750  
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15 April 1970

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MARINE OBSERVATION SQUADRON 6  
Marine Aircraft Group 36  
1st Marine Aircraft Wing (Rear), FMFAC  
PPO San Francisco 96602

COMMAND CHRONOLOGY

1 March 1970 to 31 March 1970

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Enclosure (1)

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PART I  
ORGANIZATIONAL DATA

<u>1. Staff Officers</u>	<u>Period</u>	<u>Name</u>
Commanding Officer	1-31 March 1970	Major J. A. BRANDOW
Executive Officer	1-31 March 1970	Major J. T. HAGAN, III
Operations Officer	1-31 March 1970	Major D. V. VACCA
Maintenance Officer	1-31 March 1970	Major T. WILLIAMS, Jr.
Intelligence Officer	1-31 March 1970	Capt D. P. WENSTARRIA
Administrative Officer	1-31 March 1970	Capt R. K. PALMER
Logistics Officer	1-31 March 1970	Capt R. W. WYNN

2. Subordinate Units

N/A

3. Location

1-31 March 1970, MCAF Futenma, Okinawa.

4. Average Monthly Strength

<u>USMC</u>		<u>USN</u>		<u>OTHERS</u>		<u>TOTALS</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>
40	178	1	0	0	0	41	178

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PART II

NARRATIVE SUMMARY

An increase in the intensity of flight operations marked the month of March in VMO-6. Increased demands from supported units and the innovation of new training programs were major factors contributing to the heightened tempo of flight operations. Operating primarily as an airborne observer/controller and as a weapons platform, the OV-10A amassed seven hundred and ninety three flight hours. The UH-1E performing numerous missions in support of island operations flew six hundred and twenty one flight hours.

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Enclosure (1)

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PART IV

SEQUENTIAL LISTING OF SIGNIFICANT EVENTS

5 March 1970: A detachment of four OV-10A's were deployed to VAS Gubi Point for ordnance training and as airborne forward air controllers for WPA-33a.

6 March 1970: Two OV-10A's were dispatched to work with the 10th Tactical Fighter Wing as airborne forward air controllers in conjunction with the Air Force's live ordnance delivery program. This was the inaugural flight in a program that will be held weekly.

9 March 1970: Sergeants Barrow, Bolt, Bessell, Popovich, Seay, Snider, and Stonking were promoted to their present rank.

10 March 1970: Two OV-10A's were launched to support the 51st Fighter Interceptor Wing in testing the air defense capabilities of the Ryukyu Islands. VMO-6 will continue to participate in this program each month.

13 March 1970: In conjunction with the Aviation/Ground Officer Cross Training program, VMO-6 conducted indoctrination classes on aviation and the mission of VMO-6 including familiarization flights in the UH-1F and the OV-10A.

22 March 1970: Two UH-1F and four pilots were deployed to Marine Medium Helicopter Squadron 165 in support of Special Landing Force Bravo.

30 March 1970: VMO-6 participated in and was responsible for co-ordination of an airborne pass and review of representative aircraft from the 1st MAF (Rear) as Major General Jones transferred command of I MAF/3rd Marine division to Major General Wilson.

31 March 1970: VMO-6 launched two UH-1F's to conduct a tour of the island for Lieutenant General Shapley and Brigadier General Frihours highlighting major locations of the battle for Okinawa in 1945.

31 March 1970: The month closed with VMO-6 having flown fourteen hundred and fourteen flight hours. With an average availability of ten aircraft, the OV-10A accounted for three-hundred and fifty sorties totaling seven hundred and ninety-three flight hours. An average of seven UH-1F flew three hundred and ninety-nine sorties totaling six hundred and twenty-one flight hours. In their role as a personnel carrier, the UH-1F carried two hundred and forty-two passengers during the month of March.

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