

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

3:RJR:hma
5750
4 Feb 1967

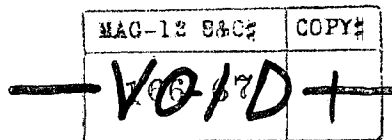
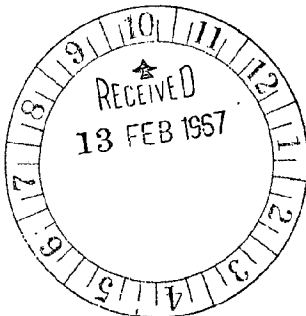
From: Commanding Officer
To: Commanding Officer, Marine Aircraft Group 12
Subj: Command Chronology

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



ENCLOSURE 13E

VMFA-214

CMD CHRON

Jan 1967

COMMAND CHRONOLOGY

of

MARINE ATTACK SQUADRON 214

Period 1-31 January 1967

PART I1. Organizational Data

Richard E. HEMMINGWAY, Major, Commanding, 1-31 January 1967

Elmer S. PAYNE, Major, Executive Officer, 1-31 January 1967

Harris J. FENNELL, Major, Administrative Officer, 1-31 January 1967

Richard E. SKINNER, Major, Operations Officer, 1-31 January 1967

Richard O. BEMISH, Second Lieutenant, Logistics Officer, 1-31 January 1967

James M. COX, Major, Aircraft Maintenance Officer, 1-31 January 1967

Warren R. PATTERSON, Lieutenant (USN), Flight Surgeon, 1-31 January 1967

John M. KRETSINGER, Major, Aviation Safety Officer, 1-31 January 1967

First Sergeant Marion L. EVERHART, Squadron First Sergeant, 1-13 January 1967

First Sergeant Robert P. O'ROURKE, Squadron First Sergeant, 14-31 January 1967

2. Monthly Average Strength

USMC Officers (NA) - 26
 USMC Officers (AG) - 7
 USMC Enlisted - 185

USN Officers - 1
 USN Enlisted - 0

PART II Narrative Summary. The "Blacksheep" of Marine Attack Squadron 214 flew a total of 657 sorties and 842.1 flight hours during the period 1-31 January 1967. 518.8 tons of ordnance were expended on enemy targets in support of combat operations.

PART III Significant Events1. Personnel/Administration

a. Joined/Transferred. The turnover rate of personnel was quite stable during the period. Three officers and twenty-two enlisted were joined while two officers and twenty enlisted were transferred.

b. Promotions. There were a total of twenty-three promotions during the period as follows:

(1) To Sergeant. Harry M. GREEN, Micheal M. McKEON and Rudolph W. HARTELBEN.

(2) To Corporal. John R. WEDAMAN, Wilburn L. SHELTON Jr., Micheal C. SCHAEFER, William O. ROBBINS, James H. MARTIN Jr., Wayne W. LUZNICKY, Marvin C. LONG, James W. LANGLEY, Thomas J. KRYGOWSKI, Richard G. KISS, Jerry W. KIRKLAND, Larry A. JESTER, Raymond L. GLEATON Jr., Richard K. D. ENGLAND, Timothy C. BRESLIN, and Carmine M. ARIOSTO.

(3) To Lance Corporal. Thomas D. NOWAK and Neal B. SMITH.

c. Meritorious Promotions

(1) To Corporal. Julian W. WRIGHT and Albert MESSER.

(2) To Lance Corporal. Ronald L. GIVEN.

d. Rest and Relaxation (R&R). A total of nineteen officers and men of VMA-214 enjoyed R&R during this period as shown below:

(1) Honolulu. Major John M. KRETSINGER, Staff Sergeant Pedro M. TALISAYAN and Sergeant Joseph C. STORY Jr.

(2) Bangkok. Captain Kenneth P. DUNLAVY, Captain Frederick S. SCHARAR and Lance Corporal William J. BARKER.

(3) Tokyo. Master Sergeant Billy G. CLEMONS, Lance Corporal Allen H. STOWE and Lance Corporal Richard G. KISS.

(4) Okinawa. Gunnery Sergeant Charles E. SAXON Jr.

(5) Taipei. Sergeant Richard F. JOHNSON, Sergeant Orville L. RICH and Lance Corporal David L. ROWE.

(6) Hong Kong. First Lieutenant Joseph C. PICCIONI, First Lieutenant Robert O. RIGGS, Sergeant Ralph E. McLAUGHLIN and Corporal Dennis J. POLAK.

(7) Manilla. Corporal John W. REGAN Jr.

(8) Singapore. Sergeant Aubrey G. THOMASON.

e. Reenlistments. Sergeant Harry M. GREEN reenlisted for a period of six years

f. Extensions of Overseas Tours. Two persons extended their overseas tours during the month. They were Corporal James K. LANGLEY and Lance Corporal Douglas H. WOOD. Both extended for a period of six months.

g. Leave. Two personnel enjoyed leave during the month. Staff Sergeant Herbert M. AMENDT in Japan and Sergeant Harry M. GREEN in the United States.

h. Meritorious Mast. For outstanding performance of duty the Commanding Officer presented Meritorious Masts to the following personnel:

Sergeant Harry H. THORPE
 Corporal John R. WEDAMAN
 Corporal Thomas J. KRYGOWSKI
 Corporal James H. MARTIN Jr.
 Lance Corporal William J. BARKER
 Lance Corporal Roger L. SHOURDS

2. Operations

a. 657 sorties and 842.1 flight hours were flown during the month. Of these 625 sorties and 800.7 flight hours were in direct support of combat operations. 518.8 tons of ordnance were expended on enemy targets. Low ceilings and rain, both in the target areas and at Chu Lai Air Base, hampered flight operations during the first part of the month. However, the tempo of operations increased considerably during the latter half.

b. Three officers, Captain Robert P. WYLIE, Captain Robert B. BEALE and First Lieutenant Ben L. DYALS, completed the Jungle Escape and Evasion School at NAS Cubi Point, P.I.

c. Of the twenty-four Naval Aviators assigned on 31 January, twenty-two are considered completely qualified in all phases of conventional ordnance delivery and tactics. The remaining three are newly joined and progressing through the squadron syllabus.

d. The 3rd Provisional Rifle Company (VMA-214) participated in a ground defense drill conducted by Marine Aircraft Group 12 on 25 January 1967.

e. One aircraft accident and four aircraft incidents occurred this month. The supporting documents are attached.

3. Aircraft Maintenance

a. The "Blacksheep" Maintenance Department maintained an average availability of 77% for the month. This is an increase of two percent over the month of December. 1518 man-hours were expended on organizational line maintenance and five Major Inspections were completed supporting the months total of 657 sorties and 842.1 flight hours.

b. Receipt of AOC's and a general improvement of weather conditions during the last half of the month significantly improved working conditions and thereby aircraft availability. On 31 January the squadron achieved a

long sought after goal of 100% availability (14 aircraft aboard / 14 aircraft in an UP status), and, for good measure, at 1500H on that day all 14 aircraft were airborne at the same time on combat sorties.

c. The revetment around the squadron Ordnance Dump was completed during the month thereby increasing the squadron's capability of withstanding enemy attack. In addition, the Ordnance Section loaded the 518.8 tons of ordnance that was expended during the month.

d. On 23 January a Major Inspection was completed on WE-00, Bureau Number 148549. On 26 January MAG-12's Quality Control Team inspected this aircraft and found no discrepancies.

e. During the month two aircraft received damage due to direct enemy action. They were WE-6 and WE-4, Bureau Numbers 148505 and 148531. WE-6 incurred BRAVO damage striking a tree during a level napalm delivery, and WE-4 was struck in the lower aft portion of the center wing by an enemy .50 caliber round. WE-6 was shipped by barge to O&R for repair. A replacement aircraft is expected during the first week of February. WE-4 diverted into Danang AB after being struck. It is in the process of being repaired there by the STRAAD Team from NAS Cubi Point. In addition to these two aircraft, there are five aircraft in Progressive Aircraft Rework (PAR).

The following supporting documents are attached:

- ✓VMA-214 message 160700Z/Jan67
- ✓VMA-214 message 300810Z/Jan67
- ✓VMA-214 message 240805Z/Jan67
- ✓VMA-214 message 290630Z/Jan67
- ✓VMA-214 message 300811Z/Jan67
- ✓VMA-214 message 020300Z/Feb67

PRIORITY

UNCLASSIFIED

EFTO

FROM: MARATHRON ⁷⁴⁶ TCM ONE FOUR

TO: NAVAIRNSAFGEN

INFO: CNO
CMC
CG FMFPAC
CG FMFLANT
COMNAVAIRPAC
CG FIRST MAW
CG THIRD MAW
MARATHRON ONE TWO
COMFAIRWESTPAC

160700Z

UNCLAS EFTO FOR OFFICIAL USE ONLY

FOR CNO CODE OP-05F AND CMC CODE AAP

REPORT OF AIRCRAFT ACCIDENT

A. OPNAVINST 3750.6E

1. ALC, 118505, VMA-211

2. 11JAN66, 1255H, BT309121

3. CLOSE AIR SUPPORT

4. BRAVO. MULTIPLE DENTS AND TEARS ON THE LEFT AND RIGHT WING LEADING EDGES, SLATS, FLAPS AND SURFACES; RIGHT FRONT WING SPAR AND TRAILING EDGE; RH INTAKE DUCT HORIZONTAL STABILIZER AND ELEVATOR; LH MAIN LANDING GEAR DOORS, AIRBORNE AND HORIZONTAL STABILIZER; R/COME, NOSE LANDING GEAR DOOR, CENTERLINE TANK AND ALL THREE WING RACKS.

5. AS WINOAN ON A TWO PLANE EMERGENCY C.A.S. MISSION THE PILOT FLEW THROUGH THE TOP OF A DEAD TREE APPROXIMATELY ONE SECOND AFTER RELEASE ON A LEVEL NAPALM RUN-SPEED 450 KTS, APPROXIMATELY 75 FT A.G.L., HEADING 080. THE AREA WEATHER WAS 2500 FT OVER CAST 5 MILES VISIBILITY LOWERING TO 2500/3 IN INTERMITTENT RAIN SHOWERS. THE GROUND FORWARD AIR CONTROLLER WAS UNABLE TO MARK THE TARGET THEREBY REQUIRING THE FLIGHT TO MAKE REPEATED DUMMY RUNS TO PINPOINT THE ENEMY POSITION. LOW CEILINGS AND REDUCED VISIBILITY ADDED TO THE FLIGHT'S DIFFICULTY IN LOCATING THE TARGET. AFTER ACQUIRING THE TARGET EACH PILOT MADE ONE LIVE DROP FROM A 10 DEGREE DIVE. THE FLIGHT WAS GIVEN CORRECTIONS BY THE FAC FOR THE NEXT RUN. 2NDLT. ROATH THEN DECIDED TO CONVERT TO A LEVEL RUN FOR DELIVERING HIS LAST NAPALM. HE HAD BEEN HAVING PROBLEMS IN BOTH GETTING ENOUGH AIRSPEED AND ACQUIRING THE TARGET ON THE FIRST RUNS AND BELIEVED HE COULD CORRECT THESE DIFFICULTIES BY MAKING A LEVEL RUN. THE CAUSE FACTORS FOR THIS MISHAP WERE; QUESTIONABLE JUDGMENT WHEN THE PILOT CHOSE TO MAKE A LEVEL DELIVERY, WHICH WAS A LOWER RECOVERY ALTITUDE THAN THE 10° DIVE DELIVERY,

1 of 2

PRIORITY

UNCLASSIFIED

REF

ON A TARGET WHERE FORWARD VISIBILITY WAS REDUCED TO THE POINT POSITIVE CLEARANCE OF TERRAIN HAZARDS COULD NOT BE ASSURED; ENVIRONMENT WAS A FACTOR IN THAT THE EMERGENCY NATURE OF THE MISSION DICTATED THAT AN ATTEMPT BE MADE TO DELIVER GROUNDWATER UNDER FAR WORSE WEATHER CONDITIONS THAN IS NORMALLY PRUDENT OR ALLOWABLE; WEATHER WAS A FACTOR SINCE FORWARD VISIBILITY WAS REDUCED TO APPROXIMATELY 1½ MILES DUE TO RAIN ON THE WINDSHIELD.

6. LOUIS P. ROATH III, 2nd LT., 092564, USMC, 7333, ACTIVE, NO INJURY.
7. N/A
8. N/A
9. N/A
10. NOT DIRECT ENEMY ACTION.
11. 1-67A

DRAFTED BY:

J. M. Kretsinger
J. M. KRETSINGER
MAJOR USMC
AVNSAFO

RELEASED BY:

R. E. Hemmingsway
R. E. HEMMINGWAY
MAJOR USMC
COMMANDING OFFICER

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

2 OF 2

ROUTINE

UNCLASSIFIED

EFTO

FROM: MARATKRON TWO ONE FOUR

TO: NAVAVNSAFGEN

INFO: CNO
CMC
CG FMFPAC
CG FMFLANT
COMNAVAIRPAC
COMFAIRWESTPAC
CG FIRST MAW
CG THIRD MAW
MARAIRGRU ONE TWO

UNCLAS EFTO FOR OFFICIAL USE ONLY

FOR CNO OP-05F AND CMC CODE AAP

REPORT OF CHANGE OF AIRCRAFT ACCIDENT STATUS

A. OPNAVINST 3750.6E

B. MY 160700Z JAN 67

1. CHANGE PARA ONE ZERO OF REF BRAVO TO READ "DIRECT ENEMY ACTION---
EVASION OF ENEMY FIRE" CATEGORY.

DRAFTED BY:

G. Harlan

G. HARLAN
MAJOR USMC
AVNSAFO

RELEASED BY:

R. E. Hemmingway
R. E. HEMMINGWAY
MAJOR USMC
COMMANDING OFFICER

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

300810Z/JAN 67

21351
21351
21351


040801 73
340 10 73

UNCLASSIFIED

FOOTING

01/03/10

DRAFTED BY:



G. HARLAN
MAJOR USMC
AVNSAFO

U INV

DIST: MAG-12 CO, ASO (2), S-3, ALL VETS

10/28/10



R. H. THE HILL

PLANT

VETERAN

310
10/28/10

2 OF 2

1381

046 707 3

ROUTINE

UNCLASSIFIED

EFTO

290630Z

FROM: MARATKRON TWO ONE FOUR

TO: NAVAVNSAFCEM

INFO: CNO
 CMC
 CG FMFPAC
 CG FMFLANT
 COMNAVAIRPAC
 COMFAIRWESTPAC
 CG FIRST MAW
 CG THIRD MAW
 MARAIRGRU ONE TWO

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FOR CNO CODE OP-05F AND CMC CODE AAP

REPORT OF AIRCRAFT INCIDENT

A. OPNAVINST 3750.6e

1. AAC, 148508, VMA-214

2. 27JAN67, 1400H, CHU LAI NORTH FEEDER TAXIWAY.

3. HELICOPTER ESCORT, CLOSE AIR SUPPORT.

4. ECHO. RADOME PUNCTURED STA (Y) 6.985 AND STA (Y) 33.747 FWD NLG DOOR BENT BETWEEN STA (Y) 86.000 AND STA (Y) 127.625. NLG DOOR ACTUATING CYLINDER BENT. PORT AND STBD NLG FWD SUPPORT FITTINGS BROKEN AT STA (Y) 128.500 IN NOSE WHEEL WELL. PORT AND STBD NLG AFT SUPPORT FITTINGS BROKEN AT CONNECTION TO FWD SUPPORT FITTING. NLG RETRACTING CYLINDER BROKEN. TELESCOPING MECHANISM WHICH ATTACHED TO THE NLG STRUT AND TELESCOPE-LINK ATTACH FITTING AT STA (Y) 138.562 BROKEN. STBD CYLINDER WELL BETWEEN STA (Y) 128.500 AND STA (Y) 159.000 TORN AND BENT. AFT UP LATCH ASSY FOR FWD NLG DOOR ASSY BROKEN. AFT NLG DOOR TORN AND BENT, HINGE BROKEN AT STA (Y) 156.000. FWD UP-LATCH ASSY FOR FWD NLG DOOR BROKEN. ESTIMATE 200 MANHOURS REQUIRED TO REPAIR. MALFUNCTION.

5. AFTER MAX GROSS WEIGHT LANDING AT 16,000 LBS WITH TWO MK-4 GUN PODS AIRCRAFT WAS BEING TAXIED BACK TO LINE. AFTER TAXILING 10,000 FEET AND ENTERING NORTH FEEDER TAXIWAY PILOT ATTEMPTED TO SLOW AIRCRAFT, THE RIGHT BRAKE FADED AND COULD NOT BE REGAINED, ENGINE WAS SHUT DOWN AND AIRCRAFT ANGLED OFF LEFT SIDE OF TAXIWAY. NOSE GEAR FAILED AFTER APPROX 15 FT OF TRAVEL IN LOOSE SAND. PILOT REPORTS BRAKES APPEARED NORMAL PRIOR MISHAP AS HE USED THEM TO MANEUVER THROUGH CROWDED AIR FREIGHT RAMP APPROX 1000 FT BEFORE FADE OCCURRED.

6. ELMER S. PAYNE, MAJOR, 059650/7333, USMC, ACTIVE, PARACHUTE NOT UTILIZED, NO INJURY.

ROUTINE

UNCLASSIFIED

EFTO

7. N/A
8. N/A
9. N/A
10. NOT DIRECT ENEMY ACTION.
11. 24-67I

DRAFTED BY:

G. Harlan
G. HARLAN
MAJOR USMC
AVNSAFO

RELEASED BY:

R. E. Hemmingsway
R. E. HEMMINGWAY
MAJOR USMC
COMMANDING OFFICER

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

CCN: 1655

290630Z JAN. 67.

2 OF 2

ROUTINE

UNCLASSIFIED

ROUTINE

300811Z

FROM: MARATKRON TWO ONE FOUR

TO: NAVAVNSAFCEM

INFO: CNO
 CMC
 CG PACFLT
 CG PACFLT
 CG PACFLT
 COMNAVAIRPAC
 COMFAIRWESTPAC
 CG FIRST MAW
 CG THIRD MAW
 MARAINGRU ONE TWO

100 / 2730 JAN
 0845 / 2

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FOR CMO CODE OP-05F AND CMC CODE AAP

REPORT OF AIRCRAFT INCIDENT

A. OPNAVINST 3750.6E

1. A4C, 148531, VMA-214

2. 29JAN67, APPROXIMATELY 0930H, 175 RAD, 8NM DA NANG TACAN, RVN.

3. HE/CAS.

4. ECHO. ONE 50 CAL. RD. ENTERED AIRCRAFT AT STA (Y) 285.000 (X) 7.000, PUNCTURING WING FUEL CELL, ESTIMATE 50 MANHOURS TO REPAIR.

5. AIRCRAFT HIT ON STRAFING RUN, AIRCRAFT WAS LOSING FUEL RAPIDLY, DIVERTED TO DA NANG. CAUSE: ENEMY FIRE.

6. ELMER S. PAYNE, MAJOR 059650/7333, USMC, ACTIVE. PARACHUTE NOT UTILIZED, NO INJURY.

7. N/A.

8. N/A.

9. N/A.

10. DIRECT ENEMY ACTION.

11. 25-67X

DRAFTED BY:

G. Harlan
G. HARLAN
MAJOR USMC
AVNSAFO

RELEASED BY:

R. E. Hemmingway
R. E. HEMMINGWAY
MAJOR USMC
COMMANDING OFFICER

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

CEN: 1691

~~TOP SECRET~~
0300811Z JAN 30, 1967

100 / 30 JAN
0845 / R

020300Z

ROUTINE

UNCLASSIFIED

EFTO

FROM: MARATHON TWO ONE FOUR
 TO: NAVAFNSAFCEM - RUCILSA-4

INFO: CNO - RUCI 3DA
 CMC - RUCI HCA - 2
 CG FMFPAC - RUHABP - 6
 CG FMFLANT - RUCINVA - 5
 COMNAVAIRPAC - RUHJHUR - 8
 COMAIRMESTPAC - RUHJHUR - 8
 CG FIRST MAW - RUCN - 1
 CG THIRD MAW - RUWSRRB
 MARATHON ONE TWO - RUCN - 1

472
 H.B.S.
 TOP/020708Z

UNCLASS EFTO FOR OFFICIAL USE ONLY

FOR CMC CODE OP-05F AND CMC CODE AAP

REPORT OF AIRCRAFT INCIDENT

- A. OPNAV INST 3750.6N
1. ALC, 148585 VMA-214
 2. 31JAN67, 1238N 118 RAD. 30 NM CHU LAI TACAN, RVN
 3. HE/CAS
 4. ECHO. ONE INCH HOLE BOTTOM RIGHT AILERON FROM 20MM AP ROUND LODGED INSIDE AILERON. LEFT SIDE PANEL OF WINDSCREEN GOUGED. SUSPECTED CAUSE, PILOT ERROR.
 5. AIRCRAFT WAS ON SECOND STRAFING RUN WITH TWO MK-4 GUN PODS. PILOT STATES HE COMMENCED FIRING PASSING APPROXIMATELY 2100 FT. IN A 14 DEGREE DIVE; HE FURTHER STATES THAT AT APPROXIMATELY 1400 FT, HE NOTED SEVERAL OBJECTS PASS THE AIRCRAFT. AT 600 FT. PILOT PULLED UP AND OFF RIGHT 15 DEGREES THEN BACK TO PARALLEL RUN-IN HEADING. WINDSCREEN DAMAGE NOTED ON RECOVERY FROM THIS PASS, 20MM ROUND CAUSING AILERON DAMAGE FOUND ON POST FLIGHT INSPECTION, CAUSE OF DAMAGE TO WINDSCREEN UNDETERMINED.
 6. HARRIS J. FENNELL, MAJOR, 070769/7333, USMC, ACTIVE, PARACHUTE NOT UTILIZED. NO INJURY.
 7. NOT APPLICABLE
 8. NOT APPLICABLE
 9. NOT APPLICABLE
 10. DIRECT ENEMY ACTION/EVASION OF FIRE.
 11. 26-67I

DRAFTER

G. HARLAN, MAJOR, USMC
 AVIATION SAFETY OFFICER

RELEASER

R. E. HEMMINGWAY, MAJOR, USMC
 COMMANDING OFFICER

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

84

020300