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JUL 1 1966

MARINE AIR BASE SQUADRON 12  
Marine Aircraft Group 12  
1st Marine Aircraft Wing  
Fleet Marine Force, Pacific  
FPO San Francisco, 96602

GML:RES:cfs  
5750  
4 July 1966

From: Commanding Officer  
To: Commanding Officer, Marine Aircraft Group 12  
Subj: Command Chronology for the period 1 June through  
30 June 1966  
Ref: (a) Gru0 5750.1B  
Encl: ✓(1) Command Chronology

1. In accordance with the directions in reference (a),  
enclosure (1) is submitted herewith.

*G. M. Lawrence, Jr.*  
G. M. LAWRENCE, JR.

MAR-12

Serial 5750.1B

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COMMAND CHRONOLOGY  
OF  
MARINE AIR BASE SQUADRON 12  
CHU LAI, REPUBLIC OF VIETNAM  
1 JUNE 1966 THROUGH 30 JUNE 1966

## PART I

## ORGANIZATIONAL DATA

## A. Commander and Staff

Commanding Officer, 1-30Jun66.....Maj George M. LAWRENCE, Jr.  
 Executive Officer, 1-30Jun66.....Maj Richard E. SKINNER  
 Base Services Officer, 1-30Jun66...Maj Manuel H. L. HEDGES  
 Base Operations Officer, 1-30Jun66.Capt Donald A. LANGROCK  
 Administrative Officer, 1-30Jun66..2ndLt Raymond H. STOUT

Attached Unit: Marine Air Traffic Control Unit 67

Officer in Charge, 1-19Jun66.....Capt John F. KEANE, Jr.  
 Officer in Charge, 20-30Jun66.....Capt John D. PARKER

## B. Task Organization: None

## C. Unit Locations and Inclusive Dates:

Chu Lai, Republic of Vietnam

1 June 1966 through 30 June 1966

## D. Average Monthly Strength:

MABS-12

Officers		Enlisted	
USMC	USN	USMC	USN
29	3	652	23

MATCU-67

Officers	Enlisted
7	72

PART II

NARRATIVE SUMMARY

During the month of June Marine Air Base Squadron 12 received enough building material from the Seabees to frame up 66 tropical huts.

The most serious material and equipment shortage continues to be roofing tin and electric power generators.

## PART III

## SIGNIFICANT EVENTS

1. Personnel

a. Total personnel strength on 1 June, including MATCU-67, was 33 USMC Officers and 737 enlisted. On 30 June strength had risen to 39 USMC Officers and dropped to 710 enlisted. U. S. Navy assigned personnel on 1 June, 2 Officers and 23 enlisted, on 30 June strength had risen to 4 Officers, USN, and dropped to 22 enlisted USN.

b. The officers reported aboard and were assigned as indicated: 1stLt P. V. KOSMO, Aerology Officer; Lt. J. F. TABOR (USN), Dental Officer.

c. One officer was detached from MABS-12 during the month.

d. Five officers were appointed to their present rank: 2ndLt L. A. WALKER, WO F. C. SEYFRIED, JR., WO G. R. SOBYRA, WO S. BROWNE, WO W. SENUTA.

2. Civil Affairs. MABS-12 supplied a truck with driver to haul building supplies for the Group School Building Project in Ly Tin District, RVN.

3. Air Operations.

a. A verbal report from MCB-4 reveals that the soil cement process is expected to hold up during the coming monsoon season. Their monthly surveys show very slight change in elevation and runway shift.

b. During June the Air Freight Section handled the following traffic:

11,292 Passengers  
4,680,083 Pounds of Cargo  
397 Aircraft  
433,999 Pounds of Mail

c. The Crash Crew responded to 60 emergencies.

d. On 16 June the Crash Crew received another M-76 Otter #176774 from 3rd Motor Transportation Company. We presently have three (3) M-76 Otters assigned. One (1) Otter is fitted with the 400 pound P.K.P. Navy Airlift Unit, one (1) Otter is presently fitted with slings, cables, Portable Power unit, and appropriate Rescue type equipment. One (1) Otter is out of commission awaiting parts.

e. On 20 June 1966, at 2041 hours the Crash Crew responded to a fire on the VMA-311 Flight Line. The fire involved an A4E type aircraft, ME1A Refueler, NC-5 and GTC-85 Units. Due to the very high intensity of heat, several explosions of 20mm ammo occurred during the initial phase of the fire fighting. The fire was brought under control in approximately  $2\frac{1}{2}$  minutes. The Crash Crew utilized 265 pounds of PKP, 245 gallons of foam, and approximately 15,000 gallons of water. In the course of extinguishing the fire, one pump broke down beyond repair.

f. Due to the coupling failure on 2 June 1966, the catapult has been in a "Down" status for the majority of this reporting period. On 16 June 1966, the catapult was returned to an operational status. A 75KW generator was provided by MABS Utilities. The system was checked out with dolly shots and four (4) aircraft were launched in the afternoon.

For the month of June the following were recorded:

Dolly	20
Cable	25
Aircraft	43

g. The Recovery Section cut and poured new cable terminals on both sets of M-2 Arresting Gear during the week of 9-16 June 1966. Engines 29 and 30 were "Down" for the required maintenance on 12 June 1966 and engines 3 and 4 on 14 June 1966. The Recovery section received a nominal amount of arrestments during the month of June 1966. There were no significant events. Two sets of M-21 Arresting Gear are scheduled to be installed as soon as the sites are prepared by MCB-4.

h. The TPN-8 radar, serial number 6, was flight checked by the 1964th Comm Group (Flight Facilities Section). The glide path was measured as 3.1 degrees on runway 14 and 3.04 degrees on runway 32.

i. MATCU received the first of the two modified TPM-8 radars slated for the unit. The modified radars will be erected inside two fiberglass radomes which have been provided for this purpose. An air conditioner, HD-580, has been installed on radome number 1.

j. Total operations for the period 1-29Jun66 were as follows:

GCA-----	Total Instrument-----	0
	Total Hooded-----	0
	Total VFR-----	565
	Total Waveoffs-----	59
	Total Operations-----	624
Approach Control----	Tactical Instrument Departures-----	245
	Flight Followings-----	64
	Radar Vectors-----	691
	Tacan Approaches-----	118
	Radar Climbs-----	144
Tower-----	Total landings & take-offs-----	7975
	A-4-----	5629
	Other-----	2346

#### 4. Base Services

##### a. Ordnance

(1) The Seabees completed the roof on the SATS Air-field Maintenance Shelter.

(2) MABS-12 Ordnance assumed responsibility for all MK 7 Bomb Trailers. Each squadron signed a sub-custody card for the trailers under their control.

(3) MABS-12 Ordnance checked all MK 14 Mod 2 Snake Eye Fins in the Bomb Dump. There are approximately 1,800 fins that have set screws rusted in so bad that the screws cannot be turned. Many of these fins are still palletized and came in to us off the LST's this way. The photo lab has taken pictures of the rusted fins. Two (2) of the rusted fins have been sent to NOTS China Lake and the other affected fins are awaiting disposition.

##### b. Motor Transport

(1) A concrete pad for the first echelon maintenance shop, and grease rack was poured in the motor transport area.

##### c. Utilities

(1) The laundry lost four (4) days of operation due to lack of spare parts.

(2) A secondary water point is nearing completion.

(3) Construction for the month was slow, due to lack of material; roofing tin in particular.

(a) An extension and repair to the Officers Mess Galley was completed.

(b) The Officers Mess was screened in.

(c) A concrete patio was poured at the Officers Club.

(d) Four Officers quarters were built.

(e) The dog kennels and billeting for the handlers were completed.

(f) Thirty four enlisted billeting huts were constructed during this reporting period. Most are still lacking tin roofs.

(g) A concrete pad was poured for LOX.

(h) The extension to Disbursing was completed.

(i) The Post Exchange was completed.

(4) One of the 100KW generators failed and has been shipped to Subic Bay for repair.

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JAN 10 1964  
U.S. AIR FORCE  
SUBIC BAY