

MARINE ATTACK SQUADRON 214  
Marine Aircraft Group 12  
1st Marine Aircraft Wing  
Fleet Marine Force, Pacific  
FPO, San Francisco 96602

3:TGL:hma  
5750  
4 Sep 1966

UNCLASSIFIED  
CONFIDENTIAL

From: Commanding Officer  
To: Commanding Officer, Marine Aircraft Group 12  
Subj: Command Chronology  
Ref: (a) GruO 5750.1B

1. In accordance with the instructions contained in reference (a),  
the following command chronology is submitted.

- a. Organization. Marine Attack Squadron 214
- b. Location. Chu Lai Airfield, Republic of Vietnam
- c. Period. 1-31 August 1966

*Ralph D. Wallace*  
RALPH D. WALLACE

VMA-214

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

ML# 66-616.

COPY 1 OF 2

UNCLASSIFIED  
CONFIDENTIAL  
ENCLOSURE (1)  
Aug 1966

~~CONFIDENTIAL~~  
~~CONFIDENTIAL~~

3:TGL:hma  
5750  
4 Sep 1966

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PART I

1. Organizational Data

Ralph D. WALLACE, Lieutenant Colonel, Commanding, 1-31 August 1966

Richard E. SKINNER, Major, Executive Officer, 1-31 August 1966

David A. CAYLOR, Captain, Administrative Officer, 1-31 August 1966

Ronald E. CARDWELL, Major, Operations Officer, 1-31 August 1966

Earl N. HARWELL, Captain, Logistics Officer, 1-31 August 1966

Patrick J. McCARTHY, Captain, Aircraft Maintenance Officer, 1-31 August 1966

Warren R. PATTERSON, Lieutenant (USN), Flight Surgeon, 1-31 August 1966

2. Task Organization

Marine Attack Squadron 214, 1-31 August 1966, Chu Lai Airfield, Republic of Vietnam.

3. Monthly Average Strength

USMC Officers - 26  
USMC Enlisted - 151

USN Officers - 1  
USN Enlisted - 0

PART II

1. Narrative Summary

- a. The "Blacksheep" flew 860 sorties for 1107.7 hours 1-31 August 1966 in support of combat operations in the Republic of Vietnam.

PART III

1. Personnel/Administration

- a. Transferred six officers and fourteen enlisted, while joining four officers and five enlisted.

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4 Sep 1966

- b. Staff Sergeants T. E. STEIN and S. E. LINDSAY accepted appointments to Second Lieutenant on 16 August 1966.
- c. Captain T. G. LEACH accepted a regular commission in the USMC.
- d. There were two reenlistments within VMA-214 plus one extension of overseas tour.
- e. There were twenty-eight enlisted promotions during August: One to Staff Sergeant, eighteen to Corporal and nine to Lance Corporal.
- f. Twenty officers and enlisted men enjoyed R&R during August, and one man took annual leave in Japan.
- g. VMA-214 has an 81 percent participation in the Savings Bond Drive.
- h. Distinguished visitor - General Wallace M. GREENE Jr., Commandant of the Marine Corps, on 9 August 1966.

## 2. Operations

- a. The squadron flew 860 sorties and 1,107.7 hours in support of combat operations during the month of August. Direct combat sorties and hours were 816 and 1046.8 respectively. This is the second consecutive month with more than 1,000 hours for VMA-214.
- b. Five aircraft incidents occurred this month. Supporting documents attached.

## 3. Maintenance

- a. The Blacksheep Maintenance Department maintained an average aircraft availability of 74.4% during August, while flight operations reached a new high for the squadron, to meet this operating requirement, 2971.9 man-hours were expended on organization level maintenance,

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4 Sep 1966

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plus completing four major inspections.

- b. 694.3 tons of ordnance were expended by squadron aircraft during the month of August.

4. Logistics

- a. Work has now been completed and ropes positioned over all VMA-214 huts in preparation for severe weather.

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OUTGOING

PRIORITY

DTG: 180210Z/AUG66

FROM: MARATKRON TWO ONE FOUR

TO: COMMANDER, U. S. NAVAL AVIATION SAFETY CENTER

INFO: CNO (OPO5F)  
CMC (AAP)  
CG FMFPAC  
CG FMFLANT  
COMNAVAIRPAC  
CG FIRST MAW  
CG THIRD MAW  
COMFAIRWESTPAC  
MARAIRGRU ONE TWO  
MARAIRGRU ONE ONE

UNCLAS EFTO

REPORT OF AIRCRAFT ACCIDENT

A. OPNAVINST 3750.6E

1. A4C, 150586, VMA-214

2. 16AUG66, 0935H, DANANG AB, RVN

3. HELO ESCORT

4. DAMAGE UNDETERMINED. FIRE SCORCHED STARBOARD MAIN LANDING GEAR, WHEEL WELL, FAIRING DOORS, FLAP, AND CENTER AND STBD EXTERNAL RACKS. PLANNER AND ESTIMATOR'S EVALUATION NOT AVAILABLE AT THIS TIME. SUPPLEMENTARY INFORMATION TO FOLLOW.

5. PILOT WAS SCHEDULED FOR NATOPS CHECK ON THIS FLIGHT. HE BRIEFED FOR A HELO ESCORT MISSION AND THE FLIGHT PROCEEDED TO THE RENDEZVOUS POINT TO PICKUP THE HELOS. THE PILOT NOTED AN OIL PRESSURE FLUCTUATION AND ADVISED THE CHASE PILOT OF HIS INTENTIONS TO LAND AT DANANG. PILOT SET HIS POWER AT 87 PERCENT AND ATTEMPTED TO SET UP FOR A STRAIGHT-IN PRECAUTIONARY APPROACH. THE PILOT DEPLOYED THE GEAR AND FLAPS AND LANDED 3000 FEET DOWN THE RUNWAY AT 170-180 KTS. BOTH TIRES BLEW AT OR SHORTLY AFTER TOUCHDOWN. THE PILOT SHUT THE ENGINE DOWN AND ATTEMPTED TO BRAKE THE AIRCRAFT TO A STOP. FIRE BROKE OUT AROUND THE STARBOARD MAIN STRUT CAUSING THE BURN DAMAGE TO THE AIRCRAFT. (SUSPECT HYDRAULIC OIL SUSTAINED THE FLAMES) THE PILOT BROPPED THE HOOK, CAUGHT THE ABORT GEAR, AND EVACUATED THE AIRCRAFT. CRASH CREW PERSONNEL EXTINGUISHED THE FIRE APPROXIMATELY 45 SECONDS LATER.

6. JOHN R. STUMMER, 1STLT, 087703, USMC, 7333, ACTIVE, NO INJURY.

7. N/A

8. N/A

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OUTGOING

PRIORITY

9. N/A
10. NOT DIRECT ENEMY ACTION
11. TO BE MAILED SEPARATELY
12. 10-67I

COMMANDING OFFICER'S COMMENTS AND RECOMMENDATIONS HELD PENDING FURTHER INVESTIGATION.

DRAFTED BY:

RELEASED BY:

D. D. PAGE JR.  
CAPTAIN USMC  
AVNSAFO

RALPH D. WALLACE  
LTCOL USMC  
COMMANDING OFFICER

550

UNCLASSIFIED

OUTGOING

PRIORITY

FROM: MARATKRON TWO ONE FOUR

TO: COMMANDER, NAVAVNSAFGEN - Ruck DK

INFO: CNO (OPO5F)  
 CMC (AAP)  
 CG FMFPAC  
 CG FMFLANT Ruck HD  
 COMNAVAIRPAC  
 CG FIRST MAW  
 CG THIRD MAW  
 COMFAIRWESTPAC  
 MARAIRGRU ONE TWO  
 MARAIRGRU ONE ONE

UNCLAS EFTO

SUPPLEMENTARY REPORT OF AIRCRAFT INCIDENT

- A. OPNAVINST 3750.6E  
 B. MY 180210Z/AUG66

1. CHANGE PARA 4 OF REF B TO READ, "DELTA". REPLACE STARBOARD WHEEL WELL FAIRING DOORS, STARBOARD FLAP AND SLAT, ASSORTED ELECTRICAL AND HYDRAULIC LINES IN STARBOARD WHEEL WELL, WING FUEL DUMP VALVE AND EXHAUST STACK, BOTH MAIN GEAR WHEELS AND BRAKE ASSY'S AND PAINT/AFFECTED AREAS. INVESTIGATION REVEALED THAT THE OIL PRESSURE FAILED. ONLY EIGHT OUNCES OF OIL REMAINED IN THE OIL TANK AND ACCESSORY DRIVE. NO OIL LEAKAGE VISIBLE. CAUSE OF SYSTEM FAILURE UNDETERMINED AT THIS TIME. FURTHER INFO TO BE FWD WHEN AVAILABLE.

2. CHANGE PARA 12 TO READ, "10-67I".

3. COMMANDING OFFICER'S COMMENTS AND RECOMMENDATIONS

A. FORWARDED

B. THE PILOT EXPERIENCED AN OIL SYSTEM FAILURE WITH ALL THE COCKPIT INDICATIONS. THE CAUSE FOR THIS FAILURE IS UNDETERMINED AT THIS TIME. ENGINE MALFUNCTION IS BEING INVESTIGATED. ~~REASON FOR FAILURE~~ SUPPLEMENTAL INFO WILL FOLLOW.

C. THE PILOT WAS FACED WITH AN IMMEDIATE ACTION TYPE OF EMERGENCY AND TOOK PROPER INITIAL ACTION WHEN HE ELECTED TO LAND AT THE NEAREST SUITABLE FIELD. HE DID, HOWEVER, FAIL TO EXECUTE THE LOW PRECAUTIONARY APPROACH IN ACCORDANCE WITH NATOPS. THE PILOT'S REASONING FOR HIS EXCESSIVE SPEED WAS THAT HE DIDN'T RECOGNIZE THIS CONDITION UNTIL HE WAS BEYOND THE INITIAL POINT FOR THE APPROACH AND WAS RELUCTANT TO REDUCE HIS POWER BELOW 87 PERCENT. AS A RESULT, HE WAS LATE IN GETTING HIS GEAR AND FLAPS DOWN AND FORCED THE AIRCRAFT TO THE RUNWAY 3000 FEET FROM THE APPROACH END AT 170-180 KTS. HIS MAIN TIRES BLEW ON TOUCH DOWN.

550

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OUTGOING

PRIORITY

THE FIRE WHICH ENSUED CAUSED THE BURN DAMAGE TO THE STARBOARD UNDERSIDE OF THE AIRCRAFT. DAMAGE WAS HELD TO A MINIMUM BECAUSE OF THE PROMPT ACTION OF THE DANANG CRASH CREW ONCE THE AIRCRAFT CAME TO A STOP.

D. ~~PILOT FACTOR IS CONSIDERED TO BE THE PRIMARY CAUSE OF THIS INCIDENT, IS~~  
UN DETERMINED. PILOT FACTOR IS CONSIDERED AS CONTRIBUTING.


DRAFTED BY:

  
D. D. PAGE JR.  
CAPT. USMC  
AVNSAFO

CCN 1414

DIST: MAG-12 CO, ASO, S-3 VMA-214

RELEASED BY:

  
RALPH D. WALLACE  
LTJCOL USMC  
COMMANDING OFFICER  
250300Z  
AUG 66

PAGE 2 OF 2



MARINE ATTACK SQUADRON 214  
Marine Aircraft Group 12  
1st Marine Aircraft Wing  
Fleet Marine Force, Pacific  
FPO, San Francisco 96602

ASO:DDF:hma  
3750  
5 Aug 1966

SPECIAL HANDLING REQUIRED IN  
ACCORDANCE WITH OPNAVINST 3750.6E

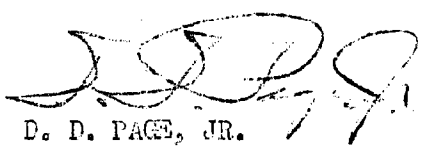
SPEEDLETTER

To: Commander, U. S. Naval Aviation Safety Center

Subj: Report of Aircraft Incident


A. OPNAVINST 3750.6E

1. A-4C, 145510, VMA-214
2. 5 August 1966, 1310H, Chu Lai, RVN
3. Helo. Escort
4. ECHO. Port flap torn from stations XF 71,844 to XF 83,000. Replaced.
5. Pilot discovered skin damage to port flap during post-flight inspection. No ordnance was expended and pilot remembered no unusual characteristics during flight. Cause undetermined.
6. Ronald E. CARDWELL, Major, 067402, USMC, Active, 7333, No injury.
7. N/A
8. N/A
9. N/A
10. N/A
11. N/A
12. 8467T

  
D. D. PAGE, JR.  
Captain USMC  
AvnSafO

-----  
Commanding Officer's Comments and Recommendations

1. Forwarded.

  
RALPH D. WALLACE

ASO:DDP:hma

3750

5 Aug 1966

Copy to: CNO (OP-05F)  
CMC (Code AAP)  
CG, FMFPAC  
CG, FMFLANT  
COMNAVAFIRPAC  
CG, 1stMAW  
CG, 3rdMAW  
COMFAIRWESTPAC  
CO, MAG-12  
CO, MAG-11  
File

MARINE ATTACK SQUADRON 214  
Marine Aircraft Group 12  
1st Marine Aircraft Wing  
Fleet Marine Force, Pacific  
FPO, San Francisco 96602

ASO:DDP:hmb  
3750  
6 Aug 1966

SPECIAL HANDLING REQUIRED IN  
ACCORDANCE WITH OPNAVINST 3750.6E

SPEEDLETER

To: Commander, U. S. Naval Aviation Safety Center

Subj: Report of Aircraft Incident

A. OPNAVINST 3750.6E

1. A-4C, 148559, VMA-214

2. 5 August 1966, 1105H, Chu Lai, RVN.

3. Landing Zone Prep

4. ECHO. Gouged canopy. Replaced plexiglass. Rip in vertical stabilizer between Station (Z)91,500 to (Z) 101,500.

5. The pilot was called in on enemy target to deliver his AERO-7D Rockets. His first run was too shallow and was discontinued. The second run was satisfactory and the ordnance was delivered on target. The minimum altitude in the final run was 1500' AGL. Upon post-flight inspection, the pilot found that his canopy had been grazed by a bullet. Another bullet penetrated the port side of the vertical stabilizer causing a five inch rip in the skin.

6. Malcolm W. WEHRUNG, Captain, 081661, USMC, 7333, Active, No injury.

7. N/A

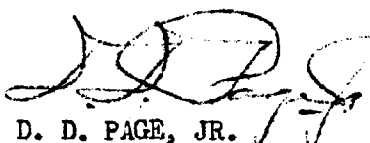
8. N/A

9. N/A

10. Direct Enemy Action.

11. N/A

12. 9-67I

  
D. D. PAGE, JR.  
Captain USMC  
AvnSafO

ASD DDP:hma

3750

6 Aug 1966

Commanding Officer's Comments and Recommendations

1. Forwarded.

*Ralph D. Wallace*  
RALPH D. WALLACE

Copy to: CNO (OP-05F)  
CMC (Code AAP)  
CG, FMFPAC  
CG, FMFLANT  
COMNAVAIRPAC  
CG, 1stMAW  
CG, 3rdMAW  
COMFAIRWESTPAC  
CO, MAG-12  
CO, MAG-11  
File

MARINE ATTACK SQUADRON 214  
Marine Aircraft Group 12  
1st Marine Aircraft Wing  
Fleet Marine Force, Pacific  
FPO, San Francisco 96602

ASO:DDT:hma  
3750  
5 Aug 1966

SPECIAL HANDLING REQUIRED IN  
ACCORDANCE WITH OPNAVINST 3750.6E

SPEEDLETTER

To: Commander, U. S. Naval Aviation Safety Center

Subj: Report of Aircraft Incident

A. OPNAVINST 3750.6E

1. A-4C, 148530, VMA-214

2. 4 August 1966, 1335H, Da Nang, RVN

3. Tally Ho

4. FOXTROT

5. Pilot had leveled off after a climb to 30,000'. Throttle was retarded to approximately 92% when several large fuel flow fluctuations occurred followed by a flameout. The pilot descended to VFR condition at 17,000. A relight was executed in manual fuel control and the flight terminated without further incident. Investigation revealed that the fuel control was causing a chug in the engine and that the fuel boost pump fuse had failed. The fuel pressure transmitter had failed and thus gave an erroneous reading of fuel boost pressure.

6. Dorsie D. PAGE, JR., Captain, 071893, USMC, Active, 7333, No injury.

7. N/A

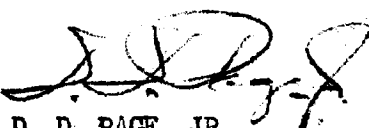
8. N/A

9. N/A

10. N/A

11. N/A

12. 7-67I

  
D. D. PAGE, JR.  
Captain, USMC  
AsnSafO

ASO:DDP:hma  
3750  
10 Aug 1966

Commanding Officer's Comments and Recommendations

1. Forwarded.
2. Post flight trouble shooting and subsequent ground run-up disclosed the following defective parts.
  - a. Switch Assembly, Fuel Pressure  
P/N 3152-1A60  
FSN 2RM-5930-315-8809-V-170
  - b. Fuel Control Assembly TJ-L2  
P/N 330541-3  
FSN RH 2915-861-4708-NEPD
  - c. Fuse, 3 ea. - P/N FNMS Manufacturer's Code 71400
3. The fuel pressure switch assembly failed in the closed position. This resulted in a normal fuel boost indication on the engine performance indicator regardless of pressure being delivered by the fuel boost pump. Experienced Technicians were consulted and although most had witnessed failures of this switch, none had any recollection of its failing in the closed position. A similar switch was removed from a crashed aircraft and dismantled. Even after close examination of this item it was difficult for a novice to visualize failure in the closed position. As such, a DIR is being requested on the fuel pressure switch assembly which was installed in Bureau Number 148530 at the time of the flame-out.
4. During ground run-up the fuel control chugged at 60-65% and 80-85%. Therefore, a DIR has also been requested for this assembly.
5. The time and reasons for failure of the boost pump fuses are unknown. However, most flights here are conducted at relatively low altitudes due to the proximity of targets. Therefore, a non-functioning boost pump associated with normal EPI indications might go undetected for several flights.
6. The odds against the malfunctions/failures occurring on a single flight are astronomical. I am of the opinion that one or more of these failures occurred prior to the date of this incident. In the past, there were no maintenance procedures which would have detected blown boost pump fuses associated with a fuel pressure switch stuck in the closed position.
7. The evidence indicates that the failures/malfunctions occurred over a period of time longer than the duration of the flight. In order to preclude repetitions of this potentially lethal series of events, the following Continuous Action Maintenance Instruction has been issued:

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3750  
10 Aug 1966

Daily Avionics Preflight

- a. Apply electrical power and place fuel boost pump ground test switch in the normal position. (AFC 207A). Flip flop gauge on EPI should read "Out". Place hand on fuel boost pump to insure it is not motorized.
- b. Place fuel boost pump ground test switch in the "GND TEST" position. Flip flop gauge in cockpit should read "Normal". Place hand on fuel boost pump to assure that it is in fact motorized.

*Ralph D. Wallace*  
RALPH D. WALLACE

Copy to: CNO (OP-05F)  
CMC (Code AAP)  
CG, FMFPAC  
CG, FMFLANT  
COMNAVAIRPAC  
CG, 1stMAW  
CG, 3rdMAW  
COMFAIRWESTPAC  
CO, MAG-12  
CO, MAG-11  
CO, VMA-224  
CO, VMA-311  
CO, VMA-223  
File

MARINE ATTACK SQUADRON 214  
Marine Aircraft Group 12  
1st Marine Aircraft Wing  
Fleet Marine Force, Pacific  
FPO, San Francisco 96602

ASO:DDP:hma  
3750  
4 Aug 1966

SPECIAL HANDLING REQUIRED IN  
ACCORDANCE WITH OPNAVINST 3750.6E

SPEEDLETTER

To: Commander, U.S. Naval Aviation Safety Center

Subj: Report of Aircraft Incident

A. OPNAVINST 3750.6E

1. AAC, 150586, VMA-214

2. 3 August 1966, 0730H, Chu Lai, RVN

3. Helo Escort

4. ECHO. Port flap torn from Station 71.844 through 89.000. Replaced.

5. Pilot was attempting a fly-in arrestment into the M-21 arresting gear located 5600' down Runway 14. The LSO was talking the pilot into the M-21 gear because the Fresnel Lens was inoperative. The pilot had a high start and was told to bring it down. He settled excessively and LSO called for power. The pilot landed 1600' short of the arrestment cables and engaged the catapult arresting ropes. The ropes parted and caused whiplash damage to the port flap. The pilot waved off and had his aircraft checked over at altitude. The aircraft was landed without further incident.

6. David A. TOMASKO, 1stLt, 088264, USMC, 7333, No injury.

7. N/A

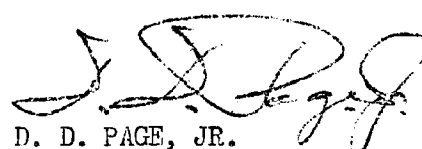
8. N/A

9. N/A

10. Not Direct Enemy Action.

11. See Attached Sheet.

12. 6-671

  
D. D. PAGE, JR.  
Captain USMC  
AmSafo



ASO:DDP:hma

3750

4 Aug 1966

Commanding Officer's Comments and Recommendations

1. Forwarded.

2. The pilot overcorrected for a high start and mistakenly took the catapult arrestor ropes as being the M-21 arresting cables.

3. All pilots have been rebriefed on the exact location of the M-21 arresting cables in relation to other visual cues at or near the desired point of intended landing. There is still the need for an alert LSO to aid in correcting or waving off pilots who are confused as to the proper touch down point. The M-21 arresting cables are often difficult to see and the need for a Mirror/Fresnel Lens as a visual aid is paramount.

*Ralph D. Wallace*  
RALPH. D. WALLACE

Copy to: CNO (OP-05F)  
CMC (Code AAP)  
CG, FMFPAC  
CG, FMFLANT  
COMNAVAIRPAC  
CG, 1stMAW  
CG, 3rdMAW  
COMFAIRWESTPAC  
CO, MAG-12  
CO, MAG-11  
File

FROM: MARATKRON TWO FOUR

TO: NAVAVNSAF/CEN

INFO: CNO (OP05F)  
 CMC (AAP)  
 CG FMFPAC  
 COMNAVAIRPAC  
 CG FIRST MAW  
 CG THIRD MAW  
 COMFAIRWESTPAC  
 MARAIRGRU ONE TWO  
 MARAIRGRU ONE ONE

0909457  
 OCT 66

*[Handwritten signature and initials]*  
 29 Oct 66  
 2955

UNCLAS EFTO

A. OPNAVINST 3750.6E

1. A4C, 148597, VMA-214
2. 6OCT66, 1935H, CHU LAI, RVN
4. DELTA. SKIN TORN AND BUCKLED FROM STATION YL00.500 TO STATION YL26.500.
5. HOOK SLAP ON A NORMAL M-2 MOREST LANDING. CAUSE UNKNOWN.
6. JAMES M. COX, MAJOR, USMC, 7302, ACTIVE, NO INJURY.
7. N/A
8. N/A
9. N/A
10. NOT DIRECT ENEMY ACTION.
11. N/A
12. 16-67I

COMMANDING OFFICERS COMMENTS AND RECOMMENDATIONS

1. FORWARDED.

DRAFTED BY:

*[Handwritten signature: H. J. Fennell]*  
 H. J. FENNELL, JR.  
 CAPT USMC  
 AVNSAFO

RELEASED BY:

*[Handwritten signature: Ralph D. Wallace]*  
 RALPH D. WALLACE  
 LTCOL USMC  
 COMMANDING OFFICER

MAG-12 DIST: CO, ASO (2), S-3, VMA-214, VMA-224, VMA-311, VMA-223.

586

0909457  
 OCT 66

UNCLASSIFIED

OUTGOING

PRIORITY

FROM: KARATKRON TWO ONE FOUR

TO: NAVAVNSAFCEM *KI 100*

INFO: CNO (OPO5F) *117 CII*  
 CMC (AAP) *117 CII*  
 CG FMFPAC *117 CII*  
 COMNAVAIRPAC *117 CII*  
 CG FIRST MAW *117 CII*  
 CG THIRD MAW *117 CII*  
 COMPAINTSTPAC *117 CII*  
 KARAIRSHU ONE TWO  
 KARAIRSHU ONE ONE  
 KARAIRSHU ONE THREE  
 KARFITATKRON THREE TWO THREE

*220750Z*  
*438*  
*1315*

UNCLAS LEFTO

A. OPNAVINST 3750.6E

1. A4C, 148482, VMA-214

2. 17OCT66, 2128H, CHU LAI, RVN

3. TP-10

4. ECHO. LEFT SLAT PUNCTURED AND TORN AT STATION (XLF)237-750. WING FUEL TANK TORN THROUGH FOLLOWING STATIONS PUNCTURING TANK ON PORT SIDE. (XFS)108-750 TO X 96.000, (Y) 260-000 TO (Y) 306-000.

5. AIRCRAFT STRUCK TWO MARINES AFTER APPROX 3800 FEET OF TAKEOFF. AIRSPEED SHOULD HAVE BEEN ABOUT 135 KTS. MARINE WERE ON RUNWAY IN AN UNLIGHTED AREA. RUNWAY LIGHTS ARE DIRECTIONAL AND GIVE VERY LITTLE ILLUMINATION ON RUNWAY. PILOT WAS UNAWARE OF IMPACT AND CONTINUED TAKEOFF, RUNWAY HITTING IS IN POOR CONDITION AT THIS POINT (ON TAKEOFF ROLL AND ROUGH BOUNCES ARE COMMON). AT ALTITUDE PILOT NOTED FUEL LOSS, RETURNED AND LANDED AFTER 17 MINUTES OF FLIGHT. INSPECTION OF AIRCRAFT REVEALED DAMAGE AND CHECK OF RUNWAY AREA REVEALED CAUSE. BETWEEN THE TIME OF THE INCIDENT (2128H) AND DISCOVERY OF THE BODIES ON THE RUNWAY (APPROX 2200H) THERE WERE 2 TAKEOFFS (1 A4 AND 1 C130) AND 2 LANDINGS (1 A4 AND 1 C130). THE PRESCRIBED CROSSING POINT IS AT 4000 FEET, SERVICED BY GREEN LIGHTS CONTROLLED BY TOWER. PARALLEL GREEN LIGHTS PROVIDE BACKLIGHTING WHICH ASSISTS TOWER OPERATOR IN OBSERVING PERSONNEL AT THIS LOCATION. IT WAS AN EXTREMELY DARK NIGHT WITH NO MOONLIGHT.

6. LOUIS F. ROTH, 2NDLT, USMC, 7333, ACTIVE, NO INJURY.

7. A/A

8. WILSON, LEONARD LUGENE, PFC, 2144079/6442. MR. BRIDGES A. ANDERSON, 900 BAYVIEW, CHLOUSAS, LOUISIANA.

LEBERT, JAMES CALS JR., LCPL, 2128843/6511. MR. JAMES C. LEBERT SR., 1480 FAY ROAD, CLEVELAND, OHIO.

1975

... 1 OF 2

OUTGOING

UNCLASSIFIED

PRIORITY

9. N/A  
10. NOT DIRECT ENEMY ACTION.  
11. N/A  
12. 17-671.

DRAFTED BY:

*J. J. Fennell*  
J. J. FENNEL  
MAJOR USMC  
AVNSAFO

RELEASED BY:

*Ralph D. Wallace*  
RALPH D. WALLACE  
LTCOL USMC  
COMMANDING OFFICER

DISTR: MAC-12 CO, ASO (2), 3-3, ALL VMA's.

BOL

2207507  
oct 66

UNCLASSIFIED

OUTGOING

ROUTINE

## COMMANING OFFICERS COMMENTS AND RECOMMENDATIONS

1. FORWARDED.
2. A SQUADRON SOP HAS BEEN PUBLISHED DICTATING EMERGENCY ORDNANCE RELEASE IN AN EMERGENCY SITUATION AS A LAST RESORT AND ONLY IN A SPECIFIED ORDNANCE DROP AREA.
3. THE DECISION TO JETTISON ORDNANCE WAS BASED ON FUEL DINGO REQUIREMENTS.
4. A THOROUGH INSPECTION OF THE AIRCRAFT CIRCUITS FAILED TO PRODUCE ANY SIGNIFICANT MALFUNCTIONS.

DRAFTED BY:

*A. J. Pennell*  
A. J. PENNELL  
MAJOR, USMC  
AVNSAFO

RELEASED BY:

*R. E. Skinner*  
R. E. SKINNER  
MAJOR, USMC  
ACTING COMMANING OFFICER

DIST: MAG-12 CO, ASO (2), S-3 ALL VMA's

2376

PAGE 2 OF 2

270715Z  
OCT 66

UNCLASSIFIED

OUTCODING

ROUTINE

FROM: MARATHON TWO ONE FOUR

TO: NAVAVNSAFCEW

INFO: CNO (CPO5F)  
 CMC (AAP)  
 CG FIFTH PAC  
 COMNAVAIRFAC  
 CG FIRST MAW  
 CG THIRD MAW  
 COMPAINTWPAC  
 MARATHON ONE TWO  
 MARATHON ONE ONE

270715Z

1157  
 5/27/66  
 173

UNCLAS INFO

A. OPNAVINST 3750.6E

1. ALC, 118559, VIA-214

2. 24OCT66, 1145H, CHU LAI CH 50 285/125

3. DAS

4. FOXTROT

5. GEN FAILURE ON TARGET, EMERG GEN EMPLOYED, ALL ORDNANCE SWITCHES OFF.  
 EMERG STATION SELECTOR WINGS ONLY, DOUBLE CHECKED SWITCH ON CALL FROM FLIGHT  
 LEADER. TWO 1000 LB BOMBS DROPPED ON TARGET, DETONATED, NO DROP TANK OBSERVED  
 BY CONTROLLER OR FLIGHT LEADER IN HUN, 50 MILES FROM CHU LAI ON RETURN FLIGHT  
 ADVISED TANK MISSING FROM ACFT.

6. HARRIS J. FENDALL, MAJOR, USMC, 7333, ACTIVE, NO INJURY.

7. N/A

8. N/A

9. N/A

10. NOT DIRECT BOMB ACTION.

11. N/A

12. 18-671

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