



MARINE ATTACK SQUADRON 211

Marine Aircraft Group 12

1st Marine Aircraft Wing (Rear), FMFPac
FPO, San Francisco 96602

3:JDR:ftt 05750 00A07170 12 March 1970

DECLASSIFIED

SECRET

From: Commanding Officer

To: Commanding Officer, Marine Aircraft Group 12

Subj: Command Chronology for period 1 February 1970 through 25 February 1970

Ref: (a) Wg0 5750.14 (b) Gru0 5750.1D

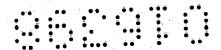
Encl: 4(1) Marine Attack Squadron 211 Command Chronolgy

1. In accordance with references (a) and (b), enclosure (1) is submitted.

2. This letter is declassified upon removal of enclosure (1)

L. GASPARINE, JR.







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MARINE ATTACK SQUADRON 2EL Marine Aircraft Group 12 1st Marine Aircraft Wing (Rear), FMFPac FPO, San Francisco 96602

COMMAND CHRONOLOGY

1 February 1970 to 25 February 1970

INDEX

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

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PART I

ORGANIZATIONAL DATA

1. UNIT

COMMANDER

Marine Attack Squadron Two One One

LtCol L. GASPARINE, JR.

2. LOCATION

01-17 February 1970, Chu Lai Air Base, Republic of South Vietnam. 18-25 February 1970, MCAS Iwakuni, Japan

3. STAFF OFFICERS

	•
LtCol L. GASPARINE JR.	06Sep69-25Feb70
Major J. A. ROOKE	23Sep69-07Feb70
Major G. R. GRANT	08Feb70-25Feb70
SgtMaj W. C. PARKS	20Jan70-25Feb70
	01Jan70 – 25Feb70
1stLt E. M. OZMENT	0hDec69 - 25Feb70
Major J. D. RHEY	26Dec69-25Feb70
lstLt J. A. RUFFER	20Jan70-25Feb70
Capt J. B. McKENNEY	0lыJan70 – 25Feb70
lstLt J. A. RUFFER	20Jan70-25Feb70
Major R. R. BOROWICZ	20Jan70-25Feb70
	Major J. A. ROOKE Major G. R. GRANT SgtMaj W. C. PARKS Capt J.B. McKENNEY 1stLt E. M. OZMENT Major J. D. RILEY 1stLt J. A. RUFFER Capt J. B. McKENNEY 1stLt J. A. RUFFER

4. AVERAGE MONTHLY STRENGTH

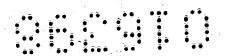
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PART II

NARRATIVE SUMMARY

- 1. All operations during the period Ol-17 February 1970 were conducted from Chu Lai Air Base, Republic of South Vietnam.
- 2. a. 11 February 1970 Marine Attack Squadron 211 flew its last mission against the enemy in the Republic of South Vietnam.
- b. 12 February 1970 at 0800 Marine Attack Squadron 211 ceased combat flight operations.
- c. 13 February 1970 at 1030 the advanced party departed Chu Lai Air Base, Republic of South Vietnam for MCAS Iwakuni, Japan, aboard an Air Force C-130.
- d. 17 February 1970 at 1030 the first of three divisions of A-LE's led by LtCol L. GASPARINE, JR. departed thu Lai Air Base, Republic of South Vietnam for NAS Cubi Point, Phillipines. After refueling they proceeded to Naha AB for RON.
- e. 18 February 1970 all three divisions departed Naha AB and at 1130 the first division of Avengers arrived at their new home, MCAS Iwakuni, Japan.
- f. 17 February 1970 Marine Attack Squadron 211 officially became a part of the First Marine Aircraft Wing (Rear).
- 3. From Ol February 1970 to 25 February 1970 the squadron flew 120 combat sorties for 136.9 combat hours while delivering 159.77 tons of ordnance on enemy positions in support of operations listed in Part III, paragraph 2. This was accomplished while the squadron was making preparation for the move to a new location, and with an average of six squadron pilots aboard.
- 4. The average availability for the morning launch during the reporting period was 11 aircraft for 75% of Al aircraft.

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PART III

SEQUENTIAL LISTING OF SIGNIFICANT EVENTS

1. AIR OPERATIONS

a. Summary of Flight Hours

Combat Sorties	120
Combat Hours	136.9
Non-Combat Sorties	80
Non-Combat Hours	124.3
Night Combat Hours	4.4
Total Flight Hours	261.2

b. Summary of Flight Missions

TPQ			2
CAS			32
DAS	•		31
LZP			(
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CAP	*		
VR			
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2. OPERATIONS SUPPORTED

Name			Number	of	Missions
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Green River				゙゙゙゙゙゙゙゙゙゙゙	
Iron Mountain		 		: 5	
Geneva Park				1	
Grand Canyon		 		1	
Ashau Valley				1	

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3. CASUALTIES INFLICTED ON THE ENEMY

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4. PERSONNEL ADMINISTRATION

a. Promotions

One SSgt to GySgt
One Cpl to Sgt
Two Pfc: to LCpl
One Pvt to Pfc:

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5. ORDNANCE DELIVERED

Nomenclature		<u>Quantity</u>
5.00" ZUNI 2.75" Rkt		16 0
Mk: 12 F.S. Mk: 77 C.S. Mk: 7 JATO ROCKEYE II CBU-24B/C CBU-49A AGM-12/B: AGM-12/C		0 0 0 0 0 0 2 2
Mk 81 Bomb (137 SNAKEYE, 61 Mk 82 Bomb (11 SNAKEYE, 70 Mk 83 Bomb Mk 77 Fire Bomb		77 1 84 0 69
Mk 45 Parachute Flare		0
20MM Rounds, Mk 12 Gun 20MM Rounds, Mk 4 Gun Pod	Total Poundage Total Tonnage:	400 2,173 319,536 159.77

Ordnance drop percentage for the month: 99.3%

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PART IV

SUPPORTING DOCUMENTS

INDEX

- 1. Movement Report (Departure)
 - 2. Movement Report (Arrival)
 - 3. Flight Schedules for February 1970
 - 4. News Media Articles

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

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6154 MAJ DIXON	CAS 2	10D1W	0930	1030	よよいち	300X	12/1/2
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3. SAFETY TIP: Check your engine instruments after each ordnance run-

h. Answer to #1 - 3,000 AGL at 42 miles from the touch down point, and 160 Rts.

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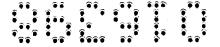




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4. Answer to #2 = 390 ft., 560 ft.

3. EMERGENCY BRIEF: Low Altitude Ejection.

at 450 Kts? 150?

E. M. OZMENT

2. NATOPS QUESTIAN: Altitude lost during one second delay in a 300 dive

Assistant Flight Officer







MARINE ATTACK SQUADRON 211
Marine Aircraft Group 12
Let Marine Aircraft Wing, FMFPs:
FPO, San Francisco 95602

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E. M. OZIENT Assistant Flight Officer

Marine Mitack Squadron 211 Marine Airevalt Group 12 Let Marine Airevalt Wing, FMPs FPO, San Francisco 96602

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MARINE ATTACK SQUADRON 211 Merine Aircraft Group 12 1st Marine Aircraft Wing, FMFPac PPO, San Francisco 96602

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3. SAFETY TIP: Near your Nomen gloves, flash burns to exposed flesh, HURT. 4. Answer to #1 - 1889 PSI.

* Minores Hard target times.

e. M. Oppent

Assistant Flight Officer







MARTHE ASTACH SQUADRON 211 Northe Alveraft Group 12 1st Martin Alveraft Wing, PMPs PPO, San Francisco 96602

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Assistant F. Mat Officer

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MARINE AFTACH SQUADRON 21: Marino Aircreft Group 12 Let Marino Aircreft Ving, FMFP2 FPO, San Francisco 96602

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RINE ATTACK SQUADRON 211 Marrino Aircraft Grown 12 Nat Movine Aimmraft Wing, FMSPac FFO₂ San Francisco - 96602

FLIGHT SCHEDULE FOR FALDAM, 6 FARMANT 1970 DESTROY BY BURNING ODO: 2400-0630 LT CZMENT SCHEDULES OFFICER: LT OZMENT 0630-1230 LT OZMENT SORTIES SCHEDULED: 10 1230-1830 LT VOLINSKI SUNRISE/SUMSET: 0714/1845 1830-0630 CAPT MCKENNEY BEACH ALERTS NONE JULIAN DATE: 0037 FILOT SCHEDULED AS NUMBER ONE IN EACH EVENT IS PILOT IN COMMAND. EVENT PILOT ORDNANCE MSN PRLEF ETD ETR FUEL 6103 LTCOL GASPARINE CAS 10D1Y(DC) 0810 077.0 0925 <u>300x</u> CAPT MCKENNEY 61.05 MAJ RILEY CAS 2 6D2X 0800 0900 1.015 300X MAJ LONEY 0423 LT TOLINSKI CAS 6D2Y(DC) 0815 0915 1030 **3**00% 27 IM COMENT 6111 LECOL GILLUM CAS 2 10D1(DC) 1050 11.50 1305 300X CAPT WHITENED 0459 MAJ GRANE CAS Z GDZY(DC) 1245 I345 *55*00 300x ALERT PILOTS 0700-0930 Rast Gem WAJ Grant 0930~1200 1200-1430 1st Team CAFT MCKENNEY 1st Team MAJ RILEY CAPE WEITENER  $TP\Lambda$ LT VOLINSKI 11/20-1700 1700-1900 and Teas CAFT MORENNET 2nd Team LT OZMENT JU CZMENT TBA ALERT ORDNANCE

CONDITION LIT (15MIN) 601A/255

TATOPS QUESTION: What is the max airspeed when carrying a 300 gal. Conterline tank.

2. PMERGENCY BRIEF: S.A.M., Evasive maneuvers.

3. SAFETY TIP: A good look out dectrine can save you from unpleasant surprises

4. Answer to #1 - 315 Kts or.90.

5. All events have hard target times.

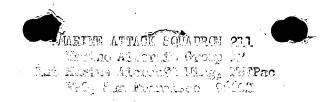
6. Pilot status. Breuity Code for the day is #105.

Assistant Flight Officer

MARINE ATTACK SQUADRON 211
Marine Aircraft Group 12
1st Marine Aircraft Wing, FMFPac
PPO, San Francisco 96602

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2. FULLGENCY BRIEF: Flame-out.

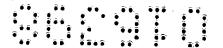
D. SAFKEY FIF: Be sure to check all survival gear befor each hop.

4. Answer to #1 - 130-225 Kts.
5. Piliotstatus Brevity Gode for the day #102.
6. ANG, MAJ ROOME. From The Dirty 2 Dozen.

E. M. OZMENT Assistant Flight Officer

MARINE ATTACK SQUAIRON 211 Marine Aircraft Group 12 Let Marine Aircraft Wing, PMPPs PPO, San Francisco 96602

USE TH	ted flight schedule is form for ADD on s	TRINES	FIN	S AND ALE	er strucks		PODESTROY BY EARNING:
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ATTACK SOMADRON MI Marine Adressaft Group 12 Les Marine Adressaft Group IMPPac Fit, San Krassleec 75002

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1. Walters Question: The trum disconnect switch cuts out normal stick trim button, but not the manual overide, True or False?

2. MARRENCY BRIEF: Smoke in the cockpit.

3. SAFWIY TIP: Be propared for take-off emergencies.

Piles Status Brevity Brief for the day, #124.

E. M. OZMAT

Assistant Flight Officer

MARINE ATTACK SQUADRON 211
Nextee Afroxalt Group 12
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FFO, See Francisco 96602

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MARINE ATTACK SQUADECN 23.1 Romine Alexant Group 32 Let Minime Alexantic Wing, FWPPac 1990, San Fringd.eso 96602

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6006	MAJ RYLEY	CAS	2 .	1.2D1W	0800	0900	1015	300X	11,14
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- 2. EMERGENCY BRIEF: Trim failures.
- 3. SAFETY TIP: More than one person has gotten in trouble by canceling instrements prematurely.
- 4. Answer to #1 4 mils or 14 ft.
- 5. Pilot Status Brevity Brief for the day #119.



MARINE ATTACK SQUADRON 211 Marine Aircraft Group 12 lst Marine Aircraft Wing, FMFPac FPO, San Francisco 96602

FLIGHT SCHEDULE FOR TUESDAY, 10	FEBRUARY 1970		I	DESTROY BY BURNING		
ODO: 2400-0630 LT OZMENT		SCHEDULE;	S OFFICER:	LT OZMENT		
0630-1230 LT VOLINSKI		SORTIES S	SCHEDULED 2	10		
1230-1830 LT OZMENT	•	SUNRISE/S	SUNSET:	0712/1843		
1830-0630 CAPT MCKENNEY	: :	JULIAN DA	ate :	0011		
		R.T.O. Al	LERT:	MAJ CRANT		
PILOT SCHEDULED AS NUM	BER ONE IN EACH	I EVENT I	S PILOT IN	COMMAND		
EVENT PILOT MSN A/C	ORDNANCE		TD ETR	FUEL A/C / TIME		
6007 MAJ BOROWICZ CAS 2	12D1W	0700 0	800 0915	300X 14/1.6		
LT KELLER				10/1.6		
6157 LT OZMENT CAS 2	12D1T	0730 0	830 0945	300X ///3		
LT VOLINSKI		•		00/1.3		
6159 MAJ RILEY CAS 2	12D1T	0800 0	900 1015	300X /S = 1.0		
LT CRANFORD				24/ 1.0		
6023 LTCOL CHLUNUA CAS 2	1.2DIW	0930 10	030 1145	300X 10/1,0		
MAJ PALMER						
6519 MAJ DANE CAS 2	109	1200 1	300 71415	300X. / CLALY		
CAPT MCKENNEY	* •			100%		
	ALERT TEAMS		<del></del>			
0700-0930	0930-13			1200-1430		
1st Team CAPT MCKENNEY	1st Team CAP		lst	Team LT VOLINSKI		
TBA		ZMEN <b>T</b>		LT OZMENT		
1430-1700	1700-190					
2nd Team MAJ RILEY	2nd Team CAP	WHITENE	R			
CAPT WHITENER	TBA		-			
	ALERT ORDNANC	E	".			
0700-1900	•					
CONTITION III (15MIN)			4 4 - 2			
2 6DIA/2D9		•				
NOTES: T. NAMES						

NATOPS QUESTION: What is the max oil consumption in quarts per hour? EMERGENCY BRIEF: UNSAFE gear indications.

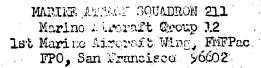
3. SAFETY TIP: An occaisional review of precautionary approach perameters can be most beneficial.

Answer to #1-1 (one) quart.

5. Pilot Status Brevity Brief for the day #111.

E. M. OZMENT Assistant Flight Officer





	- 641551175	730D 1831	D1111101D A 32		THE STATISTICS OF	070		מת	בי ערופיים	Y BURNING
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	LT CRANFO						- 0 <b>-</b> 0	501 6	2007	13/1.3
6156	MAJ RILEY	LT VOLIN	SKCAS	2	12D1T	0730	00,00	0945	300X	1/12
	LT OZMENT								0.00	10/12
6028	MAJ BOROW	TCZ ·	CAS	2	12D1X	0 <b>83</b> 0	09 <b>3</b> 0	1045	30 X	9/1.1
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€0 <b>22</b>	LTGOL OTT	Aw live	CAS	2	12D1W	09 <b>3</b> 0	<b>1</b> 0 <b>3</b> 0	77772	<b>3</b> 00 <b>X</b>	1.0
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	0700-0930	)				-J. <u>2</u> 00	٠		200 <u>-1</u> 43	
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	1430-1700		•		<b>17</b> 00-				900 <b>-</b> 0 <b>7</b> 0	
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NOTE	Se I. Naj	OPS QUE	STION:	Ma	x gross wi	ght for arr	estod I	anding	•	•

I. NATOPS QUESTION: Max gross weight for arrested land 2. EMERGENCY BRIEF: Landing with full nose down trim. 3. SAFETY TIP: Know your ejection envelope. 4. Answer to #1 - 14,500 Ibs.

Pilot Provity Briof for the day: #121.

Afamcic for E. M. CZMENT Assistant Flight Officer



MARINE ATTACK SQUADRON 211
Marine Aircraft Group 12
lst Marine Aircraft Wing, FMFPac
FPO, San Francisco 96602

	ll's DIRTY ½ DOZEN		HEDULE	FOR 14					BY BURNIN	3
ODO:	0630-1230 LT VOLIN 1230-1830 LT OZMEN		· ·		•	ES SCHE	FICER:	LT 02 12	MENT.	
	1830-0630 CAPT MCK					SE/SUNS		0715/	1849	•
BEACH	ALERT: NONE		· .	·	JULIA	N DATE:		045		
-	PILOT SCHEDULED AS						IN COM			_
	PILOT	MSN A/C	BRIE		ETR	FUEL	REMARI	<u>s</u>		
6543	LTCOL, GASPARI NE	TEST 2	0800	0900	1015	300X			•	
	LT VOLINSKI									
6545	MAJ RILEY	TEST 2	0830	0930	1045	300X				
	LT OZMENT					* .				
6547	MAJ DANE	TEST 2	0900	1000	1115	300X				
-2-1	CAPT WHITENER					-				
6557	LTCOL GILLUM	TEST 2	1230	1300	1):15	300X				
ارون	CAPT MCKENNEY	IDUI 2	12,00	1,000		JOOR				
6559	MAJ PALMER	TEST 2	1300	17100	1515	300X				
	LT KELLER			•••						
6561	MAJ BOROWICZ	TEST 2	1330	1430	1545	300X	•		•	
	CAPT WHITE			•					. *.	

for E. M. OZMENT Assistant Flight Officer





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

FLIGHT SCHEDULE FOR 17 FEBRUARY 1970 (FLY AWAY)

DESTROY BY BURNING

ODO: LT OZMENT

SUNRISE/SUNSET: 0622/1806

SUNRIS	SE/SUNSET: 0622/1	800							
	PILOT SCHEDULED	AS NUME	ER ONE	IN EAC	H EVEN	r is pilot	IN COMMAN	D.	——————————————————————————————————————
EVENT	PILOT	BRIEF	ETD	ETR	FUEL,	REMARKS			
1-1	LTCOL GASPARINE	0830	<del>090</del> 0	NEVER :	300X				
1-2	LT VOLINSKI				•	•			
1-3	MAJ DICKSON					•			
1-4	CAPT MCKENNEY							•	
			•		•			•	
2-1	MAJ RILEY	0900	0930	NEVER :	300X				
2-2	CAPT WHITE								
2-3	MAJ BOROWICZ						•		
2-4	CAPT WHITENER								
3 <b>-1</b>	COL WEAVER	0930	1000	NEVER :	300X				
3 <b>-</b> 2	LT KELLER								
<b>3-</b> 3	LTCOL GILLUM			•					
3 <b>-</b> 4	MAJ DANE							-	

for E. M. OZMENT

Assistant Flight Officer

#### DECLASSIFIED

MARINE ATTACK SQUADRON 211

Marine Aircraft Group 1

For Marine Aircraft Wing (Rear), 1747Pag

FPO, San Francisco 9002

<b>Fli</b> ght		dulc For	24 F	bruary	1970						.,		
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	MAJ R	TLEY		<u>0800</u>	0 <b>9</b> 00	1.0 <b>3</b> 0	300X	Arca	Fæn			(	2102
		McKenney								النست			
		CROMICZ	•	୦8 <b>3</b> ୦	<i>-</i> 0930	$\mathfrak{U}$ 00	3○∙X	Aroa	Fam	J /		. (	) <b>2</b> 4)Z
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	MAJ D									/			·
		GILLUM		<b>13</b> 00	<b>14</b> 00	<b>153</b> 0	300 <b>X</b>	Arroa	Fan			~	) <b>510Z</b>
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DISTRIBUTION WILL BE AS FOLLOWS:

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QUARTERS OF PILOTS CONCERNED

MAG-12 3-3-10

211 MAINTENANCE - 10 COPIES



#### DECLASSIFIED

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MARINE ATTACK SQUADRON 211

Marine Aircraft Group 12

1st Marine Aircraft Wing (Rear), FMFPac

FPO, San Francisco 96602

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2-1	MAJ DA			0830	09.30	1100	300X	Arca Pa	<del>1</del> 1 /		02407		
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				w freq									•
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-	6. All pilots report to 18MS 15 Flight Equipment at 1300.												

T. D. RILEY Operations Officer

4-1

#5-1 MATERIANT

1442





# Torii Teller

Marine Corps Air Station, Iwakuni, Japan Vol. 15 No. 19 Feb. 20, 1969

### NEWS

# First of MAG - 12 Returns from Vietnam

The "Wake Island Avengers" of Marine Attack Squadron 211 arrived here this week as the lead element of Marine Aircraft Group 12, which is returning to Iwakuni after a

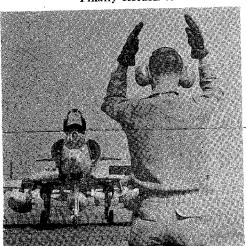
four-year deployment to Chu Lai, Vietnam.

The relocation of MAG-12 here is part of President Nixon's Phase III withdrawal of American forces from Vietnam. About 1100 Marines and 20 A-4E Skyhawk attack jets are involved in the move, which is scheduled to be completed early next month. In addition to the pilots of the 12 about A-4S, VMA-211 squadron arrived members here by C-130 airlift

Wednesday, and the balance - about 150 men - are scheduled to arrive by LST later this month.

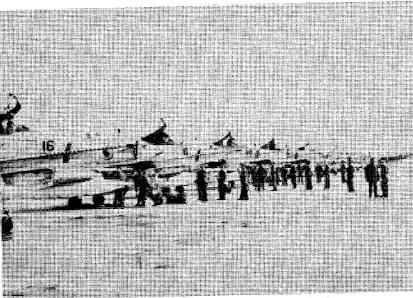
VMA-211 is MAG-12's only tactical squadron. A group headquarters

First of "211" Skyhawks Arrive Finally Return to MCAS



element, and H&MS-12, MABS-12 and MATCU-62 are scheduled to join the Skyhawk unit here in the next two weeks.

Piloting the first of the "211"



#### VMA - 211 All On Line After Returning from Vietnam

Skyhawks to land Wednesday was MAG - 12's commanding officer, Col. James Weaver. Following closely behind was "Avengers' " CO, Lt. Col. Louis Gasparine Jr.

An official greeting party of staff officers headed by 1st MAW (Rear) CG, Brig. Gen. William G. Johnson was on hand to welcome the 12-plane flight of "211" aircraft here Wednesday.

Both VMA-211 and its parent group have histories spanning nearly three decades.

The Skyhawk squadron was commissioned a fighter unit in July 1941, and its World War II service includes time as a part of MAG-12.

For its gallant stand on Wake Island, which included hand-to-hand combat when the squadron's last plane was destroyed, VMA-211 was awarded the Presidential Unit Citation.

"211" received its attack designation

on its May 1949 return to the United States from the South Pacific, and became the first Marine aviation unit to receive the A4D-2N Skyhawk in March of 1960.

Marine Aircraft Group 12 began operations in 1942, and its tactical units flew mostly fighter divebomber and aircraft during the. second World War. MAG-12 established a base of operations on Guadalcanal 13 days after the 1st MarDiv. stormed ashore, and participated in most of the major engagements of the war.

Four months after the fighting began in Korea, MAG-12 was making air strikes from Wonsan.

A more up-to-date history of MAG-12, and VMA-211 including their record of distinguished Vietnam service, will appear in a later edition of the Torii Teller.

Col. Weaver Greets Gen. Johnson MAG - 12 CO Arrives





able to pay the upkeep on its equipment, make replacements, renovations and repairs as required, pay its employees and provide entertainment for members. So without knowing what cost factors come into the operation at other clubs, it's pretty difficult to find out what or where our requirements are different on case lot pricing. In the final analysis, we have to say that it appears our clubs are operating at the lowest prices they can get by with in this area, and still meet the requirements placed on them by Marine Corps regulations. Ed.

#### Education on Food Service

Editor: Reading the recent Torii Teller feature covering the station messhalls, I couldn't help but notice the "pretty picture" that the writer had painted. What I failed to notice was the writer's failure to mention how it really is in the Famous Iwakuni Messhall.

There is no reason why any individual should come to the messhall to eat a bowl of cereal and only discover that there is no milk available to him. Or why is that if a Marine or sallor comes to the messhall one hour after chow has started he may not get the prepared meal because the messhall has run out of chow. But if he stays around until after chow has secured, he will see the Japanese that work there eating the meal that was not available to him.

It would have been nice if the writer mentioned the fact that often the "mess matrons" begin cleaning off the table before the serviceman can finish eating. This is annoying.

I also failed to notice any mention as to why the station messhalls have two serving lines during lunch but not dinners, causing the individal Marine or sailor to wait 15 or 20 minutes.

The messhall never fails to be at its best when important inspections roll around, but why can't they be that way everyday.

I just fail to see why the writer of the article failed to mention any of these things or is it all unknown to him also. Why is every one forever painting the "pretty picture" of everything on this station when so many things are not the way they are said to be.

Sgt. R. A. Farina

Sgt. Farina: I-will-try-to-answer-each of your questions in turn but in doing so I think a little education in the Food Service business is necessary in order-for everyone to appreciate problems which were not brought out in the Torii Teller feature.

A subsistence of \$1.43 is autthorized to MCAS, Iwakuni, to feed every man

who sign the meal signature record. This is divided 20 percent for breakfast, 45 percent for dinner, and 35 percent for supper. We only receive the subsistence allowance based upon the signatures for each meal. During the month of January as an example, counting both general messes, an average of 1130 breakfasts, 1641 dinners and 1775 suppers were served each day. You can see from the above, extremely tight financial and portion controls are necessary. If we exceed the amount of money authorized, we have to make it up next month by serving less food or less expensive cuts of meat. On the other hand if we feed less than the amount authorized, the excess reverts to CMC without any benefits to the personnel at MCAS. So we prepare only what is necessary to provide the menu for the number of people authorized a meal. If we receive an unexpected plane full of hungry troopers just before chow, they are entitled to food and are fed, causing the mess hall to run out of the food on the menu. When this happens, an effort is made to provide a sudstitute as good or better than the missing item. In addition to this, the number of personnel who eat any given meal fluctuates by the menu, how close to payday and even the weather, thereby making planning difficult and occasionally creating a situation resulting in the mess hall running out of the food advertized by the menu.

Milk is delivered to the station daily (excluding Saturday, Sunday and holidays) so there is no reason for the mess hall to be out of milk unless the contractor can not deliver due to adverse weather conditions which hasn't happened this year. Contact the Mess Sergeant or Food Services Officer if this happens in the future.

Variety is another problem. There are only 5 basic meats; beef, pork, lamb, fish and poultry. Of these, beef is by far the most acceptable to the majorty of people. The master menu for February has 56 main meals (dinner and supper) for which 23 different main dishes were served. During this period, 28 days, some variation of roast beef is served 7 times and steak 4 times. When an item is not too acceptable such as liver is served, a substitute is available and is so-indicated on the menu.

Two serving lines will be open in the Mess Hall for all meals. This should eliminate inordinate delays. This was planned for the near future, but in view of delays presently being experienced it was decided to open the others line at this time. Which brings us to the problem of the mess.

matrons" cleaning the table while you are still-eating. The increased base loading and people being fed requires that tables be utilized to their fullest capacity. If the table you are eating at has one or two empty seats which were recently vacated and the table is dirty, other personnel should not be required to take a seat there because it may annoy someone to have it wiped off while they are still eating. Everyone doesn't attend meals in groups of four.

A special menu was not served for the PAC Inspection or for the visit of CMC on Jan. 8. As a matter of fact the PAC Inspection did not include Food Service.

Last but not least is the Japanese Nationals that work in the messhall. We provide them with one meal per day. This is the noon meal. They eat the same meal as the military personnel subsisting in the mess. In order to preclude the situation which you suggest "probably" happened, the Commanding Officer has directed that military personnel will serve the main dish at meal times. The Japanese Nationals received the same portion control as military personnel.

In short we do the best we can to provide good food, good atmosphere and good service and it's all for \$1.43 per man per day. Supply Officer



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DECLASSIFIED



### **On Human Relations**

A Marine officer tells a group of 12-14 Negro servicemen to disperse because he said they were blocking traffic on an Iwakuni city street. The Negro servicemen feel they are being harrassed and suggest the officer may be prejudiced. A complaint is made that magazines for Negroes carried by the exchange are slower in arriving than magazines such as Time and Life. A desire is expressed that more cosmetics designed for Negroes be made available at the exchange.

These are some of the items brought up for discussion and if possible, resolution at recent human relations council meetings. Each of these issues has been throughly checked out since they were initially brought before the council. This week Col. W. R. Quinn, the station commander, announced what action is being taken as a result.

The charge of harrassment and suggested prejudicial action by the Marine officer was investigated by the C.O. He found that the officer, who is with the Station Provost Marshal's office, was driving home from the base movie with his wife when he saw that a group of 12-14 servicemen had a cab stopped in the street near the 500 club and were gathered around it. In the officer's judgement they were blocking traffic and creating a possible safety hazard. He also said he felt nothing more serious than a variation of the game of stuffing a telephone booth was taking place, and was only interested in preventing a possible accident, or the possiblity of police action by the city police patrolmen for illegal assembly.

The officer stopped, identified himself and told the group of black servicemen to let the cab go and disperse. After some discussion, his order was followed out. Subsequently, the officer said he would have taken the same action with any group of military personnel, and said that "it was some thing that couldn't be ignored - especially by a member of the Provost Marshal's office. I was only trying to keep something more serious from happening, and I categorically deny that my actions were in any way racially motivated."

"Something more serious" could have been an accident, or the arrest of those involved by the Japanese police, with charges being brought against them for (1) creating a traffic hazard, (2), creating a public nuisance, (3) harrassment of a private citizen (the cabbie) and obstructing him from conducting his normal employment, and, (4) illegal assembly. Here it should be pointed out that this last possible charge is taken most seriously in Japan. All servicemen should be aware that by Japanese law, any gathering of ten or more persons in a public place requires a city permit. This is a law which the Japanese police have asked the PMO to assist them with enforcing in the case of American servicemen so that possible misunderstandings and legal action might be avoided.

Based on these facts and circumstances, Col. Quinn found that the charges of harrassment can not be substantiated and that there were no racial motives involved in the officer's action. He pointed out the same action can be anticipated by any large gathering of servicemen in an off base public area.

The problem of timely delivery of magazines, as most exchange customers know, is one that is shared by everyone here. Hopefully, this problem is being solved by a recent change in distributions. But, it must be pointed out that magazines specifically for black readers now on order (Ebony, Jet, Sepia, Negro Digest, and O. S. T.) are only printed monthly. Therefore no comparison can be made in speed of their arrival for sale with such magazines as Time or Life which are printed and distributed weekly. However, the change in distribution also resulted in orders for three additional magazines (Jet, Sepia and Q. S. T)., to be carried in the exchange which were not previously stocked. Now that these are being ordered, the exchange would appreciate your patronage, Exchange records show that in the past, while 30 copies of Ebony were ordered each month, only ten were usually sold and 20 had to be returned; and that of the three copies of Negro Digest stocked, only two were sold each month. Sales are a yardstick for determining what is desired in the PX.

The question of cosmetics is another sore point with many of our exchange customers because of limited distributionship availability which limits the variety available in stateside retail outlets. The point about the availability of cosmetics designed for Negro-consumers is one-which is well taken however. These have not been carried until very recently and the supply now on the shelves hasn't caught up with the demand for additional products of this nature. Every effort will be made to increase the variety and quantity of these clubs to operate at these profit levels products consistent with demand. • because each club is expected to be

### Mail Call

#### Case Lot Sales: By the "Book"

Editors' Note: Last week we ran a letter from five NCOs which dealt with baby jackpots and a contention that case lot sales are higher here than anywhere in Japan. Because of space limitations, we only answered the first part of the letter last week. The following is in reply to the second question on case lot sales.

Sgts. Five: As we said last week, we can't contest your statement since we have no way of checking every other club in Japan to find out how their prices compare with the local ones. And while we're on the subject, since it's likely that many of our readers are interested in our answer, we'd like to point out that while we welcome letters to the Editor on subjects like this, we need to have concrete facts, citing examples, places, names, etc., in order to thoroughly check out the subject in question. Unfortunately your letter didn't provide any of these, and as a result, our reply is about as general and sweeping as your original statement. It is, however, based on information provided by a club manager here and the Area Auditor - who by the way, is in no way connected with the club system other than being the financial watchdog to see that operations in that area are being done "by the book."

First of all, each service has its own regulations as to profit percentages an "Open Mess," or club must maintain. We don't know what these are, except for the Marine Corps, and as you know all clubs here operate by Marine Corps regulations. The "book" says that each package sale activity must make a certain minimum net percentage (that's after expenses). The area auditor furnished the information that our's are making just a shade under that required minimum, but close enough to be O.K.

If the club must make these percentages, it means that they must charge their customers higher prices to offset the expenses. If you're getting your beer cold, then someone had to take it off a pallet, out of the case and put it into a cooler. Also, how did the item get to the club - direct from the producer, from a locker fund, or through the PXsystem? These factors all have a bearing on the end price you are going to pay because each time these items are handled, you can add from five to eight per cent to the price.

The Marine Corps requires its