

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

3:JMC:hma
5750
4 Nov 1966

[REDACTED]

From: Commanding Officer
To: Commanding Officer, Marine Aircraft Group 12

Subj: Command Chronology (U)

Ref: (a) GruO 5750.1C

Encl: ✓(1) Command Chronology of Marine Attack Squadron 214

1. In accordance with the instructions contained in reference (a), enclosure (1) is submitted.
2. This letter may be downgraded to UNCLASSIFIED upon removal of enclosure (1).

R. E. SKINNER
Acting

VMA-214

ML# 66-720

COPY 1 OF 2

ENCLOSURE (2)

[REDACTED]

CONFIDENTIAL

COMMAND CHRONOLOGY

of

MARINE ATTACK SQUADRON 214

Period 1-31 October 1966

UNCLASSIFIEDPART I1. Organizational Data

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

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

David A. CAYLOR, Major, Administrative Officer, 1-31 October 1966

James M. COX, Major, Operations Officer, 1-31 October 1966

Richard O. BEMISH, Second Lieutenant, Logistics Officer, 1-31 October 1966

Patrick J. MCCARTHY, Major, Aircraft Maintenance Officer, 1-31 October 1966

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

2. Monthly Average StrengthUSMC Officers - 31
USMC Enlisted - 169USN Officers - 1
USN Enlisted - 0PART II Narrative Summary

1. The "Blacksheep" flew 659 sorties for 846.9 flight hours and delivered 445.25 tons of ordnance on enemy targets 1-31 October in support of combat operations in the Republic of Vietnam.

PART III Significant Events1. Personnel / Administration

a. The turnover rate of personnel has increased again during the month with four officers and fourteen enlisted transferred, and eleven officers and seventeen enlisted joined.

b. The promotion rate remained high with nineteen; four to Major, two to Captain, one to Gunnery Sergeant, three to Staff Sergeant, one to Sergeant, and eight to Lance Corporal.

1 of 2

ENCLOSURE (1)

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- c. Sixteen men enjoyed R&R in Okinawa, Manila, Singapore, Hong Kong, Taipei, Bangkok, Kuala Lumpur, Tokyo, and Honolulu.
- d. The participation in the U. S. Savings Bond Campaign remains high with approximately 77 percent of the command participating.
- e. One man was evacuated to CONUS for treatment of non-hostile injuries.
- f. Seven men were commended by the Commanding Officer at a meritorious mast for their outstanding contributions to the excellence of the squadron.
- g. On 21 October 1966 the Squadron stood down from flight operations and held a party during the afternoon. All hands enjoyed the opportunity to relax from flight operations and the entire day was considered a significant morale builder.

2. Operations

- a. The Squadron flew 659 sorties for a total of 846.9 flight hours. This represents an average of 28.7 sorties and 36.8 flight hours per pilot assigned. It is significant to note that 139 sorties were flown by non-squadron pilots which totaled 170.5 hours. 794.5 flight hours were flown in direct support of combat operations in the Republic of Vietnam and in North Vietnam which totaled 620 combat sorties.
- b. Correlating the opening of the Chu Lai cross wind runway (3-21) with the requirement for relocating and constructing new fighting holes, the Squadron reorganized ground defense platoons utilizing personnel in key positions and with RTD's significant for effective utilization during the coming months of inclement weather and probable attacks.
- c. Three aircraft incidents occurred this month. Supporting documents are attached.

3. Aircraft Maintenance

- a. The "Blacksheep" Maintenance Department maintained an average aircraft availability of 79.6% for the month of October while operations totaled ~~847~~ 847 flight hours. The maintenance department expended 1420.2 man hours on organizational line maintenance and completed three major checks.
 - b. The Ordnance Section loaded 445.25 tons of ordnance that was expended during October operations. The ordnance dump was completed by the Sea Bees.
 - c. The "Blacksheep" presently have twenty-one aircraft in country in A10 reporting status.
 - d. Average aircraft availability improved again in October by over 2 percent to 79.6 percent which in effect means an average of fifteen aircraft up out of an average of 19½ aircraft in A10 status
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