

MAG-11 S&C
NO. 001092-66
COPY 1 OF -

MARINE ALL WEATHER FIGHTER SQUADRON TWO THREE FIVE  
 Marine Aircraft Group 11, 1st Marine Aircraft Wing  
 FPO San Francisco, California 96602

3:ACS:ewh  
 Ser: 03A15766  
 6 Jun 1966

**SECRET**

From: Commanding Officer  
 To: Commanding Officer, Marine Aircraft Group 11, (Attn: S-3)  
 Subj: Command Chronology for May 1966 (U)  
 Ref: (a) WgO 5750.1B  
 Encl: ✓(1) Marine All Weather Fighter Squadron - 235 Command Chronology  
 for May 1966

**S-3 LOG**  
**NO. 200-66**  
 VMF(AW) - 235

1. Enclosure (1) is submitted in accordance with reference (a).
2. This letter is unclassified upon removal of enclosure (1).

*G. A. Gibson*  
 G. A. GIBSON

VMF(AW)-235
LOG NO. 746-66
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ENCLOSURE (1)

May 1966

**SECRET**3:ACS:ewh  
Ser: 03A15766MARINE ALL WEATHER FIGHTER SQUADRON 235  
COMMAND CHRONOLOGY FOR MAY 1966Part I - Organizational Data

- a. Designation                      Location  
VMF(AW)-235                      Da Nang AB, RVN
- b. Period Covered  
1 - 31 May 1966
- c. CO and Executive Staff

<u>NAME</u>	<u>BILLET</u>	<u>RANK</u> <u>T/O</u>	<u>ACTUAL</u>
GIBSON, George A.	CO	LTCOL	LTCOL
SMITH, Kenneth E.	XO	MAJ	MAJ
SWINDLE, Orson G.	Admin O	LT	CAPT
EVERSOLE, Carl J.	Ops O	MAJ	MAJ
BRANDON, Jack A.	Maint O	MAJ	MAJ
DOWNING, David E.	Log O	WO	CAPT!
DOWNING, David E.	"A" FLT CMD		CAPT
PRITCHETT, Louis C.	"B" FLT CMD		CAPT
KOWALCZYK, Edwin S.	"C" FLT CMD		CAPT

- d. Average Strength  
NA - 24  
AG - 3  
NMC - 1  
MAR ENL - 203

Part II - Sequential Listing of Events

a. Personnel - Seven officers and two enlisted men were joined; Three officers and four enlisted men were transferred from the squadron. During this reporting period one officer was promoted, one temporary officer was commissioned from enlisted status and ~~three~~ <sup>two</sup> enlisted personnel received promotions: (~~One~~ meritorious promotions) to sergeant and one regular promotion to PFC). Two enlistments were extended and two over-seas tours were extended. Pilots qualified for 26 air medals/gold stars this period for a total of 124 since the squadrons arrival in RVN.

b. Administration - Eleven new squadron directives were published. Among these are included SOPs for Logistics, Fiscal, Administration, Ground Safety, and Pay Administration.

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Ser: 03A15766

c. Civil Affairs/Military Government - The squadron flight surgeon and other squadron personnel made two visits to the China Beach Orphanage. Clothing and toys were given out in accordance with the stateside originated "Operation Handshake". Routine sick-calls were held at these times.

d. Moral/Welfare Programs - Daily trips to the China Beach recreational facility were resumed. The "Red Nose Roost" (squadron coffee/soft drink mess) on the flight line was reopened. A reading and writing room was added adjacent to the administrative spaces for squadron members recreational use. Personnel are continuously urged to attend religious services of their choice.

e. Public Information - Although no direct mention of VMF(AW)-235 was made, the May 27 issue of TIME noted the squadron's efforts in maintaining a precautionary CAP at Da Nang AB during the civil/military crisis from 21 to 23 May (see Air Defense, Para. i.).

f. Casualties - N/A

g. Intelligence/Counter Intelligence - N/A

h. Air Operations - The squadron flew 663 sorties and 809.7 hours for the month. Sorties consisted of air to ground missions in the I and II Corps areas, helicopter escort, TPQ/ID missions, landing zone prep/cover, practice GCI, air base defense, and day and night Special Missions. Of notable interest was the Squadron Commander's 100th mission flown, 97 days after reporting to RVN.

i. Air Defense - The squadron flew 57 sorties at Da Nang AB during the Vietnamese Civil/Military Crisis. These consisted primarily of two plane precautionary CAP. The first CAP was launched at 0745 on 21 May and a continuous CAP was maintained until 1430. From 1430 21 May til 1700 24 May the squadron kept four aircraft in a scramble alert status. Two aircraft were on a modified alert condition I, (one pilot strapped in the aircraft and his wingman suited up ready to become airborne immediately) and two aircraft on alert condition II, (pilots and aircraft standing by to re-constitute as soon as the condition I aircraft were launched). On 21 May the squadron was scrambled 16 times for 21.0 hours and on 22 May 15 times for 22.9 hours for a total of 31 scrambles and 43.9 hours.

j. Ground Defense - The squadron was alerted to ground defense alert condition I three times during the crisis, once at 0705 on 19 May, at 1930 on 20 May and at 0725 on 21 May. Approximately 15 fire incidents occurred in and around our flight line area. Twelve spent small arms rounds were recovered. No aircraft were hit.

2

Enclosure (1)

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k. Special Operations - During the reporting period the squadron flew in support of the following operations in addition to those already noted: Georgia, Osage, Cherokee, Morgan, Montgomery, Wayne, Yama, Mobile, and Cheyenne II.

l. ECM - N/A

m. Photo - N/A

n. Command and Control - N/A

o. Training - N/A

p. NBC - One filter unit, M-6, gas particulate is inoperative pending receipt of parts. All radiac meters are in excellent working condition however, the two IM-174 PD meters are due for calibration.

q. Logistics and Supply- The material section submitted a total of 651 requisitions, 69 turn-ins and eight surveys into the supply system. The Material Office was moved into a newly acquired SATS shelter and the tool room was correspondingly reorganized which should greatly aid working conditions. Average AOCF rate was 20 requisitions on two aircraft and ANFE rate was 32 requisitions on 16 aircraft.

r. Motor Transport - The squadron had 98% availability on all Section "M" gear while covering 9,240 miles and 95% availability on engineering equipment. The results of a MAG-11 inspection netted the section an "excellent".

s. Engineering - N/A

t. Maintenance - Average daily aircraft availability rate was 75%. Average ground support equipment availability for on hand equipments during the period was: TUD-80 67%, NC-5 0%, however H&MS-11 subcustodied two NC-5s to the squadron, NC-10 33%, air compressors 93%, GTC-85's 40%, and weapons loaders 66%.

u. Communications/Electronics - N/A

v. Combat Aircraft losses - N/A

3

Enclosure (3)  
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