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397. CG FMAW 271325Z AUG68 (S MCEO)

Subj: Routine Input

398. CG FMAW 281025Z AUG68 (S MCEO)

Subj: Routine Input

399. CG FMAW 291002Z AUG68 (S MCEO)

Subj: Routine Input

400. CG III MAF 291416Z AUG68 (S) gp-4

Subj: Evaluation of Single Management System for August 1968

401. CG FMAW 302045Z AUG68 (S MCEO)

Subj: Routine Input

402. CG FMAW 311540Z AUG68 (S MCEO)

Subj: Routine Input

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383. CG FMAW 171725Z AUG68 (S MCEO)

Subj: Routine Input

384. CG FMAW 190035Z AUG68 (S MCEO)

Subj: Routine Input

In file HAR-40 385. COMUSMACV 190105Z AUG68 (S) gp - 4

Subj: Tac Air Emphasis

386. CG FMAW 191215Z AUG68 (S MCEO)

Subj: Routine Input

387. CG FMAW 201615Z AUG68 (S MCEO)

Subj: Routine Input

388. CG FMAW 211000Z AUG68 (S MCEO)

Subj: Routine Input

389. CG FMAW 211230Z AUG68 (S MCEO)

Subj: Routine Input

390. CG FMAW 230256Z AUG68 (S MCEO)

Subj: Routine Input

391. CG FMAW 231406Z AUG68 (S MCEO)

Subj: Routine Input

392. CG FMAW 240840Z AUG68 (S MCEO)

Subj: Routine Input

393. CG FMAW 250910Z AUG68 (S MCEO)

Subj: Routine Input

394. CG FMAW 261415Z AUG68 (S MCEO)

Subj: Routine Input

395. COMUSMACV 270[illegible]Z AUG68 (S) gp-4

Subj: Evaluation of Single Management (Aug68)

396. COMUSMACV 271[illegible]Z AUG68 (S) gp-4

Subj: Programming of Tac Air Support Strike Sorties

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~~370. CG FMAW 051513Z AUG68 (S MCEO)~~

~~Subj: Routine Input~~

~~371. CG FMAW 061600Z AUG68 (S MCEO)~~

~~Subj: Routine Input~~

~~372. CG FMAW 071047Z AUG68 (S MCEO)~~

~~Subj: Routine Input~~

~~373. CG FMAW 081512Z AUG68 (S MCEO)~~

~~Subj: Routine Input~~

374. CG III MAF 081532Z AUG68 (S) gp-4

Subj: Circuit Requirements for Horn Dasc and I DASC

~~375. CG FMAW 091256Z AUG68 (S MCEO)~~

~~Subj: Routine Input~~

~~376. CG FMAW 101544Z AUG68 (S MCEO)~~

~~Subj: Routine Input~~

~~377. CG FMAW 111540Z AUG68 (S MCEO)~~

~~Subj: Routine Input~~

~~378. CG FMAW 121040Z AUG68 (S MCEO)~~

~~Subj: Routine Input~~

~~379. CG FMAW 131410Z AUG68 (S MCEO)~~

~~Subj: Routine Input~~

~~380. CG FMAW 141055Z AUG68 (S MCEO)~~

~~Subj: Routine Input~~

~~381. CG FMAW 151[illegible]Z AUG68 (S MCEO)~~

~~Subj: Routine Input~~

~~382. CG FMAW 160900Z AUG68 (S MCEO)~~

~~Subj: Routine Input~~

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363. CG FMAW 010940Z AUG68 (S MCEO)

Subj: Routine Input

364. CG FMAW021035Z AUG68 (S MCEO)

Subj: Routine Input

365. CG III MAF 021428Z AUG68 (S) gp-4

Subj: III MAF Air Support Requirements 6-12 Aug68

366. CG FMAW 031120Z AUG68 (S MCEO)

Subj: Routine Input

367. CG FMAW 040915Z AUG68 (S MCEO)

Subj: Routine Input

368. 7AF TSN 041000Z AUG68 (S) gp-4

Subj: Circuit requirements for Horn Dasc and I DASC

369. I DASC 051059Z AUG68 (S) gp-4

Subj: Circuit Requirements for Horn DASC and I DASC

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[redacted] 2421416-SSSS -RHMSMVA RUHHNQA RUMHAW.
ZNY SSSSS
O [redacted] 63 ZFF-1
FM [redacted] DNG
TO RHMSMVA/COMUSMACV SGN
INFO RUMHMSA/CINCPAC
RUM[redacted]/CG FIRST MAW DNG
BT
S E C R E T SECTION ONE OF TWO ORIG G-3 REL CG
EVALUATION OF SINGLE MANAGEMENT SYSTEM FOR AUGUST 1968 (U)
A. COMUSMACV 071218Z AUG 68(S)
B. CG 222253Z MAY 68 (S)
C. CG III MAF 300636Z JUN 68 (S)
D. COMUSMACV 061130Z JUL 68 (S)
E. COMUSMACV 211145Z MAY 68 (S)
F. CG III MAF 291442Z JUL 68 (S)
G. COMUSMACV 270208Z AUG 68 (S)
1. REF (A) STATES THAT REF (B) ESTALBISHES A REQUIREMENT FOR MONTHLY COMUSMACV EVALUATION RPT ON PROGRESS OF SINGLE MANAGEMENT SYSTEM IN I CORPS. BASED ON THIS, FOLLOWING PROGRESS EVALUATION OF SUBJECT SYSTEM, IMPROVEMENT ACTIONS TAKEN AND RECOMMENDATIONS FOR FURTHER IMPROVEMENTS OF

PAGE TWO RHMMAFA 3665 S E C R E T
SYSTEM ARE SUBMITTED.
2. REF (C) RECOMMENDED FRAGGING OF ALL MARINE STRIKE SORTIES WITH EXCEPTION OF OUT-COUNTRY SORTIES BY CG III MAF. REF (D) EXPRESSED NON-CONCURRENCE IN THIS RECOMMENDATION ON BASIS OF NEGATING STATED COMUSMACV OBJECTIVES OF SINGLE MANAGEMENT. HOWEVER, SAME REF STATES "THE 70-30 SPLIT OF THE 7TH AF WEEKLY/DAILY FRAG ORDER WAS GIANT STEP IN POSITIVE DIRECTION OF PROVIDING MAXIMUM FLEXIBILITY, RESPONSIVENESS AND CONTINUITY WITHIN MECHANICS OF SINGLE MANAGEMENT." THIS HQ MAINTAINS THAT FLEXIBILITY, RESPONSIVENESS AND OPTINUM UTILIZATION CAN BE FURTHER ENHANCED BY ASSIGNING SORTIE CAPABILITY OF MARINE ARICRAFT, EXCLUSIVE OF OUT-COUNTRY EFFORT, TO CG III MAF FOR SUPPORT OF BOTH MARINE AND ARNY UNITS IN ICTZ. THE ADVANTAGES REALIZED BY III MAF MISSION DIRECTION UNDER SINGLE MANAGENEMT AS OPPOSED TO PRESENT SYSTEM ARE OUTLINED IN DETAIL BELOW.
A. LEAD TIME FOR DAILY SORTIES:
(1) PRESENT -16 HRS FROM III MAF TARC TO

PAGE THREE RHMMAFA 3665 S E C R E T
FIRST TOT ON FRAG,
(2) III MAF - 12 HRS FROM III MAF TARC TO FIRST TOT ON FRAG.
(3) THIS 4 HOURS LEAD TIME REDUCTION IS OBTAINED BY SIMPLICITY OF REQUEST PROCESS AND DIRECT COMMUNICATION WITH FMAW. FOR SAME REASON.

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CHANGES TO WEEKLY/DAILY FRAGS ARE MORE EASILY ACCOMPLISHED.
B. WEEKLY FRAG PROCESS:
(1) PRESENT-FIRST MAW AND TF WINGS SUBMIT SCHEDULES FRIDAY TO 7TH AF AND ALLOCATIONS ARE PUBLISHED SUNDAY. FIRST SORTIE IS SCHEDULED AT 0600 TUESDAY (5 DAY LEAD TIME).
(2) III MAF - NOT REQUIRED FOR FIRST MAW PREPLANNED SCHEDULING. FRAG MAY BE WEEKLY, DAILY, COMBINATION OF BOTH OR PUBLISHED AS STANDARD FRAG AND CHANGED BY EXCEPTION.
(3) COMMENT-SLECTION OF TOT, IP, ORDNANCE, ETC,. NOT REQUIRED 5 DAYS IN ADVANCE. APPROXIMATES 4 DAY SAVING IN LEAD TIME. PRESENT PROCEDURE

PAGE FOUR RHMMAFA 3665 S E C R E T
SPAWNS NUMEROUS FRAG CHANGES.
C. LEAD TIME FOR REQUEST TO CHANGE WEEKLY FRAGGED MISSIONS:
(1) PRESNET-NORMALLY SUBMITTED WITH DAILY REQUEST FOR THOSE CHANGES WHICH ARE KNOWN WELL IN ADVANCE. 6 TO 7 HOURS REQUIRED FOR ROUTINE CHANGES BUT CAN BE CHANGED WITH LESS LEAD TIME IF CHANGE IS URGENT, (REF E).
(2) III MAF 2 HRS MAXIMUM FOR ORDNANCE CHANGE IF ORDNANCE MUST COME FROM DUMP. OTHER CHANGES CONSUME ONLY THAT TIME NECESSARY TO TRANSMIT CHANGE FROM III MAF TO FIRST MAW TO MAG.
(3) COMMENT - ESTIMATE OVERALL TIME REDUCED BY 50 PCT FOR MAJORITY OF TYPE CHANGE REQUESTED. THIS IS POSSIBLE MAINLY BECAUSE OF DIRECT COMMUNICATIONS AVAILABLE BETWEEN III MAF AND FIRST MAW. IMMEDIATE AIR REQUEST NET IS ALSO AVAILABLE FOR CHANGE REQUESTS. THIS CAPABILTIY IS PECULIAR TO I CORPS.
D. SORTIE RATE:
(1) PRESENT - FIRST MAW RATE 1.35

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(2) III MAF - PREDICTED FIRST MAW RATE 1.25
(3) COMMENT - A 0.10 REDUCTION IN SORTIE RATE IS ACHIEVED BUT EVEN AFTER REDUCTION, PROGRAMMED RATE WILL EXCEED 1.2. THIS ESTIMATED REDUCTION IS BASED ON PREDICTED IMPROVED UTILIZATION OF AIR CRAFT. NUMEROUS ADD-ON AND SCRAMBLES VICE OPTINUM USE OF PREPLANNED SORTIES RESULTS IN HIGH SORTI RATE. LARGER NUMBER OF AIRCRAFT AVAILABLE DAILY FOR PREPLANS ON REAL TIME BASIS, REGARDLES OF SORTJIE RATE, PROVIDES FOR MORE FLEMXILBE RESPNSE TO GROUND COMMANDERS' REQUEST AND IMMEDIATE NEEDS.
E. RESPONSE TIME TO IMMEDIATE REQUESTS (SCRAMBLES);
(1) PRESNET - AVERAGE 35 MINUTES
(2) III MAF - FIRST MAW AVERAGE 7 MINUTES
(3) COMMENT - THIS 20-28 MINUTE REDUCTION IS RESULT OF FIRST MAW INITIATED AIRBORNE ALERT CENTRALLY LOCATED IN I CORPS. TWO TO THREE SECTIONS OF AIRCRAFT CARRY SOFT OR HARD ORDNANCE. MARINE KC-130 TANKER AIRCRAFT ARE ON STATION FOR AIR RE-FUELING. OVERALL RESULT IS VASTLY IMPROVED RES-

PONSE. WHEN FIRST MAW AIRBORNE ALERT FLIGHTS ARE COMMITTED THEY ARE IMMEDIATELY REPLACED BY SCRAM-BLES FROM HOT PADS.
F. PREPLANNED ATTACK SORTIE PERCENTAGE FOR FIRST MAW.
(1) PRESNET -62 PERCENT
(2) III MAF -85 PERCENT
(3) COMMENT - THIS 37 PERCENT INCREASE IN PREPLANNED SORTIES WOULD PROVIDE GROUND COMM-ANDERS MORE SOUND BASIS ON WHICH TO PLAN SCHEME OF MANEUVER. STRICT ADHERENCE TO SORTIE RATE AND FIXED ALLOCATION HAS NOT SATISFIED PREPLANNED AIR SUPPORT REQUESTS. ADD-ONS HAVE PARTIALLY ALLEVIAT-ED THIS BUT THEY ARE A STOP GAP MEASURE TO MEET NEEDS NOT SATISFIED BY NORMAL REQUESTS.
G. ADD-ON/SCRAMBLE PERCENTAGE FOR FIRST MAW:
(1) PRESENT - 38 PERCENT
(2) III MAF - 15 PERCENT
(3) COMMENT - THIS REPRESENTS A 61 PER-CENT REDUCTION IN ADD-ONS AND SCRAMBLES WHICH
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ORIG G-2
REL CG

ZNY SSSSS
O 291416Z AUG 68 ZFF-1
FM CG III MAF DNG
TO RHMSMVA/COMUSMACV SGN
RUMHAW/CG FIRST MAW DNG
BT
S E C R E T FINAL SECTION OF TWO
DEGRADE EFFECTIVE AIRCRAFT UTILIZATION AND AIR SUPPORT PLANNING.
H. NIGHT SORTIE PERCENTAGE:
(1) PRESENT -17 PERCENT
(2) III MAF - 28 PERCENT
(3) COMMENT - A65 PERCENT INCREASE WILL RESULT FROM III MAF DIRECTION. THIS CAPABILITY IS RESULT OF FIRST MAW'S ABILITY TO ADJUST TO REQ-UIREMENTS. THE ACCURACY OF RADAR BOMBING PROVIDES SIGNIFINCAT CAPABILTIY FOR MAINTAINING AROUND-THE-CLOCK PRESSURE ON ENEMY.
3. REF (F) RECOMMENDED INCREASING USE O MSQ/TPQ SORTIES TO KEEP ENEMY UNDER ATTACK ON 24 HOUR A

PAGE TWO RHMMAFA 3666 S E C R E T
DAY BASIS. SINCE SINGLE MANAGEMENT WAS INSTITUED NUMBER OF CSS SORTIES HAS DROPPED FROM AN AVERAGE OF 94 PER DAY TO AN AVERAGE OF 22 PER DAY FOR MARINES AND 14 PER DAY FOR USA AND ROK UNITS. COMUSMACV'S PROPOSED SOLUTION TO THIS LACK OF CSS SORTIES (REFERENCE A) WAS A REDUCTION IN NUMBER OF DAILY FAC SORTIES IN ORDER TO INCREASE NIGHT CSS SORTIES. THIS PROPLOSAL IS UNACCEPTABLE SINCE NUMBER OF SORTIES BEING PRO-VIDED GROUND COMMANDERS AT PRESNET TIME DO NOT MEET REQUIREMENT DURING THIS PERIOD III MAF/FMAW HAVE AVERAGED 8 ADD-ON CSS SORTIES NIGHTLY THERE ARE TWO ALTERNATIVES FOR SOL-UTION TO THIS PROBLEM. FIRST AND SIMPLEST IS FOR AIR FORCE TO PROVIDE PROGRAMMED 5.0 SORTIES PER DAY PER USA BATTALION. THIS WOULD NOT ONLY PROVIDE SORTIES NECESSARY FOR UNCREASED CSS SUPPORT BUT WOULD PROVIDE ALL FORCES IN I CORPS WITH PROGRAMMED SUPPORT. SECOND ALTERNATIVE INVOLVES A RETURN TO ORIGINAL ALLOCATION UNDER 21 MAY REVISION, UNDER THIS ALLOCATION FIRST MAW SUPPORTED I CORPS WITH 209 SORTIES INCLUDING SCRAMBLES AND HELO ESCORT.

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PAGE THREE RHMMAFA 3666 S E C E T
ADDITIONALLY, 16 A-6 SORTIES SUPPORTED THE 7TH AF OUT-CONUTRY INTERDICTION PLAN. THESE ALLOCATIONS WERE LATER CHANGED TO PROVIDE 25 OUT-COUNTRY DAY SORTIES IN ADDITION TO 16 A-6 INTERDICTION SORTIES. RETURN OF FIRST MAW 25 OUT-COUNTRY SORTIES TO IN-COUNTRY USE WOULD ASSIST IN SOLUTION OF ONE OF COMUSMACV'S AREAS OF CONCERN2 DEFICIENCIES IN OUT-COUNTRY AIR UTILIZATION IN-COUNTRY. IN OTHER WORDS UTILIZE OUT-COUNTRY AIR FOR OUT-COUNTRY OPERATIONS AND RETAIN FIRST MAW SORTIES FOR IN-COUNTRY CAS OPERATIONS. THIS WOULD PROVIDE 25 ADDITIONAL SORTIES TO BE UTILIZED FOR EITHER TPQ-CSS SORTIES OR TO UPGRADE ALREADY DEFICIENT FAC DAY SUPPORT.
4. III MAF JUNE EVALUATION OF SINGLE MANAGEMENT (REF C) RECOMMENDED THAT CONSOLIDATED IMSSION REPORT (CMR) BE REPLACED BY COACT REPORT, MARINE SPHINX REPORT AND I DASC DIVERT INFORMATION. JULY EVALUATION REITERATED THIS POINT AND STATED THAT 7 AF REPRESENTATIVES HAD INDICATED INFORMALLY THAT EXISTING REPORTS COULD BE UTILIZED TO MEET REQUIREMENTS FOR CMR. 7AF

PAGE FOUR RHMMAF 3666 S E C R E T
COMMENT IN REFERENCE (A) REGARDING THIS RECOMMENDATION HOWEVER, REFERS ONLY TO MARINE SPHINX REPORT AND THE USAF OPREP-4 REPORT, WHICH APPLIES ONLY TO OUT-COUNTRY OPERATIONS. THE CMR SERVES AS A DATA BASE FOR IN-COUNTRY OPERATIONS. ADDITIONAL INVESTIGATION HAS REVEALED THAT CMR IS COMPLETELY DUPLICATED BY COACT REPORT WITH EXCEPTION OF CANCELLED MISSIONS WHICH COULD BE PROVIDED BY HORN DASC. COACT REPORT ALSO CONTAINS MORE DETAILED INFORMATION THANIMR. THEREFORE IT IS RECOMMENDED THAT VLIDITY OF CMR, IN VIEW OF ITS REDUNDANCY, BE EVALUATED AND SERIOUS CONSIDERATION BE GIVEN DELETING THIS REQUIREMENT. THIS WOULD HELP CONSIDERABLEY IN RELIEF OF ADMINISTRATIVE BURDENS IMPOSED UPON BOTH GROUP AND WING STAFFS. FIRST MAW HAS NEVER BEEN CONTACTED IN REGARD TO DELETING CMR.
5. AS WAS STATED EARLIER FIRST MAW HAS INSTITUTED AN AIRBORNE ALERT WHICH SIGNIFICANTLY DECREASES RESPONSE TIME FOR IMMEDIATE SORTIES. THIS SYSTEM HAS BEEN IN EFFECT LESS THAN A MONTH AND APPEARS

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PAGE FIVE RHMMAF 3666 S E C R E T
TO BE WORKING WELL.
6. IN SUMMARY, THE CRITIACL CHANGES SOUGHT AND
RECOMMENDED BY CG, III MAF CONTINUE TO BE ANALYZED
AS NOT BENG VALID OR CONTRARY TO STATED COMUSMACV
OBJECTIVES AND A GRADUAL RETURN TO THE CUMBERSOME SINGLE
MANGEMENT PROCEDURE WAS IS IN EVIDENCE.
A RECAP OF RECOMMENDATIONS COVERED IN
THIS EVALUATION ARE LISTED BELOW.
A. RETURN TO CG III MAF SCHEDULING AUTHORITY
FOR IN-COUNTRY FIRST MAW SORIES TO BE USED AS RE-
QUIRED IN SUPPORT OF ALL UNITS IN ICTZ.
B. REPLACE CMR WITH COACT REPORT. CANCELLATIONS
WOULD BE FURNISHED BY HORN DASC.
C. INCREASE I CORPS SUPPORT AND CSS SUPPORT
BY RETURNING ALL MARINE AIR IN-COUNTRY WITH EXCEPTION
OF THE 16 A-6 SORTIES.
7. COMMENTS ON AREAS OF INTEREST LISTED IN REF G
ARE AS FOLLOWS:
A. DURING THE PERIOD COVERED BY THIS REPORT
REQUESTS FOR TOI CHANGES TOTALED 117. OF THIS

PAGE SIX RUMMMAFA 3666 S E C R E T
TOTAL 22 OR 18.8 PERCENT WERE DISAPPROVED AND 81.2 PERCENT
APPROVED.
B. DURING THIS SAME PERIOD REQ FOR ORDNANCE
CHANGES AMOUNTED TO 250 OF WHICH 32 OR 12.8 PERCENT WERE
DISAPPROVED AND 87.2 PCT APPROVED. THESE PERCENTAGE
FIGURES INCLUDE REASONS OTHER THAN LACK OFSPECIFIC
ORDNANCE AS A REASON FOR DISAPPROVAL. BY LIAI SON
WITH FIRST MAW, REQUESTED ORDNANCE WAS PROVIDED TO
FULFILL GROUND COMMANDERS REQUIREMENTS. WHEN
SPECIFIED ORDNANCE WAS NOT AVAILABLE FROM AF SORTIES
IT HAS BEEN AVAILABLE FROM AF SORTIES
IT HAS BEEN AVAILABLE AT FIRST MAW AND BY INTER-
CHANGING SORTIES ALL VALID REQUIREMENTS WERE MET.
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ZNY SSSSS
P 080814Z OCT 68
FM CG III MAF DNG RVN
INFO RUEBHOA/CMC
U 291416Z AUG 68 ZFF-1
FM CG III MAF DNG
TO COMUSMACV SGN
INFO CINCPAC
CG FIRST MAW DNG
BT
S E C R E T SECTION ONE OF TWO
EVALUATION OF SINGLE MANAGEMENT SYSTEM FOR AUGUST 1968 (U)
A. COMUSMACV 071218ZAUG68(S)
B. JCS 202253Z MAY 68 (S)
C. CG III MAF 300636Z JUN 68 (S)
D. COMUSMACV 061130Z JUL 68 (S)
E. COMUSMACV 211145Z MAY 68 (S)
F. CG III MAF 291442Z JUL 68 (S)
G. COMUSMACV 270208Z AUG 68 (S)
1. REF (A) STATES THAT REF (B) ESTABLISHES A REQUIREMENT FOR MONTHLY COMUSMACV EVALUATION RPT ON PROGRESS OF SINGLE

PAGE TWO RHMMAFA1079 S E C R E T
MANAGEMENT SYSTEM IN I CORPS. BASED ON THIS, FOLLOWING PROGRESS EVALUATION OF SUBJECT SYSTEM, IMPROVEMENT ACTIONS TAKEN AND RECOMMENDATIONS FOR FURTHER IMPROVEMENTS OF SYSTEM ARE SUBMITTED.
2. REF (C) RECOMMENDED FRAGGING OF ALL MARINE STRIKE SORTIES WITH EXCEPTION OF OUT-COUNTRY SORTIES BY CG III MAF. REF (D) EXPRESSED NON-CONCURRENCE IN THIS RECOMMENDATION ON BASIS OF NEGATING STATED COMUSMACV OBJECTIVES OF SINGLE MANAGEMENT. HOWEVER, SAME REF STATES "THE 70-30 SPLIT OF THE 7TH AF WEEKLY/DAILY FRAG ORDER WAS GIANT STEP IN POSITIVE DIRECTION OF PROVIDING MAXIMUM FLEXIBILITY, RESPONSIVENESS AND CONTINUITY WITHING MECHANICS OF SINGLE MANAGEMENT." THIS HQ MAINTAINS THAT FLEXIBILITY, RESPONSIVENESS AND OPTINUM UTILIZATION CAN BE FURTHER ENHANCED BY ASSIGNING SORTIE CAPABILITY OF MARINE AIRCRAFT, EXCLUSIVE OF OUT-COUNTRY EFFORT, TO CG III MAF FOR SUPPORT OF BOTH MARINE AND ARMY UNITS IN ICTZ. THE ADVANTAGES REALIZED BY III MAF MISSION DIRECTION UNDER SINGLE MANAGEMENT AS OPPOSED TO PRESENT

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ORIG G-3 AIR
REL G-3 AIR

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PAGE THREE RHMMAFA1079 S E C R E T
SYSTEM ARE OUTLINED IN DETAIL BELOW.
A. LEAD TIME FOR DAILY SORTIES:
(1) PRESENT-16 HRS FROM III MAF TARC TO FIRST TOT ON FRAG.
(2) III MAF-12 HRS FROM III MAF TARC TO FIRST TOT ON FRAG.
(3) THIS 4 HOURS LEAD TIME REDUCTION IS OBTAINED BY SIMPLICITY OF REQUEST PROCESS AND DIRECT COMMUNICATION WITH FMAW FOR SAME REASON. CHANGES TO WEEKLY/DAILY FRAGS ARE MORE EASILY ACCOMPLISHED.
B. WEEKLY FRAG PROCESS:
(1) PRESENT-FIRST MAW AND TF WINGS SUBMIT SCHEDULES FRIDAY TO 7TH AF AND ALLOCATIONS ARE PUBLISHED SUNDAY. FIRST SORTIE IS SCHEDULED AT 0600 TUESDAY (5 DAY LEAD TIME).
(2) III MAF-NOT REQUIRED FOR FIRST MAW PREPLANNED SCHEDULING. FRAG MAY BE WEEKLY, DAILY, COMBINATION OF BOTH OR PUBLISHED AS STANDARD FRAG AND CHANGED BY EXCEPTION.

PAGE FOUR RHMMAFA1079 S E C R E T
(3) COMMENT-SELECTION OF TOT, IP, ORDNANCE, ETC., NOT REQUIRED 5 DAYS IN ADVANCE. APPROXIMATES 4 DAY SAVING IN LEAD TIME. PRESENT PROCEDURE SPAWNS NUMEROUS FRAG CHANGES.
C. LEAD TIME FOR REQUEST TO CHANGE WEEKLY FRAGGED MISSIONS:
(1) PRESENT-NORMALLY SUBMITTED WITH DAILY REQUEST FOR THOSE CHANGES WHICH ARE KNOWN WELL IN ADVANCE. 6 TO 7 HOURS REQUIRED FOR ROUTINE CHANGES BUT CAN BE CHANGED WITH LESS LEAD TIME IF CHANGE IS URGENT, (REF E).
(2) III MAF 2 HRS MAXIMUM FOR ORDNANCE CHANGE IF ORDNANCE MUST COME FROM DUMP. OTHER CHANGES CONSUME ONLY THAT TIME NECESSARY TO TRANSMIT CHANGE FROM III MAF TO FIRST MAW TO MAG.
(3) COMMENT-ESTIMATE OVERALL TIME REDUCED BY 50 PCT FOR MAJORITY OF TYPE CHANGE REQUESTED. THIS IS POSSIBLE MAINLY BECAUSE OF DIRECT COMMUNICATIONS AVAILABLE BETWEEN III MAF AND FIRST MAW. IMMEDIATE AIR REQUEST NET IS ALSO AVAILABLE FOR CHANGE REQUESTS.

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THIS CAPABILITY IS PECULIAR TO I CORPS.
D. SORTIE RATE:
(1) PRESENT-FIRST MAW RATE 1.35
(2) III MAF-PREDICTED FIRST MAW RATE 1.25
(3) COMMENT-A 0.10 REDUCTION IN SORTIE RATE IS ACHIEVED BUT EVEN AFTER REDUCTION, PROGRAMMED RATE WILL EXCEED 1.2. THIS ESTIMATED REDUCTION IS BASED ON PREDICTED IMPROVED UTILIZATION OF AIR CRAFT. NUMEROUS ADD-ON AND SCRAMBLES VICE OPTINUM USE OF PREPLANNED SORTIES RESULTS IN HIGH SORTIE RATE. LARGER NUMBER OF AIRCRAFT AVAILABLE DAILY FOR PREPLANS ON REAL TIME BASIS, REGARDLESS OF SORTIE RATE, PROVIDES FOR MORE FLEXIBLE RESPONSE TO GROUND COMMANDERS' REQUEST AND IMMEDIATE NEEDS.
E. RESPONSE TIME TO IMMEDIATE REQUESTS (SCRAMBLES):
(1) PRESENT-AVERAGE 35 MINUTES
(2) III MAF-FIRST MAW AVERAGE 7 MINUTES
(3) COMMENT-THIS 20-28 MINUTE REDUCTION IS RESULT OF FIRST MAW INITIATED AIRBORNE ALERT CENTRALLY LOCATED IN I CORPS. TWO TO THREE SECTIONS

OF AIRCRAFT CARRY SORFT OR HARD ORDNANCE. MARINE KC-130 TANKER AIRCRAFT ARE ON STATION FOR AIR REFUELING. OVERALL RESULT IS VASTLY IMPROVED RESPONSE. WHEN FIRST MAW AIRBORNE ALERT FLIGHTS ARE COMMITTED THEY ARE IMMEDIATELY REPLACED BY SCRAMBLES FROM HOT PADS.
F. PREPLANNED ATTACK SORTIE PERCENTAGE FOR FIRST MAW.
(1) PRESENT:62 PERCENT (2) III MAF-85 PERCENT
(3) COMMENT-THIS 37 PERCENT INCREASE IN PREPLANNED SORTIES WOULD PROVIDE GROUND COMMANDERS MORE SOUND BASIS ON WHICH TO PLAN SCHEME OF MANEUVER. STRICT ADHERENCE TO SORTIE RATE AND FIXED ALLOCATION HAS NOT SATISFIED PREPLANNED AIR SUPPORT REQUESTS. ADD-ONE HAVE PARTIALLY ALLEVIATED THIS BUT THEY ARE A STOP GAP MEASURE TO MEET NEEDS NOT SATISFIED BY NORMAL REQUESTS.
G. ADD-ON/SCRAMBLE PERCENTAGE FOR FIRST MAW:
(1) PRESENT-38 PERCENT (2) III MAF-15 PERCENT
(3) COMMENT-THIS REPRESENTS A 61 PERCENT REDUCTION IN ADD-ONS AND SCRAMBLES WHICH
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ZNY SSSSS
P 0808142 OCT 68
FM CG III MAF DNG RVN
INFO RUEBHOA/CMC
O 2914162 AUG 68 ZFF-1
FM CG III MAF DNG
TO COMUSMACV SGN
INFO CINCPAC
CG FIRST MAW DNG
BT
S E C R E T FINAL SECTION OF TWO
DEGRADE EFFECTIVE AIRCRAFT UTILIZATION AND AIR
SUPPORT PLANNING.
H. NIGHT SORTIE PERCENTAGE:
(1) PRESENT-17 PERCENT
(2) III MAF-28 PERCENT
(3) COMMENT- A 65 PERCENT INCREASE WILL
RESULT FROM III MAF DIRECTION. THIS CAPABILITY IS
RESULT OF FIRST MAW'S ABILITY TO ADJUST TO REQ-
UIREMENTS. THE ACCURACY OF RADAR BOMBING PROVIDES
SIGNIFICANT CAPABILITY FOR MAINTAINING AROUND-THE-

PAGE TWO RHMMAFA1092 S E C R E T
CLOCK PRESSURE ON ENEMY.
3. REF (F) RECOMMENDED INCREASING USE OF MSQ/TPQ
SORTIES TO KEEP ENEMY UNDER ATTACK ON 24 HOUR A
DAY BASIS. SINCE SINGLE MANAGEMENT WAS INSTITUED NUMBER
OF CSS SORTIES HAS DROPPED FROM AN AVERAGE OF 94 PER
DAY TO AN AVERAGE OF 22 PER DAY FOR MARINES AND 14 PER
DAY FOR USA AND ROK UNITS. COMUSMACV'S PROPOSED
SOLUTION TO THIS LACK OF CSS SORTIES (REFERENCE A)
WAS A REDUCTION IN NUMBER OF DAILY FAC SORTIES IN
ORDER TO INCREASE NIGHT CSS SORTIES. THIS PROPOSAL
IS UNACCEPTABLE SINCE NUMBER OF SORTIES BEING PRO-
VIDED GROUND COMMANDERS AT PRESENT TIME DO NOT MEET
REQUIREMENT DURING THIS PERIOD III MAF/FMAW HAVE AVERAGED 8
ADD-ON CSS SORTIES NIGHTLY THERE ARE TWO ALTERNAVTIVES FOR SUL-
UTION TO THIS PROBLEM. FIRST AND SIMPLEST IS FOR AIR
FORCE TO PROVIDE PROGRAMMED 5.0 SORTIES PER DAY PER
USA BATTALION. THIS WOULD NOT ONLY PROVIDE SORTIES
NECESSARY FOR INCREASED CSS SUPPORT BUT WOULD
PROVIDE ALL FORCES IN I CORPS WITH PROGRAMMED SUPPORT.
SECOND ALTERNATIVE INVOLVES A RETURN TO ORIGINAL

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ALLOCATION UNDER 21 MAY REVISION, UNDER THIS ALLOCATION FIRST MAW SUPPORTED I CORPS WITH 209 SORTIES INCLUDING SCRAMBLES AND HELO ESCORT. ADDITIONALLY, 16 A-6 SORTIES SUPPORTED THE 7TH AF OUT-COUNTRY INTERDICTION PLAN. THESE ALLOCATIONS WERE LATER CHANGED TO PROVIDE 25 OUT-COUNTRY DAY SORTIES IN ADDITION TO 16 A-6 INTERDICTION SORTIES. RETURN OF FIRST MAW 25 OUT-COUNTRY SORTIES TO IN-COUNTRY USE WOULD ASSIST IN SOLUTION OF ONE OF COMUSMACV'S AREAS OF CONCERN DEFICIENCIES IN OUT-COUNTRY AIR UTILIZATION IN-COUNTRY. IN OTHER WORDS UTILIZE OUT-COUNTRY AIR FOR OUT-COUNTRY OPERATIONS AND RETAIN FIRST MAW SORTIES FOR IN-COUNTRY CAS OPERATIONS. THIS WOULD PROVIDE 25 ADDITIONAL SORTIES TO BE UTILIZED FOR EITHER TPQ-CSS SORTIES OR TO UPGRADE ALREADY DEFICIENT FAC DAY SUPPORT.

4. III MAF JUNE EVALUATION OF SINGLE MANAGEMENT (REF C) RECOMMENDED THAT CONSOLIDATED MISSION REPORT (CMR) BE REPLACED BY COACT REPORT, MARINE SPHINX REPORT AND I DASC DIVERT INFORMATION. JULY EVALUATION

REITERATED THIS POINT AND STATE THAT 7AF REPRESENTATIVES HAD INDICATED INFORMALLY THAT EXISTING REPORTS COULD BE UTILIZED TO MEET REQUIREMENTS FOR CMR. 7AF COMMENT IN REFERENCE (A) REGARDING THIS RECOMMENDATION HOWEVER, REFERS ONLY TO MARINE SPHINX REPORT AND THE USAF OPREP-4 REPORT, WHICH APPLIES ONLY TO OUT-COUNTRY OPERATIONS. THE CMR SERVES AS A DATA BASE FOR IN-COUNTRY OPERATIONS. ADDITIONAL INVESTIGATION HAS REVEALED THAT CMR IS COMPLETELY DUPLICATED BY COACT REPORT WITH EXCEPTION OF CANCELLED MISSIONS WHICH COULD BE PROVIDED BY HORD DASC. COACT REPORT ALSO CONTAINS MORE DETAILED INFORMATION THAN IMR. THEREFORE IT IS RECOMMENDED THAT VALIDITY OF CMR, IN VIEW OF ITS REDUNDANCY, BE EVALUATED AND SERIOUS CONSIDERATION BE GIVEN DELETING THIS REQUIREMENT. THIS WOULD HELP CONSIDERABLY IN RELIEF OF ADMINISTRATIVE BURDENS IMPOSED UPON BOTH GROUP AND WING STAFFS. FIRST MAW HAS NEVER BEEN CONTACTED IN REGARD TO DELETING CMR.

4. AS WAS STATED EARLIER FIRST MAW HAS INSTITUTED

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PAGE FIVE RHMMAFA1092 S E C R E T
AN AIRBORNE ALERT WHICH SIGNIFICANTLY DECREASES
RESPONSE TIME FOR IMMEDIATE SORTIES. THIS SYSTEM
HAS BEEN IN EFFECT LESS THAN A MONTH AND APPEARS
TO BE WORKING WELL.
6. IN SUMMARY, THE CRITICAL CHANGES SOUGHT AND
RECOMMENDED BY CG, III MAF CONTINUE TO BE ANALYZED
AS NOT BEING VALID OR CONTRARY TO STATED COMUSMACV
OBJECTIVES AND A GRADUAL RETURN TO THE CUMBERSOME SINGLE
MANAGEMENT PROCEDURE WAS IN EVIDENCE.
A RECAP OF RECOMMENDATIONS COVERED IN
THIS EVALUATION ARE LISTED BELOW.
A. RETURN TO CG III MAF SCHEDULING AUTHORITY
FOR IN-COUNTRY FIRST MAW SORTIES TO BE USED AS RE-
QUIRED IN SUPPORT OF ALL UNITS IN ICTZ.
B. REPLACE MCR WITH COACT REPORT. CANCELLATIONS
WOULD BE FURNISHED BY HORN DASC.
C. INCREASE I CORPS SUPPORT AND CSS SUPPORT
BY RETURNING ALL MARINE AIR IN-COUNTRY WITH EXCEPTION
OF THE 16 A-6 SORTIES.
7 COMMENTS ON AREAS OF INTEREST LISTED IN REF G

PAGE SIX RHMMAFA1092 S E C R E T
ARE AS FOLLOWS:
A. DURING THE PERIOD COVERED BY THIS REPORT
REQUESTS FOR TOT CHANGES TOTALED 117. OF THIS
TOTAL 22 OR 18.8 PERCENT WERE DISAPPROVED AND 81.2 PERCENT
APPROVED.
B. DURING THIS SAME PERIOD REQ FOR ORDNANCE
CHANGES AMOUNTED TO 250 OF WHICH 32 OR 12.8 PERCENT WERE
DISAPPROVED AND 87.2 PCT APPROVED. THESE PERCENTAGE
FIGURES INCLUDE REASONS OTHER THAN LACK OF SPECIFIC
ORDNANCE AS A REASON FOR DISAPPROVAL. BY LIAISON
WITH FIRST MAW, REQUESTED ORDNANCE WAS PROVIDED TO
FULFILL GROUND COMMANDERS REQUIREMENTS. WHEN
SPECIFIED ORDNANCE WAS NOT AVAILABLE FROM AF SORTIES
IT HAS BEEN AVAILABLE AT FIRST MAW AND BY INTER-
CHANGING SORTIES ALL VALID REQUIREMENTS WERE MET.
GP-4
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[illegible]
O [illegible] 240122S-SSSS--RUHUGRA
[illegible]
O P 271220Z AUG 68
FM [illegible]
TO [illegible]
[illegible]
[illegible]
[illegible]
INFO [illegible]

AC T G-3
INFO G-2
COPY TO ADV S/S G-3

[illegible]
S E C R E T 25210
S U B J: PROGRAMMING OF TACTICAL AIR SUPPORT STRIKE SORTIES (U).
1. (S) THE CURRENT TACTICAL SITUATION OVER THE PAST WEEK HAS RESULTED IN A SIGNIFICANT INCREASE IN DEMAND FOR IMMEDIATES. THIS HAS BEEN MET BY SURGING AT A RATE EXCEEDING THAT OBTAINING DURING OPERATION NIAGARA. IN ORDER TO PRESERVE AIR CAPABILITY FOR MORE SIGNIFICANT DEMANDS AND TO MAKE IT MORE RESPONSIVE, IT HAS BEEN PROPOSED THAT THE WEEKLY FRAG BE REDUCED AND THE DAILY FRAG BE INCREASED BY A CORRESPONDING AMOUNT. A SUBSTANTIAL NUMBER IF IMMEDIATES WILL BE AVAILABLE. THE LEVEL TO BE PROVIDED IN THE WEEKLY FRAG FOR THE FIRST WEEK UNDER THIS SYSTEM WOULD AMOUNT TO APPROXIMATELY 65 PERCENT OF THAT CURRENTLY PROVIDED.

PAGE 2 RHMSMVA 5126 S E C R E T
2. (S) THE PROPOSAL, IF ADOPTED, IS EXPECTED TO PROVIDE MORE RESPONSIVE AIR SUPPORT TO MEET POSSIBLE EMERGENCY TACTICAL SITUATIONS WHILE MAINTAINING THE AIR CAPABILITY TO PROVIDE THE APPROPRIATE LEVEL OF SUPPORT OVER A PROTRACTED PERIOD. THIS RESPONSIVENESS WILL BE A DEMONSTRATION OF THE INCREASE IN DAILY FRAG AND IMMEDIATES SORTIES. [illegible] YOUR COMMENTS ON THIS PROPOSAL ARE REQUESTED ASAP BUT NOT [illegible]
[illegible]

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TOOOQ79%
P 1TS2YWM RHMSMVA5009 2400225-SSSS--RUMUGRA.
ZNY SSSSS
P 2TC2332 AUG 68
FM COMUSMACV
TO CG III MAF DANANG
BT
S E C R E T 25124
SUBJ: EVALUATION OF SINGLE MANAGEMENT (AUG 68) (U)
REF: JCS 9567 DTG 2022532 MAY 68 (S)
1. (S) THIS HEADQUARTERS IS REQUIRED BY REF TO REPORT MONTHLY TO CINCPAC AND CJCS CONCERNING EVALUATION OF PROGRESS OF THE SINGLE MANAGEMENT SYSTEM AND IMPROVEMENT ACTION TAKEN.
2. (S) REQUEST COMMENTS AND STATUS OF ACTION ON THE FOLLOWING SPECIFIC SUBJECTS BE INCLUDED IN YOUR EVALUATION FOR AUGUST.
A. THE DEGREE TO WHICH VALID REQUESTS FOR TOT CHANGES ARE MET.
B. AVAILABILITY OF AIR MUNITIONS BY TYPES AND QUANTITIES SUFFICIENT TO MEET THE USERS' VALID REQUIREMENTS.
3. (S) REQUEST YOUR EVALUATION REPORT FOR THE PERIOD 270600H JULY TO 260600H AUGUST TO BE DISPATCHED TO REACH THIS HQ NLT 290600H AUGUST.
4. (U) POINT OF CONTACT THIS HQ IS COL DANFORTH, MACCOC-6, TSN

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INFO G-2 G-4
COPY TO MAW S/S G-2 G-3
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PAGE 2 RHMSMVA5009 S E C R E T
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	ACTION	INFO
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DISB		
CLUB		
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SSO		
P/C		
LOC		
DPO		
SPROG		

FM1003578
OTTSZYUW RUMUHFA3483 2320120-SSSS-RUMUGRA.
ZNY SSSSS
O 190105Z AUG 68
FM COMUSMACV
TO RUMUFKA/CDR 7AF SAIGON
INFO RUMUGRA/CG III MAF DANANG
RUMMVF/CG I FFV NHA TRANG
RUMSFF/CG II FFV LONG BINH
RUMSMT/SA IV CTZ CAN THO
BT
S E C R E T 24254
SUBJ: TAC AIR EMPHASIS (U)
1. (S) ENEMY ACTIVITY, PARTICULARLY IN I CTZ AND III CTZ INDCATES THAT THE ENEMY'S OFFENSIVE ACTION IN-COUNTRY MAY INCREASE SHARPLY. PLANS FOR EMPLOYMENT OF TAC AIR MUST PROVIDE US WITH A CAPABILITY TO QUICKLY SHIFT THE WEIGHT OF THE TAC AIR EFFORT TO WHEREEVER IT IS REQUIRED. AS A PLANNING GUIDE ONLY WE SHOULD HAVE THE CAPABILITY TO SUPPORT THE FOLLOWING:
OUT-COUNTRY 21 PERCENT
I CTZ 30 PERCENT
II CTZ 10 PERCENT
III CTZ 30 PERCENT

COC G-3
INFO G-2
COPY TO ADJ S/S G-6
G-2

PAGE 2 RUMUHFA 3483 S E C R E T
IV CTZ 9 PERCENT
3. (S) IT IS RECOGNIZED THAT VARIABLES SUCH AS THE GROUND SITUATION AND WEATHER COULD DICTATE DIVERSION OF PORTIONS OF THESE ASSETS TO OTHER AREAS DURING ANY GIVEN TIME PERIOD.
4. (U) THIS IS AN ALERTING MESSAGE. DEPENDENT ON THE SITUATION, THIS HEADQUARTERS WILL PROVIDE GUIDANCE AS TO ALLOCATION OF TAC AIR IN AND OUF OF COUNTRY. GP-4
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PTTSZYUW RUMUGRA0971 2211532-SSSS--RUMUFKA RUMHVH RUMHAW.
ZNY SSSSS
P 221532Z AUG 68
FM CG III MAF DNG
TO RUMUFKA/SEVENTH AF ISN AB
RUMHVH/I DASC DNG
INFO RUMHAW/CG FIRST MAW DNG
ØT
S E C R E T
SUBJ: CIRCUIT REQUIREMENTS FOR HORN DASC AND I DASC (U)
REF: A. 7TH AF Ø413ØØZ AUG 68 (S)
B. I DASC Ø513Ø9Z AUG 68 (S)
1. CONCUR WITH ESTABLISHMENT OF CIRCUITS BETWEEN HORN DASC AND MAG'S 11, 12 AND 13 FOR EMERGENCY BACK UP AS STATED IN PARA 1, REF B AND QUIRIED IN PARA 1 REF A.
2. RE PART III REF A. THIS HQ CONCURS WITH PROPOSAL AS STATED IN PARA 5 REF B.
GP-4
BT

HAS BEEN SENT
ORIG G-2
CONCURRED CGFMAW
G-3A/R G-3
REL C/S

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ZCZCSAA211 AGA932
OO RUMSAK
DE RUMSAGP 123 2161111
ZNY SSSSS
O 051059Z AUG 68
FM I DASC DANANG AB RVN
TO RUMSAR/7AF TACD TSN AB RVN
RUMSAL/7AF DEO TSN AB RVN
RUMSAK/CG III MAF DANANG RVN
ZEN/1972COMMSQ DANANG AB RVN
ZEN/IMAW DANANG RVN
BT

ACT G-6
COPY TO ADJ S/S G-2

S E C R E T I DASC AUG 68. SUBJECT: (U) CIRCUIT REQUIREMENTS FOR HORN DASC AND I DASC. REFERENCE 7AF MSG 04/1000Z AUG 68 AND I DASC MSG 12/0805Z JUL 68. THIS MSG IN 6 PARTS.
1. HORN DASC HAS A REQUIREMENT FOR CIRCUITS TO MAG 11, 12 AND 13. THEY WOULD BE USED IN ANY EMERGENCY SITUATION ONLY, WHEREBY TADC HAD LOSS COMMUNICATIONS DUE TO ANY REASON, HORN DASC WOULD HAVE THE CAPABILITY TO SCRAMBLE MARINE AIRCRAFT.
2. REFERENCE I DASC MSG 12/0805Z JUL 68, HORN DASC REQUIRES ALL CIRCUITS LISTED IN PART A AND B. HORN DASC WILL REQUIRE 1 CIRCUIT TO I DASC AS STATED IN PART C.
3. I DASC WILL REQUIRE ALL CIRCUITS LISTED IN PART D. I DASC THE TACC CIRCUIT MUST BE AN ENTIRELY SEPARATE CIRCUIT FROM THE ONES

PAGE 2 RUMSAGP 123 S E C R E T
INSTALLED AT HORN DASC. ALL OTHER CIRCUITS LISTED IN PART D SHOULD BE SEPARATE.
4. WE FEEL THAT CIRCUITS THAT WERE REQUESTED IN ORIGINAL MESSAGE AND RESTATED IN PARA 1 AND 2 ABOVE ARE REQUIRED. THESE CIRCUITS WILL IMPROVE THE EFFICIENCY OF HORN DASC IN CONTROLLING AIR ASSETS IN I CTZ.
5. REFERENCE 7 AF MSG 04/1000Z AUG 68. IN THE EVENT HORN DASC BECOMES IMMOBILIZED WE DO NOT INTEND TO USE I DASC AS A CONTINGENCY FACILITY. WE FEEL THAT THROUGH TADC AND DASC VICTOR WE HAVE BETTER EXISTING FACILITIES. THESE ARE FACILITIES THAT WE HAVE PREVIOUSLY USED WITH NO LOSS OF CINTINUITY OF OPERATIONS.
6. THIS MSG HAS BEEN COORDINATED AND CONCURRED WITH BY THE 1972 COMM SQ, DANANG RVN.
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PT005139
RTTSZYUW RUMUFKA0916 2171405-SSSS--RUMUGRA.
ZNY SSSSS
R 041000Z AUG 68
FM 7AF TSN AB RVN
TO RUMHPB/I DASC DANANG AB RVN
RUMUGRA/IIMAF DANANG AB RVN
INFO RUMHAW/I MAW DANANG AB RVN
ZEN/COMUSMACV TSN AB RVN
RUMHPB/366CMBTSPTGP/BDE/DANANG AB RVN
BT
S E C R E T DEO. SUBJ: CIRCUIT REQUIREMENTS FOR HORN DASC AND I CASC (U)
REF: A. 7AF MSG DEO 091002Z JUL 68.
B. I DACS MSG 120805Z JUL 68.
THIS MSG IN THREE PARTS. PART I: FOR III MAF. REFERENCE A REQUESTED YOUR CONCURRENCE/NONCONCURRENCE WITH THE ESTABLISHMENT OF CIRCUITS TO THE 11. 12. AND 13 MAG. NO RESPONSE HAS YET BEEN RECEIVED.
PART II. FOR I DASC. REFERNCE B DISCUSSED POSSIBLE CIRCUIT REQUIREMENTS IN THE EVENT THE FINAL DECISION WAS TO RETAIN I DASC AS A VNAF FACILITY. IT IS OUR UNDERSTANDING THAT THE DECISION HAS BEEN REACHED TO RETAIN I DASC AS A VNAF FACILITY JOINTELY MANNED BY USAF PERSONNEL. THEREFORE, REQUEST YOU REVIEW THE CIRCUIT REQUIRE=

ACT G-6
COPY TO G-2 ADJ S/S

PAGE 2 RUMUFKA0916 S E C R E T
MENTS OULINED IN PARAGRAPHS B. C.D AND AND SUBMIT FIRM REQUESTS FOR THEIR ESTABLISHMENT. YOUR REQUEST SHOULD INCLUDE COMPLETE JUSTIFICATION FOR THE SERVICE REQUESTED.
PART III: FOR I DASC AND III MAF. SUBSEQUENT TO THE INITIAL PLANS FOR THE I DASC MOVEMENT TO THE III MAF AREA THE POSSIBLITY OF RETAINING AND MANNING THE I DASC AS A CONTINGENCY FACILITY IN THE EVENT THE HORN DASC WAS IMMOBILIZED WAS DISCUSSED. IN DIS= CUSSIONS SO FAR THIS WOULD NECESSITATE PROVISION OF DUPLICATE CIRCUITS TO I DASC AND HORN DASC. IT IS OUR FEELING THAT A MORE FEASIBLE MEANS OF PROVIDING A CONTINGENCY FACILITY WOULD BE THE DEVELOPMENT OF A CONTINGENCY PLAN WHICH WOULD IDENTIFY CABLE PAIRS AND FACILITIES FROM THE DCS INTERFACE AT DNG TO THE I DASC WHEREIN EXISTING CIRCUITS TO HORN DASC COULD BE SWITCHED IMMEDIATELY TO THE I DASC WHICH COULD BE IMMEDIATELY MADE OPERABLE. REQUEST YOUR COMMENTS. GP-4
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OTTSZYUW RUMUGRA0231 2151428-SSSS--RUMUHFA RUMUFKA.
ZNY SSSSS
O 021428Z AUG 68 ZFF-1.
FM CG III MAF DNG
TO RUMUHFA/COMUSMACV SGN
INFO RUMUFKA/CDR SEVENTH AF TSN AB RVN
BT

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ORIG G-3
CONN G-3 AIR G-3
REL C/S

S E C R E T
SUBJ: III MAF AIR SUPPORT REQUIREMENTS 6-12 AUG 68 (U)
1. PRE-PLANNED TAC AIR SORTIES REQUIRED DAILY TO SUPPORT COMBAT OPNS DURING SUBJ PERIOD ARE 342.
2. REQUEST PRE-PLANNED SORTIES BE ALLOCATED AS FOLLOWS:
A. WEEKLY CAS 127 PLUS CSS 112 TOTAL 239
B. DAILY CAS 103
C. TOTAL PRE-PLANNED 342
3. PCV OPERATION SOMESET PLAIN IN ASHAU VALLEY WILL CONTINUE THROUGHOUT SUBJECT PERIOD AND AN UNNAMED 3RD MARDIV OPN IN BA LONG/DA KRONG VALLEY IS TENTATIVELY SCHEDULED TO COMMENCE 6 AUG 68.
4. TAC AIR SORTIES REQUESTED ARE BASED ON FOLLOWING:
A. GROUNG COMMANDERS STATED REQUIREMENTS FOR PERIOD AVERAGING 356 SORTIES DAILY.

PAGE TWO RUMUGRA 0231 S E C R E T
B. PROGRAMED SORTIE RATE FOR MARINE MANUEVER BN OF 6.67 SORTIES PER DAY. (THIS INCLUDES BNS OF SECOND ROKMC BDE.)
C. PROGRAMMED SORTIE RATE FOR ARMY MANUEVER BN OF 5.0 SORTIES PER DAY. (THIS DOES NOT INCLUDE FIFTH MECHANIZED BDE)
D. EIGHT ARVN BNS CONDUCTING OPERATIONS IN CONJUNCTION WITH U S ARMY/MARINE CORPS UNITS WHICH REQUEST PRE-PLANNED AIR SUPPORT THROUGH ARMY/MARINE CORPS CHANNELS. ARVN REQUESTS HAVE BEEN INCLUDED IN ARMY/MARINE CORPS COMMANDERS REQUESTS FOR THIS PERIOD.
E.OPERATIONS IN AREAS HAVING SIGNIFICANT KNOWN ENEMY CONCENTRATIONS, E.G.ASHAU VALLEY, WHICH ARE ALSO BEYOND MASSED ARTY RANGES REQUIRE GREATER RELIANCE ON TAC AIR TO REDUCE CASUALTIES AND INSURE SUCESS.
F. AN INCREASED ALLOCATION OF PRE-PLANNED SORTIES TO III MAF IS REQUIRED FOR FLEXIBILITY NECESSARY TO MASS TAC AIR WHILE AT SAME TIME CONTINUING SUPPORT OF MANY OFFENSIVE OPERATIONS CURRENTLY IN PROGRESS. LZ CONSTRUCTION, LZ PREP AND HELO ESCORT REQUIREMENTS INCREASE SIGNIFICANTLY DURING HIGHLY MOBILE OFFENSIVE OPERATIONS. SURGE IN CSS SORTIES TO COUNTER THREAT TO DANANG VITAL AREA AND NEGATE AA/AW THREAT TO HELICOPTER COMBAT ASSAULT

PAGE THREE RUMUGRA 0231 S E C R E T
IN ASHAU VALLEY IS ESSENTIAL. PRE-PLANNED ALLOCATION DURING JULY WAS INSUFFICIENT TO PERMIT FLEXIBILITY OR WEIGHTING OF EFFORT WITHOUT ADD ON SORTIES. SUB-ALLOCATIONS THAT REPRESENT TOKEN OF ESSENTIAL REQUIREMENTS PRECLUDE EXTENSIVE SHIFTING OF SORTIES FROM ONE UNIT TO ANOTHER.TO DO SO WOULD BE TANTAMOUNT TO TOTAL CANCELLATION OF UNITS ALLOCATION AND DENIAL OF AIR REQUESTS.
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