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MARINE FIGHTER/ATTACK SQUADRON 122
Marine Aircraft Group 15 (REIN)
9th Marine Amphibious Brigade, FMFPac
FPO San Francisco, Calif. 96602

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9 October 1968
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From: Commanding Officer
To: Commanding Officer, Marine Aircraft Group 15 (REIN), (Attn: S-3)
Subj: Command Chronology for period 29 August to 30 September 1968
Ref: (a) MCO 5750.2
(b) FMFPacO 5750.8
(c) GruO 5750.1A
Encl: (1) Marine Fighter/Attack Squadron 122 Command Chronology
1. In accordance with the provisions of references (a) through (c), enclosure (1) is submitted.
2. Upon removal of enclosure (1), this page is downgraded to unclassified.

L. J. Willis
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MARINE FIGHTER/ATTACK SQUADRON 122
Marine Aircraft Group 15 (REIN)
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COMMAND CHRONOLOGY
29 AUGUST 1968 to 30 SEPTEMBER 1968

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ENCLOSURE (1)
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PART I

ORGANIZATIONAL DATA

1. COMMANDING OFFICER AND EXECUTIVE STAFF OFFICERS

<u>BILLET</u>	<u>RANK</u>	<u>NAME</u>	<u>INCLUSIVE DATES</u>
C. O.	MAJ	D. L. WALDVOGEL	29Aug-15Sep68
	MAJ	DON K. HANNA	16Sep-30Sep68
X. O.	MAJ	D. C. BEATTY	29Aug-5Sep68
	MAJ	DON K. HANNA	6Sep-15Sep68
	MAJ	D. G. VEST	16Sep-30Sep68
S-1	MAJ	L. B. HANNAH	29Aug-30Sep68
S-2	LT	T. E. GREER	29Aug-30Sep68
S-3	MAJ	D. G. VEST	29Aug-15Sep68
	MAJ	A. GILLESPIE	16Sep-30Sep68
S-4	LT	R. BENNETT	29Aug-5Sep68
	MAJ	A. GILLESPIE	6Sep-15Sep68
	CAPT	J. R. PFALZGRAF	16Sep-30Sep68
AMO	MAJ	J. B. HAMMOND	29Aug-30Sep68
ASO	MAJ	J. C. NAVIAUX	29Aug-15Sep68
	CAPT	P. R. KRUSE	16Sep-30Sep68

2. AVERAGE MONTHLY STRENGTH

USMC		USN	
<u>OFF</u>	<u>ENL</u>	<u>OFF</u>	<u>ENL</u>
38	305	1	0

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PART II

NARRATIVE SUMMARY

1. The squadron flew from Danang AB, RVN to MCAS Iwakuni utilizing Cubi Point and Okinawa as intermediate stops. The first aircraft departed Danang on 30 August and the last aircraft arrived at Iwakuni on 5 September.
2. Normal flight operations commenced on 6 September. After an initial area familiarization flight, the aircrews worked on navigation and GCI/tactics missions. Concurrently three pilots were started in a familiarization program.
3. On 16 September, Major DON K. HANNA relieved Major D. L. WALDVOGEL as Commanding Officer.
4. The Squadron received an A&M inspection from the 9th MAB. The shops were inspected from the 24th through the 26th of September. On the 27th, the squadron was critiqued and received a grade of satisfactory.

PART III

SIGNIFICANT HIGHLIGHTS

1. Personnel

Officers Joined	4	Enlisted Joined	73
Officers Transferred	13	Enlisted Transferred	4

2. Administration

Squadron Orders and Bulletins published 4

Savings Bond Participation 96%

Officers Member of Marine Corps Association - unk at this time

3. Moral/Welfare programs

On 27 September 1968 the squadron held a party at the Slip-Way.

4. Career Advisory/Education/Information

Number of personnel who were interviewed	3
Number of extensions and period involved	0
New enrollments in correspondence courses	

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Correspondence courses completed	2
Career advisory news letters submitted	2
Number of Fleet Home Town news releases, tapes, master stories submitted.	0

5. Operations Department

a. The squadron flew a total of 255.7 hours and 167 sorties for the period of 29 August to 30 September 1968.

b. The squadron flew the following type missions during the month:
FAM, TACTICAL, RADAR NAVIGATION.

c. The squadron flew from Danang AB to MCAS Iwakuni during this period.

d. The squadron conducted 8 hours of pilot training during this period.

e. There was 4 hours of Basic Training conducted.

f. No NBC training was conducted at squadron level during this period.

6. Intelligence Section

a. The squadron Officers and Staff NCO's received intelligence briefings at MAG-15 each friday afternoon.

b. The Pilots received a intelligence briefing on 23 and 30 September by the squadron Intelligence Officer.

7. Ordnance Section

a. There was no ordnance used by the squadron during this reporting period.

8. Material Section

	<u>BP01</u>	<u>BP09</u>	<u>BP11</u>	<u>BP50</u>
a. Requisitions submitted:	101	0	24	326
b. Requisitions completed:	18	0	18	197

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c. Total Expenditures of BP01 for September \$41,288.90
d. Average cost per flight hour \$161.91

9. Aircraft Maintenance

a. The following data is submitted for the month of September 1968 on Aircraft and Ground Support Equipment.

	<u>Operational Ready</u>
Aircraft	42.7%
NCP-105	40 %
NC-10A/B	65 %
SATS LOADER	0
Air Compressor	50 %

b. Of the 14 F4B aircraft on hand, 57.3% NORM is due to the following:

BUNO 149453 & 150478 CALENDAR INSPECTION

c. There was 19.3% NORS due to the following:

BUNO 149447	AACP	T/E flap cyl.
BUNO 148378	AACP	Aileron cyl. assy.
BUNO 150419	AACP	Bell crank assy.

d. Critical Items:

FSN/PN	Nomenclature
2RQ 1660-795-2605 BF7X	Dual mixing valve
2RQ 1650-962-8739 BF7X	T/E flap cyl.
8IG 1560-792-9115 BF7X	Aileron cyl. assy.
1R1 1560-788-4115	Bell crank assy.
2RH 1280-605-7352 FZ7X	Switch rate gyro

e. Significant Problem Areas:

Lights in the hangar out for a period of about four (4) days.

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