

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

3:WEL:jmm  
 03A21567  
 5750  
 3 August 1967

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

Subj: Command Chronology for period of 1-31 July 1967

Ref: (a) GruO 5750.1B

Encl: ✓(1) VMA-311 Command Chronology for period of 1-31 July 1967

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).

*E. Lichtenwalter*  
 E. LICHTENWALTER

VMA-311

CMD CHRON

DOWNGRADED 1 YEAR INTERVAL  
 DECLASSIFIED 12 YEARS  
 DDD 111 500000

VOID 1

ENCLOSURE (3)

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COMMAND CHRONOLOGY  
of  
MARINE ATTACK SQUADRON 311  
Period 1-31 July 1967

Enclosure (1)

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ORGANIZATIONAL DATA1. Commanding Officer and Staff

Eugene LICHTENWALTER, LtCol, USMC, Commanding Officer  
Samuel O. NEWLON, Maj., USMCR, Executive Officer 1-16 July 1967  
Gale HARIAN, Maj., USMC Executive Officer, 17-31 July 1967  
Ralph E. BRUBAKER, Maj., USMC, Operations Officer 1-12 July 1967  
William E. LOFTUS, Capt., USMC, Operations Officer 13-16 July 1967  
Samuel O. NEWLON, Maj., USMCR, Operations Officer 17-31 July 1967  
John W. ROBERTS, Maj., USMC, Maintenance Officer 1-27 July 1967  
Rodney O. LAWRENCE, Maj., USMC Maintenance Officer 28-31 July 1967  
James G. COWART, Maj., USMC, Material Officer  
Leo M. SPAETH, 2ndLt., USMC, Administrative Officer

2. Task Organization and Unit Location

- a. Task Organization. None  
b. Unit Location. Chu Lai, RVN

3. Average Monthly Strength

USMC Officers - 23  
USMC Enlisted - 205  
USN Officers - 1  
USN Enlisted - 0

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PART II

NARRATIVE SUMMARY

1. During June VMA-311 flew 1361.5 hours representing 1059 sorties with an average board count of 19 aircraft and 15 pilots.
2. Average aircraft availability was 66%.

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## PART III

**CONFIDENTIAL**SIGNIFICANT EVENTS1. Personnel:

- a. During July there were two (2) Meritorious Masts.
- b. Four (4) officers and 14 enlisted were joined, five (5) officers and 14 enlisted were transferred during the month.

2. Air Operations:

- a. During July the Squadron flew 1059 sorties for a total of 1361.5 hours
- b. 15 Non squadron pilots flew 264 sorties amounting to 316.7 hours. This represents 23% of the total hours flown.
- c. Four (4) pilots were transferred and one (1) pilot was TAD during the month of July, while four (4) pilots joined.
- d. The Squadron expended 1,473.5 tons of ordnance in July.

3. Training:

- a. One (1) pilot attended Jungle Environmental Survival Training and one (1) pilot attended Nuclear Weapons refresher training.

4. Material:a. NAVY PROPERTY

(1) During the past month, a total of 152 AACP's have been completed. The daily average number of AACP's was 6, and at present, there are a total of 52 outstanding.

b. MOTOR TRANSPORT

(1) All quarterly inspections have been held on all vehicles. One 6 X 6 truck is down. Every possible effort is being made to put it in a running condition. All vehicles are in process of being repainted.

5. Maintenance:

a. The average availability for the month of July 1967 was 66 percent. Not Operational Ready Maintenance (NORM) 23 percent and Not Operational Ready Supply (NORS) 11 percent. Total flight hours 1361.5; total combat hours 1317.6; non-combat hours 43.9; total sorties 1059; total combat sorties 1020 and non-combat sorties 39. This represents an increase of 449.6 hours over last month. Total tonnage for July was 1473.5, an increase of 507 tons over last month.

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b. Comments on NORM/NORS percentages:

(1). During the month of July, five aircraft were due for calendar inspection. One has been completed, three are still in process and one has been extended into August for aircraft availability. Two from the month of June were extended into July and completed.

(2). During the month of July, fifteen engines were removed and sent to H&MS-12. Thirteen were received from H&MS-12 and installed. There are still six bare airframes.

(3). Four fuel controls were changed.

(4). Five C. S. D.'s were removed and exchanged.

(5). The low NORS percentage can be attributed to 140 cannibalized items that were not properly logged as NORS. This is an increase from 1% to 11% and will be more nearly correct next month.

(6). This organization had daily an average of more than fifty AACP's and fifty ANFE's during the month of July.

(7). Two aircraft must remain out of commission at all times to support through cannibalization the remaining aircraft.

(8). Cannibalization, caused by lack of adequate supplies for maintenance operations, creates a most unnecessary manhour work load that could be more profitably spent maintaining normal combat operations. And the odds for accident increase with excessive cannibalization.

c. One aircraft received from FAR 1 July and one sent to PAR 30 July. Three aircraft received battle damage - 4 July, 24 July and 29 July respectively. Two aircraft completed repair for battle damage 9 July and 14 July respectively. Two aircraft received crash damage 17 July and 22 July. These aircraft are to be barged and transferred to NAS Atsugi (CCSA) upon completion of preservation by H&MS-12 and arrangement for surface transportation.

d. Three A4E's BuNo's 151074, 151043 and 151046 sent to NAS Cubi Point for Shochorn Modification. A4E, BuNo 151046 and 151043 completed and returned. Bureau number 151074 returned, but not modified due to lack of Shochorn kits.

e. Significant problem areas:

(1). Two GTC 85's of the six allowed have been down for engines for over three months. Two of the remaining in commission GTC 85's will soon be due for 500 start checks.

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- (2). Three allowed high pressure air compressors are on order. None are on hand. One low pressure air compressor is out of commission for a fly wheel. This item has been on order since early May.
- (3). This organization has on hand two of the allowed four tow tractors. Of the remaining two, not more than 85% was usable utilization because of downtime.
- (4). Lack of ANPSM4C multimeters substantially reduces ordnance and avionics efficiency for line checks and routine avionics maintenance. Six are on order.
- (5). Lack of transportation for routine squadron maintenance and supply runs slows these areas below acceptable levels for efficient combat operations.
- (6). Four of the six allowed SATS loaders have been down for parts for several months. Two are in an up status.
- (7). Of the four NC10A's assigned, two are operational, one at DOP and one at H&MS awaiting disposition to DOP.

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Enclosure (1)

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