

Plans

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

3:IGC:mlg
 5750
 003A20072
 19 July 1972

~~SECRET~~

From: Commanding Officer
 To: Commanding Officer, Marine Aircraft Group 15 (Attn: S-3)

Subj: Command Chronology

Ref: (a) MCO P5750.1
 (b) FMFPacO 5750.8
 (c) Wgo 5750.1
 (d) GruO 5750.1F

Encl: (1) Command Chronology for the period 1 January 1972 through 30 June 1972

1. In compliance with the instructions in references (a) through (d), the Command Chronology for the period 1 January 1972 through 30 June 1972 is submitted as enclosure (1).

J. R. Dailey
 J. R. DAILEY
 Acting

VMCJ-1
S C NO
D-0043-72
COPY <u>1</u> OF <u>4</u>

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Jan - June 1972

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

COMMAND CHRONOLOGY

1 January 1972 through 30 June 1972

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- PART II Narrative Summary
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- PART IV Supporting Documents

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19 July 1972PART IORGANIZATIONAL DATA1. DESIGNATION

Marine Composite Reconnaissance Squadron One

COMMANDERLtCol. S. S. EISENHAUER
1 January - 24 MarchMaj. John D. CARLTON
25 March - 30 June2. LOCATION

1 January - 30 June: MCAS Iwakuni, Japan

3. STAFF OFFICERS

Executive Officer

Maj. R. T. DOUGLAS
Maj. L. E. AMICK
Maj. J. R. DAILEY1 January - 24 March
25 March - 17 April
18 April - 30 June

Administrative Officer

Capt. W. H. ARCULARIUS
Capt. P. T. PITTEBLE1 January - 1 April
2 April - 30 June

Intelligence Officer

Capt. R. M. ANTHONY
1stLt. F. R. STEWART1 January - 1 February
2 February - 30 June

Operations Officer

Maj. John D. CARLTON
Capt. J. D. WEIDES
Maj. L. E. AMICK
Maj. J. DERMODY1 January - 24 March
25 March - 17 April
18 April - 1 June
2 June - 30 June

Logistics Officer

Capt. L. D. STOUT
Capt. B. R. RUSTHOVEN1 January - 3 May
4 May - 30 June


Maintenance Officer

Maj. L. E. AMICK
Maj. J. A. WILLIAMS1 January - 17 April
18 April - 30 June

Sergeant Major

MSgt. D. W. FORTNER
1stSgt. R. L. BOWMAN1 January - 3 January
4 January - 30 JuneEnclosure (1)
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19 July 1972
4. AVERAGE MONTHLY STRENGTH

<u>USMC</u>		<u>USM</u>		<u>OTHER</u>	
<u>OFF</u>	<u>ENL</u>	<u>OFF</u>	<u>ENL</u>	<u>OFF</u>	<u>ENL</u>
41	275	0	0	0	0

Enclosure (1)

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29 July 1972

PART IINARRATIVE SUMMARY

1. (U) During the period of this chronology, VMCJ-1 was able to maintain it's state of readiness but the proficiency of the RF-4B aircrews and ground personnel declined due to the positive control regulations and the lack of RF-4B deployments. The EA-6A aircrews were able to maintain their proficiency through the large number of ECM missions flown by the squadron throughout the Far East. At this time the squadron is still awaiting approval of the proposed stereo-type photo flight plans to be used for proficiencie and training sorties.
2. (C) Three (3) EA-6A aircraft deployed to Taiwan for an Eagle exercise from 21 January to 29 January 1972. The exercise was designed to provide training for both the Nationalist Chinese Defense Force, and the squadron aircrews. Fourteen (14) sorties were flown in support of the exercise utilizing both mechanical and electronic ECM. A combat readiness increase of 24% was realized for the aircrews involved.
3. (U) One (1) EA-6A aircraft flew two sorties, on 22-25 February 1972, in support of exercise Breaklock. Two EA-6A sorties provided valuable training for twelve (12) VMFA-115 sorties. A post action report is included under Part IV of this chronology.
4. (U) During the month of March a contingent of Chinese dignitaries headed by Lieutenant General CHEN visited the squadron for an EA-6A brief. A contingent of Japanese dignitaries headed by Colonel EDO also visited the squadron for an RF-4B brief. On 24 March 1972, Major John D. CARLTON assumed command of the squadron relieving Lieutenant Colonel S. S. EISENHAUER.
5. (C) Three (3) EA-6A aircraft deployed to Taiwan for an Eagle exercise from 27 to 31 March 1972. The exercise was designed to provide training for both the Nationalist Chinese Defense Force and the squadron aircrews. Sixteen (16) sorties were flown in support of the exercise utilizing both mechanical and electronic ECM. A combat readiness increase of 11% was realized for the aircrews involved.
6. (S) On 3 April, VMCJ-1 was tasked by Commanding General, First Marine Aircraft Wing to provide ECM support for Seventh Fleet Operations in the Republic of Vietnam, and to deploy to NAS Cubi Point. Three (3) EA-6A's and support personnel arrived at NAS Cubi Point on 4 April.

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A KC-130 from VMGR-152 was assigned in support of operations and OPCON was transferred to CTF SEVEN SEVEN on this date.

(S) The first combat missions were flown on 7 April 1972. Three (3) EA-6A's flew to Da Nang for refueling and further tasking prior to conducting active ECM missions in North Vietnam. Three (3) Navy Alpha strikers were supported in the Dong Hai area on this date. Strike aircraft experienced a marked reduction in missile guidance with the EA-6A's on station. It was also noted that the ECM aircraft came under direct missile fire during the support mission.

(S) April 13th brought the first EA-6A loss. Pigment 08, pilot Captain D. L. LEET, EW First Lieutenant J. M. CHRISTENSEN, launched at 0317H in support of an Alpha strike in the Thanh Hoa area. At 0730H Pigment 08 was declared overdue, and the crew was subsequently listed as M.I.A.

(S) With the arrival of VMCJ-2 Detachment 1, on 18 April 1972, CTU SEVEN SEVEN PT ZERO PT SIX was formed and the tempo of EA-6A operations increased. Complete integration of personnel and equipment was accomplished with a significant increase in mission readiness.

7. (U) On 25-26 May 1972, two (2) RF-4B aircrews headed by Major J. R. DAILEY attended a reconnaissance conference with the USAF 15th TRS and the ROKAF 32nd TRS at Taegu Air Base, Korea to discuss aircrew training requirements. A trip report is included in Part IV of this report.

8. (U) On 30 May 1972, Rear Admiral D. W. COOPER reviewed the composite unit CTU SEVEN SEVEN PT ZERO PT SIX and delivered a "Well Done" to the officers and men.

9. (C) During the month of June 1972, VMCJ-1 accomplished an unprecedented record of flight time, and aircrew and maintenance training. Operations scheduled 133 sorties, of which 118 were flown for a completion rate of 88%. Of 204.5 scheduled flight hours, the squadron flew 239.1 hours, a completion rate of 112%.

(U) The above statistics attest to the excellent supervision and efforts of the maintenance personnel during the period when VMCJ-1 was operating with degraded supply support.

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10. (U) On 15 June 1972, VMCJ-1 detached two (2) RF-4B's to Naha Air Base, Okinawa in order to establish Detachment A, with 5 officers and 15 maintenance personnel. The Naha detachment generated 70 flight hours from 41 sorties. The excellent weather conditions and radar environment of the Okinawa area afforded the aircrews and photo personnel the long overdue opportunity to train for their assigned mission.

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PART IIISEQUENTIAL LISTING OF SIGNIFICANT EVENTS

1. (U) Administration. On 24 March 1972, Major John D. CARLTON assumed command of the squadron relieving Lieutenant Colonel S. S. EISENHAUER.

2. (U) Training. During this reporting period, continued emphasis was placed on updating and improving all facets of the squadron training program. Special attention was directed toward the weight control, physical fitness, and MCI programs. Constant surveillance of aircrew training records and timely completion of all training requirements. Category 1 NFO's are being scheduled to complete the Naval Aviators Instrument Exams 60 days prior to their birthday.

3. (U) Operations.

Sorties Scheduled	EA-6A	664	Total EA-6A - RF-4B Sorties - 1,387
	RF-4B	723	

Sorties Flown	EA-6A	550	Total EA-6A - RF-4B Sorties - 1,085
	RF-4B	535	

Total EA-6A Hours 926.8

Total RF-4B Hours 1,004.8

Total 1,931.6

4. (S) Special Operations

1 January Two (2) ECM sorties were flown against the USS Oklahoma City.

13 January One (1) ECM sortie was flown in support of a Beaverhound exercise.

17 January Two (2) ECM sorties were flown against the HMS Swan.

19 January One (1) ECM sortie was flown in support of a Beaverhound exercise.

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24 - 28 January Fourteen (14) ECM sorties were flown in support of an Eagle Exercise.

1 February Official Photo 2-72 was completed.

3 February Official Photo 3-72 was completed.

9 February One (1) ECM sortie was flown in support of a Beaverhound exercise.

15 February Official Photo 22-72 was completed.

22 - 23 February Two (2) sorties were flown in support of exercise Breaklock.

24 February Official Photo 7-72 was completed.

1 March Three (3) EA-6A aircraft deployed to NAS Cubi Point in support of exercise Freedom Block.

2 March Official Photo 6-72 was completed.

13 March Official Photo 9-72 was completed.

14 March One (1) ECM sortie was flown against the USS Worden.

21 March One (1) ECM sortie was flown in support of a Beaverhound exercise.

27 - 31 March Sixteen (16) ECM sorties were flown in support of an Eagle exercise.

3 April Five (5) EA-6A aircraft deployed to NAS Cubi Point in support of CTF SEVEN SEVEN.

4 April EA-6A detachment and support arrived in Cubi Point.

7 April First EA-6A combat mission was flown in support of CTF SEVEN SEVEN

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13 April The first EA-6A loss in combat. Captain D. L. LEET and First Lieutenant J. M. CHRISTENSEN were declared M.I.A.

18 April Two (2) RF-4B's participated in the fly-by for the First Marine Aircraft Wing Change of Command.

21 April Official Photo 10-72 was completed.

25 - 26 May Two (2) RF-4B aircrew attended a reconnaissance conference at Taegu Air Base, Korea.

15 June Two (2) RF-4B aircraft and ground support personnel detached to Naha Air Base in Okinawa, where they established VMCJ-1's Naha Detachment A.

General CUSHMAN, Commandant of the Marine Corps, visited VMCJ-1 Iwakuni, Japan.

16 - 18 June General CUSHMAN, Commandant of the Marine Corps, visited VMCJ-1's Detachment Cubi Point, Republic of the Philippines.

5. (C) Readiness. Although VMCJ-1 has been able to maintain a C-2 overall readiness rating, the proficiency of the RF-4B aircrews has declined due to the lack of suitable photo training areas in Japan, and RF-4B deployments. Deployments are highly desirable and necessary as the primary means of maintaining proficiency and the training of RF-4B aircrews and ground personnel in all areas of photo reconnaissance. The detachment at Naha Air Base is capable of performing much of the required training, however, the lack of overland low level routes is the most serious training deficiency.

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PART IV

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Supporting Documents

- (1) ✓ Command Chronology
 - a. Iwakuni April 9 pages (Secret)
 - b. Iwakuni May 7 Pages (Confidential)
 - c. Cubi Point April 5 pages (Secret)
 - d. Cubi Point May 5 pages (Secret)
 - e. Cubi Point June 4 pages (Secret)
- (2) ✓ Monthly Historical Reports
 - a. January 4 pages (Secret)
 - b. February 4 pages (Secret)
 - c. March 5 pages (Secret)
- (3) ✓ After Action Reports
 - a. Eagle Exercise 08A03472 4 pages (Secret)
 - b. Breaklock Exercise 003A05972 3 pages (Secret)
 - c. Breaklock Exercise 03A07772 6 pages (Confidential)
- (4) ✓ Trip Report; Reconnaissance Conference *(pp 4-1 thru 4-5)*
- (5) ✓ Monthly Photo Reports *(pp 5-1 thru 5-6)*
- (6) ✓ Morning Reports *(pp 6-1 thru 6-5)*

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Command Chronologies

- a. Command Chronology for VMCJ-1 Iwakuni for the month of April 1972 S&C No. D0031-72 SECRET, Copy 6 of 6
- b. Command Chronology for VMCJ-1 Iwakuni for the month of May 1972 S&C No. D-035-72, Copy 4 of 4
- c. Command Chronology for VMCJ-1 Cubi Point for the month of April 1972 S&C No. D-0040-72 SECRET, Copy 1 of 1
- d. Command Chronology for VMCJ-1 Cubi Point for the month of May 1972 S&C No. D-0041-72 SECRET, Copy 1 of 1
- e. Command Chronology for VMCJ-1 Cubi Point for the month of June 1972 S&C No. D-0039-72 SECRET, Copy 2 of 4

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TAB 1

MARINE COMPOSITE RECONNAISSANCE SQUADRON ONE
 Marine Aircraft Group-15, 1st Marine Aircraft Wing
 Fleet Marine Force, Pacific, FPO San Francisco 96602

3:LCG:dwt
 5750
 03AD3472
 3 February 1972

~~SECRET~~

From: Commanding Officer
 To: Commanding Officer, Marine Aircraft Group-15 (Attn: S-3)

Subj: Monthly Historical Report

Ref: (a) GruO 5750.1D

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

PART I

Operations

1. (C) ECM Exercise 4 January 1972

a. JAMEX

b. ECM Exercise against the USS Oklahoma City

c. Two (2) EA-6A aircraft flew against the USS Oklahoma City utilizing both mechanical and electronic ECM.

d. Two (2) sorties were flown, resulting in refresher training for four combat ready aircrew members.

2. (S) ECM Exercise 13 January 1972

a. Beaverhound

b. Passive ECM Reconnaissance

c. One (1) EA-6A Aircraft flew in support of a Beaverhound exercise.

d. One (1) sortie was flown resulting in refresher training for aircrews involved.

3. (C) ECM Exercise 17 January 1972

a. JAMEX

VMCJ-1
SIC NO
D-0016-72
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TAB 2-A

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3 February 1972

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- b. ECM exercise against the HMS Swan
- c. Two (2) EA-6A aircraft flew against the HMS Swan utilizing both mechanical and electronic ECM.
- d. Two (2) sorties were flown resulting in refresher training for the aircrews involved.
- 4. (S) ECM Exercise 19 January 1972
 - a. Beaverhound
 - b. Passive ECM Reconnaissance
 - c. One (1) EA-6A aircraft flew in support of a Beaverhound exercise.
 - d. One (1) sortie was flown resulting in refresher training for aircrews involved.
- 5. (S) ECM Exercise 21-29 January 1972
 - a. JAMMER
 - b. Eagle Exercise
 - c. Three (3) EA-6A aircraft flew in support of an Eagle exercise utilizing both mechanical and electronic ECM.
 - d. Fourteen (14) sorties were flown. Combat readiness increase of 24% was realized for the aircrews involved. This was an increase of approximately 16% for the ECMO's and 8% for the pilots needing training.

PART II

Narrative Summary

(U) January was a good month for the EA-6A community; There were 59 EA-6A sorties flown for a total of 142.2 hours and five ECM missions were completed.

(U) Inclement weather and aircraft systems availability reduced RF-4B operations from the previous month. The RF-4B's flew 71 sorties for 132.8 hours and completed one official mission.

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3 February 1972

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(U) Aircrew training and official mission completions have remained as the primary mission of the squadron.

PART III

Chronology of Significant Events

- (S) 1-3 January - Holiday routine for New Years.
- 4 January - Two (2) ECM sorties flown against the USS Oklahoma City.
- 13 January - One (1) ECM sortie flown in support of exercise Beaverhound.
- 17 January - Two (2) ECM sorties flown against the H1 Swan
- 19 January - One (1) ECM sortie flown in support of a Beaverhound Exercise.
- 20 January - Twenty-one (21) officers and twenty-three (23) enlisted men attended an Amphibious Warfare School.
- 21 January - Eagle pre-exercise brief held in Kadana with the USAF 18th Tactical Fighter Wing.
- 24-28 January - Fourteen (14) ECM sorties flown in support of an EAGLE Exercise.
- 29 January - LTCOL EISENHAUER, MAJ CARLTON, CAPT WEIDES and 1STLT CASSIDY attended the EAGLE debrief held at the Ministry of National Defense in Taipei.
Official Photo 5-72 completed.

PART IV

Matters of Interest

a. (U) Total flights scheduled, number of flights flown, total number of flight hours for January were as follows:

	<u>Scheduled</u>	<u>Flown</u>	<u>Total Hrs.</u>
RF-4B	131	71	132.8
EA-6A	<u>74</u>	<u>59</u>	<u>142.2</u>
	205	130	275.0

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3 February 1972

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- b. None
- c. None
- d. None
- e. None

JOHN D. CARLTON
By direction

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2-A

MARINE COMPOSITE RECONNAISSANCE SQUADRON ONE
Marine Aircraft Group-15, 1st Marine Aircraft Wing
Fleet Marine Force, Pacific, FPO San Francisco 96602

3:IGC:dwt

5750

03A06272

2 March 1972

~~SECRET~~

From: Commanding Officer
To: Commanding Officer, Marine Aircraft Group-15 (Attn: S-3)
Subj: Monthly Historical Report
Ref: (a) GruO 5750.1D

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

PART I

Operations

1. (S) ECM Exercise 9 February 1972

- a. Beaverhound
- b. Passive ECM Reconnaissance
- c. One (1) EA-6A aircraft flew in support of a Beaverhound Exercise.
- d. One (1) sortie was flown resulting in refresher training for the aircrew involved.

2. (S) ECM Exercise 16 February 1972

- a. Beaverhound
- b. Passive ECM Reconnaissance
- c. The Beaverhound mission scheduled for 16 February 1972 was canceled for weather. The squadron was unable to delay the mission or reschedule for another date due to the restrictions in the scheduling process imposed by higher Headquarters.
- d. None

VMCJ-1
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TAB 2-B

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2 March 1972

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3. (C) ECM Exercise 22-25 February 1972
- a. Breaklock
 - b. ECM exercise in support of VMFA-115
 - c. One (1) EA-6A aircraft flew two (2) sorties utilizing both electronic and mechanical ECM in a joint training exercise for VMCJ-1 and VMFA-115.
 - d. Two (2) sorties were flown resulting in a combat readiness increase of 3%. This was an increase of approximately 1% for the ECMO's and 2% for the pilots needing training.

PART II

Narrative Summary

(U) Due to the possitive control regulations imposed by higher Headquarters and lack of aircraft systems availability, the RF-4B operations have been reduced from previous months. At this time the only photo training accomplished is on official missions. The squadron is presently proposing canned photo training missions to be utilized for local training of new aircrews.

(C) The RF-4B community flew 150.7 hours and completed five (5) official photo's during this period.

(U) The main emphasis during this reporting period for EA-6A operations was on the development and implementation of Air Intercept Electronic Countermeasure Training. A Post Action Report on the concept, implementation, and results will be fowarded under a separate cover.

(C) Breaklock training was provided for twelve (12) VMFA-115 sorties by two (2) VMCJ-1 sorties on 22 and 23 February. It is envisioned that the training accomplished on future missions of this type could be increased by a factor of 3 if the EA-6A's are deployed with proper support.

(U) Secondary effort was placed on the development of suitable ESM routes under ATC control for the maintenance of the required level of combat proficiency for EA-6A aircrews.

(U) The EA-6A community flew 83.0 hours and completed two (2) official missions this month.

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2 March 1972

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PART III

Chronology of Significant Events

- (S) 1 February - Official photo 2-72 completed
- 3 February - Official photo 3-72 and 4-72 completed
- 9 February - One (1) ECM sortie flown in support of a Beaverhound exercise
- 15 February - Official photo 22-71 completed
- 18 February - Commanding Officers inspection. The uniform was Winter Service Alpha with ribbons and badges, Garrison Cap and gloves.
- 22 February - One sortie flown in support of exercise Breaklock
- 23 February - One sortie flown in support of exercise Breaklock
- 24 February - Official photo's 6-72 and 7-72 completed

PART IV

Matters of Interest

1. (U) Total flights scheduled, number of flights flown, total number of flight hours for February were as follows:

	<u>Scheduled</u>	<u>Flown</u>	<u>Total hrs.</u>
a. RF-4B	111	76	150.7
EA-6A	69	29	83.0
	180	105	233.7
b. None			
c. None			

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03A06272
2 March 1972

SECRET

d. None

e. None

R. T. DOUGLAS
Acting

SECRET

2-B

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MARINE COMPOSITE RECONNAISSANCE SQUADRON ONE
 Marine Aircraft Group-15, 1st Marine Aircraft Wing
 Fleet Marine Force, Pacific, FPO San Francisco 96602

3:10G:mlg

5750

03A09972

8 April 1972

SECRET

From: Commanding Officer
 To: Commanding Officer, Marine Aircraft Group-15 (Attn: S-3)
 Subj: Monthly Historical Report
 Ref: (a) GruO 5750.1D

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

PART I

1. (S) ECM Exercise 1-8 March 1972.

a. Freedom Block.

b. EW mission.

c. Three (3) EA-6A aircraft departed in support of operation Freedom Block.

d. Information required in this section is beyond the classification of this report.

2. (C) ECM Exercise 14 March 1972.

a. JAMEX.

b. ECM against USS Worden.

c. One (1) EA-6A aircraft flew one (1) sortie utilizing both electronic and mechanical ECM against the USS Worden.

d. One (1) sortie was flown resulting in a combat readiness increase of 1% for the pilot and 1% for the ECMO needing training.

3. (S) ECM Exercise 21 March 1972.

a. Beaverhound.

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TAB C-2

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- b. Passive ECM reconnaissance.
 - c. One EA-6A aircraft flew in support of a Beaverhound Exercise.
 - d. One (1) sortie was flown resulting in a combat readiness increase of 3% for the ECMO and 1% for the pilot needing training.
4. (C) ECM Exercise 25 March - 1 April 1972.
- a. JAMEX.
 - b. Eagle Exercise.
 - c. Three (3) EA-6A flew in support of an Eagle exercise utilizing both electronic and mechanical ECM.
 - d. Sixteen (16) sorties were flown. Combat readiness increase of 11% was realized for the aircrews involved. This was an increase of approximately 6% for the ECMO's and 5% for the pilots needing training.

PART II

1. (U) Due to the positive control regulations, and the lack of RF-4B deployments, the RF-4B operations have continued at a reduced level. The squadron is still awaiting approval of the proposed stereo photo training routes, and is looking forward to the utilization of the newly proposed low level routes in Korea as training missions. At the present time the only photo training being accomplished is on official missions. Deployments are highly desirable and necessary for training, and maintaining the proficiency of RF-4B aircrews in the areas of night I.R. and photo flare missions.
2. (C) The RF-4B's flew 73 sorties for 134.6 hours and completed two (2) official missions. There were no official photo requests cancelled during this period and there is one official mission awaiting completion.
3. (S) The EA-6A's continued to dominate the squadron operations. During this period they participated in operation Freedom Block, one Beaverhound exercise, one JAMEX exercise with the USS Worden, and an Eagle exercise. The EA-6A's will continue to accomplish Phase II qualification for all EA-6A aircrews by participating in the various ECM missions, both passive and active.

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4. (S) During March, four (4) Beaverhound exercises were scheduled. The mission scheduled on 15 March was cancelled due to aircraft availability. On 16 March the mission was cancelled, on Track, due to weather. On 17 March the mission was cancelled due to weather here at Iwakuni. One Beaverhound exercise was completed on 21 March 1972.

5. (C) The EA-6A's flew 65 sorties for 157.2 hours and completed four (4) official missions.

6. (U) On 24 March 1972 Major General R. G. OWENS Jr. and Brigadier General A. W. O'DONNELL attended the VMJ-1 Change of Command. Major John D. CARLTON assumed command relieving Lieutenant Colonel S. S. EISENHAEUER.

PART III

(S) CHRONOLOGY OF SIGNIFICANT EVENTS

- 1 March - A contingent of Chinese dignitaries headed by Lieutenant General CHEN, visited the squadron for an EA-6A brief. Three (3) EA-6A aircraft deployed to NAS Cubi Point in support of operation Freedom Block.
- 2 March - Official photo 6-72 was completed. 1st Lt. J. J. BOONE attended an Eagle planning conference at Kadena AB.
- 13 March - Official photo 9-72 was completed.
- 14 March - One (1) ECM sortie was flown against the USS Worden.
- 21 March - One (1) ECM sortie was flown in support of a Beaverhound exercise.
- 23 March - A contingent of Japanese dignitaries headed by Colonel EDO visited the squadron for a F-4B brief.
- 24 March - VMJ-1 Change of Command with Major General R. G. OWENS Jr. attending. Major John D. CARLTON assumed the command, relieving Lieutenant Colonel S. S. EISENHAEUER.
- 25 March - Eagle pre-exercise brief was held in Kadena with the USAF 18th Tactical Fighter Wing.
- 27-31 March - Sixteen (16) ECM sorties were flown in support of an Eagle Exercise.

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8 April 1972

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PART IV

MATTERS OF INTEREST

A. (C) Total flights scheduled, number of flights flown, total number of flight hours for March were as follows:

	<u>SCHEDULED</u>	<u>FLOWN</u>	<u>TOTAL HOURS</u>
RF-4B	125	74	134.6
EA-6A	<u>48</u>	<u>65</u>	<u>157.2</u>
TOTAL	173	139	291.8

B. (U) Captain HILL and Captain PINA and four (4) officers from the 3rd Marine Division took part in the Air/Ground Exchange Program, from 21 March to 29 March 1972. The exchange program consists of an introduction to the facilities and capabilities of the 3rd Marine Division and the 1st Marine Aircraft Wing respectively.

Sixteen (16) SNCO's attended the People Training Program.

C. (C) First Lieutenant J. J. BOWEN attended an Eagle planning conference with Chinese Ministry of National Defense at Kadena Air Base. Plans were made for the Eagle exercise that went on 25 March to 1 April 1972.

D. (C) On 1 March 1972 Lieutenant General CHEN and a contingent of Chinese dignitaries visited VMCJ-1 to observe squadron operations and receive a brief on the EA-6A aircraft. Lieutenant General CHEN personally requested to visit VMCJ-1 because of the squadron's connection with the Eagle exercises.

On 23 March 1972 Colonel EDO and a contingent of Japanese dignitaries visited VMCJ-1 to observe the RF-4B operations and receive a brief on the RF-4B's capabilities. The Japanese government is planning on buying RF-4E's and the purpose of their visit was to find out as much information as possible on the capabilities of the RF-4B and the organizational structure of a reconnaissance squadron.

03A00972
8 April 1972

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Major General R. C. OWENS Jr. attended the VMJ-1 Change of Command on 24 March 1972.

E. None

L. E. AMICK
Acting

SECRET

2-C

5750
003A20072
19 July 1972

SECRET

After Action Reports

- a. Eagle Exercise. Pre-exercise brief and Post exercise debrief; report of SECRET S&C No. D-0014-72 Copy 5 of 5
- b. Exercise Breaklock report of SECRET S&C No. D-0042-72 Copy 1 of 1
- c. Exercise Breaklock. Post-ECM exercise report VMFA-115 CONFIDENTIAL S&C No. 00173-72 Copy 1 of 1

SECRET

TAB 5

MARINE COMPOSITE RECONNAISSANCE SQUADRON ONE
 Marine Aircraft Group-15, 1st Marine Aircraft Wing
 Fleet Marine Force, Pacific, ~~FPO San Francisco~~ 96602

VMCJ-1
SIC NO
D-0014-72
COPY <u>5</u> OF <u>5</u>

8:RPG:dwt
 08A03472
 3 February 1972

SECRET

SECRET

From: Commanding Officer
 To: Commanding General, 1st Marine Aircraft Wing
 Via: Commanding Officer, Marine Aircraft Group-15

Subj: Eagle Exercise, Pre-Exercise Brief, and Post Exercise Debrief;
 Report of

1. (U) This report contains information relative to the pre-exercise briefs of 22 and 23 January, the Eagle exercise conducted from 24 to 28 January, and the post exercise debrief of 29 January.
2. (S) The jamming aircraft participating in this exercise were three EB-57's and two ET-33's from the USAF 18th Tactical Fighter Wing (TFW) and three EA-6A's from VMCJ-1. The Air Force aircraft were equipped with chaff dispensers and omnidirectional wide band jamming transmitters. The EA-6A's were equipped with internal and external chaff dispensers, internal defensive electronic counter measures (DECM) equipment, and three ALQ-76 jamming transmitter pods containing four transmitters in each pod. The ALQ-76 transmitters are directional jammers and were used in the spot mode of operation. These two factors enable the EA-6A to place more effective jamming power directly upon the victim radar signal than is possible with a wide band omnidirectional jamming transmitter. The characteristics of the ALQ-76 necessitate the utilization of the on board ALQ-86 passive receivers. The ALQ-86 system allows the operator to determine the victim radar's radio frequency, pulse width, pulse repetition frequency, and relative bearing from the aircraft. With these known parameters, the operator then tunes the jammers and directs them against the victim radar.
3. (U) Three EA-6A's departed MCAS Iwakuni on 21 January for Kadena AFB to conduct pre-exercise coordination with members of the 18th TFW. Support personnel and additional aircrews departed MCAS Iwakuni on 22 January for Tainan by way of Kadena AFB. The stop at Kadena was to effect repairs on one of the EA-6A's. The exercise aircraft flew into Tainan on 23 January. A pre-exercise brief for all aircrews, both US and Chinese, and representatives from all participating ground units was held at Tainan. Captain Wu of the Republic of China (ROC) Navy was the host for the brief. LtCol Ma, ROCAF, was the translator. Col Liu, ROCAF, presented the brief covering the routes to be flown and the general conduct of the exercise. Representatives of the Air Force Special Communications Center (AFSCC) of San Antonio, Texas were in attendance. AFSCC visited selected radar sites

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Page 1 of 4 Pages

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TAB 3-A

CSA03472
3 February 1972

SECRET

during the exercise and will compile their annual report of the Eagle Exercise. This report will be in the form of a Comfy Fluff and should be ready for distribution during May.

4. (C) VMCJ-1 flew 14 sorties of 16 scheduled. Two sorties were lost due to weather. A total of 16 combat rating percentage points were earned by six Electronic Counter-Measures Operators (ECMO) and 8 combat rating percentage points were earned by five pilots for a combined total increase of 24%.

5. (S) The debrief was held on 29 January at the Ministry of National Defense in Taipei, Taiwan. Admiral Yu hosted the debrief. Vice Admiral Walter H. Baumberger, Commander of the U.S. Taiwan Defense Command (TDC), and Major General John W. Barnes, USA, Chief of the Military Assistance Advisory Group (MAAG), attended the debrief and both pledged continued U.S. support for the exercise. The following condition codes were used during the exercise and reported for the radars associated with the type sites.

Condition 0 - No Electronic Counter-Measures (ECM) observed - radar targets in the clear.

Condition 1 - Light ECM - Electronic Counter-Countermeasures (ECCM) fixes are not needed to track radar targets.

Condition 2 - Medium ECM - ECCM fixes are required to track targets.

Condition 3 - Heavy ECM - No radar targets can be tracked, even when using ECCM fixes.

a. The ROC 605th Missile Group composed of 29 NIKE and 10 HAWK batteries reported the following Electronic (E) and Mechanical (M) jamming condition codes:

	E-107	M-87
1	22	13
2	83	51
3	2	23

b. The Navy reported the following condition codes for the exercise ships:

	E-84	M-30
1	54	16
2	22	10
3	8	4

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08A03472
3 February 1972

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c. The Air Defense Artillery (ADA) sites composed of the 2nd, 5th, 7th, 9th, and 11th artillery groups reported 72 instances of electrical jamming and 3 instances of mechanical jamming. No specific condition codes were mentioned.

d. The Combat Air Command (CAC) reported launching 34 flights for 68 sorties with an interception rate of 90%. The EA-6A's experienced 11 intercepts. More intercepts of Marine Aircraft occurred during this exercise, because this was the first exercise that scheduled the EA-6A's for intercept targets on almost every flight. The increased proficiency of the CAC pilots and GCI controllers further contributed to the increased intercept rate. The Chinese F-104 pilots of the 3rd Test Fighter Wing reported "smoke" coming from the EA-6A's which severely distorted their radar scopes. The "smoke" was chaff, however, this was new to them and the exposure to chaff was a definite accomplishment in the training of the F-104 pilots.

e. The Acquisition and Warning (AC&W) group was composed of 3 Combat Reporting Centers (CRC), 5 Combat Reporting Points (CRP), and 4 Reporting Points (RP). These were all GCI sites composed of an Early Warning radar and a Height Finder radar. They reported the following condition codes:

	E-305	M-157
1	153	149
2	114	8
3	38	0

f. The overall impression of the Chinese was that this was the best in a continuing series of increasingly more productive exercises. The Chinese reported, that due to the training accomplished to date, they are now able to devote more exercise time to indoctrination and training of less experienced operators.

g. The U.S. airborne units reported increased professionalism and competence by the controllers and interceptor air crews.

h. The representatives of the U.S. TDC, MAAC, and AFSCC reported upon the high degree of skill displayed by the radar crews in recognizing jamming and mechanical malfunctions and their rapid neutralization of these problems.

6. (S) The value of the Eagle exercise to the Chinese is readily apparent. They continually state that ECM will be used extensively if a war comes and their operators must be capable of rapid, accurate reaction. The value of

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3 February 1972

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this exercise is not one sided, however. The crews of VMJ-1 have no other area in the Far East which offers as complex a radar environment in which to effect active electronic jamming. This exercise netted the squadron crews an increase of 24% readiness and an intensive practice in all facets of the training syllabus. VMJ-1 has presently achieved a level of training wherein maintenance of aircrew proficiency is more apparent than large increases in combat readiness. This has come about in large measure from VMJ-1's extensive participation in past Eagle exercises. However, the point in time is rapidly approaching where many of the present aircrews will be rotating back to CONUS. The new crews, which will be arriving in the next months, will again be reaping large increases in combat readiness from the future Eagle exercises.

S. S. EISENHOWER

Page 4 of 4 Pages

SECRET

3-A

NAVSO 5216/5 (REV. 11-67)
B/N-0104-904-1762 (REV. 11-67)

SECRET

DEPARTMENT OF THE NAVY

Memorandum

DATE: 28 Feb 1972

FROM: 1stLt J. M. CHRISTENSEN

003A03972

: Operations

SECRET

SUBJ: Mission Report

1.(u) Purpose. To provide a resume of airborne ECM/ECCM activities demonstrated operationally on 24 and 25 Feb 1972 by crews of EA-6A Aircraft of VMCF-1 and F-4B crews of VMFA-115.

2.(u) Background. Preflight planning by EA-6A crews was begun on 21 Feb for a 22 Feb launch. The flight for the 22nd was cancelled due to bad weather in the W173 area at Naha, but the planning for the 25th was basically the same and was as follows: aircraft were configured to counter an airborne threat with electronic jamming and chaff, and to degrade GCI complements with electronic jamming. Enough fuel was carried internally and externally (two wing drops and a centerline) to remain on station in the W173 area for one hour after flying from Iwakuni for Naha AB. In order to remain on station an additional two hours, a tank time of 1100 was arranged for in the W173 area to be followed by various tactical runs with F-4B's. Frequencies and altitudes were assigned along with a thorough brief on ECM rules for engagement. Launch time (0930) for the single EA-6A was moved up one-half hour (0900) on the morning of the 24th and the ECM aircraft was in the hold position at the end of the runway eleven minutes prior to planned take off time. Due to clearance delays with center the aircraft was not airborne until eight minutes after planned take off time.

3.(c) Mission Profile. Due to a VFR departure from NEU, time lost due to clearance delay was made up and the aircraft was in the W173 area orbiting over the northern point on the refueling leg nine minutes prior to the assigned tanking time. READMIT was contacted for information concerning the tank aircraft but was unable to afford us with immediate information on the disposition of the tank aircraft. Some fifteen minutes later we were advised by them that the tanker would not be able to fuel us and to give DIXICUP a call. DIXICUP was called and we were informed that the F-4B's would be in the area shortly. The first run was begun at 1100 by BLADE 2-1 with results and later runs as follows:

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ON 0 S			
1-00A			



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DECLASSIFICATION

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TA.3 E-L

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<u>TIME</u>	<u>AIRCRAFT</u>	<u>CODE</u>	<u>TYPE JAMMING</u>
1100	BLADE 2-1	1	A
1106	BLADE 2-1	3	A
1108	BLADE 3-1	2	A/C
1116	BLADE 2-1	3	A/C
1121	BLADE 3-1	4/1	A/C
1130	BLADE 3-1	2	A
1135	BLADE 4-1	3/4/5	A
1143	BLADE 3-1	5/1	A/C

The first run made at 1100 was not adequately countered by the ECM operator due to a problem with the 86 AI and PI boot. (Since some sort of glare shield is necessary in order to efficiently operate the 86 system, it would be an auspicious occasion if something could be built that would effectively serve that purpose.) Later runs were conducted using "A" (electronic jamming) and "C" types (Chaff) of deception. An operating ALQ-41 was not available on-board the EA-61 so no range or angle gate break lock was available to the F-4's. On runs through 1116 electronic jamming was conducted as long as the airborne interceptor radar signal was received. Later debriefing indicated that the RIO's were able to use this jamming to acquire the EA-6A more readily at ranges of 40 miles. On subsequent runs the electronic jammers were not turned until a shift in PRF was noted. This lengthened their acquisition time. On runs through 1130, all four operating jammers were left with their bandwidths closed. This provided an extremely high power to bandwidth ratio which was not necessary as was discovered later. Run 1135 was conducted experimenting with various bandwidth settings of the ALQ-76 at ranges within 20 miles. It was discovered that the jammers had more than enough power output to allow bandwidth settings up to and including three and still completely blank the interceptors scope. At no time though were all four jammers operating with open bandwidths. At least two jammers were kept completely closed during each run. Gradually opening the bandwidths as the signal strength increased was done beginning with a setting of one up through three. Due to the restriction on heading changes it was noted that chaff had very little effect on the interceptors radar. Only one aircraft locked up on chaff. DIXICUP reported moderate degrading of their radar due to chaff dispensed to counter a higher frequency threat. Chaff was not available for working their particular frequency. The last intercept was completed at 1155. Debriefing indicated that burnthrough was occurring at 20 mile ranges and that lock up was held successfully until the last two runs at 1135 and 1143.

4. (U) Support. The VMFA-115 line was more than cooperative in assisting us with our aircraft. We were however unable to locate

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any fuel chits once at Naha, and had to procure documents numbers from Iwakuni via telephone. The alternate aircrew was launched that afternoon but was unable to takeoff due to bad radios. The radios were checked by the VMFA-115 IMA and were reinstalled late that night. The next morning, the 25th, the EA-6A was again launched to act as an ECM aircraft with the F-4's but had to abort due to radio problems. The modulator was bad and was replaced by the VMFA-115 line and the aircraft was readied for an afternoon launch. Capt LEET and 1stLt CHRISTENSEN were assigned the afternoon launch with the same mission as the previous day. The aircraft was on station with plenty of time to spare, but had to return to Iwakuni because of CSDS problems causing the loss of one generator. The aircraft departed the W173 area and made an uneventful flight back to Iwakuni.

5.8) Conclusions. The F-4B radar can be successfully degraded by means of "C" jamming to prevent lockup for a missile launch. Four ALQ-76 jammers provide enough power so that effective jamming can be accomplished within the entire receiving bandwidth of the interceptor aircraft.

J. M. Christensen
J. M. CHRISTENSEN

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MARINE FIGHTER ATTACK SQUADRON 115
 Marine Aircraft Group 15
 1st Marine Aircraft Wing, FMFPac
 FPO San Francisco 96602

3:VMR:ces
 03A07772
 3500
 17 March 1972

CONFIDENTIAL

From: Commanding Officer
 To: Commanding Officer, Marine Composite Reconnaissance Squadron 1
 Via: Commanding Officer, Marine Aircraft Group 15

Subj: Post - ECM Exercise Report

Encl: (1) Aircrew Debrief of ECM Flights

1. In response to a request for ECM - type training for VMFA-115 aircrews, VMJ-1 provided one EA-6A from 22 February to 25 February. Marginal weather was cause for flight cancellation on 22 February and electrical system problems precluded work with the EA-6A on 25 February.

2. 11 sorties were flown on 23 and 24 February. All aircrews were briefed as to EA-6A ECM capabilities and flight conduct on 22 February. The observations of each crew on completion of a sortie are included in enclosure (1).

3. These flights provided a valuable addition to each F-4B aircrew's combat readiness, and the EA-6A aircrews felt that they too had benefited from the intercepts flown. Additional flights at a future date are anticipated, and the assistance rendered 22 - 25 February by VMJ-1 is deeply appreciated.

4. Upon removal of enclosure (1), this letter is downgraded to un-2 classified.

T. K. DUFFY
 T. K. DUFFY

VMJ-1 SCN	0173-72	COPY 1 OF 1
MAG-15 SAC FILE		

VMFA-115**S+C#**

086-72

COPY

1 OF 4

FIRST ENDORSEMENT

From: CO, MAG-15
 To: CO, VMJ-1

1. Forwarded.
☒ For Information
☒ For appropriate action

L. R. CUSHMAN
 L. R. CUSHMAN

0433-72

COPY No. 1 of 3

CONFIDENTIAL**CONFIDENTIAL**

TAB 3-C

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3500
17 March 1972

23 February 1972

EVENT 2-1 LTCOL McFERRIN/CAPT TOZZI

1st Run. The GCI set up was in close with about 50° angle off. No contact established. Acquired target visually and turned to establish a rear quarter intercept. Locked up but did not get any angle deception or range gate steal. Intercept broken off at 1 NM.

2nd Run. Rolled out on attack heading with 68 NM separation. Radar contact at 45 NM. Requested and received noise jamming. Observed burn through at 11 miles and executed a rear quarter attack. Again no range gate steal or azimuth deception was encountered.

3rd Run. Initially detected bogie 20 right at 35. Remained in search and asked for chaff. After one minute no chaff was visible so we locked up and converted to a rear quarter attack. No angle deception or range gate steal in rear quarter. Ran to Fox 2 and returned to base.

23 February 1972

EVENT 2-2 MAJ BASSETT/CAPT HOLMES

1st Run. During the initial set up the range and azimuth calls from GCI coincided with a very large radar return similar to a heavy thunder cloud. Locked up the leading edge of this target in manual mode and the Vc showed 900-950 knots overtake. I was unable to automatically acquire or track this target. It was impossible to distinguish the bogie in the "cloud". At no time was the real target seen on radar. We did not acquire the target visually.

2nd Run. Noise jamming was noticed at the beginning of the intercept. It appeared exactly as described in the F-4 Secret Supplement. When the jamming ceased, it took 3 to 4 sweeps to reacquire the target. Upon lock up the noise resumed and continued until burn through occurred at approximately 11 NM. Burn through was extremely well defined. I had no difficulty locking on and completing a rear quarter intercept.

3rd Run. We were expecting chaff, but never observed any. The entire intercept was accomplished in search with visual acquisition for a rear quarter attack.

23 February 1972

EVENT 3-2 LT DALTON/LT NICHOLAS

1st Run. Locked up at approximately 20 miles and experienced good Vc

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03A07772
3500
17 March 1972

and angle track. Upon request, noise jamming appeared and the B-sweep blossomed. Good target burn through at 11 miles; reattack was accomplished.

2nd Run. Requested "chaff"; good chaff drop with visible effect on radar at about 5 mile intervals. Wind was visually affecting chaff as it was blown across scope. Target was still distinguishable in the chaff. Reattack was normal.

3rd Run. Heavy chaff was encountered in the area causing several break locks. Target burn occurred at approximately 11 miles.

4th Run. No target acquisition, lock-up, or burn through the entire run. Locked-up visually at 5 miles.

23 February 1972

EVENT 4-1 CAPT RICHARDSON/LT LONG

1st Run. The intercept began after late contact. At 12 NM we requested noise jamming and the B-trace blossomed at 8 NM; the bogie was still visible on the scope. While making a rear quarter intercept, we locked onto the bogie and observed indications of an angle stealer.

2nd Run. A Judy occurred at 25 NM and we requested noise jamming. The B-trace blossomed and 20 seconds later we observed excessive target drift. The lock was manually broken and the target was reacquired. Following the reattack we had a noise strobe on the radar and were unable to visually reacquire the target.

23 February 1972

EVENT 3-1 MAJ PEDERSON/CAPT JACOBSON

1st Run. Contact and lock on occurred at 28 miles. The flight called for noise jamming and the "B" sweep flooded. Range information was lost when the gear switched to HOJ mode, however, there was discreet azimuth information. We broke lock manually and then observed a $\frac{1}{4}$ - $\frac{1}{2}$ inch band of noise with some side lobes. By degaining, the side lobes dropped out and we had a discreet noise band. We locked onto the noise and received an AOJ presentation. Initial burn through was at approximately 8 NM, however, when attempting lock-on, only AOJ locks could be attained. This was true throughout the reattack, and it was not until 1 NM that a full systems lock was obtained.

ENCLOSURE (1)

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17 March 1972

2nd Run. Contact and lock-on occurred at 25 NM and called for chaff. Thirty seconds later chaff was seen blossoming from the target. We broke lock manually and reacquired the target several times. A normal reattack was accomplished.

3rd Run. The target was initially determined by GCI to be in the middle of some previously dropped chaff. The bogie continued to drop chaff at intervals throughout the run. We were unable to lock on to the target or positively find it on the scope, and ran the complete intercept on GCI calls.

4th Run. We commenced the intercept just aft of the beam position at 8 NM. Locked on to chaff and chased it momentarily, then broke lock and attempted to reacquire the bogie. The intercept was completed just prior to reaching bingo fuel.

24 February 1972

EVENT 2-1 LTCOL MCFERREN/CAPT GORDON

1st Run. We acquired the target 30° right at 36 NM. Requested noise jamming and locked onto the target at 33 NM. Radar scope presentation appeared normal and the target remained bright and clear in the B-trace presentation. We completed an AIM-7 attack and an AIM-9 reattack.

2nd Run. The target was acquired in search at 27 NM and the radar set was put into an AOJ mode. We observed no change in scope presentation after noise was requested, broke lock manually and went to auto track lock on at 22 NM. We received an HOJ presentation and the target was visible in the B-trace. We completed the AIM-7 attack.

3rd Run. We requested chaff and detected it throughout the intercept, which was conducted by our wingman Blade 2-2 acting as TAC lead.

Prior to commencing a third run we were in holding while Blade 3-1 flight ran an intercept. We were able to observe "jamming and chaff" being applied to Blade 3-1 flight and were able to degain and pinpoint the target in azimuth and range.

24 February 1972

EVENT 2-2 CAPT CHAPMAN/LT HEINRICH

1st Run. We began the intercept in 10 NM trail of Blade 2-1. Observed light noise jamming, degained the radar, acquired the target and lock held throughout the run.

ENCLOSURE (1)

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03A07772
3500
17 March 1972

2nd Run. Completed the intercept on radar with no problem from jamming. Gain on the radar scope was low and no other action was necessary.

3rd Run. Blade 2-2 had the lead, moderate noise jamming was observed. Held a good lock on the target and the intercept was terminated by a simulated AIM-7 launch.

24 February 1972

EVENT 3-1 LT CLARE/LT GAMBLE

1st Run. The target was jamming as we turned inbound, and we were unable to get an AOJ lock: noise was heavy and effective. Burn through occurred at 12 NM, the target was locked up and intercept completed. No apparent range or angle deception in the rear quarter.

2nd Run. Again the target was jamming with noise as we turned inbound. We were able to get an AOJ presentation and continued the intercept. Observed no burn through and converted the intercept to the rear quarter on GCI calls.

3rd Run. Acquisition occurred at 38 NM and we called for noise. We had a flickering HOJ light for a few seconds and then the radar system maintained a full lock. The intercept was continued to a simulated AIM-7 launch.

4th Run. Called for chaff and had no problem detecting and acquiring the bogie. Requested noise jamming and the HOJ light flickered, then the radar system maintained a full lock. Continued the intercept to 7 NM and the radar system switched lock to the chaff. We passed at $\frac{3}{4}$ NM and terminated the run.

24 February 1972

EVENT 3-2 MAJ DUFFY/LT LONG

1st Run. Noted a heavy noise band but no AOJ. Burn through occurred at 7 NM. Completed a reattack.

2nd Run. From a 70 mile setup ran the intercept on the noise jamming signal of the EA-6A.

3rd Run. After a 20 mile contact, noise jamming was moderate. We were able to track the bogie, but without HOJ. The magnetron failed at 15 miles.

4th Run. The intercept began with a 28 mile contact and lockup, but we broke lock at 20 NM due to a radar malfunction.

ENCLOSURE (1)

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03A07772.
3500
17 March 1972

24 February 1972

EVENT 4-1 CAPT DRAY/CAPT RUSSILLO

1st Run. Enroute to the working area the radar was in 100 NM scope, and at 85 NM we observed a noise strobe at approximately 10° right. We commenced the intercept and saw the target at 60 NM. Attempted lock on at 50 NM with no success, then called for noise jamming and received it at 42 NM. The target was visible, but at 35 NM disappeared in the strobe. Burn through occurred at 11 NM but the radar would not lock on. Rolled out 2 NM in trail and completed a simulated AIM-9 launch.

24 February 1972

EVENT 4-2 CAPT ROBERTS/LT STEWART

1st Run. With a search only radar, we observed burn through at approximately 11 NM. Noise jamming required considerable reduction in gain setting to distinguish the target. When chaff was presented, little difficulty was encountered in attempting to track the target.

ENCLOSURE (1)

CONFIDENTIAL

5750
003A20072
19 July 1972

SECRET

Trip Report; Reconnaissance Conference held at Taegu
Air Base, 25-26 May 1972

SECRET

TAB 4

FAHIC COMPOSITE RECONNAISSANCE SQUADRON ONE
 Marine Aircraft Group-15, 1st Marine Aircraft Wing
 Fleet Marine Force, Pacific, P.O. San Francisco 96002

3:00P: Hg
 5000
 3 June 1972

From: Commanding Officer
 To: Commanding General, First Marine Aircraft Wing (Attn: 3-3)
 Via: Commanding Officer, Marine Aircraft Group-15 (Attn: 3-3)
 Subj: Brig Report; Reconnaissance Conference held at Taegu AB 25-26 May 1972

THE REPORT

ATTENDANCE

AIR FORCE

Colonel STEARNS
 Lieutenant Colonel MOORE
 Lieutenant Colonel HAY
 Lieutenant Colonel BORTWITZ
 Major MILLER
 Major BOHRS

314 Air Div Director of Ops
 314 Air Div S. O. JX
 15th FRS S. O.
 15th FRS Squadron Navigator
 15th FRS OPS O
 Hq 53d AF (DOFS)

ARMY

Colonel MOO
 Lieutenant Colonel HARRIS
 Major RAY
 Major BELL

USARF Combat Air Center Director of Ops
 32 FRS S. O.
 Combat Air Center
 32 FRS OPS O

NAVY-1

Major DALLIN
 Captain WILK
 Captain B. B. MOORE
 First Lieutenant COLEMAN

Executive Officer
 Asst. Ops Officer
 Aviation Safety Officer
 Planning and Briefing Officer

1. The primary purpose of the conference was to discuss problems that are inherent in the reconnaissance community as a whole and those areas that are peculiar to this theater of operations. Presentations were made by each organization on procedures, training, and problem areas.

6. Aircraft 111 to 115, Commander of the 11th, presented the same organizational chart. They are presently flying the F-4 and are preparing to receive their first F-4's this month. By September, 1966, 111 to 115 will be phased out of the 11th and the 11th will have 11 F-4's. The 12th is the only new unit established in the 11th. All of their pilots are required to have a minimum of a fighter pilot's wings and a minimum of one year of experience in a fighter pilot's role. They are required to have a minimum of one year of experience in a fighter pilot's role. They are required to have a minimum of one year of experience in a fighter pilot's role. They are required to have a minimum of one year of experience in a fighter pilot's role.

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average time taken to file: 700 hours

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2000 2001 2002 2003 2004 2005 2006 2007 2008 2009 2010 2011 2012 2013 2014 2015 2016 2017 2018 2019 2020 2021 2022 2023 2024 2025 2026 2027 2028 2029 2030 2031 2032 2033 2034 2035 2036 2037 2038 2039 2040 2041 2042 2043 2044 2045 2046 2047 2048 2049 2050 2051 2052 2053 2054 2055 2056 2057 2058 2059 2060 2061 2062 2063 2064 2065 2066 2067 2068 2069 2070 2071 2072 2073 2074 2075 2076 2077 2078 2079 2080 2081 2082 2083 2084 2085 2086 2087 2088 2089 2090 2091 2092 2093 2094 2095 2096 2097 2098 2099 2100 2101 2102 2103 2104 2105 2106 2107 2108 2109 2110 2111 2112 2113 2114 2115 2116 2117 2118 2119 2120 2121 2122 2123 2124 2125 2126 2127 2128 2129 2130 2131 2132 2133 2134 2135 2136 2137 2138 2139 2140 2141 2142 2143 2144 2145 2146 2147 2148 2149 2150 2151 2152 2153 2154 2155 2156 2157 2158 2159 2160 2161 2162 2163 2164 2165 2166 2167 2168 2169 2170 2171 2172 2173 2174 2175 2176 2177 2178 2179 2180 2181 2182 2183 2184 2185 2186 2187 2188 2189 2190 2191 2192 2193 2194 2195 2196 2197 2198 2199 2200 2201 2202 2203 2204 2205 2206 2207 2208 2209 2210 2211 2212 2213 2214 2215 2216 2217 2218 2219 2220 2221 2222 2223 2224 2225 2226 2227 2228 2229 2230 2231 2232 2233 2234 2235 2236 2237 2238 2239 2240 2241 2242 2243 2244 2245 2246 2247 2248 2249 2250 2251 2252 2253 2254 2255 2256 2257 2258 2259 2260 2261 2262 2263 2264 2265 2266 2267 2268 2269 2270 2271 2272 2273 2274 2275 2276 2277 2278 2279 2280 2281 2282 2283 2284 2285 2286 2287 2288 2289 2290 2291 2292 2293 2294 2295 2296 2297 2298 2299 2300 2301 2302 2303 2304 2305 2306 2307 2308 2309 2310 2311 2312 2313 2314 2315 2316 2317 2318 2319 2320 2321 2322 2323 2324 2325 2326 2327 2328 2329 2330 2331 2332 2333 2334 2335 2336 2337 2338 2339 2340 2341 2342 2343 2344 2345 2346 2347 2348 2349 2350 2351 2352 2353 2354 2355 2356 2357 2358 2359 2360 2361 2362 2363 2364 2365 2366 2367 2368 2369 2370 2371 2372 2373 2374 2375 2376 2377 2378 2379 2380 2381 2382 2383 2384 2385 2386 2387 2388 2389 2390 2391 2392 2393 2394 2395 2396 2397 2398 2399 2400 2401 2402 2403 2404 2405 2406 2407 2408 2409 2410 2411 2412 2413 2414 2415 2416 2417 2418 2419 2420 2421 2422 2423 2424 2425 2426 2427 2428 2429 2430 2431 2432 2433 2434 2435 2436 2437 2438 2439 2440 2441 2442 2443 2444 2445 2446 2447 2448 2449 2450 2451 2452 2453 2454 2455 2456 2457 2458 2459 2460 2461 2462 2463 2464 2465 2466 2467 2468 2469 2470 2471 2472 2473 2474 2475 2476 2477 2478 2479 2480 2481 2482 2483 2484 2485 2486 2487 2488 2489 2490 2491 2492 2493 2494 2495 2496 2497 2498 2499 2500 2501 2502 2503 2504 2505 2506 2507 2508 2509 2510 2511 2512 2513 2514 2515 2516 2517 2518 2519 2520 2521 2522 2523 2524 2525 2526 2527 2528 2529 2530 2531 2532 2533 2534 2535 2536 2537 2538 2539 2540 2541 2542 2543 2544 2545 2546 2547 2548 2549 2550 2551 2552 2553 2554 2555 2556 2557 2558 2559 2560 2561 2562 2563 2564 2565 2566 2567 2568 2569 2570 2571 2572 2573 2574 2575 2576 2577 2578 2579 2580 2581 2582 2583 2584 2585 2586 2587 2588 2589 2590 2591 2592 2593 2594 2595 2596 2597 2598 2599 2600 2601 2602 2603 2604 2605 2606 2607 2608 2609 2610 2611 2612 2613 2614 2615 2616 2617 2618 2619 2620 2621 2622 2623 2624 2625 2626 2627 2628 2629 2630 2631 2632 2633 2634 2635 2636 2637 2638 2639 2640 2641 2642 2643 2644 2645 2646 2647 2648 2649 2650 2651 2652 2653 2654 2655 2656 2657 2658 2659 2660 2661 2662 2663 2664 2665 2666 2667 2668 2669 2670 2671 2672 2673 2674 2675 2676 2677 2678 2679 2680 2681 2682 2683 2684 2685 2686 2687 2688 2689 2690 2691 2692 2693 2694 2695 2696 2697 2698 2699 2700 2701 2702 2703 2704 2705 2706 2707 2708 2709 2710 2711 2712 2713 2714 2715 2716 2717 2718 2719 2720 2721 2722 2723 2724 2725 2726 2727 2728 2729 2730 2731 2732 2733 2734 2735 2736 2737 2738 2739 2740 2741 2742 2743 2744 2745 2746 2747 2748 2749 2750 2751 2752 2753 2754 2755 2756 2757 2758 2759 2760 2761 2762 2763 2764 2765 2766 2767 2768 2769 2770 2771 2772 2773 2774 2775 2776 2777 2778 2779 2780 2781 2782 2783 2784 2785 2786 2787 2788 2789 2790 2791 2792 2793 2794 2795 2796 2797 2798 2799 2800 2801 2802 2803 2804 2805 2806 2807 2808 2809 2810 2811 2812 2813 2814 2815 2816 2817 2818

U.S. Dept. of Justice, Federal Bureau of Investigation, Washington, D.C. 20535

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3 June 1972

and 23-01A photo complex.

5. A seminar on Westpac reconnaissance capabilities and problems was conducted the morning of the second day. The following topics were discussed:

a. The 10th AF problems centered mainly around photo supply and photo equipment. Lack of trained photo technicians was also a problem area.

b. It was agreed that the use of the 10-4 SRA (Side Looking Radar) has little, if any tactical value due to its small scale and poor resolution. The Air Force is faced with filling requests from agencies that confuse the product provided by the OV-10B (Hawk) with that from the 10-4. These are two completely different systems and the OV-10B is superior to the 10-4.

c. The Air Force stated that the use of their AF radio in the squadron has increased their combat potential for on-call missions and reduced their turn around time for aircraft with minor maintenance problems. It was agreed that the 10-4 capability can greatly enhance operations. A-10-1 does not have this capability. All the information on the equipment used by the Air Force was obtained and will be the subject of separate correspondence.

d. The 10th AF and the Air Force see no problem with First MA aircraft flying low level routes in North Korea at the present time while awaiting final approval of the published low level routes, however, coordination between the First MA and the 31st Air Division is required prior to instituting this training. First MA aircraft could fly a high-low-high profile to work in North Korea under MA control. The aircraft could contact the 15th AF at the 10-4/10-4/10-4 to obtain traffic information on MA aircraft that are working in the area.

e. The proposed published low level routes which were coordinated with the First MA were discussed to some extent. Lieutenant Colonel [redacted], 31st Air Division, USAF, has been working on these routes since their inception. He stated that the routes have been approved but require high approval, which is the controlling agency for North Korea, as well as the routes due to inadequate procedures for VFR penetration into the corridors from a coordinated 10-4/10-4 flight plan. As of this time there is no estimated approval date.

f. Another area discussed for aircraft training was the possibility of working with aircraft and ground targets. The majority of aircraft in 10-4-1 have never worked with targets and this training would be of great value to the combat readiness of the squadron.

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3 June 1972

6. The final topic of discussion at this conference was the possibility of a testing reconnaissance expedition. The preliminary planning was quite general in nature and the specific details would be worked out at a later date if the expedition is approved.

a. The reconnaissance cycle was broken down into several sub-phases:

- (1) Target location
- (2) Mission planning
- (3) Mission execution
- (4) Target acquisition
- (5) Data processing
- (6) Photo interpretation
- (7) Print and deliver

a. General ideas and procedures that were formulated:

- (1) Day photo
- (2) Location:
 - (a) Range - 10-15, 17-18
 - (b) Azimuth - 10-15
- (3) Data processing - design for all services
- (4) Use aircraft with two cameras each
- (5) Targets
 - (a) Forward oblique
 - (b) Side oblique
 - (c) Stereo and (essential elements of intelligence) re-

quired

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3 June 1972

(6) Ground speed - 420 Kt average for entire course

(7) Scoring

(a) Mission planning 100 points

(b) Timing 200 points

(c) 1 sortie @ 150 points 600 points

(d) 2 sorties @ 50 points 100 points

1000 points per sortie

4000 points per squadron

(8) Engines - Ground and Airborne tests

7. The reconnaissance conference held at Taegu 4) provided an opportunity for F-4J-1 to meet representatives from the other Westpac reconnaissance units and to consult from their experience. The RAAF and the Air Force, are willing to cooperate with the Marine Corps in problem areas that we are encountering at the present time in Japan and Korea. It is recommended that contact be made with Lieutenant Colonel 1000, 31st Air Division, Guam, Korea in regard to the proposed low level routes and the possible use of Korean airspace prior to approval of the Korean routes. Both services have left First Air an open invitation to visit and discuss problems of mutual concern.

J. L. MILLER

5750
003A20072
19 July 1972

SECRET

Monthly Photo Reports

SECRET

TAB 5

MARINE COMPOSITE RECONNAISSANCE SQUADRON ONE
Marine Aircraft Group-15, 1st Marine Aircraft Wing
Fleet Marine Force, Pacific, FPO San Francisco 96602

3:16G:dwk
1 February 1972

From: P&B Officer
To: Commanding Officer
Via: Operations Officer

Subj: Monthly Photo Report, Month of January 1972

1. The following is the status of the photographic missions flown by this squadron during the month of January 1972.

Official Sorties Flown	5
Official Missions Completed	1
Syllabus Sorties Flown	25
Syllabus Sorties Completed	2
Official Missions Cancelled	0
Official Missions Awaiting Comp.	5
Miscellaneous Sorties Flown.	10
Total Sorties Flown	41

2. Official Missions Awaiting completion in order are: 22-71; 1-72,, 2-72, 4-72.

3. It should be noted that due to inclement weather many syllabus sorties (17) could not be completed, although the aircrew did make attempts at the assigned targets, and that of the remaining six syllabus sorties flown, two were lost due to fogged film, two were lost due to camera malfunctions, and two were lost due to misplaced film.

4. It should also be noted that 6 official sorties were scheduled for cross-country flights but all changed from photo to Instrument Nav sorties due to PPR cancellation or weather.

L. G. COWELL
 1STLT USMCR

MARINE COMPOSITE RECONNAISSANCE SQUADRON ONE
 Marine Aircraft Group-15, 1st Marine Aircraft Wing
 Fleet Marine Force, Pacific, FPO San Francisco 96602

3:LGC:dwt
 28 February 1972

From: P&B Officer
 To: Commanding Officer
 Via: Operations Officer

Subj: Photo Report, Month of February

1. The following is the status of photographic missions flown by this squadron during the month of February 1972.

Official Sorties Flown	<u>20</u>
Official Missions Completed	<u>5</u>
Syllabus Sorties Flown.	<u>7</u>
Syllabus Sorties Completed.	<u>0</u>
Official Missions Cancelled	<u>0</u>
Official Missions Awaiting Completion.	<u>2</u>
Miscellaneous Sorties Flown.	<u>8</u>
Total Sorties Flown	<u>36</u>

2. Official Missions awaiting completion are 1-72 and 6-72, of which 6-72 is partially complete.

L. G. COWELL
 1STLT USMCR

MARINE COMPOSITE RECONNAISSANCE SQUADRON ONE
Marine Aircraft Group-15, 1st Marine Aircraft Wing
Fleet Marine Force, Pacific, FPO San Francisco 96602

3:1CC:mlg

3000

31 March 1972

From: Planning and Briefing Officer
To: Commanding Officer, Marine Composite Reconnaissance Squadron One
Via: Operations Officer, Marine Composite Reconnaissance Squadron One

Subj: Photo Report, Month of March 1972

1. The following is the status of photographic mission flown by this squadron during the month of March 1972.

Official Sorties Flown:	5
Official Missions Completed:	2
Syllabus Sorties Flown:	8
Syllabus Sorties Completed:	3
Official Missions Cancelled:	0
Official Missions Awaiting Completion:	1
Miscellaneous Sorties Flown:	1
Total Sorties Flown:	14

L. G. CORWELL
1st Lt., USMCR

MARINE COMPOSITE RECONNAISSANCE SQUADRON ONE
Marine Aircraft Group-15, 1st Marine Aircraft Wing
Fleet Marine Force, Pacific, FPO San Francisco 96602

3:LGJ:mlg

10710

2 May 1972

From: Planning and Briefing Officer
To: Commanding Officer, Marine Composite Reconnaissance Squadron One
Via: Operations Officer, Marine Composite Reconnaissance Squadron One
Subj: Photo Report, Month of April 1972

1. The following is the status of photographic mission flown by this squadron during the month of April 1972.

Official Sorties Flown:	4
Official Missions Completed:	1
Syllabus Sorties Flown	5
Syllabus Sorties Completed:	2
Official Missions Cancelled:	0
Official Missions Awaiting Completion:	2
Miscellaneous Sorties Flown:	0
Total Sorties Flown:	9

2. Report does not include the photo sorties that were scheduled but could not be flown due to the fact that "Jinxie Jap" was inoperative.

L. A. CORRELL
1STLT USMC

MARINE COMPOSITE RECONNAISSANCE SQUADRON ONE
Marine Aircraft Group 15, 1st Marine Aircraft Wing
Fleet Marine Force, Pacific, FPO San Francisco 96602

3:IGC:mlg

10710

1 June 1972

From: Planning and Briefing Officer
To: Commanding Officer, Marine Composite Reconnaissance Squadron One
Via: Operations Officer, Marine Composite Reconnaissance Squadron One

Subj: Photo Report; month of May 1972

1. The following is the status of photographic missions flown by this squadron during the month of May 1972.

Official Sorties Flown:	4
Official Missions Completed:	0
Syllabus Sorties Flown:	17
Syllabus Sorties Completed:	14
Official Missions Cancelled:	0
Official Missions Awaiting Completion:	2
Miscellaneous Sorties Flown:	1
Total Sorties Flown:	22

2. Report does not include the photo sorties that were scheduled but could not be flown due to the fact that "Dixie Cup" was inoperative.

L. C. COWELL
1stLt USMCR

PLANNING AND BRIEFING SECTION
Marine Composite Reconnaissance Squadron 1
Marine Aircraft Group 12
1st Marine Aircraft Wing, FMFPacific
FPO San Francisco, California 96602

03:LGC:wwjw
18 July 1972

From: Planning and Briefing Officer
To: Commanding Officer
Via: Operations Officer

Subj.: Monthly Photo Report, Month of June 1972

1. The following is the status of photographic missions flown by the squadron during the month of June.

Official Sorties flown:	11
Official missions Completed:	1
Syllabus sorties flown:	29
Syllabus sorties completed:	26
Official missions canceled:	0
Official missions awaiting completion:	1
Miscellaneous sorties flown:	3
Total sorties flown:	43

2.. Report does not include the photo sorties that were scheduled but could not be flown due to the fact that "Dixie Cup" was inoperative.

L. G. COWELL
1stLt. USMCR

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19 July 1972

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Morning Reports

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TAB 6

XXXXXXXXXXXXXXXXXX

FROM 1JUL-31DEC72

XXXX

923	548	490	55	491	109	80.9	1,742.7	962.3
497	322	286	38	228	56	76.9	1,236.0	767.3
1,420	870	776	93	719	165	157.8	2,978.7	1,729.6

685	70
514	75
1,199	145

1-31 JANUARY 1972

131	71	65	6	70	10	4.0	262.0	132.7
74	59	49	10	42	27	9.9	185.0	142.2
205	130	114	16	112	37	13.9	447.0	274.9

121	6
61	11
182	16

1-29 February 1972

111	76	70	6	63	28	9.7	232.0	150.7
69	29	23	6	51	11	0.5	172.5	83.0
180	105	93	12	114	39	10.2	404.5	233.7

119

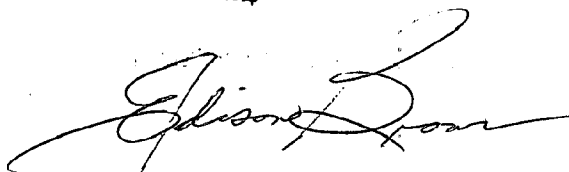
17

34

7

153

24



1-31 March 1972

1-31 March 1972

125	74	73	1	65	14	1.5	250.0	134.6
48	65	59	6	29	46	14.0	122.5	157.2
173	139	132	7	94	60	15.5	372.5	291.8

144

1

84

7

228

8

1-31 May 1972

130	115	82	23	42	7	39.2	230.5	192.0
2	1	1	0	2	1	0.0	5.0	2.3
132	116	83	23	44	8	39.2	235.5	194.3

166

9

175

52

52

1-30 June 1972

133	118	109	9	48	3.6	15.8	204.5	239.1
0	0	0	0	0	0.0	0.0	0.0	0.0
133	118	109	9	48	3.6	15.8	204.5	239.1

168

0

168

20

0

20