

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

3:RBS:hma
 5750
 5 Dec 1966

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

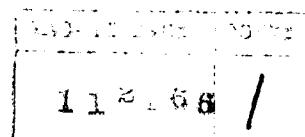
Subj: Command Chronology

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.

R. E. Hemmingway
 R. E. HEMMINGWAY



VMR-214

CMD CHRON

ENCLOSURE (1)

Nov 1966

COMMAND CHRONOLOGY

of
MARINE ATTACK SQUADRON 214

Period 1-30 November 1966

PART I1. Organizational Data

Ralph D. WALLACE, Lieutenant Colonel, Commanding, 1-30 November 1966

Richard E. SKINNER, Major, Executive Officer, 1-5 November 1966

Richard E. HEMMINGWAY, Major, Executive Officer, 6-30 November 1966

David A. CAYLOR, Major, Administrative Officer, 1-30 November 1966

James M. COX, Major, Operations Officer, 1-5 November 1966

Richard E. SKINNER, Major, Operations Officer, 6-30 November 1966

Richard O. BEMISH, Second Lieutenant, Logistics Officer, 1-30 November 1966

Patrick J. McCARTHY, Major, Aircraft Maintenance Officer, 1-9 November 1966

Cloyd H. KLINGENSMITH, Major, Aircraft Maintenance Officer, 10-30 November 1966

Warren R. PATTERSON, Lieutenant (USN), Flight Surgeon, 1-30 November 1966

2. Monthly Average StrengthUSMC Officers - 32
USMC Enlisted - 161USN Officers - 1
USN Enlisted - 0PART II Narrative Summary

1. The "Blacksheep" flew 565 sorties for 725.4 hours expending 288.2 tons of ordnance on enemy targets 1-30 November in support of combat operations in the Republic of Vietnam.

PART III Significant Events1. Personnel/Administration

- a. The turnover rate of personnel remained relatively stable this month, with four officers and twenty-four enlisted transferred, six officers and twelve enlisted joined.

b. The promotion rate dropped. One officer was promoted to Captain, one Staff Sergeant accepted a temporary appointment to Second Lieutenant, three Lance Corporals advanced to Corporal, and six PFC's to Lance Corporal.

c. Twenty men enjoyed R&R in Okinawa, Manila, Singapore, Hong Kong, Taipei, Bangkok, Kuala Lumpur, Tokyo and Honolulu. One man took annual leave to Tokyo, and one man went on emergency leave.

d. U. S. Savings Bond campaign participants represent 77 percent of the command.

e. One man was evacuated for treatment of illness. (Non-hostile)

f. Major C. H. KLINGENSMITH and Captain M. W. WEHRUNG were presented a Letter of Recognition of Special Achievement by the Commanding General, 1st Marine Aircraft Wing for noteworthy conduct in action against the enemy.

g. Sergeant T. E. ARNOLD and Corporal J. A. BRANDENBURG were awarded Meritorious Mast for exceptional performance of duty.

2. Operations

a. The squadron flew 565 sorties for a total of 725.4 hours. Of these flights 534 sorties (698.0 hours) were in direct support of combat operations. These totals reflect the deteriorating weather conditions in South Vietnam this month. Combat operations were hindered by low ceilings and rain in the target areas and at the airfield. Operations were somewhat slowed by the high winds which necessitated JATO launches and MOREST recoveries on the short cross-wind runway.

b. Taking advantage of the poor weather, maximum use was made of out-of-country schools this month. Four pilots attended the External Delivery Refresher Course at MCAS Iwakuni, Japan. One officer attended Weapons Loading Refresher School at Iwakuni and two officers completed a Jungle Escape and Survival School conducted in the Philippines.

c. The squadron has now completed training a new complement of pilots. Of the twenty-five pilots presently assigned, nineteen have reported in the last three months. Thirteen of these reported from organizations other than Marine Attack Squadrons.

d. One aircraft incident occurred this month. Supporting document is attached.

3. Aircraft Maintenance

a. The "Blacksheep" Maintenance Department maintained an average aircraft availability of 77 percent for the month of November while operations totaled to 725 flight hours. The maintenance department expended 1236.5 man-hours on

organizational line maintenance and completed three major checks. The whole of the maintenance effort was somewhat hampered due to the poor weather conditions during the month of November.

- b. Flight line personnel assisted in launching and recovering 565 sorties.
- c. The Ordnance Section loaded 288.2 tons of ordnance that was expended during November operations.
- d. The "Blacksheep" presently have 20 aircraft in country in A10 reporting status.
- e. Structural repair was completed on WE-1 and WE-8, and they were returned to flying status.

081111Z/NOV66

FROM: MARATKRON TWO ONE FOUR

TO: NAVAVNSAFCCEN

INFO: CMC (AAP)
CNO (CPO5F)
CG FMFPAC
CG FMFLANT
CG FIRST MAW
CG THIRD MAW
MARAIRGRU ONE TWO
COMFAIRWESTPAC
COMNAVAIRPAC

UNCLAS EFTO FOR OFFICIAL USE ONLY

REPORT OF AIRCRAFT MISHAP

A. OPNAVINST 3750.6E

1. A4C, 145126, VMA-214

2. 4NOV66, 1740H, CHU LAI, RVN

3. DIRECT AIR SUPPORT

4. ECHO - LEFT AND RIGHT HAND NOSE GEAR SUPPORT BROKEN AT STA 128.500. ESTIMATE 50 DIRECT MANHOURS REPAIR REQUIRED.

5. BUNO 145126 COMMENCED TAKEOFF AS NUMBER TWO ON THE RIGHT SIDE OF RUNWAY. AFTER 3600 FEET OF TAKEOFF ROLL PILOT WAS INFORMED BY TOWER THAT HE HAD BLOWN RIGHT TIRE. THE THROTTLE WAS RETARDED TO IDLE, ABORT INFORMATION TRANSMITTED AND ENGINE SECURED. SPEED WAS 120 KNOTS WITH A GROSS WEIGHT OF 20,000 LBS. DURING ROLLOUT FULL LEFT RUDDER AND AILERON PLUS CONSIDERABLE LEFT BRAKE WAS USED TO CONTROL RIGHT SWERVE TENDENCY. AT APPROXIMATELY 50 KNOTS LEFT BRAKE BEGAN TO FADE, HOWEVER DIRECTIONAL CONTROL WAS MAINTAINED UNTIL THE AIRCRAFT DECELERATED TO APPROXIMATELY FIVE KNOTS THEN AIRCRAFT SWERVED TO RIGHT. THE AIRCRAFT CAME TO REST WITH NOSE GEAR AND RIGHT MAIN GEAR OFF RIGHT SIDE OF OVERRUN APPROXIMATELY 250 FEET PAST NORTH END OF RUNWAY 32 WEST. SUSPECT INTERNAL FAILURE OF RIGHT TIRE CAUSED BLOWOUT. SLIGHT RIGHT CROSSWIND, AND DRAINAGE SLOPE OF RIGHT HAND HALF OF RUNWAY 32 CONTRIBUTED TO PILOTS DIRECTIONAL CONTROL DIFFICULTIES. NO ABORT OR OVERRUN GEAR WAS AVAILABLE.

6. RONALD R. BOROWICZ, CAPT, 085528/7305, USMC, ACTIVE, NO INJURY.

7. N/A

8. N/A

9. N/A

10. NOT DIRECT ENEMY ACTION.

11. NOTAL

DECLASSIFIED

UNCLASSIFIED

OUTGOING

ROUTINE

12. THIS IS MY 19-671.

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DRAFTED BY:

RELEASED BY:

J. M. KRETSINGER
CAPT USMC
AVNSAFO

RALPH D. WALLACE
LTCOL USMC
COMMANDING OFFICER

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