

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

COMBINED CHRONOLOGY

1-31 October 1972

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Enclosure (1)

MAAS-15

Oct 1972

PART I

ORGANIZATIONAL DATA1. DESIGNATION

Marine Air Base Squadron 15

COMMANDERMajor D.J. KIELY, Jr.
(1-31 October 1972)ATTACHED UNITS

MATCU-62 (1-31 October 1972)

2. GEOGRAPHICAL LOCATION

Nam Phong RTAFB, Thailand

PERIOD

1-31 October 1972

3. STAFF OFFICERS

EXECUTIVE OFFICER	=Major H.F. PYLE	24-31 October 1972
ADMINISTRATIVE OFFICER	=2ndLt R.P. GWINN	7-31 October 1972
	=1stLt R.W. TREANOR	1-6 October 1972
LEGAL OFFICER	=2ndLt R. P. GWINN	7-31 October 1972
	=1stLt R. W. TREANOR	1-6 October 1972
BASE OPERATIONS OFFICER	=Major J.H. BUCHANAN	1-31 October 1972
MATERIAL OFFICER	=Captain R.L. BORDELON	5-31 October 1972
	=1stLt J.R. TRUSTEY	1-4 October 1972
COMMUNICATIONS OFFICER	=Captain R.D. BROWNE	1-31 October 1972
BASE SERVICES OFFICER	=1stLt L.E. SHARPLESS	1-31 October 1972
HUMAN AFFAIRS OFFICER	=1stLt M.C. FASSINO	1-31 October 1972
MOTOR TRANSPORT OFFICER	=1stLt P.G. HILL	23-31 October 1972
	=CWO-2 J.W. BAROTTI	1-22 October 1972
UTILITIES OFFICER	=CWO-1 G.H. MASSEY	1-31 October 1972
HEAVY EQUIPMENT OFFICER	=CWO-1 G.H. MASSEY	1-31 October 1972
TAFDS OFFICER	=1stLt D.A. WILLIAMS	1-31 October 1972
OFFICER-IN-CHARGE MATCU-62	=Captain H.D. HOLLIS	1-31 October 1972
WEATHER OFFICER	=CWO-4 G. WALKER	10-31 October 1972
	=CWO-3 N.B. GRABOWSKI	1-9 October 1972
MARES OFFICER	=1stLt T.M. THOMAS	1-31 October 1972
OFFICER-IN-CHARGE H&MS-15 DET "C"	=Major J.K. ALBRIGHT	1-31 October 1972

4. AVERAGE MONTHLY STRENGTH

<u>USMC</u>	
<u>OFF</u>	<u>ENL</u>
31	612

<u>USN</u>	
<u>OFF</u>	<u>ENL</u>
6	36

<u>OTHER</u>	
<u>OFF</u>	<u>ENL</u>
0	0

PART II

NARRATIVE SUMMARY

During the period 1-31 October 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.

During the month of October the major construction effort was expended in work on the base library, which is complete except for the wiring. The retrofit of the South East Asia Huts in the cantonment is proceeding, with 164 completed. The twenty-four hour shower, using non-potable water, with individual controlled shower heads was completed and in use; in addition three more shower units were placed into service throughout the cantonment and school was held for the user squadron operators. The permanent enlisted man's club area was filled, graded and compacted in preparation for the contractor to lay the concrete pad. The Porta-Kamp Modules and CG's sleeping van complex which was sent to Task Force Delta for test and evaluation is proceeding. Requirements completed are the fill, grading and compaction of site, location of modules, electrical hook-up and water point installation. Work on rewiring aircraft maintenance spaces proceeded and the enlisted sleeping vans were wired and air-conditioned.

The Motor Transport section continued to function well with 72,204 miles driven. A driver's school was instituted for MAG-15 squadrons and attached units with the first class to complete in November. In addition MABS-15 Motor Transport delivered: 126,086 gallons of JP-4 fuel, 13,356 gallons of 80 Octane fuel and 190,101 gallons of Diesel fuel during the month. Over the period, two hundred and seventeen (217) Tactical Equipment Repair Orders (TERO) were completed. With the departure of the main body of NMCB-5, MABS-15 performed Limited Technical Inspections (LTI's) and accepted for AMPAC use, ten (10) pieces of rolling equipment. They are: four (4) M-51 5 ton dump trucks, two (2) M-49, 2½ ton refueler trucks, two (2) M-37 ¾ ton trucks, one (1) M-61 5 ton water truck, and one (1) M-151 ½ ton jeep.

Heavy Equipment operators amassed: 1,025 hours of operation on the RT 6,000 lb. Forklift, 607 hours on the M-65 Crane, 73 hours on the P&H Crane, 404 hours on the LM-62 Welder, 206 hours on the 72-31 Scooploader, 232 hours on the 550 Road Grader and 276 hours on the 232 cfm Air Compressor.

The Communications Section continued to service MAG-15 and Task Force Delta at Nam Phong RTAFB, Thailand. The communication center was changed over to the Central Power (MUSE) Distribution system. The radio relay complex security was completed with the installation of bunkers made of sand-bags. The section received additional test equipment from the 1st Marine Aircraft Wing and was authorized 4th echelon repair for TRC-97. Telephone service to the all Commanding Officer's and Duty Staff NCO's quarters were completed. The Command Operations Center was completed in the MAG-15, S-3 which includes a covered teletype circuit (7th/13th AF TACC NET) and the AUTOSEVCOM covered circuit.

ENCLOSURE (1)

During October the Flight Planning Facility was improved, and now provides all publications, charts, and NOTAM files necessary for properly filing ICAO flight plans. This facility also includes the addition of Weathereye, a remote weather briefing system. With the newly installed weather vans, NOTAM transmission via teletype has been added and provides a more efficient and accurate reporting of airfield conditions of importance to all aircrews.

Air Freight has been replaced by a detachment of the 1st Aerial Port Group (TAC) for purposes of moving cargo on Air Force TAC and MAC flights. They are also providing this service for Marine C-130 flights arriving and departing Nam Phong. During the month 805,714 lbs of cargo was off-loaded and 526, 808 lbs loaded. During the same period a total of 1805 passengers were processed into and out of Nam Phong.

A Customs Facility has been provided for inspection of all out bound passengers. However, a need for a "sterile" customs facility still exists and plans have been submitted.

The RTAFB Nam Phong Crash Crew/Recovery Section has eighty-four (84) enlisted and one (1) officer assigned. The section has seven (7) fire fighting vehicles and four (4) support vehicles assigned. The following is a breakdown by individual section. During this reporting period the Crash Crew Section responded to twenty-six (26) aircraft emergencies. The emergencies varied and included: Unsafe Gear Indications, Unintentional Dumping of Fuel, Hydraulic Failures, Blown Tires, Fire Warning Lights On. The Crash Crew Section also stoodby for numerous wash downs as the result of fuel spills and the normal standby for Med-Evac aircraft and hazardous cargo. There were two (2) aircraft incidents involving an aircraft on fire. The first incident involved an F-4 that had a fuel spill during cold refueling. A TA-753 tow vehicle with no muffler drove through the fuel spill area igniting the fuel. Damage was limited to the tail section causing "Charlie" damage. The second incident involved an F-4 doing a high speed turn up. The starboard engine caught fire. The fire was extinguished by the Crash Crew using one (1) 30 pound PKP unit.

The Launch & Recovery Section has made eighty-two (82) arrested landings of which three (3) involved aircraft with emergencies. The M-21 arresting gear had one (1) system malfunction. This was a "tape tuck" which resulted when an F-4 attempted an emergency arrestment in excess of 175 knots. The arresting gear was down for approximately 15 hours while being repaired. During the repair M-21 arresting gear service changes #39 and #40 were installed. The Recovery Section has started installation of the south abort gear. It was anticipated that the M-21 arresting gear would be in by 31 October 1972. Due to a damaged apron the installation project has been halted while waiting for delivery of a new apron. The north abort gear has been installed and was certified on 9 October 1972.

ENCLOSURE (1)

During the month of October, MATCU-62 received a new AT/TAC-29A, which after siting was flight checked and certified as a terminal Wavaid. The subsequent publishing of a TACAF approach, allows MATCU-62 to provide full IFR services to MAG-15 aircraft. The proceeding certification gives MATCU-62 the distinction of being the only fully operational Marine Air Traffic Control Unit in the 1st Marine Aircraft Wing. The air traffic count for the month of October was 4,013 operations, of which 543 were radar approaches.

The TAFDS's section continued to support MAG-15's F-4/A-6 Tactical aircraft and KC-130 Aerial Refuelers by dispensing 2,580,583 gallons of J1-4 fuel. Projects completed during the period were; calibration of all 2" and 3" fuel meters and equipment inventory. Because of a lack of personnel two (2) refueling points on the F-4/A-6 line were closed which leave a total of four (4) F-4/A-6 refueling points operable.

The Material Section of MAG-15 received: a microfilm reader to improve the squadron's research capabilities, water coolers, 90,000 sand bags. The Material Section retrograded 11 boxes of 782 gear, and prepared and positioned 782 gear for MAG-15's reaction platoon which will be manned and outfitted by MAG-15. An item of major significance is the submission of a requisition for a messhall dishwasher.

ENCLOSURE (1)

PART III

SEQUENTIAL LISTING OF SIGNIFICANT EVENTS

- | 1. <u>Personnel</u>
1-31 October 1972 | <u>Joined</u>
Officer Enlisted
5 82 | <u>Dropped</u>
Officer Enlisted
5 67 |
|---|---|--|
| 2. <u>Administration</u>
1-31 October 1972 | MABS-15 continued operations and service in support of MAC-15 and Task Force Delta. | |
| 3. <u>Intelligence</u>
1-31 October 1972 | All Officer meetings held by the Commanding Officer in connection with support operations at present location. | |
| 4. <u>Training</u>
2-7 October 1972 | Human Relations Training-70 personnel | |
| 5. <u>Special Operations</u>
1-31 October 1972 | None. | |
| 6. <u>Command Relations</u>
1-31 October 1972 | As normal. | |
| 7. <u>Logistics</u>
1-31 October 1972 | <u>Material:</u> Continued Retrograde Program of excess gear to Iwakuni. Prepared 762 gear for MABS-15 Reaction Platoon. Ordered dishwasher for Mess-hall. | |
| 1-31 October 1972 | <u>TAFDS:</u> Received 2,529,615 gallons of JP-4 and dispensed 2,580,583 gallons. Closed two (2) refueling points on F-4 and A-6 line. One (1) 10,000 gal. fuel tank ruptured losing 10,000 gallons of JP-4. | |
| 1-31 October 1972 | <u>Motor Transport:</u> Dispensed 126,086 gallons of JP-4, 13,356 gallons of 70 Octane, 109,101 gallons of Diesel. Obtained 10 vehicles from MAC-15 for use by MAFAC. 217 Tactical Equipment Repair Orders NAVAC 10245.80 completed. Vehicles totaled 72,204 miles. | |

ENCLOSURE (1)

1-31 October 1972

Utilities: 164 huts have undergone retrofit. The base library is complete except for wiring. Construction of new L.H. Club site is completed. One (1) 24 hr. shower and three (3) regular shower units installed. Shower School held for squadrons. Commanding Generals Module was installed. Included with the above were 47 work orders of varying degrees.

1-31 October 1972

Crash Crew: Responded to 26 aircraft emergencies including Unsafe Gear Indications, Blown tires, Hydraulic failures, Fire Warning lights, Unintentional dumping of fuel. There were two (2) incidents involving aircraft on fire. The first incident involved an F-4 with fuel spill during cold refueling, the second incident involved an F-4 in high speed turn and starboard engine caught on fire.

1-31 October 1972

Recovery: Service change #39 and #40 were installed in M-21 arresting gear. The North abort gear has been installed and work commenced on South abort gear. Made 82 arrested landing of which 3 involved aircraft with emergencies. M-21 had one system malfunction.

1-31 October 1972

MATCU-62: Continued to provide ATC services as follows: 543 radar approaches out of 4013 operations.

8. Communications
3 October 1972

Communications Center changed over to base power.

13 October 1972

Radio and Radio Relay complex bunkered with sandbags.

15 October 1972

Authorized 4th echelon repair for TRC-97.

ENCLOSURE (1)

19 October 1972

A Command Operations Center was installed in MAC-15 S-3. Includes a cover teletype circuit and AUTOCSEVOCOM.

9. Equipment

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

10. Inspections

Some sections had pre-IG inspections

PART IV

SUPPORTING DOCUMENTS

NONE

ENCLOSURE (1)