

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

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14 January 1969
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From: Commanding Officer
To: Commanding Officer, Marine Aircraft Group 15 (REIN) (Attn: S-3)

Subj: Command Chronology for period 1-31 December 1968

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

MAG-15 S&C FILES

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COMMAND CHRONOLOGY
1-31 DECEMBER 1968

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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	1-31Dec68
X.O.	MAJ	M. P. SULLIVAN	1-31Dec68
S-1	MAJ	L. B. HANNAH	1-31Dec68
S-2	1/LT	I. A. BASSETT	1-31Dec68
S-3	MAJ	D. K. HANNA	1-31Dec68
S-4	CAPT	K. R. DANEHY	1-31Dec68
AMO	MAJ	J. B. HAMMOND	1-31Dec68
ASO	MAJ	P. R. KRUSE	1-10Dec68
ASO	MAJ	A. GILLESPIE	11-31Dec68

2. AVERAGE MONTHLY STRENGTH

USMC		USN	
<u>OFFICERS</u>	<u>ENLISTED</u>	<u>OFFICERS</u>	<u>ENLISTED</u>
42	325	1	1

PART II

NARRATIVE SUMMARY

1. During the first two weeks of December, VMFA-122 was concluding it's weapons deployment at NAS Cubi Point, R.P. The squadron flew 188 sorties for a total of 206 hours during the period 1 through 17 December 1968.

2. On 3 December a Tactical Air Control Party (TACP) was activated to control air strikes on Wild Horse Creek Close Air Support Range. VMFA-122 organized and maintained the TACP with assistance from CTG 79.4. Squadron aircrew served as Forward Air Controllers (FAC).

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The TACP/FAC added greatly to the realism of the training achieved by simulating conditions which occur in the Republic of Vietnam. CTG 79.4 provided helicopter insertion and extraction of the TACP/FAC. This service was most helpful to the squadron and permitted greater flexibility in sortie scheduling.

3. On 5 December Commander TOWNSEND USN, Air Operations Officer, USS Constellation, gave an air-to-air tactics lecture for all aircrew on lessons learned by US Navy VF Squadrons during MIG engagements over North Vietnam. The Commander's brief was most informative and useful for training purposes.

4. Brigadier General WILLIAMS USMC, Commanding General, 9th Marine Amphibious Brigade, and party visited VMFA-122 on the 6th and 7th of December. The General participated in a Sidewinder air-to-air missile exercise (AAMEX) and speed run to MACH 2. Lt YOUNG USMC, the Aide-De-Camp, participated in a maximum ordnance, close air support (CAS) sortie on the Wild Horse Creek Range.

5. All squadron aircrew attended the Jungle Environmental Survival Training (JEST) course at NAS Cubi Point on 6 December. The lectures and demonstrations provided an excellent and realistic introduction to jungle survival techniques and helicopter extraction.

6. Wild Horse Creek CAS Range was closed 6 December while a safety investigation was being conducted. A Philippine National was killed and another injured by falling rock and debris following an on-target bomb drop on the range by a VMFA-122 aircraft. The men were present in an unauthorized area in spite of numerous warnings given by the Philippine constable on duty. The investigation revealed that all safety precautions dictated by current directives and individual judgement had been complied with by both FAC and aircrew involved. The accident, while unfortunate, was considered unavoidable.

7. On 11 December the Fleet Intelligence Center Pacific Facility held a briefing on recent developments uncovered by photo interpretation and intelligence in Laos, the Republic of Vietnam and North Vietnam. 18 VMFA-122 aircrew attended this well planned and informative brief.

8. Squadron ordnance training was completed on the 12th and preparations for the return to MCAS Iwakuni, Japan commenced.

9. The squadron began ferrying aircraft to MCAS Iwakuni via NAF Naha, Okinawa 13 December and completed the movement 17 December. One aircraft remained at NAS Cubi Point for maintenance and will return when ready.

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10. During the deployment VC-5 provided aircraft and targets in support of the squadron's AAMEX. VC-5 Det Cubi also provided well coordinated flare drops enhancing the squadrons night conventional weapons training on Tabones target. The 848th AC&W Squadron and the 6400th Test Squadron Clark AFB, R.P. were also outstanding in the highly professional range safety and control exhibited during all missile exercises. They also provided excellent scoring services.

11. Captain E. S. HOLMBERG 084009/7582 USMC, MCAS Iwakuni, was attached to the squadron during the AAMEX phase of the deployment. His duties as Officer Conducting the Exercise (OCE) greatly enhanced the successful conclusion of all missile firings.

12. The deployment overall was an outstanding success. The squadron flew 422 sorties for 484 hours and combat qualified all aircrew in the air-to-ground phase of ordnance delivery, and air-to-air missile firing.

13. Flight operations MCAS Iwakuni began again 18 December with a limited schedule allowing maintenance time to repair aircraft discrepancies. The remaining portion of the month the squadron flew tactical weapons, electronic counter measures, area familiarization and instrument sorties. Shortage of parts and experienced personnel were the main reasons the schedule remained limited.

PART III

SIGNIFICANT HIGHLIGHTS

1. Personnel

Officers Joined	7	Enlisted Joined	3
Officers Transferred	8	Enlisted Transferred	76

2. Administration

Squadron Orders and Bulletins published 3

Savings Bond participation 92%

Officer Members of Marine Corps Association - Unknown

Awards received - None

3. Morale/Welfare Programs

A squadron party was held on 8 Dec. Recreational equipment was made available by Cubi Point special services. Helicopter rides to Manila were made available to squadron personnel during the Cubi deployment. Overnight liberty was granted to personnel making the trip.

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4. Career Advisory/Education/Information

Number of personnel interviewed 3

Number of extensions 0

Number of reenlistments 0

New enrollments in correspondence courses 4

Correspondance courses completed 2

Officers completing Univ. of Maryland extension courses 0

Career Advisory news letters submitted 0

Number of Fleet Home Town news releases, tapes, master stories submitted 8

5. Operations Department

a. The squadron flew a total of 276.8 hours and 258 sorties for the period 1-31Dec68.

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

Bombs and Rockets, Close Air Support, Tactical Weapons, Area/Inst Familiarization, Air-to-Air Missile Exercises and Ferry Missions

c. The squadron conducted 205 man-hours of crew training covering the following subjects:

Air Combat Maneuvering, Preflight of Ordnance, Survival Equipment, Field Operations and Electronic Counter Measures

d. There were 312 man-hours of Basic Training conducted during this reporting period.

6. Intelligence Section

a. The squadron aircrews received a total of 70 hours of intelligence briefings. 10 hours by the squadron and 60 hours by Fleet Intelligence Center Pacific Facility, Cubi Point, R.P.

7. Ordnance Section

a. The following ordnance was expended during the month of December 1968:

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299	MK76 Practice Bombs
518	2.75 FFAR Rockets
210	5" Zuni Rockets
25	MK24 Flares
88	MK77 Canisters
225	MK81 Bombs
108	MK82 Bombs
9	AIM-9B (Sidewinder)
7,858	20MM Rounds

8. Material Section

	<u>BP01</u>	<u>BP09</u>	<u>BP11</u>	<u>BP50</u>
a. Requisitions submitted:	141	0	22	366
b. Requisitions completed:	101	0	0	146
c. Total expenditures of BP01 for Dec:	<u>\$26,265.44</u>			
d. Average cost per flight hour:	<u>\$94.82</u>			

9. Aircraft Maintenance

a. The following data is submitted for the month of December 1968 on aircraft and Ground Support Equipment:

	<u>Operational Ready</u>
Aircraft	33.6%
NCPP-105	100%
NC-10B	65%
SATS Loader	85%
Air Compressor	24%
Hydraulic Test Stand	40%
Nitrogen Cart	20%

b. Of the 13 F-4B aircraft on hand 24.0% NORM is due to the following:

Large number of untrained F-4B personnel
 Man-hour loss due to deployment and holidays
 Large turnover of personnel
 Shortage of Ground Support Equipment

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c. There were 42.3% NORS due to the following:

<u>Buno</u>	<u>AOCP Item</u>
151502	Wing Hinge
151478	Air Compressor
150653	Engine Auto Acceleration, Air Compressor
149447	Air Compressor, Outer Wing Fold Crack
151454	Replacement of #4 Fuel Tank

3. Critical Items

Fuel Flow Transfer FSN - None	P/N - 9115-16C1A 8323-G623
Throttle Control Box FSN - None	P/N - 12748-2 8354-G620
G-Meter Indicator FSN - 2RQ-6610-829-5411FZ7X	P/N - 3426-5GB1 8355-G673
APN-154 Antenna FSN - None	P/N - 13D00500 8292-G628
Air Compressor FSN - 2RG-1650-793-6959BF7X	P/N - 890272 8353-G618
Auto Pilot Amp FSN - 6615-994-1799	P/N - 230E420G2 8355-G658
Swivel 3 Position FSN - None	P/N - 32-69736-7 8354-G647
R/C Altimeter FSN - None	P/N - MS-28074-2 8355-G655
Cyl Wing Fold Actuator FSN - 2RH-1650-859-8490BF7X	P/N - 82-69404-301 8358-G684
Link Assembly FSN - 1560-886-6548	P/N - 32-19752-301 8358-G685

4. Significant Problem Areas

- a. Communications on deployment
- b. Not sufficient Ground Support Equipment
- c. Untrained F-4B personnel
- d. Supply