

MARINE FIGHTER ATTACK SQUADRON 323  
Marine Aircraft Group 13  
1st Marine Aircraft Wing, FMF, Pacific  
FPO, San Francisco 96602

3:CJQ:jrs  
5750  
8 Nov 1967

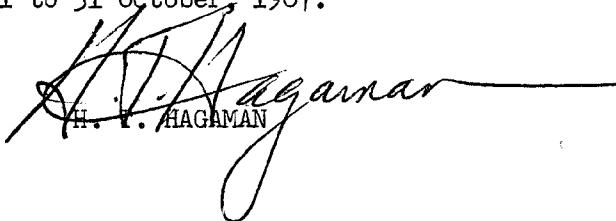
From: Commanding Officer  
To: Commanding Officer, Marine Aircraft Group 13

Subj: Command Chronology; submission of

Ref: (a) MCO 5750.2  
(b) WgO 5750.1B  
(c) GruO 5750.1C  
(d) BrigO 5750.1B

Encl: ✓(1) Command Chronology for the Month of October 1967

1. In accordance with references (a) through (d), enclosure (1) is  
hereby submitted for the period 1 to 31 October 1967.

  
H. T. HAGAMAN

VMFA-323

CMD CHRON

OCT 1967

ENCLOSURE (5)

## COMMAND CHRONOLOGY

Unit: Marine Fighter Attack Squadron 323Location: MCAS Chu Lai, Republic of VietnamPeriod: 1-31 October 1967PART I - Organizational Data1. Commander and Staff

<u>NAME</u>	<u>BILLET</u>	<u>RANK</u>	<u>PERIOD</u>
Edison W. MILLER	Commanding Officer	LtCol	1 - 13 Oct
Harry T. HAGAMAN	Commanding Officer	LtCol	13- 31 Oct
John L. THATCHER	Executive Officer	Major	1 - 5 Oct
Paul G. BOOZMAN	Executive Officer	Major	5 - 7 Oct
Harry T. HAGAMAN	Executive Officer	LtCol	7 - 13 Oct
Paul G. BOOZMAN	Executive Officer	Major	13- 31 Oct
Lee T. LASSETER	S-3 (Operations)	Major	1 - 7 Oct
Paul G. BOOZMAN	S-3 (Operations)	Major	7 - 13 Oct
Lee T. LASSETER	S-3 (Operations)	Major	13- 31 Oct
George (n) BERTHELSON	S-1 (Administration)	Capt	1 - 31 Oct
Henry D. FAGERSKOG	S-4 (Logistics)	Major	1 - 31 Oct
Charles W. BROWN	Maintenance Officer	Major	1 - 31 Oct
Rabun N. PATRICK	Aviation Safety Officer	Capt	1 - 31 Oct

2. Task Organization and DataOrganization

Marine Fighter Attack Squadron 323  
 Marine Aircraft Group 13  
 1st Marine Aircraft Wing  
 Fleet Marine Force, Pacific

Location

MCAS Chu Lai, Republic of Vietnam

Commanding Officer

Lieutenant Colonel H. T. HAGAMAN

Date of Office

13 Oct 67 - Present

Enclosure (1)

3. Average Monthly Strength

## a. Marine Officers

(1) Naval Aviators .....	18
(2) Naval Flight Officers.....	15
(3) Aviation Ground Officers....	5

b. Naval Officers .....	1
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c. Marine Enlisted .....	268
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d. Naval Enlisted .....	4
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e. Total Average Strength .....	312
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4. Important Visitors to the Command. NonePART II - Narrative Summary

October commenced the third month of combat operations for the squadron on its present and third tour in Vietnam. Although weather conditions were generally mixed during the period, the squadron continued the accelerated pace begun in mid-September, throughout October, flying 656 combat sorties, 767.8 combat hours, and setting what is believed to be a record of ordnance delivered for the F-4B of 1482.9 tons. These achievements were accomplished however at the cost of two aircraft shot down by North Vietnamese groundfire with two crewmembers missing-in-action, presumed captured, and one crewmember wounded-in-action, the highest losses the squadron has suffered yet in the war.

During October, the bulk of combat operations flown were close air support missions in support of virtually all ground operations in the I Corps Tactical Zone with emphasis in the DMZ area plus a large number of TALLY-HO strikes against interdiction targets and artillery positions in the panhandle area of North Vietnam. In addition to these, during bad weather a number of sorties were diverted to TPQ-10 radar directed bombing missions. Finally, a small number of helicopter escort, landing zone preparations, practice air alert scrambles and RESCAP missions, were also flown.

On 13 October, the squadron was shocked and saddened by the loss of its commanding officer, Lieutenant Colonel Edison W. MILLER and his RIO, 1st Lieutenant James H. WARNER. LtCol MILLER was leading a direct air support mission near the DMZ, when his flight was diverted up into the TALLY-HO area to attack two large tracked vehicles. Pulling off

Enclosure (1)

from his first pass which accounted for the two vehicles destroyed, five enemy killed (confirmed) and 15 more (probable), LtCol MILLER's aircraft was hit by at least one 37mm anti-aircraft artillery round. He reported that he was hit and unable to control his aircraft, and this was followed by ejection of the two crewmembers near a village one and half miles southwest of Cape Mui Lay. LtCol MILLER's parachute was observed to go into a treeline alongside the village, but nothing more was heard from him. Lt WARNER landed near a gully just south of the village, and reported on his URT-10 emergency radio that he was alright and gave directions to mark his position. However, almost immediately thereafter, three North Vietnamese soldiers with rifles were observed to approach Lt WARNER who was made to roll up his parachute and then was marched off toward the village. Both crewmembers have been declared missing-in-action, presumed captured.

On the evening of 13 October, at an All-Officers-Meeting in the ready room, Colonel E. N. LEFAIVRE appointed the Executive Officer, LtCol H. T. HAGAMAN to succeed LtCol MILLER as Commanding Officer. The losses of LtCol MILLER and Lt WARNER were keenly felt throughout the squadron, and efforts were redoubled which resulted in an ordnance record.

On 29 October, during a close air support mission immediately north of Con Thien, an aircraft flown by Major D. I. CARROLL and Captain J. J. HARE took at least three rounds of heavy automatic weapons fire in the wing and fuel system. The aircraft began losing fuel, and the crew were finally forced to eject overwater near Danang when the aircraft flamed out. Captain HARE sustained moderate injuries during ejection.

Some highlight missions flown during October were:

On 13 October, Captains QUILTER, O'MARA, JENSON and STIMLER attacked a force of Viet Cong, 20 miles west of Hue/Phu Bai, killing ten (confirmed) and five (probable), receiving intense small arms fire in the process.

On 22 October, Major LASSETER (RIO - Capt HARE) led a direct air support mission with Major BOOZMAN (RIO - Lt DAVIS) in support of Operation KINGFISHER south of Con Thien and accounted for 15 bunkers destroyed and 20 enemy killed by air (probable).

On 26 October, Captain LUHMAN (RIO - Capt NORTHLICH) with Captain LEIGH (RIO - Capt REYNOLDS) destroyed 15 military structures, five bunkers and received three secondaries on a direct air support mission.

Enclosure (1)

During October, Battle Damage Assessments were received from controlling agencies on approximately 15% of all missions flown as follows:

Enemy Killed by Air.....	22	Confirmed/68 Probable
Structures.....	148	Destroyed/95 Damaged
Bunkers .....	53	Destroyed/8 Damaged
Secondary Explosions/Fires.....	24	
Trenchline .....	180	Meters Destroyed
Tunnel/Cave.....	2	Destroyed
Bridges .....	2	Destroyed
Anti-Aircraft Artillery Positions..	4	Damaged
Road Cut .....	1	
Artillery Positions .....	2	Destroyed
Tracked Vehicles .....	2	Destroyed
Supply Positions .....	2	Destroyed
Sampan .....	1	Destroyed

PART III - Significant Events

1. Personnel: Joined Officer 4 Enlisted 25  
Dropped Officer 4 Enlisted 47  
Promotions Officer 7 Enlisted 30

2. Awards. The Distinguished Flying Cross was presented to Major L. T. LASSETER and Captain M. E. COSTELLO for their daring night attack on active artillery positions on Tiger Island.

3. Casualties

a. Missing in Action, Presumed Captured.....	LtCol E. W. MILLER
	.....1/Lt J. H. WARNER
b. Wounded in Action.....	Capt J. J. HARE

4. Air Operations: The following statistical summary is presented for October:

Total Combat Sorties.....	656
Total Flights.....	660
Total Combat Hours.....	767.8
Total Flight Hours.....	773.4
Average Pilot Strength.....	18
Average Pilot Sorties.....	32
Average Pilot Hours.....	37.3
No. Group/Other Pilots Flying w/323.....	7
Average Group/Other Pilot Sorties.....	11
Average Group/Other Pilot Hours.....	14.4
Average NFO Strength.....	15
Average NFO Sorties.....	44
Average NFO Hours.....	51.5
High Day, Sorties.....	28 (4 Oct)
High Day, Hours.....	34.3 (4 Oct)

5. Maintenance. During October, the 14th aircraft since the return to Vietnam on 15 August 1967 entered Calendar Check. The squadron has averaged 5.6 aircraft checks per month since then. This naturally posed a great challenge to Maintenance to not only complete these checks in the minimum possible time, but also to support a full combat flight schedule. By dint of long hours and enthusiastic response from personnel in all Maintenance departments, this was accomplished with an average of over 21 combat sorties per day working with only 12 aircraft on board. Statistical data for October includes:

a. Monthly Averages: Aircraft Assigned ..... 15  
 Avg Aircraft On-Board..... 12  
 Avg Aircraft Available ..... 7 (58%)  
 Avg Aircraft in Check ..... 4  
 No. of Calendar Checks Completed 4  
 Total Checks 15Aug-31Oct ..... 10  
 Avg Hrs Per Aircraft On-Board.. 66.0

b. Aircraft Transferred/Received:

<u>BuNo</u>	<u>To/From</u>	<u>Date</u>
150473	To VMFA-115	19Oct67
151459	To VMFA-314	40ct67
151500	To VMFA-115	10ct67

<u>Aircraft to PAR, NAS Atsugi, Japan</u>	<u>Aircraft Sustaining Battle Damage</u>
149421 27Oct67	150477 13Oct67 (Strike) 151423 29Oct67 (Strike)

6. Ordnance. October saw the squadron ordnance record broken. This was accomplished in spite of a high non-availability of SATS ordnance loading machines, which necessitated the loading of most ordnance by hand. Ordnance expended on the enemy by type and number were:

<u>TYPE</u>	<u>NUMBER</u>
MK-81 .....	741
MK-81S.....	480
MK-82 .....	4338
MK-82S.....	111
MK-77 .....	277
20MM .....	1920
FFAR .....	931
ZUNI .....	124
M117A1 .....	230
MK-83 .....	10
CBU 24A .....	11

Total Ordnance Expended: 1482.9 Tons

Enclosure (1)