

MARINE ATTACK SQUADRON 225  
Marine Aircraft Group 12, 1st Marine Aircraft Wing  
III Marine Amphibious Force  
% Fleet Post Office, San Francisco 96601

RWB:KRT:bah  
3840.1  
3 July 1965

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

Subj: Command Diary, period 1-30 June 1965

Ref: ((a) MCO 3840.1  
(b) MAG-12 S-3 briefing on 30 June 1965

1. In accordance with references (a) and (b), the Command Diary for the period 1-30 June is herewith transmitted.

  
R. W. BAKER

VM A-225  
CMD DIARY

ENCLOSURE (5)

June 1965

## COMMAND DIARY

PART I: ORGANIZATIONAL DATA SHEET

PART II: NARRATIVE SUMMARY

PART III: Supporting documents (with Enclosures (1)-(6) attached to original copy only).

Encl: ✓(1) MAG-12 "Well done"  
✓(2) MAG-12 Navy Relief message  
✓(3) VMA-225 Detail Report  
✓(4) VMA-225 FOD Report 2-65  
✓(5) VMA-225 Ordnance Expenditure 1-30 June 1965  
✓(6) VMA-225 Combat Operations Summary 1-30 June 1965

PART I

ORGANIZATIONAL DATA SHEET

~~Designation:~~ Marine Attack Squadron 225

Period Covered: 1-30 June 1965

Date of Submission: 3 July 1965

Commanding Officer: LtCol. R. W. BAKER, USMC

Location of Command Post at end of reporting period: Chu-Lai Airfield,  
Republic of Viet Nam

VMA-225 personnel assigned to details, period 1-30Jun65

<u>DATE</u>	<u>NUMBER OF PERSONNEL</u>	<u>DETAIL</u>
1-30	18 enl	Group Guard
1-30	1 enl	Laundry Detail
1Jun	2 enl	fill sandbags at tower
4-11	10 enl	offload ammo from APA
6-11	5 enl	Also to offload ammo from APA
5-6	5 enl	To water point
6-9	10 enl	Tent decking detail to MAG-12
1-30	3 enl	Police detail
1-10	4 enl	MAG-12 S-4
1-15	2 enl	Sqdn. Guard
8-14	8 (day) 6 (night) enl	Revetment detail on flight line
22-25	1 SNCO, 9 enl	Decking detail for the squadron
1-30	5 enl	Messmen
5-30	2 enl	Generator watch

ENCLOSURE (3)

ROUTINE

FROM: MAG-12

TO: H&MS-12  
MABS-12  
VMA-225  
VMA-311  
VMA-214

SUBJ: NAVY RELIEF

I WISH TO EXTEND MY CONGRATULATIONS FOR THE HIGHLY SUCCESSFUL RESULTS OBTAINED DURING THE NAVY RELIEF FUND DRIVE CAMPAIGN. THE FINAL REPORT OF THE CAMPAIGN SHOWED THAT A TOTAL OF \$1038.37 WAS CONTRIBUTED.

VMA-225 IS TO BE ESPECIALLY CONGRATULATED ON THE FACT THAT THEY ACHIEVED THE GOAL OF 100% PARTICIPATION. TO ALL COMMANDING OFFICERS, PROJECT OFFICERS, OFFICERS AND MEN "WELL DONE". COL NOBLE SENDS

J. D. NOBLE  
RELEASING OFFICER

ENCLOSURE (2)

ROUTINE

FROM: MARAIRCGRU ONE TWO  
TO: MARATKRON TWO ONE FOUR  
MARATKRON TWO TWO FIVE  
MARATKRON THREE ONE ONE  
MARAIRBASRON ONE TWO  
HAMRON ONE TWO

UNCLAS  
"WELL DONE"

1. I KNOW THAT YOU ALL SHARE THE PRIDE THAT I FELT WHEN I RECEIVED A "WELL DONE" FROM THE SECOND AIR DIVISION PASSED ON BY THE FIRST MAN FOR THE OUTSTANDING CLOSE AIR SUPPORT DELIVERED BY MISSION NUMBER 91678 LED BY MAJ GILLUM FROM VMA-225 AND MISSION NUMBER 91679 LED BY LTCOL STENDER FROM VMA-311 ON 23 JUNE. THEY WERE REPORTED AS THE BEST THE AIR FORCE CONTROLLER HAD EVER SEEN. THEY PLACED ALL ORDNANCE ON VC POSITIONS IN CLOSE PROXIMITY TO FRIENDLY RVN UNITS SO THAT A STRONG ATTACK WAS BROKEN UP. NUMEROUS ENEMY CASUALTIES WERE COUNTED WHEN THE SMOKE FROM OUR BOMBS AND CANNON FIRE HAD CLEARED.

2. WHILE THESE TWO FLIGHTS WERE SINGLED OUT FOR PRAISE BY THE CONTROLLER, THEY ARE CONSIDERED TYPICAL OF THE OUTSTANDING AIR ATTACKS THAT ARE BEING ROUTINELY FLOWN BY ALL THE PILOTS IN MAG-12 SQUADRONS. IT IS WELL RECOGNIZED THAT THESE AIR OPERATIONS ARE THE END PRODUCT OF THE EFFORTS OF ALL PERSONNEL IN THE GROUP SO IT IS APPROPRIATE THAT ALL HANDS SHARE THIS "WELL DONE" FROM AN OUTSIDE COMMAND.

J. D. NOBLE, COLONEL, USMC  
COMMANDING OFFICER, MAG-12  
DRAFTING & RELEASING OFFICER

ENCLOSURE (1)

Three officers from VMA-225 are assigned as briefing officers for MAG-12 S-3 pre-flight mission briefings on a scheduled basis.

Flight operations were similar to those conducted aboard a carrier as regards landings until 28 June, when 8000' of runway was available. ISO's monitored mirror approaches to MOREST landings for all hops until 28 June. Since that time, normal landings have been made and aircraft "roll into" the midfield MOREST. The two squadron ISO's were assigned duties on the airfield at regular scheduled intervals with other MAG-12 ISO's until 28 June.

F. Safety: No aircraft accidents or incidents occurred at Chu Lai during the period 1-30 June. The one accident at NAS Atsugi on 25 June is presently being investigated. Outstanding pilot attitude, superior aircraft maintenance and professional airmanship may be attributed to the safe operations aboard Chu Lai SATS field in its first month of operations. See enclosure (6) for combat operations summary.

G. Material:

1. Tail hooks became a supply problem after only a few days SATS operations. Due to a prior low usage rate, sufficient stocks were not on hand at local levels. A recommendation was forwarded via supply channels for a detachable tip to be used on the A4 tailhook assembly. This tip should be a consumable item stocked by the squadron.

2. The Rough Terrain Forklift should be a part of the squadrons organic Motor Transport gear. Much delay was caused in moving gear inland from the beach using the standard "Commercial 6000 lb." forklift, which was all but useless on the sand. The M-60 Crane was used as a substitute but was much slower than the Rough Terrain Forklift would have been. Much delay was caused initially due to this problem area.

3. Expenditure (Project 01): Approximately \$48,000.00 was spent supporting flight operations from project 01 funds during the period 1-30 June 65.

## PART II

NARRATIVE SUMMARY

At 0600H on 1 June 1965, Colonel J. D. Noble, Commanding Officer of MAG-12 led a division of VMA-225 A4C aircraft from NAS Cubi Pt, P. I. to open Chu Lai Airfield, Vietnam to begin operations against the Viet Cong. Colonel Noble landed CE6 BuNo 147779 at 0810H thereby making the first landing at the new SATS (Short Airfield for Tactical Support) field which was then 3546 feet long. As he cleared the arresting gear and runway, he was rapidly followed in order by Major D. E. Gillum (Executive Officer VMA-225) CE11 BuNo 145065, Lieutenant Colonel R. W. Baker (Commanding Officer VMA-225) CE2 BuNo 145094, and Captain D. A. Teichmann (S-3 VMA-225) CE13 BuNo 148520. Opening ceremonies were covered by representatives from worldwide news media.

At 1315H on the same day, after a thorough briefing by the S-2 & S-3 of MAG-12, Lieutenant Colonel Baker led the same pilots (Col Noble, Maj Gillum, and Capt Teichmann) on the first combat mission to be flown from Chu Lai Airfield. This was a close air support (CAS) mission in support of Republic of Vietnam (RVN) forces only six (6) miles north of Chu Lai. The tactical air controller airborne was Lieutenant Colonel G. F. Bauman (Commanding Officer of VMO-2) who marked the target, a Viet Cong (VC) strongpoint and directed the bombs, rockets, and cannon fire of each aircraft with deliberate care and accuracy.

During the period 1-30 June 1965, VMA-225 flew 401 combat sorties, 555 combat flight hours, dropped 896 250# bombs, 274 500# bombs, 6 1000# bombs, 75 MK-79 napalm bombs, fired 930 2.75" HE and 526 Zuni rockets and fired 20,455 rounds of 20 MM ammunition. The damage assessment from these strikes is classified and is contained in the records of MAG-12 (S-2).

Aircraft and pilots arrived at Chu Lai during June in accordance with the following schedule: (3 A/G Officers and 98 enlisted arrived via LSD and LST on 24 May, Squadron 1stSgt on 28 May)

DATE	#PILOTS	#A4C	ENL	REMARKS
1 June	9	4	7	(2 A/G Officers arrive
2 June	1	0	0	
9 June	2	2	0	
11 June	2	2	0	
14 June	4	4	21	
15 June	4	4	0	
16 June	5	5	0	
17 June	1	0	14	last of VMA-225 rear & flight surgeon arr. via KC-130
19 June	0	0	21	all remaining VMA-225 personnel aboard from Cubi Pt via KC-130



6. Mail arrived an average of 5 times per week during the month of June.

B. Intelligence: The normal S-2 functions of the squadron were combined and coordinated with the MAG-12 S-2 section. VMA-225 Officers normally assigned intelligence duties in the squadron (2 Naval Aviators, 1 A/G officer MOS 0201) worked directly with MAG-12 and assisted in pilot briefings and debriefings for all VMA squadrons in the Group, as did the enlisted personnel in OF 02.

C. Maintenance: After 16 June, 21 A4C were aboard until 24 June, when 2 A4C left for NAS Atsugi for PAR. Average daily availability was 95% for the month. One engine change was necessitated by FOD (see enclosure (4) on 23 June. Only nine sorties were lost the entire month because of aircraft maintenance problems.

D. Ordnance: Power supply was the key problem at first; electric power lines were routed to the line area by 22 June. M-60 "Anthony Crane" starter units frequently would not function; MABS support was often required.

Sound powered phone connections to MABS-12 Ordnance were not available until 25 June; this had caused some delay and confusion when missions were changed or suddenly scheduled.

Ordering of ordnance from MABS -12 Ordnance evolved to a process whereby VMA-225 ordered it in accordance with the squadron flight schedule, vice MABS-12 delivering what the MAB-12 frag order listed as the "day's requirement". Some confusion and delay occurred here at the beginning of the month. For example, at first all bombs were delivered, then rockets, etc. rather than bombs and rockets as needed throughout the day according to the flight schedule.

Blowing sands complicated the normal "care and cleaning" of weapons, racks, and ordnance. Extensive use was made of tarpaulins which helped but never eliminated the problem completely.

E. Operations: Daily sorties increased as more aircraft, pilots and men arrived throughout the month. Commencing on the 16th, with 21 aircraft aboard, a daily sortie average of 22 per day was maintained until the end of the month. During the entire month only nine sorties were lost due to aircraft malfunctioning going "down" before takeoff. Spare pilots and aircraft were scheduled for most flights 1-15 June and for selected flights thereafter. Spares accounted for six sorties that would otherwise have been lost.

Weather was usually excellent for operations. On an average of 2 days per week thunderstorms crossed the field between 1530 and 1730 H; other than that, field conditions were VFR at all times.

JATO was used extensively during the first half of the month, and with decreasing frequency thereafter as the runway length increased. NATOPS was used as the guide for determining take off roll; at any time the "take off distance to clear a 50 foot obstacle" was within 1000' of the total runway length, JATO was used.

Pilot availability was never less than 25 out of 28. One pilot, 1/Lt B. J. NEWSOM was injured in an aircraft accident on June 25 executing an emergency landing while on a test hop at PAR, NAS Atsugi, Japan. He is expected to be hospitalized until August. Thus for the present and near future a maximum of 27 pilots from the squadron will be available. In addition, 7 A4C pilots from MAG-12 Staff sections fly sorties with this squadron on a regular basis.

## SUMMARIES:

## A. Administrative

## 1. Promotions:

- a. Major TEICHMANN and Capt NEWSOM to present rank on 1 June.
- b. LCpl's KEANE and STAGNIUNAS to present rank meritoriously on 29 June.

2. Letters of achievement from MAG-12 (see enclosures (1) & (2))
3. Details (see enclosure (3))
4. Rations-breakfast & dinner: hot meals at MAG-12 mess area; noon meal C-rations.
5. Med Evac: CWO-2 SCHNEIDER to DANANG (Chronic ear infection) on 22 June; ETR in 1 week to 10 days. SSgt PARKER and Sgt SOKOL were hospitalized at USNH Yokosuka and USAFH Clark AFB respectively. Capt NEWSOM was hospitalized at USNH Yokosuka following an aircraft accident on 25 June (see Operations, section E)

## REPORT OF GAS TURBINE ENGINES DAMAGE BY FOREIGN OBJECTS

COMNAVJIRPAC-(GEN)-13000/21 (REV. 6-62)

REPORT SYMBOL NAVAIRPAC 13000-3

FROM 771 F B, 100 10, 200 10, 300 10		AIR STATION FIELD OR SHIP OPERATING FROM 100 10, 200 10, 300 10	
REPORT NUMBER 1005	AIRCRAFT MODEL AND BUNO 100 20000		ENGINE MODEL 500 300
ENGINE SERIAL NUMBER 10000	DATE FOD DISCOVERED 20 10 60	IDENTIFICATION OF OBJECT 100 100 100	
ENGINE OPERATING HOURS SINCE NEW 1000.0		ENGINE SINCE OVERHAUL 100.0 <input checked="" type="checkbox"/> REPLACED <input type="checkbox"/> REPAIRED	
EXTENT OF DAMAGE			

RECEIVED: 1961-11-15 10:15 AM  
FROM: 1961-11-15 10:15 AM  
TO: 1961-11-15 10:15 AM  
SUBJECT: 1961-11-15 10:15 AM

	CONDITION	TYPE SURFACE	FREQUENCY/METHOD OF CLEANING
RUNWAYS OR CARRIER DECKS	CONC	CONC	WATER
TAXI WAY AREA	CONC	CONC	WATER
TURN UP AREA	CONC	CONC	WATER
FREQUENCY INDICATED AREAS INSPECTED FOR OBJECTS ADRIFT	HANGER	PARKING RAMP	TURN UP SPOTS
			TAXI WAY
			RUNWAYS/CARRIER DECKS

MAINTENANCE PRACTICES/PROCEDURES IN EFFECT TO PREVENT FOD

SECRET - NO FORN DISSEM

FREQUENCY PILOTS BRIEFED ON POTENTIAL FOD _____ AND _____		DATE OF LAST FOD _____	TOTAL HOURS SINCE LAST FOD _____
HAZARDS RESULTING FROM IMPROPER TAXI/TAKEOFF INTERVAL _____		_____	_____
FOD DISCOVERED DURING	<input type="checkbox"/> DAILY INSP.	<input checked="" type="checkbox"/> PREFLIGHT INSP.	<input type="checkbox"/> POST FLIGHT INSP.
			<input type="checkbox"/> PERIODIC INSP.

OTHER (Specify)

COMMENTS AND/OR RECOMMENDATIONS

[illegible]

FOD PREVENTION OFFICER	DATE SUBMITTED	COMMANDING OFFICER
SA [illegible]	6/20/18	[illegible]

DISTRIBUTION: Original Cognizant COMFAIR or CGAIRFMFPAC (as appropriate); Copy to COMNAVAIRPAC

ENCLOSURE (4)

DECLASSIFIED

JUNE 1-30		BP	250 GP	500 GP	250 WSF	500 WSF	1000 WSF	NAP	275 INCH	275 HE	ZUNI	JATO	20MM	MK MK 76	MK MK 89	MK MK 104	MK MK 106	MK MK 1000 GP
			89%	274				75		980	526		20455					6

ENCLOSURE (5)

## Combat Operations Summary, VMA-225 Chu Lai Airfield, 1-30 June 1965

<u>DAY</u>	<u>A/C AVAIL</u>	<u>COMBAT SORTIES</u>	<u>COMBAT HOURS FLOWN</u>
1	4	8	13.0
2	3	0	0
3	3	2	2.0
4	4	2	2.6
5	4	2	2.4
6	3	2	2.4
7	3	2	3.8
8	3	2	2.4
9	3	6	14.2
10	5	4	4.1
11	7	6	10.5
12	7	8	8.7
13	7	12	14.7
14	10	16	25.8
15	15	22	32.1
16	18	28	39.3
17	17	31	41.4
18	18	33	45.8
19	19	18	22.4
20	18	16	21.6
21	18	24	34.3
22	17	20	27.8
23	17	18	26.9
24	17	22	31.6
25	17	16	19.8
26	16	18	23.6
27	14	21	33.2
28	16	19	27.7
29	16	20	31.7
30	16	<u>24</u>	<u>34.7</u>

ENCLOSURE (6)