

MARINE ALL WEATHER FIGHTER SQUADRON TWO THREE FIVE
Marine Aircraft Group 15 (Rein), 9th Marine Amphibious Brigade
FPO San Francisco, California 96602

3:HBC:mom
Ser:003B04467
13 Feb 1967

SECRET

From: Commanding Officer
To: Commanding Officer, Marine Aircraft Group 15 (Rein) (Attn: S-3)

Subj: Command Chronology for 1 January - 14 February 1967 (U)

Ref: (a) Group O 5750.1A

Encl: ✓(1) Marine All Weather Fighter Squadron 235 Command Chronology for
1 January - 14 February 1967 (S)

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

C. E. Olsen
C. E. OLSEN
By direction

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|----------------------------------|
| VMF(AW)-235 |
| LOG NO. <u>0045-67</u> |
| COPY <u>1</u> OF <u>3</u> COPIES |

MAG-15 SAC FILES

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| <u>244-67</u> |
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COPY No. 1 of 2

VMF (AW) - 235

Jan - 14 Feb 1967

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PART I

ORGANIZATIONAL DATA

1. DESIGNATION

COMMANDER

VMF(AW)-235

LtCol E. R. ROGAL

2. LOCATION

1 January 1967 - 14 February 1967: Iwakuni, Japan

3. STAFF OFFICERS

| <u>NAME</u> | <u>BILLET</u> | <u>RANK T/O</u> | <u>ACTUAL</u> |
|-----------------|---------------|-----------------|---------------|
| OLSEN, C. B. | XO | MAJ | MAJ |
| DILLEY, D. E. | OPNS O | MAJ | MAJ |
| WITTER, H. F. | MAINT O | MAJ | MAJ |
| PLANT, R. | ADMIN O | LT | MAJ |
| RUTHVEN, C. J. | LOG O | WO | MAJ |
| RUTLEDGE, B. G. | SAFETY O | CAPT | CAPT |
| CUMMINGS, G. D. | INTELL O | LT | LT |
| VANOUS, F. J. | "A" FLT CMD | - | MAJ |
| CATHCART, D. E. | "B" FLT CMD | - | MAJ |
| RIDINGS, W. H. | "C" FLT CMD | - | MAJ |

4. AVERAGE MONTHLY STRENGTH

| <u>USMC</u> | | <u>USN</u> | |
|-------------|------------|------------|------------|
| <u>OFF</u> | <u>ENL</u> | <u>OFF</u> | <u>ENL</u> |
| 36 | 176 | 1 | 4 |

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PART II

NARRATIVE SUMMARY

On 1 January 1967 the VMF(AW)-235 squadron headquarters was located at Iwakuni, Japan, with a training detachment located at Naha AB, Okinawa. On 27 January 1967 the first elements of the training detachment returned to Iwakuni from Okinawa. The move was completed by 1 February 1967. In anticipation of the squadron rotation to the Republic of Viet Nam, the advanced party departed MCAS Iwakuni on 28 January 1967. They arrived at Danang AB RVN and reported to the C. O. MAG-11 on 29 January. On 14 February 1967, VMF(AW)-235 departed MAG-15 (Reinforced), 9th MAB, MCAS Iwakuni for NAS Cubi Point, Phillippines. The trip was made with the aid of KC-130F air refueling aircraft provided by VMGR-152. The squadron is scheduled to arrive at Danang AB on 15 February 1967, where they will be chopped to MAG-11, 1st MAW.

PART III

SEQUENTIAL LISTING OF SIGNIFICANT EVENTS

a. PERSONNEL. The squadron joined 2 officers and 49 enlisted during the period covered. The squadron transferred 6 officers and 32 enlisted. This large turnover of personnel completes the squadrons compliment making the rotation tour dates of the squadron personnel compatible with the return of the squadron to RVN.

b. ADMINISTRATION. Promotions for the period were as follows: 6 PFCs were promoted to LCPL, 4 LCPLs were promoted to CPL, 4 SSGTs were promoted to GYSGT, 2 2ndLTs were promoted to 1stLT and 1 1stLT was promoted to CAPT. SGT C. L. BYRAM 2065045/0141 and CPL K. F. POWELL 2096405/0141 received meritorious mast. CPL T. L. DOYLE 2022573/6611 received a certificate of comendation from MAJGEN L. B. ROBERTSHAW, CG First MAW. CPL B. R. HILL 2091170/6441/0141 was selected as the squadron Marine of the month for January. The squadron also conducted a savings bond drive for the month of January. The squadron had an increase of 54.1% of its personnel signed up for savings bonds. This figure led MAG-15 by more than 38.0% with a total of 82.3%. The squadron was awarded a certificate of excellence by the Commanding Officer MAG-15 for it's performance in the Savings Bond drive.

c. INTELLIGENCE. The intelligence department processed 28 security clearances. They assisted in the pilot training program, preparing several classified briefs on Viet Nam operations. In addition, the

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department brought all intelligence publications up to date in preparation for the squadron's rotation to RVN.

d. TRAINING. During the period covered, the squadron completed its training deployment to NAF Naha, Okinawa. During this deployment, the squadron flew 348 sorties for 357.9 hours. The types of missions flown included rockets (day and night), bombing, strafing, GCI, FAM, instrument and navigation flights. Ordnance expended included MK-76, MK-82, MK-77 fire bombs, Sidewinders, 20mm, Zuni's and 2.75 inch rockets. The deployment was a complete success. Aside from a varied flying syllabus during the deployment, the squadron conducted an intensive pilot ground training program. Subjects covered included all phases of electric bomb fusing, night ordnance procedures and techniques, inflight refueling and an in country flight brief covering all phases of expected operation in RVN. In addition to the regular training program, a comprehensive "back in the saddle" program was instituted. A review of emergency procedures, squadron SOP and NATOPS was included. Aside from the pilot training program, the deployment was successful in retraining each Marine in his primary MOS with respect to the F8E aircraft. This was an especially difficult task due to the large turn over of enlisted personnel, however, it was accomplished in an efficient and thorough manner. After returning from Okinawa, the squadron embarked on an intensive ground training program for all officers and enlisted. Subjects covered ranged from anti-SAM tactics for the pilots to a moral guidance lecture for all hands. All SSGTs and below took the GMSP test. 62% of 116 people received a passing grade. Total flight hours for the period 1 January 1967 thru 13 February 1967 included 584.3 hours for 569 sorties.

e. SPECIAL OPERATIONS. N/A

f. COMMAND RELATIONS. On 14 February 1967, VMF(AW)-235 was chopped from MAG-15 (Rein), 9th MAB to CTF 77.

g. MAINTENANCE. The squadron's A/C availability for the period covered was 69.7%. Three aircraft completed Phase II Shoehorn modification, 3 aircraft were received from PAR and 1 aircraft was sent to PAR. The squadron was assigned and received 2 new aircraft during the period. The additional aircraft were required in preparation for the squadron return to RVN. Since the beginning of the period, the squadron maintenance department has been implementing the 3M maintenance system. When the squadron joins the First Marine Air Wing, the 3M system will be fully operational and compatible with that of the 1st MAW maintenance operation.

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h. LOGISTICS. The VMF(AW)-235 logistics department submitted 554 project 50 requisitions, 21 project 40 requisitions, 99 project 01 (NSA) requisitions, 23 01 (APA) requisitions, 4 project 51 requisitions and no project 10 requisitions. This gives a total of 785 requisitions submitted to the supply system for the period covered. The department also submitted 23 project 51 requisitions to be taken to RVN by the advance echelon and processed thru the MAG-11 supply system. The Marine Corps property section completed all embarkation tactical marking in anticipation of the squadron rotation.