

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

410-2-44

CMD CHRON

VMA-214

ML# 66-616.

COPY 1 OF 2

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

ENCLOSURE (1)

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5750
4 Sep 1966CONFIDENTIALPART I1. 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 StrengthUSMC Officers - 26
USMC Enlisted - 151USN Officers - 1
USN Enlisted - 0PART II1. 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 III1. Personnel/Administration

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

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5750
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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UNCLASSIFIED	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

UNCLASSIFIED

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:

D. D. PAGE JR.
CAPTAIN USMC
AVNSAFO

RELEASED BY:

RALPH D. WALLACE
LTCOL USMC
COMMANDING OFFICER

550

UNCLASSIFIED

OUTGOING

PRIO RTY

FROM: MARATKRON TWO ONE FOUR

TO: COMMANDER, NAVAVNSAFcen - RUEK D6

INFOs CNO (OPOF)
CMC (AAP)
CG FMFPAC
CG FMFLANT *Rock HI*
COMNAVAIRPAC
CG FIRST MAW
CG THIRD MAW
COMFAIRWESTPAC
MARAIRGRU ONE TWO
MABAIRGRU ONE ONE

INGLAS 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/FFECTED 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, "10-67".

3. COMMANDING OFFICER'S COMMENCES AND RECOMMENDATIONS

A. **FORWARDED**

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

UNCLASSIFIED

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
LTCOL USMC
COMMANDING OFFICER

250300Z
AUG 66

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

ASO:DDP: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, 145500, 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

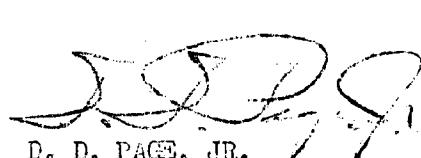
8. N/A

9. N/A

10. N/A

11. N/A

12. 84677



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
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:DDP:hma
3750
6 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, 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

5000DP: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:DDP:hma
3750
5 Aug 1966

SPECIAL HANDLING REQUIRED IN
ACCORDANCE WITH OPNAVINST 3750.6E

SPEEDLETTER

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

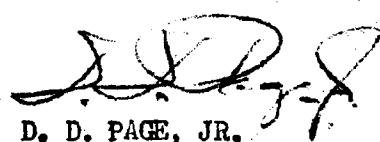
Subj: Report of Aircraft Incident

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
AvnSafe

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 FNM8 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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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 guage 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 guage 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:DIP: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. A4C, 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

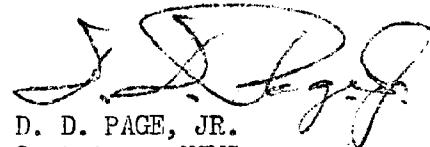
8. N/A

9. N/A

10. Not Direct Enemy Action.

11. See Attached Sheet.

12. 6-67


D. D. PAGE, JR.
Captain USMC
AvnSafO

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
COMNAVAFIPAC
CG, 1stMAW
CG, 3rdMAW
COMFAIRWESTPAC
CO, MAG-32
CO, MAG-31
File

FROM: MARATKRON TO THE FOUR

TO: NAVAVNSAFcen

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

UNCLAS EFTO

1. OPNAVINST 3750.6E

2. A4C, 148597, VMA-214

3. 6OCT66, 1935H, CHU LAI, RVN

4. DELTA. SKIN TORN AND BUCKLED FROM STATION Y400,500 TO STATION Y426,500.

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:

H. J. Fennell
 H. J. FENNELL, JR.
 CAPT USMC
 AVNSAFO

RELEASED BY:

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

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

586

4909457
 OCT 66

UNCLASSIFIED

OUTGOING

PRICRITY

FROM: MARATKRON TWO ONE FOUR
 TO: NAVAVNSAFcen 11 116
 INFO: CNO (OPO5F) 11 116
 CMC (AAP) 11 116
 CG FMFPAC 11 116
 COMNAVAIRPAC 11 116
 CG FIRST MAW 11 116
 CG THIRD MAW 11 116
 COMFAIRLSTPAC 11 116
 MARAIRGRU ONE TWO 11 116
 MARAIRGRU ONE ONE 11 116
 MARAIRGRU ONE THREE 11 116
 MARFIRATKRON THREE TWO THREE 11 116

UNCLAS LPFO

1. CPN-AVINST 3750.6E
2. A/C, 148482, VMA-214
3. 170CT66, 2128H, CHU LAI, RVN
4. 170CT66, 2128H, CHU LAI, RVN

4. ECHO. LEFT SLAT PUNCTURED AND TORN AT STATION (XLE)137-750. 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 MATTING 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 DESCRIBED CROSSING POINT IS AT 4000 FEET, SERVICED BY GROUND LIGHTS CONTROLLED BY TOWER. PERHAPS GROUND LIGHTS PROVIDE BACKLIGHTING WHICH ASSISTS TOWER OPERATOR IN SEEING PERSONNEL AT THIS LOCATION. IT WAS AN EXTREMELY DARK NIGHT WITH NO MOONLIGHT.

6. LAWIS P. ROATH, 2NDLT, USMC, 7333, ACTIVE, NO INJURY.
7. 6/A

8. MELKON, EDWARD LUCILLE, FFC, 214079/6442. M/S. MELKONIAN A. ANDERSON, 900 RAYMOND, CLOUDBURG, LOUISIANA.
 LAFERT, JAMES CALIS JR., LCPL, 2128813/6511. M/S. JAMES C. LAFERT SR., 1480 FAY ROAD, LLEVELAND, OHIO.

1995

...GL 1 OF 2

220760Z

135
 2205
 1315T

ROLL

220760Z
 07766

OUTGOING

UNCLASSIFIED

PRIORITY

9. N/A

10. NOT DIRECT ENEMY ACTION.

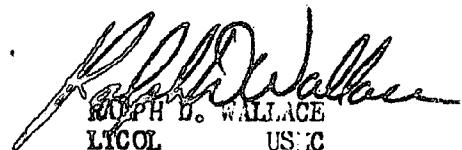
11. N/A

12. 27-671.

DRAFTED BY:


J. O. FENNELL
MAJOR USMC
AVNSAF

RELEASED BY:


JOSEPH D. WALLACE
LTCOL USMC
COMMANDING OFFICER

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

BOM

220750Z
00 CT 66

UNCLASSIFIED

OUTGOING

ROUTINE

COMMANDING 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 BINGO REQUIREMENTS.
4. A THOROUGH INSPECTION OF THE AIRCRAFT CIRCUITS FAILED TO PRODUCE ANY SIGNIFICANT MALFUNCTIONS.

DRAFTED BY:


H. J. PENNELLMAJOR, USMC
AVNSAFO

RELEASED BY:


R. E. SKINNERMAJOR, USMC
ACTING COMMANDING OFFICER

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

2376

PAGE 2 OF 2

270716Z
Oct 66

UNCLASSIFIED

OUTGOING

ROUTINE

FROM: MARATHRON TWO ONE FOUR

TO: NAVAVNSAFCEM

INFO: CNO (OPOSE)
 CMC (AAP)
 CG-FIFPAC
 COMNAVAFRPAC
 CG FIRST MAW
 CG THIRD MAW
 COMPAIRWESTPAC
 MARAIRCRU ONE TWO
 MARAIRCRU ONE ONE

UNCLAS BFTO

1. OPNAVINST 3750.6B
2. 1. N/A, 148559, VMA-214
2. 24 OCT 66, 1145H, CHU LAI CH 50 285/125
3. DAS
4. FOXTROT
5. GEN FAILURE ON TARGET, EMERG GEN DEPLOYED, 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 RUN, 50 MILES FROM CHU LAI ON RETURN FLIGHT ADVISED TANK MISSING FROM ACFT.
6. HARRIS J. FENWELL, MAJOR, USMC, 7333, ACTIVE, NO INJURY.
7. N/A
8. N/A
9. N/A
10. NOT DIRECT BOMB NOTIC.
11. N/A
12. 18-671

PAGE 1 of 2

270715Z

 270715Z
 Oct 66

2376