

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

UNCLAS

COVER SHEET

COMMAND CHRONOLOGY

MARINE AIRCRAFT

GROUP 12

1 JULY 1965 THROUGH 31 AUGUST 1965

CONTENTS:

- ✓ PART I ORGANIZATIONAL DATA
- ✓ PART II SEQUENTIAL LISTING OF SIGNIFICANT EVENTS
- PART III SUPPORTING DOCUMENTS
(Original only)

Enclosure (1)

~~CONFIDENTIAL~~

UNCLAS

~~CONFIDENTIAL~~

ORIGINAL

HEADQUARTERS
 Marine Aircraft Group 12
 1st Marine Aircraft Wing
 Fleet Marine Force, Pacific
 FPO San Francisco 96601

5750
 3:JCA:afc
 Ser: 03A25765
 14 September 1965

UNCLASSIFIED
 CONFIDENTIAL

MAG-12 S&C#	COPY#
1228-65	1

From: Commanding Officer, Marine Aircraft Group 12
 To: Commanding General, 1st Marine Aircraft Wing

Subj: Command Chronology for period 1 July to 31 August 1965 (U)

Ref: (a) WgO 5750.1A

Encl: (1) Command Chronology

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

2. Narrative Summary of Significant Events.

a. Personnel.

(1) There were eight casualties to MAG-12 personnel during this period. Gunnery Sergeant John F. DINGWALL 401266/6611 USMC and Staff Sergeant Richard C. BRAM 1373336/6615 USMC, members of VMA-225, were reported to have been captured by the Viet Cong and subsequently killed and buried on 8 July 1965 approximately seven kilometers from Chu Lai Airfield. A search of the area by a patrol from the 4th Marines failed to provide any additional information concerning their whereabouts. Organized search activities were terminated on 11 July 1965. Present status of these men is missing, not chargeable.

(2) Three Marines assigned to Marine Air Base Squadron 12 were killed on 25 August 1965 as a result of the crash of a Marine C-130 aircraft while taking off from the airport at Hong Kong. The names of the deceased men were as follows:

LCpl H. J. BRAZEN 2052192/6461
 LCpl R. L. RUNKEL 2022257/2851
 LCpl W. K. SHOUP 1877730/3516

(3) Three MAG-12 personnel were injured as a result of an aircraft fire in the hot refueling pits on 9 July 1965. Captain William R. CORRELL Jr. 069743/7333 VMA-214; Corporal Angelo (n) LEMME 1512760/6412 VMA-225 and Lance Corporal R. A. PAUL 2026931/6412 VMA-225. Captain CORRELL and Corporal LEMME were evacuated to CONUS.

1stMAW SEC NO.	COPY NO.
05206-65	1

UNCLASSIFIED

CONFIDENTIAL

MAG-12

Jul-Aug 1965

~~CONFIDENTIAL~~

UNCLASSIFIED

(4) Morale within the Group remained high throughout this period. Construction was started to provide limited facilities for lounges. Furnishings were improvised from material in the area. Tables were made by putting the ends of the shipping containers for napalm tanks on top of the metal crates used to ship fins for 250 pound bombs.

(5) The recreational program at Chu Lai Airfield officially began on 1 July with the opening of a special services gear issue tent which was centrally located on the MAG-12 beach. Hours of operation for this facility were established between 0700 and 1900 daily. Primary emphasis was placed on all water sports and the majority of the equipment ordered and used during the period reflected this emphasis. In addition to this facility, a nightly movie was provided for all hands.

During August, a MAG-12 skin diving club was established and equipment for same was placed on order. Present membership in the club stands at 25 and interest in the program is very high.

During the period, over 1500 paper back books and numerous games were distributed to the individual squadrons. Volleyball nets were installed on the beach and a speed boat for water skiing was procured. Individual equipment, such as swim suits and athletic shorts have been in high demand, and over 600 have been distributed.

Present plans call for the establishment of a centralized recreation area, consisting of recreation and reading rooms, refreshments, weight-lifting, hobby shops and game rooms. Lack of suitable and appropriate equipment for the Chu Lai area still remains a problem.

b. Intelligence/Counterintelligence.

(1) Intelligence information throughout this period was primarily gained from sources external to MAG-12. This information was maintained current at Group level for all tactical squadrons through tactical briefings and debriefings. The VC Military Order of Battle published by Headquarters MACV proved to be an excellent, comprehensive Vc Order of Battle.

(2) Ground fire reported by MAG-12 pilots was light to moderate in intensity throughout this period. Twenty-four pilots reported receipt of ground fire with four aircraft receiving hits.

(3) The initial intelligence briefing for Operation "Starlight" was held on 17 August 1965 by the 7th Marines. The Group S-2 section held briefings on subsequent action as the intelligence was developed during the operation.

(4) The counterintelligence team assigned to MAG-12 was active during this period conducting security inspections throughout the Group. All discrepancies noted were brought to the attention of the commands and sections concerned and immediate corrective action initiated.

UNCLASSIFIED

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

INCLASSIFIED

Operations.

(1) Combined operations of VMA-214, 225 and 311 produced a total of 1610 combat sorties in July and 1656 in August with an average on hand availability of 76% and 79% respectively. Ordnance expenditure averaged approximately 1000 tons per month and was expended conservatively due to the sporadic resupply. A major operational problem throughout this period was the lack of adequate on hand stocks of Class V(A) to permit optimum selectivity for assigned targets. Shortages of napalm, rockets and 20MM tracer ammunition was most acute. Highlight of the period was MAG-12 participation in Operation "Starlight". Although no spectacular results were achieved, this integrated air-ground, all Marine operation provided a significant boost in morale for pilots and ground crews alike as news of the success of RLT-7 was spread by returning aircraft and intelligence summaries. Some significant achievements for the period included development of tactics to dispense psychological warfare leaflets from the MK-12 Smoke Tank, use of electrically VT fused bombs and the CBU-2 bomblet dispenser in attacks against VC positions. Considerable emphasis was placed on improved coordination between MAG-12 support of helicopter operations, command and control in all phases of air support, and concentrated work with TPQ-10 Air Support Radar Teams at Chu Lai and Pleiku. Chu Lai Airfield underwent major repair as the northern 4,250 feet of AM-2 matting was removed and the runway grading and surfacing was improved. Operations continued at near normal rate for the six weeks of repair by employing JATO for take-off and arresting all landings with M-2 Arresting Gear. No significant accidents or incidents occurred during this period. Training emphasis was placed primarily on ground defense and related tactics. For a detailed summary of operational statistics, see Supporting Document 1, Chu Lai Operations Summary for 1 - 31 July 65, and Supporting Document 2, Chu Lai Operations Summary for 1 - 31 August 65.

d. Logistics.

(1) Runway and taxiway repair, camp construction improvements, and airbase maintenance required continuous command attention throughout this entire period. The rehabilitating of the laterite fill under the matting of the northern half of the runway was completed during this period. Construction of an area for a fourth VMA squadron was begun adjacent to the southern section of the parallel taxiway along with a TAFDS refueling area.

(2) Tactical squadrons and H&MS-12 relocated their flight line maintenance areas in accordance with their assigned permanent areas. The squadrons and H&MS' "Butler" buildings were erected by MCB-10 and turned over to their respective users, providing a major improvement in aircraft maintenance facilities for all weather and night work.

(3) Dual aircraft revetments were completed for all on board aircraft utilizing sand filled 55 gal drums.

UNCLASSIFIED

~~CONFIDENTIAL~~~~CONFIDENTIAL~~~~CONFIDENTIAL~~

(4) Improvement of the base camp continued during this period, but was limited by the availability of manpower and materials.

(5) Supply installations at Chu Lai were continually improved. However, the flow of supplies was hampered early in the period by the many transfer points through which MAG-12 supplies must be routed. The assignment of a MAG-12 supply liaison man at Futema and DaNang to accelerate the movement of high priority items earmarked for MAG-12 helped to alleviate this problem. Shortages of replacement Constant Speed Drives for the A4E aircraft was the major cause of AOCF's within the Group. Supply support from FLSU-1 continued to increase throughout this period.

(6) Replacement parts for the Cerlist vehicle remained the major problem of the Motor Transport Section. Authorization for limited cannibalization helped somewhat in this area, but the problem remained throughout the period. During this period the MT section received valuable training and assistance provided by a contact team from FMFPAC.

(7) Class V(A) support throughout the period was sporadic and left a great deal to be desired. This problem received continuous command attention and involved shortages in overall inventories, shipping delays and inadequate unloading facilities here at Chu Lai. The Ordnance storing and handling facilities at MAG-12 continued to improve throughout this period.

(8) Budget estimates for Project 40, 59 and 01 were submitted during this period.

J. D. Noble
J. D. NOBLE

UNCLASSIFIED

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~~~CONFIDENTIAL~~

UNCLASSIFIED

PART I

ORGANIZATIONAL DATA SHEET

A. UNIT DESIGNATION AND LOCATION.

Marine Aircraft Group 12, FMFPAC, Chu Lai Airfield, Republic of Vietnam

B. PERIOD COVERED.

1 July 1965 to 31 August 1965

C. TASK ORGANIZATION.

None

D. COMMANDING OFFICER AND STAFF.

J. D. NOBLE	Colonel	USMC	Commanding Officer
W. B. HIGGINS	LtColonel	USMC	Executive Officer
D. W. JESSEN	Captain	USMC	Adjutant (4 Aug 1965)
R. L. CRANE	1stLt	USMC	Adjutant
J. A. WHITMER	Major	USMC	S-1 (9 Aug 1965)
F. H. WHITTON	Captain	USMC	S-1
F. H. BERRY	Captain	USMC	S-2
D. R. HARRIS JR.	LtColonel	USMC	S-3
J. W. HARRIS	LtColonel	USMC	S-4
R. W. BAKER	LtColonel	USMC	CO, VMA-225
B. J. STENDER	LtColonel	USMC	CO, VMA-311
K. O'KEEFE	LtColonel	USMC	CO, VMA-214
A. WILSON	LtColonel	USMC	CO, MABS-12
J. W. KIRKLAND	LtColonel	USMC	CO, H&MS-12

E. AVERAGE MONTHLY STRENGTH.July

<u>Officers</u>	<u>Enlisted</u>	<u>Navy Officers</u>	<u>Navy Enlisted</u>
151	1226	4	19

August

<u>Officers</u>	<u>Enlisted</u>	<u>Navy Officers</u>	<u>Navy Enlisted</u>
153	1262	7	19

UNCLASSIFIED

~~CONFIDENTIAL~~~~CONFIDENTIAL~~

~~CONFIDENTIAL~~~~CONFIDENTIAL~~~~UNCLASSIFIED~~

PART II

SEQUENTIAL LISTING OF SIGNIFICANT EVENTS1 July 1965

Squadron maintenance sections commenced moving from their temporary locations at the north end of the taxiway to the designated semi-permanent positions along the taxiway. The move was made without reduction of flight operations and was accomplished by "leap frogging" the units, with the H&MS-12 maintenance area providing continuous support. All squadrons were able to function continuously during the movement.

Supply areas were consolidated and a warehouse inventory commenced.

Overhead spotlights were incorporated in the Motor Transport area to allow for night maintenance.

Inventory of the Ordnance dump completed. A discrepancy existed between the amount of Class V(A) received and that requisitioned as "Storm" mount out: MAG-12 ltr 4:PFM:drd over 8000 Ser 004418765 presented this information to CG FMAW and recommended changes to mount out allowances.

All end of FY65 accounts were closed out. Funding for new fiscal year budget requested.

The second M-2 Arresting Gear was received from MWSG-17, Iwakuni.

CG FMFPAC, LtGen KRULAK, CG III MAF, MajGen WALT and CG FMAW, BGen MC CUTCHEON visited Chu Lai. Briefing was conducted by the Group Commander.

One thousandth arrested landing was made at Chu Lai.

3 July 1965

The eroding of the taxiway shoulders by jet blast from aircraft leaving the parking area was noted. Despite stabilizing along the edge of the shoulders, the sand at the taxiway edge is being rapidly blown away. It was further noted that when a SATS is placed on sand instead of solid earth, stabilization must be carried a considerable distance beyond the areas subject to jet blast. When the topmost layer is carried away, tunneling under the matted area results from the free-flowing property of sand.

BGen SIMLER, USAF J-3, COMUSMACV visited Chu Lai and was briefed by the CO MAG-12.

~~CONFIDENTIAL~~~~UNCLASSIFIED~~~~CONFIDENTIAL~~

~~CONFIDENTIAL~~~~CONFIDENTIAL~~4 July 1965

The second M-2 Arresting Gear became operational at the 1500 foot marker on the south end of the runway. The primary M-2 Arresting Gear remained operational at midfield.

The M35A1 6X6 vehicle has proven to be a most effective vehicle in the SATS environment, especially for transporting ordnance over rough terrain.

AFC, 3rdMarDiv, BGen KARCH visited Chu Lai.

5 July 1965

Cerlist vehicles deadlined is now 32% of total in MAG-12. Discussion of vehicle status is shown in Supporting Document 3, Cerlist Vehicles.

First night launch made at Chu Lai in support of Ba Gia Battle.

6 July 1965

Twenty-eight aircraft revetments completed. Each revetment is composed of 108 sand-filled 55-gallon drums, tiered three high, tack welded and banded horizontally and vertically to provide maximum support. This is "best available" protection for aircraft in an expeditionary environment. See Supporting Document 4, Photo #1.

I Corps ASOC, DaNang, complimented the accuracy of night ordnance delivery at Ba Gia.

7 July 1965

Group Supply warehouse inventory completed. All material possible was placed under cover. Dexion material and plywood was used to make bins and partitions within the warehouse.

The Group Supply Shipping and Receiving Section is functional and working closely with Base Operations Air Freight. Shipping and Receiving is responsible for coordination of both sea and air freight arrivals and departures. This section must be organized at the beginning of an expeditionary effort to insure smooth flowing supply support.

8 July 1965

Commenced aircraft washing system. Water requirements received from well dug in HAMS-12 maintenance area.

~~CONFIDENTIAL~~~~CONFIDENTIAL~~~~CONFIDENTIAL~~

~~CONFIDENTIAL~~~~CONFIDENTIAL~~

UNCLASSIFIED

GySgt John DINGWALL and SSgt Richard BRAM, VMA-225, were reported to have been captured and subsequently killed by a Viet Cong patrol. Both men were in an off duty status.

9 July 1965

A jet engine, high power turn-up area was constructed at the end of the south taxiway. In this sandy environment, a need exists for a portable blast fence that can be moved on taxiway or runway matting to prevent soil erosion.

Project 08 Funds have been requested to bring supply stores up to 90 day levels. This is considered minimum stock support in view of limited transportation available to Chu Lai.

Captain W. R. CORRELL, VMA-214, received serious burns while his aircraft was being refueled. A broken hose line sprayed fuel that ignited in the cockpit area. Cpl LEMME and LCpl PAUL were injured in the same accident.

CG III MAF, MajGen WALT visited Chu Lai.

10 July 1965

Resupply of Class V(A) arrived by LST.

A second HT-1A LOX plant arrived to supplement the liquid oxygen farm.

Correspondence was initiated to seek relief for the following shortages:

- a. One additional MELA refueler, with M52 tractor.
- b. Additional personnel to drive Ordnance vehicles.
- c. Additional personnel to operate second LOX plant.

11 July 1965

Airfield construction at a virtual standstill due to the MCB-10 equipment failure rate. An analysis was made in MAG-12 ltr 4:JWH:drd over 11130 Ser 04A19465 to CG FMAW.

Beach illumination system successfully tested in ground defense drill.

12 July 1965

Camp improvement as of this date shows the Command Bunker completed, defensive watch towers and beach lighting system under construction, constant attention being given to the MSR road network.

Runway and taxiway completely opened. See Supporting Document 5, Photo #2.

UNCLASSIFIED

~~CONFIDENTIAL~~~~CONFIDENTIAL~~

~~CONFIDENTIAL~~~~CONFIDENTIAL~~

UNCLASSIFIED

13 July 1965

MAG-12 ltr 4:JWH:drd over 4700 Ser 004A19465 forwarded to CG FMAW stating requirements and necessary Class IV items for enclosing the airfield with a double apron fence.

14 July 1965

Ground defense drill held.

15 July 1965

A dust proof parachute drying and rigging tent was erected.

Taxiway M9M1 matting replaced by M9M2. The M9M2 matting has proven to be very slick when wet. Constant vigilance by pilots and vehicle operators during inclement weather conditions is mandatory.

16 July 1965

All Avionic vans have been painted white to reflect the sun's rays. Very satisfactory procedure and is recommended wherever extreme heat and humidity limits are reached.

Group Supply has sent a liaison SNCO to DaNang AB to insure smooth flow of needed materials.

Cerlist vehicles deadline continues to spiral to 44% of total equipment. Controlled cannibalization backed by immediate requisitioning of parts has kept the rolling stock up to acceptable limits. Constant and conscientious maintenance procedures are mandatory.

17 July 1965

Reviewed Project 40 Budgets submitted to FMAW Comptroller.

Opened Staff NCO Lounge.

18 July 1965

Food service received a number of days of fresh meat, eggs and fruit.

Two MOREST pads completed in anticipation of runway repairs to commence
26 July.

20 July 1965

Adm SHARP and party visited Chu Lai.

Secretary of Defense Mc NAMARA and party visited Chu Lai.

UNCLASSIFIED

~~CONFIDENTIAL~~~~CONFIDENTIAL~~

~~CONFIDENTIAL~~~~CONFIDENTIAL~~21 July 1965

The maintenance float system for Section "M" supplies inaugurated by CG FMAW is admirably suited for an expeditionary environment.

The LST carrying Class V(A) supplies completed off-loading.

MajGen WADE, BGen MC CUTCHEON visited Chu Lai.

22 July 1965

Ass't Secretary of Defense SHERIDAN and party visited Chu Lai.

23 July 1965

Marine Corps Exchange opened at Chu Lai.

Project 40 Budget (Revised) with justification completed and forwarded to CG, FMAW. This budget should provide a reasonable basis for SATS installation funding in the future.

26 July 1965

One half of runway closed for restabilization. See Supporting Document 6, Photo #3. All take-offs are JATO, all landings MOREST.

Replacement Praft arrived.

BGen CARL visited Chu Lai.

31 July 1965

MABS Motor Transport Section assumed responsibility for 2nd and 3rd echelon maintenance for MACS-9 and MASS-2 vehicles and heavy equipment.

2 August 1965

Messhall prepares and serves three hot meals per day.

4 August 1965

Failure of 5 Lycoming Constant Speed Drives limits VMA-311 to 15 usable aircraft.

5 August 1965

Number 2 LOX plant down in MABS. Necessary to fly in 1,000 gallons of LOX from Cubi Pt.

~~CONFIDENTIAL~~~~CONFIDENTIAL~~~~CONFIDENTIAL~~

~~CONFIDENTIAL~~~~CONFIDENTIAL~~

UNCLASSIFIED

6 August 1965

Adm JOHNSON and party visited Chu Lai.

First aircraft maintenance hangar construction started. When erected it will allow 24 hour maintenance effort.

10 August 1965

Ass't U. S. Ambassador A. JOHNSON, General WESTMORELAND and party of 40 visited Chu Lai.

11 August 1965

LST Ammunition Ship 100% off-loaded.

RAdm HULL and party visited Chu Lai.

12 August 1965

5200' of runway completed. See Supporting Document 7, Photo #4.

Two SATS weapons loaders received.

14 August 1965

Started moving center field tank farm for TAFWS to new location beside taxiway.

Two rough terrain 8000 pound ordnance trailers received.

Foundation poured for H&MS-12 maintenance hangar.

16 August 1965

Class V(A) starting to be flown in by C-130.

Necessary documents and instructions for electric fuzing of bombs arrived.

18 August 1965

Operation "Starlight" commenced.

19 August 1965

LtGen KRULAK and party visited Chu Lai.

UNCLASSIFIED

~~CONFIDENTIAL~~~~CONFIDENTIAL~~

~~CONFIDENTIAL~~~~CONFIDENTIAL~~

UNCLASSIFIED

21 August 1965

General WESTMORELAND, General THI and MajGen WALT and party visited Chu Lai.

Hangar in VMA-225 area erected.

22 August 1965

Operation "Starlight" complete.

7000' of usable runway available. See Supporting Document 8, Photo #5.

23 August 1965

General REID and party visited Chu Lai.

All existing Class V(A) bunkers have been refurbished.

Two rough terrain flat bed 8000 pound ordnance trailers have arrived.

24 August 1965

Repairs to the north end of the taxiway commenced. The first 700' of this taxiway will be removed, foundation regraded, and matting relayed. See Supporting Document 9, Photo #6.

Hangar in VMA-311 area started.

31 August 1965

Photo Lab construction started.

Generator problems. 4 75 KW's inoperative. Overage and lack of spare parts. 100 KW generator requested by S-4 from FMAW.

MATCU-67 handled 9387 air operations and 297 GCA's.

During the month of August this command expended 1,444,680 gallons of JP-4 and dispensed a total ~ 119,713 gallons of AvGas.

UNCLASSIFIED

~~CONFIDENTIAL~~~~CONFIDENTIAL~~

CONFIDENTIAL

CONFIDENTIAL

PART III

SUPPORTING DOCUMENTS

- ✓1. Chu Lai Operations Summary 1 - 31 July 1965
- ✓2. Chu Lai Operations Summary 1 - 31 August 1965
- ✓3. Cerlist Vehicle Data
- ✓4. Photo #1 of Chu Lai Airfield
- ✓5. Photo #2 of Chu Lai Airfield
- ✓6. Photo #3 of Chu Lai Airfield
- ✓7. Photo #4 of Chu Lai Airfield
- ✓8. Photo #5 of Chu Lai Airfield
- ✓9. Photo #6 of Chu Lai Airfield
- ✓10. MAG-12 Air Summary 301601Z to 041600Z Jul 65
- ✓11. MAG-12 Air Summary 041601Z to 111600Z Jul 65
- ✓12. MAG-12 Air Summary 111601Z to 181600Z Jul 65
- ✓13. MAG-12 Air Summary 181601Z to 251600Z Jul 65
- ✓14. MAG-12 Air Summary 251601Z to 311600Z Jul 65
- ✓15. MAG-12 Air Summary 011601Z to 081600Z Aug 65
- ✓16. MAG-12 Air Summary 081601Z to 151600Z Aug 65
- ✓17. MAG-12 Air Summary 151601Z to 221600Z Aug 65
- ✓18. MAG-12 Air Summary 221601Z to 291600Z Aug 65
- ✓19. MAG-12 Air Summary 291601Z to 311600Z Aug 65
- ✓20. MAG-12 msg 080010Z Sep 65 - Correction to MAG-12 Air Summaries DTG 300050Z Aug 65 (c) and 060450Z Sep 65 (c)
- ✓21. MAG-12 Aircraft Status Report for July 1965
- ✓22. MAG-12 Aircraft Status Report for August 1965

CONFIDENTIAL

CONFIDENTIAL

CONFIDENTIAL

CONFIDENTIAL

- ✓ 23. Aircraft Vulnerability Report #2 of 5 July 65
- ✓ 24. Aircraft Vulnerability Report #002 of 10 August 65
- ✓ 25. Aircraft Vulnerability Report #2 of 25 August 65
- ✓ 26. Aircraft Vulnerability Report #003 of 30 August 1965
- ✓ 27. Statistical Information
- ✓ 28. Heavy Equipment Data
- ✓ 29. Liquid Oxygen Data

CONFIDENTIAL

2

CONFIDENTIAL

CONFIDENTIAL
CONFIDENTIAL

CHU LAI OPERATIONS SUMMARY
1 - 31 JULY 65

	TOTALS
TOTAL AIRCRAFT ABOARD	55
AVERAGE AIRCRAFT AVAILABLE FOR THE PERIOD COVERED	76%
AVERAGE AIRCRAFT AVAILABILITY FOR ANY GIVEN DAY	76%
AVERAGE AIRCRAFT ON BOARD FOR THE PERIOD COVERED	55
AVERAGE SORTIE RATE PER OPERATING ALLOWANCE	1.0
AVERAGE SORTIE RATE PER AIRCRAFT ON BOARD	1.3
HIGH SORTIE RATE (DAILY)	1.3
LOW SORTIE RATE (DAILY)	.5
FLIGHT HOURS BY SQUADRONS	
VMA-311	897.5
VMA-225	927.9
VMA-214	703.4
SORTIES BY SQUADRON	573
VMA-311	573
VMA-225	595
VMA-214	499
TOTAL MISSIONS COMBAT	481
TOTAL MISSIONS OTHER	40
TOTAL ALL MISSIONS	521
TOTAL SORTIES COMBAT	1610
TOTAL SORTIES OTHER	59
TOTAL ALL SORTIES	1669
TOTAL HOURS COMBAT	2458
TOTAL HOURS OTHER	71
TOTAL HOURS	2529
AVERAGE COMBAT SORTIE DURATION	1.5 Hrs
AVERAGE ORDNANCE PER COMBAT SORTIE	.4 Tons
TOTAL ORDNANCE IN TONS	711.5 Tons
<u>ORDNANCE EXPENDED ON TARGETS (TOTAL)</u>	
MK-79	34
MK-81	2653
MK-82	1031
MK-83	19
MK-84	26
MK-12	2
2.75 (AERO 7D)	1590
ZUNI (IAU 10)	0
HI DRAG (250# GP)	423
BULLPUP	44
20MM	72,325

SUPPORTING DOCUMENT 1

CONFIDENTIAL

CONFIDENTIAL

CONFIDENTIAL

CONFIDENTIAL

CHU LAI OPERATIONS SUMMARY

1 - 31 JULY 65

	TOTALS
<u>ORDNANCE EXPENDED ON TARGETS (TONS)</u>	
MK-79	17.0
MK-81	332.0
MK-82	213.0
MK-83	9.5
MK-84	30.0
MK-12	8.0
2.75 (AERO 70)	16.0
ZUNI (LAU 10)	0.0
HT DRAG (250# GP)	53.0
MULLPIP	16.0
20MM	22.0
<u>DAMAGE ASSESSMENTS</u>	
STRUCTURES DESTROYED	767
STRUCTURES DAMAGED	189
VC BUNKERS & TRENCHES DESTROYED	17
SECONDARY EXPLOSIONS	13
KBA'S POSSIBLE	161
BOATS DESTROYED	12
VC CONCENTRATIONS ATTACKED	76
2½ TON TRUCK DESTROYED	1
ANIMALS DESTROYED (PACK)	56
FOXHOLES DAMAGED	21
CAVES DESTROYED	2
GUN EMPLACEMENT DESTROYED	1
<u>MISSIONS FLOWN IN SUPPORT OF III MAF UNITS</u>	
TOTAL MISSIONS FLOWN	131
TOTAL SORTIES FLOWN	518
TOTAL HELO ESCORT MISSIONS FLOWN	86
TOTAL HELO ESCORT SORTIES FLOWN	343
PERCENTAGE OF TOTAL MISSIONS FLOWN IN SUPPORT OF III MAF	27%
PERCENTAGE OF TOTAL SORTIES FLOWN IN SUPPORT OF III MAF	32%
PERCENTAGE OF TOTAL HELO ESCORTS FLOWN IN SUPPORT OF III MAF (MISSIONS)	06%
PERCENTAGE OF TOTAL HELO ESCORTS FLOWN IN SUPPORT OF III MAF (SORTIES)	03%

CONFIDENTIAL
CONFIDENTIAL

CONFIDENTIAL
CONFIDENTIAL

CHU LAI OPERATIONS SUMMARY
1 - 31 AUGUST 65

	TOTALS
TOTAL AIRCRAFT ABOARD	58
AVERAGE AIRCRAFT AVAILABLE FOR THE PERIOD COVERED	79%
AVERAGE AIRCRAFT AVAILABILITY FOR ANY GIVEN DAY	80%
AVERAGE AIRCRAFT ON BOARD FOR THE PERIOD COVERED	57
AVERAGE SORTIE RATE PER OPERATING ALLOWANCE	1.0
AVERAGE SORTIE RATE PER AIRCRAFT ON BOARD	1.2
HIGH SORTIE RATE (DAILY)	1.4
LOW SORTIE RATE (DAILY)	.5
FLIGHT HOURS BY SQUADRON	
VMA-311	867.0
VMA-225	854.0
VMA-214	847.6
SORTIES BY SQUADRON	
VMA-311	591
VMA-225	593
VMA-214	594
TOTAL MISSIONS COMBAT	530
TOTAL MISSIONS OTHER	68
TOTAL ALL MISSIONS	598
TOTAL SORTIES COMBAT	1656
TOTAL SORTIES OTHER	122
TOTAL ALL SORTIES	1778
TOTAL HOURS COMBAT	2405.4
TOTAL HOURS OTHER	163.2
TOTAL HOURS	2568.6
AVERAGE COMBAT SORTIE DURATION	1.5 Hrs
AVERAGE ORDNANCE PER COMBAT SORTIE	.7 Tons
TOTAL ORDNANCE IN TONS	1093.7 Tons
<u>ORDNANCE EXPENDED ON TARGETS (TOTAL)</u>	
MK-79	85
MK-81	2820
MK-82	2424
MK-83	0
MK-84	1
MK-12	7
2.75 (AFRO 7D)	450
ZUNI (LAU 10)	44
HI DRAG (250# GP)	0
BULLETP	0
20MM	66,374
CBU	6
JATO	2204

SUPPORTING DOCUMENT 2

CONFIDENTIAL

CONFIDENTIAL

CONFIDENTIAL

CONFIDENTIAL

CHU LAI OPERATIONS SUMMARY

1 - 31 AUGUST 65

TOTALSORDNANCE EXPENDED ON TARGETS (TONS)

MK-79	42.5
MK-81	352.5
MK-82	662.8
MK-83	0.0
MK-84	1.0
MK-12	3.5
2.75 (AERO 7D)	4.5
ZUNI (LAU 10)	0.4
HI DRAG (250# GP)	0.0
BULFPUP	0.0
20MM	24.5
CEU	2.0

DAMAGE ASSESSMENTS

STRUCTURES DESTROYED	586
STRUCTURES DAMAGED	177
BRIDGES DESTROYED	1
VC BUNKERS & TRENCHES DESTROYED	8
VC BUNKERS & TRENCHES DAMAGED	3
SECONDARY EXPLOSIONS	11
KBA'S (POSSIBLE)	54
BOATS DAMAGED	10
105MM HOWITZER DESTROYED	1
105MM HOWITZER DAMAGED	1
VC CONCENTRATIONS ATTACKED	178
ANIMALS DESTROYED (PACK)	8
CAVES DESTROYED	4
ORCHARD DESTROYED	1
HUTS DESTROYED	3
STRUCTURES LEFT BURNING	15

MISSIONS FLOWN IN SUPPORT OF III MAF UNITS

TOTAL MISSIONS FLOWN	157
TOTAL SORTIES FLOWN	567
TOTAL HELO ESCORT MISSIONS FLOWN	53
TOTAL HELO ESCORT SORTIES FLOWN	216
PERCENTAGE OF TOTAL MISSIONS FLOWN IN SUPPORT OF III MAF	10%
PERCENTAGE OF TOTAL SORTIES FLOWN IN SUPPORT OF III MAF	27%
PERCENTAGE OF TOTAL HELO ESCORTS FLOWN IN SUPPORT OF III MAF (MISSIONS)	03%
PERCENTAGE OF TOTAL HELO ESCORTS FLOWN IN SUPPORT OF III MAF (SORTIES)	21%

CONFIDENTIAL

CONFIDENTIAL

CONFIDENTIAL

CONFIDENTIAL

During the month of July the three MAG-12 squadrons flew 1610 sorties. I Corps support included 580 Interdiction, 4 Airborne Alert and 26 Close Air Support sorties. II Corps was supported by 106 Interdiction sorties.

Marine ground forces utilized the Skyhawks to their best advantage with 56 Close Air Support, 44 Helo Escort, 46 Helo Combat Air Patrol and 44 Landing Zone Preparation sorties.

Utilization of electronic bombing techniques were increased with 102 TPQ-10 sorties being flown.

Numerous ground offensives by ARVN forces demanded increased support from MAG-12. Skyhawks flew 331 Helo Escort, 183 Helo Combat Air Patrols, 75 Landing Zone Preparation and 4 Convoy Escort sorties were flown.

Search and attack missions in the Happy Valley area attributed 10 more sorties and 13 smoke laying sorties were flown in support of advancing ground forces.

War tempo increased during the month of August for MAG-12 with aircraft flying 1656 sorties. I Corps support included 481 Interdiction and 20 Close Air Support sorties. II Corps was supported by 122 Interdiction sorties.

Operation STARLIGHT attributed an increase in sorties flown for marine ground forces. Overall totals for the month included 123 Close Air Support, 78 Helo Escort, 36 Helo Combat Air Patrols, 20 Landing Zone Preparation, 30 Landing Zone Combat Air Patrols and 4 smoke laying sorties. Round the clock Airborne Alert sorties during Operation STARLIGHT accounted for 129 additional sorties.

Drawing deeper into the monsoon season, ARVN forces utilized the Skyhawks for 126 Helo Escort, 47 Helo Combat Air Patrols, 39 Landing Zone Combat Air Patrols and 100 Landing Zone Preparation sorties.

Electronic bombing techniques were greatly increased with 295 TPQ-10 sorties flown on an around the clock basis. Additionally, 4 Search and attack sorties were flown in the Happy Valley area.

CONFIDENTIAL

CONFIDENTIAL

CONFIDENTIAL

CERLIST VEHICLES

1. Since deployment to Chu Lai, MAG-12 has had consistent and recurring problems with the Cerlist vehicles. Situated as the Group is in an expeditionary environment dependent upon its own motor transport for mobility and support, the deadlining of any vehicle for any period of time degrades the combat readiness of the Group. The continuing problem of Cerlist deadline for the same parts, and the lack of these parts in the supply system is therefore viewed with increasing concern. It is anticipated that with the coming of the monsoon season, the situation can be expected to get worse due to the deterioration of the road surfaces and deep mud.

2. A breakdown of Cerlist vehicle availability over the months of July and August show an average of 33 O/H; 6 DL for 2nd echelon; 9 DL for 3rd echelon, with average availability of 15. Deadline percent for July and August was 46%.

3. An increase in 3rd echelon repair (80%) during the months of July and August should be noted. All indications are that this will show an increase during the month of September, despite selective and controlled cannibalization of DL vehicles, and prompt supply requisitioning.

4. A list of high usage replacement items over the previously mentioned two month period follows:

a. <u>Nomenclature</u>	<u>Stock Number</u>	<u>Qty</u>
Transmission	IY-2520-962-3014	6
Starter	9A-2920-962-3005	6
Hub, Cutlass	IY-2530-962-3067	9
Pump, Injector	IY-2910-962-2975	4
Line, Fuel	IY-2910-962-2977	5
Ferrule	65909/935331	5

(1) It should be noted that these are not all the items affecting the Cerlist deadline, but only those constituting excessive usage for a sixty day period.

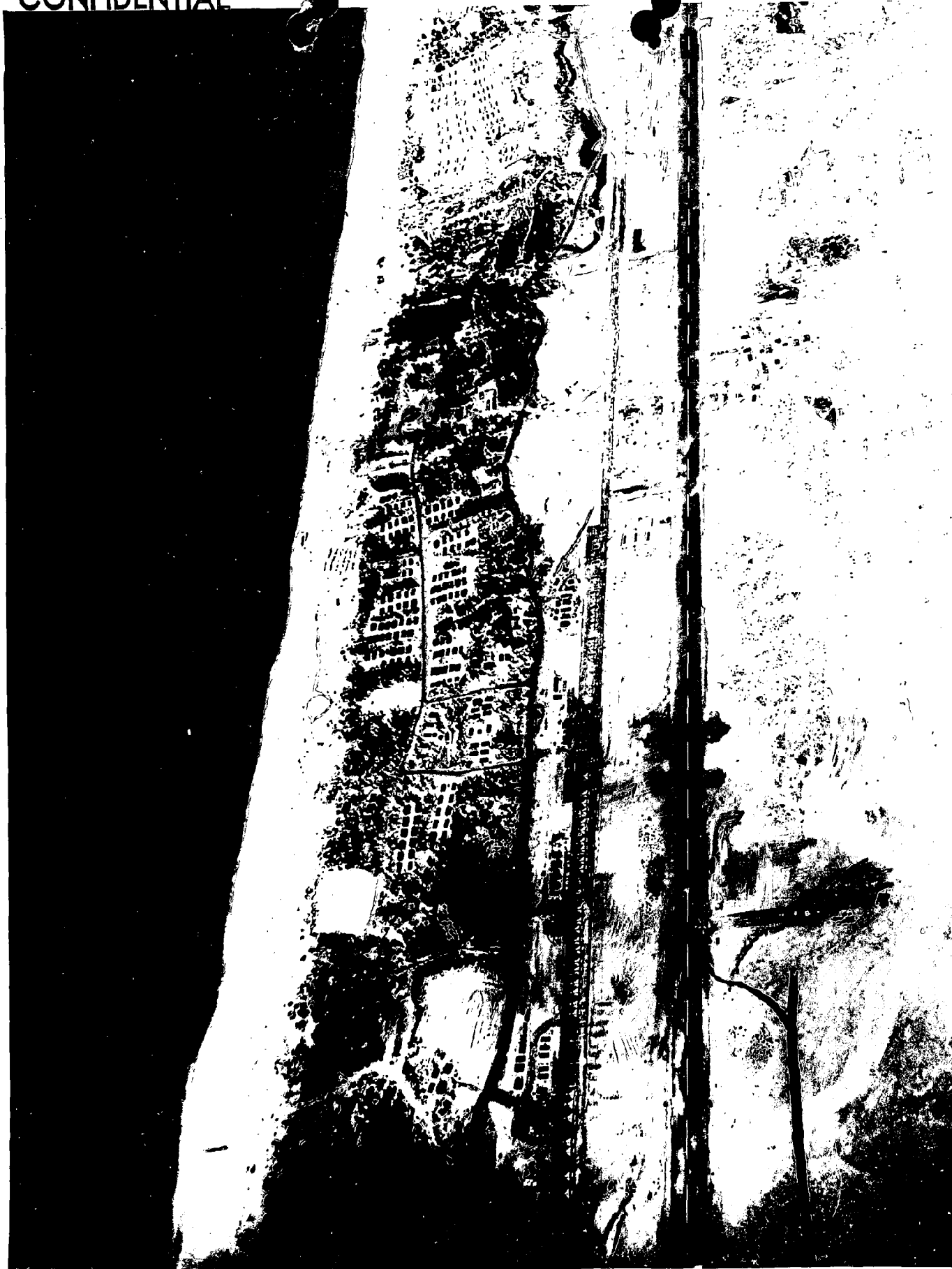
4. For purposes of contrast, it should be noted that the M38A1 Jeep has received just as hard if not harder usage than the Cerlist vehicle, and yet only has a 9% deadline.

SUPPORTING DOCUMENT 3

CONFIDENTIAL

CONFIDENTIAL

CONFIDENTIAL



SUPPORTING DOCUMENT 4, MAC-12 Chronology, Jul-Aug 1965

CONFIDENTIAL

#1

5 July

OFFICIAL USMC PHOTO

CONFIDENTIAL



SUBJECTING DOCUMENT 5, W/C-12 C/Chronology, Jul-Aug 1965
DECLASSIFIED

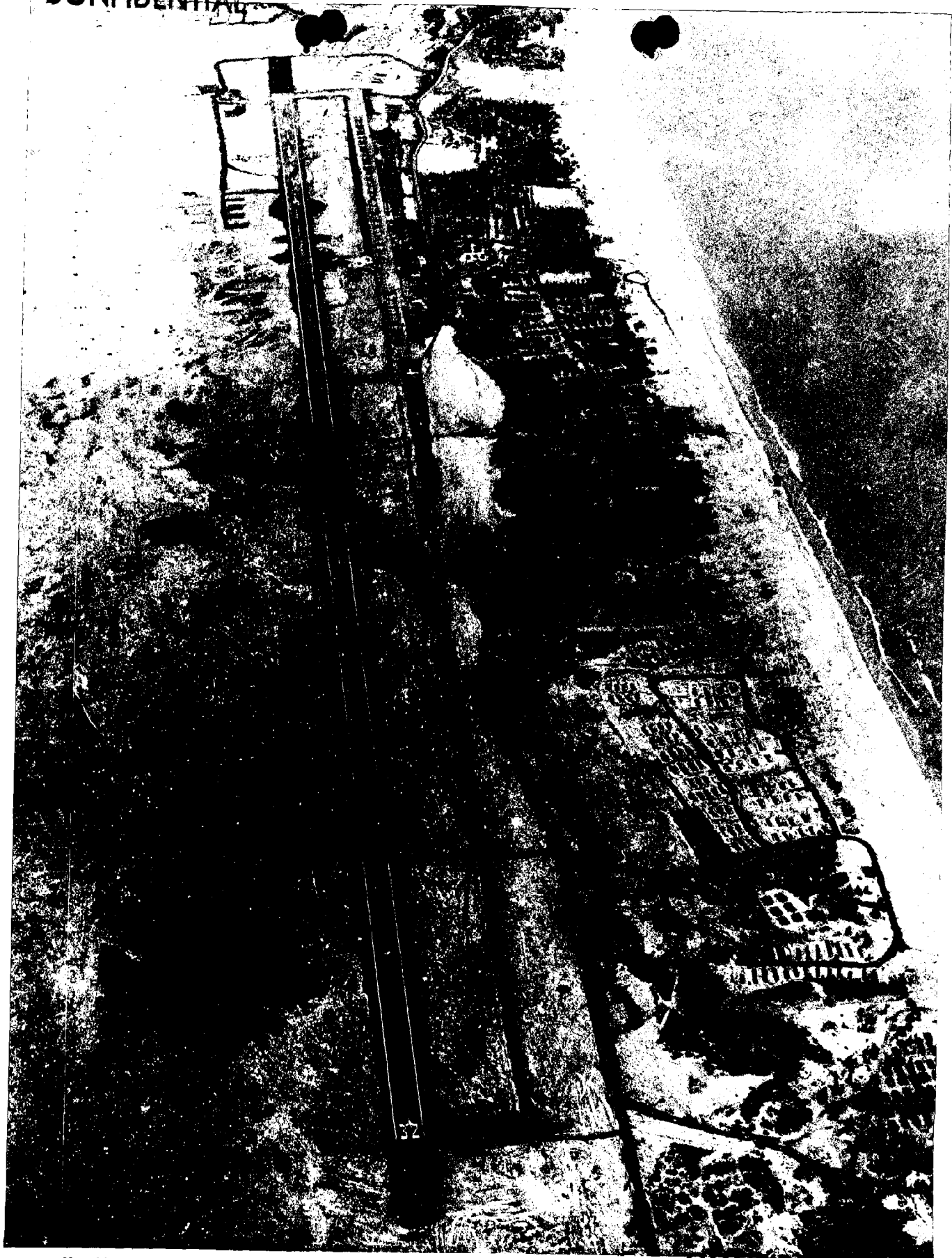
CONFIDENTIAL

12 July

#2

OFFICAL USMC PHOTO

CONFIDENTIAL



SUPPORTING DOCUMENT 6, IAC-12 C/Chronology, Jul-Aug 1965

CONFIDENTIAL

DECLASSIFIED

28 July 72

OFFICIAL USMC PHOTO

DECLASSIFIED

CONFIDENTIAL



CONFIDENTIAL

1 Aug

OFFICIAL USMC PHOTO

CONFIDENTIAL

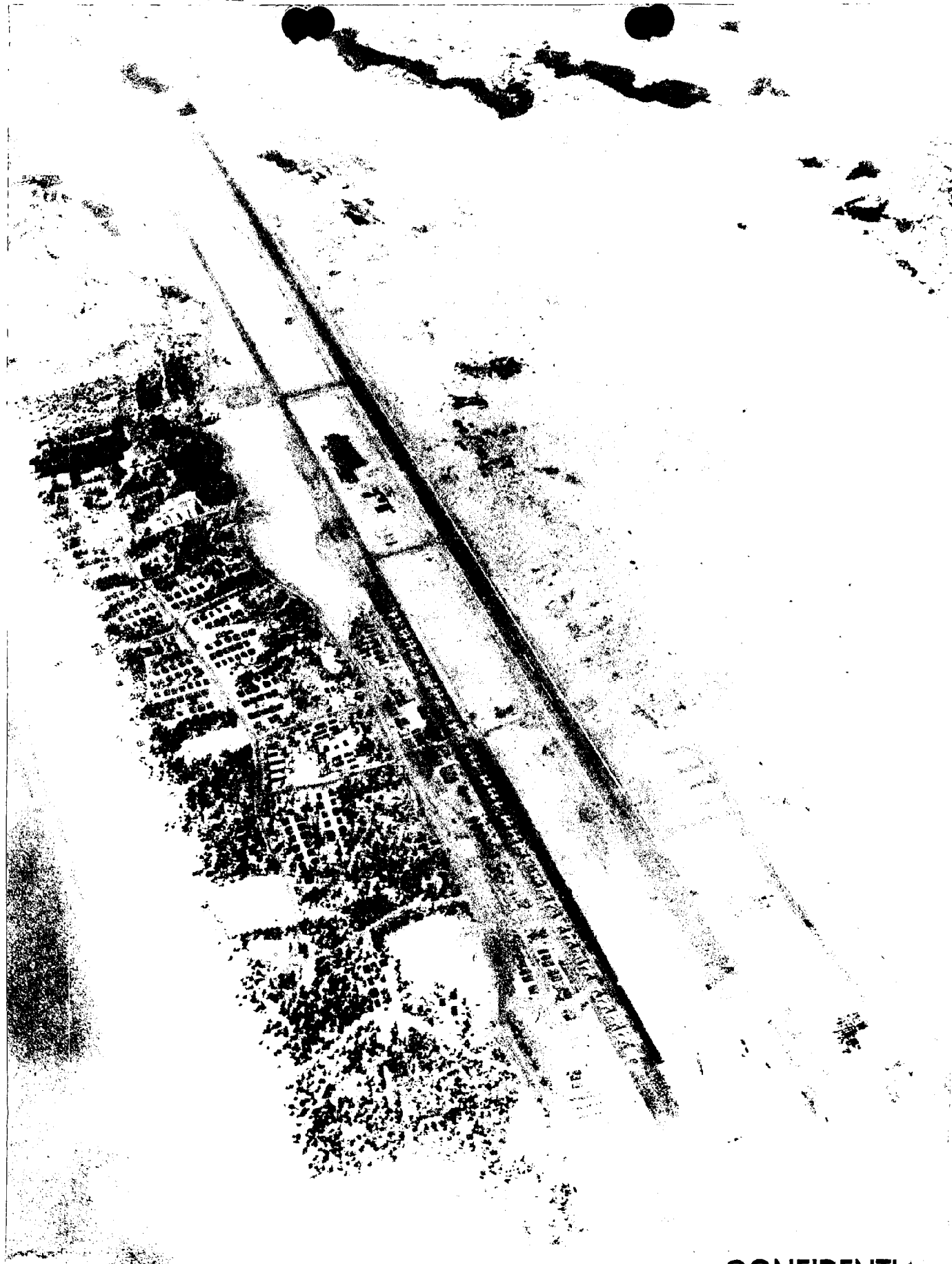


CONFIDENTIAL

20 Aug

OFFICIAL USMC PHOTO

CONFIDENTIAL



SEE CENTER PAGE 9, 10-12 Technology, Jul-Aug 1965

DECLASSIFIED

CONFIDENTIAL

28 Aug

OFFICIAL USE PHOTO

CONFIDENTIAL

PRIORITY

CONFIDENTIAL
DESTROY BY BURNING050200Z
JUL 65FROM: KARAIR RU ONE TWO
TO: CG FIRST MAW (ADV)

CONFIDENTIAL

AIR SUMMARY

A. NUIP-10-1(A), ARTICLE 142

1. AIR SUMMARY 301601Z TO 041600Z VMA-214, VMA-225, VMA-311 CHU LAI, RVN.
2. ALFA 53/41, BRAVO 90/90, CHARLIE 52/39 SKYHAWK 89/89,
DELTA 218/3/311, ECHO 214/1116/94/0, JULIET 102/15/0, Kilo
8/0/0, LIMA 13/0, XRAY 78 STRUCTURES DESTROYED, 10 DAMAGED,
11 ANIMALS KILLED AND 25 CONFIRMED KIA, ALL MISSIONS IN SUPPORT
OF I CORPS AREA.

GP-4

/S/ D. R. HARRIS JR.

D. R. HARRIS JR., LTCOL., USMC

S-3, MAG-12

DRAFTING AND RELEASING OFFICER

PRIORITY

CONFIDENTIAL
DESTROY BY BURNING

HAS BEEN SENT

TOD 05/0620Z

05/07

050200Z
JUL 65**CERTIFIED A TRUE COPY**T. J. Becker

SUPPORTING DOCUMENT 10

CONFIDENTIAL

CONFIDENTIAL

PRIORITY

CONFIDENTIAL
DESTROY BY BURNING

120400Z

FROM: NARAIIRGRU ONE TWO
TO: CG FIRST MAW (ADV)

CONFIDENTIAL

AIR SUMMARY

A. NUTP-10-1(A), ARTICLE 11/2

1. AIR SUMMARY 041601Z TO 111600Z VMA-211, VMA-225, VMA-311 CHU LAI, RVN.
 2. ALFA 53/43, BRAVO 75/75, CHARLIE 53/41 SKYHAWK 73/73, DELTA 384/3/606,
 ECHO 371/1870/212/15, JULIET 194/2/0, LIMA 22/0, KRAY 517 STRUCTURES
 DESTROYED, 134 DAMAGED, 22 LEFT BURNING, 7 SECONDARY EXPLOSIONS, 1 SAMPAH
 DESTROYED. MISSIONS WERE FLOWN IN SUPPORT OF I CORPS, II CORPS, 4TH
 MARINES AND MAG-16.

GP-4

/S/ D. R. HARRIS JR

D. R. HARRIS JR., LTCOL., USMC

S-3, MAG-12

DRAFTING AND RELEASING OFFICER

PRIORITY

CONFIDENTIAL
DESTROY BY BURNING

DIST: S-2, S-3

HAS BEEN SENT

TOD/121615Z

12/11

120400Z
JULY 65

CERTIFIED A TRUE COPY

TJ Becker

SUPPORTING DOCUMENT 11

CONFIDENTIAL

CONFIDENTIAL

PRIORITY

P 190025Z

FROM: MARAIGRU ONE TWO

TO: CG FIRST MAW (ADV)

CONFIDENTIAL
DESTROY BY BURNING

CONFIDENTIAL

AIR SUMMARY

A. NMIP-10-1(A), ARTICLE 11/2

1. AIR SUMMARY 111601Z TO 161600Z VMA-211, VMA-225, VMA-311 CHU LAI, RVN.
2. ALFA 56/14, BRAVO 88/88, CHARLIE 56/15, SKYHAWK 87/87, DELTA 365/8/523, ECHO 346/1126/208/8, JULIET 175/0/0, KILO 0/388/0, LIMA 12/0, XRAY 1 KIA; 54 STRUCTURES DESTROYED, 7 DAMAGED, 16 LEFT BURNING; 9 SAMPANS DESTROYED, 3 DAMAGED; 6 BUNKERS DESTROYED; 2 SECONDARY EXPLOSIONS; 20 WATER BUFFALO DESTROYED.

GP-4

/S/ D. R. HARRIS JR.

D.R. HARRIS JR., LTCOL., USMC

S-3, MAG-12

DRAFTING & RELEASING OFFICER

PRIORITY

CONFIDENTIAL
DESTROY BY BURNING

DIST: CO, COMIO, S-2

ORIG: S-3

HAS BEEN SENT
TOD/190157Z

19/56

190025Z JUL 65

CERTIFIED A TRUE COPY

TJ Becker

SUPPORTING DOCUMENT 12

CONFIDENTIAL

CONFIDENTIAL

PRIORITY

CONFIDENTIAL
DESTROY BY BURNINGFROM: MARAIRRU ONE TWO
TO: CG FIRST MAW (ADV)260330Z
JUL 65

CONFIDENTIAL

AIR SUMMARY

A. NMT-10-1(A), ARTICLE 112

1. AIR SUMMARY 181601Z TO 251600Z VMA-214, VMA-225, VMA-311 CHU LAI, RVN.
 2. ALFA 55/42, BRAVO 87/86, CHARLIE 55/35 SKYHAWK 87/86, DELTA 396/1/639,
 ECHO 391/1071/270/12, JULIET 252/0/0, KILO 36/822/0, LIMA 13/0, XRAY 66
 STRUCTURES DESTROYED, 22 DAMAGED, 6 LEFT BURNING; 1 TRENCH LINE DESTROYED;
 57 KIA; 2 CAVES DESTROYED; 3 BUNKERS DESTROYED; 25 WATER BUFFALO DESTROYED;
 YANKEE 12 MK-12 EXPENDED, 7 SMOKE LAYING RUNS MADE.

GP-4

/S/ D. R. HARRIS JR.

D. R. HARRIS JR., LTCOL., USMC

S-3, MAC-12

DRAFTING & RELEASING OFFICER

PRIORITY

CONFIDENTIAL
DESTROY BY BURNINGHAS BEEN SENT
TOD/260330Z

26/10

260330Z
JUL 65

CERTIFIED A TRUE COPY

TA Becker

SUPPORTING DOCUMENT 13

CONFIDENTIAL

CONFIDENTIAL

PRIORITY

CONFIDENTIAL
DESTROY BY BURNINGFROM: HARAIRGRU ONE TWO
TO: CG FIRST MAW (ADV)010715Z
AUG 65

CONFIDENTIAL

AIR SUMMARY

A. NWIP 10-(A), ARTICLE 142

1. AIR SUMMARY 251601Z TO 311600Z VMA-214, VMA-225, VMA-311 OHU LAI, RVN.
 2. ALPHA 55/40; BRAVO 94/93; CHARLIE 56/31 SKY HAWK 94/94; DELTA 309/2/464;
 ECHO 292/958/183/0; JULIET 175/0/0; KILLO 0/380/0; LIMA 13/0; XRAY 52
 STRUCTURES DESTROYED, 16 STRUCTURES DAMAGED, 78 KIA, 2 SAMFANS DAMAGED,
 1 2 1/2 TON TRUCK DESTROYED, 4 SECONDARY EXPLOSIONS, 1 GUN EMPLACEMENT
 DESTROYED, 21 FOXHOLES DAMAGED, 7 TRENCH LINES DAMAGED; YANKEE 6 MK-12'S
 EXPENDED, 4 SMOKE LAYING SORTIES.

GP-4

/S/ D. R. HARRIS JR.

D. R. HARRIS JR., LTCOL., USMC

S-3, MAG-12

DRAFTING & RELEASING OFFICER

CONFIDENTIAL
DESTROY BY BURNING

PRIORITY

TOD: 01/0830Z AUG 65/TT/RH

CCN/ 01/050

DIST::INFO CO COMMO S-3

010715Z AUG 65

HAS BEEN SENT

TOD/010830Z

010715Z

AUG 65

01/50

CERTIFIED A TRUE COPY

T. J. Becker

SUPPORTING DOCUMENT 14

CONFIDENTIAL

CONFIDENTIAL

IMMEDIATE

CONFIDENTIAL
DESTROY BY BURNINGFROM: MARAIRGRU ONE TWO
TO: CG FIRST MAW (ADV)090150Z
AUG 65

CONFIDENTIAL

AIR SUMMARY

A. NUP 10-1(A), ARTICLE 142

1. AIR SUMMARY 011601Z TO 081600Z VMA-214, VMA-225, VMA-311 CHU LAI, RVN.

2. ALFA 58/45; BRAVO 98/97; CHARLIE 57/47 SKYHAWK 99/98; DELTA 285/0/396;

ECHO 270/1300/124/0; JULIET 153/0/0; KILO 0/32/0; LIMA 13/0; XRAY 102

STRUCTURES DESTROYED, 46 STRUCTURES DAMAGED, 5 KIA'S, 6 SECONDARY EXPLOSIONS,

75 YARDS OF TRENCH LINE FILLED IN; YANKEE 7 F4-12'S EXPENDED, 4 SMOKE LAYERS
SORTIES.

GP-4

/S/ D. R. HARRIS JR.

D. R. HARRIS JR., LTCOL., USMC

S-3, MAC-12

DRAFTING AND RELEASING OFFICER

IMMEDIATE

CONFIDENTIAL
DESTROY BY BURNING

09/06

TOD/090550Z

090150Z
AUG 65

CERTIFIED A TRUE COPY

TA Becker

~~CONFIDENTIAL~~

ROUTINE

CONFIDENTIAL
DESTROY BY BURNING

FROM: MARAIRGRU ONE TWO
 TO: CNO (OP-501)
 INFO: CNO (OP-523)
 CINCPACFLT
 COMNAVAIRPAC
 CG FMFPAC
 CMC IFDA MCS QUANTICO

160601Z
 AUG 65

CONFIDENTIAL

AIR SUMMARY

A. NMIP 10-1(A), ARTICLE 112

1. AIR SUMMARY 081601Z TO 151600Z VMA-211, VMA-225, VMA-311 CHU LAI, RVN.
 2. AIFA 58/44; BRAVO 83/81; CHARLIE 57/47 SKYHAWK 77/73; DELTA 402/3/551;
 ECHO 368/1366/192/29; JULIET 192/8/0; KILO 0/184/0; LIMA 12/0; XRAY 122
 STRUCTURES DESTROYED, 26 STRUCTURES DAMAGED, 5 STRUCTURES LEFT BURNING, 1
 BRIDGE DESTROYED, 1 SECONDARY EXPLOSION, 2 KIA'S, 2 WATER BUFFALO DES-
 TROYED; YANKEE 780 JATO BOTTLES EXPENDED, 6 CBU EXPENDED ON 4 SORTIES.

GP-4

/S/ D. R. HARRIS JR.

D. R. HARRIS JR., LTCOL., USMC

S-3, MAG-12

DRAFTING AND RELEASING OFFICER

DIST: CO, S-3 (2), COMMO

ROUTINE

CONFIDENTIAL
DESTROY BY BURNING

HAS BEEN SENT
 TOD 160850Z

16/25

160601Z
 AUG 65

CERTIFIED A TRUE COPY

TJ Becker

SUPPORTING DOCUMENT 16

~~CONFIDENTIAL~~

CONFIDENTIAL

ROUTINE

CONFIDENTIAL
DESTROY BY BURNING

FROM: PARAIRGTHU ONE TWO
 TO: CNO (OP-501)
 INFO: CNO (OP-523)
 CINCPACFLT
 COMNAVAIRPAC
 CG FMFPAC
 CMC LFDA MCS QUANTICO

230520Z
 AUG 65

CONFIDENTIAL

AIR SUMMARY

- A. NWIP 10-1(a), ARTICLE 142
 1. AIR SUMMARY 151600Z TO 221600Z VMA-214, VMA-225, VMA-311 CHU LAI, RVN.
 2. ALFA 57/44; BRAVO 76/69; CHARLIE 56/44 SKYHAWK 72/72; DELTA 369/0/609;
 ECHO 357/1328/224/63; JULIET 253/35/0; KILO 0/58/0; LIMA 16/0; XRAY 132
 STRUCTURES DESTROYED, 10 STRUCTURES DAMAGED, 10 BOATS DAMAGED, 5 KIA, 1
 TRENCH LINE FILLED IN, 1 105mm HOWITZER DESTROYED, 1 105mm HOWITZER DAMAGED,
 1 BUNKER DESTROYED; YANKEE 754 JATO BOTTLES EXPENDED.

GP-4

/S/ D. R. HARRIS JR.
 D. R. HARRIS JR., LTCOL., USMC
 S-3, MAC-12
 DRAFTING & RELEASING OFFICER

DIST: CO, COMMO, S-3 (2)

ROUTINE

CONFIDENTIAL
DESTROY BY BURNING

23/05

HAS BEEN SENT

230524Z
 AUG 65

CERTIFIED A TRUE COPY

TJ Becker

SUPPORTING DOCUMENT 17

CONFIDENTIAL

CONFIDENTIAL

ROUTINE

CONFIDENTIAL
DESTROY BY BURNING

FROM: MARAIRGRU ONE TWO
 TO: CNO
 INFO: CINCPACFLT
 COMNAVAIRPAC
 CG FMFPAC
 CMC IFDA MCS QUANTICO

300050Z
 AUG 65

CNO PASS TO OP-501 INFO OP-523

CONFIDENTIAL

AIR SUMMARY

A. NMFP 10-1(A), ARTICLE 11/2

1. AIR SUMMARY 221601Z TO 291600Z VMA-211, VMA-225, VMA-311 CHU LAI, RVN.
 2. AIFA 56/11; BRAVO 83/81; CHARLIE 56/11 SKYHAWK 89/89; DELTA 150/5/631;
 ECHO 117/1155/221/11; JULIET 300/0/0; Kilo 0/228/0; LIMA 15/0; KRAY 162
 STRUCTURES DESTROYED, 43 STRUCTURES DAMAGED, 3 HUTS DESTROYED, 1 SECONDARY
 EXPLOSIONS, 42 KIA'S, 1 TRENCH LINE DAMAGED, 6 WATER BUFFALO DESTROYED, 1
 ORCHARD DESTROYED, 6 BUNKERS DESTROYED, 2 BUNKERS DAMAGED, 10 STRUCTURES
 LEFT BURNING, 2 FIRES STARTED.

GP-4

/S/ D. R. HARRIS JR.

D. R. HARRIS JR., LTCOL., USMC

S-3, MAG-12

DRAFTING AND RELEASING OFFICER

DIST: GO, COMMO, S-3 (2)

ROUTINE

CONFIDENTIAL
DESTROY BY BURNING

HAS BEEN SENT

TOD 3000730Z 300050Z
 AUG 65

30/01

CERTIFIED A TRUE COPY

TJ Becker

CONFIDENTIAL

CONFIDENTIAL

ROUTINE

CONFIDENTIAL
DESTROY BY BURNING

FROM: MARAICRU ONE TWO
 TO: CNO
 INFO: CINCPACFLT
 COMNAVIAIRPAC
 CG FMFPAC
 CRI IFDA MCS QUANTICO

010220Z
 SEPT 65

CNO PASS TO OR-501 INFO OP-523

CONFIDENTIAL

AIR SUMMARY OPNAV REPORT SYMBOL 3480-3

A. NMIP 10-1(A), ARTICLE 142

1. AIR SUMMARY 291601Z TO 311600Z VMA-214, VMA-225, VMA-311 CHU LAI, RVN.
 2. ALFA 57/43; BRAVO 93/93; CHARLIE 57/44 SKYHAWK 93/93; DELTA 147/1/198;
 ECHO 142/573/75/32; JULIET 54/0/0; LIMA 7/0; KRAY 68 STRUCTURES DESTROYED,
 42 STRUCTURES DAMAGED, UNKNOWN AMOUNT OF TRENCHES AND FOXHOLES DESTROYED.

GR-4

/S/ D. R. HARRIS JR.

D. R. HARRIS JR., LTCOL., USMC

S-3, MAG-12

DRAFTING AND RELEASING OFFICER

DIST: CO, COMMO, S-3 (2)

ROUTINE

CONFIDENTIAL
DESTROY BY BURNING

HAS BEEN SENT

01/05

010220Z
 SEPT 65

CERTIFIED A TRUE COPY*EA Becker*

CONFIDENTIAL

ROUTINE

CONFIDENTIAL
DESTROY BY BURNING

FROM: MARAIRGRU ONE TWO
 TO: CNO
 INFO: CINCPACFLT
 COMNAVAIRPAC
 CG FMFPAC
 CMC IFDA MCS QUANTICO

080010Z
 SEPT 65

CNO PASS TO OR-501 INFO OR-523

CONFIDENTIAL

AIR SUMMARY OPNAV REPORT SYMBOL 3480-3

A. NWIP 10-1(A), ARTICLE 142

B. CG FMFPAC 060017Z SEP 65 (C)

C. MY 300050Z AUG 65 (C)

D. MY 060450Z SEP 65 (C)

1. LAW REF A AND B FOLLOWING CORRECTIONS ARE SUBMITTED:

(A) REF C: UNDER XRAY CHANGE 42 KIA'S TO READ "42 KBA'S POSSIBLE"

(B) REF D: UNDER XRAY CHANGE 7 KIA'S TO READ "7 KBA'S POSSIBLE"

OR-4

/S/ T. J. BECKER
 T. J. BECKER, MAJOR, USMC
 ASS'T S-3, MAG-12
 DRAFTING OFFICER

/S/ D. R. HARRIS JR.
 D. R. HARRIS JR., LTJCOL., USMC
 S-3, MAG-12
 RELEASING OFFICER

DIST: CO, COMMO, S-3

HAS BEEN SENT
 080010Z

080010Z
 SEPT 65

ROUTINE

CONFIDENTIAL
DESTROY BY BURNING

08/01

CERTIFIED A TRUE COPY

T. J. Becker

CONFIDENTIAL

AIRCRAFT AVAILABILITY REPORT

OPNAV FORM 3480-2 (REV. 6-54)

(Supersedes OPNAV FORM 338-2, which may be used)

OPNAV REPORT-3480-9

For use by units in combat status, in conjunction with Aircraft Mission Log, in place of Monthly Aircraft Activity Report (OPNAV FORM 5442.1Z). For full instructions see Naval Air Warfare Reporting System. (NWIP 10-1, Part I, Chapter 1)

CONFIDENTIAL (When filled in)

NAME OF CARRIER OR BASE CHU LAI AIRFIELD		MONTH AND YEAR JULY 65
THEATER OR AREA COMMAND 1st MAW (ADV)	TASK GROUP OR TACTICAL COMMAND MAG-12	
REPORT COVERS THESE SQUADRONS AND DETACHMENTS BASED ABOARD VMA-214, VMA-225, VMA-311		

DAY	MODEL AND FULL CONFIGURATION	A4C		A4E		MAX. ON BOARD	MAX. AVAIL-ABLE	MAX. ON BOARD	MAX. AVAIL-ABLE	MAX. ON BOARD	MAX. AVAIL-ABLE	MAX. ON BOARD	MAX. AVAIL-ABLE	MAX. ON BOARD	MAX. AVAIL-ABLE	MAX. ON BOARD	MAX. AVAIL-ABLE	MAX. ON BOARD	MAX. AVAIL-ABLE	MAX. ON BOARD	MAX. AVAIL-ABLE	TOTAL, ALL MODELS	
		MAX. ON BOARD	MAX. AVAIL-ABLE	MAX. ON BOARD	MAX. AVAIL-ABLE																	MAX. ON BOARD	MAX. AVAIL-ABLE
1	1	35	30	20	15																	55	45
2	1	35	29	20	14																	55	43
3	1	35	31	20	15																	55	46
4	1	35	28	20	14																	55	42
5	1	33	27	20	15																	53	42
6	1	33	28	20	16																	53	44
7	1	33	26	20	15																	53	41
8	1	33	26	20	16																	53	42
9	1	33	28	20	17																	53	45
10	1	33	23	20	16																	53	39
11	1	33	25	20	16																	53	41
12	1	35	30	20	17																	55	47
13	1	35	27	21	16																	56	43
14	1	35	27	21	17																	56	44
15	1	35	26	21	17																	56	43
16	1	35	29	21	17																	56	46
17	1	34	28	21	16																	55	44
18	1	34	27	21	17																	55	44
19	1	34	27	21	17																	55	44
20	1	33	26	21	17																	54	43
21	1	33	24	21	15																	54	39
22	1	33	26	21	16																	54	42
23	1	33	25	21	16																	54	41
24	1	33	25	21	16																	54	41
25	1	33	24	21	16																	54	40
26	1	34	25	21	15																	55	40
27	1	34	27	21	15																	55	42
28	1	34	26	21	16																	55	42
29	1	36	25	21	16																	57	41
30	1	36	25	21	16																	57	41
31	1	36	25	21	16																	57	41
TOTALS		1056	825	639	493																	1695	1318
DAILY AVERAGE		34.1	26.6	20.6	15.9																	54.7	42.5

* BASE STATUS CODE:

Enter the one number each day, from the list below, which best describes the flight operations of naval combat aircraft from this base this day:

1. Conducting offensive air operations, or defense against actual or expected heavy attack.
2. Conducting only routine defensive air operations and non-combat flights.
3. Conducting only non-combat flights.
4. No. flight operations - weather
5. " " " - base damaged.
6. " " " - replenishing at sea.
7. " " " - ferry loaded.
8. " " " - cruising, non-duty.
9. " " " - in port.

Fill out each day to indicate maximum number of each model on board and available during the 24-hour period from 0001 to 2400 LZT on the previous calendar day. Carriers include all planes on board except those aboard for transport only. Shore bases include only combat models assigned to squadrons and detachments listed at top of sheet. See full instructions. "Available" means, for combat models, able to perform a normal combat mission and for non-combat models, able to fly; inability of base to launch or land aircraft will not reduce availability, but should be noted below. Include as "On Board" and "Available" any planes in flight.

NOTES:

CERTIFIED A TRUE COPY*TJ Becker*

CERTIFIED CORRECT:
/S/ D. R. HARRIS, JR.
LTCOL., USMC
S-3, MAG-12

CONFIDENTIAL (When filled in)

SUPPORTING DOCUMENT 21

CONFIDENTIAL

CONFIDENTIAL**AIRCRAFT AVAILABILITY REPORT**

OPNAV FORM 3480-2 (REV. 6-54)

(Supersedes OPNAV FORM 338-2, which may be used)

OPNAV REPORT 3480-9

For use by units in combat status, in conjunction with Aircraft Mission Log, in place of Monthly Aircraft Activity Report (OPNAV FORM 5442.12). For full instructions see Naval Air Warfare Reporting System. (NWIP 10-1, Part 1, Chapter 1)

CONFIDENTIAL (When filled in)

NAME OF CARRIER OR BASE		MONTH AND YEAR	
CHU LAI AIRFIELD, RVN		AUG 65	
THEATER OR AREA COMMAND		TASK GROUP OR TACTICAL COMMAND	
1st MAW (ADV)		MAG-12	
REPORT COVERS THESE SQUADRONS AND DETACHMENTS BASED ABOARD			
VMA-214, VMA-225, VMA-311			

DAY	BASE STATUS CODE*	A4C		A4E		MAX. ON BOARD	MAX. AVAIL-ABLE	MAX. ON BOARD	MAX. AVAIL-ABLE	MAX. ON BOARD	MAX. AVAIL-ABLE	MAX. ON BOARD	MAX. AVAIL-ABLE	MAX. ON BOARD	MAX. AVAIL-ABLE	MAX. ON BOARD	MAX. AVAIL-ABLE	MAX. ON BOARD	MAX. AVAIL-ABLE	TOTAL, ALL MODELS	
		MAX. ON BOARD	MAX. AVAIL-ABLE	MAX. ON BOARD	MAX. AVAIL-ABLE															MAX. ON BOARD	MAX. AVAIL-ABLE
1	1	36	34	21	15															57	49
2	1	37	28	21	14															58	42
3	1	38	29	21	15															59	44
4	1	38	32	21	18															59	50
5	1	37	33	20	14															57	47
6	1	37	31	20	15															57	46
7	1	38	33	20	14															58	47
8	1	37	30	20	14															57	44
9	1	37	28	20	15															57	43
10	1	38	30	20	15															58	45
11	1	38	31	20	15															58	46
12	1	38	27	20	16															58	43
13	1	38	29	20	15															58	44
14	1	37	31	20	16															57	47
15	1	37	32	20	17															57	49
16	1	37	31	20	14															57	45
17	1	37	32	20	13															57	45
18	1	37	28	20	15															57	43
19	1	37	32	20	15															57	47
20	1	36	31	20	14															56	45
21	1	35	26	20	18															55	44
22	1	35	29	20	15															55	44
23	1	35	27	20	15															55	42
24	1	35	27	20	17															55	44
25	1	36	28	20	16															56	44
26	1	37	29	20	16															57	45
27	1	37	30	20	15															57	45
28	1	37	30	20	14															57	44
29	1	37	29	20	15															57	44
30	1	37	28	20	16															57	44
31	1	37	29	20	15															57	44
TOTALS		1143	924	624	471															1767	1395
DAILY AVERAGE		36.9	29.8	20.1	15.2															57.0	45.0

* BASE STATUS CODE:

Enter the one number each day, from the list below, which best describes the flight operations of naval combat aircraft from this base this day:

1. Conducting offensive air operations, or defense against actual or expected heavy attack.
2. Conducting only routine defensive air operations and non-combat flights.
3. Conducting only non-combat flights.
4. No. flight operations - weather
5. " " " - base damaged.
6. " " " - replenishing at sea.
7. " " " - ferry loaded.
8. " " " - cruising, non-duty.
9. " " " - in port.

Fill out each day to indicate maximum number of each model on board and available during the 24-hour period from 0001 to 2400 LZT on the previous calendar day. Carriers include all planes on board except those aboard for transport only. Shore bases include only combat models assigned to squadrons and detachments listed at top of sheet. See full instructions. "Available" means, for combat models, able to perform a normal combat mission and for non-combat models, able to fly; inability of base to launch or land aircraft will not reduce availability, but should be noted below. Include as "On Board" and "Available" any planes in flight.

NOTES:

CERTIFIED A TRUE COPY*T. J. Becker***CONFIDENTIAL** (When filled in)

SUPPORTING DOCUMENT 22

CERTIFIED CORRECT:
D. R. HARRIS JR., LTCOL
USMC
S-3, MAG-12

CONFIDENTIAL

CONFIDENTIALOPNAV FORM-3480-5 (REV. 9-53)
(Supersedes OPNAV FORM 338-5, which may be used)
OPNAV REPORT-3480-13**CONFIDENTIAL** (When filled in)

AIRCRAFT VULNERABILITY REPORT

Fill out for each naval aircraft hit while in flight
by own or enemy aircraft or anti-aircraft fire, or
by any rocket or missile fire or bomb blast.

I. IDENTIFICATION

DATE OF HIT 5Jul65	MODEL A-4C	BUREAU NO. 148518	SQUADRON VMA-225	HIT BY: A/A X A/C	AIR ATTACK REPORT NO.	REPORT NO. 2	DEGREE OF DAMAGE (Check One) L D1 D2 D3 X
					AIR COMBAT REPORT NO.	PART VI LINE NO.	PART VII LINE NO.

II. DESCRIPTION OF HITS. (Use one line for each hit or group thereof differing substantially in location or direction.)

TYPE OF PROJECTILE INFLECTING HITS	DIRECT OR FRAGMENTS	DIRECTION FROM WHICH HITS CAME (Use clock system, e.g. 5 above)	POINTS OF ENTRY, AND SUBSEQUENT COURSE WITHIN PLANE (Note sequence of penetrations, and what stopped the hit)
A SMALL ARMS	DIRECT	12 O'CLOCK	STATION Y-230, LOWER WING, WING STRINGERS, DROP TANK TRANSFER LINE, UPPER WING SKIN, STOPPED BY ENGINE.
B			
C			
D			
E			

III. EFFECT OF HITS (Identify by hit numbers in II)

HIT NO.	COMPONENTS AFFECTED, OR PERSONNEL INJURED, EACH HIT (List vital items hit, and positions of personnel hit)	EXTENT AND EFFECT OF DAMAGE OR INJURY TO EACH VITAL COMPONENT OR PERSON AFFECTED	MAJOR REPAIR OR REPLACEMENT REQUIRED
1	INTEGRAL WING, Y-230, Y-255 ENGINE (DIFFUSER SECTION)	PUNCTURED PUNCTURED CAUSING POD	MAJOR REPAIR MAJOR REPAIR

IF FIRE BROKE OUT, GIVE NO. OF HIT
CAUSING IT, EXTENT, EFFECT, MEASURES
TO EXTINGUISH, FINAL RESULT

N/A

IF DAMAGE OR INJURY AFFECTED
FLIGHT OR LANDING, GIVE CIRCUMSTANCES
OF CONTINUED FLIGHT, INCLUDING ANY
AGGRAVATION OF DAMAGE ON LANDING

N/A

NAME AND RANK OF PILOT Thomas Gerard DAHONEY, 1stLt

CO-PILOT, IF ANY

N/A

ANY FURTHER INFORMATION RELATIVE TO VULNERABILITY OF AIRCRAFT, PROTECTION OF CREW, OR RECOMMENDATIONS THEREON, SHOULD BE GIVEN IN NARRATIVE FORM BELOW:

CERTIFIED A TRUE COPY

E E Brown
E. E. BROWN, Capt.

REPORT APPROVED BY:

D. A. TEICHMANN, MAJOR, USMC
OPERATIONS OFFICER**CONFIDENTIAL**

(When filled in)

SUPPORTING DOCUMENT 23

CONFIDENTIAL

CONFIDENTIAL

OPNAV FORM-3480-5 (REV. 9-53)

(Supersedes OPNAV FORM 338-5, which may be used)

OPNAV REPORT-3480-13

AIRCRAFT VULNERABILITY REPORT**CONFIDENTIAL**

(When filled in)

Fill out for each naval aircraft hit while in flight
by own or enemy aircraft or anti-aircraft fire, or
by any rocket or missile fire or bomb blast.**I. IDENTIFICATION**

DATE OF HIT	MODEL	BUREAU NO.	SQUADRON	HIT BY:	A/A	AIR ATTACK REPORT NO.	REPORT NO.	DEGREE OF DAMAGE (Check One)
10Aug65	A4C	147802	VMA-214	✓	A/C		002	L <input type="checkbox"/> D1 <input type="checkbox"/> D2 <input type="checkbox"/> D3 <input checked="" type="checkbox"/>
						PART VI LINE NO.		
						PART VII LINE NO.		

II. DESCRIPTION OF HITS. (Use one line for each hit or group thereof differing substantially in location or direction.)

TYPE OF PROJECTILE INFLECTING HITS	DIRECT OR FRAGMENTS	DIRECTION FROM WHICH HITS CAME (Use clock system, e.g. 5 above)	POINTS OF ENTRY, AND SUBSEQUENT COURSE WITHIN PLANE (Note sequence of penetrations, and what stopped the hit)
A Approx. .30Cal	D	12 Below	Center right wing, slightly inboard of
B			ordnance station. Wing waffles and
C			side stopped bullet.
D			
E			

III. EFFECT OF HITS (Identify by hit numbers in II)

HIT NO.	COMPONENTS AFFECTED, OR PERSONNEL INJURED, EACH HIT (List vital items hit, and positions of personnel hit)	EXTENT AND EFFECT OF DAMAGE OR INJURY TO EACH VITAL COMPONENT OR PERSON AFFECTED	MAJOR REPAIR OR REPLACEMENT REQUIRED
1	Wing fuel cell ruptured. Pilot not injured.		

IF FIRE BROKE OUT, GIVE NO. OF HIT
CAUSING IT, EXTENT, EFFECT, MEASURES
TO EXTINGUISH, FINAL RESULT

N/A

IF DAMAGE OR INJURY AFFECTED
FLIGHT OR LANDING, GIVE CIRCUMSTANCES
OF CONTINUED FLIGHT, INCLUDING ANY
AGGRAVATION OF DAMAGE ON LANDING

Lost fuel from wing cell

NAME AND RANK OF PILOT COMBS, L. D. CAPT

CO-PILOT, IF ANY N/A

ANY FURTHER INFORMATION RELATIVE TO VULNERABILITY OF AIRCRAFT, PROTECTION OF CREW, OR RECOMMENDATIONS THEREON, SHOULD BE GIVEN IN NARRATIVE FORM BELOW:

CERTIFIED A TRUE COPY

E. E. Brown
E. E. BROWN

REPORT APPROVED BY:

CONFIDENTIAL

(When filled in)

SUPPORTING DOCUMENT 24

CONFIDENTIAL

CONFIDENTIALOPNAV FORM 3480-5 (REV. 9-53)
(Supersedes OPNAV FORM 338-5, which may be used)
OPNAV REPORT-3480-13

AIRCRAFT VULNERABILITY REPORT

CONFIDENTIAL (When filled in)Fill out for each naval aircraft hit while in flight
by own or enemy aircraft or anti-aircraft fire, or
by any rocket or missile fire or bomb blast.

I. IDENTIFICATION

DATE OF HIT 25Aug65	MODEL A4E	BUREAU NO. 151997	SQUADRON VMA-311	HIT BY: B A/A W A/C	AIR ATTACK REPORT NO.	REPORT NO. 2	DEGREE OF DAMAGE (Check One)
					AIR COMBAT REPORT NO.	PART VI LINE NO.	L D1 D2 D3
						PART VII LINE NO.	7 24

II. DESCRIPTION OF HITS. (Use one line for each hit or group thereof differing substantially in location or direction.)

TYPE OF PROJECTILE INFLECTING HITS	DIRECT OR FRAG- MENTS	DIRECTION FROM WHICH HITS CAME (Use clock system, e.g. 5 above)	POINTS OF ENTRY, AND SUBSEQUENT COURSE WITHIN PLANE (Note sequence of penetrations, and what stopped the hit)
A Bomb, HED	D	one o clock	bomb fell through stbd. wing at Sta.(X)
B		slightly high	127.000 (CANT) tearing of outer portion of
C			wing. Bomb had not traveled far enough to arm
D			prior to striking A/C.
E			

III. EFFECT OF HITS (Identify by hit numbers in II)

HIT NO.	COMPONENTS AFFECTED, OR PERSONNEL INJURED, EACH HIT (List vital items hit, and positions of personnel hit)	EXTENT AND EFFECT OF DAMAGE OR INJURY TO EACH VITAL COMPONENT OR PERSON AFFECTED	MAJOR REPAIR OR REPLACEMENT REQUIRED
A	Stbd. wing, slat and aileron damaged by bomb.	Stbd. wing torn off from Sta.(X) 127.000 (CANT) outboard.	MR
		Stbd. slat torn and buckled.	R
		Stbd. aileron buckled and dented.	R

IF FIRE BROKE OUT, GIVE NO. OF HIT
CAUSING IT, EXTENT, EFFECT, MEASURES
TO EXTINGUISH, FINAL RESULT No FireIF DAMAGE OR INJURY AFFECTED
FLIGHT OR LANDING, GIVE CIRCUMSTANCES
OF CONTINUED FLIGHT, INCLUDING ANY
AGGRAVATION OF DAMAGE ON LANDINGA/C damage limited further flight under normal conditions
and required careful and skilled handling by pilot in flight
and during landing phase.

NAME AND RANK OF PILOT R. J. STOCKING, 1stLt, USMC CO-PILOT, IF ANY

ANY FURTHER INFORMATION RELATIVE TO VULNERABILITY OF AIRCRAFT, PROTECTION OF CREW, OR RECOMMENDATIONS THEREON, SHOULD BE GIVEN IN NARRATIVE FORM BELOW:

A/C was struck by MK82 bomb ejected by wingman who was in a turn
at time of release. Flight was under instrument conditions.

CERTIFIED A TRUE COPY


E. E. BROWN
REPORT APPROVED BY: L. T. PRESTON, CAPT, USMC
Asst. Operations Officer**CONFIDENTIAL**

(When filled in)

SUPPORTING DOCUMENT 25

CONFIDENTIAL

CONFIDENTIAL

OPNAV FORM-3480-5 (REV. 9-53)

(Supersedes OPNAV FORM 338-5, which may be used)

OPNAV REPORT-3480-13

AIRCRAFT VULNERABILITY REPORT

CONFIDENTIAL (When filled in)

I. IDENTIFICATION

Fill out for each naval aircraft hit while in flight
by own or enemy aircraft or anti-aircraft fire, or
by any rocket or missile fire or bomb blast.

REPORT NO. 003	DEGREE OF DAMAGE (Check One)
PART VI LINE NO.	L D1 D2 D3
PART VII LINE NO.	X

DATE OF HIT 30Aug65	MODEL A4C	BUREAU NO. 148590	SQUADRON VMA-214	HIT BY: 6/	A/A A/C	AIR ATTACK REPORT NO.	PART VI LINE NO.
						AIR COMBAT REPORT NO.	PART VII LINE NO.

II. DESCRIPTION OF HITS. (Use one line for each hit or group thereof differing substantially in location or direction.)

TYPE OF PROJECTILE INFLECTING HITS	DIRECT OR FRAG- MENTS	DIRECTION FROM WHICH HITS CAME (Use clock system, e.g. 5 above)	POINTS OF ENTRY, AND SUBSEQUENT COURSE WITHIN PLANE (Note sequence of penetrations, and what stopped the hit)
A E.	F	6 BELOW	ENTERED WING SKIN FORWARD OF FRONT WING SPAR,
B			Y220.818 AND APT SECTION OF PORT WHEEL WELL DOOR.
C			FRAG STOPPED BY FRONT WING SPAR AND BULKHEAD
D			ADJACENT TO WHEELWELL.
E			

III. EFFECT OF HITS (Identify by hit numbers in II)

HIT NO.	COMPONENTS AFFECTED, OR PERSONNEL INJURED, EACH HIT (List vital items hit, and positions of personnel hit)	EXTENT AND EFFECT OF DAMAGE OR INJURY TO EACH VITAL COMPONENT OR PERSON AFFECTED	MAJOR REPAIR OR REPLACEMENT REQUIRED
1	SEVERED EMER. LANDING FEAR RELEASE CABLE		2
	DAMAGED AILERON TRIM MOTOR BOX		2

IF FIRE BROKE OUT, GIVE NO. OF HIT
CAUSING IT, EXTENT, EFFECT, MEASURES
TO EXTINGUISH, FINAL RESULTIF DAMAGE OR INJURY AFFECTED
FLIGHT OR LANDING, GIVE CIRCUMSTANCES
OF CONTINUED FLIGHT, INCLUDING ANY
AGGRAVATION OF DAMAGE ON LANDINGNAME AND RANK OF PILOT LOTTUS, W. E. CAPT. CO-PILOT, IF ANY

ANY FURTHER INFORMATION RELATIVE TO VULNERABILITY OF AIRCRAFT, PROTECTION OF CREW, OR RECOMMENDATIONS THEREON, SHOULD BE GIVEN IN NARRATIVE FORM BELOW:

CERTIFIED A TRUE COPY

E. E. Brown
E. E. BROWN

REPORT APPROVED BY:

CONFIDENTIAL

(When filled in)

SUPPORTING DOCUMENT 26

CONFIDENTIAL

CONFIDENTIAL

CONFIDENTIAL

STATISTICAL INFORMATION

Class I. Broken down on a percentage basis, the following quantities of Class I rations were served during the month of July:

July

MCI Rations - 35%
 "B" Rations - 18%
 "A" Rations - 47%

August

MCI Rations - None
 "B" Rations - 56%
 "A" Rations - 44%

Based on 152 Officers
 and 1220 enlisted

Based on 163 Officers
 and 1304 enlisted

Class III(A). The following quantities of Class III(A) were dispensed by TAFDS during the month of July 1965:

JP-4 1,371,091 gals
 AvGas 107,985 gals

Air Freight and Logistic Load Status.

<u>Passengers</u>	<u>Incoming</u>		<u>No A/C By Type</u>
	<u>Cargo</u>	<u>Mail</u>	
2113	1,374,667	71,039	109 KC-130 80 UH-34 26 C-117 4 C-45 2 C-47J 19 C-123 2 HU-1 4 U8F 6 C-1A 3 C-54 4 OE 2 U8D

Totals 0 687.3 tons received - 261 aircraft arrived

<u>Passengers</u>	<u>Outgoing</u>		<u>No A/C By Type</u>
	<u>Cargo</u>	<u>Mail</u>	
1826	160,580	18,079	109 KC-130 80 UH-34 26 C-117 4 C-45 2 C-47J 19 C-123 2 HU-1 4 U8F 6 C-1A 3 C-54 4 OE 2 U8D

Totals - 8012 tons shipped

SUPPORTING DOCUMENT 27

CONFIDENTIAL

CONFIDENTIAL

CONFIDENTIAL

During the period 1 August - 31 August 1965, following statistics of incoming and outgoing air freight were compiled:

Outgoing	
<u>Cargo</u>	<u>Passengers</u>
200,439 lbs	3,082

Incoming	
<u>Cargo</u>	<u>Passengers</u>
1,058,262 lbs	2,943

Of the above total cargo, this included 1100 MK-81 250 lb bombs airlifted into Chu Lai.

CONFIDENTIAL

CONFIDENTIAL

CONFIDENTIAL

CONFIDENTIAL

HEAVY EQUIPMENT

Heavy equipment is included as a separate item in the Command Chronology because of its importance to the overall construction of the airfield. The construction of the SATS and attendant base camp itself is of historical interest, therefore, the heavy equipment has a direct bearing on this.

Items included in heavy equipment, On Hand, # Up, # DL at the end of this period:

<u>Type</u>	<u>O/H</u>	<u>UP</u>	<u>DL</u>
Rough Terrain Forklift	10	5	5
M-60 Anthony Crane	9	4	5
M-12 Grader	2	1	1
Bay City Crane	1	1	0
D-4/D-6 Dozer	5	1	4

Historical Date.

General. Since arrival at Chu Lai, the heavy equipment attached to MAG-12 has worked seven days a week, almost continually around the clock. In the expeditionary environment present in the installation of SATS, the rough terrain forklift has proved itself to be a vehicle of many uses. In a sandy soil condition, by lowering the tire pressure and working four wheel drive, the rough terrain forklift can go and work almost anywhere and do a variety of tasks, from lifting to pulling other vehicles and trailers. The QM-6 assigned ten such vehicles to MAG-12. While in garrison or on routine deployment, this amount is sufficient. Experience at Chu Lai indicates that an additional two vehicles would be a more realistic figure. It has been found that the following sections require the indicated numbers of these vehicles on a continuous basis:

<u>Section</u>	<u># of Vehicles</u>	<u>Use</u>
Group Supply	2	For shipping and receiving and warehousing
Group Ordnance	2	For stowage and moving ordnance in the bomb dump
Air Freight	1	For the off-loading and loading of transport aircraft
Flight Line	1	This vehicle gets continuous usage by all squadrons' maintenance and line sections. It is kept in the custody of H&MS-12 Maintenance.

SUPPORTING DOCUMENT 28

CONFIDENTIAL

CONFIDENTIAL

CONFIDENTIAL

CONFIDENTIAL

When the above needs are filled, it leaves three remaining to do the many other required duties within the Group which range from moving heads, to transporting and moving revetments.

Maintenance. Maintenance in the field, particularly in an expeditionary environment, of heavy equipment is a continuing process. First, it is mandatory that all users of heavy equipment adhere to the basic policy of 1st echelon maintenance no matter how critical a demand for the vehicle. An hour spent on a daily P.M., will save as much as a week deadline. Second and third echelon require a covered area out of the sand. Plywood, used Marston Matting can be used. Cannibalization, as practiced in this Group, which requires that a requisition be placed prior to cannibalization with authorization to cannibalize from the S-4, will assist when parts are not available. Paragraph 1 indicates our present deadline. This in part is caused by a lack of transport aircraft arriving at Chu Lai due to runway construction. Upon arrival of parts, vehicle deadline will improve. A list of items which usage data indicates high usage of in this environment at Chu Lai follow:

<u>Vehicle</u>	<u>Part</u>	<u>FSN</u>
R/T Forklift	Hyd Hose	IH-4720-051-4670
		IH-4720-724-9559
		IH-4720-051-4671
		IP-4720-639-9899
		00624-2766-16-7
	C.V. Boots	3897-A-1509-AY
M-60 Crane	Starter	9A-2920-785-0833
	Coupling	3810-863-1943
		3810-864-1943

Management Procedures. Experience at Chu Lai has shown that the most advantageous managing of heavy equipment is from a central pool, which retains the vehicle jackets. Vehicle may be dispatched on a 24 hour basis, however, the daily P.M.'s, Weekly's etc. are done in this area and inspected by the NCOIC of Maintenance prior to release. MAG-12 Pool is in the Utilities Section, and the necessary mechanics and personnel are attached to the Utilities Section.

CONFIDENTIAL

CONFIDENTIAL

CONFIDENTIAL

CONFIDENTIAL

LIQUID OXYGEN

Liquid oxygen, as applies to SATS, contains important historical data and as such, requires a separate addendum.

1. Average daily consumption of LOX, three A4 squadrons - 160 to 180 gallons dependent upon sortie rate. Average daily sortie rate per aircraft assigned 1.0 during July 1965.
2. Average daily production rate of LOX, one HT-1 generator producing in temperature and climatic conditions prevalent at Chu Lai, 148 gallons. Production varies during the day. From the period of 1000 to 1600, due to excessive heat and humidity, only 5 to 6 gallons an hour may be produced while during the evening, particularly after a rain storm, as much as 10 to 11 gallons may be produced.
3. Discussion.

Experience at Chu Lai has shown that two HT-1 generators are required to support a MAG composed of three A4 squadrons. Two generators allow a build up of LOX to be made and then time for a maintenance period on one generator at a time. This system provides a continuous supply of LOX and time for periodic maintenance. It is recommended that in climatic conditions similar to those present at Chu Lai, that the oxygen trailers be painted white on the upper half to reflect the heat and that tents or tarpaulin be placed over the generators themselves. It has been found also that positioning the generator as close to the sea coast as possible, where unobstructed sea breezes can be expected, produces a particularly high grade of purity.

SUPPORTING DOCUMENT 29

CONFIDENTIAL

CONFIDENTIAL