

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

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5750
10 March 1969
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From: Commanding Officer
To: Commanding Officer, Marine Aircraft Group 15 (REIN) (Attn: S-3)
Subj: Command Chronology for period 1-28 February 1969
Ref: (a) MCO 5750.2
(b) FMFPacO 5750.8A
(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 letter is downgraded to unclassified.

L. J. Willis
L. J. WILLIS

VMA-122

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MARINE FIGHTER/ATTACK SQUADRON 122
Marine Aircraft Group 15 (REIN)
9th Marine Amphibious Brigade, FMFPac
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COMMAND CHRONOLOGY
1-28 FEBRUARY 1969

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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.	LtCol	L. J. WILLIS	1-28Feb69
X.O.	Maj	M. P. SULLIVAN	1-5Feb69
	Maj	D. WOJCIK	6-28Feb69
S-1	Capt	R. E. LEE	1-28Feb69
S-2	1stLt	D. W. ABRUZZO	1-28Feb69
S-3	Maj	D. K. HANNA	1-28Feb69
S-4	Capt	K. W. VADNAIS	1-28Feb69
AMO	Maj	A. GILLESPIE	1-28Feb69
ASO	Capt	P. A. CRAWFORD	1-28Feb69

2. AVERAGE MONTHLY STRENGTH

USMC		USN	
<u>OFFICERS</u>	<u>ENLISTED</u>	<u>OFFICERS</u>	<u>ENLISTED</u>
46	272	1	1

PART II

NARRATIVE SUMMARY

1. February 1 thru 2 VMFA-122 ferried the squadron aircraft from MCAS Iwakuni, Japan to NAS Cubi Point, R.P. utilizing air refueling in the vicinity of Okinawa. A KC-130 tanker made available by VMGR-152 provided outstanding support and the professional coordination exhibited by MACS-8 complimented the well planned air refueling. One squadron aircraft remained at Iwakuni for maintenance purposes and will depart when ready.

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2. During the month of February 1969, VMFA-122 flew a total of 386 sorties comprising close air support, bombs and rockets, test, missile exercises, tactical weapons, area familiarization, instrument and ferry flights for a total of 394.3 hours.
3. Throughout the month squadron aircrew received a total of 105 man-hours of intelligence briefs from the squadron S-2 section. The subjects covered Air Operations in the Republic of Vietnam.
4. During the first two weeks of the deployment the squadron concentrated its efforts on missile firing exercises utilizing both AIM-7D and AIM-9B missiles. VMFA-122 utilized two types of targets for use against the Sparrow AIM-7D, the TDU-22 A/B and the BQM-34A. The BQM is a highly maneuverable, remote controlled drone. For successful results against this target the utmost in crew coordination is required. The squadron utilized the BQM-34A to simulate the flight characteristics of the MIG series aircraft, characterized by good maneuverability and small radius of turn. The squadron achieved maximum realism by intercepting the drone in the rear quarter and actually firing the AIM-7D missile in a 4 G turn with a 20 second time limit. Considering the intentionally planned adverse conditions the results were outstanding.
5. The TDU-22 A/B is a 6 foot towed target, the fuselage is equipped with radar reflectors and provides a suitable radar target. The squadron tactics called for intercepting the target in the forward quarter simulating a visual identification intercept. VMFA-122 utilized MK-24 para-flares as targets for the AIM-9B missile firings which were all conducted at night at MIG-21 operating altitudes. The air-to-air missile firing results against all types of targets were highly successful, providing outstanding training and qualified all aircrews.
6. During the missile firing exercises VC-5 provided the squadron outstanding support in the form of flare drops for the AIM-9B missile exercise and provided a tow aircraft for the AIM-7D firing.
7. The 6400th Test Squadron, Clark AB, R.P. was also outstanding in the highly professional range safety and control exhibited during all missile exercises. They also provided accurate scoring services.
8. Captain E. S. HOLMBERG USMC 084009/7582 and Captain B. R. ELLIS USMC 087605/7582 both of MCAS Iwakuni, were attached to the squadron during the missile firing phase of the deployment. Their duties as Officers Conducting the Exercise (OCE) with the 848th AC&W Squadron, Wallace AS, R.P. greatly enhanced the successful conclusion of all missile firings.

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9. During the period 12 thru 28 February the squadron conducted practice and live conventional ordnance delivery training. The squadron utilized Wild Horse Creek CAS range, Crow Valley target, Los Frailes Island and Tabones Island targets for ordnance delivery sites. Tabones and Los Frailes Island targets proved to be good secondary targets in the event aircraft were unable to utilize the USAF Crow Valley or Wild Horse Creek CAS ranges due to target time expiration or target radio failure.

10. In coordination with close air support sorties to be flown on Wild Horse Creek, a Tactical Air Control Party (TACP) was activated. VMFA-122 organized and maintained the TACP with transportation assistance from HMM-164 and HC-7. Squadron aircrew served as Forward Air Controllers (FAC). The TACP added greatly to the realism of the training achieved by simulating conditions which are encountered in the Republic of Vietnam. HMM-164 and HC-7 provided helicopter insertion and extraction of the TACP. This service was most helpful to the squadron by permitting greater on range time.

11. During the practice ordnance delivery on Crow Valley target VMFA-122 aircrew provided the range safety service which enhanced scheduling coordination and scoring results.

12. On 19 February, while on a night 300 bomb and rocket sortie on Tabones Island target a VMFA-122 aircraft crashed. Search and salvage efforts have produced negative results. The aircrew remains were not recovered.

13. Twenty-six squadron personnel attended the Jungle Environmental Survival Training (JEST) course at NAS Cubi Point on 28 February 1969. The lectures and demonstrations provided an excellent and realistic introduction to jungle survival techniques and helicopter rescue

PART III

SIGNIFICANT HIGHLIGHTS

1. Personnel

Officers Joined	0	Enlisted Joined	12
Officers Transferred	1	Enlisted Transferred	22

2. Administration

Squadron Orders and Bulletins published 9

Savings Bond Participation 50%

Officer members of Marine Corps Association - Unknown

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Awards received: None

3. Morale/Welfare Programs: a. On 10 February, free helicopter rides to Manila were made available to squadron personnel. Those participating were granted overnight liberty in Manila.
b. Deep sea fishing trips were available to squadron personnel weekly on February 7, 14, 21, and 28. Forty Marines participated.

4. Career Advisory/Education/Information

Number of personnel interviewed 0

Number of extensions 0

Number of reenlistments (period covered) 2 (3 yrs & 6 yrs)

New enrollments in correspondence courses 0

Correspondance courses completed 0

Officers completing Univ. of Maryland extension courses 0

Career Advisory news letters submitted 0

Number of Fleet Home Town news releases submitted 38

5. Operations Department

a. The squadron flew a total of 386 sorties and 394.3 hours for the period 1-28 February 1969.

b. The squadron flew the following type missions during the month:

Close Air Support, Bombs & Rockets, Test, Missile Exercises,
Tactical Weapons, Area Familiarization, Instrument and Ferry Flights

c. The squadron conducted 368 man-hours of crew training covering the following subjects:

Cubi Operations, BQM Sparrow Shoot, Course Rules, Ordnance, B&R
Procedures, Martin Baker Ejection Seat, JEST

d. There were 240 man-hours of Basic Training conducted during this reporting period.

6. Intelligence Section

a. The squadron aircrews received a total of 105 man-hours of intelligence briefings.

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7. Ordnance Section

a. The following ordnance was expended during the month of February 1969:

438	MK-81
854	MK-76
78	MK-24
208	Zuni Rockets
829	2.75 FFAR
5,954	20MM Rounds
22	AIM-9B
20	AIM-7D

8. Material Section

	<u>BP01</u>	<u>BP09</u>	<u>BP11</u>	<u>BP50</u>
a. Requisitions submitted	285	0	13	684
b. Requisitions completed	150	0	2	338
c. Total expenditures of BP01 for February	\$93,702.72			
d. Average cost per flight hour	\$237.82			

9. Aircraft Maintenance

a. The following data is submitted for the month of February 1969 on aircraft and Ground Support Equipment:

18 Aircraft assigned 49.2% Operational ready

b. Of the 12 F-4B aircraft on hand 18.3% NORM is due to the following:

- 1) Large number of untrained F-4B personnel
- 2) Large turnover of personnel

c. There was 32.5% NORMS due to the following:

<u>BUNO</u>	<u>AOCP ITEM</u>
151502	Wing Hinge

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<u>BUNO</u>	<u>AOCP ITEM</u>
151502	Auto Pilot Amp
151478	IFR Swivel Fitting
150653	Auto Acceleration
150419	Pressure Regulator & Shut-off Valves
150441	Pressure Regulator & Shut-off Valves
149403	Rear Cockpit Altimeter
149465	Rear Cockpit Altimeter

d. Critical Items

- | | |
|---|--------------------|
| 1) Transmission, C.S.D.
FSN - 1650-912-4241 | P/N - 7037E-4467 |
| 2) Generator
FSN - 6115-814-7051 | P/N - 2CM261C1 |
| 3) LOX Converter
FSN - 1660-955-2647 | P/N - 21170-2 |
| 4) Hydraulic Utility Pump
FSN - 1650-793-5797 | P/N - 50901 |
| 5) Turbine By-pass Valve
FSN - 1660-821-1391 | P/N - 104650 |
| 6) Rear Cockpit Altimeter
FSN - 6610-913-7069 | P/N - MS25450-1 |
| 7) Heat Exchanger
FSN - 1660-793-5801 | P/N - 174012 |
| 8) Receiver - Transmitter Unit
FSN - 5895-821-5769 | P/N - RT-546ASq-19 |
| 9) Temperature Control Panel
FSN - 6685-795-3743 | P/N - 47654-1 |
| 10) C.A.D.C.
FSN - 6610-969-9513 | P/N - 42400-87-5 |

e. Significant Problem Areas

- 1) AOCP's
- 2) Untrained F-4B Personnel
- 3) Transportation
- 4) Lack of 3M Hand Radio's
- 5) Squadron has only 1 (one) 6318 SNCO

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