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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

3: LGC smlg  
 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 1 OF 4

1st MAW S&C No.
2180-72

Copy No.
1

COLLECTIVE INSTRUMENTS
DATA

MAG 12 S&C	
CONTROL #	COPY #
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~~SECRET~~

Jan - Jun 1972

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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

COMMAND CHRONOLOGY

1 January 1972 through 30 June 1972

Index

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- PART II                  Narrative Summary
- PART III                Sequential Listing of Significant Events
- PART IV                Supporting Documents

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5750  
003420072  
19 July 1972PART IORGANIZATIONAL DATA1. DESIGNATIONMarine Composite Reconnaissance Squadron One COMMANDER  
LtCol. 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. DAILEY	1 January - 24 March 25 March - 17 April 18 April - 30 June
Administrative Officer	Capt. W. H. ARCTULARIUS Capt. P. T. PITTERLE	1 January - 1 April 2 April - 30 June
Intelligence Officer	Capt. R. M. ANTHONY 1stLt. F. R. STEWART	1 January - 1 February 2 February - 30 June
Operations Officer	Maj. John D. CARLTON Capt. J. D. WEIDES Maj. L. E. AMICK Maj. J. DERMODY	1 January - 24 March 25 March - 17 April 18 April - 1 June 2 June - 30 June
Logistics Officer	Capt. L. D. STOUT Capt. B. R. RUSTHOVEN	1 January - 3 May 4 May - 30 June
Maintenance Officer	Maj. L. E. AMICK Maj. J. A. WILLIAMS	1 January - 17 April 18 April - 30 June
Sergeant Major	MSgt. D. W. FORTNER 1stSgt. R. L. BOWMAN	1 January - 3 January 4 January - 30 June

Enclosure (1)  
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5750  
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19 July 19724. AVERAGE MONTHLY STRENGTH

USMC		USN		OTHER	
<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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19 July 1972PART IINARRATIVE SUMMARY

1. (U) During the period of this chronology, VMGJ-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 proficiency 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, VMGJ-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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19 July 1972

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.

Enclosure (1)  
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19 July 1972PART 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 aircrrew training records and timely completion of all training requirements. Catergory 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
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Total RF-4B Hours	1,004.8
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	Total 1,931.6
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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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19 July 1972

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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19 July 1972

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)

Enclosure (1)

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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

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

3:1GCtdwt

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03AD3472

3 February 1972

**SECRET**

From: Commanding Officer  
 To: Commanding Officer, Marine Aircraft Group-15 (Attn: S-3)  
 Subj: Monthly Historical Report  
 Ref: (a) Gru0 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. JAMX

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. Beavorthound

b. Passive ECM Reconnaissance

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

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

3. (C) ECM Exercise 17 January 1972

a. JAMX

VMCJ-1
S.C NO
D-0016-72
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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 aircrues 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 aircrues involved.
- 5. (S) ECM Exercise 21-29 January 1972
  - a. JAWER
  - 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 aircrues involved. This was an increase of approximately 16% for the ECM's and 6% 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 RPS 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 Kaduna 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 S-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:

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

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

JOHN D. CARLTON  
By direction

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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:IGC:dut  
 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) Gru0 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
S.C NO
D-0022-72
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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 positive 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 forwarded 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	<u>69</u>	<u>29</u>	<u>83.0</u>
	<u>180</u>	<u>105</u>	<u>233.7</u>

b. None

c. None

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2-B

5750  
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2 March 1972

SECRET

d. None

e. None

R. T. DOUGLAS  
Acting

SECRET

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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  
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 5750  
 03A09972  
 8 April 1972

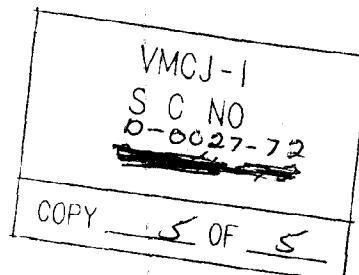
**SECRET**

From: Commanding Officer  
 To: Commanding Officer, Marine Aircraft Group-15 (Attn: S-3)  
 Subj: Monthly Historical Report  
 Ref: (a) CruO 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 Warden.
  - c. One (1) EA-6A aircraft flew one (1) sortie utilizing both electronic and mechanical ECM against the USS Warden.
  - 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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8 April 1972SECRET

- 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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8 April 1972SECRET

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. C. OWENS Jr. and Brigadier General A. W. O'DONNELL attended the VMCJ-1 Change of Command. Major John D. CARLTON assumed command relieving Lieutenant Colonel S. S. EISENHAUER.

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 - VMCJ-1 Change of Command with Major General R. C. OWENS Jr. attending. Major John D. CARLTON assumed the command, relieving Lieutenant Colonel S. S. EISENHAUER.

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~~SECRET~~PART IVMATTERS 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	48	65	157.2
<b>TOTAL</b>	<b>173</b>	<b>139</b>	<b>291.8</b>

B. (U) Captain HILL and Captain HINA 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. BO HE 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 VMCIJ-1 to observe squadron operations and receive a brief on the EA-6A aircraft. Lieutenant General CHEN personally requested to visit VMCIJ-1 because of the squadron's connection with the Eagle exercises.

On 23 March 1972 Colonel EDO and a contingent of Japanese dignitaries visited VMCIJ-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

SECRET

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

B. None

L. E. AMICK  
Acting

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

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

VMCJ-1  
 S.C NO  
 D-0014-72

8:RPC:dwt  
 08A03472  
 3 February 1972

SECRET

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

COPY 5 OF 5

**SECRET**

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, ROCA, 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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TAB 3-A

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3 February 1972SECRET

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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3 February 1972SECRET

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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08A03472  
3 February 1972

SECRET

this exercise is not one sided, however. The crews of VMCJ-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. VMCJ-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 VMCJ-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 rearing large increases in combat readiness from the future Eagle exercises.

S. S. EISENHAUER

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Page 4 of 4 Pages

3-A

SECRET

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

DEPARTMENT OF THE NAVY

## Memorandum

DATE: 28 Feb 1972

003A03972

FROM: 1st Lt J. M. CHRISTENSEN

: Operations

SUBJ: Mission Report

SECRET

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 VMCIJ-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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VMCIJ-1		



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TIME	AIRCRAFT	CODE	TYPE JAMMING
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 contered 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 effeciently operate the 86 system, it would be an auspecious 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 10 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 durring 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 1st Lt 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. 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.

q.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 unclassified.

*T. K. DUFFY*  
 T. K. DUFFY

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**VMFA-115**

**S+C#**

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*086-72*

**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

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**TAB S-C**

**CONFIDENTIAL**03A07772  
3500  
17 March 1972

23 February 1972

## EVENT 2-1 LTCOL MCFERREN/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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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, aquired the target and lock held throughout the run.

ENCLOSURE (1)

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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. Aquisition 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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**CONFIDENTIAL**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)

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5750  
003A20072  
19 July 1972

SECRET

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

SECRET

TAC 4

DECLASSIFIED

MAIL TO: COMMANDER, MARINE AIRCRAFT GROUP-15  
Marine Aircraft Group-15, 1st Marine Aircraft Wing  
Fleet Marine Force, Pacific, FMC San Francisco 96002

3:00P: 13  
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)  
Subject: Trip Report; Personnel Service Conference held at Taegu AB 25-26 May 1972

TRIP REPORT

ATTENDANCE

MR. ROLES

Lieutenant Colonel AB	314 Air Div Director of Ops
Lieutenant Colonel AB	314 Air Div C. O. 3X
Lieutenant Colonel AB	15th MAS C. O.
Lieutenant Colonel AB	15th MAS Squadron Navigator
Major AB	15th MAS Ops C
Major AB	Eq 5th AF (DOD)

REKAF

Colonel AB	REKAF 3rd Air Center Director of Ops
Lieutenant Colonel NAME	32 MAS C. O.
Major AB	3rd Air Center
Major AB	32 MAS Ops C

MAJ-1

Major NAME	Executive Officer
Captain NAME	Asst. Ops Officer
Captain NAME	Aviation Safety Officer
First Lieutenant NAME	Planning and Briefing Officer

1. The primary purpose of the conference was to discuss problems that are inherent in the personnel service 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.

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3 June 1972

The 2-17" average allows for a width of 25 ft. and, therefore, 110' apart. This is a very safe spacing, as it is in the 2-3' average type. Measurements of the 110' spacing in the 2-17" average type are 110' 10" to 110' 12" and the 110' spacing in the 2-3' average type is 110' 10" to 110' 12".

the 19th and 20th of May, 1919, in the city of St. Louis, Missouri, in the presence of the undersigned, a notary public, who is a citizen of the United States, and who is qualified to administer oaths.

the one service level is used for all the different types of services.

47-2179-11-18 2-1963 4-1 2-1963 2-1963

1990-1991. *Journal of the American Statistical Association*, 86, 100-108.

卷之三十一 附錄

Journal of Health Politics, Policy and Law, Vol. 33, No. 4, December 2008  
DOI 10.1215/03616878-33-4 © 2008 by the Southern Political Science Association

The last and final stage of the river system is the lake of  
Sagami which is situated at the mouth of the river. It is the largest  
natural lake in Japan and has an area of 250 square miles. It is low  
level and shallow with a small number of islands and marshes.  
The lake is fed by three rivers, the Agano, the Arakawa and  
the Sagami, and the flow is very rapid. The lake is about  
10 miles long and 5 miles wide, and the water is very  
clear and transparent. The lake is surrounded by  
mountains and forests, and the air is very  
fresh and invigorating.

5000  
3 June 1972

and AB-58A photo complex.

b. A seminar on electronic reconnaissance peculiarities and problems was conducted and meeting of the second day. The following topics were discussed:

a. The USAF problems seemed 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 OV-10A (Silent Lookin, Radar) was little, if any tactical value due to its small scale and poor resolution. The Air Force is faced with filling requests from agencies that consider the product provided by the OV-10A (Hawk) with that from the F-4. These are two completely different systems and no OV-10A is superior to the F-4.

c. The Air Force stated that the use of their IR radio in the squadron has increased their combat potential for air-call missions and reduced their turn around time for aircraft with minor maintenance problems. It was agreed that the IR capability can greatly enhance operations. A OV-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 USAF and the Air Force see no problem with First MA aircraft flying low level routes in South Korea at the present time while awaiting final approval of the published low level routes, however, coordination between the First MA and the 38th Air Division is required prior to instituting this training. First MA aircraft could fly a high-low-high profile to work in South Korea after ROK control. The aircraft would contact the 15th AB at the ROK/VNHP to obtain traffic information on all aircraft that are operating in the area.

e. The proposed published low level routes which were coordinated with the First MA were discussed to some extent. Lieutenant Colonel Kim, 38th Air Division, USAF, has been working on these routes since their inception. He stated that the routes have been approved but Daegu ROK Control, which is the controlling agency for South Korea, is holding up the routes due to incongruous services for USAF penetration into the corridors from a combat ROK flight plan. As of this time there is no estimated approval date.

f. Another area discussed for aircraf training was the possibility of working with aircraf and ground ROK's. The majority of aircraf in OV-10A have never worked with ROK's. This training would be of great value to the combat readiness of the squadron.

5000  
3 June 1972

6. The final topic of discussion at this conference was the possibility of a test and research phase of operations. The preliminary planning was of a general in nature and the specific details would be worked out at a later date if the recommendation is approved.

7. The research and development cycle was broken down into seven sub-phases:

- (1) Area Studies
- (2) Mission Definition
- (3) Mission Analysis
- (4) Target Requirements
- (5) Mission Planning
- (6) Mission Anticipated Results
- (7) Print and Deliver

8. Test and research was proposed when more information:

- (1) Air photo
- (2) Sensors
- (3) Targets
- (a) Forward control, etc.
- (b) Remote control
- (3) Mission planning - Major for all services
- (4) Test aircraft (air and ground test)
- (5) Targets
- (a) Forward control, etc.
- (b) Remote control
- (c) Aircrew and (as required) direction of intelligence) requirements

4-4

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3 June 1972

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

(7) Landing

(a) Mission planning 100 points

(b) Planning 200 points

(c) 1 TBM @ 150 points 600 points

(d) 2 TBM @ 50 points 100 points

1000 points per sortie

4000 points per squadron

(8) Supplies - Ground and Airmobile flights

• The reconnaissance conference held at Daegu AB provided an opportunity for RCU-1 to meet representatives from the other Westpac reconnaissance units and to benefit from their experience. The AFM 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 J. H. Hill, 314th Air Division, USAF, Korea in regard to the proposed low level routes and the possible use of airmobile airspace prior to approval of the Korean routes. Both services have left AFM with an open invitation to visit and discuss problems of mutual concern.

J. L. BAILY

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19 July 1972

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Monthly Photo Reports

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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

31LCC MWT  
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:dw  
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:LCG: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. CORELL  
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:mly

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 "Jixie Cup" was inoperative.

L. A. COLELL  
1ST LT USMC

5-4

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

3:LCG: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:IGC:wjw  
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  
1st Lt. USMCR

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19 July 1972

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Morning Reports

SECRET

TAB 6

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## DECLASSIFIED

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

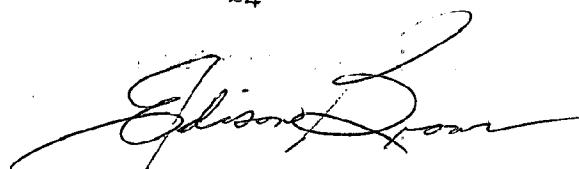
1-29 February 1972

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
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34	7
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153	24
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6-2

## DECLASSIFIED

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			

SEPARATION FROM THE STATE OF NEW YORK AND THE TERRITORIES OF ALASKA AND HAWAII.

電氣工程系  
電氣工程系

1. *Yerushalayim* (Jerusalem) 2. *Yerushalayim* (Jerusalem)

1-30 APR 22 1972

RECENT HABITAT	WATER								
10000	72	73	74	75	76	77	78	79	80
100000	2	3	4	5	6	7	8	9	10
1000000	22	23	24	25	26	27	28	29	30

W.M.	W.M.
1000	1000
1000	1000
1000	1000
1000	1000

### BRITISH GOVERNMENT

## DECLASSIFIED

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					52			
9								
175					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					20			
0					0			
168					20			

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