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00857 65~~SECRET~~ - Unclassified upon removal of enclosure (126 OCT 1965)**UNCLASSIFIED**SECOND ENDORSEMENT on Hq, 1st MAW ltr 3:JCB:sb over 5750  
Ser: 002305 of 26Sep65From: Commanding General, Fleet Marine Force, Pacific  
To: Commandant of the Marine Corps (Code A03D)

Subj: 1st Marine Aircraft Wing Command Chronology, July and August 1965; submission of (U)

Encl: ✓(1) 1st MAW Command Chronology, July and August 1965  
(10 Parts)

1. Forwarded.

*Regan Fuller*REGAN FULLER  
Chief of StaffCopy to:  
CG 1st MAW

1ST MAW

CMD CHRON

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FIRST ENDORSEMENT on HQ, 1st MAW ltr 3:JCB:sb over 5750 Ser: 0023005  
of 26Sep65

From: Commanding General, III Marine Amphibious Force  
To: Commandant of the Marine Corps  
Via: Commanding General, Fleet Marine Force, Pacific

Subj: 1st Marine Aircraft Wing Command Chronology, July and August 1965,  
submission of

1. Forwarded.

Copy to:  
CG 1st MAW

*J. C. Axell*

G. C. AXTELL

*Copy #1 of 4*

This letter is downgraded to UNCLASSIFIED upon removal of the  
attached report.

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HEADQUARTERS  
1st Marine Aircraft Wing  
Fleet Marine Force, Pacific  
FPO San Francisco 96601

3:JCB:sb

5750

Ser:0023005

SEP 26 1965

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~~UNCLASSIFIED~~

From: Commanding General  
To: Commandant of the Marine Corps (Code AO3D)  
Via: (1) Commanding General, III Marine Amphibious Force  
(2) Commanding General, Fleet Marine Force, Pacific

Subj: 1st Marine Aircraft Wing Command Chronology, July and August  
1965, submission of

Ref: (a) MCO 5750.2

1. In accordance with reference (a), the subject report consisting of Parts One, Two, Three, and Four is submitted.
2. The original copy only contains complete documentation.
3. This letter is downgraded to UNCLASSIFIED upon removal of the attached report.

*T. G. Bronleewe, Jr.*  
T. G. BRONLEWE, Jr.  
Chief of Staff

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NOT AUTOMATICALLY DECLASSIFIED

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FIRST MARINE AIRCRAFT WING

COMMAND CHRONOLOGY

PERIOD COVERED:

1 JULY 1965 - 31 AUGUST 1965

LOCATION:

REPUBLIC OF VIETNAM

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PART ONE  
ORGANIZATIONAL DATA

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## 1. Headquarters, 1st Marine Aircraft Wing - Commander and Staff

1 July - 31 August 1965

Rear Echelon  
Iwakuni, JapanAdvance Echelon  
Danang, RVNCommanding GeneralBrigadier General Marion E. CARL  
1 July - 30 August 1965Brigadier General Keith B. MCCUTCHEON  
1 July - 31 August 1965Commanding OfficerColonel Harry W. TAYLOR  
31 August 1965Chief of StaffColonel Thomas G. BRONLEWE, Jr.  
1 July - 5 August 1965Colonel Thomas J. O'CONNOR  
1 July - 5 August 1965Colonel Fred J. FRAZIER  
6 August - 30 August 1965Colonel Thomas G. BRONLEWE, Jr.  
6 August - 31 August 1965Executive OfficerColonel Fred J. FRAZIER  
31 August 1965Assistant Chief of Staff, G-1Colonel Wilbur D. WILCOX  
1 July - 15 August 1965Major Roger D. SWANSON  
1 July - 15 August 1965Lieutenant Colonel Robert O. CARLOCK  
16 August - 27 August 1965Colonel Wilbur D. WILCOX  
16 August - 31 AugustS-1Capt Bruce W. DRISCOLL  
31 August 1965Wing Personnel OfficerCaptain Richard R. MEALHOUSE  
1 July - 27 August 1965Second Lieutenant Bobby L. HARBISON  
1 July - 27 August 1965Captain Richard R. MEALHOUSE  
28 August - 31 August 1965**SECRET**

**SECRET**Assistant Chief of Staff, G-2

Colonel Lowell D. GROW  
1 July - 26 August 1965

Lieutenant Colonel Jack W. DINDINGER  
1 July - 17 July 1965

Lieutenant Colonel Joseph B. HARRISON  
27 August - 31 August 1965

Lieutenant Colonel Billy H. BARBER  
18 July - 31 August 1965

Assistant Chief of Staff, G-3

Colonel Robert W. KERSEY  
1 July - 31 August 1965

Lieutenant Colonel Robert L. LAMAR  
1 July - 2 July 1965

Colonel Leslie E. BROWN  
3 July - 31 August 1965

Assistant Chief of Staff, G-4

Lieutenant Colonel Redford D. SEARS  
1 July - 31 August 1965

Colonel Robert J. LYNCH, Jr.  
1 July - 31 August 1965

Communications/Electronics Officer

Lieutenant Colonel Elmer R. DANIELS  
1 July - 18 July 1965

Major Edward D. RESNIK  
1 July - 18 July 1965

Major Edward D. RESNIK  
19 July - 23 July 1965

Lieutenant Colonel Elmer R. DANIELS  
19 July - 31 August 1965

Lieutenant Colonel James A. BLAKELY  
24 July - 27 August 1965

Captain Telford J. HILL, Jr.  
28 August - 31 August 1965

Staff Secretary

Captain Richard J. PEREIRA  
1 July - 11 July 1965

Captain Julius M. RULE III  
26 July - 31 August 1965

Wing Staff Medical Officer

Commander Thomas W. TURNER  
1 July - 28 July 1965

Captain Robert E. MITCHEL  
21 August - 31 August 1965

Captain Robert E. MITCHEL  
29 July - 20 August 1965

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**SECRET**Wing Adjutant

Major Harley L. GRANT  
1 July - 31 August 1965

First Lieutenant Charles H. SHELTON  
1 July - 27 August 1965

Major David A. CLEELAND  
28 August - 31 August 1965

Wing Chaplain

Lieutenant Commander Richard SMITH  
1 July - 31 August 1965

Commander Peter J. BAKKER  
1 July - 31 August 1965

Special Services Officer

Major Royal H. WALKER  
1 July - 31 August 1965

First Lieutenant Peter E. STEVENSON  
1 July - 31 August 1965

Food Services Officer

CWO3 Lloyd H. MORGAN  
1 July - 31 August 1965

First Lieutenant William E. TISDALE  
1 July - 31 August 1965

Wing S&C Officer

First Lieutenant Harry C. BAXTER  
1 July - 31 August 1965

First Lieutenant Charles H. SHELTON  
1 July - 4 July 1965

Captain David J. WILLIS  
5 July - 31 August 1965

Wing Legal Officer

Colonel Harry S. POPPER  
1 July - 31 August 1965

Lieutenant Colonel Frederick H. CAMPBELL  
1 July - 31 August 1965

Wing Supply Officer

Colonel Robert B. MCERROOM  
1 July - 31 August 1965

Comptroller

Lieutenant Colonel Charles W. KORF  
1 July - 10 August 1965

Major Robert E. BENSON  
1 July - 10 August 1965

Major Robert E. BENSON  
11 August - 31 August 1965

Lieutenant Colonel Charles W. KORF  
10 August - 31 August 1965

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## 2. Task Organization/Location/Unit Commanders - 1 July 1965

<u>UNIT</u>	<u>LOCATION</u>	<u>COMMANDER</u>
<u>1st MAW (ADV)</u>	DANANG, RVN	EGEN Keith B. MCCUTCHEON
MWHG-1	DANANG, RVN	COL Albert L. JONES
MAG-12	CHU LAI, RVN	COL John D. NOBLE
MAG-16 (-)	DANANG, RVN	COL John H. KING, Jr.
VMCJ-1 (-)	DANANG, RVN	LTCOL Otis W. CORMAN
VMFA-513	DANANG, RVN	LTCOL Walter C. STEWART
<u>1st MAW (REAR)</u>	IWAKUNI, JAPAN	EGEN Marlon E. CARL
MWSG-17	IWAKUNI, JAPAN	COL Herbert A. PETERS
MAG-13	IWAKUNI, JAPAN	LTCOL Odia E. HOWE
MAG-11	ATSUGI, JAPAN	COL Robert F. CONLEY
MAG-16 (REAR)	FUTEMA, OKINAWA	LTCOL Herbert F. MCCORMICK
VMCJ-1 (REAR)	IWAKUNI, JAPAN	MAJ Mickey R. CONROY

## 3. Task Organization/Location/Unit Commanders - 31 August 1965

<u>UNIT</u>	<u>LOCATION</u>	<u>COMMANDER</u>
<u>1st MAW (ADV)</u>	DANANG, RVN	EGEN Keith B. MCCUTCHEON
MWHG-1	DANANG, RVN	LTCOL Edward I. LUPTON (From 7 Aug)
MAG-11	DANANG, RVN	COL Robert F. CONLEY
MAG-12	CHU LAI, RVN	COL John D. NOBLE
MAG-16 (-)	DANANG, RVN	COL Thomas J. O'CONNOR (From 5 Aug)
MAG-36	CHU LAI, RVN	COL William G. JOHNSON
<u>1st MAW (REAR)</u>	IWAKUNI, JAPAN	COL Harry W. TAYLOR
MWSG-17	IWAKUNI, JAPAN	COL James T. MCDANIEL (From 14 Aug)
MAG-13	IWAKUNI, JAPAN	LTCOL Odia E. HOWE, Jr.
MAG-16 (REAR)	FUTEMA, OKINAWA	LTCOL Alden MCBARRON (From 26 Aug)
VMCJ-1 (REAR)	IWAKUNI, JAPAN	MAJ Mickey R. CONROY
*VMGR-152	FUTEMA, OKINAWA	LTCOL Austin C. FITZGERALD

\* Designated separate squadron on 11 August 1965.

## 4. Average Monthly Strengths:

July 1965(ADV)

Officers - 660  
Enlisted - 4400

(REAR)

Officers - 564  
Enlisted - 4418

Total

Officers - 1224  
Enlisted - 8818  
10042

August 1965(ADV)

Officers - 700  
Enlisted - 4970

(REAR)

Officers - 544  
Enlisted - 3638

Total

Officers - 1244  
Enlisted - 8608  
9852

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PART TWO  
NARRATIVE SUMMARY

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11 May to 30 June 1965

On 11 May 1965 NGEN Paul John FONTANA arrived at DANANG Air Base, RVN from Iwakuni, Japan and the 1st Marine Aircraft Wing (Advance) was established in the Republic of Vietnam. At that time, in-country assets of the Wing consisted of one helicopter group (HAG-16 (-)) with two helicopter squadrons (HMM-162 and HMM-163) and one observation squadron (VMO-2); one fighter/attack squadron (VMFA-531); one air support squadron (MASS-2 (-)) and the 1st Light AA Missile Battalion (-).

Shortly thereafter, on 15 May, HMM-365 relieved HMM-162 at Danang and Hue Phu Bai.

Colonel John D. NOBLE, Commanding Officer, Marine Aircraft Group 12 and members of his staff arrived at CHU LAI the following day to supervise completion of the SATS being installed at that location.

HMM-161 joined MAG-16 on 22 May from the USS IWO JIMA. BGEN Keith Barr McCUTCHEON assumed command of the 1st MAW (Adv) on 24 May.

On 1 June the CHU LAI airfield became officially operational when eight A4 aircraft of VMA-225 and VMA-311 landed into the H-2 arresting gear. The lead aircraft was piloted by Colonel NOBLE who later that day flew one of the first MAG-12 combat missions against Viet Cong positions six miles northwest of CHU LAI.

VMFA-513 relieved VMFA-531 at DANANG on 15 June and six days later on 21 June VMA-214 joined MAG-12 at CHU LAI. After a long trip from NEW RIVER, North Carolina, HMM-261 flew into DANANG Air Base on 25 June to join other squadrons of MAG-16 (-).

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During this build-up period, 1st MAF (Adv) units continued to increase combat air support for the III Marine Amphibious Force and the armed forces of the Republic of Vietnam.

1 July to 31 August

Throughout the months of July and August the tempo of operations in RVN continued to increase. One Fighter/Attack aircraft group and one helicopter group were added to "in-country" Wing assets. 1st MAF (Adv) Headquarters expanded in size and functions performed and by 31 August had changed in status from a small advanced Command Post to a near fully operational Headquarters capable of directing the war efforts of two fixed wing and two helicopter groups. Personnel, supply and equipment build-up continued in all Marine enclaves in RVN during the period.

The 1st MAF (Rear) continued to function in support of deployed units. MAG-16 (-) utilized FUTEMA, Okinawa as a training and maintenance base for helicopter squadrons rotating to Vietnam. At IWAKUNI, Japan, MAG-13 busily trained three attack and fighter squadrons in preparation for possible future deployment. MSG-17 continued to provide logistic, maintenance and air transport (VMGR-152) support to the Wing and perform normal Marine Corps Air Station housekeeping duties.

On 1 and 2 July LtGen Victor H. KRULAK, CG, FIEPAC visited 1st MAF units in RVN. Headquarters and support elements of Marine Aircraft Group 11 arrived at DANANG on 7 July from ATSUGI, Japan and began construction of billeting, messing and operating facilities within the airfield complex

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in preparation for assuming operational and administrative control of VMFA-513 and VMFA-542 on 14 July.

The first night launch of MAG-12 A4 aircraft was conducted on 5 July at CHU LAI SATS airfield in support of besieged ARVN forces at the BA GIA outpost 20 miles south. The battle for BA GIA continued through 8 July. Operating under flares, VMFA-513 and MAG-12 aircraft bombed and strafed Viet Cong positions each night as the enemy continued its efforts to overrun the outpost. At daybreak 8 July, with attack and fighter aircraft providing cover, MAG-16 UH-34D's lifted more than one thousand ARVN troops into the area and BA GIA remained in friendly hands. (SITREPS 54 and 55, Appendix 11).

Battery B, 1st LAAM Battalion arrived from Okinawa and joined its parent organization at DANANG on 9 July.

Secretary of Defense Robert S. McNAMARA visited 1st MAW units during the period 18-20 July.

Marine Corps Air Facility, FUTEMA, Okinawa was the meeting place of commanders and staff officers attending the 1st MAW Commanding General's Conference held 19 and 20 July. Purpose of the conference was to discuss problem areas incident to the build-up of the wing units in RVN and movement of other units to Japan and Okinawa. (Appendix 24).

Due to the erosion of laterite fill under the matting of the northern half of CHU LAI SATS runway, that portion of the field was closed on 26 July for rehabilitation work. All take-offs were accomplished with JATO bottles and all landings were made into the MAREST gear.

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VH CJ-1 was placed under the operational and administrative control of MAG-11 on 1 August. The following day, HMM-361 was in place at DANANG, completing the relief of HMM-365. After more than seven months of combat in RVN, HMM-365 returned to Okinawa and was subsequently awarded the CMC Safety Award and was recommended for the CMC Efficiency Trophy for the excellent record attained during the tour. (Appendix 17).

The first CBU ordnance drop was executed by MAG-12 aircraft on 10 August when four A4's conducted a strike against an area two miles west of BAO BANG (YD 155-433), the suspected site of an important VC commanders conference. (SITREP 88, Appendix 11). In response to 1st MAF recommendations, the 2d Air Division, USAF on 11 August approved and directed that the Wing provide F4B escort for out-of-country V CJ-1 ECM missions. The following day, four MAG-11 aircraft escorted EF-10B's on a mission over North Vietnam. On 11 August, VMGR-152 moved from Iwakuni, Japan to MCAF Futenma, Okinawa in order to more effectively support the logistic requirements of the Wing in RVN. During the night of 12-13 August, twenty-four MAG-16 aircraft participated in Operation MIDNIGHT, the first night helicopter assault in Vietnam. (Appendix 17).

The 1st MAF provided intensive air support to Operation STARLITE conducted 18-24 August. (SITREPS 95 through 101, Appendix 11 and PART THREE of this report).

Special security precautions were taken at DANANG and CHU LAI 17-21 August in anticipation of Viet Cong suicide attacks against major military installations. (Appendix 1). The advance echelon of MAG-36 arrived at DANANG on 23 August to coordinate details in preparation for the arrival of that Group in RVN. One MAG-16 squadron (HMM-261) moved to the new Marble Mountain Air Facility three miles east of DANANG on 25 August.

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Construction of the new MAG-16 operating base continued throughout the month. (Appendix 17).

The USS PRINCETON and other amphibious shipping began unloading personnel, equipment and helicopters of MAG-36 at CHU LAI and DANANG on 31 August. Upon completion of billeting and maintenance facilities and helicopter parking mats, CHU LAI will become the main operating area for the Group. One squadron (HMM-363) will be stationed at QUI NHON. On the same day, the command element CG, 1st MAF (Rear) was redesignated as Commanding Officer, 1st MAF (Rear) when Colonel Harry W. TAYLOR assumed command.

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**SECRET**VISITORS 1 July - 31 August

1 - 2 July	LtGen Victor H. KRULAK, CG FMFPac
20 July	Admiral U. S. Grant SHARP, CINCPAC
20 - 22 July	MGen Sidney WADE, CG FMFPac/I MAC (Fwd)
21 - 22 July	Admiral R. L. JOHNSON, CINCPACFLT
24 July	Mr. J. A. REED, Ass't Secretary of Treasury
26 July	BGen R. S. ABBEY, Deputy C/S MACV
1 August	General Hunter HARRIS, USAF, CINCPACAF
5 - 6 August	Admiral R. L. JOHNSON, CINCPACFLT
6 - 10 August	RAdm Sanong HISALAK, Commandant, Royal Thai Marine Corps
18 - 21 August	LtGen Victor H. KRULAK, CG FMFPac
23 August	MGen Lewis J. FIELDS, CG 1stMarDiv
24 August	RAdm R. B. BROWN, Chief, BuMed
31 August	MGen Sidney WADE, CG FMFPac/I MAC (Fwd)

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PART THREE  
SIGNIFICANT EVENTS

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1. Personnel. Much emphasis was placed on the apparent lack of personnel, in particular, OF's such as utilities, heavy equipment mechanics, communications wiremen and switchboard operators and motor transport personnel. While in garrison and specifically speaking where indigenous personnel were utilized for accomplishing several of the above mentioned tasks it appears that little consideration was given to the need for an increase of personnel to build and operate the individual field cantonment areas. Remedies are being studied but the primary solution of course is the increase of personnel input.

During this period first priority on assignment of inbound personnel was placed on 1st Marine Aircraft Wing units within Vietnam, second to Marine Aircraft Group 13 and then Marine Wing Service Group 17.

Some difficulty was encountered in getting permanent change of station orders to personnel concerned because of the wide geographical spread of Wing units. All permanent change of station orders were being originated in the Wing Personnel section (Rear). In addition some delay was encountered in getting permanent change of station orders in the hands of personnel concerned because of the delay in receipt from Headquarters Marine Corps.

The Wing, by authority of the Commanding General, Fleet Marine Force, Pacific was authorized to extend an individuals' overseas tour for a maximum of six months at a time with a maximum of two such extensions if he so requested. This authority proved to be very beneficial from a personnel standpoint and received great response from personnel of the Wing. Through July 1965 Wing received a total of 606 requests for extensions of overseas tour. Of this figure 22 requests were from officers of which 16 were approved and 584 requests were from enlisted of which 503 were approved.

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The approved extensions not only assisted in increasing the on hand strength of the Wing, which was already under manning level, but also assisted in keeping on board personnel that were serving in some of the more critically short MOS's.

During the latter part of July the Wing G-1 section made plans to displace the entire section to Danang. The Assistant Chief of Staff, G-1 was ordered to Danang on 15 August. On 27 August the balance of the G-1/Personnel section displaced with records and equipment. A small sub-section of 1 officer and 3 enlisted remained in the rear to handle G-1, personnel and draft functions.

2. Administration. Administration was conducted along normal channels and ran smoothly in most cases considering the wide dispersion of the 1st Marine Aircraft Wing units.

3. Civil Affairs/Military Government. All units are required to have a civil affairs officer. Reports of accomplishment in the civil affairsfield are submitted to the 1st Marine Aircraft Wing and forwarded to III Marine Amphibious Force semi-monthly. The 1st Marine Aircraft Wing is primarily limited to support of orphanages since the tactical units have little actual prolonged contact with the local populace.

4. Morale/Welfare Program. Factors influencing morale were as follows: Some deterioration in the quality of food from "A" rations to "B" rations due to lack of supply and storage reefers. Marine Aircraft Group 12, however, served its first "A" ration meal on 4 July 1965 after over a month of "B" and "C" rations.

The 1st Marine Aircraft Wing was included in the Army Special Services movie circuit. The majority of films shown were old and of "C" and "D" quality. Supplemental films are procured through the Navy circuit and are

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considered much better productions. Considerable attention was generated for a better class of movie and J-1 MACV has assured all concerned that more current and a better class of movie is forthcoming. All units of the 1st Marine Aircraft Wing have either indoor or outdoor theaters.

Liberty in the city of Danang is limited due to lack of facilities. A Beach development program has been underway at "China Beach" which will afford an outstanding recreation area for all hands. A USO is available in the city of Danang but is inadequate in size and services for the number of military personnel within the area.

As a whole morale is considered very high. The foregoing is merely a list of facets that did have a bearing on morale but as long as the personnel were kept busy, and this certainly was no problem, morale was high. It is logical to conclude that all personnel were aware of their being needed to perform an important job and this feeling was so completely generated among all concerned that morale reached a high level and was maintained at that level.

During the period, 1st MAW Chaplains officiated at approximately 243 Sunday Divine Services, 163 Roman Catholic daily masses, and conducted 9 Memorial Services for the dead. Counseling services were available to the men of the wing, regardless of faith. Visitations were made to the sick and wounded, offering evidence of concern, spiritual counseling, and the administration of sacraments. The Chaplains actively participated in the People to People Program, assisting in the distribution of 15 tons of food and medical supplies, 500 dolls to orphanage children, and 5 tons



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of scrap wood for use by local missionaries. Financial contributions to local organizations totaled 600 piasters.

#### 5. Casualties

	July		August	
	<u>OFF</u>	<u>ENL</u>	<u>OFF</u>	<u>ENL</u>
KIA	0	1	2	0
WIA	1	3	4	4
MIA	0	2	0	0
INJ (NB)	1	1	0	2
Killed in				
C-130 crash			2	10
	<u>2</u>	<u>7</u>	<u>8</u>	<u>16</u>

Casualty reporting in connection with Marine C-130 aircraft crash at Hong Kong Kai Tak Airport on 24 August 1965 is as follows:

The Wing Personnel Officer proceeded to Hong Kong on the afternoon of 24 August 1965 to assist in reporting the casualties sustained in the subject crash. The names of survivors were reported by the Naval Liaison Officer at the American Consulate. At approximately 0220, 25 August 1965 seven bodies had been identified and were reported. Due to difficulty encountered in identification, the remainder of the bodies were transferred to Clark Air Base as they were recovered for positive identification and reporting to appropriate authorities. Thirty-three bodies were transferred to Clark Air Base on 26 August 1965; twenty-three on 27 August 1965 and the remaining two on 31 August 1965. One of the thirteen initial survivors died on 30 August 1965 and his remains were transferred to Clark Air Base on 31 August 1965. The 1st of the remains were transferred from Clark Air Base to COMUS at 2000, 2 September 1965.

6. Awards. Under the supervision of the 1st MAW Adjutant, the following awards were processed, received and delivered:

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Recommended Awards received, processed, forwarded to higher Headquarters

<u>JULY</u>	
Navy Cross	1
Silver Star	5
Distinguished Flying Cross	52
Bronze Star	6
Navy & Marine Corps Medal	1
Air Medal	995
Navy Commendation Medal	31
<u>TOTAL</u>	<u>1091</u>

<u>AUGUST</u>	
Silver Star	2
Legion of Merit	1
Distinguished Flying Cross	29
Bronze Star	16
Navy & Marine Corps Medal	3
Air Medal	1147
Navy Commendation Medal	60
Navy Unit Commendation	1
<u>TOTAL</u>	<u>1259</u>

Approved Awards received, endorsed, and delivered to individuals:

<u>JULY</u>	
Legion of Merit	1
Bronze Star	1
Air Medals	187
Navy Commendation Medal	2
<u>TOTAL</u>	<u>191</u>

<u>AUGUST</u>	
Legion of Merit	1
Bronze Star	1
Air Medals	167
Joint Services Commendation Medal	1
Navy Commendation Medal	2
<u>TOTAL</u>	<u>172</u>

Purple Hearts issued by the Commanding General, 1st Marine Aircraft Wing, FMF, Pacific:

JULY	4
AUGUST	8

7. Informational Services. News releases issued and clippings collected by the 1st MAW Informational Services Office (ISO) are contained in Appendix 23 of this report. ISO writers and photographers flew a total of 111.4 hours and 155 sorties in Marine Aircraft Group 16 helicopters while covering combat operations in RVN. During Operation STARLITE on 18 and 19

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August, two ISO teams accompanied helicopter squadrons during troop lift operations and two additional ISO teams were present on the battle field reporting on the effectiveness of Marine Close Air Support.

8. Intelligence/Counterintelligence. Prior to the beginning of this reporting period, the 1st MAW and 3d Marine Division G-2 Sections were combined with III MAF G-2 assets to form the III MAF Joint Intelligence Center (JIC). All records of activities during this period are retained by the III MAF. Lieutenant Colonel J. W. DINDINGER, 1st MAW Assistant Chief of Staff, G-2 acted as Head of the JIC until 11 July when all G-2 Sections once again began operations as separate but closely coordinated agencies. Throughout this period the 1st MAW G-2 Section maintained the Air Order of Battle of the Democratic Republic of Vietnam (DVN) and Communist China (CHICOM) and performed all activities relating to Air Intelligence. Counterintelligence support for the 1st MAW was provided by the 3rd Counterintelligence Team (3d CIT) assigned to the 3d Marine Division. The need for this support was terminated on 11 August when the 1st MAW Counterintelligence Officer arrived at DANANG and joined the 1st MAW G-2 Section. (See Appendix 1).

9. Ground Defense. Ground defense activities within the 1st MAW were marked by increased security measures on the part of all units at DANANG, CHU LAI and HUE PHU BAI. Following the successful 1 July attack on DANANG Air Base by Viet Cong (VC) suicide forces, renewed emphasis was placed on base defense. The 1st MAW contributed directly to these defensive efforts by providing sentries to guard a portion of the perimeter of the Command Posts of the III MAF, 1st MAW and 3d MA-DIV compound. Personnel shortages were encountered as security forces provided for Tables of Organization were not available. Members of the Wing band and office, supply, communications,

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maintenance and other headquarters personnel were used to hold the line against possible attacks and infiltration attempts. They accomplished this mission in a highly professional manner.

At CHU LAI, MAG-12 personnel continuously guarded an inner perimeter immediately adjacent to the SAMS installation while infantry units manned the ILLR and patrolled the TAOR encompassing the airfield complex. The detachment of HHL-161 at HUE PHU BAI coordinated internal security and ground defense plans with the infantry battalion in that TAOR.

Due to the infiltration and sabotage tactics commonly used by the VC, adequate internal security measures within each 1st MAW cantonment were of paramount importance. Ground defense plans were prepared organizing all available personnel within each compound into provisional units ready to meet any attack. (Annex G, Appendix 3).

10. Command and Control. Command relationships and control of 1st MAW aircraft in RVN during this period were as set forth in Annex D, Appendix 3.

11. Air Defense. During this period members of 1st MAW and 2d Air Division (2d AD) U. S. Air Force staffs continued to meet and discuss 1st MAW participation in the air defense of RVN culminating in a formal MEMORANDUM OF AGREEMENT of 6 August 1965 containing command relationships and delineation of responsibilities for air defense. On 10 August 1965, an air defense alert necessitated 2 F4B's from MAG-11, be placed on a five minute hot pad alert posture at DANANG Air Base along with 2d AD aircraft. This alert posture was maintained until 1500 on 11 August. Marine Air Control Squadron 9 (MACS-9) located at CHU LAI, 50 miles south of DANANG began passing radar plots of all aircraft within range of its equipment to the 2d AD Control and

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Reporting Center (CRC PANAMA) for positive identification, and assisting CRC PANAMA by identifying USMC aircraft operating from the field at CHU LAI. With future acquisition of the necessary communication circuits and equipment, the Marine Air Control Squadron located at CHU LAI will become the back-up or secondary air defense CRC for the DANANG Sub-sector (area in RVN north of 14 degrees 30 minutes North latitude). The participation of USMC capabilities in the overall air defense of RVN was so designated as to permit elements of the 1st MAF to function separately if necessary in defense of III MAF units from air attack. (Appendix 9).

12. Communications-Electronics. Elements of the 1st MAF continued during this period to improve existing communications and install new facilities as additional requirements were generated and new units arrived. New facilities included radio nets, radio relay links, additional telephone locals, and limited dial telephone service. Due to the quickly changing nature of communications necessary to support air operations in RVN, the Communication Operating Instructions published on 5 June (Appendix 21) continued in use throughout this period. Planning for the future use of an Airborne Direct Air Support Center (DASC(A)) was initiated following Operation STARLITE as experiences during that operation pointed up a need for an increased communications capability to provide adequate air control and coordination during large scale operations peculiar to the counter-insurgency effort in RVN.

13. Air Operations. During the reporting period, air operations were accelerated in the 1st MAF as new squadrons arrived and units already in RVN increased their tempo of operations. By the end of August, six fixed

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wing units were positioned at DANANG and CHU LAI. Helicopters were also based at HUE PHU BAI and QUI NHON. An additional HMM was afloat with the Special Landing Force (SLF). Detailed daily summaries of aircraft activities are contained in Appendixes 11 and 12.

While fixed wing aircraft remained fairly close to that planned, helicopter utilization soared beyond the programmed capacity of maintenance and supply systems. The UH-34's flew a total of 11,350 hours during this period, exceeding the programmed utilization of 40 hours per aircraft per month by 5,590 hours and resulted in an average aircraft availability of approximately 65 percent. With the arrival of MAG-36 in RVN on 31 August, a reduction to 125 percent of programmed utilization of 50 hours per aircraft per month is planned. The nature of this over utilization problem was outlined to the Commanding General, MFPAC near the end of the reporting period. (Appendix 8). During July and August, helicopter units in RVN participated in 119 assault troop lifts, flew 3,084 missions totaling 35,941 sorties, lifted 74,499 passengers and 2,208.8 tons of cargo, and in so doing amassed 13,107.1 total flight hours. During these operations, 110 incidents of helicopters hit by hostile ground fire were reported.

Policies and procedures for fixed wing aircraft support of helicopter operations were formalized on 15 July. (Appendix 5).

The nature of targeting in guerrilla warfare, where Bomb Damage Assessment is virtually impossible due to the nature of the terrain, has resulted in a reassessment of the policy and practice of ordnance expenditures.

1st MAF policy, as outlined in Appendix 6, differs radically from that of the 2d Air Division which requires that USAF aircraft expend all ordnance

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before returning to base. Wing policy established that a required to destroy the target would be expended, and all remaining ordnance would be returned unless doing so constituted a hazard, as the case in landing into the arresting gear at CHU LAI with napalm tanks. As a result of the large volume of helicopter traffic and numerous helicopter landing zones (LZ) within the DANANG TAOR, normal doctrine of utilizing designated helicopter routes proved to be overly restrictive to both helicopter operations and supporting artillery fires. In order to lessen restrictions and provide for more flexibility, a system was devised wherein pilots would constantly be aware of "hot" and "safe" areas and could plan flights accordingly. When flights were required into "hot" areas, this system provided additional information and enabled the pilot to operate in close proximity to impact areas and gun firing positions. The heart of the system is shown in Appendix 25. The superimposed lines depict:

- a. Numbered gun positions with the outer limit of the firing fan indicating the location where the outgoing round will pass through a point 2000 feet above ground level with minimum tube depression.
- b. Lettered impact areas with the area nearest the gun position drawn at the location where the descending round will pass through a point 2000 feet above ground level.
- c. A superimposed TACAN radial with distances.
- d. Areas where the artillery round ordinate will be in excess of 2000 feet.

The system works as follows: The pilot reports in to the Direct Air Support Center (DASC) upon becoming airborne, the DASC gives the pilot the firing

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and gun positions which are "hot", with times of firing, if applicable, The pilot can then proceed throughout the remaining (safe) portions of the TAOR without restrictions. If the pilot is required to proceed through a "hot" area, the DASC will provide him with the radial, DME arc, or visual geographic fixes to allow the helicopter to proceed within "hot" areas with maximum safety.

Occasionally an artillery fire mission will be required into an area not already declared as "hot". In this case the DASC will broadcast that fire is imminent, giving impact and gun positions. Aircraft proceeding into or through these areas will exit via the shortest possible route. Aircraft on the deck within these will be safe as long as they remain with the ground troops, however prior to proceeding from their present positions they will be given a specific route or clear area to use. This system is also useful to indicate locations of Close Air Support strikes anticipated or in progress. Overlays are being prepared to activate this system in other Marine enclaves in RVN.

Jet fixed wing aircraft operations for July included 1295 sorties in support of III MAF. Of these 116 were close air support, 691 were helicopter escort/combat air patrol; 108 landing zone preparation; 94 interdiction (TPQ-10, Air Support Radar Team), 5 photographic, 18 air defense combat air patrols (escort of EF-105), and 263 miscellaneous (i.e. free strike, rescue combat air patrol, ground controlled intercepts, etc.).

A total of 1038 sorties were flown in support of the 2d Air Division. Of these, 13 were close air support, 999 interdiction (Air Force "Blue Blazer"), and 26 interdiction (TPQ-10, ASRT at PLEIKU).

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In addition to the above, 167 Electronic Countermeasure sorties were flown; 93 of these in support of 2d Air Division, and 74 in support of TF 77.

A total of 2500 fixed wing sorties were flown during July requiring 3100 hours of flight time.

During August, III IIAF was supported with a total of 1643 sorties catagorized as follows: 207 close air support, 719 helicopter escort/combat air patrol, 228 landing zone preparations, 152 interdiction (TPQ-10,ASRT), 9 search and attack, 33 photographic, 72 interdiction, 27 air defense combat air patrol (escort EF-10B), and 196 miscellaneous (free strike, rescue combat air patrol, ground control intercept).

2d Air Division support totaled 978 sorties of which 40 were close air support (scrambled from ground alert), 686 interdiction (pre-planned "Blue Blazers"), 165 pre-planned pre-strike, and 87 miscellaneous (free strike, rescue combat air patrol, PLEIKU TPQ-10 ASRT).

Electronic Countermeasures sorties totaled 175 of which 115 were in support of 2d Air Division and 60 in support of TF 77.

A total of 2796 sorties were flown during August. The three A-4C/E squadrons flew 2404 hours, the two F-4B squadrons 1120 hours for a combined total of 3524 flight time hours. (Appendix 12) (Copies 1st IIAW Daily Aviation Activity Reports for July are not available for forwarding at this time but will be retired and forwarded in accordance with MCO P5212.1C)

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**SECRET**OPERATION STARLITE

Elements of the 1st MAF provided intensive air support to a major amphibious and heliborne assault in the VAN TUONG complex 11 miles south of CHU LAI commencing 18 August. This operation was code named STARLITE. 1st MAF participation began with helicopter landing zone preparation as MAG-11 F4 and MAG-12 A4 aircraft flew sixteen sorties and delivered 13.5 tons of bombs, 4 tons of napalm and 1600 rounds of 20MM ammunition. Despite extensive landing zone preparation enemy resistance remained determined and battle damage to helicopters was considerable as a result of intensive small arms fire. No less than 13 of the 18 HH-361 UH-34's were hit, and one helo received over 100 hits and had to be destroyed to prevent capture by the enemy. As the battle progressed, the Special Landing Force (SLF) afloat aboard the USS IWO JIMA (LPH-2) made a heliborne landing in HM-163 UH-34's in an effort to block the retreat of the VC. Marine aircraft conducted close air support within fifty yards of friendly troops at various times throughout the day as 78 fixed wing sorties were flown in support of the operation. Total ordnance expended for the day was approximately 65 tons of bombs, 4 tons of napalm, 533 2.75 inch rockets and 6000 rounds of 20MM ammunition. In excess of 500 sorties were flown by MAG-16 and SLF (HM-163) helicopters. Three VMGR-152 KC-130 aircraft were engaged in evacuating dead and wounded from CHU LAI to DANANG during the first day of the operation. Three U.S. Army UH-1B gun ships supported the operation. An Army Major in a UH-1B was killed and a crewman wounded by the same bullet when their aircraft was hit by small arms fire over the battle field. Marine aircrew casualties consisted of two pilots and three crewman with minor wounds.

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Air support continued throughout the first night and into the second and third days of STALLIT as A4 and F4 aircraft remained on airborne alert over the battle field. Additional aircraft remained on 15 and 30 minute strip alert at CHU LAI and DANANG. Helicopter support included resupply, medical evacuation and troop lifts. KC-130's continued to lift casualties to DANANG returning to CHU LAI loaded with ammunition and supplies. Continuous day and night fixed wing air support remained on station over the VAN TUONG area until 1200H on 24 August when the last enemy resistance was broken and mopping-up operations were completed. Enemy KIA for the operation was officially announced as 614. Friendly losses were 45 KIA, 6 DOW, 203 WIA. (SITREPS 95 thru 101, Appendix 11 and Appendix 4).

14. Electronic Countermeasures/Photo Reconnaissance. During this period VMJ-1 (-) EF-10B aircraft conducted electronic countermeasures against fire control radars in the VINH, THANH HOA and NAI DINH areas of North Vietnam in support of 36 2d Air Division and 51 7th Fleet "Rolling Thunder" strikes. On 27 July VMJ-1 flew one mission in support of 2d Air Division strike on SA-2 missile sites No. 6 and 7, the first U.S. attempt to destroy a missile site. Participation consisted of six EF-10B aircraft conducting electronic jamming against the missile radar under attack and providing notification to the strike force of the status of emissions of the missile radar. EF-10B's again supported SA-2 missile strikes on the 9th, 11th and 31st of August. In addition, 29 tactical ELINT missions in North Vietnam were conducted during the period in support of 2d Air Division for collection and location of fire control and SA-2 missile associated radar emissions.

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RF-8A aircraft flew 27 in-country photo missions in support of III MAF, photographing areas in the vicinity of TAM KY, HUE, DAMANG, CHU LAI and VAN THOUNG. (Appendix 14 and 14A)

15. Training. Due to the tempo of combat operations, formal training for 1st MAW units in RVN was extremely limited. Area indoctrination, escape and evasion, ground defense, weapons familiarization, and on the job training were emphasized during this period. (Appendix 14, 15, and 16). Training for 1st MAW units not in-country was somewhat limited during July as MAC-13 was reconstituting at IWAKUNI. VIF(AW)-312 was in place IWAKUNI, 11 July, and conducted area fam flights, conventional ordnance, GCI, aerial refueling, and advanced tactics for the remainder of the month. VIFA-115 reported ADCON/OPCON on 5 July and conducted area fam flights and acceptance checks. VIFA-211 deployed to NAS Cubi Point 3-29 July for day/night conventional ordnance training. Ground training during the July period consisted of preparation for organization of provisional rifle companies within each squadron and requalification of 323 MAC-13 personnel with the M-14.

In anticipation of possible deployment to Vietnam, ground and aviation training were heavily stressed during August. Ground training consisted of familiarization firing of the 1-60 machine gun, M3A1 sub-machine gun and 12 gauge shotgun. All hands were given "down south" area indoctrination to include VC order of battle, Code of Conduct, and "special situations" peculiar to Vietnam. Flight crews attended Jungle Survival school at Cubi Pt. MACJUPAC instruction team conducted schooling on Aero 14 spray tanks, special weapons loading and transport, CBU, M-12 smoke tank, and "EYE" series weaponry. Squadrons formed provisional rifle companies and conducted day/night camp defense training. Flight operations continued to

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stress conventional ordnance delivery, helo escort, air intercept, and advance tactics. On 27 August flight crews of VMFA-115 commenced combat indoctrination flights with VMFA-513 at DANANG Air Base (Appendix 16).

16. Supply. During the months of July and August, obtainment of supplies continued to be the greatest single problem area. Primarily the problems in Navy items were related to receipt control. Both surface and air shipping/receiving facilities were totally inadequate and improperly staffed to control receipts for delivery to ultimate consignees. The basic problem with Marine Corps supply items was a lack of availability at the Force Logistics Support Group and Unit (FLSG/FLSU) locations and the inability of these activities to obtain requisitioned items from their sources of supply.

Five major supply actions were originated during this period which show promise of improving supply posture for the future. These were:

a. The issuance by COMSERVPAC of a stated mission for the Naval Support Activity (NSA) DANANG. This unit will become a major logistical supply element for support of common services and supplies.

b. The determination of the desirability and feasibility of shifting Naval Aviation Supply support for RVN based 1st MAW units from Naval Supply Depot (NSD), YOKOSUKA to NSD SUBIC BAY was announced by COMNAVAIRPAC. Primary benefit is the shortened pipeline.

c. FIIFPAC organized a Force Logistic Assistance Team with the mission of determining how the response and effectiveness of the FIIFPAC supply system can be improved. Upon completion of its study on 8 August, the team made various recommendations which resulted in the issuance of directives outlining remedial actions required.

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d. Monetary clothing allowances for enlisted personnel in RVN were discontinued as of 31 August. "In kind" issues were directed.

e. On 11 August, the CG, 1st MAW requested assignment of independent status for VMGR-152 and VMJ-1. When approved, these squadrons will be able to requisition direct from NSD YOKOSUKA, 3d Force Service Regiment, and FLSG. This action will result in faster supply support.

17. Logistics. This period saw the gradual migration of logistic functions moving from rear areas to RVN. All motor transport functions were assumed by the advanced headquarters on 21 July. Two additional staff bullets were established and placed in operation: Wing Tactical Airfield Fuel Dispensing Systems Officer and Wing Liquid Oxygen Systems Officer. All engineering functions, except out-of-country construction, were brought forward. By the end of the period, the only staff ordnance function remaining in the rear was ordnance training and supervision of training ammunition. Aircraft Maintenance and Avionics retained the bulk of their activities in the rear, primarily necessitated by lack of space for their voluminous technical library at the forward headquarters. (APPENDIX 2). During this period, Marine Air Freight and Passenger Terminal, DANANG handled 22,334 passengers and 9,528,905 pounds of cargo. The 1st MAW operated TAFDS systems at DANANG, CHU LAI, HUE PHU BAI, TAM KY and QUANG TRI.

Liquid oxygen (LOX) plants were operated at DANANG and CHU LAI with a total production output of 9,730 gallons.

As a result of the rapidly increasing tempo of attack aircraft operations, ordnance expenditures soon began to deplete bomb inventories. This situation reached the near critical stage during the period 19 to 28 July when rigid expenditure restrictions became necessary in order to reduce bomb

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inventory deficits. Navy and Marine Corps bomb assets in the Pacific area were pooled and distributed on a "fair share" basis, thereby alleviating critical shortages to the degree that attack aircraft could operate with reduced but adequate ordnance loads to accomplish assigned missions. (Appendix 2).

18. Engineering. During the period work continued on the parallel runway at DANANG air base. Construction of an aircraft parking apron on the Northwest end of the new runway began. It is planned that MAG-11 will occupy this apron when completed in April 1966. Initial surveying was accomplished for the permanent runway and taxiway at CHU LAI. Completion date for this project is November 1966. Construction of parking apron facilities for a fourth fixed wing squadron at the SATS field commenced at CHU LAI with a projected completion date of mid-October 1965.

On 7 August, the requirement was placed on 1st MAW to bed down a fixed wing aircraft group at Marble Mountain Air Facility, east of DANANG. This action would require that the existing 2000 foot runway be extended 6000 additional feet to the North. A survey revealed that additional real estate would be needed and an orphanage would have to be displaced. Extensive engineer study further revealed that the proposed site was not suitable for jet aircraft operations and action began to develop facilities at DANANG for one additional fixed wing squadron.

On 25 July the 1st MAW FY66 Military Construction program requirements were incorporated by III IAF and submitted to the Chief of Naval Operations. The Wing program provided for operating facilities and cantonments for four aircraft groups and the 1st LAAM Battalion. Class VA ammo dumps and security fencing and lighting were also included.

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PART FOUR  
SUPPORTING DOCUMENTS

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APPENDIX 2

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HEADQUARTERS  
1st Marine Aircraft Wing  
Fleet Marine Force, Pacific  
FPO San Francisco 96601

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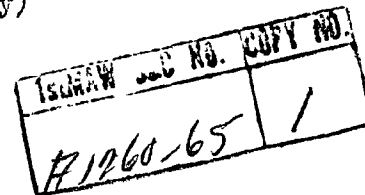
SEP 19 1965

From: Assistant Chief of Staff, G-4  
To: Assistant Chief of Staff, G-3

Subj: Command Chronology for July and August 1965

Ref: (a) WgO 5750.1

Encl; ✓(1) Air Freight Operations  
✓(2) Tactical Airfield Fuel Dispensing Systems  
✓(3) Motor Transport  
✓(4) Liquid Oxygen Systems  
✓(5) Aircraft Maintenance/Avionics  
✓(6) Class V (A) Munitions  
✓(7) Engineer (to be submitted separately)  
✓(8) G-4 Journal  
✓(9) Wing Bulletin 11240 of 17 July 1965  
✓(10) Wing Order 11240.19A  
✓(11) Wing Order 10260.1  
✓(12) Wing Order 5100.1C  
✓(13) Wing Order 10332.2



1. In accordance with reference (a), the enclosures are submitted as the G-4 Division Command Chronology for the months of July and August 1965. Enclosures (1) through (7) provide narrative and statistical summaries of significant activities and problem areas, Enclosure (8) is a journal of events and actions occurring within the period, and Enclosures (9) through (13) are copies of directives issued.

2. This period saw the gradual migration of logistic functions moving from Rear to forward headquarters. All motor transport functions were assumed by the advance headquarters on 21 July. Two additional staff billets were established and placed in operation, Wing TAFDS Officer and Wing LOX Officer. All Engineer functions, except out-of-country construction, were brought forward. By the end of the period, the only staff ordnance function remaining in the rear was ordnance training and supervision of training ammunition. Aircraft maintenance and avionics retained the bulk of their activity in the rear, primarily necessitated by lack of space for their voluminous technical library at the forward headquarters.

3. The main difficulties encountered in maintaining most efficient operations within the G-4 Division arose from a lack of sufficient working spaces for required personnel, and delays in completing reports due to wide separation of units and poor communications. By the end of the next period, both situations should be resolved.

*R. J. Lynch Jr.*  
R. J. LYNCH Jr

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**SECRET**AIR FLIGHT OPERATIONS

1. During the period the Marine Air Freight and Passenger Terminal, DaNang Air Base handled the following amounts of freight and passengers, utilizing aircraft organic to the 1st Marine Aircraft Wing:

<u>July</u>				
<u>Inbound</u>				
	<u>1st MAF</u>	<u>3d MAR DIV</u>	<u>Other</u>	<u>Mail</u>
Passengers	1,456	2,222	592	
Cargo (lbs)	842,869	667,124	266,425	109,368
<u>Outbound</u>				
Passengers	1,401	1,001	905	
Cargo (lbs)	768,642	3,642,687	191,424	88,136
<u>August</u>				
<u>Inbound</u>				
Passengers	1,551	4,201	1,217	
Cargo (lbs)	616,647	747,365	167,440	103,441
<u>Outbound</u>				
Passengers	1,776	5,101	911	
Cargo (lbs)	485,290	622,533	103,403	105,820
<u>Totals for period</u>				
Passengers	6,184	12,525	3,625	
Cargo	2,713,448	5,679,709	728,992	406,756

App 2- Enclosure (1)

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TACTICAL AIRFIELD FUEL DISPENSING SYSTEM

A. During the period of July - August 1965 the 1st Marine Aircraft Wing had eight and one half TAFDS systems within RVN.

B. Subject systems locations and utilization were as follows:

MAC-11: Two (2) TAFDS O/H (120,000 gal cap)

- a. Danang - One (1) TAFDS (60,000 gal JP-4) WPA site.
- b. Danang - One-half (1/2) TAFDS (30,000 gal AVGAS) WPAJ-1 site.
- c. Danang - One-half (1/2) TAFDS (3 - 10,000 gal tanks) for survey.

MAC-12: Three and one half (3 1/2) TAFDS (210,000 gal cap) O/H.

- a. Chu Lai - Two (2) TAFDS (120,000 gal JP-4) "Hot" refueling site.
- b. Chu Lai - Two (2) tanks (20,000 gal AVGAS) HHI pad.
- c. Chu Lai - Four (4) tanks (40,000 gal cap) in storage.
- d. Chu Lai - Three (3) tanks (30,000 gal cap) for survey.

MAC-16: Three (3) TAFDS O/H (180,000 gal cap).

- a. Danang - Five (5) tanks (50,000 gal AVGAS) HHI pad.
- b. Danang - One (1) tank (10,000 gal JP-4) C-130 site.
- c. Phu Bai - Five (5) tanks (50,000 gal AVGAS) HHI site.
- d. Phu Bai - One (1) tank (10,000 gal JP-4) terminal area.
- e. Tam Ky - One (1) tank (10,000 gal AVGAS) HHI site.
- f. Quang Tri - One (1) tank (10,000 gal AVGAS) HHI site.
- g. Danang - Four (4) tanks (40,000 gal cap) in storage.

C. No personnel shortages were encountered during this period of time.

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App 2- Enclosure (2)

**SECRET**MOTOR TRANSPORT1. Willys - Cerlist Repair Parts.

a. During the months of July and August approximately 60% of all Willys - Cerlist Vehicles were deadlined due to lack of available repair parts. It was determined that no repair parts for the Cerlist vehicles had been received/installed, other than those returned to the Manufacturer covered by the Kaiser Warranty and those parts interchangeable with the jeep, 1/2-Ton M38A1. The probability further existed that no repair parts package had been provisioned by SPCC Mechanicsburg, Pa. for 1st IAW upon initial outfitting of the Cerlist vehicle.

2. Action Taken:

- a. FIAMW 080558Z Aug authorized all units holding Willys-Cerlist vehicles to perform cannibalization on the Vehicles to maintain a maximum number of them in operable condition.
- b. Sent letter to all groups directing them to submit letters to Ship Parts Control Center requesting Assistance in procuring Willys-Cerlist repair parts in accordance with SPCC Instruction 4440.371.
- c. FIAMW 240812Z Aug (C) to FIHPac stated that possibility might exist that initial provisioning of combat packs for Willys-Cerlist vehicles had not been accomplished. Requested verification of outfitting status.
- d. Present plans are to trace through IMSG-17 in an attempt to locate the repair parts for the Willys-Cerlist Vehicle. It is noted that IMSG-17 has already sent letters to SPCC requesting assistance in procuring parts for the Cerlist.

3. Supply Support.

- a. The high deadline rate of 1st IAW Section "IF" equipment during the month of July revealed several inadequacies of the present system of deadlining, inspection, removal, requisitioning, follow-up, installation and return to service, involved in our maintenance/supply support procedures.
- b. Wing Order 11240.19A of 29 July provides for the creation of maintenance floats within the Marine Air Base Squadron of the several groups. This will decrease the "down time" thereby the deadline rate by providing replacement components and assemblies on hand in the Group.
- c. FIAMW 240811Z Aug (C) directs all groups to ensure requisitions submitted are given timely follow-up by the supply activity.

App 2-ENCLOSURE (3)

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**SECRET**LIQUID OXYGEN SYSTEMS

1. At 0100, 1 July 1965 the Marine Corps HT-1 LOX plant at DaNang was damaged during an enemy attack on the Base. One round of 57mm recoilless rifle fire struck the air compressor skid causing slight damage to the skid but no injuries to the two operators on duty.
2. A second HT-1 LOX plant was air shipped to MAG-12 at Chu Lai during the second week of July. This caused a critical personnel problem for MAG-12, since only 6 qualified LOX personnel were assigned to the MAG-12 LOX section. A thorough search of all 1st MAW units produced an additional four qualified LOX personnel, one man was transferred from MSG-17 LOX to provide a total of 11 men for MAG-12.
3. During the month of August, HT-1 LOX plants were operated a total of 668 hours at MAG-12, 4630 gallons of LOX were produced for an average production rate of 7.0 gallons per hour. 1500 gallons of LOX were flown in to MAG-12 from outside sources.
4. During July MAC-11 LOX produced 2600 gallons of LOX, issued 2,435 gallons, produced and issued 31,520 cubic feet of gaseous oxygen. August 2,500 gallons LOX produced, 3,650 gallons issued 34,700 cubic feet of gaseous oxygen. 1,150 gals of LOX were flown in from Cubi Point.

*App 2- ENCLOSURE (4)***SECRET**



**SECRET**AIRCRAFT MAINTENANCE/AVIONICS

1. During July the problem of high usage of RH820-84C helicopter engine continued. Demands were at times greater than due-ins and this factor was in part the cause of the low helicopter availability during July. The afore mentioned, coupled with high usage of UH-34 tail rotor blades, prompted the sending of message to CG FIHPac from CG III IAF on this low availability problem. Quick reaction was demonstrated by FIHPac, Aviation Supply Officer, ComAvAirMac and emergency purchases were initiated to alleviate the supply problem. In the avionics field groups were directed to paint all avionics vans white to reduce heat factors internally. The action resulted in an average 12<sup>0</sup>F drop in temperature inside. All groups had complied by the end of July.
  
2. During early August the quarterly Aircraft Maintenance Officers conference was held. Methods of combating problems encountered in VM were exchanged and inter-group assistance programs firmed up. A mobile electric power plant overhaul program was arranged with AID, IAS Atsugi and units from groups scheduled for induction. The UH-1E low availability problem came to a head and a message similar to one sent on UH-34 was initiated. Reaction by FIHPac, ISO, CIAP was also quick on this problem. The 14E squadron at Chu Lai experienced constant speed drive problems. A Lycoming representative was sent and interim solutions suggested pending official action on his report. Contact team arrived for RCPT-105 equipment and aided greatly in this program. During August FIAM received 28 model A-60 air conditioners to augment 5 on hand. This greatly increased efficiency of the avionics vans. Additionally received three PU-536, 400 cycle generators for avionic van support. VIICJ-1 received for it's ALL-29 installation two model 2111 avionics vans and one SATS AX 841 ECII readout van, these gave this squadron a much needed capability.

R/p/s 2- ENCLOSURE (5)

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**SECRET**CLASS. MUNITIONS

1. Fair Share. Marine fair share of PAC assets of bombs during the month of July amounted to 2041 bombs of all types for Chu Lai and for Danang 496. This left a deficit for the period of 1 July through 31 July of 3228 bombs at Chu Lai and 777 bombs at Danang. The low deficit figure for Danang was accomplished by a 10 day period of not allowing ordnance to be expended. During the month of August the deficit for Chu Lai was 2753 bombs and at Danang a gain of 1899 bombs was realized.
2. Present Status. On 1 September there were 2099 bombs of all types at Chu Lai and 3145 at Danang. Rockets have closely followed the trend in bombs.
3. Solution. By continuous monitoring the PAC assets and Marine fair share of munitions and supplying direction to their movement to PAVNAG Subic, the balance between assets at Chu Lai and Danang will be maintained.

App 2- Enclosure (6)

**SECRET**  
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G-4 Division Command Chronology  
July and August 1965

July

- 1 Issued msg to all RVN Based Aircraft Squadrons directing the use of priority on all ACTT/ENG Accting msg issued by Sqds in RVN.
- 8 Closed AVGAS site at Kham Duc. No USMC fuel requirements in this area.
- 8 W/ENGR Authorized the use of Wing Lumber to construct MAG-11's Mess Hall. Design conforms to advanced Base Drawing. Modified to accomodate additional personnel. This Mess Hall is prototype of all Wing Mess Halls.
- 11 Long Delay fuze\$ were released from restriction and were requisitioned by FMAW.
- 14 FMB fueling site responsibilities at DaNang assumed by MAG-11, MAG-16 relieved.
- 14 Missile Building site for MAG-11 located, Lt Col PERCY CO, KMS-11 reported well supplied 6,000 gals water at rate of 250 gpm. Water level lowered.
- 15 ROICC Lt BATTLE stated he cannot accept M9 matting. He is only aware of PSP for runway and West Side Parking. No contract for West Side extension or East Side Parking, Matting problem solved. Raymond Morrison Knudson accepted for storage. LEB-9 supplied center line profile DaNang-East up to Limits of property. Short approx 1000 ft for runway.
- 15 Requested CUBI PT advise if MAGNA-FLUX/XRAY capabilities available for RVN Units pending development full intermediate capabilities in RVN. CUBI PT advised affirmative.
- 16 ROICC Lt BATTLE plans to land First PLANE (ARMY?) DaNang East Monday 19 July 1965.
- 16 As reserve of high drag 250<sup>4</sup> Bombs was established at MAG-12 for use with chemical long delay fuze\$ for the psychological impact as well as Damage to the Ciet Cong.
- 16 After two weeks of preliminary groundwork and four tests runs utilizing the MK 12 smoke tank filled with blank fact sheet size paper, the FMAW informed COMUSMACV it was ready to assume the FACT SHEET MISSION ALERT with A-4 A/C based at Chu Lai.

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G-4 Division Command Chronology  
July and August 1965

July

- 17 CG sent msg to CG ~~III MAF~~ <sup>FMAFPAC</sup> on lower Helicopter availability in RVN. Msg prepared by G-4, involved AMO/SUPPLY matters as well as G-3 utilization factors. MAG-16 Group CO chopped, this msg. FMFPac reaction was immediate. Requested requisition data on shortages. UH34 Tail Rotor Blades became main issue. ASO let contract. special flights brought Blades to Subic where KC 130 pick up delivered. 70 tail blades removed from Futema based squadron. By mid AUGUST AOCF rate this item dropped to normal status. By end AUGUST spares on hand. Problem of other Helo supply items turned over to Wing Supply to monitor.
- 17 FMAW requisitioned 1766 JATO for Chu Lai to be used while Chu Lai runway undergoes repair.
- 17 Published Wing Bulletin 11240 Preventive Maintenance of Automotive Equipment to remind addressees of the necessity for compliance with appropriate maintenance procedures. (See TAB A).
- 20 MAF Engr, Col GRAHAM supplied information that CO MABS-11 desires to operate own engineer equipment on ~~schedule of fill supplies by 3d Engr Bn.~~ This concerns the requirement by MAF for FMAW to assume responsibility of Road Network on the West Side of DaNang Main with the exception of those Roads within the ARVN compounds. Direct Liaison between LtCol PEARCY and LtCol DENNIS was authorized main effort is to be concentrated on MSR from RMK lot to Class V dumps.
- 20 Two 750<sup>lb</sup> GP Bombs were procured from the Air Force and trail test loaded in the A-4 A/C. Two 750<sup>lb</sup> Bombs can be loaded on the MBR on stations 1 and 4. This overloads each station by 250<sup>lb</sup>, so landing with the MBR loaded is not recommended, although on the test trial the A/C was landed in a loaded condition with no ill effects to the MBR.
- 21 Published letter granting MAG-16 permission to withdraw items of equipment on temporary loan to the Class V(A) dump and the Air Freight section. Requirement placed on INHG-1.
- 22 Advised FMAW rear delivery of UH-34 pool Aircraft at Naha not acceptable and recommended fly off RVN or drop off CUBI. FMAW Rear concurred.
- 22 Wing Ordnance Officer visited the Naval Magazine SUBIC. Mutual problems of fast turn around of Class VA were discussed. A mutual assistance program was arranged with the munition officer.

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G-4 Division Command Chronology  
July and August 1965

July

- 22 Preliminary discussion with Mr PHAT, Local Well Driller, discussed that he was willing to sign a contract to deliver a well with screen, capable of 100 gpm of potable water at a site within 300-400 yds of present well being used by MAG-11, for a sum of approx \$7,000.
- 23 Provided a Willys-Cerlist vehicle to the American Red Cross field director from this date through 1 Sept. Published letter, Utilization of Automotive and Engineer Equipment requiring MAHG-1, MAG-11 and MAG-16 to report availability of specific types of equipment on a daily basis.
- 25 Advised FMAW Rear that responsibility for delivering engines from NSD Subic Bay is on the Navy and MATS and not in Air Wing. FMAW Rear went to CFMP WFO advised CUBI PT/Subic Bay than no lifts except emergency would be made by FMAW aircraft.
- 26 Chu Lai runway repair due to start. Estimated three weeks for completion. No KG-130 flights during period.
- 26 Requested Lycoming rep for Oxwood A4E constant speed drive problems. Mr Nemec available at VMO. Sent him to Oxwood. He reported possible use of wrong oil (Supply Problem) and early oil breakdown. His report submitted via channels.
- 28 Three off-Base ammunition supply point (ASP) areas were investigated by the Wing Ord. O. with a III MAF, G-4, representative for suitability as a class VI storage site. The site recommended by III MAF was refused, the only suitable site inspected was ASP-1.
- 29 Published Wing Order 11240.19A, Maintenance Floats for Section "II" Equipment, to establish requirements for the creation of maintenance floats and to prescribe the basic instructions for the operation thereof. (See TAB B).
- 30 Lt HUBAL MCB-9 report DaNang-East runway centerline extends *NORTH* 5,500 ft to end of property. At this point centerline is 500' off beach line.
- 31 The suspension from use of all M990D-1 fuzes and M20 sensing elements, eliminated the last means of VT (PROXIMITY) fuzing of GP Bombs. In a later operation the old W/ II "DAISY CUTTER" M1 fuze extensions, ordered and stocked for just such emergency, provided its effectiveness in clearing a landing zone.

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ENCLOSURE (8)

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G-4 Division Command Chronology  
July and August 1965

July

- 31 Engineers to Chu Lai on Recon.. Determined MAG-36 would fit in area selected. Site is Plateau N E of MACS-9 site with cantonment on ARC of COVE. Terrain relatively flat but Laterite may cause construction and sanitation problems. Col NOBLE CO MAG-12 "stressed" his desire to complete, consistent with priorities, the unfinished work at Chu Lai. Limiting Factor "Operator Proficiency still lacking in finish grading work". Indigenous personnel established a fence line to limit marine and local boundaries.
- 31 JP-4 issued DaNang \*1,454,556  
 JP-4 issued Chu Lai 1,367,413  
 July Total issued 3,821,969  
 AVGAS issued DaNang \*638,137  
 AVGAS issued Chu Lai 32,802  
 July Total Issued 670,939

\* Includes Phu Bai.

**SECRET**  
 ENCLOSURE (8)

**SECRET**

G-4 Division Command Chronology  
July and August 1965

August

- 1 Published Wing Order 10260.1, Operating Precaution; diesel engine-driven generators, to prevent generator failures through improper engine stopping procedures. (See Tab C)
- 3 Received endorsement on letter to BUWEPS from CMC concerning the 5th Echelon Rehab Program. It stated that the problems with the present program are recognized. Present plans are to direct delivery of selected items of equipment to FMFPAC units to fill priority requirements. Long range plans include use of 4th MAW assets as a rotatable pool.
- 3 AMO Conference (Quarterly) held at MCAS Iwakuni. Chief attended.
- 4 Received twelve model A-60 air conditioners for Avionics vans. Distribution as follows: 4 - MAG-12, 6 - MAG-11, 2 - MAG-16, CG, FMAW (Adv) 041220Z Aug.
- 5 Received one each SATS ECM warfare van with SATS air cond Model AX-841. Assigned to MAG-11 for VMCF-1.
- 6 G-4 III IIAF reported that he had hand carried request to Saigon for removal of all Vietnamese from Chu Lai Peninsula.  
 Submitted priority list of work to be performed at Chu Lai. Capt LIBERTY, CO 30th NCR, agreed with one exception: MAG-36 helo pads should be senior to replacing M9M2 matting. Capt LIBERTY stated MCB-10 will build MAG-36 area, also the complete Force of Civilian Surveyors are working in Danang-East (Extension of north runway by 6000 ft).
- 7 Wing Engineer at conference with MAF engineer. Discussion: FMAW should take action to grade and water roads that are their responsibility to maintain. Desire LAAM Btry to move to Monkey Mountain by 15 August. MAF Engineer will assist in construction of MAG-36 - Completion of helo pads by 1 Sept. Plans for using 7th Engineers on Arrival 1 Sept.
- 8 Sent msg 080800Z Aug - Request to FMFPAC for (3) concrete mixers from MARCORPS assets. Msg 232041Z Aug BuWeps to CMC indicates CMC will provide.
- 8 Maj MCMASTERS H&IS-16 presented position MAG-16 on 2d Butler Building. Butt the 30' Pads and leave out the end wall leeward of Monsoon Rains. Info Passed to MCB-9.

PAGE 5 OF 8 PAGES**SECRET**

ENCLOSURE (8)

**SECRET**G-4 Division Command Chronology  
July and August 1965August

- 10      Rec'd 10 units Model A-60 Air conditioners for Avionics vans distribution as follows: 1 to MAG-12, 1 to MAG-16, 7 to MAG-11 and 1 to MAG-13.
  
- 12      Report of Wing Engineer visit to Saigon 9-11 August 1965 to attend conference convened by MACV-J4. Subj: Schedule for the move of MAG-16 and Army Aviation to Danang-East.
  - 1. Army requirements: 20 off 4W & 27 Em, for 16 A/C 80,000 sq ft of Ramp space; 4, 20 x 48 quonset blds; no housing requirements.
  - 2. Construction requirements coupled with move of units. 65,000 sq ft concrete ramp to be constructed Danang forces displace one HMM squadron for RMK works on Danang-Main runway. Date agreed upon 15 - 30 Sept.
  - 3. VNAF is willing to give Marines 90'x 225' hangar.
  - 4. 1.5 million AM-2 matting for Danang-East was scheduled for January 66.
  - 5. It may be possible to locate the SATS in a line that would not disturb the present runway or ramp; the flight pattern would miss Marble mountain; and the simultaneous operation of Danang Main and Danang-East was feasible.
  
- 12      Received BuWeps instruction FQE-2:JHM dated 13 July 1965. Subject: Aviators Breathing Liquid Oxygen quality Surveillance Program, information on. This instruction revised requirements for sampling and analyzing liquid oxygen.
  
- 12      Rec'd two PU-536 45 KW cycle generators ~~for~~ NAD Crane Ind. Invoiced two PU-536 45 KW cycle generators to MAG-12, CG FMAW (Adv) 131130Z Aug.
  
- 13      Inventory of matting at Chu Lai Totals: AM-2, 2030 pallets; M9M2, 606 pallets; M9M1, 1 Pallet and 22 half sheets; PSP 35 sheets.
  
- 14      14 Aug - After a 10 day orientation of the ordnance functions within the FMAW, Capt Earl E. CARPENTER was assigned first to CTU 73.1.2 as Marine Ordnance Liaison Officer, Then on 1 Sept to CONSERVGRU 3.
  
- 14      Rec'd two each model 2111 avionics vans and one PU-481 45 KW 400 cycle generator for installation and support of ALM-29 equipment to MAG-11 for VMCJ-1.

**SECRET**



**SECRET**G-4 Division Command ChronologyJuly and August 1965August

- 14 Published Wing Order 5100.10 Standing Operating Procedure for Ground Safety. (See Tab D)
- 17 Forwarded letter to M/SG-17 designating them as requisitioning and support activity for the 7th Dental Company Motor Transport equipment.
- 17 The Ordnance Officer made a liaison visit to the Naval Magazine Subic to work out problems of resupply, urgent shortages and priority high usage items. From this visit the FIAW will have more voice in priority of items to be shipped and more information as to items available.
- 19 Answered FMAW (Rear) msg 190615Z concerning sending HU-34's to overhaul with DOP due engines. Advised would not do unless engine needed to meet operations. Made counter proposal of sending helo's without engine and sending overhauled engines from here. Problem area would be containers. FIAW (Rear) relayed this proposal to CFWP, info FMFPAC/CNAP. This action brought answers from both FMFPAC and CNAP who both said do not send Helo's to overhaul with no engines and both asked BuWeps to take immediate steps to remedy engine shortage in WestPac.
- 21 NABS-16 TAFDS personnel installed six (6) 10,000 gal tanks of AVGAS for arrival of MAG-36 at Chu Lai on 28 Aug.
- 23 The Wing Avionics Officer and Ordnance Officer represent the FMAW at a CMC sponsored Air Launched Guided Missile Avionics Ordnance conference hosted by FMFPAC. The largest agenda item was the combining of the avionics division and the ordnance division into a weapons system division.
- 23 New equipment received at Yokosuka distributed as follows:

<u>Qty</u>	<u>Item</u>	<u>Unit</u>
2	Trk, Forklift, 3000 lb RT	MWHG-1
1	Trk, Forklift, 3000 lb RT	MAG-11
1	Trk, Forklift, 3000 lb RT	MAG-12
7	Trk, Forklift, 3000 lb RT	M/SG-17
1	Trlr, LOX 500 gal	MAG-11
1	Trlr LOX 500 gal	MAG-12
1	Trlr LOX 500 gal	M/SG-17
2	Trlr LOX 500 gal	MAG-13
1	Trlr, Tank Nitrogen	MAG-13
1	Gen Set LOX	M/SG-17
5	Water Trlrs	MAG-16

PAGE 7 OF 8 PAGES

ENCLOSURE (8)

**SECRET**

**SECRET**G-4 Division Command ChronologyJuly and August 1965

August

- 23 Wing Engineer visited RMK and signed preliminary release of the runway Danang-East. Requested use of part of parking apron and stabilization of the shoulders.
- 24 FMAW 210805Z. The FMAW airlifted 20 umbical assemblies for MK 12 smoke tank and 100 each explosive bolts and detonators from MAG-12 assets to the 2d Air Division Bien Hoa.
- 24 Mr. FOSTER RCPT 105 contact team arrived MAG-11. MAG-11 reported his visit very beneficial.
- 25 Two each 75 KW 60 cycle gens and one each 15 KW 60 cycle gen rec'd from Fleet's Sasebo on loan from Navy assets. One each 75 KW gen assigned MAG-11 and MAG-16, one each 15 KW gen assigned MAG-16.
- 28 MABS-16 installed two (2) 10,000 gal tanks of AVGAS at Danang East.
- 29 Wing Order 10332.2 was issued incorporating revisions contained in BuWeps Inst FQE-2:JHII. (See Tab E)
- 29 FMAW requested CG FTFPAC to assist in obtaining a higher fair share percentage in fire bombs. Commenced FMAW air lift of 1600 bombs from Bien Hoa to Chu Lai and Danang.
- 31 JP-4 issued Danang\*1,940,309 JP-4 issued Chu Lai 1,444,608 August total issued 3,384,917 AVGAS issued Danang\*636,062 AVGAS issued Chu Lai 37,840 August total issued 673,902, Includes Phu Bai.
- 31 Received following LOX usage report from MAG-12 LOX for month of August: 5,130 gallons of LOX issued, 2,303.6 hours flown Based on average of 1.2 liters per flight hour used by pilots for respiration the following percentages apply: 15% of LOX issued is actually used by the pilot or aircrewman, 85% of the LOX is lost between the generating plant and the pilot. During August 3,000 gallons of LOX were flown in to RVN from outside sources, for 1st MAW units. Average daily issues for both MAG-11 and MAG-12 during August 243 gallons.

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## HEADQUARTERS

USV Marine Aircraft Wing, FMF, Pacific  
FPO San Francisco 96601

WgBul 11240

33:WT:1h

17 Jul 1965

WING BULLETIN 11240

From: Commanding General

To: Distribution List

Subj: Preventive Maintenance of Automotive Equipment

Ref: (a) Wing Order 11240.1F  
(b) Wing Bulletin 11240 of 24 May 1965

1. Purpose. To remind addressees of the necessity for compliance with appropriate preventive maintenance procedures.

2 Background

a. Reference (a) prescribes the basic program for preventive maintenance of automotive equipment. Reference (b) pointed out the necessity for adjustment of preventive maintenance programs to accommodate them to the demands imposed by changes in climatic conditions and the increased tempo of operations.

b. The activities of recent weeks have placed severe demands on most of the Wing's automotive equipment. Desire to "get the job done" has resulted in certain neglects and omissions pertaining to preventive maintenance and upkeep. Typical are such neglects as failure to maintain a reasonable state of cleanliness, incomplete or deferred lubrication, and failure to observe correct operating procedures. Although the pressure of operational requirements may have justified temporary departure from established practices, it must be recognized that, if the Wing is to maintain an operational capability for a prolonged period, an early return to prescribed maintenance procedures is necessary.

3. Action. Addressees are directed to take promptly such steps as may be necessary (including those needed to provide appropriate facilities) to insure adherence to sound preventive maintenance procedures within their respective commands.

*J. J. O'Connor*  
T. J. O'CONNOR  
Chief of Staff

DISTRIBUTION: "A"

App 2 - Enclosure (2)

~~TOP SECRET~~

HEADQUARTERS  
1st Marine Aircraft Wing (Advance)  
Fleet Marine Force, Pacific  
FPO San Francisco 96601

WgO 11240.19A  
35:RWT:dgf  
29 July 1965

WING ORDER 11240.19A

From: Commanding General  
To: Distribution List

Subj: Maintenance Floats for Section "M" Equipment

Ref: (a) WgO P4400.16A

1. Purpose. To establish requirements for the creation of maintenance floats and to prescribe the basic instructions for the operation thereof.

2. Cancellation. Wing Order 11240.19

3. Background.

a. Procedures for the echeloning of maintenance functions for Section "M" equipment are contained in separate instructions published by this Headquarters and higher authority. In part, these instructions establish requirements for the several air base squadrons of the Wing to perform third echelon maintenance for equipment held and operated by supported squadrons. The air base squadron of the Wing service group is assigned the further mission of providing fourth echelon maintenance support for all Section "M" equipment within the Wing. By definition, third echelon maintenance consists of the removal and replacement of major components and assemblies plus the repair of certain minor assemblies and sub-assemblies replaced in the course of accomplishment of organizational (first and second echelon) maintenance functions. Fourth echelon maintenance is defined as the repair of those assemblies and components removed incidental to the accomplishment of third echelon maintenance functions and the repair of any overflow of those assemblies and sub-assemblies removed in the course of organizational maintenance which, although susceptible of repair, cannot for any reason be repaired by third echelon maintenance activities.

b. In order that the foregoing maintenance assignments may be performed without an unacceptably high deadline rate, it is necessary that units performing third echelon maintenance functions hold sufficient assets of serviceable third and fourth echelon repairables to permit equipment to remain in operation while defective components/assemblies/sub-assemblies are being repaired or replaced. To minimize Project 40 expenditures and bookkeeping requirements as well as to insure appropriate ease of access on the part of maintenance activities to such assemblies without loss of appropriate inventory control, it is desirable that custody of the assemblies be assigned by the group supply officer, to the MABS material officer, or the motor transport maintenance officer.

APP 2- ~~ENCLOSURE~~ (10)

WgO 11240.20 19A  
35:RWT:dgf

### 3. Action

a. Each group performing third echelon maintenance will determine the range and quantity of components, assemblies, and sub-assemblies required for the support of the second and third echelon maintenance functions performed.

b. The items determined necessary will be requisitioned citing BPN 08 funds and, upon receipt, will be held in the custody of an officer designated as the Section "M" Maintenance Float Custodian. Under ordinary conditions the officer so designated will be the Material Officer, MABS; however special circumstances may dictate the assignment of some other officer of the group for the purpose. Under no conditions will the Group Supply Officer be assigned as custodian of the float. Accounting for these items should parallel that prescribed for RCA pools in paragraph 405 of reference (a).

c. Groups will use allocated Project 40 funds for the procurement of the items needed to replenish the float when an unserviceable component, replaced by a float item, is determined to be beyond economical repair.

d. Requisitions for this purpose will be assigned a priority 12.

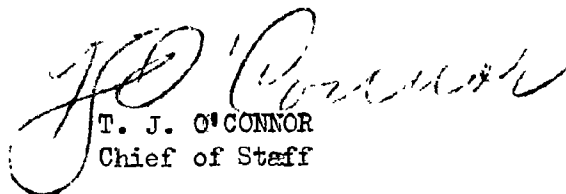
e. Target dates for completion of the various phases of establishment of the floats are as indicated below:

Initial determination of float requirements: 15 Aug 65

Completion of funding arrangements and requisitioning: 25 Aug 65

f. Float requirements will be reviewed semiannually in January and July. Where usage or turnover indicates requirements for additional items or increased quantities of presently held items, these will be procured. Excesses indicated by lack of turnover or by anticipated replacement of major equipment families will be reduced or eliminated to the extent possible through attrition.

2. Unserviceable but repairable items which have been replaced by similar items from the float will be expeditiously shipped to Marine Air Base Squadron 17, Marine Wing Service Group 17, for repair and return to the float. Prompt action will be taken to provide replacements for non-repairables.

  
T. J. O'CONNOR  
Chief of Staff

DISTRIBUTION: "A"

## HEADQUARTERS

1st Marine Aircraft Wing (Advance)  
Fleet Marine Force, Pacific  
FPO San Francisco 96601

WgC 10260.1  
35:RWT:rs  
1 August 1965

WING ORDER 10260.1

From: Commanding General  
To: Distribution List

Subj: Operating Precaution; diesel engine-driven generators

1. Purpose. To promulgate instructions to prevent generator failures through improper engine-stopping procedures.
2. Background. A large number of engine failures have occurred to diesel engine-driven generators within the Wing as a direct result of operators closing the fuel return valve when the engine was running. Such action interrupts the flow of excess fuel from the fuel injection system to the tank and thus creates excessive pressure throughout the fuel delivery system. The most common effect is manifested by the appearance of a long vertical crack in the secondary fuel filter housing (in the case of Caterpillar 315/318 engines) or burst fuel return lines (in the case of GMC engines).
3. Action. Addressees will take the following actions to prevent future failures of the types described above:
  - a. All personnel whose duties involve the operation of diesel engine-driven generators will be instructed in the correct procedures for stopping the engine as prescribed in the operator's manual for the generator concerned and the hazards involved in closing the fuel return valve when the engine is running.
  - b. Each diesel engine-driven generator will be clearly and conspicuously stenciled with yellow paint in the vicinity of the fuel return valve with the following words:

WARNING  
DO NOT SHUT OFF FUEL RETURN  
WITH ENGINE RUNNING

- c. Fuel return valves will be painted yellow.

  
T. J. O'CONNOR  
Chief of Staff

DISTRIBUTION: "A"

App 2 - Enclosure (11)

HEADQUARTERS  
1st Marine Aircraft Wing (Advance)  
Fleet Marine Force, Pacific  
FPO San Francisco 96601

WgO 5100.1C  
25:GLS:rs

AUG 14 1966

WING ORDER 5100.1C

From: Commanding General  
To: Distribution List

Subj: Standing Operating Procedure for Ground Safety

Ref: (a) MCO 5100.8B  
(b) MCO 5101.8A  
(c) FMFPACO 5100.1B

Encl: (1) Administrative/Material Ground Safety Inspection Format *NIF*

1. Purpose. To publish instructions for the administration of an effective Wing Ground Safety Program in accordance with references (a) through (c).

2. Cancellation. Wing Order 5100.1B and Wing Order 5101.4A.

3. Scope.

a. This Wing Ground Safety SOP applies to:

(1) All personnel of the 1st Marine Aircraft Wing while on or off duty

(2) All civilian employees of the Marine Corps under the jurisdiction of the Commanding General, 1st Marine Aircraft Wing during the course of employment.

(3) Property incident to an activity of or on the premises under the control of the 1st Marine Aircraft Wing.

b. This SOP does not apply to the flight safety program

4. Responsibilities

a. Commanding Officers - Responsible for the administration of an effective ground safety program.

b. Wing Ground Safety Officer - Responsible for the monitoring of ground safety programs within the Wing, compiling statistics, and the submission of consolidated reports to higher headquarters.

A/p-2 ENCLOSURE (12)

WgO 5100.1C  
25:GLS:rs

c. Unit Ground Safety Officer - Responsible for the conduct of the ground safety program which will include:

- (1) Safety education program.
- (2) Investigation of all accidents.
- (3) Distribution of safety bulletins/materials.
- (4) Submission of required reports.
- (5) Location and elimination of safety hazards.

5. Requirements

a. The Wing Ground Safety Officer shall be an additional duty of the Assistant Wing Motor Transport Officer.

b. All groups of the 1st Marine Aircraft Wing shall establish a unit ground safety SOP. In addition, squadrons or larger combined units deployed separately from their parent organization shall, establish a unit ground safety SOP.

c. The following units will assign a commissioned officer an additional duty as unit ground safety officer:

- (1) Marine Aircraft Group.
- (2) Marine Wing Headquarters Group.
- (3) Marine Wing Service Group.
- (4) All squadrons.

6. Reports

a. Individual Accident Report - Squadron commanders will submit to this Headquarters within five working days following the occurrence of an accident, an original and one copy of form NAVEXOS 108. These will be accompanied by a Standard Form 91 (Report of motor vehicle accident) when the accident involves a motor vehicle.

b. Consolidated Accident Report - Group commanders will submit an original and one copy of NAVMC 10323-GS (Rev 8-57) (Consolidated Accident Report) on a quarterly basis, to reach this Headquarters within ten days following the end of the quarter.



WgO 10332.2  
29 Aug 1965

d. LOX purity will be tested hourly during generating plant operation, purity of 99.5% or higher as measured by the plant Oxsat test kit is required. It should be noted that this purity test is a qualitative measurement of the amounts of nitrogen and argon remaining in the LOX and is not a quantitative measurement of minor constituents contained.

e. Testing for acetylene content will be conducted a minimum of once every 24 hours of plant operation. Tests will be conducted in accordance with instructions contained in NAVWEPS 19-75ACC-7 and BUSHIPS Instruction 9250.8. Maximum allowable content is increased from 0.05 PPM to the lowest detection limit measurable by use of the colorimetric acetylene test kit. If acetylene test kit color comparison standards are not the sealed-in-glass type, replacement color standards should be procured from Air Products and Chemicals Inc. Color standards contained in wax sealed glass containers will deteriorate and are inaccurate after a period of time.

f. The "sniff test" will be conducted as required in reference (b), enclosure (7), paragraph 2.a.

g. Considering the relaxation of certain quality surveillance requirements for LOX produced in a deployed location, it is extremely important that dry purging of all LOX containers be accomplished on the schedule outlined in enclosure (7) of reference (c).

h. Sintered bronze filters will be installed in all LOX transfer lines and/or piping as required by applicable technical manuals. These filters remove particulate matter, 20 microns and larger in size, from the liquid stream. Operators will not remove these filters for other than cleaning or replacement, except while the tank purging cycle is in progress. A restriction in the filter indicates that it is accomplishing its purpose. If this occurs the filter should be removed, cleaned and replaced prior to further liquid transfer.

i. Routine sampling of LOX storage tanks is required monthly. When historical records of IR-4 infrared spectrophotometer analysis indicate no serious build-up of minor constituents, LOX from the sampled tank may be issued for use pending receipt of sample analysis results, provided the requirements of 3.d., 3.e., 3.f., 3.g., and 3.h. above have been met.

j. When an IR-4 analysis report indicates a build-up of minor constituents approaching, or exceeding, the maximum allowable limits of references (b) and (c) the following rules apply:

(1) LOX plant operators and local quality assurance personnel will evaluate the analysis report, determine the cause and take corrective action to eliminate the cause of the increase; purging the tank will normally rectify the problem.

WgO 10332.2  
29 Aug 1965

(2) LOX containing minor constituents in excess of allowable limits of references (b) and (c), may be used only to avoid interruption of flight operations and then only under the following conditions:

(a) Carbon dioxide content is not to exceed 300% of the approved surveillance limit.

(b) Methane, ethylene, ethane or nitrous oxide are not to exceed 200% of the approved surveillance limit for each constituent.

(c) All requirements of 3.d., 3.e., 3.f., 3.g., and 3.h. above must be met.

(d) Command approval must be obtained prior to issue of LOX containing carbon dioxide, methane, ethylene, ethane or nitrous oxide in excess of approved surveillance limits as specified in references (b) and (c). Enclosure (6) of reference (b) contains instructions for increasing allowable limits of minor constituents in LOX as transfer is made from storage tanks to servicing tanks to aircraft systems.

(3) When the emergency situation has passed, all containers involved in handling LOX with excessive minor constituents will be purged. When these tanks are refilled with LOX a sample will be taken for analysis, LOX contained may be issued for use pending receipt of analysis results.

k. LOX reported as having acetylene, halogenated compounds or "other" constituents in excess of approved surveillance limits of Table I, reference (c) will not be issued but will be purged from tanks and A/C converters. Upon completion of purging and refilling of tanks, LOX will not be issued for use until analysis by IR-4 verifies that LOX contained is acceptable for use.

l. To insure adequate quality controls, maintaining complete records of all LOX samples analyzed is required. The following records will be maintained at locations indicated:

(1) Liquid oxygen generating plants.

(a) Hourly purity tests conducted during plant production runs will be entered on plant operating log sheets.

(b) Daily testing for acetylene content in LOX samples drawn from the generating plant distillation column will be entered on plant operating log sheets.

(c) Daily "sniff testing" of LOX contained in storage tanks will be recorded in a log maintained for each tank. This log will include a record of 50 gallon tanks refilled and the date filled. The date that the tank was dry purged will be recorded in this log.

(d) Files of IR-4 analysis reports will be maintained on each LOX plant or storage tank. These reports are required to develop historical data on levels of minor constituents contained in LOX produced in the general

WgO 10332.2  
29 Aug 1965

are and for monitoring increases in storage tank minor constituent levels.

(2) Safety and survival equipment shops.

(a) Maintain records on each 50 gallon tank. Information recorded to include results of daily "sniff testing", storage tanks from which LOX was drawn, the date refilled and the dates of periodic purging.

(b) Temporary records of aircraft systems refilled from 50 gallon tanks should be maintained. In the event of a contamination problem these records would identify aircraft requiring purging.


m. Handling procedures for LOX samples:

(1) One liquid oxygen plant operator in each Marine Aircraft Group LOX Section will be designated as a liquid oxygen courier. Assignment will be on a monthly basis and duties will include escorting LOX samples to the testing activity and operating LOX storage tanks when necessary to air ship liquid oxygen.

(2) Assigned couriers will deliver samples to the NAS, Atsugi, LOX plant. One copy of the LOX sample identification form, page 7-10 of enclosure (1) to reference (d), will be delivered to the MABS-17 LOX Section while enroute to NAS, Atsugi. One copy of the identification form will accompany the LOX sample when delivered to the testing activity. Considerable confusion and delays in reporting analysis results have occurred in the past because of improperly identified LOX samples.

(3) NAS, Atsugi, LOX plant personnel have indicated that samples will be tested upon arrival at the plant site. If the sample is to arrive at the Atsugi plant site during other than normal working hours, the Atsugi LOX plant should be called prior to the sample leaving MCAS, Iwakuni. This will allow time for alerting a testing unit operator; otherwise, some delay might be experienced.

(4) Upon completion of the sample analysis, results will be reported by telephone to the MABS-17 LOX Section, (extension 3652), or if necessary to the 1st Marine Aircraft Wing (Rear), G-4 office, (extension 2225). Wing Command Net #2 will then be used to relay the necessary information to 1st Marine Aircraft Wing (Advance).

  
T. G. BRONLEEWEE JR.  
Chief of Staff

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APPENDIX 3

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Copy 63 of 75 Copies  
 1st Marine Aircraft Wing (Advance)  
 III Marine Amphibious Force  
 DANANG AIR BASE, REPUBLIC OF VIETNAM  
 150800H July 1965

Operation Order 303-65

Ref: None

Time Zone: HOTEL

Task Organization: See Annex A (Task Organization)1. SITUATION.

a. Enemy Forces. See Annex B (Intelligence) and current intelligence summaries.

b. Friendly Forces.

(1) ARVN I Corps forces continue operations against the Viet Cong assisted by the U. S. Military Assistance Command.

(2) 3rd Marine Division conducts operations in the Danang, Hue Phu Bai, and Chu Lai tactical areas of responsibilities, initially in defense of the airfields located therein, and when directed conducts offensive operations in the I Corps area, in support of the Government of South Vietnam.

(3) Vietnamese Air Force conducts air operations in support of I Corps.

(4) Vietnamese Navy maintains counter-infiltration screen along the RVN coast.

(5) U. S. SEVENTH Fleet conducts counter-infiltration, air and naval gunfire operations as required in support of III Marine Amphibious Forces.

(6) 2d Air Division conducts air operations in support of Vietnamese Air Force and III Marine Amphibious Force forces when requested.

1st MAW S&C NO.	COPY NO.
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(7) U. S. Army Aviation and ground elements conduct operations in support of I Corps forces, and provides support for III Marine Amphibious Force forces when requested.

2. MISSION. 1st Marine Aircraft Wing conducts offensive and defensive tactical air operations to include close air support, interdiction, reconnaissance, air superiority, air transport, search and rescue and other supplemental air support as required to assist in the over-all counter-insurgency effort.

3. EXECUTION.

a. Concept of Operations.

(1) 1st Marine Aircraft Wing units operate initially from the Danang, Chu Lai and Hue Phu Bai airfield complexes, providing air support of all descriptions for III Marine Amphibious Force ground forces. When directed, additional aviation units deploy to Republic of Vietnam airfields as assigned and provide additional air support and air control as required. All units remain prepared to deploy to and operate from other airfields as required.

(2) III MAF forces have first priority on air support provided by Marine aviation units; available sorties in excess of III MAF requirements are identified to 2nd Air Division to be used for support of other forces engaged in the counter-insurgency effort. Conversely, when III MAF requirements exceed available 1st MAF assets, additional support is requested from 2nd Air Division resources. When 1st MAF aircraft are providing close and immediate support for Marine ground forces actively engaged in combat, standard Marine close air support doctrine applies and approval by agencies external to III MAF command channels is not required. All support provided in other than immediate III MAF areas of operation receives prior approval of the appropriate Corps Headquarters.

b. Marine Wing Headquarters Group 1 (MWHG-1).

(1) Provide the required command, administrative, logistical and camp facilities for operation of the 1st Marine Aircraft Wing (Advance) Command Post.

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(2) Provide a Tactical Air Direction Center for the 1st MAW (Adv) Command Post.

(3) Establish and maintain a complete Marine air control system, or such part thereof as may be directed.

(4) Provide and operate a Direct Air Support Center/ Helicopter Direction Center to be located in proximity to the 3rd Marine Division Fire Support Coordination Center or in other locations as directed.

(5) Provide Air Support Radar Team services as directed.

(6) Provide and maintain a Hawk missile defense capability for the Danang Air Base complex.

(7) Be prepared to integrate the Marine air control and Hawk missile defense systems with the USAF air control system as directed.

c. Marine Aircraft Group 11 (MAG-11) (Danang).

(1) Be prepared to participate in the overall air defense effort in Vietnam.

(2) Be prepared to escort and provide fighter combat air patrol for air strikes as directed.

(3) Provide close air support and interdiction flights in support III Marine Amphibious Force, ARVN and other friendly forces operations as directed.

(4) Provide interdiction flights as specified in daily frag orders to support overall counter-insurgency effort in RVN.

(5) Be prepared to conduct night operations utilizing AN/TPQ-10 radar to support III Marine Amphibious Force operations.

(6) Be prepared to provide rescue combat air patrol (RESCAP) aircraft as directed.

(7) Provide aircraft for helicopter escort and landing zone preparation fires as directed.

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(8) Be prepared to conduct offensive air strikes outside RVN if directed.

(9) See Annex C (Reports).

(10) See Annex D (Air Operations).

d. Marine Aircraft Group 12 (MAG-12) (Chu Lai).

(1) Provide close air support and interdiction flights in support III Marine Amphibious Force, ARVN and other friendly force operations as directed.

(2) Provide interdiction flights as specified in daily frag orders in support overall counter-insurgency effort RVN.

(3) Be prepared to conduct night operations utilizing AN/TPQ-10 radar to support III Marine Amphibious Force operations.

(4) Be prepared to provide RESCAP aircraft as directed.

(5) Provide aircraft for helicopter escort and landing zone preparation fires as directed.

(6) Be prepared to augment the air defense effort in III Marine Amphibious Force zone of operations as directed.

(7) Be prepared to conduct offensive air strikes outside RVN if required.

(8) Continue to operate the Marine airfield at Chu Lai until relieved by competent authority.

(9) Provide facilities for the operations of a helicopter detachment to be based at Chu Lai.

(10) See Annex C (Reports).

(11) See Annex D (Air Operations).



WgO 5100.1C  
25:GLS:rs

c. Report of Duty Assignment. Upon receipt of this order, each group will submit by letter to this Headquarters a report of duty assignment as follows:

GROUND SAFETY OFFICER

<u>UNIT</u>	<u>NAME/RANK/SERV NO/MOS</u>	<u>DATE ASSIGNED</u>
-------------	------------------------------	----------------------

An updated report will be submitted as changes in assignment occur.

7. Definitions. The following definitions are established for clarification in preparation of the reports required in paragraphs 6a and 6b above:

a. Accident. An occurrence, the results of which, involves lost time, disabling injury, or property damages of \$25 or more. (\$50 or more in the case of a motor vehicle accident).

(1) Disabling Injury. An injury which renders the injured person unable to return to duty on the day following the date of the accident.

(2) Lost Time. The period during which the injured person is unable to perform regularly assigned duties as a result of an accident. The day the injury occurs and the day the injured returns to duty shall not be computed. All intervening days shall be computed.

b. Motor Vehicle Accident

(1) Government. An occurrence involving the operation or movement of a motor vehicle that results in death or disabling injury, or damage, costing the Government \$50 or more, to any vehicle or other property, regardless of responsibility. Motor Vehicles include: passenger cars, station wagons, ambulances, buses, fire trucks, motorcycles, scooters, trucks and truck tractors.

(2) Private. An occurrence involving the operation or movement of a privately owned motor vehicle which results in death or disabling injury to Marine Corps personnel regardless of responsibility.

c. Industrial Accident. An occurrence resulting in death or disabling injury arising out of or in the course of employment or performance of duty of any direct-hire civilian employee, or military personnel engaged in non-combat type duties, assigned to this Command. The term "non-combat" includes construction, manufacturing, maintenance, repair, commissary, mess, medical, security, transportation, fire fighting, administration, janitorial, warehousing, stevedoring, clerical or other duties comparable to those performed by civilians in government, private industry, personal services, wholesale or retail trade, professional, construction or other fields.

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d. Training Accident. An occurrence resulting in death or disabling injury to military personnel resulting from the authorized training program of this Command.

e. Recreational Accident

(1) Varsity and Intramural. An occurrence resulting in death or disabling injury to military personnel resulting from any organized coached or unsupervised athletic program conducted by this Command.

(2) Other On-duty. An occurrence resulting in death or disabling injury to military personnel while on duty resulting from any athletic or recreational activity other than those mentioned that is authorized by this Command.

(3) Off-duty. An occurrence resulting in death or disabling injury to military personnel resulting from any athletic or recreational activity while off-duty, on vacation or off-vacation which does not fall in paragraph 7e(1) or 7e(2) above.

f. Baracks Accident. An occurrence resulting in death or disabling injury to any military personnel while in or around military barracks type living quarters.

g. Home Accident. An occurrence resulting in death or disabling injury to any military personnel while in or around living quarters in or off station.

h. Miscellaneous Accident. An occurrence not previously classified resulting in death or disabling injury to any military or civilian personnel within the confines of this Command. Accidents in this category will be explained under the "Remarks" paragraph of the accident report.

3. Inspection. An annual ground safety inspection will be conducted by the Commanding General 1st Marine Aircraft Wing during the administrative/material inspection. The purpose of this inspection will be to determine and correct unsafe practices and conditions. Enclosure (1) is the inspection form.

*J. J. O'Connor*  
J. J. O'CONNOR  
Chief of Staff

DISTRIBUTION "A" and "B"

## HEADQUARTERS

1st Marine Aircraft Wing (Advance)  
Fleet Marine Force, Pacific  
FPO San Francisco 96601

WgO 10332.2  
15:DWH:RL  
29 Aug 1965

WING ORDER 10332.2

From: Commanding General  
To: Distribution List

Subj: Aviators Breathing Liquid Oxygen Quality Surveillance Program;  
instructions cv

Ref: (a) Chief BUWEPS 1st FQE-2:JW of 13 Jul 1963  
(b) BUWEPS Instruction 10332. of 18 Dec 1963  
(c) MIL-C-27210B(ASG) of 11 May 1964 w/amendment-3  
(d) WgO P13000.7A of 16 Jun 1965

1. Purpose. This order contains instructions for the conduct of quality surveillance of aviators breathing liquid oxygen within 1st Marine Aircraft Wing.

2. Background.

a. Quality surveillance of liquid oxygen was first instituted in 1959 when a listing of maximum allowable limits of minor constituents in LOX was issued by BUWEPS. Prior to the start of the program, numerous reports of odoriferous oxygen in aircraft LOX systems were received. Since the program was instituted, only a few isolated incidents of suspected LOX contamination have been experienced.

b. The quality surveillance program consists basically of two main items.

(1) Liquid oxygen samples are analyzed for minor constituent content to determine suitability for continued issue.

(2) All LOX containers are purged on a set schedule using hot, dry nitrogen gas as a purging agent. Purging eliminates contaminants which build-up in a LOX tank over periods of use and is the major step toward a marked reduction in reports of suspected contamination.

c. Reference (a), the most recent revision to the quality surveillance program, is a result of efforts to provide Marine Corps cryogenic sections with a capability for purity analysis of LOX produced in the field. Reference (b) contains complete instructions for conduct of the quality surveillance program and will include provisions of reference (a) when revised. Reference (c) is the military specification covering aviators breathing oxygen, liquid and gas. Reference (d) is the aircraft maintenance SOP for 1st MAW.

App-2- Enclosure (13)

WgO 10332.2  
29 Aug 1965

d. Reference (a) provides information pertaining to chemical purity analysis of LOX produced by deployed Marine Corps hydrogen sections. PUMPS is in the process of procuring hydrocarbon analyzers for the purpose of measuring total hydrocarbon content of liquid oxygen produced. Reference (a) states, "Liquid quality control personnel will be required to establish limitations of total hydrocarbons allowable to assure detection of abnormal concentrations at the following:"

- (1) Air entering the intake of the generating plant.
- (2) In LOX containers.
- (3) Aircraft LOX converter outputs.

These limitations can only be determined by testing samples taken from the above areas over a period of time to establish average concentrations to be expected under normal operating conditions. LOX samples taken at the same time for analysis by IR-4 infrared spectrophotometer, will be required to assist in determining limits to be set for individual LOX plant locations. More explicit instructions will be made available upon receipt of hydrocarbon analyzers being procured.

e. Enclosure (1) to reference (a) consists of ground rules for testing and surveillance of radiators breathing liquid oxygen when generated at deployed locations or when an IR-4 analyzer is not available at the local area.

3. Appendix. Liquid oxygen quality control inspections and procedures outlined below are taken from references (a), (b) and (c) and will be observed by units of the 1st Marine Aircraft Wing.

a. A LOX sample will be taken, for IR-4 analysis, at the start of a generating plant production run and monthly thereafter if the plant is in continuous operation for the period of time. A short shutdown for operation maintenance should not require re-sampling, however this is a situation which must be evaluated at the time as to the necessity for sampling. Plant defrost cycles, required a minimum of every 240 hours of operation, do not require sampling unless an unusual condition arises.

b. Liquid oxygen storage tanks will be sampled once monthly in accordance with reference (a). If a build-up of minor contaminants is suspected, a sample should be taken for IR-4 analysis regardless of specified sampling schedule.

c. Sampling of LOX contained in 50 gallon aircraft LOX system servicing tanks is not required except in the event of a report of suspected contamination. Dry purging of 50 gallon tanks will be accomplished in accordance with schedules set forth in reference (b).

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e. Marine Aircraft Group 16 (-) (MAG-16(-)).

(1) Provide HMM support for III Marine Amphibious Force combat operations.

(2) Be prepared to provide one HMM squadron in support of ARVN combat operations.

(3) Provide aircraft for reconnaissance, TAC(A), SAR, Med Evac, VIP flights and such other requirements as specified in daily frag orders.

(4) Provide armed helicopters for escort, reconnaissance and delivery of suppressive fires as required.

(5) Be prepared to relocate MAG-16 (-) with three HMM squadrons and VMO to Danang East and continue above operations.

(6) Be prepared to deploy HMM squadron(s) to other bases in RVN for support of III MAF units.

(7) See Annex C (Reports).

(8) See Annex D (Air Operations).

f. Marine Composite Reconnaissance Squadron 1 (-) (VMCJ-1(-)).

(1) Be prepared to provide ECM flights in support III Marine Amphibious Force operations in RVN as directed.

(2) Provide photo aircraft in support III Marine Amphibious Force operations in RVN as directed.

(3) Provide ECM flights in support of 2d Air Division/COMSEVENTHFLT as specified by daily frag orders.

(4) See Annex C (Reports).

g. Coordinating Instructions.

(1) Command and control of Marine air operations

## SECRET

in RVN will be as specified in Appendix 1 (Command and Control of Marine Aircraft in RVN) to Annex D (Air Operations).

(2) Coordination of all Marine air operations in RVN will be through the tactical air direction center (TADC).

(3) All Marine aircraft operating in RVN will report in and out (RIO) with the TADC.

(4) The Commanding General, 1st Marine Aircraft Wing as the Tactical Air Commander for the III Marine Amphibious Force will coordinate with 2d Air Division, Air Operations Center (AOC), I Corps, Air Support Operations Center and Tactical Operations Center to avoid any conflict in air operations.

(5) The Direct Air Support Center operating in proximity to the Fire Support Control Center will coordinate all close air support of III MAF in accordance with Appendix 2 (Air Support Procedures) to Annex D (Air Operations).

(6) Air Defense will be in accordance with Appendix 3 (Air Defense Procedures) to Annex D (Air Operations).

(7) All Marine aircraft will operate within the framework of the United States Air Force/Vietnamese Air Force air traffic control system while proceeding to and from tactical target areas.

(8) Mission assignments for Marine aircraft will be specified by daily frag orders. All flight leaders are directed to meet time on target to avoid conflict with other missions.

(9) Maintain capability to provide chemical, biological, radiological and nuclear warfare as directed.

4. ADMINISTRATION and LOGISTICS. See Annex E (Administration and Logistics).

5. COMMAND and COMMUNICATION-ELECTRONICS.

a. Command Relationships.

(1) Commander, U. S. Military Assistance Command,

## SECRET

Vietnam, as a subordinate unified commander under CINCPAC, has operational control of all U. S. forces in Vietnam. The Commander, 2nd Air Division, has been designated the MACV Air Force Component Commander, and the CG III MAF has been designated the MACV Naval Component Commander.

(2) COMUSMACV exercises operational control of all U. S. Marine forces in Vietnam through the CG III MAF.

(3) The Commander, 2nd Air Division, as MACV Air Force Component Commander, exercises coordinating authority for all air operations in Vietnam.

(4) The Commander, 2nd Air Division has, through the PACAF/13th AF chain of command, the additional over all responsibility for air defense in SEASIA.

(5) The CG, 1st MAW, as Tactical Air Commander for the CG III MAF, controls all Marine aviation through the Marine air control system and in turn coordinates with the 2nd Air Division through the existing USAF tactical air control system.

(6) Direct liaison between the CG, 1st MAW and Commander, 2nd Air Division has been authorized for matters pertaining to aviation.

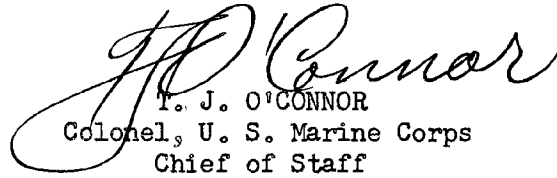
b. Command Posts.

(1) 1st MAW (Adv)	DANANG
(2) MAG-12	CHU LAI
(3) MAG-11	DANANG
(4) MAG-16(-)	DANANG
(5) MWHG-1	DANANG

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c. Communication-Electronics. See Annex F (Communications-Electronics).

BY COMMAND OF BRIGADIER GENERAL McCUTCHEON

  
T. J. O'CONNOR  
Colonel, U. S. Marine Corps  
Chief of Staff

ANNEXES:

- ✓ A - Task Organization
- B - Intelligence (to be issued)
- ✓ C - Reports
- ✓ D - Air Operations
- ✓ E - Administration and Logistics (to be issued)
- F - Communications-Electronics (to be issued)
- ✓ G - Ground Security
- H thru Y - OMITTED
- ✓ Z - Distribution

DISTRIBUTION: Annex Z (Distribution)



SECRET

1st Marine Aircraft Wing, (Advance)  
 III Marine Amphibious Force  
 DANANG AIR BASE, REPUBLIC OF VIETNAM  
 150800H July 1965

Annex A (Task Organization) to Operation Order 303-65

Time Zone: HOTEL

1st MARINE AIRCRAFT WING (ADVANCE)

MWHG-1 (-)

H&HS-1 (-)  
 1stLAAMBN  
 MASS-2  
 MACS-  
 MACS-

MAG-11

H&MS-11  
 MABS-11  
 VMFA-  
 VMFA-

MAG-12

H&MS-12  
 MABS-12  
 VMA/VMF(AW)-  
 VMA  
 VMA  
 MATCU

MAG-16(-)

H&MS-16(-)  
 MABS-16  
 HMM-  
 HMM-  
 HMM-  
 VMO-  
 MATCU

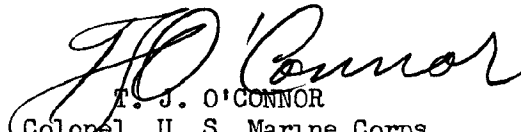
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VMCJ-1(-)

BY COMMAND OF BRIGADIER GENERAL McCUTCHEON

  
T. J. O'CONNOR  
Colonel, U. S. Marine Corps  
Chief of Staff

DISTRIBUTION: Annex Z (Distribution) to Operation Order 303-65

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1st Marine Aircraft Wing (Advance)  
III Marine Amphibious Force  
DANANG AIR BASE, REPUBLIC OF VIETNAM  
150800H July 1965

Annex C (Reports) to Operation Order 303-65

Ref: (a) WgO 3000.2A  
(b) COMUSMACV Directive Number 335-2 (NOTAL)  
(c) Force O 3121.1A  
(d) NWIP 10-1(A)  
(e) Force O 4000.1  
(f) WgO 4631.7  
(g) U. S. Marine Corps Staff Manual 1955

Time Zone: HOTEL

1. General. To summarize reports required by this and higher headquarters and to establish reporting procedures for in-country forces of the 1st Marine Aircraft Wing (Advance).

2. Information.

a. Reports in accordance with reference (a), will continue to be submitted to 1st Marine Aircraft Wing (Rear).

b. This annex covers the basic reports required pertaining to in-country RVN operations. It does not supersede nor suspend reports required by higher headquarters in other directives.

BY COMMAND OF BRIGADIER GENERAL McCUTCHEON

*F. J. O'Connor*  
F. J. O'CONNOR  
Colonel, U. S. Marine Corps  
Chief of Staff

APPENDIX:

✓1 - Reports Required

DISTRIBUTION: Annex Z (Distribution) to Operation Order 303-65

C-1

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1st Marine Aircraft Wing (Advance)  
III Marine Amphibious Force  
DANANG AIR BASE, REPUBLIC OF VIETNAM  
150800H July 1965

Appendix 1 (Reports Required) to Annex C (Reports) to Operation Order 303-65

Time Zone: HOTEL

REPORTS REQUIRED

REPORT	REPORTING UNIT	RECEIVING AGENCY	INFO COPY	PERIOD COVERED	TIME DUE	FORMAT	REMARKS
ACFT AVAIL	SQDN/GROUP	TADC	NONE	NA	0500/1300/1800	TELECON MOMENT #22	ON 1800 RPT PROJECT 0600 AVAIL.
DAILY SITREP	BATTALION/ GROUP/STAFF SECTIONS/ WING	GRPS/WING G-3/III MAF	CG 1ST MAW(R)	0001-2400H DAILY	WING 2000H III MAF 0500H	TAB A	REPORTS TO REACH THIS HQ BY 2000. SUB- MIT SUPPLE- MENTAL RPTS TO COVER PD TO 2400H.
DAILY AVN ACTIVITY RPT (DAAR)	WING	2D AIRDIV	COMUSMACV CG III MAF CG FMFPAC CG FMAW(R) CITE 70.2.1.-	0001-2400H	2D AIRDIV 1000 NEXT DAY	TAB A	UTILIZE DAILY SITREP
REDOPS	SQDN/WING (REAR)	CG FMAW(R) FOCCPAC	CG FMAW(A)	AS OCCURS	PARA 1 REF (C)	PARA 1 REF (C)	
AIR ATTACK RPT	SQDN	SEE ART 101 REF (D)	CG FMAW(A) III MAF GROUP	AS OCCURS	WITHIN HRS AFTER OCCURS	OPNAV 3LSC-4 REF (D)	

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REPORT	REPORTING UNIT	RECEIVING AGENCY	INFO COPY	PERIOD COVERED	TIME DUE	FORMAT	REMARKS
AIR COMBAT RPT	SQDN	SEE ART 104 REF (D)	CG FMAW(A) III MAF/GRP	AS OCCURS	WITHIN 24 HRS AFTER OCCURS	OPNAV 3480-4 REF (D)	
ACFT VULNER- ABILITY RPT	SQDN	SEE ART 104 REF (D)	CG FMAW(A) III MAF/GRP	AS OCCURS	WITHIN 24 HRS AFTER OCCURS	OPNAV 3480-5 REF (D)	
A/C CREW AND SURVIVAL RPT	SQDN	SEE ART 104 REF (D)	CG FMAW(A) III MAF/GRP	AS OCCURS	ASAP AFTER EVENT FACTS ARE RECEIVED	OPNAV 3480-6 REF (D)	
SPOT RPT	SQDN/ BATTALION/ GROUP	CG FMAW(A) III MAF	CG FMAW	AS OCCURS	ASAP AFTER EVENT	PARA 4 REF (C)	TELECON
NAV AIR OPS MSG SUMMARY RPT	SQDN/GRPs/ WING	GRP/CG FMAW (A)	REF (D)	0001 MON 2400 SUN	WING 1200 MON, BY 1800 TO CNO	OPNAV 3480-3 REF (D)	
A/C MISSION LOG	SQDN REF (D)	SEE ART 104 REF (D)	REF (D)	0001 MON 2400 SUN	1200 MON	OPNAV 3480- 1 REF (D)	CG FMAW(A) RPT FOR DANANG AB, MAG-12 FOR CHU LAI AFID
IN-COUNTRY A/C INVENTORY	WING	COMUSMACV	III MAF/ CG FMAW(R)	CALENDAR MONTH	6TH EACH MONTH	PARA 4.E. REF (C)	
OPERATIONAL DAMAGE RPT	SQDN/GRP WING	CG FMAW(A) SEE ART 104	III MAF/ FMFPAC	EACH MONTH 1ST-LAST DAY	WING 3D DAY FOL MO RPT CNO 5TH DAY FOL MO RPT	OPNAV 3480-7 REF (D)	

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REPORT	REPORTING UNIT	RECEIVING AGENCY	INFO COPY	PERIOD COVERED	TIME DUE	FORMAT	REMARKS
MONTHLY MSN SUMMARY	SQDN	SEE ART 104 REF (D)	GRP/WING	EACH MONTH 1ST-LAST DAY	MAILED BY 5TH OF MO FOL MO RPT ON	OPNAV 3480-1A REF (D)	
COMMAND DIARY	SQDN/GRP/ WING	GRP/WING G-3 CG FMAW(R) III MAF		EACH MO 1ST-LAST DAY	WING 8TH OF MO FOL MO RPT ON. III MAF 13TH OF MO FOL MO RPT ON	REF (C)	FIVE COPIES REQ BY WING. FORWARD ORIG AND 2 COPIES TO III MAF.
AIR FREIGHT DAILY RPT	AIR FREIGHT	G-4	NONE	0800-0800 DAILY	0900 DAILY	REF (F)	
DAILY AIR LIFT BACKLOG	AIR FREIGHT	G-4	NONE	1600-1600 DAILY	1700 DAILY	REF (F)	
FOOD SERV	FOOD SERVICE	G-4	NONE	FRIDAY	1200 SAT	N/A	
INSPECT SANITATION	MEDICAL	G-4	NONE	FRIDAY	1200 SAT	N/A	
INSPECT LOGISTICAL	SQDN/GRP/	GRPS/WING/	NONE	1800 THUR	1200 SAT	REF (E)	
STATUS	WING	III MAF		1800 THUR		ENCL 1	
ACFT AVAIL RPT	REF (D)	REF (D)	SEE ART 104 REF (D)	EACH MO	ASAP AFTER END OF MO	OPNAV 3480-1A REF (D)	CG FMAW(A) COMPILE RPT FOR DANANG AB, MAG-12 FOR CHU LAI AFLD HCM-161 FOR HUE FHU BAI
STRENGTH RPT	GRP/SQDN SEPARATE BN	WING/III MAF	NONE	0001-2400	WING 1200 DAILY, III MAF 1600 DAILY	SEE TAB B	

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REPORT	REPORTING UNIT	RECEIVING AGENCY	INFO COPY	PERIOD COVERED	TIME DUE	FORMAT	REMARKS
PERSONNEL DAILY SUMMARY	GRP/SQDN SEPARATE BN	WING/III MAF	NONE	0001-2400	WING 1200 DAILY, III MAF 1600 DAILY	SEE TAB C	
CASUALTY RPT PERIODIC PERSONNEL RPT MONTHLY STRENGTH	GRP/SQDN SEPARATE BN	WING/III MAF	NONE	ON OCCASION 0001-2400	1200 EACH FRI, 1600 III MAF	REF (C)	TELECON
	GRP/SQDN SEPARATE BN	WING/III MAF	NONE	0001 1ST DAY OF MO 2400 LAST DAY OF MO	1200 1ST DAY OF MO 1200 2D DAY OF MO	SEE TAB D	

INTELLIGENCE REPORTS: To be submitted in accordance with instructions in Annex B (Intelligence).

BY COMMAND OF BRIGADIER GENERAL McCUTCHEON

*T. J. O'Connor*  
T. J. O'CONNOR  
Colonel, U. S. Marine Corps  
Chief of Staff

TABS:

- ✓A - Daily SITREP/DAAR
- ✓B - Strength Report
- ✓C - Personnel Daily Summary
- ✓D - Monthly Strength Report

DISTRIBUTION: Annex Z (Distribution) to Operation Order 303-65

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1st Marine Aircraft Wing (Advance)  
 III Marine Amphibious Force  
 DANANG AIR BASE, REPUBLIC OF VIETNAM  
 150800H July 1965

Tab A (Daily SITREP/DAAR) to Appendix 1 (Reports Required) to  
 Annex C (Reports) to Operation Order 303-65

Time Zone: HOTEL

1. General. This Headquarters is required to compile and submit a daily SITREP and Daily Aviation Activity Report (DAAR).

2. Action. Groups will compile the squadrons report and submit to this Headquarters (G-3) not later than 2000 with supplementary reports being submitted on reportable activity prior to 2400. Utilize format below.

a. MAG-16(-).

(1) The first paragraph will be a narrative summary of the days activities of the group.

(2) In the second paragraph specify major missions in support of a specific operation. Report to be in detail by mission number, squadron and include the following information:

- (a) Type operation.
- (b) Number/type helos/escort aircraft participating.
- (c) Total sorties.
- (d) Total troops/lbs cargo lifted.
- (e) Number of lifts.
- (f) Lift from where to where.
- (g) Number of times fired on.

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- (h) Number of aircraft hit by type (grid coordinates).
- (i) Number hits on aircraft (by type).
- (j) Time lift started/ended.
- (k) Any additional remarks deemed necessary to amplify the mission.
- (1) Total flight hours per mission.
- (3) Paragraph 3 will include the statistics of the days activities. Example: "3. Statistics. Read in five columns:

<u>TYPE MSN</u>	<u>UH-34D</u>	<u>UH-1E</u>	<u>O-1B</u>	<u>TOTALS</u>
-----------------	---------------	--------------	-------------	---------------

(Type missions will be abbreviated as indicated in Enclosure 1 (Symbols for Missions Flown)).

TOTAL MSN

TOTAL SORTIES

TRPS/PAX

FLT HRS

CARGO TONS

ROCKETS

ROUNDS

(a) Summary of claims/casualties: (Indicate claims as enemy damage assessments or enemy casualties. Under casualties indicate friendly KIA, WIA, or MIA).

(b) Summary of aircraft hits by ground fire: Report in five columns: Type Aircraft/Coordinates/Mission Type/Number of Hits/Injuries.

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(c) Availability of aircraft. Read in five columns. Unit/Type Aircraft/Number Assigned/Flyable/Mission Ready. Examples:

HMM-161	UH-34D	22	22	20
---------	--------	----	----	----

b. Fixed Wing Groups.

(1) The first paragraph will be a brief narrative of the days activity for each squadron and the group.

(2) The second paragraph will include a summary of each mission flown with the following information in the sequence indicated in paragraph form for each mission:

- (a) Mission number.
- (b) No. and type aircraft.
- (c) Type mission (see Enclosure 1 (Symbols for Type Missions Flown)).
- (d) Squadron.
- (e) Target coordinates/description of target.
- (f) Time of take-off.
- (g) Time on target (inclusive period).
- (h) Ordnance expended.
- (i) Damage assessment.
- (j) Time of landing.
- (k) Specific type (Blue Blazer, Flaming Arrow, etc).
- (l) In support of (2d AirDiv, III MAF, etc).
- (m) Control element.

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(n) Summary of ground or air-to-air fire received (AA/SA, grid coordinates, intensity, hits, etc).

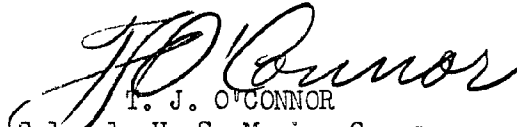
(o) Unusual incidents, if any.

(p) Total sorties flown by type sortie (see Enclosure 1 (Symbols for Type Missions Flown)).

(q) Total flight hours per mission.

(r) Total craneage expended by type.

BY COMMAND BRIGADIER GENERAL McCUTCHEON

  
T. J. O'CONNOR  
Colonel, U. S. Marine Corps  
Chief of Staff

ENCLOSURE:

↓ 1 - Symbols for Type Missions Flown

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1st Marine Aircraft Wing (Advance)  
 III Marine Amphibious Force  
 DANANG AIR BASE, REPUBLIC OF VIETNAM  
 150800H July 1965

Enclosure 1 (Symbols for Type Missions Flown) to Tab A (Daily  
 SITREP/DAAR) to Appendix 1 (Reports Required) to Annex C  
 (Reports) to Operation Order 303-65

Time Zone: HOTEL

TITLEABBREVIATION

Air Cover.....	AC
Administration.....	A
Airborne Alert.....	AA
Air Defense (Intercepts).....	AD
Airdrop of Supplies.....	ABR
Airlift of Assault Troops.....	ALA
Airlift of Supplies.....	ALR
Armed Reconnaissance/Search and Attack.....	AR
Artillery Spot.....	ART
Close Air Support.....	CAS
Combat Air Patrol.....	CAP
Combat Support Liaison.....	CSL
Command and Liaison.....	CL
Defoliation.....	DFL
Escort Cover for Convoys/Road Recon Patrols.....	EC
Escort of Other Aircraft.....	EA
Escort of Helicopters.....	EH
Flare Drops.....	FL
Forward Air Controller.....	FAC
Interdiction.....	ID
Logistics.....	L
Para-Drops (Troops).....	ABA
Photo Reconnaissance.....	PR
Pay-War Leaflet Drops.....	PSW
Radio Relay.....	RR
Routine Airlift of Troops/Supplies.....	CL
Search and Rescue.....	SAR
Suppressive Fire Mission.....	SF
Tactical Air Control (Airborne).....	TAC(A)

C-1-A-1-1

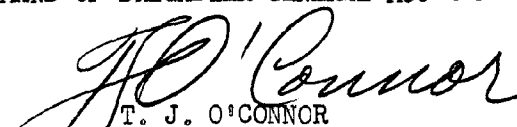
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TITLEABBREVIATION

Tactical Aircraft Recovery.....TAR  
Tactical Medical Evacuation.....TAE  
Visual Reconnaissance.....VR

BY COMMAND OF BRIGADIER GENERAL McCUTCHEON

  
T. J. O'CONNOR  
Colonel, U. S. Marine Corps  
Chief of Staff

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1st Marine Aircraft Wing (Advance)  
 III Marine Amphibious Force  
 DANANG AIR BASE, REPUBLIC OF VIETNAM  
 150800H July 1965

Tab B (Strength Report) to Appendix 1 (Reports Required) to Annex  
 C (Reports) to Operation Order 303-65

Ref: (a) III MAF msg 110740Z May65

Time Zone: HOTEL

1. Strength reports will be in accordance with the following  
 format to reach this Headquarters by 1200 daily.

UNIT	A	B	C	D	E

LEGEND:

A - MC OFF; B - MC ENL; C - NAV OFF; D - NAV ENL; E - CIV PERS

BY COMMAND OF BRIGADIER GENERAL McCUTCHEON

*T. J. O'Connor*  
 T. J. O'CONNOR  
 Colonel, U. S. Marine Corps  
 Chief of Staff

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1st Marine Aircraft Wing (Advance)  
III Marine Amphibious Force  
DANANG AIR BASE, REPUBLIC OF VIETNAM  
150800H July 1965

Tab C (Personnel Daily Summary) to Appendix 1 (Reports Required) to Annex C (Reports) to  
Operation Order 303-65  
Ref: (a) III MAF msg 110740Z May65

Time Zone: HOTEL

FOR OFFICIAL USE ONLY

Personnel Daily Summary No. \_\_\_\_\_ as of \_\_\_\_\_  
(DTG, indicate mo and yr)

[illegible]

BY COMMAND OF ~~BRE~~ADIER GENERAL McJUTCHEON

T. J. O'CONNOR  
Colonel, U. S. Marine Corps  
Chief of Staff

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Operation Order 303-65

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1st Marine Aircraft Wing (Advance)  
 III Marine Amphibious Force  
 DANANG AIR BASE, REPUBLIC OF VIETNAM  
 150800H July 1965

Tab D (Monthly Strength Report) to Appendix 1 (Reports Required)  
 to Annex C (Reports) to Operation Order 303-65

Ref: (a) III MAF msg 110740Z May65

Time Zone: HOTEL

UNIT DESIGNATION/ LOCATION	CORPS	PROVINCE	UNIT AUTH			PERSONNEL PCS			DOD CIV
			OFF	ENL	AGGR	IN-COUNTRY			
						OFF	ENL	AGGR	

BY COMMAND OF BRIGADIER GENERAL McCUTCHEON

*J. J. O'Connor*  
 J. J. O'CONNOR  
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 Chief of Staff

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1st Marine Aircraft Wing (Advance)  
III Marine Amphibious Force  
DANANG AIR BASE, REPUBLIC OF VIETNAM  
150800H July 1965

Annex D (Air Operations) to Operation Order 303-65

Ref: (a) NWIP 22-3(A)

Time Zone: HOTEL

1. SITUATION. At the request of the government of the Republic of Vietnam, the III Marine Amphibious Force has deployed by sea and air movement to the I Corps area of South Vietnam, to provide airfield defense and to assist in the over-all counter-insurgency effort. III MAF ground forces are actively engaged in combat operations against the Viet Cong in the Danang, Chu Lai and Hue Phu Bai areas. Initially, these operations have been primarily defensive in nature but are expected to become more aggressive as the over-all area of operation is expanded. Concurrently with the deployment of 3rd Marine Division units, elements of the 1st Marine Aircraft Wing have deployed with the assigned primary mission of providing air support for Marine ground forces, and for other forces as the situation dictates. The 1st Marine Aircraft Wing Headquarters (Advance) is established in Republic of Vietnam and has assumed operational control of all 1st Marine Aircraft Wing units in-country.

a. Enemy Forces. See Annex B (Intelligence) and current intelligence summaries.

b. Friendly Forces.

(1) See Operation Order 303-65.

(2) 2d Air Division AOC provides mission information for 1st Marine Aircraft Wing units providing air support for other than III MAF forces.

(3) I Corps ASOC provides coordination for 1st Marine Aircraft Wing units providing air support for ARVN forces in I Corps area.

(4) I Corps TOC provides clearance for air strikes against those targets within I Corps area but outside III MAF areas of operation.

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(5) Danang CRC (Panama) provides air traffic control for all aircraft operating in or through I Corps area.

2. PROCEDURES.

a. Requests for pre-planned air support for the following day will be submitted to the 1st Marine Aircraft Wing by 1500H daily.

b. 1st Marine Aircraft Wing frag orders for the following days operations will be issued daily. See Appendix 9 (Frag Order Format).

c. Operations in support of other than III MAF forces will be indicated in the 1st Marine Aircraft Wing daily frag order and will be amplified by 2nd Air Division AOC frag order.

d. Block mission numbers for the 1st Marine Aircraft Wing air operations are provided daily by 2nd Air Division AOC.

e. Requests for support by on-call ground alert aircraft will be directed to the TADC using the standard Tactical Air Request format.

f. TADC has scramble authority for ground alert aircraft.

g. Air traffic control. See Appendix 5 (Air Traffic Control).

h. Air support procedures. See Appendix 2 (Air Support Procedures).

i. Air defense procedures. See Appendix 3 (Air Defense Procedures).

j. Helicopter operations. See Appendix 4 (Helicopter Operations).

k. Ground alert conditions. See Appendix 6 (Ground Alert Conditions).

l. Aircraft armament codes. See Appendix 7 (Aircraft Armament Codes).

m. Search and rescue. See Appendix 8 (Search and Rescue).

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3. COMMAND and COMMUNICATIONS-ELECTRONICS.

a. See Appendix 1 (Command and Control of Marine Aircraft in RVN).

b. See Annex F (Communications-Electronics).

c. Control agencies ashore.

- (1) TADC - Danang
- (2) DASC - vicinity 3rd Marine Division Command Post
- (3) MACS - Chu Lai
- (4) 2nd Air Division CRC - Monkey Mountain
- (5) ASRT - Chu Lai
- (6) ASRT - Monkey Mountain

BY COMMAND OF BRIGADIER GENERAL McCUTCHEON

*J. J. O'Connor*  
 J. J. O'CONNOR  
 Colonel, U. S. Marine Corps  
 Chief of Staff

APPENDIXES:

- ✓1 - Command and Control of Marine Aircraft in RVN
- ✓2 - Air Support
- 3 - Air Defense *(to be issued)*
- 4 - Helicopter Operations *(to be issued)*
- 5 - Air Traffic Control *(to be issued)*
- ✓6 - Ground Alert Conditions *(to be issued)*
- ✓7 - Aircraft Armament Codes
- ✓8 - Search and Rescue
- ✓9 - Frag Order Format
- ✓10 - Code Names

DISTRIBUTION: Annex Z (Distribution) to Operation Order 303-65

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1st Marine Aircraft Wing (Advance)  
III Marine Amphibious Force  
DANANG AIR BASE, REPUBLIC OF VIETNAM  
150800H July 1965

Appendix 1 (Command and Control of Marine Aircraft in RVN) to  
Annex D (Air Operations) to Operation Order 303-65

Ref: (a) CINCPAC 242345Z Apr65  
(b) COMUSMACV 270813Z Apr65  
(c) COMUSMACV Directive 95-4

Time Zone: HOTEL

1. SITUATION.

a. Prior to the deployment of III Marine Amphibious Force to the Republic of Vietnam, reference (a) provided guidance for the conduct of close air support in the Pacific area. It specified that in South Vietnam the priority tasks of in-country offensive air elements are to provide close air support and to deliver attacks on Viet Cong resources and installations. Of these, the first priority is close air support of ground forces which are actually engaged in operations against the Viet Cong. Reference (a) reiterated that COMUSMACV's Air Force Component Commander shall act as coordinating authority for matters pertaining to tactical air support and air traffic control in South Vietnam; it further specified that should COMUSMACV's air support requirements exceed his in-country assets, CINCPACFLT would be directed to provide additional support.

b. COMUSMACV's implementing directives (references (b) and (c)) provide for the following:

(1) Marine jet air refuel operations will be integrated into the existing tactical air control system through 2nd Air Division AOC.

(2) Marine combat forces will have first call on Marine aircraft.

(3) Available Marine aircraft in excess of III Marine Amphibious Force requirements will be identified to 2nd Air Division to be used in support of other in-country forces.

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(4) Marine aircraft in close support of Marine ground forces are to be controlled by a TACP or TAC(A); a Vietnamese observer is not required.

(5) Interdiction targets not involved in the close and immediate support of U. S. ground forces will only be struck after approval of I Corps TOC and, unless in a free strike area, will be controlled by a TACP or TAC(A) with Vietnamese observer aboard.

(6) I Corps TOC does not have veto power over the launch of U. S. aircraft in support of U. S. forces engaged in combat on the ground.

(7) ARVN I Corps will have continual priority support by one Marine helicopter squadron. Helicopter squadrons in support of I Corps and III MAF may be placed in temporary support of one command upon release by the other.

## 2. COMMAND and CONTROL.

a. General. CINCPAC is the Commander of all U. S. forces in the Pacific area. CINCPAC exercises command of forces through service component commanders, CINCPACFLT, CINCUSARPAC and CINCPACAF. COMUSMACV is a subordinate unified command in PACOM having forces assigned from all service component commanders.

(1) COMUSMACV has operational control of all U. S. forces in RVN. Command of Marine forces is exercised through the CG III MAF.

(2) The CG III MAF is the Naval Component Commander for COMUSMACV and has command of the 3d Marine Division and 1st Marine Aircraft Wing.

(3) The Commander 2d Air Division is the U. S. Air Force Component Commander in South Vietnam and conducts in-country air support and interdiction operations under authority of COMUSMACV. The 2d Air Division conducts other air operations including air defense of Southeast Asia land areas and strikes outside the South Vietnam under authority of 13th Air Force and PACAF.

## SECRET

(4) The Commanding General, 1st Marine Aircraft Wing is the tactical air commander for the CG III MAF and has command of all 1st MAW units in RVN.

(5) The Commander, 2nd Air Division is the coordinating authority for in-country air operations and has over all responsibility for air defense in southeast Asia.

(6) The CG 1st MAW will assist in the air defense of U. S. forces in southeast Asia as necessary.

(7) All in-country missions are conducted under authority of the COMUSMACV and coordinated by the 2nd Air Division. 1st Marine Aircraft Wing out-of-country strikes will be conducted under the authority of CINCPAC.

b. Support for III MAF forces.

(1) III MAF forces have first priority on all 1st MAW strike aircraft. Aviation units are tasked directly by the 1st MAW to meet these responsibilities.

(2) To assist the 2nd Air Division in meeting its coordination responsibilities, the AOC and I Corps ASOC are information addressee on all 1st MAW frag orders.

(3) All aircraft report through the Marine air control center for control purposes, and through the USAF/VNAF tactical air control system for identification purposes.

(4) When III MAF requirements exceed 1st MAW resources, additional support is requested from 2nd Air Division through I Corps ASOC.

c. Support for Forces other than III MAF.

(1) Each day, after III MAF requirements for the following day have been determined, 2nd Air Division is notified of any excess resources (sorties) that may be used for support of other in-country forces. These resources are tasked by 2nd Air Division, and mission assignments appear on both 1st MAW and AOC frag orders.

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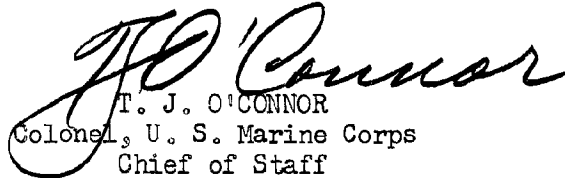
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(2) Fixed wing aircraft report through the Marine air control system for control and through the USAF/VNAF tactical air control system for tactical direction.

(3) Priority on support by one helicopter squadron is given to ARVN I Corps. Requirements are submitted by I Corps and the helicopter group is tasked by 1st MAW to provide support.

(4) All helicopters report through the Marine air control system for control purposes.

BY COMMAND OF BRIGADIER GENERAL McCUTCHEON

  
T. J. O'CONNOR  
Colonel, U. S. Marine Corps  
Chief of Staff

TAB:

✓ A - Command and Control

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STANDARD FORM NO 64

*Office Memorandum* • UNITED STATES GOVERNMENT

TO : Head, Historical Branch,  
G-3 Division

DATE 22 Dec 1965

FROM : Major Homer L. LITZENBERG III, 056636, USMC

SUBJECT Receipt for classified material

1. Received this date, 1 copy of Appendix 1 (Command and Control of Marine Aircraft in RVN) to ANNEX D (Air Operations) to III MAF Operation Order 303-65 and Tab A thereto.

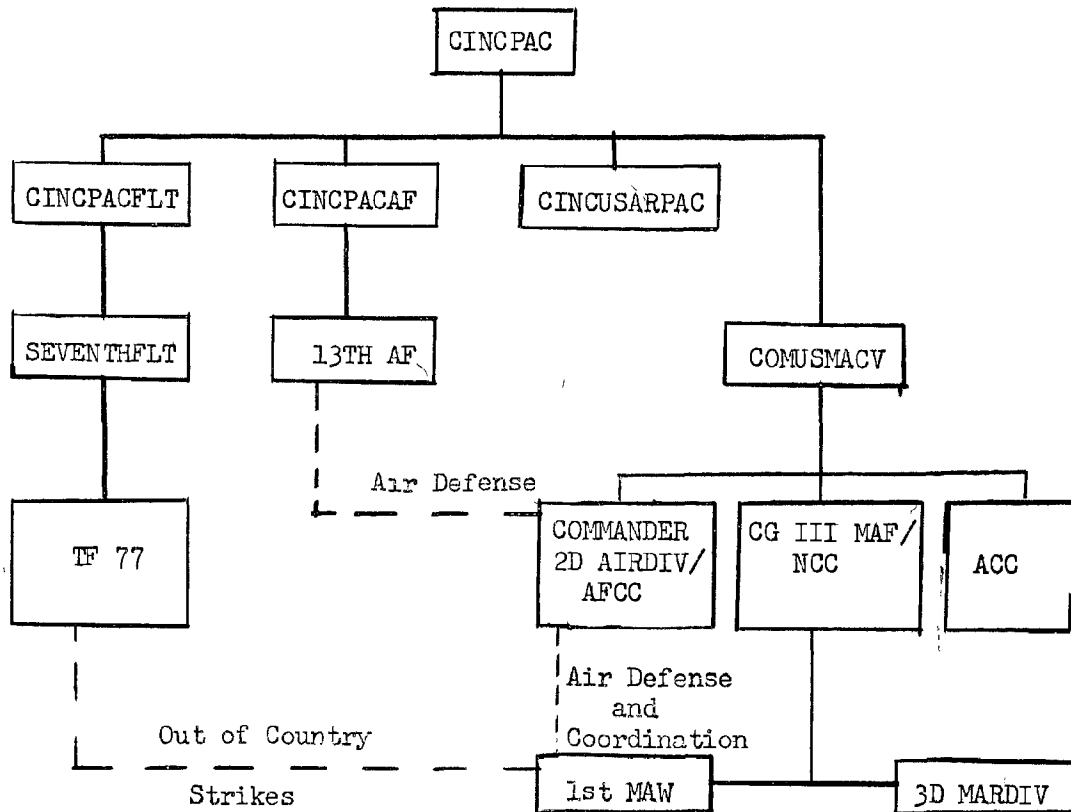
*Homer L. Litzenberg III*



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1st Marine Aircraft Wing (Advance)  
 III Marine Amphibious Force  
 DANANG AIR BASE, REPUBLIC OF VIETNAM  
 150800H July 1965

Tab A (Command and Control) to Appendix 1 (Command and Control  
 of Marine Aircraft in RVN) to Annex D (Air Operations) to  
 Operation Order 303-65



BY COMMAND OF BRIGADIER GENERAL McCUTCHEON

*T. J. O'Connor*  
 T. J. O'CONNOR  
 Colonel, U. S. Marine Corps  
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1st Marine Aircraft Wing (Advance)  
 III Marine Amphibious Force  
 DANANG AIR BASE, REPUBLIC OF VIETNAM  
 150800H July 1965

Appendix 2 (Air Support) to Annex D (Air Operations) to  
 Operation Order 303-65

Time Zone: HOTEL

1. SITUATION. The 1st Marine Aircraft Wing as the air element of the III Marine Amphibious Force, is conducting air operations in South Vietnam at the specific request of the Republic of Vietnam government. Although certain areas are or may become under the control of insurgent forces, the Wing is operating in a friendly rather than a hostile country, and extra care must be taken to avoid harming the friendly population. Because of the counter-insurgency nature of III Marine Amphibious Force operations, bomb-lines and associated definitions will not apply; front lines, per se, will be used to a lesser degree as ground operations expend, and will be difficult to define and identify due to the nature of the terrain. All strikes must be closely controlled, and certain rules of engagement must be observed. Out-of-country strikes by 1st Marine Aircraft Wing units may be authorized only when COMUSMACV passes operational control of Marine aircraft temporarily to CINCPACFLT.

2. PROCEDURES.

a. Pre-strike.

(1) All pilots will be thoroughly briefed on assigned targets, routes, communications, attack procedures, retirement, search and rescue, etc.

(2) Appropriate maps, shackles and authenticators will be carried on each flight.

b. During Strike.

(1) Flight leaders report to TADC as soon as possible after becoming airborne, see Appendix 5 (Air Traffic Control).

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(2) Appropriate tactical formations will be employed to ensure proper look-out doctrine for defense against hostile aircraft.

(3) A minimum of two aircraft will be assigned to each mission. Except for emergency or critical situations, aircraft will not proceed singly.

(4) All aircraft providing direct support for ground forces will be controlled by a TACP, TAC(A) or ASRT.

(5) Targets of opportunity will not be attacked unless specifically authorized by frag order or other competent authority.

(6) Flight leaders must ensure positive target acquisition prior to attack.

(7) Targets will be marked with white phosphorous or other means whenever possible.

(8) Friendly positions will be marked with panels or other means whenever possible.

(9) Where possible, attack should be made parallel to front lines, with pull out over friendly territory.

(10) Suspected and known anti-aircraft gun positions will be plotted and reported.

(11) Anti-aircraft gun positions will not be attacked unless required for success of the mission.

(12) In the event of a downed aircraft, accompanying aircraft will provide RESCAP until relieved or forced to depart for fuel reasons. See Appendix 8 (Search and Rescue).

(13) Unexpended ordnance may be jettisoned in designated jettison areas at sea under radar control. If fuel state does not permit proceeding to a designated area, ordnance may be jettisoned from a low altitude over open water at sea. Ordnance will be jettisoned unarmed.

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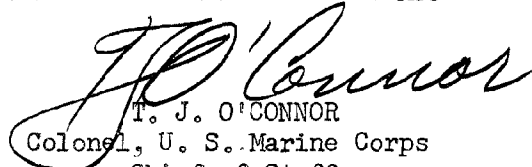
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(14) Unexpended ordnance may be dropped armed in areas designated periodically as "free strike areas".

(15) Flight leaders will report out with TADC upon completion of mission while returning to base. See Appendix 5 (Air Traffic Control).

c. Post Strike. All pilots will be debriefed by intelligence personnel immediately upon completion of each mission.

BY COMMAND OF BRIGADIER GENERAL McCUTCHEON

  
T. J. O'CONNOR  
Colonel, U. S. Marine Corps  
Chief of Staff

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1st Marine Aircraft Wing (Advance)  
III Marine Amphibious Force  
DANANG AIR BASE, REPUBLIC OF VIETNAM  
150800H July 1965

Appendix 6 (Ground Alert Conditions) to Annex D (Air Operations)  
to Operation Order 303-65

Time Zone: HOTEL

1. GROUND ALERT CONDITIONS.

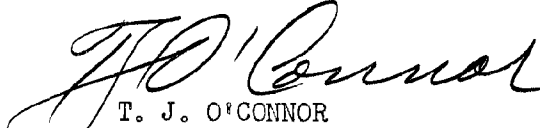
<u>CONDITION</u>	<u>ALERT STATUS</u>	<u>AIRCRAFT STATUS</u>
1	2 Minutes	Cockpit manned, engine running
2	5 Minutes	Cockpit manned
3	15 Minutes	Cockpit unmanned
4	30 Minutes	Cockpit unmanned
5		Released

2. RECONSTITUTING INSTRUCTIONS.

a. Aircraft on lesser alert condition will automatically assume the higher condition vacated by scramble.

b. Within one hour after scramble all alert conditions will be reconstituted from released aircraft as required and as available.

BY COMMAND OF BRIGADIER GENERAL McCUTCHEON

  
T. J. O'CONNOR  
Colonel, U. S. Marine Corps  
Chief of Staff

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1st Marine Aircraft Wing (Advance)  
 III Marine Amphibious Force  
 DANANG AIR BASE, REPUBLIC OF VIETNAM  
 150800H July 1965

Appendix 7 (Aircraft Armament Codes) to Annex D (Air Operations)  
 to Operation Order 303-65

Time Zone: HOTEL

<u>CODE</u>	<u>ORDNANCE</u>
D-1	MK 81 250# Low Drag GP bomb
D-1A	MK 81 250# Low Drag GP bomb w/vt fuze
D-1B	MK 81 Snakeye
D-2	MK 82 500# Low Drag GP bomb
D-2A	MK 82 500# Low Drag GP bomb w/vt fuze
D-2B	MK 82 Snakeye
D-3	MK 83 1000# Low Drag GP bomb
D-3A	MK 83 1000# Low Drag GP bomb w/vt fuze
D-4	MK 84 2000# Low Drag GP bomb
D-4A	MK 84 2000# Low Drag GP bomb w/vt fuze
D-5	Aero 7D Pod 2.75" FFAR
D-6	Aero 6A-2 Pod 2.75" FFAR
D-7	LAU-10A Pod 5" Zuni FFAR
D-8	LAU 33 A/A Pot 5" Zuni FFAR
D-9	MK 77 Fire Bomb 500# napalm
D-9A	MK 77 Fire Bomb 500# napalm w/proximity fuze
D-10	MK 79 Fire Bomb 1000# napalm
D-10A	MK 79 Fire Bomb 1000# napalm w/proximity fuze
D-11	AN/M 57 A-1 banded lug 250# GP bomb
D-11A	AN/M 57 A-1 banded lug 250# GP bomb w/vt fuze
D-12	AN/M 81 banded lug 260# frag bomb
D-12A	AN/M 81 banded lug 260# frag bomb w/vt fuze
D-13	AN/M 88 banded lug 220# frag bomb
D-13A	AN/M 88 banded lug 220# frag bomb w/vt fuze

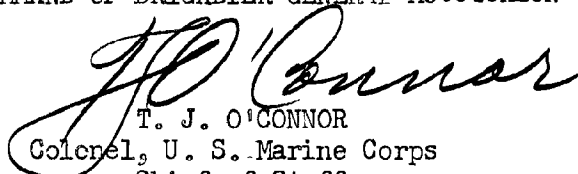
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<u>CODE</u>	<u>ORDNANCE</u>
D-14	CEU 1A/A
D-15	CEU 2A/A
D-16	AIM 7E Sparrow missile
D-17	AIM 9B Sidewinder missile
D-18	AGM-12B Bullpup
D-19	AGM-45 Shrike
D-20	20mm Ammunition
D-21	FS Smoke
D-22	Parachute Flare

BY COMMAND OF BRIGADIER GENERAL McCUTCHEON



T. J. O'CONNOR  
Colonel, U. S. Marine Corps  
Chief of Staff

DISTRIBUTION: Annex Z (Distribution) to Operation Order 303-65

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1st Marine Aircraft Wing (Advance)  
III Marine Amphibious Force  
DANANG AIR BASE, REPUBLIC OF VIETNAM  
150800H July 1965

Appendix 8 (Search and Rescue) to Annex D (Air Operations) to  
Operation Order 303-65

Time Zone: HOTEL

1. PURPOSE. The purpose of this annex is to outline and clarify the authority, responsibility and procedures for search and rescue to be used in RVN.

2. REFERENCE.

a. NWP 37(A) outlines standard U. S. military/civilian doctrine for the conduct of SAR operations under the terms of the National Search and Rescue Plan.

b. Annex A to 2nd Air Division Operation Order 402-65.

3. DEFINITIONS and TERMS.

a. Joint SAR Center (JSARC). The overall control and direction of SAR operations in RVN is exercised from the JSARC in the Air Operations Center (AOC) located at Tan Son Nhut AB.

b. Sub-Areas SAR Coordinators. The Republic of Vietnam is divided into geographical SAR sub-areas to correspond to Corps and Air Support Operations Center (ASOC) tactical areas. The Deputy Directors assigned to each ASOC are designated sub-area SAR Coordinators. Identification and location of ASOC's are as follows:

- (1) I ASOC located at Danang AB.
- (2) II ASOC located at Pleiku AB.
- (3) III ASOC located at Bien Hoa AB.
- (4) IV ASOC located at Can Tho AB.

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c. Search and Rescue. The use of aircraft, surface craft, submarines, and other special equipment employed in event search and/or rescue of personnel.

d. RESCAP. Rescue Combat Air Patrol.

e. Aerial Recovery. Rescue of personnel from within hostile territory or isolated areas by aircraft under control of the military services.

f. Removal Area. A designated area in hostile territory from which personnel are evacuated.

g. Precautionary SAR. The pre-planning and pre-positioning of aircraft, ships or ground facilities for the purpose of rendering possible SAR assistance.

4. ACTION.

a. Concept of Operations. Although each Commander is primarily responsible for his own personnel, the recovery of personnel from friendly and hostile areas during current operations necessitate centralized coordination and direction of all SAR facilities utilizing the established JSARC and Sub-Area SAR Coordinators. It is recognized that the requirement for utilization of JSARC may not be applicable for local base SAR operations.

b. Sub-Area SAR Coordinators Responsibility.

(1) The Deputy Directors of each sub-area are responsible to be knowledgeable of SAR resources immediately available and will direct or dispatch SAR forces to the scene of emergency or distress immediately upon becoming aware of a request.

(2) The Deputy Director will coordinate the employment of ground forces to assist in rescue operations or where crash sites must be secured for the purpose of probing wreckage for survivors and/or deceased.

(3) Security of crash sites may be desired for the purpose of recovering aircraft, armament, or destruction of wreckage remaining by demolition teams to deny its use to the enemy.

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c. Commanders Responsibility.

(1) Requirements for active SAR operation as the result of missing/downed aircraft will be reported immediately to 1st Marine Aircraft Wing TADC.

(2) Requests for active SAR operations will include as much of the following information as possible:

(a) Type, number, and tactical call sign of aircraft in distress.

(b) Location, if known, and intended route.

(c) Additional information as requested by SAR.

d. Inflight Procedures.(1) Aircraft in Distress.

(a) Inflight emergencies shall be reported to the nearest GCI site, forward air controller or air base.

(b) Should bail-out, ejection, crash landing or ditching appear imminent, the pilot will transmit the following information: Mission number, call sign, position, course and speed, altitude, nature of difficulties and intentions.

(c) Turn IFF to emergency position.

e. Precautionary Procedures.

## (1) Air cover for rescue operations (RESCAP).

(a) SAR elements operating in hostile territory will be provided air cover as directed, in order to:

1. Protect downed crew members and rescue personnel from possible enemy attack.

2. Assist in locating survivors by conducting short range search sweeps, and assist in relaying messages, as necessary between rescue facilities and survivors.

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f. Relay Communication Support.

(1) If a crash, bail out, ejection or ditching is observed by another aircraft in formation or aircraft in the area, the pilot will, if practicable:

(a) Act as relay to air rescue or other ground control.

(b) Transmit the following information as known: call sign of downed aircraft, exact location of downed aircraft and/or bearing and distance from a known landmark, probable conditions of crew and if under surveillance, air/ground activity and ground fire conditions and whether or not in radio contact with downed airman.

(c) Aircraft will immediately CAP downed airman. Interdiction on suppression of ground fire may be employed when SAR/RESCAP/CAP aircraft are fired on and source of hostile fire can be clearly determined or RESCAP aircraft are under the direction of a ground or airborne ALO/FAC.

g. Rescue of Downed Personnel.

(1) Since discovery of crashed aircraft by search forces is more probable than locating the survivor every effort should be made to proceed to the proximity of the wreckage in the event of ejection or bail out.

(2) If unsure of direction and location of crash site, an attempt should be made to find a small clearing from which search forces may be signalled or attracted.

(3) Use of lights, fires, and flares during hours of darkness must be thoroughly evaluated by the survivors to determine whether they will contribute to the action leading to recovery or capture by hostile forces.

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5. SAR Forces.

<u>UNIT</u>	<u>LOCATION</u>	<u>FUNCTION</u>	<u>SPECIAL PERSONNEL</u>
Det 4 PARC 3/HH-43F *	Bien Hoa, AB	ACR/LBR	5 Para Rescue
Det 5 PARC 3/HH-43F * 2/HU-16 **	Danang, AB	ACR/LBR ACR (Water)	9 Para Rescue
1st MAW UH-34D	Danang, AB Chu Lai	ACR/LBR	Medical Personnel Available

\* Unit performs a dual air crew recovery/local base rescues mission. Provides para-rescue personnel qualified as firefighter aircrew members, and trained in fire suppression techniques used to rescue survivors of aircraft crashes that occur in the vicinity of the air base. Helicopters have some armor protection and are equipped with UHF, VHF, FM, ADF, and have VHF homing capabilities.

\*\* Aircraft are used primarily in a prepositioned precautionary role and serve as communication platform from which search and rescue operations may be controlled and directed. Aircraft may be utilized as a search vehicle, employed in water recoveries, and carries air deliverable flotation gear and scuba qualified para-rescuemen. Aircraft is equipped with SSP, VHF, UHF and SARAH receivers.

6. SAR Frequencies.

a. UHF Air-to-Air,	(P) 364.2
Air-to-Ground	(S) 282.8
	(T) 271.8
	(E) 243.0

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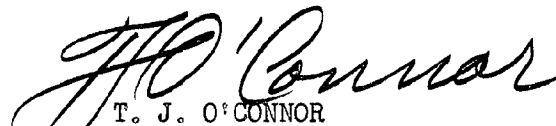
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b. UHF Air-to-Ship

(P) 364.2  
(S) 277.8  
(E) 243.0

BY COMMAND OF BRIGADIER GENERAL McCUTCHEON

  
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Colonel, U. S. Marine Corps  
Chief of Staff

DISTRIBUTION: Annex Z (Distribution) to Operation Order 303-65

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1st Marine Aircraft Wing (Advance)  
 III Marine Amphibious Force  
 DANANG AIR BASE, REPUBLIC OF VIETNAM  
 150600H July 1965

Appendix 9 (Frag Order Format) to Annex D (Air Operations) to  
 Operation Order 303-65

Ref: (a) NWIP 22-3(A)

Time Zone: HOTEL

1. GENERAL.

a. 1st MAW frag orders are numbered consecutively commencing with the first day and ending with the last day of each month. The first number indicates the day of the month; the second number indicates the month of the year. Supplementary frag orders when issued will be assigned the same daily numbers with letter suffixes.

Examples: FMAW FRAG O 30-6 (For 30 June)

FMAW FRAG O 15-12A (First Supplementary  
 for 15 December)

b. Mission numbers are assigned by 2nd Air Division AOC who provides specific numbers for each mission assigned by 2nd Air Division (Blue Blazer) and block numbers for use by 1st MAW assigned missions.

c. Aircraft call signs are assigned in the following fashion: ground alert missions are assigned call signs prefixed with a zero (example - first two aircraft on ground alert are 01 and 02, second two aircraft are 03 and 04, etc.) 2nd Air Division Blue Blazer missions are assigned the lower block of standard call signs (example - first flight of 4 aircraft on Blue Blazer would be 1-1, 1-2, 1-3, 1-4; second flight would be 2-1, 2-2, etc.). Missions in support of III MAF forces are assigned call signs in sequence following Blue Blazer numbers.

d. Helicopter and observation aircraft are assigned mission numbers in odd hundreds commencing with 300 on the

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first of the month and continuing consecutively until the end of the month.

2. FRAG FORMAT.

## a. Fixed Wing (less VMO):

1. Mission number.
2. Type mission.
3. Call sign.
4. Number and type aircraft.
5. Target.
6. Time on target.
7. Ordnance.
8. Remarks.

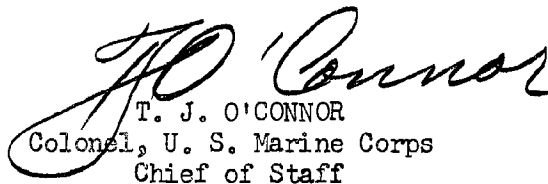
## b. Helicopter (including VMO): (See reference (a), figure 6-5).

1. Mission number.
2. Number and type aircraft.
3. Mission priority.
4. Type mission.
5. Airlift description (numbers/weights).
6. Instructions: pick-up, date/time, destination.
7. Additional information.
8. Landing zone/site visual identification.

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9. Communications.

BY COMMAND OF BRIGADIER GENERAL McCUTCHEON

  
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Colonel, U. S. Marine Corps  
Chief of Staff

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1st Marine Aircraft Wing (Advance)  
III Marine Amphibious Force  
DANANG AIR BASE, REPUBLIC OF VIETNAM  
150800H July 1965

Appendix 10 (Code Names) to Annex D (Air Operations) to  
Operation Order 303-65

Time Zone: HOTEL

1. Code names have been assigned to certain missions conducted in Southeast Asia to permit unclassified reference to the operations:

<u>CODE NAME</u>	<u>IDENTIFICATION</u>
BLUE BLAZER	Pre-planned interdiction strikes, coordinated by the 2nd Air Division, against targets in South Vietnam, other than in support of the III MAF.
YANKEE TEAM	Day and night, low and medium altitude, aerial photo - ELINT - weather reconnaissance over Laos.
ROLLING THUNDER	(Formerly FLAMING DART). Air strikes and armed reconnaissance against selected targets and routes in North Vietnam.
STEEL TIGER	U.S. armed interdiction missions in southeast Laos.
BARREL ROLL	U.S. armed interdiction missions in northern Laos.
BLUE TREE	U.S. Photo/ELINT missions in North Vietnam.
MARKET TIME	SEVENTHFLT anti-infiltration operations conducted in South Vietnam.
FLAMING ARROW	Alert sorties scrambled to attack targets in support of ARVN forces.

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FACT SHEET

Aerial 1-1/2-ton drop operations in North  
Vietnam.

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Chief of Staff

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1st Marine Aircraft Wing (Advance)  
 III Marine Amphibious Force  
 DANANG AIR BASE, REPUBLIC OF VIETNAM

ANNEX E (Administration and Logistics) to Operation Order 303-65

Ref: (a) WgO P4400.16A SOP Supply  
 (b) WgO 4631.7 Air Transportation and Air Freight Operations  
 (c) WgO P13000.1A SOP A/C Maintenance

Time Zone: Hotel

1. Supply

a. General

(1) III Force Logistics Support Group provides all classes of supply except Class II (A). Class II (A) will be processed through normal Wing Channels. Formal supply accounting will prevail.

(2) III FLSG receipts for and delivers Class V (A) to the dumps at Danang and Chu Lai. The 1st MAW administers and operates Class V (A) dumps at these locations.

b. Supplies and equipment available

(1) Class I

(a) Danang: FLSG will be the source of supply.

1. 'A' Rations: Commencing July 1965 the Headquarters Support Activity, Saigon (HEDSUPPACT) will make reefer barges available. Capacity to be 850 tons.

2. 'B' Rations: The HEDSUPPACT, Saigon will hold 90 days for 48,000 men.

3. MCI: A 15 day operating level is held by FLSG with a 15 day back up.

(b) Chu Lai: Class I will be drawn through FLSU #1.

(c) Phu Bai: Class I will be drawn through FLSU #2.

(2) Class II

(a) Class II Type 1

1. Danang: 60 days held by FLSG
2. Chu Lai: 30 days held by Group
3. Phu Bai: 10 days by Squadron.

CLASS II	TYPE 1
A 546-65.1	#63

(3) Class III

- (a) Danang: Stock objective 30 days bulk and 15 days drummed
- (b) Chu Lai: Stock objective 30 days bulk and 4 days drummed
- (c) Phu Bai: Stock objective 30 days bulk and 1 day drummed

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## (4) Class III (A)

- (a) Danang: Stock objective 30 days bulk. 15 days ~~drummed~~ AVGAS.
- (b) Chu Lai: Stock objective 30 days bulk. 4 days ~~drummed~~ AVGAS.
- (c) Phu Bai: Stock objective 30 days bulk. 1 day ~~drummed~~ AVGAS.

## (5) Class IV

(a) Minimum requirements of Class IV will be maintained by units.  
All Class IV not in use by units will be held by FLSG or the appropriate FLSU.

## (6) Class V

- (a) Danang: B/A held by units. 30 days M/O held by FLSG.
- (b) Chu Lai: B/A held by units. 30 days M/O held by FLSU #1.
- (c) Phu Bai: B/A held by unit.

## (7) Class V (A)

- (a) Danang: 30 day stock objective in V (A) dump.
- (b) Chu Lai: 30 day stock objective in V (A) dump.
- (c) Phu Bai: Not required.

## (8) Water

(a) Existing water supplies will be utilized, rehabilitated and expanded as directed by the III MAF Engineer.

(a) Emphasis will be placed on locating fresh water sources in order to facilitate filtration and chlorination procedures.

## (9) Maps

(a) Maps will be drawn through normal supply channels from III FLSG.

(b) Units located at Chu Lai and Phu Bai will requisition through the appropriate FLSU.

c. Control and distribution

(1) Regular supply control procedures and supply point distribution will prevail during normal operating conditions. Instructions for deviations will be promulgated as required.

(2) Levels of supply will be maintained in compliance with the directives of III MAF or higher headquarters.

d. Resupply

(1) All classes except Class II (A) will be resupplied through III FLSG. Class II (A) will be by transceiver direct to MWSG-17, NSD, Yokosuka or MCSC, Barstow, with the exception of MAG-16 who will go to MAG 16 (Rear) Via Tranceiver.

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(2) Open purchase will be accomplished through the local procurement agent attached to MWHG-1.

e. Air Delivery

(1) See Appendix 1 (Air Delivery)

f. Salvage and excess material

(1) Salvage and excess material will be processed in accordance with reference (a) and current III MAF directives as applicable.

2. Evacuation and Hospitalization.

a. See Appendix 2 (Medical)

3. Transportation.

a. Highway: Maximum use will be made of assigned organizational automotive equipment to meet transportation requirements.

b. Requests for augmentation vehicles will be made to this Headquarters (Attn: Wing IMO).

c. All commanders will insure that motor vehicle operators are familiar with the type equipment they are operating and that all speed limits and safety precautions are rigidly adhered to.

d. Air transportation will be requested and controlled as set forth in reference (b).

e. Surface shipment will be requested from III MAF via this Headquarters. Surface shipments normally have lower priorities and there should be no reasons for emergency requests to be submitted. A normal lead time of three days should be observed on all requests.

4. Service.

a. III FLSG normally will furnish fourth echelon and back up third echelon maintenance for Marine Corps furnished organic equipment of Force units. Section "M" equipment fourth echelon maintenance will be provided by MMSG-17.

b. Naval Construction Battalions provides engineer support in order of priority as established by NCC and III MAF. This support will be coordinated by the Wing Military Engineer and all requests for such support will be submitted through him.

c. Aircraft maintenance procedures will be in compliance with reference (c) unless modified by this Headquarters.

5. Personnel

a. See Appendix 3 (Personnel).

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6. Miscellaneousa. Protection of Installations

(1) All units will take appropriate action to protect equipment and supplies from climatic conditions and insure that adequate fire preventive measures are enforced at all times.

(2) Segregation of supplies, by type and class, will be accomplished to the maximum extent possible.

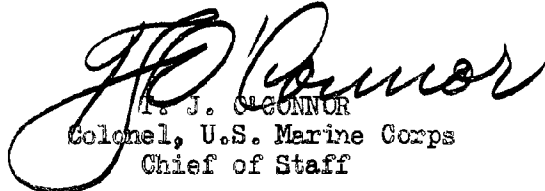
(3) Commanders will insure that all possible precautions are taken against sabotage and infiltration by enemy forces.

b. Fiscal operations will be in accordance with current 1st Wing and III MAF directives.

c. All units will maintain a constant state of readiness for deployment in whole or in part, on minimum notice.

d. Reports will be in accordance with Annex C (Reports) to Op Order 303-65.

BY COMMAND OF BRIGADIER GENERAL MC CUTCHEON

  
J. J. O'CONNOR  
Colonel, U.S. Marine Corps  
Chief of Staff

APPENDIXES

- ✓ 1 - Air Delivery
- 2 - Medical
- 3 - Personnel

DISTRIBUTION: See Annex Z (Distribution) to Operation Order 303-65

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1st Marine Aircraft Wing (Advance)  
III Marine Amphibious Force  
DANANG AIR BASE, REPUBLIC OF VIETNAM

Appendix 1 (Air Delivery) to Annex E (Administration and Logistics) to Operation Order 303-65

Ref: (a) WgO 4631.7

Time Zone: Hotel

1. Organization. 3d Air Delivery Platoon, 3d Service Battalion, III FLSG, (attached to Marine Wing Headquarters Group 1, 1st Marine Aircraft Wing).

2. General

a. Air delivery both scheduled and on-call will be in accordance with this appendix.

b. Air delivery of supplies will be accomplished as follows:

(1) Emergency delivery of supplies by air drop from fixed wing aircraft.

(2) Routine deliveries will be made as requested. Requests normally will be made a minimum of forty eight hours prior to required delivery.

3. Requesting Procedures

a. All emergency requests for air delivery will be made through the Direct Air Support Center (DASC).

b. All routine requests for air delivery will be made through 1st Marine Aircraft Wing (Adv) G-3, (phone Momeat 3).

c. All requests will be in accordance with enclosure (3) of reference (a).

4. Operating Procedures

a. Air Delivery Platoon will:

(1) Establish packing and handling facilities at Danang in order to prepare supplies for emergency and routine delivery by parachute and air landed transport type aircraft when airfields in the objective area are operational.

(2) Load cargo and provide a crew to accompany air dropped or air landed supplies.

(3) Provide a recovery team to retrieve parachutes and other air delivery items when deemed necessary by the air delivery platoon commander.

b. Requesting Unit Will:

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- (1) Clear and mark the drop zone in accordance with reference (a).
- (2) Establish communications between the drop zone and the aircraft when feasible.
- (3) Be responsible for salvaging all parachutes, containers and related air delivery equipment used in the drop.
- (4) Turn in all air delivery equipment as soon as possible to the local air freight unit for return to Da nang. If air freight facilities are not available turn in should be to the nearest supply support activity with the equipment marked for Marine Air Freight, Da nang.

BY COMMAND OF BRIGADIER GENERAL MC CUTCHEON

*J. J. O'Connor*  
J. J. O'CONNOR  
Colonel, U.S. Marine Corps  
Chief of Staff

DISTRIBUTION: See Annex Z (Distribution) to Operation Order 303-65

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1st Marine Aircraft Wing (Advance)  
III Marine Amphibious Force  
DANANG AIR BASE, REPUBLIC OF VIETNAM  
150800H July 1965

Annex G (Ground Security) to Operation Order 303-65

Ref: (a) 3rdMarDiv OpOrder 302-65

Time Zone: HOTEL

1. SITUATION.

a. Enemy Forces. The Viet Cong have the capability to infiltrate or attack in strength the Danang Air Base, Chu Lai, and Hue Phu Bai airfield enclaves to destroy or nullify the operating capability of the 1st MAW units assigned at those installations.

b. Friendly Forces.

(1) See basic Operation Order 303-65.

(2) Units of the 3d Marine Division have been tasked to organize and provide the perimeter defense of the above mentioned enclaves with limited assistance from units based within the enclaves.

2. MISSION. Provide internal security for all units of the 1st MAW and augment perimeter defense positions, when required.

3. EXECUTION.

a. Concept. 1st MAW units located at Danang, Chu Lai, and Hue Phu Bai establish and maintain local defense for internal security, and provide augmentation for perimeter defense as required.

b. MWHG-1.

(1) Coordinate with Commander Officer, Headquarters Battalion, 3d Marine Division, (OIC TANGO Sector) as to 1st

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MAW augmentation requirements to the TANGO Sector perimeter defense. (TANGO Sector is that area of Danang Air Base where the III MAF, 1st MAW (Adv), 3dMarDiv, MAG-16, and MWHG-1 Command Posts are located. For detailed location see reference (a)).

(2) Coordinate with all 1st MAW units within the TANGO Sector, determine number of Marines required to augment the sector perimeter defense, assess units concerned, and info this Headquarters as to the over all requirements and assessments.

(3) Establish an internal security plan for all MWHG-1 areas, and the Wing Command Center (TSQ-6, TSQ-5 to include the building in which the G-Staffs are located.

(4) Publish a reaction plan for all group units in accordance with readiness postures outlined in Appendix 1 (Readiness Postures).

c. MAG-11.

(1) Establish an internal security plan for all MAG-11 areas.

(2) Coordinate with the 23rd Air Base Group on an aircraft ground dispersal plan and provide security for aircraft and flight line area.

(3) Publish a reaction plan for all group units based on readiness posture outlined in Appendix 1 (Readiness Postures).

d. MAG-16.

(1) Establish an internal security plan for all MAG-16 areas.

(2) Provide personnel to augment the TANGO Sector perimeter defense as required by Commanding Officer, MWHG-1.

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(3) Coordinate with the 23rd Air Base Group on all aircraft ground dispersal plan and provide security for aircraft and flight line areas.

(4) Establish an internal security plan for all MAG-16 units based at Danang, Chu Lai, and Hue Phu Bai based on readiness postures outlined in Appendix 1 (Readiness Postures).

e. MAG-12.

(1) Establish an internal security plan for all MAG-12 areas based on readiness postures outlined in Appendix 1 (Readiness Postures).

(2) Coordinate with Commanding Officer of 3rd Marine Division units tasked with providing perimeter defense, if required.

(3) Prepare an aircraft ground dispersal plan and provide security for aircraft and flight line areas.

f. VMCJ-1(-).

(1) Establish an internal security plan for all VMCJ-1(-) areas.

(2) Coordinate with MAG-11 and the 23rd Air Base Group on an aircraft ground dispersal plan and for security for aircraft and flight line area.

(3) Publish a reaction plan for the squadron based on readiness postures outlined in Appendix 1 (Readiness Posture).

g. Coordinating Instructions.

(1) Copies of plans, and all changes thereto, for both the internal security and perimeter defense, when applicable, will be forwarded to this Headquarters (Attr: G-3).

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(2) In preparing internal security plans, and where perimeter defense plans are required, coordinate with all adjacent units. Direct liaison authorized.

(3) All units prepare emergency destruction plans for the destruction of classified material.

(4) Rounds will be chambered only when attack is imminent. See Appendix 2 (Rules of Engagement).

(5) Safety for friendly military and civilian personnel is extremely important. Extreme care must be taken prior to taking targets under fire to ensure it is enemy.

(6) All units insure that all hands are thoroughly indoctrinated in proper challenging procedures.

4. ADMINISTRATION and LOGISTICS. Normal as prescribed by individual commanders.

5. COMMUNICATIONS-ELECTRONICS.

a. See Annex F (Communications-Electronics).

b. When activation of wing local security net is directed, contact will be made on W379 (39.0 mcs) for Danang area based units.

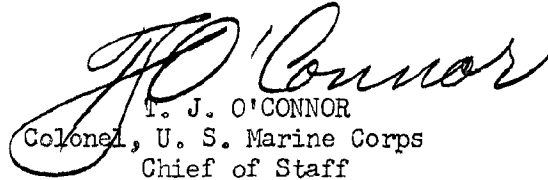
c. When Condition 2 is set units based outside the Danang area will conduct circuit checks with 1st MAW Command Posts over all existing circuits to ensure reliable communications. For existing circuits see Annex F (Communications-Electronics). In the event of failure of existing circuits, all units not previously maintaining stations on Wing Command Net Number 2 will immediately enter this net. Primary frequency is W99 (11592 kcs, USB).

d. Call signs will be in accordance with Annex F (Communications-Electronics).

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e. Command Posts. See basic Operations Order 303-65.

BY COMMAND OF BRIGADIER GENERAL McCUTCHEON

  
T. J. O'CONNOR  
Colonel, U. S. Marine Corps  
Chief of Staff

APPENDIXES:

- ✓1 - Readiness Postures
- ✓2 - Procedure for Challenging and Rules of Engagement

DISTRIBUTION: Annex Z (Distribution) to Operation Order 303-65

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1st Marine Aircraft Wing (Advance)  
 III Marine Amphibious Force  
 DANANG AIR BASE, REPUBLIC OF VIETNAM  
 150800H July 1965

Appendix 1 (Readiness Postures) to Annex G (Ground Security) to  
 Operation Order 303-65

Time Zone: HOTEL

1. Below are the four readiness postures and action required under each conditions .

a. Condition 4. Normal operations; continuous perimeter security where assigned and internal security as required by individual commanders.

b. Condition 3. Contact probable. Possible large scale threat or suspected presence of infiltrators. Commanders will take steps to increase both perimeter and internal security as the location and situation dictates. All personnel will carry their individual weapon at all times. Weapons will not be loaded; personnel will have loaded magazines in their possession. Continue normal operations. Condition to be passed by normal operating communications.

c. Condition 2. Contact imminent. Probable large scale threat or confirmed existence of numbers of infiltrators and hostile activity. Same reaction as in condition 3. Commanders will increase security measure as required. Continue all operations. Danang area based units activate the Wing local security net. Hue Phu Bai and Chu Lai based units check all circuits to 1st MAW (Advance) Command Posts. Condition to be passed by normal operating communications.

d. Condition 1. Under attack or subject to attack sufficiently strong enough to endanger the major assets of the command or unit. Commander will increase security to maximum feasible to ensure continuous operations of assigned missions. Be prepared to carry out emergency destruction plans on order of local commanders. Danang area based units maintain radio contact on wing local security net. Condition to be passed by continual sounding of a siren and all other means available.

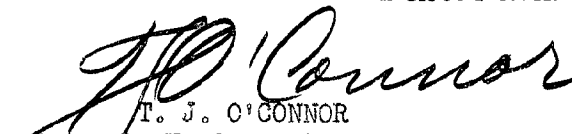
G-1-1

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e. All clear require either condition 2, 3 or 4 will be passed by normal communications.

BY COMMAND OF BRIGADIER GENERAL MCGUTCHEON

  
T. J. O'CONNOR  
Colonel, U. S. Marine Corps  
Chief of Staff

DISTRIBUTION - Annex Z (Distribution) to Operation Order 303-65

G-1-2

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1st Marine Aircraft Wing (Advance)  
III Marine Amphibious Force  
DANANG AIR BASE, REPUBLIC OF VIETNAM  
150800H July 1965

Appendix 2 (Procedure for Challenging and Rules of Engagement)  
to Annex G (Ground Security) to Operation Order 303-65

Time Zone: HOTEL

1. The challenge and password is a proven method of recognizing and identifying friendly individuals. This method has been, and will continue to be used in this command.

2. The III MAF Headquarters promulgates lists of challenges and passwords and the effective challenge and password is disseminated by message to cover five 24 hour periods which run from 1201 to 1200 daily. The following procedures will be followed when using the challenge and password:

a. Challenging personnel on foot.

(1) The sentry will allow the individual, or party, to approach to within range of the normal voice. The sentry will then command "Halt, who goes there?" Multiple posts will only use one sentry for challenging. The remainder staying concealed in supporting positions to cover the sentry and challenged party.

(2) The challenged individual, or senior man in the party, will halt, then give his rank, name, size and nature of party.

(3) The sentry will then allow the individual, or senior man, to advance by saying "Advance (rank and name) and be recognized!" No further challenging is necessary if individual is recognized.

(4) When the challenged person is not recognized, the sentry will allow him to advance up to a point where the challenge spoken in a low voice will only be heard by the

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challenged individual. The sentry will then command "Halt" and give the challenge in a low voice. The challenged individual will then give the password.

(5) When satisfied that the individual or party is friendly the sentry will allow them to pass. If a party is involved, the senior man will verify each man as they pass the sentry.

b. Challenging a vehicle.

(1) The sentry will position himself at a good vantage point. As vehicle approaches he will command "Halt".

(2) When the vehicle is halted, the sentry will direct the driver to stop engine, dismount and stand in plain sight near the vehicle. Passengers will remain in the vehicle.

(3) The sentry will then challenge the driver using procedures outlined above for challenging individuals on foot.

3. In addition to proper challenging procedures, individual weapons will be handled in a safe manner. The rules of engagement continue to be:

a. Magazines will not be inserted in weapons during daylight hours unless under attack. Magazines may be inserted at night at the discretion of the individual commander.

b. A round will not be inserted into the chamber of an individual weapon unless an encounter with the enemy is obvious and in the judgement of the senior Marine present, this measure is necessary to preserve friendly lives.

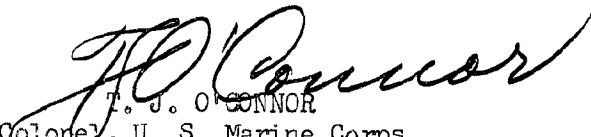
c. A sentry may insert a round in the chamber of his weapon if after challenging, the challenged individual

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does not halt. The loaded weapon, however, will not be pointed directly at the individual until it is determined that he is an enemy.

4. The proper utilization of the challenge and password will enhance security and save lives. In order to achieve this, every commander at every level, front line or rear area will ensure that the effective challenge and password for the day is passed to every man in his command each day. Continuous schooling will be conducted to ensure that every man understands and complies with the procedures outlined in this appendix.

BY COMMAND OF BRIGADIER GENERAL McCUTCHEON

  
T. J. O'CONNOR  
Colonel, U. S. Marine Corps  
Chief of Staff

DISTRIBUTION: Annex Z (Distribution) to Operation Order 303-65

G-2-3

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SECRET

1st Marine Aircraft Wing (Advance)  
 III Marine Amphibious Force  
 DANANG AIR BASE, REPUBLIC OF VIETNAM  
 150800H July 1965

Annex Z (Distribution) to Operation Order 303-65

Time Zone: HOTEL

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COMUSMACV	2	12-13
CG III MAF	2	14-15
CG USA AVN, RVN	1	16
COM 2D AIRDIV	2	17-18
CG 3D MARDIV	2	19-20
CG 1ST MAW (REAR)	5	21-25
CG 2ND MAW	1	26
CG 3RD MAW	1	27
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1ST MAW (ADV) STAFF	10	56-65
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BY COMMAND OF BRIGADIER GENERAL McCUTCHEON

*T. J. O'Connor*  
 T. J. O'CONNOR  
 Colonel, U. S. Marine Corps  
 Chief of Staff

DISTRIBUTION: Annex Z (Distribution) to Operation Order 303-65

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APPENDIX 4

DECLASSIFIED

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MILW MSG 150642 Jm

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FROM: CG FIRST MAI (ADV)

TO: MAG ONE ONE  
MAG ONE TWO  
MAG ONE THREE  
S/K

RUABAB

140553Z

INFO: CG III MAF  
CG THIRD MARDIV  
CG I CORPS ADVISORY GROUP

KIMCHI

~~SECRET~~

OPERATION PLAN 304-65

A. MAP: AERONAUTICAL CHART AGC 1:250,000 SHEET NE 48-16

B. MAP: SERIES LOOS SCALE 1:50,000; SHEETS 6461 III, 6361 II, 6360 I, 6460 IV

C. COMUSMACV LOI OF 5MAY65

TIME ZONE: HOTEL

TASK ORGANIZATION

FIRST MAI (-)

BGEN MCCUMCHON

MAG-11

COL CONLEY

VMFA-513

VMFA-542

MAG-12

COL NOBLE

VMA-214

VMA-225

VMA-311

MAG-16 (-)

COL O'CONNOR

HML-161

HML-261

HML-361

~~MAG-16 (-)~~

1stMAW TOP SECRET CONTROL NO.	COPY NO.
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## 1. SITUATION

A. ENEMY FORCES

(1) THERE IS ESTIMATED TO BE 4-5 VC BATTALIONS IN THE BA LONG VALLEY AREA (YD 02-45) TO (YD 20-40). BA LONG VALLEY IS A MAJOR REST AND REGROUPMENT AREA AND IS KNOWN TO BE HEAVILY INFESTED WITH VC AND VC SYMPATHIZERS.

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PAGE ONE OF 5 PAGES

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(2) DETAILED ASSESSMENT OF VC FORCES IN BA LONG AREA WILL BE ISSUED SEPARATELY.

B. PRINCIPAL FORCES

(1) ARVN. ON 14 AUGUST 1965 FOUR BATTALIONS OF THE 1ST ARVN DIVISION AND ONE BATTALION OF THE I CORPS RESERVE CONDUCTED AN ESTIMATED 32 DAY OPERATION IN THE BA LONG VALLEY. ARVN CONCEPT OF OPERATION IS TO CONDUCT OFFENSIVE OPERATIONS FOR THREE DAYS TO REOPEN THE BA LONG VALLEY AND THEN TO ESTABLISH OUTPOSTS TO INSURE THAT GOVERNMENT FORCES RETAIN CONTROL OF AREA.

(2) ARMY AVIATION. I CORPS AVIATION COMPANY PROVIDES LIMITED HELICOPTER PROTECTION.

(3) USAF. MACV AIR FORCE COMPONENT COMMANDER PROVIDES USAF AND RVNAF RECONNAISSANCE, INTERDICTION, CLOSE AIR SUPPORT, ANTI-AIR WARFARE SUPPORT AND AIRLIFT UPON REQUEST AND AS DIRECTED BY COMUSMACV.

(4) 3D MARINE DIVISION.

(A) IS PREPARED TO COMMIT ONE REINFORCED INFANTRY BATTALION, INCLUDING ONE 107MM HOWITZER BATTERY, AS A MOBILE RESERVE/STRIKING FORCE, TO SUPPORT ARVN FORCES OPERATING IN BA LONG VALLEY.

(B) MAINTAINING NECESSARY FORCES ON A TWELVE HOUR ALERT STATUS DURING THE PERIOD 14-17 AUGUST 1965.

(C) IS PREPARED TO CONDUCT, ON ORDER, COINED PLANNING WITH ARVN STAFFS WHEN THEY ARE DESIGNATED.

(5) FORCE LOGISTIC SUPPORT GROUP. IS PREPARED TO FURNISH LOGISTICAL SUPPORT IN MATERIALS, EQUIPMENT AND PERSONNEL TO SUPPORT ONE REINFORCED INFANTRY BATTALION, INCLUDING ONE 107MM HOWITZER BATTERY, COMMITTED TO BA LONG VALLEY.

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(6) U. S. ARMY ADVISORY GROUP, I CORPS. ENSURE III MAF IS FULLY INFORMED ON THE PROGRESS OF ARVN OPERATIONS.

2. MISSION. CONSISTENT WITH OTHER ASSIGNED URGENT MISSIONS, FIRST MAW WILL PROVIDE MAXIMUM CLOSE AIR SUPPORT, TO MARINE CORPS AND ARVN FORCES OPERATING IN THE BA LONG VALLEY AREA AND PROVIDE HELICOPTER LIFT FOR UP TO ONE REINFORCED BATTALION IN SUPPORT OF III MAF OPERATIONS.

### 3. EXECUTION

#### A. CONCEPT OF OPERATION

(1) WHEN DIRECTED BY CG, III AF, THIRD MARINE DIVISION DEPLOYS ONE REINFORCED INFANTRY BATTALION, INCLUDING A LOGISTICS COMPANY BATTERY AND MORALE ENGINEER, MEDICAL, RECONNAISSANCE, AND SHORE PARTY ATTACHMENTS, BY USAF C-123 AIRCRAFT FROM DANANG AIR BASE TO DONG HA AIRFIELD 7 MILES NORTH - WEST OF QUANG TRI, THENCE BY HELICOPTER TO AN LZ OR LZ'S TO BE DESIGNATED FOR OPERATIONS IN SUPPORT OF ARVN FORCES IN THE BA LONG VALLEY AREA WHO HAVE REQUESTED SUCH ASSISTANCE.

(2) DIRECT LIAISON BETWEEN SUPPORTED AND SUPPORTING U. S. UNITS IS AUTHORIZED FOR PLANNING PURPOSES.

#### B. MAG-11

(1) MAINTAIN FOUR AIRCRAFT ON CONDITION III STRIP ALERT DURING DAYLIGHT HOURS AND BE PREPARED TO MAINTAIN FOUR AIRCRAFT ON CONDITION IV ALERT DURING HOURS OF DARKNESS. IF SCRAMBLED RECONSTITUTE WITHIN 30 MINUTES.

(2) SPECIFIC MISSION AND ORDNANCE LOADS WILL BE PASSED SEPARATELY.

(3) FIXED WING JETS WILL OPERATE UNDER THE PROCEDURES ESTABLISHED IN ATTACHMENT A TO REF C.

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IMMEDIATE

~~SECRET~~ SECRETC. WAG-12

(1) MAINTAIN FOUR AIRCRAFT ON CONDITION III STRIP ALERT DURING DAYLIGHT HOURS AND BE PREPARED TO MAINTAIN FOUR AIRCRAFT ON CONDITION IV ALERT DURING HOURS OF DARKNESS. IF SCRAMBLED RECONSTITUTE WITHIN 30 MINUTES.

(2) SPECIFIC MISSION AND ORDNANCE LOADS WILL BE PASSED SEPARATELY.

(3) FIXED WING JETS WILL OPERATE UNDER THE PROCEDURES ESTABLISHED IN ANNEX A TO REF C.

D. WAG-16 (-)

(1) BE PREPARED TO PROVIDE HELICOPTER LIFT OF A REINFORCED USMC BATTALION FROM DONG HA (XD 245-597) TO SPECIFIED LANDING ZONES IN THE BA LONG VALLEY AREA.

(2) BE PREPARED TO UTILIZE MAXIMUM UH-1E HELICOPTERS TO SUPPORT THE OPERATION IN ROLE OF HELICOPTER ESCORT, CLOSE AIR SUPPORT, CO AND AND LIAISON AND TAC(A).

(3) BE PREPARED TO FURNISH A LANDING ZONE CONTROL PARTY FOR ATTACHMENT C OF THE DIVISION MOBILE RESERVE/STRIKING FORCE.

(4) SPECIFIC MISSIONS WILL BE PASSED SEPARATELY.

(5) BE PREPARED TO CONDUCT RESUPPLY MISSIONS TO SUPPORT FRIENDLY FORCES.

E. COORDINATING INSTRUCTIONS

(1) THIS PLAN IS EFFECTIVE FOR PLANNING OF RECEIPT AND FOR EXECUTION ON ORDER OF THIS HEADQUARTERS.

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(2) THIS PLAN WILL NOT BE DISCUSSED WITH AWW PERSONNEL  
UNTIL AUTHORIZED BY THIS HEADQUARTERS.

4. ADMINISTRATION AND LOGISTICS. TO BE ISSUED SEPARATELY.
5. COMMAND AND COMMUNICATIONS-ELECTRONICS. NO CHANGE.

GP-4  
-----

DIST: LIMITED

  
L. E. BROWN, COL.  
ASST CHFS G-3

  
F. G. BRONCKLEE JR., COL.  
CHIEF OF STAFF

IMMEDIATE

~~SECRET~~ SECRETPAGE FIVE OF 5 PAGES

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1

APPENDIX 1

DECLASSIFIED

**SECRET**

FROM: CG FIRST MAW (ADV)

TO: CG FMFPAC/A:HP6

INFO: CG III MAF/2400  
 CG 3D MARDIV/ALABOL  
 CG FIRST MAW (REAR)/800  
 MAG ONE ONE/2400  
 MAG ONE TWO/2400  
 MAG ONE THREE/AVAIL BARS  
 MAG ONE SIX (-)2400

**SECRET**

FIXED WING HELO SUPPORT IN SVN

A. CG FMFPAC 200106Z JUN65 (NOTAL)

B. VX 5 IER 3900.14 SER 014 3FEB65

1. THE FOLLOWING RESPONDS TO REF A AND CONSTITUTES AN INTERIM REPORT.

2. FIXED WING (INCLUDES ALL TACTICAL FIXED WING) HELO SUPPORT IS DIVIDED INTO THREE CATEGORIES PLUS CONTROL CONSIDERATIONS.

A. HELO CAP. NORMALLY EMPLOYED ON HELO RE-SUPPLY/EVACUATION MISSIONS WHERE THE POSSIBILITY OF ENCOUNTERING ENEMY REACTION APPEARS UNLIKELY. MAXIMUM FUEL IS PLANNED FOR EXTENDED TIME ON STATION. ORDNANCE LOADING, DEPENDENT ON CLASS VA AVAILABILITY IS GP/FRAG 250 LB OR 500 LB BOMBS, AERO-7D 2.75" ROCKET PODS AND 20MM IN THE CASE OF A4'S. ZUNI ROCKET PODS ARE SUBSTITUTED ~~WHEN~~ AERO-7D'S ARE NOT AVAILABLE, BUT ARE NOT CONSIDERED OPTIMUM SINCE THEY PROVIDE ~~AS~~ MORE CONCENTRATED IMPACT PATTERNS THAN THE 2.75" ROCKET POD. NORMALLY TWO AIRCRAFT ARE ON STATION DURING A MISSION AND ARE CAPED AT A CENTRAL ORBIT POINT.

2 B. HELO ESCORT. NORMALLY EMPLOYED ON HELO TROOP MOVEMENTS OR ANY OTHER MISSION WHERE THE POSSIBILITY OF ENEMY REACTION APPEARS LIKELY. MAXIMUM FUEL LOADING IS USED TO EXTEND ON STATION TIME. DESIRED ORDNANCE LOADING IS A MIXED LOAD OF AERO-7D 2.75" ROCKETS PODS AND 250LB GP BOMBS. THREE OR FOUR AIRCRAFT PER MISSION ARE EMPLOYED IN A RACETRACK PATTERN AROUND THE BODY OF HELOS. THE PATTERN GEOMETRY IS DEPENDENT ON THE HELO FORMATION AND CONFORMS TO THE SHAPE OF THE HELICOPTER FORMATION AS CLOSELY AS POSSIBLE. ALL AIRCRAFT WILL BE EQUALLY SPACED AROUND THE PATTERN AND AT A MAXIMUM ALTITUDE OF 3000' TO 4000' AGL (HELO ALTITUDES VARY BETWEEN 1500-2000' AGL) EACH AIRCRAFT IS ASSIGNED A SECTOR AND MAKES A DUMMY RUN TO A PREDETERMINED MINIMUM ALTITUDE ONCE DURING EACH 360 DEG TURN AROUND THE HELICOPTERS, MAINTAINING HIS PLACE IN THE PATTERN. IF FIRE IS RECEIVED BY THE HELOS, ONE AIRCRAFT, AT ALL TIMES, IS IN A POSITION TO MAKE A FIRING RUN. (SEE REF B). FIXED WING ESCORT BELIEVE ON STATION AS REQUIRED.

GP-4

ROUTINE

Limited

MAG-11

MAG-16

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PAGE ONE OF THREE PAGES

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AD:ARO
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6 JUL 65

**SECRET**

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B. CONTROL. CONTROL OF FIXED WING AIRCRAFT DURING HELICOPTER ESCORT AND PREPARATION IS PROPERLY PLACED WITH THE OBSERVATION AIRCRAFT, O-1B OR UH-1B. HOWEVER, WHEN THE HELICOPTER FLIGHT COMMANDER ARRIVES ON THE SCENE HE SHOULD ASSUME OVERALL CONTROL TO THE EXTENT OF DIRECTING THE OBSERVATION AIRCRAFT TO MARK ENEMY POSITIONS FOR FIXED WING STRIKES OR ACTUALLY CONTROLLING FIXED WING AIRCRAFT. IF FIXED WING AIRCRAFT OBSERVE ENEMY FIRES THAT NORMALLY HAVE TACTIC APPROVAL TO NEUTRALIZE IT IMMEDIATELY, THIS IS MOST EFFECTIVE WHEN THE FIXED WING PILOT STATES HE OBSERVES THE FIRE, ITS LOCATION, AND HIS INTENTION TO COMMENCE ATTACK IMMEDIATELY, UNLESS SPECIFICALLY CALLED OFF BY THE HELICOPTER COMMANDER, HE WILL THEN COMPLETE HIS ATTACK. DURING HELICOPTER ESCORT MISSIONS, DIRECTION OF FIXED WING AIRCRAFT SHOULD BE VESTED IN THE HELICOPTER COMMANDER AND HE MAY IN TURN DELEGATE AUTHORITY FOR CONTROLLING STRIKES TO AN OBSERVATION OR ARMED HELICOPTER. AN EFFECTIVE METHOD FOR MARKING TARGETS, SUCH AS SMOKE ROCKETS, IS VALUABLE IN RAPID TARGET ACQUISITION AND IS USED WHEREVER POSSIBLE.

4. AS OF THIS REPORT, IN EXCESS OF 40 PERCENT OF THE TOTAL AA EFFORT IS CONCENTRATED WITH HELICOPTER SUPPORT. THE FL EFFORT IS MORE AND MORE BEING CONCENTRATED ON INTERDICTION MISSIONS AND AIR TO AIR PROFICIENCY.

1931, 1932, 1933

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PAGE TWO OF THREE PAGES

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**SECRET**

ROUTINE

**SECRET**

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5. THE INTRODUCTION OF FIXED WING HELO SUPPORT HAS MADE A MAJOR CONTRIBUTION TO THE EFFECTIVENESS OF ALL HELICOPTER MISSIONS AND ALL SUCH MISSIONS ARE SUPPORTED WITH FIXED WING COVER AS A MATTER OF SOP.

6. THE FIXED WING/HELO TEAM CONCEPT INCLUDES AND RECOGNIZES THE NEED FOR THE ARMED UH-1E, WHILE OPERATING IN THE CURRENT ENVIRONMENT. THE ARMED UH-1E IS ESSENTIAL WHEN OPERATIONS ARE CONDUCTED UNDER ADVERSE WEATHER CONDITIONS AND IN UNUSUAL TERRAIN. ADDITIONALLY, THE ARMED UH-1E IS MOST EFFECTIVE AGAINST THE CLOSE IN SNIPERS IN THE LZ. THEIR POSITION IN THE HELICOPTER FORMATION IS SUCH THAT THEY CAN INSTANTLY TAKE SUCH TARGETS UNDER FIRE AND ARE GENERALLY THE FIRST TO SPOT SUCH TARGETS SINCE THE UH-1E PILOTS ARE CONCENTRATING PRIMARILY ON SELECTING LANDING SITES AND ROUTES OF DEPARTURE, MAINTAINING TACTICAL POSITION FOR TROOP DISPOSITION.

OP-4

DIST: LIMITED

*Brown*  
L. E. BROWN, COL  
ASST G-3

*K. B. McCutcheon*  
K. B. McCUTCHEON, BGEN  
COMMANDING GENERAL

ROUTINE

**SECRET**

PAGE THREE OF THREE PAGES

*4/3 JD*  
*MAG-16 Col King Concerned CB*

*MAG-11 R. P. Manger XO*  
*Con Condes Concerned CB*

*G-4 Concern*

*MAG-12 Concern*

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APPENDIX 2

DECLASSIFIED

**CONFIDENTIAL**

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Need some copies of  
this for CA Conference.

RR 110632Z  
FM CG FIRST MAQ(ADV)  
TO MAG-11  
MAG-12  
MAG-16  
BT

**C O N F I D E N T I A L**  
**ORDNANCE EXPENDITURE**

1. THIS FORMALIZES PREVIOUSLY ISSUED ORAL DIRECTIVES.
2. IT IS THE POLICY OF THIS COMMAND TO EXPEND ORDNANCE ONLY ON WORTHY TARGETS AND THEN ONLY TO THE DEGREE REQUIRED TO ACCOMPLISH THE SPECIFIC MISSION.
3. ~~IT IS~~ THE FOREGOING POLICY ~~THAT~~ IS INTENDED TO PRECLUDE ANY DUMPING - USING UP - GETTING RID OF - OR ANY OTHER PRACTICES WHICH SUGGEST AN UNPROFESSIONAL OR UNECONOMICAL EXPENDITURE OF ORDNANCE ASSETS.
4. NOTHING IN THIS POLICY IS INTENDED TO CONFLICT WITH EXISTING AIR CONTROL

G-3	
ASST G-3	17
O&T	17
ACO	
PLANS	
ATCO	
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N&CD	
ADMINO	
NCIC	17
ELU	17

(20)

PAGE TWO  
**C O N F I D E N T I A L**  
PROCEDURES OR AUTHORITY. HOWEVER, SHOULD INSTANCES OCCUR WHERE PILOT JUDGEMENT IS IN SIGNIFICANT CONFLICT WITH THE MISSION REQUEST, THE CONTROL AGENCY WILL BE SO INFORMED. EXCEPT IN SITUATIONS INVOLVING SAFETY OR AIRCRAFT/CREW LIMITATIONS THE CONTROL AGENCY IS THE FINAL AUTHORITY.  
5. IN THOSE INSTANCES DISCUSSED IN PARA 4 ABOVE, COMPLETE DETAILS WILL BE INCLUDED IN DE-BRIEFING REPORTS.  
GP-4  
BT

NNNN DIST: STAFF  
MAG 11  
MAG 16  
SENT MAG 12

TOD: 120247Z/2

110632Z/37 AUG 65

APPENDIX 6

**CONFIDENTIAL**

SECRET

longer hours become necessary to accomplish the missions. Through all of this fatigue of men and machines lessens the effectiveness of our effort not to mention the undeniable hazards to the conduct of safe flight operations. And so, while it is possible to absorb short infrequent periods of peak operation, it is both impossible and reflects poor management to continue at the present pace. To repeat, we are exceeding the capacity of supply and maintenance to sustain operations.

3. Concurrent with programming to meet planned utilization, it is imperative that every possible effort be made to employ our limited helicopter resources more wisely. A system of priorities should be established in order to fulfill the many requirements. Emphasis must be placed upon utilization of other existing, more practical and less expensive means of transport. All persons concerned in mission planning need be appraised as to the capabilities and limitations of the helicopter. They need to be kept abreast of the criticality of our helicopter resources. It is necessary that priorities be assigned to those combat missions which are then requested. Earlier submission of requests is necessary in order for command to have a complete view of all anticipated commitments. Strong recommendation need be directed against the initiation of operation which will run concurrently and require large helicopter support.

Similarly an evaluation should be made to determine the basic supply requirements of the Corps area. Non-essential traffic should be eliminated or performed by other means. The approaching rainy season makes attention to this problem most important. Furthermore, through effective control we shall have helicopter sorties available for combat operations and in general whenever their employment is particularly justified.

4. During September further helicopter resources will come into the I Corps area. Marine Aircraft Group-36 will arrive at Chu Lai. Consisting of three HMM squadrons and one VMO squadron, this group will support those helicopter requirements for the southern portion of I Corps area, both III MAF and I Corps. One of the HMM squadrons in MAG-36 will be detached shortly after arrival for deployment to Qui Nhon (II Corps). During August/September MAG-16 will move to Danang East. This air group will consist of 3 HMM squadrons, one VMO squadron plus a six plane detachment of UH-37's. A detachment of one of the HMM squadrons in MAG-16 will be based at Hue Phu Bai. MAG-16 will operate in support of the northern half of I Corps. For the purpose of explanation, an HMM squadron is considered to have 24 UH-34 helicopters while a VMC has 18 UH-1E helicopters (12 armed, 6 slicks).



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5. With the addition of MAG-36 it would appear that our support capability will be increased. However, at the same time we will have assumed a larger commitment as well. This has the effect of cancelling any substantial gain. First, half of the present Army Aviation helicopter missions throughout I Corps is soon to be assumed by 1st MAW. This will represent about 800 flight hours. It will be accomplished with the UH-34 and UH-1E aircraft in MAG-16 ~~and~~ MAG-36. Secondly, additional Marine ground forces which have arrived will require the support of approximately one full HMM squadron. Remember also that the services of another of the incoming HMM's will be lost when it is detached from MAG-36 and moved to Qui Nhon (II Corps). However, it is expected that in the long run our use of helicopter support will be far more efficient. In being able to select resourees based at Phu Bai, Danang or Chu Lai for work in adjacent areas, we will eliminate considerable flying time which was heretofore lost in transit to and from Danang. Your efforts to explain this concept and our policy as well as to educate those with whom you deal in liaison will greatly assist mutual understanding.

L. E. BROWN

Copy to:

Air Officer, 3dMarDiv

MAG-16

MAG-36

DECLASSIFIED

1

APPENDIX 8

DECLASSIFIED

PRIORITY

TO: CG FMPSG

INFO: CG LEE MAP  
CG FIRST MAN (REAR)  
MAC ONE ONE  
MAC ONE TWO  
MAC ONE THREE  
MAC ONE SIX  
MAC THREE SIX  
VNC: ONE FIVE TWO

NECD  
ADMNO  
NGOIC  
EKO ✓

**SECRET**

## FIRST MAW AIRCRAFT UTILIZATION

A. CG FINE PAC 290120Z

B. BELCON FFF PAC CDD 30 AUG

1. THIS PLASPONDS TO REF A, AS MODIFIED BY REF B AND IS INTENDED TO PROVIDE A CLEAR AND OBJECTIVE ANALYSIS OF AIRCRAFT UTILIZATION IN RVN.
2. THE MATTER OF SUSTAINED AIRCRAFT UTILIZATION HAS BEEN UNDER CLOSE STUDY FOR PAST TWO MONTHS. CRITERIA IS LARGELY A MATTER OF JUDGEMENT BASED UPON EXPERIENCE AND AN INTERRELATIONSHIP OF MAN HOURS, SUPPLY, MAINTENANCE CONDITIONS, GROUND SUPPORT EQUIPMENT AND OPERATIONAL ENVIRONMENT.
3. EACH OF THESE FACTORS HAVE BEEN CAREFULLY AND REALISTICALLY ANALYZED FOR EACH OPERATIONAL AIRCRAFT EXCEPT THE F-8, IN WHICH CASE THERE IS NO RVN EXPERIENCE, AND THE EF-10 WHICH IS A SPECIAL CASE WELL KNOWN TO YOU.
4. AT A RECENT BRIEFING HELD FOR THE COMBINED STAFFS OF III MAF, 3D DIV, AND PHAV, EACH ASPECT OF AIRCRAFT UTILIZATION WAS FULLY EXPLAINED AND EXAMINED. THE FOLLOWING MAXIMUM SUSTAINED UTILIZATION WAS CONSIDERED IN:
5. A1: 12 HOURS PER MONTH PER ASSIGNED AIRCRAFT. CONTROLLING FACTORS ARE A COMBINATION OF OPERATING ENVIRONMENT, MAINTENANCE AND ORDNANCE MANHOURS, AND SUPPLY.
6. A1: 15 HOURS PER MONTH PER ASSIGNED AIRCRAFT. CONTROLLING FACTORS ARE MAINTENANCE AND ORDNANCE MANHOURS, GROUND SUPPORT EQUIPMENT AND SUPPLY.
7. A UTILIZATION RATE FOR THE F-8 IN RVN WILL BE FORWARDED WHEN KNOWN.

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8. H-34: 50 HOURS PER MONTH PER AIRCRAFT ASSIGNED. CONTROLLING FACTOR IS SUPPLY. CONTRIBUTING FACTORS ARE PAST EXCESS UTILIZATION OF 70-80 HOURS PER MONTH OVER AN EXTENDED PERIOD WHICH HAS SEVERELY DRAINED H-34 SUPPLY SUPPORT. SUPPLY DRAINS CAUSED BY EXCESS UTILIZATION AND BATTLE DAMAGE HAVE BEEN FURTHER AGGRAVATED BY AN UNUSUALLY RUGGED OPERATING ENVIRONMENT WHICH HAS FURTHER COMPOUNDED SUPPLY DEMANDS. ENGINES ARE A CASE IN POINT. UTILIZATION DATA REVEALS AN AVERAGE LIFE OF 300 HOURS ON ENGINES PROGRAMMED FOR 600. SAND AND DUST, EROSION, AND HIGH PROLONGED POWER REQUIREMENTS CONSTITUTE THE PRINCIPAL CAUSE. IN THIS EXAMPLE, DOUBLING NORMAL UTILIZATION WHILE REALIZING ONLY ONE HALF ENGINE LIFE EXPECTANCY HAS THE EFFECT OF QUADRUPLING ENGINE DEMANDS. FURTHERMORE, THE H-34 SQUADRONS, BY SUSTAINING 180-200 PER CENT OF PLANNED UTILIZATION OF THE PAST MONTHS HAS REQUIRED, IN ADDITION TO CORRESPONDING DEMANDS ON THE SUPPLY SYSTEM, A CONSIDERABLE AMOUNT OF SELECTIVE PARTS REPLACEMENT BETWEEN AIRCRAFT AND A REDUCTION IN PREVENTATIVE MAINTENANCE OPPORTUNITY. THESE CONDITIONS ONLY SERVE TO PYRAMID THE DEMANDS ON AN ALREADY SAGGING SUPPLY SYSTEM. THE EFFECTS OF THE ARRIVAL OF THREE MORE H-34 SQUADRONS WILL BE CAREFULLY EVALUATED IN THE WEEKS TO COME.

9. UH-1E: 50 HOURS PER MONTH PER AIRCRAFT ASSIGNED. THE PROBLEM OF SUPPLY SUPPORT IS THE MAJOR FACTOR EFFECTING UH-1E UTILIZATION. THE ORIGINAL PROVISIONING OF SPARE PARTS WAS PROGRAMMED FOR CONUS OPERATIONS, FOR 40 HOUR UTILIZATION, WITH NO KNOWN USAGE ESTABLISHED. EXPERIENCE IN VMO-2 OPERATIONS OF THE UH-1E IN THE ARMED ESCORT ROLE HAS BROUGHT TO LIGHT MANY PROBLEMS WITH AREA ENVIRONMENT AND BATTLE DAMAGE. RE-PROVISIONING FOR THE UH-1E IS A MUST WITH THE ADDED NUMBER OF AIRCRAFT IN THE RVN. SPECIFIC PROBLEM AREAS *Not Based Upon* VMO-2 EXPERIENCES INCLUDE:

A. MAIN ROTOR BLADES ARE PROGRAMMED FOR 1000 HOURS. BLADE LIFE DUE TO AREA ENVIRONMENT IS 200 TO 300 HOURS. TOTAL OF 16 BLADES HAVE BEEN CHANGED TO DATE. SEVEN BLADES RECEIVED BATTLE DAMAGE, TWO WERE REPAIRED, AND FIVE WERE SCRAPPED FROM THE NAVAL INVENTORY. TOTAL OF ALL LOW TIME BLADES SENT TO OVERHAUL FOR REPAIR ONLY 20 PER CENT ARE REPAIRABLE.

B. ORIGINAL MAIN ROTOR BLADES PROVISIONED FOR HAVE BEEN EXHAUSTED. FOURTEEN BLADES HAVE BEEN PURCHASED FOR FISCAL YEAR 66, WHICH IS INSUFFICIENT TO MEET THE DEMAND IMPOSED.

C. ANTICIPATED ENGINE LIFE WILL BE 350 TO 500 HOURS DUE TO SAND EROSION OF THE COMPRESSOR BLADES. ONE ENGINE HAS FAILED TO DATE WITH 356 HOURS. ENGINE LIFE FOR NORMAL OPERATIONS IS 1000 HOURS.

D. TAIL ROTOR BLADES ARE FAILING DUE TO LINK DAMAGE FROM THE WEAPONS SYSTEM AND EROSION.

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E. SINCE ARRIVAL IN THE RVN, SECTION "B" SPARES HAVE BEEN AROUND 65 PER CENT. BATTLE DAMAGE HAS CAUSED REMOVAL OF ITEMS WITH NO USAGE AND ARE NOT STOCKED IN QUANTITIES TO MEET THE DEMANDS IMPOSED.

F. IN ORDER TO ACCOMPLISH FULLY THE ARMED UH-1E MISSION, IMMEDIATE PROCUREMENT OF ADDITIONAL M-60A MACHINE GUNS, AMMUNITION CANS, CHUTE LINKS FOR ADAPTATION TO THE UH-1E ARMAMENT SYSTEM, AND ARMOR PLATING MUST BE PROCURED. CURRENTLY THERE IS A REQUIREMENT FOR THIS EQUIPMENT TO COMPLETELY ARM AND ARMOR 30 UH-1E. VMO-2 NOW HAS 6 COMPLETELY OUTFITTED UH-1E AIRCRAFT WITH WHICH TO PERFORM THE ARMED MISSION.

10. AN ANALYSIS OF KC-130 UTILIZATIONS HAS ESTABLISHED A 110 HOUR SUSTAINED UTILIZATION RATE. THE PRINCIPAL FACTORS ARE:

A. COMNAVINST 03110.110 PROVIDES THAT AIRCRAFT ARE SCHEDULED FOR FLY CYCLE THAT ALLOWS FOR 2000 HOURS OR 18 MONTHS.

B. COMPARISONS SHOW THAT PRIOR TO MARCH 1965, WHEN THE AVERAGE MONTHLY FLIGHT HOURS PER ASSIGNED AIRCRAFT WAS 85 HOURS, THE ACP/ANFE RATE AVERAGED 5 OUTSTANDING. SINCE MARCH 1965, THE AVERAGE MONTHLY FLIGHT HOURS PER ASSIGNED AIRCRAFT HAS INCREASED TO APPROXIMATELY 130 HOURS AND THE ACP/ANFE RATE HAS INCREASED TO APPROXIMATELY 25 OUTSTANDING. A 50 PER CENT INCREASE IN FLIGHT HOURS HAS PRODUCED A 250 PER CENT INCREASE IN THE ACP/ANFE RATE. OF EQUAL SIGNIFICANCE, A UTILIZATION FACTOR OF 110 HOURS WILL ALLOW TIME FOR MORE THOROUGH MAINTENANCE, AND PARTICULARLY, MORE EFFECTIVE PREVENTIVE MAINTENANCE, WHICH WILL IN TURN, RESULT IN DECREASED DEMAND UPON THE SUPPLY SYSTEM. *First word*

C. PERSONNEL. AT PRESENT, CRITICAL CREW MEMBERS ARE FLIGHT ENGINEERS AND PILOTS. THE ONLY SOURCE OF QUALIFIED CREW MEMBERS IS OUTSIDE THE 1ST MAW. NO FACILITIES OR TIME ARE AVAILABLE TO TRAIN ~~NAVAL AVIATORS~~ NAVAL AVIATORS AS KC-130 PILOTS, OR ~~MAINTENANCE PERSONNEL~~ MAINTENANCE PERSONNEL TO BE FLIGHT ENGINEERS. THE NATURE OF THE FLIGHT ENGINEERS DUTIES ARE SUCH THAT TWO QUALIFIED ENGINEERS ARE REQUIRED ON EACH FLIGHT. IT IS POSSIBLE TO TRAIN AND QUALIFY 1ST MECHANICS (2ND ENGINEERS) IN THE SQUADRON IN LIMITED QUANTITIES, (ESTIMATED 6 PER YEAR). THESE MECHANICS ARE UTILIZED ON FLIGHTS, UNDER THE DIRECT SUPERVISION OF A QUALIFIED FLIGHT ENGINEER IN PLACE OF A 2ND FLIGHT ENGINEER AS REPLACEMENTS FOR FLIGHT ENGINEERS WHO MUST BE ASSIGNED TO ADDITIONAL DUTIES, E.C., QUALITY CONTROL INSPECTIONS, NIGHT CREW SUPERVISORS, AND CONSEQUENTLY ARE NOT ALWAYS AVAILABLE FOR FLIGHTS.

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PAGE THREE OF Four PAGES**SECRET**

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11. INDICATIONS ARE THAT CURRENT AND CONTEMPLATED OPERATIONAL REQUIREMENTS, IN SUPPORT OF VII MAF AND I CORPS, CAN BE ACCOMPLISHED WITH THE FOREGOING UTILIZATION FACTORS. HELICOPTER UTILIZATION IS THE ONE REQUIRING THE CLOSEST SCRUTINY. ANY SIGNIFICANT CHANGES IN UTILIZATION DATA WILL BE FORWARDED AS THEY OCCUR.

GP-4

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L. S. BROWN, COL  
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APPENDIX 9

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HEADQUARTERS  
1st Marine Aircraft Wing (Advance)  
Fleet Marine Force, Pacific  
FPO San Francisco 96601

WgO 03320.2  
3:MSG:dc  
4 September 1965

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WING ORDER 03320.2

From: Commanding General  
To: Distribution List

Subj: Air Defense Operations in the Republic of Vietnam (U)

Encl: ✓ (1) Letter of Agreement between the Commander, 2nd Air Division and  
Commanding General, 1st Marine Aircraft Wing

1. Purpose. To promulgate enclosure (1) which established the basic policies, procedures and responsibilities for the participation of 1st Marine Aircraft Wing resources in support of U.S. air defense requirements in the Republic of Vietnam.

2. Action

a. Enclosure (1) is a letter of agreement between the Commander, 2nd Air Division and the Commanding General, 1st MAW, for the participation and employment of 1st MAW resources in air defense.

b. All units participating in air defense operations will be guided by the applicable portions of enclosure (1).

  
P. G. BRONLEWE, JR.  
Chief of Staff

DISTRIBUTION: "A" less 2, 8 through 10, and 13 through 15 plus CMC (1)  
and CMCLFDA (1), "B" (4 only).

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## MEMORANDUM OF AGREEMENT

BETWEEN

COMMANDER 2D AIR DIVISION

COMMANDING GENERAL, FIRST MARINE AIRCRAFT WING

SUBJECT: AGREEMENT FOR PARTICIPATION AND EMPLOYMENT OF 1ST MAW FORCES  
IN SUPPORT OF US AIR DEFENSE OPERATIONS IN RVN

1. PURPOSE: TO LIST ESSENTIAL BACKGROUND INFORMATION AND TO DISSEMINATE BASIC POLICIES, PROCEDURES AND RESPONSIBILITIES FOR THE PARTICIPATION OF 1ST MARINE AIRCRAFT WING RESOURCES IN SUPPORT OF US AIR DEFENSE REQUIREMENTS IN RVN AND SOUTHEAST ASIA.

2. WHEN EFFECTIVE: THIS AGREEMENT BECOMES EFFECTIVE WHEN SIGNED/AUTHENTICATED BY THE COMMANDER, 2D AIR DIVISION AND COMMANDING GENERAL, 1ST MARINE AIRCRAFT WING.

3. TERMS OF REFERENCE:

A. COMUSMACV IS A SUBORDINATE UNIFIED COMMANDER UNDER CINCPAC.

B. COMMANDER, 2D AIR DIVISION IS THE DESIGNATED AIR FORCE COMPONENT COMMANDER TO COMUSMACV. IN THIS CAPACITY, COMMANDER 2D AIR DIVISION WILL CONDUCT AND COORDINATE OFFENSIVE AND DEFENSIVE AIR OPERATIONS, TACTICAL AIRLIFT, AIR TRAFFIC CONTROL, SEARCH AND RESCUE, CLOSE AIR SUPPORT AND RECONNAISSANCE, PROVIDE COMMUNICATIONS AND NAVIGATIONAL FACILITIES AS REQUIRED.

C. THE RESPONSIBILITY FOR US AIR DEFENSE IN MAINLAND SOUTHEAST ASIA WILL BE DISCHARGED BY CINCPACAF THROUGH HIS MAINLAND SOUTHEAST ASIA AIR DEFENSE REGION COMMANDER (COM2AD). THE COMMANDER MAINLAND SOUTHEAST ASIA AIR DEFENSE REGION WILL EXERCISE OPERATIONAL CONTROL OVER ALL AIR DEFENSE WEAPONS SYSTEMS WHICH ARE ASSIGNED OR ATTACHED TO HIM.

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D. CG, III MAF IS THE NAVAL COMPONENT COMMANDER OF COMUSMACV. CG 1ST MAW IS THE TACTICAL AIR COMMANDER UNDER III MAF AND HAS BEEN AUTHORIZED DIRECT LIAISON WITH COMMANDER, 2D AIR DIVISION.

E. III MAF FORCES ARE ASSIGNED TO THE OPERATIONAL CONTROL OF COMUSMACV. COMUSMACV EXERCISES OPERATIONAL CONTROL THROUGH CG, III MAF.

#### 4. DEFINITIONS AND ABBREVIATIONS:

A. TERMS DEFINED IN JCS PUB 1 ARE ACCEPTED AS PUBLISHED.

B. MARINE CORPS DEFINITIONS AND DESCRIPTIONS:

(1) TADC - TACTICAL AIR DIRECTION CENTER. THE CONTROL CENTER FROM WHICH CG 1ST MAW CONTROLS AND DIRECTS HIS OVERALL AIR EFFORT.

(2) CAOC - COUNTER AIR OPERATIONS CENTER. A 1ST MAW AIR CONTROL FACILITY WHICH PROVIDES FOR SURVEILLANCE, DETECTION AND IDENTIFICATION OF AIRCRAFT AND CONTROL AND DIRECTION OF FIGHTER TYPE AIRCRAFT. (ORGANIC TO A MACS DESCRIBED IN (5) BELOW.)

(3) DASC - DIRECT AIR SUPPORT CENTER. THE 1ST MAW AIR CONTROL FACILITY WHICH CONTROLS AIRCRAFT IN DIRECT AND CLOSE SUPPORT OF III MAF FORCES.

(4) AAOC - ANTI-AIRCRAFT OPERATIONS CENTER. A 1ST MAW CONTROL FACILITY WHICH PROVIDES FOR CONTROL AND DIRECTION OF SURFACE-TO-AIR MISSILES (HAWKS).

(5) MACS - MARINE AIR CONTROL SQUADRON. A 1ST MAW UNIT WHICH PROVIDES SEARCH, EARLY WARNING, HEIGHT FINDING, AND GAP FILLER RADAR COVERAGE AND GROUND CONTROL INTERCEPT FOR FIGHTER TYPE AIRCRAFT. (A CAOC IS ORGANIC TO A MACS.)

(6) MASS - MARINE AIR SUPPORT SQUADRON HAS FACILITIES FOR PROVIDING

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DIRECT AIR SUPPORT TO MARINE GROUND FORCES. A DASC (DIRECT AIR SUPPORT CENTER) AND 3 ASRT (AIR SUPPORT RADAR TEAMS) COMPRISE A PASS.

(7) MATCU - MARINE AIR TRAFFIC CONTROL UNIT. A 1ST MAW FACILITY WHICH PROVIDES TERMINAL AIR TRAFFIC CONTROL AT AN AIR BASE.

(8) LAAM BN - LIGHT ANTI-AIRCRAFT MISSILE BATTALION. A 1ST MAW UNIT WHICH PROVIDES SURFACE-TO-AIR MISSILE FIRES FOR AIR DEFENSE.

C. AIR FORCE DEFINITIONS AND DESCRIPTIONS.

(1) TAGS - TACTICAL AIR CONTROL SYSTEM. A USAF AIR CONTROL SYSTEM ESTABLISHED IN RVN FOR CONTROL OF AIR RESOURCES MADE AVAILABLE TO INCLUDE COORDINATION OF USN/USMC AIR RESOURCES. IT IS A COMBINED C-SYSTEM MANNED BY USAF AND VNAF PERSONNEL.

(2) TACC - TACTICAL AIR CONTROL CENTER. THE 2D AIR DIVISION/VNAF INSTALLATION FROM WHICH THE TACTICAL AIR EFFORT AND AIR CONTROL FOR TACC ARE PLANNED, COORDINATED AND DIRECTED, LOCATED AT TAN SON NHUT AIR BASE.

(3) CRC - CONTROL AND REPORTING CENTER.

(4) CRP - CONTROL AND REPORTING POST.

(5) RP - REPORTING POST.

(6) DASC - DIRECT AIR SUPPORT CENTER. A SUBORDINATE OPERATIONAL COMPONENT OF THE TAGS RESPONSIBLE TO THE DIRECTOR OF THE TACC FOR CONDUCT OF PREPLANNED AND IMMEDIATE CLOSE AIR SUPPORT AND ATTENDANT TACTICAL AIR RECONNAISSANCE OPERATIONS.

(7) AEW&C - AIRBORNE EARLY WARNING AND CONTROL. THE RADAR FACILITY PROVIDED FOR CONTROL OF TACTICAL AIR OPERATIONS BY EC-119 AIRCRAFT.

(8) SEAADR - MAINLAND SOUTHEAST ASIA AIR DEFENSE REGION.

(9) SEE - SOUTHEAST ASIA EAST AIR DEFENSE SECTOR.

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5. CONCEPT OF AIR DEFENSE OPERATIONS DA NANG SUB-SECTOR:

A. THE COMMANDER SEAADR DESIGNATES THE AREA IN RVN NORTH OF 14 DEGREES 30 MINUTES NORTH LATITUDE AS THE DA NANG SUB-SECTOR UTILIZING THE CONTROL FACILITIES OF THE MONKEY MOUNTAIN (DA NANG) CRC.

B. THE MONKEY MOUNTAIN (DA NANG) CRC HAS OFFENSIVE AND DEFENSIVE CONTROL RESPONSIBILITIES. FOR AIR DEFENSE, IT WILL BE RESPONSIBLE FOR SURVEILLANCE, IDENTIFICATION, COMMITMENT, INTERCEPTION AND ENGAGEMENT OF ALL AIRCRAFT PRESENTING A THREAT TO THE SECURITY OF THE DANANG SUB-SECTOR. THE CRC IS ALSO DELEGATED, IN ITS SUB-SECTOR, THE TASK OF MANAGEMENT OF ASSIGNED AIR DEFENSE FORCES; LIAISON AND COORDINATION WITH AIR TRAFFIC CONTROL AGENCIES AND THE ARMY, NAVY, MARINE AND ALLIED ELEMENTS; AND PROVIDING EVALUATION OF THE AIR SITUATION. THE CRC WILL ADDITIONALLY INTERCHANGE LATERAL AND THREAT TELL WITH THE TAN SON NHUT SUB-SECTOR, THE SOUTHEAST ASIA WEST AIR DEFENSE SECTOR (SEW), AND TASK FORCE 77.

C. TO REDUCE SPAN OF CONTROL AND TO REDUCE THE REACTION TIME NECESSARY TO COPE WITH A RAPIDLY DEVELOPING AIR THREAT, THE COMMANDER SEAADR HAS DESIGNATED A USAF DEPUTY DIRECTOR OF THE 2D AIR DIVISION TACC AS AIR DEFENSE BATTLE COMMANDER IN DA NANG SUB-SECTOR TO BE CO-LOCATED AT THE MONKEY MOUNTAIN CRC AND AVAILABLE 24 HOURS DAILY. IN THE ABSENCE OF THE COMMANDER SEAADR, THE AIR DEFENSE BATTLE COMMANDER WILL BE DELEGATED AUTHORITY IN DA NANG SUB-SECTOR TO DECLARE AIRCRAFT HOSTILE, ENGAGE ENEMY FORCES, ORDER MANDATORY SCRAMBLE, AND IMPLEMENT SURFACE TO AIR (SAM) WEAPONS FREE AREAS, ZONES AND CORRIDORS.

6. RESPONSIBILITIES:

A. COMMANDER 2D AIR DIVISION WILL:

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- (1) HAVE OVERALL AIR DEFENSE RESPONSIBILITY WITHIN THE MAINLAND SOUTHEAST ASIA AND FUNCTION AS AIR DEFENSE COMMANDER.
- (2) ESTABLISH, MAINTAIN, AND OPERATE AN AIR DEFENSE BRANCH IN THE TACC.
- (3) OPERATE CRC'S AT TAN SON NHUT AND MONKEY MOUNTAIN.
- (4) ESTABLISH TWO AIR DEFENSE SUB-SECTORS WITHIN THE SEE SECTOR.
- (5) PUBLISH SURVEILLANCE AND REPORTING PROCEDURES TO BE USED.
- (6) PUBLISH RULES OF ENGAGEMENT.
- (7) ASSIGN AN AIR DEFENSE BATTLE COMMANDER TO BE ON DUTY AT ALL TIMES AT CRC MONKEY MOUNTAIN WHO WILL ACT AS THE DESIGNATED REPRESENTATIVE OF THE COMMANDER, SEAADR IN THE DA NANG SUB-SECTOR.

(8) PROVIDE COMMUNICATION EXTERNAL TO 1ST MAW TACTICAL AIR CONTROL SYSTEM REQUIRED TO INTEGRATE 1ST MAW SYSTEM WITH TACS.

B. COMMANDING GENERAL, 1ST MARINE AIRCRAFT WING WILL:

- (1) ESTABLISH ORGANIC TACTICAL AIR CONTROL SYSTEM.
- (2) INTEGRATE SUCH ELEMENTS OF THE 1ST MAW ORGANIC TACTICAL AIR CONTROL SYSTEM AS MAY BE APPROVED BY THE COMMANDER SEAADR INTO THE SEA TACS WITH COMMUNICATIONS PROVIDED BY 2AD/COMUSMACV FOR PURPOSES OF COORDINATING AIR TRAFFIC CONTROL, AIR DEFENSE AND SUCH OTHER TACTICAL AIR OPERATIONS AS MAY BE REQUIRED.
- (3) DESIGNATE A CAOC TO SERVE AS BACK-UP AIR DEFENSE CONTROL CENTER FOR CRC MONKEY MOUNTAIN.
- (4) ESTABLISH IN DA NANG TAOR A LAAM BATTALION.
- (5) ASSUME HOT PAD ALERT AT DA NANG AND PROVIDE ALERT AIRCRAFT WITHIN HIS CAPABILITIES.

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(6) PROVIDE LIAISON OFFICERS TO TACC AND CRC MONKEY MOUNTAIN.

7. POLICY:

A. PARTICIPATION OF 1ST MAW FORCES IN AIR DEFENSE WITHIN RVN CAN BE A VALUABLE AND POSSIBLY CRITICAL CONTRIBUTION TO U.S. AIR DEFENSE CAPABILITY AND POSTURE WITHIN RVN.

B. WITHIN RVN THE 2D AIR DIVISION IS ASSIGNED AIR DEFENSE RESPONSIBILITY AND HAS ESTABLISHED THE NECESSARY COORDINATION ARRANGEMENTS FOR INTEGRATION AND CONTROL OF U.S. RESOURCES IN AIR DEFENSE OPERATIONS WITH FORCES OF THE HOST NATION, THE REPUBLIC OF VIETNAM. EFFECTIVE PARTICIPATION OF 1ST MAW FORCES REQUIRES THEY BE EMPLOYED IN ACCORDANCE WITH US/RVN ARRANGEMENTS, PROCEDURES, AND/OR AGREEMENTS.

C. CG 1ST MAW WILL DESIGNATE THOSE FORCES UNDER HIS COMMAND TO PARTICIPATE IN AND CONDUCT AIR DEFENSE TASKS. COMMANDER 2D AIR DIVISION WILL EXERCISE THE FOLLOWING AUTHORITY OVER 1ST MAW FORCES DESIGNATED FOR PARTICIPATION IN AIR DEFENSE:

(1) FOR FIGHTER TYPE AIRCRAFT:

(A) AUTHORITY TO ADJUST ALERT POSTURE AS APPROPRIATE TO THE AIR DEFENSE SITUATION BUT WITHIN LIMITS AGREED TO FROM TIME TO TIME BY COMMANDER, 2D AIR DIVISION AND COMMANDING GENERAL, 1ST MARINE AIRCRAFT WING.

(B) SCRAMBLE AUTHORITY FOR ALERT AIRCRAFT.

(C) DESIGNATION OF GROUND CONTROL STATIONS.

(D) DESIGNATION OF AIRBORNE TARGET(S).

(E) DIRECTING THEIR DIVERSION AND RECOVERY.

(2) FOR MACS:

(A) THOSE PORTIONS OF A MACS ACTIVITIES WHICH ARE OPERATIONAL AND FUNCTIONING AS AN ELEMENT OF THE GROUND ENVIRONMENT OF THE DA NANG SUB-SECTOR.

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1. MACS UNITS AC&W FACILITIES WILL BE INTEGRATED AS CONTROL AND REPORTING POSTS (CRP) OR REPORTING POSTS (RP) WITHIN THE DA NANG SUB-SECTOR REPORTING TO THE MONKEY MOUNTAIN CRC FOR AIR DEFENSE, WEAPONS CONTROL, AND SURVEILLANCE REQUIREMENTS, AND IN ACCORDANCE WITH PERTINENT PLANS AND DIRECTIVES.

2. THE CAOC OF THE MACS UNIT PROPOSED FOR DA NANG SUB-SECTOR MOST SUITABLY POSITIONED WILL BE ADDITIONALLY DESIGNATED A BACKUP CRC. THE BACKUP CRC WILL PROVIDE FACILITIES FOR USAF AND VNAF LIAISON OFFICERS AS THE SITUATION REQUIRES. (COMMUNICATIONS FACILITIES COMMENSURATE WITH BACKUP CRC RESPONSIBILITIES WILL BE PROVIDED BY 2D AIR DIVISION BETWEEN DA NANG TROPO AND THE BACKUP CRC.)

(3) LAAM BATTALION:

(A) AUTHORITY TO DESIGNATE, ASSIGN AND ORDER ENGAGEMENT OF HOSTILE AIRCRAFT.

(B) AUTHORITY TO DECLARE WEAPONS CONTROL STATUS, I.E. DISCREET FIRE, WEAPONS TIGHT, WEAPONS FREE, AND HOLD FIRE.

D. DIRECT CONTACT BETWEEN 2D AIR DIVISION AND 1ST MAW IS AUTHORIZED AND ENCOURAGED FOR EFFECTIVE IMPLEMENTATION OF THIS AGREEMENT.

E. TO DEVELOP TEAM WORK REQUIRED FOR EFFECTIVE INTEGRATION OF 1ST MAW FORCES INTO AIR DEFENSE SYSTEM, TRAINING EXERCISES WILL BE CONDUCTED WHENEVER PRACTICABLE ON NON-INTERFERENCE BASIS WITH OPERATIONAL REQUIREMENTS.

F. 2D AIR DIVISION WILL PROVIDE 1ST MAW SUFFICIENT COPIES OF BRIEFINGS, PLANS, REGULATIONS, MANUALS, AND OTHER INSTRUCTIONAL INFORMATION AS MAY BE REQUIRED FOR 1ST MAW FORCES TO PARTICIPATE EFFECTIVELY IN AIR DEFENSE OPERATIONS IN RVN.

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G. WHEN PROVIDING AIRCRAFT ON ACTIVE AIR DEFENSE ALERT AND WEATHER OR AIRFIELD CONDITIONS BECOME SUCH AS TO MAKE OPERATIONS OF THESE AIRCRAFT HAZARDOUS, 1ST MAW AIRCRAFT WILL BE REPORTED TO THE CRC AS ON "MANDATORY SCRAMBLE" STATUS. THEY MAY BE SCRAMBLED ONLY ON AUTHORITY OF DESIGNATED U.S. AIR DEFENSE BATTLE COMMANDER AT THE SECTOR CRC AFTER AN APPROPRIATE EVALUATION OF THE THREAT VERSUS HAZARD INVOLVED. ANY SCRAMBLE ORDERED FOR ALERT ON "MANDATORY SCRAMBLE" STATUS WILL INCLUDE THE TERM "MANDATORY SCRAMBLE".

8. COMMUNICATIONS RESPONSIBILITIES: COMMUNICATIONS FACILITIES TO SUPPORT THE AIR DEFENSE STRUCTURE WILL BE OBTAINED AND SUPPORTED BY A COMBINATION OF ORGANIZATIONS AND SYSTEMS. FOR THE PURPOSE OF THIS AGREEMENT THE FOLLOWING BASIC RESPONSIBILITIES ARE RECOGNIZED.

A. COMMANDER 2D AIR DIVISION WILL:

(1) BE RESPONSIBLE FOR OVERALL PLANNING TO ESTABLISH AND IMPROVE BASIC COMMUNICATIONS SYSTEMS WHICH INTERCONNECT ELEMENTS OF THE AIR DEFENSE STRUCTURE.

(2) PROVIDE AND MAINTAIN ALL AIR-GROUND AND INTERNAL SITE COMMUNICATIONS AT USAF AND JOINT USAF/VNAF SITES.

(3) TAKE ACTION TO OBTAIN VALIDATED CIRCUIT ALLOCATIONS IN SUPPORT OF AIR DEFENSE STRUCTURE OPERATIONAL REQUIREMENTS.

(4) ARRANGE FOR TERMINATION OF ALL VALIDATED CIRCUITS AT USAF OR JOINT USAF/VNAF SITES AND 1ST MAW AIR DEFENSE SITES WHERE CIRCUITS ARE EXTERNAL TO 1ST MAW REQUIREMENTS.

(5) FURNISH CURRENT SIF/IFF MODES/CODES TO MONKEY MOUNTAIN CRC FOR POSITIVE IDENTIFICATION OF 1ST MAW AIRCRAFT.



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B. COMMANDING GENERAL, 1ST MARINE AIRCRAFT WING WILL:

(1) PROVIDE AND MAINTAIN AIR-GROUND AND INTERNAL SITE COMMUNICATIONS  
AT 1ST MAW AIR DEFENSE SITES.

(2) ARRANGE FOR TERMINATION OF THOSE VALIDATED CIRCUITS AT 1ST MAW  
AIR DEFENSE SITES WHERE CIRCUITS ARE IN SUPPORT OF INTERNAL 1ST MAW AIR  
DEFENSE REQUIREMENTS.

(3) TAKE ACTION TO OBTAIN CIRCUITS IN SUPPORT OF INTERNAL 1ST MAW  
AIR DEFENSE REQUIREMENTS.

9. REVISIONS: THIS AGREEMENT MAY BE REVISED FROM TIME TO TIME AS DEEPT  
TO BY THE UNDERSIGNED.

J. H. MOORE  
LT GENERAL, USAF  
COMMANDER, 2D AIRDIV

R. B. MCCUTCHEON  
BRIG GENERAL, USMC  
CG, 1ST MAW

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APPENDIX 10

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## HEADQUARTERS

1st Marine Aircraft Wing (Advance), Fleet Marine Force, Pacific  
APO San Francisco 96601

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WgO 03730.1  
3:RLL:cel  
Ser: 082-65  
22 Jul 1965

WING ORDER 03730.1

From: Commanding General  
To: Distribution List

Subj: Downed Helicopter/Light Aircraft, procedures for

1. Purpose. To set forth instructions and procedures that apply when a helicopter or light aircraft is forced down in an unsecure area.

2. General

a. Notification of the downed helicopter/light aircraft will be sent by the most expeditious means to the 1st MAW Operations Duty Office (Priority Message 3, Forward 10, Normal 20, or via Falcon 6051). The downed aircraft commander or the aircraft on the scene will make the report on the Downed Aircraft Report Form by aircraft should be via the "WFO" not to 10, 100.

b. The command aircraft on the scene will perform the RESCAP functions as outlined in paragraph 3 and will act as the on-scene commander for the situation/control purposes until relieved on station by another RESCAP aircraft or as directed through the DASC.

3. Actiona. RESCAP Aircraft

(1) If in an area not occupied by friendly troops, evacuate crew, guns, mags, and any classified material. Return to downed aircraft location and continue to orbit until relieved.

(2) Report downed aircraft's position, condition of aircraft, any VC activity, and any other pertinent information.

(3) Remain on TATC frequency unless otherwise directed.

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22 Jul 1965

(4) Act as TAC(A) for fighter/attack aircraft and artillery spot as required.

(5) Discontinue RESCAP only upon relief or as indicated by the DASC.

(6) Upon arrival of ground forces, the ground commander will assume control of supporting arms. The RESCAP will respond to the ground commander's requests and keep DASC informed of the situation.

(7) If notification is received that an CH-37 is not available for aircraft recovery, pass this information to maintenance personnel on the ground with the downed aircraft.

b. G-3 Duty Officers:

(1) Obtain call sign and frequency of RESCAP aircraft and coordinates of downed aircraft.

(2) Scramble the alert F4/A4 aircraft and pass coordinates, RESCAP frequency and call sign.

(3) Notify SHOVE 3, request the reaction force (to include an FAC), and get helo pickup point for the force. Pass to all concerned the UHF and FM frequency and call sign to be used by the force FAC.

(4) Call MAG-16 to provide lift of reaction forces and O-1B relief for RESCAP. (Pass frequency and call signs of present RESCAP, FAC, F4/A4e)

(5) Determine if the CH-37 is available via the TOC Officer, TOC phone number Falcon 6388/6288. (See paragraph 3c below).

(6) Determine via DASC/RESCAP if aircraft can be repaired and flown out within a reasonable time. If unable to repair aircraft or the time required is too long as determined by the situation (enemy activity, etc) proceed as follows:

(a) Insure that the necessary stripping and rigging for external pick-up of the aircraft is in progress.

(b) Scramble the CH-37 via Army Aviation Operations, phone number Falcon 6353. The CH-37 will proceed to the scene, pick-up and deliver aircraft to the MAG-16 line area, or if this is not possible, deliver it to the nearest secure area.

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22 Jul 1965

(c) If the CH-37 is not available, so inform MAG-16 and RESCAP aircraft. If the downed aircraft cannot be recovered by any means, or repaired and flown out, the decision to destroy the aircraft will be made by the Commanding General or in his absence, the next senior in command. The senior man present at the scene will make the decision to destroy the helicopter if the tactical situation demands immediate action.

c. MAG-16 (-)

- (1) Scramble SAR/Maintenance aircraft
- (2) Provide and reconstitute as required, a RESCAP aircraft. The RESCAP aircraft will act as on-the-scene commander and be capable of acting as the TAC(A), and artillery spotter.
- (3) Be prepared to provide a message relaying aircraft between the RESCAP and DASC if required.
- (4) Provide aircraft for recreation force lift as directed.
- (5) Determine if aircraft can be repaired and the time required and relay this to DASC. If it is determined that aircraft cannot be repaired, and the CH-37 is available, immediately commence to strip disassemble/reduce aircraft weight to 4000 pounds and ready for external pick-up. If CH-37 is not available, prepare aircraft as required for external pick-up by UH-34D.
- (6) When directed, destroy the aircraft by burning. If situation permits, recover all critical and classified parts prior to destruction.
- (7) Return all forces from the scene upon completion of recovery or destruction.

d. DASC. Relay all information received to the G-3 Operations Duty Officer.

4. Procedures at Night. Same as paragraph 3 with the following additions:

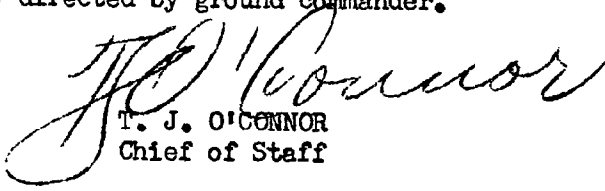
a. G-3 Operations Duty Officer. Scramble the flare plane with instructions to report to the RESCAP aircraft for control.

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b: RESCAP Aircraft. Employ flare aircraft as required or if ground troops are present, as directed by ground commander.

  
T. J. O'CONNOR  
Chief of Staff

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11, 13, 14, 15, and 16)

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HEADQUARTERS  
1st Marine Aircraft Wing (Adv)  
III Marine Amphibious Force  
c/o FPO San Francisco 96601

10:GCH:jlf  
2000  
5 June 1965

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From: Commanding General  
To: Distribution List

Subj: Communication Operating Instructions for 1st Marine Aircraft Wing (Adv) (1st MAW (Adv) COI)

1. Purpose. To promulgate subject instructions to all 1st Marine Aircraft Wing (Adv) units in the Republic of Vietnam.
2. Background. Due to the specialized, quickly changing nature of communications necessary to support air operations in RVN, the publication of this information is necessary. It should be realized this publication does not supercede the basic Communication SOP of the 1st Marine Aircraft Wing, (1st MAW Order P02000.1C (1st MAW COMPLAN FIVE)). Rather, it amplifies and provides the necessary technical data, such as frequencies, call signs, switching centrals, etc., for the communications system operated within the 1st MAW (Adv) units, RVN. For detailed information, 1st MAW COMPLAN FIVE is still valid as a basic reference publication.
3. Action. The information contained herein is effective upon receipt. It will be utilized by all 1st MAW (Adv) units, organic and attached and/or under the operational control of 1st MAW (Adv).
4. Certification. Reviewed and approved this date.

*T. J. O'Connor*  
T. J. O'CONNOR  
Chief of Staff

DISTRIBUTION:

Hq 1st MAW (Adv)	10
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VMCJ-1	5
VMFA 531	5
III MAF	10
3D MARDIV	10

-ENCLOSURE-(4)-

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## SECTION I

GENERAL1. SCOPE.

a. The 1st Marine Aircraft Wing Communications Operating Instructions (1st MAW COI) provides general information and detailed instructions on operational communications matters. It is applicable to all 1st MAW communications systems in use, or presently planned for use, within RVN.

2. PURPOSE.

a. The purpose of the 1st MAW COI is to provide:

(1) Operational instructions in support of communications in use or presently planned for use by 1st MAW units in RVN.

(2) Standardized procedures and instructions for normal operations by 1st MAW units, RVN.

3. APPLICATION. This COI is applicable to all 1st MAW units, RVN, organic or attached and/or under the operational control of 1st MAW.

4. CHANGES TO 1ST MAW COI.

a. Timely changes will be issued by this headquarters to keep this COI up-to-date.

b. Recipients of this COI are invited to submit comments/recommendations to improve this COI direct to this Headquarters (Attn: CEO).

5. CONCEPT OF OPERATIONS.

a. Military operations and military communications are integral and inseparable. Effective air operations depend, in large part, on effective supporting communications.

b. Communications discussed in this COI are designed to be flexible, responsive and reliable in order to support 1st MAW air operations in RVN.

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## SECTION 11

RADIO

1. GENERAL. Radio systems, described herein, have been established and/or planned for later establishment, to support 1st MAF air operations, RVN.

2. EXISTING RADIO NETS.

a. See Appendix 1 for detailed discussion of presently existing radio nets, and their use.

b. See Appendix 2 for detailed discussion of presently planned command and air control/coordination communications.

3. RADIO CALL SIGNS.

a. See Appendix 3 for a listing of 1st MAF units RVN and their voice call signs, units not listed in Appendix 3 may be found in 1st MAF Order PO2000.1C (1st MAF COMPLAN FIVE).

b. Changes in voice calls will be promulgated by this headquarters.

4. RADIO AUTHENTICATION.

a. Authentication is a security measure designed to protect a communication system against fraudulent transmission.

b. Maximum use of authentication is directed on all 1st MAF radio circuits. This authentication will consist of both location authentication and message authentication.

c. Effective editions of KAA-50 will be used for authentication.

5. JAMMING AND INTERFERENCE.

a. If jamming is experienced, stations will, if possible, work through the jamming. If working through the jamming is not possible, stations will continue to operate on that frequency, establishing another station on an alternate/secondary frequency to pass traffic, if within the capability of the command. Report establishment of such nets to this headquarters (Attn: CEO).

b. Report all incident of jamming to this headquarters (Attn: CEO) in accordance with 1st MAF Order PO2000.1C (1st MAF COMPLAN FIVE).

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COMMUNICATIONS

APPENDIX (Additions) to SECTION 11 List NAV COM

STATION LIST CONTROL/COORDINATION COMMUNICATIONS.  
(PRESENTLY IN EFFECT)

<u>DESIGNATION</u>	<u>EMISSION</u>	<u>FREQ</u>	<u>NET</u>	<u>STATIONS</u>	<u>REMARKS</u>
W 31	3A3J	7995(1)	TAR #1	DASC(NCS)	Same as 3D MARDIV D29
W 32	3A3J	2196(1)	TAR #1	DASC(NCS)	Same as 3D MARDIV D30
W 33	3A3J	2227(1)	TAR #2	DASC(NCS)	Same as 3D MARDIV D31
W 34	3A3J	10398(5)	TAR #2	DASC(NCS)	Same as 3D MARDIV D32
W 35	6A3	312.0(RED)	TAD #1	DASC	Same as 3D MARDIV D35
W 36	6A3	325.0(GREEN)	TAD #2	DASC	Same as 3D MARDIV D36
W 37	6A3	285.8(ORANGE)	TAD #3	DASC	Same as 3D MARDIV D37
W 38	6A3	254.2	SAR	ALL AIR UNITS	
W 39	6A3	243.0	GUARD	INTERNATIONAL DISTRESS	
W 40	6A3	273.8(MARCO)	HD #1	DASC	Same as 3D MARDIV D38
W 41	6A3	283.4(CHARGE)	TAD #2	DASC	Same as 3D MARDIV D39
W 42	6A3	19.6	IZ CONTROL		Same as 3D MARDIV D39

COMMUNICATIONS

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1st MAW COMMAND COMMUNICATIONS  
(PRESENTLY IN EFFECT)

DESIGNATION	EMISSION	FREQ	NET	STATIONS
W72	3A3J/3A7J	2212	WING CMD #2	1st MAW (NCS),
W78	3A3J/3A7J	5302	WING CMD #2	1st MAW (REAR),
W84	3A3J/3A7J	7621	WING CMD #2	MASS-2, MAG-13,
W96	3A3J/3A7J	10734	WING CMD #2	DET "A" MASS-2,
W99	3A3J/3A7J	11592(P)	WING CMD #2	MAG-11, MAG-12,
W104	3A3J/3A7J	17571	WING CMD #2	MAGS-7
W220	3A3J/3A7J	23736	WING CMD #2	

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1st MAW ANTI-AIR WARFARE COMMUNICATIONS  
(PRESENTLY IN EFFECT)

<u>DESIGNATION</u>	<u>EMISSION</u>	<u>FREQ</u>	<u>NET</u>	<u>STATIONS</u>
WL61	3A3J	3436(P)	AA INT	LAAM FN
WL62	3A3J	11400(S)	AA INT	LAAM FN
WL63	3A3J	3020(P)	AAC	LAAM FN
WL64	3A3J	8503(S)	AAC	LAAM FN
WL65	3A3J	2556	EW	LAAM FN
WL66	3A3J	10901	EW	LAAM FN

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MAG-16 COMMUNICATIONS  
 (EFFECTIVE AS DIRECTED BY MAG-16 AND HIGHER HEADQUARTERS)

<u>DESIGNATION</u>	<u>EMISSION</u>	<u>FREQ</u>	<u>NET</u>	<u>STATIONS</u>
W440	3A3J/C.1A1	2200	MAG-16 CMD(P)	AS DIRECTED MAG-16
W441	3A3J/C.2A1	6203	MAG-16 CMD(S)	AS DIRECTED MAG-16
W442	3A3J/C.2A1	4446	MAG-16 CMD	AS DIRECTED MAG-16
W384	36F3	43.7	TO PHU BAI MAG-16 SQDN COMMON (HMM-163)	
W445	6A3	278.4	MAG-16 SQDN COMMON (HMM-365)	
W446	36F3	47.4	MAG-16 SQDN COMMON (HMM-365)	
W447	36F3	42.3	AIR BASE SECURITY AS DIRECTED MAG-16	
W450	6A3	247.0	VMO-2 SQDN COMMON	

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MAG-12 COMMUNICATIONS  
(EFFECTIVE AS DIRECTED BY MAG-12 AND HIGHER HEADQUARTERS)

<u>DESIGNATION</u>	<u>EMISSION</u>	<u>FREQ</u>	<u>NET</u>	<u>STATIONS</u>
W300	6A9B	3143	AS DIRECTED BY MAG-12	
W311	6A9B	5500	AS DIRECTED BY MAG-12	
W320	6A9B	10084	AS DIRECTED BY MAG-12	
W400	6A3	313.5	MAG-12 GRP COMMON AS DIRECTED MAG-12	
W401	6A3	322.5	MAG-12 SQDN COMMON	
W403	6A3	333.4	MAG-12 SQDN COMMON	
W405	6A3	341.4	MAG-12 SQDN COMMON	
W407	6A3	335.4	MAG-12 SQDN COMMON	
W377	36F3	39.1(P)	LOCAL SECURITY AS DIRECTED MAG-12	
W382	36F3	43.2(S)	LOCAL SECURITY AS DIRECTED MAG-12	

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SEPARATE SQUADRON COMMUNICATIONS

(EFFECTIVE AS DIRECTED BY SQUADRONS AND HIGHER HEADQUARTERS)

<u>DESIGNATION</u>	<u>EMISSION</u>	<u>FREQ</u>	<u>NET</u>	<u>STATIONS</u>
W448	6A3	249.8	VMFA-531 SQDN COMMON	
W449	6A3	283.3	VMCJ-1 SQDN COMMON	
(WHISKEY DESIGNATORS NOT ASSIGNED BELOW FREQUENCIES)				
Q-2	3A3J	6205(P)	VMCJ-1 SPECIAL VMCJ-1 AND OTHERS	
Q-1	3A3J	4171	FRAG ORDER CKT	
Q-3	3A3J	6345		
Q-4	3A3J	8230		
W450	6A3	247.0	VMC-2 SQDN COMMON (ALSO LISTED MAG-16)	

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1st MAW TOWER COMMUNICATIONS MATCU-67 (CHU LAI)  
 (EFFECTIVE AS DIRECTED BY MATCU-67)

<u>DESIGNATION</u>	<u>EMISSION</u>	<u>FREQ</u>	<u>NET</u>
W328	6A9B	3151	SAIGON AIR CON/COORD
W336	6A9B	2890	DANANG AIR CON/COORD
W338	6A9B	5564	AIR TO GROUND CON
W374	36F3	40.7	HELO CONTROL
W386	36F3	40.82	CRASH NET
W390	6A3	316.0	DEPARTURE CONTROL
W396	6A3	318.0	U F DF
W417	6A3	315.6	RADAR #1
W398	6A3	329.4	RADAR #2
W409	6A3	340.8	RADAR #3
W414	6A3	321.0	APPROACH CONTROL
W425	6A3	340.2	CONTROL TOWER
W426	6A3	360.2	CONTROL TOWER

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## APPENDIX 2 (Proposed 1st MAW Command and Aircontrol/Coordination Radio Plan) to 1st MAW COI

1st MAW COMMAND COMMUNICATIONS  
(EFFECTIVE WHEN DIRECTED BY THIS HQ)

<u>DESIGNATION</u>	<u>EMISSION</u>	<u>FREQ</u>	<u>NET</u>	<u>STATIONS</u>
W353	3A3J/3A7J	4453(P)	WING CMD #1	1st MAW (NCS) SUBORDINATE UNITS AS DIRECTED BY THIS
W363	3A3J/3A7J	3964(S)	WING CMD #1	HEADQUARTERS
W331	6A9B	8995 (ADD)	WING CMD #1	
W324	6A9B	5620 (ADD)	WING CMD #1	
W379	36F3	39.0(P)	LOCAL SECURITY AS DIRECTED	
W378	36F3(S)	42.3(S)	LOCAL SECURITY AS DIRECTED	

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1st MAW AIR CONTROL/COORDINATION COMMUNICATIONS  
(EFFECTIVE WHEN DIRECTED BY THIS HQ)(STATIONS ON ALL NETS WILL BE AS DIRECTED)

<u>DESIGNATION</u>	<u>EMISSION</u>	<u>FREQ</u>	<u>NET</u>
W475	3A3J	6723(P)	TAC
W476	3A3J	2422(S)	TAC
W326	6A9B	8407(ADD)	TAC
W477	3A3J/3A7J	9385(P)	TAA
W478	3A3J/3A7J	5155(S)	TAA
W479	3A3J	4225(F)	CI/D #1
W480	3A3J	5190(S)	CI/D #1
W356	3A3J	9109(F)	CI/D #2
W357	3A3J	6680(S)	CI/D #2
W481	3A3J	3555(F)	AC #1
W354	3A3J	18035(S)	AC #1
W355	3A3J	5668(F)	AC #2
W352	3A3J	17365(S)	AC #2
W359	3A3J/3A7J	5346	TA
W352	3A3J/3A7J	11375(S)	TA
W436	6A3	318.5	TAD #4
W392	6A3	328.2	TAD #5
W397	6A3	312.9	TAD #6
	6A3	273.8	HD #1
W432	6A3	326.6	HD #2 COMD
W331	36F3	45.2	HD #3
W416	6A3	338.4	GCI
W419	6A3	312.7	GCI COMMON

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<u>DESIGNATION</u>	<u>EMISSION</u>	<u>FREQ</u>	<u>NET</u>
W483	6A3	289.8(P)	TATC/IATC
W484	6A3	236.2(S)	TATC/IATC
W404	6A3	332.2	FAD #1
W410	6A3	313.3	FAD #2
W413	6A3	328.4	FAD #3
W420	6A3	341.7	FAD #4
W415	6A3	339.6	FAD #5
W323	6A3	317.4	FAD #6
W485	6A3	247.0	TAO #1
W486	6A3	283.4	TAO #2
W424	6A3	326.2	HELLO ESCORT

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## APPENDIX 3 (Radio Call Signs) to SECTION II to 1st MAW COI

<u>CALL SIGN</u>	<u>UNIT</u>
APPLE	VMA-214
ANCESTOR	VMGR-152
BARREL HOME	HMM-161
BEACH BOY	MACS-9
BUCK FOOT	H&MS-11
BUSH ROSE	H&MS-12
CHAMN	VMA-311
CHIEFIAM	VMFA-531
CLOUD BIRD	H&MS-13
COHEN DOG	1ST MAW COLLECTIVE
CONDOIE	MAG-11
COTTON PUFF	VMCJ-1
DEAD LOCK	VMO-2
DEVASTATE	MASS-2
DISEMBARK	H&HS-1
DREAM HORN	H&MS-16
FLASHY SUN	MAES-17
FLY TRAIN	VMFA-513
FLYING DUCK	MWSG-17
FOLLY	MAMS-17
GIPSY BOY	MAES-12
HATRED	VMA-225
HERESY	7TH CIT
HIGHBOY	MWSG-17 COLLECTIVE
HOMELAND	MWHG-1 COLLECTIVE
HOSTAGE	MAG-11 COLLECTIVE
INVESTOR	MAG-12 COLLECTIVE
JOY RIDE	TADC
JUTE MILL	MATCU-60
KILL TIME	MATCU-67
KING COUNTRY	MAG-16 COLLECTIVE
KIRKBRIDE	AWC 1ST MAW
LAND SHARK	DASC
LIFESAVER	MWHG-1
LUCKY HARP	VMF-312
MOMENT	1ST MAW
NEW CASTLE	HMM-162
ONYX	MAG-12
PICKLE	H&HS-17
PLAYBOY	TAC(A)
REACH	MAES-11
ROSE ALON	MAG-16
RUFLEGE	HMM-365
SAND BAR	MAES-13
STATION ENGINE	HMM-261
SWISS	MAG-13
TAP DANCE	TACC
WING MAN	1ST LAAM BN

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Due to the rotational nature of some 1st Marine Aircraft Wing squadrons, the following voice call signs have been extracted from JANAP 119 ( ) for informational purposes.

ATTACK SQUADRONS (VMA)

121	DECEMBER	132	CLOUDY SKY
123	AUTO RACE	133	EAGLE ROPE
<del>141</del>	BACK TRACK	134	FLAKY SNOW
141	GREY BEAVER	233	OIL WORKER
<del>142</del>	HULA BABY	241	RICE QUEEN
144	MARBLE CHIP	242	WALNUT HILL
211	PENGUIN	311	CHAIN
212	SEAGRAPE	322	VIKING BOY
214	APPLE	324	GREEN STEM
225	HATRED	331	FAST FLEET
224	OAK TREE	332	BLACKFOOT
223	MISS MUFFET	343	MAIL TRUCK
		533	ARMOR PLATE

FIGHTER SQUADRONS (VMF)

111	BANNER GIRL	234	CHARM SCHOOL
112	COLUMBIA GEM	251	DIXIECRAT
113	COSMIC WAVE	312	LUCKY HARP
114	BIG SHOT	314	JERSEY DAY
115	DETAIN	321	HASTY FOOT
122	FOUR SCORE	323	FRAGILE
124	EXERT	333	JAWBREAKER
143	BIJOU	334	KING WILSON
144	MOROCCO	351	LITTLE ROSE
212	SWEETBRIER	441	MORGAN SKY
213	LEGACY	451	TROJAN QUEEN
214	FIRE GUARD	511	SALAD MIX
215	FORT PINE	513	FLY TRAIN
217	CARCASS	531	CHIEFTAIN
221	GREEN VALLEY	542	CASTOR OIL
231	ATTEMPT	543	TEXAS PETE
232	LOW GAP	611	WONDER BREAD

HELICOPTER SQUADRONS (HMM)

161	BARREL HOUSE	264	HIGHWAY
162	NEW CASTLE	265	BONNIE SUE
163	SUPER CHIEF	361	TARBUSH
261	STATION BREAK	363	CLIP CLOP
262	SWITCH	363	MILL POINT
263	POWERGLIDE	364	WHITE GOLD
164	NORTHEROOK	365	RUTLEDGE

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AIR CONTROL SQUADRONS (MACS)

1	COFFEE MILL	4	CHIEF MATE
2	TRIPLE	5	COLORADO
3	DOODLE BUG	6	STAMP
7	COFFER DAM	8	BEACH BOY
8	VELVET POD		

ALL WEATHER FIGHTER SQUADRON (VMF(AW))

235 WAGE CUT



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## SECTION III

MULTI-CHANNEL RADIO  
(RADIO RELAY)

1. GENERAL. Radio Relay will be the primary means of communications between Headquarters 1st MAW and subordinate units.

2. EXISTING RADIO RELAY CIRCUITS:

a. See Appendix 1 for detailed discussion of existing radio relay circuits. This Appendix includes channelization, termination and frequencies.

b. Requests for new Radio Relay circuits will be submitted to this Headquarters (Attn: CEO)

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APPENDIX 1 (Radio Relay Plan) to SECTION III 1st MAW COI

MULTI-CHANNEL RADIO NOW IN EFFECT

MAG-12 (CHU LAI) TO HQ 1st MAW (DANANG)

<u>CHANNEL #</u>	<u>CHANNEL USE</u>	<u>TERMINATION</u>
1	HOT LINE	MAG-12 S-3 TO 1st MAW G-3
2	COMMON USER	MAG-12 SWBD TO 1st MAW SWBD
3	COMMON USER	MAG-12 SWBD TO 1st MAW SWBD, with KW-7 covered Teletype super-imposed.
4	TO BE DESIGNATED	

FREQUENCIES

<u>DANANG</u>	<u>RELAY POINT</u>	<u>CHULAI</u>
(T) 62.1 (W428)	(R) 62.1 (W428)	
(R) 69.7 (W427)	(T) 69.7 (W427)	
	(T) 68.4 (W432)	(R) 68.4 (W432)
	(R) 64.0 (W431)	(T) 64.0 (W431)

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MAG-12 AIR CONTROL TO DANANG

<u>CHANNEL #</u>	<u>CHANNEL USE</u>	<u>TERMINATION</u>
1	ARTCC CIRCUIT CHU LAI TO SAIGON	CHU LAI TO SAIGON ARTCC
2	CHU LAI TO MONKEY MT. CRP	CHU LAI AND MONKEY MT. CRP
3	APPROACH CONTROL	CHU LAI AND DANANG
4	WEATHER TELETYPE	CHU LAI AND DANANG

FREQUENCIES

<u>DANANG</u>	<u>RELAY POINT</u>	<u>CHU LAI</u>
(T) 67.7 (W469)	(R) 67.7 (W469)	(R) 61.3 (W471)
(R) 60.4 (W470)	(T) 60.4 (W470)	(T) 70.7 (W472)
	(T) 61.3 (W471)	
	(R) 70.7 (W472)	

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DET "A" MACS-9 (PHU BAI) TO GRP MONKEY MT.

<u>CHANNEL #</u>	<u>CHANNEL USE</u>	<u>TERMINATION</u>
1	COMMAND	PHU BAI TO MONKEY MT CRP
2	PLOT	PHU BAI TO MONEKY MT CRP
3	TO BE DESIGNATED	
4	TO BE DESIGNATED	

FREQUENCIESMONKEY MT.PHU BAI

(1) 70.2 (W473)

(R) 70.2 (W473)

(R) 55.9 (W474)

(T) 55.9 (W474)

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SECTION IVWIRE

1. GENERAL. Wire in coordination with Radio Relay is the primary means of communications within the 1st MAW units, RVN.

2. TRAFFIC DIAGRAM.

a. See Appendix 1 for a detailed internal wire diagram.

3. TELEPHONE SWITCHING CENTRALS.

a. See Appendix 2 for a listing of 1st MAW units, RVN, and their switchboard names.

4. TELEPHONE DIRECTORY.

a. See Appendix 3 for a complete listing of the telephone directory for use within 1st MAW.

b. For latest effective listings, see the 1st MAW telephone directory published separately.

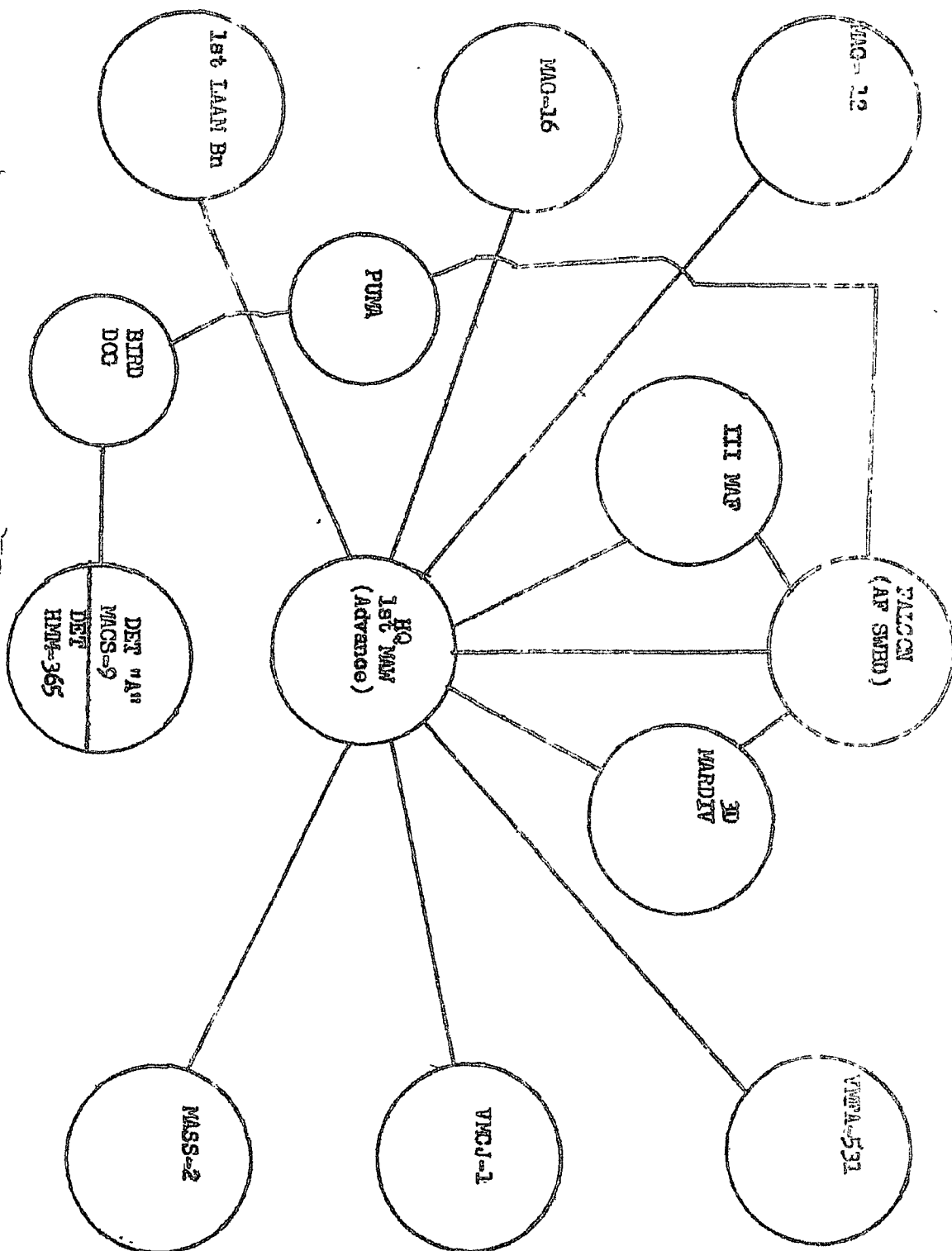
5. SERVICE.

a. All request for telephone installation/removals, moves, additional phones within Headquarters 1st MAW will be submitted to the Wing CEO's office.

b. It is emphasized here that the telephone system within Headquarters 1st MAW is a FIELD telephone system. Patience on the part of users will facilitate handling of the maximum calls. Complaints should be registered with the Wing CEO's office, NOT the switchboard operator.

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APPENDIX 1 (Wire Diagram) to SECTION IV to 1st MAW COE



IV-1-1

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## APPENDIX 2 (Switching Centrals) to 1st MAW COI

<u>UNIT</u>	<u>SWITCHBOARD</u>	<u>REMARKS</u>
1st MAW	MOMENT	GUARDS LIFESAVER & DISEMBARK
MASS-2	DEVASTATE	
MAG-12	OXWOOD	
MABS-12	GYPSY GOLD	
VMA 221	APPLE	
VMA 225	HATRED	
VMA 311	CHAIN	
MAG-16	ROSE ANN	
H&MS-16	DREAM HOUR	
MABS-16	OAK FERN	
HMM 161	BARREL HOUSE	
HMM 163	SUPER CHIEF	
HMM 261	STATION BREAK	
HMM 365	RUTLEDGE	
1st LAAM BN	WING MAN	
VMCJ-1	COTTON PICKER	
VMO-2	DEAD LOCK	
VMFA-513	FLY TRAIN	
VMFA-531	CHIEFTAIN	

IV-2-1

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## APPENDIX 3 (Telephone Directory) to 1st MAW COI

## 1st MAW TELEPHONE DIRECTORY

<u>TELEPHONE NR</u>	<u>SUBSCRIBER</u>	<u>FALCON DAIL NUMBERS</u>
1	G-1	6385
2	G-2	6351
3	G-3	6351
4	G-4	6385
5	C/S	6384
6	CG	6384
7	ADJ	
8	ORD	
9	AWC	
10	CEO	6385
11	COMMCEN (IN)	
12	COMMCEN (OUT)	
13	AIDES	
14	SENIOR AIR CONTROLLER	
15	AMO	
16	MED OFF	
17	LEGAL	
18	DISB	
19	CHAPLAIN	
20	POSTAL OFFICER	
21	SUPPLY	
22	TECC	
23	WBC OFF	
24	LIAISON OFF	
25	AIR SAFETY OFF	
26	NGF OFF	
27	PROVOST MARSHALL	
28	RADIO CENTRAL	
29	AERIAL PHOTO INTERP	
30	TT & CRYPTO REPAIR	
31	WIRE CHIEF	
32	INSPECTOR	
33	PUBLIC TELEPHONE	
34	HQ. COMDT	
35	MTO	
36	COMM CONTROL OFF	
37	SPEC SERV OFF	
38	STAFF SEC	
39	EMB O	
40	DENTAL OFF	
41	ISO	
42	AA O	
43	HISTORICAL OFF	
44	PX OFF	

IV-3-1

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45	TGT & FLAK ANALYSIS OFF
46	MIL GOVT OFF
47	PERS MNEL OFF
48	RADAR OFF
49	ELECT MAINT OFF
50	FISCAL OFF
51	EW OFF
52	RADIO RELAY
53	CHIEF UMPIRE
54	RADIO REMOTE SITE
55	RADIO RELAY REMOTE SITE
56	ENGINEER
57	AVIONICS OFF

WHEN ADDITIONAL PHONES INSTALLED PRECEED NUMBER WITH FIGURE ONE

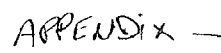
EXAMPLE:

ADJ	7
1st ADD PHONE	107

AIR OFFICER	14
1st ADD PHONE	114

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## TRAFFIC DIAGRAM 31 AUG 65



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SECTION V

## CRYPTOGRAPHIC

1. GENERAL. These instructions are not meant to be all inclusive, but are contained herein as a ready source of reference. All systems listed below will be utilized in accordance with specific system instructions.
2. AUTHENTICATION. KAA-60, effective edition has been designated the in-country authentication system and will be used on all radio nets.
3. OPERATIONAL CODES.
  - a. KAC-140 has been designated the in-country operational code and will be used in accordance with instructions.
  - b. KAC-132 will be used when KAC-140 cannot be utilized as the over-all operational code.
4. NUMERAL CODE. KAC-138 CINCPAC NUMERAL CODE is effective for joint use within the Pacific Command.
5. COVERED TELETYPE CIRCUITS. Covered teletype circuits will be provided using KW-7 equipment and the effective edition of KAK 2641 on all 1st MAW covered teletype circuits.

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SECTION VIVISUAL AND PYROTECHNICS

1. The following illumination and smoke signals are in effect. No others are authorized. Particular attention invited to fact that red smoke marks enemy position.

2. Used by ground units and river and sea units for liaison together or with aircraft.

TYPES

SIGNAL, GROUND, RED STAR  
CLUSTER (ONE SIGNAL FIRED)

SIGNAL, GROUND, RED STAR  
CLUSTER (CONTINUOUS FIRE  
OF 3 OR MORE)

SIGNAL, GROUND, GREEN STAR,  
PARACHUTE

SIGNAL, GROUND, GREEN STAR,  
M125 HAND HELD

SIGNAL, GROUND, WHITE STAR,  
PARACHUTE M127 (HAND HELD)  
OR  
SIGNAL, GROUND, WHITE STAR,  
M 44 A1

SIGNAL, GROUND, WHITE STAR  
CLUSTER (FIRE OF ONE SIGNAL)

SIGNAL, GROUND WHITE STAR  
CLUSTER (CONTINUOUS FIRE OF  
3 OR MORE SIGNALS)

SIGNAL, GROUND, RED STAR,  
PARACHUTE M126 (HAND HELD)

ILLUMINATION SIGNALMEANINGS

ENCIRCLED OR ATTACKED BY THE  
ENEMY. REQUEST FOR SUPPORT  
(TYPE OF SUPPORT SUCH AS  
AIRCRAFT, ARTILLERY, RELIEVING  
FORCES, ETC., MUST BE AFFIRMED  
BY RADIO)

REQUEST FOR EMERGENCY ILLUMINATION  
(RADIO LIAISON MUST BE ESTABLISHED)

REQUEST FOR AMMUNITION

REQUEST FOR EVACUATION

RADIO BREAKDOWN

REQUEST FOR RADIO COMMUNICATIONS  
ON THE AIR-GROUND FREQUENCY

REQUEST FOR CEASE OF ILLUMINATING  
FIRING AND SHELLING.

WE ARE WITHDRAWING FROM THIS  
POSITION

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## SMOKE SIGNALS

SIGNAL, GROUND YELLOW  
SMOKE, M64

OR

GRENADE, RIFLES, YELLOW  
SMOKE

OR

GRENADE, HAND, YELLOW  
SMOKE M-13

SIGNAL, GROUND, GREEN  
SMOKE M65

OR

GRENADE, RIFLE, GREEN  
SMOKE

OR

GRENADE, HAND GREEN  
SMOKE M-18

GRENADE, RIFLE, RED SMOKE

MARKING OF THE FRIENDLY UNIT'S  
POSITION OR OF A SECURED AREA  
FOR A URGENT OR NORMAL AIRCRAFT  
LANDING.

PLEASE INFORM US OF THE ENEMY  
DIRECTION OR POSITION

MARKING OF THE ENEMY POSITION.

2. Used by aircraft for liaison with ground units.

GRENADE, HAND, GREEN SMOKE  
M-13

PLEASE INFORM US OF THE ENEMY  
DIRECTION.

GRENADE, HAND, RED SMOKE M-18

MARKING OF THE ENEMY POSITION

GRENADE, HAND, SMOKE (WHITE)

OR

SIGNAL, AIR-GROUND, WHITE STAR  
CLUSTER (FIRE OF ONE SIGNAL)

REQUEST FOR RADIO COMMUNICATIONS  
ON THE AIR-GROUND FREQUENCY

2. Important note: Illumination and smoke signals once used are immediately declassified, because the enemy can also see them. Thus in order to elude the enemy, in conjunction with the use of illumination and smoke signals, we must affirm that we are friendly unit by using radio communications or panel VSI7 (In case radio sets are broken down or not available).

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DECLASSIFIED

APPENDIX 22

DECLASSIFIED

HEADQUARTERS  
1st Marine Aircraft Wing (Advance)  
Fleet Marine Force, Pacific  
FPO San Francisco 96601

7:WDP:wdp  
2000  
15 Aug 1965

COMMAND DIRECTORY

Prepared as a matter of interest for commands within, and associated with, the 1st Marine Aircraft Wing (Advance), Fleet Marine Force, Pacific. All addressees are requested to notify the Wing Adjutant of any errors or omissions noted and changes as they occur.

*H. H. Shelton*  
C. H. SHELTON  
First Lieutenant, U. S. Marine Corps  
Adjutant

DISTRIBUTION: "A" & "B"

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CTF 79	(5)
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CG, III MAF	(20)
CG, 3dMarDiv	(5)
CTU 79.3.5	(2)
CMC (Code AZ)	

*ABT 1051 22*

<u>BILLET/RANK/NAME</u>	<u>PHONE</u>	<u>RTD</u>
<u>Commanding General</u> BGen K. B. MCCUTCHEON	MOMENT 6	MAY66
<u>Chief of Staff</u> Col T. G. BRONLEWE, JR.	MOMENT 5	JUN66
<u>Aide-de-Camp</u> 1stLt W. R. CAMPBELL	MOMENT 5	APR66
<u>Assistant Chief of Staff, G-1</u> Col W. D. WILCOX	MOMENT 1	JUN66
<u>Assistant G-1</u> Maj R. D. SWANSON	MOMENT 1	JUN66
<u>Personnel Officer</u> 2dLt B. L. HARBISON	MOMENT 1	NOV65
<u>Assistant Chief of Staff, G-2</u> LtCol B. BARBER	MOMENT 2	AUG66
<u>Air Intelligence Officer</u> Maj F. SNYDER, JR.	MOMENT 2	APR66
<u>Targets Officer</u> Capt E. BUSCHHAUS	MOMENT 2	APR66
<u>Special Security Officer</u> Capt A. L. VALLESE	SHOV E 202	OCT65
<u>Administrative Officer</u> 1stLt E. W. REEVES	MOMENT 102	MAY66
<u>Assistant Chief of Staff, G-3</u> Col L. E. BROWN	MOMENT 3	JUL66
<u>Assistant G-3</u> LtCol P. E. HITCHCOCK	MOMENT 3	OCT65
<u>Aviation Safety Officer</u> LtCol W. D. HARRIS	MOMENT 103	AUG65
<u>Operations Officer</u> Maj R. W. SHEPPE	MOMENT 103	JUN66
<u>Assistant Operations Officer</u> Maj R. R. LEISY	MOMENT 103	APR66
Maj H. D. GRESS, JR.	MOMENT 103	FEB66
Capt J. C. BUCKLEY	MOMENT 103	MAR66
Capt M. B. MARGOLIS	MOMENT 103	JUL66
Capt R. J. PEREIRA	MOMENT 103	NOV 65
<u>Air Transportation CoordinationO</u> Maj L. A. LONO	MOMENT 103	AUG66



<u>BILLET/RANK/NAME</u>	<u>PHONE</u>	<u>RTD</u>
<u>Electronic Countermeasures Officer</u> Maj R. L. TOWNSEND	MOMENT 103	OCT65
<u>Assistant Chief of Staff, G-4</u> Col R. J. LYNCH, JR.	MOMENT 4	JUN66
<u>Assistant G-4</u> LtCol G. D. KEW	MOMENT 104	AUG66
<u>Engineer Officer</u> LtCol G. W. KING	MOMENT 15	AUG66
<u>Motor Transport Officer</u> LtCol T. J. HORNER	MOMENT 35	AUG66
<u>Assistant Motor Transport Officer</u> 1stLt G. L. SEVERSON	MOMENT 35	MAY66
<u>Embarkation/Air Freight Officer</u> Maj W. E. THOMAS	MOMENT 104	JAN66
<u>Ordnance Officer</u> Maj R. F. STEWART	MOMENT 8	MAY66
<u>Assistant Ordnance Officer</u> Maj J. R. CHRISTENSON	MOMENT 8	SEP65
<u>Supply Officer</u> Maj S. R. COFFEY	MOMENT 21	JAN66
<u>Wing LOX Officer</u> CWO D. W. HODGSON	MOMENT 15	APR66
<u>Aviation Maintenance Officer</u> CWO E. MAGRATH	MOMENT 56	MAR66
<u>Assistant Supply Officer</u> 1stLt C. S. RIGBY	MOMENT 21	OCT65
<u>TAFDS Officer</u> CWO D. E. JOHNSON	MOMENT 104	OCT65
<u>Food Services Officer</u> 1stLt W. E. TISDALE	ROSEANN 32	MAY66
<u>Wing Adjutant</u> 1stLt C. H. SHELTON	MOMENT 7	MAR66
<u>Wing S&amp;C Officer</u> Capt D. J. WILLIS	MOMENT 7	MAR66

<u>BILLET/RANK/NAME</u>	<u>PHONE</u>	<u>RTD</u>
<u>Communications Electronic Officer</u> LtCol E. R. DANIELS	MOMENT 10	SEP65
<u>MWHG-1 CEO/Ass't Wing CEO</u> Capt J. F. COPE	LIFESAVER 10/MOMENT 10	OCT65
<u>Ass't CEO/Elect Engr</u> 1stLt R. D. STAPLES	MOMENT 10/LIFESAVER 10	APR66
<u>Legal Officer</u> LtCol F. H. CAMPBELL	MOMENT 17	JUN66
<u>Trial/Defense Counsel</u> Capt V. E. BIANCHINI 1stLt T. J. HODAN, JR.	MOMENT 17 MOMENT 17	JUN66 NOV65
<u>Assistant Chief of Staff, Comptroller</u> LtCol C. W. KORF	MOMENT 50	MAY66
<u>Officer in Charge, TACC</u> Maj J. H. DUBOIS	MOMENT 22	OCT65
<u>Assistant Officer in Charge, TACC</u> Capt R. F. THOMSON	MOMENT 22	DEC65
<u>Air Defense Control Officer</u> 1stLt J. L. YOST 1stLt D. L. DUMOND 1stLt J. H. CROLL 1stLt R. L. HILLEARY 1stLt W. F. SPACE 1stLt P. H. SWAIM 1stLt C. D. CLAUSEN	MOMENT 22 MOMENT 22 MOMENT 22 MOMENT 22 MOMENT 22 MOMENT 22 MOMENT 22	OCT65 MAY66 MAY66 JAN66 MAY66 JUL66 JUL66
<u>Medical Officer</u> Lt J. W. ESTES	WINGMAN 16	JUN66
<u>Flight Surgeon</u> Lt E. E. ANDERSON Lt J. W. BATCHELLER Lt C. K. BRADLEY Lt J. D. CARLSON Lt G. H. CASPAR Lt C. C. GRAHAM Lt C. N. HARRIS Lt C. E. JOHNSTON Lt L. T. NEIBAUM Lt K. L. RAULSTON	OXWOOD 16 COTTONPICKER 16 OXWOOD 16 COTTONPICKER 16 COTTONPICKER 16 TAR BUSH 16 OXWOOD 16 ROSEANN 16 OXWOOD 16 BARREL HOUSE 16	JUN66 NOV65 OCT65 MAY66 OCT65 SEP65 APR66 JUN66 APR66 APR66

<u>BILLET/RANK/NAME</u>	<u>PHONE</u>	<u>RTD</u>
<u>Commanding Officer, MWHG-1</u> <u>LtCol E. K. LUPTON</u>	LIFESAVER 6	JUN66
<u>Commanding Officer, H&amp;HS-1</u> <u>Maj C. A. LIDDLE, JR.</u>	DISEMBARK 6	AUG66
<u>Commanding Officer, MASS-2</u> <u>Maj R. L. CUNNINGHAM</u>	DEVASTATE 6	JAN66
<u>Commanding Officer, 1stLAAM Bn</u> <u>Maj G. G. LONG</u>	WINGMAN 6	NOV65
<u>Commanding Officer, MACS-9</u> <u>LtCol C. T. WESTCOTT</u>	BEACH BOY 6	OCT65
<u>Officer in Charge, Det A, MACS-9</u> <u>1stLt R. W. MOLYNEUX, JR.</u>	BEACH BOY A	OCT65
<u>Commanding Officer, VMCJ-1 (-)</u> <u>LtCol O. W. CORMAN</u>	COTTONPICKER 6	NOV65
<u>Commanding Officer, MAG-11</u> <u>Col R. F. CONLEY</u>	CONDOLE 6	NOV65
<u>Commanding Officer, H&amp;MS-11</u> <u>LtCol A. F. MCCABE</u>	BUCKTOOTH 6	AUG65
<u>Commanding Officer, MABS-11</u> <u>LtCol E. E. PEARCY</u>	REACH 6	MAY66
<u>Commanding Officer, VMFA-513</u> <u>LtCol W. C. STEWART</u>	FLY TRAIN 6	NOV65
<u>Commanding Officer, VMFA-542</u> <u>LtCol R. A. SAVAGE</u>	CASTOR OIL 6	MAY66
<u>Commanding Officer, MAG-12</u> <u>Col J. D. NOBLE</u>	OXWOOD 6	SEP65
<u>Commanding Officer, H&amp;MS-12</u> <u>LtCol J. W. KIRKLAND</u>	BUSH ROSE 6	APR66
<u>Commanding Officer, MABS-12</u> <u>LtCol A. WILSON</u>	GYPSY GOLD 6	APR66
<u>Commanding Officer, VMA-214</u> <u>LtCol K. OKEEFE</u>	APPLE 6	APR66
<u>Commanding Officer, VMA-225</u> <u>LtCol R. W. BAKER</u>	HATRED 6	OCT65

<u>BILLET/RANK/NAME</u>	<u>PHONE</u>	<u>RTD</u>
<u>Commanding Officer, VMA-311</u> LtCol B. J. STENDER	CHAIN 6	MAR66
<u>Commanding Officer, MAG-16 (-)</u> Col T. J. O'CONNOR	ROSEANN 6	APR66
<u>Commanding Officer, H&amp;MS-16 (-)</u> Maj J. J. MCMASTERS	DREAM HOUR 6	OCT65
<u>Commanding Officer, MABS-16</u> LtCol T. E. VERNON	OAK FERN 6	JAN66
<u>Commanding Officer, VMO-2</u> LtCol G. F. BAUMAN	DEAD LOCK 6	APR66
<u>Commanding Officer, HMM-161</u> LtCol G. W. MORRISON	BARREL HOUSE 6	JUN66
<u>Commanding Officer, HMM-261</u> LtCol M. B. PORTOR	STATION BREAK 6	JUN66
<u>Commanding Officer, HMM-361</u> LtCol L. F. CHILDERS	TAR BUSH 6	JUN66

HEADQUARTERS  
1st Marine Aircraft Wing (Advance)  
Fleet Marine Force, Pacific  
FPO San Francisco 96601

3:LEB:rcj  
3710  
22 AUG 1965

SECRET

MEMORANDUM

From: Assistant Chief of Staff, G-3  
To: 1st Marine Aircraft Wing Liaison Officer (I Corps Tactical Operations Center)

Subj: Helicopter Utilization

Effective 1 September 1965 Marine Corps helicopter support in I Corps will be programmed to coincide with planned utilization. The ~~2d Air Corps~~ *I Corps* Division will receive 1200 hours per month from the combination of Marine helicopter airlift resources through the Corps area. This figure represents 40 hours per day and will include both combat and combat service support missions. During the past several months, operations have required helicopters to be used at 185-213% of planned utilization. For the month of July over 2000 hours was flown in support of I Corps. During the first fifteen days of August indications are that this month's total will be even higher. This excessive rate cannot continue. It is readily apparent that we have been exceeding the capacity of supply and maintenance to sustain operations. When the UH-34D helicopter was placed on the inventory it was programmed for 40 hours flying per month for each year of its expected service life. This is the planned utilization upon which the supply system is established in the availability of spare parts. By the same token scheduled maintenance is planned around this flying time. Furthermore, squadron manning levels reflect on the Tables of Organization which are based upon flying 40 hours per month for each aircraft assigned. In short the entire support facility is geared around the common denominator, planned utilization. It is anticipated that due to the increased manhours available in a seven day work week it will be possible to fly at the rate of 125% of planned utilization without respect to the supply system. This figure represents 50 hours flying per month per assigned aircraft. Since an MMF squadron has an inventory of 24 aircraft this would mean 1200 hours a month.

2. The problems which are created by exceeding that for which the system was designed are easily forecast. First a shortage of spare parts develops. Cannibalization becomes normal practice and results in multiple handling in terms of manhours for the few available spares which exist. In relation to the large number of flight hours, squadron manning levels are low hence

SECRET

## COMMANDING GENERAL'S CONFERENCE

MCAF FUTEMA

19 JULY 1965

SCHEDULE

19 July 1400-1800	General Conference	Commanding General, Staff and Group Commanders present and discuss matters of interest
20 July 0800-1200	Staff Coordination	As Required
	Supply Meeting	All Supply Officers
	Fiscal Meeting	All Fiscal Officers

CONFERENCE AGENDA AND NOTES

This section contains a listing of agenda items to be considered during the conference. Subjects considered to be of interest to the conference at large are designated GENERAL CONFERENCE ITEMS. As noted, many of these subjects have back-up papers in subsequent sections of the folder. For this reason not all subjects will require discussion. Those items for discussion between the Commanding General/(Adv) Staff and the 1st MAW (Rear) Staff are listed as STAFF COORDINATION MATTERS. Specific agendas for the special Supply and Fiscal meetings are also included.

AGENDA ITEMS INDEX

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Assistant Wing Commander	1
Assistant Chief of Staff G-1	2
Assistant Chief of Staff G-3	3
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Supply	7
Supply Meeting	3
Comptroller	6
Fiscal Meeting	9
Communication-Electronics Officer	5
Adjutant	5
Marine Wing Service Group 17	6

NOTE: An asterisk (\*) by agenda topic indicates back-up paper in subsequent section.

App 24 - C/S

LIST OF ATTENDEES - COMMANDING GENERAL'S CONFERENCE 19 JULY 1965FIRST MAW (ADVANCE)

Col T. J. O'CONNOR Chief of Staff  
Col JONES - CO MWHG-1 (Adv)  
Col CONLEY - CO MAG-11  
Col NOBLE - CO MAG-12  
Col KING - CO MAG-16  
LtCol COOK - CO 1st LAAM  
Maj PARCELL - G-3  
Maj SWANSON - G-1  
Maj THOMAS - G-4  
Maj RESNIK - CEO

FIRST MAW (REAR)

BGen M. E. CARL - AWC  
Col T. G. BRONLEEWEE, JR. - DC/S  
Col WILCOX - G-1  
Col KERSEY - G-3  
Maj SCHEPPE - Asst G-3  
LtCol SEARS - G-4  
Col McBROOM - WSO  
LtCol KORF - Compt  
LtCol LAUER - CO MWHG-1 (Rear)  
LtCol DANIELS - CEO  
Maj GRANT - Adj  
LtCol HOWE - CO MAG-13  
Col PETERS - CO MWSG-17  
Capt SPEVETZ - MCAS S-4

AGENDA ITEMS

COMMANDING GENERAL

1. Review on Movement and positioning of FMAW forces.
2. Split of functions and personnel between FMAW Rear and Advance.
- 3.
- 4.
- 5.
- 6.
- 7.
- 8.
- 9.
- 10.

ASSISTANT WING COMMANDER

1. Awards
2. Instrument Flight Rule problems at Futema
3. Navy Communications facility at Futema
4. Special Services
5. Air Freight and Passenger Service
- 6.
- 7.
- 8.
- 9.
- 10.



ASSISTANT CHIEF OF STAFF G-1

GENERAL CONFERENCE

- \*1. Review of 1 July 1965 Wing Strength
- \*2. FY66 Wing Manning Level Summary
- \*3. FMFPAC Personnel Augmentation to meet outside staffing requirements
- \*4. FMFPAC Transient Facility: Camp Butler
- \*5. Late Personnel Reports from Wing units
- \*6. Increased indigeneous hire
- \*7. Personnel at FMAW Rear and their assignments
- 8.
- 9.

STAFF COORDINATION MATTERS

- 1. Mechanized personnel records
- 2. Colonel/Lieutenant Colonel assignment slate
- 3. Staffing for MCAS Iwakuni and MCAF Futema
- 4. Security Personnel

ASSISTANT CHIEF OF STAFF G-3

GENERAL CONFERENCE

- \*1. Timely and accurate submission of MOVREPS and REDOPS
- \*2. PROBLEMS related to stabilized unit rotations
- \*3. CMC efficiency award
- 4.
- 5.
- 6.

STAFF COORDINATION MATTERS

- 1. Recommendation for change in MARTSAT (Proposed letter to CMC)
- 2. FMFPAC feelers on SIOP.
- 3. Mobilization Plan MCP-66
- 4. MAG-13 capabilities to deploy 60-90 days (recommended position)

ASSISTANT CHIEF OF STAFF G-4

GENERAL CONFERENCE

- \*1. Use of Air Force C-130s for logistic support
- \*2. Liquid Oxygen problems
- \*3. Motor Transport
- \*4. Resume of technical instruction teams
- \*5. Maintenance Function at CUBI. Including possible personnel requirements
- \*6. VMGR-152 and VMGR-352 Operational Summary

STAFF COORDINATION MATTERS

- 1. Excess of allowance equipment, standardized policy
- 2. Storage of Personnel effects
- 3. Effect of moving special staff activities to advance while Rear must continue certain functions (Ordnance, Engineer, Motor Transport)
- 4. Out of Country Facilities Development

COMMUNICATIONS ELECTRONICS

GENERAL CONFERENCE

- \*1. Communications analysis
- \*2. Communications requirement at CUBI

ADJUTANT

GENERAL CONFERENCE

- \*1. Recommendations for Awards
- \*2. Mail
- \*3. Fitness reports
- \*4. Signing of Correspondence

MARINE WING SERVICE GROUP 17

GENERAL CONFERENCE

- \*1. Review of operations for preceeding month
- \*2. Status of Navy and Marine Corps Equipment
- \*3. Personnel shortages
- \*4. Establishment of R and R center, capabilities
- \*5. Damage to personal effects at Iwakuni in recent flood

COMPTROLLER

GENERAL CONFERENCE

- 1. Disbursing needs
- \*2. Reports
- \*3. Fiscal Officers
- \*4. FY65 Budget and Aircraft Operating Statistics

WING SUPPLY OFFICER

GENERAL CONFERENCE

1. Supply sources and channels
- \*2. Supply support for LAAM
- \*3. Shifting Navy Supply from Yokuska to Cubi
- \*4. Section "M" Supplies. Building up rotatable pools and spare at group level
- \*5. Movement of group level supply support for EF 10 B's

STAFF COORDINATION MATTERS

1. Movement of MAG-16 Supply to Danang from Futema
2. FMAW position relative "New Concept for Supply Operations in the FMF" (Copy of FMAW letter)

SUPPLY MEETING

1. Disposition of unneeded allowance list items
2. Proper procedures in preparation and transmission of requisitions  
via transceiver
3. Assignment of requisitioning and shipping priorities
4. Present and future sources of supply
5. Establishment of section "M" maintenance float; control and funding
6. Change 2 to volume III, BusSanda Manual (New MILSTRAP Accounting  
Procedures)
7. Future source of supply for blank forms and stationary
8. Planning for replacement of "high time" components on a timely basis
9. Reports: Supply effectiveness, AOCF/ANFE, annual inventory, etc.

FISCAL MEETING

1. Discussion of new AirFMFPac orders governing expenditures under BP 01, 03, 08, 15, 21, 40, 50, as well as Marine Corps Project 11
2. Discussion new procurement procedures for VN units from FLSG and method of funding
3. Discuss standardized methods of preparing procurement documents
4. Discuss FLSG order on Job Order Numbers
5. Discuss reports in general
6. Discuss unprogrammed cost reports for both Navy and Marine Corps versus extraordinary cost reports
7. Discuss change in requesting TAD orders. Serial numbers for orders and accounting function now comes from Comptroller vice G-1
8. Discuss group accounting procedures
9. Discuss MAG control of funds by recommending internal distribution where warranted rather than mere passing requirements to Wing



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G-1 AGENDA ITEM #1STRENGTH STATUSDISCUSSION:STRENGTH TOTALS BY WING AS OF 30 JUNE 1965

	<u>MANNING LEVEL</u>	<u>ON HAND</u>	<u>SHORTAGE</u>
TOTAL:	10419	9663	756
OFFICER:	1213	1200	13
ENLISTED:	9206	8463	743

A. SIGNIFICANT SHORT MOS'S AS OF 30JUN65 AND PROJECTED STRENGTH FOR 1OCT65 ARE:

	<u>30JUN65</u>			<u>1OCT65</u>			
<u>M/L</u>	<u>MOS</u>	<u>O/H</u>	<u>SHORT</u>	<u>O/H</u>	<u>SHORT</u>		
106	1341	90	16	98	8	9290	
130	1391	80	50	83	47	6390 ✓	
218	6461	159	59	166	42	9690 ✓	
371	6615	361	10	376	+5		
174	7011	137	37	170	4		
28	5912	16	12	18	10	6490	
36	5941	21	15	23	13	6290	
25	5949	11	14	14	11	5690	
18	5951	12	6	8	10	4490	
160	3371	126	34	161	+1		
21	0241	16	5	22	+1		

THE MANNING LEVELS FOR THE ABOVE MOS'S ARE TAKEN FROM THE FY66 MANNING LEVEL AND INCLUDE MAG-13 MANNING LEVEL BUT DO NOT INCLUDE FIGURES FOR 211, 361 AND 542. THESE MOS'S DO NOT MEET THE CRITICAL CRITERIA

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OF OPERATIONAL READINESS REPORTING ESTABLISHED BY MCO 3000.2A IN THAT THIS CRITERIA IMPLIES INABILITY TO ACCOMPLISH ASSIGNED COMBAT MISSIONS. THEY ARE, HOWEVER, OF SIGNIFICANCE OR POTENTIAL SIGNIFICANCE AND ARE RECOGNIZED AS SUCH. AS MENTIONED PREVIOUSLY MANY OF THE ABOVE MOS'S ARE LISTED IN MCO 1220.4 AS BEING "SHORT" THROUGHOUT THE MARINE CORPS.

B. STRENGTH SUMMARY

THIS HEADQUARTERS HAS REQUESTED AN INCREASE IN THE FY66 MANNING LEVEL TO COVER THE SQUADRONS MENTIONED IN PARAGRAPH A. UNTIL SUCH TIME AS AN ANSWER IS RECEIVED REGARDING THESE SQUADRONS THE FY66 MANNING LEVEL CAN NOT BE DISTRIBUTED.

IN VIEW OF THE CURRENT NATURE AND TEMPO OF OPERATIONS AND THE STEADY INCREASING REQUIREMENTS FOR EACH GROUP TO HAVE IT'S SECURITY SECTION FULLY MANNED THIS HEADQUARTERS ON 28 JUNE 1965 LEVIED A REQUIREMENT ON CG FMFPAC TO FURNISH ADDITIONAL PERSONNEL IN OCCUPATIONAL FIELDS 03, 08, AND 18 TO FILL BILLETS AS GUARDS. IN ADDITION TO THE PERSONNEL REQUESTED TO FILL BILLETS AS GUARDS (MOS 8151) THE 0141 AND 0111 PERSONNEL SHOWN WITHIN EACH RESPECTIVE GROUP T/O WERE REQUESTED.

PARAGRAPH 2 OF CG, III MAF'S MESSAGE REFERS TO A MARINE AIRCRAFT GROUP (MAG-13) LOCATED IN JAPAN THAT HAS NOT BEEN DEPLOYED INTO RVN. MAG-13 IS CURRENTLY UNDERMANNED BY 79 OFFICERS AND 332 ENLISTED FROM T/O STRENGTH. HERE AGAIN ON 16 JULY 1965 THIS HEADQUARTERS LEVIED A REQUIREMENT ON CG FMFPAC TO FURNISH THESE PERSONNEL SHORTAGES. LIKEWISE THE CURRENT UNAUTHORIZED MOS'S IN MAG-13 COULD BE UTILIZED IN VACANT BILLETS IN OTHER WING UNITS PROVIDING CG FMFPAC FURNISHES THE REQUIREMENTS REQUESTED FOR MAG-13.

G-1 AGENDA ITEM #3PERSONNEL REQUIREMENTS AND STATION FACILITIES, MCAS IWAKUNI1. ASSUMPTIONS

A. THAT MCAS IWAKUNI WILL BE REQUIRED TO SUPPORT HQ FMAW (REAR), MAG-13 COMPOSED OF 5 SQUADRONS, MWSG-17 COMPOSED OF 4 SQUADRONS, FAW-6 WITH 2 VP SQUADRONS, JASDF UNITS, AND 7TH FLEET AVIATION ELEMENTS ON A TEMPORARY BASIS.

B. THAT MCAS WILL OPERATE A 24 HOUR APPROACH CONTROL OPERATIONAL CAPABILITY.

C. THAT MWSG-17 WILL CONTINUE ITS ASSIGNED MISSION IN SUPPORT OF FMAW.

2. ON 23 JUNE A PROPOSED MCAS T/O WAS FORWARDED TO CMC. PERSONNEL TOTALS WERE 16 NA'S, 37 AG'S, AND 402 ENLISTED MEN. CURRENTLY, 36 OFFICERS AND 249 NAVY ENLISTED ARE AUTHORIZED MCAS. COMNAVIAIRPAC HAS REQUESTED THIS BE INCREASED BY 108 ENLISTED TO HELP SUPPORT FAW-6. APPROXIMATELY 65 OFFICERS AND 800 ENLISTED MEN OF MWSG-17 ARE FILLING MCAS OR DUAL MCAS/MWSG-17 BILLETS.

3. NOTWITHSTANDING THE FACT THAT MWSG-17 IS AN FMF UNIT, THE CLOSING OF MCAS SUPPORT FACILITIES IS NOT DEEMED APPROPRIATE. DESPITE PERSONNEL SHORTAGES AND REDUCTION OF AUGMENTATION PERSONNEL FROM TENANT UNITS, THE MCAS HAS NOT CURTAILED NOR SIGNIFICANTLY REDUCED ANY SUPPORT FACILITIES. FURTHER BUWEPSTN 5451.80B ASSIGNS MCAS THE MISSION TO MAINTAIN AND OPERATE FACILITIES IN SUPPORT OF THE OPERATING FORCES. BECAUSE OF THIS, IT IS NOT CONSIDERED FEASIBLE TO COMPLETELY CLOSE ANY FACILITY USED BY TENANT UNITS.

4. IF IT IS DEEMED APPROPRIATE BY HIGHER AUTHORITY TO LEVY ADDITIONAL PERSONNEL REQUIREMENTS ON MWSG-17, A REDUCTION OF SERVICES OF CERTAIN FACILITIES WOULD PROBABLY BE ACCOMPLISHED IN THE ORDER BELOW, WITH THE PERSONNEL REDUCTION MADE IN THE QUANTITIES INDICATED:

<u>ACTIVITY</u>	<u># PERSONNEL</u>
A. STATION SPECIAL SERVICES	15
B. MARINE CORPS EXCHANGE	15
C. AIRFIELD OPERATIONS	33
D. AIR FREIGHT AND PASSENGER TERMINAL	6
E. WING/STATION COMMUNICATIONS	14
F. ORDNANCE	4
G. FOOD SERVICES	8
H. POSTAL	5
I. SECURITY	10

5. THE NUMBERS OF PERSONNEL LISTED IN PARAGRAPH 4 ABOVE WOULD LEAVE MWSG-17 WITH A MINIMUM PERSONNEL STRENGTH TO PERFORM ITS MISSION AS STATED IN ITS TABLE OF ORGANIZATION.

## G-1 AGENDA ITEM #3 (STAFF MEETING)

SUBJ: SUMMARY OF PERSONNEL REQUIREMENTS AND STATION FACILITIES FOR MCAF FUTEMADISCUSSION:

## 1. ASSUMPTIONS FOR STAFFING WERE BASED ON A BASE LOADING OF:

## A. MAG-16 (REAR)

(1) SU-1, H&amp;MS-16

(2) VMO (REAR)

(3) ONE HMM

## B. ONE LAAM BTRY

C. THE REQUIREMENT TO OPERATE THE AIRFIELD 24 HRS A DAY TO INCLUDE  
AN AIR FREIGHT AND PASSENGER TERMINAL.

## 2. SINCE THE AUGMENTATION PROVIDED FUTEMA IN JUNE TO MEET THE ABOVE REQUIREMENTS THE BASE LOADING HAS CHANGED AS FOLLOWS:

A. LAAM BTRY HAS MOVED.

B. DET VMGR-152 (4 C-130) HAS BEEN BASED FUTEMA.

C. BRAVO CADRE VMO DUE TO ROTATE CONUS ONLY VMO UNIT LEFT.

## 3. THE PERMANENT RECOMMENDED FUTEMA ALLOCATION OF PERSONNEL WAS BASED ON STAFFING FOR THE FOLLOWING FUNCTIONS:

	REQUESTED OFF	REQUESTED ENL	15 JULY ON HAND
COMMAND SECTION	2	1	2/1
ADMIN SECT	3	21	2/12
CLUBS SECT	2	12	2/11
SPEC SERV SECT	1	7	1/6
OPS SECT	2	7	2/7
PHOTO SECT	0	3	0/2
HELO INST TRNG SECT	0	2	0/1

	<u>REQUESTED OFF</u>	<u>REQUESTED ENL</u>	<u>15 JULY ON HAND</u>
AEROLOGY UNIT	1	9	0/9
AVIONICS UNIT	1	8	1/7
AIRCRAFT UNIT	0	4	0/3
TOWER UNIT	0	7	0/4
CRASH CREW UNIT	0	32	0/24
AIR FREIGHT UNIT	1	25	0/22
LOGISTICS SECT	1	4	1/4
FOOD SVC UNIT	1	17	1/6
MOTOR TRANSP UNIT	0	9	0/9
TAFDS UNIT	0	6	0/7
COMM SECT	1	30	1/16
SECURITY SECT	1	12	1/11
STRUCTUAL FIRE UNIT	<u>0</u> 17	<u>2</u> 220	<u>0/1</u> 14/163

4. SINCE OUR LAST MEETING (19 JUNE) G-1 HAS ORDERED NINE ADDITIONAL AIR FREIGHT PERSONNEL TO FUTEMA AND THREE COOKS TO MEET IMMEDIATE REQUIREMENTS.

5. BASED ON THE CURRENT BASE LOADING AT FUTEMA IT IS RECOMMENDED THAT THE PRESENT O/H PERSONNEL STRENGTH REMAIN FAIRLY STABLE, WITH ONLY VERY MINOR ADJUSTMENTS.

## G-1 AGENDA ITEM #3

1. AT THE REQUEST OF CG FMFPAC, CMC IS PROVIDING ADDITIONAL OFFICERS AND MEN IN EXCESS OF THE WING'S MANNING LEVEL FOR THE EXPRESS PURPOSE OF GIVING THE WING ENOUGH PEOPLE TO PROVIDE FOR STAFFING REQUIREMENTS OF III MAF. THE WING'S STAFFING SHARE IS 28 OFFICERS AND 40 ENLISTED.

BREAKDOWN IS AS FOLLOWS FOR OFFICERS:

<u>MOS</u>	<u>COL</u>	<u>LTCOL</u>	<u>MAJ</u>	<u>CAPT</u>	<u>LT</u>	<u>TOTAL</u>
0102		1	1			2
0202			1	1		2
0210				1		1
0402		1	1	1		3
0430		1		1		2
2502			1		1	2
3002			1	1		2
3060				1		1
6502			1			1
6602			1			1
7333				1		1
7335				1		1
9906	1					1
9907	1					1
9912	1	3	3			7
TOTALS	3	6	10	8	1	28

## BREAKDOWN IS AS FOLLOWS FOR ENLISTED:

<u>MOS</u>	<u>E-8</u>	<u>GYSGT</u>	<u>SSGT</u>	<u>SGT</u>	<u>CPL</u>	<u>LCPL</u>	<u>PFC</u>	<u>TOTAL</u>
0141				2	5	5		12
0161						2		2
0231					1			1
0239			2					2
0441		1		1	2			4
1441						1		1
2578	1							1
3041				1	1			2
3071				1				1
3516					1			1
3531						5	5	10
3537	1							1
5711		1						1
8711		1						1
TOTALS	2	3	2	5	10	13	5	40

SUMMARY OF PERS FURN BY CMC FOR III MAF

CMC MESSAGE 022025Z JUL65 ADVISES THAT THE 1STMAW SHOULD BE UP TO MANNING LEVEL IN OFFICERS BY 31 JULY. REQUIREMENTS GENERATED BY III MAF STAFFING WILL GENERALLY BE MET BY ADVANCING REPORTING DATES OF OFFICERS CURRENTLY ENROUTE, AND OFFICERS ORDERED IN TO NUMERICALLY FILL THE III MAF BILLETS SHOWN WILL REPORT NO LATER THAN 15 AUGUST.



<u>NAME</u>	<u>RANK</u>	<u>SERV NO/MOS</u>	<u>DUTIES</u>
		<u>G-1</u>	
ELEY, D. E.	Capt	069493/7333	Draft Coordinator
ETHERIDGE, M. M. Jr.	Maj	052805/0302	Asst G-1
WILCOX, W. D.	Col	019045/9907	ACofS, G-1
ENGLE, D. L.	Sgt	1921955/0141	Admin Clk
ERLY, J. W.	SSgt	1241770/0141	Draft NCO
MAYFIELD, R. J.	Cpl	1951349/0141	Admin Clk
SHIRLEY, C. J.	LCpl	2059409/0141	Admin Clk
YOUNG, J. A.	GySgt	1018721/0141	Admin Chief

RECAPITULATION: 3 Officers 5 Enlisted

PERSONNEL

DRISCOLL, B. W.	Capt	071915/7335	Asst PersO
MEALHOUSE, R. R.	Capt	064437/0130	PersO
HEWITT, J. K.	SSgt	654539/0141	Pers Chf
KINNEY, H. J.	Cpl	1971663/0141	Admin Clk (Off Pers)
PALMER, C. E.	Cpl	1803099/0141	Admin Clk (Statistics)
PARKER, F. W.	LCpl	2060298/0141	Admin Clk (TAD Orders)
SCHUEZ, M. L.	Cpl	1984100/0141	Admin Clk (Reports)
SERVIS, H. D.	SSgt	651854/0141	Admin Clk
WELLER, M. P.	PFC	2057931/0141	Admin Clk (Orders)

RECAPITULATION: 2 Officers 7 Enlisted

SPECIAL SERVICES

LEIGH, J. G. IV	1stLt	086917/0802	EducO/CarAdvO
ST. MARIE, M. A.	1stLt	083864/0302	Cust Rec Fund
WALKER, R. H.	Maj	060462/4002	Spl ServO
ACKERMAN, J. M. Jr.	LCpl	1988761/0141	Clerk
ARCHIBALD, R. D.	Cpl	1981718/0311	MARS Radio Sta
CHANLEY, P. W.	PFC	2097434/0100	Educ Clerk
GARDNER, R. A.	Cpl	1993942/0311	Ath NCO
GIAQUINTO, R. A.	MSgt	645853/0369	NCOIC
HACKLER, V. W.	PFC	2095957/2500	Store Room Clk
ROACH, D. A.	Sgt	1817440/0141	Educ NCO

RECAPITULATION: 3 Officers 7 Enlisted

CAREER ADVISORY

MOORE, R. B.	GySgt	583878/0141	Career Advisory NCO
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RECAPITULATION: 0 Officers 1 Enlisted

<u>NAME</u>	<u>RANK</u>	<u>SERV NO/MOS</u>	<u>DUTIES</u>
<u>MEDICAL</u>			
TURNER, T. W.	Cdr	553693/2100	MedO
BERUBE, R. P.	HM3	5447333/8409	Pers Clk
FAITZ, J. E.	HML	7540336/8404	Officer Pers Records
GELIEN, W. J.	HMC	5960990/8442	Pers Chf
LASSITER, R. D.	HMCs	3664919/0000	CPO
MAXSON, L. E.	HM3	9738678/8404	Pers Clk
MILLER, F. E.	HM2	3041989/8404	Trng Man
PETERSON, R. L.	HN	5935309/8404	Mail Orderly
POOLE, C. R.	HM2	4938970/8404	Diary Clk
SAKOW, R. J.	HML	4594016/8442	Enlisted Pers Records

RECAPITULATION: 1 Officer 9 Enlisted

<u>LEGAL</u>			
ARIANNA, E. A. (USNR)	LT	669808/1625	Navy Law Specialist
HOFFMAN, B. A.	1stLt	088627/4405	TC/DC
KLEIN, R. G.	1stLt	081975/4405	TC/DC
SAXE, A. R.	Capt	080590/4405	TC/DC
SCHERR, R. A.	Col	011183/4409	Staff LegalO
SKEELS, D. M.	1stLt	086480/4405	TC/DC
ST. AMOUR, P. A. A.	Maj	043108/4405	Asst Staff LegalO
BOHACK, R. A.	MSgt	640250/0121	Legal Chief
DINELLA, E. A.	Cpl	1966979/0121	Legal Clerk
JEFFRIES, M. R.	Cpl	1954202/0121	Legal Clerk
WHITE, B. D.	LCpl	1962517/0121	Legal Clerk

RECAPITULATION: 7 Officers 4 Enlisted

<u>G-2</u>			
GROW, L. D.	Col	09937/9907	ACofS, G-2
REED, V. S.	Capt	066952/7333	Tgts Off
GILLIAM, L.	LCpl	1993432/0231	Intel Asst
MARTIN, V.	LCpl	2019092/0141	CI Clerk
ROWE, C. J.	Sgt	431852/0241	Intel Asst

RECAPITULATION: 2 Officer 3 Enlisted

<u>SPECIAL SECURITY TEAM #3</u>			
BANHMAIER, W. W.	Capt	080394/1803	TC SSCT #3
BACHMAN, J. D.	Cpl	1999849/2575	Operator
HAMILTON, J. W.	LCpl	2012448/2575	Operator
LEGISTA, J. T.	PRC	2074841/2575	Operator
MILLER, E. W.	Cpl	2032239/2575	Operator
PAUL, P. O.	SSgt	1135478/2575	Comm Ch
SEGIN, R.	LCpl	2050963/2575	Operator
SUMMER, B.	Cpl	1972881/2575	Operator
WILLIAMS, L. T.	Cpl	2016772/2575	Operator

RECAPITULATION: 1 Officer 8 Enlisted

<u>NAME</u>	<u>RANK</u>	<u>SERV NO/MOS</u>	<u>DUTIES</u>
<u>7TH COUNTERINTELLIGENCE TEAM</u>			
WINTERLE, D. D.	1stLt	084949/0210	TmCmdr/Staff CI
YENERALL, G. L.	Capt	076379/0210	CI Off
BILYEU, R. L.	PFC	2097286/0141	Tm Clerk
CLINE, C. L.	GySgt	543736/0211	Tm Chief
ELLIOT, B. H.	PFC	2047516/0141	Tm Clerk
ELLIOT, J. J.	Sgt	1281566/0211	CI Asst MAG-11
FITZMAURIZE, K. E.	Sgt	1612107/0211	CI Asst
FREEMAN, R. H.	SSgt	870369/0211	CI Asst
RICHARDSON, R. L.	PFC	2092221/0141	Tm Clerk

RECAPITULATION: 2 Officers 7 Enlisted

G-3

BASSETT, H. D. III	1stLt	082190/7308	ATCO
CARR, J. R.	Capt	066781/7305	Asst OpnsO
KERSEY, R. W.	Col	018740/7302	ACofS, G-3
NEWMOME, F. G.	Capt	064963/7304	Asst CBR Officer
PATTON, W. C.	LtCol	048934/0802	Asst G-3
SHEPPE, R. W.	Maj	050156/7305	Opns Off
WARD, G. W.	Maj	059520/7333	CBR Off
ALTHOUSE, H. H. Jr.	CPL	1967371/0141	S&C Files
BAYER, W. R.	MSgt	373013/7041	NCOIC
BISCAN, S. M. Jr.	Cpl	1931817/6741	Asst Opns NCO
CASH, W. E.	GySgt	553360/5711	NBC Specialist
FULLER, C. L.	GySgt	606138/7041	Asst NCOIC
RODGERS, D. E.	Sgt	1818679/7041	NBC Employment Asst
RUSS, R. H.	Sgt	1653736/7041	Opns Clk

RECAPITULATION: 7 Officers 7 Enlisted

G-4

BENNETT, J. J.	1stLt	086576/7308	Air FrtO
BLAMPHIN, J. E.	1stLt	088126/6502	OrdO
JUPP, W. A.	Capt	069686/7333	Embo
LARK, S. E.	Maj	055563/6402	AMO
LEONARD, W. E.	1stLt	087334/0802	Asst Embo
SEARS, R. D.	LtCol	039664/0302	Asst G-4
SEVERSON, G. L.	1stLt	082375/0302	Asst MTO
SPRAGUE, Z. E.	Maj	050131/6602	AVO
SWAIN, D. J.	1stLt	086502/0302	AdminO
THORNTON, J. O.	WO-1	090079/6502	OrdO
VAN ORDEN, G. M.	1stLt	082427/1302	Asst EngrO
AUSTIN, R. M.	GySgt	336619/0431	Emb Chf
BENOIT, C. S. Jr.	Cpl	1888645/6491	AC Maint Clk
CAMPER, D. A.	MSgt	663637/6412	Allow Chf
CASTLEDINE, R. K.	Cpl	2009462/0441	Log Chf
CLARK, R. S.	LCpl	2071091/0431	Emb Clk

<u>NAME</u>	<u>RANK</u>	<u>SERV NO/MOS</u>	<u>DUTIES</u>
COFFEY, P. L.	Sgt	1511522/0431	Emb Chf
CUNNINGHAM, F. M.	LCpl	2045959/0441	Log Clk
MADDRON, E.	SSgt	1212966/0441	Admin Chf
MCCOLLOM, D. L.	MGySgt	876931/3516	MT Chf
MOORE, W.	PFC	2079172/0441	Log Clk
OMILAK, C.	MGySgt	359157/6441	Maint Chf
PAUL, W.	MGySgt	269664/1169	Engr Chf
PROFFITT, T. C. Jr.	SSgt	656414/6491	Maint Chf, Admin
REHRIG, P. H.	MSgt	479290/3516	
ROMANELLO, A.	MSgt	427464/6619	Asst AVO Chf
SANTANIELLO, R.	LCpl	2040874/0141	MT Clk
SHORT, H. R.	LCpl	2037238/6491	Maint Clk
STRINGER, D. L.	MSgt	284211/7113	Flt Equip Chf

RECAPITULATION: 11 Officers 18 Enlisted

WING SUPPLY SECTION

MCBROOM, R. B.	Col	08814/9908	WgSupO
MEBANDA, A.	CWO2	055671/3060	AvnSupO
RIGBY, C. S.	1stLt	082755/3002	SupO
ANDERSON, E. G.	Cpl	2022726/3071	AvnSupClk
DAILY, B. E.	GySgt	1054092/3041	MCSupChf
DAVIS, W. C.	LCpl	2023156/3041	SupAdminClk
GAMBOA, T.	Cpl	1925787/3041	SupAdminClk
GREENIA, H. C.	MGySgt	354172/3095	WgSupChf
LEACH, L.	GySgt	620870/3072	AvnSupChf
REYNOLDS, H. A.	Cpl	1903914/3041	SupAdminClk

RECAPITULATION: 3 Officers 7 Enlisted

WING ADJUTANT SECTION

BAXTER, H. C. Jr.	1stLt	087465/0302	TS ControlO/Asst RPSO/ OIC Msg Dist Ctr
GRANT, H. L.	Maj	023532/0130	Adjutant
STANTON, J. L.	Capt	081066/0302	RegPubsO, OIC S&C
APPEL, A. C.	LCpl	1900584/0311	ReproMan
BEADNELL, T. P.	Cpl	1968319/0141	FileClk
CHESTER, E. A.	MSgt	379228/0141	AdminChf
EBELING, J. F.	Cpl	1937512/0141	S&C Clk
GRAHAM, W. L. II	Cpl	1872098/0141	S&C Clk
GRIZIER, J. C.	Cpl	1978323/0141	AdminClk
GRIFFIN, R. P.	Pvt	2033705/0141	Guard Mail
HALEY, C. B.	SSgt	668455/0141	Chief Clk
PIERSON, R. P.	Cpl	1887011/0141	AdminClk
SHELDON, B. S.	Cpl	1904909/0141	S&C Clk
SOLHEID, R. C.	GySgt	1031923/0141	NCOTC.S&C

RECAPITULATION: 3 Officers 11 Enlisted

<u>NAME</u>	<u>RANK</u>	<u>SERV NO/MOS</u>	<u>DUTIES</u>
<u>WING DISTRIBUTION CENTER</u>			
DOYLE, R. M.	LCpl	1982721/0311	Dist Clk
FLAHERTY, D. M.	Sgt	1856334/0331	NCOIC
GAGON, J.	Cpl	2027250/0351	Dist Clk
KENNEDY, D. E.	Cpl	1988215/0311	Dist Clk
MACDONALD, R. S.	Cpl	1876252/0311	Dist Clk
MARSH, R. S.	Pvt	2011432/0311	Dist Clk
MCDONALD, H.	Cpl	1925418/0311	Dist Clk
PREWETT, J. L.	PFC	2093585/0300	Dist Clk
RAINEY, M. W.	PFC	2069687/0300	Dist Clk

RECAPITULATION: 0 Officers 9 Enlisted

<u>COMPTROLLER</u>			
KORF, C. W.	LtCol	014316/7304	Compt
MALNICOF, H. B.	WO	087103/3406	FisOff
BUREN, G. E.	SSgt	589432/3471	ComptChf
DALE, J. S.	LCpl	2093400/3471	MC Acct
FIELD, R. W.	LCpl	1983105/0141	TAD Clk
HAYDEN, E. C.	SSgt	1316937/3471	Nav Chf
NUSBAUM, J. L.	PFC	2101305/3400	MC Acct
PANGRACE, J. P.	SSgt	1136344/3471	MC Acct
SANSEVERE, M. S.	Cpl	1973154/3471	MC Acct
WHITE, D. M.	Sgt	1890157/3471	Navy Acct
WILLEY, G. L.	LCpl	2004904/0141	AdminClk

RECAPITULATION: 2 Officers 9 Officers

<u>CEO</u>			
DANIELS, E. R. Jr.	LtCol	025055/2502	CEO
STAPLES, R. D.	1stLt	085483/2502	Elect Engr
ROHRSCHKE, R. L.	MCySgt	842436/2529	Comm Chf
SPARE, R. P.	LCpl	2027186/0141	Admin Clk
STROM, R. L.	LCpl	2052409/1441	Draftman

RECAPITULATION: 2 Officers 3 Enlisted

<u>STAFF SECRETARY</u>			
CARL, M. E.	BGen	06053/9903	AWC
BRONLEWE, T. G. Jr.	Col	07133/9907	Deputy C/S
MAIDEN, J. C. Jr.	1stLt	081637/7308	Aide
BATES, L. A.	LCpl	1981263/3531	CG's Driver
HOLLOWAY, E. N.	Sgt	1803748/0141	Admin Clk
LORANGER, E. R.	Sgt	1517812/0121	Stenographer
WILSON, J. P.	SSgt	1413053/0121	Stenographer

RECAPITULATION: 3 Officers 4 Enlisted

<u>NAME</u>	<u>RANK</u>	<u>SERV NO/MOS</u>	<u>DUTIES</u>
		<u>WING INSPECTOR</u>	
CONRAD, R. L.	Col	010343/9907	Wing Insp
BALOGH, Z.	SSgt	1113945/0141	NCOIC
OUTT, J. F.	Cpl	1982929/0141	Clerk

RECAPITULATION: 1 Officer 2 Enlisted

TOTAL RECAPITULATION: 53 Officers 121 Enlisted

## G-1 AGENDA ITEM #5

## LATE REPORTS

1. CONGRESSIONAL CORRESPONDENCE. IN THE LAST FEW WEEKS WE HAVE RECEIVED AN INCREASING AMOUNT OF CONGRESSIONAL INTEREST CORRESPONDENCE, EITHER IN MESSAGE OR LETTER FORM. MESSAGE TRAFFIC HAS INVARIABLY BEEN RETRANSMITTED TO THE UNIT CONCERNED WITH INSTRUCTIONS TO REPLY DIRECT TO CMC WITH INFORMATION TO THIS HEADQUARTERS. IN MANY OF THE CASES WE HAVE HAD AN ADTAKE FROM CMC, WHICH IS ALSO RETRANSMITTED. WING ORDER P5000.1A (SOP FOR ADMINISTRATION) STATES THAT A REPLY MUST BE MADE WITHIN 48 HOURS UNLESS OTHERWISE INDICATED. PROMPT ACTION IN REPLYING TO CONGRESSIONAL OR SPECIAL INTEREST COMMUNICATIONS WILL ALLEVIATE SOME OF OUR BURDEN OF MESSAGE TRAFFIC.

2. SUBMISSION OF UNIT DIARIES. WING ORDER 1080.1D GIVES INSTRUCTIONS ON SUBMISSION OF UNIT DIARIES. MCO P1000.5 STATES THAT UNDER THE NEW ADDRESSOGRAPH SYSTEM, COPIES OF UNIT DIARIES NEED NOT BE FURNISHED INTERMEDIATE COMMANDS. HOWEVER, ALL PERSONNEL INFORMATION UTILIZED BY THIS HEADQUARTERS IS DERIVED FROM UNIT DIARIES AND DPP PREPARED REPORTS ARE ALSO DEPENDENT ON INFORMATION TAKEN FROM UNIT DIARIES. THEREFORE, ALL UNITS WILL CONTINUE TO FURNISH COPIES OF UNIT DIARIES AS REQUIRED BY WING ORDER 1080.1D. THE BELOW MISSING UNIT DIARIES HAVE BEEN REPORTED BY DPP #4.

MAG-13DIARY NUMBERS

VMA-211

88-65

89-65

VMF(AW)-312

85-65

86-65

MAG-11

VMFA-513

VMFA-542

DIARY NUMBERS

69-65

81-65

59-65

70-65

MAG-12

H&amp;MS-12

75-65

76-65

77-65

78-65

79-65

80-65

81-65

82-65

83-65

VMA-214

1-65

2-65

3-65

4-65

5-65

6-65

7-65

MAG-16 ( )

HMM-161

72-65

IN ADDITION TO THE ABOVE UNIT DIARIES NOT HAVING BEEN RECEIVED BY DPP #4  
 THE FOLLOWING UNITS DID NOT RETURN THEIR MPR FOR MAY 1965 TO DPI #3 AT  
 CAMP PENDLETON WITHIN FIVE WORKING DAYS AFTER RECEIPT AS DIRECTED.



CG, MCB, CAMP PENDLETON LTR 40/208/VH OVER 1084/2 OF 7 JULY 1965 ASKED  
THE MAY MPR BE WORKED AND RETURNED.

MABS-13	HMM-163
MABS-17	VMA-214
VMCJ-1	VMFA-531
MATCU-60	VMFA-542
SU#1, VMO-2	SU#1, MASS-2
SU#1, H&MS-16	

### 3. PERSONNEL REPORTS

A. THIS HEADQUARTERS HAS FREQUENTLY BEEN LATE IN SUBMITTING THE PERSONNEL STATUS REPORT AND THE QUARTERLY PACIFIC FLEET STRENGTH STATUS REPORT DUE TO NOT RECEIVING REPORTS FROM WING UNITS. THERE IS A THREE DAY LAPSE FROM THE CUT OFF DATE TO THE DATE THE REPORT IS REQUIRED TO REACH THIS HEADQUARTERS. THIS IS MORE THAN SUFFICIENT TIME. ALSO, REPORTS ARE RECEIVED WHICH ARE NOT IN THE CORRECT FORMAT AND CONTAIN MATHEMATICAL ERRORS. FOLLOWING UNITS DID NOT SUBMIT REPORTS DUE ON 3 JULY:

<u>UNIT</u>	<u>REPORT</u>
MWHG-1	QUARTERLY PACFLT STATUS REPORT PERSONNEL STATUS REPORT
MAG-12	QUARTERLY PACFLT STATUS REPORT
MAG-16 (-)	PERSONNEL STATUS REPORT

OUR MESSAGE 070805Z JUL65 ADDRESSED TO MWHG-1 (-) REQUESTED THE QUARTERLY PACIFIC FLEET STRENGTH STATUS REPORT AND THE PERSONNEL STATUS REPORT. ON 10 JULY OUR 100501Z JUL65 AGAIN REQUESTED THESE REPORTS.

OUR MESSAGE 070804Z JUL65 ADDRESSED TO MAG-12 REQUESTED THE QUARTERLY PACIFIC FLEET STRENGTH STATUS REPORT.

OUR MESSAGE 070830Z JUL65 ADDRESSED TO MAG-16 (-) REQUESTED THE PERSONNEL STATUS REPORT. ON 10 JULY OUR 100502Z JUL65 AGAIN REQUESTED THE PERSONNEL STATUS REPORT.

IN ADDITION NO ONE REPORTED ON HMM-163 FOR THE PERSONNEL STATUS REPORT. ALSO THE LAAMEN WAS SUBMITTED AS ONE TOTAL FIGURE INSTEAD OF BEING REPORTED BY INDIVIDUAL BATTERY AS THEY SHOULD BE.

FOR THE BENEFIT OF ALL GROUP COMMANDERS, I WOULD LIKE TO DIRECT YOUR ATTENTION TO CG FIRST MAW (ADV) MESSAGE 100640Z JUL65 "1. SUBJ REPORT WILL BE SUBMITTED TO INFO ADEE NLT 1200 ON THE FIRST AND SIXTEENTH OF EACH MONTH INFC COPY TO THIS HQ."

B. RECENT REPORTS HAVE BEEN EXCESSIVELY LATE, THEREFORE ADEES WILL INSURE COMPLIANCE WITH PARA A, ABOVE.

## G-1 AGENDA ITEM #6

SUMMARY ON INCREASED INDIGENOUS HIRE

MCAS IWAKUNI HAS REQUESTED 103 ADDITIONAL BILLETS UNDER THE MASTER LABOR CONTRACT TO PROVIDE MESS PERSONNEL AT IWAKUNI. THIS, IF APPROVED, WOULD FREE 55 MARINES FOR SERVICE IN THEIR PRIMARY MOS. A TOTAL OVERALL INCREASE OF 254 CIVILIANS WOULD FREE 152 MARINES FOR OTHER SERVICE.

MCAF FUTEMA HAS HAD FAVORABLE ACTION THUS FAR IN ITS REQUEST FOR ADDITIONAL CIVILIAN HELP TO RELIEVE MARINES, BUT FINAL APPROVAL HAS NOT BEEN RECEIVED. AN INCREASE OF 14 CIVILIANS WOULD EFFECTIVELY REPLACE 14 MARINES IN THE MESS, WHILE A TOTAL OVERALL INCREASE OF 76 CIVILIANS WOULD FREE 57 MARINES FOR OTHER SERVICE.

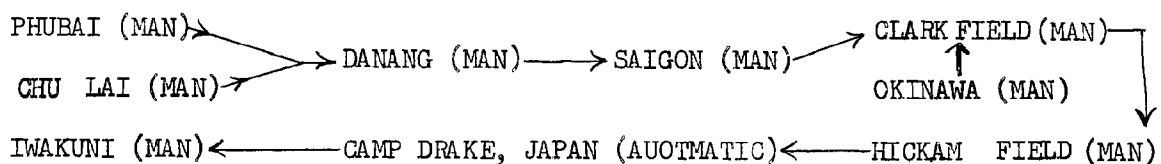
THE ABOVE INFORMATION WAS GIVEN TO CG FMFPAC DURING HIS VISIT TO DANANG ON 1 JULY.

G-1 AGENDA ITEM #1(STAFF CONFERENCE)INFORMATION CONCERNING TRANSMISSION OF PERSONNEL DATAVIA TRANSCEIVER (AUTODIN)DISCUSSION:1. BACKGROUND

DUE TO MCO P1000.5 DIRECTING A CHANGE IN REPORTING PROCEDURES OF REPORTING UNITS, THE DATA PROCESSING SECTION HAS NOT BEEN RECEIVING COPIES OF UNIT DIARIES. THESE DIARIES PROVIDE ESSENTIAL INFORMATION FOR THE MONTHLY REPORTS FURNISHED WING G-1. DATA PROCESSING RECEIVES A WEEKLY COMPUTER OUT-PUT OF PERSONNEL DATA FROM THE PERSONNEL ACCOUNTING COMPUTER CENTER LOCATED AT CAMP PENDLETON, CALIFORNIA. THIS INFORMATION IS APPROXIMATELY 5 TO 8 DAYS BEHIND CURRENT INFORMATION. RECEIPT OF THE UNIT DIARY COPIES WOULD PROVIDE CURRENT INFORMATION WITHIN 2 TO 3 DAYS.

2. TRANSCEIVER INFORMATION

THE POSSIBILITY OF USING THE TRANSCEIVER (AUTODIN) SYSTEM FOR PERSONNEL ACCOUNTING REPORTING HAS BEEN EXAMINED. THE ESTABLISHMENT OF A SYSTEM OF THIS TYPE WOULD RESULT IN THE REQUIREMENT TO TRAIN PERSONNEL ON THE REPORTING UNIT AND GROUP LEVEL AND PERHAPS REQUIRE ADDITIONAL PERSONNEL. TRAINING OF PERSONNEL ON THE RECEIVING END (MCAS, IWAKUNI) WOULD ALSO BE REQUIRED. THE DIAGRAM BELOW INDICATES THE LOCATION OF TRANSCEIVERS AND THE ROUTING PATH THE DATA WOULD FOLLOW. NOTE THAT EACH LOCATION INDICATING MANUAL WOULD REQUIRE AN OPERATOR TO RECEIVE AND TRANSMIT A NEW CARD, THEREBY INCREASING ERROR PROBABILITY IN EACH CASE.



NOTE: OKINAWA WOULD GO DIRECT TO CLARK FIELD.

TRANSMISSION TIME WOULD TAKE FROM 8 HOURS TO 2 DAYS, DEPENDING ON THE TRAFFIC. EQUIPMENT FAILURE HAS CAUSED AS MUCH AS A WEEK'S DELAY. CONSIDERABLE PLANS ARE IN THE OFFING TO INCREASE THE CAPABILITIES OF THE SYSTEM, BUT IT WILL NOT BE ACCOMPLISHED UNTIL LATE 1966 OR 1967. NEW EQUIPMENT IS AVAILABLE AT \$195.00 PER MONTH RENTAL WITH DELIVERY IN 4 TO 5 MONTHS. THE PRESENT PROBLEM IS A LACK OF AUTOMATIC SWITCHING EQUIPMENT AND INADEQUACY OF THE COMMUNICATIONS LINES TO HANDLE THE TRAFFIC. FURTHER, THE PRESENT LOW SPEED EQUIPMENT IS CAPABLE OF HANDLING ONLY ABOUT 300 CARDS PER HOUR.

3. RECOMMENDATIONS

A. THAT THE USE OF THE TRANSCEIVER (AUTODIN) FOR TRANSMITTING OF PERSONNEL DATA BE CONSIDERED AS NOT FEASIBLE AT THE PRESENT TIME.

B. THAT ACTION BE INITIATED TO DIRECT THE PREPARATION OF AN ADDITIONAL COPY OF THE UNIT DIARY AND ITS TIMELY SUBMISSION TO DATA PROCESSING.

ASSISTANT CHIEF OF STAFF, G-3

SUBJECT: PROBLEMS ASSOCIATED WITH SQUADRON ROTATION

DISCUSSION:

1. SCHEDULING OF MATS AIRCRAFT FOR TRANSPORTATION OF ROTATING SQUADRONS TO AND FROM CONUS, IN ACCORDANCE WITH BUPERS INST 4631.5, REQUIRES A FIVE MONTH NOTIFICATION AND SCHEDULING OF AIRCRAFT FOR SPECIAL AIRLIFTS. THIS REQUIRES FMAW TO PROGRAM LOCATION PICK-UP OF ROTATING SQUADRONS WELL AHEAD TO ENABLE G-1 TO SCHEDULE MATS AIRCRAFT AND TO REQUEST NECESSARY EMERGENCY CHANGES TO SCHEDULED MATS FLIGHTS.
2. MATS ALSO REQUIRES THAT AIRCRAFT HAVE A 15 HOUR MINIMUM AND A 18 HOUR MAXIMUM DOWN TIME AT THE TURN-AROUND POINT. IF FMAW UTILIZES AN AIR FORCE FIELD (IE., KADENA OR YOKOTA) TURN AROUND TIME CAN BE CUT TO THREE HOURS, BECAUSE THE AIR FORCE STAGES EXTRA FLIGHT CREWS FOR RETURN FLIGHTS. MATS WILL NOT FLY INTO FUTEMA.
3. AT THE PRESENT TIME SQUADRONS IN RVN HAVE PERSONAL BAGGAGE STORED AT ATSUGI, IWAKUNI, AND FUTEMA. PERSONAL BAGGAGE CAN BE MOVED AND CENTRALIZED AT IWAKUNI OR TRANSIENT FACILITY OKINAWA.
4. IN ORDER TO MARRY UP PERSONNEL AND THEIR PERSONAL BAGGAGE IT IS NECESSARY TO BRING A SQUADRON OUT OF RVN IN TIME TO ALLOW PERSONNEL TO LOCATE THEIR PERSONAL BAGGAGE AND OBTAIN SUITABLE UNIFORM AND EQUIPMENT TO WEAR FOR ROTATION TO CONUS. IT IS ESTIMATED THAT A MINIMUM OF ONE DAY SHOULD BE ALLOCATED SOLELY TO THIS FUNCTION.
5. SINCE IT IS NOT FEASIBLE TO STORE PERSONAL BAGGAGE IN DANANG, THE DECISION, OF WHERE TO BRING PERSONNEL OF ROTATING SQUADRONS, IS ALSO REQUIRED PRIOR TO THE MOVEMENT OF BAGGAGE.

APP-24-G-3

6. IF ROTATION OF DEPLOYED SQUADRONS OUT OF RVN FOR REST PERIODS CAN BE MANAGED, THEN PERSONAL BAGGAGE SHOULD BE STORED AT THE SITE THE SQUADRON WILL BE BASED WHEN OUT OF RVN.

7. INDIVIDUAL REPLACEMENT PRESENTS NO PROBLEM.

RECOMMENDATION:

1. THAT PERSONAL BAGGAGE OF SQUADRONS IN RVN BE MOVED TO EITHER OKINAWA OR IWAKUNI DEPENDING ON SITE OF RELIEF AND ON FUTURE SITE FOR OUT-OF-COUNTRY REST PERIOD.

2. THAT PROVISIONS BE MADE TO EFFECT ALL UNIT ROTATION RELIEFS AT EITHER FUTAMA OR IWAKUNI DEPENDING ON INITIAL ASSIGNMENT OF INCOMING SQUADRONS.

ASSISTANT CHIEF OF STAFF, G-3

SUBJECT: COMMANDANT'S AVIATION EFFICIENCY TROPHY

DISCUSSION:

1. TO DATE FMAW (REAR) HAS RECEIVED ONLY TWO RECOMMENDATIONS FOR THE SUBJECT TROPHY (MAG-11 AND MWSG-17 SUBMITTED). WING ORDER 3590.2A REQUIRES NOMINATIONS TO BE SUBMITTED BY 15 JULY.
2. NOMINATIONS SHOULD BE FORTHCOMING FROM MAG-12, AND MAG-16.
3. NOMINATIONS WERE DESIRED BY 19 JULY, SO THAT A BOARD CAN STUDY THEM AND MAKE RECOMMENDATIONS TO CG FMAW FOR THE FINAL SUBMISSION BY FMAW, TO REACH CMC PRIOR TO 15 AUGUST.

RECOMMENDATION:

1. THAT EACH MAG MENTIONED ABOVE MAKE A NOMINATION TO FMAW (REAR) IMMEDIATELY SO AS TO ALLOW AS MUCH CHOICE AS POSSIBLE FOR THE BOARD.
2. THAT THE WRITE-UP PREPARED BY EACH MAG BE AS COMPLETE AS POSSIBLE TO ALLOW ADEQUATE INFORMATION FOR FINAL SUBMISSION.



## ASSISTANT CHIEF OF STAFF, G-3

SUBJECT: TIMELY AND ACCURATE SUBMISSION OF MOVREPS AND REDOPS

DISCUSSION:

1. DURING THE PAST FEW WEEKS A GREAT NUMBER OF UNITS HAVE MOVED. THERE HAVE BEEN MANY INSTANCES OF NON-COMPLIANCE WITH NWIP-10A SUPPLEMENT (MOVREPS) AND A GREAT NUMBER OF ERRONEOUS REPORTS. ONE EXAMPLE WAS THE DEPARTURE OF A ROTATING SQUADRON THAT LEFT WITHOUT SUBMITTING ANY MOVREP AT ALL. THIS CAUSED CONSIDERABLE CONCERN ESPECIALLY FROM FMFPAC AND WAS THE SUBJECT OF SEVERAL PHONE CALLS AND MESSAGES.

2. WHENEVER A MOVE IS MADE OR ANY CHANGE OCCURS IT ALSO EFFECTS THE REDOPS REPORTING SYSTEM. CHANGES TO ANY LABEL IN THE REDOPS REQUIRES A REPORT TO FIRST MAW (REAR) WITHIN 24 HOURS. IT IS ESPECIALLY IMPORTANT TO REPORT CHANGES IN MEQPT STATUS.

ACTION NEEDED:

1. REQUEST ALL UNITS REVIEW NWIP-10A SUPPLEMENT (MOVREPS) AND ENSURE COMPLIANCE. ALSO INCLUDE FMFPAC AND FIRST MAW (REAR) AS INFO ADDRESSEES ON ALL MOVREPS.

2. REQUEST ALL UNITS ENSURE TIMELY AND ACCURATE REPORTS OF ANY REDOPS CHANGES.

FMAW UNIT LOCATIONS - 20 July 65ATSUGI

SU#1 H&MS-11 - Planned to depart Atsugi on 30 July.  
 MATCU-66 - In process of moving to Iwakuni.  
 VMFA-115 - In process of moving to Iwakuni.

IWAKUNI

SU#2 H&HS-1  
 11th Dental Company

MWSG-17

H&HS-17  
 MABS-17 (MATCU-60, MAT AT-1, AMMO Det 3rd FSR)  
 MAMS-17  
 VMGR-152

MAG-13

H&MS-13  
 MABS-13  
 VMA-211 (Presently deployed CUBI until 30 Jul)  
 VMF(AW)-312  
 VMCI-1 (Rear)

YANKEE TEAM - (USS BON HOMME RICHARD)

VMCI-1 Det - 2 RF8A

SLF - (USS IWO JIMA)

HMM-163

FUTEMA OKINAWA

SU#1 H&MS-16  
 SU#1 MABS-16 (MCAF FUTEMA)  
 Det VMO-2  
 HMM-361  
 Det VMGR-352

CAMP HANSEN OKINAWA

MACS-7

CUBI PT.

VMA-211 (Training deployment until 30 July)

HUE PHU BAI

Det MACS-9  
HMM-161 (-)

QUI NHON

HMM-161 Det (10 UH34D's)

DANANG

MWHG-1  
H&HS-1(-)  
MASS-2  
1st LAAM BN  
VMCJ-1(-)

MAG-11  
H&MS-11  
MABS-11  
VMFA-513  
VMFA-542

MAG-16(-)  
H&MS-16(-)  
MABS-16(-)  
VMO-2(-)  
HMM-261  
HMM-365

CHU LAI

MAG-12  
H&MS-12  
MABS-12 (MATCU-67)  
VIA-214  
VIA-225  
VIA-311  
  
MACS-9(-)

G-4 AGENDA ITEMS FOR GENERAL'S CONFERENCE

## 1. LIQUID OXYGEN PROBLEMS ENCOUNTERED WHILE LOX UNITS DEPLOYED.

A. LACK OF EXPERIENCED PERSONNEL IN LOX OPERATIONS (8071) WITHIN THE 1ST MARINE AIRCRAFT WING.

B. INEFFICIENCY OF A SINGLE LIQUID OXYGEN MANUFACTURING PLANT FOR SUSTAINED OPERATIONS DURING DEPLOYMENT.

C. LACK OF LOGISTICAL SUPPORT IN CERTAIN AREAS AND DIRECT SUPPORT FOR REPLACEMENT PARTS.

D. LACK OF LOCAL TESTING FACILITIES, MAKING IT NECESSARY TO SEND SAMPLES TO ATSUGI FOR TESTING.

E. RESUPPLY OF LOX IN THE EVENT OF DEADLINED LOX PLANT.

F. CONDITION OF LOX PLANTS PRESENTLY ORGANIC TO 1ST MARINE AIRCRAFT WING.

## 2. MOTOR TRANSPORT

A. RECEIVED ADVANCE NOTICE ON THE REPLACEMENT OF AUTOMOTIVE COMPONENTS OF RADIO VEHICLES. THE VEHICLES WILL ARRIVE AT THE USING UNIT MODIFIED AND READY FOR MOUNTING THE RADIO EQUIPMENT. IT IS REQUESTED THAT THE TRANSFER OF RADIO EQUIPMENT BE CONDUCTED AND THE REPLACED VEHICLE BE RETURNED TO THE SUPPLY CENTER AS EXPEDITIOUSLY AS POSSIBLE.

B. TEN M-51 DUMP TRUCKS ARE DUE IN DURING AUGUST DISTRIBUTION AS FOLLOWS:

MWHG-1 (2)

MAG-11 (2)

MAG-12 (2)

MAG-16 (2)

MWSG-17 (2)

*App 24-G-4*

C. A PROPOSED WING ORDER IS IN THE MAKING ON THE ESTABLISHMENT OF 3RD ECHELON MAINTENANCE FLOATS. THE ORDER WILL REQUIRE IMMEDIATE ACTION ON THE PART OF THE GROUP MTO AND SUPPLY OFFICER.

3. IMPROVEMENTS IN SUPPLY SUPPORT FOR LAAM BN.

A. SUPPLY SUPPORT FOR LAAM BN SHOULD BE GREATLY IMPROVED NOW THAT ALL THREE BTRYS ARE IN THE SAME LOCATION. THERE WILL NOW BE ONE CENTRAL STOCK OF REPAIR PARTS.

B. THIRD FORCE SERVICE REGIMENT MESSAGE 020442Z OF JUNE STATED THAT TWO STOREROOM TRAILERS WITH 30 DAYS SUPPLY OF SPARE PARTS HAD BEEN SHIPPED TO DANANG FOR USE BY THE LAAM BN. THIS SHOULD IMPROVE THE SUPPLY SITUATION.

C. THE SUPPLY OFFICER FMFPAC REQUESTED A LIST OF ALL OUTSTANDING PRIORITY 05 AND 02 REQUISITIONS FOR LAAM BN BE SENT TO FMFPAC. THE LIST WILL THEN BE SCREENED THROUGH OUT MAJOR HAWK COMMANDS IN AN ATTEMPT TO FILL AS SOON AS POSSIBLE. THE LIST WAS RECEIVED FROM LAAM BN ON 28 JUNE AND HAS BEEN SENT TO 3RD FSR FOR STATUS UPDATE AND FURTHER PASS TO CG FMFPAC FOR ACTION.

4. USE OF AIR FORCE C-130A FOR LOGISTIC SUPPORT.

A. THE AIR FORCE WILL NOT OPERATE OUT OF FUTEMA DUE TO LACK OF HANDLING EQUIPMENT THERE, AND LACK OF INSTRUMENT APPROACH.

B. USE OF AIR FORCE AIRCRAFT REQUIRES PALLETIZING WITH THERI 463L PALLETS WHICH WE DO NOT HAVE.

C. IN VIEW OF INCREASED LOGISTIC SUPPORT REQUIRED, AN INSTRUMENT APPROACH IS NEEDED AT FUTEMA TO INSURE ALL WEATHER CAPABILITIES.

D. ALL AIR FORCE C-130'S ARE SET UP TO UTILIZE THE 463L LOADING SYSTEM. THIS SYSTEM CAN ONLY BE UTILIZED AT THE AIR FORCE AERIAL PORT TERMINALS; EXAMPLES: NAHA AND KADENA. IN ORDER TO UTILIZE THE AIR FORCE AIRCRAFT FOR INTRA-THEATER AIRLIFTS, ALL CARGO MUST BE PRE-PALLETIZED ON THE 463L PALLETS, (THESE ARE LIGHT-WEIGHT ALUMINUM PALLETS, 108" X 88", DESIGNED TO FIT FIVE PER AIRCRAFT) AND STAGED AT THE AERIAL PORT SQUADRON FOR LOADING. THE 463L PALLETS WILL BE PROVIDED BY THE AIR FORCE WHEN UTILIZING THEIR AIRCRAFT.

E. ALL COMMANDS WILL UTILIZE THE AIRLIFT FORMAT AND AIRLIFT PRIORITY SET UP BY CMTWTO INST 4600.1A WHEN SUBMITTING AIRLIFT TRANSPORTATION TO THE WING). WE MUST HAVE 72 HOURS NOTICE TO SET UP AIR TRANSPORTATION.

INTERMEDIATE MAINTENANCE CAPABILITIES IN SUPPORT OF FMAW IN-COUNTRY AIRCRAFT  
AT NAS, CUBI POINT.

1. IN VIEW OF THE REQUIREMENT FOR INTERMEDIATE MAINTENANCE CAPABILITY FOR SUPPORT OF ALL IN-COUNTRY FMAW AIRCRAFT, ENGINES AND GROUND SUPPORT EQUIPMENT REPAIR AT CUBI POINT, A LISTING OF PERSONNEL REQUIRED FOR COMMENCEMENT OF MINIMUM SUPPORT IS COMPILED. THE PERSONNEL WILL BE OF LITTLE VALUE, HOWEVER UNLESS TRAINED AND POSSESS THE QUALIFICATIONS LISTED. SINCE COMFAIRWESTPAC, COMFAIRWESTPAC DET CUBI AND NAS CUBI HAS STATED THEY ARE UNDERMANNED AT THAT LOCATION AND MUST BE AUGMENTED BY MARINE PERSONNEL, IT IS ASSUMED THAT IF WE ARE TO ESTABLISH INTERMEDIATE MAINTENANCE CAPABILITIES IN THAT AREA THE AUGMENTATION WILL BE BY MARINES. FMAW AIRCRAFT MAINTENANCE OFFICE HAS VISITED NAS, CUBI POINT, AND ALTHOUGH FACILITIES ARE LIMITED HAS DETERMINED THAT BY DOUBLE SHIFTING PERSONNEL, SHOP SPACE AND HANGER SPACE IS ACCEPTABLE FOR LIMITED INTERMEDIATE MAINTENANCE CAPABILITIES.

2. FMAW REAR MESSAGE 030005Z HAS STATED COMMENTS AND REQUIREMENTS FOR THE SERVICES DESIRED AT CUBI POINT. THE PERSONNEL RECOMMENDED FOR INITIAL POSITIONING AT CUBI FOR COMMENCEMENT OF THE INCREASED INTERMEDIATE MAINTENANCE CAPABILITIES ARE LISTED BY RANK, MOS, QUANTITIES AND SPECIALIZED TRAINING BY SHOP AS FOLLOWS:

SUPERVISION

<u>RANK</u>	<u>MOS</u>	<u>QTY</u>	<u>SPECIALIZED TRAINING</u>
CAPT	6402	1	OFFICER IN CHARGE
MSGT	6412	1	MAINTENANCE CHIEF

COMPLETE ENGINE REPAIR

<u>RANK</u>	<u>MOS</u>	<u>QTY</u>	<u>SPECIALIZED TRAINING</u>
E-7	6412	1	J79/J65/J57/J/52
E-5/6	6412	1	TEST RUN UP STAND OPERATOR
E-4/5	6412	2	J79 EXPERIENCE
E-4/5	6412	1	J65 EXPERIENCE
E-4	6412	1	J57 EXPERIENCE
E-4	6412	1	J52 EXPERIENCE

GROUND SUPPORT EQUIPMENT

E-5	6615	1	NC-10A EXPERIENCE
E-5	6442	1	NC-10A EXPERIENCE
E-4/5	6412	2	RCPT-105/GTC-85 EXPERIENCE
E-4/5	1341	1	DIESEL MECH/NC-10A EXPERIENCE

AIRCRAFT STRUCTURAL REPAIR

E-6	6441	1	F4B, A4C/E, F8E AIRCRAFT
E-4	6441	3	F4B, A4C/E, F8E AIRCRAFT

COMPONENT REPAIR

E-6	6442	1	HYD TEST BENCH OPERATOR
E-5	6615	1	GEN VARI-DRIVE
E-5	6412	1	SCREENING
E-5	6611	1	COMM/NAV EQUIPMENT
E-4	6613	2	RADAR EQUIPMENT
E-4	6615	1	ELECT/INST EQUIPMENT
E-5	6511	1	ORDNANCE ITEMS



CALIBRATION LAB

<u>RANK</u>	<u>MOS</u>	<u>QTY</u>	<u>SPECIALIZED TRAINING</u>
E-7	6611	1	COMM/NAV EQUIPMENT
E-5	6611	2	COMM/NAV EQUIPMENT
E-5	6613	2	RADAR TEST EQUIPMENT (1EA WITH F4B EXPERIENCE)
E-5	6615	1	ELECT/INST TEST EQUIPMENT
E-5	6611	1	AN/DPM-14 (SPARROW III) EXPERIENCES

SUPPLY

E-5	3071	1	AVIATION SUPPLY MAN
E-3/4	3071	1	AVIATION SUPPLY MAN
	TOTAL	<u>35</u>	

VMGR-352 OPERATIONS AT FUTEMA

1. SUPPLY ASPECTS: EARLY IN THE TALKING STAGE REGARDING AUGMENTATION OF VMGR-152 BY FOUR KC-130F'S FROM VMGR-352 IT WAS CONCEIVED THAT THE AUGMENTATION AIRCRAFT WOULD BE MELED WITH VMGR-152 FOR ALL SUPPORT AND OPERATIONAL PURPOSES. UPON THEIR ARRIVAL, IT BECAME KNOWN THAT THE 3D MAW, ON SPECIFICALLY VMGR-352, WISHED THE SECTION TO OPERATE INDEPENDENTLY OF 152 WITH MOST SUPPORT CONTINUING BY SHUTTLE RUN BETWEEN EL TORO AND FUTEMA. THIS HAS PROVEN LESS THAN SATISFACTORY DUE TO DISTANCES AND TIME. A SYSTEM IS OPERATING NOW WHICH PERMITS 352 TO REQUISITION THROUGH 152, ORGANIC SUPPLY, MWSG-17 AND ON TO NSD YOKOSUKA. CONCURRENTLY, THE SUPPLY OFFICER, MCAF FUTEMA IS REQUISITIONING KC-130F SUPPORT SPARES FROM NSD YOKO AND WILL UNDERTAKE 352 SUPPORT DIRECTLY AS INITIAL STOCKS ARE OBTAINED.

2. MAINTENANCE ASPECTS: SINCE THE ARRIVAL OF VMGR-352 TO THE 1ST MARINE AIRCRAFT WING, INTERMEDIATE MAINTENANCE PROVIDED TO THAT UNIT DOES NOT PRESENT A REALISTIC PICTURE TO THIS DATE FOR THE FOLLOWING REASONS:

- A. VMGR-352 DETACHMENT BROUGHT 9,000 LBS OF AIRCRAFT PARTS.
- B. TWO COMPLETE T-56 QECA'S (RFI).
- C. TWO (RFI) PROPELLERS.
- D. ONE (RFI) GTC-85.

IT CAN BE ASSUMED THAT IF THE REQUIREMENT FOR ENGINES, PROPELLER, GTC-85'S MAINTENANCE EXCEEDS THE AVAILABILITY OF RFI SPARES ON HAND IT IS INEVITABLE THAT MAMS-17 WILL BE REQUIRED TO RENDER ADDITIONAL INTERMEDIATE SUPPORT IN THIS AREA. THUSLY IN THE CASE OF COMPONENT REPAIR THE INTERMEDIATE MAINTENANCE

SUPPORT HAS BEEN RELATIVELY LIGHT, MAINLY BECAUSE THEY BROUGHT THEIR ROTATABLE SPARES WITH THEM. AS ENGINE CHANGES OCCUR AND THE ROTATABLE SPARES ARE USED UP AN INCREASE IN OVERALL INTERMEDIATE MAINTENANCE IS INEVITABLE.

3. OPERATIONAL ASPECTS: THE MAJORITY OF THEIR COMMITMENTS HAVE BEEN LIFTING THAT CARGO WHICH ORIGINATES AT OKINAWA. THEY HAVE BEEN CALLED UPON TWICE TO PERFORM AERIAL REFUELING IN THE OKINAWA AREA AND ON SEVERAL OCCASIONS COME TO JAPAN TO PICK UP A LOAD.

DURING THE TIME THEY HAVE BEEN HERE WE HAVE REQUESTED ADDITIONAL SUPPORT FROM THE AIR FORCE RESOURCES AND DUE TO THE EVER INCREASING VOLUME OF TRAFFIC WILL UNDOUBTEDLY CONTINUE TO DO SO.

VMGR-152 APPEARS TO HAVE REACHED THEIR MAX OPERATING CAPACITY- HAVING FLOWN 1650-2660 HOURS EACH MONTH FOR APRIL, MAY AND JUNE.

THE QUESTION REMAINS WHETHER TO KEEP THIS DETACHMENT OUT HERE AND CONTINUE OPERATIONS IN THE PRESENT MANNER OR TO PASS MORE OF THE WORKLOAD ON TO THE AIR FORCE. IF THEY REMAIN THEY WILL UNDOUBTEDLY BE USED.

ENCLOSURE (1) 1965 QUARTERLY AIR FREIGHT REPORT - APRIL - MAY - JUNE

ENCLOSURE (2) VMGR-152 AND VMGR-352 DET COMPARISON CHART

## 1965 Quarterly Air Freight Report - April - May - June

No. Aircraft  
ProcessedAmt. Cargo  
in lbs

No Passengers

Air Freight  
Personnel

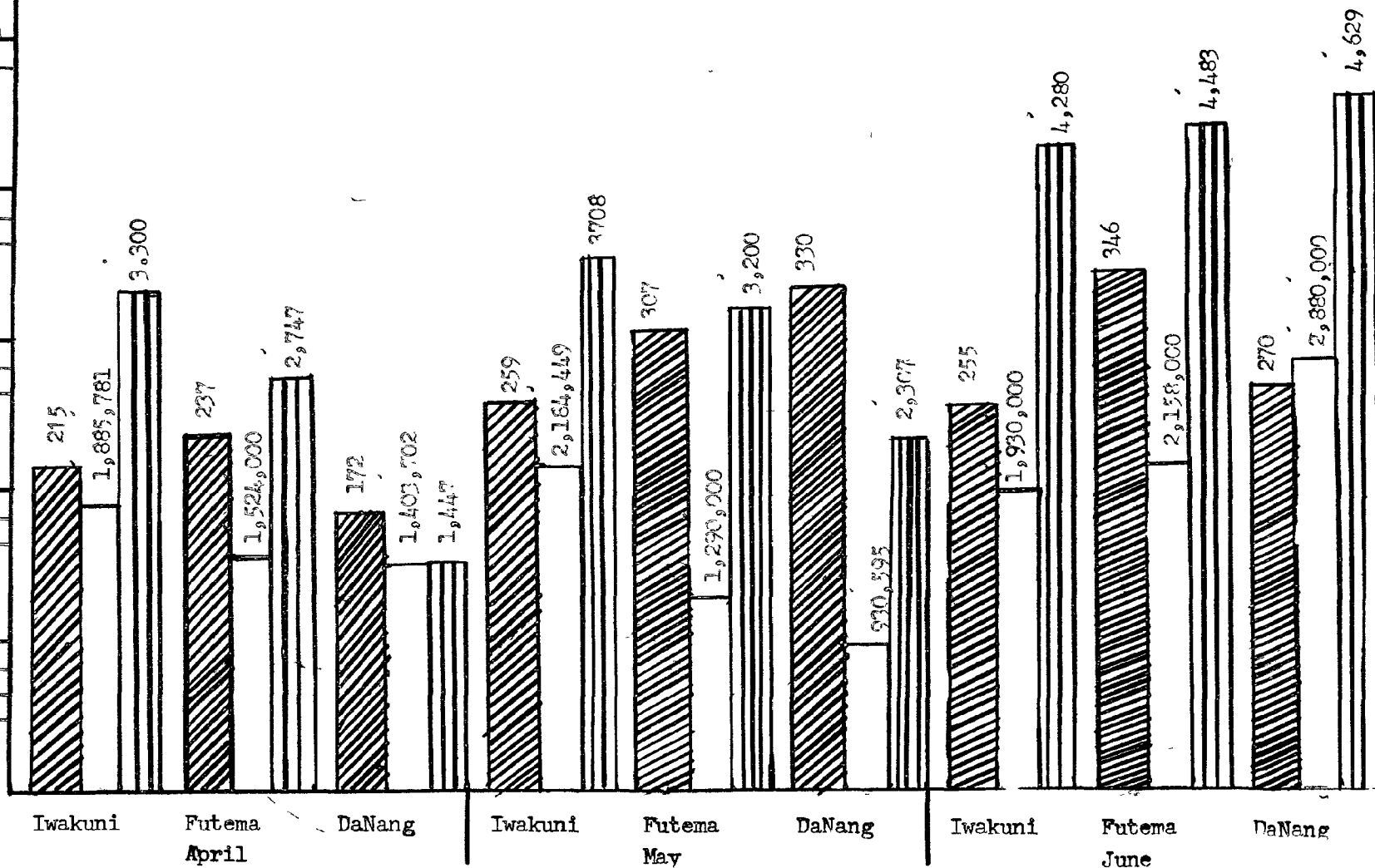
Futema	19
Iwakuni	17
Chu-Lai	10
Phu-Bai	3
Atsugi	4
Total	53

Air Delivery  
Platoon

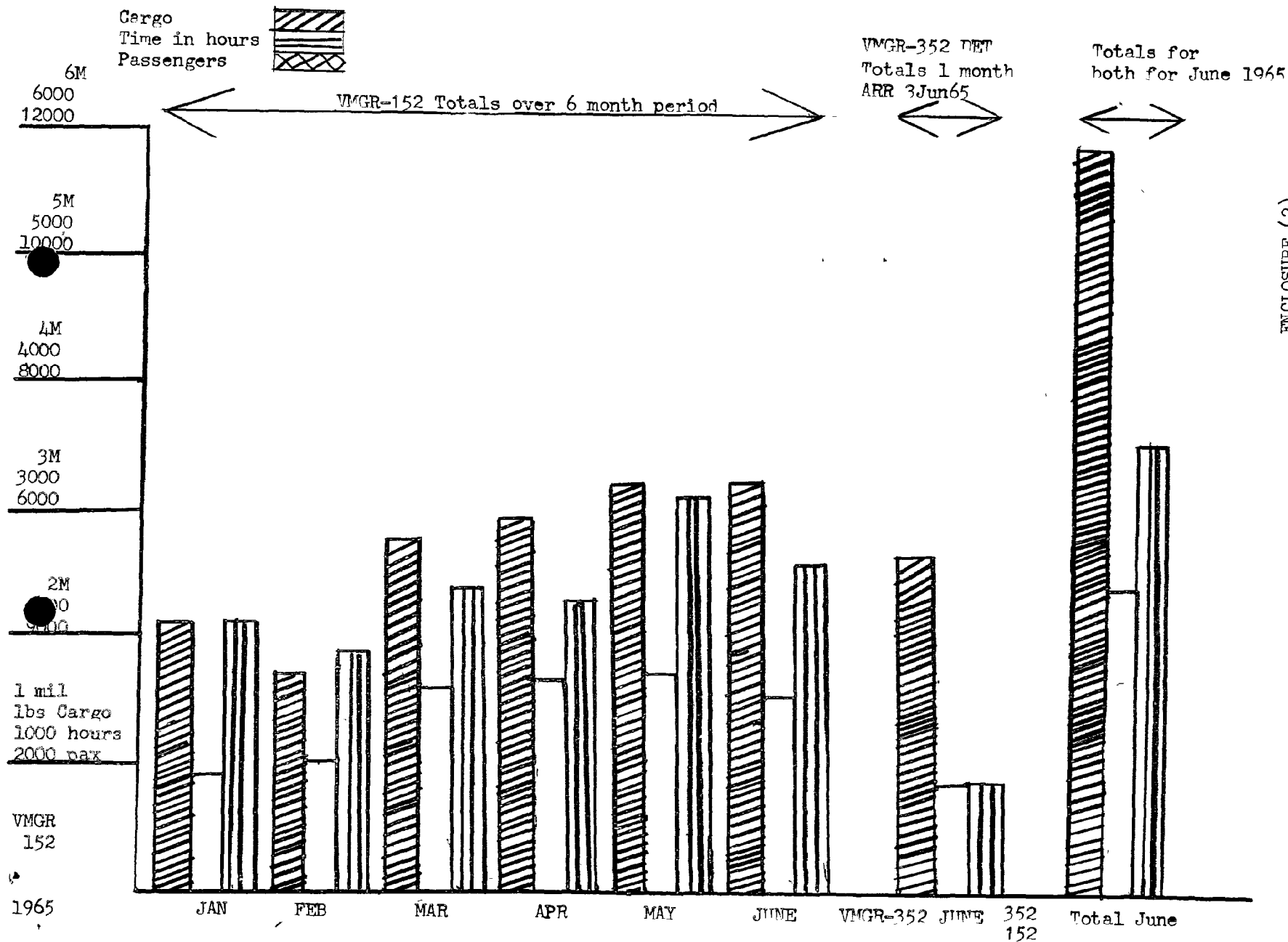
DaNang 25

Total System  
Personel = 78

ENCLOSURE (1)

5 Million  
500 Pax4 Million  
400 Acft  
4000 Pax3 Million  
300 Acft  
3000 Pax2 Million  
200 Acft  
2000 Pax1 Million  
lbs Carg.  
100 Acft  
1000 Pax

VMGR-152 and VMGR-352 Det Comparison Chart



ENCLOSURE (2)

INSTRUCTION TEAMS TO VISIT 1ST MAW UNITS IN THE NEAR FUTURE.

A. FMFPacO 1500.6A

1. CONTACT INSTRUCTION TEAM FOR AUTOMOTIVE MAINTENANCE PROCEDURES

A. REF (A) ESTABLISHED A PROGRAM FOR TECHNICAL ASSISTANCE TO IMPROVE THE PROFICIENCY OF PERSONNEL IN MAINTENANCE OF VEHICLES AND EQUIPMENT.

B. A THREE MAN CONTACT INSTRUCTION TEAM WILL BE ORGANIZED TO ASSIST MOTOR TRANSPORT SUPERVISORS OF SECOND ECHELON MAINTENANCE SHOPS.

C. IT IS INTENDED THAT THE TEAM WILL VISIT EACH MOTOR POOL RESPONSIBLE FOR SECOND ECHELON MAINTENANCE AND SPEND ABOUT TWO DAYS REVIEWING THE MAINTENANCE SHOP ORGANIZATION, AND OBSERVE WORK FLOW AND PROCEDURES. UPON COMPLETION OF EACH VISIT THE TEAM WILL PROVIDE A DETAILED BRIEFING AND WRITTEN SUMMARY TO THE UNIT MTO AND COMMANDING OFFICER OF THEIR OBSERVATIONS, AND SUBMIT RECOMMENDED PRACTICES TO ENHANCE SHOP PRODUCTION AND QUALITY.

D. CONTACT INSTRUCTION TEAM FOR AUTO MAINTENANCE PROCEDURES ITINERARY

III MAG (INCLUDING ALL UNITS UNDER III MAF OPCON)

3D MAR DIV (REAR) (INCLUDING ALL MARINE UNITS BASED OKINAWA)

1ST MAW (REAR) (INCLUDING ALL MARINE UNITS BASED JAPAN)

2. CONTACT INSTRUCTION TEAM FOR ENGINE GENERATORS

A. THE ENGINE GENERATOR TEAM FOR GENERATORS (10KW AND LARGER) WILL PROVIDE ASSISTANCE TO INCREASE THE TECHNICAL QUALIFICATIONS OF MECHANICS, OPERATORS AND SUPERVISORY PERSONNEL, OF THE FOLLOWING GENERATORS: PU-239, PU-296 PU-344, PU-482, (60KW) AND MB-20 (75KW).

B. GENERATOR CONTACT INSTRUCTION TEAM ITINERARY

III MAF

21 JULY - 27 AUGUST

MACS-7, MAG-16 (REAR) 30AUGUST - 8 SEPTEMBER

MAG-13, MWSG-17 10 SEPTEMBER - 17 SEPTEMBER

MATCU-60 10 SEPTEMBER - 17 SEPTEMBER

3. COM-ELECT CONTACT INSTRUCTION TEAM.

A. REFERENCE (A) DIRECTED A CONTACT INSTRUCTION TEAM FOR COMM-ELECT BE FORMED AT 1ST FSR. ON SITE INSTRUCTION TO BE PRESENTED TO WESTPAC UNITS ON RADIO SETS AN/PRC-41/47 AND RADIO RELAY EQUIPMENT.

B. COMM-ELECT CONTACT INSTRUCTION TEAM INTINERARY.

III MAF 26 JUL - 27 AUGUST

HEADQUARTERS  
1st Marine Aircraft Wing (Rear), FMF, Pacific  
FPO San Francisco 96601

WgO 11240.19  
35:RWT:rs  
16 Jul 1965

WING ORDER 11240.19

From: Commanding General  
To: Distribution List

Subj: Maintenance Floats for Section "M" equipment

Ref: (a) WgO P4400.16\_

1. Purpose. To establish requirements for the creation of maintenance floats and to prescribe the basic instructions for the operation thereof.

2. Background

a. Procedures for the **echeloning** of maintenance functions for Section "M" equipment are contained in separate instructions published by this Headquarters and higher authority. In part, these instructions establish requirements for the several air base squadrons of the Wing to perform third echelon maintenance for equipment held and operated by supported squadrons. The air base squadron of the Wing service group is assigned the further mission of providing fourth echelon maintenance support for all Section "M" equipment within the Wing. By definition, third echelon maintenance consists of the removal and replacement of major components and assemblies plus the repair of certain minor assemblies and sub-assemblies replaced in the course of accomplishment of organizational (first and second echelon) maintenance functions. Fourth echelon maintenance is defined as the repair of those assemblies and components removed incidental to the accomplishment of third echelon maintenance functions and the repair of any overflow of those assemblies and sub-assemblies removed in the course of organizational maintenance which, although susceptible of repair, cannot for any reason be repaired by third echelon maintenance activities.

b. In order that the foregoing maintenance assignments may be performed without an unacceptably high deadline rate, it is necessary that units performing third echelon maintenance functions hold sufficient assets of serviceable third and fourth echelon repairables to permit equipment to remain in operation while defective components/assemblies/sub-assemblies are being repaired or replaced. To minimize Project 40 expenditures and bookkeeping requirements as well as to insure appropriate ease of access on the part of maintenance activities to such assemblies without loss of appropriate inventory control, it is desirable that custody of the assemblies be assigned by the group supply officer, to the MABS material officer, or the motor transport maintenance officer.

3. Action

a. Each group performing third echelon maintenance will determine the range and quantity of components, assemblies, and sub-assemblies required for the support of the second and third echelon maintenance functions performed.



WgO 11240.19  
35:RWT:rs  
16 Jul 1965

b. The items determined necessary will be requisitioned and, upon receipt, will be held in the custody of an officer designated as the Section "M" maintenance float custodian. Under ordinary conditions the officer so designated will be the Material Officer, MABS; however special circumstances may dictate the assignment of some other officer of the group for the purpose. Under no conditions will the group supply officer be assigned as custodian of the float.

c. To the extent possible, groups will use allocated Project 40 funds for the procurement of the items needed for the float. This Headquarters will make every possible effort to arrange additional Project 40 funds for this purpose if necessary.

d. Requisitions for this purpose will be assigned a priority 12.

e. Target dates for completion of the various phases of establishment of the floats are as indicated below:

Initial determination of float requirements:


1 August 1965

Completion of funding arrangements and requisitioning: 25 August 1965

f. Float requirements will be reviewed semiannually in January and July. Where usage or turnover indicate requirements for additional items or increased quantities of presently held items, these will be procured. Excesses indicated by lack of turnover or by anticipated replacement of major equipment families will be reduced or eliminated to the extent possible through attrition.

g. The basic stock recording techniques prescribed in paragraph 405.8, reference (a) will be utilized in the maintenance of stock control for items comprising the float. Minor deviations are authorized in the interest of efficiency but the underlying principles will be followed.

h. Unserviceable but repairable items which have been replaced by similar items from the float will be expeditiously shipped to Marine Air Base Squadron 17, Marine Wing Service Group 17, for repair and return to the float. Prompt action will be taken to provide replacements for non-repairables.

  
T. G. BRONLEEWEE, Jr.  
Deputy Chief of Staff

DISTRIBUTION: "A" & "B"

WING SUPPLY OFFICER'S AGENDA ITEMS  
COMMANDING GENERAL'S CONFERENCE  
17 JULY 1965

1. CHANGE IN SUPPLY SUPPORT FOR RVN BASED UNITS

a. A CONFERENCE WAS HELD AT NSD SUBIC BAY ON 8-9 JULY TO DISCUSS THE FEASIBILITY OF TRANSFERRING SUPPLY SUPPORT FOR 1ST MAW UNITS IN RVN FROM NSD YOKOSUKA TO NSD SUBIC BAY. REPRESENTATIVES FROM COMSERVPAC, COMNAVAIRPAC, COMFAIRWESTPAC, NSD YOKOSUKA, NSD SUBIC BAY, NAS CUBI, FMFPAC AND 1ST MAW ATTENDED. STORAGE SPACE AND PERSONNEL WERE THE TWO ITEMS OF MOST CONCERN, WITH THE AVAILABILITY OF RESOURCES SECONDARY.

b. STORAGE SPACE REQUIREMENTS OF FIVE ADDITIONAL BUTLER BUILDINGS WERE BASED ON AN INCREASE OF 18,500 LINE ITEMS OF AERONAUTICAL MATERIAL. THIS IS 180 DAYS STOCKAGE OBJECTIVE WITH 90 DAYS OF REPARABLE AERONAUTICAL PARTS.

c. ADDITIONAL PERSONNEL REQUIREMENTS WERE BASED ON AN EXPECTED 13,000 REQUISITIONS A MONTH BEING SUBMITTED BY WING UNITS IN RVN PLUS THE INCREASE IN SUPPLY ITEMS TO BE MANAGED. A BREAKDOWN IN PERSONNEL IS AS FOLLOWS:

- (1) 1 CAPT USMC 3060
- (2) 1 USN SUPPLY OFFICER
- (3) 7 USMC 3071 ENLISTED
- (4) 5 USN SK ENLISTED
- (5) 50 ~~PHILIPPINE~~ NATIONALS

d. NSD SUBIC BAY IS UNDER DIRECT CONTROL OF COMSERVPAC. COMNAVAIRPAC WILL OBTAIN CONCURRENCE OF COMSERVPAC ON THE PROPOSED CHANGE IN SUPPORT. ONCE THIS CONCURRENCE IS OBTAINED COMNAVAIRPAC WILL ASK CG FMFPAC TO CONFIRM THE NUMBER AND TYPES OF AIRCRAFT TO BE IN COUNTRY ON 1 JANUARY 1966. THIS

INFORMATION TOGETHER WITH TYPES AND NUMBERS OF GSE/SSE EQUIPMENT TO BE SUPPORTED AND A REVIEW OF SELECTED ITEMS FROM THE TBA WILL BE FORWARDED TO AMO OAKLAND FOR THE PREPARATION OF A BASE LOAD LIST FOR NSD SUBIC BAY.

e. AUTOMOTIVE SPARE PARTS, COMBAT PACKS AND SUPPORT PACKS ARE TO REMAIN WITH MWSG-17 AND NSD YOKOSUKA. THE FIFTH ECHELON MAINTENANCE PROGRAM IS HELD WITH NSD YOKOSUKA AND AT THIS TIME IT WAS AGREED TO LEAVE THIS AREA AS IS.

f. MOUNT-OUT STOCKS WILL CONTINUE TO BE HELD BY NSD YOKOSUKA.

g. IN SUMMARY IT APPEARS THIS CHANGE IN SUPPLY SUPPORT IS SIX MONTHS AWAY, DUE TO THE BUILD UP OF STOCKS AND PERSONNEL PLUS THE REQUIREMENT FOR ADDITIONAL BUILDINGS.

2. FOLLOW NORMAL SUPPLY CHANNELS

a. SUPPLIES AND EQUIPMENT HAVE BEEN EXCEEDINGLY DIFFICULT TO OBTAIN DUE TO COMMUNICATION PROBLEMS, SHIPPING PROBLEMS AND SUPPLY SHORTAGES. THIS HAS LED TO MANY FRANTIC "HELP" MESSAGES, LETTERS, NOTES, ETC.. ALMOST WITHOUT FAIL THESE URGENT CALLS, BEING UNPROFESSIONALLY PREPARED, LACK VITAL DATA SUCH AS QUANTITY, STOCK NUMBER, PRIORITY, FUNDS CHARGEABLE, UNIT IDENTIFICATION AND OTHER ELEMENTS WHICH A PROPERLY PREPARED REQUISITION WILL CONTAIN. THE ABILITY TO LATER DETERMINE STATUS, TO IDENTIFY RECEIPTS AND TO SHIP TO OFFICIAL CONSIGNEE IS LOST. "BORROW, STEAL, BEG, BUY AND AS A LAST RESORT, REQUISITION" IS BUM ADVICE. REQUISITION PROPERLY AS A FIRST, LAST AND ONLY RESORT.

3. AACP/ANFE STATUS

a. AACP/ANFE STATUS CHARTS ARE ATTACHED HERETO.

4. 1ST LAAM BATTALION PRIORITY REQUISITIONS

a. FMFPAC HAS CAUSED SEVERAL STEPS TO BE TAKEN BY THE FLSG, THROUGH

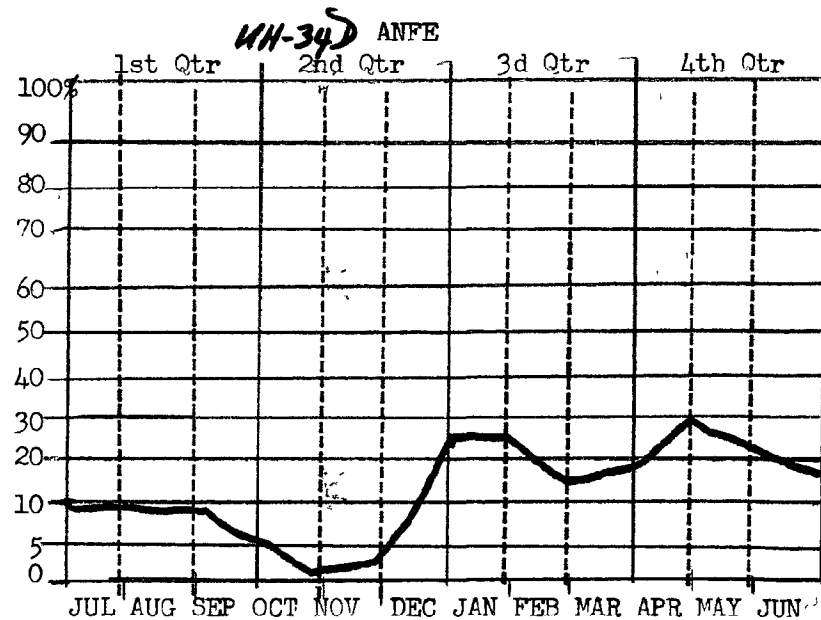
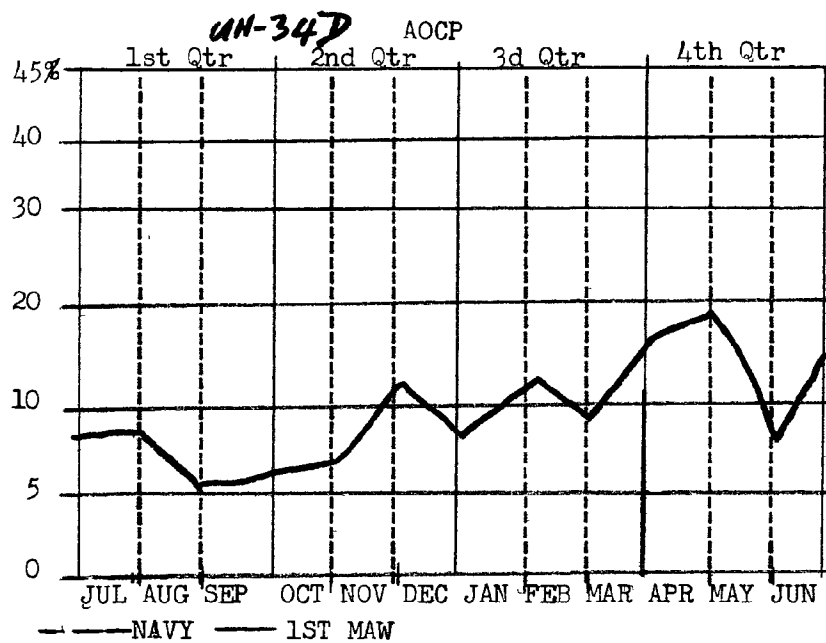
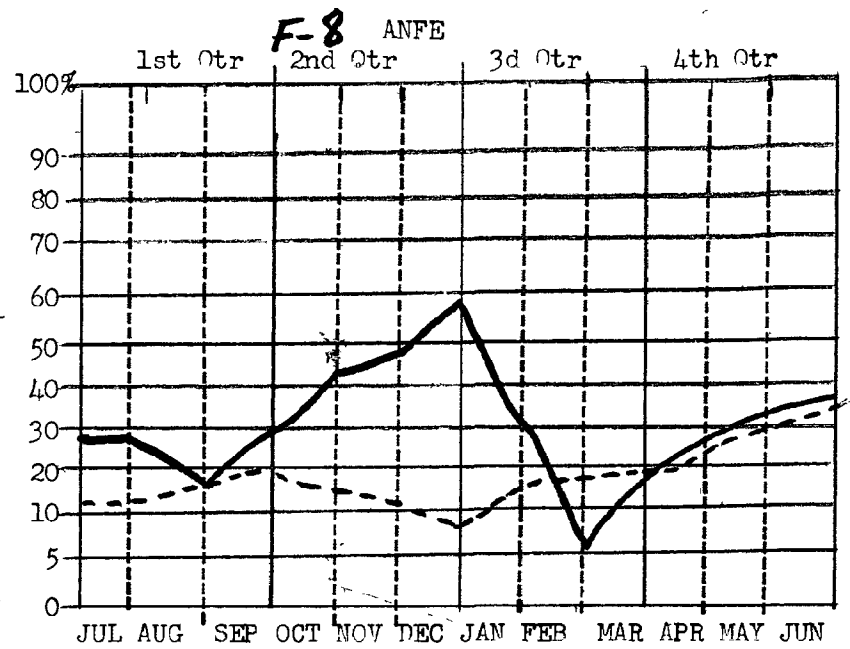
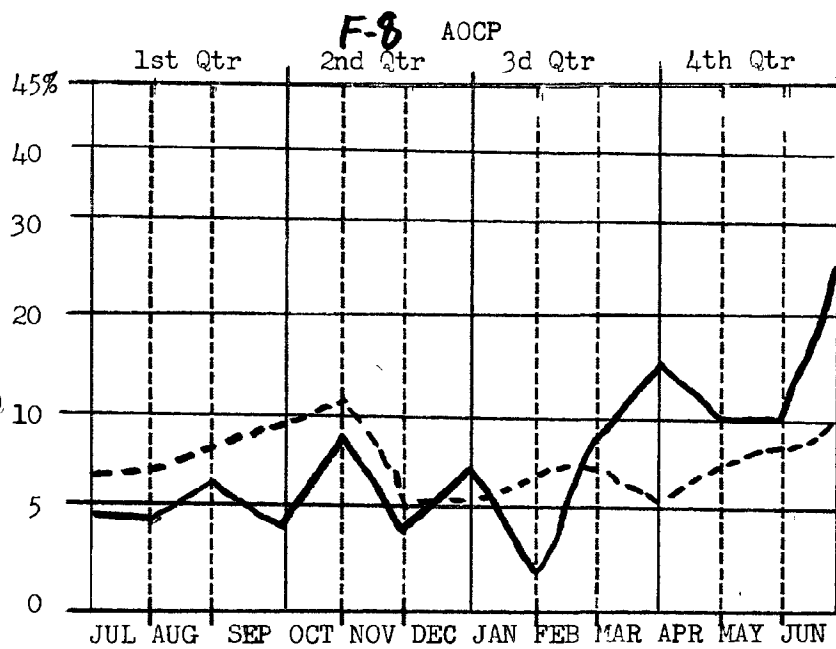
THE 3RD FSR IN ATTEMPTS TO BREAK THE LOG JAM OF PRIORITY REQUIREMENTS. ULTIMATELY, THE OUTSTANDING REQUIREMENTS WILL BE SCREENED THROUGH BARSTOW, OTHER CONUS SERVICES AND COMMERCIAL SOURCES. A RECENT REPORT FROM 3RD FSR TO FMFPAC INDICATED THEIR RESPONSIVENESS TO PRIORITY REQUIREMENTS OF THE FLSG HAD IMPROVED TO APPROXIMATELY 44%. IT IS TO BE HOPED THAT THESE SPECIAL EFFORTS AND IMPROVED RESPONSIVENESS AT THE 3RD FSR WILL RESOLVE THE PREVIOUS SERIOUS PROBLEMS IN OBTAINING MARINE CORPS SUPPLY SUPPORT.

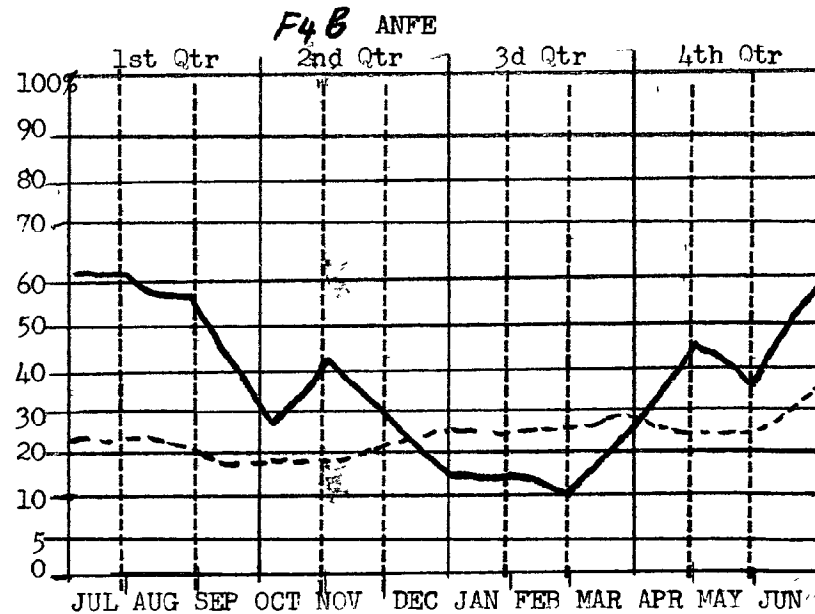
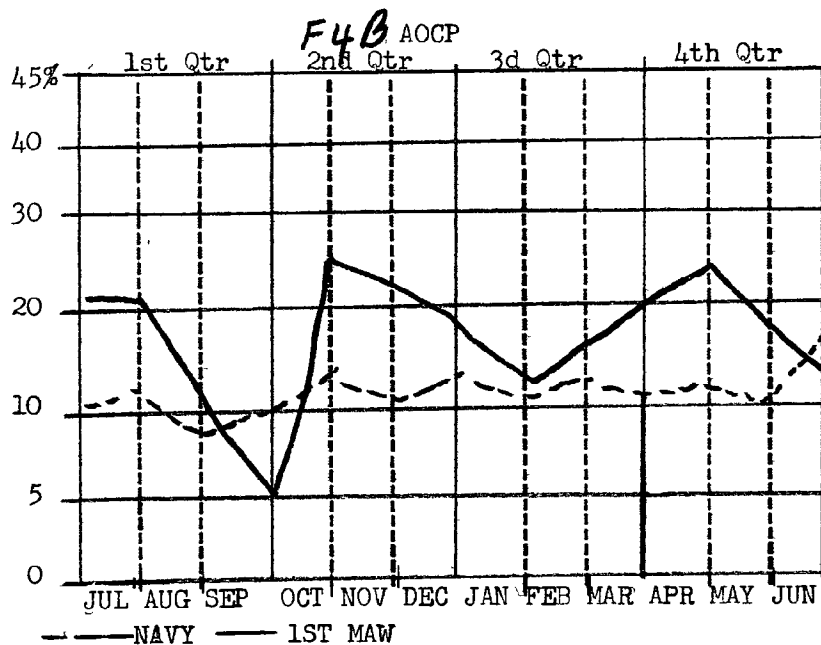
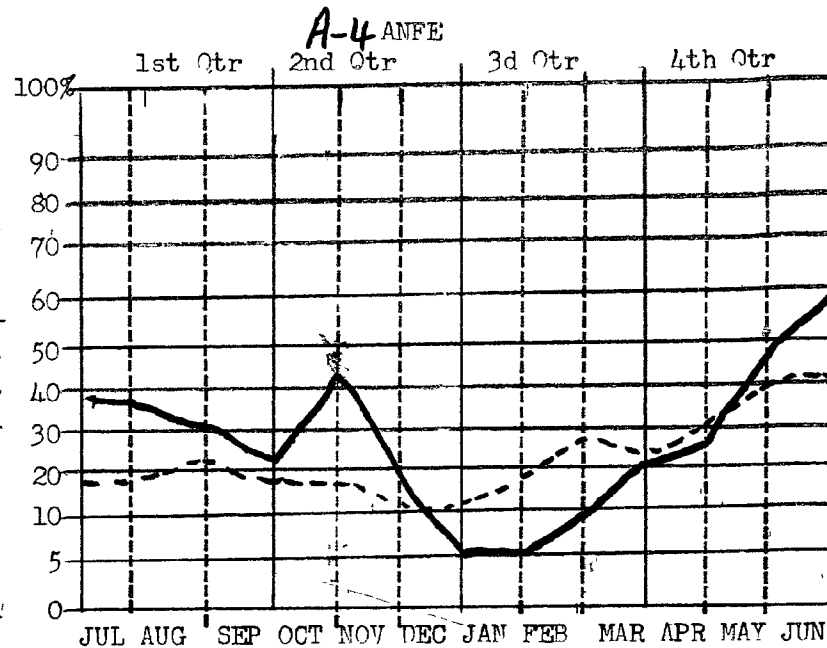
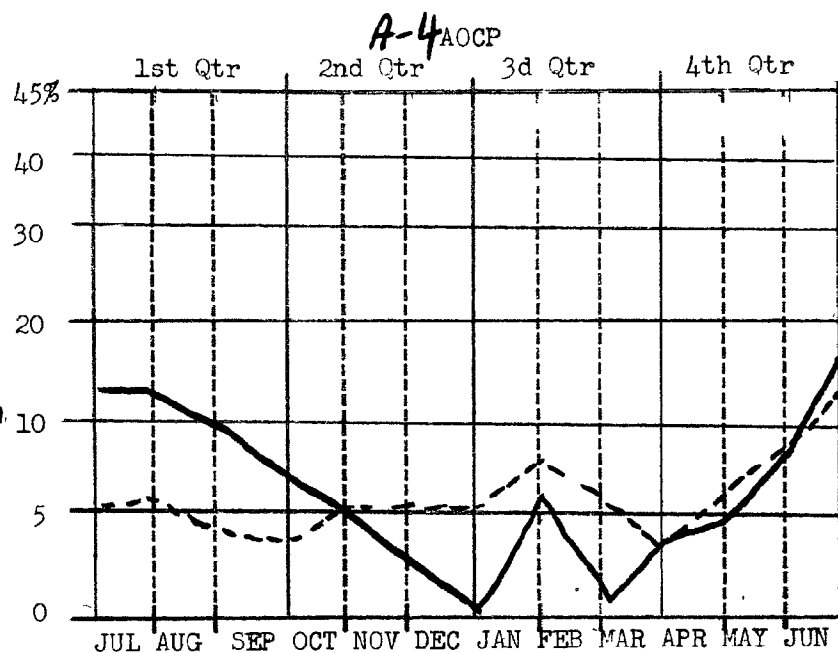
5. INCREASE OF SECTION M REPAIR PARTS

a. WING ORDER 11240.19\_ IS BEING PUBLISHED WHICH AUTHORIZES GROUPS TO INCREASE THE STOCK LEVEL OF SECTION M THIRD ECHELON REPAIR PARTS BASED ON USAGE. A MAINTENANCE FLOAT WILL BE ESTABLISHED SIMILIAR TO THE ROTABLE POOL SUPPORTING AIRCRAFT. UNSERVICEABLE ASSEMBLIES WILL BE EVACUATED TO FIRST ECHELON SHOPS FOR REPAIR AS THEY ARE REPLACED BY A SERVICEABLE ITEM FROM THE POOL. AFTER REPAIR THEY WILL BE RETURNED TO STOCK AT THE GROUP LEVEL.

6. EF 10B SUPPORT

a. IT IS PLANNED IN THE NEAR FUTURE TO SHIFT THE 90 DAY STOCK LEVEL OF EF10B AREONAUTICAL SUPPORT TO MAG-11 SUPPLY OFFICER IN VIETNAM. PRESENTLY THIS MATERIEL IS HELD IN STOCK AT MWSG-17.





## WING INSPECTOR AGENDA ITEMS

RE-INSPECTION OF 1ST MARINE AIRCRAFT WING UNITS BY FORCE INSPECTOR;

REPORT ON PROGRESS IN CORRECTING DISCREPANCIES

REF: (A) FORINSP LTR 32/HMS OVER 5041 DTD 25JUN65 (IN ROUGH FORM)

(B) CG, 1STMAW LTR 32:RLC:ZB OVER 5041 DTD 29JUN65

1. IN ACCORDANCE WITH YOUR VERBAL REQUEST THE FOLLOWING REPORT IS SUBMITTED.
2. THREE ROUGH COPIES OF THE FORCE INSPECTORS REPORT OF DISCREPANCIES WERE RECEIVED BY THE WING INSPECTOR AT THE CONCLUSION OF THE FORCE INSPECTORS CRITIQUE. ONE COPY WAS FOR THE COMMANDING GENERAL'S PERUSAL. THE OTHER TWO COPIES WERE RETAINED BY THE WING INSPECTOR. IN ORDER TO EXPEDITE A FINAL REPORT THESE TWO COPIES WERE BROKEN DOWN AND REPRODUCED WHERE NECESSARY TO PROVIDE ONE WORKING COPY FOR EACH OF THE GROUPS AND STAFF SECTIONS CONCERNED. REFERENCE (B) FORWARDED THESE WORKING PAPERS TO COGNIZANT GROUPS AND STAFF SECTIONS SETTING A DEADLINE OF 20 JULY 1965 FOR REPLIES TO BE RETURNED TO THIS HEADQUARTERS FOR COMPILATION OF A WING REPORT. REFERENCE (B) ALSO STATED THAT EACH GROUP AND STAFF SECTION WOULD BE FORWARDED FIVE (5) COPIES EACH OF THE FMFPAC INSPECTORS SMOOTH REPORT UPON RECEIPT BY THE WING INSPECTOR. TO DATE THESE SMOOTH REPORTS HAVE NOT BEEN RECEIVED.
3. THE REPLIES OF THE GENERAL AND SPECIAL STAFF SECTIONS WILL BE THE BASIS OF THE WINGS REPLY TO THE SUMMARY OF CONDITIONS IN THE RESPECTIVE FUNCTIONAL AREAS CONTAINED IN THE BASIC LETTER OF REFERENCE (A). THE REPLIES OF THE VARIOUS GROUPS WILL BE USED TO REPLY TO THE DETAILED COMMENTS CONTAINED IN THE ENCLOSURES OF REFERENCE (A).

App 24- INSP

4. TO DATE (15 JULY 1965) REPLIES HAVE BEEN RECEIVED FROM THE FOLLOWING STAFF SECTIONS:

SUPPLY - ENCLOSURE (1)

COMM-ELECT - ENCLOSURE (2)

MEDICAL - ENCLOSURE (3)

COMPTROLLER - ENCLOSURE (4)

IT APPEARS FROM THE ABOVE REPORTS THAT THE PROPER CORRECTIVE ACTION IS BEING TAKEN WHERE POSSIBLE AND/OR THE REQUIRED STAFF ASSISTANCE IS BEING PROVIDED TO WING UNITS.

5. TO DATE (15 JULY 1965) REPLIES HAVE NOT BEEN RECEIVED FROM ANY OF THE TACTICAL GROUPS.

6. IT IS TO BE NOTED THAT THE FORCE INSPECTORS FINAL REPORT (SMOOTH REPORT) WHEN RECEIVED WILL ESTABLISH THE DATE THAT OUR REPLY MUST CONFORM TO. NORMALLY THIS DATE GRANTS APPROXIMATELY A TWO MONTHS INTERIM PERIOD BETWEEN RECEIPT OF THE REPORT AND THE DATE OUR REPLY SHOULD BE RECEIVED BY FMFPAC.



UNITED STATES MARINE CORPS  
Headquarters, Fleet Marine Force, Pacific  
FPO San Francisco 96601

32/nms  
5041  
9 Jul 1965

From: Commanding General, Fleet Marine Force, Pacific  
To: Commanding General, 1st Marine Aircraft Wing, Aircraft, Fleet  
Marine Force, Pacific

Subj: Inspection of the 1st Marine Aircraft Wing, Aircraft, Fleet  
Marine Force, Pacific, 21-25 June 1965

Ref: (a) CG FMFPac ltr 32/bhz 5041 of 17 Mar 1965

Encl: (1) Force Inspector's report of inspection 32/nms 5041 of 26Jun65

1. Enclosure (1), the inspection report of the Materiel Maintenance Procedures and Mount-out Supplies of the 1st Marine Aircraft Wing is forwarded herewith.

2. The enclosed report has been carefully reviewed. Evidence of improvement in most functional areas is noted. The Force Inspector advises me that Marine Air Control Squadron-9 was especially effective in improving the status of their mount-out supplies. However, this reinspection again uncovered discrepancies, some substantive in nature, which were a repetition of those found on the first inspection. Even though they were correctable within a brief period of time, they still are present. Additional command attention is directed in the areas where repetitive discrepancies were found.

3. The tendency to lower standards under the pressure of deployment is recognized, but not condoned. It is mandatory that high standards set in a garrison environment be carried forward into the areas of deployment. This is particularly important at this time. New equipment and additional support will be forthcoming, but these take time. Units must be meticulous in their maintenance procedures to attain the maximum usage of their current equipment and maintain combat effectiveness at the highest possible level.

4. Please advise this Headquarters by 1 August 1965 of those areas where assistance is desired. Report by 1 September 1965 your progress in correcting the discrepancies listed in enclosure (1) and the enclosures thereto.

/s/V. H. Krulak  
V. H. KRULAK

AGENDA ITEMS FOR CG CONFERENCE FROM COMPTROLLER

1. GENERAL. PRIOR TO BEING DEACTIVATED ON 1 JULY 1965, CG AIRFMFPAC, WHO DIRECTLY FUNDS 1ST MAW WITH ALL NAVY MONEY PUBLISHED NEW ORDERS APPLICABLE TO MANY OF OUR BUDGET PROJECTS COVERING HOW THEY WERE TO BE ADMINISTERED DURING FY66. THESE INCLUDE:

BP01	AIRFMFPACO	7303.4F	OF 18JUNE 1965
BP15	AIRFMFPACO	7303.10	OF 26 APRIL 1965
BP40	AIRFMFPACO	7303.3B	OF 28 JUNE 1965
BP50	AIRFMFPACO	7303.9A	OF 22 JUNE 1965

ORDERS COVERING OTHER BUDGET PROJECTS REMAIN UNCHANGED. A FISCAL CONFERENCE IN WHICH THE FISCAL OFFICERS OF EACH OF THE GROUPS PLUS THE LAAM BN IS NOW BEING HELD. THE WING FISCAL OFFICER, MISTER MALNICOF, WILL GO OVER THESE NEW ORDERS AS WELL AS THOSE GOVERNING OTHER PROJECTS AND WILL CLARIFY ANY MISUNDERSTANDING ANY MAY HAVE. A SIMILAR CONFERENCE SHOULD BE HELD AT LEAST EACH QUARTER TO KEEP ALL OUR FISCAL PEOPLE THINKING ALIKE AND TO IRON OUT ANY DIFFICULTIES WHICH MAY ARISE.

2. REPORTS. THE MATTER OF PROMPT REPORTING HAS BEEN A SOURCE OF CONSTANT WORRY TO US AND CONSTANT HARRASSMENT FROM HIGHER HEADQUARTERS. IT IS REALIZED THAT IN SOME INSTANCES THE BLAME FOR NON RECEIPT OF A REPORT MAY BE DUE TO COMMUNICATIONS DIFFICULTIES. IN MOST INSTANCES THE FAULT LIES IN LATE REPORTING. THERE ARE NO EXCUSES ACCEPTABLE FOR NOT SUBMITTING A REPORT AS FAR AS COMNAVAIRPAC OR FMFPAC IS CONCERNED. EVEN THOUGH A UNIT IS IN TRANSIT, OR RECORDS NOT AVAILABLE, AN ESTIMATE OF THE OF THE MATTER TO BE REPORTED UPON MUST BE SENT IN WITH A COMPLETE FOLLOW UP MESSAGE WHEN THE TEXT OF THE REPORT IS KNOWN. WHEN ONLY PARTIAL RESULTS ARE AVAILABLE FOR REPORTING THESE MUST GO IN BY THE DUE DATE AND FOLLOWED UP WHEN COMPLETE RESULTS ARE KNOWN.

*App 24- comp*

3. FISCAL OFFICERS. IN MOST INSTANCES THE PERFORMANCE OF THE GROUP FISCAL OFFICERS HAS BEEN EXCELLENT. IT IS IN THE BEST INTEREST OF A GROUP COMMANDER TO CAREFULLY SELECT THE OFFICER WHO IS TO FILL THIS BILLET, AND NEWLY ASSIGNED OFFICERS SHOULD BE SENT TO THE WING COMPTROLLER FOR SCHOOLING. IT IS STRONGLY RECOMMENDED THAT THE FISCAL OFFICERS IN EACH GROUP BE ASSIGNED THE FISCAL BILLET AS A PRIMARY DUTY. THE COMPLEXITY OF ACCOUNTING FOR AND CONTROLLING BPLO AND 50 FUNDS, WHICH MUST BE DONE AT GROUP LEVEL UNDER EXISTING INSTRUCTIONS, MAKES IT ALMOST MANDATORY THAT SOMEONE BE COMPLETELY AWARE OF EXPENDITURES AT ALL TIMES.

4. SOME STATISTICS ARE ATTACHED FOR INFORMATION COVERING FY65 TRANSACTIONS. THE ONLY AREAS OF CONCERN WERE THE EXCESS FUNDS TURNED IN UNDER BPLO AND 03. THESE FUNDS WERE GRANTED FOR SPECIFIC PIECES OF EQUIPMENT AND THE LOSS OF FUNDS IN THESE INSTANCES WERE FOR TOO LARGE AN AMOUNT TO HAVE BEEN GENERATED FROM OVER PRICING. THESE TWO PROJECTS SHOULD HAVE BEEN AT A ZERO BALANCE WITHIN 15 DAYS FROM THE DAY FUNDS WERE GRANTED.

<u>PROJECT</u>	<u>NAME OF PROJECT</u>	<u>BUDGET</u>	<u>AUTH</u>	<u>EXTRA</u>	<u>TURN IN</u>
01	FLIGHT OPERATIONS	6,624,393.00	6,738,498.00	114,105.00	37,557.00
03	AVIATION OUTFITTING	85,034.00	111,708.00	26,674.00	3,639.98
08	AVIATION CONSOLIDATED ALLOWANCE	56,000.00	510,556.00	454,556.00	165.46
10	GENERAL COLLATERAL EQUIPMENT (DELTA)	70,595.00	68,155.00	(2,440.00)	3,062.18
15	FLEET PHOTOGRAPHIC MATERIAL AND EQUIPMENT	25,490.00	36,099.00	10,609.00	348.50
21	AERONAUTICAL TAD	179,853.00	286,538.00	106,685.00	5,424.59
40	MARINE AVIATION EXPEDITIONARY EQUIPMENT	1,506,387.00	1,772,693.00	166,306.00	3,993.90
50	AERONAUTICAL INTERMEDIATE LEVEL MAINTENANCE	350,343.00	417,640.00	67,297.00	4,925.68
01	COMMUNITY RELATIONS	408.00	2,300.00	1,892.00	-0-
11	OPERATION AND MAINTENANCE MARINE CORPS	1,849,766.00	2,005,729.00	155,963.00	-0-
	(A-9 CREDITS)	-0-	207,479.80	-0-	-0-
17	SPARE PARTS NEW ASA EQUIPMENT	-0-	162,364.00	-0-	-0-
20	MEDICAL AND DENTAL	14,200.00	47,825.00	33,625.00	300.81
31	SUBSISTENCE IN KIND	433,986.00	362,353.00	(71,633.00)	31.86
40	MAINTENANCE (MAEE) (MT)	197,256.00	150,600.00	(46,656.00)	283.81

## 1ST MAW AIRCRAFT OPERATING COST PER HOUR FY65

A/C TYPE	WING BUDGETED COST	WING ACTUAL COST	SQUADRON	SQDN THREE QTRS AVERAGE	SQDN FOURTH QTR AVERAGE	FISCAL YEAR AVERAGE
ALC	57.50	60.71	H&MS-11	53.19	50.08	52.34
ALE	68.05	52.77	H&MS-12	44.48	40.89	43.58
FLB	150.00	142.24	H&MS-13	53.10	47.76	51.76
TF-9J	60.00	53.35	H&MS-16	40.71	42.75	41.22
KC-130F	85.00	83.84	VMF(AW)-312	72.71	78.64	74.19
C117D	28.00	26.97	VMA-211			64.75
EF-10B	85.00	89.39	VMA-214	64.81	63.87	64.57
CH-19E	16.00	11.78	VMA-225	62.09	59.74	61.50
C54-Q/S	46.00	47.09	VMA-311	68.05	58.08	65.55
Q1-B	2.50	2.62	VMFA-513	135.14	146.03	137.87
UC-45J	10.25	9.58	VMFA-542	172.88	144.73	165.84
RF-8A	78.00	84.29	VMCJ-1	86.76	97.50	89.44
UH-34D	15.00	15.07	VMO-2	8.40	8.74	8.48
F8E	75.00	74.77	VMGR-152	84.35	83.35	84.10
UH1E		13.58	MAMS-17	35.32	33.72	34.92
			HMM-161	16.22	12.91	15.39
			HMM-163	15.42	13.74	15.00
			HMM-261			13.73
			HMM-361			17.29
			HMM-365	12.99	11.76	12.68

ADJUTANT'S AGENDA ITEMSFOR COMMANDING GENERAL'S CONFERENCE ON 19 JULY 19651. RECOMMENDATIONS FOR AWARDS.

A. A FEW RECOMMENDATIONS HAVE BEEN RECEIVED RECOMMENDING THAT THE COMMANDING GENERAL RECOMMEND AN INDIVIDUAL FOR AN AWARD. THE PROPER PROCEDURE WOULD BE TO SUBMIT A RECOMMENDATION FOR AN APPROPRIATE AWARD VIA THE ADMINISTRATIVE CHAIN OF COMMAND. PARAGRAPH 117.1 OF SECNAVINST P1650.1C PROVIDES THAT ANYONE WHO MEETS THE ELIGIBILITY CRITERIA FOR AN AWARD MAY BE RECOMMENDED FOR IT BY ANY OFFICER SENIOR TO THE INDIVIDUAL BEING RECOMMENDED. CONSEQUENTLY, A STAFF OFFICER, AT ANY LEVEL OF COMMAND, MAY SUBMIT RECOMMENDATIONS FOR AWARDS TO HIS SUBORDINATES. IT IS DESIRED THAT ALL RECOMMENDATIONS FOR AWARDS, OTHER THAN THOSE THAT THE COMMANDING GENERAL PERSONALLY DESIRES TO SUBMIT, BE SUBMITTED AS COMPLETED RECOMMENDATIONS. UPON RECEIPT OF SUCH RECOMMENDATIONS, THEY WILL BE PROCESSED BY THE AWARDS BOARD AND FORWARDED TO THE AWARDING AUTHORITY WITH THE COMMANDING GENERAL'S RECOMMENDATION REFLECTED BY ENDORSEMENT.

B. A NUMBER OF RECOMMENDATIONS FOR AWARDS HAVE BEEN RECEIVED IN WHICH THERE WAS A REQUEST FOR THE SUBSTITUTION OF STRIKES/FLIGHTS IN PREVIOUSLY SUBMITTED RECOMMENDATIONS FOR AIR MEDALS UNDER THE STRIKE/FLIGHT SYSTEM. THE FOLLOWING REQUEST WAS CONTAINED IN A RECOMMENDATION FOR A DISTINGUISHED FLYING CROSS SUBMITTED ON 20 APRIL 1965:

"THESE MISSIONS WERE SUBMITTED ON THE 5TH AIR MEDAL AWARD RECOMMENDATION BY CO, HMM-365 LTR RAF:TJR OVER 1650 DATED 9 FEB 1965. IT IS REQUESTED THAT MISSION NUMBER 2-477-4/15 FEB 65/DUC DUC AT 873467/FLIGHT/RESUPPLY AND 2-445-1/15 FEB 65/LZ/AT 904694/STRIKE/TROOP LIFT BE SUBMITTED (SIC) FOR MISSION NUMBER 12-619-2 AND 12-598-2 ON THE FIFTH AIR MEDAL AWARD."

*App 24-ADJ*

THIS SQUADRON COMANDER CHANGED HIS MIND AFTER A PERIOD OF TWO AND A HALF MONTHS, NOTWITHSTANDING THE FACT THAT HE HAD STATED IN HIS 9 FEBRUARY 1965 RECOMMENDATION THAT "NONE OF THE FLIGHTS OR STRIKES CONSIDERED IN THE TOTAL UPON WHICH THIS RECOMMENDATION IS BASED HAS BEEN CONSIDERED AS A BASIS FOR ANOTHER AWARD."

THE SUBMISSION OF RECOMMENDATIONS FOR AWARDS SHOULD BE TIMELY, HOWEVER, THEY SHOULD NOT BE SUBMITTED UNTIL A FIRM DECISION IS MADE AS TO WHETHER A GIVEN STRIKE/FLIGHT WILL BE USED AS PART OF A STRIKE/FLIGHT AWARD OR FOR THE RECOMMENDATION OF ANOTHER AWARD.

IN THIS PARTICULAR CASE, CG, FMFPAC AWARDED AN AIR MEDAL BASED UPON THE 9 FEBRUARY 1965 RECOMMENDATION ON 20 APRIL 1965, THE SAME DATE THAT THE REQUEST FOR SUBSTITUTION OF STRIKES/FLIGHTS WAS SUBMITTED. CONSEQUENTLY, COMPLIANCE, ALTHOUGH NOT IMPOSSIBLE, IS NOT FEASIBLE.

ALL FUTURE RECOMMENDATIONS CONTAINING REQUESTS OF THIS NATURE WILL BE CONSIDERED INVALID.

2. MAIL. SOME CASES OF INDIVIDUALS USING APO NUMBERS AS PART OF THEIR MAILING ADDRESS HAVE BEEN NOTED. REGARDLESS OF LOCATION, FPO NUMBER 96601 SHOULD BE USED AS PART OF THE MAILING ADDRESS FOR ALL MEMBERS OF THIS COMMAND. THE APO NUMBERS ARE USED ONLY FOR THE POSITIONING OF MAIL IN ORDER TO EXPEDITE DELIVERY.

3. FITNESS REPORTS. FITNESS REPORTS FOR REVIEW BY THE COMMANDING GENERAL OR CHIEF OF STAFF SHOULD BE FORWARDED TO THE COMMANDING GENERAL, 1ST MARINE AIRCRAFT WING (REAR) (ATTN: ADJ).

4. SIGNING OF CORRESPONDENCE. IN PROCESSING CORRESPONDENCE IT HAS BEEN NOTED THAT A NUMBER OF EXECUTIVE OFFICERS ARE SIGNING AS SUCH. ARTICLE 1608, NAVY REGULATIONS PROVIDES INSTRUCTIONS REGARDING THE SIGNING OF OFFICIAL CORRESPONDENCE. SUBPARAGRAPH 4 OF THAT ARTICLE STATES IN PART, AS FOLLOWS: "IN OFFICIAL CORRESPONDENCE SIGNED BY SUBORDINATE OFFICERS FOR A SENIOR, THE WORDS "DEPUTY"

OR SIMILAR TITLE, "CHIEF OF STAFF", OR "BY DIRECTION", AS APPROPRIATE, SHALL APPEAR BELOW THE SIGNATURE OF THE SUBORDINATE OFFICER,-----." THE WORDS "OR SIMILAR TITLE" ARE INTERPRETED AS INCLUDING TITLES SUCH AS ASSISTANT WING COMMANDER AND ASSISTANT DIVISION COMMANDER BUT NOT EXECUTIVE OFFICER. THEREFORE, EXECUTIVE OFFICERS SHOULD, EXCEPT AS SPECIFICALLY PROVIDED FOR IN REGULATIONS SUCH AS SIGNING UNIT DIARIES AND FOR IN-HOUSE MEMORANDA TYPE CORRESPONDENCE, SIGN BY DIRECTION OF THE COMMANDING OFFICER.



COMMUNICATIONS-ELECTRONICS AGENDA ITEMS1. REQUIREMENT FOR VOICE COMMUNICATIONS AT CUBI POINT, PHILIPPINES.

A. WITH THE REMOVAL AND RELOCATION OF DETACHMENT A MASS-2 FROM CUBI POINT, THE REQUIREMENT FOR CONTINUATION OF RADIO COMMUNICATIONS AT THIS LOCATION REQUIRES RE-EVALUATION.

B. PRIOR TO THIS RELOCATION OF DETACHMENT A, THE FOLLOWING COMMUNICATIONS CAPABILITY WAS PROVIDED AT CUBI POINT:

(1) RADIO RELAY FROM AN/TPQ-10 RANGE SITE TO NAS CUBI POINT.

(2) ONE AN/TRC-75 RADIO SET FOR USE IN ENTERING WING COMMAND NET #2.

C. WITH THE RELOCATION OF THE AN/TPQ-10, THE REQUIREMENT FOR RADIO RELAY EQUIPMENT NO LONGER EXISTS.

D. THE AN/TRC-75 RADIO SET USED TO ENTER WING COMMAND NET #2 WAS USED FOR THE FOLLOWING PURPOSES:

(1) ESTABLISH CONTACT BETWEEN DEPLOYED SQUADRON OR DETACHMENT AND PARENT ORGANIZATION.

(2) PROVIDE MEANS FOR RAPIDLY PASSING AIR FREIGHT LOAD BREAKDOWN BETWEEN NAS CUBI POINT AND AIR FREIGHT TERMINALS AT EITHER DANANG OR FUTEMA.

(3) RELAY VOICE MESSAGE TRAFFIC CONCERNING NAS CUBI POINT AND 1ST MAW UNITS.

E. IT IS NOT CONSIDERED PRACTICABLE NOR ECONOMICALLY FEASIBLE TO PROVIDE 24 HOUR RADIO FACILITIES AT CUBI POINT.

F. IN ORDER TO PROVIDE FOR VOICE CONTACT BETWEEN DEPLOYED SQUADRONS OR DETACHMENTS TEMPORARILY LOCATED AT CUBI POINT AND THEIR PARENT ORGANIZATION (AT THIS TIME MAG-13), IT IS RECOMMENDED THAT MAG-13 PROVIDE AN/TRC-75

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RADIO TEAM TO CUBI POINT WHENEVER A SUBORDINATE UNIT OF MAG-13 IS DEPLOYED TO CUBI POINT AND RADIO CONTACT IS CONSIDERED NECESSARY.

G. SINCE THE RECOMMENDATION CONTAINED IN PARAGRAPH 6 ABOVE WILL NOT PROVIDE FULL COVERAGE FOR AIR FREIGHT LOAD BREAKDOWN, IT WILL BE NECESSARY FOR PLANE COMMANDERS TO RELAY LOAD BREAKDOWN VIA AIR/GROUND RADIO CHANNELS FOR ALL INBOUND AND OUTBOUND AIR FREIGHT LOADS ORIGINATING OR TERMINATING AT CUBI POINT.

## 2. MESSAGE TRAFFIC ANALYSIS.

A. THE FOLLOWING IS A TIME COMPARISON OF RANDOMLY SELECTED MESSAGE TRAFFIC THAT HAS BEEN SENT TO CG 1ST MARINE AIRCRAFT WING (ADV) AND CG 1ST MARINE AIRCRAFT WING (REAR). IN EACH EXAMPLE, BOTH ADDRESSEES WERE SLATED FOR ACTION, OR BOTH FOR INFORMATION. NONE OF THE MESSAGES SELECTED WERE OF DUAL PRECEDENCE OR RE-TRANSMISSION NATURE. THE TIME OF RECEIPT SHOWN IN EACH EXAMPLE IS THE TIME THAT THE MESSAGE WAS RECEIVED THROUGH NORMAL COMMUNICATION CHANNELS.

PREC	DATE TIME GROUP	ORIGINATOR	CLASS	TIME OF RECEIPT REAR      ADV	TIME DIFFERENTIAL	
ZZ	022308Z	HONOLULU OBSERVATORY	UNCLAS	030237Z Not Recd		*
OO	031510Z	VMFA-542	SECRET	031644Z 031910Z	2 HRS 36 MINS	*
PP	030434Z	COM7THFLT	SECRET	031432Z 050300Z	36 HRS 28 MINS	*
PP	030455Z	USS VERNON COUNTY	SECRET	031026Z 050300Z	41 HRS 26 MINS	*
PP	040302Z	ADMIN FMFPAC	SECRET	041337Z 041119Z	2 HRS 18 MINS	
PP	040045Z	VMFA-542	SECRET	041628Z 041815Z	1 HR 43 MINS	*
RR	040757Z	USS IWO JIMA	UNCLAS	042345Z 041315Z	10 HRS 30 MINS	

PREC	DATE TIME GROUP	ORIGINATOR	CLASS	TIME OF RECEIPT REAR ADV	TIME DIFFERENTIAL
RR	040159Z	COMFAIR WESTPAC	UNCLAS	041620Z 041315Z	3 HRS 5 MINS
RR	040300Z	VMFA-542	SECRET	041620Z 060137Z	33 HRS 17 MINS *
RR	040120Z	ADMIN FMFPAC	CONF	041737Z NOT RECD	*

\* DENOTES THAT REAR ECHELON RECEIVED THE MESSAGE FIRST

B. A SIMILAR COMPARISON WILL BE MADE EACH MONTH TO TRY AND DETECT ANY TRENDS OF TRAFFIC FLOW OR STOPPAGES.

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MAG-13 BRIEFINGCG'S CONFERENCE 20 JULY 1965

## 1. GROUP RELOCATION.

A. MAG-13, CONSISTING OF H&MS-13 AND MABS-13 RELOCATED FROM FUTEMA TO IWAKUNI DURING THE PERIOD 19-25 JUNE. COMMENCED LOADING THE AKA TULARE AND LSD ALAMO AT 1700, 19 JUNE, COMPLETED LOADING AT 0100, 22 JUNE, SHIPS SAILED 0600, 22 JUNE, ARRIVED IWAKUNI 1400, 23 JUNE, COMPLETED OFFLOAD AT 0100, 26 JUNE.

## 2. RESUME OF OPERATIONS.

A. H&MS-13: C-54 RETURNED FROM ASSIGNMENT TO III MAF. BOTH C-54'S USED EXTENSIVELY TO ASSIST VMF(AW)-312 MOVE FROM ATSUGI TO IWAKUNI. THREE OF FOUR TF-9J'S RECEIVED FROM H&MS-11, ONE PRESENTLY IN PAR, TWO UNDERGOING MAINTENANCE CHECKS, ONE REMAINING ATSUGI AACP.

B. MABS-13: SQUADRON IS UNDERGOING EXTENSIVE EQUIPMENT AND MATERIAL INSPECTION TO PREPARE FOR DEPLOYMENT WHEN/IF DIRECTED. THE BOX FACTORY IS QUITE POPULAR AS THE SEVENTH HANDLING OF MATERIAL IN THE LAST SIX MONTHS CAUSED A HIGH FAILURE RATE.

C. VMFA-115: SQUADRON WAS JOINED 5 JULY AND IS IN THE PROCESS OF SORTING OUT THEIR INHERITANCE. IT IS PLANNED TO MOVE THEM BY LST'S, ONE ON 16 JULY AND ANOTHER ON 22 JULY. MATCU-66 AND THE MOREST UNIT WILL ALSO MOVE TO IWAKUNI AS PART OF VMFA-115 SHIPPING. SQUADRON AIRCRAFT STARTED ARRIVING IWAKUNI LAST WEEK.

D. VMA-211: SQUADRON REMAINS DEPLOYED WITH 16 AIRCRAFT SINCE 3 JULY FOR DAY/NIGHT WEAPONS TRAINING AT NAS CUBI POINT. BAD WEATHER HAS CURTAILED THEIR FLIGHT SCHEDULE AND TARGET UTILIZATION. DECK TIME HAS BEEN REQUESTED FOR 3 AUGUST ON THE CORAL SEA.

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E. VMF(AW)-312: THE "CHECKERBOARDS" ADVANCE PARTY AND AIRCRAFT ARRIVED IWAKUNI ON 5 JULY. THEIR LST WITH BALANCE OF EQUIPMENT ARRIVED 11 JULY AND COMPLETED OFFLOADING 12 JULY. THE SQUADRON HAS COMPLETED THEIR AREA CHECKOUT STAGE AND ARE CONTINUING FLIGHT OPERATIONS WITH EMPHASIS ON REQUIREMENTS FOR DEPLOYMENT TO RVN IN SEP. PRIMARY EMPHASIS IS ON DAY/NIGHT AIR-GROUND WEAPONS TRAINING.

F. VCMJ-1: SINCE THE PREVIOUS CG'S CONFERENCE VCMJ-1 CHOPPED ADCON TO MAG-13. THEIR OPERATIONAL DATA IS NOT FURNISHED MAG-13. THE REAR PORTION OF VCMJ-1 HAS BEEN COMPRESSED TO MAKE ROOM IN SHOPS AND OFFICE SPACES FOR VMFA-115.

G. MATCU-66: THIS UNIT CONSISTING OF ONE OFFICER AND SEVEN ENLISTED WAS JOINED. THEY ARE PRESENTLY IN A PREPAREDNESS STATE TO RELOCATE TO IWAKUNI WITH VMFA-115 MOVEMENT.

3. SUPPLY. THE GROUP SUPPLY OFFICER HAS SUBMITTED REQUISITIONS TO SUPPORT THE F4B AIRCRAFT AND DOES NOT ANTICIPATE ANY PROBLEMS WITH OTHER AIRCRAFT NOW SUPPORTED EXCEPT THE NORMAL DELAY IN RECEIVING FLEET CONTROLLED ITEMS WHEN REQUIRED.

4. LOGISTICS. LIST OF SHORTAGES OF EQUIPMENT EXISTING IN MAG-13 DUE TO REASSIGNMENTS DIRECTED TO OTHER MARINE UNITS HAS BEEN TURNED OVER TO G-4, 1ST MAW (REAR). AS A FOLLOW UP AND PREPAREDNESS REQUIREMENT, REQUISITIONS HAVE BEEN SUBMITTED TO REPLACE THESE ITEMS.

5. PERSONNEL. AT THE OUTSET OF MAG-13'S DEPLOYMENT, H&MS-13 AND MABS-13 WERE MAINTAINED AT NEAR MANNING LEVEL STRENGTH. UPON ARRIVAL AT FUTEMA ASSIGNMENTS WERE MADE FROM THESE UNITS TO VARIOUS 1ST MAW UNITS, INCLUDING MCAF, FUTEMA. UPON ARRIVAL AT IWAKUNI H&MS-13 AND MABS-13 WERE SHORT IN

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EXCESS OF 200 OFFICERS AND ENLISTED PERSONNEL. AT THE PRESENT TIME H&MS-13 AND MABS-13 ARE JOINING INDIVIDUAL REPLACEMENTS ON ALMOST A DAILY BASIS AND SOME 76 ENLISTED PERSONNEL HAVE BEEN ASSIGNED TO MAG-13 FROM THE JULY REPLACEMENT DRAFT. OFFICER STRENGTH IS CONSIDERABLY BELOW MANNING LEVEL AT THIS TIME; HOWEVER, THE ACofS G-1, 1ST MAW IS AWARE OF SHORTAGES BY RANK AND MOS. THE CHARTS PROVIDE OVERALL STRENGTH PICTURE OF MAG-13. THE TACTICAL SQUADRONS RECENTLY JOINED HAVE BEEN FOUND IN EXCELLENT PERSONNEL READINESS. MATCU-66 IS SERIOUSLY SHORT AT THIS TIME. REPLACEMENTS HAVE BEEN REQUESTED BY RANK AND MOS.

6. PLANNING (C)

A. A CONCENTRATED TRAINING PLAN IS BEING ROUTED TO MAG-12 AND MAG-11 FOR COMMENTS AND RECOMMENDATIONS. THIS PLAN IS ORIENTED TO FURTHER PREPARE A SQUADRON FOR DEPLOYMENT INTO RVN, AND IS DESIGNED FOR A 60 DAY PERIOD. IT INCLUDES:

- (1) PILOT GROUND TRAINING
- (2) BASIC TRAINING
- (3) INSPECTION SYSTEM

B. 1ST MAW (REAR) WAS CONTACTED IN REGARDS TO PROCURING NIGHT TARGET TIMES AT TORI JIMA ISLAND. WITH THE INTENSIVE DAY/NIGHT ORDNANCE TRAINING REQUIRED FOR UNITS DURING THEIR ADVANCED TRAINING PHASE AT IWAKUNI AN ADEQUATE TARGET IS ESSENTIAL. THE FRAGMENTATION OF SQUADRONS DEPLOYING DETACHMENTS OR THE TIME LOST BY DEPLOYING WHOLE SQUADRONS FOR ORDNANCE TRAINING DETRACTS APPRECIABLY FROM THE TRAINING EFFORT.

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C. ADEQUATE ORDNANCE FOR TRAINING IS ALSO OF MAJOR CONCERN. SOME PILOTS AND ORDNANCEMEN WILL NOT HAVE THE OPPORTUNITY TO SEE OR DROP A NAPALM, LOW DRAG BOMB OR "EYE" SERIES WEAPONS UNTIL ARRIVAL IN RVN.

D. 1ST MAW (ADV) MSG 100140 JUL 65 INQUIRED AS TO THE CAPABILITY OF MAG-13 TO DEPLOY IN COUNTRY IN A 60 TO 90 DAY TIME PERIOD. THE ANSWER WAS PROVIDED 1ST MAW (REAR) ON 14 JULY. IN ESSENCE, THIS CAPABILITY IS CONTINGENT UPON THE REPLACEMENT OF MAJOR ITEMS OF EQUIPMENT INVOICED TO OTHER WING ORGANIZATIONS, AND THE ON HAND STRENGTH OF MABS-13 AND H&MS-13.

## COMMANDING OFFICER, MMSG-17 BRIEFING OUTLINE

1. REVIEW OF OPERATIONS DURING PERIOD 12 JUNE - 11 JULY 1965.

A. VMGR-152. FLEW 1,672 HOURS, CARRYING 5,074 PASSENGERS, 1,052.4 TONS OF CARGO, 222.9 TONS OF BAGGAGE AND 59.2 TONS OF MAIL: SPECIAL MISSIONS CONSISTED OF COMBAT SUPPORT FOR THE III MAF. AS A MATTER OF SPECIAL INTEREST IS THE FOLLOWING LETTER:

DEPARTMENT OF THE NAVY  
U. S. NAVAL AIR STATION  
FPO. San Francisco 96654

NA/AOW:ah  
5000  
11 June 1965

From: Meteorological Officer, U. S. Naval Air Station, Cubi Point, Philippines  
To: Commanding Officer, Aerial Refueling/Transport Squadron ONE FIFTY TWO

Via: Commanding Officer, U. S. Naval Air Station, Cubi Point, Philippines

Subj: Letter of Appreciation

1. It has been my experience in the Navy, which started nearly eighteen (18) years ago, that each place of duty has an outfit that stands "Head and Shoulders" above the normal.

2. The crews that you send through this area are indeed "Head and Shoulders Above" in that they are the most helpful with weather debriefs, the most courteous, most cooperative and have always displayed the "Can Do" attitude and esprit de corps that makes me very proud to be serving with them.

3. It would be impossible to leave this area after working with them for two years without letting "Everyone" know about the OUTSTANDING support they have rendered us.

4. Although it seems grossly inadequate may I, for myself and crew say, THANK YOU.

/S/ D. A. MILLS  
D. A. MILLS

B. NAMS-17. FLEW 516.3 HOURS; 186.4 COMMITMENT AND 329.9 TRAINING AND TEST HOURS. EIGHTY PILOTS PRESENTLY FLY THE 8 TF-9J AIRCRAFT.



C. MABS 17(1) MATCU-60

ITINERANT AIRCRAFT OPERATIONS - 1713

LOCAL AIRCRAFT OPERATIONS - 4041

TOTAL - 5717

INSTRUMENT APPROACHES - 692

INSTRUMENT OPERATIONS - 3414

THE ABOVE OPERATIONS ARE MAINTAINED BY EIGHTEEN (18) ENLISTED GCA CONTROLLERS. THESE PEOPLE ARE ON PORT AND STARBOARD WATCHES WHICH RESULTS IN AN 84 HOUR WORK WEEK. THE STATUS OF THE EQUIPMENT DURING THE PERIOD IS IN A STATE OF CONSTANT FLUCTUATION. MAINTENANCE PROBLEMS ARE MORE LOGISTIC RATHER THAN MECHANICAL. OPERATIONAL READINESS INCREASES DAILY AS PARTS ARE SUPPLIED AND EQUIPMENT REPAIRED.

(2) BASE OPERATIONS

OPERATIONS DURING THE PERIOD ARE REFLECTED BY MATCU-60 BREAKDOWN. TRAINING OF PERSONNEL IN THE MOST, CRASH CREW, WEATHER AND FLIGHT-CLEARANCE SECTIONS PRESENT NO REAL DIFFICULT PROBLEMS. TRAINING INVOLVES THE NORMAL CHECKING OUT PERIOD REQUIRED OF ALL NEW PERSONNEL TO QUALIFY ON SATS WHICH REQUIRES 90 DAYS OJT, CRASH CREW, FLIGHT CLEARANCE AND WEATHER PEOPLE REQUIRE APPROXIMATELY 30 DAYS OJT BEFORE MEETING LOCAL REQUIREMENTS.

(3) COMMUNICATIONS

DURING THE PERIOD COMMUNICATIONS HANDLED 37,500 MESSAGES, THIS IS AN INCREASED OF 20,000 MESSAGES DUE TO THE 10 MAY MERGER WITH WING COMMUNICATIONS. AT THIS TIME WING AUGMENTED COMMUNICATIONS WITH FIVE (5) PEOPLE. THIS IS NOT IN LINE WITH THE GREATLY INCREASED MESSAGE TRAFFIC. A THREE (3) SECTION WATCH SYSTEM IS MAINTAINED WHICH CONSISTS OF ONE (1) OFFICER AND ELEVEN (11) ENLISTED. THIS RESULTS IN 264 HOURS PER MONTH / <sup>PER MAN</sup> EACH WATCH STANDER RECEIVES 72 HOUR GRACE PERIOD PER MONTH.

(4) UTILITIES

OPERATIONS DURING THE PERIOD REVEAL NO SIGNIFICANT CHANGES, GENERATORS FROM OTHER UNITS INCREASED OUR WORK LOAD IN THIS AREA.

(5) AIR FREIGHT

THE AIR FREIGHT SECTION PROCESSED A TOTAL OF 4,383 PASSENGERS AND HANDLED 996,598 POUNDS OF CARGO.

(6) ORDNANCE

NORMAL OPERATIONS WERE CARRIED ON DURING THE REPORTING PERIOD.

(7) FOOD SERVICES

A REVIEW OF OPERATIONS DURING THE REPORTING PERIOD DISCLOSE THE FOLLOWING:

A. MESS #1 SERVED AN AVERAGE OF 1600-1700 RATIONS DAILY.

B. MESS #2 SERVED AN AVERAGE OF 766 RATIONS ON OR ABOUT

12 JUNE 1965.

THIS INCREASED TO 1,000 PLUS BY 11 JULY 1965 DUE TO MAG 13 ADDITION AND MWHG MOVING OUT.

(8) TAFDS

DAILY PUMPING RATE FOR PERIOD REPORTED ON WAS 17,940 GALLONS OF JP-5. A DECREASE OF APPROXIMATELY 8,000 GALLONS FOR PREVIOUS, REPORTING PERIOD 1 MAY TO 30 JUNE 1965: SIX PUMPS UNITS INVOLVING ABOUT 12 MAN-HOURS WERE REPAIRED.

(9) MOTOR TRANSPORT

OPERATIONS DURING THE PERIOD 12 JUN-11 JULY 1965. THE MOTOR TRANSPORT SECTION LOGGED 25,888 MILES DURING THE PERIOD SHOWN, UTILIZING A DAILY AVERAGE OF 50 VEHICLES. ADDITIONALLY AN AVERAGE OF 20 PIECES OF MATERIAL HANDLING EQUIPMENT WERE USED DAILY FOR LIGHTING, STAGING AND LOADING CARGO RELATIVE TO THE DEPLOYMENTS OF WING UNITS AND ARRIVAL OF MAG 13. A BREAKDOWN OF MCAS CRANE EQUIPMENT RESULTED IN A REQUIREMENT FOR ENGINEER PERSONNEL AND EQUIPMENT FROM THIS SECTION TO JOIN THE CRASH CREW ON A "STANDBY" BASIS. MORE THAN 1,148,000 GALLONS OF FUEL WERE MOVED BY THE MWSG REFUELER SECTION TO TAFDS AND 600 AIRCRAFT REFUELED FROM TRUCKS.

MOVEMENT OF WING UNITS BY AMPHIBIOUS SHIPPING PLACED HEAVY REQUIREMENTS ON FORK LIFT TRUCKS. SCHEDULED MAINTENANCE WAS DELAYED TO SATISFY THE REQUIREMENTS. PERIODIC INSPECTIONS AND MINIMUM MAINTENANCE SERVICES WERE PROVIDED, WHICH RESULTED IN THE ACCOMPLISHMENT OF ALL ASSIGNED TASKS WITHOUT ABUSE OF EQUIPMENT. MECHANICS AND OTHER "NON-DRIVER" PERSONNEL WERE USED TO OPERATE THE EQUIPMENT IN VIEW OF PERSONNEL SHORTAGES.

(10) MATERIAL

NORMAL OPERATIONS WERE CARRIED ON WITHIN THE SECTION.

(11) LOX

THE SHORTAGE OF PERSONNEL QUALIFIED IN 8071 MOS WITHIN THE 1st MARINE AIRCRAFT WING HAS REACHED THE CRITICAL STAGE. CURRENT T/O AUTHORIZES 7 MEN PER MAG (VMA/VME), QUALIFIED IN MOS 8071. THIS NUMBER OF MEN WAS AUTHORIZED WHEN THE ONLY ITEM OF EQUIPMENT ASSIGNED WAS AN HT-1 LOX PLANT. SINCE THAT TIME THE FOLLOWING ITEMS OF EQUIPMENT HAVE BEEN ASSIGNED TO THE LOX SECTION ALLOWANCES:

ONE ADDITIONAL LOX GENERATING PLANT  
THREE VACUUM PUMPS  
ONE 150 GALLON LOX STORAGE TANK  
FOUR 500 GALLON LOX STORAGE PLANT  
ONE 500 GALLON LN 2 STORAGE TANK (2 PER MSG)  
ONE LOX VAPORIZING SYSTEM  
ONE LOX TANK PURGING UNIT

TO OPERATE THE ABOVE EQUIPMENT MABS 17 HAS, AT PRESENT, ONLY 5 MEN ASSIGNED WHO ARE QUALIFIED IN 8071 MOS, ONE OF THESE MEN ROTATES TO CONUS APPROXIMATELY 1 AUGUST 1965, ONE LCPL IS ASSIGNED NOW UNDERGOING OJT AS A LOX MAN.

MAG-13 LOX PLANTS AND ASSOCIATED EQUIPMENT ARE NOW ASSIGNED TO MABS-17 ON A TEMPORARY BASIS. MAG-13 LOX PERSONNEL CONSISTS OF THREE MEN WHO ARE TAD TO MABS-17, ONE OF THE THREE RETURNS TO CONUS WITH NEXT DRAFT.

NINETEEN (19) MEN PER MAG/MWSG ARE REQUIRED TO OPERATE AND MAINTAIN ALL ASSIGNED CRYOGENIC EQUIPMENT IN AN ACCEPTABLE MANNER AND PROVIDE PERSONNEL FOR THE NORMAL DETAILS SUCH AS BASIC TRAINING, DNCO ETC.

D. H&HS-17. NORMAL ADMINISTRATION.

2. FUNDING REQUIREMENTS. AVAILABLE IF DESIRED.
3. FACILITY REQUIREMENTS - NEW AND UNBUDGETED. AVAILABLE IF DESIRED.
4. S-4 STATUS OF NAVY AND MARINE CORPS EQUIPMENT.

A. POTENTIAL PROBLEM EXISTS IN SPARE ASSEMBLIES FOR LOX EQUIPMENT. AT PRESENT ONLY ONE SPARE DIESEL ENGINE IS AVAILABLE. THIS ENGINE IS NOT COMMON TO ANY OTHER TYPE EQUIPMENT.

B. THIS UNIT IS SHORT 2 ICE MAKING MACHINES AND AT PRESENT THREE ITEMS ARE NOT ON ORDER AS THEY CAN ONLY BE ORDERED BY MEDICAL UNITS.

C. SPARE PARTS FOR THE KC 130 ARE BECOMING A SERIOUS PROBLEM. DUE TO THE GREATLY INCREASED NUMBER OF FLYING HOURS, THE PLANES ARE USING SPARES FASTER THEN THEY CAN BE RECEIVED. MANY OF THE PARTS ARE NIS ON THE MAINLAND AND ARE BEING CONTRACTED FOR, CAUSING AN ADDITIONAL TIME LAG.

# 5. S-1 CRITICAL PERSONNEL SHORTAGES

## A. OFFICERS

(1) PROJECTED LOSSES OF FIELD GRADE OFFICERS WILL AMOUNT TO APPROXIMATELY 10 IN THE NEXT 60 DAYS. G-1 HAS BEEN INFORMED.

## B. ENLISTED

(1) THE FOLLOWING ARE THE ON-BOARD STRENGTH PERCENTAGES OF THE 1965 MANNING LEVEL FOR MOS'S INDICATED:

<u>MOS</u>	<u>ON HAND</u>	<u>MOS</u>	<u>ON HAND</u>
0141 ADMIN MAN	54%	2161 REPAIR SHOP MEC	55%
0161 POSTAL CLERK	68%	3421 DISB MAN	57%
		3516 AUTOMOTIVE MEC	58%
1141 ELECTRICIAN	40%	3537 TRUCK MASTER	54%
1349 ENGINEER	0%	6441 A/C STRUCT MEC	53%

(2) WITHIN OF 3000 IT IS IMPOSSIBLE TO ARRIVE AT A PERCENTAGE FIGURE FOR EACH RESPECTIVE FIELD I. E. 3011, 3051, ETC. THIS IS A RESULT OF CHANGES IN MOS'S ESTABLISHED WITHIN THIS OF BY COMMANDANT OF THE MARINE CORPS. A REVISED MANNING LEVEL HAS NOT BEEN ESTABLISHED REFLECTING THERE NEW MOS'S. OPERATING UNDER 1965 MANNING LEVEL THIS GROUP IS AUTHORIZED A TOTAL OF 205 PERSONNEL IN OF 3000. AS OF THIS DATE, THE ON-BOARD STRENGTH IS 72% OF MANNING LEVEL. THIS PERCENTAGE IS NOT CONSIDERED CRITICAL, HOWEVER, THE LACK OF SENIOR NCO'S HAS REACHED A CRITICAL LEVEL.

(3) IN THE FIELD OF MOTOR TRANSPORT AND HEAVY EQUIPMENT THE CONTINUING LACK OF SUFFICIENT PERSONNEL HAS SEVERELY LIMITED THE ORGANIZATIONAL MAINTENANCE PROGRAM. THE INCREASED TEMPO OF OPERATIONS HAS REQUIRED MECHANICS TO BE UTILIZED AS EQUIPMENT OPERATORS AT THE EXPENSE OF 4TH ECHELON MAINTENANCE. THE MOST SEVERE PERSONNEL SHORTAGE IN THIS FIELD IS THE NCO RANKS, 59% OF MANNING LEVEL.

C. ESTABLISHMENT OF AN R & R CENTER:

(1) IN ORDER TO ESTABLISH AN R & R CENTER, THE FOLLOWING ASSUMPTIONS HAVE BEEN MADE:

A. THAT THE BASE LOADING FIGURES WILL NOT EXCEED THE TOTALS PRIOR TO DEPLOYMENT OF M4G-12.

B. THAT PERSONNEL REQUIRED TO OPERATE SUCH A CENTER WOULD BE FURNISHED BY 1ST MAW.

(2) IT IS POSSIBLE TO ESTABLISH AN R & R CENTER ON A PERMANENT BASIS UNDER THE CONTROL OF MCAS IWAKUNI:

(A) THE FOLLOWING PERSONNEL WOULD BE REQUIRED ON A PERMANENT BASIS TO OPERATE THE FACILITY:

<u>#</u>	<u>BILLET</u>	<u>MOS</u>	<u>RANK</u>
1	GIC	9910	WO/1STLT
1	NCOIC	0369	GYSGT
1	CHIEF CLERK	0141	SSGT
1	CLERK TYPIST	0141	CPL
1	POLICE SGT	8911	SGT
4	DUTY NCO'S	0311	GILS

(B) THESE PERSONNEL WILL BE UTILIZED TO ACCOMPLISH ADMINISTRATIVE, POLICE, AND LOGISTICAL REQUIREMENTS OF THE FACILITY.

(C) AT THE PRESENT TIME, IT IS POSSIBLE TO ACCOMMODATE APPROXIMATELY 120 ENLISTED PERSONNEL, (E-5 AND BELOW) 20 S/NCOS AND 15 OFFICERS. BY 1 SEPT 1965, IT WILL BE POSSIBLE TO ACCOMMODATE 250 ENLISTED (E-5 AND BELOW), 35 S/NCOS, AND 15 OFFICERS. DUE TO COMPLETION OF NEW BARRACKS CONSTRUCTION, BY 1 JAN 1966 IT WILL BE POSSIBLE TO ACCOMMODATE 400 ENLISTED (E-5 AND BELOW), 45 S/NCOS, AND 15 OFFICERS AT ONE TIME.

6. TRAINING REQUIREMENTS. DUE TO THE INCREASING SHORTAGES OF PERSONNEL, TRAINING IS BEING EVALUATED WITH THE PRIMARY GOAL OF JOB REQUIREMENTS CAPABILITY. TRAINING IN ALL BASIC SUBJECTS WILL BE PURSUED AS OPERATIONS PERMIT.

## COMMANDING OFFICER, MWSG-17 BRIEFING OUTLINE ADDENDUM TO

7. WATER DAMAGE TO PERSONAL EFFECTS

A. THE PERSONAL PROPERTY OF 85 OFFICERS AND ENLISTED PERSONNEL WAS PLACED, TEMPORARILY, ON THE DECK OF BUILDING 1206. THIS PROCEDURE WAS UTILIZED TO FACILITATE PACKING AND CRATING FOR FURTHER SHIPMENT. DURING A 30 HOUR - PERIOD FROM 18 - 20 JUNE 1965, THIS AREA RECEIVED APPROXIMATELY 11 INCHES OF RAIN WHICH CAUSED EXTENSIVE FLOODING THROUGHOUT MCAS IWAKUNI. BUILDING 1206 WAS FLOODED TO A DEPTH OF 4 TO 6 INCHES, 20 JUNE 1965. AN INVESTIGATION OF THIS INCIDENT HAS BEEN COMPLETED AND THE REPORT IS BEING COMPILED.

B. MCAS IWAKUNI HAS TAKEN THE FOLLOWING STEPS TO MINIMIZE DAMAGE:

(1) ALL WET CONTAINERS HAVE BEEN OPENED.

(2) LOCKED CONTAINERS HAVE BEEN OPENED AND THE CONTENTS INVENTORIED BY AN OFFICER.

(3) ALL WET CLOTHING HAS BEEN LAUNDERED OR DRY CLEANED.

(4) OTHER WET ARTICLES HAVE BEEN EXPOSED TO FACILITATE DRYING.

ALL PERSONAL PROPERTY IN BUILDING 1206 IS BEING PACKED FOR SHIPMENT TO CONUS. THE PACKED CONTAINERS WILL BE OPENED FOR ALL INDIVIDUALS WHO DESIRE TO INSPECT THEIR PROPERTY AT IWAKUNI.

C. CORRESPONDENCE WILL BE DISTRIBUTED TO PERSONNEL CONCERNED LISTING DAMAGE NOTED BY THE INSPECTING PARTY, ACTION REQUIRED TO INITIATE CLAIMS AND A RESUME OF THE INVESTIGATION TO SUBSTANTIATE POSSIBLE CLAIMS.

D. ACTION CLAIMANTS SHOULD TAKE:

(1) INSPECT HIS PROPERTY.

(2) INITIATE A CLAIM IN ACCORDANCE WITH CHAPTER 21 OF THE JAG MANUAL.

(3) IF INDIVIDUALS RETURN TO MCAS IWAKUNI TO INSPECT THEIR EFFECTS THE CLAIMS COULD BE PROCESSED AT THIS FACILITY.



HEADQUARTERS  
U. S. MARINE CORPS AIR FACILITY  
c/o FPO, SAN FRANCISCO, 96672

16 JUL 1965

SUBJ: NOTES FOR COMMANDING GENERAL'S CONFERENCE

REF: (A) CO MCAF FUTEMA CG CONFERENCE NOTES OF 5 MAY 1965  
(B) CO MCAF FUTEMA LTR 7/EFH/MVM 5450 DTD 3 JUN 1965

1. PERSONNEL

A. CRITICAL PERSONNEL SHORTAGES

(1) PERSONNEL REQUIREMENTS FOR MCAF, FUTEMA WERE FORWARDED VIA REFERENCE (A).

(2) THE FOLLOWING PERSONNEL SHORTAGES ARE STILL CRITICAL:

(A) ONE (1) INVESTIGATOR - MOS 0111

AS NOTED IN REFERENCE (A) FUTEMA HAS BEEN WITHOUT AN INVESTIGATOR SINCE 11 APRIL. REFERENCE (A) AND (B) APPLY.

(B) TWO (2) TELEPHONE/TELETYPE TECHNICIAN - MOS 2811

NO TELEPHONE/TELETYPE TECHNICIANS ARE ASSIGNED TO MCAF, FUTEMA TO MAINTAIN THE SEVEN TELETYPE MACHINES LOCATED IN THE FUTEMA COMMUNICATIONS CENTER AND STATION AEREOLOGY SECTION. MAINTENANCE IS PRESENTLY BEING ACCOMPLISHED ON A CATCH-AS-CATCH-CAN BASIS BY REQUESTING SUPPORT FROM THE U.S. ARMY, NAVY AND OTHER OUTSIDE ORGANIZATIONS. THERE HAVE BEEN INSTANCES WHERE ALL-WEATHER CIRCUITS AND COMMUNICATION CIRCUITS SUPPORTED BY TELETYPE MACHINES WERE OUT OF OPERATION DUE TO NON-AVAILABILITY OF REPAIR PERSONNEL. ASSIGNMENT OF TWO (2) TECHNICIANS IS URGENTLY REQUESTED. REFERENCE (A) AND (B) APPLY.

(C) THREE (3) COOKS - MOS 3371

CG FMFPAC/IMAC (FWD) HAS RULED THAT OPERATION OF A FLIGHT KITCHEN IS A TASK OF MCAF, FUTEMA AND THAT FUTEMA SHOULD PROVIDE FLIGHT LUNCHES FOR ALL MARINE PERSONNEL DEPARTING OR PASSING THROUGH OKINAWA, INCLUDING PERSONNEL FROM THE WESPAC TRANSIENT FACILITY. FUTEMA ALSO PROVIDES 24 HOUR HOT MEAL SERVICE FOR ALL FLIGHT CREWS AND TRANSIENTS. THREE ADDITIONAL COOKS MUST BE ASSIGNED TO FUTEMA BEFORE A FLIGHT KITCHEN CAN BE ESTABLISHED.

App 24-MCAF

(d) TWO (2) TOWER OPERATORS - MOS 6711

MCAF FUTEMA IS CRITICALLY UNDERSTRENGTH IN THE AREA OF TOWER OPERATORS. ONLY FOUR TOWER OPERATORS ARE AVAILABLE, WITH ONE OF THESE FOUR ON EMERGENCY LEAVE, TO MAN THE TOWER TWENTY-FOUR HOURS A DAY. REGULATIONS REQUIRE A MINIMUM OF TWO OPERATORS IN THE TOWER DURING AIRFIELD OPERATIONS. WITHOUT TOWER OPERATOR RELIEF, THE AIRFIELD CANNOT CONTINUE TO REMAIN OPEN 24 HOURS DAILY.

(e) OTHER PERSONNEL PROBLEMS

(1) IN ADDITION TO THE CRITICAL PERSONNEL , THE FOLLOWING SHORTAGES ALSO EXIST:

TWO (2) WIREMAN MOS 2511  
 TWO (2) TELETYPE OPERATORS MOS 2541  
 THREE (3) MESSAGE CENTER MAN MOS 2543  
 ONE (1) RADIO REPAIRMAN MOS 2841  
 ONE (1) MEATCUTTER MOS 3361  
 TWO (2) BARRACKS NCO'S MOS 8911  
 ONE (1) MILITARY POLICEMAN MOS 8151  
 ONE (1) PHOTOGRAPHER MOS 4631  
 ONE (1) PRESS INFORMATION MAN MOS 4312  
 ONE (1) TOWER OPERATOR MOS 6711  
 ONE (1) STRUCTURAL FIREMAN MOS 8311  
 THREE (3) SPECIAL SERVICES PERSONNEL MOS 8921  
 TWO (2) WEATHER FORECASTERS MOS 6811

2. OPERATIONSA. INSTRUMENT APPROACHES TO FUTEMA

(1) THE PROPOSED IFR APPROACHES TO MCAF, FUTEMA WERE REJECTED BY THE 313TH AIR DIVISION ON 8 JUNE. ONE OF THE PRINCIPAL REASONS GIVEN FOR REJECTION WAS THAT ONLY ON VERY INFREQUENT OCCASIONS ARE WEATHER CONDITIONS SUCH THAT FLIGHTS ARE UNABLE TO TERMINATE AT FUTEMA BECAUSE OF EXISTING PROCEDURES, THEREFORE ADDITIONAL RESOURCES NECESSARY TO PROVIDE IFR APPROACHES TO FUTEMA CANNOT BE JUSTIFIED. ALSO THAT THE AMOUNT OF VFR TRAFFIC NECESSARY TO TRAIN AND MAINTAIN PROFICIENCY OF THE MARINE CONTROLLERS WOULD DISRUPT OTHER TRAFFIC IN THE NAHA, FUTEMA AND KADENA COMPLEX.

(2) A BREAKDOWN OF THE 668 FLIGHT SCHEDULED INTO FUTEMA DURING THE PAST FOUR MONTHS SHOWS THAT 34, OR 5.03 PERCENT OF THESE FLIGHTS WERE FORCED TO DIVERT TO KADENA OR NAHA DUE TO POOR WEATHER CONDITIONS:

<u>MONTH</u>	<u>NO. OF INBOUND IFR FLIGHTS</u>	<u>NO. OF FLIGHTS DIVERTED FOR WEATHER</u>	<u>% OF FLIGHTS DIVERTED FOR WEATHER</u>
APRIL	185	7	3.78
MAY	183	10	5.46
JUNE	193	12	6.23
JULY 1-15	107	5	4.67

(3) THE ONLY KNOWN ADDITIONAL EQUIPMENT THAT WOULD BE REQUIRED TO PROVIDE INSTRUMENT APPROACHES FOR FUTEMA IS DIRECT TELEPHONE LINES FROM THE FUTEMA GCA UNIT TO KADENA RAPCON. THE LINES ARE AVAILABLE BUT DROPS AT THE RAPCON CONTROL CONSOLES ARE NOT.

THE ACTUAL NUMBER OF ADDITIONAL RAPCON PERSONNEL THAT WOULD BE REQUIRED TO SUPPORT INSTRUMENT APPROACHES TO FUTEMA IS NOT KNOWN, BUT A FAIR ESTIMATE WOULD BE THREE.

(4) APPROXIMATELY 300 APPROACHES A MONTH WOULD BE NECESSARY TO MAINTAIN CONTROLLER PROFICIENCY. APPROXIMATELY 200 OF THESE APPROACHES WOULD BE ACCOMPLISHED BY AIRCRAFT FILING TO FUTEMA ON IFR FLIGHT PLANS. THE OTHER 100 APPROACHES COULD VERY EASILY BE SATISFIED BY MARINE PILOTS ATTACHED TO FUTEMA, 3D MARINE DIVISION AND THE FUTEMA BASED HELICOPTER SQUADRONS.

(5) MARINE EQUIPMENT AND PERSONNEL NECESSARY TO CONDUCT IFR OPERATIONS AT FUTEMA WAS ESTIMATED BY THE OIC OF MATCU 60 AS:

- (A) 2 OFFICERS
- (B) 11 ENLISTED
- (C) 1 TPN-3
- (D) 1 PU-608
- (E) 2 TACAN SETS

#### B. FUTEMA AIR SPACE CONTROL

(1) UNDER EXISTING REGULATIONS, PROCEDURES AND AGREEMENTS, FUTEMA IS COMPLETELY BOXED IN BY KADENA AND NAHA AIR SPACE CONTROL. CURRENTLY, FUTEMA CONTROLS ONLY A SMALL

AIR AREA SURROUNDING THE AIRFIELD UP TO AN MSL ALTITUDE OF 1100 FEET. UNDER EXISTING CONDITIONS THERE IS NO WAY TO MAKE A VFR APPROACH TO FUTEMA WITHOUT REQUESTING PASSAGE THROUGH EITHER KADENA OR NAHA CONTROLLED AREAS. FUTEMA HAS NO VFR CORRIDOR NOR ENOUGH AIR SPACE SURROUNDING THE AIR FIELD TO ALLOW FOR SAFE MANEUVERING OF C-117 AND LARGER AIRCRAFT WITHOUT VIOLATING THE KADENA/NAHA AIR SPACE.

(2) FUTEMA IS IN THE PROCESS OF PREPARING A PROPOSAL TO INCREASE FUTEMA'S AIR SPACE UP TO 2000 FEET MSL AND PROVIDE FOR A VFR CORRIDOR TO THE AIR FIELD SUFFICIENT ENOUGH TO PROVIDE FOR A VFR HELICOPTER GCA PATTERN. NEGOTIATIONS WITH THE AIR FORCE 1962ND COMMUNICATIONS GROUP, RELATIVE TO THE ABOVE PROPOSAL, WILL PROBABLY COMMENCE ABOUT 23 JULY.

### 3. FACILITIES

A. KADENA MAG SITE. TO BE DISCUSSED BY MARINE LIAISON OFFICER FOR CONSTRUCTION, FAR EAST.

B. MOTOBU AIRFIELD SITE.

ON 30 JUNE, PACIFIC AIR FORCE MADE 627 ACRES OF LAND ON MOTOBU PENINSULA AVAILABLE FOR TRANSFER. THE U. S. ARMY AGREED TO MARINE OWNERSHIP OF THE LAND AND THE U. S. ARMY DISTRICT ENGINEER IS CURRENTLY PREPARING THE NECESSARY PAPER WORK TO EFFECT TRANSFER. ANNUAL RENTAL COST OF PROPERTY IS \$28,000 PER YEAR.

CG FMFPAC MSG 090502Z JULY STATED THAT HE INTENDED REQUESTING TRANSFER OF THE MOTOBU AUXILIARY AIR FIELD FROM MARINE CORPS SPONSORSHIP TO A BUWEPs SPONSORED PLANT ACCOUNT IN FY66; I.E., FROM CAMP BUTLER PLANT ACCOUNT TO MCAF FUTEMA.

CG FMFPAC/IMAC (FWD) HAS DIRECTED MCAF FUTEMA TO ASSUME CONTROL OF OPERATIONAL SCHEDULING OF THE MOTOBU PENINSULA TRAINING AREA (090603Z JULY). MCAF FUTEMA IS PREPARING AN ORDER WHICH WILL ESTABLISH PROCEDURES AND REGULATIONS FOR USE OF THE AREA, AND RESPONSIBILITIES OF USING AGENTS.

C. NAVAL SECURITY GROUP, FUTEMA SITE

ON 4 JULY, CGFMFPAC WAS BRIEFED RELATIVE TO CNO's PROPOSAL TO CONSTRUCT A NAVAL COMMUNICATIONS FACILITY AT THE NAVAL SECURITY GROUP ACTIVITY, FUTEMA SITE AND THE IMPLICATIONS

SUCH A FACILITY WOULD HAVE FOR MCAF FUTEMA. CGFMFPAC VIEWED CNO'S PROPOSAL WITH A GREAT AMOUNT OF CONCERN AND DIRECTED THAT INFORMATION BE OBTAINED AND FORWARDED TO HIS HEADQUARTERS AS TO WHETHER APPROVAL TO OPERATE SUCH A FACILITY ON THE FUTEMA SITE HAD BEEN GRANTED BY CINCPACREP RYUKYUS SUB-COMMITTEE SIX. SUBSEQUENT INVESTIGATION PROVED THAT NO PROPOSAL FOR CONSTRUCTION OF THE FACILITY HAD BEEN SUBMITTED TO THIS COMMITTEE.

CGFMFPAC STATED THAT HE WOULD DISCUSS THE PROBLEM WITH CMC DURING HIS IMPENDING VISIT TO HQMC.

ON 12 JULY, CAPTAIN J. SPARGER, USN, ASSISTANT C/S COMMUNICATIONS, COMNAVFORJAPAN AND COMMANDING OFFICER OF NAVAL COMMUNICATION STATION, YOKOSUKA, CAPTAIN SPARGER'S STAFF AND LCDR SELBERG, COMFLTACTS, RYUKYUS COMMUNICATIONS OFFICER AND COORDINATOR FOR ALL NAVAL COMMUNICATIONS ON OKINAWA, VISITED FUTEMA TO DISCUSS THE PROPOSED FUTEMA NAVAL COMMUNICATION FACILITY. CAPTAIN SPARGER RECENTLY RELIEVED CAPTAIN HEMLEY AS ASSISTANT C/S COMMUNICATIONS, COMNAVFORJAPAN AND COMMANDING OFFICER OF NAVAL COMMUNICATION STATION, YOKOSUKA. CAPTAIN SPARGER STATED THAT CAPTAIN HEMLEY HAD NOT MADE HIM AWARE OF ANY FIRM PLAN TO MOVE THE COMMUNICATION STATION FROM JAPAN TO FUTEMA SITE, AND TO HIS KNOWLEDGE THE PROPOSAL WAS ONLY IN THE PLANNING STAGES. HOWEVER, HE COULD NOT EXPLAIN HOW CNO ARRIVED AT THE INFORMATION CONTAINED IN CNO DISPATCH RELATIVE TO CONSTRUCTION OF THE FUTEMA SITE NAVAL COMMUNICATION CENTER (CNO 182104Z MAY65). HE FURTHER STATED THAT NO PROPOSAL HAS BEEN SUBMITTED TO CINCPACREP RYUKYUS SUB-COMMITTEE SIX AND THAT HE WAS AWARE THAT APPROVAL BY SUB-COMMITTEE SIX WAS NECESSARY PRIOR TO ANY OPERATION OF THE PROPOSED FACILITY.

DURING CAPTAIN SPARGER'S VISIT, A TOUR OF THE FUTEMA SITE WAS MADE WHICH REVEALED THAT A NEW CONICAL MONOPOLE ANTENNA HAD BEEN VERY RECENTLY CONSTRUCTED NEAR BUILDING 305, BUT OUTSIDE THE FENCED COMPOUND. A QUERY AS TO WHO CONSTRUCTED AND WHO AUTHORIZED CONSTRUCTION OF THE ANTENNA REVEALED THAT CDR SELBER, THE COMFLTACTS, RYUKYUS COMMUNICATION OFFICER HAD DIRECTED CONSTRUCTION OF THE ANTENNA. WHEN PRESSED FOR AN EXPLANATION AND SOURCE OF AUTHORITY, A MEMBER OF CAPTAIN SPARGER'S STAFF STATED THAT THE ANTENNA WAS CONSTRUCTED IN COMPLIANCE WITH ORDERS FROM CAPTAIN HEMLEY. HE QUOTED CAPTAIN HEMLEY AS SAYING, " — — — — THE MARINES, BUILD THE ANTENNA. POSSESSION IS NINETY PERCENT OF THE BATTLE".

ON 13 JULY, MCAF CONTACTED NAVAL SECURITY GROUP ACTIVITY, OKINAWA AS TO THE STATUS OF BUILDING 305 AND FENCED COMPOUND.

FUTEMA WAS INFORMED THAT THE SECURITY GROUP HAD NO FURTHER NEED FOR BUILDING 305 AND SINCE THE REMAINDER OF THE PROPERTY WAS UNDER THE CONTROL OF FUTEMA VIA A JOINT TENANCY AGREEMENT THE SECURITY GROUP HAD NO OBJECTION TO FUTEMA ALSO USING BUILDING 305. ON 16 JULY FUTEMA ACTIVATED BUILDING 305 FOR STORAGE OF PERSONNEL AND OFFICE OF TENANT UNITS.

D. FUTEMA. GRADING FOR THE NEW INSTRUCTION BUILDING IS ALMOST COMPLETED. SCHEDULED COMPLETION DATE OF BUILDING IS APRIL 1966.

A DENTAL FACILITY HAS BEEN AUTHORIZED FOR MCAF, FUTEMA. PLANS AND SPECIFICATIONS ARE PRESENTLY BEING DRAWN PRIOR TO AWARDED A CONTRACT FOR CONSTRUCTION.

#### 4. AIR FREIGHT

A. THE AIR FREIGHT TERMINAL PROCESSED A TOTAL OF 1,503,666 POUNDS OF CARGO AND 4,546 PASSENGERS DURING THE PERIOD 15JUN-15JUL65. OF THIS TOTAL 1,021,946 POUNDS OF CARGO AND 2,357 PASSENGERS WERE 3D DIVISION'S AND 481,720 POUNDS OF CARGO AND 1,526 PASSENGERS WERE THE 1ST WING'S. 666 PASSENGERS WERE FROM OTHER UNITS.

B. THE AIR FREIGHT AND PASSENGER TERMINAL HAS MOVED FROM BUILDINGS 503-504 TO BUILDINGS 507-508. A SNACK BAR, THAT WILL PROVIDE 24 HOUR SERVICE, IS PRESENTLY BEING CONSTRUCTED AND IS SCHEDULED FOR COMPLETION APPROXIMATELY 26 JULY 1965.

HEADQUARTERS  
Marine Aircraft Group 16 (Rear)  
1st Marine Aircraft Wing, Fleet Marine Force, Pacific  
FPO San Francisco 96601

CONFIDENTIAL

16 July 1965

COMMANDING GENERAL'S CONFERENCE, AGENDA ITEMS.1. PERSONNEL

## A. MARINE AIRCRAFT GROUP 16 (REAR) CONSISTS OF THE FOLLOWING

UNITS.	<u>USMC</u>		<u>USN</u>	
<u>UNIT</u>	<u>OFF</u>	<u>ENL</u>	<u>OFF</u>	<u>ENL</u>
SU #1 H&MS-16	17	228	1	10
HMM-361	57	179	0	0

B. PROBLEM AREAS.(1) S-1 SECTION. STAFF NCO 0141 DESIRED.(2) S-3/FLIGHT COORDINATION. REQUIRE ASSIGNMENT OF 7335

1stLt OR CAPTAIN.

(3) SU #1, H&MS-16. OIC DUE TO ROTATE 10AUG65.2. LOGISTICS AND SUPPLY.

A. TRANSPORTATION: NO SERIOUS PROBLEMS AT PRESENT TIME EFFECTING THE MOVEMENT OF MATERIALS BY AIR OR SURFACE TO RVN, WITH THE EXCEPTION OF NON-AVAILABILITY OF VEHICLES WHICH IS ESSENTIALLY SLOWING THE MOVEMENT OF MATERIALS FROM THIS GROUP TO APPLICABLE PORTS FOR SURFACE SHIPMENTS. TOTAL OF 762,762 POUNDS WAS SHIPPED THIS GROUP FOR THE MONTH OF JUNE.

B. PERSONNEL: DESIRED THAT A REPLACEMENT BE REQUIRED FOR CWO-2 ALAN A. WALDENVILLE, CONTROL OFFICER, WHO DEPARTED FOR CONUS ON 27 JUNE 1965.

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C. SUPPLY OFFICER STORES: HOK, SSE, GSE, ASE, AND ALL STOCK SPARES HAVE BEEN TURNED INTO NORTH ISLAND. MATERIAL NO LONGER REQUIRED THIS GROUP. MONETARY VALUE NSA TYPE MATERIAL WAS \$1,188.68 AND APA TYPE MATERIAL TOTALED \$240,059.84. 200 EACH CAMOUFLAGE FLIGHT SUITS ON CONTRACT, LOCALLY PURCHASED OKINAWA. WHEN DELIVERY DATE IS MADE, 25 JULY 1965, ONE EACH WILL BE AIR MAILED TO CMC AS DIRECTED BY FMAW (REAR) MSG 280650Z, FMAW REQUIREMENT IS FOR APPROXIMATELY 1100 SUITS FOR FY-66 TO SUPPORT OPERATIONS RVN. G-1B SPARES IN PROCESS OF BEING PACKED UP AND SENT TO MAG ONE SIX (-).

D. AACP AND ANFE: AS OF 14 JULY 1965, 119 AACP AND ANFE REQUISITIONS OUTSTANDING FOR HELICOPTER SPARE PARTS. WITH THE EXCEPTION OF NOT CARRIED ITEMS, THE LARGEST PROBLEM AT PRESENT IS NON-AVAILABILITY OF:

RG1560-756-9140-ABEL	BLADE	4 EACH
RQ1560-700-2957-ASKY	BLADE	48 EACH
RG6615-796-7348-ASKY	SERVO	7 EACH
VG5826-060-0025-FANN	TACON	1 EACH
RD5831-036-6378-FANN	CONTROL BOX	4 EACH
RH6610-066-9353-VAYH	AMPLIFIER	1 EACH
RH0000-000-0000-VGBR	TACH GENERATOR	1 EACH
RQ6615-020-9327-VGCV	GYRO	4 EACH
RH1650-348-9794-ZPED	PUMP	1 EACH
RH5831-601-7964-F531	AMPLIFIER	3 EACH
RH2995-731-8972-X110	ACTUATOR	1 EACH
RH1560-776-7053-Y120	CYLINDER	1 EACH

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E. 08 AVCAL: AS OF 14 JULY 1965, FISCAL YEAR 66 PROCUREMENT AUTHORITY OPENS WITH \$3,800.00. NO GRANTS OF FUNDS HAS BEEN MADE FOR FISCAL YEAR 66. PROCUREMENT AUTHORITY WILL INCREASE AS SALES ARE MADE TO SQUADRONS.

F. MARINE CORPS PROPERTY: PRIORITY REQNS 02 AN 05, LONG DELAY IN FILLING PRIORITY REQNS, AFTER FSR PASSES A STOCK DENIAL TO NEXT STOCK ACCOUNT. EXAMPLE: DOCUMENT NUMBER 83772, FY65, FSN 4220-372-0585, QTY 211, SUBMITTED ON PRIORITY 05 ON 7 JANUARY 1965, STILL OUTSTANDING AFTER REPEATED TRACER ACTION.

PROBLEM: A CLOSER CO-ORDINATION IS REQUIRED ON FISCAL OBLIGATIONS AND LIQUIDATIONS BETWEEN THE USING UNIT, DIVISION FISCAL OFFICE AND WING OFFICE.

RECOMMENDATION: THAT THE EXPENDITURE LISTING FROM FSR TO THE USING UNIT BE EXPEDITED MONTHLY SO THAT CREDIT AND DEBIT ADJUSTMENTS CAN BE MADE THEREFORE GIVING THE USING UNIT A MORE ACCURATE CONTROL OVER THEIR PLANNING LIMITATION.

3. REVIEW OF OPERATIONS.

A. SUMMARY OF OPERATIONS 11 JUNE - 17 JULY 1965.

(1) SUB UNIT ONE, H&MS-16 CONTINUED TO SUPPORT MAG-16 (REAR) UNITS AND PROVIDE LIMITED AIR SUPPORT FOR OKINAWA BASED UNITS. SUB UNIT ONE FLEW 52 HOURS, TRANSPORTING 53 PASSENGERS AND 1200 LBS OF CARGO.

(2) VMO-2 (REAR) FLEW A TOTAL OF 86 HOURS OF SYLLABUS TRAINING IN THE UH-1E AIRCRAFT. THIS UNIT DEPLOYED TO DANANG 13 JULY 1965.

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(3) HMM-261 REPORTED ABOARD 1 JUNE 1965 AND FLEW A TOTAL OF 368 HOURS OF WHICH 42 HOURS WERE IN SUPPORT OF 3rd MARDIV, TRANSPORTING 805 TROOPS AND 1890 LBS OF CARGO. THE SQUADRON DEPLOYED 24 JUNE 65.

(4) HMM-361 JOINED THIS COMMAND 11 JUNE 1965. THE SQUADRON FLEW A TOTAL OF 1292 HOURS AND 727 SORTIES INCLUDING CARRIER OPERATIONS OF 165 SORTIES AND 276 HOURS. A TOTAL OF 339 HOURS WERE IN SUPPORT OF 3rd MARDIV, TRANSPORTING 2125 TROOPS AND 95,500 LBS OF CARGO. THE SQUADRON IS CONTINUING INTENSIVE TRAINING OPERATIONS IN CREW GUNNERY AND STRIKE CAPABILITIES..

(5) HMM-163 ARRIVED 21 JUNE AND DEPLOYED 26 JUNE.

(6) "B" BATTERY FIRST LAAM BN ARRIVED 18 JUNE AND DEPLOYED 24 JUNE 1965.

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# 太平洋方面艦隊所属海兵隊 海兵第一航空師団長



米国海兵隊岩国航空基地

**SECRET**



**SECRET**

APPENDIX 25

AGC HUE (VIETNAM) 1:250,000 SHEET NE 48-16

AGC DANANG (VIETNAM) 1:250,000 SHEET NE 49-13

AGC BEN GIANG (VIETNAM) 1:250,000 SHEET ND 48-4

AGC QUING NGAI (VIETNAM) 1:250,000 SHEET ND 49-1

AGC MUONG MAY (LAOS) 1:250,000 SHEET ND 48-8

AGC HOAI NHON (VIETNAM) 1:250,000 SHEET ND 49-5

AGC VOEUNE SAI (CAMBODIA) 1:250,000 SHEET ND 48-12

AGC QUI NHON (VIETNAM) 1:250,000 SHEET ND 49-9

AMS SERIES L701 DANANG (TOURANE), VIETNAM 1:50,000 SHEET 6659 III  
BAI BAC, VIETNAM 1:50,000 SHEET 6659 II  
FAI FO, VIETNAM 1:50,000 SHEET 6658 I  
NONG SON, VIETNAM 1:50,000 SHEET 6658 IV

App 26 - TAB 1