

MARINE ATTACK SQUADRON-211  
Marine Aircraft Group-12  
1st Marine Aircraft Wing  
Fleet Marine Force, Pacific  
FPO San Francisco, 96602

3: TGW:dmg  
5750  
1 October 1972  
003A27572

UNCLASSIFIED

From: Commanding Officer  
To: Commanding Officer, Marine Aircraft Group-12  
Subj: Command Chronology for Period 1 - 30 September 1972  
Ref: (a) MCO P5751.1  
(b) FMFPacO 5750.8  
(c) WgO 5750.14  
(d) GruO 5750.16

Encl: (1) Marine Attack Squadron-211 Command Chronology (8)

1. In compliance with reference (a), enclosure (1) is submitted.
2. This cover letter is downgraded to UNCLASSIFIED upon removal of enclosure (1).

*D. G. Ranney*  
D. G. RANNEY

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COMMAND CHRONOLOGY (U)

1 September 1972 - 30 September 1972

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Enclosure (1)

Group -4  
Downgraded at 3 year  
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PART I

ORGANIZATIONAL DATA (U)

1. (U) UNIT

Marine Attack Squadron Two One One - LtCol D. G. RANNEY

2. (U) LOCATION

Bien Hoa AB, Republic of Vietnam

3. (U) STAFF OFFICERS

Executive Officers	-	Maj W. F. HORNER
Administrative Officer	-	Capt F. M. RIVERS
Intelligence Officer	-	Capt J. M. MALONEY
Operations Officer	-	Maj M. V. GRIFFITH
Logistics Officer	-	Capt G. A. AMPAGOOMIAN
Maintenance Officer	-	Capt R. L. GATEWOOD

4. (C) AVERAGE STRENGTH

<u>USMC</u>		<u>USN</u>	
<u>Officers</u>	<u>Enlisted</u>	<u>Officers</u>	<u>Enlisted</u>
24	140	0	0

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PART IINARRATIVE SUMMARY (S)

1. (U) During September, VMA-211 continued to conduct combat operations from Bien Hoa AB, Republic of Vietnam.

2. (S) Operations for this month were marred by the loss of two aircraft and one pilot:

a. On 2 September, 1stLt D. R. EISENBREY, was forced to eject from CF-18, BUNO 152000. The aircraft was being slow flighted after having sustained damage from a .51 caliber machinegun in the vicinity of Quan Loi airfield, 5 kilometers northeast of An Loc, Inh Long Province, RVN. While cleaning up the aircraft Lt EISENBREY experienced a hard roll to a steep left bank from which he was unable to recover and he ejected at 9000' MSL, approximately 15 miles north of Bien Hoa. Recovery was almost immediate and the pilot was returned to Bien Hoa by an Army helicopter with no injuries. The only apparent damage to the aircraft was that the port slat was missing and there were three gashes near the top of the vertical stabilizer.

b. The second aircraft was also lost at Quan Loi. Captain J. P. WALSH in CR-21, BUNO 151099, was recovering from his third bombing run when his wingman noticed approximately 60 feet of flame emitting from the tailpipe of his aircraft. Both the wingman and the FAC transmitted that he was on fire and that he should eject. Apparently hoping to fly his stricken aircraft out of the hostile fire area, Captain WALSH did not eject until after the aircraft pitched over violently. His parachute was observed to land about 1 kilometer east of the airfield, but still in enemy held territory. Though an intermittent distress signal was received, no voice communication was ever established with Captain WALSH and rescue efforts were thwarted by heavy ground fire and, eventually, darkness. Captain WALSH has been officially listed as Missing-In-Action.

3. (U) Of 862.6 hours flown in September, 709 sorties for 832.8 hours were flown on CAS/DAS missions in MR III and MR IV, Republic of Vietnam, and the Khymer Republic.

4. (U) Ordnance delivered in September:

Bomb, Mk 81	-	1864
" Mk 82	-	1736
" Mk 83	-	230
" Mk 84	-	8
" CBU-24	-	7
Rockets, 5"	-	1101

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Rounds, 20-MM	-	15,434
Poundage	-	<u>1,682,727.2</u>
Tonnage	-	<u>841.4</u>

## 5. (C) Bomb damage assessments for September:

Killed by air	-	200 confirmed
Structures	-	93 destroyed, 57 damaged
Bunkers	-	83 " 21 "
Sampans	-	49 " 24 "
Vehicles	-	1 " "
Gun Positions	-	10 " "
Supply Caches	-	2 " "
Bridges	-	1 " 4 damaged

One culvert damaged

Four stacks of tires destroyed

Three 55 gallon drums POL destroyed

Four rice caches uncovered

One motorcycle destroyed

One 75MM gun silenced

Two tents destroyed

6. (U) One squadron aircraft, besides the two that were lost, sustained battle damage. CF-20, BUNO 151030, was hit by a .30 caliber machinegun round. The one round passed through the rear portion of the centerline drop tank and the wing fuel cell and finally punctured a hydraulic line. The pilot was able to return the aircraft to base without incident.

7. (U) The largest single BDA of the present deployment occurred 20 September. The Commanding Officer, LtCol D. G. RANNEY and Capt D. P. WILLIAMS, a MAG-12 staff officer assigned to fly with this squadron, attacked a large force of enemy sampans conveying supplies south along the Mekong River. They destroyed thirty-six sampans, damaged nineteen more, killed 150 soldiers and caused three secondary explosions.

## 8. (C) Comparison with August, 1972:

- a. Flight time was down - - (144.9 hours lower)  
by 22 percent
- b. Sorties were down by 8 percent - - (56 sorties lower)

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c. Ordnance delivered was down 16 percent -- (164.6 tons lower)

d. (C) BDA - - KBA - Up by 440 percent

Structures - Up by 38 percent

Sampans - Up by 265 percent

Seventy-eight sorties were cancelled for weather vice 24 in August. No sorties were cancelled for maintenance vice 8 in August.

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003A27572PART IIISEQUENTIAL LISTING OF SIGNIFICANT EVENTS (S)1. (S) SIGNIFICANT EVENTS

2 September - CF-18, combat operational loss

26 September - CF-21, combat operational loss; Capt James D. WALSH, USMC  
Missing-in-action2. (U) PERSONNEL

- a. Promotions: 1 PVT to PFC  
1 PFC to LCPL  
11 LCPL's to CPL  
1 Lt to Capt

b. The average total strength of the squadron was 164.

c. AWARDS

Three Air Medals (Strike/Flight) were recommended in September.

The following medals were awarded:

GOOD CONDUCT MEDAL - Cpl R. J. FOLEY  
Sgt D. B. HOFFMAN  
Sgt B. H. MORRE  
Sgt A. R. JOHNSON

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003A275723. (U) INTELLIGENCE

VMA-211's S-2 continued to function at group level, having been consolidated with VMA-311's and MAG-12's Intelligence Sections.

4. (U) AIR OPERATIONS

a. Total Flight Time (1 - 30 September 1972)	-	862.6 Hours
b. Total Sorties	-	731
c. Combat Flight Hours	-	832.8 Hours
d. Combat Sorties	-	709
e. Ordnance delivered	-	841.4 Tons

PART IVSUPPORTING DOCUMENTS (U)

- NONE -

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GDS - 80