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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

1-30 September 1972

INDEX

- PART I - ORGANIZATIONAL DATA
- PART II - NARRATIVE SUMMARY
- PART III - SEQUENTIAL LISTING OF SIGNIFICANT EVENTS
- PART IV - SUPPORTING DOCUMENTS - NONE

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Page 12

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PART I

ORGANIZATIONAL DATA

1. DESIGNATION

Marine Air Base Squadron 15

COMMANDERMajor W. W. HARDING, Jr.
(1-30 September 1972)

ATTACHED UNITS
MATCU-62 (1-30 September 1972)

2. LOCATION

Nam Phong RTAFB, Thailand

3. STAFF OFFICERS

Executive Officer

Major D. J. Kiely, Jr.
(1-30 September 1972)

Administrative Officer

1stLt R.W. Treanor
(1-30 September 1972)

Legal Officer

1stLt R.W. Treanor
(1-30 September 1972)

Base Operations Officer

Major J.H. Buchanan
(9-30 September 1972)Major W.T. McFall
(1-8 September 1972)

Material Officer

1stLt J.R. Trustey
(1-30 September 1972)

Communications Officer

Capt R.D. Browne
(1-30 September 1972)

Base Services Officer

Capt F.P. Heller
(1-20 September 1972)1stLt T.M. Thomas
(21-30 September 1972)

Training & Education Officer

1stLt R.W. Treanor
(1-22 September 1972)1stLt M.C. Fassino
(23-30 September 1972)

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Motor Transport Officer

CWO-2 J.W. Barotti
(-1-30 September 1972)

Utilities Officer

1stLt L.E. Sharpless
(1-30 September 1972)

Heavy Equipment Officer

1stLt T.M. Thomas
(1-30 September 1972)

TAFDS Officer

1stLt D.A. Williams
(1-30 September 1972)

Officer-in-Charge MATCU-62

1stLt E.H. Sullivan
(1-3 September 1972)

Weather Officer

Capt H.D. Hollis
(4-30 September 1972)

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

GySgt J.E. Sanderson
(1-30 September 1972)

4. AVERAGE STRENGTH

MABS-15

MATCU-62

NAVY

<u>Officer</u>	<u>Enlisted</u>
26	612

<u>Officer</u>	<u>Enlisted</u>
6	58

<u>Officer</u>	<u>Enlisted</u>
7	34

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PART II

NARRATIVE SUMMARY

During the period 1-30 September 1972, Marine Air Base Squadron-15 continued its operations and services in support of Marine Aircraft Group-15 and Task Force Delta, at Nam Phong RTAFB, Thailand.

A major construction effort was devoted to a new base library which is located on the East side of the messhall. During the same period, the Utilities section has also completed the installation of plumbing in the newly constructed Officer/Staff NCO messhall, installed plumbing and drain fields in the new base hospital complex, installed fans in the messhall and has implemented a continuous program of repairs on messhall screening, doors, etc.; and head repairs throughout the area. Despite heavy workloads and the continuing program of re-roofing of living areas, the carpenters of MABS-15 interrupted their tasks for one day to complete twenty-five picnic type tables for the Thai Security Group mess area. The project was commenced, completed and the furnishings delivered in one work day. The electricians of the Utilities section contributed to the readiness of the hospital, which at the end of this period is 90% complete, by completely rewiring the complex. In addition, five new aircrew sleeping vans were wired along with sleeping vans in the hospital complex. The refrigeration personnel of Utilities were also quite active. New refrigeration units were installed in both messhalls, repairs were completed on ice machines presently installed in the operating messhall and the air conditioning units installed in Communications vans were repaired. The base Water Point continued to function well, producing 800,000 gallons of potable water. As well plans were drawn up to improve living conditions through the use of a pipeline system to shower units which would then provide personnel with facilities for twenty-four hours per day shower operation. The present plan calls for implementation of one shower unit on the North side of the contonement area.

The Tactical Airfield Fuel Dispensing System received 2,496,195 gallons of JP-4 and dispensed 2,126,536 gallons of JP-4. Another refueling point was added to the F-4 - A-6 line increasing their total to six refueling points. A seventh refueling point was added to accomodate visiting aircraft and helicopters.

The transport service of MABS-15 continued to function well as the milage driven during this reporting period reached 71,742 miles. In addition MABS-15 motor transportation provided important services by dispensing 119,716 gallons of JP-4 fuel primarily to H&MS-36 det and to the LOX plant. In addition services were provided to transient aircraft and to tactical squadrons as required. Also 13,646 gallons of 80 octaine fuel and 104,586 gallons of diesel fuel were dispensed to the ground support equipment and generator complexes throughout the maintenance and contonement areas. In an effort to improve the servicing of vehicles,

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a five bay workshop and twenty-five ton lubrication rack were completed. Over the period, 137 Tactical Equipment Repair Orders (TERO) were completed.

Heavy Equipment operators amassed 981 hours of operation on the RT 6000 lb. forklift, 639 hours on the M-65 Crane, 9 hours on the P&H Crane and 22 hours on the LM-62 welder. Assisting the personnel of NMGB-5, 148 hours of 72-31 Scooploader operations and 142 hours of 550 Grader operations were logged.

The Communications section continued to service an ever-increasing volume of message traffic, while at the same time, contributing to increased communication efficiency aboard Nam Phong. Repairs were made to underground cable damaged by construction operations, a coordination/Admin net was established connecting Cubi Point, R. P., Bien Hoa, Nam Phong and Iwakuni, cables were laid to the new hospital and phone communications established and as a finishing touch, two trunks were installed at the Royal Thai Air Force Compound connecting it to Nam Phong switchboard. The TSC-15 backup circuit to Udorn was abandoned since there no longer was a need for it, and the TSC-15 retrograded to MCAS Iwakuni for modification. On 27 September 1972, the Communications Section made a major contribution to morale as the Far East Network of Armed Forces Radio once again broadcast on 1450 KCS.

In the Air Operations area, Nam Phong continued to operate at a heavy pace for expeditionary conditions, handling 3649 tower operations during the period. Tactical take-off and landings continued on a 24 hour per day basis. Air Freight handled 254 transport/Cargo Aircraft, which included four C-5A, sixty-six C141, one hundred seventy-six C130, and two C124 cargo aircraft. 987,093 lbs. of cargo were off-loaded, and 525,795 lbs were on-loaded, for a total of 1,513,888 lbs.. Air Freight personnel also processed 1528 passengers during the period. MATCU-62 continued to provide 24 hour service to air crews. A total of 354 GCA approaches were flown and training of controllers proceeded through the month.

During the period, the Recovery Section handled twenty-five arrested landings, of which thirteen were aircraft emergencies. Three arresting gear malfunctions were encountered during their operations. To add to the aircraft capabilities, an M21 type arresting gear was installed at mid-field and the installation of a second M21 was commenced. The latter will be installed at the 1000 foot mark on runway 19 to act as abort gear.

Crash Crew responded to twenty-two aircraft emergencies during the period, responding to hot brakes, engine failures, blown tires and no radio emergencies. In one incident, an A6A experienced hot brakes and one of the brakes caught fire. Fast response by Crash Crew extinguished the blaze with no further damage to the aircraft. Rapid response and excellent training resulted in the saving of a valuable aircraft. Crash Crew also assisted in the recovery of an F4 aircraft that had left the runway and was sunk in mud. Their assistance prevented further damage to the aircraft.

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Though heavily tasked, MABS-15 has continued to make progress in all areas of endeavor, throughout the period. As a result, living conditions, messing, water supply, electrical power, communications, transportation and passenger process have all experienced progressive improvement, thus contributing to the increased overall efficiency, morale and safety.

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PART III

SEQUENTIAL LISTING OF SIGNIFICANT EVENTS

- | | <u>Joined</u> | <u>Dropped</u> |
|---|--|------------------|
| | Officer Enlisted | Officer Enlisted |
| 1. <u>Personnel</u>
1-30 September 1972 | 4 32 | 1 28 |
| 2. <u>Administration</u>
1-30 September 1972 | MABS-15 continued operations and service in support of MAG-15 and Task Force Delta. | |
| 3. <u>Intelligence</u>
1-30 September 1972 | All Officer meetings held by the Commanding Officer in connection with support operations at present location. | |
| 4. <u>Training</u>
4-13 September 1972
14-17 September 1972
18-27 September 1972 | Human Relations Training-180 personnel
Human Relations Training-112 personnel
Human Relations Training-160 personnel | |
| 5. <u>Special Operations</u>
1-30 September 1972 | None. | |
| 6. <u>Command Relations</u>
1-30 September 1972 | As normal. | |
| 7. <u>Logistics</u>
1-30 September 1972 | <p><u>Material:</u> Continued Retrograde Program of excess gear to Iwakuni during this period. Orientation meeting held for section embarkation NCO's. MABS-15 Material started in support of AMPAC.</p> <p>1-30 September 1972</p> <p><u>TAFDS:</u> Received 2,496,195 gallons of JP-4 and dispensed 2,126,536 Gallons. Added one refueling point to F4-A6 line making a total of six refueling points. Added one refueling point to visiting aircraft and helo during this period.</p> <p>1-30 September 1972</p> <p><u>Motor Transport:</u> Dispensed 119,716 gallons of JP-4, 13,646 gallons of 80 Oct., and 104,586 gallons of diesel fuel. Completed building of five-bay workshop and a 25 ton lub rack for the MT maintenance section. 137 TERO's completed.</p> | |

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1-30 September 1972

Utilities:

Carpenter Shop:

1. installed fans in messhall.
2. repaired screens and doors on mess-hall and heads.
3. completed foundation, structure, and roof on base library.
4. completed 25 picnic tables for Thai Security Guard.
5. Completed 90% of base hospital interior.

Electric Shop:

1. Rewired base hospital.
2. Wired 5 sleeping vans.
3. Rewired contonment area #4 power source.
4. Started on wiring of sleeping vans for base hospital-70% completed.

Water Supply:

1. Installed plumbing in second messhall.
2. Installed plumbing and drain field in base hospital.
3. Maintained base water point and produced 800,000 gallons of potable water.

Refrigeration Shop:

1. Installed refers in both messhalls.
2. Continued repairs on ice machines in messhall.
3. Repaired air conditioners in communications vans.

Generator Shop: Continued maintenance on tactical generators and repair of same.

Heavy Equipment: Hours of equipment operation: RT 6000lb. forklift-981,72-30
Scooploader-148½, M-65 Crane-638½, 550
Grader-142, 250 Compressor-206, 315 P&H
Crane-9, IM-62 Welder-22½.

1-30 September 1972

Crash Crew: Responded to 22 aircraft emergencies including hot brakes, blown tires, engine failures, and radio problems. 2 aircraft incidents and one refueler incident required Crash Crew response. The first incident involved an A6A with a brake malfunction. The brake overheated and ignited. The ensuing fire was extinguished with one 30lb. PKP fire extinguisher. No other damage was

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incurred by the a/c. The second incident involved an F4 that blew a tire and ran off the left side of the runway. No fire was involved and minor damage was incurred. The defueling incident involved a 2000 gallon defueler. The defueler transferring the contaminated fuel from the truck to a burn pit. Hot metal in the pit ignited the fuel. One 30lb. PKP fire extinguisher was used and damage was limited to a 5 foot section of hose.

1-30 September 1972

Recovery: 25 arrested landings were made of which 13 were aircraft emergencies. The Recovery section experienced three arresting gear malfunctions. Two of these occurred simultaneously resulting in a double tape tuck.

6 September 1972

Completed installation of one set of M21 arresting gear at the mid-field mark. A set of M21 arresting gear is currently being installed at the 1000 foot mark of runway 19 for primary use as abort gear.

1-30 September 1972

MATCU-62: Continued to provide ATC services as follows: GCA approaches-354, tower operations-3649. Handled 254 a/c: 4 C-5A, 66 C141, 176 C130, and 2 C124.

8. Communications

3 September 1972

Relocated 50pr cable servicing squadron office area due to construction.

5 September 1972

Udorn TSC-15 backup circuit was abandoned. Requirement for this net no longer exists.

9 September 1972

Coordination/Admin net established between Cubi Point, Bien Hoa, Iwakuni and Nam Phong.

10 September 1972

Retrograded MWCS-18 AN/TSC-15 #056 back to Iwakuni for modifications.

15 September 1972

Base Hospital was cabled in, wired, and is now operating.

18 September 1972

Two trunks were installed into the Thai Air Force compound, connecting them with Nam Phong switch.

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25 September 1972

27 September 1972

9. Equipment

Briefed C.G., FMFPac on MAG-15 communications.

FEN back on the air at Nam Phong.

10. Inspections

All equipment in support of MAG-15 and Task Force Delta. Required repairs and preventive maintenance performed on all equipment.

No inspections held during this period.

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