

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

3:JCL:jmm
 03A27767
 5750
 4 October 1967

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

Subj: Command Chronology for period of 1-30 September 1967

Ref: (a) GruO 5750.1B

Encl: ✓(1) VMA-311 Command Chronology for period 1-30 September 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).

R. B. Taber
 R. B. TABER

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COMMAND CHRONOLOGY
of
MARINE ATTACK SQUADRON 311
Period 1-30 September 1967

Enclosure (1)
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ORGANIZATIONAL DATA1. Commanding Officer and Staff

Edgar K. JACKS, LtCol, USMC, Commanding Officer 1-21 September 1967
Richard B. TABER, LtCol, USMC, Commanding Officer 22-30 September 1967
Gale HARLAN, Maj., USMC, Executive Officer
John W. WARRENDER, Maj., USMC, Operations Officer
Rodney O. LAWRENCE, Maj., USMC, Maintenance Officer
James G. COWART, Maj, USMC, Material Officer
Leo M. SPAETH, 2nd Lt., USMC, Administration Officer

2. Task Organization and Unit Location

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

3. Average Monthly Strenght

USMC Officers - 25
USMC Enlisted - 187
USN Officers - 1
USN Enlisted - 0

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NARRATIVE SUMMARY

1. On 22 September 1967 LtCol R. B. TABER relieved LtCol E. K. JACKS, as Commanding Officer of VMA-311.
2. During September 1967 VMA-311 flew a total of 1056.0 hours, of which 1016.1 were combat hours. A total of 856 sorties, of which 820 were combat, were flown during this reporting period.
3. Average aircraft availability was 71% with an average board count of 16 aircraft and 18 pilots.

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PART III
SIGNIFICANT EVENTS

1. Personnel:

a. Eleven (11) officers and thirteen (13) enlisted were joined during this reporting period. Ten (10) officers and fifty (50) enlisted were transferred during September.

b. Forty four (44) enlisted personnel were promoted.

2. Air Operations:

a. During September 1967 the Squadron flew 856 sorties for a total of 1056.0 hours.

b. 26 Non Squadron pilots flew 202 sorties amounting to 247.0 hours. This represented 21 % of the total hours flown.

c. Eleven (11) pilots were transferred and ten (10) pilots joined during September.

3. Training:

a. One (1) pilot attended Delivery Pilot Training and two (2) enlisted attended ALQ-51 school.

4. Material:

a. NAVY PROPERTY

(1) During the past month, a total of 77 ACCP's have been completed. The daily average of ACCP's was 19 and, at present, there are a total of 22 outstanding.

(2) A change-of-Commanding Officer and a complete inventory was conducted on all accountable Navy and Marine Corps property.

b. MARINE CORPS PROPERTY

(1) One hundred cases of "C" rations were issued to squadron personnel during the month. All outstanding requisitions were reconciled with Group Supply.

c. Motor Transport

(1) The normal weekly preventive maintenance was performed on all motor transport equipment. No outstanding problems encountered. Also, an inspection party from FMFPAC held a complete inspection on all rolling stock.

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CONFIDENTIAL5. Maintenance:

a. The average daily availability for the month of September 1967 was 71 percent. The monthly percentage of aircraft readiness was 67 percent; Not Operational Ready Maintenance (NORM) 20 percent and Not Operational Ready Supply (NORS) 13 percent. Total flight hours 1056.0; total combat sorties 820 and non-combat sorties 36. Total tonnage 1089.

(1) Aircraft Status:

<u>Acft Type</u>	<u>Allow</u>	<u>O/H</u>	<u>% Ready</u>	<u>% NORM</u>	<u>% NORS</u>
A4E	20	14	67	20	13

(2) Comments on excessive NORM/NORS percentages:

(a) During the month of September, three aircraft were due for calendar inspection. Two have been completed, one delayed due to Shoehorn modification.

(b) During the month of September, three engines were removed. One sent to H&MS-12. Three received from H&MS-12 and installed. There are two bare airframes.

(c) Two fuel controls were changed.

(d) Four C.S.D.'s were removed and exchanged.

(e) This organization had daily an average of more than twenty three AACP's and fifty ANFE's per day during the month of September.

(f) Two aircraft must remain out of commission at all times to support through cannibalization the remaining aircraft. During the month of September, seventy-one (71) items were cannabilized for a total of 152.0 man-hours.

(g) 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.

(3) Critical Items:

<u>FSN or P/N</u>	<u>NOMEN</u>	<u>DEMAND</u>
2RH1670-849-0848-L800	Parachutes, NB-9	4
RX4310-698-3832-S031	Compressor, Air	2
5821500-523	TER Hardware Kit (Comp)	14
5821520-523	MER Hardware Kit (Comp)	14
2471088	Retainer Hold Spring	20
2471089	Cap Hold Spring	20

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CONFIDENTIAL(4) Significant Problem areas:

(a) Three allowed high pressure air compressors are on order. None are on hand. One low pressure is out of commission for a fly wheel. This item has been on order since early May.

(b) Lack of transportation for routine squadron maintenance and supply runs slows these areas below acceptable levels for efficient combat operations.

(c) Of the four NC10A's assigned, two are operational, one at DOP and one at H&MS12 awaiting disposition to DOP. Of the remaining two, one was down 180 hours, the other 100 hours for repairs. Only two of the three rated NC5's are operational. One has been down since 9 August 1967 for parts and the other two can only be used for starting - if used otherwise, they'll burn up. No replacements are available.

(d) Of the two rated hydraulic test stands, one has been down since 11 June 1967 awaiting parts.

(e) Shortage of pool RFI Radar Altimeter Units (Group is allowed three (3) spares) and shortage of repair parts cause these units to be placed on limitations. Five are presently on limitation for the following parts, at H&MS-12:

<u>JCN</u>	<u>NOMEN</u>	<u>SER. NO.</u>	<u>DATE PARTS ORD.</u>
GG5-7218-213	RT Unit	YR 126	7224 & 7237
GG5-7221-388	RT Unit	AVK 326	7226
GG5-7226-626	RT Unit	AVK 980	7228 & 7230
GG5-7235-321	RT Unit	AVK 256	7236

b. Presently, one aircraft RFI at PAR, BuNo 151043. BuNo 151046 received from PAR. BuNo 151074 will be barged to Nippi for induction into concurrent PAR - Repair. BuNo 152058 will be barged to Nippi for battle damage repair. BuNo 151148 battle damage repair at H&MS-12; ETC date unknown. Awaiting CNAP instruction for PAR induction of BuNo 151087. BuNo 152056 lost at sea on 27 September 1967, received replacement, BuNo 150111 from NAS Cubi for replacement of station (Y)414.000, damaged by tail hook slap.

c. Five aircraft, BuNo's 149968, 152053, 150124, 149967 and 152002 inducted into Shoehorn Modification; All but 152002 completed and returned, BuNo 152058 completed and returned from the August quota.

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