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MARINE ALL WEATHER ATTACK SQUADRON 533
Marine Aircraft Group 15
1st Marine Aircraft Wing
Fleet Marine Force Pacific
FPO San Francisco, 96602

COMMAND CHRONOLOGY

1 January to 30 June 1973

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PART I

ORGANIZATIONAL DATA1. DESIGNATION

Marine All Weather Attack Squadron 533

COMMANDER

LtCol J. C. BROWN
 1 January-19 April 1973
 Major K. C. BATEMAN
 20 April-24 June 1973
 Major R. E. MERRIHEW
 25-30 June 1973

2. GEOGRAPHICAL LOCATIONRoyal Thai Air Force Base
Nam Phong, ThailandPERIOD

1 January-30 June 1973

3. STAFF OFFICERS

Executive Officer

Major K. C. BATEMAN
 1 January-19 April 1973
 None Assigned
 20-28 April 1973
 Major R. E. MERRIHEW
 29 April-24 June 1973
 Captain R. M. D'AMURA
 25 June-30 June 1973

S-1 Officer

Captain D. W. COPELAND
 1 January-15 June 1973
 Captain L. R. EVANS
 16-30 June 1973

S-2 Officer

Captain B. N. CAVINESS
 1 January-30 June 1973

S-3 Officer

Major M. A. HUFFORD
 1-8 January 1973
 Captain R. M. D'AMURA
 9 January-24 June 1973
 Captain J. E. SIMMONS
 25-30 June 1973

S-4 Officer

Captain R. L. GARTNER
 1 January-30 June 1973

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Maintenance Officer

Captain P. R. HEMMING
 1 January-2 May 1973
 Captain D. R. BYERS
 3 May-30 June 1973

Aviation Safety Officer

1st Lt H. L. TRAUFFER
 1 January-9 February 1973
 Captain J. R. BREWSTER
 10 February-30 June 1973

4. AVERAGE MONTHLY STRENGTH

	<u>USMC</u>		<u>USN</u>		<u>OTHER</u>	
OFF	183	OFF	0	ENL	OFF	ENL
33		0		0	0	0

PART II

NARRATIVE SUMMARY

(C) Marine All Weather Attack Squadron 533 conducted combat and training operations from an advanced base at Nam Phong, Thailand and was the only representative from the Marine A6 community involved in combat operations during this period. Combat missions were flown in Route Package One and Military Regions One and Two of North and South Vietnam until the 14th and 20th of January respectively, when bombing was halted in Vietnam due to a cease fire agreement. The squadron continued to support operations in Laos however, flying combat sorties in Barrel Roll and Steel Tiger, until 21 February when further negotiations resulted in a temporary disengagement of Marine Forces from Southeast Asia combat operations. Emphasis was immediately shifted to training and preparation for retrograde to a rear base. Acrews began flying a syllabus designed to maintain proficiency and ensure preparedness for on coming commitments. The readiness and reaction capability of '533 was demonstrated when on 25 February, with short notice, the squadron was fragged for a one-time air support mission in Cambodia. Due to the squadron's ever ready posture, this mission was accomplished in a routine manner, with aircrues and supporting personnel displaying their usual professional ability. During the later part of February, the months of March and April and the early part of May, the squadron continued to conduct a comprehensive training program designed to refresh aircrue members in all phases of the T&R syllabus compatible with its expeditionary status and airspace restrictions. This transaction was accomplished efficiently and without incident, which

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was the case when '533 re-entered combat operations on 11 May in Cambodia.

(C) Noteworthy statistics were compiled while performing the squadron's mission. During this period, 1,624.6 accident free flight hours were amassed, for a monthly average of 270.8. Of these hours, 934.4 were acquired in combat, an average of 233.6 for those months involved in combat. Nine hundred and sixty six sorties were flown, an average of 161 per month. Five hundred and twenty eight of these being combat sorties, resulting in an average of 132 per month. One thousand seven hundred and sixty eight point eight tons of ordnance were expended, an average of 442.2 tons per month, resulting in BDA far too extensive to list. An average sortie rate of .56 was attained and 94.2% of sorties scheduled were completed. Of the total combat sorties amassed, 371 were night all weather missions flown in Route Package One, Barrel Roll, Steel Tiger and Cambodia. The remainder were day visual bombing sorties flown in Military Regions One and Two, Barrel Roll and Steel Tiger. Despite hazardous and less than optimum flying conditions, a zero accident rate was attained for Fiscal Year 1973 and the squadron has now accumulated 9,251.3 accident free hours.

(C) This enviable record was not accomplished without overcoming numerous and various obstacles. Consolidation of all Avionics sections in an ~~environmentally~~ controlled KRAF-TEX building was extremely effective in production of quality systems aircraft. The average NORS rate for this period was 28, ranging from a monthly high of 38 to a low of 20. As a result of NORS and unscheduled maintenance, two aircraft were lost to special rework for extensive wiring damage at NAF Atsugi, Japan for a total of 210 days, the average aircraft availability rate was 37.4%.

(U) Other areas were not neglected while the squadron participated in combat. Personnel received training in all areas to include alcohol/drug abuse, human relations and technical training. Additionally, a ground training program was implemented when practical to ensure that personnel maintained a level of proficiency in GMS subjects which would allow them to compete with other Marines upon RTD. An aggressive education program was pursued and at one point 96.4% of squadron personnel were high school graduates or possessed a GED equivalency, while 20% of the squadron was enrolled in USAFI college level courses. '533 Marines received recognition for their efforts and accomplishments in the form of 12 meritorious masts, 4 Commanding General's Certificates, and 73 air medals.

(U) Social, ceremonial and sports functions were also part of '533 Marine's activities. The officers participated in Mess Nights on 24 February and 9 June 1973. Lieutenant Colonel BROWN was relieved as Commanding Officer by Major K. C. BATEMAN on 20 April 1973 and

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later on 25 June Major R. E. MERRIHEW assumed command. Major General LANG, CG, 1st MAW and General CUSHMAN, Commandant of The Marine Corps visited the squadron on 7 May 1973 and 17 June respectively, touring the hangar and working spaces. SNCO's of '533 participated in a mess night on 27 May 1973. Ceremonies were conducted in observance of Memorial Day and afterwards, '533 Marines joined in group competition at a field day meet. Squadron teams represented '533 in intramural soft-ball and volley-ball competition. The squadron was also active in civic affairs, providing static displays and orientation tours for Thai people and Thai Command and Staff School members.

(U) At the close of this period, VMA(AW)-533's posture is that of combat. All personnel are devoting 100% effort in support of the squadron's mission, exhibiting the highest degree of professionalism, dedication and morale. '533 maintains the ability to accept any mission, regardless of location and conditions, and has once again proven to be a "can do" squadron in upholding the highest of Marine Corps tradition.

PART III

SEQUENTIAL LISTING OF SIGNIFICANT EVENTS

13 January 1973	Open House for Thai Children
14 January 1973	Cessation of bombing in Route Package One
18 January 1973	Orientation Tour for members of Thai Command and Staff College
20 January 1973	Cessation of bombing in South Vietnam
21 February 1973	Cessation of bombing in Laos
25 February 1973	One time frag for air support mission in Cambodia
20 April 1973	Squadron Change of Command
7 May 1973	Visit by CG, 1st MAW
11 May 1973	Resumed Combat Operations in Cambodia

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28 May 1973

Memorial Day Services

17 June 1973

Visit by Commandant of the
Marine Corps

25 June 1973

Squadron Change of Command

PART IV

SUPPORTING DOCUMENTS

None

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