

MARINE ATTACK SQUADRON 311  
 Marine Aircraft Group-12  
 1st Marine Aircraft Wing, FMF, Pacific  
 FPO San Francisco, 96602

3:VDS:ls  
 03A18566  
 Copy 1 of 2 copies.

JUL 4 1966

From: Commanding Officer  
 To: Commanding Officer, Marine Aircraft Group-12

Subj: Command Chronology for period 1-30 June 1966 (U)

Ref: (a) GruO 5750.1B

Encl: (1) VMA-311 Command Chronology for period 1-30 June 1966

1. In accordance with instructions contained in reference (a), enclosure (1) is submitted.
2. This letter may be downgraded to unclassified upon removal of enclosure (1).

*Paul G. McMahon*  
 PAUL G. MCMAHON

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392-66

1 2

COMMAND CHRONOLOGY  
of  
MARINE ATTACK SQUADRON 311  
Period 1-30 June 1966

Enclosure (1)

## PART I

## ORGANIZATION DATA

1. Commanding Officer and Staff.

Paul G. McMAHON, LtCol, USMC, Commanding, 1-30 June 1966  
Donald G. GASCOIGNE, Maj, USMC, Executive Officer  
Laurin DEWOLF, Maj, USMCR, Operations Officer  
Louis G. SHIKANY, 1stLt, USMC, Intelligence Officer  
Thomas L. WATKINS, Capt, USMC, Administrative Officer  
Con D. SILARD, Capt, USMC, Maintenance Officer  
John M. DYE, Capt, USMCR, Logistics Officer

2. Task Organization and Unit Location.

a. Task Organization. None

b. Unit Location. Chu Lai Aircraft, Republic of Viet Nam.

3. Average Monthly Strength.

USMC Officers - 29  
USMC Enlisted - 165  
USN Officer - 1  
USN Enlisted - 0

Enclosure (1)  
[REDACTED]  
[REDACTED]

I-I

[REDACTED]

PART II

NARRATIVE SUMMARY

1. Sixteen enlisted men were promoted during the month including the squadron's First Sergeant F. J. MURPHY.
2. The average aircraft availability for the month was 64%.
3. A fire on the flight line on the night of 20 June 1966 resulted in one aircraft strike and delta damage to three others. First Lieutenant E. W. KIMMEL received first and second degree burns on the back, buttocks, arms, and face and subsequently evacuated to CONUS. Further details are included in Ground Accident Report 3-66G.

Enclosure (1)  
[REDACTED]

II-I  
[REDACTED]

## PART III

## SIGNIFICANT EVENTS

1. Personnel.

- a. The squadron is six (6) personnel below manning level.
- b. Sixteen (16) enlisted personnel were promoted this month.
- c. Seven (7) Meritorious Mastts were given to deserving personnel.

2. Public Information. The Technical Information Control Officer processed sixty-five (65) Fleet Home Town News Releases.

3. Morale and Welfare Program. Eighteen (18) personnel were sent on R&R this month. The R&R, promotions, and individual recognition contributed substantially to the Morale and Welfare Program of the squadron.

4. Air Operations.

a. During June, 694 sorties and 900.3 hours were flown. Of these 597 (86%) were combat sorties and the remaining 97 (14%) were fam, ferry, test or instrument flights. The breakdown of combat sorties is as follows:

(1) TPQ	25%
(2) Helo Escort	24%
(3), Specials	21%
(4) Blue/Red Blazers	19%
(5) LZC/LZP	2.5%
(6) DAS/CAS	8.5%

b. Sixteen (16) pilots not assigned to VMA-311 flew 105 sorties which was 15% of the total sorties flown. Two of these were non-current pilots who have now completed fam and are flying combat missions.

c. The following ordnance was expended: 1925 bombs, 139 MK-77 fire bombs, 100 5" Zuni rockets, 152 2.75" rockets, 12,041 rounds of 20 MM, 20 Bullpup missiles and 4 JATO bottles. Total ordnance expended was 461.2 tons. Electrical fuzing was introduced at the end of period with 11 drops being made.

d. One (1) pilot joined the squadron in early June and is now combat qualified. One pilot was transferred and one was sent to CONUS on Med-Evac.

e. A new policy regarding instrument checks was introduced. As long as aircraft availability permits, all instrument checks will be flown as a single mission instead of in combination with a combat sortie as was the practice in the past.

Enclosure (1)

III-I

[REDACTED]

5. Ground Defense.

a. The defensive positions behind the flight line were completely reinstalled due to jet blast and weather erosion.

b. The ammunition re-supply bunker was moved to a more centrally located position.

6. Training.

a. Eight pilots attended the one day survival school at NAS Cubi Point, P.I.

b. Two pilots were sent to the four day survival school at Clark AFB, P.I. These pilots were assigned late quotas which other squadrons could not fill.

c. Pilot Training Lectures included;

- (1) Electric Fuzing
- (2) 904 Fuze
- (3) Route Package 1 Brief
- (4) Seat and Survival Gear
- (5) APN 150 (Doppler Nav.)

d. Special Training included;

- (1) Four pilots receiving Helo lift
- (2) Two pilots receiving rappelling drill

7. Logistics.

a. Received 80 rabbit ears, distribution made by Maintenance Officer.

b. Roof of Materiel and the canvas on the warehouse was damaged by a wind storm on 8 June 1966. Repairs were made on 9 June 1966.

c. Fire inspection made by Group S-4, ten new fire barrels were placed throughout the squadron area. Covers were made for the fire barrels.

d. Received four new typewriters from Group Supply for squadron use.

e. Received 6,000 sandbags. Ammunition bunker in the working area has been sandbagged and foxholes in the quarters area expanded and reinforced.

f. A new tool room was added next to hangar.

- [REDACTED]
- g. Data Processing list for UP&T turned in to Group Embarkation Section.
  - h. The Motor Transport area was improved by use of laying old matting around work area.
  - i. Grease rack reinforced.
  - j. Squadron Motor Transport SOP published.
  - k. 1st. Lt. SHIKANY assigned as Marine Corps Property Officer as relief for 1st. Lt. WEIHENMAYER.
8. Maintenance.
- a. Average availability for month of June was 64% as opposed to 52% for the month of May.
  - b. Average number of AOCF was eleven items per day with seventeen items outstanding of 30 June, Oldest dated 29 May 66.
  - c. A-4E BuNo 151996 at Cubi entire month for repair and shoehorn installation.
  - d. A-4E BuNo 151188 inducted PAR, BuNo's 151200 and 151159 departed <sup>for</sup> PAR 21 June and inducted PAR 25 and 27 June respectively.
  - e. A-4E BuNo 151201 received strike damage 20 June in fire. BuNo's 151189, 151198, and 150088 received Delta damage and are awaiting parts to complete repair.
  - f. Total personnel on hand at end of month was 144, a decrease from 159 assigned at first of month. Total number of personnel on details has decreased by one (1) man.
  - g. Aircraft that had shoehorn incorporated during June were BuNo's 151201, 152004, 151189, 151198, 151200, 152020, and 151190.
  - h. The comfort and health of line personnel was increased with the distribution of 80 sets of rabbit ears.
- [REDACTED]
- [REDACTED]

III-III

PART IV  
SUPPORTING DOCUMENTS

1. Supporting Documents.

- ✓a. VMA-311 Aircraft Ground Accident 3-66G

Enclosure (1)

IV-I

MARINE ATTACK SQUADRON 311  
 Marine Aircraft Group 12  
 1st Marine Aircraft Wing, FMF, Pacific  
 FPO San Francisco, 96602

ABO:DVH:aen  
 3750

From: Commanding Officer  
 To: Commander, U.S. Naval Aviation Safety Center

JUN 23 1966

Subj: Report of Aircraft Ground Accident 3-66G

Ref: (a) OPNAVINST 3750.6E

1. (5) ALE 151201, 150088, 151189, 151993, 151998, VMA-311
2. 20Jun1966 2040H, Chu Lai Airfield, RVN.
3. N/A
4. 151201 Alfa, 150088 151189 151998 Echo, 151993 Foxtrot.
5. A refueler had just completed refueling 150088. A pilot then started 151201 in the next revetment and was preparing to taxi it to the high power turn-up ramp. The refueler was driven in front of 151201 and as it passed directly in front of 151201 the 1½ inch hose ruptured and began spraying JP-4. A fire immediately engulfed 151201, an MC-5, a GTC-85 and the refueler. The pilot dove out of the cockpit and ran through the fire with his flight suit burning. No other personnel were injured and the pilot suffered burns on his back, right arm and face. The crash crew arrived on the scene and extinguished the fire. The most probable cause of the fire was fuel spraying on the GTC-85 which was still running and/or fuel ingestion by 151201 from the ruptured refueling hose.
6. Eugene W. KIMMEL 1/Lt 088891 USMC Active Moderate.
7. None
8. N/A
9. Echo damage to 150088 and 151189 is the result of minor heat scorch. The rocket motor of 151201 was ignited by the heat and several rounds of 20MM ammunition exploded. 151998 was damaged by one round of 20MM.
10. Not direct enemy action.

D. Y. HEALY  
 Avn Saf. Off.

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 Commanding Officers Comments and Recommendations

1. Forwarded.
2. The investigation has not yet revealed the cause of the hose rupture. However, the hose itself was apparently pressurized at the time of the rupture, which occurred while the refueler was in the process of refueling.