

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

3:JDR:ftt
05750
COA07170
12 March 1970

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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) WgO 5750.14
(b) GruO 5750.1D

Encl: (1) Marine Attack Squadron 211 Command Chronology

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

L. Gasparini, Jr.
L. GASPARINI, JR.

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100-211

1-25 FEB 1970

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

COMMAND CHRONOLOGY

1 February 1970 to 25 February 1970

INDEX

- PART I ORGANIZATIONAL DATA
- PART II NARRATIVE SUMMARY
- PART III SEQUENTIAL LISTING OF SIGNIFICANT EVENTS
- PART IV SUPPORTING DOCUMENTS

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

ENCLOSURE (1) to
VMA-211 ltr Ser 003A07170

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PART IORGANIZATIONAL DATA1. UNIT

Marine Attack Squadron Two One One

COMMANDER

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

Commanding Officer	LtCol L. GASPARINE JR.	06Sep69-25Feb70
Executive Officer	Major J. A. ROOKE	23Sep69-07Feb70
Executive Officer	Major G. R. GRANT	08Feb70-25Feb70
Sergeant Major	SgtMaj W. C. PARKS	20Jan70-25Feb70
Admin Officer	Capt J.B. McKENNEY	01Jan70-25Feb70
Material Officer	1stLt E. M. OZMENT	04Dec69-25Feb70
Operations Officer	Major J. D. RILEY	26Dec69-25Feb70
Avn Saf Officer	1stLt J. A. RUFFER	20Jan70-25Feb70
Intelligence Officer	Capt J. B. McKENNEY	04Jan70-25Feb70
NATOPS Officer	1stLt J. A. RUFFER	20Jan70-25Feb70
Maint Officer	Major R. R. BOROWICZ	20Jan70-25Feb70

4. AVERAGE MONTHLY STRENGTH

<u>USMC</u>		<u>USN</u>	
<u>OFFICERS</u>	<u>ENLISTED</u>	<u>OFFICERS</u>	<u>ENLISTED</u>
17	158	1	3

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PART II

NARRATIVE SUMMARY

1. All operations during the period 01-17 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-4E's led by LtCol L. GASPARINE, JR. departed Chu Lai Air Base, Republic of South Vietnam for NAS Cubi Point, Phillipines. After refueling they proceeded to Naha AB for RON.

17 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 01 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 A1 aircraft.

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PART IIISEQUENTIAL LISTING OF SIGNIFICANT EVENTS1. AIR OPERATIONSa. 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	23
CAS	32
DAS	34
LZP	0
ST	26
CAP	2
VR	0
ABORTS	3

2. OPERATIONS SUPPORTED

<u>Name:</u>	<u>Number of Missions:</u>
Green River	5
Iron Mountain	5
Geneva Park	1
Grand Canyon	1
Ashau Valley	1

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SECRET3. CASUALTIES INFLICTED ON THE ENEMY

KBA	5
Bunkers Destroyed	34
Bunkers Damaged	2
Structures Destroyed	8
Structures Damaged	2
Secondary Explosions	12
Secondary Fires	12
Fighting Positions Destroyed	23
Fighting Positions Damaged	5
AW Sites Damaged	1
Trucks Damaged	1
Sampans Destroyed	3
Tunnel Complexes Destroyed	1
Trench Lines Destroyed	1

4. PERSONNEL ADMINISTRATIONa. Promotions

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

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SECRET5. ORDNANCE DELIVERED

<u>Nomenclature</u>	<u>Quantity</u>
5.00" ZUNI	16
2.75" Rkt	0
Mk 12 F.S.	0
Mk 77 C.S.	0
Mk 7 JATO	0
ROCKEYE II	0
CBU-24B/C	0
CBU-49A	0
AGM-12/B	2
AGM-12/C	2
Mk 81 Bomb (137 SNAKEYE, 610 CONICAL, 24 BANDED SNAKE)	771
Mk 82 Bomb (14 SNAKEYE, 70 CONICAL)	84
Mk 83 Bomb	0
Mk 77 Fire Bomb	69
Mk 45 Parachute Flare	0
20MM Rounds, Mk 12 Gun	400
20MM Rounds, Mk 4 Gun Pod	2,173
Total Pounds	319,536
Total Tonnage	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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ZNY 00000

RHMPGII-T-CTF 73

P 160315Z FEB 70

FM MARAINGRU ONE TWO

TO AIG SIX ZERO

INFO RU NMMA/CG FMFPAC

NMMAFA/CG THIRD MAP

RUMLMMA/CG FIRST MAP

RUADKUA/CG FIRST MAP (REAR)

ZEN/MARAINGRU ONE TWO

BT

SECRET

PPP MOVREP 160315Z 6 FEB VMA-211, 01//

ORG RV VMAA001 12A4E, 02//

ETD P CHULAI 170130Z2, 03//

VIA P CUBI PT 170330Z4, 04//

VIA P NAHA 170730Z8, 05//

ETA P IWAKUNI 180300Z2, 06//

MOD CIN, 07//

CHK CHP 170130Z2 CG THIRD MAP, 03//

CFN 160315Z6, 170130Z2, 170330Z4, 170730Z8, 170900Z2, 170130Z2,

09//END GP-4

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																	GUN

FTTSZYUW RUAEKLE 6743 2496329-8888-3 UNLIDA RUJNTA RUHJSDA RUHJPD
RUHJMS RUHJMSA RUHJMSA RUHJMSA RUHJMSA RUHJMSA RUHJMSA RUHJMSA
RUHJMSA RUHJMSA RUHJMSA RUHJMSA RUHJMSA RUHJMSA RUHJMSA RUHJMSA
ZNY 88888

P 150000Z FEB 70
FM NARAIRG ON TWO ONE ONE
TO AIG SIX ONE
INFO RUHMEMA/ACC FIFTAC
RUHMA/ACC THREE NAF
RUHMA/ACC FIVE NAF
RUHMA/ACC FIRST NAF (REAR)
RUHMA/ARAIRG ON ONE TWO
BT

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

FLIGHT SCHEDULE FOR SUNDAY, 1 FEBRUARY 1970

DESTROY BY BURNING

ODO: 1200-0630 LT OZMENT
 0630-1230 CAPT MCKENNEY
 1230-1830 LT VOLINSKI
 1830-0630 LT OZMENT

SCHEDULES OFFICER: LT OZMENT
 SORTIES SCHEDULED: 12
 SUNRISE/SUNSET: 0715/1843
 JULIAN DATE: 0032
 BEACH ALERT: NONE

PILOT SCHEDULED AS NUMBER ONE IN EACH EVENT IS PILOT IN COMMAND.

EVENT	PILOT	MSN	A/C	ORDNANCE	BRIEF	ETD	FTW	FUEL	A/C	TIE
6002	MAJ DANE	CAS	2	10DIW/Y	0630	0730	0845	300X	04	1.5
	LT OZMENT								08	1.5
6152	MAJ RILEY	CAS	2	10DIW	0830	0930	1045	300X	10	1.4
	COL WEAVER								18	1.4
6154	MAJ DIXON	CAS	2	10DIW	0930	1030	1145	300X	12	1.2
	LT VOLINSKI								01	1.2
6221	MAJ GRANT	CAS	2	10DIW	1300	1400	1515	300X	00	1.2
6524	COL WEAVER								14	1.2
6526	MAJ RILEY	CAS	2	10DIW	1330	1430	1545	300X	24	1.1
	LTCOL GILLUM								16	1.1
6532	LTCOL GASPARINE	CAS	2	602A/209 LDIA 209	1500	1600	1715	300X	8	1.4
	CAPT MCKENNEY								13	1.4

ALERT PILOTS

0700-0930	0930-1200	1200-1430
1st Team MAJ GRANT	1st Team LT OZMENT	1st Team CAPT MCKENNEY
LT VOLINSKI	TRA	LT OZMENT
1430-1700	1700-1900	1900-0700
2nd Team MAJ RILEY	2nd Team CAPT MCKENNEY	2nd Team LT VOLINSKI
TRA	CAPT WHITENER	LT OZMENT

ALERT ORDNANCE

0700-1900	1900-0700	1900-0700
CONDITION III (15MIN)	CONDITION V (30MIN)	CONDITION IV (60MIN)
A/C ORDNANCE	A/C ORDNANCE	A/C ORDNANCE
2 212L/209	2 10DIW	2 10DIW
D7	2 602A/209 409	
	1 LD22A	

- NOTES: 1. NATOPS QUESTION: Where is the initial point, and what is the minimum airspeed for a straight in low altitude Precautionary Approach?
2. EMERGENCY BRIEF: BLOWN tire on take-off.
3. SAFETY TIP: Check your engine instruments after each ordnance run.
4. Answer to #1 - 3,000' AGL at 1/2 miles from the touch down point, and 160 Kts.

E. M. OZMENT
 E. M. OZMENT
 Assistant Flight Officer



USE THIS FORM FOR ADD ON STRIKES/FLIGHTS AND ALERT SORTIES

~~DESTROY BY BURNING~~

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

FLIGHT SCHEDULE FOR MONDAY, 2 FEBRUARY 1970

DESTROY BY BURNING

ODO: 1200-0630 LT OZMENT
 0630-1230 CAPT MCKENNEY
 1230-1830 LT VOLINSKI
 1830-0630 LT OZMENT

SCHEDULES OFFICER: LT OZMENT
 SORTIES SCHEDULED: 12
 SUNRISE/SUNSET: 0715/1843
 JULIAN DATE: 0033
 BEACH ALERT: NONE

PILOT SCHEDULED AS NUMBER ONE IN EACH EVENT IS PILOT IN COMMAND.

EVENT	PILOT	MSM A/C	ORDNANCE	BRIEF	STD	STR	FUEL	A/C / TIME
6003	LTCOL BANMAN	CAS 2	10D1W/Y	0630	0730	0845	300X	9 / 1.0
	LT BIRCHER							18 / 1.0
6105	LT COL GASPARINE	CAS 2	6D2XU	0650	0750	0905	300X	10 / 1.0
	LT OZMENT							14 / 1.0
6107	MAJ DANE	CAS 2	6D2XU	0710	0810	0925	300X	12 / 1.1
	LT VOLINSKI							04 / 1.1
6007	MAJ GRANT	CAS 2	10D1W	0800	0900	1015	300X	CNV, A/V
	CAPT MCKINNEY							
6157	MAJ RILEY	CAS 2	6D1A/2D9	0930	1030	1145	300X	16 / 1.7
	CAPT WHITENER							10 / 1.7
6159	LTCOL NEWMARK	CAS 2	6D1A/2D9	1030	1130	1245	300X	18 / 1.7
	CAPT MCKINNEY							12 / 1.7

ALERT PILOTS

0700-0930
 1st Team MAJ RILEY
 TBA

0930-1230
 1st Team MAJ GRANT
 LT OZMENT

1230-1430
 1st Team CAPT MCKENNEY
 CAPT WHITENER

1430-1700
 2nd Team MAJ RILEY
 LT OZMENT

1700-1900
 2nd Team CAPT MCKENNEY
 TBA

ALERT ORDNANCE

0700-1900

CONDITION III (15MIN)

A/C ORDNANCE

2 6D1A/2D9

- NOTES: 1. Events 6105 & 6107 are hard Target Times.
 2. NATOPS QUESTION: Altitude lost during one second delay in a 30° dive at 450 Kts? 150°?
 3. EMERGENCY BRIEF: Low Altitude Ejection.
 4. Answer to #2 - 390 ft., 560 ft.

E. M. Ozment

E. M. OZMENT
 Assistant Flight Officer

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USE THIS FORM FOR ADD ON STRIKES/FLIGHTS AND ALERT SORTIES

DESTROY BY BURNING

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

FLIGHT SCHEDULE FOR TUESDAY, 3 FEBRUARY 1970

DESTROY BY BURNING

0200-0630 LT OZMENT
 0630-1230 LT OZMENT
 1230-1830 LT VOLINSKI
 1830-0630 CAPT MCKENNEY

SCHEDULES OFFICER: LT OZMENT
 SORTIES SCHEDULED: 12
 SUNRISE/SUNSET: 0714/1804
 JULIAN DATE: 0034
 BEACH ALERT: NONE

PILOT SCHEDULES AS NUMBER ONE IN EACH EVENT IS PILOT IN COMMAND.

EVENT	PILOT	MSN	A/C	ORDNANCE	BRIEF	ETD	ETR	FUEL	A/C	TIME
6152	LT COL. NEWMARK	CAS	2	601A/2D9	0735	0830	0945	300K	10	1.1
	MAJ DANE								04	1.1
6006	MAJ ROOKE	CAS	2	1001W	0800	0900	1015	300K	16	1.1
	MAJ DIXON								15	1.1
6156	LT COL. CASPARINE	CAS	2	1001T	0930	1030	1145	300K	18	1.3
	LT VOLINSKI								24	1.3
6022	LT COL. GILLUM	CAS	2	1001W	1000	1100	1215	300K	13	1.2
	CAPT MCKENNEY								04	1.2
6546	MAJ RILEY	CAS	2	2D-18	1530	1630	1745	300K	4	1.1
	LT OZMENT								13	1.1
6586	MAJ GRANT	CAS	2	602U	1515	1615	1730	300K	1	1.1
	CAPT MCKENNEY								1	1.1

CHX-PILOTS

0700-0930
 1st Team CAPT MCKENNEY
 LT VOLINSKI
 1430-1700
 2nd Team CAPT WHITENER
 TBA

0930-1200
 1st Team MAJ GRANT
 TBA
 1700-1900
 2nd Team MAJ RILEY
 LT OZMENT

1200-1430
 1st Team MAJ RILEY
 LT OZMENT
 1900-0700
 2nd Team LT VOLINSKI
 LT OZMENT

0700-1900
 CONDITION III (15MIN)
 A/C ORDNANCE
 2 252U/2D7

1900-0700
 CONDITION IV (30MIN)
 A/C ORDNANCE
 2 1001W
 2 4044D9
 1 1D22A

2200-0600
 CONDITION V (60MIN)
 A/C ORDNANCE
 2 1D9

NOTES: 1. NATOPS QUESTION: Zero oil pressure is permissible for 5 seconds.
 2. EMERGENCY BRIEF: Low Altitude Airstart.
 3. Answer to #1 - 10 sec.

YES HARD TARGET TIME.

E.M. OZMENT

E. M. OZMENT
 Assistant Flight Officer

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USE THIS FORM FOR ADD ON STRIKES/FLIGHTS AND ALERT SORTIES

~~DESTROY BY BURNING~~

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

FLIGHT SCHEDULE FOR WEDNESDAY, 4 FEBRUARY 1970

DESTROY BY BURNING

000: 2400-0630 LT VOLINSKI
 0630-1230 CAPT MCKENNEY
 1230-1830 LT OZMENT
 1830-0630 LT VOLINSKI

SCHEDULES OFFICER: LT OZMENT
 SORTIES SCHEDULED: 12
 SUNRISE/SUNSET: 0714/1844
 JULIAN DATE: 0035
 BRACK ALERT: NONE

PILOT SCHEDULED AS NUMBER ONE IN EACH EVENT IS PILOT IN COMMAND.

EVENT	PILOT	MSN	A/C	ORDNANCE	BRIEF	ETD	ETR	FUEL	A/C/TIME
6107	LT OZMENT	CAS	2	GD2QA	0800	0900	1015	300X	18/1.2
	LT VOLINSKI								13/1.2
6007	MAJ RILEY	CAS	2	10DIW	0800	0900	1015	300X	10/1.3
	MAJ KANEY								16/1.3
6008	MAJ GRANT	CAS	2	10DIW	0900	1000	1115	300X	Chp Pilots
	MAJ FOSTER								
6029	MAJ WILMER <i>Grant</i>	CAS	2	10DIW	0915	1015	1130	300X	09/1.2
	CAPT WHITENER <i>Bircher</i>								00/1.2
6109	CAPT MCKENNEY	CAS	2	10DIW	0930	1030	1145	300X	Chp Pilots
	LT BIRCHER								
6117	LT VOLINSKI	CAS	2	10DI(DC)	1200	1400	1515	300X	14/1.2
	LT OZMENT <i>MAJ GRANT</i>								15/1.2

ALERT PILOT

0700-0930
 1st Team CAPT MCKENNEY
 CAPT WHITENER

0930-1200
 1st Team LT VOLINSKI
 LT OZMENT

1200-1430
 1st Team MAJ GRANT
 CAPT MCKENNEY

1430-1700
 2nd Team MAJ RILEY
 LT OZMENT

1700-1900
 2nd Team LT VOLINSKI
 TBA

ALERT ORDNANCE

0700-1900
 CONDITION III (15MIN)
 A/C ORDNANCE
 2 GD1A/2D9

NOTES: 1. NATOPS QUESTION: What is the required pressure for the emergency bail out O₂ Bottle.

2. EMERGENCY BRIEF: Battle damage.

3. SAFETY TIP: Wear your Nomex gloves, flash burns to exposed flesh, HURT.

4. Answer to #1 - 1800 PSI.

5. * REMOTES Hard target times.

E. M. Oment
 E. M. OZMENT
 Assistant Flight Officer

000910

4 Feb 70

USE THIS FORM FOR ADD ON STRIKES/FLIGHTS AND ALERT SORTIES

~~DESTROY BY BURNING~~

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

FLIGHT SCHEDULE FOR THURSDAY, 5 FEBRUARY 1970

DESTROY BY BURNING

0800: 2000-0630 LT VOLINSKI
 0630-1230 LT VOLINSKI
 1230-1830 CAPT MCKENNEY
 1830-0630 LT OZMENT

SCHEDULED OFFICER: LT OZMENT
 SORTIES SCHEDULED: 10
 SUNRISE/SUNSET: 0711/1845
 JULIAN DATE: 0036
 BEACH ALERT: NONE

PILOT SCHEDULED AS NUMBER ONE IN EACH EVENT IS PILOT IN COMMAND.

EVENT	PILOT	WEN	A/C	ORDNANCE	BRIEF	STD	EPR	FUEL	A/C	TIME
6012	1ST COL NEWARK	CAS	2	1001W/T	0800	0900	1015	300X	9	1.2
	LT VOLINSKI								16	1.2
6152	1ST COL GASPARINE	CAS	2	601A/2D9	0830	0930	1015	300X	10	1.3
	MAJ DIXON								29	1.5
6028	MAJ GRANT	CAS	2	1001X	1000	1100	1215	300X	15	1.1
	LT OZMENT								18	1.1
6022	LT COL BANNAN	CAS	2	1001W	1000	1100	1215	300X	00	1.4
	CAPT MCKENNEY								14	1.4
*6111	MAJ RILEY			1001 (50)	1100	1300	1615	300X	16	1.3
	COL WEAVER								01	1.3

0700-0930
 1st Team CAPT MCKENNEY
 LT OZMENT

1430-1700
 2nd Team LT VOLINSKI
 LT OZMENT

ALERT PILOTS
 0930-1200
 1st Team MAJ RILEY
 TRA

1700-1900
 2nd Team MAJ GRANT
 TRA

1100-1430
 1st Team LT OZMENT
 LT VOLINSKI
 1900-0700
 2nd Team LT OZMENT
 LT VOLINSKI

0700-1900
 CONDITION III (15MIN)
 A/C ORDNANCE
 2 2025/2DT

ALERT ORDNANCE
 1900-1700
 CONDITION IV (30MIN)
 A/C ORDNANCE
 2 1001X
 2 1009
 1 1022A

2100-0600
 CONDITION V (60MIN)
 A/C ORDNANCE
 2 1001X

- NOTES: 1. NO OPS QUESTION: What is the minimum altitude for engaging the AFCS?
 2. EMERGENCY BRIEF: Oil low warning light.
 3. Answer to #1 - 2500' AGL.
 4. * DEKOPS - Hard target times.

LT OZMENT
 LT OZMENT
 Assistant Flight Officer

060910

COMPLETED FLIGHT SCHEDULE FOR 5 FEB

USE THIS FORM FOR ADD ON STRINGS/FLIGHTS AND ALERT SORTIES

~~DESTROY BY CONTAINER~~

NAVAL AIRCRAFT SQUADRON 211
 Marine Aircraft Group 12
 1st Marine Aircraft Wing, FMFPac
 FPO, San Francisco 96602

FLIGHT SCHEDULE FOR FRIDAY, 6 FEBRUARY 1970

DESTROY BY BURNING

ODO: 2100-0630 LT OZMENT
 0630-1230 LT OZMENT
 1230-1830 LT VOLINSKI
 1830-0630 CAPT MCKENNEY

SCHEDULES OFFICER: LT OZMENT
 SORTIES SCHEDULED: 10
 SUNRISE/SUNSET: 0714/1845
 BEACH ALERT: NONE
 JULIAN DATE: 0037

PILOT SCHEDULED AS NUMBER ONE IN EACH EVENT IS PILOT IN COMMAND.

EVENT	PILOT	MSN	A/C	ORDNANCE	BRIEF	ETD	ETR	FUEL	A/C/TIME
6103	LTCOL GASPARINE	CAS	2	10D1(DC)	0710	0810	0925	300K	14/0000
	CAPT MCKENNEY								13/0000
6105	MAJ RILEY	CAS	2	6D2X	0800	0900	1015	300K	04/0000
	MAJ LONNY								00/0000
0423	LT VOLINSKI	CAS	2	6D2Y(DC)	0815	0915	1030	300K	00/0000
21	LT OZMENT								10/1.2
6111	LTCOL GILLUM	CAS	2	10D1(DC)	1050	1150	1305	300K	15/2.5
	CAPT WHITTNER								14/2.5
0459	MAJ GRANT	CAS	2	6D2Y(DC)	1245	1345	1500	300K	04/1.3
22	MAJ RILEY								00/1.3

ALERT PILOTS

0700-0930
 1st Team MAJ GRANT
 CAPT WHITTNER
 1430-1700
 2nd Team CAPT MCKENNEY
 LT OZMENT

0930-1200
 1st Team CAPT MCKENNEY
 TPA
 1700-1900
 2nd Team LT OZMENT
 TBA

1200-1430
 1st Team MAJ RILEY
 LT VOLINSKI

ALERT ORDNANCE

0700-1900
 CONDITION III (15MIN)
 1. CADNANCE
 2. 0014/200

- NOTES: 1. NATOPS QUESTION: What is the max airspeed when carrying a 300 gal. Centerline tank.
- EMERGENCY BRIEF: S.A.M., Evasive maneuvers.
 - SAFETY TIP: A good look out doctrine can save you from unpleasant surprises.
 - Answer to #1 - 515 Kts or 90.
 - All events have hard target times.
 - Pilot status, Breuity Code for the day is #105.

E. M. OZMENT
 E. M. OZMENT
 Assistant Flight Officer

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COMPLETED FLIGHT SCHEDULE FOR 6 Feb 1970

USE THIS FORM FOR ADD ON STRIKES/FLIGHTS AND ALERT SCHEDULES

~~DESTROY BY BURNING~~

MARINE ATTACK SQUADRON 211
 Marine Aircraft Group 12
 1st Marine Aircraft Wing, 1st MAF
 FPO, San Francisco 96062

FLIGHT SCHEDULE FOR SATURDAY, 7 FEBRUARY 1970**DESTROY BY BURNING**

ODU: 2400-0630 CAPT MCKENNEY
 0630-1230 LT VOLINSKI
 1230-1830 LT OZMENT
 1830-0630 LT VOLINSKI

SCHEDULES OFFICER: LT OZMENT
SORTIES SCHEDULED: 10
SUNRISE/SUNSET: 0713/1846
BEACH ALERT: NONE
JULIAN DATE: 0038

PILOT SCHEDULED AS NUMBER ONE IN EACH EVENT IS PILOT IN COMMAND.

EVENT	PILOT	MSN	A/C	ORDNANCE	BRIEF	ETD	ETR	FUEL	A/C / TIME
6156	MAJ GRANT	CAS	2	12110	0800	0900	300X	1145	CAS 12110
6152	LT COL GILHEM	CAS	2	12D10	0830	0930	300X	1145	CAS 12D10
6028	CAPT MCKENNEY	CAS	2	12D10	0830	0930	300X	1145	CAS 12D10
6028	LT VOLINSKI	CAS	2	12D10	0830	0930	300X	1145	CAS 12D10
6028	LT COL CASPARINE	CAS	2	12D10	1130	1230	300X	1345	CAS 12D10
6028	LT COL BARTMAN	CAS	2	12D10	1200	1300	300X	1415	CAS 12D10
6028	MAJ RILEY	CAS	2	12D10	1200	1300	300X	1415	CAS 12D10
6028	COL WEAVER	CAS	2	12D10	1200	1300	300X	1415	CAS 12D10

0700-0900
 1st Team MAJ GRANT
 TBA

1200-1400
 2nd Team LT VOLINSKI
 TBA

1200-1400
 1st Team CAPT MCKENNEY
 LT VOLINSKI

1900-0700
 2nd Team LT VOLINSKI
 LT OZMENT

0700-1900
 CONDITION IV (30MIN)
 A/C ORDNANCE
 1 12D10
 2 12D10
 3 12D10

1900-0700
 CONDITION V (60MIN)
 A/C ORDNANCE
 1 12D10
 2 12D10
 3 12D10

- NOTES:**
1. NATOPS QUESTION: Air speed limitation for Emergency gear extension?
 2. EMERGENCY BRIEF: Flame-out.
 3. SAFETY TIP: Be sure to check all survival gear before each hop.
 4. Answer to #1 - 130-225 Kts.
 5. Pilotstatus Brevity Code for the day #102.
 6. AMF, MAJ ROOKE. From The Dirty 1/2 Dozen.

E. M. OZMENT
 Assistant Flight Officer

000010

COMPLETED FLIGHT SCHEDULE FOR 7 Feb

USE THIS FORM FOR ADD ON STRIKES/FLIGHTS AND ALERT SORTIES

~~DESTROY BY BURNING~~

FLIGHT ATTACK SQUADRON 121
Marine Aircraft Group 12
1st Marine Aircraft Wing, FMFPac
FPO, San Francisco 96102

FLIGHT SCHEDULE FOR SUNDAY, 8 FEBRUARY 1970

DESTROY BY BURNING

0600-0630 LT VOLINSKI
0630-1230 LT OZMENT
1230-1830 CAPT MCKENNEY
1830-0630 LT VOLINSKI

SCHEDULES OFFICER: LT OZMENT
SCHEDULES SCHEDULED: 12
SUNRISE/SUNSET: 0713/1846
BEACH ALERT: NONE
JULIAN DATE: 0039

PILOT SCHEDULED AS NUMBER ONE IN EACH EVENT IS PILOT IN COMMAND.

EVENT	PILOT	SEN A/C	ORDNANCE	BRIEF	END	ETR	FUEL	A/T/THRE
0600	LT COL GASPARINE	CAS 2	109	0645	0745	0900	300X	01.8
	LT COL BANNAN							15.8
0630	MAJ GRANT	CAS 2	12DLX	0730	0830	0945	300X	04.8
	LT VOLINSKI							24.8
0655	MAJ BOROWICZ	CAS 2	12DLU	0830	0930	1045	300X	08.9
	LT OZMENT							18.9
0757	LT COL GILLUM	CAS 2	12DLU	0900	1000	1115	300X	08.1
	CAPT MCKENNEY							09.1
0822	LT COL NEWARK	CAS 2	12DLW	0930	1030	1145	300X	10.5
	MAJ DANE							13.5
0845	MAJ KILPATRICK	CAS 2	109	1130	1230	1345	300X	
	COL WEAVER							

ALERT TEAMS

0700-0930
1st Team CAPT MCKENNEY
TBA

0930-1230
1st Team LT RILEY
CAPT WHITE

1230-1830
1st Team LT VOLINSKI
LT OZMENT

1830-0630
2nd Team LT OZMENT
LT VOLINSKI

1830-1900
2nd Team CAPT WHITENER
TBA

ALERT ORDNANCE

0930-1900
ORDNANCE TEAM (FEMIN)
ORDNANCE
ORDNANCE

- NOTES: 1. MAINTENANCE QUESTION: The trim disconnect switch cuts out normal stick trim button, but not the manual override, True or False?
2. EMERGENCY BRIEF: Smoke in the cockpit.
3. SAFETY TIP: Be prepared for take-off emergencies.
4. Answer to #1 - FALSE.
5. Pilot Status Brevity Brief for the day, #124.

E. M. OZMENT
Assistant Flight Officer

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COMPLETED FLIGHT SCHEDULE FOR 8 FEB

USE THIS FORM FOR ADD ON STRIKES/FLIGHTS AND ALERT SORTIES

~~DESTROY BY BURNING~~

MARINE ATTACK SQUADRON 211
 Marine Aircraft Group 12
 1st Marine Aircraft Wing, FMFPac
 FPO, San Francisco 96302

FLIGHT SCHEDULE FOR MONDAY, 9 FEBRUARY 1970

DESTROY BY BURNING

000: 2100-0630 LT VOLINSKI
 0630-1230 CAPT MCKENNEY
 1230-1830 LT VOLINSKI
 1830-0630 LT OZMENT

SCHEDULES OFFICERS: LT OZMENT
 SORTIES SCHEDULED: 12
 SUNRISE/SUNSET: 0713/1846
 BEACH ALERT: NONE
 JULIAN DATE: 1 0040

PILOT SCHEDULED AS NUMBER ONE IN EACH EVENT IS PILOT IN COMMAND.

EVENT	PILOT	MEN	A/C	ORDNANCE	BRIEF	ETD	NER	FUEL	A/C / TIME
0150	LTCOL GASPARINE	CAS	2	6D1A/2D5	0600	0700	0815	300X	CHX
	LTCOL BANNAN								CHX
0524	CAPT WHITE	AIRCAP	2	6D1A/2D9	0630	0730	0845	300X	10/1.4
	LT OZMENT								04/1.4
0654	MAJ BOROWICZ	CAS	2	12D1T	0730	0830	0945	300X	1CHX
	MAJ DIXON								1CHX
0906	MAJ RILEY	CAS	2	12D1W	0800	0900	1015	300X	1/1.4
	COL WHITENER VOLINSKI								13/1.3
0928	LTCOL GILLUM	CAS	2	12D1X	0930	1030	1145	300X	CHX
	MAJ KELLER								CHX
1245	LTCOL MCKENNEY	CAS	2	1D9	1130	1230	1345	300X	1
	CAPT MCKENNEY								1

ALERT TEAMS

0700-0930	0930-1200	1200-1430
1st Team LT VOLINSKI	1st Team LT VOLINSKI	1st Team MAJ RILEY
TBA	LT OZMENT	LT OZMENT
1430-1700	1700-1900	1900-0700
2nd Team MAJ BOROWICZ	2nd Team CAPT WHITENER	2nd Team CAPT MCKENNEY
LT VOLINSKI	TBA	LT OZMENT

ALERT ORDNANCE

0700-1900	1900-0700
CONDITION III (15MIN)	CONDITION IV (30MIN)
A/C ORDNANCE	A/C ORDNANCE
2 12D1T	2 12D1T
2 4D9	2 4D9
1 4D22A	1 4D22A

- NOTES: 1. NATOPS QUESTION: With 10 kts of headwind on a 10 degree 450 Kt run how far to twelve do you displace your pipper.
2. EMERGENCY BRIEF: Trim failures.
3. SAFETY TIP: More than one person has gotten in trouble by canceling instruments prematurely.
4. Answer to #1 - 4 miles or 44 ft.
5. Pilot Status Brevity Brief for the day #119.

For E.M. OZMENT
 Assistant Flight Officer

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

FLIGHT SCHEDULE FOR TUESDAY, 10 FEBRUARY 1970

DESTROY BY BURNING

ODO: 2100-0630 LT OZMENT
 0630-1230 LT VOLINSKI
 1230-1830 LT OZMENT
 1830-0630 CAPT MCKENNEY

SCHEDULES OFFICER: LT OZMENT
 SORTIES SCHEDULED: 10
 SUNRISE/SUNSET: 0712/1843
 JULIAN DATE: 0041
 R.T.O. ALERT: MAJ GRANT

PILOT SCHEDULED AS NUMBER ONE IN EACH EVENT IS PILOT IN COMMAND.

EVENT	PILOT	MSN	A/C	ORDNANCE	BRIEF	ETD	ETR	FUEL	A/C / TIME
6007	MAJ BOROWICZ	CAS	2	12D1W	0700	0800	0915	300X	14 / 1.6
	LT KELLER								10 / 1.6
6157	LT OZMENT	CAS	2	12D1T	0730	0830	0945	300X	1 / 1.3
	LT VOLINSKI								00 / 1.3
6159	MAJ RILEY	CAS	2	12D1T	0800	0900	1015	300X	15 / 1.0
	LT CRAWFORD								24 / 1.0
6023	LT COL GILLUM	CAS	2	12D1W	0930	1030	1145	300X	10 / 1.0
	MAJ PALMER								14 / 1.0
6549	MAJ DANE	CAS	2	12D9	1200	1300	1415	300X	1 / 1.0
	CAPT MCKENNEY								1 / 1.0

ALERT TEAMS

0700-0930
 1st Team CAPT MCKENNEY
 TBA
 1430-1700
 2nd Team MAJ RILEY
 CAPT WHITENER

0930-1200
 1st Team CAPT WHITE
 LT OZMENT
 1700-1900
 2nd Team CAPT WHITENER
 TBA

1200-1430
 1st Team LT VOLINSKI
 LT OZMENT

ALERT ORDNANCE

0700-1900
 1st Team LT VOLINSKI (15MIN)
 2nd Team CAPT WHITENER
 2 6DIA/2D9

- NOTES:
1. NATOPS QUESTION: What is the max oil consumption in quarts per hour?
 2. EMERGENCY BRIEF: UNSAFE gear indications.
 3. SAFETY TIP: An occasional review of precautionary approach parameters can be most beneficial.
 4. Answer to #1- 1 (one) quart.
 5. Pilot Status Brevity Brief for the day #114.

E. M. OZMENT
 Assistant Flight Officer

HOT PAB

9.16

002970

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

FLIGHT SCHEDULE FOR WEDNESDAY, 11 FEBRUARY 1970

DESTROY BY BURNING

CDP: 2400-0630 CAPT MCKENNEY
 0630-1230 CAPT MCKENNEY
 1230-1830 LT OZMENT
 1830-0630 LT VOLINSKI

SCHEDULES OFFICER: LT OZMENT
 SORTIES SCHEDULED: 10
 SUNRISE/SUNSET: 0713/1847
 JULIAN DATE: 0042
 BEACH ALERT: NONE

PILOT SCHEDULED AS NUMBER ONE IN EACH EVENT IS PILOT IN COMMAND.

EVENT	PILOT	MSN	A/C	ORDNANCE	BRIEF	ETD	ETR	FUEL	A/C/TIME
6520	CAPT WHITE	AIRCAP	2	LD9	0600	0700	0815	300X	8/1.3
	LT CRANFORD								13/1.3
6156	MAJ RILEY	LT VOLINSKI	CAS 2	12D1T	0730	0830	0945	300X	1/1.2
	LT OZMENT								10/1.2
6028	MAJ BOROWICZ	CAS	2	12D1X	0830	0930	1045	300X	9/1.1
	LT VOLINSKI	MAJ RILEY							16/1.1
6022	LT COL WILLIAM WHITE	CAS	2	12D1W	0930	1030	1145	300X	7/1.0
	LT KELLER								7/1.0
7400	LT COL BANNAN	CAS	2	12D1X	1330	1430	1545	300X	7
	CAPT MCKENNEY	Guam							7

0700-0930
 1st Team CAPT MCKENNEY
 LT KELLER

1430-1700
 2nd Team MAJ BOROWICZ
 CAPT WHITENER

ALERT TEAMS
 0930-1200
 1st Team LT OZMENT
 LT CRANFORD

1700-1900
 2nd Team CAPT WHITENER
 TBA

1200-1430
 1st Team LT VOLINSKI
 TBA

1900-0700
 2nd Team LT OZMENT
 LT KELLER

0700-1900
 CONDITION III (15MIN)
 A/C ORDNANCE
 2 2221/227

ALERT ORDNANCE
 1900-0700
 CONDITION IV (30MIN)
 A/C ORDNANCE
 2 1221Y
 2 LD9
 1 LD22A

2200-0600
 CONDITION V (30MIN)
 A/C ORDNANCE
 2 LD9

- NOTES: 1. NATOPS QUESTION: Max gross weight for arrested landing.
 2. EMERGENCY BRIEF: Landing with full nose down trim.
 3. SAFETY TIP: Know your ejection envelope.
 4. Answer to #1 - 14,500 lbs.
 5. Pilot Brevity Brief for the day: #121.

J. B. M. C.
 for E. M. OZMENT
 Assistant Flight Officer

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

VMA-211's DIRTY 1/2 DOZEN FLIGHT SCHEDULE FOR 14 FEBRUARY 1970 DESTROY BY BURNING

ODO: 0630-1230 LT VOLINSKI SCHEDULES OFFICER: LT OZMENT
 1230-1830 LT OZMENT SORTIES SCHEDULED: 12
 1830-0630 CAPT MCKENNEY SUNRISE/SUNSET: 0715/1849
 BEACH ALERT: NONE JULIAN DATE: 045

PILOT SCHEDULED AS NUMBER ONE IN EACH EVENT IS PILOT IN COMMAND.

EVENT	PILOT	MSN	A/C	BRIEF	ETD	ETR	FUEL	REMARKS
6543	LTCOL GASPARINE LT VOLINSKI	TEST	2	0800	0900	1015	300X	
6545	MAJ RILEY LT OZMENT	TEST	2	0830	0930	1045	300X	
6547	MAJ DANE CAPT WHITENER	TEST	2	0900	1000	1115	300X	
6557	LTCOL GILLUM CAPT MCKENNEY	TEST	2	1230	1300	1415	300X	
6559	MAJ PALMER LT KELLER	TEST	2	1300	1400	1515	300X	
6561	MAJ BOROWICZ CAPT WHITE	TEST	2	1330	1430	1545	300X	

C. B. Volinski
 for E. M. OZMENT
 Assistant Flight Officer

002970

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

FLIGHT SCHEDULE FOR 17 FEBRUARY 1970 (FLY AWAY)

DESTROY BY BURNING

ODO: LT OZMENT

SUNRISE/SUNSET: 0622/1806

PILOT SCHEDULED AS NUMBER ONE IN EACH EVENT IS PILOT IN COMMAND.

EVENT	PILOT	BRIEF	ETD	ETR	FUEL	REMARKS
1-1	LTCOL GASPARINE	0830	0900	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					
3-1	COL WEAVER	0930	1000	NEVER	300X	
3-2	LT KELLER					
3-3	LTCOL GILLUM					
3-4	MAJ DANE					

C. B. Volinski

for E. M. OZMENT
 Assistant Flight Officer

966020

MARINE ATTACK SQUADRON 211
 Marine Aircraft Group 17
 1st Marine Aircraft Wing (Rear), FMFPac
 FPO, San Francisco 96102

Flight Schedule For 24 February 1970

EVENT	PILOT	BRIEF	T/O	REF	FUEL	MISSION	A/C/TIME	SAT
1-1	MAJ RILEY	0800	0900	1030	300X	Area Fam		0210Z
1-2	CAPT McKENNEY							
2-1	MAJ BOROWICZ	0830	0930	1100	300X	Area Fam		0240Z
2-2	1/LT SHEARER							
3-1	1/LT GASPARINE	0900	1000	1130	300X	Area Fam		0310Z
3-2	1/LT KELLER							
4-1	MAJ GRANT	1230	1330	1500	300X	Area Fam		0440Z
4-2	MAJ DANE							
5-1	1/LT GILLUM	1300	1400	1530	300X	Area Fam		0510Z
5-2	1/LT VOLINSKI							

NOTE: 1. CONFIRM SGT (Scheduled Approach Time) with Ground Control prior to take off. Call Approach 10 minutes prior to SAT.
 2. KAPOPS BRIEF: Maximum Holding Airspeed. _____ Knots IAS.
 3. SAFETY BRIEF: Controlled Ejection.

D. D. RILEY
 Operations Officer

USE DOUBLE SPACING,
 CENTER THE CONTENTS ON THE PAGE, DON'T CRAM IT ALL
 THE WAY TO THE TOP LIKE WAS DONE ON THIS ONE

DISTRIBUTION WILL BE AS FOLLOWS:

A. BASE OPERATIONS - 10 COPIES

B. OFFICER'S CLUB BULLETIN BOARD,

C. QUARTERS OF PILOTS CONCERNED

① MAG-12 S-3 - 10

② 211 MAINTENANCE - 10 COPIES

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

FLIGHT SCHEDULE FOR WEDNESDAY, 25 FEBRUARY 1970

ODO: 1/LT VOLINSKI

SORTIES SCHEDULED: 7

JULIAN DATE: 056

PILOT SCHEDULED AS NUMBER ONE IN EACH EVENT IS PILOT IN COMMAND.										
EVENT	PILOT	BRIEF	TD	ETR	FUEL	MISSION	A/C	TIME	SAT	REMARKS
1-1	MAJ RILEY	0800	0900	1030	300X	AreaFam	/		0210Z	
1-2	CAPT MCKENNEY 1/LT VOLINSKI	0800	0900	1030	300X	AreaFam	/		0210Z	
2-1	MAJ DANE	0830	0930	1100	300X	AreaFam	/		0240Z	
2-2	CAPT WHITENER	0830	0930	1100	300X	AreaFam	/		0240Z	
3-1	LTCOL GASPARINE	0900	1000	1130	300X	AreaFam	/		0310Z	
3-2	1/LT KELLER 1/LT SHEARER	0900	1000	1130	300X	AreaFam	/		0310Z	
4-1	1/LT SHEARER	1000	1100	N/A	300X	AreaFam	/		N/A	DD 175

- NOTES: 1. Confirm SAT with ground control prior to take-off. Contact approach ten minutes prior to SAT.
 2. NATOPS QUESTION: Maximum gliding distance from 10,000 feet is _____ NM with engine wind milling and no external stores.
 3. SAFETY BRIEF: Loss of ~~TACAN~~ *VHF*
 4. Pilot status brevity code for the day # ~~111~~ 112
 5. Pick up new freq card, SID'S and ETC in Ready Room.
 6. ~~All pilots report to H&MS 15 Flight Equipment at 1300.~~

J. D. Riley
 J. D. RILEY
 Operations Officer

05-1 MATSANT
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0442

Torii Teller

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

NEWS

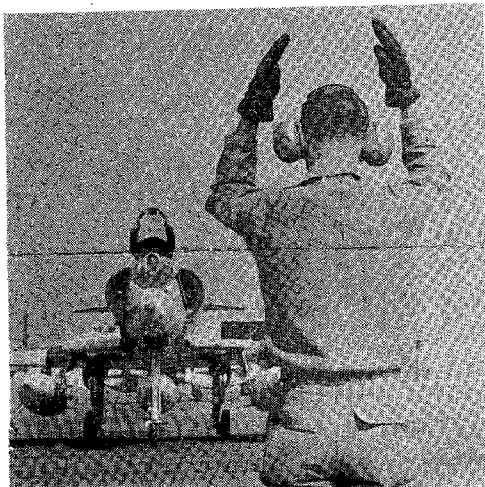
First of MAG - 12 Returns from Vietnam

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 A-4S, about 80 VMA-211 squadron members arrived 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

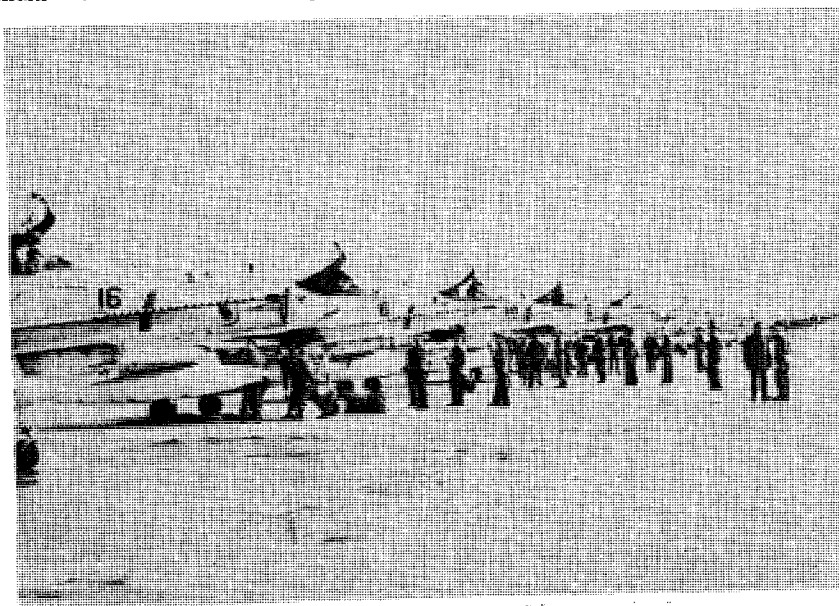
**First of "211" Skyhawks Arrive
Finally Return to MCAS**



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"

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.



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

Marine Aircraft Group 12 began operations in 1942, and its tactical units flew mostly fighter and divebomber 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 sailor 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 individual 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 authorized 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 substitute 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 majority 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 other 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**

Torii Teller

MCAS, Iwakuni, Japan
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MCAS Iwakuni Week

February 20, 1970

Torii Ten

WAKE ISLAND AVENGERS' HERE
VMA-211 HEADS RETURN OF MAG-12



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 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 thoroughly 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 possibility 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 Q. 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 products consistent with demand.

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 PX system? 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 clubs to operate at these profit levels because each club is expected to be