

MARINE ATTACK SQUADRON 211
Marine Aircraft Group 12
1st Marine Aircraft Wing, FMFAC
FPO, San Francisco 96602

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5 November 1966
Copy 1 of 4.

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From: Commanding Officer
To: Commanding Officer, Marine Aircraft Group 12
Subj: Command Chronology

Ref: (a) GruO 5750.10

Encl: ✓ (1) Command Chronology of Marine Attack Squadron 211, period 1-31 October 1966.

1. In accordance with reference (a), enclosure (1) is submitted.
2. This letter is declassified upon removal of enclosure (1).

W. G. McCool
W. G. MC COOL

DISTRIBUTION: MAG-12 ATTN: S-3 (3)
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VM A-211

Command Chron

Oct 1966

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VMA-211

COMMAND CHRONOLOGY

1-31 OCTOBER 1966

DOWNGRADED AT 3-YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

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CONFIDENTIALPART IA. Squadron Staff

Thomas J. AYERS	Major	Commanding	1-16	October 1966
William G. MC COOL	LtCol	Commanding	17-31	October 1966
Thomas M. D'ANDREA	Major	Executive Officer	1-31	October 1966
John D. HAYNES	Captain	Administrative Officer	1-16	October 1966
John S. EVANS	Major	Administrative Officer	17-31	October 1966
John A. CAPUANO	1stLt	Intelligence Officer	1-31	October 1966
John R. KOCH	Major	Operations Officer	1-16	October 1966
Jerome L. NORTON	Major	Operations Officer	17-31	October 1966
Henry L. SEARLE	Major	Logistics Officer	1-31	October 1966
Ronald E. BLANCHARD	Major	Maintenance Officer	1-16	October 1966
John R. KOCH	Major	Maintenance Officer	17-31	October 1966
Peter D. LEE	Captain	Aviation Safety Officer	1-21	October 1966
John J. CALDAS	Major	Aviation Safety Officer	22-31	October 1966
Fletcher E. SIMPFER	Lt (MC)	Flight Surgeon	1-31	October 1966
James W. MORROW	1stSgt	Squadron First Sergeant	1-31	October 1966

B. Average Monthly Strength

USMC	Officers	32
USMC	Enlisted	174
USN	Officers	1
USN	Enlisted	3

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1. Marine Attack Squadron 211 (VMA-211) was at the beginning of the reporting period under the operational and administrative control of Marine Aircraft Group 13 (MAG-13) and was located at MCAS Iwakuni, Japan. As early as 24 September a move was commenced to bring the squadron back into the Republic of Vietnam with the departure of an advanced echelon aboard the LST Vernon County. The advanced echelon arrived on 1 October at Chu Lai, RVN. The remainder of the surface lift cargo and vehicles were embarked on 5 October and arrived at Chu Lai on the eleventh. The airlift of personnel and equipment commenced on 5 October and by 13 October the entire squadron was in the Republic of Vietnam. The squadron aircraft were flown into country by VMA-211 aviators departing Iwakuni on the seventh. All but three arrived by 11 October; those three arrived in country on 16 October.

2. On 11 October, the move from Japan to Vietnam was made official by the shift from MAG-13 to MAG-12. In order to smoothly orient the officers and men of the squadron in a combat environment, flight and maintenance personnel were absorbed by VMA-224 into its daily routines. Both squadrons worked in the same area and flew from the same flight schedule. On 27 October, VMA-211 assumed the entire work load and VMA-224 was phased out of the two squadron routine.

3. An all hands Change of Command Ceremony was held on 17 October when the squadron colors were passed from Major Thomas J. Ayers to LtCol. William G. Mc Cool. Major General Robertshaw, Commanding General of the First Marine Aircraft Wing was a guest at the ceremony and as an unexpected highlight welcomed the squadron back into the First MAW.

PART IIIA. Significant Events

1. Personnel. During the reporting period, the squadron joined fifty-one (51) enlisted men, forty-nine (49) of these were transferred from VMA-224. Five (5) officers were joined, three (3) from VMA-224. During this same period five (5) officers and sixteen (16) enlisted personnel were transferred from the squadron. Twenty-three (23) Lance Corporals, nineteen (19) Corporals, five (5) Staff Sergeants, two (2) Gunnery Sergeants, one (1) First Lieutenant, six (6) Captains, and five (5) Majors were promoted to their present ranks.

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2. Intelligence. The intelligence personnel of the squadron are now working at the MAG-12 intelligence section. Two (2) one hour briefs were presented by intelligence personnel to the officers of the squadron, and a one-half hour brief was presented to all enlisted members of the squadron. These briefs are to be given on a continuing basis to both officers and enlisted.

3. Air Operations. The following statistical data is submitted as a significant summary of air operations for October 1966:

Combat Sorties	358
Non-Combat Sorties	143
Combat Hours	492.1
Night Hours	65.5
Actual Instrument Hours	35.7
Hours flown prior to 11 October	167.2
Total Hours	702.2
Reconnaissance Sorties	4
TPQ Sorties	132
Helicopter/Convoy Escort	82
Tally Ho Sorties	46
Red Blazers Sorties	5
DAS/CAS Sorties	53
Landing Zone Prep Sorties	31
Sorties receiving Hostile Fire	27
Number Accidents	0
Number Incidents	3
Total Ordnance Tonnage Dropped	206.5 Tons

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5. Ground Defense. Three (3) ground defense drills were held during the latter part of October. These drills consisted of indoctrination and organization of the ground defense provisional company, positioning of the troops and a complete alert walk-through. Considerable time was spent by all hands in constructing new and/or repairing old bunkers and fighting holes in the working and living areas.

6. Training. Due to the fast tempo of operations and the extra work load acquired from the move into country, onlisted training was limited to an "in-country" indoctrination, a malaria and V.D. lecture, the intelligence brief mentioned in paragraph two (2) above, and the on-the-job and technical training conducted by separate departments. Pilot ground training was held on four separate occasions after arrival in country.

7. Logistics. On arrival at Chu Lai the squadron commenced a systematic turnover of Marine Corps property and Section M Equipment to MAG-13. Turnover was completed on 17 October. At the same time, Section M equipment was transferred from VMA-224 to VMA-211.

8. Aircraft Maintenance. The average aircraft availability for the month of October was 69% with the average number of aircraft ready for the morning launch standing at fourteen (14). The average daily AOCF was thirty-four (34). Critical AOCF's were (1) Constant Speed Drive Units, (2) Fuel Control, and (3) TACAN indicator. NOR statistics were as follows:

Supply	1085 Hours
Unscheduled Maintenance	1112 Hours
Scheduled Maintenance	507 Hours

Armor plate was installed on seventeen (17) aircraft during the month. The remaining five aircraft will have this service change incorporated in early November.

9. Aviation Ordnance. Combat ordnance expenditures through 19 October were reported by VMA-224. The following ordnance was expended by VMA-211 from 19 October until the end of the reporting period:

<u>DOD</u>	<u>NOMENCLATURE</u>	<u>AMOUNT</u>
A 806	20MM, API	2196
A 808	20MM, HEI	306
B 077	LINK, MK 6 MOD 4	390
B 078	LINK, LEADING	2
B 079	LINK, TRAILING	2
B 087	LINK, MK 2 MOD 0	612
E 144	FIRE BOMB, MK 77-2	48
E 465	MK 81 MOD 1	179
E 482	MK 82 W/CABLE ASSY	555
F 372	T 45E4 BOOSTER	734
F 435	MK 2 ARMING WIRE	1059

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DOD	NOMENCLATURE	AMOUNT
F 355	PK 15-1 SINKER FIM	555
F 356	PK 14-1 SINKER FIM	179
F 675	FIRE FOM FUZE W/M 157 WASTER	96
F 660	M 904 E2 W/.025 DELAY	646
F 661	M 904 E2 NON DELAY	83
F 624	AN-M 146 E3	4
G 194	IG-ITER M 15 WP	96
H 537	LAU 3A/A W/176 FUZE	1
H 542	7D POD W/101 FUZE	20
K 922	HEAVEN (L'S)	1400
M 190	MK 2-1 IMPULSE CTC.	943
X 090	FAIRBANKS CLIP	2066
X 439	AIRC 7E (LAZM DOG)	8
F 351	PK 44 CLUSTER	4

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