

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

5750
3:BJM:hjl
Ser #03A00571
5 Jan 1971

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From: Commanding Officer
To: Commanding Officer, Marine Aircraft Group 36 (Attn: S-3)
Subj: Command Chronology for period 1 July 1970 to 31 December 1970
Ref: (a) WgO(R) 5750.1
(b) GruO 5750.1D
Encl: (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).

A. J. KOHANOWICH

MAG-36 S&C FILES
~~SECRET~~
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VMO-6 S&C FILES
SER: 006-71
DATE: 7 Jan 71
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VMO-6

July-Dec 1970

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

COMMAND CHRONOLOGY

1 July 1970 to 31 December 1970

PART I - ORGANIZATIONAL DATA

PART II - NARRATIVE SUMMARY

PART III - SEQUENTIAL LISTING OF SIGNIFICANT EVENTS

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Enclosure (1)

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PART I
ORGANIZATIONAL DATA

<u>1. STAFF OFFICER</u>	<u>PERIOD</u>	<u>NAME</u>
COMMANDING OFFICER	1 JULY 70-31 DEC 70	LTCOL ALBERT J. KOCHANOWICH
EXECUTIVE OFFICER	1 JULY 70-31 DEC 70	MAJ ROBERT L. BOYER
ADMINISTRATIVE OFFICER	1 JUL 70-31 DEC 70	CAPT RICHARD K. PALMER
INTELLIGENCE OFFICER	1 JUL 70-14 JUL 70 15 JUL 70-5 AUG 70 6 AUG 70-31 DEC 70	1/LT PAUL KIRK 1/LT JOHN A. ROBILIARD 1/LT ARTHUR E. HOPFER
OPERATIONS OFFICER	1 JUL 70-31 DEC 70	MAJ DONALD V. VACCA
LOGISTICS OFFICER	1 JUL 70-3 NOV 70 4 NOV 70-31 DEC 70	CAPT DAVID P. ECHEVARRIA 1/LT MAURICE L. ROLLER
MATERIAL OFFICER	1 JUL 70-3 NOV 70 4 NOV 70-31 DEC 70	1/LT HORACE L. DICKENS 1/LT MAURICE L. ROLLER
A/C MAINTENANCE OFFICER	1 JUL 70-7 AUG 70 8 AUG 70-31 DEC 70	MAJ ROBERT J. SHEEHAN CAPT ROGER H. GINGRICH
SAFETY OFFICER	1 JUL 70-4 SEP 70 5 SEP 70-9 NOV 70 10 NOV 70-31 DEC 70	CAPT RUSSELL D. VERBAAL CAPT ROBERT N. RYAN CAPT GEORGE L. BREWER
NATOPS OFFICER	1 JUL 70-14 JUL 70 15 JUL 70-27 OCT 70 28 OCT 70-4 DEC 70 5 DEC 70-31 DEC 70	CAPT ROBERT W. HEIN CAPT RUSSELL D. VERBAAL CAPT DAVID E. NIEDERHAUS 1/LT MICHAEL L. PARKS

2. SUBORDINATE UNITS. NONE

3. LOCATION

1 JUL 70-31 DEC 70 MCAS(H) FUTEMA, OKINAWA

4. AVERAGE MONTHLY STRENGTH

	<u>USMC</u>		<u>USM</u>	
	<u>OFF</u>	<u>ENL</u>	<u>OFF</u>	<u>ENL</u>
JUL	47	165	0	0
AUG	44	162	0	0
SEP	41	170	0	0
OCT	42	182	0	0
NOV	40	170	0	0
DEC	40	152	0	0

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NARRATIVE SUMMARY

JULY: A detachment with four (4) OV-10A aircraft deployed to Atsugi, Japan, flying a total of 196.6 hours in support of the 2nd Battalion, 12th Marines. Operational readiness and utilization dropped on the UH-1E largely because of the lack of engines. Cannibalization on the UH-1E went down considerably during this month. The OV-10A readiness reached a seven (7) month high while cannibalization continued a downward trend. OV-10A utilization dropped due to a typhoon fly-away and the fact that no OV-10A flights were scheduled the last week of the month due to a cut back in funding. During the month the squadron flew a total of 1233.2 hours.

AUGUST: A detachment with four (4) OV-10A Aircraft deployed to Iwakuni, flying a total of 91.6 hours in support of MAG-12 and MAG-15. A detachment with four OV-10A aircraft deployed to Cubi Point, flying a total of 37.5 hours in support of ZAM-670. Utilization decreased slightly for both types of aircraft assigned with an attendant decrease in flight hours from the previous month. The OV-10A readiness increased 12.5% while the UH-1E decreased 3.7%. During the month the squadron flew a total of 897.8 hours.

SEPTEMBER: A detachment with four (4) OV-10A aircraft deployed to Atsugi, Japan, flying a total of 161.8 hours in support of the 9th Marines. UH-1E Operational Readiness decreased by 3%, while the OV-10A decreased by 8%. Both decreases were due mainly to increases in Not Operationally Ready Supply. The OV-10A NORS percentage increased from 19.2% to 26.9% and the UH-1E reflected a greater increase in NORS from 7.5% to 19.9% for the month. The NORS rate for September was the highest recorded since the beginning of the year. During the month the Squadron flew a total of 1009.3 hours.

OCTOBER: During the period 1 thru 9 October a detachment with four (4) OV-10A Aircraft deployed to Atsugi, Japan. The objectives of the deployment were to develop a high degree of team work, coordination and confidence between aircrew and ground units. To provide aerial observation for all elements of the ground forces. To conduct ordnance training for the pilots. All objectives were very successfully accomplished except for the ordnance training. Ordnance delivery in the Fuji area was suspended due to political ramifications which might result from an incident. A total of 152 flight hours were flown by this detachment in support of the 9th Marines. Upon completion of the above commitment, the detachment presently deployed at NAS Atsugi was assigned to support JLT 1/9. Aircraft Services were utilized to support a battalion TAC test. A total of 38.2 hours were flown in support of the TAC test.

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The detachment arrived back at MCAS(H) Futema on 20 October 1970.

A detachment with four (4) OV-10A aircraft departed for NAS Cubi Point on 17 October in support of exercise "Fortress Light." Participation in the exercise was cancelled due to Typhoon Kate.

VMO-6 participated in a flyover for General WALT on 31 October 1970.

UH-1E readiness is the second highest it has been since the first of the year. During October it was 68.7%. Not Operationally Ready Time decreased by 4.2% to 31.3% with an attendant decrease in Not Operationally Ready Supply on nearly 3.0%. A total of 1092.1 Flight hours were flown during October.

NOVEMBER:

A detachment with two OV-10A aircraft deployed to NAS Atsugi 3 thru 21 November to support the 3rd Battalion, Fourth Marines. The objective of the deployment was to provide FAC(A)/CAS support for BLT 3/4 with VMO-6 pilots firing forty-two (42) 2.75" rockets during the exercises at Camp Fuji.

A detachment with four (4) OV-10A aircraft deployed to NAS Cubi Point 15 thru 28 November to support VMA(AW)-533. A total of 71 sorties and 120.3 flight hours were accumulated during the deployment, including 14 sorties of ordnance training for VMO-6 Flight crews.

VMO-6 readiness continues to be curtailed by a high NORS rate with UH-1E aircraft, a shortage of maintenance personnel, particular SMCU's and lack of sufficient second or more tour Aviators. A total of 819.0 flight hours were flown during November.

DECEMBER:

A detachment with four (4) OV-10A Aircraft deployed to NAS Atsugi during the period 30 November thru 23 December to support the 1st Battalion, 4th Marines with FAC(A)/CAS. During the deployment a total of 91 sorties and 220.6 flight hours were flown.

A detachment with four (4) OV-10A aircraft deployed to NAS Cubi Point during the period 12 December thru 23 December 1970 to support VMA-211 and the USS OSBORNE. All assigned missions were accomplished and total of 50 sorties and 102.6 flight hours were flown.

Transfer of qualified maintenance personnel due to normal rotation without an input is effecting the overall readiness of the squadron. The Squadron flew a total of 845.0 flight hours in December.

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SEQUENTIAL LISTING OF SIGNIFICANT EVENTS1. Personnel/Awards/Promotions

a. <u>Promotions.</u>	PFC	2
	LOPL	5
	CPL	57
	SQT	15
	SSQT	4
b. <u>Awards.</u>	Air Medal	19
	RVN Cross of Gallantry	20
	Distinguished Flying Cross	1
	Navy Unit Citation	1
	Combat Action Ribbon	1
	Good Conduct Medal	26
	Letter of Appreciation	12
	Meritorious Mast	6

2. Training

- a. A down proofing class was held in July with 17 personnel qualifying.
- b. The Squadron was inspected by the First Marine Aircraft Wing Inspection Team during September. During December the Squadron was inspected by the FMFPac Inspection Team.
- c. During September and October, two rifle range details fired for qualification at Camp Hansen. During December, all personnel required to qualify on the pistol range qualified at the MCAS(H) Futema Pistol Range.
- d. A Gas Chamber exercise was conducted during the month of October and all personnel of VMO-6 participated.
- e. During the month of December all personnel were administered an Essential Subjects Test.
- f. During the month of December, there was a maximum effort on physical readiness and weight control.

3. Air Operations

<u>OV-10A</u>	<u>FLIGHT HOURS</u>	<u>SORTIES</u>	<u>PASSENGERS</u>	<u>AVERAGE A/C AVAILABILITY</u>
JULY	644.5	304	0	73.6%
AUG	461.4	222	0	61.0%
SEP	506.3	224	0	52.4%
OCT	594.4	324	0	53.9%
NOV	552.8	226	0	67.4%
DEC	655.7	313	0	69.0%
TOTAL	3415.1	1613	0	62.9%

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<u>UH-1E</u>	<u>FLIGHT HOURS</u>	<u>SORTIES</u>	<u>PASSENGERS</u>	<u>AVERAGE A/C AVAILABILITY</u>
JULY	588.7	436	105	61.1%
AUG	436.4	395	107	69.7%
SEP	533.0	410	153	64.5%
OCT	497.7	359	119	68.7%
NOV	266.8	149	87	80.2%
DEC	189.7	125	61	38.0%
TOTAL	2482.3	1874	632	63.7%
TOTAL BOTH A/C	5897.4	3487	632	63.3%

4. Deployments

<u>PERIOD</u>	<u>LOCATION</u>	<u>UNIT SUPPORTED</u>	<u>#A/C</u>	<u>HOURS FLOWN</u>
1-13 JULY	NAS ATSUGI	2ND BN 12TH MARINES	4 OV-10A	198.6
7-17 AUG	MCAS IWAKUNI	MAG-12/MAG-15	4 OV-10A	91.6
29-31 AUG	NAS CUBI POINT	ZAM-670	4 OV-10A	37.5
20-30 SEP	NAS ATSUGI	9TH MARINES	4 OV-10A	161.8
1-9 OCT	NAS ATSUGI	9TH MARINES	4 OV-10A	152.0
9-20 OCT	NAS ATSUGI	BLT 1/9	4 OV-10A	38.2
17-23 OCT	NAS CUBI POINT	EXERCISE "FORTRESS LIGHT"	4 OV-10A	EXERCISE CANE
8-21 NOV	NAS ATSUGI	BLT 3/4	2 OV-10A	91.6
15-28 NOV	NAS CUBI POINT	VMA(AH)-533	4 OV-10A	120.3
30 NOV-23 DEC	NAS ATSUGI	1ST BN 4TH MARINES	4 OV-10A	220.6
12-23 DEC	NAS CUBI POINT	VMA-211/USS OSBORNE	4 OV-10A	102.6

5. Other Matters of Significance

a. Squadron Aircraft participated in a fly-over for the Marine Corps Birthday at Camp Courtney on 10 November.

b. During November VMO-6 flew 21 sorties as FAC(A)'s locally in support of VMF-334, deployed at Naha Air Base.

c. During this reporting period VMO-6 continued to supply target aircraft for the 51st Tactical Fighter Wing as aircraft Availability warranted.

d. Three (3) UH-1E Aircraft detached to SLP-A returned, and three (3) UH-1E aircraft were transferred to HMM-165.

e. On 8 November VMO-6 experienced a major aircraft accident at MCAS Iwakuni resulting in substantial damage to one (1) OV-10A aircraft. The accident the result of an in-flight fire in the starboard wheel well of the aircraft. There were no personnel injured.

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PART IV
SUPPORTING DOCUMENTS

1. None.

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