

MARINE COMPOSITE RECONNAISSANCE SQUADRON ONE  
Marine Aircraft Group-12, 1st Marine Aircraft Wing (Rear)  
Fleet Marine Force, Pacific, FPO San Francisco 96602

3:TDJ:vrs  
5750  
003A00571  
5 January 1971

~~SECRET~~ (Unclassified upon removal of Enclosures (1), (2), (3))

From: Commanding Officer  
To: Commanding Officer, Marine Aircraft Group-12 (Attn: S-3)  
Subj: Command Chronology  
Ref: (a) WgO 5750.1  
(b) GruO 5750.1F

Encl: (1) Command Chronology for the period 16 July 1970 through  
31 December 1970.  
(2) Monthly Historical Report for November 1970  
(3) Monthly Historical Report for December 1970

1. In compliance with the instructions contained in references (a) and (b), the Command Chronology for the period 16 July 1970 through 31 December 1970 is submitted as enclosure (1).

  
C. E. SMITH Jr.

GROUP 4  
Downgraded at 3-year intervals;  
Declassified after 12 years.

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MARINE COMPOSITE RECONNAISSANCE SQUADRON ONE  
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COMMAND CHRONOLOGY

16 July 1970 through 31 December 1970

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## Part I

ORGANIZATIONAL DATA1. DESIGNATIONCOMMANDER

Marine Composite Reconnaissance Squadron One

LtCol. P. A. MANNING  
16 July - 18 SepLtCol. C. E. SMITH Jr.  
19 Sep - 31 Dec2. LOCATION

16 July - 31 Dec: MCAS Iwakuni, Japan

3. STAFF OFFICERS

	<u>NAME</u>	<u>DATES</u>
Executive Officer	Major R. E. CARDWELL	16 July - 31 Dec
Adjutant	1stLt. D. W. RINGO 1stLt. R. L. WHITAKER	16 July - 31 July 1 Aug - 31 Dec
Administrative Officer	Capt. A. A. GRAY Capt. T. L. MINER Capt. C. KELLY	16 July - 31 July 1 Aug - 30 Sep 1 Oct - 31 Dec
Intelligence Officer	Capt. D. E. SPRINGER 1stLt. W. M. OTEY 1stLt. F. K. GRAHAM	16 July - 31 July 1 Aug - 1 Dec 2 Dec - 31 Dec
Operations Officer	Major C. C. HEJDE Major E. R. PERRON	16 July - 30 Aug 1 Sep - 31 Dec
Logistics Officer	Capt. G. H. CRAMER 1stLt. R. R. AHLBRECHT Capt. T. L. MINER	16 July - 14 Sep 15 Sept - 30 Sep 1 Oct - 31 Dec
Maintenance Officer	Major J. G. FOOTE	16 July - 31 Dec

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Sergeant Major

SgtMaj W. L. POLLARD  
SgtMaj E. L. KAISER  
MSgt. J. E. ELLIS

16 July - 6 Aug  
7 Aug - 21 Oct  
22 Oct - 31 Dec

4. AVERAGE MONTHLY STRENGTH

<u>USMC</u>		<u>USN</u>		<u>OTHER</u>	
<u>OFF</u>	<u>ENL</u>	<u>OFF</u>	<u>ENL</u>	<u>OFF</u>	<u>ENL</u>
52	331	1	1	0	0

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## Part II

NARRATIVE SUMMARY

On July 16th, 1970, VMCJ-1 joined Marine Aircraft Group-12 at MCAS Iwakuni, Japan. During the following two weeks VMCJ-1 was involved in extensive embarkation from Da Nang, RVN and subsequent debarkation at MCAS Iwakuni. On July 17, VMCJ-1's aircraft arrived from Da Nang. The embarkation staging and loading of the USS Denver was carried out on the 19th, 20th and 21st of July with the subsequent arrival and debarkation at MCAS Iwakuni on the 25th and 26th of July. The USS Durham departed Da Nang, RVN on the 23rd of July with the subsequent arrival at MCAS Iwakuni on the 27th. Flight operations for July included ferrying aircraft from Da Nang, RVN to MCAS Iwakuni. In addition, several test hops were flown at MCAS Iwakuni.

The month of August consisted of a continuation of the debarkation phase and extensive ground work to establish the support facilities necessary to effectively operate the squadron. VMCJ-1 was immediately faced with the problem of inadequate storage and working space for spare parts and support equipment. The lack of space was also evident in the billeting of the officers and men of the squadron.

The seriousness of the problems of limited warehouse space, improper power supply to the necessary van complex and the temporary installation of the vans was readily evident during the month of August and greatly hampered the squadron in its continued efforts to prepare for operational readiness. One of the major problem areas encountered by this squadron was the proper establishment of the van complex which houses the test equipment for the various systems in the RF-4B and EA-6A. It wasn't until 11 September that the proper electrical power was applied to this complex. On this date bench testing of the photo systems and the electronic systems was initiated, and the first major step in preparing the squadron for effective operation began. Within a week proper in-flight testing of the photo systems was being accomplished.

Although the squadron completed a high percentage of official photo requests and has conducted numerous ECM missions, the proper installation of the photo and electronic warfare - (EW) vans, which is necessary to insure the correct alignment of the test equipment and thus help insure properly working systems in both the RF-4B and EA-6A aircraft, has not

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been completed. Therefore, there exists a make-shift, less than optimum, situation in regards to the various photo and electronic systems in the RF-4B and the EA-6A aircraft. Despite the previously mentioned problem areas, this squadron was able to complete 17 out of 21 tasked photo missions during the month of October. The EW section was able to carry out valuable in-flight aircrew training to maintain a high degree of pilot and ECMO proficiency.

The months of November and December saw a continuation of the tasking, planning and completion of official photo missions as well as pilot and RSO training to insure a high degree of operational readiness. The EW section showed a marked increase in ECM missions during these months. In addition to a commitment carried out in support of Task Force 77 in South East Asia, ECM missions were flown in support of the 5th Air Force, various ships of the 7th Fleet, the Japanese Self Defense Forces, and the Taiwan Defense Command. These various ECM missions will be covered in Part III of this report.

An event of particular interest and pride to this squadron was the presentation of the CNO Aviation Safety Award for the period 1 July 1969 to 30 June 1970. On November 17, 1970, Major General A. H. ADAMS, Deputy Commander, FMFPac, presented the award to the squadron for achieving 8,320.5 accident free hours during the fiscal year 1970. To date, this squadron has flown over 12,840 accident free hours.

This squadron is continuing to finalize its transfer from full time combat operations to an "in garrison" training and fleet support posture. Plans have been initiated for future ECM operations in support of the Royal Australian Navy, Taiwan Defense Command and 5th Air Force as well as the 7th Fleet. A continuation of planning and completion of official photo missions is being carried out as well as the continuation of an extensive training syllabus for aircrews of both the RF-4B and EA-6A.

The progress in the problem areas mentioned in this report is continually reviewed and solutions to these problems remain a high priority within squadron activities.

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## Part III

SEQUENTIAL LISTING OF SIGNIFICANT EVENTS

1. Personnel. A deficiency of major concern to this squadron exists with regard to personnel manning level and training. This is due to a large number of personnel who have arrived from Vietnam and whose tour is soon to be completed. These personnel have not received training on VMCJ-1 aircraft or support equipments and since these personnel are charged to the squadron against the authorized manning level, the lack of proper 3M training and training in appropriate MOS's degrades the squadron's capability to accomplish its assigned mission. Another problem, not particular to this squadron alone, is the high turn-over rate of personnel, both enlisted and officer, as can be noted in Part I of this report. This situation causes an undesirable lack of continuity in squadron operations.

2. Administration. No significant events to report.

3. Intelligence. No significant events to report.

4. Training. No significant events to report.

5. Special Operations

1 November 1970	2 ECM sorties with the USS King
3 November 1970	1 ECM sortie with the USS Wainwright
15 November 1970	2 ECM sorties with the USS Wainwright
16 November 1970	2 ECM sorties with the USS Wainwright
17 November 1970	Received the CNO Aviation Safety Award for fiscal year 1970 presented by Major General A. H. ADAMS.
18 November 1970	Tour of squadron aircraft and facilities by Major General A. H. ADAMS, Deputy Commander, FMFPac and his staff.

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21 November 1970	2 ECM sorties flown in support of CTF-77
7-8 December 1970	Participated in ECM exercises with 5th Air Force and Taiwan Defense Command.
9 December 1970	Participated in ECM exercises with 51st FIW, Okinawa.
11 December 1970	1 ECM sortie flown in support of Japanese Self Defense Forces.
15 December 1970	2 ECM sorties flown with USS Halsey
27 December 1970	2 ECM sorties flown with USS Hancock

6. Command Relations. No significant events to report.
7. Equipment. The AMSE equipments that were brought from RVN by VM CJ-1 were 90% non-RFI. Although this problem has been somewhat alleviated by local support the shortage of RFI power carts (i.e. NCPP-105's, NC-10's) and motor transport vehicles still hampers the squadron's overall operational efforts.
8. Logistics. The shortage of NORS, priority O5 AK1 and AK5 and rotatable pool assets has been deleterious to the squadron's mission. All AVCA and spare part support that was provided by MAG-11, Da Nang was not received by MAG-12 until November and December, 1970. Extended supply lines brought about by the closing of NSD Yokosuka and the new rerouting via NSD Cubi Pt has been detrimental to obtaining supply response. Additionally, a supply inventory held by MAG-12 during November, 1970, which was brought about by the addition of VM CJ-1 and certain personnel changes precluded the squadron from ordering other than NORS during this period.
9. Community Relations. The squadron contributed to and participated in Operation Happy Face, a Christmas party for Japanese orphans.
10. Communications. No significant events to report.
11. Activations/Deactivations/Redesignations. No significant events to report.

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Part IV

CHRONOLOGIES OF SUBORDINATE COMMANDS  
AND SUPPORTING DOCUMENTS

See enclosures (2) and (3)

Page 7 of 7 Pages

Enclosure (1)

MARINE COMPOSITE RECONNAISSANCE SQUADRON ONE  
 Marine Aircraft Group-12, 1st Marine Aircraft Wing (Rear)  
 Fleet Marine Force, Pacific, FPO San Francisco 96602

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2 December 1970

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From: Commanding Officer  
 To: Commanding Officer, Marine Aircraft Group-12 (Attn: S-3)  
 Subj: Monthly Historical Report (Report Symbol MC-5750)  
 Ref: (a) GruO 5750.1F

~~J-1-002-21~~

1. In accordance with the provisions of reference (a), the following report is submitted:

a. Marine Composite Reconnaissance Squadron One, Lieutenant Colonel C. E. SMITH Jr. 066465 USMC, Commanding.

b. During the month of November there were 53 officers, 43 staff non-commissioned officers, and 341 enlisted personnel attached to this Squadron. Also during the month 5 officers were transferred from and 2 officers joined the Squadron. Thirty-five enlisted personnel were transferred and 25 enlisted personnel joined this Command. During the month of November, VMCJ-1 flew 119 sorties for a total of 255.8 flight hours. The EA-6A aircraft flew 82 sorties for 182.7 hours and the RF-4B aircraft flew 37 sorties for a total of 73.1 hours.

The Photo Reconnaissance Section was tasked with 3 official photo requests during the month, while the Electronic Warfare Section flew 7 sorties in conjunction with ships of the 7th Fleet. The break-down of these sorties is listed in sub-paragraph d. of this report. In addition to the above mentioned ECM missions, this Command flew 2 sorties in support of Task Force 77 in the Gulf of Tonkin.

c. Of particular pride and interest to this Command was the presentation of the Chief of Naval Operations Aviation Safety Award for fiscal year 1970.

d. Chronology of Significant Events

1 November 1970	2 ECM sorties with the USS KING
3 November 1970	1 ECM sortie with the USS WAINWRIGHT
15 November 1970	2 ECM sorties with the USS WAINWRIGHT
16 November 1970	2 ECM sorties with the USS WAINWRIGHT

VMCJ-1  
 3 DEC 1970

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2 December 1970

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17 November 1970

Received CNO Aviation Safety  
Award for fiscal year 1970  
given by Major General A. H.  
ADAMS

18 November 1970

Tour of Squadron aircraft and  
facilities by Major General A. H.  
ADAMS, Deputy Commander, FMFPac  
and his staff.

21 November 1970

2 sorties flown in support of CTF-77

e. Appropriate Matters

(1) None

(2) None

(3) None

(4) Visit of Major General A. H. ADAMS, Deputy Commander,  
FMFPac on 17 and 18 November.

(5) None

(6) None

(7) None

(8) Initiated planning for projected ECM exercises with  
Japanese Air Self Defense Forces, the Royal Australian Navy, and the  
Taiwan Defense Command. The Photo Reconnaissance Section is continuing  
planning of requested photo missions.

(9) None

(10) None

(11) None

(12) Training

(a) The following quotas were filled during the month of  
November:

PACAF Jungle Survival School - 3

PACAF Life Support School - 4

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(b) In addition, this Command conducted numerous training classes on the EA-6A and RF-4B aircraft to maintain a high level of combat readiness for the aircrews.

(13) None

(14) None

J. A. VOLLENDORF  
By direction

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Enclosure (2)

MARINE COMPOSITE RECONNAISSANCE SQUADRON ONE  
 Marine Aircraft Group-12, 1st Marine Aircraft Wing (Rear)  
 Fleet Marine Force, Pacific, FPO San Francisco 96602

3:TDJ:vrs  
 5750  
 003A36570  
 31 December 1970

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From: Commanding Officer  
 To: Commanding General, 1st Marine Aircraft Wing (Rear) -- (Attn: G-3)  
 Via: Commanding Officer, Marine Aircraft Group-12 (Attn: S-3)

Subj: Monthly Historical Report (Report Symbol MC-5750)

Ref: (a) WgO 5750.1  
 (b) GruO 5750.1F

1. In accordance with the provisions of references (a) and (b), the following report is submitted:

#### PART I

#### OPERATIONS

##### 1. Lark Exercise

a. On the 7th and 8th of December VMCI-1 participated in Operation Lark operating out of Tainan Air Base.

b. This exercise, using 2 EA-6A aircraft, was conducted in support of 5th Air Force and the Taiwan Defense Command.

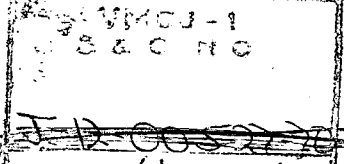
c. Each aircraft was given a route circumnavigating Taiwan, testing the radar defenses of the island in an ECM environment. At particular points in each aircraft's route, the aircraft was to provide ECM support for U. S. Air Force aircraft against the Taiwan radar defenses.

d. Due to bad weather, the exercise of the morning of the 7th was cancelled, but the afternoon exercise was conducted in support of the Taiwan Defense Command using EA-6A aircraft as support and attack aircraft.

##### 2. JASDEF Exercise

a. On 11 December, this squadron flew one ECM sortie in conjunction with the Japanese Self Defense Forces.

b. One EA-6A aircraft was used in a training exercise against selected



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Enclosure (3)

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GCI sites on the island of Kyushu operated by the Japanese Self Defense Forces.

c. Using a race-track pattern, the EA-6A aircraft flew inbound and outbound legs against the selected sites establishing an ECM environment and chaff environment providing practical experience to radar operators and aircrews.

d. Although a degraded system in the EA-6A limited the anticipated results of the exercise, it is felt valuable training and experience was accomplished.

## PART II

MINOR ITEMS OF UNUSUAL CHARACTER OR OF SPECIAL INTEREST

None

PART IIICHRONOLOGY OF SIGNIFICANT EVENTS

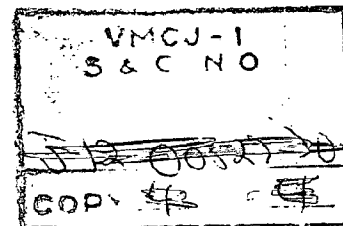
7-8 December 1970	Participated in ECM exercises with 5th Air Force and Taiwan Defense Command.
9 December 1970	Participated in ECM exercises with 51st FIW, Okinawa.
11 December 1970	One ECM sortie flown in support of Japanese Self Defense Forces.
15 December 1970	Two ECM sorties flown with USS Halsey.
27 December 1970	Two ECM sorties flown with USS Hancock.

PART IVMATTERS OF INTEREST

1. None.

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Enclosure (3)

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2. This squadron sent 1stLt. J. H. MAYS as representative to the 16th Annual Joint Electronic Warfare Conference held at NAS Pt. Mugu during the first week of December.
3. Heavy cloud coverage and light rain showers caused a cancellation of the ECM exercise in conjunction with the Taiwan Defense Command and 5th Air Force on the morning of 7 December.
4. None.
5. None.
6. None.
7. None.
8. Planning has been initiated for projected ECM exercises with the Taiwan Defense Command during the months of January and February. Planning is also under way for an ECM exercise in conjunction with the Royal Australian Navy. During this period four official photo missions have been assigned to this squadron. One has been completed and forwarded to higher command. Planning is complete for the remaining tasks and the missions will be flown as soon as aircraft availability permits.
9. A lack of warehouse space has existed since the arrival of VMJ-1 to MCAS Iwakuni in July 1970.
10. None.
11. None.
12. A deficiency of major concern exists with regard to personnel manning level and training. This is due to a large number of personnel who have arrived from Vietnam and whose tour is soon to be completed. These personnel have not received training on VMJ-1 aircraft or support equipments. Though charged to the squadron against the authorized manning level, the lack of training in appropriate MOS's degrades the squadron's capability to accomplish its assigned mission.
13. None.
14. None.

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Enclosure (3)