

MARINE ATTACK SQUADRON 223
Marine Aircraft Group 12
1st Marine Aircraft Wing, FMFPac
FPO, San Francisco 96602

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5 October 1967

From: Commanding Officer
To: Commanding Officer, Marine Aircraft Group 12 (Attn: S-3)

Subj: Command Chronology for September 1967; submission of

Ref: (a) GruO.5750.1C

Encl: ✓(1) VMA-223 Command Chronology

1. In accordance with the provisions of reference (a), enclosure (1) is submitted.


A. W. ANTHONY

VMA-223

CMD CHRON

SEP 1967

MARINE ATTACK SQUADRON 223
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1st Marine Aircraft Wing, FMFPac
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COMMAND CHRONOLOGY

1 September 1967 to 30 September 1967

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Part I

Organizational Data

1. <u>Designation</u>	<u>Commander</u>	<u>Date</u>
VMA-223	LtCol Claude E. DEERING	1-26Sep67
	LtCol Arthur W. ANTHONY	27-30Sep67
2. <u>Location</u>		
Chu Lai, Republic of Vietnam		
3. <u>Staff Officers</u>	<u>Name</u>	<u>Date</u>
Executive Officer	Maj Thomas R. MADDOCK	1-30Sep67
Operations Officer	Maj Martin A. YARNELL	1-30Sep67
Administrative Officer	Capt William T. LOWTHER	1-19Sep67
	Capt Charles B. WOODWORTH	20-30Sep67
Intelligence Officer	Capt Henry E. LECY	1-18Sep67
Materiel Officer	Maj David R. RAMZEL	1-30Sep67
4. <u>Average Monthly Strength</u>		
	USMC	USN
<u>Officers</u>	<u>Enlisted</u>	<u>Officers</u>
21 NA	177	1
4 A/G		0

Part II

Narrative Summary

During the month of September Marine Attack Squadron 223 conducted normal air operations mainly in support of 3rd Marine Amphibious Force units within the I Corps area of the Republic of Vietnam. However, 313 sorties were flown in or north of the DMZ. Ground operations and enemy contacts during the month were considered moderate to heavy especially during Operation SWIFT. VMA-223 flew 838 sorties and compiled 1012 flight hours while delivering 767 tons of aviation ordnance against the enemy.

ENCLOSURE (1)

Part III

Significant Events1. Administrative

a. During September the normal personnel gains and losses were; 12 officers and 32 enlisted personnel transferred and 10 officers and 15 enlisted personnel joined. The squadron continued to fly a moderate to heavy combat schedule while experiencing an average shortage of 14 naval aviators and enlisted personnel strength below manning level.

b. Distinguished Flying Crosses were awarded to LtCol Claude E. DEERING and Captain George A. KINSER. During this period four aviators were recommended for the Distinguished Flying Cross. In addition thirty-nine Air Medals were recommended and sixty-three were received. First Lieutenant MCINTYRE was recommended for the Navy Commendation Medal.

2. Operations

a. Combat air operations were conducted on all 30 days of the month. The squadron flew 838 sorties and 1011.6 flight hours of which 785 sorties and 955.4 flight hours were flown as combat missions. Through the untiring efforts of the Squadron Aircraft Maintenance Department the Squadron flew in excess of 1000 hours for the sixth consecutive month.

b. In September as in August combat flight operations were largely conducted in support of 3rd Marine Amphibious Force units. Major ground/air operations which received support from Marine Attack Squadron 223 were KINGFISHER, NEUTRALIZE, ARDMORE, FREEMONT, CUMBERLAND, SWIFT, WHEELER, DRAGON FIRE and SHELBYVILLE. A total of 313 combat sorties were flown in or north of the Demilitarized Zone against artillery and anti-aircraft positions which had engaged elements of the 3rd Marine Division and 1st Marine Aircraft Wing.

c. During flight operations, four aircraft sustained battle damage. On 6 September while on an emergency mission Captain R. S. COOPER's aircraft was hit by a 50 calibre round severing the wheel brakes hydraulic line. Captain R. TIEKEN was also hit by a 50 calibre round that punctured the wing fuel cell. Both aircraft returned safely. On 6 September Major T. D. COONEY's aircraft sustained three 30 calibre holes through the leading edge of his left wing and slat. Further runs were aborted and he returned safely to Chu Lai. On 12 September, Major J. A. MORRA's aircraft was hit by a 30 calibre round 2 inches forward of the trailing edge of the port aileron. Damage was discovered on post flight inspection. On 12 September a one inch tear in the port aileron was found by Captain R. S. COOPER during post flight inspection. Further investigation of the bomb sway braces on number one station revealed that a sway brace pod was missing. The pod may have broken and separated from the sway brace and impacted with the aileron when the bomb on number one station was released.

d. During this month the Progressive Aircraft Rework and Shoehorn Installation programs progressed normally. One aircraft was inducted into PAR, one returned, and two were undergoing PAR as of 30 September. Five aircraft were delivered to

NAS Cubi Point for induction into the shoehorn modification program, four aircraft were received from the program with appropriate modifications, and three aircraft were being processed at the end of the month. In spite of limited aircraft availability because of the PAR and Shoehorn programs and combat damage, the Squadron maintained an average aircraft availability of 55 percent and 10 aircraft up per day. Utilization of aircraft was 289 percent.

e. Through the combined efforts of our officers and men our pilots delivered 1,532,183 pounds of aviation ordnance against the enemy. Ordnance expended was as follows.

<u>ITEM</u>	<u>QUANTITY</u>
20MM Ammunition	6,291
MK-81 Bombs	1,320
MK-82 Bombs	2,084
AN-M65 Bombs	222
AN-M64 Bombs	2
AN-M66 Bombs	14
LAU 10	96
MK77 Napalm	216
CBU 24	20
MK77 CS Gas	4
MK12 CS Gas	8
AN-M117 Bombs	38

f. Captains R. H. GLASS and L. GREB flew their 200th Combat mission in this Vietnam Conflict. Captain R. S. COOPER flew his 100th Combat mission over Vietnam.

g. It is also noteworthy that during the quarter ending 30 September the Motor Transportation section of Marine Attack Squadron 223 transported 1705 tons of cargo and 998 passengers over 9518 miles.

ENCLOSURE (1)