

MARINE OBSERVATION SQUADRON 6  
Marine Aircraft Group 36  
1st Marine Aircraft Wing  
FPO San Francisco 96602

3/CRS/hbp  
5750  
1 Feb 1973

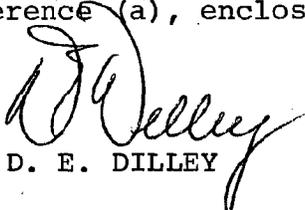
From: Commanding Officer  
To: Commanding Officer, Marine Aircraft Group 36  
(Attn: S-3)

Subj: Monthly Chronology; month of January 1973

Ref: (a) GruO 5750.3B

Encl: (1) VMO-6 January Chronology of U. S. Operation/  
Support for Vietnam

1. In accordance with reference (a), enclosure (1) is  
submitted.

  
D. E. DILLEY

*VMO-6*

*1-31 Jan 73*

VMO-6 JANUARY CHRONOLOGY OF U. S. OPERATIONS/SUPPORT FORVIETNAMPART IORGANIZATIONAL DATA

1. <u>Designation</u>	<u>Commander</u>
Marine Observation Squadron 6	LtCol D. E. DILLEY 1 January 1973 31 January 1973
<u>Staff Officers</u>	<u>Name</u>
<u>Executive Officer</u>	Major J. N. KEATHLEY 1 January 1973 31 January 1973
S-1 Officer	Captain C. R. STEINMETZ 1 January 1973 17 January 1973  Captain G. E. ROSENTAL 18 January 1973 31 January 1973
S-2 Officer	CWO-2 J. F. DONER 1 January 1973 31 January 1973
S-3 Officer	Major D. G. WORKMON 1 January 1973 31 January 1973
S-4 Officer	Captain L. D. GABLE 1 January 1973 23 January 1973  Captain A. C. MURRAY 24 January 1973 31 January 1973
Human Relations Officer	Captain F. A. BEST 1 January 1973 31 January 1973

Aircraft Maintenance Officer	Major G. A. ROSS 1 January 1973 31 January 1973
NATOPS Officer	Captain T. F. BRUNK 1 January 1973 31 January 1973
Aviation Safety Officer	Captain V. L. GENNARO 1 January 1973 31 January 1973
Chief Aerial Observer	Captain M. BAKER 1 January 1973 31 January 1973

Subordinate Units

None

Attached Units

None

2. Location

1 January 1973 - 31 January 1973 MCAS (H) Futema

3. Average Monthly Strength

	<u>Officers</u>	<u>Enlisted</u>
USMC	35	150
USN	0	0
Other	0	0

PART II

NARRATIVE SUMMARY

During the month of January VMO-6 flew 244 sorties resulting in 543.7 hours of flight time. A portion of this time, 109.3 hours was flown in support of the 31st MAU, and the 3rd Marine Division. The remaining flight hours were utilized to meet various commitments and conduct routine training missions. Missions completed by VMO-6 included; naval gunfire air spotting, ordnance delivery, aerial observation, instrument and familiarization training.

On 1 January 1973, four aircraft departed MCAS(H), Futema

for a two week deployment to NAS Cubi Point, Philippines. The detachment consisted of 5 pilots, 3 AO's and a complement of 18 enlisted personnel. This organization provided support for the 4th Marines and the 31st MAU. In addition, VMO-6 crews conducted refresher training in naval gunfire spotting, and close air support.

Prior to their return on the 14th of January, the deployment was visited by the MAG-36 Group Commander, Colonel W. R. MALONEY and the Squadron Commander, LtCol D. E. DILLEY, both participating in several of the assigned missions.

In an effort to effect closer liaison with Marine ground units, Captain M. S. BAKER, Chief Aerial Observer conducted a series of lectures for various Division Units on the capabilities of the OV-10A and the VMO squadron.

Lieutenant General L. H. WILSON addressed all officers and staff non-commissioned officers assigned to MCAS(H) Futema and tenant units on 25 January 1973. General WILSON briefly reiterated the continued involvement of the Marine Corps in the Vietnam peace program and that Marine Corps leadership and discipline are still the backbone of its military system.

PART III

SEQUENTIAL LISTING OF SIGNIFICANT EVENTS

1-14 January	Cubi Point Detachment conducted naval gunfire spotting and ordnance deliveries.
1 January	The Squadron observed the New Years Holiday.
8 January	VMO-6 participated in a flyover for the III MAF change of Command Ceremony
13 January	VMO-6 participated in a static display of MAG-36 aircraft for the Okinawa Cub Scouts organization
17 January	VMO-6 supported naval ships for practice ground controlled intercepts.
25 January	VMO-6 observed a National Day of Mourning for the late President L. B. JOHNSON.
25 January	LtGen WILSON addressed officers and Staff NCO's of VMO-6 and MAG-36 during his visit of 1st MAW units.

MARINE OBSERVATION SQUADRON 6  
Marine Aircraft Group 36  
1st Marine Aircraft Wing  
APO San Francisco 96602

3:MRC:esb  
5750  
10 July 1973

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

Subj: Semi-Annual Command Chronology

Ref: (a) WgO 5750.1D  
(b) GruO 5750.1D

Encl: (1) Semi-Annual Command Chronology

1. In accordance with references (a) and (b), enclosure (1) is hereby submitted.

*J. N. Keathley*  
J. N. KEATHLEY

*WMO-6*

*Form - June 1973*

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10 July 1973Part IOrganizational Data1. Designation

Commanding Officer

CommanderLtCol. D. E. DILLEY  
1 January 1973 -  
16 March 1973  
Major J. N. KEATHLEY  
16 March 1973 -  
30 June 1973Staff Officers

Executive Officer

NameMajor J. N. KEATHLEY  
1 January 1973 -  
16 March 1973  
Major D. G. WORKMON  
16 March 1973 -  
30 June 1973

S-1 Officer

Capt. G. E. ROSENAL  
1 January 1973 -  
30 June 1973

S-2 Officer

CWO-2 J. F. DONER  
1 January 1973 -  
14 June 1973  
Capt. M. S. BAKER  
15 June 1973 -  
30 June 1973

S-3 Officer

Major D. G. WORKMON  
1 January 1973 -  
15 March 1973  
Capt. C. R. STEINMETZ  
16 March 1973 -  
7 May 1973  
Major J. A. SPAITH  
8 May 1973 -  
30 June 1973

S-4 Officer

Capt. L. D. GABLE  
1 January 1973 -  
21 January 1973  
Capt. A. C. MURRAY  
22 January 1973 -  
30 June 1973

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Human Relations Officer

Capt. F. A. BEST  
1 January 1973 -  
12 February 1973  
Capt. D. M. MURPHY  
13 February 1973 -  
30 June 1973

Aircraft Maintenance Officer

Major G. A. ROSS  
1 January 1973 -  
31 January 1973  
Capt. J. C. THOMAS  
1 February 1973 -  
30 June 1973

NATOPS Officer

Capt. T. F. BRUNK  
1 January 1973 -  
31 January 1973  
Capt. J. R. VONEIDA  
1 February 1973 -  
31 May 1973  
Capt. D. L. DAVIS  
1 June 1973 -  
30 June 1973

Aviation Safety Officer

Capt. V. L. GENNARO  
1 January 1973 -  
28 February 1973  
Capt. J. R. VONEIDA  
1 March 1973 -  
31 May 1973  
Capt. D. L. DAVIS  
1 June 1973 -  
30 June 1973

Subordinate Units

None

Attached Units

None

2. Location

1 January 1973 - 30 June 1973 MCAS(H) Futema.

Enclosure (1)

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3. Average Semi-Annual Strength

	<u>Officers</u>	<u>Enlisted</u>
USMC	26	110
USN	None	None
Other	None	None

Part II

Narrative Summary

During the month of January, VMO-6 flew 244 sorties resulting in 544 hours of flight time. A portion of this time, 109 hours, was flown in support of the 31st MAU and the 3d Marine Division. The remaining flight hours were utilized to meet various commitments and conduct routine training missions. Missions completed by VMO-6 included naval gunfire air spotting, ordnance delivery, aerial observation, instrument and familiarization training.

On 1 January 1973, four aircraft departed MCAS(H) Futema for a two week deployment to NAS Cubi Point, Philippines. The detachment consisted of 5 pilots, 3 AO's and a complement of 18 enlisted personnel. This organization provided support for the 4th Marines and the 31st MAU. In addition, VMO-6 crews conducted refresher training in naval gunfire spotting and close air support.

Prior to their return on 14 January, the deployment was visited by the MAG-36 Group Commander, Colonel W. R. MALONEY and the Squadron Commander LtCol. D. E. DILLEY, both participating in several of the assigned missions.

In an effort to effect closer liaison with Marine ground units, Captain M. S. BAKER, Chief Aerial Observer, conducted a series of lectures for various division units on the capabilities of the OV-10A and the VMO squadron.

LtGen. L. H. WILSON addressed all officers and staff non-commissioned officers assigned to MCAS(H) Futema and tenant units on 25 January 1973. General WILSON briefly reiterated the continued involvement of the Marine Corps in the Vietnam peace program and that Marine Corps leadership and discipline are still the backbone of its military system.

During the month of February, VMO-6 operations were employed to provide maximum aerial support of FMFPac units and to continue individual training of squadron personnel. In consonance with the maintenance of a ready unit within MAG-36, VMO-6 flew 254 sorties producing 527 hours of flight time for the month. A total of 237 hours were flown to accomplish commitments from MAG-36, 1st MAW and 3d Marine Division. The remaining flight hours were utilized to conduct routine training including ordnance delivery, instrument and familiarization missions. Missions completed by VMO-6 in support of FMF units included naval gunfire air spotting, aerial observation, simulated close air support and GCI training with MACS-4.

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On 6 February, four aircraft departed MCAS(H) Futema for twelve days of training and commitments at NAS Cubi Point, Philippines. The detachment consisting of 6 pilots, 3 AO's and 20 enlisted personnel was joined by the Squadron Executive Officer during the last week of the deployment. The detachment flew 80 sorties and 183 flight hours. Squadron personnel conducted refresher training while providing support to the 4th Marines and the 3d Marine Division Reconnaissance Battalion.

The last AH-1J Cobra aircraft assigned to VMO-6 was transferred to HMA-369 on 7 February. The transfer of Cobra support personnel was completed on 15 February 1973, marking an end to the composite VMO-6 effort.

On 18 February 1973, VMO-6 completed 11,000 hours of accident free flying. The last accident recorded by the squadron occurred on 12 May 1971.

VMO-6 hosted Major General I. E. BROWN, First Marine Aircraft Wing Commander, on 21 February 1973. General BROWN flew an ordnance delivery mission accompanied by the Maintenance Officer, Captain J. C. THOMAS. The General became familiar with the OV-10A aircraft ordnance system and ordnance delivery procedures presently used by MAG-36. Major General BROWN expended 2.75 rockets, 20 mm cannon and 7.62 ammunition on W-178 impact area.

On 21 February 1973, 1stLt. HUGHEY of the Sensor Control and Management Platoon (SCAMP) presented an informative lecture on the sensors presently used by the Marine Corps. All pilots and AO's attended the lecture. The squadron is planning a training program for aerial delivery of sensors from the OV-10A in the near future.

On 22 February 1973, in an attempt to enhance intra-squadron training, VMO-6 conducted a Field Exercise (FEEX) in the Northern Training Area. Pilots and AO's were given the opportunity to exercise the procedures and techniques utilized in performing the VMO mission in the air and on the ground.

A Personnel Inspection for all hands of VMO-6 was conducted on 24 February 1973. The inspecting officer was LtCol. D. E. DILLEY, Squadron Commander.

During the month of March, VMO-6 operations were employed to continue individual training of squadron personnel and provide aerial support of FMEFPac units. In maintaining the readiness of VMO-6, 241 sorties were flown producing 516 hours of flight time for the month. In support of commitments for MAG-36, 1st MAW and 3d Marine Division, VMO-6 flew 44 hours. The remaining flight hours were utilized to conduct routine training, including ordnance delivery, instrument and familiarization missions as well as providing minimums for Group and Staff pilots. Missions completed by VMO-6 in support of FMEFP units included aerial observation, simulated close air support, TACP training, GCI training with MACS-4 and radar bombing in support of MASS-2.

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The 4th Marines conducted an annual Tactical Test on 8, 9 and 10 March. In support of this operation, VMO-6 provided simulated close air support and TACP training as well as performing the VMO mission utilized in the form of photo and visual reconnaissance, FAC(A) and TAC(A).

On 16 March, LtCol. D. E. DILLEY relinquished command of VMO-6 after one year as Squadron Commander. LtCol. DILLEY's successor, Major J. N. KEATHLEY, served as Squadron Executive Officer for five months. Attending the military and social ceremonies surrounding this event were Brigadier General R. W. TAYLOR, AWC, Brigadier General L. E. FRIBOURG, CG MCBS, Okinawa and Colonel W. R. MALONEY, Group Commander.

On 20 March, four aircraft departed MCAS(H) Futema for nine days of training and commitments at NAS Cubi Point, Philippines. The detachment, consisting of 5 pilots, 2 AO's and 17 enlisted personnel, flew 101 hours in satisfying the requirements of the Quarterly Flight Training Syllabus. Support was also provided to MASS-2 Det 2 in training personnel utilizing the TPQ-10 radar bombing system.

During the month of April, VMO-6 continued to provide support for FMEFPac units as well as conducting an active training program to maintain the squadron's high state of combat readiness. Flight operations for the month yielded 226 sorties for a total of 568 hours. Fleet Marine Force support consumed 130 of these hours. Primary units supported were Marine Aircraft Group 36, 1st Marine Aircraft Wing and 3d Marine Division. The remaining flight time was used to maintain aircrew proficiency in the diverse mission areas of the OV-10A. In addition to these tasks, the squadron provided aircraft for proficiency pilots to obtain annual flight time requirements.

Missions performed in support of FMP units included visual reconnaissance, ordnance delivery, TACP training, simulated close air support, photography and radar bombing in support of MASS-2. Additionally, training missions in ordnance delivery, formation, map-reading, instrument and familiarization were flown to maintain the squadron's quarterly training requirements.

On 20 April, four aircraft, 5 pilots, 2 AO's and 18 enlisted personnel departed MCAS(H) Futema for NAS Cubi Point, Philippines. This detachment had, as its primary objective, the support of 9th Marines TACP parties in their training exercises at Wild Horse Creek Range. In conjunction with this task, the detachment was afforded the opportunity to conduct TAC(A) operations in controlling aircraft of VMA-211. Additionally, the detachment conducted 21 naval gunfire missions with USS ANDERSON to further training of aircrews in this mission phase. The detachment was also able to conduct ordnance delivery, formation, instrument and visual reconnaissance missions. The detachment flew 72 sorties for 176 hours.

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On 28 April, a second detachment consisting of one aircraft, 1 pilot, 1 AO and 2 enlisted personnel departed for NAS Atsugi, Japan to support units of the 12th Marines operating at Camp Fuji, Japan. The majority of this detachment's operations began in May.

The month of May found VMO-6 with a heavy operational schedule. During the month, the squadron maintained a detachment at NAS Atsugi, Japan and one at NAS Cubi Point, Philippines as well as conducting normal flight operations at MCAS(H) Futema. The squadron flew 544 hours during 217 sorties in the conduct of flight operations. In support of commitments from Marine Aircraft Group 36, 1st Marine Aircraft Wing and 3d Marine Division, the squadron flew 114 hours while performing missions which included simulated TAC(A) work, simulated CAS, naval gunfire, visual reconnaissance, photography and radio relay. The remainder of the month's flight time was used to continue the squadron's training program. Emphasis continued to be placed on photography, map-reading, visual reconnaissance, formation and instrument missions to maintain aircrew qualifications.

During May, VMO-6 maintained one aircraft, one pilot, one AO and two enlisted men at NAS Atsugi, Japan. This aircraft was used to adjust artillery for units of the 12th Marines and to provide some observation capability for elements of the 9th Marines operating at Camp Fuji.

On 12 May, 4 OV-10A's, 5 pilots, 3 AO's and 9 enlisted personnel departed for NAS Cubi Point, Philippines to participate in operation PAGASA I. During PAGASA I, the detachment provided 85 hours in 25 sorties maintaining an OV-10A on station during daylight for the whole operation. Missions included TAC(A) training, simulated artillery and naval gunfire control. The training derived in mission coordination was considered exceptionally valuable.

The detachment was also able to train in naval gunfire spotting by controlling the USS AGBR HOLM. The remainder of the detachments 201 hours was spent in training in visual reconnaissance, tactics and navigation.

On 16 May, one aircraft participated in a demonstration at Camp Schwab for DOD Officials.

On 31 May, VMO-6 received 6 KB-18 strike cameras. These cameras are expected to greatly enhance the squadron's photographic and sensor delivery capability.

During the month of June, VMO-6 attempted to supply maximum support of FMFPac units and to provide for the fullest possible training of squadron personnel. To support these objectives, VMO-6 flew 462 hours in 195 sorties. One hundred and fifty of these hours were devoted to filling requirements of Marine Aircraft Group 36, 1st Marine Aircraft Wing and 3d Marine Division. The missions conducted covered the full spectrum of tasks which the OV-10 is capable of performing. Included in this month's efforts were naval gunfire and artillery spotting, visual reconnaissance, ordnance delivery,

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photography, TAC(A), map-reading, instrument, formation, navigation and familiarization work.

On 16 June, four aircraft, 4 pilots, 2 AO's and 13 enlisted personnel departed MCAS(H) Futema for NAS Cubi Point, Philippines. While deployed to NAS Cubi Point, the detachment flew missions which included naval gunfire spotting, ordnance delivery, formation and familiarization flights. The detachment is expected to return on 2 July.

On 22 June, the detachment at NAS Atsugi, Japan returned to MCAS(H) Futema. The detachment completed 193 hours over the three month period in support of elements of the 12th and 9th Marines.

On 29 June, one aircraft, one crew and two enlisted men returned to NAS Atsugi to resume operations with 12th and 9th Marines.

### Part III

#### Sequential Listing of Significant Events

1-14 January	Cubi Point Detachment conducted naval gunfire spotting and ordnance delivery
1 January	The squadron observed the New Years Holiday
8 January	VMO-6 participated in a flyover for the III MAF Change of Command ceremony
13 January	VMO-6 participated in a static display of MAG-36 aircraft for the Okinawa Cub Scouts organization
17 January	VMO-6 supported naval ships for practice ground controlled intercepts
25 January	VMO-6 observed a National Day of Mourning for the late President Lyndon B. JOHNSON
25 January	LtGen WILSON addressed officers and staff NCO's of VMO-6 and MAG-36 during his visit of 1st MAW units
6-18 February	Cubi Point Detachment conducted naval gunfire spotting and ordnance training
7 February	Last AH-1J aircraft transferred to HMA-369
18 February	VMO-6 flew 11,000 accident free hours

Enclosure (1)

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21 February General BROWN visited VMO-6 and flew an ordnance delivery mission

21 February SCAMP lecture by 1stLt HUGHEY

22 February FEX conducted in NTA

24 February Personnel Inspection for all hands

8-10 March 4th Marines TAC Test

16 March Change of Command

20-29 March Cubi Detachment

20 April Four aircraft deploy to Cubi Point, Philippines

28 April Two aircraft deploy to NAS Atsugi, Japan

3 May Detachment returns from NAS Cubi Point, Philippines

12-28 May Four aircraft deploy to NAS Cubi Point, Philippines in support of Operation PAGASA I

16 May DOCA demonstration

31 May VMO-6 received 6 KB-18 strike cameras

16 June Four aircraft deployed to NAS Cubi Point, Philippines

18 June Detachment returned from NAS Atsugi, Japan

29 June One aircraft and crew departed for NAS Atsugi, Japan

Enclosure (1)

MARINE OBSERVATION SQUADRON 6  
Marine Aircraft Group 36  
1st Marine Aircraft Wing  
FPO San Francisco 96602

3:WSL:cjg  
5750  
5 January 1974

CONFIDENTIAL

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

Subj: Semiannual Chronology; 1 July-31 December 1973

Ref: (a) GruO 5750.3C

Encl: (1) VMO-6 Semiannual Chronology of U.S. Operations

1. In accordance with reference (a), enclosure (1) is submitted.

*R. C. Finn*  
R. C. FINN

CLASSIFIED BY VMO-6 S-3  
SUBJECT TO GENERAL DECLASSIFICATION SCHEDULE OF  
EXECUTIVE ORDER 11652 AUTOMATICALLY DOWNGRADED AT  
TWO-YEAR INTERVALS  
DECLASSIFIED ON 31 DECEMBER 1976

VMO-6 AND FILES
001-74
SERIAL [REDACTED]
DATE: 5 JAN
COPY 1 OF 3

MAG-36 CMCC FILES

<del>740011</del>
COPY [REDACTED]

CONFIDENTIAL

*VMO-6*

*File - Rec 1/3*

5750

5 January 1974

CONFIDENTIALVMO-6 SEMIANNUAL CHRONOLOGY OF U.S. OPERATIONSPART IORGANIZATIONAL DATA

1. <u>Designation</u>	<u>Commander</u>
	LtCol J. N. KEATHLEY 1 July 1973 - 11 October 1973 LtCol R. C. FINN 12 October 1973 - 31 December 1973
<u>Staff Officers</u>	<u>Name</u>
	Maj D. G. WORKMAN 1 July 1973 - 08 August 1973 Maj J. R. ZELLICH 22 August 1973 - 31 December 1973
S-1 Officer	Capt G. E. ROSENTAL 1 July 1973 - 30 November 1973 Capt M. J. GRAF 1 December 1973 - 31 December 1973
S-2 Officer	Capt M. S. BAKER 1 July 1973 - 6 November 1973 CWO-2 G. L. HUNTER 7 November 1973 - 31 December 1973
S-3 Officer	Maj J. A. SPAITH 1 July 1973 - 4 September 1973 Capt M. R. CATHEY 5 September 1973 - 23 September 1973 Capt R. D. STETSER 24 September 1973 - 7 November 1973 Capt W. S. LAWRENCE 8 November 1973 - 11 November 1973 Maj J. A. SPAITH 19 November 1973 - 31 December 1973
S-4 Officer	Capt A. C. MURRAY 1 July 1973 - 31 December 1973
Aircraft Maintenance Officer	Capt J. C. THOMAS 1 July 1973 - 24 September 1973 Capt M. R. CATHEY 25 September 1973 - 31 December 1973
NATOPS Officer	Capt D. L. DAVIS 1 July 1973 - 14 October 1973 Capt M. P. ROHLFS 15 October 1973 - 31 December 1973
Safety Officer	Capt D. L. DAVIS 1 July 1973 - 31 December 1973

CONFIDENTIAL  
Enclosure (1)

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5 January 1974CONFIDENTIALSubordinate Units

NONE

Attached Units

NONE

2. Location

1 July 1973 - 31 December 1973 MCAS(H) Futema

3. Average Monthly Strength

	<u>Officers</u>	<u>Enlisted</u>
USMC	26	106
USN	0	0
OTHER	0	0

PART IINARRATIVE SUMMARY

During the months of July through December, VMO-6 flew a total of 3103.3 flight hours. Of these hours, 300.0 were flown in support of the 3d Marine Division, 296.0 in support of the 1st Marine Aircraft Wing, 136.3 in support of the III Marine Amphibious Force, 40.5 in support of Marine Aircraft Group-36, and 28.4 in support of other agencies. The other 2302.1 hours were flown to fulfill squadron training requirements. It should be noted however, that approximately 300 hours were also required to ferry aircraft for detachment positioning.

Ordnance during the first half of the fiscal year was expended during Philippine detachments only because of the ideal conditions for ordnance training at that location and the lack of arming areas in Okinawa. The extensive ordnance work accomplished in the Philippines was both in support of 1st MAW CAS and TAC(A) commitments and for squadron ordnance training. During this period, the unit count for ordnance expended is as shown below:

7.62 mm	-	41,910
2.75" rkts	-	1, 042
20 mm	-	1, 403
MK 76	-	351

A minimal number of flares were also expended to support night ordnance and naval gunfire training.

~~CONFIDENTIAL~~  
ENCLOSURE (1)

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5 January 1974CONFIDENTIAL

A vigorous training program was pursued by VMO-6 during this time frame. Liaison with elements of the 3d Marine Division resulted in most of the simulated CAS and FAC(A) flights that were fraged. A close working relationship was established with elements of the 1st Marine Aircraft Wing, culminating in many TAC(A) flights and TPQ runs for MASS-2. The frags which resulted from these inter-squadron efforts accounted for almost all training received by squadron pilots and aerial observers in the areas of supporting arms coordination and control and photographic flights.

The new fiscal year opened in July with VMO-6 assigned 14 aircraft located at MCAS(H) Futema. The aircraft flight time utilization goal was established at 517.0 hours per month, or a total of 3102.0 flight hours. It should be noted that the actual figure achieved for the semiannual flight time is within 1.3 hours of the projected utilization figure. The month of July itself ended with VMO-6 having completed 490.6 flight hours in 203 sorties, slightly under the projected figure due to a typhoon stand-down.

With the advent of July, one aircraft was committed to the 12th and 9th Marines in Atsugi, Japan. Plans were made to augment this detachment during the middle of the month.

A squadron party was held on the 4th of July to celebrate Independence Day with a field meet to follow in the recreation area of MCAS(H) Futema.

The approach of a summer typhoon expedited the Atsugi augmentation, and on 14 July, three aircraft were sent to augment the detachment, two of which were sent primarily as a flyaway precaution. The weather in Atsugi was very poor limiting flight support of this commitment. During the one period in which good weather was experienced, the Japanese Self Defense Force exercised their option to utilize the Fuji range area, and operations were totally curtailed during this period.

A detachment departed to Cubi Point on 14 July to support the 3d Marine Division Naval Gunfire School. A week later, with the weather clearing on Okinawa, three aircraft were returned to Okinawa from the Atsugi detachment with the last aircraft returning on 31 July. This detachment utilized a total of 4 aircraft, 4 pilots, 2 aerial observers and 6 enlisted personnel, compiling a total of 112.7 flight hours to include aircraft ferries to and from NAS Atsugi.

On 29 July, the commanding officer of VMO-6 LtCol Jesse N. KEATHLEY, was promoted to his present rank during an informal ceremony in the office of Col. Nick J. KAPETAN, Commanding Officer, MAG-36.

This day also saw the return of the Cubi Point detachment after a two week deployment. During this detachment, a total of 3 aircraft, 3 pilots, 1 aerial observer and 24 enlisted personnel were utilized in direct support

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Enclosure (1)

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of the 3d Marine Division Naval Gunfire School and the USS Hancock. Extensive squadron ordnance training also aided in compiling a total detachment flight time of 99 hours.

Fractions during the month of July were minimal, with the emphasis being on simulated CAS and TAC(A) demonstrations in the Northern Training Area for elements of the 3d Marine Division. The remainder of the squadron flight time was utilized in training exercises to sharpen the skills of squadron pilots and aerial observers in all aspects of the VMO mission.

August flight time once again approached the projected figure, with 510.0 hours in 264 sorties being accumulated during local flight training and a 3 week detachment at Cubi Point. During this month, in addition to the usual fractions concerning aspects of the VMO mission, the squadron also began work with MASS-2 in conjunction with TPQ-10 aircraft control. Besides providing useful training for the squadron pilots, the use of the OV-10A in this role enables student controllers to learn procedures with a slower aircraft than is normally controlled in the TPQ atmosphere, thus providing a good learning platform. This work with MASS-2 continued to flourish through the remainder of 1973, both in Okinawa and in Cubi Point with the MASS-2 detachment located there.

On 6 August, a detachment departed for Cubi Point in the Philippines tasked primarily with the support of the 3d Marine Division Naval Gunfire School.

A typhoon alert during the second week of August caused extra preparatory work for the squadron, but did not cause any curtailment of flight operations because concern for the typhoon was primarily felt during the weekend of the 10th when no flights were scheduled.

On 24 August, BGen. M. T. JANNELL, Asst. Wing CG, visited the squadron and also flew 1.1 hours in the OV-10A on an island familiarization flight.

The Cubi Point detachment returned on 25 August, having amassed a total of 202 flight hours in direct support of the 3d Marine Division Naval Gunfire School, MASS-2, VMA-211, and the 2d Battalion 4th Marines. To this end, and also for the purpose of accomplishing extensive squadron ordnance training, a total of 4 aircraft, 4 pilots, 2 aerial observers and 17 enlisted personnel were utilized.

With the entire squadron now present at MCAS(H) Futema, a Maintenance/Safety standdown was held on 27 August to refresh the squadron officers' knowledge of emergency procedures and to provide intersquadron seminars on those subjects necessary for good maintenance procedures and safety of flight.

During September, with the Wing A&M inspection only a month away, VMO-6 began making preparations. To this end, the squadron flew 550.9

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5 January 1974CONFIDENTIAL

Flight hours in 211 sorties, approximately 400 of these hours being flown locally at MCAS(H) Futema. Squadron training for the month consisted of refresher flights for squadron personnel in the basics of flying the OV-10A, and extensive cross-country operations were conducted to prepare the squadron and staff pilots for the adverse flying weather expected in the upcoming winter months.

On 12 September, extensive officer and enlisted personnel and clothing inspections were held in preparation for the upcoming inspection. Also during this period of time and through the end of the month, the various sections of the squadron were involved in an intensive effort to finalize preparations for the inspection.

A detachment to Cubi Point departed on 14 September with a projected employment in excess of a month.

Flogs for the month of September, exclusive of the Cubi Point deployment, were for support of Okinawa-based elements of the 1st MAW and 3d Marine Division. Extensive simulated CAS and photo support was provided, as well as radio relay capabilities and visual reconnaissance.

During the month of October, VMO-6 flew 521.0 hours in 223 sorties. During this month, two detachments were absent from MCAS(H) Futema for portions of the month, and in addition to the support given to commitments, the squadron conducted ordnance training and local training to enhance the operational readiness of the squadron.

On 3 October, one OV-10A was flown to Iruma AB, Japan, for participation in the Japanese International Air Show for the period 4-11 October.

A change of command ceremony at 1430 on 12 October saw LtCol. Jesse N. KEATHLEY USMC relinquish command of VMO-6 to LtCol. Robert C. FINN USMC. Col. Nick J. KAPETAN, CO, MAG-36, was in attendance together with Col. LILLICH CO, MCAS(H) Futema and other guests.

The Commander, Naval Air Pacific Aircraft Maintenance and Management Team visited VMO-6 from 15-18 October.

The 1st Marine Aircraft Wing A&M Inspection Team inspected VMO-6 from 15-19 October 1973. The squadron passed the inspection with an overall rating of satisfactory with minor discrepancies. During this week, Col. BEELER, 1st MAW G-3, flew approximately 35 hours with the squadron.

On 18 October, Col. KAPETAN flew 6.7 hours with VMO-6 to Iwakuni and back.

Two aircraft departed MCAS(H) Futema from 19-22 October and visited Osan and Taegu AB in Korea for the purpose of making informal advance liaison for

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billeting, maintenance and facilities for an upcoming commitment.

BGen. M. T. JANNELL flew 3.4 hours with VMO-6 from Iwakuni to Futema on 22 October.

Two squadron officers briefed 3d Marine Division corpsmen on 23 and 25 October concerning the Medevac/Medevac Support mission of the OV-10A. A static display was provided to facilitate this presentation.

MGen LANG, CG 1st MAW, visited VMO-6 and flew a 1.1 hour flight in the OV-10A on 25 October.

VMO-6 controlled simulated CAS in support of the TACP, 9th Marines in the Northern Training Area on 26 and 30 October. Attack aircraft for this simulation were provided by VMFA-115 at Naha AB.

The 2d Bn. 4th Marines was supported on 27, 29, and 30 October in the Northern Training Area with simulated CAS, Photo, Observer and Spotting Missions.

On 25-26 October, VMO-6 coordinated a highly successful MAG-36 Aircraft Demonstration/Display for the children of Tyler and Eisenhower schools at MCAS(H) Futema.

A two plane detachment departed on 27 October for Taegu AB in Korea to support the 3rd Recon Battalion. The same day, the Cubi Pt. detachment returned after 43 days in the Philippines. During the Philippines operations, the detachment had utilized a total of 7 OV-10A's, 6 pilots, 3 aerial observers, one ground officer and 22 staff and enlisted personnel in direct support of the Zambales Exercise, Pagasa II, Prov Mag 12, the 3d Marine Division Naval Gunfire School, 2nd Bn. 4th Marines, MASS-2, the USS ROWAN, VMFA-115, and VMCJ-1. To this end, the detachment amassed a total of 381.7 flight hours, 317.3 of which were in direct support of commitments. The remainder of the flight hours were to support squadron tactical and ordnance training.

The VMO-6 detachment supported Pagasa II, a major MAB-sized training exercise by flying 51.5 hours in 15 sorties. One OV-10A, with a pilot/aerial observer team, was on station continuously during daylight hours of the operation. These OV-10A's were capable of providing TAC(A), aerial photography, aerial reconnaissance, radio relay, message drops, naval gunfire and artillery spotting. Considerable training was gained in the TAC(A) area with 40 flights of air being controlled by VMO-6 aircraft.

Three times during October, VMO-6 was called on to support the HMH-462 Sikorsky (CH-53D) Demonstration Team at Atsugi, Japan. A total of 32 hours were flown and approximately 2000 pounds of cargo were transported to this end.

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Enclosure (1)

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5 January 1974CONFIDENTIAL

In support of VMFA-115, VMO-6 transported approximately 3000 pounds of equipment and supplies to and from Cubi Point and Iwakuni.

DEFCON IV was set on 28 October, and the readiness alert which had been set on October 23 was cancelled. This alert curtailed flight activities to some extent, but because of various commitments, VMO-6 was still capable of performing its mission and achieving the desired flight requirements.

November was a heavily committed month for VMO-6, during which the squadron amassed a total of 518.1 flight hours in 250 sorties. During this month, VMO-6 received 21 separate frags, two of which were for extended detachments. These frags materially assisted the squadron in accomplishing its mission of maintaining a high level of preparedness and combat readiness.

November opened with two requests for simulated CAS and radio relay work with the 9th Marines in the Northern Training Area.

On 4 November, the detachment at Taegu AB, Korea, returned. This detachment, in direct support of the 3rd Recon Battalion, utilized 2 OV-10's, 3 Pilots, one aerial observer, and 7 enlisted personnel. A total of 68.3 flight hours were recorded. The two primary missions assigned were those of training for the recon radio operators in CAS, and paradrop operations. In the latter, a total of 26 sorties saw 73 jumps conducted from the OV-10A at the Pohang Airfield in Korea.

A photo flight for the 3rd Marine Division was conducted on 5 November and a parts run was made to Taegu, Korea on 9 November to carry parts to HMH-462 in support of Prov Mag 10.

BGen JANNELL flew 1.8 hours in the OV-10A on 12 November.

On 14 November, a detachment departed to NAS Atsugi to support the 4th Marines and on the same date, Col KUCI, the MAG-36 XO, flew in an OV-10 to Iwakuni to return the following day. Two days following this, a detachment was deployed to Cubi Point for a period of approximately one month.

Commitments throughout the remainder of the month were largely devoted to requests from the 3rd Marine Division for photo flights and simulated CAS missions to be flown in the Northern Training Area with the exception of a static display provided for members of the Japanese Defense Council on 26 November.

An Aviation Safety/Natops Standown was conducted on 26 - 27 November to refresh both officer and enlisted personnel on those topics vital to the safe accomplishment of the VMO-mission. Particularly emphasized during this standown were those subjects of particular importance during the upcoming winter season, such as flight procedures in icing conditions, SAR demonstrations by members of the 33rd Aerospace Rescue and Recovery Squadron, and cross country procedures. In addition, an egress drill was

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5 January 1974

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held to sharpen each pilot and crewman's ability to swiftly and safely exit the OV-10A in the event of an emergency.

The Atsugi detachment returned to MCAS(H) Futema on 28 November. During its stay in Japan, this detachment utilized 3 aircraft, 2 pilots, 1 aerial observer, and 4 enlisted Marines in support of the 3d Bn, 4th Marines. To this end, a total of 64.5 detachment flight hours were logged, only 3 of which were not in direct support. Primarily, this detachment was concerned with participating in the Battalion's Company Tac Tests and in conducting artillery spotting missions in the Fuji training area.

At the opening of the month of December, VMO-6 had one detachment operating out of the Philippines, and during this month, a total of 512.7 hours were recorded in 230 sorties. VMO-6 continued to be fragged for various flights within the scope of the VMO mission. Simulated CAS missions, photo missions, and logistics flights to Cubi Pt., Iwakuni and Atsugi comprised the majority of the frags for the month of December.

On 11 December, at approximately 1000, an OV-10A from VMO-6, Bureau number 155453, Modex 04, crashed in the Wild Horse Creek CAS Range near NAS Cubi Point in the Republic of the Philippines. Although the co-pilot, 1stLt John S. CROWELL, ejected prior to impact and received only minor injuries, the pilot, Capt Raymond D. STETSER, was fatally injured when he initiated ejection outside of the seat's safe envelope. The following day, the Aircraft Investigation Board and JAG Investigating Officer flew to Cubi Point to commence an investigation. At the time of the accident, Capt STETSER, a Vietnam veteran with over 2200 hours flight time, was on a TAC(A) flight in support of VMA-211. ✓

The S-4 section of VMO-6 initiated a successful project to position targets on the island of Tore-Shima for use by attack aircraft of the 1st Marine Aircraft Wing and U. S. Air Force. Through close coordination with 3rd Marine Division Motor Transport personnel, HMH-462, and the Army facilities personnel at the Hamby Airfield on Okinawa, a successful lift was accomplished on 19 December, resulting in the positioning of one M35, 2 MPQ 105's, 2 jeep frames, and 4 trailers totaling approximately 25,000 pounds.

The Cubi Point detachment returned to MCAS(H) Futema on 23 December, marking the first time in two months that VMO-6's entire assets were located on Okinawa. Primarily concerned with supporting the 3rd Marine Division Naval Gunfire School and VMA-211, this detachment had also supported MASS-2 and the USS Midway. To this end, a total of 5 aircraft, 5 pilots, 2 aerial observers, and 15 enlisted personnel combined to produce a total of 251.5 flight hours in 85 sorties.

On the 22nd of December, VMO-6 hosted a Christmas party for the chil-

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ENCLOSURE

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5 January 1974CONFIDENTIAL

dren of all the maids that work for VMO-6 personnel. Besides refreshments, VMO-6 furnished a Santa Claus and gifts for all the children that attended.

PART III

14 July Atsugi detachment augmented

14 July Cubi Point detachment departs

14 July Typhoon Condition III set

15 July Typhoon Condition II set

16 July Typhoon Condition I set  
Typhoon Condition I caution set

17 July Typhoon Condition I normal set  
All clear is given

22 July Atsugi detachment augmentation returns

29 July Cubi Point detachment departs

29 July LtCol J. N. KEATHLEY promoted to his present rank.

31 July Atsugi detachment returns

6 August Cubi Point detachment departs

11 August Typhoon Condition II set

12 August Typhoon Condition III set

24 August BGen M. T. JANNELL flies with VMO-6

25 August Cubi Point detachment returns

27 August Maintenance and Safety Standown

14 September Cubi Point detachment departs

3 October One OV-10A departs for the International Air Show at Iruma, Japan

12 October Change of Command ceremony at VMO-6

18 October Col N. J. KAPETAN flies with VMO-6

19 October Two OV-10A's depart for Osan AB and Taegu AB, Korea for advance liaison

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28 October BGen M. T. JANNELL flies with VMO-6

25 October MGen F. C. LANG, CG, 1stMAW flies with VMO-6

25-26 October VMO-6 coordinates MAG-36's air show

25 October DEFCON 3 set

27 October Cubi Point detachment departs

27 October Taegu detachment departs

28 October DEFCON IV set. Alert cancelled.

4 November Taegu detachment returns

12 November BGen M. T. JANNELL flies with VMO-6

14 November Col KUCI flies with VMO-6

17 November Cubi Point detachment departs

26-27 November Aviation Safety/NATOPS standown

11 December VMO-6 aircraft accident

23 December Cubi Point detachment returns

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Enclosure (1)

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MARINE OBSERVATION SQUADRON 6  
Marine Aircraft Group 36  
1st Marine Aircraft Wing  
FPO San Francisco 96602

3:WLD:lpj  
5750  
Ser 03A18374  
2 July 1974

CONFIDENTIAL

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

Subj: Semiannual Chronology; July 1974

Ref: (a) GruO 5750.3C

Encl: (1) VMO-6 Semiannual Chronology of U. S. Operations

1. In accordance with reference (a), enclosure (1) is submitted.

*J. R. Zellich*  
J. R. ZELLICH

CLASSIFIED BY VMO-6 S-3  
SUBJECT TO GENERAL DECLASSIFICATION SCHEDULE OF  
EXECUTIVE ORDER 11652 AUTOMATICALLY DOWNGRADED AT  
TWO-YEAR INTERVALS  
DECLASSIFIED ON 31 DECEMBER 1976

VMO-6 S&C FILES
SER: 060-74
DATE: 8 July
COPY 1 OF 3

MAG-36 CMCC FILES
740354
COPY -1-

*VMO-6*

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*From - from 1974*

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2 July 1974VMO-6 SEMIANNUAL CHRONOLOGY OF U. S. OPERATIONSPART IORGANIZATIONAL DATA

1. <u>Designation</u>	<u>Commander</u> LtCol R. C. FINN 1 January 1974 - 20 June 1974 Maj J. R. ZELICH 21 June 1974 - 30 June 1974
<u>Staff Officers</u>	<u>Name</u>
Executive Officer	Maj J. R. ZELICH 1 January 1974 - 20 June 1974
S-1 Officer	Capt M. J. GRAF 1 January 1974 - 30 June 1974
S-2 Officer	CWO-2 G. L. HUNTER 1 January 1974 - 30 June 1974
S-3 Officer	Maj J. A. SPAITH 1 January 1974 - 9 April 1974 Capt W. S. LAWRENCE 10 April 1974 - 30 June 1974
S-4 Officer	Capt A. C. MURPHY 1 January 1974 - 16 January 1974 Capt K. M. HOWARD 17 January 1974 - 30 April 1974 Capt D. L. BJORK 1 May 1974 - 30 June 1974
Aircraft Maintenance Officer	Capt M. R. CATHY 1 January 1974 - 28 January 1974 Maj M. J. LUCCI 29 January 1974 - 30 June 1974
NATOPS Officer	Capt M. P. ROHLFS 1 January 1974 - 30 June 1974
Safety Officer	Capt D. L. DAVIS 1 January 1974 - 12 February 1974 Capt W. MORGAN 13 February 1974 - 30 June 1974

Subordinate Units

NONE

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Enclosure (1)

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Attached Units

NONE

2. Location

1 January 1974 - 30 June 1974 MCAS(H) Futema

3. Average Monthly Strength

	Officer	Enlisted
USMC	28	102
USN	0	0
OTHER	0	0

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Enclosure (1)

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2 July 1974PART IINARRATIVE SUMMARY

In January, VMO-6 flew 202 sorties and 489.1 hours. The new year began with a two day safety standdown on 2 and 3 January to give re-emphasis to the squadron's safety program. The month's activities included the deployment of three detachments in addition to local support of Third Marine Division and First Marine Aircraft Wing units. On 4 January, VMO-6 provided aerial photography of the White Beach Compound for the Provisional Marine Aircraft Group 10 Headquarters.

A two plane Cubi detachment departed 7 January with three pilots, one Aerial Observer and thirteen enlisted men to fly support missions for VMA(AW) 533, MASS-2, First Battalion Fourth Marines, and the Third Marine Division's Naval Gunfire School. The detachment returned 3 February having completed 153.6 flight hours.

On 12 January, two aircraft departed for Atsugi, Japan to support a Twelfth Marine Artillery Regiment Exercise at Camp Fuji. The detachment returned 1 February with 75.8 flight hours.

The MCAS(H) Futema runway closed for a month of scheduled maintenance on 15 January. VFR only operations were conducted on the parallel taxiway.

Operation Fly-Away in Taegu, Korea was supported by a three plane VMO-6 detachment consisting of four pilots, one Aerial Observer and six enlisted Marines. The exercise didn't begin until 1 February, but the detachment departed Futema on 20 January for preliminary reconnaissance missions. Missions flown by VMO-6 included Landing Zone and beach reconnaissance, visual as well as photographic front line and route reconnaissance, radio relay, convoy and helicopter escort, Landing Zone preparation, and Close Air Support Control. The exercise gave aircrews and maintenance men valuable experience in a cold weather simulated combat environment.

In February, three detachments returned to Futema while the February Cubi detachment was preparing for a mid-month departure. VMO-6 flew 453.6 hours, 189 sorties, and reached an operational readiness high of 71%.

On 8 February, the Taegu detachment returned with 93.8 hours. Five days later on the thirteenth, a four plane detachment departed for Cubi Point. The February Cubi detachment amassed 226.8 flight hours expending 10,000 rounds of 7.62 mm, 1,200 rounds of 20 mm, 126 MK 76's, 262 2.75 rockets, and 48 MK 45 flares. Units supported include the Third Marine

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Division Naval Gunfire School, USS ORISKANY, and Marine Air Support Squadron 2.

On 28 February, the first two aircraft scheduled for Airframe Change 45 (installation of a second FM radio) were ferried to Tainan, Taiwan. The same day, Futema's runway re-opened minus the first 2,000 feet of 06 which was still under construction.

March saw the return of the February Cubi detachment as well as the departure and return of two more detachments. VMO-6 flew 497.8 hours and 141 sorties during the month. A total of 291 hours were flown in support of commitments from Marine Aircraft Group 36, First Marine Aircraft Wing and Third Marine Division. The remaining flight hours were utilized to conduct routine training including ordnance delivery, instrument and familiarization flights.

On 7 March, squadron aircraft flew photographic missions for III Marine Amphibious Force covering the W-178 Ie-Shima Gunnery Range. A two day safety standdown conducted on 19 and 20 March emphasized the theme that each officer in the squadron is a Safety Officer. Both March detachments were nine day operations departing the twenty-second returning the thirty-first. The Cubi detachment supported the Naval Gunfire School with 69.1 hours. The Atsugi detachment flew a total of 50.4 hours. Most of which was enroute time. Freezing snow and ice brought operations in the Atsugi area to a standstill. Only 3.4 hours of Simulated Close Air Support were flown in actual support of Third Battalion Ninth Marines.

April began with the Fleet Marine Force Pacific Inspection on the fourth and fifth. On 8 through 11 April, the squadron supported VMA-211 with TAC (A) work on the Live Fire Range at Tori Shima (W-176). The squadron utilized this opportunity to re-familiarize newly joined aircrews with the intricacies of controlling Close Air Support.

The aircraft utilization figure authorized by Commander, Naval Air Forces Pacific was upped to 44.1 hours per aircraft in April. This made the total squadron utilization goal 573.3 hours. VMO-6 finished April with 234 sorties and 578.7 flight hours on a utilization figure of 52.6.

With renewed emphasis on closer liaison with ground units, Captain W. MORGAN and First Lieutenant R. W. DYAR gave a presentation on the sixteenth of April to a group of officers and men from Third Battalion Fourth Marines. On 17 and 18 of April, Captain M. P. ROHLFS, in cooperation with HMM-164, gave mission briefs to officers from Third Marine Division and ground officers from First Marine Aircraft Wing.

On 23 April, the Officer in Charge of the Sensor Control and Management

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2 July 1974

Platoon, Third Marine Division briefed squadron pilots on sensor operation and delivery in preparation for a drop the following day. The drop on the twenty-fourth proceeded as scheduled with satisfactory results. The following factors concerning sensor delivery on Okinawa are considered relevant; first, because ordnance of any type is prohibited from Futema, squadron aircraft were flown to Naha Air Base for loading and arming. This procedure hampers, not only sensor operations, but all ordnance work in the local area. The second factor adversely effecting sensor delivery is the lack of an optical sight compatible with sensor delivery. Most squadron pilots have worked out a reference system which has proven effective for lateral accuracy but it is not as effective for longitudinal placement.

The April Cubi detachment which departed on 17 April, returned the twenty-eighth with 44 sorties and 95.0 hours, flying TPQ-10 missions, night ordnance delivery, and TAC (A) flights.

During May, VMO-6 operations were employed continuing individual training of squadron personnel and providing aerial support of the Fleet Marine Force, Pacific units. The squadron flew 277 sorties and 560.8 hours.

VMO-6 provided TAC (A) and Close Air Support for Second Battalion Ninth Marines Helicopter Raid training on Ukiburu Island on 2 through 4 May. In a continuing effort to "advertise" the VMO mission, First Lieutenant R. W. DYAR and First Lieutenant R. P. BESS provided a mission and capabilities brief for members of the Twelfth Marines at Camp Hansen on 7 May.

A local area ordnance shoot at W-178 was conducted on the eighth and ninth of May. Though there is the inconvenience of working out of Naha Air Base, it is felt the importance of maintaining proficiency training for ordnancemen and aircrews far outweigh the disadvantages of staging and arming from a remote base.

On 11 May, a joint change of command ceremony and parade was held. Colonel A. N. DRAGO assumed command of MCAS(H) Futema, and Colonel R. A. KUCI became Commanding Officer of Marine Aircraft Group 36.

The last of the squadron's aircraft scheduled for Airframes Change 45 returned from Tainan, Taiwan on 13 May. On the fifteenth, the Futema runway opened to its full 9,000 feet. The same day, VMO-6 launched a flight of two aircraft to drop sensors in the Central Training Area. Major General F. E. HAYNES, Commanding General of Third Marine Division, observed the drops.

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2 July 1974

An "end of month" four plane detachment to Cubi Point departed on 21 May to support the Third Marine Division Naval Gunfire School, Marine Air Support Squadron 2, and provide ordnance training for VMO-6 aircrews. The second week of the detachment was so hampered by tropical storms that very little work was possible. The detachment flew 125.4 hours and 61 sorties expending 43,000 rounds of 7.62 mm, 800 rounds of 20 mm, 335 2.75 rockets, 32 para-flares, and 235 MK 76's while spotting 235 naval gunfire rounds.

During the month of June, VMO-6 continued to provide support for Fleet Marine Force, Pacific units as well as conducting an active training program to maintain the squadron's state of combat readiness. Flight operations for the month yielded 241 sorties and 584.0 hours. In keeping with the supported units education program, First Lieutenant R. P. BESS traveled to the Third Reconnaissance Battalion to present a lecture on the capabilities of VMO-6.

On 21 June, in an informal ceremony, Lieutenant Colonel R. C. FINN relinquished command of the squadron to Major J. R. ZELICH. The next day, a two plane detachment departed to support the monthly naval gunfire exercise at Cubi Point.

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Enclosure (1)

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2 July 1974PART IIISEQUENTIAL LISTING OF SIGNIFICANT EVENTS

2 - 3 January	Safety Standdown
4 January	Flew photo mission for ProvMAG-10 utilizing KB-18 strike camera
7 January	Two aircraft depart for four week Cubi Point, P. I. detachment
12 January	Two aircraft depart for three week Atsugi detachment at Camp Fuji, Japan
15 January	MCAS(H) Futema runway closed for maintenance. Field VFR only
17 January	Flew preliminary flight check for Station GCA prior to FAA certification
20 January	Three aircraft depart for three weeks in Taegu, Korea on Operation Fly-Away
1 February	Atsugi detachment returns
3 February	Cubi Point detachment returns
8 February	Taegu detachment returns
13 February	Four aircraft depart for three week Cubi Point detachment
28 February	First two aircraft, WB 12 and 14 ferried to Tainan, Taiwan for Airframes Change 45. MCAS(H) Futema's runway re-opened for traffic; first 2,000 feet of 06 unusable due to construction.
3 March	Cubi Point detachment returns
7 March	Flew photo mission in support of III MAF of W-178 Gunnery Range
19-20 March	Safety Standdown

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2 July 1974

22-31 March Two plane Cubi Point detachment in support of Naval Gunfire School. Two plane Atsugi detachment in support of 3/9.

28 March Static display for CTF 76

4 - 5 April FMFPAC Inspection

8 -11 April Flew TAC (A) in support of VMA-211 out of Naha Air Base

16 April Capt MORGAN and Lt DYAR present static display and mission brief to 3rd Bn 4th Marines

17-28 April Two plane Cubi detachment in support of 9th Mar and MASS-2

17-18 April Capt ROHLFS briefs Division and Wing representatives on VMO mission/capabilities

18 April Maj Gen ARMSTRONG makes working visit to VMO-6

23 April 1stLt LEON of the Sensor Control and Management Platoon briefs VMO pilots and AO's on sensor delivery

24 April Two sensor drop flights in the Central Training Area

28 April Cubi detachment returns

1 May Brig Gen JENNEL flew to Iwakuni in VMO aircraft

2 - 4 May Simulated TAC (A)/Spot on Ukiburu Island in support of 2/9

4 May WB 10, last squadron aircraft scheduled for AFC 45 departed for Tainan, Taiwan

7 May Lt DYAR and Lt BESS briefed 12th Marines on VMO mission/capabilities

11 May Joint, MCAS/MAG-36 change of command

13 May WB 10 returns from Tainan. AFC 45 complete

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Enclosure (1)

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2 July 1974

15 May Sensor drop in Central Training Area Maj Gen HAYNES observed Full 9,000 feet of runway at MCAS opened

17-30 May Four plane Cubi detachment in support of MASS-2 and Naval Gunfire School

23 May Safety Standdown

24 May Static display for Japanese Self Defense Forces

5 June Cubi detachment returns

10 June Lt BESS briefed 3rd Recon Bn on VMO mission/capabilities

21 June Lt Col R. C. FINN relinquishes command of VMO-6 to Maj J. R. ZELLICH

22 June Two aircraft depart for two week Cubi in support of Naval Gunfire School

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Enclosure (1)

UNITED STATES MARINE CORPS  
Marine Observation Squadron 6  
Marine Aircraft Group 36  
1st Marine Aircraft Wing  
FPO San Francisco 96602

3:TLM:jm  
5750  
Ser 03A00275  
2 January 1975

[REDACTED]

From: Commanding Officer  
To: Commanding Officer, Marine Aircraft Group 36 (Attn: S-3)  
Subj: Semiannual Chronology; January 1975  
Ref: (a) GruO 5750.3C  
Encl: (1) VMO-6 Semiannual Chronology of U. S. Operations

1. In accordance with reference (a), enclosure (1) is submitted.

*B. F. Skinner*  
B. F. SKINNER

CLASSIFIED BY VMO-6 S-3  
SUBJECT TO GENERAL DECLASSIFICATION SCHEDULE OF  
EXECUTIVE ORDER 11652 AUTOMATICALLY DOWNGRADED AT  
TWO-YEAR INTERVALS  
DECLASSIFIED ON 31 DECEMBER 1978

UNCLASSIFIED WHEN ENCLOSURE (1) IS REMOVED

VMO-6 S&C FILES
SER: 001-75-C 1/3
DATE: 8 Jan 75
COPIES: 1 of 3

*VMO-6-1*

*Jan-Dec 74*

5750  
2 January 1975

VMO-6 SEMIANNUAL CHRONOLOGY OF U. S. OPERATIONS

PART I

ORGANIZATIONAL DATA

1. <u>Designation</u>	<u>Commander</u>
Marine Observation Squadron 6	Maj J. R. ZELlich 1 July 1974-8 July 1974 LtCol B. F. SKINNER 9 July 1974-31 December 1974
<u>Staff Officers</u>	<u>Name</u>
<u>Executive Officer</u>	Maj J. R. ZELlich 9 July 1974-15 August 1974 Maj R. G. WHALEY 1 October 1974-31 December 1974
S-1 Officer	Capt J. P. BYRNES 1 July 1974-30 September 1974 Capt W. L. DAVILA 1 October 1974-31 December 1974
S-2 Officer	CWO-2 G. L. HUNTER 1 July 1974-31 July 1974 CWO-3 E. A. HAMLIN 1 August 1974-31 December 1974
S-3 Officer	Capt W. S. LAWRENCE 1 July 1974-7 July 1974 Maj M. J. LUCCI 8 July 1974-31 December 1974
S-4 Officer	Capt D. L. BJORK 1 July 1974-30 October 1974 Capt R. V. POVEROMO 31 October 1974-31 December 1974
Aircraft Maintenance Officer	Maj M. J. LUCCI 1 July 1974-7 July 1974 Capt D. E. BELATTI 8 July 1974-31 December 1974
NATOPS Officer	Capt M. P. ROHLFS 1 July 1974-6 August 1974 Capt J. F. DAVIS 7 August 1974-31 December 1974
Safety Officer	Capt W. MORGAN 1 July 1974-9 October 1974 1stLt D. J. CALLAHAN 10 October 1974-31 December 1974

Subordinate Units

NONE

1 of 9

Enclosure (1)

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2 January 1975

Attached Units

NONE

2. Location

1 July 1974 - 31 December 1974 MCAS(H) Futema

3. Average Monthly Strength

	Officer	Enlisted
USMC *	28	90
USN	0	0
OTHER	0	0

Enclosure (1)

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2 January 1975

PART II

NARRATIVE SUMMARY

During the period 1 July 1974 to 31 December 1974, VMO-6 flew a total of 1277 sorties and 2723.6 hours, emphasizing a program of full aircraft utilization aimed at meeting operational commitments while maintaining a comprehensive and varied training program designed to increase individual proficiency and overall squadron readiness. Flying both locally and on detachment at NAS Cubi Point, Republic of the Phillipines, VMO-6 supported various elements of the 3d Marine Division, 1st Marine Aircraft Wing, III Marine Amphibious Force, U. S. Navy and U. S. Air Force. In the process of meeting its diverse commitments, VMO-6 maintained an accident free safety record and high morale as indicated by a re-enlistment rate of 71% for first term re-enlistees and 100% for career personnel.

The new Fiscal Year opened in July with two aircraft deployed to Cubi Point in support of the 3d Marine Division Naval Gunfire School. These aircraft had been situated at Cubi Point since 22 June, performing Naval Gunfire Spot and Range Safety Functions.

Locally VMO-6 provided TAC(A) and night illumination (flares) for VMFA-115 from 1 July through 3 July on the live range at Tori Shima (W-176). With the approach of Typhoon GILDA, four aircraft were evacuated to MCAS Iwakuni on 3 July and were to return on 8 July when GILDA subsided. On 9 July VMO-6 resumed local support of VMFA-115, completing this task on 12 July. Because ordnance of any type is prohibited from Futema, squadron aircraft were flown to Naha Air Base for loading and arming which continued to hamper ordnance work and overall effectiveness.

On 9 July Major J. R. ZELlich relinquished command of the squadron to Lieutenant Colonel B. F. SKINNER. Brigadier General M. T. JANNELL, Assistant Commanding General, 1st MAW, was in attendance and flew 2.0 hours in the OV-10 on a island familiarization flight.

The Cubi Point detachment returned to MCAS(H) Futema on 15 July, having flown 67 sorties and 139.7 hours in TAC(A) support of VMA(AW)-533 and TPQ-10<sup>m</sup> support of Marine Air Support Squadron 2, as well as furnishing NGF spot for the 3d Marine Division Naval Gunfire School.

On 15 July and again on 17 July, VMO-6 supported the 3d Reconnaissance Battalion with paratroops at Yomitan Airfield. With renewed emphasis on closer liasion with Ground units, Captain W. MORGAN and Capt R. W. DYAR gave a presentation on 17 July to 3d Recon Battalion officers and staff on the capabilities and missions of VMO-6.

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VMO-6 flew VIP missions on 17 July and 18 July, flying Colonel R. A. KUCI, Commanding Officer, MAG 36, and Colonel D. C. ALEXANDER, Chief of Staff, 9th Marine Amphibious Brigade, to Iwakuni and back.

With the entire squadron now present at Futema, a Maintenance/Safety Standown was held on 22 July and 23 July. Such subjects as ejection, ground egress, survival equipment, warm weather operations, and ICAO flight plans were covered in detail. The Pre Mishap Plan was discussed and a simulated aircraft accident, involving the squadron safety officer, was staged to emphasize the effectiveness of the Pre Mishap Plan.

On 31 July the first aircraft scheduled for periodic depot level maintenance was delivered to Tainan, Taiwan. All squadron aircraft are scheduled to complete PDLM, the first such maintenance since early 1971, by 13 August 1975. In a continuing effort to educate supported units, Captain DYAR and First Lieutenant G. V. ZANARDELLI briefed HML-367 on the capabilities of the OV-10, the aerial observer mission and visual reconnaissance techniques.

During the month of July, VMO-6 flew a total of 258 sorties and 549.7 hours. In addition to the Cubi Point detachment and local support to VMFA-115 and 3d Recon, VMO-6 flew local missions in support of MASS-2 (TPQ) and 3d Marine Division elements (primarily simulated close air support) throughout the month.

The month of August was devoted primarily to the 1st Marine Aircraft Wing A&M Inspection and a month long detachment to Cubi Point in support of Operation PAGASA III. During the month VMO-6 flew 211 sorties and 508.6 hours.

On 1 August a single plane departed for Cubi Point to effect advance liaison in support of PAGASA III. An additional aircraft departed on 3 August to augment the Cubi Point detachment. Arrival of three OV-10s at Cubi Point on 19 August completed augmentation of the detachment. formed to support PAGASA III, a major MAB-sized training exercise. Average total strength of the detachment for the period 19 August to 31 August was eight pilots, five aerial observers and 22 enlisted personnel. As an element of PROVMAG -10, VMO-6 flew 115 sorties and 217.3 hours, providing support in such areas as intelligence gathering (visual recon, photo recon, map survey), TAC(A), helicopter escort and landing zone selection, sensor readout and relay and communications relay.

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At Futema, VMO-6 continued to fly missions in support of MASS22, in conjunction with TPQ-10 aircraft control, throughout the month of August. A VIP mission on 8 August, delivered Colonel WALLACE, G-2, 1st MAW, to Futema after a 2.2 hour flight from Taipei, Taiwan. Highlighting local end of the month activities, Colonel F. G. MCLENON, CO, MAG-36, flew to Iwakuni on 21 August in the OV-10 and returned on 22 August. On 28 August two aircraft were evacuated to Iwakuni, in anticipation of Typhoon ROSE.

During the month of September, VMO-6 flew 199 sorties and 413.3 hours primarily on deployment at Cubi Point and in local support of VMFA-232 and 1st Battalion, 9th Marines. From 4 September through 13 September, VMO-6 provided simulated CAS for 1st Battalion, 9th Marines Tactical Air Control Party Training. The period from 9 September to 22 September found VMO-6 furnishing local TAC(A) and night illumination at W-176 for VMFA-232. Again on 30 September, VMO-6 supported 1/9 providing simulated CAS and spotter/observer capabilities during a battalion TACTEST.

On 12 September Captain T. E. LAKIN and Captain G. E. TUBESING in aircraft 155426 (WBO6) flew the 25,000th GCA at MCAS(H) Futema controlled by Corporal G. D. BUCKOWSKY. Captain LAKIN's achievement was noted at special ceremonies on 22 September hosted by Air Traffic Control, MCAS(H) Futema. Also on 12 September, VMO-6 again furnished VIP support to 9th MAB, delivering Colonel ALEXANDER to MCAS Iwakuni.

Two aircraft departed on 14 September for a two week deployment at Cubi Point to support a CASEX involving VMA-211 and elements of the 3d Marine Division. Returning on 28 September the Cubi Point detachment flew 40 sorties and 93 hours in fulfilling their mission.

The Inspector General of the Marine Corps Inspection from 19 September to 27 September, highlighted VMO-6's local activities during the remainder of the month. The squadron passed the inspection with an overall rating of satisfactory with minor discrepancies, receiving a noteworthy on Physical Fitness Training.

Flying 215 sorties and 410 hours during the month of October, VMO-6 continued its support of Fleet Marine Force, Pacific units, as well as furnishing its first support to the U. S. Air Force during the fiscal year. Camouflaged U. S. Air Force F-4C Phantom II's of the 18th Tactical Fighter Wing, Kadena AFB, utilized VMO-6's TAC(A) support from 22 October to 26 October on Tori Shima (W-176).

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Local support to 3d MARDIV and 1st MAW elements during October was varied. From 1 October to 3 October, the squadron flew in support of a 1/9 TACTEST and FEX. On 15 October, VMO-6 provided photo intelligence coverage of the northern training area and the central training area for the 3d MARDIV Intelligence section. VMO-6 flew simulated CAS for Second Battalion, Fourth Marines during TACP training exercise on 19 October, and again provided two aircraft in airborne support of a 2/4 CPX on 23 October. On 25 October the squadron flew paradrop missions in continued support of the 3d Recon Battalion at Yomitan Airfield. VMFA-115, flying out of Naha Air Base, utilized VMO-6's TAC(A) and night illumination from 28 October thru 31 October throughout the month. The squadron continued its support of MASS-2 (TPQ).

Prior to the departure of the Cubi Point detachment, a two-day safety standown was held on 16 October and 17 October stressing cold weather operations, cold weather survival, ordnance characteristics and delivery and local air traffic control conditions, functions and capabilities.

On 18 October the Cubi Point detachment departed, not to return until 4 November. Supporting VMA-211, VMA(AW)-533, MASS-2 and the 3d MARDIV Naval Gunfire School. The October Cubi Point Detachment flew 52 sorties and 117 hours.

Continued emphasis on educating ground elements about the capabilities and mission of the OV-10 resulted in a formal brief to the officers and staff of a 2/4 on 19 October by Major M. J. LUCCI, Captain J. P. BYRNES and CWO-3 E. A. HAMLIN.

In November 1974, nearly all VMO-6's and the OV-10's diversified missions were utilized either locally or on detachment at Cubi Point in support of FMF, Pacific units, the U. S. Navy and the Phillipine Marine Corps. During the month the squadron flew 197 sorties and 391.1 hours in accomplishing its assorted tasks.

At Futema, the squadron continued TAC(A) support of VMFA-115 from 1 November to 6 November. On 9 November Brigadier General R. E. CAREY, Asst CG, 1st MAW, visited VMO-6 and flew 2.0 hours in the OV-10. From 13 November to 15 November, VMO-6 provided simulated aggressor air, simulated CAS, photo and visual reconnaissance and radio relay for 2/4 in the CTA. A resupply drop of 24 cases of "c" rations was requested by the 9th Marines during a CPX on 20 November in the Schwab training area. The drop proved unsuccessful when the cargo chute did not deploy due to improper rigging of the cargo by air delivery personnel. During the same CPX, VMO-6 provided photo and visual reconnaissance and message drop services. Throughout the month VMO-6 continued to support MASS-2

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On 15 November a four aircraft detachment departed for Cubi Point with the primary task of supporting FMFPAC and U. S. Navy units in Operation Bayanihan (MABLEX 1-75). Operating as an element of PROV MAG 10 during Operation Bayanihan, VMO-6 flew 30 sorties and 101.6 hours providing TAC(A) Naval Gunfire Control, photographic and visual reconnaissance, and artillery fire control. The majority of missions flown during the exercise were flown at or above 10,000 feet MSL to familiarize aircrews with the handicaps and limitations of operating in a hostile, non-permissive "SAM" environment. On 19 November and again on 22 November, VMO-6 flew paratroops of the Phillipine Marine Reconnaissance Battalion in paradrop exercises in the Castelleros Airfield area. Returning to Futema on 11 December, the detachment had flown a total of 114 sorties and 269.3 hours in support of the 3d MARDIV Naval Gunfire School and MASS-2, in addition to support of Operation Bayanihan and Phillipine Marines.

With the return of the Cubi Point detachment on 11 December, the entire squadron operated at Futema for the remainder of the month, flying primarily simulated CAS missions in support of MASS-2. On 7 December Captain BYRNES and First Lieutenant S. A. CHENEY flew to Kadena AFB and provided an OV-10 static display for the U. S. Air Force 376th Strategic Wing Open House. On 16 December a Safety/Maintenance Standown was held stressing the dangers of pilot complacency and of allowing a small aircraft emergency to evolve into a major accident. With refreshed accent on liaison with supported units, various 3d MARDIV elements visited the squadron on 17 December and were briefed in detail on the capabilities and missions of VMO-6 and the OV-10 by Major LUCCI, Captain BYRNES and CWO-3 HAMLIN. VMO-6 ended the month of December having flown 197 sorties and 451 hours.

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PART IIISEQUENTIAL LISTING OF SIGNIFICANT EVENTS

1-3 July	TAC(A) support of VMFA-115 at Tori Shima (W-176)
3-8 July	Typhoon GILDA
9 July	Maj J. R. ZELlich relinquishes command of VMO-6 to LtCol B. F. SKINNER. Brig Gen JANNELL flies with VMO-6
9-12 July	TAC(A) support of VMFA-115 at W-176
15 July	Two plane Cubi Point detachment returns from support of VMA(AW)-533, MASS-2 and 3d MARDIV NGF School
15-17 July	3d Recon Bn paradrops at Yomitan Airfield
17 July	Capt MORGAN and Capt DYAR brief 3d Recon
17-18 July	Col KUCI and Col ALEXANDER fly to Iwakuni in VMO-6 aircraft
22-23 July	Safety Standown
31 July	First aircraft begins PDLM
1-3 August	Two OV-10's depart for advance liasion at Cubi Point
8 August	Col WALLACE flies with VMO-6
19-31 August	Five Plane Cubi detachment supports PAGASA III
21-22 August	Col MCLENON flies with VMO-6
28 August	Typhoon ROSE
4-13 September	Simulated CAS for 1/9
9-22 September	TAC(A) support of VMFA-232 at W-176

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12 September Capt LAKIN and Capt TUBESING fly 25,000th  
GCA at Futema. Col ALEXANDER flies with VMO-6

14-28 September Two plane Cubi detachment supports VMA-211

19-27 September JG Inspection

30 September Support for 1/9 TACTEST

3 October FEX

15 October Photo intelligence mission in NTA and CTA  
for 3d MARDIV

16-17 October Safety Standown

18 October Cubi Detachment supports VMA-211, VMA(AW)-  
533, MASS-2 and NGF School

19 October Simulated CAS for 2/4 TACP training, Maj  
LUCCI, Capt BYRNES and CWO-3 HAMLIN.

22-26 October TAC(A) support of 18th TFW at Tori Shima  
(W-176)

25 October 3d Recon Bn paradrops at Yomitan

28 October TAC(A) support of VMFA-115 at W-176

9 November Brig Gen CAREY flies with VMO-6

13-15 November Support of 2/4 in CTA

15 November - Four plane Cubi detachment

11 December Supports Operation Bayanihan, Phillipine  
Marines, MASS-2 and NGF School.

7 December Static display for 376th

16 December Safety Standown

17 December Maj LUCCI, Capt BYRNES and CWO-3 HAMLIN  
brief 3d MARDIV representatives

Enclosure (1)

UNITED STATES MARINE CORPS  
Marine Observation Squadron 6  
Marine Aircraft Group 36  
1st Marine Aircraft Wing  
FPO San Francisco 96602

3:TLM:mdb  
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Ser 03A18975  
8 July 1975



(UNCLASSIFIED UPON REMOVAL OF ENCLOSURE (1))

From: Commanding Officer  
To: Commanding Officer, Marine Aircraft Group 36 (Attn: S-3)  
Subj: Semiannual Chronology; July 1975  
Ref: (a) GruO 5750.3C  
Encl: (1) VMO-6 Semiannual Chronology of U. S. Operations  
1. In accordance with reference (a), enclosure (1) is submitted.

*B. F. Skinner*  
B. F. SKINNER

CLASSIFIED BY VMO-6 S-3  
SUBJECT TO GENERAL DECLASSIFICATION SCHEDULE OF  
EXECUTIVE ORDER 11652 AUTOMATICALLY DOWNGRADED AT  
TWO-YEAR INTERVALS  
DECLASSIFIED ON 8 JULY 1977

VMO-6 SRC FILES  
SER: 080-75C  
DATE: 10 JUL 75  
COPY 1 OF 4



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*Sam - June 1975*

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VMO-6 SEMIANNUAL CHRONOLOGY OF U.S. OPERATIONSPART IORGANIZATIONAL DATA

1. <u>Designation</u>	<u>Commander</u>
Marine Observation Squadron 6	LtCol B. F. SKINNER 1 January 1975 - 30 June 1975
<u>Staff Officers</u>	<u>Name</u>
	Maj R. G. WHALEY 1 January 1975 - 30 June 1975
S-1 Officer	Capt W. L. DAVILA 1 January 1975 - 9 April 1975 1/LT D. B. EALUM 10 April 1975 -30 June 1975
S-2 Officer	CWO-3 E. A. HANLIN 1 January 1975 - 30 June 1975
S-3 Officer	Maj M. J. LUCCI 1 January 1975 - 31 January 1975 Capt J. P. BYRNES 1 February 1975 - 28 April 1975 Capt C. R. DONOFRIO 29 April 1975 - 31 May 1975 Capt T. L. MARTIN 1 June 1975 - 30 June 1975
S-4 Officer	Capt R. V. POVEROMO 1 January 1975 - 9 April 1975 1/LT S. A. CHENEY 10 April 1975 -30 June 1975
Aircraft Maintenance Officer	Capt D. E. BELATTI 1 January 1975 - 5 January 1975 Maj O. INGOLDSTAD, III 6 January 1975 - 30 June 1975
NATOPS Officer	Capt J. F. DAVIS 1 January 1975 - 9 April 1975 Capt R. V. POVEROMO 10 April 1975 - 30 June 1975
Aviation Safety Officer	1/LT D. J. CALLAHAN 1 January 1975 - 30 June 1975

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Subordinate Units

NONE

Attached Units

NONE

2. Location

1 January 1975 - 30 June 1975 MCAS (H) Futenma

3. Average Monthly Strength

	Officer	Enlisted
USMC	26	104
USN	0	0
OTHER	0	0

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With continued accent on a program of full aircraft utilization aimed at meeting operational commitments and maintaining comprehensive and varied aircrew training to insure overall squadron readiness, VMO-6 flew a total of 2761.8 hours during the period 1 January 1975 to 30 June 1975. Flying both locally and on detachment at NAS Cubi Point, Republic of the Phillipines, in support of various elements of the 3rd Marine Division, 1st Marine Aircraft Wing, III Marine Amphibious Force, 1st Marine Brigade, 3rd Marine Aircraft Wing, U.S. Navy, U.S. Air Force, and Chinese Air Force (Republic of China), VMO-6 exceeded planned aircraft utilization figures for the period, met all assigned commitments, and increased individual aircrew proficiency and readiness. While accomplishing these tasks, VMO-6 maintained an accident free safety record and high morale as signified by a re-enlistment rate of 78% for first term re-enlistment and 100% for career personnel.

1975 began with the entire squadron present at MCAS (H) Futenma. On 6-7 January the annual post holiday ("Back-in-the-Saddle") Safety/Maintenance Standown was held with the theme of "Safety Through Standardization/Mid-Air Awareness". Such topics as OV-10 electrical systems, emergency egress, ejection seat preflight, NATOPS preflight/post flight, and cold weather operating procedures were covered in detail, as well as a visit to Kadena AB Air Traffic Control facilities. On 9 January two aircraft departed for Cubi Pt. to fly in support of a 3rd Battalion/9th Marines Tactical Air Control Party (TACP) CASEX at Wild Horse Creek and a NGFEX for the 3rd MarDiv Naval Gunfire school at Leon Creek. As well as CAS and NGF missions, the detachment provided TAC(A) support to VMA-513 and VC-5, TPQ - 10 missions, support to MASS-2, and accomplished "in-house" navigation, visual and photo reconnaissance, night illumination, and night visual ordnance delivery training. Returning on 25 January, the detachment flew a total of 47 sorties and 77.7 hours in fulfilling their assigned tasks.

Locally, VMO-6 provided simulated CAS (SIMCAS) and radio relay for elements of the 3rd MarDiv from 14-17 January in support of COMEX 5-75. From 20-30 January, VMO-6 flew TAC(A) at W-176 (Tori Shima) in support of VMFA 232, culminating in the TAC(A)/CAS evaluation of a VMFA-232 Training and Readiness Evaluation (TRE) for the 1st MAW TRE Team. On 30 January Major General N. W. GOURLEY, Commanding General 1st MAW, visited VMO-6 and toured all working spaces.

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With January coming to a close, VMO-6 had flown 240 sorties and 432.6 hours. In addition to the Cubi Pt. Detachment and local support of VMFA-232 and 3rd MarDiv units, VMO-6 flew local missions in support of MASS-2 (TPQ) and emphasized navigation and visual/photo reconnaissance training.

Flying nearly all commitments and training missions locally during February, VMO-6 flew 225 sorties and 380.8 hours in continued support of FMFPAC units. On 4 February one aircraft flew SIMCAS and demonstrated TAC(A) for the 3/9 TACP in the Central Training Area (CTA). On 5 February two aircraft, in coordination with Air Delivery personnel of the 3rd Force Service Regiment, flew cargo paradrops again in support of the 3/9 TACP in the CTA. On 6 February VMO-6 flew photo recon and SIMCAS missions in support of the 1st AMTRAC Battalion. On 8-9 February, VMO-6 flew its only off island commitment of the month, providing one aircraft for static display at the Phillipine-American Fiesta at NAS Cubi Pt.

The second week of February found VMO-6 providing night illumination at W-176 for VMFA-232 from 10-13 February and updating individual aircrew ordnance delivery at W-178 (Ie Shima) from 11-13 February. During the third week of February, VMO-6 concentrated on sensor delivery in support of the 3rd MarDiv Sensor Control and Management Platoon (SCAMP) from 18-20 February.

From 25-27 February, VMO-6's ability to operationally perform its assigned missions and tasks was evaluated by the 1st MAW TRE Team. Flying 15 sorties and 27.7 hours on 26 February, the squadron met all assigned commitments and demonstrated its ability to fulfill all specified missions and tasks with the exception of paradrops and NCF/Artillery spot and adjust which were omitted by the TRE evaluators. As well, the squadron flew an additional three sorties and 11.1 hours, exclusive of the TRE. VMO-6 received an overall grade of satisfactory with minor discrepancies, and overall squadron attitude, professionalism, and morale were marked as noteworthy by the senior evaluator.

February also proved to be a successful month of liaison with various allied and FMFPAC units on Okinawa. On 12 February and again on 20 February, Captain T. L. MARTIN briefed approximately 40 officers from 3rd MarDiv and 1st MAW elements on the mission and capabilities of VMO-6 and the OV-10 Bronco. On 19 February Captain T. E. LAKIN and 1st Lt G. A. ODEAN briefed approximately 15 officers of the Japanese Air-Self Defense Force (JASDF) on the OV-10 missions and capabilities. As well, VMO-6 provided OV-10 static displays for school children from Mercy, Zukeran, Christ the King, and Makiminato Schools on 13 February and 19 February.

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March proved to be a diversified month of activity as VMO-6 flew 214 sorties and 474.2 hours supporting FMFPAC elements locally and at NAS Cubi Pt., and Chinese Air Force elements at Tainan AB, Taiwan.

Locally, VMO-6 began the month with visual ordnance training at W-178 (Ie Shima) from 4-6 March. On 6 March, the squadron also provided SIMCAS for the 3/4 TACP in the CTA. From 7-10 March, VMO-6 held a Maintenance Standown and emphasized aircrew ground training, covering NGF spot and adjust, artillery spot and adjust, TAC(A), night illumination, computation of takeoff DATA, and tactics in a non-permissive SAM environment. VMO-6 again practiced sensor delivery techniques in support of SCAMP from 19-24 March in the CTA. From 20-27 March the squadron provided TAC(A) and night illumination for VMA-211 at W-176. Also on 27 March, VMO-6 again flew SIMCAS in support of 3/4 TACP training. In a renewed effort to better educate aircrews on their various mission requirements, all VMO-6 aircrews were briefed by Capt R. BURNS of MASS-2 on the MASS-2 mission and organization and TPQ operation on 24 March. As a follow up, individual aircrews visited the MASS-2 TPQ-10 operating site and physically controlled OV-10 TPQ missions from 24-27 March.

A two aircraft detachment departed Futema on 7 March to again support a CASEX at NAS Cubi Pt. In addition to CAS training for the 1/4 TACP, the VMO-6 "det" conducted TAC(A) operations in support of CAW 14 (USS ENTERPRISE) A-6's and A-7's and CAW 15 (USS CORAL SEA) A-6's, A-7's and F-4's. Additional navigation, visual and photo reconnaissance, and night illumination training was accomplished, as well as TPQ Training support of MASS-2. On 28 March the detachment returned to Futema having flown 52 sorties and 101.1 hours.

Shortly after arrival at Tainan AB, Taiwan (Republic of China) on 25 March two OV-10 aircrews were unexpectedly tasked into direct support of the Combat Air Command, Chinese Air Force. On 24 March three CAF T-38's with six pilots had been lost in nearly inaccessible, mountainous terrain 40 miles northeast of Tainan as a result of a midair collision. After timely liaison with U.S. Air Force advisors and the Chinese Air Force Rescue Coordination Center, Chinese Armed Forces, the two VMO-6 aircrews and OV-10 aircraft flew two sorties each in an unfortunately unsuccessful search and rescue effort on 25-26 March. Although the aircrews sighted two parachutes and one apparent survivor, further rescue attempts were hampered by inclement weather, hazardous terrain, and darkness. At squadron formation on 30 May Captain C. J. CREWS, Captain R. CHANDLER, Captain C. R. DONOFRIO and Gunnery Sergeant E. E. ALEXANDER received letters of appreciation and commendation from Lieutenant General YAO CAAO YUAN, CAF, CG Combat Air Command; Brigadier General Lynwood E. CLARK, USAF, CG 327th Air Division (PACAF); and Major General N. W. GOURLEY, CG 1st MAW, for their search and rescue effort on 25-26 March.

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April 1975 began with VMO-6 making preparations for a full squadron deployment to NAS Cubi Pt. from 22-30 April in operational support of Operation MAFLEX 1-75. The subsequent collapse and evacuation of Cambodia and South Vietnam forced cancellation of MAFLEX 1-75, and the entire squadron spent the month of April operating locally from MCAS (H) Futema.

On 1-2 April, the Fourth Quarter Aviation Safety Standdown was held covering such areas as OV-10 aircraft carrier operations, SERE, heat stress and physical exertion, emergency egress, simulated parachute jumps, and survival equipment. VMO-6 renewed TAC(A) support of VMA-211 on 3 April and continued TAC(A)/Night illumination support of VMA-211 throughout the month, culminating in TRE support and evaluation of VMA-211 on 30 April.

3rd FAAD Battery of MASS-3, 3rd MAW visited VMO-6 on 14 April and briefed aircrews on the organization of FAAD and REDEYE operations, employment, and capabilities. Throughout the week of 14-20 April, VMO-6 flew local sorties against REDEYE teams, evaluating <sup>OV-10</sup> REDEYE capabilities and tactics against the portable, hand held SAM threat. On 15 April SCAMP visited VMO-6 and Captain J. P. BYRNES and CWO-3 E. A. HAMLIN provided a brief on VMO-6 missions and capabilities. On the following day VMO-6 flew sensor drop missions in support of SCAMP in the CTA. Also on 16 April, VMO-6 flew in photo support of the 4th Marines.

With the entire rotary-wing strength of MAG-36 committed to Operation EAGLE PULL and Operation FREQUENT WIND, VMO-6 found its local commitments increased during April, flying artillery range sweeps in support of the 12th Marines, and range safety officer delivery to W-178 in support of 1st MAW elements. The departure of rotary-wing elements also gave VMO-6 the increased responsibility of flying rotary-wing augment/proficiency pilots from MAG-36, III MAF, and 3rd MarDiv, as well as the existing fixed-wing augment/proficiency responsibility. VMO-6's augment/proficiency aircrew roster nearly doubled as the squadron devoted 65% of its total flight hours to augment/proficiency flying, in comparison to a previous average of 43%.

VMO-6 closed the month of April having flown a total of 229 sorties and 474.7 hours. Besides support to VMA-211, 12th Marines, 4th Marines, 3rd FAAD, and SCAMP, VMO-6 provided SIMCAS support for the 9th Marines, GCI controller training support of MACS-4, and TPQ mission support of MASS-2. The squadron also increased individual aircrew readiness in the areas of visual ordnance delivery at W-176 and W-178, navigation, and visual/photo reconnaissance. April also marked the end of VMO-6 ordnance operations out of NAHA AB, with all ordnance loading operations being moved to Kadena AB.

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During May 1975 VMO-6 flew 229 sorties and 532.4 hours. Locally, the squadron continued to fly rotary-wing as well as fixed-wing augment/proficiency pilots, devoting 57% of its total flight hours to augment/proficiency pilot annual and semi-annual minimums. As well as continued support of MASS-2 and MACS-4, VMO-6 flew artillery range sweeps in support of the 12th Marines and SIMCAS for TACP training of the 4th Marines, 9th Marines, and Hawaii-based 3rd Marines of the 1st Marine Brigade. Local visual ordnance training was unavailable during May because of the close of NAHA AB to U.S. military operations and the subsequent transfer of ordnance operations to Kadena AB.

In anticipation of a NGFEX in Cubi Pt. from 19-22 May, VMO-6 held intensive NGF ground training and review from 12-17 May. On 16 May two aircraft departed for Cubi Pt. to support a 3rd MarDiv NGF school NGFEX at Leon Creek. Flying 26 sorties and 52.3 hours from 16-26 May, the May Cubi Pt. "Det" flew both day and night NGF missions, provided TPQ mission support to MASS-2, and accomplished individual visual ordnance, navigation, visual and photo reconnaissance, and night illumination training.

With continued emphasis on liaison with various air and ground units of the Navy/Marine Corps team, VMO-6 provided an OV-10 and aircrew for the Japanese-American Friendship Day Flight Demonstration at Misawa AB, Japan on 24 May. As well, on 30 May VMO-6 aircrews received an artillery review and procedures update from Captain D. SELIM of 2/12.

June 1975 proved to be the most diversified and successful month of the fiscal year, as VMO-6 accomplished mission training in all syllabus areas, except artillery spot and adjust, and supported a wide array of FMFPAC units. With the initiation of live ordnance operations at Kadena AB, VMO-6 began the month flying sensor drops in support of SCAMP on 3-5 June. During the remaining three weeks of June, the squadron carried out intensive day and night visual ordnance training, especially in the area of CBU-55 delivery.

June 14 marked the initial reduction of aircraft assigned to VMO-6 from thirteen to ten as aircraft 155425 and 155428 were flown to NAS Cubi Pt. for transfer to COMFAIRWESTPAC responsibility and subsequent shipment to CONUS for new assignment. The week of 16-20 June found VMO-6 in support of 3rd Recon Battalion providing day and night paradrops at Yomitan airfield on 17-19 June, as well as a brief to 2nd Platoon, "C" Company, 3rd Recon on the missions and capabilities of VMO-6 by Captain T. L. MARTIN and 1stLT F. C. DEUTSCH on 18 June.

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As well as continued support of MASS-2 and MACS-4 throughout the month, the squadron provided TAC(A) for a VMA-513 TRE on 25 June, SIMCAS and radio relay for a 9th Marines CPX on 26 June, and TAC(A), SIMCAS, helo escort, photo/visual reconnaissance, and message drop for a 4th Marines Tactical Air Demonstration on 27 June.

During June, VMO-6 also supported two aircraft detachments. From 2-14 June, two aircraft supported a 2/9 TACP CASEX and 3rd MarDiv NGF school NGFEX at NAS Cubi Pt. Flying 41 sorties and 83.1 hours, the June Cubi "Det" also flew TAC(A) support of VMFA-232 and TPQ mission support for MASS-2. On 25 June two aircraft departed for NAS Atsugi, Japan to support a 12th Marines Artillery exercise at Camp Fuji. Unfortunately inclement weather forced cancellation of the first and only VMO-6 artillery exercise of the fiscal year.

VMO-6 closed the fiscal year having flown 239 sorties and 470.1 hours in June 1975 and 5485.4 hours during the entire fiscal year. On 30 June Brigadier General R. E. CAREY, Asst CG, 1st MAW, visited VMO-6 to climax a highly successful fiscal year in which the squadron had supported diverse elements of the U.S. and allied armed forces, both locally and at NAS Cubi Pt., and accomplished mission training and increased readiness in all assigned areas, except artillery spot and adjust and five inch "Zuni" rocket delivery.

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PART IIISEQUENTIAL LISTING OF SIGNIFICANT EVENTS

6-7 January	Safety Standown
9-25 January	Cubi Pt. "Det" supports 3/9 CASEX, 3rd MarDiv NGFEX, VMA-513, and VC-5
14-17 January	SIMCAS support of 3rd MarDiv COMEX 1-75
20-30 January	TAC(A) support of VMFA-232
30 January	MGEN GOURLEY visits VMO-6
4 February	SIMCAS and TAC(A) for 3/9 TACP
5 February	Cargo Drops for 3/9 TACP
6 February	Photo Recon for 1st AMTRAC Bn
8-9 February	Static Display Phillipine-American Fiesta (NAS Cubi Pt.)
10-13 February	TAC(A)/Night Illum for VMFA-232
11-13 February	VISORD training at W-178
12 February	Capt MARTIN briefs 3rd MarDiv Reps
18-20 February	Sensor Delivery support of SCAMP
19 February	Capt LAKIN and 1stLt ODEAN brief JASDF Reps
20 February	Capt MARTIN briefs 1st MAW Reps
25-27 February	VMO-6 TRE
4-6 March	VISORD training at W-178
6 March	SIMCAS for 3/4 TACP
7-10 March	Maintenance Standown

Enclosure (1) ~

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8 July 1975

7-28 March Cubi Pt. "Det" supports 1/4 CASEX, CAW-14, and CAW-15

19-24 March Sensor Delivery for SCAMP

20-27 March TAC(A)/Night Illum for VMA-211

24-27 March MASS-2 Brief and Orientation

25-26 March VMO-6 support of Chinese Air Force (Republic of China) SAR

27 March SIMCAS for 3/4 TACP

1-2 April Safety Standown

3-30 April TAC(A)/Night Illum for VMA-211

11-30 April Artillery Range Sweep for 12th Marines

12 April VMO-6 begins flying rotary-wing augment/proficiency pilots

14-20 April 3rd FAAD brief and REDEYE training and evaluation

15 April Capt BYRNES and CWO-3 HAWLIN brief SCAMP

16 April Sensor Delivery for SCAMP, Photo Recon for 4th Marines

23-30 April SIMCAS for 9th Marines TACP's

24 April VMO-6 begins GCI controller training for MACS-4

30 April SIMCAS for "M" Co. 3/4; Termination of VMO-6 ordnance operations at Naha AB

1 May SIMCAS for 1/3 TACP

5 May SIMCAS for 2/9 TACP

12-17 May NGF ground training and review

16-26 May Cubi Pt. "Det" supports 3rd MarDiv NGFEX

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20-29 May Artillery Range Sweep for 12th Marines

24 May Japanese-American Friendship Day Flight Demo (Misawa AB)

28 May SIMCAS for 2/9 TACP

30 May Artillery brief from Capt SELIM 2/2; VMO-6 terminates rotary-wing augment/proficiency pilot support

2-14 June Cubi Pt. "Det" supports 2/9 CASEX, VMFA-232, and 3rd MarDiv NGFEX

3 June VMO-6 initiates Kadena AB ordnance operations

3-5 June Sensor Delivery for SCAMP

9-27 June VISORD training W-176

14 June Aircraft 155425 and 155428 transferred for reassignment to CONUS

14-17 June Parachutes for 3rd Recon at Yomitan

18 June Capt MARTIN and 1stLt DEUTSCH brief 2nd Plt/ "C" Co/ 3rd Recon

25 June TAC(A) for VME-513 TRE

26 June SIMCAS for 9th Marines

27 June Tactical Flight Demo for 4th Marines

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Enclosure (1)

UNITED STATES MARINE CORPS  
Marine Observation Squadron 6  
Marine Aircraft Group 36  
1st Marine Aircraft Wing  
FPO San Francisco 96602

3: CAS:dlt  
5750  
31 Dec 1976

CONFIDENTIAL

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

Subj: Semi-annual Chronology; 1 July through 31 December 1976

Ref: (a) GruO 5750.3D

Encl: (1) VMO-6 Semi-annual Chronology of U. S. Operations

1. In accordance with reference (a), enclosure (1) is submitted.

*J. W. Ruymann*  
J. W. RUYMANN  
Acting

VMO-6 CMCC FILES
CONT NO. 136-76
DATE REC. 31/DEC 76
COPY 1 OF 3

MAG-36 CMCC FILES
770704
COPY 1 of 1

*VMC-6  
Declassified 31 Dec 76*

*Jul-Dec 76*

Classified by CO, MAG-36  
Subject to General Declassification  
Schedule of Executive Order 11652.  
Automatically downgraded at Two Year  
intervals. Declassified on 31 December 1978.

CONFIDENTIAL



5750  
31 Dec 1976CONFIDENTIALVMO-6 SEMI-ANNUAL CHRONOLOGY OF U. S. OPERATIONSPart IORGANIZATIONAL DATA

<u>1. Designation</u>	<u>Commander</u>
Marine Observation Squadron 6	LtCol L. O. WAYMIRE 1 July - 11 July 1976 LtCol L. E. BYERS 12 July - 31 December 1976
<u>Staff Officers</u>	<u>Name</u>
Executive Officer	Maj C. R. BLEDSOE 1 July - 10 July 1976 Vacant 11 July - 9 August 1976 Maj J. G. ROMAN 10 August - 31 December 1976
S-1 Officer	Capt G. J. VARELA 1 July - 31 December 1976
S-2 Officer	1stLT F. W. SCHAFFER 1 July - 12 October 1976 Sgt A. COOPER 13 October - 31 December 1976
S-3 Officer	Maj K. H. JOHNSON 1 July - 26 August 1976 Maj J. W. RUYMANN 27 August - 31 December 1976
S-4 Officer	Capt T. L. LEWIS 1 July - 31 July 1976 Capt R. CLYDESDALE III 1 August - 12 December 1976 1stLT J. L. RENTON II 13 December - 31 December 1976
Aircraft Maintenance Officer	Maj D. B. HERBERT 1 July - 31 December 1976

ENCLOSURE (1)

UNITED STATES MARINE CORPS  
Marine Observation Squadron 6  
Marine Aircraft Group 36  
1st Marine Aircraft Wing  
FPO San Francisco 96602

3/FMD/jrc  
5750  
Ser03A01276  
12 Jan 1976

**From:** Commanding Officer  
**To:** Commanding Officer, Marine Aircraft Group 36

**Subj:** Semiannual Chronology; 1 July-31 December 1975

**Ref:** (a) GruO 5750.3C

**Encl:** (1) VMO-6 Semiannual Chronology of U. S. Operations

1. In accordance with reference (a), enclosure (1) is submitted.

*[Handwritten Signature]*  
L. O. WAYMIRE

CLASSIFIED BY VMO-6 S-3  
SUBJECT TO GENERAL DECLASSIFICATION SCHEDULE OF  
EXECUTIVE ORDER 11652 AUTOMATICALLY DOWNGRADED AT  
TWO-YEAR INTERVALS  
DECLASSIFIED ON 12 JANUARY 1978

VMO-6 SMO FILES  
SER: 003-76  
DATE: 13 JAN 76  
COPY 1 OF 2

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12 Jan 1976

**CONFIDENTIAL**VMO-6 SEMIANNUAL CHRONOLOGY OF U. S. OPERATIONSPART IORGANIZATIONAL DATA

1. <u>Designation</u>	<u>Commander</u>
Marine Observation Squadron 6	LtCol B. F. SKINNER 1 July 1975-17 July 1975 Maj R. G. WHALEY 18 July 1975-1 August 1975 LtCol L. O. WAYMIRE 2 August 1975-31 December 1975
<u>Staff Officers</u>	<u>Name</u>
<u>Executive Officer</u>	Maj R. G. WHALEY 1 July 1975-17 July 1975, 2 August 1975-13 August 1975 Maj J. MILLER 14 August 1975-31 December 1975
<u>S-1 Officer</u>	1stLt D. B. EALUM 1 July 1975-25 September 1975 Capt R. D. MICHAEL 26 September 1975-31 December 1975
<u>S-2 Officer</u>	CWO-3 E. A. HAMLIN 1 July 1975-15 December 1975 1stLt J. S. MERRITT 16 December 1975-31 December 1975
<u>S-3 Officer</u>	Capt T. L. MARTIN 1 July 1975-8 July 1975 Maj C. A. LLOYD II 9 July 1975-31 December 1975
<u>S-4 Officer</u>	1stLt S. A. CHENEY 1 July 1975-9 July 1975 Capt T. L. LEWIS 10 July 1975-31 December 1975
<u>Aircraft Maintenance Officer</u>	Maj O. INGOLDSTAD III 1 July 1975-1 September 1975 Maj R. A. BRACY 2 September 1975-31 December 1975
<u>NATOPS Officer</u>	Capt R. V. POVEROMO 1 July 1975-1 December 1975 Capt F. M. DEUTSCH 2 December 1975-31 December 1975

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Aviation Safety Officer

1stLt D. J. CALLAHAN  
1 July 1975-1 September 1975  
Capt T. F. BRODERICK  
2 September 1975-31 December 1975

Subordinate Units

NONE

Attached Units

NONE

2. Location

1 July 1975-31 December 1975 MCAS(H) Futema

3. Average Monthly Strength

	<u>Officer</u>	<u>Enlisted</u>
USMC	24	88
USN	00	00
OTHER	00	00

PART II

NARRATIVE SUMMARY

The period of 1 July 1975-31 December 1975 has been a challenging and productive time for VMO-6. Missions and tasks assigned spanned the spectrum of the OV-10A's capabilities and the pace of operations often demanded extra effort from all squadron personnel in the constant drive to maintain a high level of combat readiness.

Primary objectives for the latter half of 1975 included, increasing the level and quality of combat readiness, improving the squadron's safety posture, and maintaining the assigned level of ground training while providing the maximum possible support for FMF units.

The level and quality of VMO-6 combat readiness was significantly improved through an aggressive aircrew training program adapted to the varied missions assigned to the squadron from July through December 1975. Air-ground skills were constantly honed during the many hours flown monthly in support of 3rd MarDiv units. This support often involved multiple missions on each sortie, thereby accomplishing several training objectives on one flight. Ample opportunity to sharpen TAC(A) skills (one of VMO-6's primary tasks) was afforded during the many TAC(A) support missions flown with Marine, Navy, and Air Force squadrons under a variety of target and weather conditions that seasoned many of the squadron's first tour aircrews in

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the best of classrooms, experience. Additionally, frequent squadron detachments kept aircrews and maintenance personnel ready to commence and sustain deployed operations in a rapid and efficient manner in a variety of climates and conditions.

The VMO-6 safety program maintained a relentless vigil throughout this period for unsafe trends and potentially unsafe practices. An active safety education program was pursued and supported by successful, informative, and effective stand-downs each quarter. The primary emphasis of the Aviation Safety Stand-downs were on practical application and realistic training. A significant portion of the aircraft instruction took place in the hangar vice the ready room. Survival skill training was realistic with flight crews being dropped into the ocean with full flight equipment for a live helicopter pickup by various service and type helicopters. The tangible results of the program speaks for themselves; over 2654 accident free hours flown from July to December 1975 with VMO-6 passing the 11,000 accident free hours mark.

Emphasis was also placed on adhering to ground training requirements, while providing a high level of maintenance support necessary to meet the 3rd MarDiv and 1stMAW commitments as evidenced in the summary of VMO-6 activities that follows.

Although the latter half of 1975 was a productive period for VMO-6 it was not without its problems. Two prime areas of disappointment for VMO-6 have been the insufficient number of artillery and naval gunfire spot training missions available. During the last six months only six artillery spot sorties and 9 naval gunfire sorties were flown with the number for the preceding six months no better. The unfortunate result is several OV-10A aircrews that have fired very few, if any, artillery and naval gunfire missions. Attempts are being made to increase the number and length of detachments to Camp Fuji, Japan and Korea as a possible improvement of the situation and its resultant impact on squadron proficiency

The second major problem area has been the reduction of the working altitude in R-177 which contains one of the primary working areas for the OV-10A when flying in support of the 3rd MarDiv units. Restricted operating conditions in this area decrease the level of realistic training support that can be attained in conjunction with a reduced safety margin by requiring flights to operate at lower altitudes. These same restrictions have even further reduced the rare occasions for OV-10A artillery spot missions on Okinawa. Various aspects of this problem are being discussed with Kadena Air Traffic Control and Okinawa Approach who control the airspace, but no solution is in sight at this time.

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The final major problem area encountered developed after the suspension of the operation of Kagoshima tacan, and the subsequent refusal of Japanese Air Traffic control facilities to allow OV-10A aircraft to file IFR to Iwakuni. The result has been the necessity, when required, by training commitments or other support requirements, to make fairly long over water flights filed VFR. The professional response of VMO-6 aircrews to such flights has resulted in continuing such flights safely, though restricted by an inadequate and unnecessary procedure. The Air Traffic Control system and the 1st MAW have been advised of the situation and hopefully a solution will be forthcoming that will ease the inherent operational restrictions of this situation.

VMO-6 commenced the month of July with an Aviation Safety Stand-down for all squadron aircrews, augment pilots, and squadron aviation maintenance personnel. Topics covered included, a Typhoon and Thunderstorm brief by Kadena weathermen, Sea Survival, an in depth presentation on the OV-10A Landing Gear System by North American Rockwell representative Mr. Ralph LEVI and extensive "in the cockpit" emergency procedures test and review, and emergency egress training.

The Aviation Safety Stand-down was concluded with an excellent period of water survival training conducted with the U. S. Air Force 33rd Air Rescue Recovery Squadron from Kadena AFB. Training included, a brief by Air Rescue crewmen, and live "at sea" helo pickups of 22 squadron aircrewmen in full flight equipment offshore the Navy facility at White Beach.

The Aviation Safety Stand-down was followed with a Phase III Human Relations program for personnel not yet qualified. The program was conducted by the MAG-36 Drug and Alcohol Abuse Officer and proved to be a most instructive and worthwhile presentation.

Flight operations for VMO-6 resumed on 4 July. The remainder of the month concentrated on support of the Fourth Marines in a variety of training exercises which allowed VMO-6 aircrews the opportunity to sharpen many of their varied mission skills. Numerous helo escort operations were conducted involving VR, (Visual Recon), command and control, SIMCAS, (Simulated Close Air Support), TAC(A), (Tactical Air Control (Airborne)), and photo/message drop missions. This training culminated in a practice helicopter raid mission on the island of Ukibaru on 14 July that provided valuable training for all concerned. On 23 July, a night helo escort mission was conducted in support of the Fourth Marines which provided the same excellent training under even more demanding conditions as 120 troops made a night helo insert.

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Numerous SIMCAS and TAC(A) training missions continued throughout the month as OV-10A aircraft provided a training vehicle for Fourth Marine elements engaged in FAC training. During July, over 47 hours were flown in direct support of Fourth Marine operations.

Over 22 hours were flown in support of similar training for RIT-4.

Three sorties were flown on 9-11 July in support of MASS-2 controller training with an additional sortie on 10 July for similar training in support of MACS-4 GCI controller training.

On 17 July, LtCol B. F. SKINNER relinquished command of VMO-6 to the then Executive Officer Maj R. G. WHALEY, who commanded VMO-6 until his relief arrived in August.

The lack of sufficient artillery training has been the source of a continuing deficit in VMO training, as has naval gunfire training. When VMO-6 had the rare occasion to engage in artillery training on 24 and 28 July, squadron aircrews took full advantage of this opportunity. Since only two sorties were scheduled, on the 24th and 28th, respectively, available non-participating aircrews obtained ground transportation to the 12th Marines at Camp Hansen to observe the artillery spotting while in progress, in an attempt to glean as much indirect experience as possible in one of VMO's crucial mission areas.

The July detachment to NAS Cubi Point, consisting of two aircraft and six crewmembers flew over 107 hours with 16 sorties in support of the TACP, (Tactical Air Control Party), 3/4 CASEX from 16-26 July. Training in support of the Naval Gunfire School at Subic Bay on 28-30 July provided participating aircrews with much needed naval gunfire training. Five sorties were flown, two at night, thereby providing VMO-6 with at least a small nucleus of squadron aircrews that have been exposed to naval gunfire training.

The detachment also flew seven TAC(A) sorties in support of VMA(AW)-533 and various U. S. Navy aircraft from the U. S. S. Hancock. SIMCAS training was provided for 1/4, and 6 sorties of ASRT/EPQ (actual and simulated) training were flown for Detachment, MASS-2. In addition, officers of the VMO-6 Detachment in July, provided classroom lectures on the fundamentals of forward air control for the TACP 3/4, and TACP and Recon Platoon BLT 1/4 personnel.

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VMO-6 concluded the month of July by providing photo support for a MAG-36 request for air to air photos of all MAG-36 aircraft on 29 and 30 July.

On 31 July an OV-10A escorted one of MAG-36's CH-46 helicopters to TAI-PEI for SDLM as part of an ongoing "Pathfinders" mission requiring that OV-10A aircraft escort CH-46 aircraft during extended over water flights.

Squadron training and support missions were sharply curtailed in August as the typhoon season reached its peak. VMO-6 aircraft were flown away twice during August in response to Typhoons NINA and ORA. MAG-36 squadrons coordinated their efforts during Typhoon NINA, the decision to fly away available aircraft had been made by 0900 on 2 August. By 1130 on 2 August the last flyaway aircraft had been airborne for an hour, 5 OV-10A's and 6 UH-1E's had been secured in VMO-6's hangar and all personnel had been secured to quarters anticipating Typhoon Condition I.

This same degree of teamwork and professional performance yielded similar results during the typhoon alert later in August. All totaled, eight full days of operations were lost due to typhoon action in August.

However, valuable training was accomplished during August though on a smaller scale.

On 2 August, during Typhoon NINA, LtCol L. O. WAYMIRE assumed command of VMO-6.

The quarterly PFT was run on 6 August, with good results, as the Marines of VMO-6 sought to maintain a high degree of physical, as well as combat aviation readiness.

Requests for support from 3rd MarDiv units were significantly less than during the previous month and the majority of the squadron's efforts were concentrated on aircrew syllabus training.

The August detachment to NAS Cubi Point was also plagued by poor weather conditions and a lack of ordnance, squadrons to work with, and no TACP available.

Total detachment flight time was 44 hours with 10 sorties of syllabus training devoted to instrument, Nav, and VR work. Squadron syllabus ordnance work consisted of 7 sorties on an unmanned range, due to the lack of TACP personnel available. The most valuable

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training accomplished was 3 sorties of naval gunfire training, still a rare opportunity for VMO-6 aircrews.

During the 3rd week of August Capt Richard CHANDLER III, a VMO-6 pilot, received the Navy and Marine Corps Medal for heroism in the saving of a fellow Marine on Nov 30, 1974. The award was presented by LtCol L. O. WAYMIRE.

August 29th, VMO-6 participated in a tactical demonstration flown at Camp Hansen performing TAC(A), photo, message drop, and command and control missions in support of 3rd MarDiv.

The month of September found VMO-6 with a variety of events and commitments unhampered by the weather extremes of August. September began with TACP and SIMCAS support missions for both the 4th and 9th Marines.

On 4 September, BGen E. J. MEGARR visited VMO-6 for a brief on the OV-10A mission and its capabilities. BGen MEGARR, Assistant 3rd MarDiv Commander, was briefed by LtCol L. O. WAYMIRE, VMO-6 Commanding Officer, on the VMO-6 mission. Capt T. L. MARTIN briefed BGen MEGARR on the OV-10A aircraft. Col S. J. FULTON, MAG-36, Commanding Officer, and Maj C. A. LLOYD, VMO-6 Operations Officer were also in attendance.

The squadron Make-up PFT was run 10 September completing physical fitness testing for the first quarter of 1976.

On 15 September, all available Officers and Staff NCO's were helo transported to Camp Hansen to attend this years Amphibious Warfare School presentation.

The 17th and 18th of September VMO-6 aircrews were involved in static displays of the OV-10A at MCAS Futema for various schools and organizations in the local area. Another static display was conducted on 28 September.

TAC(A) missions in support of VMFA-115, 11.6 hours and 4 sorties, were flown during the latter half of September providing valuable CAS training for both squadrons.

CWO-3 E. A. HAMLIN, VMO-6 S-2 officer, gave squadron aircrews a brief on current "SAM and AAA" lessons learned and current doctrine as part of an effort to keep aircrews aware of the limitations and reactions required for survival in the ever changing

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air environment of the present and near future.

Assistant Wing Commander BGen W. J. WHITE visited VMO-6 on 23 September. BGen W. J. WHITE was briefed by LtCol L. O. WAYMIRE on the squadron's current mission capabilities and problem areas; both of which were familiar ground for BGen WHITE a former VMO-6 Commanding Officer himself during 1967-68 in RVN. The General expressed specific interest in VMO-6's artillery training limitations and discussed the possibility of frequent Fuji detachments for artillery training.

VMO-6 also, on 23 September had station medical personnel update all immunizations as part of a continued effort to maintain Squadron Marines combat ready in all respects.

Several officers from VMO-6 briefed with Kadena AFB Air Rescue Squadron personnel in preparation to support a large practice rescue operation (Cope Diamond). Although the operation was subsequently cancelled, the liaison, briefing, and crew preparations provided all concerned with worthwhile training and experience.

On 30 September, one OV-10A departed for NAS Atsugi as a detachment to operate at the Fuji artillery range providing VMO-6 with its third artillery sortie since January of 1975.

The month of October presented VMO-6 with several challenges that kept the squadron busy and on the move. The pace of operations provided good training in itself and the variety of tasks completed yielded even greater returns. During October, VMO-6 was involved in three detachments while completing contingency planning for a combined Group detachment, a highly varied spectrum of missions were assigned, one typhoon was tolerated and the squadron successfully completed an FMFPac Inspection. The first week of October found the Atsugi Detachment which consisted of a single OV-10A plagued by bad weather which made artillery spotting at Fuji impossible most of the time. The detachment managed to fly two artillery spot missions, 1 sortie, gaining a small portion of needed training. Weather continued to affect the Atsugi Detachment as a typhoon condition in Okinawa prevented their return. They were subsequently diverted to Misawa AFB to cover a static display commitment and did not return to Futema until 6 October, when two other OV-10A aircraft which had been flown away due to typhoon conditions also returned.

The VMO-6 Cubi Point Detachment which had departed Futema on 23 September continued to operate at Cubi Point throughout most of

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October. The VMO-6 Cubi Point Detachment was also plagued by bad weather but still managed to accomplish assigned squadron training through the completion of several training syllabus flights and refresher syllabus flights for aircrews new to the squadron. Detachment total flight time was in excess of 335 hours with over 45 sorties flown in support of the 9th Marines CASEX and VMA-211 training. Detachment "C" of MASS-2 had 7 sorties flown in support of their training by Detachment VMO-6.

Two additional OV-10A aircraft were sent to Cubi Point on 14 October to meet the increased sortie load anticipated for a MAULEX that the detachment was scheduled to support. However, due to extremely poor weather only four sorties were flown in support of the MAULEX and the entire detachment returned to Futema 24 October.

Meanwhile, during the week of 14 October, VMO-6 was visited by the FMFPac Inspection Team which presented the squadron with an excellent opportunity to gauge the quality of a squadron's myriad of administrative and support functions whose performance is of equal importance to flying capabilities in maintaining a truly combat ready squadron. As expected, VMO-6 satisfied the inspection teams in all areas, though minor discrepancies were noted.

The majority of missions flown from Futema during October were in support of the 4th Marines, required 5 hours and 4 sorties, in SIMCAS and TACP training. The 9th Marines mission requirements included Helo escort, VR, TACP, TAC(A), photo, radio relay, cargo paradrops for aerial resupply, message drops and convoy escort during 17 hours and 8 sorties; and provided one of the most varied and challenging mission assortments of the year which yielded realistic training for aircrews. TPQ flights in support of MASS-2 involved 9 hours and 6 sorties.

A detachment was launched to NAS Atsugi following the return of Cubi Point Detachment of 26 October.

VMO-6 was also busy in the planning and logistics area during October in preparation for a Pohang, Korea Detachment in support of BLTX 2-76. Planning, coordination, logistics, maintenance and pilot training all centered around cold weather operations in an area with no support facilities available. Intelligence briefs on North Korea were presented by the squadron S-2, equipment and clothing were drawn, and aircraft prepared. The operation was

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subsequently cancelled in November, but the training, experience, and knowledge gained proved valuable during a subsequent cold weather detachment to Camp Fuji during December.

October also provided VMO-6 with an opportunity to drop sensors in support of SCAMP, a VMO mission capability infrequently used in the last few months.

Overall, October was a most productive month for VMO-6 providing the variety of mission requirements that VMO was designed to meet and an operational pace that demands professional performance and stifles complacency.

November was a good month for VMO-6. Assigned missions were sufficient, adequately varied and well spread over the month. One detachment departed during the middle of the month, and VMO-6 had the pleasure of celebrating the Corps' 200th Anniversary.

VMO-6 began November with the second quarter PFT being run on the first day as part of a continuing program to maintain and monitor squadron physical fitness. As a morale booster, the PFT was followed by a squadron party which proved to be a successful arrangement.

On the 3rd and 4th of November, the squadron's Second Quarter Aviation Safety Stand-down was held. The primary emphasis during this stand-down was on cold weather operations and weather. MCAS Patema weather personnel provided weather briefs and the North American Rockwell representative Mr. Ralph LEVI provided an elucidating and detailed brief on the OV-10A electrical system. Immunizations were also updated during the stand-down. Water Survival training with actual helo pickups "at sea" were conducted with HMM-164. Water and swimming qualifications for all aircrew members were updated on the second day of the stand-down at the station pool.

The Marine Corps' 200th Birthday was celebrated by VMO-6 on 10 November with a cake cutting ceremony in the squadron hangar attended by Col S. J. FULTON, MAG-36, Commanding Officer. Prior to cake cutting ceremonies Mr. Ralph LEVI of North American Rockwell presented 5 OV-10A pilots with plaques in recognition of over 1000 hours in the OV-10A. The recipients were Maj C. A. LLOYD, Maj R. A. BRACY, Maj D. M. MCVEY, Capt T. L. MARTIN, and Capt R. V. POVEROMO.

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The most glamorous training event of November was the tactical demonstration for the Under Secretary of the Navy at Camp Hansen. The OV-10A played an integral role as usual.

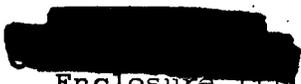
The largest portion of squadron training was in support of VMA-513 during over 40 hours of TAC(A) training. The 4th Marines required over 14 hours and 8 sorties of SIMCAS, TACP and tactical demonstration time. One photo drop was flown in support of the 9th Marines, while 3rd Recon Bn was supported with 5 sorties and over 7 hours of mission support mostly for paradrops, and one photo mission. TPQ missions accounted for 7 hours and 3 sorties in support of MASS-2. The 1st MAW also required 2.4 hours and one sortie of photo support as an OV-10A crew photographed all the LZ's on Okinawa.

The November Cubi Point Detachment, 12-26 November, concentrated its main emphasis on TACP support for 2/4 and squadron NAV/VR and visual ordnance training. Visual ordnance training was accomplished in conjunction with TACP training for 2/4 with 17 sorties during 34.8 hours of flight time. Taking advantage of the less familiar terrain away from home field and the varied terrain of Luzon, the VMO-6 Detachment gained valuable NAV/VR syllabus training with 25.5 hours and 12 sorties of NAV/VR. Additional training and mission support flights consisted of 2 sorties of TAC(A) with VMFA-115 and 8.7 hours with 6 sorties of TPQ flights for MASS-2.

The November detachment had anticipated being able to arrange naval gunfire training in support of the Naval Gunfire School at Subic Bay, R. P., but were unsuccessful, as the Naval Gunfire School had previous commitments that precluded OV-10A support.

The calendar year of 1975 was concluded with a flurry of activity for VMO-6. In spite of a decreased number of personnel on hand during the holiday period, VMO-6 was tasked with a heavy load of commitments during December and responded with alacrity. Two detachments were launched and recovered during the month and aircraft availability reached a high of 90% on several days despite a full schedule of commitments.

Primary mission support during December consisted of TAC(A) training for VMA-513, and U. S. Air Force aircraft from the 18th and 44th Tactical Fighter Wing (TFW). As part of a mutually beneficial program, VMO-6 flew 15 TAC(A) mission sorties for over 40 hours in support of the 18th and 44th TFW. Another 15 sorties and over 37 hours of TAC(A) training were completed in support of



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VMA-513. Additional TAC(A) training flights were flown in support of the 4th Marines on Okinawa and VMFA-115 at Cubi Point by the VMO-6 detachment.

The Cubi Point detachment flew 40.9 hours and 7 sorties in support of VMFA-115. The sorties were broken down into 5 TAC(A) and 2 night illumination flights. The night illumination flights provided needed refresher training in this technique which VMO-6 is infrequently afforded the opportunity to practice.

Recent opportunities for night illumination training on Okinawa were plagued with difficulties involving reduced altitude restrictions in R-177 when dropping in support of 2/4, and by a bad flare lot which resulted in 31 consecutive duds on 28 November and 4 duds out of 8 flares on 11 December.

Additional commitments during December included 12 hours and 6 sorties supporting the 4th Marines in TAC(A), SIMCAS, VR, TACP, night illumination missions. Support of 3/9 involved 3.8 hours and 2 sorties for TACP and airborne resupply by paradrops. The majority of the 10 sorties and 18.7 hours devoted to 3rd MarDiv support were spent in practicing and conducting tactical demonstrations at Camp Hansen.

The highlight for December was, however, the Fuji detachment which departed on 6 December for Takigahara Airfield. VMO-6 has deployed detachments in the past, to work at the Fuji ranges for artillery training, but has always operated out of nearby NAS Atsugi. This was the first time that VMO-6 was to attempt to operate off Takigahara, the airstrip at Camp Fuji.

Valuable training was achieved during the detachment. Aircrews were given the opportunity to operate off a forward deployed short field strip under less than ideal conditions during both hours of daylight and darkness, under varied weather conditions in a cold climate. Over 41 flight hours were flown during this deployment. Flights were also conducted in support of the 12th Marines providing VMO-6 aircrews with much needed artillery spot training. Sorties were also flown in support of MATCU-60 in the exercise of a deployed GCA unit and MASS-2 TPQ training. The basic training objectives for the detachment were met although the squadron is looking forward to a longer detachment to Camp Fuji in the future for a full exercise of skills merely flexed during this detachment.

The Fuji Detachment was quite short. The aircraft returned to Futema on 13 December after having arrived late on 9 December due to poor weather.

[REDACTED]

Enclosure (1)

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During the period of 1 July 1975 to 31 December 1975, VMO-6 flew over 2654 hours of various support and squadron training missions. Home field operations from MCAS Futema flew 146.4 hours and 45 sorties in support of the 4th Marine Regiment, 34.8 hours and 15 sorties in support of the 9th Marine Regiment, and 60.2 hours and 30 sorties in support of the 3rd Marine Division. Flights in support of MASS-2 for TPQ training accounted for 10.3 hours and 14 sorties, while flights in support of the 1st Marine Aircraft Wing and Marine Aircraft Group 36 flown from Okinawa accounted for 145.9 hours and 49 sorties. An additional 38.7 hours and 15 sorties were flown in support of the 18th and 44th Tactical Fighter Wings. Detachment flight time in support of various 1st Marine Aircraft Wing and 3rd Marine Division units accounted for 624.9 hours and 256 sorties. The remaining 1572.9 hours were flown in support of squadron syllabus training.

In conclusion, the period of 1 July-31 December 1975 while productive in itself, and a creditable period in VMO-6 history, it has merely been a small step in the continuing march to maintain a combat ready squadron of the highest caliber. During the latter half of 1975 VMO-6 has built a firm foundation of trained Marines with a level of combat readiness, and a safety consciousness that will serve the squadron well in its succeeding steps forward.

### PART III

#### SEQUENTIAL LISTING OF SIGNIFICANT EVENTS

1-2 July	First Quarter Aviation Safety Stand-down.
2 July	Water Survival training conducted with 33rd Air Rescue Recovery Squadron from Kadena.
3 July	Phase III Human Relations training.
7-8 July	Helo Escort training conducted in support of 4th Marines.
9-11 July	TPQ support of MASS-2.
9 July	SIMCAS support of 4th Marines.
10 July	GCI support of MACS-4; Capt MARTIN and CWO-3 HAMLIN brief 3d Recon Bn on OV-10A missions and capabilities.

Enclosure (1)

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11-12 July SIMCAS support of 4th Marines.

14 July Helo escort, TAC(A), and Command and Control mission in support of 4th Marine Raid training. Cubi Point detachment departs.

15-16 July SIMCAS and Helo escort support of 4th Marines.

17 July Change of squadron command. LtCol B. F. SKINNER relieved by Maj R. G. WHALEY.

18 July VMO-6 participates in MAG-36 change of command.

19 July SIMCAS support of 4th Marines.

21 July SIMCAS and TAC(A) support of 4th Marines.

22 July Paradrops support of 3d Recon Bn. SIMCAS, Photo, and TAC(A) support of 4th Marines.

23 July Range sweep in support of 12th Marines. TAC(A) support of VMFA-232. Tactical night helo escort support of 4th Marines.

24 July Static display for local elementary school children. Range sweeps and Arty Spot in support of 12th Marines. VR and photo/message drop support of RLT-4. Officers and Staff NCO's attend Drug and Alcohol brief.

28 July Helo escort support of RLT-4. Range sweeps, Arty spot, and photo flown in support of 12th Marines.

29-30 July Air to air photo support of MAG-36. VR and SIMCAS support of RLT-4.

31 July CH-46 "Pathfinder" escort to Tai-Pei for SDLM support of MAG-36.

Enclosure (1)

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 1 August SIMCAS, VR, and radio relay support of 3d Recon Bn. Cubi Point Detachment returns.

2 August LtCol L. O. WAYMIRE assumes command of VMO-6. Typhoon Nina necessitates the fly away of 4 OV-10A aircraft to MCAS Iwakuni.

3 August Typhoon Nina passes, all clear sounds and fly away aircraft return.

6 August Quarterly PFT run.

7 August Range sweep support of 12th Marines TPQ support of MASS-2.

11 August Typhoon Ora necessitates 1 aircraft fly away to MCAS Iwakuni and 2 aircraft remain at NAS Cubi Point.

13 August Typhoon Ora passes, all clear sounds and all VMO-6 aircraft return.

14 August VMO-6, Cubi Point Detachment departs.

20 August Typhoon Rita sets typhoon condition III, flights ops are cancelled.

21 August Typhoon Rita passes, all clear sounds, flight ops resumed.

22 August Capt R. CHANDLER III receives Navy and Marine Corps Medal.

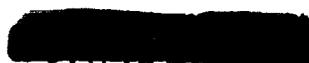
25 August VMO-6, Cubi Point Detachment returns.

29 August Tactical Demo flown in support of 3d MarDiv Photo mission support of 1st MAW.

2 September TACP support of 2/4.

3 September TACB&SIMCAS support of 4th Marines.

4 September VMO-6 visited by BGen E. J. MEGARR. TACP support of 2/4.

  
Enclosure (1)

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[REDACTED]

5 September TACP support of 9th Marines.

8 September Cubi Point Detachment departs.

10 September Make-up PFT run.

11 September Range sweep support of 12th Marines.

15 September Squadron Officers and Staff NCO's attend AWS presentation at Camp Hansen.

17-18 September Static display at Futema.

19 September TAC(A) support of VMFA-115.

20 September "SAM/AAA" brief by CWO-3 HAMLIN. CH-46 "Pathfinder" escort to Taipei for SDLM.

22 September TAC(A) support of VMFA-115.

23 September Assistant Wing Commander BGen WHITE visits VMO-6. TACP, photo, VR support of 9th Marines.

24 September SIMCAS, VR support of 9th Marines.

25 September TAC(A) support of VMFA-115.

26 September Static Display at Futema.

29 September SAREX brief w/KAD in support of Cope Diamond.

30 September Atsugi Detachment departs.

1-2 October TPQ support of MASS-2.

3 October Typhoon evac 2 A/C.

6 October Fly away aircraft recovered and Atsugi Detachment recovered.

7 October CH-46 "Pathfinder" escort to Taipei SDLM.

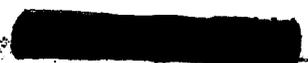
7-8 October TPQ support of MASS-2.

8 October Helo escort, VR, TACP, TAC(A), and photo support of 9th Marine trooplift.

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Enclosure (1)

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 9 October Col S. J. FULTON flown to MCAS Iwakuni for Commanding General's conference.  
 10 October SIMCAS support of 1/4.  
 15 October TACP, TAC(A), VR, photo, and radio relay support of 3/9.  
 16 October Artillery spot support of 3/12. Cargo drop support of 3/9.  
 14 October VR, photo, and message drop support of 3/9 TPQ support of MASS-2.  
 14-18 October FMFPac inspection.  
 21 October CH-46 "Pathfinder" helo escort to Taipei SDLM.  
 24 October TAC(A), VR support of 1/9 TPQ support of MASS-2.  
 25 October TAC(A), VR support of 1/9. Cubi Point Detachment returns.  
 26 October TACP, VR, TAC(A) and convoy support of 1/9. Atsugi Detachment departs.  
 29 October Sensor drop support of SCAMP.  
 30 October TACP support of 2/4.  
 30 October Atsugi Detachment returns.  
 1 November Second Quarter PFT.  
 3-4 November Second Quarter Aviation Safety Stand-down.  
 5 November Paradrops support of 3rd Recon Bn.  
 10 November VMO-6 celebrates the Marine Corps' 200th Anniversary.  
 12-14 November Tactical demonstration for the Under Secretary of the Navy in support of 1/4.

  
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12 November Paradrops support of 3rd Recon Bn. Cubi Point Detachment departs. Static display at Futema.

13 November SIMCAS support of NCO school 4th Marines.

15 November Paradrops support of 3rd Recon Bn.

19 November TACP support of 1/4. TPQ support of MASS-2. Static display at Futema.

20 November Photo support of 3rd Recon Bn. TACP support of 1/4. Photo support of 3/9. TAC(A) support of VMA-513.

21 November Paradrops support of 3rd Recon Bn. TAC(A) support of VMA-513. TPQ support of MASS-2.

24 November TAC(A) support of VMA-513. TPQ support of MASS-2.

25 November TAC(A) support of VMA-513.

26 November SIMCAS and TAC(A) support of 1/4. TAC(A) support of VMA-513.

28 November Tactical demonstration support of 3rd MarDiv Night Illumination support of VMA-513.

29 November Photo support of 1st MAW.

1 December TAC(A) support of 44th TFW. Tactical demonstration in support of 3rd MarDiv.

1-5 December TAC(A) support of VMA-513.

2 December Photo support of 3rd MarDiv.

3 December TAC(A) support of 18th TFW. Static display at Futema for Japanese newsmen.

4 December TAC(A) support of 44th TFW. TACP support of 3rd MarDiv.

5 December TACP and paradrops in support of 3/9. Static display at Kadena AFB.

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[REDACTED]

6 December Fuji Detachment departs.

8 December TAC(A) support of 18th TFW.

8-12 December TAC(A) support of VMA-513.

9 December Tactical demonstration in support of 3rd MarDiv.

10 December Tactical demonstration in support of 3rd MarDiv. BGen W. J. WHITE flies an orientation flight with the Fuji Detachment.

11 December TACP support of 3rd MarDiv night illumination support of 2/4.

12 December TAC(A) support of 44th TFW support of COMEX for MACG-18.

13 December Fuji Detachment returns.

15 December TACP support of 4th Marines.

16-18 December TAC(A) support of 44th TFW. TAC(A) support of 18th TFW.

17 December TAC(A), SIMCAS support of 2/4. Static display.

18 December TAC(A), SIMCAS support of 2/4. TACP support of 1/4.

19 December TAC(A), VR, SIMCAS, support of 2/4.

21 December Cubi Detachments departs.

22 December TAC(A) support of 18th TFW. Photo support of 3rd MarDiv.

23 December TAC(A) support of 44th TFW.

24 December TAC(A) support of 44th TFW. Photo support of 3rd MarDiv. Cubi Detachment returns.

26 December TAC(A) support of VMA-513.

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Enclosure (1)

UNITED STATES MARINE CORPS  
Marine Observation Squadron 6  
Marine Aircraft Group 36  
1st Marine Aircraft Wing  
FPO San Francisco 96602

3:RC:dlt  
5750

6 July 1976

~~CONFIDENTIAL~~ (UNCLASSIFIED UPON REMOVAL OF ENCLOSURE)

From: Commanding Officer  
To: Commanding Officer, Marine Aircraft Group 36 (Attn: S-3)  
Subj: Semiannual Chronology; 1 January through 30 June 1976 (u)  
Ref: (a) GruO 5750.3D  
Encl: (1) VMO-6 Semiannual Chronology of U. S. Operations

1. (u) In accordance with reference (a), enclosure (1) is submitted.

*L. O. Waymire*  
L. O. WAYMIRE

*VMO-6*

MAG-36 CMCC FILES  
760344  
COPY 1 of 2

Classified by CO, MAG-36  
Subject to General Declassification Schedule of Executive Order 11652 Automatically downgraded at Two Year Intervals. Declassified on 30 June 1982.

VMO-6 CMCC FILES  
CONT NO. 073-76  
DATE REC. 760707  
COPY 1 OF 4

*Jan 1976*

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~~CONFIDENTIAL~~5750  
6 July 1976VMO-6 SEMIANNUAL CHRONOLOGY OF U. S. OPERATIONSPart IORGANIZATIONAL DATA

1. <u>Designation</u>	<u>Commander</u>
Marine Observation Squadron 6	LtCol L. O. WAYMIRE 1 January 1976-30 June 1976
<u>Staff Officers</u>	<u>Name</u>
Executive Officer	Maj J. MILLER 1 January 1976-11 April 1976 Maj C. R. BLEDSOE 16 April 1976-30 June 1976
S-1 Officer	Capt R. D. MICHAELS 1 January 1976-12 January 1976 1/LT B. B. SELVITELLE 13 January 1976-31 May 1976 Capt G. J. VARELA 1 June 1976-30 June 1976
S-2 Officer	1/LT J. S. BERRIT 1 January 1976-22 February 1976 CWO-3 F. W. SCHAFFER 23 February 1976-30 June 1976
S-3 Officer	Maj C. A. LLOYD II 1 January 1976-30 June 1976
S-4 Officer	Capt T. L. LEWIS 1 January 1976-30 June 1976
Aircraft Maintenance Officer	Maj R. A. BRACY 1 January 1976-30 June 1976
NATOPS Officer	1/LT R. C. DOBSON 1 January 1976-30 June 1976
Aviation Safety Officer	Capt T. F. BRODERICK 1 January 1976-30 June 1976

Subordinate Units

None

Attached Units

None

2. Location. 1 January 1976-30 June 1976, MCAS (H) Futenma.~~CONFIDENTIAL~~

ENCLOSURE (1)

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6 July 19763. Average Monthly Strength

	<u>Officers</u>	<u>Enlisted</u>
USMC	23	92
USN	Ø	Ø
OTHER	Ø	Ø

Part IINARRATIVE SUMMARY

During the period of 1 January to 30 June 1976, VMO-6 flew 2493.9 accident free hours in support of the 3rd Marine Division, 1st Marine Aircraft Wing, Navy and Air Force units operating in the Western Pacific Area. Flying the OV-10A "BRONCO", a lightly armed reconnaissance plane, the squadron performed a variety of missions including aerial reconnaissance, forward air control, artillery and naval gun fire spotting, utility missions of light transport, paratroop insertions, aerial re-supply, photography and radio relay.

Based at Futema, MCAS (H) Okinawa, the squadron conducted its local training and operations with ground units in the central and northern training areas of Okinawa and controlled tactical aircraft in ordnance training over ranges on the smaller islands of the Ryukyu Island Chain. The squadron extended its range of operations by sending eight detachments over the entire period to airfields in Korea, Japan, and the Philippines to support various sea, land and air exercises.

Pilots assigned to the squadron have a minimum of one tour with a VMO squadron prior to being assigned to VMO-6. The aerial observers are graduates of Naval Aerial Observation Course conducted at New River, N. C. and have served tours with ground units, but few had any experience with a VMO squadron prior to overseas assignment. With these two factors in mind, the squadron accomplished its aircrew training while meeting operational commitments in support of Division, Wing, and any Navy or Air Force units that requested the many services provided by a VMO squadron. By combining training flights with support sorties, pilots and aerial observers proved effective as teams in support of both ground and air units. On 30 June all aircrews present for the entire period were combat qualified and approximately 60% of sorties during these six months were in support of other units. Additionally an aggressive program of lectures and tactical demonstrations of the squadron's capabilities were given to other units to encourage them to request VMO-6 participation in their training and operations.

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The squadron began the new calendar year with a two day safety stand-down on 5 and 6 January. This consisted of classroom instruction and hanger drills creating simulated emergencies.

On 7 January four aircraft participated in a LARK Exercise in conjunction with other fixed wing U. S. aircraft. Routes with predetermined checkpoints were flown into Taiwan air space to enable the Nationalist Chinese to evaluate their air defense capabilities.

A two-plane detachment departed for Cubi Point NAS Philippines on 14 January. The detachment supported VMA 513 at the ordnance ranges around Subic Bay and also directed Seventh Fleet ships in naval gunfire qualifications at the Leon Creek Range.

A sea-air rescue exercise was conducted on Okinawa, 19 January, as part of a larger U. S. Air Force exercise called Cope Diamond. Squadron aircraft acted as on-scene commander and directed the rescue of two simulated-downed aircrew members while exercising control of U.S.A.F. rescue helicopters from 33rd Aerospace Rescue and Recovery Squadron, Marine escort helicopters from HMA-369, and Navy close air support A-7's from the USS Midway.

The squadron logged many flight hours in this first month in performing a wide range of routine local area missions. These included tactical air control of aircraft from 18th Tactical Fighter Wing, U.S.A.F., photography and reconnaissance missions for 3rd Marine Division, supporting arms coordination for 12th Marine Regiment, and radar directed bombing controlled by MASS-2.

On 1 February, the Flight Readiness Evaluation Data Sheet (FREDS) was implemented in the Squadron. Extensive briefings by the FREDS Officer enabled an orderly transition.

Training in supporting arms coordination was accomplished during February by the aircrews on Okinawa and those with the Cubi Detachment which returned to Okinawa on the 20th. On Okinawa, aircrews conducted spotting missions for the 3rd Battalion, Twelfth Marines' 105mm howitzers in the central training area. In the Philippines, 3rd Battalion, 9th Marines 81mm mortar training in the Zambales Area and naval gunfire ships at Leon Creek Range were used to qualify both pilots and aerial observers.

On 23-24 February VMO-6 controlled a variety of aircraft from the USS Midway in close air support training at W-183, which is 210 miles from MCAS (H) Futema over open water. This was an excellent exercise in DR navigation and demonstrated a near max range operating capability of the OV-10A, while controlling Navy aircraft with live ordnance.

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During the only week of the month when no detachment was out, flight operations were secured and the entire squadron fired the "B" modified re-qualification course with the M-16 rifle at the Camp Schwab Rifle Range from 25-27 February.

On 28 February, another two-plane detachment departed for NAS Cubi Point, Philippines to support the naval gunfire school during Seventh Fleet qualifications. The detachment was also requested to provide TAC(A) support for VMFA-232 and various training missions with the deployed BLT during March.

On 3 March, General KOHLER, Commanding General 1st Marine Aircraft Wing, visited the squadron area and received a brief by the Commanding Officer on the capabilities and status of VMO-6.

The squadron flew several sorties during 11-13 March in support of the 3rd Marine Division command post exercise in the central training area of Okinawa. Air control and TACP training missions were flown plus missions acting as enemy aircraft to evaluate, through visual reconnaissance and photography, the effectiveness of the command post's camouflage.

On 15 March, a squadron aircraft flew non-stop from NAS Cubi Point to MCAS (H) Futema for the first time in several years.

The Cubi Detachments' training efforts culminated in participation with the 33rd MAU in MAULEX 3-76 held in the Zambales Area from 17-20 March. The detachment returned to MCAS (H) Futema on 22 March.

On 30 March, a three-plane detachment departed for Pohang, Korea. The detachment was deployed for most of April to participate in a two-phase combined training exercise. Phase I included unit training and preparation for Phase II, which was MAULEX 2-76. Many of the OV-10A capabilities were utilized, including TAC(A), day and night paratroop insertions, photography and message drop.

From 5-7 April, 1st MAW conducted an administrative and functional area inspection. The squadron received an overall satisfactory rating but some problem areas were identified that could be improved before the I.G. scheduled in late May.

On 11 April, Colonel MATHEWS assumed command of MAG-36 and the next day the squadron flew him to Korea for a command visit of MAG-36 units at Pohang.

From 16-20 April, the Pohang Detachment participated with the 31st MAU in MAULEX 2-76. Day and night flights were flown in support of this ex-

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ercise and unusual missions were night paradrops and a film drop to the MAU staff on board the USS Tripoli. The detachment returned on 28 April.

One aircraft participated in a tactical demonstration for 2nd Battalion, 9th Marines at Camp Schwab's parade deck on 24 April. The demonstration consisted of a simulated helicopter insert with the fixed wing support that could be expected in that situation.

On 26 April, a two plane detachment departed for NAS Atsugi, Japan to support BLT 1/9 for three days of training in the Camp Fuji Training Area.

An advisory team from COMNAVAIRPAC worked with the squadron's maintenance sections for three days starting the 28th of April. This team was extremely cooperative and aided in improving maintenance procedures and training.

The squadron again participated in a sea-air rescue exercise on 6 May as part of another U.S.A.F. Cope Diamond Exercise. The major difference between this one and the earlier exercises was the use of live ordnance by aircraft controlled by VMO-6 aircrews on a range bordering the area in which the downed aircrew was located.

On 7 May, a tactical demonstration was flown for 3rd Reconnaissance Battalion over Onna Point, Okinawa. This demonstration was an extension of several detailed lectures given by squadron officers to the Reconnaissance Marines on the capabilities of the OV-10A several weeks prior to the actual flights. These Marines have done the majority of paradrops with the squadron during this six month period.

The Quarterly Safety Standdown was conducted on 19 and 20 May with safety tests, lectures and drills.

On 21-26 May, the Inspector General conducted an inspection of the squadron. A satisfactory rating was achieved with a noteworthy comment on 100% passing scores obtained by squadron personnel running the PFT.

Two detachments were sent to NAS Atsugi, Japan from 10-14 May and 22-28 May to support BLT 1/9 in preparation for and participation in a 9th Marine Regimental exercise in the Camp Fuji Training Area.

On 27 May, a two-plane detachment departed for NAS Cubi Point, Philippines to support VMFA-232 during close air support training. Such support includes flare drops and target marking as well as TAC (A). Paradrops for 1st Anglico were also conducted by this detachment.

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Brigadier General FITCH, Assistant Wing Commander, 1st MAW, flew with the squadron on 29 May on an area familiarization flight.

From 1-4 June, one aircraft carrying the KB-18A camera and hand held 35mm camera flew extensive photo missions over the Korean AOA in preparation for 9th MAB's Beacon Cherry exercise conducted in late June and July. Paratroop missions were flown with 3rd Reconnaissance Battalion over Yomitan Airstrip on 9 and 16 June also in preparation for the impending operation in Korea.

An unprecedented non-stop flight in an OV-10A from MCAS (H) Futema to NAS Cubi Point was completed on 17 June in support of the Cubi detachment. On 18 June, the same aircraft returned to MCAS (H) Futema, again non-stop, and logged the squadron's 5000th accident free flight hour for FY-76.

On 19 June the Cubi detachment returned after three weeks of intensive tactical air control and ordnance training.

A four-plane detachment flew to Pohang, Korea on 26 June to participate in 9th MAB's Beacon Cherry exercise. Extensive use of the OV-10's utility mission capability was expected as well as the primary missions of visual reconnaissance and TAC (A) in support of a landing force.

A significant factor in the squadron's operating schedule during the reporting period is the large number of detachments operating from widely separated airfields. Because the squadron is not task organized to support these detachments, the present level of commitments was met only through efficient management and dedicated service by all squadron personnel.

This narrative has outlined the significant events that the squadron has been involved in over the past six months. Other events which contributed to the squadron's role in supporting the FMF and other combat organizations are such sorties as radar controlled simulated-bombing runs (TPQ), simulated close air support runs for tactical air control parties' training, and lectures for ground troops on the methods of controlling aircraft. These flights and training evolutions, although routine, provided the professional knowledge and skill that was the foundation of the major operations that were conducted successfully in the past six months.

### Part III

#### SEQUENTIAL LISTING OF SIGNIFICANT EVENTS

5, 6	January	Quarterly Safety Standdown conducted.
7	January	Participated in LARK Exercise over Taiwan.
14	January	Two-plane detachment departs for Cubi Point, NAS, Philippines to support VMA 513 in CASEX and to qualify Naval Gunfire Ships.

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6 July 1976~~CONFIDENTIAL~~  
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19	January	Participated in <u>COPE DIAMOND</u> Exercise at Okinawa.
1	February	Began implementation of FREDs.
3	February	General TANAKA, Japanese Air Defense visits squadron.
20	February	Cubi Detachment returns.
23-24	February	Close air support training with USS Midway Aircraft at W-183.
25-27	February	Squadron re-qualified with M-16 on Camp Hansen Range.
28	February	Two-plane detachment departs for Cubi Point, NAS, Philippines.
3	March	General KOHLER, 1st MAW Commanding General, visits squadron.
		Participated in <u>LARK</u> Exercise over Taiwan. Cancelled for weather.
11-13	March	Supported 3rd Marine Division CPX on Okinawa.
15	March	OV-10A flies non-stop from NAS Cubi Point to MCAS (H) Futema.
17-20	March	Cubi Detachment participated in MAULEX 3-76 with 33rd MAU.
22	March	Cubi Detachment returns.
30	March	Three-plane detachment departed for Pohang, Korea.
5-7	April	Squadron inspected by 1st MAW Inspection Team.
11	April	Colonel MATHEWS assumed command of MAG-36.
12	April	Flew Col MATHEWS, MAG-36 Commanding Officer, to Korea for Command visit.
16-20	April	Pohang Detachment participated in MAULEX 2-76 with 31st MAU.
24	April	Participated in tactical demonstration for 2nd Battalion, 9th Marines.
26	April	Two-plane detachment departed for NAS Atsugi, Japan to support BLT 1/9 in the Camp Fuji Training Area.
28-30	April	COMNAVAIRPAC maintenance advisory team visit.
28	April	Pohang Detachment returned.
29	April	Atsugi Detachment returned.
6	May	Participated in <u>COPE DIAMOND</u> Exercise at Okinawa.
7	May	Flew Tactical Demonstration for 3rd Reconnaissance Battalion on Okinawa.
10	May	Two-plane detachment departs for NAS Atsugi, Japan to support BLT 1/9 in the Camp Fuji Training Area.
10-14	May	Controlled VMFA-115 aircraft in ordnance training on Okinawa ranges.
14	May	Atsugi Detachment returned.
17-18	May	Conducted squadron ordnance training on Okinawa ranges.
19-20	May	Quarterly Safety Standdown conducted.
21-26	May	Squadron inspected by Inspector General.
22	May	Two-plane detachment departed for NAS Atsugi, Japan to support 9th Marine field exercise in the Camp Fuji Training Area.

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27	May	Two-plane detachment departed for NAS Cubi Point, Philippines to support VMFA-232.
28	May	Atsugi Detachment returned.
29	May	Brigadier General FITCH, Assistant Wing Commander, 1st MAW flew with the squadron.
1-4	June	One aircraft flew photo missions over Korea for 9th MAB Exercise <u>Beacon Cherry</u> .
9&16	June	Paradrop missions flown with 3rd Recon Battalion.
18	June	Squadron exceeds 5000 accident free flight hours for FY-76.
18	June	Brigadier General FITCH, Assistant Commanding General, 1st MAW flew with the squadron.
19	June	Cubi Detachment returns.
26	June	Four-plane detachment departs for Pohang, Korea to participate in 9th MAB Exercise <u>Beacon Cherry</u> .
29	June	Typhoons Ruby and Sally threaten Okinawa. One aircraft launched to Pohang for Det support.

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ENCLOSURE (1)

5750  
31 Dec 1976CONFIDENTIALStaff OfficersName

NATOPS Officer

Capt R. C. DOBSON  
1 July - 8 December 1976  
Capt J. S. O'CONNELL  
9 December - 31 December 1976

Aviation Safety Officer

Capt T. F. BRODERICK  
1 July - 8 September 1976  
Capt J. S. O'CONNELL  
9 September - 31 December 1976

Subordinate Units

None

Attached Units

None

2. Location. 1 July 1976 - 31 December 1976, MCAS (H) Futenma, Okinawa, Japan.

3. Average Monthly Strength:

	<u>Officers</u>	<u>Enlisted</u>
USMC	20	91
USN	0	0
Other	0	0

Part IINARRATIVE SUMMARY

VMO-6 flew 1709.8 accident free hours over 917 sorties during the period 1 July 1976 through 31 December 1976. Operations were conducted in support of various 3rd Marine Division, 1st Marine Aircraft Wing, Navy, and Air Force units. Missions flown required VMO-6 to utilize the maximum squadron assets and aircraft-aircrew capabilities.

Training accomplished through completing Operational Requirements was the highlight of this six month period. Seven Detachments were conducted ranging from Atsugi, Japan and Osan, Korea to Cubi Point, Republic of the Philippines. All assigned air-

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crews sharpened their skills by flying Reconnaissance, Tactical Air Control Airborne, Artillery and Naval Gunfire Spotting, Troop Inserts, Aerial Delivery, Photography, Visual Ordnance Delivery. Additional in house Aircrew Training conducted in the Okinawa Operating Area contributed to the fully qualified status of all aircrews.

Operational Commitments were met despite a steady decrease throughout the six month period in personnel assigned, especially pilots. Though fully trained, aircrew strength dropped to less than one pilot per assigned aircraft during November. All Operational Requirements were accomplished, including three simultaneous detachments, through careful assignment of increasingly limited assets.

Quarterly Safety Standdowns were held 16-17 September 1976 and 3-4 December 1976. On these occasions seminars were conducted on Aircraft Systems, Flight Procedures, Aircraft Accident/Incident Review and Operating Restrictions and Limitations. Aircraft Emergency Egress Drills, Parachute Descent Practice, and Water Survival Training gave aircrews a refresher in survival skills. The effort expended in Safety Awareness bore success when LtCol L. E. BYERS flew the Squadrons 15,000th accident free hour on 7 October 1976. This record was accumulated over a three year period and is an indication of the professionalism displayed by all VMO-6 personnel.

Because of the high tempo of operations support training was accomplished on a continuous basis. Physical Training, Marksmanship Qualification, and like were completed for all Squadron personnel by judicious scheduling.

BGEN FITCH, Assistant Commanding General, 1st MAW has continued to fly with VMO-6 through the last six months. On 30 August 1976 he became NATOPS Qualified in the OV-10A. Since that time the AWC has flown numerous sorties.

VMO-6 Maintenance maintained an outstanding rate of aircraft availability. VMO-6 established the highest Operational Ready and Full Systems rate in 1st MAW and held it there for the entire six months. This record was attained despite dwindling assets and the many detachments requiring personnel. The FAWPRA Corrosion Rework program was instituted in August with one aircraft per month inducted.

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Through Group Tactical Seminars and Tactical Evaluation Exercises, VMO-6 worked to integrate its mission into the Battlefield of the Future. High/Low, Low Level Penetration, and IR Missile Threat were a few of the factors considered in developing OV-10 Tactics for the Air-Ground Support Mission. On 11 September, five VMO-6 officers, three pilots and two A.O.'s, presented to MAG-36 in an open seminar, a discussion of the future role of Aerial Observation.

The month of July began with the final wrap up of 9th MAB exercise Beacon Cherry in Pohang, Korea. The four plane VMO-6 detachment was tasked with Tactical Air Control (Airborne) or TAC(A) and Visual Reconnaissance/Photo Missions until all aircraft returned to Okinawa on 6 July. From 7 through 9 July various Tactical Air Control Party (TACP) missions were flown for units of the 4th and 9th Marines.

On 12 July LtCol L. O. WAYMIRE relinquished command of VMO-6 to Maj L. E. BYERS. The Squadron was challenged to continue to act as the hyphen in the Marine Corps Air-Ground Team.

14 and 15 July, 5 sorties were flown in support of Battalion 3/4. One aircraft was used in a Static Display for the Kadena Elementary School.

Typhoon conditions in Okinawa prompted an early launch of a two aircraft detachment to NAS Cubi Point, R.P. in support of the 3rd MARDIV and 1st MAW units. Range restrictions caused cancellation of the scheduled Naval Gunfire Exercise on 21-23 July. A 35mm Photo mission was conducted of Subic area ranges for the NAS Cubi Range Safety Office. Additional target pictures were requested by 1st MAW. TPQ-10 sorties were flown for MASS-2 utilizing MK-76 practice bombs. NB Subic UDT made parachute jumps from detachment aircraft. Through 31 July limited TAC(A) missions were flown with aircraft the USS Midway subject to limited range availability.

Back in Okinawa Battalion 2/9 was supported through 5 sorties including Visual Recon, Photo, and Simulating Agressor Air. MASS-2 required one TPQ flight on 29 July.

The month of July was concluded with 210 sorties flown for a total of 376.9 flight hours.

The Subic Ranges were closed indefinitely by 1 August. All detachment missions were cancelled and the Det was recalled to Okinawa. Both aircraft returned on 7 August. From 2 through 7 August 3 sorties of TAC(A) were flown with Marine A-6's of VMA-332 on Okinawa area target ranges. In the same period 3 TPQ sorties were flown for MASS-2.

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On 7 August, Okinawa was again threatened by a typhoon. Five OV-10's were evacuated to NAS Cubi Point where one aircraft was already located. As soon as weather permitted, all six airplanes returned to MCAS Futenma on 12 August. Continuing normal operations on the 12th, two Photo/TAC(A) sorties were accomplished. Two more VMA-332 TAC(A) missions were concluded on the 13th in addition to two Paradrop sorties for 3rd Recon Battalion, one at night.

16 August, five VMO-6 aircraft participated in the Cope Diamond SAREX. Four aircraft were utilized for simulated Fire Suppression. The other for Rescue/Excort. A total of 19.9 flight hours were flown in this effort. Five TAC(A) sorties including one at night under flares, two Paradrop sorties, and one TPQ sortie were flown from 16 through 19 August. On 19 August, two aircraft were evacuated to MCAS Iwakuni, Japan to avoid another typhoon. Normal operations were resumed on 21 August.

The remainder of the month saw eighteen TAC(A) of TAC(A)/Flare missions flown for VMA-332. On 27 August the first VMO-6 aircraft was inducted in FAWPRA Corrosion Rework at NAS Cubi Point. In all, 154 sorties were flown in August resulting in 294.0 flight hours.

The first week in September had five Photo missions flown. These varied from Recon photos for Ground Units to pictures of MAG-36 aircraft. TAC(A) support continued for VMA-332, both day and night. On 8 September the close proximity of typhoon Fran to Okinawa prompted launching previously scheduled liaison visits to Osan, Korea and Atsugi, Japan. Two OV-10's were sent to each location to arrange for future detachments. No flights were scheduled due to weather until the return of these four airplanes on 14 September.

From 13 through 17 September all squadron personnel participated in a Maintenance/Safety Standdown. The only flights scheduled during this period were on 16 September in support of a MAG-36 TACEX.

On 20 September, two aircraft departed for NAF Atsugi, Japan to initiate a detachment that was to last until the middle of November. This detachment flew various Photo, Visual Recon, Simulated Fire Suppressing, TAC(A), and Artillery Spot Missions in support of BLT 2/9 at the Camp Fuji Training Area. Back in Okinawa, for the rest of the month sorties were flown in support of 3rd Recon Battalion, Battalion 1/9, and MAG-36. A second aircraft was cycled into FAWPRA Rework at Cubi Point. 216.1

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flight hours were flown in September through 117 sorties.

VMO-6 began an active October by providing one aircraft for a JASDAF Static Display at Misawa AB, Japan. Along with TPQ missions for MASS-2, two sorties on the nights of the 6th, 7th, and 8th were flown for Battalion 1/4 in a Raid Exercise. This operations utilized various MAG-36 aircraft with OV-10's in the role of Fire Suppression plus Command and Control. 7 October two aircraft departed Okinawa to initiate a detachment at Osan, Korea. During the two weeks of operation, this Det flew eleven sorties of Artillery Spot with Battalion 2/12. The 15,000th accident free hour was flown by Maj BYERS upon his return from NAF Atsugi. The Squadron celebrated this milestone at a ceremony attended by BGEN FITCH, Asst C.G. 1st MAW and COL MATHEWS, C .O., MAG-36.

The next week, on 15 October the third VMO-6 detachment left for NAS Cubi Point. This Det consisting of two aircraft worked in support of Battalion 1/9, VMA-223, MASS-2, and III MAF Naval Gunfire School. Despite having over one half its assets deployed, the squadron flew TPQ missions and TAC(A) with Air Force F-4's.

On 21 October the two Osan Det aircraft returned to Okinawa. The last week of October, Battalion 3/9 and 1st MAW units requested OV-10 support. Notably, an Observation Platform was provided for 1st MAW to evaluate HMA-369's TRE. Including three simultaneous detachments, 166 sorties were flown in October amounting to 328.6 flight hours.

For November, the emphasis shifted, as detachments returned, to extensive pilot training. Instrument and Formation skills were sharpened. On 8 November two sorties were flown for another Cope Diamond SAREX. The Marine Corps Birthday was celebrated by all hands on 10 November. Three days later, on the 13th, the Cubi Point detachment returned, having worked the entire VMO Mission. 19 November saw the last detachment return to Okinawa from NAF Atsugi. Also on the 19th a Static Display was presented to Dependent School Children from Kadena AFB.

With all its aircraft and crews back in Okinawa, VMO-6's 32nd Birthday was celebrated on 20 November. To cap Pilot Refresher Training, ordnance consisting of 2.75" rockets and 7.62 straffe was expended on the Okinawa Target Range of Ie Shima.

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In all, 151 sorties resulted in 253.8 flight hours.

December began for VMO-6 with a Safety Standdown. Additionally, a Static Display was provided at Kadena AFB for a USAF Open House. On 8 December a series of flights controlling Air Force F-4's was initiated that extended through the end of the month. This liaison began with the 18th TFW and was beneficial to both parties and should result in a continued relationship.

A two airplane detachment was dispatched to NAS Cubi Point for MULTIPLEX 1-77. Valuable training was conducted in Naval Gunfire Spotting and ordnance refreshers. The detachment returned on 30 December. Routine missions USAF Frags, and MULTIPLEX 1-77 amounted to 119 sorties and 240.4 flight hours.

During December, VMO-6 was notified that the Squadron would be disestablished on 1 January 1977. VMO assets would be transferred to H&MS-36 which will provide Aerial Observation for 1st MAW.

During the six month period between 1 July - 31 December 76, VMO-6 led the 1st MAW in Operational Ready Aircraft with 72%. This accomplishment was possible only through the ever continuing maximum effort of the Maintenance Department. In preparation for decommissioning of VMO-6, personnel shortages were intentionally effected to trim the strength to the T/O strength of OV-10A assets to be transferred to H&MS-36. During the last three months of VMO-6's history, "Leading the Wing" was accomplished by Herculean effort of very few pilots, very few maintenance personnel and an "can do", have done" spirit.

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9	July	Exercise Beacon Cherry terminated, Detachment returns from Pohand, Korea
12	July	VMO-6 Change of Command. LtCol L. O. WAYMIRE is relieved by Maj L. E. BYERS.
14-15	July	SIMCAS, TACP for Battalion 3/4.
16	July	Two aircraft to NAS Cubi Point for support of 3rd MARDIV and 1st MAW.
28-29	July	SIMCAS, Photo, VR for Bn 2/9.
2-31	August	TAC(A) supporting VMA-332.
7	August	Cubi Point detachment returns.
7	August	Typhoon evac of five aircraft to NAS Cubi Point.
12	August	Typhoon evac aircraft return to Okinawa.
16	August	Five OV-10's participate in SAREX Cope Diamond.
19	August	Typhoon evacuation of two aircraft to MCAS Iwakuni, Japan.
21	August	Typhoon evac aircraft return.
27	August	First OV-10 inducted to FAWPRA Corrosion Re-work, NAS Cubi Point.
1-7	September	TAC(A) in support of VMA-332.
8	September	Two aircraft each to Osan, Korea and NAF Atsugi, Japan on liaison visits with typhoon Fran threatening Okinawa.
13-17	September	Maintenance and Safety Standdown.
14	September	Liaison visit aircraft return.
16	September	Support of MAG-36 TACEX.

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20	September	Two aircraft detachment departs for NAF Atsugi, Japan to support BLT 2/9.
6-8	October	Night Raid Exercise with Bn 1/4.
7	October	Two aircraft detachment to Osan, Korea to support Bn 2/12.
7	October	15,000th VMO-6 accident free flight hour flown by Maj L. E. BYERS.
15	October	Two aircraft detachment to NAS Cubi Point.
21	October	Osan, Korea detachment returns to Okinawa.
8	November	Participation in Cope Diamonds SAREX.
13	November	Cubi Point detachment returns to Okinawa.
19	November	Atsugi, Japan-detachment returns to Okinawa.
19	November	OV-10 Static Display for Kadena Elementary School children.
20	November	VMO-6 celebrates its 32nd birthday.
4-5	December	Safety Standdown.
5	December	OV-10 Static Display at Kadena AFB for SAC Open House.
8-30	December	TAC(A) in support of 18th TFW, USAF F-4's.
13	December	Two aircraft detachment departs for NAS Cubi Point to participate in MULTIPLEX 1-77 as a Naval Gunfire Spotter.
30	December	Cubi Point detachment returns to Okinawa.
31	December	Last day in the history of VMO-6.

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