

MARINE AIR BASE SQUADRON 11  
Marine Aircraft Group 11  
1st Marine Aircraft Wing, FMF, Pacific  
FPO San Francisco 96602

01:RL:jrd  
001A35567  
10 January 1967

54C
002-67
1063

From: Commanding Officer  
To: / Commanding Officer, Marine Aircraft Group 11

Subj: Command Chronology for December 1966(U)

Ref: (a) WgO 5750.1B

Encl: ✓ (1) Command Chronology

1. In accordance with reference (a), enclosure (1), is submitted.
2. This letter is unclassified upon removal of enclosure (1).

  
G. R. CAMPO

Downgraded at 3-year intervals  
Declassified after 12 years  
DOD Dir 5200.10

~~SECRET~~

177465-11

Cmd Chron

Dec 1966

## PART I Organizational Data

### Location

DaNang AB, RVN

1-31 December 1966

## Rank

## Billet

T/O

Rank

Actual

CAMPO, Guy R.

CO

LtCol

Major

THOMPSON, Joseph H. XO

XO

**Major**

Major

## NA: 2 USN Officer Chargeable: 4

AG: 20 USN Officer Attached: 1

USMC Officer Attached:	0	USN Enl Chargeable	27
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USMC Enlisted Chargeable: 609 USN Enl Attached 4

USMC Enlisted Attached 50

a. Personnel. 1 Marine Officer and 167 Marine Corps Enlisted

were joined. 3 Marine Corps Officers' and 35 Marine Corps Enlisted were transferred. 1 Marine Corps Enlisted was attached for a period in excess of 30 days. 1 USN Enlisted transferred. 1 GySgt was commissioned a Second Lieutenant (temporary). 1 Man was promoted to Master Sergeant, 2 to Staff Sergeant, 10 to Sergeant, and 24 to Corporal. 2 Marine Corps Enlisted, Reenlisted for 6 years. 1 Marine extended his enlistment for 6 months, 1 for 9 months, 1 for 1 year, and 1 for 2 years. 1 Marine Enlisted extended his RTD 3 months, 1 for 4 months, 15 for 6 months and 1 for 7 months. 18 Marine Enlisted departed on 30 days Special Leave.

b. Administration. Corrections in the Personnel Accounting System and Service Record Books was accelerated.

c. Photo. Produced a total of 1,732 Units during the reporting period.

d. Ground Defense/Security. Joined 34, 0300's for permanent guard. Rewired sections of "C" area (concertina wire).

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e. Training. The following correspondence courses were applied for during December 1966:

- (1) MCI - 5
- (2) USAFL - 6

f. Motor Transport. The Motor Transport section of MABS-11 operated with an average effective strength of approximately 118 men during the month of December 1966. The operations section fulfilled 3,000 vehicle request, traveling 97,899 miles. 79,000 passengers were carried and 3,595 tons of cargo hauled in addition to 2,546 tons of ordnance. No major accidents were reported during December. The Maintenance section accepted 224 vehicles for repair and 159 were completed. 27 of the 59 vehicles deadlined 1 December are still on deadline as of 1 January. 24 quarterly inspections and 27 annual inspections were completed. There were no lost man hours due to shop accidents during December.

g. Maintenance.

(1) Plumbers and Water Point. This section operated the water point and pumped 162,000 gallons of water. A 4" water main was installed from the group water point to the VM CJ-1 hut area. The line will be operational by 10 January 1967, it will go into the camps existing water supply system and will provide a larger volume of water. Water heaters, 55 gallons, were installed in camp showers, LOX plant will also have a heater installed.

(2) Electricians. The electricians installed 50 cycle power from FLSG ice plant to the Bomb Dump. During the month electrical safety inspection of living spaces continued, VM CJ-1, MABS-11, and H&MS-11 areas were inspected, this will be a continuing daily check until all unsafe wiring is repaired. The installation of wiring and fixtures to all new buildings is continuing, contingent on the availability of electrical supplies.

(3) Laundry. This section received two commercial dryers and two washers during the month of December. 4,380 bundles of laundry was washed and dried. 1,500 pillow cases and 6000 sheets washed and dried. 1,500 lbs of NBC Gear was also washed and dried.

(4) Refrigeration. This section provided routine maintenance and repair to all refrigeration equipment in the group.

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(5) Metal Workers. Metal workers provided support to the Group as follows; repairs to Heavy Equipment total 121 hours, Motor Transport 60 hours, support ~~see~~ in pipe line work 16 hours, Utilities section 100 hours, Mess hall 95 hours, and job tack welding 76 hours. 32 hours shop and equipment maintenance.

(6) Heavy Equipment Section. The following lists the accomplishments of this section for December 1966;

(a) Corrected records system in accordance with 1stMAW Engineers Inspection team's recommendations.

(b) Performed 1st Echeclon maintenance on all equipment.

(c) Performed 2nd and 3rd Echeclon maintenance on all operating equipment.

(d) Conducted classes in Operator's Maintenance for four (4) squadrons.

(e) Licensed three (3) operators and two (2) student operators.

(f) Conducted four (4) hours of technical training for personnel assigned to this section.

(g) Provided equipment, as required, for support of operating squadrons and camp maintenance.

(7) Combat Engineers. During the month of December 1966, this section provided one man to the water supply section due to a shortage of Plumbers. The following construction and building improvements were accomplished:

- (a) New 16'x 68' Post Office.
- (b) 10 Seater Head for J-1 line.
- (c) Two 4'x 8'x 8', Electrical shed for avionics completed.
- (d) 32'x 64'x 28', MAG-11's Chapel.
- (e) Two 16'x 32' Huts completed at Bomb Dump.
- (f) Mess Hall painted and screening replaced.
- (g) Sheds were constructed for 7 generator locations.

A continuous program exists to improve the living spaces, screen doors, and steps are being constructed. Squadron Police Sergeants are working with Utilities on this project. The carpenter shop has completed all

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request on job orders in support of the Group during this period as directed by MABS-11 Base Services. A multiple culvert was installed by the ~~Seesess~~ across Leech Creek.

h. Crash Crew and Fire Department. During the month of December this section responded to one fire alarm. The fire involved a 5,000 gallon fuel tanker located at MWSG-17, POL Area, Danang. Damage to the tractor was total, the fuel tank sustained substantial damage. Fifteen (15) Crash Crew personnel were transferred to the Air Force, Crash Crew, for temporary additional duty.

(a) The department acquired a CO2 pump and accessories through other than normal supply channels to handle the increasing demand of CO2 extinguishers. A letter of one time in excess has been initiated.

(b) The department received an MB-5 Crash Vehicle from rehabilitation, also an M530B structural fire truck, however, these vehicles did not come fully equipped with the necessary tools and appliances to make them operational. Action has been taken to trace the missing equipment.

(c) A formal written report has not yet been received on the A&M Inspection held in this section on 22 December. However, the oral report received on the date of the inspection was satisfactory.

(d) The current fire inspection has continued during this period by the Group Fire Inspector.

(e) A survey was made by the Wing Inspectors Office on 18 December 1966, of the MAG-11 area to determine the adequacy of structural fire protection. Results of the survey have not yet been received.

(f) An additional storage room was constructed for the purpose of storing hose, and for use as CO2 transfer area.

(g) Two 10,000 gallon water bags were installed in the bomb dump for fire protection.

(h) An emergency "hot line", has been installed between the Air Force and MAG-11 Fire Department.

(i) Members of the MAG-11 Crash Crew participated in numerous incidents involving aircraft, including the crash of a Flying Tiger Airliner on 24 December in a heavily populated area, 2 miles south of the Danang Air Base.

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i. TAFDS

- (a) Pumped 280,726 gallons of AVGAS.
- (b) Pumped 1,422,862 gallons of JP-4.
- (c) Forwarded 1, 350 GPM Pump to 4th echelon.
- (d) 3 Separators to 4th echelon.
- (e) 3 Meters to 4th echelon.
- (f) Painted Office at TAFDS Building.
- (g) Passed A&M Inspection by Wing G-4, 23 December 1966.

j. LOX. Produced 13,800 gallons of LOX. Issued 15,850 gallons of LOX, and Produced and Issued 338,200 cubic feet of gaseous oxygen.

k. Ordnance.

(1) Received Class V(A) Munitions from the following ships.

- (a) SS ANNISTON VICTORY
- (b) SSHUNTER VICTORY
- (c) LST 1082
- (d) LST 1123
- (e) SS CHESTERFIELD COUNTY

(2) Total bombs received during this period was 10,333 for a total of 4,667,850 lbs.

(3) In addition, received 12,694 fins, 4457 fuzes, 4,008 igniters, 21,200 napalm tanks, 6,159 flares, 16,155 cartridge actuated devices, 11,760 delay elements, 3,550 warheads, 3,390 rocket motors, 50 rocket pods, 1,003,600 rounds of small arms ammunition, 24,000 arming wires, 4,480 sensing elements, 10,500 wafer switches and 8,916 safety devices.

(4) During December this section belted and delivered 16,267 rounds of 20MM ammunition to the squadrons of MAG-11, delivered 340 rocket pods and 1385 rocket motors, assembled and delivered 10,263 bombs along with all the items necessary to make a complete round, ie. fuze, booster, arming wire, suspension lugs etc.

(5) In addition to the above, this section issued to other Marine/Air Force units the following munitions.

- (a) 24,734 .50 cal, ammunition.
- (b) 1,204 Bomb fuzes.
- (c) 1,028 Igniters.
- (d) 2,050 MK-6 Lugs
- (e) 1,083 2.75" Rocket Warheads.
- (f) 1,200 2.75" Rocket Motors

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- (g) 4,134 Delay Elements.
- (h) 3835 A/C Flares.
- (i) 456 Distress Signals.
- (j) 3000 lbs Napalm Mix.
- (k) 306 Cartridge Actuated Devices.
- (l) 500 Bombs.
- (m) 500 Fuzes.
- (n) 500 Fins.

**1. Communications.** During the month of December 1966, the MAG-11 Communication section accomplished the following:

(1) Message Center processed 6,132 incoming and 1,481 outgoing messages. Also it began work on building a completely enclosed Comm Center necessary for on line operations.

(2) Radio manned a 24 hour radio net for VMJ-1 to TF77 for instantaneous frag order transmittal. While doing this it added finishing touches to the new Comm Shack, built a hot locker for all radios, built the radio Chiefs Office, and continued construction of the generator shed with its flexible and efficient power panel.

(3) Wire continued to man its maze and myriad labyrinth of wires. While managing this, it completely built a new main frame and rewired every line in the compound by burying new cable down to the flight line. In there spare time they furnished a wire office and area in the new Comm Shack and nights they wired four SB22's into switchboard operation and replaced faulty main components of the remaining on line SB-86.

(4) Repair Section rehabilitated the remaining SB-86 for operation, the numberless EE-8's and TA-312's and AN/FIC-1's which continually go down for repair, and the old but adequate URC-33 radios for Crash Crew Communications. Also they completely overhauled the sections teletype and crypo gear in preparation for forthcoming Message Center's on line operation.

m. Material. Processed 1,399 requisitions.

n. Civil Affairs: The following is a list of Dental procedures for the reporting period.

<u>DATE</u>	<u>PLACE</u>	<u>PROCEDURES</u>
3Dec66	Dai Loc	103
4Dec66	Loc Houn	39
4Dec66	Ai Nghia	76
10Dec66	Hoi Bi	33
11Dec66	Thanh Can	67

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<u>DATE</u>	<u>PLACE</u>	<u>PROCEDURES</u>
11Dec66	Cavied Hoi	73
11Dec66	Junk Fleet Hoe An	233
12Dec66	Seinol Hoa Phat toothbrush and orel hygiene instructions were given	27
18Dec66	Quang Ngai	80

e. Food Services. The Mess-hall fed 155 meals, produced 25,187 pounds of bread, prepared 1,050 gallons of ice cream and furnished food for 12 parties. All mess deck bulkheads and ceilings have been painted, new screening is just about completed for the mess-hall. Cement walks have been installed for all mess decks. Outside porches have been built and lighted, the galley bulkheads have been painted, a tape recorder with speakers has been installed for all messdecks and new screen doors have been build and installed for the messhall.

p. MOREST. Normal operations were conducted throughout the month with the M-21 Arresting Gear. A total of 237 arrested landings were made, including 32 engagements of Air Force aircraft and 6 emergency arrestments. On 18 December 1966, a Navy A4E with battle damage and a wounded pilot was sucessfully arrested on the North Morest. On 21 December 1966, an F4C with an unsafe nosegear indication engaged the North Morest at 160 knots, 37,000 pounds. The runout was the maximum 650 feet and resulted in no apparent damage to the gear. On 26 December 1966, a VNAF C-46 passenger/transport hit South Morest absorber, number 113 with its left landing gear. The aircraft came to rest approximately 450 feet from the South Morest, off the side of the runway. There were no injuries and the damage to the gear was minor. Approximately 2315 that night an F4B took South Morest and had a 450 runout before the Flang flew off engine number 113. The North Morest is in down status indefinitely due to lack of tapes.

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