

DECLASSIFIED

VMF(AW)-232
S&C# 389-66
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MARINE ALL WEATHER FIGHTER SQUADRON TWO THREE TWO
Marine Aircraft Group 11, 1st Marine Aircraft Wing
FPO San Francisco 96602

3:RAG:eaw
03A34166
7 December 1966

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From: Commanding Officer
To: Commanding Officer, Marine Aircraft Group 11, (Attn: S-3)
Subj: Command Chronology for 15-30 November 1966
Ref: (a) WgO 5750.1B

Encl: ✓(1) Marine All Weather Fighter Squadron 232 Command Chronology for
✓ 15-30 November 1966
✓(2) Corrected Flight Schedules 15-30 November 1966

1. Enclosure (1) is submitted in accordance with reference (a).
2. This letter is downgraded to "UNCLASSIFIED" upon removal of enclosure (1).

N M Trapnell Jr.
N. M. TRAPNELL JR.

MAG-11 S&C
No. 02289-66
COPY 1 OF 2

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- a. Designation: VMF(AW)-232
- b. Location: Da Nang Air Base, RVN
- c. Period Covered: 15-30 November 1966
- d. Commanding Officer and Staff:

Commanding Officer	15-30 November 1966	LTCOL N. M. TRAPNELL JR.
Executive Officer	15-30 November 1966	MAJ M. H. SAUTTER
Administrative Officer	15-30 November 1966	MAJ C. L. CRONKRITE
Operations Officer	15-30 November 1966	MAJ R. A. GILLON
Maintenance Officer	15-30 November 1966	MAJ F. P. WILLIAMS
Logistics Officer	15-30 November 1966	CAPT D. A. BRIGHAM
Blue Flight Leader	15-30 November 1966	MAJ B. A. MARTIN
Gold Flight Leader	15-30 November 1966	MAJ J. A. REESE
Grey Flight Leader	15-30 November 1966	MAJ E. F. TOWNLEY

- e. Average Strength.

Naval Aviators: 26
 Air Ground: 4
 Flight Surgeon: 1
 Marine Enlisted: 178

f. Visitors. The command was paid a visit by Major General ROBERTSHAW, Commanding General, First Marine Aircraft Wing on 17 November 1966. The General was received by the Commanding Officer and his Executive Staff.

PART II Significant Highlights.

- a. Personnel.

(1) Upon arrival the squadron joined five (5) Officers and two (2) Enlisted men, and transferred one (1) Enlisted man. Thirteen (13) Enlisted men were assigned TAD to MABS-11.

(a) Joined: Date:

CAPT W. W. ALVORD	15 November 1966
CAPT L. A. BACKUS	15 November 1966
CAPT J. A. LARUE	15 November 1966
1/LT W. J. DOHERTY	15 November 1966
2/LT A. F. GARTBAY	20 November 1966
SSGT R. F. WHITE	29 November 1966
CPL J. E. MCREAL	30 November 1966

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(c) TAD:

Date:

GYSGT R. M. GILMORE	8 November 1966
LCPL W. P. MCGUINNESS	8 November 1966
PFC R. W. REDFERN	8 November 1966
SGT T. MCCLAUGHLIN	19 November 1966
CPL L. R. HOLMAN	19 November 1966
LCPL T. F. CARROL	19 November 1966
LCPL J. M. BURKE	19 November 1966
LCPL D. G. HINZ	19 November 1966
LCPL R. A. HUDA	19 November 1966
PFC H. C. POWLEY	19 November 1966
LCPL R. W. SCHWEITZER	19 November 1966
GYSGT E. F. MILLER	25 November 1966
SGT F. W. WAGNER	25 November 1966
1/LT W. J. DOHERTY	28 November 1966

(d) Promotions:

Lance Corporal: 25
 Corporal: 3
 Sergeant: 6

(2) Five (5) Air Medals were awarded to squadron pilots during the reporting period. Major GILLON was the first pilot to receive an Air Medal in RVN for missions flown while attached to this squadron. Two other Medals were awarded to newly assigned pilots for missions flown while attached to VMF(AW)-235. The awards were made to:

CAPT W. W. ALVORD	Gold Star in lieu of 8th Air Medal 21Nov66
CAPT L. A. BACKUS	Silver Star in lieu of 6th Air Medal 26Nov66
MAJ R. A. GILLON	First Air Medal 22Nov66
MAJ E. F. TOWNLEY	First Air Medal 22Nov66
MAJ B. A. MARTIN	First Air Medal 24Nov66

b. Administration. The following marines have applied for the Limited Duty Officer program:

- (1) 2/LT B. J. FIFER
- (2) GYSGT W. J. BROOM
- (3) GYSGT D. L. COPPS
- (4) GYSGT E. W. WILTON

c. Civil Affairs. Not applicable

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~~CONFIDENTIAL~~d. Morale/Welfare Program.

(1) The Savings Bond and Savings Plan Programs were strongly emphasized to all hands upon arrival. On 30 November 1966 twenty-seven per cent (27%) of the squadron personnel were participating in the Bond Program. The squadron is striving for 100% participation.

(2) Two (2) R & R quotas were received for officers previously serving with VMF(AW)-235, for Taipai, Taiwan 26-30 November 1966.

e. Public Information. Not applicable.f. Casualties. Not applicable.g. Intelligence and Counter-Intelligence.

(1) The squadron Intelligence Chief was assigned TAD to MAG-11 S-2 immediately upon arrival. The squadron Intelligence Clerk was assigned mess duty for a period of one (1) month.

h. Air Operations. Twelve (12) actual flying days were logged during the month of November. Type missions flown were Helicopter escort, TPQ, Tally Ho, Red Blazer, Tiger Hound, DAS, and LZ Preps. The squadron hit the 100 ton mark for ordnance delivery on 26 November 1966, ten (10) days after first arriving in RVN. The 100th sortie has since been flown by Major Robert A. GILLON on 22 November 1966 as a hot pad scramble for helo escort. A further breakdown of squadron operations is as follow:

(1) Total Sorties: 234

(2) Total Hours: 315.3

 Night: 45.5

 Inst: 66.4

(3) Ordnance Tonnage: 125.5

i. Air Defense. Not applicable.

j. Ground Defense. Assumed the defense of areas "A" and "C" in accordance with MAG-11 directives effective 17 November 1966.

k. Special Operations. This squadron flew helo escort missions in support of Operation Mississippi commencing 30 November 1966.

l. ECM. Not applicable.m. Photo. Not applicable.~~CONFIDENTIAL~~

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n. Command & Control. Change to OPCON from MAG-15 to MAG-11.

o. Training.

(1) Officers.

(a) During the week 15-21 November nightly all-officers meetings (AOMS) were conducted to disseminate all pertinent information gained through the day. Briefings were conducted on local procedures, ordnance procedures, and operating peculiarities, as well as inter-squadron activities. The squadron has now adopted the policy of two (2) AOM's per week to be conducted on Tuesdays and Thursdays unless otherwise posted.

(b) One (1) officer departed for Jungle Escape and Survival Training at NAS Cubi Point on 28 November 1966. One or two officers per week will attend JEST training the next quarter.

(2) Enlisted.

(a) Briefing were conducted for all hands on local procedures, defense areas and tactics, and general safety precautions during flight operations.

(b) Technical training continued on an individual shop basis.

p. NBC Warfare. Not Applicable.

q. Logistics.

(1) The effect of sustained combat flight operations was realized as the aircraft AOPP rate increased by nearly fifty per cent (50%) over that of previous operations. Aircraft generators and ground support equipment were generally the most troublesome. Humidity and blowing sand were considered the two most important contributing factors in equipment deterioration. Logistical support for these items was satisfactory for sustained operations.

(2) The 3M system minus man-hour accounting and supply became effective on arrival. Efficiency of the system was initially poor until supporting units became accustomed to the new procedures.

r. Motor Transport.

(1) All squadron transportation vehicles were absorbed by the MABS-11 Motor Transport section on 15 November 1966.

(2) Squadron Motor Transport personnel were immediately assigned TAD to MABS-11 Motor Transport section upon arrival.

s. Engineering. Not Applicable.

~~CONFIDENTIAL~~t. Maintenance.

(1) Availability. During the reporting period the average daily aircraft availability was eight (8). (See paragraph q.(1).) On 15 November 1966 ten (10) F8s arrived from NAS Cubi Point. By 20 November 1966 five (5) more aircraft arrived from NAS Cubi Point providing some increased availability despite the rigorous AOCP rate. By 21 November 1966 all assigned aircraft (17) were on hand.

(2) Ground Support. The condition of ground support equipment was found to be surprisingly poor. Two (2) NC-5s were sent to H&MS-11 for repair by VMF(AW)-235 and had been in that status for forty-five (45) days. Engine generators and voltage regulators accounted for at least fifty per cent (50%) of the difficulties experienced with this equipment. Again, sand and humidity was found to be the primary cause of these problems with ignition systems. Nearly all equipment is in need of rotation for thorough overhaul. The status of ground support equipment is as follows:

<u>NOMENCLATURE</u>	<u>NO ASSIGNED</u>	<u>NO ON HAND</u>	<u>AVERAGE AVAILABILITY</u>
TUD-80	3	0	0
NC-5	5	2	2
NC-10A	4	2	2
GTC-85	7	2	2
AIR COMPRESSOR	8	5	5
A/C CLEANING MACHINE	2	2	0
HYD TEST STAND	2	0	0
ROUGH TERRAIN FORKLIFT	1	1	1
SATS ORDNANCE LOADER	1	1	1

(Those pieces not on hand are in repair status to H&MS-11 Maintenance.)

u. Comm/Elect. Not applicable.

v. Combat Aircraft Losses. Not applicable.