SECTION 2

NARRATIVE SUMMARY

The mission statement of Marine Light Attack Helicopter Squadron (HMLA) 267 is "to maintain a ready-to-deploy, light-lift, attack helicopter squadron, capable of fighting our nation's battles anytime, anywhere." Specifically, the Squadron supports the Marine Air-Ground Task Force (MAGTF) Commander by providing offensive air support, utility support, armed escort, and airborne support arms coordination; day or night; under all weather conditions; during expeditionary, joint, or combined operations. The Squadron further provides Marine Expeditionary Units (MEUs) with an HMLA detachment of attack and utility helicopters, aircrew, maintainers, and necessary equipment. An HMLA-267 detachment of four AH-1Zs, three UH-1YS, and 115 personnel under the leadership of Detachment Officer-in-Charge (OIC) Major Christopher J. Rossypal, deployed in July 2014 via amphibious shipping as a part of the 11th MEU and returned to the Squadron on 23 Feb 15. HMLA-267 also began preparation and planning for a similar detachment to the 13th MEU anticipated for August 2015.

From 15 to 17 Jul, HMLA-267 deployed a tactical remain overnight (TACRON) to Fort Irwin National Training Center (NTC), California. The purpose of this mission was to expose aircrew to a new training environment and to utilize the numerous ranges available at NTC while executing deep air support (DAS) in support of 4th Light Armored Reconnaissance (LAR) Battalion. One AH-1Z, one UH-1Y, and eight personnel in all, deployed for this exercise. Over the course of the TACRON, the Squadron flew 12 sorties (17 mishap-free hours). Aircrew completed three initial and 61 proficiency training & readiness (T&R) syllabus events. Capt Dana R. Howe served as lead planner for this event.

From 15 to 30 Jul, HMLA-267 deployed a detachment for training (DFT) to Naval Air Facility (NAF) El Centro, California. Four AH-1Z, three UH-1Y aircraft, and the majority of the Squadron, 132 personnel in all, deployed for this exercise, with a Remain Behind Element (RBE) at Marine Corps Air Station (MCAS) Camp Pendleton responsible for phase inspections and aircraft maintenance. Over the course of the DFT, the Squadron flew 192 sorties (387.1 mishap-free hours). Aircrew completed 133 initial and 758 proficiency T&R syllabus events. Maj Gordon L. Topper and Capt Josh E. Greb successfully completed their Night Systems Instructor (NSI) flights, while under the evaluation of Capt Mark A. Pinkerton, an instructor with Marine Aviation Weapons & Tactics Squadron One (MAWTS-1). Capt Joseph S. Madren served as the lead planner and action officer for this DFT, and the Commanding Officer awarded him a Navy & Marine Corps Achievement Medal for these efforts on 16 Mar 15. The after-action report (AAR) for this DFT is included in the Supporting Documents section for reference.

From 4 to 15 Aug, the Squadron flew in support of Exercise SCORPION FIRE, an aerial exercise conducted by Marine Aircraft Group (MAG) 39. This exercise focused on providing an environment that allowed Forward Air Controller (Airborne) (FAC[A]) and Tactical Air Controller (Airborne) (TAC[A]) training, while integrating Marine aviation and supporting arms for all participating units. HMLA-267 flew a total of 145 sorties and 232 flight hours from MCAS Camp Pendleton, executing close air support (CAS) and FAC(A). The AAR for this exercise is included in the Supporting Documents section for reference.

On 7 Aug, the Squadron flew in support of Exercise BLACK DART, an aerial exercise conducted at Naval Air Station (NAS) Point Mugu, California. This exercise focused on tactics and weapons testing to counter unmanned
aerial systems (UAS) threats in both littoral and maritime environments. HMLA-267 flew a total of four sorties and five flight hours from MCAS Camp Pendleton, executing air-to-air gunnery training and detect, track, & engage (DTE) tactics while evaluating current tactics, techniques, & procedures (TTPs). The findings from this iteration of BLACK DART were an increased ability for rotary wing aircraft to locate and engage UAS and that the AH-1Z's M197 cannon proved effective against UAS. Capt Howe served as lead planner for this event. The AAR for this exercise is included in the Supporting Documents section for reference.

From 28 Oct to 5 Nov, HMLA-267 hosted a visit from the U.S. Air Force (USAF) 34th Weapons Squadron (see Jan-Jun 14 Command Chronology for amplifying information) in order to conduct joint training. The 34th Weapons Squadron detachment provided both USAF and Marine Corps crews with dissimilar aircraft and tactics to consider as part of their planning and training. The 34th Weapons Squadron detachment consisted of four HH-60G Pave Hawks. HMLA-267 completed 38.2 flight hours, resulting in 12 initial T&R syllabus events during the 34th Weapons Squadron visit. Capt Ryan E. Colameo served as lead coordinator for this visit.

From 4 to 11 Dec, HMLA-267 deployed a DFT to MCAS Yuma, Arizona. Four AH-1Zs, three UH-1Ys, and 128 personnel in all, deployed for this exercise, with an RBE at MCAS Camp Pendleton responsible for phase inspections and aircraft maintenance. Over the course of the DFT, the Squadron flew 145 sorties (248 mishap-free hours). Aircrew completed 55 initial and 112 proficiency T&R syllabus events. Capt Karla L. Cumbie served as the lead planner and action officer for this event, and the Commanding Officer awarded her a Navy & Marine Corps Achievement Medal for these efforts on 16 Mar 15.

From 14 to 16 Dec, the Squadron participated in Exercise STEEL KNIGHT. This exercise focused on the execution of traditional combined-arms doctrine with live-fire armor, artillery, infantry, and air operations. The exercise took place at MCRGCC Twentynine Palms. HMLA-267 contributed by supporting CAS missions throughout the exercise.

From 26 Jan to 6 Feb, the Squadron again flew in support of Exercise SCORPION FIRE. HMLA-267 flew a total of 124 sorties and 163 flight hours from MCAS Camp Pendleton, executing CAS and FAC(A).

On 23 Jan, HMLA-169 suffered a catastrophic mishap when a UH-1Y crashed outside of Marine Corps Air-Ground Combat Center (MCAGCC) Twentynine Palms, California, killing both pilots (Maj Elizabeth R. Kealey and Capt Adam Satterfield) and completely destroying the aircraft. No crew chiefs or aerial observers were aboard for the mishap. MAG-39 tasked HMLA-267 with providing
HMLA-169 with a functional check pilot (FCP) at MCAGCC Twentynine Palms from 16 to 17 Feb.

On 28 Jan, a Squadron UH-1Y crew executed a precautionary emergency landing (PEL) inside of the R-2507N range complex along Gas Line Road in vicinity of Camp Billy Macon, California. The primary cause was a number one hydraulic system failure, which led to temperatures that exceeded the limitations of the combining gearbox. The aircrew transported the crew-served weapons, ammunition, and personal gear to Camp Billy Macon, and Maj Michael A. Kappelmann remained with the aircraft overnight to provide security. The aircrew returned to Camp Pendleton via surface transport late the following evening. The PEL aircraft recovery effort consisted of three flatbed trucks, two vans, and a total of nine Marines. These personnel provided follow-on security and disassembled the transmission from the aircraft in order to clear overpasses on the highway for the return trip on the flatbed trucks. The aircraft returned by surface to Camp Pendleton four days following the PEL.

The Squadron also conducted necessary aviation training during this period. Of note, Maj Mark D. Mirra and Capt Greb completed all prerequisites for Weapons & Tactics Instructor (WTI) Course 1-15 and successfully graduated on 19 Oct, earning the additional military occupational specialty (AMOS) of 7577. Capts Mitchell J. Vanderkodde and David C. View completed all prerequisites for WTI Course 2-15 and are scheduled to complete the course during the next reporting period. In addition, Capts David A. Axel and Luke J. Albi completed the Tactical Air Control Party (TACP) Course on 12 Dec, earning the AMOS of 7502. Capt Axel detached from the Squadron on 22 Sep to serve with 1st Battalion, 4th Marine Regiment. Capt Albi reported to 1st LAR Battalion in March 2015.

The Squadron conducted four "Re-Green" events during this period (see Jun-Dec 13 Command Chronology for amplifying information). On 25 Jul, Cpl Kevin J. Beachy led a group of seven Marines. On 12 Sep, Cpl Jame A. Duncan led a group of nine Marines. On 24 Oct, SSgt Anthony R. Schannette led a group of five Marines. Finally, on 14 Nov, Sgt Fernando Rodriguez led a group of eight Marines.

ADMINISTRATION

The Administrative Department (S-1) manages personnel, travel, and postal affairs programs in order to facilitate accurate record keeping, accountability of personnel, timely reimbursement for official expenses, and delivery of correspondence. Enduring tasks include publishing a daily morning report for accountability of all squadron personnel; daily collection and delivery of mail; managing certain Marine On-Line (MOL) functions via the Marine Corps Total Force System (MCTFS); processing record updates, such as awards and promotions; coordinating official government travel; completing claims for reimbursement; and overseeing the use government charge cards by Squadron personnel.

- Total temporary assigned duty (TAD) Travelers: 539
- Total travel voucher costs: $398,362.10
- Total personnel transfers: 132

One personnel change occurred during this reporting period. On 30 Dec, Capt James F. Jacobs, the Assistant Administration Officer (S-1A), checked out of the Squadron and reported to the Financial Officer School at MCAS Miramar, California. On 16 Mar, Capt Joel M. Katz assumed duties as S-1A.
The shop's largest workload was processing travel arrangements via Defense Travel System (DTS). The S-1 prepared orders for 125 Marines who attended the July El Centro DFT, resulting in a total travel cost of $109,844.60. Additionally, S-1 shop generated orders for the 32 Marines who attended or supported WTI Course 1-15, totaling $45,219.05. In December, the S-1 prepared orders for 136 Marines who attended the Yuma DFT, resulting in a total travel cost of $44,838.24. Finally, in January, the S-1 prepared orders for 45 Marines who traveled to India in support of JTF PS. The total cost of that mission was $122,107.69.

AWARDS

UNIT AWARDS

• None during the reporting period.

PERSONAL AWARDS

• Navy & Marine Corps Commendation Medals: 5
  o Maj Ricardo Moreno: July
  o Capt Evan L. Osborn: July
  o GySgt Craig E. Tushinski: August
  o Maj Patrick J. Butler: November
  o Capt Nicholas T. Philippi: December

• Joint Service Achievement Medals: 1
  o Maj Michael A. Kappelmann: October

• Navy & Marine Corps Achievement Medals: 18
  o SSgt Anthony L. Galluzzi: July
  o SSgt Howard D. Jines: July
  o CW3 John J. Johnson: July
  o Capt Michael B. Green: July
  o Capt Joseph A. Fry: July
  o Capt Kyle J. Lobprics: July
  o Capt Matthew J. Fichtner: August
  o Sgt James M. Smith: September
  o SSgt Chad M. Adams: October
  o Sgt Dale F. Lussier: October
  o Sgt Christa I. Short: October
  o GySgt Brent J. Mitchell: November
  o Sgt Jaime Ceballos: November
  o Cpl Ethan J. Beckler: November
  o Sgt Liliana Santos: December
  o Capt Joseph S. Madren: February
  o Capt Karla L. Cumbie: February
  o Cpl Earnest D. Sims: February

• Certificates of Commendation: 37
• Meritorious Mast: 29

LEGAL
- General Courts-Martial: 0
- Special Courts-Martial: 0
- Summary Courts-Martial: 0
- Non-Judicial Punishment (NJP): 4
- Command Investigations: 3
- Preliminary Investigations: 3
- Congressional Inquiries: 0
- Administrative Separations: 5

INTELLIGENCE

The Intelligence Department (S-2) maintains a threat database; analyzes enemy situations, capabilities, and tactics; and manages security programs in order to address Priority Intelligence Requirements (PIRs) and protection of Essential Elements of Friendly Information (EEFIs). Enduring tasks include delivering a weekly intelligence update for aircrew, maintaining an unclassified intelligence read board, and providing regular threat-recognition and capabilities classes. The S-2 also processes and tracks security investigations; manages the intelligence oversight program; and assists the Classified Material Control Custodian (CMCC) and Physical Security Officer (PSO) with the security of classified materials, nodes, and spaces.

- Secret Indoctrinations: 54
- Intelligence Oversight Briefs: 62
- Threat Briefs: 28

Two personnel changes occurred during this reporting period. On 8 Sep, Sgt Matthew A. Jutte assumed the duties of Intelligence Chief. Sgt Jutte was previously assigned to 2d Reconnaissance Battalion at Camp Lejeune, North Carolina. The previous Intelligence Chief, SSgt Jason A. Hawkins, reported to 1st Battalion, 1st Marine Regiment, Camp Pendleton, California.
The S-2 supported the July El Centro DFT by producing and disseminating intelligence products through six flight intelligence briefs, post flight mission debriefs, and video exploitation. On 7 Aug, the S-2 supported BLACK DART by providing post-flight video exploitation to assess the effectiveness of various types of ordnance against UAS in flight. The S-2 supported the December Yuma DFT by producing and disseminating intelligence products through 16 flight intelligence briefs, post-mission debriefs, and video exploitation. In preparation for JTF PS, S-2 personnel provided pre-deployment country, culture, and threat-intelligence briefs.

From 16 to 21 Nov, all S-2 personnel and the Tactics Officer, Capt Ryan E. Colameo, attended the Aggressor Threat Lecture Series at Nellis Air Force Base, Nevada. The conference provided in-depth knowledge on new and critical developments in air and air defense threat tactics and systems. The S-2 worked with Tactics in order to take the pertinent information learned at the conference and teach it to Squadron aircrew.

OPERATIONS

The Operations Department (S-3) coordinates with higher headquarters, adjacent squadrons, and supported units; analyzes the friendly situation; and manages training programs (aviation and ground) in order to complete assigned Squadron tasking; address friendly force information requirements (FFIRs); and provide the Squadron with mission-capable personnel for combat, contingency, and training actions. The S-3 consists of four functional areas: Current Operations, Future Operations, Tactics, and Ground Training. Current Operations produces the daily flight schedule and the weekly training plan. Future Operations produces the monthly training plan, consistent with doctrine and guidance provided by MAWTS-1 and T&R Manuals. Current and Future Operations coordinate as necessary with external agencies, including adjacent squadrons, air stations, range facilities, and ground units. Tactics administers the T&R academic syllabus and recommends changes to doctrine (via MAWTS-1) and Squadron tactical standard operating procedures (SOPs). Additionally, Tactics collaborates with the S-2 to generate notional tactical situations and scenarios for training flights. Ground Training tracks flight hours and sorties, briefs friendly situations in combat and certain training scenarios, and administers required annual training. This training includes the Physical Fitness Test (PFT); Combat Fitness Test (CFT); Rifle and Pistol qualifications; Chemical, Biological, Radiological, and Nuclear (CBRN) Confidence Chamber training; Water Survival Qualifications (WSQs); and online academic classes via MarineNet.

- Total Flight Hours: 3,700.5
- AH-1Z Flight Hours: 2,225.8
- AH-1Z Sorties: 1264
- UH-1Y Flight Hours: 1,476.7
- UH-1Y Sorties: 808
- Rifle Qualifications: 120
- Pistol Qualifications: 17
- WSQs: 50
- Marine Corps Martial Arts Program (MCMAP) Qualifications: 46
  - Grey Belt: 37
  - Green Belt: 6
  - Brown Belt: 0
  - Black Belt: 0
The Operations Department effected two changes in leadership over the reporting period. On 6 Oct, Maj Michael A. Kappelmann returned to the Squadron from an individual augment billet (IA) as the Afghan National Security Forces (ANSF) Development Officer for Information Operations (IO) with the International Security Assistance Force Joint Command (IJC) in Kabul, Afghanistan. U.S. Forces - Afghanistan (USFOR-A) awarded him an end-of-tour Joint Service Commendation Medal and impact Joint Service Achievement Medal for his efforts there. On 13 Oct, he assumed the duties of Operations Officer. Major Topper, who had served as Acting Operations Officer during Maj Kappelmann's absence, assumed the duties of Assistant Operations Officer. On 21 Nov, Capt Logan M. Davis returned to HMLA-267 from an IA billet as a Future Operations Mission Planner with MAG Afghanistan. Capt Davis received a Navy & Marine Corps Achievement Medal at the end of his tour. He assumed the duties of Current Operations Flight Officer upon his return.

During much of September and October, the Squadron had one AH-1Z and one UH-1Y that were full mission capable due to the simultaneous detachments of aircraft to the 11th MEU and WTI 1-15. This presented significant challenges in terms of meeting flight-hour requirements, training goals, and assigned tasking. The Squadron met flight-hour and training goals through a combination of weekend cross-country flights and regularly flying 100% of available assets. The Squadron also began conducting double "hotseats" on aircraft in order to maximize the total amount of hours an aircraft could fly per day. The 100% utilization of assets ensured the capitalization of every opportunity for training, but also presented a number of administrative and operational challenges (see Jan-Jun 14 Command Chronology for amplifying information).

From 10 to 12 Oct, the Marine Corps Recruiting Command conducted a video interview of Capt Cumbie as a part of the Marine Corps' Female Recruiting Initiative. The video displayed the benefits of being a female pilot in the Marine Corps. The uniform resource locator (URL) to the video file is included in the Supporting Documents section for reference.

Capt Colameo initiated two new programs designed to create better trained pilots and officers: Operational Plan (OPLAN) briefs, and linked simulator events. Through the Training Exercise Employment Plan (TREP), the S-2 assigned pilots to brief classified OPLAN briefs pertaining to certain countries of interest. These briefs expose pilots to the operational level of planning and instill foundational knowledge on possible future operations. Capt Colameo also initiated regularly assigned linked simulator events between the AH-1Z Full Flight Simulator (FFS) and the UH-1Y FFS, monitored and run from the Networked Electronic Command Center (NECC). Capt Colameo provided these linked simulator events with full tactical scenarios and products. Inside of the NECC, the other pilots played certain tactical roles based on the scenario and had full communications with the simulator aircrew. These events provided aircrew with situations that are unsafe to replicate in the actual aircraft while flying in a training environment, therefore better preparing the pilots for combat.

Execution of the JTF PS tasking presented multiple challenges and costs to the Squadron. Due to the deployment of aircraft, aircrew, and maintainers, the Squadron was unable to execute 116 planned UH-1Y flight hours as well as a number of training events. These events included two pilot NSI checks, one pilot Advanced Night Systems Qualified (AN SQ) qualification, one pilot Night Systems Qualified (NSQ) qualification, one crew chief NSI check, two crew chief ANSQ and NSQ qualifications, and five additional pilot training events. Further, when MAG-39 tasked the Squadron with providing a UH-1Y FCP to HMLA-169 in support of its mishap, HMLA-267 was initially unable to support due to
aircrew availability. The Squadron experienced the problem of continuing normal flight operations and supporting Exercise SCORPION FIRE while being understaffed due to this detachment being deployed. To mitigate losing flights, the Squadron requested assistance in the form of aircraft and pilots from adjacent HMLAs in MAG-39. The Squadron shifted certain flights to the local area versus flying tactical flights further east, resulting in lower total flight hours due to the time spend in the Combat Arming and Loading Area (CALA). To prevent any crew day or crew rest issues with the limited instructors remaining, the S-3 kept instructors on either day or night schedules throughout the week.

In addition to the new designations noted in the Narrative Summary, the Squadron also designated Capts Axel, Devon A. St. Cyr, Johnathon E. Bouska, and John R. Magill as Attack Helicopter Commanders (AHCs); Capt Tyler J. McGuire as a Utility Helicopter Commander (UHC); Capts Michael W. Guard, View, Keenan J. Chirhart, Andrew R. Wing, Andrew J. Wallace, Devon, A. St. Cyr, and Taylor T. Dodd as Section Leaders and Basic Instructor Pilots (BIPs); Capts Guard, View, Chirhart, Andrew R. Wing, Andrew J. Wallace, and Taylor T. Dodd Terrain Flight Instructors (TERFIs), and Defensive Air Combat Maneuvering-Fixed Wing (DACM-FW); and Capts St. Cyr and Guard as Defensive Air Combat Maneuvering-Rotary Wing (DACM-RW). Additionally, the Squadron designated Maj Topper, Capt Greb, and Capt Vanderkodde as NSIs; and Capts Dodd, Guard, View, Wing, and Vanderkodde as Weapons Training Officers (WTOs).

Sgts Brian M. Hinkes and Moise Diodonet and Cpl Richard A. Averett completed MCMAP instructor certifications at the Camp Pendleton School of Infantry (SOI).

This Command Chronology represents the third produced under the new Squadron standards established by Maj Kappelmann, Capt Axel, and Capt Bryan A. Gibbs (see the Jul-Dec 13 and Jan-Jun 14 chronologies for amplifying details). This reporting period was the terminal Control Phase and end of the project in accordance with Lean Six Sigma (LSS) Principles. Three process-control measures implemented during this period were the establishment of a written directive (Squadron Order 5750.1H, a copy of which is attached as a supporting document), a comprehensive checklist for all functional area representatives (enclosure [2] to Squadron Order 5750.1H), and a bi-monthly working group led by the Staff Historian. Capt Axel held the inaugural working group on 18 Sep for the purpose of debriefing the Jan-Jun 14 submission. Maj Kappelmann and Capt Gibbs led follow-on working groups on 24 Oct, 1 Dec, and 15 Feb for the purpose of defining reportable events and accomplishments, reviewing the draft order and checklist, and assigning functional area input due dates. On 7 Jan 15, Maj Kappelmann completed the project report and submitted it to Aveta Business Institute (which awarded him certification as an LSS Black Belt), the chain of command up to I MEF, and the historical divisions of the armed services. The Command Chronology Standardization Project Paper is included in the supporting documents section for reference.

During this period, the Squadron initiated an LSS project to define, measure, analyze, improve, and control the process by which it recruits and selects personnel to serve as aerial observers (AO) in the UH-1Y. Capt Joshua M. Bosworth served as the Project Manager and Green Belt. Maj Kappelmann served as the Project Black Belt. A committee consisting of representation from Operations, Maintenance, and Safety & Standardization first met on 30 Jan to define objectives, recommend selection criteria, and devise the project charter (included for reference in the Supporting Documents section). The Commanding Officer approved the charter, and Capt Bosworth briefed the Squadron on 26 Mar. The project’s desired end state is for the Squadron to have a full-authorized-strength population of AOs qualified on a single crew-served weapon in all light-level conditions.
LOGISTICS

The Logistics Department (S-4) coordinates non-organic transportation; administers all equipment and supplies not related to aircraft maintenance; and manages billeting, workspace, health service support, and embarkation programs in order to facilitate readiness and uninterrupted sustainment. The Buildings & Grounds work section manages upkeep of the hangar spaces (Building 2396) and enlisted quarters (Barracks 2408), assigns barracks rooms, and conducts weekly inspections and roster reconciliation. The Responsible Officer work section manages annual funds for those sustainment requirements not related to aircraft maintenance, conducts monthly serialized inventories of all assigned items from the Station Supply Depot, and coordinates with Marine Corps Property on-board the Air Station for procurement of sustainment requirements based on previous quarter’s trends. The Embarkation work section manages deployment of Squadron personnel and assets. The Medical work section oversees medical and dental readiness, such as the tracking of physicals and immunizations. The Armory work section manages table of equipment small arms, coordinates drawing of individual weapons, and maintains an expeditionary armory while deployed.

- Funds received: $88,000
- Funds expended: $88,000
- Work Order Requests submitted: 58
- Work Order Requests fulfilled: 43
- Total Personnel Transported: 1,136
- Amount of Gear Transported: 424,039 pounds

On 7 Jul, S-4 conducted a practice Marine Expeditionary Brigade (MEB) Aviation Combat Element (ACE) load. The gear load-up was based on requirements for four AH-1Zs and three UH-1Ys. The Squadron required 10 quadcons and six palcons for the necessary gear, which amounted to approximately 110,000 pounds. During this process, the S-4 discovered several shortfalls to effectively deploy in a timely manner: two quadcons and three palcons were unserviceable for deployment; the Embarkation Chief, Sgt Jesus C. Rosales, did not have current training and knowledge of the load plan required for C-17s; individual shop embarkation representatives needed more embarkation training from Sgt Rosales; and S-4 required an additional Hazardous Materials (HAZMAT) qualified Marine. S-4 implemented necessary actions to remedy these factors.

S-4 supported the Squadron DFT to NAF El Centro by embarking a detachment of 125 Marines and 32,000 pounds of supporting equipment. Vehicles required for the movement included three buses for personnel, a baggage truck for all personal baggage, and two tractor trailers for maintenance required equipment. S-4 reserved all vehicles through South West Regional Fleet Transportation (SWRFT) on Camp Pendleton. S-4 reserved rental vans for personnel transport at NAF El Centro and for daily logistical transport between Camp Pendleton and NAF El Centro. Reserving vehicles at NAF El Centro, due to Enterprise Rent-A-Car on Camp Pendleton not being able to support the requests, caused three issues. First, the Squadron could not use those vehicles to transport equipment or personnel to and from NAF El Centro. Second, S-4 had to request a van daily from MAG-39, which could not support. Third, returning vans at the end resulted in no return transportation for those personnel.
On 10 Oct, the S-4 supported the Squadron Family Day at Camp Pendleton. S-4 tasks included reserving bus transportation between ranges for Marines and their family members for a live-fire aircraft demonstration. S-4 utilized SWRFT buses for transportation of both the Marines and civilian family members. However, on the day of the event, SWRFT drivers refused to transport civilians. S-4 called SWRFT dispatch, the 1 MEF Unit Movement Control Chief, and MAG-39 to resolve the issue, but no one gave authority, citing that HMLA-267's Transportation Capacity Planning Tool (TCPT) request did not annotate civilians. The buses left without supporting any civilian movement. The Squadron resorted to shuttling personal vehicles as a result. When S-4 gave the request to MAG, and MAG submitted it to SWRFT, MAG's request only stated it as a "Family Day," and it did not state "civilian family members." MAG also approved the Squadron's Rifle Request but was then unable to support on the day of the event. With future requests, S-4 will have to conduct multiple follow-ups with MAG-39 S-4 between request submittal and the event date in order to ensure required support.

S-4 supported the Squadron DFT to MCAS Yuma by embarking a detachment of 127 Marines and 69,000 pounds of supporting equipment. S-3 attempted to secure two Marine C-130s for personnel transport; however, three weeks prior to departure, 3d Marine Aircraft Wing (3d MAW) was unable to support the request. As backup, S-4 had also requested four buses through SWRFT. This was crucial to the DFT continuing as planned. Vehicles required for the movement included two 45-passenger buses, a baggage truck for all personal baggage, and four tractor trailers for maintenance required equipment. The S-4 embarked a seven-ton truck and a High Mobility Multipurpose Wheeled Vehicle (HMMWV) on two of the tractor trailers for Ordnance operations in Yuma. S-4 attempted to obtain a seven-ton and HMMWV from Marine Wing Support Squadron (MWSS) 371 in Yuma, but it was unable to support. The S-4 reserved rental vans from Enterprise Rent-A-Car on Camp Pendleton, Enterprise in Yuma, and Yuma SWRFT for personnel transport and daily logistical transport between Camp Pendleton and MCAS Yuma.

MCP issued S-4 an additional $17,000 of funds on 19 Dec with the expectation that it be spent by 24 Dec. The Squadron used approximately $5,000 resupplying the Squadron with consumable office and cleaning supplies. Specific items requested from maintenance used another $2,000. Because of the short timing and holiday period, MCP did not fulfill other open purchase requests (OPRs) submitted on time.

S-4 supported JTF PS by embarking three UH-1Ys, 46 personnel, and 120,000 pounds of additional support equipment aboard three USAF C-17As. The Embarkation Chief, Sergeant Rosales, had a thorough knowledge of the MAGTF Deployment Support Systems (MDSS) II software, which made this task possible with six days of planning. Sergeant Rosales previously attended Air Mission Command Airlift Load Planner Course Phase II in order to be able to certify the C-17A load plans. S-4 had one HAZMAT certified Marine which created a major challenge to the short timeline of embarkation. All Marines in S-4 will be attending the HAZMAT class in the future to alleviate this problem. Because I MEF tasked this deployment on short notice, external Marine Corps units used for acquiring additional assets - such as heavy equipment vehicle requests, water, chow, embark gear, and transport gear - were accommodating to this short timeline.

MCP issued S-4 an additional $50,000 of funds on 4 Feb for expenditure by 28 Feb. In order to maximize use of lump sum funds, S-4 requested Squadron departments for larger items that they needed to be replaced or purchased. This resulted in S-4 already having several detailed OPRs prepared to immediately submit to ensure they were routed through MCP in time. The S-4 submitted major OPRs for a large hangar sign, a utility trailer, a large
laminator for S-2, secondary computer monitors for several shops, two floor buffers, a large television for Maintenance Control, and a large U.S. flag for the hangar. S-4 also purchased approximately $5,000 worth of consumable office and cleaning supplies for the Squadron.

The Medical work section revamped their plan for keeping Marines current on all annual medical and dental requirements. Medical readiness now operates on a birth-month schedule. This limits the number of times that Marines must come to the medical center. In their birth month, each Marine will come to the clinic once and obtain their Physical Health Assessment (PHA), dental exam, audiogram, and miscellaneous shots in one visit. The Squadron Flight Surgeon, LT Robert L. Fenequito, also reserved the clinic one day a week specifically for HMLA-267 Marines to schedule these monthly appointments. This change increased the Squadron's overall medical readiness from 72% in August to 92% in September, which was the highest in MAG-39. The Squadron maintained overall medical readiness above 92% through the remainder of the reporting period.

**HUMAN AFFAIRS**

The Human Affairs Department (S-5) administers non-appropriated funds (NAF); manages the Equal Opportunity (EO), Substance Abuse Control, education, Combined Federal Campaign (CFC), Navy Marine Corps Relief Society (NMCRS), and Voting Programs; and collaborates with the Family Readiness Officer (FRO) to plan welfare and recreation events in order to facilitate increased morale and readiness for Squadron personnel. Enduring tasks include management of the Officer and Squadron Fund accounts; organization of fundraising events; planning the annual Birthday Ball celebration; processing Tuition Assistance (TA) requests; coordinating the annual CFC drive; and facilitating military voter registration. The EO work section facilitates formal and informal conflict resolution, administers EO climate surveys, commemorates special emphasis cultural observances, and conducts annual training for all hands in accordance with MCO P5354.1D. The Substance Abuse Control work section executes drug and alcohol testing; administers driving under the influence (DUI) mitigation measures, such as the Arrive Alive and Volunteer Driver Programs; and conducts annual training on alcohol and controlled-substance abuse in accordance with MCO 5300.17.

- **Equal Opportunity**
  - Requisite Monthly Emails Delivered: 10
  - Complaints: 1
  - Counselling: 1
- **NMCRS**
  - Funds Raised: $345
- **FRO**
  - Social Events: 10
- **Education**
  - TA Requests Processed: 36
- **SACO**
  - Urinalysis Tests Conducted: 1303
  - Breathalyzers Tests Conducted: 247
- **Combined Federal Campaign**
  - Squadron Donations: $360
- **Family Advocacy Officer**
  - Incident Determination Committees: 2
• **Fundraising:**
  - Squadron Funds Raised: $49,197.37
  - Squadron Funds Expended: $50,530.00
  - Officer Funds Raised: $12,706.84
  - Officer Funds Expended: $13,308.84

• **Veteran Pinnings: Date/Location**
  - 10 Apr 2014: Springs of Escondido, Escondido
  - 14 May 2014: Chancellor Place, Murrieta
  - 14 May 2014: Atria Vintage Hills/Mildomar, Temecula
  - 30 May 2014: La Jolla Nursing & Rehab Center, La Jolla
  - 04 Jun 2014: Westmont Town Court, Escondido
  - 14 Aug 2014: St. Paul's Villa, San Diego
  - 11 Sep 2014: Atria Collwood, San Diego
  - 04 Nov 2014: Remington Club, San Diego
  - 06 Nov 2014: Atria, Encinitas
  - 12 Nov 2014: The Chateau at Henderson, Temecula
  - 17 Nov 2014: Chateau at Harveston, Temecula

During the El Centro DFT, the S-5 managed an expeditionary snack bar for all hands, raised funds, and supported morale. On 3 Oct, the S-5, in conjunction with the FRO and Squadron spouses, hosted the seventeenth hole at the bi-annual MAG-39 Golf Tournament. The hole was football themed. The collaborative group rose over $2,000 and divided the profits between the Spouse and Squadron Funds. From 3 to 5 Oct, the S-5 represented HMLA-267 at the Miramar Airshow. The Department sold Squadron memorabilia and hosted tours of one AH-1Z and one UH-1Y aircraft for attendees.

On 10 Oct, the S-5 oversaw the execution of the HMLA-267 Family Day. The S-5 led the overall planning, supervision, and execution of the event, and Capt Christopher A. Huff from the S-3 led the planning and execution of the range portion. The event entailed more than 300 Squadron family members and friends viewing a live-fire aerial CAS and assault-support demonstration in the Zulu Impact Area on Camp Pendleton by two AH-1Z and two UH-1Y aircraft, followed by a live-fire demonstration on Range-407 by M-240 and GAU-21 weapon systems. The families then participated in a supervised live fire of M-16A4 rifles at Range 407 and toured static displays of various military vehicles and armament provided by external units. The event concluded with a family barbeque, shop tours, and carnival hosted by the FRO and Armor of Light, a charitable Christian foundation. The AAR for this event is included in the Supporting Documents section for reference.

On 24 Oct, the S-5 hosted the MAG-39 officer social at the MCAS Camp Pendleton Ranch House. The event had an "Octoberstache" theme with German-styled food and beverages and a "best mustache" competition.

On 30 Oct, the S-5 executed the HMLA-267 Marine Corps Birthday Ball at the Sheraton Hotel in San Diego, California. The shop planned, supervised, and executed the Ball for the Squadron members and their families.

On 13 Dec, the S-5 in conjunction with the FRO, organized and hosted the HMLA-27 Squadron Holiday Party. The event included a Squadron UH-1Y flying over the hangar and landing with personnel aboard dressed as Santa Claus and elves. Once the aircraft landed, these personnel presented gifts to Squadron children and posed for photographs with those in attendance. The event included live music, free food, and carnival entertainment. The S-5 also had representatives on hand to advertise and sell Squadron merchandise.
In January, the S-5 facilitated civil relations by presenting key members of the U.S. Secret Service, JTF PS, and the Indian Consulate with $450.00 in HMLA-267 commemorative memorabilia. These gifts were in appreciation for their hard work and the direct contribution they made to success of HMLA-267's mission.

The S-5 worked with a local hospice chapter to host multiple flag-pinning ceremonies at local area assisted-living facilities. The department hosted these events to honor veterans of World War II, Korea, and Vietnam. Squadron Marines visited the facilities in service uniform and assisted the Elizabeth Hospice and Veteran's Association of North County by presenting veterans with American flag lapel pins and certificates thanking them for their service. A comprehensive list of dates and locations is located in the numeric data portion of this subsection.

FAMILY READINESS

The Family Readiness Department trains Squadron personnel and their spouses, collaborates with the S-5 to organize welfare and recreation events, and advises the Commanding Officer on matters affecting families in accordance with MCO 1754.9A in order to facilitate increased morale, commitment, and readiness for Squadron personnel and their families. The FRO provides personnel and their families with information regarding the many services available through Department of Defense (DoD) and Marine Corps Community Services (MCCS), such as marriage counseling and financial support programs. The FRO facilitates two-way communications between Squadron leadership, Marines, and their families, including the collation and distribution of a quarterly newsletter. Finally, the FRO oversees spending priorities for the Unit, Personal, & Family Readiness Fund (UPFRF) and manages the Volunteer Spouse Program, including a monthly Command Team meeting.

Over the course of this reporting period, the FRO provided resources and referral information to over 200 Marines and family members. These resources included referrals for marriage counseling, new baby support, employment assistance, Exceptional Family Member Program (EFMP), and continuing deployment support for MEU detachment personnel and their families.

On 31 Jul, the Squadron hosted an Ice Cream “FROcial” to welcome Lynn Sheffer, the new HMLA-267 FRO. Mrs. Sheffer transferred from HMLA-303, where she had been the FRO since September 2008. Approximately 200 people attended, including family members, and the Commanding Officer helped serve ice cream.

HMLA-267 welcomed 10 new children of Squadron personnel from 24 Jul until 17 Sep, including a set of triplets and three whose fathers were deployed on the 11th MEU. The Squadron provided resources and support (including meals when desired) for the families. Resources included parenting classes, support groups, and free items available to new parents.

The FRO provided initial and ongoing support to LCpl Justin B. Ashbaugh, a Tool Room Marine, traumatically injured in a mountain bike accident on 16 Aug, which resulted in a headfirst impact. The impact caused a fractured T7 vertebra with spinal cord compression and possible permanent partial disability (paralysis below the chest). LCpl Ashbaugh underwent surgery at Inland Valley Hospital in Murrieta, California, immediately following the accident. After a week at Inland Valley, LCpl Ashbaugh moved to
Scripps Hospital in Encinitas, California for additional recovery, occupational, and physical therapy. On 12 Sep, LCpl Ashbaugh transferred to the Veterans Association Hospital in La Jolla, California, for a four-to-eight week recovery program designed to prepare him for an out-patient status with physical therapy no more than three times a week. Various organizations, to include the Fisher House, Camp Pendleton Armed Services YMCA and Semper Fi Fund have assisted financially with airline tickets, an iPad, and gift cards for gas and restaurants. Family Readiness support for LCpl Ashbaugh and his family will continue for as long as necessary, assisting with communication, forms completion, and moral support.

On 5 Sep, the FRO and Family Readiness Advisors joined other 3d MAW FROs and advisors for a visit to Marine Corps Recruit Depot (MCRD), San Diego. The day included Morning Colors, breakfast, a Graduation Ceremony, and lunch at the MCRD Commanding General’s home with his wife.

On 13 Sep, eight Stinger Marines and spouses, as guests of the Rotary Club, attended “Lobster on the Green,” which is the Fallbrook Rotary Club’s Annual Fundraiser. The attendees were treated to a four-course meal, including lobster and steak.

On 25 Sep, in San Diego, members of the Armed Services Family Readiness Volunteer Recognition Luncheon recognized three Squadron volunteers. Each volunteer received a gift bag and Certificate of Appreciation, demonstrating their importance to the Squadron, the Marine Corps, and United States.

On 5 Dec, the FRO, in conjunction with seven Family Readiness Volunteers, decorated a Christmas tree in the Barracks. The tree was displayed throughout the holiday season and dismantled after the New Year’s leave period.

On 13 Dec, the S-5 and FRO oversaw execution of a Squadron Holiday Party, open to all personnel and their families. This included a flight event in which a UH-1Y delivered personnel dressed as Santa Claus and four elves to the hangar. Approximately, 550 people were in attendance. Armor of Light provided food and beverages. On 19 Dec, the S-5 hosted an additional holiday party for officers and spouses at the Jolly Roger in Oceanside, California.

On 15 Dec, surrounding communities “adopted” 28 Marines and Families for Christmas. The adopted Marines received gifts from local individuals and organizations. In addition to contribution to the adopted Marines, nine Junior Marines also received free travel home for the holidays from an anonymous civilian donor.

During the month of January, the FRO provided guidance and advice to the HMLA-169 FRO in aftermath of the HMLA-169 24 Jan Class-A mishap. The FRO coordinated external support and proper dissemination of information to HMLA-169 families as well as the provision of food and child care by HMLA-267 Squadron spouses for HMLA-169 Marines who desired to attend the subsequent memorial services.

On 24 Jan, the FRO organized the Stinger Bowling Night. At the event, 42 Marines and family members traveled to Leatherneck Lanes on board Camp Pendleton where they participated in a bowling competition. The Family Readiness Funds provided food and drinks.

On 11 Feb, the FRO organized the Squadron Spouse Valentine Bunco Party. Thirteen Spouses participated in the event at the San Luis Rey Housing Community Center. The Family Readiness Funds provided food and drinks.

On 23 Feb, the FRO, in conjunction with the S-5, hosted the 11th MEU Homecoming. The event welcomed 86 HMLA-267 Marines and approximately 30 Marines from 3 other units back from deployment. The FRO organized the construction of 37 Welcome Home Baskets for barracks Marines with items.
donated and assembled by members of the community. Family Readiness Volunteers made up beds for the returning Marines and left the baskets in each of their rooms. Prior to the event, on 26 Jan, a Return and Reunion Brief was held for the spouses and family members of the returning Marines.

On 6 Mar, the FRO, in conjunction with the S-5, hosted the 17th Hole at the semi-annual MAG-39 Golf Tournament. At the event, nine Stinger Spouses provided food and drinks to sell, and hosted a booth with a St. Patrick’s Day theme at the hole. S-5 ensured all proceeds were donated to the HMLA-267 Squadron Fund.

Monthly distribution of promotion letters, signed by the CO, and pictures to family members of newly promoted Marines within the Squadron, continued.

The FRO hosted Family Readiness Volunteer Meetings on 20 Nov, 21 Jan, 11 Feb, and 11 Mar with an average of eight volunteers at each meeting.

COMMUNICATIONS

The Communications Department (S-6) manages communications and data assets in order to facilitate command and control. Enduring tasks include managing the Squadron official intranet site (SharePoint) and Optimized Organizational Maintenance Activities (OOMA) servers, supervising Non-Classified Internet Protocol Router (NIPR) and Secret Internet Protocol Router (SIPR) user accounts, facilitating maintenance of phone lines and radio assets, and managing the Joint Mission Planning Software (JMPS) Program used to load mission-specific data onto aircraft mission computers.

The Communications Department's primary focus for the second half of 2014 was DFT support. S-6 supported the July El Centro DFT with four Joint Mission Planning System (JMPS) computers, eight Navy Marine Corps Intranet (NMCI) computers, two Optimized Organizational Maintenance Activity (OOMA) deployable servers, and 15 OOMA computers. S-6 supported the December Yuma DFT with eight JMPS computers, 18 NMCI computers, two OOMA deployable servers, and 15 OOMA computers.

OOMA local servers facilitated a transition without connectivity by providing a local hub internal to any forward operating site, eliminating the need for external connectivity. Maintenance Administration uploaded aircraft maintenance information to servers with current maintenance statuses prior to departure, maintained with concurrent operations at El Centro and Yuma, and then reintegrated back at Camp Pendleton upon completion.

NAF El Centro operated on a separate network than what USMC assets utilize, requiring a Virtual Private Network (VPN) to establish internet connectivity. S-3 operations required internet connection to Marine Corps Enterprise Information Technology Services (MCEITS) network in order to plan concurrently with schedule writers at Camp Pendleton and to write the daily schedule through Marine Corps Sierra Hotel Aviation Readiness Program (M-SHARP). VPNs allowed for routing through a secure connection that facilitated access to M-SHARP to enable schedule writers to utilize concurrent planning with Camp Pendleton operations.

MCAS Yuma operated the same network as USMC assets, eliminating need for VPNs to establish connectivity. Assets moves facilitated by Marine Air-Ground Task Force (MAGTF) Information Technology Support Center (MITSC) enabled connectivity by pairing Squadron computers assets with MCAS Yuma intranet ports.

Headquarters Marine Corps (HQMC) activated Port Security in November, pairing individual computers to specific ports across the NMCI network. Once activated, computers could no longer move to different ports without authorization via an asset move request through MITSC. This security measure
went into effect the morning of our Squadron mishap drill, reducing the Squadron’s ability to establish centralized control from within the Ready Room. The SOP was to consolidate key leaders into the Ready Room with their computers connected through previously established ports. The end result required decentralized control with key leaders operating out of their respective offices. A solution was to run internet cable from each key leader’s office into the Ready Room so that a swap of wiring was possible without changing ports.

S-6 supported JTF PS with two JMPS computers with India map data, four NMCI computers, four air cards, and one BlackBerry. HMLA-267 allocated NMCI computers along with air cards obtained through 3d MAW as a means to establish internet connection through cellular towers with an international plan. Also, 3d MAW issued HMLA-267 one BlackBerry cellular phone which provided international text, talk, and data for the detachment OIC. The S-6 obtained two Iridium satellite communication (SATCOM) phones through MAG-39 and provided them to the Detachment IOC, but guidance from JTF prior to departure precluded the ability to bring any satellite communications equipment. S-6 obtained electronic maps through the National Geospatial Intelligence (NGA) to include one-meter imagery, five-meter imagery, 1:250k and 1:500k products. These maps, once uploaded to JMPS computers, facilitated elements of flight planning.

SAFETY & STANDARDIZATION

The Department of Safety & Standardization (DOSS) manages the Aviation Safety, Ground Safety, and Naval Air Training & Operating Procedures Standardization (NATOPS) Programs in order to ensure Squadron compliance with applicable Department of Defense (DoD), Federal Aviation Administration (FAA), and Occupational Safety & Health Administration (OSHA) regulations.

The ASO is responsible for the duties in accordance with Chief of Naval Operations Instruction (OPNAV) 3750.6R. Daily, the ASO reviews the Squadron Flight Schedule in order to mitigate aviation risk to participating aircrew. The ASO also leads a monthly Human Factors Council (HFC) and a quarterly Aviation Safety Council (ASC). The ASO also updates the Squadron SOPs by publishing Squadron Read & Initial (R&I) advisories.

The Ground Safety Officer (GSO) is responsible for duties in accordance with MCO 5100.29B and Department of Defense Instruction (DoDI) 6055.1. Weekly, the GSO coordinates Squadron liberty briefs to provide safety information prior to securing for the weekend. Monthly tasking for the GSO includes coordinating inspections of fire extinguishers, facilitating meetings of the Enlisted Safety Council (ESC), and submitting the Squadron Monthly Mishap Report (MMR) and Warrior Preservation Status Report (WPSR). Quarterly, the GSO submits Squadron Occupational Heath Medical Surveillance Examination (OHMSE) reports, schedules an OSHA inspection, and coordinates Squadron Safety Stand-Downs. Annual tasking for the GSO includes coordinating OSHA industrial Hygiene (IH) facility inspections, conducting fire and ergonomics training, and facilitating a ground safety climate assessment survey.

The NATOPS Officer is responsible for the duties in accordance with OPNAVINST 1542C. Enduring tasks within the Squadron NATOPS program include tracking all aircrew administrative requirements under OPNAV 3710.7U, managing all aircrew medical requirements, tracking aviation qualifications and designations, and maintaining current and accurate NATOPS paperwork for aircrew. The Standardization Officer ensures all pilots are held to the standards set forth by all applicable DoD governing publications. On a monthly basis, the Standardization Officer leads a Standardization Board to discuss and refine Squadron aviation safety and procedural practices. The
Standardization Officer also leads a monthly Instructor Pilot (IP) Board to review all aspects of performance and progression for junior pilots. The Standardization Officer ensures proper utilization of the Naval Aviation Technical Information Product (NATIP) and the Air Naval Tactics Techniques & Procedures (ANTTP) publications as well as submits proposed revisions at the appropriate interval.

- Hazard Reports (HAZREPs): 0
- Mishaps: 18
  - Aviation: 3
    - Aviation Ground: 2 (Class-D)
    - Aviation Flight Related: 0
    - Aviation Flight: 1 (Class-C)
  - Ground: 17
    - Class-A: 0
    - Class B: 1
    - Class-C: 0
    - Class-D: 14
    - Other: 2
- Human Factors Boards (HFBs): 9
- Aviation Mishap Boards (AMBs): 1
- FLASH reports: 18
- Squadron R&Is: 0

The DOSS experienced a number of personnel changes during this period. On 1 November, Director Maj Patrick J. Butler departed the Squadron for USS America, and GSO Capt Albi departed to attend the TACP Course prior to a PAC tour. Maj Mirra assumed duties as Director, and 1stLt John E. McArthur assumed duties as GSO.

One non-mishap related safety incident occurred for the Squadron. On the morning of 20 Jun, two officers reported the smell of alcohol on Capt Justin R. Reinwand, an AH-1Z pilot intending to fly an aircraft. On order of the Commanding Officer, Capt Reinwand received a blood-alcohol test at Medical and tested positive. On 8 Aug, MajGen Michael A. Rocco, the Commanding General of 3d MAW conducted an NJP, found Capt Reinwand guilty, and ordered a forfeiture of one-half months' pay for two months. From 7 to 11 Jul, the Squadron convened a Field Flight Performance Board (FFPB), which recommended revocation of flight status and the privilege to wear the naval aviator insignia. MajGen Rocco concurred with the recommendation. On 28 Oct, LtGen Jon M. Davis, the Deputy Commandant for Aviation (DCA), concurred with the recommendation, and Capt Reinwand permanently lost his flight status as well as the privilege of wearing his aviator device.

On 28 Oct, the DOSS led a mishap drill. The objective was to enhance the Squadron's ability to effectively react to a mishap. The drill involved the all aspects of the Squadron, station crash & fire rescue, and base fire response personnel.

On 5 Jan, the DOSS led the Squadron Back in the Saddle (BITS) training. BITS training is a no-fly day dedicated to refocusing the Squadron on safety after the holiday leave period. MAR-39 brought a guest speaker to discuss post-traumatic stress disorder (PTSD) and the effects of Marine Corps life on families. Cpl Travis J. Sundeth and Cpl Aaron G. Ehrman led a Squadron discussion on winter recreational safety and Operational Risk Management (ORM). Capt Guard reviewed local environmental considerations and conducted a simulated spill practical application exercise. Sgt Casey M. Feasby discussed the Marine Corps Hazing Prevention Program. First Lieutenant Chris D. Millar covered the Marine Corps Equal Opportunity program and sexual harassment. Cpl
Zackery E. Fleming gave a class on domestic violence. Finally, Capt Wing reviewed the Marine Corps Sexual Assault Prevention and Response (SAPR) Program.

During this reporting period, HMLA-267 experienced one aviation mishap, and two aviation ground mishaps. On 28 Jan, a UH-1Y crew conducted a PEL in vicinity of the 2507N range complex as previously discussed. The damage caused to the aircraft combining gearbox was such that costs exceeded the threshold for a class-C aviation flight mishap. A safety investigation into the causes and nature of the hydraulic system failure that precipitated the PEL is ongoing, and a serious incident report (SIR) will be complete during the next reporting period. No legal or administrative investigations into the conduct of the aircrew were necessary.

On 22 Jan, a Marine fueling an AH-1Z hit his head on a LAU-7 Pod. Medical placed the Marine in a sick in quarters (SIQ) status for one day. The result of this was a class-D aviation ground mishap. On 5 Feb, a Marine working under a UH-1Y struck his head on the aircraft. The Marine received 90 days of light duty. The result of this was a class-D aviation ground mishap.

During this reporting period, HMLA-267 experienced 17 ground safety mishaps. On 6 Jul, while participating in an open track day, a Marine broke his collar bone, resulting in his being SIQ one day and on light duty for 30 days. On 16 Aug, a Marine engaged in mountain biking departed his bike before his body made contact with the ground. The Marine sustained serious injuries including a fractured vertebra and will be in the hospital for six to eight months (discussed in more detail in the Family Readiness subsection). On 27 Aug, a Marine driving to work impacted a deer and required precautionary hospitalization. The Marine went on light duty for 14 days. On 17 Sep, after participating in unit physical training (PT), a Marine lost consciousness for approximately 30 seconds due to dehydration. On 5 Oct, a Marine hit his head while jumping into bed and reported nausea, a headache, and dizziness. T he Marine had a mild concussion and received 24 hours SIQ and seven days of light duty. On 9 Oct, a Marine injured his back when he flipped his personally owned vehicle (POV) on his way to work. Tests confirmed no serious injuries and the Marine received 14 days light duty. On 25 Jan a Marine hit his head against another player while playing soccer and was mildly concussed. Medical prescribed three days SIQ. On 13 Feb, a Marine wrecked his motorcycle. Navy medical treated a puncture wound in his leg and released him. On 13 Feb, a Marine sprained his knee while swimming. On 14 Feb, another Marine wrecked his motorcycle and received 24 days of light duty. On 27 Feb, a Marine tore his anterior cruciate ligament (ACL) while running the Obstacle Course. Medical prescribed 30 days of light duty. On 28 Feb, a Marine kicked another Marine in the head while playing kickball. On 11 Mar, a rat bit a Marine. Medical treated the Marine then released him. On 14 Mar, a Marine broke his arm snowboarding and received 30 days light duty. On 21 Mar, a motor vehicle accident occurred with an HMLA-267 Marine riding as passenger. Medical hospitalized the Marine due to his injuries. Also, on 22 Mar, a Marine sprained his ankle playing basketball and medical prescribed him 14 days of light duty. On 26 Mar, a Marine cut his finger while working on a cranial. Medical prescribed the Marine four days of light duty. On 30 Mar, a Marine crashed her motorcycle on her way to work. Medical placed the Marine on SIQ for one day for a sprained wrist.

The Maintenance Department manages the Naval Aircraft Maintenance Program (NAMP) in accordance with COMNAVAIRFORINST 4790.28; conducts aircraft
repair and inspection in accordance with applicable Maintenance Instruction Manuals (MIMs); and loads, arms, and maintains aircraft weapon systems in accordance with NAVAIR 01-11AAC-75 in order to provide the Squadron with fully functional aircraft, capable of accurately delivering ordnance in training and combat. This department's functional divisions are Flight Line (aircraft engine and drive train maintenance), Ordnance, Phase Crew (aircraft overhaul and rebuild crew), Quality Assurance (QA), Avionics, Maintenance Control, Maintenance Administration, Tool Room, Flight Equipment, Airframes (including hydraulic systems), and Corrosion Control/Hazardous Materials (HAZMAT). Enduring tasks beyond aircraft repair include regularly scheduled aircraft and support equipment inspections; aircraft overhaul and rebuild conducted every 200 flight hours (phase inspections); software upgrades; and loading codes for transponders and cryptographic key variables for secure radio transmissions. Discrepancies and corrective actions are documented on Maintenance Actions Forms (MAFs). Depot-level in-service repairs are conducted by civilian contractors.

- Maintenance Man-Hours: 36,900.6
- In-Service Repairs: 10
- Phase Inspections: 14
- Technical Directives Incorporated: 376
- Aeronautical Components Installed: 17
- Aircraft Accepted: 7
- Aircraft Transferred: 7
- MAFs Closed Out: 14,125

One significant leadership change took place in the Maintenance Department. Maj Aaron R. Haines replaced Maj Moreno as the Aviation Maintenance Officer (AMO) on 30 Jul, returning to the Squadron from an IA with the Command Element of Regional Command Southwest (RC-SW) in Afghanistan. Maj Haines received a Navy & Marine Corps Achievement Medal for his efforts there. Maj Moreno departed on 30 Jun for Air Command & Staff College at Maxwell AFB, Alabama. From 1 to 30 Jul, Capt Philippi served as acting AMO. In January, he reached the end of his active service, and the Commanding Officer awarded him a Navy & Marine Corps Commendation Medal for his tour with HMLA-267.

HMLA-267 effected multiple receptions and transfers of aircraft during the reporting period. On 15 Nov, HMLA-267 accepted one UH-1Y (BUNO 167798) from HMLA-469 due to maintenance issues precluding HMLA-469 from bringing that aircraft on deployment. On 31 Oct, HMLA-267 transferred one AH-1Z (BUNO 167809) to HMLA-169, and on 30 Nov, HMLA-267 transferred another AH-1Z (BUNO 168419) to HMLA-169. These latter two transfers were to align the MAG-39 distribution of AH-1Z aircraft with the MAG-39 plan for phasing in new AH-1Z helicopters to upgrades squadrons, following HMLA-169's return of two AH-1Z airframes to Bell Helicopter. On 17 Dec, HMLA-267 received one UH-1Y (BUNO 168946) from Bell Helicopter. On 26 Mar, HMLA-267 received an additional UH-1Y (BUNO 168948).

The 11th MEU return resulted in several other receptions and transfers of aircraft. HMLA-267 received two AH-1Z aircraft (BUNO numbers 168519 and 168518) and three UH-1Y aircraft (BUNO numbers 166758, 168503, and 168505) back from the 11th MEU, while the 11th MEU transferred a single AH-1Z (BUNO 168521) to HMLA-169 and an additional AH-1Z (BUNO 168517) to HMLA-369.

During this reporting period, two additional improved tail rotor blades (less susceptible to water intrusion and absorption than current tail rotor blades) arrived at HMLA-267 from Bell Helicopter. The timeline for
procurement of the improved blades (with serial numbers ending in 117) for upgrading on-hand aircraft is still pending. Two UH-1Ys (BUNOs 168789 and 168946) are currently equipped with the improved blades.

The Squadron underwent a Commander, Naval Air Forces (CNAF) inspection from 8 to 12 Sep with 31 out of 39 programs being graded "On Track," indicating compliance with all appropriate orders and directives. Other possible grades were "Needs More Attention" (NMA), indicating minor adjustments and attention needs to be paid to problem areas, and "Off Track," indicating a non-compliant program. Four programs received NMA: Aircraft Maintenance Material Readiness List (AMMRL), Quality Assurance Audit, Hydraulic Contamination Control, and Naval Aviation Metrology & Calibration (METCAL). Four programs received Off Track: Service Equipment Planned Maintenance System (SEPMS), Technical Directive Compliance, Maintenance Control, and Tool Control. The CNAF inspection team graded five out of five drills satisfactory, along with 50 out of 52 practical applications. The inspection team indicated no safety concerns. The CNAF inspectors designated the Fuel Samples and the Consolidated Technical Publications Programs as model programs. For more details, see the CNAF out-brief in the Supporting Documentation section.

The Maintenance Department supported the DFT to NAF El Centro with three AH-1Z and two UH-1Y aircraft. At the midpoint of the DFT, the Squadron flew an additional AH-1Z to El Centro. The Maintenance Department supported WTI course 1-15 with two AH-1Z and two UH-1Y aircraft, and WTI 2-15 with two AH-1Z and three UH-1Y aircraft. In total, the maintenance department sent 35 personnel in support of WTI 1-15 and 30 personnel in support of WTI 2-15.

From September through November, the Quality Assurance (QA) section supported garrison flight activity from Camp Pendleton and participated in several Squadron events, including the CNAF Inspection and the detachment in support of WTI 1-15. Additionally, QA expended a sizeable effort in Maintenance for Aircraft 41 (BUNO 167809) and Aircraft 40 (BUNO 166774), two AH-1Zs that had been non-mission capable for extended periods. Aircraft 41 had not flown for 611 days, and Aircraft 40 had not flown for 909 days. The Maintenance Department successfully returned both aircraft to full mission capability.

The Flight Line and Airframes divisions led an effort to recover Aircraft 08 (BUNO 167802), a UH-1Y that executed a PEL at Confined Area Landing (CAL) Site 5, north of MCAS Camp Pendleton. This required replacing the aircraft's combining gearbox in the field, which involved removing the PCI hydraulic system, as well as the auxiliary power unit. To accomplish this, the Squadron used a crane and flatbed trailer provided by MWSS-372 in support of the recovery effort.

From 4 to 11 December, the Maintenance Department supported a DFT to MCAS Yuma, Arizona with 96 maintainers. Immediately upon return from Yuma, the Maintenance Department supported Exercise STEEL KNIGHT, and facilitated the Squadron Holiday Party.

The Maintenance Department provided three UH-1Y aircraft and personnel in support of the JTF PS. Within 96 hours of notification, Maintenance identified, prepared, and configured three UH-1Y aircraft for air transport. The JTF required all three aircraft to be able to fly in all-weather conditions, but only two sets of 117 tail rotor blades were available to HMLA-267 at the time. Consequently, the Department transferred one set of 117s from Aircraft 07 (BUNO 168789) to Aircraft 03 (BUNO 168037). The Squadron received an additional set of 117s from Marine Aviation Logistics Squadron (MALS) 39. Maintenance installed these onto Aircraft 01 (BUNO 157999). Immediately upon arrival of USAF C-17s, maintainers loaded and embarked the three UH-1Ys, and all required support equipment. Upon the
detachment's return, the Maintenance Department disembarked all aircraft and equipment from the C-17 transport aircraft.

In order to transport the 28 Jan PEL UH-1Y from R-2507N, Maintenance removed the aircraft's combining gearbox in the field, one of the hydraulic systems, and the auxiliary power unit. To accomplish this, the Maintenance Department dispatched a recovery crew, led by the Airframes Division. The recovery crew, working over the course of four days, utilized a crane and flatbed trailer provided by MWSS-372 to recover the aircraft on 31 Jan.