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MARINE AIR BASE SQUADRON 15
Marine Aircraft Group 15
Task Force Delta
1st Marine Aircraft Wing, FMF
FPO, San Francisco 96602

COMMAND CHRONOLOGY

1-31 August 1972

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MABS-15

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PART I

ORGANIZATIONAL DATA

1. DESIGNATION

Marine Air Base Squadron 15

COMMANDERMajor W.W. HARDING, Jr.
(1-31 August 1972)ATTACHED UNITS

MATCU-62 (1-31 August 1972)

2. LOCATION

Nam Phong RTAFB, Thailand

3. STAFF OFFICERS

Executive Officer

Major D.J. Kiely, Jr.
(1-31 August 1972)

Administrative Officer

1stLt R.W. Treanor
(1-31 August 1972)

Legal Officer

1stLt R.L. Bordelon
(1-14 August 1972)

Base Operations Officer

Major W.T. McFall
(1-31 August 1972)

Material Officer

1stLt J.R. Trustey
(1-31 August 1972)

Communications Officer

Capt R.D. Browne
(1-31 August 1972)

Base Services Officer

Capt F.P. Heller
(1-31 August 1972)

Training & Education Officer

1stLt R.L. Bordelon
(1-14 August 1972)1stLt R.W. Treanor
(15-31 August 1972)

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Motor Transport Officer

CWO-2 J.W. Barotti
(1-31 August 1972)

Utilities Officer

1stLt L.E. Sharpless
(1-31 August 1972)

Heavy Equipment Officer

1stLt T.M. Thomas
(1-31 August 1972)

TAFDS Officer

1stLt D.A. Williams
(1-31 August 1972)

Officer-in-Charge MATCU-62

Capt R.D. Anderson
(1-18 August 1972)1stLt E.H. Sullivan
(19-31 August 1972)

Crash Crew/Launch & Recovery Officer

CWO-2 D.F. Saunders
(1-31 August 1972)

Weather Officer

CWO-3 N.B. Grabowski
(1-31 August 1972)

Officer-in-Charge H&MS-15, Det "C"

GySgt J.E. Sanderson
(1-31 August 1972)4. AVERAGE STRENGTH

MABS-15

MATCU-62

<u>Officer</u>	<u>Enlisted</u>
23	523

<u>Officer</u>	<u>Enlisted</u>
5	49

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PART II

NARRATIVE SUMMARY

During the period 1-31 August 1972, Marine Air Base Squadron 15 has continued operations and services in support of Marine Aircraft Group 15, at Nam Phong RTAFB, Thailand. Significant construction completed included louvered sheds for all regulators serving the MAG-15 Avionics complex, a tool room for Utilities, interior shelving and carpentry for the hospital and dental complex now under construction and interior carpentry for all squadron office spaces. New construction efforts initiated during the period included the rehabilitation of all strongback huts with tin roofing. This project includes some 290 huts and will take 45 to 50 days to complete. This is a total "self-help" project with materials obtained at no cost to the government. Additionally, construction of an enlisted club was begun. Another "self-help" project, the materials being used are surveyed metal prefab buildings. The club will consist of four abutted 20x40 structures when complete. The entire complex will consist of the club with 3200 square feet, open patio, stage, and movie screen. The target date for opening is 1 October 1972. The construction of a motor transport shop, heavy equipment shop, heavy duty grease rack and three office spaces are underway in the MABS-15 Engineer Equipment and Motor Transport lot by MCB-5. Completion date here is estimated to be 15 September 1972.

During the period all communications personnel were placed under administrative control of MABS-15. Transfer of some 60 personnel originally attached to H&MS-15 was effected. Operational control of MAG-15 Communications continues with the Group Commander. Communications continued to improve its reliability with the installation of two 100KVA generators by AMPAC Corporation. Tactical generators are utilized as emergency backup to this steady power source.

August produced 296 GCA's and 4667 tower operations at Nam Phong. A UHF non-directional beacon (ADF) was installed, flight checked and certified for use as an IFR terminal aid. Tacan problems continued to plague MATCU-62. NAVELEXSYSCOM assistance determined that the frequency band now in operation is too high. Permission has been granted to change frequencies from channel 103 to channel 61. Arrival of one additional part will allow the switch in channelization and the TRN-29 will be ready for flight check. In the meantime a TRN-6 tacan, on loan from the USAF is 75% operational and expect flight certification of this equipment the first week in September 1972.

A complete Air Freight and Passenger Service facility was constructed during the month, and over 1,500,000 pounds of cargo and 1,700 passengers were processed.

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Weather service expanded its capabilities to include up-to the-minute weather briefings through the use of teletype circuits, facsimile recordings and satellite pictures. Previously all weather information was obtained from Udorn AFB, via courier and was almost a day old by briefing time.

Construction of a new Crash Crew and Launch & Recovery facility was completed in early August. This site is adjacent to the North-South taxiway at the North high speed turn off. This facility enables the Crash Crew to give immediate response to emergencies yet allow them a sufficient safety distance from the runway. A total of seven SEA Huts were constructed for office and storage space and duty crew sleeping quarters.

Construction for installation of the new Mid-field M-21 arresting gear site started the last week in August. Target date for completion is 4 September 1972. Additionally, new pits are being constructed at the 9000 ft. mark of runway 19 to be utilized as abort/overrun gear for runway 01. Completion and relocation of this gear is expected in late September. A total of 29 arrestments and 16 aircraft emergency responses were effected during August.

A Wing Pre-I.G. inspection was conducted from 20 to 31 August 1972, in Motor Transport, Utilities, Ground Safety and Embarkation. Several areas were noted where major discrepancies existed. Remedial action to correct such discrepancies has been initiated. All discrepancies noted will be corrected by 1 October 1972.

Maintenance and cleanup continued in all areas of the cantonment by MCB-5 and MABS-15. All living cantonments are now complete and serviced by tactical generators and head and shower facilities. The steam boiler at the Messhall was completed during August, providing steam heat to coppers and greatly facilitating the heating of water for cleaning of mess gear. Waste disposal, trash pickup and general sanitation services continued, expending over 4,600 man hours.

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PART III

SEQUENTIAL LISTING OF SIGNIFICANT EVENTS

1. Personnel <u>1-31 August 1972</u>	<u>Joined</u> <u>Officers</u> 5	<u>Enlisted</u> 49	<u>Dropped</u> <u>Officers</u> 2	<u>Enlisted</u> 26
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2. Administration
1-31 August 1972
All attached Communications personnel joined by MABS-15. Average personnel strength for month increased to 540.

3. Training
19-August 1972
Orientation for all new personnel joined 1-19 August. Included welcome by C.O., and briefs on intelligence, Thai customs, health and sanitation and address by Chaplain. 1-31 August, Preventive Medicine lecture by Medical to all sections.

4. Operations
1-31 August 1972
Tower operations included 1010 takeoffs, 1023 landings and 2634 touch and goes. MATCU-62 controlled 296 GCA's during period. Air Freight and Passenger Service handled 1,528,621 pounds of cargo and 1,704 passengers on 210 aircraft. Aircraft type were: C-5A, C-141, and C-130. There were 16 responses to aircraft emergencies by the Crash Crew during period and 29 arrests were handled by Launch & Recovery.

5. Base Services
1-31 August 1972
140,060 gallons of JP-4, 93,696 gallons of diesel fuel and 18,992 gallons of 80 Octane dispensed by Motor Transport section during period. Total milage driven was 86,634. Heavy equipment was operated 974 hours during period, most of which came from bomb dump operations. TAFDS issued 1,920,800 gallons of JP-4 during period. Two additional fueling points were added to KC-130 line with extension of recirculation line.

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25 August 1972: Began construction of Enlisted Mens club.

29 August 1972: Conversion of strong-back huts to SEA Huts began.

9 August 1972: Loop circuit with 7th Air Force established.

11 August 1972: Two 100KVA steady power source generators installed by AMPAC Corporation.

24 August 1972: Internal rearrangement of message center and concertina laying around Communications Center complete.

7. Inspections

20-31 August 1972: Pre-I.G. inspection by 1st MAW representatives in Motor Transport, Utilities, Engineer Equipment, Ground Safety and Embarkation.

PART IV

SUPPORTING DOCUMENTS

1. ✓ Photo of the Commanding Officer, Major W. W. HARDING Jr., is enclosed as Tab A.

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Maj. W. W. HARDING
Commanding Officer
MABS-15
Nam Phong, Thailand
31 August 1972