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17 JAN 1966


SECOND ~~ENDORSEMENT~~ on CG 1st MAW ltr 3:JCB:srd over 5750
Ser: 00513-65 of 30Nov65

From: Commanding General, Fleet Marine Force, Pacific
To: Commandant of the Marine Corps (Code A03D)

Subj: 1st Marine Aircraft Wing Command Chronology, October
1965; submission of

Ref: (a) CMC ltr A03D22-kps of 7Aug65

1. Forwarded in compliance of paragraph 3 of reference (a).
2. This endorsement is downgraded to Unclassified upon removal of basic correspondence.



H. J. WOESSNER
By direction

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103/DEW/jfc

7 DEC 1965
0045965

FIRST ENDORSEMENT on CG 1st MAW ltr 3:JCB:srd over 5750 Ser: 00513-65
of 30Nov65

From: Commanding General, III Marine Amphibious Force
To: Commandant of the Marine Corps (Code A03D)
Via: Commanding General, Fleet Marine Force, Pacific

Subj: 1st Marine Aircraft Wing Command Chronology, October 1965;
submission of

1. Forwarded.

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

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G. C. AXTELL

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1 of 4

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

UNCLASSIFIED

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3:JCB:srd
5750
Ser: 00513-65
NOV 30 1965

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, October 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.

1st MAW S&C No.	Copy No.
5290-65	1

T.G. Bronleewe, Jr.
T.G. BRONLEEWEE, JR.
CHIEF OF STAFF

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

UNCLASSIFIED NOFORN

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FIRST MARINE AIRCRAFT WING

COMMAND CHRONOLOGY

PERIOD COVERED:

1 OCTOBER 1965 - 31 OCTOBER 1965

LOCATION:

REPUBLIC OF VIETNAM

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

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PART ONE
ORGANIZATIONAL DATA

1-1

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CONFIDENTIAL1. HEADQUARTERS, 1st MARINE AIRCRAFT WING - COMMANDER AND STAFF1 OCTOBER - 31 OCTOBER 19651st MARINE AIRCRAFT WING - DANANG RVNCOMMANDING GENERALBRIGADIER GENERAL KEITH B. MCCUTCHEON
1 OCTOBER - 31 OCTOBER 1965ASSISTANT WING COMMANDERBRIGADIER GENERAL MARION E. CARL
1 OCTOBER - 31 OCTOBER 1965CHIEF OF STAFFCOLONEL THOMAS G. BRONLEWEE Jr.
1 OCTOBER - 31 OCTOBER 1965ASSISTANT CHIEF OF STAFF, G-1COLONEL WILBUR D. WILCOX
1 OCTOBER - 31 OCTOBER 1965ASSISTANT G-1LIEUTENANT COLONEL ROBERT O. CARLOCK
1 OCTOBER - 31 OCTOBER 1965ASSISTANT CHIEF OF STAFF, G-2LIEUTENANT COLONEL BILLY H. BARBER
1 OCTOBER - 31 OCTOBER 1965ASSISTANT G-2LIEUTENANT COLONEL JOSEPH B. HARRISON
1 OCTOBER - 31 OCTOBER 1965ASSISTANT CHIEF OF STAFF, G-3COLONEL MICHAEL R. YUNCK
1 OCTOBER - 31 OCTOBER 1965ASSISTANT G-3LIEUTENANT COLONEL WILLIAM G. JOSLYN
1 OCTOBER - 31 OCTOBER 1965**CONFIDENTIAL**

CONFIDENTIAL

OPERATIONS OFFICER, G-3

LIEUTENANT COLONEL WILLIAM R. QUINN
1 OCTOBER - 31 OCTOBER 1965

ASSISTANT CHIEF OF STAFF, G-4

COLONEL ROBERT J. LYNCH
1 OCTOBER - 31 OCTOBER 1965

ASSISTANT G-4

LIEUTENANT COLONEL THEODORE J. HORNER
1 OCTOBER - 31 OCTOBER 1965

ASSISTANT CHIEF OF STAFF, G-5

COLONEL FRED J. FRAZER
1 OCTOBER - 31 OCTOBER 1965

ASSISTANT G-5

LIEUTENANT COLONEL GEORGE W. KING
1 OCTOBER - 31 OCTOBER 1965

ADJUTANT

MAJOR DAVID A. CLEELAND
1 OCTOBER - 31 OCTOBER 1965

AVIATION SAFETY OFFICER

LIEUTENANT COLONEL PAUL L. ALLEN
1 OCTOBER - 31 OCTOBER 1965

CHAPLIN

COMMANDER PETER J. BAKKER
1 OCTOBER - 31 OCTOBER 1965

COMMUNICATIONS/ELECTRONICS OFFICER

LIEUTENANT COLONEL JAMES A. BLAKELY
1 OCTOBER - 31 OCTOBER 1965

COMPTROLLER

LIEUTENANT COLONEL CHARLES W. KORF
1 OCTOBER - 31 OCTOBER 1965

CONFIDENTIAL

CONFIDENTIAL

INFORMATIONAL SERVICES/CIVIL AFFAIRS OFFICER

CAPTAIN VICTOR E. BIANCHINI
1 OCTOBER - 31 OCTOBER 1965

INSPECTOR

COLONEL EMMETT O. ANGLIN Jr.
1 OCTOBER - 31 OCTOBER 1965

LEGAL OFFICER

COLONEL HARRY S. POPPER
1 OCTOBER - 31 OCTOBER 1965

STAFF MEDICAL OFFICER

CAPTAIN ROBERT E. MITCHEL
1 OCTOBER - 31 OCTOBER 1965

S&C OFFICER

FIRST LIEUTENANT CHARLES H. SHELTON
1 OCTOBER - 31 OCTOBER 1965

SPECIAL SERVICES OFFICER

MAJOR ROYAL H. WALKER
1 OCTOBER - 31 OCTOBER 1965

1st MARINE AIRCRAFT WING (REAR)
IWAKUNI, JAPAN

COMMANDING OFFICER

COLONEL HARRY W. TAYLOR
1 OCTOBER - 31 OCTOBER 1965

S-1

CAPTAIN BRUCE W. DRISCOLL
1 OCTOBER - 31 OCTOBER 1965

S-2

CAPTAIN VAN S. REED
1 OCTOBER - 31 OCTOBER 1965

CONFIDENTIAL

CONFIDENTIAL

S-3

LIEUTENANT COLONEL DONALD CONROY
1 OCTOBER - 31 OCTOBER 1965

S-4

LIEUTENANT COLONEL ZANE E. SPRAGUE
1 OCTOBER - 30 OCTOBER 1965

1-5

CONFIDENTIAL

SECRET2. TASK ORGANIZATION/LOCATION/UNIT COMMANDERS 1 OCTOBER - 31 OCTOBER 1965

<u>UNIT</u>	<u>LOCATION</u>	<u>COMMANDERS</u>
<u>1stMAW</u>	DANANG, RVN	BRIGADIER GENERAL KEITH B. MCCUTCHEON
MWHG-1	DANANG, RVN	COLONEL EDWARD I. LUPTON
MAG-11	DANANG, RVN	COLONEL ROBERT F. CONLEY
MAG-12	CHU LAI, RVN	COLONEL LESLIE E. BROWN
MAG-16	DANANG, RVN	COLONEL THOMAS J. O'CONNOR
MAG-36	CHU LAI, RVN	COLONEL WILLIAM G. JOHNSON
<u>1stMAW (REAR)</u>	IWAKUNI, JAPAN	COLONEL HARRY W. TAYLOR
MMSG-17	IWAKUNI, JAPAN	COLONEL JAMES T. MCDANIEL
MAG-13	IWAKUNI, JAPAN	COLONEL ODIA E. HOWE Jr.
VMCJ-1 (REAR)	IWAKUNI, JAPAN	MAJOR MICKEY R. CONROY
VMGR-152	FUTEMA, OKINAWA	LIEUTENANT COLONEL DAN C. HOLLAND
MCAF FUTEMA	FUTEMA, OKINAWA	COLONEL PHILLIP C. DELONG

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SECRET3. AVERAGE STRENGTHS FOR OCTOBER 1965RVN

OFFICERS - 1,156

ENLISTED - 7,889

REAR

OFFICERS - 442

ENLISTED - 3,737

TOTAL

OFFICERS - 1,598

ENLISTED - 11,626

GRAND

TOTAL 13,224

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PART TWO
NARRATIVE SUMMARY

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NARRATIVE SUMMARY

1 October to 31 October 1965

Despite the occurrence of heavy monsoon rains, 1st MAF combat operations in RVN continued at a rapid pace throughout the month of October 1965.

On 4 October, the commanding officer and main body of VMA 224 joined MAG-12 at Chu Lai, RVN. Two days later, on 6 October, the newly arrived squadron commenced combat flight operations. On the same date, Captain Charles A. CAREY of VMA-214 logged the 5,000th MOREST landing at the Chu Lai SATS airfield. (S) (Appendix 8). ✓

Flight operations were suspended for MAG-11 F-4 aircraft from 9 to 15 October and were curtailed on 8, 16, 17, 18 and 19 October due to salt water contamination of fuel. (S) (Appendix 7)

The advance party of VMFA-323 arrived at Iwakuni, Japan from Cherry Point, North Carolina on 9 October and began preparation for the arrival of the remainder of the squadron on 29 October. Other MAG-13 squadrons at Iwakuni continued training in preparation for future deployments to RVN. (S) (Appendix 9)

VMA-214 A-4 aircraft flew 38 combat sorties on 10 October, establishing a new 1st MAF record for total fixed wing sorties flown in one day by a jet squadron in RVN. (S) (Appendix 16) ✓

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On 10 October, Lieutenant General Victor H. KRULAK, CG, FMFPAC, visited the Chu Lai airfield and became an honorary "Plank Owner" when MAG-12 presented the General with a piece of the SATS runway matting. The "Plank Owners" are an exclusive group of personnel consisting of members of the first units to arrive at Chu Lai (U) (Appendix 8).

The advance elements of VMA-211, consisting of 6 aircraft and 40 support personnel, joined MAG-12 at Chu Lai on 11 October and promptly the same day launched two A-4E's on the squadron's first combat mission in RVN. (S) (Appendix 8)

During the period 10-12 October, three MAG-16 helicopter squadrons changed locations as HMM-261 replaced HMM-163 aboard the USS IWO JIMA as part of the Special Landing Force (SLF), HMM-163 moved to MCAF, Futema, Okinawa and HMM-263 arrived at Marble Mountain Air Facility from Okinawa. (S) (Appendixes 10 and 16)

VMFA-115 arrived from Iwakuni, Japan on 11 October and relieved VMFA-513 on station at Danang on 15 October. (S) (Appendixes 7 and 9)

Commencing on 20 October and continuing through the 24th, MAG-11 and MAG-12 aircraft flew 59 sorties in support of U.S. and ARVN forces under heavy attack at the Plei Me outpost, 25 miles southwest of Pleiku. (S) (Appendix 16)

Operation RED SNAPPER, a joint USMC/ARVN search and clear operation conducted 40 miles northwest of Danang, commenced on 22 October supported by helicopters of MAG-16. (S) (Appendixes 10 and 19)

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On 24 October, VMA-214 logged its 2,000th combat sortie in RVN. (S)

(Appendix 16)

At 2148H 26 October, two VMFA-115 F-4B's crashed into the side of Monkey Mountain (BT 0884) while returning from a combat mission. The lead aircraft of the two plane section had experienced generator failure which necessitated shutting down one engine. The section was in the approach pattern for landing at Danang Air Base when the crash occurred. (S)

(Appendix 7)

During the early morning hours of 28 October, VC demolition teams infiltrated both the Marble Mountain and Chu Lai airfields and were successful in inflicting considerable damage. MAG-16 sustained 19 helicopters destroyed and 35 damaged. At MAG-12, two A4 aircraft were destroyed and 6 others damaged. (S) (Appendixes 2, 8 and 10) ✓

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PART THREE
SIGNIFICANT EVENTS

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1. Personnel. October progress in the transition from Stabilized Unit Rotation to Individual Replacement Program resulted in the reassignment of 121 officers and 547 enlisted personnel between the two helicopter groups and 248 enlisted personnel between the 1st and 2nd LAAM Battalions. (C)

The 1st MAW was directed to begin utilizing air transportation of incoming and outgoing personnel as of 1 October by CG, FMFPac. Many man hours are saved by utilizing the C-135 MATS Special Assignment Airlift Missions as opposed to the MSTS surface transportation of personnel. Round trip flights with stops at MCAS El Toro, Calif., Kadena AFB, Okinawa and Danang are made by the C-135's. The FMFPac Transient Facility at Camp Butler Okinawa handles all incoming and outgoing personnel. (C) Appendix (1).

2. Awards. The 1st MAW awards section processed 2,075 awards during October. The types of awards and numbers were as follows:

<u>PROCESSED AND FORWARDED TO HIGHER HEADQUARTERS</u>		<u>RECIEVED FROM HIGHER HEADQUARTERS</u>	
Legion of Merit	2	Legion of Merit	2
Distinguished Flying Cross	28	Silver Star Medal	2
Bronze Star Medal	10	Distinguished Flying Cross	4
Air Medal	989	Bronze Star Medal	1
Navy Commendation Medal	81	Air Medal	937
SecNav CA	<u>13</u> 1,123	Navy Commendation Medal	5
		SecNav CA	<u>1</u> 952
		GRAND TOTAL	2,075

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First Lieutenant Don E. Hamilton 083340/7335 USMCR (HMM-363) and Corporal Theodore W. Rostad 1876996/6422 USMC (HMM-163) each received the Silver Star Medal for their part in an operation with HMM-163 on 31 March 1965. (U)

3. Civil Affairs. The 1st MAW Civic Action Program became fully operational during the month of October, under the guidance of III MAF and in close cooperation with the 3rd MarDiv Civic Action offices.

The Wing Civic Action Office has been investigating the possibility of obtaining materials from Operation HANDCLASP for further distribution to 1st MAW units. Positive steps are being taken by Groups within the 1st MAW to aid and lend comfort to the various villages and hamlets within their respective areas. Medical aid has been furnished by MMHG-1 to Vietnamese in the Phouc Trong village near Danang and a medical assistance program is being initiated by MMHG-1 medical personnel. A suitable area for holding sick-call for dependents of the 5th Infantry Regiment (ARVN) is being sought. It is believed that sick call, which will be held once or twice a week, will have between 40 and 50 patients per week.

At Chu Lai, MAG-36 has initiated a program whereby children from the MAG-36 surrounding area can correspond with children from the United States. Several movies have been shown to the children of the Chu Lai area in hopes it will aid them in learning English. In mid-October, 16 Marines from MAG-36 went to Ky Ha village to participate in a volleyball game between the villagers and members of the Group. The final results were two games won by the villagers and two games won by MAG-36 (U)

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4. Informational Services. A total of 90 news releases and feature stories on 1st MAW activities and personnel were submitted to III MAF Combat Information Bureau for release to 23 military publications and 6 civilian newspapers and wire services. (U)

The 1st MAW photo lab processed 5,602 photo prints during October with 4,765 to accompany stories for release. Additionally 837 prints were of technical matters (new developments, charts, etc.), identification and Fleet Home Town News prints. (U) (Appendix 20)

5. Intelligence/Counterintelligence. The 1st MAW G-2 Section had heretofore been relying upon the 3rd Marine Division G-2 for current information relative to the ground Enemy Order of Battle. However, in view of the pending move of the Division Headquarters to a location some distance removed from the Wing Headquarters, the Wing G-2 Section has established a Ground OOB Section. Although not equipped for this function, it will be accomplished on an "additional duty" basis. (C)

On 31 October, a final report of the VC attacks on Marble Mountain and Chu Lai airfields prepared by 1st MAW G-2 Section was forwarded to the Commanding General, III MAF. (C) (Appendix 2)

6. Air Operations. Fixed wing jet combat operations during October totaled 2228 sorties and 2872.1 flight hours. (S) (Appendixes 7,8,16,17 and 18).

Helicopter combat operations totaled 23,367 sorties and 8856.9 flight hours. (S) (Appendixes 10,12,16,17 and 18).

VMGR-152 totaled 931 flights in the Vietnam theater of operations during October, transporting 11,410 passengers and 3,778,000 pounds of cargo. (C) (Appendix 13).

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7. HMM-163 Deployment In June 1965 HMM-163 received orders to proceed from Danang, RVN, to Okinawa and upon arrival to constitute the HMM element of the Special Landing Force (SLF) under Commander Task Group 78.5 (CTG 78.5).

On 24 June HMM-163 commenced embarkation with elements of BLT 3/7 aboard the USS IWO JIMA (LPH-2) at White Beach, Okinawa. The ship departed Okinawa on 26 June, and on 1 July HMM-163 assisted in off-loading BLT 3/7 at Qui Nhon, RVN.

On 21 July the IWO JIMA was ordered to Prattas Reef, 120 miles south east of Hong Kong, to assist in the salvage operations of the USS FRANK KNOX (DDR 742) which had run aground. The squadron provided helicopter support of the operation from 22 July through 31 July, lifting personnel, supplies and water to the stricken ship.

The 18th of August found the HMM aboard the IWO JIMA off the coast of Van Tuong Peninsula, RVN, to support Operation STARLITE. At 1312H eighteen transport helicopters began lifting elements of BLT 3/7 into landing zones ashore. Participating in seven days of the operation the squadron flew 2,975 sorties, 647 flight hours, 4,710 passengers, 197 med evac and transported 488,034 pounds of cargo. Following the operation HMM-163 returned to Subic Bay, P. I. for repairs and resupply.

Returning to RVN the IWO JIMA off-loaded BLT 3/7 at Chu Lai and sailed for White Beach, Okinawa, where on 7 September BLT 2/1 boarded. Arriving in RVN 10 September the IWO JIMA waited off the coast of Qui Nhon with HMM -163 and BLT 2/1 standing by as ready reserve for Operation HIGHLAND.

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Following rehearsal for Operation DAGGER THRUST raids at Chu Lai, the IWO JIMA sailed for the Vung Mu Peninsula where the first raid was held 25 and 26 September. During Operation DAGGER THRUST Raid #2, 27 to 28 September, HMM-163's mission was SAR and TAO in the operation area of Ben Goi Bay. Raid #3 and final raid commenced 1 October and ended 2 October at Tam Quam.

The IWO JIMA departed Tam Quam on 2 October enroute to a predesignated area north of Indonesia. The ship remained on standby for possible evacuation of American Nationals from Indonesia.

HMM-163 debarked the IWO JIMA 10 October at Danang, RVN. During the period 24 June to 10 October 1965 the squadron logged 3,167 flight hours, 11,027 sorties and transported 18,283 passengers and 2,582,574 pounds of cargo. (C) (See Appendix 15).

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8. Ground Defense. As the build-up of intelligence information continued to indicate strong possibilities that the enemy would attempt attacks against vital "rear area" installations during the monsoon season, security and defense plans and procedures were reviewed and refined in anticipation of this threat. Ground defense preparedness of two 1st MAF units, MAG-12 and MAG-16, was severely tested during the early morning hours of 28 October when VC demolition teams infiltrated the close-in perimeter defenses at both the Chu Lai SATS airfield and the Marble Mountain Air Facility. Complete details of these attacks are contained in Appendixes 2, 8, and 10. (S)

The success of VC infiltration tactics against installations previously believed to have been adequately defended, pointed out the need for additional infantry support in the form of tactical security forces. Equally, it became obvious that already over-taxed personnel assets of aviation units could not appreciably support these increased security requirements unless air operations were to be drastically reduced. At the close of the month, a solution to this problem was the subject of extensive high-level study within the III MAF. (S)

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9. Electronic Countermeasures. During October VMJ-1 (-) EF-10B aircraft conducted electronic countermeasures against fire control and SA-2 missile radar in the Vinh, Than Hoa and Hai Phong areas of North Vietnam in support of 46 2nd Air Division and 2 7th Fleet ROLLING THUNDER and IRON HAND strikes and armed reconnaissance missions. In addition 21 ELINT missions were flown in North Vietnam in support of 2nd Air Division with primary emphasis placed on the collection of signals from SAM associated radars and fire control radars.

Advance cadre for the rotation replacement of VMJ-1 (-) personnel arrived 7 October in preparation for the present squadron personnel rotation to CONUS. The advance cadre consisted of 16 officers and 28 enlisted.

During the month emphasis was placed on providing warning of SA-2 missile threats to photo reconnaissance and armed reconnaissance aircraft operating within suspected or known SAM envelopes. (S) (Appendix 7).

10. Photo. VMJ-1 (-) aircraft flew 36 sorties for 49 in-country missions during October in support of III MAF. The areas photographed were in the vicinity of Danang, Hue Phu Bai and Chu Lai.

During the month one of the three RF-8A aircraft remained in a down status due to lack of parts for repair. On 20 October an additional RF-8A arrived at Danang, increasing total in-country assets to four. (S) (Appendix 2 and 7).

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11. Logistics. During October the Marine Air Freight and Passenger Terminal, Danang Air Base, handled 1,318 tons of cargo and 10,750 passengers. (C)

Ammunition assests (CLASS VA) continued to increase in quantities both in the Danang and Chu Lai dumps, however, MK79, MK81 and MK82 low drag bombs remain in short supply. The supply of low drag bombs is expected to equal demand in February 1966. (C)

On 8 October, MAG-11 F-4B aircraft began experiencing afterburner blowouts. Fuel contamination was suspected and an extensive investigation of the cause was initiated. Group operations were suspended from 9 to 15 October while fuel samples were tested and the contaminating agent was discovered to be salt water. Ten F-4B aircraft engines had to be taken to Cubic Point, P.I., for fuel system rework as a result of the contamination. A quality surveillance program was established to prevent future occurrences of contaminated fuel being introduced into aircraft. (C) (Appendix 3)

12. Supply. The "Red Ball System" was established within FMFPac during October to identify and provide extensive follow up on critical supply items. (U)

A newly activated Wing shipping and receiving detachment became fully operational during the month of October. All docks and airheads were cleared of accumulated cargo and brought under control in the shipping and receiving storage area by the detachment. By working around the clock when ships were unloading, all cargo was moved expeditiously from the docks, thereby minimizing damage and pilferage. (U)

Clothing shortages posed a critical supply problem during this month. The situation was partially alleviated by shipment of all Wing held mountout from MWSG-17 at Iwakuni to RVN units. (U) (Appendix 3)

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Field fortification materials continued in critical short supply.

Priority of issue to infantry units left many Wing requirements unsatisfied. Once again all mount-out fortification material held in Iwakuni was issued on a priority basis to MAG-16 and MAG-36 and arrived several weeks prior to the attacks on Marble Mountain and Chu Lai airfields. Quantities issued to MAG-16 fell short of their requirements for airfield defense. Subsequent to the attack, CG III MAF changed the priority of issue of available FLSG field fortification materials, giving MAG-16 and MAG-36 airfield defense requirements first priority. This resulted in issue of a substantial portion of the material required by the 3rd Engineer Battalion now assigned the mission of erecting barbed wire obstacles and mine fields around the Marble Mountain airfield. This, however, exhausted all stocks at FLSG and still left considerable unsatisfied requirements for other Wing units. (S) (Appendix 3)

13. Base Development/Military Construction. During the month, the G-5 Section continued to perform its mission of supervising the base development programs and developing the military construction programs in areas occupied by 1st MAF units within RVN. Final layout plans were drawn up for the construction of a new operating area at Danang Air Base for the future use of MAG-11 and MAG-13. Development of Marble Mountain Air Facility, Chu Lai airfield and Ky Ha airfield (MAG-36 at Chu Lai) continued throughout the month. (S) (Appendix 4)

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14. Communications-Electronics. On the 4th of October a new link in the 1st MAW Communication System was added in the form of an additional radio relay shot between Danang and Chu Lai, utilizing an AN/MCR-62 at both ends with the Chu Lai equipment being furnished by the 7th Communications Battalion. ✓

On 25 October the 1st MAW Communications Center began installation of a Defense Communications System link to NAVCOMSTA Phillippines, which will put the 1st MAW directly into the DCA system. Technicians from 1st MAW, with the assistance of Mr. Vic Davis and two Navy technicians worked on the Defense Communications System installation. November is the projected date of completion.

Defense security nets and all other communications maintained 100% during a Viet Cong attack on Marble Mountain Air Facility and Chu Lai Expeditionary Airfield.

Increased message traffic during October was recorded with 14,297 outgoing messages and 16,351 incoming messages for a total of 30,648 messages handled by the 1st MAW Communications Center, Danang. (C) (See Appendix 5)

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The following Very Important Persons visited the 1st MAW on the
dates indicated:

<u>DATE</u>	<u>RANK/NAME</u>	<u>SERVICE</u>	<u>BILLET</u>
7 Oct	MajGen William W. Latsley	USA	Chief USA Mobility Command
8 Oct	Senator Howard W. Cannon (Nevada)		
9-12 Oct	LtGen. Victor H. Krulak	USMC	CG FMFPac
9-12 Oct	Senator Daniel B. Brewster (Maryland)		
11 Oct	Congressman L. Mendel Rivers (South Carolina)		
	Congressman Porter Hardy, Jr. (Virginia)		
	General Mark Clark	USA (Ret)	
	General William C. Westmoreland	USA	COMUSMACV
15-17 Oct	BrigGen. Ronald R. Van Stockum	USMC	CG LFTUPac
16 Oct	BrigGen. Le Nguyen Khang		Commandant, RVN Marine Corps
16-17 Oct	Admiral U.S. Grant Sharp	USN	CINCPAC
18 Oct	Mr. Eldon James, National Commander, American Legion		
20-21 Oct	General William C. Westmoreland	USA	COMUSMACV
21 Oct	Mr. Andy Borg, Chief, Veterans of Foreign Wars		
21 Oct	LtGen. Lek		Director Operations for Supreme Thailand Armed Forces
	MajGen. Whitehouse	USA	COMUSMACTHAI
21-23 Oct	Senate Preparedness Subcommittee		
	Mr. James T. Kendall		
	Mr. Ben Gilleas		
	BrigGen. S. R. Shaw USMC (Ret)		

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<u>DATE</u>	<u>RANK/NAME</u>	<u>SERVICE</u>	<u>BILLET</u>
24-25 Oct	Senator Edward M. Kennedy (Massachusetts)		
	Senator Joseph D. Tydings (Maryland)		
	Congressman John C. Culver (Iowa)		
	Congressman John V. Tunney (California)		
25-27 Oct	MajGen. Sidney S. Wade	USMC	CG FMFPac/I MAC (Fwd)
25 Oct	Military Attaches:		
	Col. Jeung Kyung Kang, Korea		
	LtCol. Joachim Tzschaschel, Germany		
	LtCol. Hiromoto Fujii, Japan		
31 Oct	General William C. Westmoreland	USA	COMUSMACV

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PART FOUR
SUPPORTING DOCUMENTS

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✓ APPENDIX 19	1st MAW OPLAN 103-66 (S) of 21 OCT 1965	
✓ APPENDIX 20	NEWS RELEASES AND NEWS CLIPPINGS	<i>Filed Sep.</i>

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(APPENDIX 1)

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

1:WDW:gsc

5750

NOV 15 1965

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From: Assistant Chief of Staff, G-1
To: Assistant Chief of Staff, G-3

Subj: Command Chronology for the month of October 1965

Ref: (a) WgO 5750.1A

Encl: ✓(1) WgO 1050.3
✓(2) Ch #1 to WgBul 1320 of 12 Sep 1965
✓(3) WgO 1300.15
✓(4) Wing Commanders Conference Agenda
✓(5) Command and Staff Assignments
✓(6) Msg Personnel Status Report as of 31 Oct 1965

1. In accordance with reference (a), enclosures (1) through (5) are herewith submitted.
2. At the Wing Commanders Conference, 26 October 1965, G-1 discussed the following items:
 - a. Preference of duty station requests by newly promoted sergeants.
 - b. R & R Program.
 - c. Personal conduct and command attention.
 - d. American Overseas Fund Campaign.
 - e. Reports required on "Operation Christmas Tree."
 - f. Intramural flag football and volleyball.
3. A Combat Casualty Reporting Center was established to direct and coordinate Wing casualty reporting.
4. In accordance with the policy established by higher authority, Wing Order 1050.2E (Leave) was cancelled by message (210241Z Oct 65). Only emergency leave will be granted.
5. All liberty was cancelled on 30 October 1965 until further notice.
6. There has been little change in morale since last month. The authority to grant a limited amount of annual leave, reenlistment

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leave and an expanded R & R Program would improve morale considerably.

7. October progress in the transition from Stabilized Unit Rotation to the Individual Replacement Program resulted in the reassignment of 121 Officer and 547 enlisted personnel between squadrons of the two helicopter MAGs. In addition, 248 enlisted personnel were reassigned between the 1st and 2nd LAAM Battalions. This completes the LAAM Battalion redistribution of personnel. A major problem encountered during the project was the transportation of two increments of H&MS and MABS personnel between Chu Lai (MAG-36) and Danang (MAG-16). The problem was caused by heavy rains which made it impossible to provide air transportation in or out of Chu Lai for several days. All transfers between MAG-16 and MAG-36 were completed, however, except the final increment of 109 H&MS and MABS enlisted personnel scheduled for next month. The Commanding Officer, MAG-12, was delegated authority to coordinate VMA personnel transfers between MAG-12 and MAG-13. The redistribution of personnel incident to the transition from Stabilized Unit Rotation to the Individual Replacement Program is on schedule. The Personnel Replacement Program proposed and worked out by FMFPac was introduced for information this month.

8. The Vietnamese Cultural Group (Cast 45) presented an outstanding variety show. Additionally, the Martha Raye Show was well received at all enclaves. Special Services (Rear) displaced to Danang during the week of 24 October. Approximately \$28,000 was expended from appropriated funds. MACV non-appropriated funds were utilized for the first time. Approximately \$5,000 was spent for 16MM projectors and taperecorders.


9. On 12 September, the First Marine Aircraft Wing Draft section moved from Iwakuni, Japan to Danang, VietNam. With the larger percentage of personnel in the RVN area, it was felt that better overall coordination could be effected within country. In the past, complete drafts and also individuals reporting to RVN have utilized surface and air transportation. This procedure was modified by CG, FMFPac effective 1 October which directed the First MAW to utilize air as the mode of travel for incoming and outgoing personnel. The C135's utilized for this lift are making round trips with stops at MCAS, El Toro, California; Kadena AFB, Okinawa; and Danang, VietNam. Although the program has growing pains, it has proven its worth. Many man hours are saved by utilizing SAA flights as opposed to MSTs. The FMFPac Transient Facility at Camp Butler handles all incoming and outgoing personnel. Regardless of destination, all incoming and outgoing personnel must check in with Camp Butler.

10. CG, FMFPac msg 240010Z Oct 65 established the policy of not assigning 17 year old personnel to RVN. The 17 year olds who were in-country are to remain. To date, this policy has had little effect on the Wing personnel situation.

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1:WDW:gsc
5750

11. CMC msg 062148Z Oct 65 established the policy of not assigning personnel with a basic MOS to RVN. It did permit the assignment of personnel in this category to Okinawa or Japan based units. This program is expected to have little impact on the personnel situation. Basics are assigned to the Wing units in Okinawa and Japan where their services can be utilized until they become qualified for a primary MOS above the basic level. An energetic program to qualify all Marines for an MOS other than basic has been implemented by all units of the First MAW.


R. O. CARLOCK
LtCol USMC

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

WgO 1050.3
1:FAS:rjm
12 Oct 1965

WING ORDER 1050.3

From: Commanding General
To: Distribution List

Subj: Liberty Regulations for 1st Marine Aircraft Wing Units in the Republic of Vietnam

Ref: (a) III MAFO 1050.1A
(b) WgO 1050.1G

Encl: ✓ (1) Map of Authorized Liberty Areas Danang

1. Purpose. To publish liberty regulations for the 1st Marine Aircraft Wing. The instructions herein apply to the City of Danang, however, subordinate commanders operating in locations remote from Danang will use this Order as a guide in publishing unit liberty regulations.

2. Cancellation. Wing(Adv)O 1050.1.

3. Background. The acceptance of U. S. military personnel by the local population is a part of the mission of the 1st Marine Aircraft Wing and important to the accomplishment of the United States' mission in Vietnam. Concern for the respect of our hosts plus our tactical requirements necessitate carefully controlled and limited sized liberty parties.

4. Quotas. Commanding officers are authorized to grant liberty to ten percent of their command at any one time.

5. Action

a. Supervision. Sergeants and below will go on liberty in parties. Commanders will ensure that supervisory personnel are assigned at the ratio of one staff noncommissioned officer in charge of each 10 men taking liberty and that one officer is assigned as officer in charge of each 30 men taking liberty. Officers and staff noncommissioned officers so assigned will be in a duty status and wear the appropriate uniform. They will be responsible for transportation of the liberty party via government vehicle and are charged with the responsibility of preventing incidents and assuring high standards of personal conduct.

b. Liberty Hours. Normal liberty hours are as listed below:

App 1- ENCLOSURE (1)

WgO 1050.3
12 Oct 1965

Sergeants and below	1100-1800 daily
Officers and staff noncommissioned officers	1100-2400 daily
	1100-1800 Saturday

Units authorizing such liberty must provide transportation for officers and staff noncommissioned officers returning from liberty. All transportation to and from liberty will be by government vehicle provided by the parent unit, including that for officers and staff noncommissioned officers authorized to remain on liberty until 2400. Officers and staff noncommissioned officers will vacate all civilian establishments by 2100 Sunday through Friday and by 1800 Saturday. Under no circumstances will overnight liberty be granted in the Danang area.

c. Conduct

(1) Corporals and below will have liberty cards in their possession at all times when authorized liberty.

(2) The "BUDDY SYSTEM" will be used at all times while on liberty. Under no circumstances will anyone be on liberty alone.

(3) Personnel will not carry weapons or knives, either government or privately owned, while on liberty.

(4) Congregation in groups on streets, or in open public places, will be avoided.

(5) When patronizing public places such as cafes, bars and restaurants, utilize those that are enclosed or screened and remain inside behind the protective screen.

(6) Gatherings of local citizens, especially those indicating disorder or tension, will be avoided.

(7) Personnel will not become involved in any altercation, disorder, dispute or fight in public places or with local citizens. Some incidents may purposely be started or aggravated by local citizens to create anti-American feelings. Any such incidents suspected as such will be immediately reported to the military police or other proper military authority.

(8) If liberty must be terminated prior to normal expiration due to military necessity, sound trucks will pass the word throughout Danang. All personnel will promptly report to an authorized pickup station for immediate transportation to their organizations.


(9) No form of Vietnamese motor transportation will be used in Danang.

WgO 1050.3
12 Oct 1965

(10) Commanding officers will ensure that members of their command thoroughly understand the contents of this Order and reference (a).

6. Police Authority. Military Police, Air Police, and Shore Patrols of the Armed Forces; officers, warrant officers, petty officers, and noncommissioned officers are authorized to take preventive or corrective measures, including apprehension if necessary, in the case of any member of the Armed Forces who commits a breach of the peace, disorderly conduct or any other offense which reflects discredit upon the Service. Personnel so apprehended will be returned to the jurisdiction of their respective unit for appropriate action as soon as possible.

7. Applicability. This Order applies to all 1st Marine Aircraft Wing units in the Republic of Vietnam. Units outside of the Republic of Vietnam will comply with reference (b).

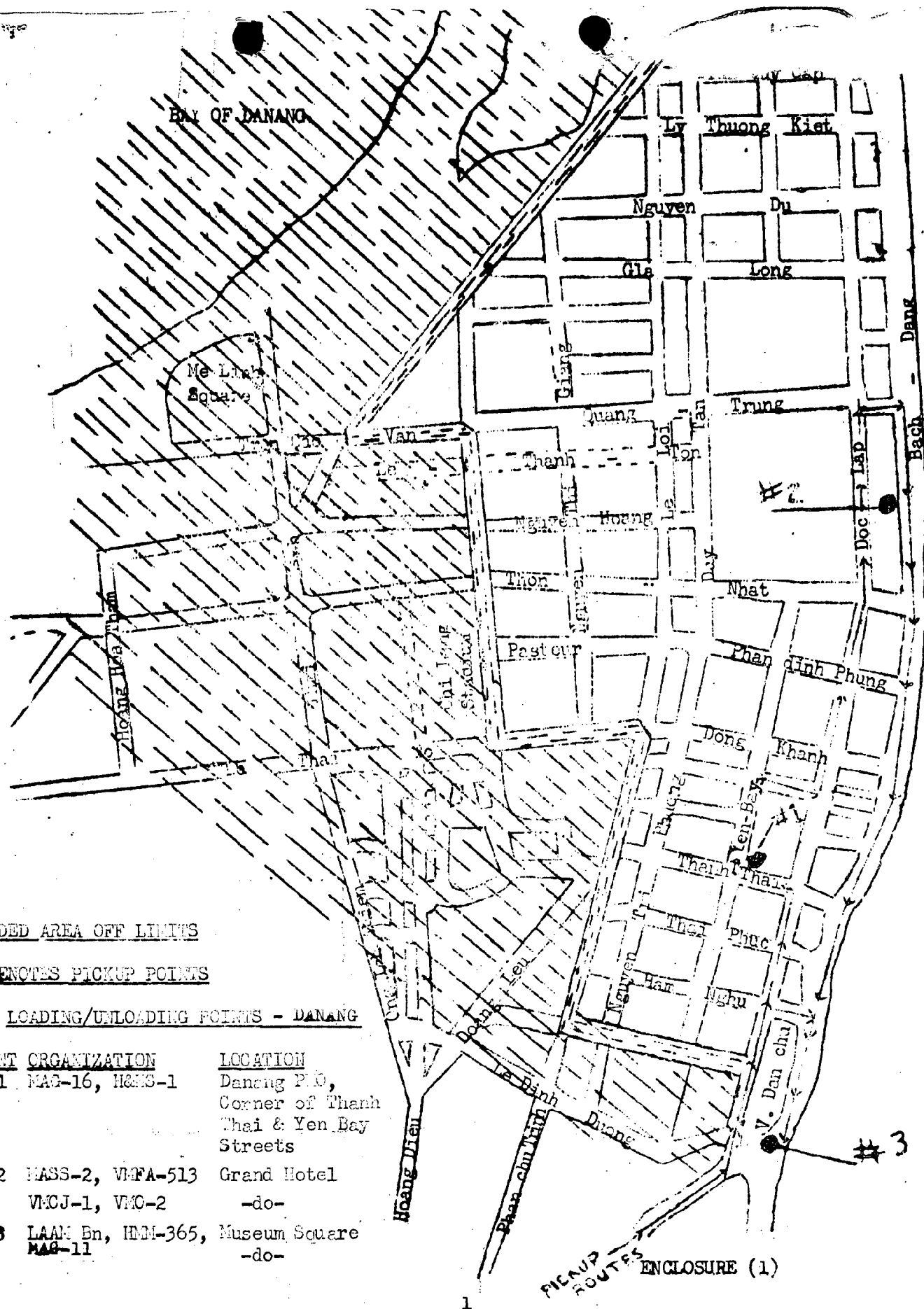

T. G. BRONIEWSKI, Jr.
Chief of Staff

DISTRIBUTION: "A" (less 1, 3 & 4) & "B"



LOADING/UNLOADING POINTS - DANANG

<u>POINT</u>	<u>ORGANIZATION</u>	<u>LOCATION</u>
#1	MAG-16, H&MS-1	Danang P.O., Corner of Thanh Thai & Yen Bay Streets
#2	HASS-2, WFA-513 VHCJ-1, VMC-2	Grand Hotel -do-
#3	LAAM Bn, HBM-365, MAG-11	Museum Square -do-



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

WgBul 1320 Ch 1
1: FAS:rjm
29 Oct 1965

WING BULLETIN 1320 Ch 1

From: Commanding General
To: Distribution List

Subj: Rest and Recuperation (R&R)

Encl: ✓(1) New page insert to WgBul 1320 of 12 Sep 1965

1. Purpose. To transmit a new page insert and direct pen changes to WgBul 1320 of 12 Sep 1965.

2. Action

a. Add new enclosure (2) with enclosure (1) hereto.

b. On page 1 of the basic Bulletin add new enclosure (2) as follows:

"(2) Handout for personnel going to Hong Kong, B.C.C."

c. On page 2 of the basic Bulletin, add new subparagraph 3c as follows:

"c. Personnel traveling to Hong Kong, B.C.C. will be provided with a copy of enclosure (2)."


T. G. BRONLEWE, Jr.
Chief of Staff

DISTRIBUTION: "A" & "B"

WgBul 1320
12 Sep 1965

HANDOUT FOR PERSONNEL TRAVELING TO HONG KONG, B.C.C.

1. Queen Elizabeth Hospital, Hong Kong, B.C.C., provided all assistance possible to Marine victims of the 24 August 1965 C-130 crash at that City.
2. In view of the foregoing, personnel going to Hong Kong are encouraged to donate blood while there. Donors may contact Dr. G. E. Yeoh, the Medical Superintendent at Queen Elizabeth Hospital, by calling 840111, extension 529 in order to arrange an appointment.

Ch 1 (29 Oct 1965)
ENCLOSURE (2)

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

WgO 1300.15
47:LWK:mls
26 Oct 1965

OCT 28 1965

WING ORDER 1300.15

From: Commanding General
To: Distribution List

Subj: Reassignment of Persons Wounded in Action on Two Separate Occasions; Policy Concerning

Ref: (a) CMC msg 042204Z Oct65 (NOTAL)

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G-1	
Asst I	
DraftO	
AdminO	<i>a</i>
NCOinC	<i>J</i>

1. Purpose. To promulgate instructions regarding the reassignment of persons twice wounded in action while in the Republic of Vietnam Theater or adjacent waters.

2. Information

a. In accordance with the provisions of reference (a), the reporting of persons twice wounded in action will be accomplished in accordance with the instructions contained in this Order.

b. Effective immediately, no person wounded in action while engaged in combat on two separate occasions, not as a result of his own misconduct, which required hospitalization in excess of 48 hours, will not be reassigned to duty in the Republic of Vietnam Theater or adjacent waters.

c. The only exceptions to this Order will be twice wounded Marines, who have been out of this theater for over a six month period and request in writing a waiver to be assigned duty in the Republic of Vietnam Theater or adjacent waters. No waivers are authorized for persons under 18 years of age.

3. Action. The following administrative remarks will be entered on NAVMC 118(11)-PD page of the service record book and officers qualification jacket.

a. "Twice wounded in RVN Theater - not eligible for future assignment in that area."

b. If the individual submits a request for waiver-- "Having

App 1- ENCLOSURE (3)

WgO 1300.15
26 Oct 1965

been twice-wounded in action in Vietnam and hospitalized in excess of 48 hours for each wound, I request waiver of the policy prohibiting my further assignment to the Republic of Vietnam Theater. I desire to be reassigned to the Republic of Vietnam in the same manner as if I had not been twice-wounded.

(Signature)

(Date)

c. The following personnel accounting remark will be entered on the unit diary: "Not Elig for Cbt RVN (twice-wounded Vietnam)."

d. Commanding officers are directed to screen all incoming personnel to assure that no persons in category of paragraph 2b above are carried on rolls. Names, rank and service number of such personnel will be submitted to this Headquarters (Attn: G-1, PersO) immediately for reassignment.


T. G. BRONLEWE Jr.
Chief of Staff

DISTRIBUTION: "A" (less 3, 4, 10, 12, 13, 14, 15 & 16)
plus OIC DPI #16

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1ST MARINE AIRCRAFT *File w*
WING
COMMANDER'S
CONFERENCE
26 OCT 1965
DANANG, REPUBLIC OF
VIETNAM

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 - A. AIRCRAFT AND ENGINE TRANSFER
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 - C. DEACTIVATION OF AMO FMAW (PEAR)

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A/p1-ENCLOSURE (4)

26 Oct 1965

ASSISTANT CHIEF OF STAFF, G-1

AGENDA ITEMS FOR WING WIDE COMMANDERS CONFERENCE ON 26 OCT 1965

- A. SERGEANTS WHO HAVE NOT HAD AN OPPORTUNITY (RECENTLY SELECTED) TO STATE PREFERENCE OF DUTY STATION VIA A FITNESS REPORT PRIOR TO THEIR ROTATION, MAY SUBMIT PA FORM INDICATING THREE PREFERENCES.
- B. R&R PROGRAM. III MAF ORDER 1710.2B OF 10 OCT 1965 DISTRIBUTED ON 23 OCT 1965. DIRECT ATTENTION TO FORMAT FOR ORDERS; APPENDIX A TO ENCLOSURE (2) IS A SAMPLE. ALSO PROPOSAL FOR SAIGON R&R.
- C. III MAF/NCC BULLETIN 1050 OF 18 OCT. SUBJECT PERSONAL CONDUCT AND COMMAND ATTENTION.
- D. AMERICAN OVERSEAS FUND CAMPAIGN.
- E. REPORTS REQUIRED ON "OPERATION CHRISTMAS TREE".
- F. THE WING SPECIAL SERVICES OFFICER WILL DISCUSS THE PROPOSED PROGRAM OF INTRAMURAL FLAG FOOTBALL AND VOLLEYBALL.

ASSISTANT CHIEF OF STAFF, G-3

SUBJ: NAVAL AVIATION TRAINING AND OPERATIONS PROCEDURES STANDARDIZATION (NATOPS)

REF: (A) OPNAV INST 3510.9C
(B) FMFPAC ORDER 3510.2

1. FACTS

A. FLIGHT SAFETY AND OPERATIONAL CAPABILITY SUFFER WHEN ACCEPTED STANDARDIZED OPERATING PROCEDURES ARE IGNORED.

B. DISREGARD FOR SAFETY AND STANDARD OPERATING PROCEDURES IS AN EVER PRESENT DANGER WHEN OPERATING IN A COMBAT ENVIRONMENT.

C. THE REQUIREMENTS OF THE NATOPS PROGRAM ARE CLEAR CUT AND STRINGENT. NO ALLOWANCE IS AUTHORIZED FOR DEVIATION DURING COMBAT OPERATIONS. INITIAL AND ANNUAL NATOPS CHECKS AND SUPPORTING RECORDS AND REPORTS ARE STILL REQUIRED.

2. DISCUSSION

A. A RECENT REVIEW OF THE 1ST WING NATOPS PROGRAM INDICATES THAT MANY NA'S AND CREWMAN WERE DELINQUENT IN MEETING INITIAL AND ANNUAL EVALUATION REQUIREMENTS. THE REQUIREMENTS AS OUTLINED IN REFERENCES (A) AND (B) ARE:

(1) ALL AVIATION PERSONNEL IN A FLIGHT STATUS SHALL SATISFACTORILY COMPLETE AN INITIAL NATOPS EVALUATION IN MODEL (S) AIRCRAFT CURRENTLY FLOWN WITHIN SIX MONTHS AFTER REPORTING FOR DUTY TO A FMFPAC UNIT. NATOPS EVALUATIONS SHALL BE COMPLETED ANNUALLY THEREAFTER.

(2) THESE EVALUATIONS (FORMERLY STAN/EVAL CHECKS) FOR PILOTS/RIO/ECMO/CREWMEN WILL CONSIST OF AN OPEN BOOK EXAM, A CLOSED BOOK EXAM AND AN EVALUATION FLIGHT. IN SINGLE-PILOTED AIRCRAFT IN WHICH THE SEATING CONFIGURATION DOES NOT PERMIT DIRECT OBSERVATION OF THE EVALUEE, THE FLIGHT MAY, AT THE DISCRETION OF THE SQUADRON COMMANDER BE SIMULATED IN A WST, OPT, COT OR IF NO SUCH DEVICE IS AVAILABLE, THE AIRCRAFT'S COCKPIT MAY BE USED.

(3) A REPORT OF THE NATOPS EVALUATION SHALL BE FORWARDED TO THE EVALUEES COMMANDING OFFICER THEN RETAINED IN THE INDIVIDUALS FLIGHT TRAINING RECORD.

(4) AN ENTRY SHALL BE MADE IN THE PILOT/RIO/ECMO FLIGHT LOG BOOK UNDER "QUALIFICATIONS AND ACHIEVEMENTS" SECTION AND AN ENTRY MADE IN THE ADMINISTRATIVE REMARKS SECTION OF ENLISTED SHE (PAGE 11).

B. THE ABOVE IS ADMITTEDLY AN ADMINISTRATIVE BURDEN BUT AS SPELLED OUT IN THE LETTER OF PROMULGATION OF EACH OF OUR NATOPS MANUALS "COMPLIANCE WITH THE STIPULATED MANUAL PROCEDURE IS MANDATORY.

C. WING ORDER 3510.9A IS IN PRINTING AND WILL PROVIDE SUPPORTING INSTRUCTIONS AND SPECIFY GUIDANCE AS TO RESPONSIBILITIES OF GROUP EVALUATORS AND SQUADRON INSTRUCTORS. THE WING MONITOR HAS ALSO CONTACTED ALL IN-COUNTRY GROUP EVALUATORS AND REVIEWED THE REQUIREMENTS OF THE NATOPS PROGRAM.

D. THE PRINCIPLES OF STANDARDIZED OPERATING PROCEDURES WILL BECOME EVEN MORE IMPORTANT AS PILOT AND CREWMAN ARE ROTATED IN AND OUT OF TACTICAL UNITS AND REPLACEMENT PILOTS ARE INTRODUCED. IT IS OBVIOUS THAT THE "CHECK OUT & SQUADRON INDOCTRINATION PERIOD" FOR NEWLY JOINED PILOT/CREWMAN MUST BE REDUCED TO A MINIMUM IN ORDER THAT COMBAT POTENTIAL OF THAT AFFECTED UNIT WILL NOT DECREASE DURING THIS "JOINING PERIOD." NATOPS MANUALS AND PROCEDURES PROVIDE A VEHICLE FOR "COVERING SAFE" STANDARDIZED OPERATING PROCEDURES FOR ANY PARTICULAR AIRPLANE MODEL THROUGHOUT THE NAVAL AVIATION ESTABLISHMENT. THE INITIAL EVALUATIONS INSURE THAT THE INDIVIDUAL HAS LEARNED HIS PARTICULAR AIRPLANE AND APPLICABLE OPERATING PROCEDURES THOROUGHLY. SUBSEQUENT ANNUAL AND POST EVALUATIONS SERVE TO INSURE CURRENCY AND DETER COMPLACENCY.

E. THE SYSTEM DOES NOT TAKE ANYONE OFF LINE FROM SPECIFIED NATOPS PROCEDURES DURING COMBAT OPERATION. TO THE CONTRARY THE NATOPS

PROGRAM IS DESIGNED TO BOTH REDUCE THE AIRCRAFT ACCIDENT RATE AND INCREASE COMBAT CAPABILITY.

F. NATOPS HANDBOOKS AND MANUALS ESTABLISH PROCEDURES WHICH PROVIDE FOR THE SAFEST AND MOST EFFICIENT OPERATIONS OF ANY GIVEN AIRPLANE. IN CIRCUMSTANCES WHERE COMPLIANCE WITH THE STIPULATED PROCEDURES IS IMPOSSIBLE A WAIVER SHOULD BE REQUESTED. RECOMMENDED CHANGES TO NATOPS PROCEDURES WHERE APPROPRIATE ARE ALSO ENCOURAGED. THE NATOPS PROGRAM IS A "USERS" PROGRAM AND ONLY BY SUBMITTING RECOMMENDATIONS FOR IMPROVEMENTS TO MANUALS AND PROCEDURES WILL THE PROGRAM MOVE FORWARD.

3. RECOMMENDATIONS

A. GROUP COMMANDERS REVIEW THE NATOPS PROGRAM WITH THEIR DESIGNATED GROUP NATOPS EVALUATORS.

B. ENSURE COMMAND ATTENTION AND CONTINUITY OF EMPHASIS DOWN THROUGH SQUADRON COMMANDERS.

C. ENSURE COMPLIANCE NOT ONLY WITH THE SPIRIT OF THE NATOPS PROGRAM BUT INSURE THAT REQUIRED RECORDS AND REPORTS ARE MAINTAINED.

D. AS A FINAL REMINDER IT SHOULD BE REMEMBERED THAT THE RECORDS AND REPORTS PORTION OF THE NATOPS PROGRAM AS INCLUDED IN THE WING A&M INSPECTION FORM AND THE STANDARD AIRCRAFT ACCIDENT REPORT FORM CONTAINS A BLOCK IN THE CONTRIBUTING FACTOR SECTION FOR "PILOT DEVIATION FROM NATOPS PROCEDURES."

ASSISTANT CHIEF OF STAFF, G-3

SUBJECT: COMMAND CHRONOLOGY

1. FACTS. CERTAIN INCONSISTENCIES HAVE BEEN NOTED IN COMMAND CHRONOLOGIES SUBMITTED DURING THE PAST TWO MONTHS.

2. DISCUSSION. THE FOLLOWING INCONSISTENCIES HAVE BEEN NOTED GENERALLY THROUGHOUT CHRONOLOGIES SUBMITTED:

- A. DUE DATES NOT BEING MET.
- B. REQUIRED NUMBER OF COPIES NOT SUBMITTED.
- C. LACK OF SPECIFIC AND ACCURATE INFORMATION.
- D. FAILURE TO FOLLOW PRESCRIBED FORMAT.

3. RECOMMENDATION. THE PROVISIONS OF WGO 5750.1A MUST BE FOLLOWED IN ORDER TO PRODUCE MEANINGFUL CHRONOLOGIES. THE FOLLOWING INFORMATION IS INTENDED TO ASSIST IN THE PREPARATION OF CHRONOLOGIES.

A. CHRONOLOGIES ARE DUE AT THIS HEADQUARTERS NOT LATER THAN THE 15TH DAY OF THE MONTH FOLLOWING THE REPORTING PERIOD.

B. SUBMIT AN ORIGINAL AND FOUR COPIES. ONLY THE ORIGINAL MUST BE FULLY DOCUMENTED. HOWEVER, DOCUMENTATION OF ALL COPIES IS DESIRABLE CONSISTENT WITH THE AVAILABILITY OF DOCUMENTS AND REPRODUCTION CAPABILITIES.

C. THE FOLLOWING ARE EXAMPLES OF DESIRABLE DOCUMENTATION. THIS LIST IS NOT INTENDED TO BE ALL-INCLUSIVE NOR RESTRICTIVE IN NATURE.

- (1) JOURNALS
- (2) AIR SUMMARIES
- (3) OPERATION ORDERS/PLANS AND OTHER ORDERS/DIRECTIVES CONSIDERED TO BE OF SIGNIFICANT HISTORICAL VALUE.

(4) PHOTOGRAPHS

(5) ANALYSIS OF NEW TACTICS, OPERATING PROCEDURES AND EQUIPMENT UTILIZED.

(6) TRANSCRIPT OF INTERVIEWS CONDUCTED.

D. GROUP CHRONOLOGIES SHOULD BE BASED UPON INPUT RECEIVED FROM ATTACHED SQUADRONS BUT INCLUSION OF SQUADRON CHRONOLOGIES AS DOCUMENTATION IS NOT DESIRABLE. HOWEVER, AN EXCEPTION TO THIS RULE IS APPROPRIATE IN THE CASE OF MWHG-1 DUE TO THE DIVERSE MISSIONS OF ATTACHED UNITS.

E. VMGR-152 CONTINUE TO SUBMIT CHRONOLOGIES DIRECTLY TO THIS HEADQUARTERS AS LONG AS INDEPENDENT STATUS IS MAINTAINED. HMM SQUADRONS DEPLOYED TO SLF AND QUI NHON SUBMIT CHRONOLOGIES FOR COVERING ENTIRE PERIOD OF DEPLOYMENT 15 DAYS AFTER RETURN TO PARENT GROUP. (SUBMIT VIA GROUP).

F. THE FOLLOWING FORMAT IS PRESCRIBED.

TITLE PAGE: ORGANIZATION, LOCATION AND INCLUSIVE DATES OF REPORTING PERIOD.

PART ONE: ORGANIZATIONAL DATA

1. LISTING OF COMMANDERS AND STAFFS: BOTH GROUP AND SQUADRONS - WITH INCLUSIVE DATES.

2. TASK ORGANIZATION AND UNIT LOCATIONS - WITH INCLUSIVE DATES.

3. AVERAGE MONTHLY STRENGTHS - BREAKDOWN BY SQUADRONS WITH GRAND TOTAL FOR GROUP.

PART TWO: NARRATIVE SUMMARY. PLACE IN RUNNING NARRATIVE FORM. TOUCH UPON SIGNIFICANT HIGHLIGHTS IN THIS SECTION. INCLUDE DATES.

PART THREE: SIGNIFICANT EVENTS

1. THIS SECTION SHOULD TAKE THE FORM OF NUMBERED PARAGRAPHS EACH DEALING WITH APPLICABLE SUBJECTS LISTED IN WGO 5750.1A(i.e., PERSONNEL, LOGISTICS, OPERATIONS). THERE IS NO REQUIREMENT TO COMMENT ON ALL SUBJECTS LISTED. ANY SUBJECT MATTER DEEMED SIGNIFICANT SHOULD BE ADDED AS APPROPRIATE.

2. PART THREE IS THE PROPER PLACE FOR DETAILS AS WELL AS ANALYSIS. ALL PERTINENT INFORMATION SHOULD BE INCLUDED. ALWAYS TIE THE SUBJECT MATTER TO A DATE(S) WHENEVER POSSIBLE. (i.e., "THE EXTENSIVE STUDY OF MAINTENANCE PROCEDURES DISCUSSED ABOVE RESULTED IN THE ISSUANCE OF A NEW SOP ON 15 SEPTEMBER (APPENDIX)").

PART FOUR: SUPPORTING DOCUMENTS. PREPARE A TABLE OF CONTENTS AND ATTACH ALL DOCUMENTATION AS NUMBERED APPENDIXES.

G. CLASSIFY CHRONOLOGIES AS REQUIRED BY CONTENTS.

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ASSISTANT CHIEF OF STAFF, G-3

SUBJECT: HAWK FIREX

1. FACTS: SUBJECT TO COMUSMACV APPROVAL, THE FIRST MARINE AIRCRAFT WING WILL CONDUCT A HAWK TRAINING FIREX. TENTATIVE DATES FOR THE FIREX ARE 1-22 DECEMBER. TRAINING OPERATIONS WILL BE CONDUCTED FROM BATTERY "A", 2ND LAAM BN AT CHU LAI.

2. DISCUSSION

A. ALTHOUGH FINAL APPROVAL HAS NOT BEEN OBTAINED, PLANNING IS UNDERWAY TO ENSURE READINESS BY 1 DECEMBER. PRESENT ACTION STATUS IS AS FOLLOWS:

ACTIONSTATUS

(1) ON 4 SEPTEMBER FMFPAC STATED
INTENTIONS TO FIRE A FULL
ALLOWANCE OF 36 MISSILES

(1) ON 8 OCTOBER CMC
AUTHORIZED 18 MISSILES
FOR THE HAWK FIREX. ON
12 OCT CG FMFPAC
ASKED RECONSIDERATION
FOR 36 VICE 18. 36
MISSILES APPROVED BY
CMC ON 19 OCTOBER.

(2) ON 4 SEPT FMFPAC REQUESTED
CINCPACFLT TO AUTHORIZE DRONE
SUPPORT AT CHU LAI FOR IN
COUNTRY FIRING

(2) COMNAVAIRPAC WILL PROVIDE
MQM-39A (PROP) DRONES FOR
PRACTICE AND BQM-34A (JET)
WITH A STREAMED TARGET
FOR ACTUAL FIRINGS

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

(3) ON 14 SEPT, CG III MAF
REQUESTED COMUSMACV APPROVAL
OF THE FIREX AND REQUESTED A
FIRING RANGE BE DESIGNATED.

(3) PENDING - INFORMAL INFOR-
MATION FROM COL HARPER
INDICATES THAT STAFFING IS
UNDERWAY. NO INDICATION
OF HOW LONG IT WILL TAKE
TO COMPLETE ACTION.

B. TWELVE MISSILES ARE BEING SHIPPED FROM CONUS AND ARE EXPECTED TO
ARRIVE AT DANANG ABOUT 26 NOVEMBER. NINE MISSILES ARE AT OKINAWA.
THESE WILL HAVE TO BE MOVED TO DANANG. INITIAL LIAISON IS REQUIRED WITH
VC-5 DETACHMENT AT OKINAWA TO GET INFORMATION ON DRONE OPERATION PROCEDURES,
DRONE SUPPORT AND DRONE RECOVERY.

C. IT IS EXPECTED THAT MANY COMMANDS WILL DESIRE TO SEND OBSERVERS
TO THE HAWK FIREX. ALONG WITH THESE VISITORS WILL BE THE ASSOCIATED
PROBLEMS OF VISITOR CONTROL AND TRANSPORTATION.

3. RECOMMENDATIONS: THAT ALL FIRST MARINE AIRCRAFT WING COMMANDS BE FOREWARNED
OF ANTICIPATED HAWK FIREX AND ADVISED THAT SUPPORT REQUIREMENTS WILL BE
PROMULGATED AT A LATER DATE.

SECRET
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ASSISTANT CHIEF OF STAFF G-4

SUBJ: CLOSE OUT OF G-4 FMAW REAR

ENCL: ✓(1) CG FMAW LTR 56:EM:WPC OVER 13100 OF 16 OCT 1965
✓(2) CG FMAW LTR 56:EM:WPC OVER 13100 OF 17 OCT 1965 TO COMFAIRWESTPAC
✓(3) CG FMAW LTR 56:EM:WPC OVER 13100 OF 17 OCT 1965 TO MAF-13, HWSG-17
AND VMGR-152

1. FACTS.

A. G-4 FMAW (REAR), ALONG WITH THE AMO AND AVG, AT IWAKUNI WILL MOVE TO RVN ON 30 OCTOBER.

B. ENCLOSURES 1, 2 AND 3 INDICATE ACTION TAKEN TO COMPENSATE FOR LONGER COMMUNICATION TIME ASSOCIATED WITH AMO-AVG AND COMFAIRWESTPAC TRANSACTIONS.

2. DISCUSSION.

A. FEEL DISADVANTAGES CREATED BY COMMUNICATIONS DIFFICULTIES WILL BE FAR OUTWEIGHTED BY HAVING FULL STAFF COGNIZANCE AND INFORMATION AT ONE LOCATION.

B. REALIZE PROBLEM AREAS, WHICH WE HAVE NOT ANTICIPATED, WILL ARISE AND THAT IT WILL TAKE SOME TIME FOR ADJUSTMENT.

3. RECOMMENDATIONS. REQUEST ALL OUT OF RVN UNITS ADVISE FMAW OF PROBLEMS AS THEY ARISE AND IMMEDIATE ACTION WILL BE TAKEN TO EVOKE A WORKABLE SYSTEM.

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

56:EM:wpc
13100
16 Oct 1965

From: Commanding General
To: Commander Fleet Air, Western Pacific

Subj: Aircraft and Engine Transfers Within the 1st MAW

Ref: (a) OPNAV Notice PO3110, Allowances and Location of Navy Aircraft

1. On 1 November 1965, the Aircraft Maintenance Section of 1st MAW (Rear) located at MCAS Iwakuni will terminate its operations. This move is in consonance with the complete relocation of the 1st MAW Headquarters Staff to the Republic of Vietnam.
2. This move will require modifications of current procedures utilized with respect to aircraft and engine transfers within 1st MAW. This is especially true in the area of communications (i.e. message and telephone liaison).
3. Current procedures require this Headquarters to request via message an AAL (Aircraft Assignment Letter) from your headquarters prior to the transfer of a 1st MAW aircraft from one 1st MAW custodian to another. Due to the geographical location of COMFAIRWEST-PAC, this new headquarters location and its subordinate units the present procedure involves up to ten days to complete a transfer. This delay is unacceptable, when for example, a pool helicopter in custody of a Headquarters and Maintenance Squadron is required as soon as possible to fill operating allowances and/or meet contingency requirements.
4. Additionally, in view of past critical shortages of E1620-80/84C engines, and anticipated future problems in this area, it often becomes necessary to transfer, as soon as possible, an engine from one custodian to another to ensure maximum aircraft availability. Currently this headquarters must request an Engine Shipment Directive from COMFAIRWESTPAC DET Caba Pt. to accomplish the transfer. Again the delay currently experienced through the communication net is unacceptable.
5. It is therefore recommended that the Commanding General, 1st MAW, be authorized to issue AAL's for the Intra Wing transfer of Wing assigned aircraft, and, additionally be authorized to direct the transfer of pool engines from one Headquarters and Maintenance Squadron to another.

ENCLOSURE (1)

6. If the above requests are granted, aircraft transfers would be governed by current operating allowances as set forth in reference (a). There would be no change to current procedures for addition or deletion of aircraft in the 1st MAF inventory. Engine transfers would be accomplished only when requested pool levels are depleted. The transfers would be reported on Engine Transaction Reports (ETR's) submitted by the Headquarters and Maintenance Squadrons concerned. Engine accountability would be maintained through this method of reporting.

7. Liaison between both headquarters would in emergency situations be handled by phone. The telephone contact number in Da Nang, RVN is Falcon 6385, ask for Wing Aircraft Maintenance Officer. For guidance purposes, priority message traffic takes two days to receive, one day to process and two days to return.

8. This headquarters is most desirous of making the transition to new operating area with as little confusion to all concerned. Comments and recommendations would be appreciated.

R.J. LYNCH, Jr.
By direction

Copy to:
CG, FMFPAC

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

56:EM:djp
13100
17 Oct 1965

From: Commanding General
To: Commander Fleet Air, Western Pacific

Subj: Transportation Requests for UH-34D Helicopters, request
for assistance

Ref: (a) Chief WESTPAC Transportation Office Inst. 4600.1A

1. Currently requests for air shipment of overhauled helicopters from Shin Meiwa Industries Company, Osaka (SMIC) to Marine Corps units in the Republic of Vietnam (RVN) have been initiated by the 1st MAW Aircraft Maintenance Office representative at Iwakuni, Japan.
2. Notification of aircraft available from SMIC for transfer to RVN has been made by telephone from your office to the 1st MAW Aircraft Maintenance Office in Japan.
3. After the first of November, the Aircraft Maintenance Office, 1st MAW Rear in Japan will terminate its operations.
4. It is therefore requested that in order to expedite delivery of UH-34D helicopters to RVN, that the request for airlift, in accordance with reference (a) be initiated by the Marine Corps Officer representative currently on your staff (Major D.E. ALEXANDER). Direct liaison between AMO (G-4) 1st MAW and your Marine representative is requested in order to assure expeditious transfer and assignments.
5. Requests for transportation of helicopters leaving RVN for overhaul will be promulgated by this headquarters.

R.J. LYNCH JR.
By direction

ENCLOSURE (2)

HEADQUARTERS
1st Marine Aircraft Wing
Fleet Marine Force, Pacific
FPO San Francisco 96600

56:EM:lh
13100
17 Oct 1965

From: Commanding General
To: Commanding Officer, Marine Aircraft Group 15
Commanding Officer, Marine Wing Service Group 17
Commanding Officer, Marine Aerial Refueler Transport Squadron 152

Subj: Aircraft Maintenance Office (Rear), deactivation of

Ref: (a) COMFAIRWESTPAC 13000.8

1. On 1 November 1965, the Aircraft Maintenance Office, 1st MAW (Rear) will terminate its operation.
2. In order to expedite the acquisition of services offered by COMFAIRWESTPAC as described in reference (a), direct liaison is authorized with COMFAIRWESTPAC on matters pertaining to Customer Service and minor repairs of aircraft/support equipment.
3. Matters pertaining to policy and major repairs/overhaul of equipment/aircraft will be referred to this Headquarters for appropriate action. The transfer of aircraft within Groups/Wing remains a function of this Headquarters and requests will be directed accordingly.
4. Direct liaison is authorized with COMFAIRWESTPAC as it applies to routine matters concerning aircraft scheduled in or out of PAR/RE-WORK. This includes fulfilling requests from COMFAIRWESTPAC for test/ferry pilots of 1st MAW aircraft.
5. The Commanding Officer, MWSC-17 is additionally authorized direct liaison with COMFAIRWESTPAC as it applies to furnishing UH-34D test pilots on aircraft coming out of overhaul.

R.J. LYNCH Jr.
By direction

Copy to:
COMFAIRWESTPAC

ENCLOSURE (3)

COMMAND AND STAFF ASSIGNMENTS

COMMANDING GENERAL

Brigadier General K. B. MCCUTCHEON

ASSISTANT WING COMMANDER

Brigadier General M. E. CARL

CHIEF OF STAFF

Colonel T. G. BRONLEWE

ASSISTANT CHIEF OF STAFF, G-1

Colonel W. D. WILCOX

ASSISTANT G-1

Lieutenant Colonel R. O. CARLOCK

WING PERSONNEL OFFICER

Captain R. R. MEALHOUSE

COMMANDING OFFICER, 1ST MARINE AIRCRAFT WING (REAR)

Colonel H. W. TAYLOR

S-1

Captain B. W. DRISCOLL

APP-3 Enclosure (5)

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051328Z

FROM: CG FIRST MAW

TO: CG FMFPAC

INFO: CMC

CG III MAF

CTF SEVEN NINE

CG FMFPAC/I MAC

CO FIRST MAW, IWAKUNI

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PERS STATUS RPT AS OF 31 OCTOBER

A. MCO 3000.2A

B. CG FMFPAC 292317Z MAY

1. IAW REFS A AND B THE FOL RPT IS SUBMITTED.

2. ON BOARD STRENGTH AND LOCATION OF UNITS:

UNIT/COMMANDER	USMC OFF NA AG	USMC ENL	USN OFF	USN ENL	LOCATION
A. MWHG-1 COL E I LUPTON	73 236	2372	22	70	DANANG, VIETNAM
(1) H&S-1 MAJ C A LIDDLE, JR	54 99	723	8	22	DANANG, VIETNAM
(2) MASS-2 MAJ R L CUNNINGHAM, JR	4 21	137	0	2	DANANG, VIETNAM
(3) DET A, MASS-2 CAPT D E ANDERSON	1 4	17	0	0	CHU LAI, VIETNAM
(4) DET D, MASS-2 CAPT G S PRESCOTT	0 5	26	0	0	PLEIKU, VIETNAM
(5) DASC DET, MASS-2 CAPT E L BROWN	3 3	21	0	0	CHU LAI, VIETNAM
(6) MACS-7 LTCOL R L MILLER	4 20	226	0	2	CHU LAI, VIETNAM
(7) DET A, MACS-7 CAPT R E VIGAL	0 3	20	0	0	PHU BAI, VIETNAM
(8) 1ST LAAM BN MAJ G G LONG					
(9) H&S BTRY, LAAM BN CAPT K E EARLS	1 16	274	1	10	DANANG, VIETNAM
(10) A BTRY, LAAM BN CAPT E B FOSTER	0 4	81	0	0	DANANG, VIETNAM
(11) B BTRY, LAAM BN CAPT C R KEITH	0 4	78	0	0	DANANG, VIETNAM

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PRIORITIES

UNIT/COMMANDER	USMC OFF WA	USMC AG	USMC ENL	USN OFF	USN ENL	LOCATION
(12) C BTRY, LAAM BN CAPT R L DULANEY	0	4	71	0	0	DANANG, VIETNAM
(13) 2ND LAAM BN MAJ E F PENICO						
(14) H&S BTRY, LAAM BN 2NDLT M CUMMINGS	0	20	234	1	10	CHU LAI, VIETNAM
(15) A BTRY, LAAM BN CAPT J A DESPOTAKIS	0	4	86	0	0	CHU LAI, VIETNAM
(16) B BTRY, LAAM BN CAPT C G RANM	0	4	86	0	0	CHU LAI, VIETNAM
(17) C BTRY, LAAM BN 1STLT C B MCCOY	0	4	85	0	0	CHU LAI, VIETNAM
(18) MACS-6 MAJ F L DELANEY	6	21	207	0	2	CAMP SCHWAB, OKINAWA
(19) 11TH DENTCO (FWD) LT W A COUVILLON USN	0	0	0	2	3	DANANG, VIETNAM
(20) 11TH DENTCO (REAR) CAPT W C BRANDON USN	0	0	0	10	19	IMAKUNI, JAPAN
B. MAG-11 COL R F CONLEY	86	84	1562	4	18	DANANG, VIETNAM
(1) H&MS-11 LTCOL W H BORTZ, JR	19	14	383	0	0	DANANG, VIETNAM
(2) MABS-11 LTCOL E E PEARCY	7	8	446	1	15	DANANG, VIETNAM
(3) VMFA-115 LTCOL C R JARRETT	19	21	266	1	2	DANANG, VIETNAM
(4) VMFA-542 LTCOL R A SAVAGE	20	24	276	1	0	DANANG, VIETNAM
(5) VMGJ-1 (-) COL O W CORMAN	17	17	137	1	1	DANANG, VIETNAM
(6) VMGJ-1 (REAR) MAJ M R CONROY	2	0	38	0	0	IMAKUNI, JAPAN
(7) VMGJ-1 (YANKIE TEAM) CAPT M S GERLING	2	0	13	0	0	USS EON HOMER RICHMOND
C. MAG-12 COL L E BROWN	130	50	1566	8	23	CHU LAI, VIETNAM
(1) H&MS-12 LTCOL J W KIRKLAND	19	17	357	0	0	CHU LAI, VIETNAM
(2) MABS-12 MAJ J W PARCHEN	8	11	455	4	21	CHU LAI, VIETNAM
(3) MATGU-67 CAPT J F KEANE	1	6	59	0	0	CHU LAI, VIETNAM
(4) VMA-214 LTCOL K OKEEFE	24	4	165	1	0	CHU LAI, VIETNAM

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UNIT/COMMANDER	USMC NA	OFF AG	USMC ENL	UNS OFF	USN ENL	LOCATION
(5) VMA-224 LTCOL T E MULVIHILL	26	4	180	1	0	CHU LAI, VIETNAM
(6) VMA-311 LTCOL B J STENDER	25	4	170	1	0	CHU LAI, VIETNAM
(7) VMA-211 MAJ W E GARMAN	14	0	57	0	0	CHU LAI, VIETNAM ✓
(8) VMA-211 (REAR) MAJ E D CHANEY, JR	13	4	123	1	2	TSUKUNI, JAPAN
D. MAG-13 COL O E HOWE	106	89	1650	4	0	TSUKUNI, JAPAN
(1) H&MS-13 LTCOL L F ELASS	13	17	384	0	0	TSUKUNI, JAPAN
(2) MABS-13 MAJ J B BELL	4	10	351	1	0	TSUKUNI, JAPAN
(3) VMA-223 LTCOL A WILSON	28	4	183	1	0	TSUKUNI, JAPAN
(4) VMFA-323 LTCOL A W O'DONNELL	18	12	165	0	0	TSUKUNI, JAPAN
	3	13	101	0	0	ENROUTE FR COMUS
(5) VMFA-314 LTCOL M R RUSSELL	16	15	180	0	0	TSUKUNI, JAPAN
MAJ J B LAVELLE	5	10	92	1	0	NAHA, OKINAWA
(6) VMF(AW)-312 LTCOL R B NEWPORT	19	3	167	1	0	TSUKUNI, JAPAN
(7) MATCU-66 CAPT V J FULLADOSA	0	5	27	0	0	TSUKUNI, JAPAN
E. MAG-16 COL T J O'CONNOR	260	48	1531	9	21	DANANG, VIETNAM
(1) H&MS-16 LTCOL J L GOEBEL	18	17	272	0	0	DANANG, VIETNAM
(2) SU#1, H&MS-16 CAPT G H PENNELL, JR	13	0	62	0	0	DANANG, VIETNAM
(3) MABS-16 LTCOL T E VERNON	5	7	308	5	10	DANANG, VIETNAM
(4) MATCU-68 CAPT R G COULTER	2	5	57	0	0	DANANG, VIETNAM
(5) HMM-161 LTCOL R C DENNY, JR	51	2	181	1	4	PHU BAI, VIETNAM
(6) HMM-163 LTCOL N G EWEERS	46	4	158	1	0	FUTEMA, OKINAWA
(7) HMM-263 LTCOL T CLARK	47	4	181	1	2	DANANG, VIETNAM
(8) HMM-361 LTCOL L F CHILDERS	55	3	170	1	2	DANANG, VIETNAM

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UNIT/COMMANDER	USMC NA	OFF AG	USMC ENL	USN OFF	USN ENL	LOCATION
(9) VMO-2 LTCOL G F BAUMAN	23	6	142	0	3	DANANG, VIETNAM
F. MAG-36 COL W C JOHNSON	258	43	1485	10	24	CHU LAI, VIETNAM
(1) H&MS-36 LTCOL T G MOONDEY	22	16	308	0	0	CHU LAI, VIETNAM
(2) MABS-36 MAJ J A KENNEDY	7	10	320	4	13	CHU LAI, VIETNAM
(3) HMM-261 LTCOL M B PORTER	53	3	182	1	2	USS VALLEY FORGE
(4) HMM-362 LTCOL J ALDWORTH	50	3	168	1	0	CHU LAI, VIETNAM
(5) HMM-363 LTCOL G D KEW	51	3	195	2	3	QUIN NHON, VIETNAM
(6) HMM-364 LTCOL W R LUCAS	50	3	164	1	3	CHU LAI, VIETNAM
(7) VMO-6 LTCOL R J ZITNIK	25	5	148	1	3	CHU LAI, VIETNAM
G. MCAF, FUTEMA SU#1, H&HS-1 COL P C DELONG	12	10	213	0	0	FUTEMA, OKINAWA
H. VMGR-152 LTCOL D C HOLLAND	34	5	379	2	13	FUTEMA, OKINAWA
I. MWSG-17 COL J T MCDANIEL	44	62	1070	2	34	IWAKUNI, JAPAN
(1) H&HS-17 MAJ R G COMBS	18	25	305	0	0	IWAKUNI, JAPAN
(2) MABS-17 MAJ C P JONES	6	16	460	1	0	IWAKUNI, JAPAN
(3) MATCU-60 CAPT H G MILLER, JR	3	4	56	0	0	IWAKUNI, JAPAN
(4) AMMO DET, 3RD FSR SSGT B BAIRD	0	0	4	0	0	IWAKUNI, JAPAN
(5) MAETSAT-1 MAJ D D PARRISH	1	2	30	0	0	IWAKUNI, JAPAN
(6) MANS-17 LTCOL E M JONES	9	5	144	0	0	IWAKUNI, JAPAN
(7) SU#2, H&HS-1 CAPT C L DAVIS	7	10	71	1	34	IWAKUNI, JAPAN
TOTAL FIRST MAW	1003	627	11828	61	203	

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3. NO EXISTING OR ANTICIPATED CRITICAL PERSONNEL SHORTAGES, HOWEVER SIGNIFICANT SHORTAGES ARE RECEIVING CLOSE COMD ATTENTION AND WHEN APPROPRIATE HAVE OR WILL BE BROUGHT TO THE ATTENTION OF CG FMFPAC.

GP-4

DIST: G-1/G-3/PERS/S/S

DRAFTER:  CAPT R R MEALHOUSE USMC
PERSO MOMENT 201

RELEASEE:  COL W D WILCOX USMC
ACOFB G-1 MOMENT 1

PAGE FIVE OF FIVE PAGES

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HEADQUARTERS
1st Marine Aircraft Wing
Fleet Marine Force, Pacific

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4:RDS:rbg
5750

NOV 13 '65

CONFIDENTIAL

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

Subj: Command Chronology for October 1965 (U)

Ref: (a) WgO 5750.1

Encl: ☒ (1) Organizational Data
☒ (2) Narrative Summary
☒ (3) G-4 Daily Journal of Events (w/original only)
☒ (4) WgO 4000.20D (w/original only)
☒ (5) WgO 4631.7A (w/original only)
☒ (6) WgBul 5220 of 12 Oct 1965 (w/original only)

1. In accordance with reference (a), the enclosures are submitted as the G-4 Division Command Chronology for the month of October 1965.

2. This cover letter may be downgraded to UNCLASSIFIED upon removal of the enclosures.

R. J. Lynch Jr.
R. J. LYNCH JR.

1st MAW S&C No.	Copy No.
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APP-3

CONFIDENTIAL1st Marine Aircraft Wing, G-4 Division
Organizational DataPeriod Covered: 1-31 October 1965Location: Danang, Quang Nam Province, RVNHeads of Division and Principal Subordinates:

Assistant Chief of Staff, G-4:
 Assistant G-4:
 Assistant G-4 (Ops & Plans):
 Administrative Officer:
 Logistics Chief:
 Ordnance Officer:
 Motor Transport Officer:
 Engineer Officer:
 Air Freight Officer:
 Embarkation Officer:
 Aircraft Maintenance Officer:
 Avionics Officer:
 Food Services Officer:
 LOX Officer:
 TAFDS Officer

Colonel R. J. Lynch, Jr.
 LtCol T. J. Horner
 LtCol R. D. Sears
 1stLt W. E. Leonard
 MGySgt C. E. O'Brien
 Major R. F. Stewart
 1stLt G. L. Severson
 1stLt G. M. VanOrden
 Major W. E. Thomas
 Captain W. A. Jupp
 Major R. Schantek
 LtCol Z. E. Sprague (from 30 Oct)
 1stLt W. E. Tisdale
 CWO D. W. Hodgson
 CWO D. E. Johnson (to 4 Oct)
 CWO L. C. Hassen (from 5 Oct)

GROUP-4

Downgraded at 3 year intervals;
 Declassified after 12 years.

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App 3-Enclosure (1)

CONFIDENTIALNarrative Summary of Events1. Administration.

This period saw the consolidation of all functions of the G-4 Division at one headquarters when, on 30 October, the Avionics Section and the balance of the Aircraft Maintenance Section, with their files and technical libraries, moved from Iwakuni, Japan to Danang, RVN.

2. Logistics.

a. The most significant event which occurred during the period was the raid by the Viet Cong on the airfields at Marble Mountain and Chu Lai on the morning of 28 October. After the raids, aircraft damage was as follows:

	<u>A4E</u>	<u>UH-34</u>	<u>UH-1E</u>	<u>CH-37C</u>	<u>Total</u>
Destroyed	2	5	13	0	20
Damaged beyond local repair	3	7	1	0	11
Damaged, light to moderate	3	14	4	5	26

b. Air Freight Operations

(1) Six air freight personnel were assigned to augment the 3d Aerial Delivery Platoon, which was placed under the operational control of VMGR-152 on 17 October. These personnel have been placed in key administrative assignments for future reorganization of the Air Freight and Passenger System. Eight additional items of equipment to enhance terminal operations were received during the period, including an aircraft tow tractor, a forklift, and a floodlight trailer.

(2) 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>Inbound</u>	<u>1st MAW</u>	<u>3d MarDiv</u>	<u>Other</u>	<u>Mail</u>
Cargo (S/T)	268	232	24	50
Passengers	1305	3029	198	
<u>Outbound</u>				
Cargo (S/T)	201	336	157	50
Passengers	1771	4234	213	
<u>Totals for period</u>				
Cargo (S/T)	469	568	181	100
Passengers	3076	7263	411	
<u>Total Cargo:</u>	1318 S/T			
<u>Total Passengers:</u>	10,750			

GROUP 4

Downgraded at 3 year intervals;
Declassified after 12 years.

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App 3- ENCLOSURE (2)

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c. Ordnance. Significant factors affecting the ordnance capability of the Wing during October included:

(1) Ammunition storage plans for Danang were reviewed with CO, 30th Naval Construction Regiment. 25' X 48' advanced base magazines sufficient to store 9000 tons net explosive weight are planned for Marine Corps use. This will satisfy the munitions storage requirements for a two Marine Air Group concept.

(2) Class VA assets continued to increase in quantities in both the Danang and Chu Lai dumps. MK-79 fire bombs, and MK 81 and MK 82 low drag bombs, remain in short supply. The supply of low drag bombs is expected to equal demand in February 1966.

(3) Plans are being formulated for the relocation of Class VA assets between Danang and Chu Lai to achieve a greater balance based on tactical requirements.

3. Motor Transport.

a. Instruction teams visiting the Wing during this period included:

(1) FMFPac Contact Instruction Team for Rough Terrain Forklifts.

(2) FMFPac Contact Instruction Team for Engine Generators.

(3) FMFPac Motor Transport Officer and a technical assistance team to determine future exchange or rehabilitation of equipment and procedures in effect for efficient utilization.

b. New equipment received included 4 Dump Trucks and 13 M37B1. Twenty-two subassemblies of Section "M" Equipment were evacuated to fourth echelon maintenance facility, and five repaired subassemblies were received. Ten pieces of major equipment, including four crash trucks, were received from rehabilitation at Yokosuka, Japan.

4. Engineering.

a. Wing Engineer Office.

(1) A request was sent to MWSG-17 for a water purification system. When installed, this system will provide potable water to the Marine Air Freight and Passenger Terminal and the adjoining transient facility.

(2) Revetments were completed around the Tactical Airfield Fuel Dispensing System at Marine Air Freight Terminal.

(3) The Wing Engineer commenced a study on the rehabilitation of existing buildings and utilities within the Tango Sector. The study was discontinued when III MAF levied the requirement on 30th Naval Construction Regiment.

(4) An Engineer Assistance Team visited all Wing units to provide information and assistance on engineer equipment.

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Declassified after 12 years.

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(5) Wing Engineer Section supervised a search for tunnels suspected to be within Tango Sector. Negative results.

(6) A new water well was completed in the area of MWHG-1. Immediately thereafter, the contractor closed down the MAG-11 well and tied into the new well. The deep water well in H&HS-1 area went out of commission. In order to provide water to the Wing Compound, a tie-in was made to the III MAF water distribution system. All water for the Tango Sector is now being furnished from the III MAF water supply.

b. Liquid Oxygen. During October the 1st Marine Aircraft Wing received eleven new 500 gallon liquid oxygen storage tanks. No technical manuals were received however, so the tanks were administratively deadlined. 2500 gallons of LOX were airlifted to Wing units in RVN from NAS Cubi Point, P.I. This was necessary due to one of the plants at both Danang and Chu Lai being deadlined for parts. Monthly LOX activity reports are contained in Appendixes A and B.

c. Tactical Airfield Fuel Dispensing Systems.

(1) The first of several fuel problems which arose during October was the lack of refuelers available to supply the TAFDS at Air Freight. The situation was resolved by contracting with Esso to deliver 30,000 gallons daily direct to the TAFDS.

(2) JP-4 Contamination

(a) F4B aircraft began to experience afterburner blowouts. On examination, the check valve was found to be covered with a varnish-like substance. When the valve was cleaned in a solvent and reinstalled in the aircraft it then functioned normally.

(b) Fuel samples were taken from F4B aircraft, TAFDS, and Bulk Fuel Storage farms. Aircraft samples appeared to contain a fungus and water. Other samples appeared satisfactory. All samples were flown to Naval Testing Laboratory at Subic Bay, P.I. and were determined to be contaminated, but cause was not established. Accordingly, all F4B aircraft were grounded.

(c) A BuWeps representative arrived and assisted in testing. It was finally determined that the fuel samples were contaminated with salt water. The source of this salt water is not known, however it permeated the bulk fuel system. A quality surveillance program has been established to assure that no further contaminated fuel is introduced into aircraft.

(3) On 24 October salt water was discovered entering the system from the bottom laid line to the ship. The hose on the bottom laid line was ruptured, and has been replaced.

GROUP 4

Downgraded at 3 year intervals;
Declassified after 12 years.

3

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ENCLOSURE (2)

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(4) The resupply of POL to Quang Ngai continues to be a problem, and will continue until the road is opened from Chu Lai. COMUSMACV has been requested to provide scheduled airlift of Class IIIA, and the Air Force has provided emergency resupply by C-123.

(5) The following amounts of AvGas and JP-4 were issued during October:

UNIT	AvGas	JP-4
MAG-11	236,109	2,017,712
MAG-12		995,716
MAG-16	203,065	70,700
MAG-36	<u>213,394</u>	<u>73,419</u>
	652,568	3,157,547

5. Aircraft Maintenance.

a. Curtis-Wright specialists briefed on UH-34 engine problems and offered comments and recommendations to improve 1820-84 engine reliability and service life.

b. Aircraft Maintenance Officer attended a conference at NAS, Cubi Point, P.I. to discuss complete engine repair and repair of ground support equipment for units in RVN.

c. Aircraft Maintenance Officer and BuWeps representative investigated and resolved the problem of contaminated JP-4 (See paragraph 4.c.(2) above). The salt water damage necessitated removal of ten aircraft engines, which were sent to Cubi Point for fuel system rework.

Appendixes:

- / A - MAG 11 LOX Report
- / B - MAG 12 LOX Report

GROUP 4

Downgraded at 3 year intervals;
Declassified after 12 years.

CONFIDENTIAL

ENCLOSURE (2)

Date 3 Nov 1965

1. GENERATING PLANT STATUS

DEADLINED 47 HOURS

DEADLINED 744 HOURS

2. PRODUCTION RECORD

b. LOX DRAWN FROM OUTSIDE SOURCE	2,000	GALLONS
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c. LN ₂ PRODUCED		NONE	GALLONS
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d.	GASEOUS NITROGEN PRODUCED	NONE	CUFT
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e.	GASEOUS OXYGEN PRODUCED	65,130	CUFT
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f. HOURLY LOX PRODUCTION REQUIRED TO SUPPORT
ONE FLIGHT HOUR (GALLONS ISSUED VERSUS HOURS
FLOWN) _____ GPH

3. ISSUE RECORD

a. LOX ISSUED TO SQUADRONS

	VMFA-513	550	
LIST SQUADRONS:	VMFA-542	1,750	GALLONS

VTFA-115 1,250

VMCJ-1	100	GALLONS
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VMCJ-3 50

MAG-12	1.000	GALLONS
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GALLONS

TOTAL LOX ISSUED	4,700	GALLONS
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63-104

**Downgraded at 3 year intervals;
Declassified after 12 years.**

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APPENDIX A to
ENCLOSURE (2)

b. LN₂ ISSUED TO SQUADRONS

LIST SQUADRONS AND AMOUNTS IN GALLONS

NONE

c. GASEOUS OXYGEN ISSUES

LIST SQUADRONS OR ORGANIZATIONS AND AMOUNTS IN CUFT

VMCJ-1	12,600	3rd LAAM	4,800
VMFA-115	3,600	USAF	2,100
FLSG-Med	2,020	7th Eng	5,100
MCB-4	4,000	3rd Eng	5,800
HMS-11	5,000	MABS-11	600
MASS-2	400	U.S. Army	400

d. GASEOUS NITROGEN ISSUES

LIST SQUADRONS OR ORGANIZATIONS AND AMOUNTS IN CUFT

NONE

4. COMMENTS

Gaseous O₂ issue total less than total CuFt produced. All cylinders not picked up by using org. NOTE: Gaseous oxygen produced is equivalent to 438.4 gals LOX. TOTAL Liq O₂ on hand this date 1615 Gals.

S.D. RAMSAUR

(SIGNATURE)

CONFIDENTIAL

MAG-12

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

Date 4 Nov 65MONTHLY LOX SECTION ACTIVITY REPORT. MONTH OF October 1965

1. GENERATING PLANT STATUS

a. LOX PLANT NO. 97- 12533 OPERATED 48 HOURS
DEADLINED 676 HOURS

b. LOX PLANT NO. 97- 14461 OPERATED 577 HOURS
DEADLINED 0 HOURS

2. PRODUCTION RECORD

a. LOX PRODUCED 3,146 GALLONS

b. LOX DRAWN FROM OUTSIDE SOURCE 1,480 GALLONS

c. IN_2 PRODUCED NONE GALLONS

d. GASEOUS NITROGEN PRODUCED 12,600 CUFT

e. GASEOUS OXYGEN PRODUCED 28,200 CUFT

f. HOURLY LOX PRODUCTION REQUIRED TO SUPPORT
ONE FLIGHT HOUR (GALLONS ISSUED VERSUS HOURS
FLOWN) 1.91 GPH

3. ISSUE RECORD

a. LOX ISSUED TO SQUADRONS

LIST SQUADRONS: _____ GALLONS
 _____ GALLONS
 _____ GALLONS
 _____ GALLONS
 TOTAL LOX ISSUED 3,935 GALLONS

Downgraded at 5 year intervals;
Declassified after 12 years.

CONFIDENTIAL
APPENDIX B to
ENCLOSURE (2)

b. LN₂ ISSUED TO SQUADRONS

LIST SQUADRONS AND AMOUNTS IN GALLONS

NONE

c. GASEOUS OXYGEN ISSUES

LIST SQUADRONS OR ORGANIZATIONS AND AMOUNTS IN CUFT

INFO NOT AVAILABLE

d. GASEOUS NITROGEN ISSUES

LIST SQUADRONS OR ORGANIZATIONS AND AMOUNTS IN CUFT

INFO NOT AVAILABLE

4. COMMENTS

AVERAGE HOURLY PRODUCTION 5.6 GALLONS PER HOUR. GASEOUS OXYGEN PRODUCED EQUIVALENT TO 245 GALLONS LOX. GASEOUS NITROGEN PRODUCT EQUIVALENT TO 135 GALLONS LN₂.

D.W. HODGSON

(SIGNATURE)

CONFIDENTIAL

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

010001-012400

G-4 Journal of Events

1. 010830 Provided (3) M36 to III MAF for moving Navy whse material. (MT)
2. 011300 Discussion with CO MABS-11 on water availability for MAG-11. ROICC indicates contractors are willing to bypass MAG-11 well until well in MWHG-1 supply compound is completed. (ENGR)
3. 011400 G-4 Ops O, AMO's made liaison visit to Danang docks and NCC concerning off loading A4 aircraft from Chu Lai and destined for Yoko. (AMO)
4. 011530 FMAW requested ComServGru Three to include electric fuzes in fair share items. (ORD)

EX-4
Downgraded at 5-year intervals;
Declassified after 12 years.

CONFIDENTIAL
APP 8-ENCLOSURE (3)

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

020001-022400

G-4 Journal of Events

1. 020800 Continued in establishing new air freight site. Air delivery equipt. subject to deterioration by foul weather moved into hangar bays. (Air Frt)
2. 020845 Sent message to MAG-11 and MAG-12 indicating the amount of fuzes to be returned to MAVMAG Subic. (Ord)
3. 021005 Proceed with procurement of dump trucks to haul dirt for reventment around TAFDS bags. (Engr)
4. 021045 Informed by III MAF Force EngrO that dump trucks would have to be supplied from Wing assets. No dumps avail III MAF. (Engr)
5. 021400 Submitted request for transfer of (10) ten MAG-13 and (10) ten MAG-11 morest personnel (7011's) to MAG-12. (Engr)
6. 021600 Shipped 500 gal of LOX to MAG-12 at Chu Lai. (Air Frt)
7. 021915 Placed request with III MAF G-4 for 4000 gals JP-4 for Tam Ky and 3000 gals AVGAS for Dong Ha. (TAFDS)

Downgraded and/or intervals;
Declassified after 12 years.

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App 3- 1988 (3)

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

030001-032400

G-4 Journal of Events

1. 030700 LOX reports - Danang - 450 gallons on hand, issued 100 gallons during past 24 hours. Plant no. 1 down for fourth stage piston rings on air compressor. Plant no. 2 down for cracked head of D-318 caterpillar engine. Chu Lai - 240 gallons on hand issued 115 gallons during past 24 hours. Plant no. 1 down, plant no. 2 in operation. (LOX)
2. 030915 Messrs. R. Signoratti and R. Bartels, Curtis Wright specialist reported to AMO for briefing on HU-34D engine problems. (AMO)
3. 031030 Submitted request to III MAF for dump trucks to complete revetment around MAG-11 TAFDS fuel bags. (ENGR)
4. 031330 Submitted sketches to OICC planning group, Danang for future development of fueling sites. (TAFDS)
- 4A. 031345 Requested all groups to inspect and conduct inventory of their chemical equipment. (ORD)
5. 031430 Received request from MAG-11 to move commercial cement mixer stuck in swamp. FLSG provided tank retriever VTR-51. (MT)
6. 031500 Received call from AMO MAG-12 in reference to damage reported on A4's being sea loaded at Danang. AMO visited Naval Component Commander to check reported damage. Was advised LST had departed and no damage report was made to them. Will continue to check this out. (AMO)

GROUP-4

Downgraded at 1 year intervals;
Declassified after 12 years.

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443-ENCLOSURE (3)

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

040001 - 042400

G-4 Journal of Events

1. 040700 LOX reports - MAG-11 has 400 gallons on hand - 100 gals issued last 24 hours - plant #1 in operation plant #2 down for Diesel Engine MAG-12 Has 800 gallons on hand - issued 85 gals last 24 hours plant #1 down for Diesel Engine plant #2 in LOX production. (LOX)
2. 040800 W/Engineer O began study of Tango Sector on utilities, building rehailitation, cost estimate, and labor. (ENGR)
3. 040800 Movement of equipment continues at the new air freight site. Space made available to draft coordinator for in-coming and outgoing personnel. (A/FRT)
4. 040900 Wing Ord off held conference with stanford Research Institute Team on Wing Ordnance Functions. (ORD)
5. 041400 Submitted work requests for benches, signs and use of carpenters for air freight section. (A/FRT)
6. 041630 Lumber belonging to HMV-161 had not been returned. (A/FRT)

GROUP-4

Downgraded at 1 year intervals;
Declassified after 12 years.

APP-3-ENCLOSURE (3)

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

G-4 Journal of Events

050001 - 052400

1. 050700 AMO and Acft Maint Chief departed for NAS Cubi Pt to attend conference on Aircraft Maintenance repair program for Marine units in RVN. (AMO)
2. 050730 Provided 2 M36 trucks to MAG-11 Bomb dump. Provided 1 M36 Truck to w/Shipping & Receiving Section. (MTO)
3. 050830 Provided 3 M36 trucks to Mar Air Frt to haul MAG-12 lumber. (MTO)
4. 051030 Provided (10) M36 trucks to Mar Air Frt to Haul MAG-12 lumber. (MTO)
5. 051905 Sent message to MAG-36 in regrd to M60 Machine Gun Magazines. (ORD)
6. 051907 Sent message to all Groups quoting the correct use of M6 Smoke Pot. (ORD)

GROUP 4

Downgraded and/or intervals;
Declassified after 12 years.

CONFIDENTIAL**APP-3- ENCLOSURE (3)**

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

G-4 Journal of Events

06700 - 062000

1. 060700 MAG-11 250 gallons LOX on hand, 150 gallons issued last 24 hours. Both LOX plants down because of diesel engine malfunction. Plant #1 down for blower, water pump and tachometer drive shaft, Plant #2 down for a D-318 caterpillar diesel engine head. (LOX)

MAG-12 reports 840 gallons of LOX on hand, 85 gallons issued past 24 hours. Plant #1 is down for diesel engine overhaul and a vibration absorber in the refrigeration system suction line. (LOX)
2. 060730 Provided 2 M36 trucks to MAG-11 bomb dump. (MTO)
3. 060800 Called Cubi for 1,000 gallon of LOX, Aircraft to depart 1600 with two (2) 500 gallon trailers and courier. (AIR TBT)
4. 060830 Visited Air Freight area, MAG-11 delivered JP-4 during the night. As of 0830 there is approximately 8,000 gallons in the system. (TAFDS)
5. 061300 MAG-16 requested 75kw generator for period of three days. Wing assets unable to provide. (ENGR)
6. 061400 Project engineer on well states that it was necessary to abandon old hole. Will begin drilling new hole today. (ENGR)
7. 061730 W/Ord was called out to investigate the accidental firing of a sidewinder missile on the flightline. No injuries and damage was slight. It was determined that existing safety precautions were not practiced in this instance. (ORD)
8. 062000 23,000 JP-4 now at Air Freight. (TAFDS)

Downgraded at intervals;
Declassified after 12 years.

MAG-9-ENCLOSURE (3)

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

G-4 Journal of Events

070700 - 072000

1. 070730 Provided 2 trucks to MAG-11 Group Supply. (MTO)
2. 070800 Contractor began drilling of well at new well site. (20 meters north of abandoned hole) (ENGR)
3. 070815 General desired verbal explanation of ration issue. (FD SVR)
4. 070845 Recieved call from Marine Liason at Quang Ngai. Low on AVGAS and oil MAG-36 to replenish with UH-34 type A/C. (TAFDS)
5. 070900 Accompanied Wing Insp on visit to FLSG and Naval Support activity. (FD SVR)
6. 071400 Provided 1 Water Truck to haul water to Gen MALTs CP. (MTO)
7. 071500 Avionics chief and his relief visited MAG-11 to monitor MC-10A damaged by missile incident that area. Reported MAG-11 attempting to repair. (ALO)
8. 071730 Directed MWHG to ship 3 LJ-1 maintenance platforms to MAG-12. (ORD)

Downgraded and
 Declassified after 10 years.

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App 8 ENCLOSURE (3)

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

G-4 Journal of Events

080700 - 082025

1. 080700 LOX Report from Chu Lai- 670 gallons on hand. Issued 135 gallons. Plant number 1 down for diesel engine and a vibration absorber for suction line on refrigeration system. Plant number 2 was defrosted 7 Oct and is back in operation. No report received from MAG-11. (LOX)
2. 080730 Provided 4 M36 Trucks to MAG-11. (MT)
3. 080930 Shipping and Receiving Section picked up cargo for VMF-224. Cargo had been staged along street adjacent to 8th Aerial Port Squadron Terminal. (AirFrgt)
4. 081000 Attended meeting at Force Engineer Office on cantonment construction. MAG-11 to assist 1st LAAM Hqds Btry on strongbacking of tents. (ENGR)
5. 081400 Provided 8 M36 Trucks to III MAF to haul ammo from ASP-1 to Museum Pier. (MT)
6. 082025 Ordered inert ammo for Iwakuni squadrons. This is to conduct loading drills, etc. (ORD)

GROUP-4

*Downgraded at 3 year intervals;
Declassified after 12 years.*

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44-3-ENCLOSURE (3)

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

090001 - 092400

G-4 Journal of Events

1. 090001 Call from Condole 4 (Major Anderson) Col. Conley has ordered all MAG-11 A/C defueled due to recent engine failures due to suspected fuel contamination. Requests assistance in obtaining fuel from Air Force to replace our fuel source until such time as samples can be tested. MAG-11 R4D is departing tonight for Cubi Point to have samples tested. (TAFDS)
2. 090015 Condole 4 indicates they have made arrangements to fly fuel samples to Cubi for test. Feel Cubi has better capability than Saigon. Expect to arrive Cubi by 090500. Have immediate requirement for 25,000 gallons fuel from other than their own TAFDS bags. (TAFDS)
3. 090030 Notified of suspicion of contaminated JP-4 at MAG-11 TAFDS. Fuel samples taken from all F4B A/C and all fuel storage tanks. Samples flown to NAS Cubi Point. MAG-11 grounded all F4B A/C. III MAF Fuel Coordinator notified. Air Force also notified of situation. (TAFDS)
4. 090315 III MAF 4 A called and said he lacked complete information on fuel sample that contained sand and water; ie, which sample/s were involved, when and where were they tested and by whom. (TAFDS)
5. 090700 LOX Reports - MAG-12 has 625 gallons on hand-issued 135 gals-plant #1 down for diesel engine and vibration absorber in reefer system suction line. Plant #2 in operation after defrost. No report from MAG-11. (LOX)
6. 090730 Provided 3 trucks to MAG-11 supply. (MT)
7. 090800 On checking 8th Aerial Port Sqd air freight section an aircraft part for MAG-13 was found. Turned item over to shipping and receiving for return to Japan. Shipped from Oakland, Calif. In accordance with Gen. Walt's request reported one (1) pallet of "hand clasp" equipment was located at 8th Aerial Port air freight. Contacted Kit Carson 3. (AIR FRT)
8. 090800 Provided 1 crane 3,000lb R/T to III MAF. (MT)
9. 090800 Submitted revised A/M inspection form for approval. (ORD)
10. 090815 MAG-11 reported 1,100 gallons LOX on hand, issued 100 gallons. Plant #1 in operation, #2 down for diesel engine. MAG-11 requested an official request for the daily LOX report. (LOX)

GROUP 4

Downgraded at 3 year intervals;
Declassified after 12 years.

App 3- NOTE (3)
CONFIDENTIAL

G-4 Journal of Events (Cont'd)

090001 - 092400

11. 091000 Request to III MAF for establishment of SOP ON sewage dumping. (ENGR)
12. 091100 Call from Force Engr. O requesting water truck begin sprinkling roads in III MAF area. (ENGR)
13. 091600 Conference with Chief of Staff in regards to JP-4 problem; no decisions reached, waiting for results of fuel samples flown to Cubi Point P. I. (TAFDS)
14. 091830 Received call from MAG-36, Quang Ngai. Needs 20,000 AvGas, 10,000 JP-4, 750 gal AvOil. (TAFDS)
15. 092000 Received word from G-4 that fuel samples flown to Cubi Point were contaminated; no further information available. (TAFDS)

GROUP 4

Downgraded at 3 year intervals;
Declassified after 12 years.

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A/p 3- ENCLOSURE (3)

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

100001 - 102400

G-4 Journal of Events

1. 100700 LOX Reports - MAG-11 reports 1170 gals on hand - issued 100 gals past 24 hours. Plant no. 1 in operation, plant no. 2 down for a diesel engine head. MAG-12 has 720 gals on hand, issued 115 gals past 24 hours. Plant no. 1 down for diesel engine and vibration absorber in refrigeration system suction line. Plant no. 2 in operation. Note: drafted message to SPCC concerning vibration absorber. (LOX)
2. 100800 OIC, 8th Aerial Port Sqd requested assistance in moving increased flow of cargo at air freight terminal. Forklift will be provided to help remedy this situation. (AIR FRT)
- 2A. 100800 Provided 3 M-36 Trucks to MAG-16 for hauling gear from Comm Pier and 8th Aerial Port to 16. Provided 1 commercial forklift to shipping and receiving section. (MT)
3. 101000 Informed MAG-11, MAG-16, 1st LAM Bn and MWHG-1 of engineer assistance team to be visiting their areas between 11 and 15 Oct. (ENGR)
4. 101100 Received LOX usage data from MAG-12 for Sept 1965 - 4,208 gals LOX used - 1.83 gals LOX required to support one flight hour. (LOX)
- 4A. 101300 Provided 1 M-36, 1 M-52 and M-172 to MAG-11. (MT)
5. 101415 Telcon with Col Martin at ADC Command Group, Chu Lai. Explained that local arrangements for supplying Btry "A" 2d LAM Bn would continue to apply. TG 76.4 will supply LCM support upon reasonable request. Col Martin indicated that he would coordinate from that end. (OPS)
6. 101505 Sent negative Aero 12 B/C bomb skid report to COMNAVAIRMAC. (ORD)
7. 101900 Contact teams for instruction on generators and rough terrain forklifts reported aboard. (MT)

GROUP-4

Downgraded at 3 year intervals;
Declassified after 12 years.

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A/43- ENCLOSURE (3)

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

G-4 Journal of Events

110001-112400

1. 110700 LOX Reports - MAG-11 has 1240 gallons on hand - No LOX issued past 24 hours. Plant #1 in LOX production, Plant #2 down for Diesel Engine. MAG-12 has 500 gallons on hand - issued 145 gallons past 24 hours. Plant #1 down for Diesel Engine overhaul and vibration absorber of refrigeration system suction line. (LOX)
2. 110715 Wing Engr O to FLSG to meet Engr. Assistance Team. EAT began visits with MAG-11. (ENGR)
3. 110730 Provided 2 M36 trucks to MAG-11 to haul Ammo. (MTO)
4. 110730 Received word from MAG-36 that they would not be able to deliver the MK III Contaminated Fuel Detector until weather clears at Chu Lai. (TAFDS)
5. 110930 Received call from LtCol MARTIN (G-4, FMFPac) requesting info on following:
 - 1) Status of contaminated fuel. Advised him that tests were not complete and that FMFPac would be notified as soon as all facts were determined.
 - 2) Cited NAS Cubi msg 090938Z concerning assignment of two Navy personnel to calibration lab. Wanted to know if two were sufficient to support FMAN requirements.
 - 3) He was provided information previously requested on deadlined status of LOX units and NC-5. (OPNS)
6. 111300 Coordinated schedule with III MAF for the Engine Generator and forklift instruction teams, III MAF will publish. (MTO)
7. 111630 Notified FLSG POL Officer of only 15,000 gal JP-4 at Air Freight. (TAFDS)
8. 111930 Received call from MAG-12 LOX plant #2 down for 4th stage piston rings and third stage inter cooler leakage of air compressor. No A/C came in to pick up LOX tanks and courier for LOX run to Cubi.
9. 111930 Out of JP-4 at air freight, notified FLSG POL office. Bulk Fuel Co. to deliver fuel tonight.

GROUP 4

Downgraded at 3 year interval
Declassified after 12 years.

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AP/3- ENCLOSURE (3)

CONFIDENTIAL

10. 112000 Notified of shortage of AVGAS and JP-4 at Quang Ngai.
Notified FLSG of situation, made arrangements to have 50
drums AVGAS delivered on 13 Oct.

GROUP-4

Downgraded at 3 year intervals;
Declassified after 12 years.

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APP-9-ENCLOSURE (3)

CONFIDENTIAL

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

G-4 Journal of Events

120001 - 122400H

1. 120700 LOX Reports - MAG-11 has 1330 gallons of LOX on hand - issued 20 gallons of LOX past 24 hours. Plant #1 in operation but indicated a leak in CO2 Filter System, Plant #2 down for Diesel Engine. MAG-12 has 325 gallons LOX on hand issued 95 gallons past 24 hours. Plant #1 down for Diesel Engine overhaul and a vibration absorber, refrigeration system suction line. Plant #2 down for Air Compressor Repairs. (LOX).
2. 120955 Sent message to NOF Yokosuka telling them to send JATO to Chu Lai vice Danang. (ORD).
3. 121000 Sent message to NAVMAG Subic telling them that REDHAZ shields for 20mm was not desired at this time. (ORD).
4. 121110 MAG-12 reported 24 hours supply of LOX on hand. G-4 & ATCO notified. (LOX).
5. 121310 Bullpup Rep not required at this time. (ORD).
6. 121630 MK III contaminated fuel detector arrived from MAG-36. Unable to locate army POL people or their test lab. (TAFDS).
7. 121915 MAG-12 Reported no A/C available for LOX pick-up, Requested information as to when they could expect an A/C, ATCO notified. (LOX).
8. 121930 Directed MAG-12 LOX to have two 500 gallons tanks and a LOX courier at the Air Freight loading area standing by for A/C, no scheduled time available for pick-up. (LOX).

GROUP-4

Downgraded at 3 year intervals;
Declassified at 12 years.

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APP-3- ENCLOSURE (3)

CONFIDENTIAL**HEADQUARTERS**

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

G-4 Journal of Events

130001 - 132400H

1. 130700 LOX Reports - MAG-11 has 1360 gallons LOX on hand - issued, 100 gallons past 24 hours - Plant #1 is in operation, Plant #2 down for diesel engine head. MAG-12 has 326 gallons LOX on hand - issued 130 gallons past 24 hours. Plant #1 down for diesel engine overhaul, Plant #2 in operation. Two 500 gallon tanks and a LOX courier left Chu Lai for NAS Cubi for LOX pick-up. (LOX).
2. 130800 Engineer Assistance Team to MWHG-1 for inspection & evaluation of equip. (Engr).
3. 130900 Provided 1 M52/M127 to NCC. (MTO).
4. 131400 Telecon CO, MABS-11 stated he is prepared to lay the water main across the perimeter road whenever ROICC RVN gives the go-ahead. (Engr).
5. 131825 Received work from III MAF fuel coordinator of unclassified message from III MAF to Navy Fuel Supply Office, Cameron Station, Va. stating the facts on the Fleet Oiler that has been supplying fuel to Danang. Mainly about the coating on the inside of its tanks and the effect it has on JP-4. 1st MAW will be info on message. (TAFDS).
6. 131950 Sent message to all FMAW units quoting the suspension of certain lots of CS Riot Hand Grenades. (ORD).

Downgraded on 12 year intervals;
 Declassified every 12 years.

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App 3- ENCLOSURE (3)

CONFIDENTIAL

HEADQUARTERS

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

G-4 Journal of Events

140001 - 142400H

1. 140730 LOX Reports - MAG-11 has 1480 gallons on hand - issued 100 gallons past 24 hours - Plant #1 in LOX production - Plant #2 deadlined for diesel engine cylinder head. MAG-12 has 300 gallons on hand - issued 150 gallons past 24 hours Plant #1 deadlined for diesel engine and vibration absorber of refrigeration system suction line. (LOX).
2. 141530 Force Engr O III MAF requested grader from MAG-11 to work on roads this P.M. MABS-11 informed. (ENGR).

CONFIDENTIAL*App 9*-ENCLOSURE (3)

Downgraded by [redacted]
Declassified by [redacted]

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

G-4 Journal of Events

150001 -152400H

1. 150700 Provided 3 M36 Trucks to MAG-11 (MTO)
2. 150700 LOX Reports - MAG-11 has 1650 gallons LOX on hand - issued "O" gals past 24 hours - Plant #1 is up Plant #2 is down for Diesel Engine cylinder head. MAG-12 has 525 gallons LOX on hand - issued 50 gallons past 24 hours - Plant #1 down for Diesel Engine over haul and a vibration absorber of refrigeration system suction line. (LOX)
3. 151300 Provided one (M36) Truck to III MAF to haul Div personnel from air freight to CP. (MTO)
4. 151300 Decision was made to cancell LOX pick-up from NAS Cubi and to issue 500 gallons from MAG-11 on hand LOX. (LOX)

GROUP-4

*Downgraded at 3 year intervals;
Declassified after 12 years.*

CONFIDENTIAL*App 3* - ENCLOSURE (3)

CONFIDENTIAL

HEADQUARTERS

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

G-4 Journal of Events

160001-162400H

1. 160600 Ground Alert sounded. (OPNS)
2. 160612 G-4 muster complete - all present (OPNS)
3. 160628 Secure from Alert (Drill only). (OPNS)
4. 160700 LOX Report - MAG-11 has 1540 gallons on hand - 200 gallons issued past 24 hours - Plant #1 in operation Plant #2 down for Diesel Engine Cyl Head. MAG-12 has 495 gal on hand - 155 gallons issued past 24 hours - Plant #1 down for Diesel Engine overhaul and a vibration absorber on refrigeration system suction line Plant #2 in production but needs gasket material for 1st & 2nd stages of air compressor. (LOX)
5. 160730 Provided 3 M36 Trucks to MAG-11 Group Supply and Spec Services. (MTO)
6. 161000 Prepared short brief for G-4 on adequacy of Class VA Resupply. (ORD)
7. 161015 One 500 gallon LOX Tank filled and waiting aircraft at Danang Marine Air Freight for shipment to Chu Lai. (LOX)
8. 161045 Prepared reply for III MAF release to COMUSMACV on 2.75" Rockets held by FMAW. (ORD)
9. 161130 Found possible cause of discharge valve failure on 500 gallon LN₂ Tank. Tanks are being purged at 250 degrees F reactivation gas temperature which is maximum allowable temperature for valve plug seating material. Awaiting results of valve inspection now being conducted. (LOX)
10. 161300 Provided 2 M36 Trucks to 8th Aerial Port. Storage Lot. (MTO)
11. 161400 G-4 requested shipment of 75' X 75' neoprene helo pad from MAG-36 to MWHG-1. (ENGR)
12. 161910 Ground alert sounded.
13. 161922 All Clear - False Alarm.

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G-4 Journal of Events

170001-172400H

1. 170700 LOX reports - MAG-11 has 1200 gallons LOX on hand. Issued 500 gallons past 24 hours. Plant no. 1 is in production but Diesel Engine is surging under full load, fuel pump and tank cleaned of all moisture. Plant no. 2 is deadlined for a Diesel Engine Head. MAG-12 has 495 gallons LOX on hand. 150 gallons issued past 24 hours. Plant no. 1 deadlined for Diesel Engine which was received 16 Oct 65. Plant no. 2 in production. (LOX)
2. 170800 F4B - Salt water fuel contamination problems resolved, fuel samples checked by CMDR KIDD proved to be of highest quality. A through check of the air frames fuel system (WH 13) disclosed no damage to components by salt water. (AMO)
3. 170815 FMAW was visited by Mr. John Feeney, BULLPUP Rep. (ORD)
4. 170900 Readdressed FMFPAC message to FMAW Units that were delinquent in reporting assets and expenditures of Class VA. (8015/15 Report) (ORD)
5. 171100 GySgt G. HALISCAK from MAG-12 arrived and departed towards Long Beach for A4 weapons support review conference. (AMO)
6. 171130 Submitted weekly Class VA Emergency Expenditure Report to COMSERVGRU THREE. (ORD)
7. 171210 Sent message to COMSERVGRU Three advising them on FMAW shortages in Bomb Fins and Fire Bomb Fuzes. (ORD)
8. 171215 Sent message to COMSERVGRU Three requesting immediate assistance in obtaining fire Bomb Fuzes for Combat Alert. (ORD)
9. 171400 Dispatched rough terrain fork lift from Air Freight Section to 8th Aerial Port Sqd. to assist in loading of Marine incoming cargo. Air Force forklifts unable to operate in heavy muddy conditions. (AR FT)
10. 171600 A total of ten (10) engines will be replaced, because of salt water contamination (either bad Fuel control - Or Nozzle area actuator. Acting up or not controlling). (AMO)
11. 172230 Two 500 gal LOX Tanks and LOX courier have been waiting at Danang Air Freight for a total of 5 days, one 500 gal Tank filled with LOX for Chu Lai. (LOX)

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G-4 Journal of Events

180001-182400H

1. 180645 Rec'd call from Cmd Duty O at CG FMFPAC - Subj. J-79
Problems: Wanted 4 quest Answd.
1) NAC Valves - Do you have enough for all Acft?
2) NAC Valves - If not, how many do you need?
3) MFC - Do you have enough for all Acft?
4) MFC - If not, how many do you need?
Relayed msg to AMO at 0700. (AMO)
2. 180700 LOX Reports - MAG-11 has 1130 gallons on hand - 150 gallons issued past 24 hours - Plant No. 1 in production (Gaseous oxygen). Engine RPM surging, entire fuel system including 55 gal drums will be drained and flushed upon completion of defrost. Plant No. 2 deadlined for Diesel Engine cylinder Head. MAG-12 has 675 gallons LOX on hand - "0" gallons issued past 24 hours. New Diesel Engine being installed in Plant No. 1, Plant No. 2 in LOX Production. (LOX)
3. 180730 Provided MAG-11 with 3 M36 trucks. (MTO)
4. 180745 Called Cmd Duty Officer at CG FMFPAC informed him of present situation of F4B A/C, that the engine would be changed rather than components if engine fuel system was suspected of salt water contamination. (AMO)
5. 180800 Fuel on hand Quang Ngai - JP-4 - None, AV/GAS 3575 gal. (TAFDS)
6. 180800 WEngr O to well site. Tests began today on new well. Check at 0800 shows 118 GPM flowing. Test to continue for twelve hours. (ENGR)
7. 180800 AMO and Cmdr KIDD made tour of fuel system starting from Red Beach to dispensing points, this includes all of the AAFS and TAFDS. (TAFDS)
8. 181100 G-5 request acreage required for MAG-11 & MAG-13 bomb dumps on station Danang Air Base. Memo to G-5 MAG-11 bomb dump occupies 93 acres. Will require 103 acres for MAG-13 and 10 additional revetment magazines. Total Acres required - 196. (ORD)
9. 181200 Unable to get fuel to Quang Ngai, C-123 not available. Will deliver 1300 JP-4 and 1300 115/145 at 0600 19 Oct 1965. (TAFDS)

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10. 1330 Engr O & Ass't Engr chief to NCC for reproduction of drawings. A check at Museum Pier showed 65 bundles AM-2 matting remains for Chu Lai. (ENGR)
11. 181400 AMO and Cmdr KIDD have conference with ESSO people and visited YOG and KINSEIMARV ESSO contract tanker. (AMO)
12. 181615 Received call from Marine Liaison at Hue, Pump broke down on JP-4 tank, requests assistance. MAG-16 supports Hue/Dong Ha. Unable to call MAG-16, phone lines out. (TAFDS).
13. 181800 Provided III MAF with 5 M36 trucks and 2 Semi Hi Beds to haul material from Tien Sha Ramp. (MTO)
14. 181830 Sent COMFAIRWESTPAC message concerning re-work of MER-TER MBR racks. (ORD).
15. 182030 Sent COMSERVPAC negative report on suspended Fire Bomb Fuzes. (ORD).

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G-4 Journal of Events

190001 - 192400

1. 190700 LOX Reports - MAG-11 - has 1115 gallons LOX on hand - issued 100 gallons past 24 hours - Produced 16,500 cuft gaseous oxygen. Plant #1 shut down for PM. Plant #2 deadlined for diesel engine Cylinder Head. MAG-12 - has 1270 gallons on hand - issued 85 gallons past 24 hours. New diesel installed in plant #1 to be tested today. Plant #2 in LOX production. 500 gallons LOX flown in from Danang. (LOX).
2. 190800 Samples from well ^{Brought} ~~over~~ over by project engineer. Well test completed w/satisfactory results dependent upon tests run on samples. (ENGR).
3. 190800 Passed Naval Ammunition Report 52-65 to MAG-11, 12, 13. (ORD).
4. 191030 Force Eng requested 6000# Rough Terrain Forklift for 1230. (ENGR).
5. 191320 AMO and Cmdr KIDD (BUWEPS) held conference. Fuel surveillance and problem areas were items of discussion. Following units and personnel were in attendance: MABS-11, H&MS-11, Mr. HARUFF (G.E. Rep). H&MS-16, H&MS-36 LCdr RUESE (POL Nav Support Act), G-4 Sect III MAF, Bill NEAL (CIV) SAPOU, Bulk Fuel, Wing G-4, Cmdr KIDD (BUWEPS). (AMO).
6. 191959 Passed COMNAVAIRLANT message on discrepancy found in Mer/Ter Rocket Harness Assy. (ORD).

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G-4 Journal of Events

200001 - 202400

1. 200150 Received a phone call from Major MATTHEWS G-4, FMFPac, AMO, wanting to know the status of F4B AFC change 259 Canopy mod. Also Col GOMEZ wanted to know if we needed any mod kits or tools. Message sent MY 200828Z. (AMO).
2. 200700 LOX Reports - MAG-11 has 960 gallons on hand - issued 100 gallons past 24 hours - Plant #1 in production - Plant #2 deadlined for Diesel Engine Cylinder head. MAG-12 has 1325 gallons on hand - issued 160 gallons past 24 hours Plant #1 in defrost plant #2 in defrost. (LOX).
3. 200800 Obtained info on location, No., and size of portable neoprene helo pads for G-4. (ENGR).
4. 200800 Quang Ngai out of fuel, scheduled Air Force Resupply flight has not left as of 0830. (TAFDS).
5. 201330 Received call from MAG-36 requesting 30 drums of Lad Oil for Quang Ngai, commitment given to FLSG. (TAFDS).
6. 201400 H&HS-1, S-4 requested front end loader. (ENGR).
7. 201500 MAF G-4 requested additional info on refrigerator requirements. (ENGR).
8. 201700 C-130 Flight Line TAFDS low on fuel, notified FLSG. (TAFDS).
9. 201950 Sent MAG-12 message directing them not to unload the 5000 unbanded 250# bombs from the LST 488. Subj bombs are to be returned to Subic for banding. (ORD).
10. 202000 Sent message to MAGS-11, 12 and 13 directing them to report to FMFPac upon receipt of MK-4 gun pods and components. (ORD).

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G-4 Journal of Events

210001-212400

1. 210700 LOX reports - MAG-11 has 780 gallons LOX on hand - issued 100 gallons past 24 hours. Plant no. 1 down for repairs to Freon condenser, Freon compressor and diesel engine governor. Plant no. 2 deadlined for diesel engine cylinder head. MAG-12 has 1115 gallons LOX on hand - issued 160 gallons past 24 hours. Plant no. 1 producing gaseous oxygen. Plant no. 2 down for preventative maintenance. (LOX)
2. 210900 MAG-11 reported repairs to LOX plant no. 1 completed and is going into cool down cycle. (LOX)
3. 211015 Informed 1st MAW (Rear) of Bullpup Rep's arrival Danang. (ORD)
4. 211300 Major Rice, VMGR-152, visited AMO. Discussion was based around heat exchanger and replacement of maintenance personnel. The possibility of fuel contamination (refueling at Danang) was also discussed. (AMO)
5. 211330 W Engr O and Ass't W Engr Chief to Marble Mountain Air facility. Toured facilities and conversed with Base Services Officer on engineer matters. (ENGR)
6. 211415 Advised FMFPac as to 1st MAW desires in prepositioning Storm Missiles. (ORD)
7. 211500 Contacted MAG-11 S-4 reporting that the report of combat essential equipment failed to show 500 gals LN₂ tank 97-19850 as being deadlined. This unit has been inoperative since April 1965 and has never been reported. (LOX)
8. 211930 MAG-36 sent helicopter to pick up 4 drums lad oil. Bulk fuel company will have it at Air Freight 0730, 22 Oct 65.

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G-4 Journal of Events

220001 - 222400

1. 220555 Ground Alert Sounded. (OPNS).
2. 220610 Muster complete - all accounted for. (OPNS).
3. 220623 Secure from alert. (OPNS).
4. 220645 Received call from Major MATTHEWS FMFPac requesting transportation and billeting for 2 civilians Field Service Engineers. (AMO).
5. 220700 LOX Reports - MAG-11 has 740 gallons LOX on hand - issued 150 gallons past 24 hours. Plant No. 1 in operation. Plant No. 2 deadlined for cylinder head for diesel engine. MAG-12 has 1085 gallons on hand - issued 30 gallons past 24 hours. Plant No. 1 operating. Plant No. 2 operating. (LOX).
6. 220730 Provided III MAF with 5 M36 trucks and 2 Semi-Trailers to haul from Museum Pier. (MTO).
7. 220820 Requisitioned 20 Mod kits for MK-12 smoke tanks held by MAG-12. (ORD).
8. 220830 CO, MAG-12 called to alert this Hq as to possible future difficulties that may arise as result of broken bottom-laid fuel line. (See NSA CHU LAI DET 200432Z (S)). (OPNS).
9. 220850 Received Chu Lai POL status:

JP-4AVGAS

FLSU 474,941
MAG-12 83,000
557,941

64,228
50,000
114,228 (12-14 Days)

8 Days MOGAS
11 Days DIESEL
(OPNS).

10. 220950 Report of Deadlined Combat Essential Equipment received from MAG-13 (Four days late). (OPNS).
11. 220915 Requested assistance from CO, MWHG-1 in getting Deadline Reports from MACS-6 and 2d LAAM Bn. (OPNS).

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- 12. 220935 Call from FMFPac requested info on laundry units. (ENGR).
- 13. 221115 Engr rep from White Elephant (NCC) requested power requirements for Tango Sector. (ENGR).
- 14. 221215 Received call from Cubi, Mr. SWAILLES G.E. J-79 Rep. said he could use Marine personnel assistance as he had (7) J-79 for CER (Complete Engine Repair) from MAG-11. It looks like we may have to take the Marine personnel up at Atsugi (CER Shop) and trans them to Cubi. CWO MACGRATH will have word on this program when he returns from Iwakuni. (AMO).
- 15. 221330 Called FMFPac Command Center to deliver info requested on laundry units. (ENGR).
- 16. 221430 Air Force Resupply Mission for Class IIIA to Quang Ngai cancelled. (TAFDS).
- 17. 221550 Instructed NAVMAG Subic not to airlift trng munitions to FMAW Rear. (ORD).
- 18. 221600 LtCol McMahon FMFPac arrived this Hdq. He is team head for M/T Technical Assistance Team. Team will Commence instruction 25 Oct. (MTO).
- 19. 221630 III MAF Force Eng requested M-60 crane. (ENGR).
- 20. 222000 MAG-12 reported Plant No. 1 down for 3rd & 4th stage head of PB-44 Air Compressor. Replacement head will be ordered by message requisition. (LOX).

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G-4 Journal of Events

230001 - 232400

1. 230515 Rec'd note from G-3: NOTE as follows: From: Capt STAFRAN-SKI, A4 OPS - FMFPac, To: Wing G-4
"MSG-CG 1st MAW's message 071201Z Oct Unclas. Request Retransmission with precedence Priority. Notify MAF Command Center on Action taken." Message drafted by WSO - passed same to them for action. (G-4 ADMIN).
2. 230700 LOX Reports - MAG-11 has 710 gallons on hand - issued 100 gallons past 24 hours. Plant No. 1 in operation. Plant No. 2 down for cylinder head of Diesel Engine.
MAG-12 has 1065 gallons LOX on hand - issued 35 gallons past 24 hours. Plant No. 1 deadlined for 3rd & 4th stage head of Air Compressor. Plant No. 2 in operation. (LOX).
3. 231400 Rec call from Capt Brooks FMFPac wanting to know how long it will take to incorp AFC 259 (Canopy MOD) on 12 remaining F4B aircraft in MAG-11. (AMQ).
4. 231430 CO MABS-11 recommended modification of HT-1 LOX Gen, D-318 caterpillar diesel engine on Plant No. 97-14460, modification involved diesel cooling system to accept a different cylinder head. This modification will be held in abeyance pending results of attempts to open purchase a cylinder head. (LOX).
5. 231530 MAG-11 Base Services Officer stated motor grader to commence work on Tango Sector roads 24 Oct 65. (ENGR).
6. 231852 Sent message to FMFPac advising them of FMAW desires in amounts of storm stocks and locations for storage of Class VA. (ORD).

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G-4 Journal of Events

240001-242400

1. 240700 LOX reports - MAG-11 has 690 gals on hand - issued 150 gals past 24 hours, produced 130. Plant no. 1 in production; plant no. 2 deadlined for cyl head on diesel engine. MAG-12 has 985 gals on hand - issued 165 gals past 24 hours. Plant no. 1 deadlined for 3rd and 4th stage head of air compressor; plant no. 2 in production. (LOX)
2. 240800 Contact Assistance Team from FMFPac began liaison visit of 1st MAW motor pools. (MT)
3. 241300 MAG-36 requested delivery of Lad Oil, 20 drums to be delivered today by M. C. C-130. (TAFDS)
4. 241300 Representative of MWHG-1 Supply Dept departed for Okinawa to procure, on open purchase, one cylinder head for MAG-11 D-318 Caterpillar Diesel engine FSN: 9C2815-714-6486, P/N 7H9853. (LOX)
5. 241400 MWHG-1 provided one M-52 and M-127 to III MAF for hauling of Class III (POL) at Commercial Pier to FLSG. (MT)
6. 241500 Force MTO, LtCol McMahon, outlined program to be followed by 1st MAW Motor Transport during the next six months. New equipment, replacements, rehabilitation, and fourth echelon repair program. (MT)
7. 241845 Notified by Army Petroleum Testing Lab that samples of JP-4 taken from the Kinsel Maru contained salt water. Kinsel Maru presently off loading at Chu Lai. Salt water to be stripped and product retested prior to pumping ashore. (TAFDS)

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G-4 Journal of Events

250001-252400

1. 250700 LOX reports - MAG-11 has 595 gallons LOX on hand - issued 200 gals past 24 hours, produced 105. Plant no. 1 in production; plant no. 2 deadlined for cylinder head of diesel engine. MAG-12 has 925 gals on hand, issued 85 gals past 24 hours, produced 24 - 200 CuFt gaseous nitrogen past 24 hours. Plant no. 1 deadlined for 3rd and 4th stage head of air compressor; plant no. 2 operating. (LOX)
2. 250800 Contact Assistance Team visited MAG-11. (MT)
3. 251400 Force MTO visited M. T. Section and outlined program of 5th echelon, 4th echelon repair procedures, new procurement of M-35A2, M-37 and replacement of all C-120 and M-422. (MT)
4. 251500 Requested from III MAF vehicular support on a permanent basis for MAG-11 personnel. (MT)
5. 251505 Sent NSD Subic message requesting tracer action on ammo chute adapters for UH-1E A/C. (ORD)
6. 251610 Readressed message to MAG-12, MAG-13 concerning shelf-service life of Rapec seat rockets. (ORD)

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260001-262400

G-4 Journal of Events

1. 260700 LOX reports -- MAG-11 has 590 gallons LOX on hand -- issued 100 gallons past 24 hours, produced 95 gallons LOX and 23,200 cuft gaseous oxygen. Plant no. 1 in operation -- plant no. 2 deadlined for cylinder head for diesel engine. MAG-12 has 865 gallons LOX on hand, issued 160 gallons past 24 hours. Plant no. 1 deadlined for 3rd and 4th stage head of air compressor, plant no. 2 in production. (LOX)
2. 260800 Engineer Chief returned from Cam Rhan Bay. Trip report to follow. (ENGR)
3. 261145 Sent message to NavMag Subic advising them of discrepancies in the shipments of bomb fins. (ORD)

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G-4 Journal of Events:

270001-272400

1. 270700 MAG-11 has 575 gallons LOX on hand - issued 250 gallons LOX past 24 hours. Plant no. 1 in operation; plant no. 2 deadlined for cylinder head of diesel engine. MAG-12 has 840 gallons LOX on hand. Plant no. 1 deadlined for 3rd and 4th stage head of air compressor; parts were ordered by MAG-12 priority message requisition; plant no. 2 operating. (LOX)
2. 271045 Informed MAG-11 S-4 to prepare for 1,000 gallon LOX pick-up at NAS Cubi. (LOX)
3. 271115 Informed by H&HS-1 Utilities Officer that deep water well pump deadlined indefinitely. Water shortage apparent - immediate action underway. (ENGR)
4. 271510 Completed tie-in with III MAF water system. Crisis no longer exists - continuing action to be taken. (ENGR)
5. 271830 Submitted total tons of ammo, by type aircraft, that has been expended by Marine A/C in Vietnam (for Senate Preparedness Committee). (ORD)
6. 272045 Submitted storm allowances and on-hand stocks of Class VA. Submitted to III MAF for COMUSMACV. (ORD)

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G-4 Journal of Events

280001-282400

1. 280045 Alert sounded - Tango sector. (OPS)
2. 280110 Muster complete - all hands accounted for. (OPS)
3. 280135 Battle damage assessment (initial):
MAG-16: 12 UH-1Es and 13 H-34s damaged
MAG-12: 4 A4s damaged (2 Strike) (OPS)
4. 280300 Battle damage assessment - (interim)
A/C - no change from 0135
Friendly - 2 KIA, 14 WIA VC - 6 KIA, 7 WIA
Roads vicinity Marble Mtn. are mined and one USMC vehicle lost. (OPS)
5. 280355 Battle damage assessment - MAG-16 (interim):
Strike 17 UH-1E, 15 H-34 and 5 H-37 damaged. (OPS)
6. 280555 Secured from alert - battle damage assessment (to be confirmed):
MAG-36: No damage
MAG-16: 17 UH-1E (all strike) 15 H-34 (1 strike)
5 H-37 (1 extreme) 2 KIA - 15 WIA
MAG-12: 8 A-4 (2 strike)
MAG-11: No damage (OPS)
7. 280700 LOX reports - MAG-11 has 535 gals on hand - issued 150 gals past 24 hours - plant no. 1 producing LOX, no. 2 deadlined for diesel engine head.
MAG-12 has 700 gallons LOX on hand - issued 180 gallons past 24 hours. Plant no. 1 deadlined for 3rd and 4th stage head of air compressor; plant no. 2 producing LOX. (LOX)
8. 280900 G-4 and AMO went to Marble Mountain for on site appraisal of damage inflicted on MAG-16 aircraft by V. C. (AMO)
9. 281611 Requested Clark AFB to advise FMAW on shipping data of MK-4 gun pods.
10. 281844 MAG-11 LOX courier departed for NAS Cubi to pick up 1000 gallons LOX.

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G-4 Journal of Events

290001-292400

1. 290700 LOX reports MAG 11 has 510 gallons LOX on hand-issued 150 gallons past 24 hours. Plant No. 1 in LOX production. Plant No. 2 deadlined for diesel engine cylinder head. MAG 12 has 660 gallons LOX on hand-issued 180 gallons past 24 hours. Plant No 1 deadlined for 3rd & 4th stage head of air compressor. Plant No. 2 in LOX production. (LOX)
2. 290830 Ass't Engr Chief inspected base perimeter with H&HS-1 CO and Base Commander to determine engr requirements. (ENGR)
3. 291400 MAG 11 LOX courier returned from NAS Cubi with 1000 gallons of LOX for MAG 11. (LOX)
4. 291400 Informed by Util O, MABS-11, water source for MAG 11 and 1st LAAM Bn. being shut down by RMK. Immediate action being taken. (ENGR)
5. 291430 W/Engr O to new well. MAG 11 laying water main from new well to tie in with MAG 11 water main. LAAM Bn. opening well located within their compound. (ENGR)
6. 291530 Call ComFairWestPac talked to Maj Alexander on aircraft transfers and availability of A4 aircraft, UH1E helos. (AMO)
7. 291855 Called NATCO Clark concerning shipment of diesel engine and two PB-44 air compressors. No information available. (LOX)

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G-4 Journal of Events

300001 - 302400

1. 300700 LOX reports - MAG 11 has 1670 gallons on hand - issued 150 gallons past 24 hours. Plant No. 1 in LOX production, No. 2 deadlined for diesel engine cylinder head. MAG 12 has 590 gallons on hand - issued 180 gals past 24 hours. (LOX)
2. 300820 Received call from MAG 11 Class VA dump that they were receiving 5 or 6 rounds of mortar fire. (ORD)
3. 300830 III MAF alert siren sounded. (OPNS)
4. 300837 G-4 muster complete - all present or accounted for. (OPNS)
5. 300840 Secure from alert. (OPNS)
6. 300900 Oxwood 4 called reporting both LOX plants down and requesting LOX pickup at NAS Cubi. (LOX)
7. 300930 Received word from Bulk Fuel Co. that shipment of Lad Oil did not arrive. (TAFDS)
8. 301000 Received request from MAG 36 for Lad Oil, none available. (TAFDS)
9. 301130 Provided one M-52 and one M172 to Wing AMO Section for hauling of office materials moved forward from Wing Rear. (MT)
10. 301335 Received word from III MAF G-4 that FLSC has 20 drums on Lad Oil available for shipment to Chu Lai. Five drums remaining at FLSC after this shipment. 30 drums that were due in yesterday should arrive today. 45 more drums available at 8th Aerial Port, Tan Son Nhut AirBase, Saigon. Requested FMAW aircraft pickup at the earliest. (TAFDS)
11. 301400 W/Engr and Asst Engr Chf began operations to try to locate suspected tunnel in Tango Sector. Report to follow. (ENGR)
12. 301400 Attended III MAF MTO meeting. Received initial instructions on the Otter School for drivers/mechanics. 1st MAW is getting two Otters for use as crash vehicles at Chu Lai. (MT)
13. 301445 Marine Corps C-130 to pickup oil at Saigon on 31Oct65. (TAFDS)

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G-4 Journal of Events

310001 - 312400

1. 310700 LOX reports - MAG 11 has 1630 gallons on hand - issued 150 gallons past 24 hours. Plant No. 1 producing LOX, No. 2 deadlined for cylinder head of diesel engine. MAG 12 has 410 gallons on hand - issued 185 gallons LOX past 24 hours. Plant No. 1 deadlined for 3rd & 4th stage of air compressor, plant No. 2 in LOX production. (LOX)
2. 310730 W/Engr submitted report on tunneling project. (ENGR)
3. 311200 W/Engr Chf to museum pier to supervise movement of M-2 morest to H&HS-1 Motor Transport lot. (ENGR)
4. 311310 Sent message to MAG 13 to send six rapel seat rockets to VMA-211 at Chu Lai. (ORD)
5. 311715 LOX courier of MAG 11 returned from NAS Cubi with 500 gals LOX. Unable to draw 1000 gals because of carriers in port for LOX at same time. NAS Cubi LOX plant estimates 10 days before sufficient LOX will be available for issue to FMAW. (LOX)
6. 311900 60 drums of Lad Oil arrived from Saigon, 30 drums to be delivered to MAG 36 on 1 Nov 1965. (TAFDS)

GROUP-4

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WgO 4000.20D
4:WEL:dgf
14 Oct 1965

WING ORDER 4000.20D

From: Commanding General
To: Distribution List

Subj: Deadline of Combat Essential Equipment Report

Ref: (a) MCO 4000.12A
(b) FMFPacO 4000.13B
(c) FMFPac Job Procedure 6201 (5c)(Notal)

Encl: ✓(1) Detailed instructions for completing entries on Key Punch coding sheet
✓(2) List of Wing Combat Essential Items

Report Required: Deadline of Combat Essential Equipment (Report Symbol 4000.20)(Refer to par 5(a))

1. Purpose. To amplify policy and to prescribe specific reporting procedures for machine processing the Deadline of Combat Essential Equipment Report.

2. Cancellation. Wing Order 4000.20C.

3. Policy

a. Commanders will maintain a balance between training and maintenance so as to keep a high level of combat readiness.

b. Equipment will be placed on voluntary deadline when repair parts, test equipment, maintenance personnel, etc, are inadequate to maintain normal operations and combat readiness.

c. This Headquarters is authorized to direct removal of parts from one deadlined item to maintain others. When commanders consider that such action is required, a request to perform such action will be submitted to this Headquarters (Attn: G-4).

d. Requisitions for material required to repair or replace combat essential items will be assigned at least a priority 05.

4. Action. Commanding officers will:

GROUP 5
Downgraded at 11 years from origin
Declassified after 12 years

APP-3- ENCLOSURE (4)

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a. Strive to maintain combat essential equipment listed in enclosure (2) in combat ready condition.

b. Keep themselves, subordinate commanders and this Headquarters informed of significant deficiencies of resources. In this connection, ensure the submission of timely requisitions of appropriate priority for deadlined equipment.

c. When combat essential equipment has been on involuntary deadline for more than 15 days or is removed from a reported deadline, report the status to this Headquarters (Attn: G-4) utilizing procedures specified in enclosure (1). Equipment on voluntary deadline will be reported on the next deadline report without the fifteen day delay. The report consists of three major areas.

(1) "Major Component Cards for Combat Essential Items". Format will be submitted for all items on the first submission and thereafter only a change sheet will be submitted. This Headquarters will enter the changes each reporting period and submit the complete major component card deck.

(2) "Parts Cards". These cards are the heart of the report. They tie the deficiency to the specific piece of equipment. See Section II, enclosure (1).

(3) "Tracer Cards". A tracer card will be created for the latest tracer action taken on each item reported. Procedures for tracer action are specified in MCO 4400.16B.

d. Miscellaneous Instructions.

(1) Alpha designators A, B or C following the ID number/section "M" item number represent standard or non-standard substitutes for standard items.

(2) Authorized allowances are shown for standard items only.

5. Reports Required


a. Group commanders will submit semi-monthly reports to this Headquarters to arrive by the 4th and the 18th, on the status of combat essential equipment in the manner provided by paragraph 4c above and utilizing enclosure (1). The first report under this format is due 4 November 1965.

b. This Headquarters (G-4) will consolidate and forward the reports

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in accordance with reference (b).


T. G. BRONLEEWEE JR.
Chief of Staff

DISTRIBUTION: "A" and "B" (less 8, 10, 12, 14, 17, 18, 19, 20, 21,
22, 23 and 24)

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INSTRUCTIONS FOR KEY PUNCH CODING

SECTION 1 MAJOR COMPONENT CARDS

Major component cards for combat essential items will be updated by submissions from reporting units to this Headquarters whenever there is a change in allowance or quantity on hand. (The allowance reported will be the sum of normal allowance plus any special allowance established in writing by CMC or a one time in excess authorization established by FMFPac). These changes will be submitted on the format of the key punch coding sheet as follows:

COLUMN 1 - Card Code. Code the number (1).

COLUMN 2 - Deployment Code. Code an (*) if these items are deployed to Viet Nam. Leave blank if not deployed to Viet Nam.

COLUMNS 3-7 - ID Number. Code the ID Number or the Section "M" Item number from the right using preceeding zeros to fill all columns 3 through 7 (i.e. 0052A).

COLUMNS 23-45 - Nomenclature. Code the technical designation of the end item (i.e. AN/TPS 37).

COLUMN 46 - Type Code. Code the type of equipment as follows:

<u>Type</u>	<u>Code</u>
Comm-Elect	1
Engineer	2
General Supply	3
Motor Transport	4
Ordnance	5
Navy Furnished Equipment	6

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COLUMNS 65-68 - Authorized Allowance. Code the total allowance. The total allowance is the sum of the T/E allowance, of any special allowances, or a one time in excess authorization. Code columns 65-68 from right using preceding zeros to fill 65 through 68. (i.e. 0009)

COLUMNS 69-72 - Quantity On Hand. Code the actual quantity on hand from right using preceding zeros to fill columns 69-72 (i.e. 0008)

COLUMNS 73-75 - Monitored Command Code. Code (146) for 1st MAW.

COLUMNS 76-80 - Reporting Unit Code. Code the RUC of the unit whose allowance or amount on hand has changed. Equipment evacuated to higher echelon but not invoiced to the higher echelon is still organic to the unit and is considered to be on hand.

ENCLOSURE (1)

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SECTION II PARTS CARDS

There is a parts card for every part on requisition whose lack deadlines a combat essential item of equipment. For the status at the end of the reporting period you must have a card for:

1. Each part causing an item to go TO DEADLINE.
2. Each ADDITIONAL PART other than the part that was associated with the TO DEADLINE PART. (At times an arbitrary choice must be made as to which should be the TO DEADLINE and the ADDITIONAL PARTS.)
3. Each part or requisition from past periods giving ETA, if known.
4. Each part that has been REORDERED.
5. Each item of equipment going FROM DEADLINE.

ENCLOSURE (1)

ENCLOSURE (4)

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EQUIPMENT GOING TO DEADLINE

COLUMN 1 - Card Code. Code (4) ITEM OF EQUIPMENT TO DEADLINE.

COLUMN 2 - Deployment Code. Code an (*) if item is deployed in Viet Nam.

Leave blank if not in Viet Nam.

COLUMNS 3-7 - ID Number. Code the appropriate ID Number, or the Section "M" item number from the right using preceding zeros to fill all columns 3 through 7 (i.e. 0052A).

COLUMNS 8-19 - USMC/USN Registration/Serial Number. Code the registration number/serial number for the specific piece of equipment. Begin coding from the left beginning in column 8 and use only the columns necessary to complete the number.

COLUMN 20 Code Symbol. Code an (I) if involuntarily or a (V) if voluntarily placed on deadline (This column is used only for the TO DEADLINE card).

COLUMNS 21-22 - Reason. Code

SS for shortage of shop space.

SP for shortage of parts.

RP for repair in progress.

MOS for shortage of personnel with proper MOS. Note the "S" in MOS will be in the first position of the description (Column 23) and the appropriate MOS in Columns 25-28. (Reason code will be used only for a TO DEADLINE card).

COLUMNS 23-34 - Description of Resource Deficiency. Write nomenclature of part (abbreviation normally necessary).

ENCLOSURE (1)

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COLUMNS 35-45 - Federal Stock Number. Code FSN of part causing equipment to go TO DEADLINE. Do not code the hyphens in the FSN. (i.e. 74324870986).

COLUMN 46 - Type Code. Code the type of equipment as follows:

<u>Type</u>	<u>Code</u>
Comm-Elect	1
Engineer	2
General Supply	3
Motor Transport	4
Ordnance	5
Navy Furnished Equipment	6

COLUMN 47 - Echelon of Maintenance. Code echelon of maintenance to be performed.

COLUMNS 50-52 - Prior Deadlined. Leave blank, computer will punch it.

COLUMNS 53-55 TO DEADLINE. Code (001).

COLUMNS 73-75 - Monitored Command Code. Code (146) (1st MAW).

COLUMNS 76-80 - Reporting Unit Code. Code the appropriate RUC of the unit reporting the item of equipment.

ENCLOSURE (1)

ENCLOSURE (4)

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ADDITIONAL ORDER OF PARTS

Use this code for parts required to repair a specific item of equipment other than the first part or the "To Deadline" part.

COLUMN 1 - Card Code. Code (6) ADDITIONAL ORDER OF PARTS.

COLUMN 2 - Deployment Code. Code an (*) if item is in Viet Nam. Leave blank if not in Viet Nam.

COLUMNS 3-7 - ID Number. Code the appropriate ID Number, or the Section "M" item number from the right using preceding zeros to fill all columns 3 through 7. (ie. 00276)

COLUMNS 8-19 - USMC/USN Registration/Serial Number. Code the registration/serial number for the specific piece of equipment. Begin coding from the left in column 8 and use only the columns necessary to complete the number.

COLUMNS 20-22 - Leave blank.

COLUMNS 23-34 - Description of Resource Deficiency.

Write nomenclature of part (abbreviation normally necessary).

COLUMNS 35-45 - Federal Stock Number. Code FSN of part. Do not code the hypens in the FSN. (ie. 29207373810)

COLUMN 46 - Type Code. Code the type of equipment as follows:

<u>TYPE</u>	<u>CODE</u>
Comm-Elect	1
Engineer	2
	6

ENCLOSURE (1)

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General Supply	3
Motor Transport	4
Ordnance	5
Navy Furnished Equipment	6

COLUMN 47 - Echelon of Maintenance. Code the echelon of maintenance required for the particular part.

COLUMNS 50-72 - Leave blank.

COLUMNS 73-75 - Monitored Command Code. Code (146) for 1stMAW.

COLUMNS 76-80 - Reporting Unit Code. Code the appropriate RUC of the unit requisitioning the part.

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SUPPLY STATUS/ETA CARD

This code is used for a part that is being reported the second or subsequent time.

COLUMN 1 - Card Code. Code (5) for Supply Status/ETA card.

COLUMN 2 - Deployment Code. Code an (*) if item of equipment is deployed in Viet Nam. Leave blank if not in Viet Nam.

COLUMNS 3-7 - ID Number. Code the appropriate ID Number, or the Section "M" item number from the right using preceding zeros to fill all columns 3 through 7.

COLUMNS 8-19 - USMC/USN Registration/Serial Number. Code the registration/serial number of the specific piece of equipment. Begin coding from the left beginning in column 8 and use only the columns necessary to complete the number.

COLUMNS 20-22. Leave blank.

COLUMNS 23-25. Code the letters (ETA)

COLUMN 26. Leave blank

COLUMN 27. Code last digit of CALENDAR YEAR in which the ETA falls (i.e. 5 for an ETA in 1965)

COLUMNS 28-30. Code the JULIAN DATE of the ETA (i.e. 1 Jan 65 would be 001 and 16 Aug 65 would be 228)

COLUMN 31. Leave blank.

COLUMNS 32-36. Code the DOCUMENT NUMBER of the parts requisition from the right using preceding zeros to fill columns 32-36 (i.e. 00374)

ENCLOSURE (1)

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COLUMN 37. Leave blank.

COLUMNS 38-39. Code PRIORITY of requisiton (i.e. "02" or "13")

COLUMN 40. Leave blank.

COLUMNS 41-45 Last Known Holder. Code the RUC or the fleet stock account number depending on who is the last known holder beginning in Column 41 and using only the number of columns necessary to complete the number. (i.e. FLSG is PSA-02,0. Barstow is AN02)

COLUMN 46 - Type Code. Code the type of equipment as follows:

<u>Type</u>	<u>Code</u>
Comm-Elec	1
Engineer	2
General Supply	3
Motor Transport	4
Ordnance	5
Navy Furnished Equipment	6

COLUMNS 47-72. Leave blank.

COLUMNS 73-75 - Monitored Command Code. Code (146) for 1st MAW.

COLUMNS 76-80 - Reporting Unit Code. Code the appropriate RUC of the unit reporting the item of equipment.

ENCLOSURE (1)

ENCLOSURE (4)

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REORDER OF PARTS

A REORDER of parts card is exactly the same as an ADDITIONAL PARTS card
except column 1 will be coded (7).

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EQUIPMENT OFF DEADLINE

when an item of equipment is taken off deadline that was reported on the last deadline report, an EQUIPMENT OFF DEADLINE card will be submitted.

COLUMN 1 - Card Code. Code (2) for an item of EQUIPMENT OFF DEADLINE.

COLUMN 2 - Deployment Code. Code an (*) if item of equipment is deployed to Viet Nam. Leave blank if not in Viet Nam.

COLUMNS 3-7 - ID Number. Code the appropriate ID number or the Section "M" item number from the right using preceding zeros to fill in all columns (ie. 00265)

COLUMNS 8-19 - USMC/USN Registration/Serial Number. Code registration/serial number for the specific piece of equipment beginning in column 8 and use only the columns necessary to complete the number.

COLUMNS 20-45 - Leave blank.

COLUMN 46 - Type Code. Code the type of equipment as follows:

<u>TYPE</u>	<u>CODE</u>
Comm-Elect	1
Engineer	2
General Supply	3
Motor Transport	4
Ordnance	5
Navy Furnished Equipment	6

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COLUMNS 47-55 - Leave blank.

COLUMNS 56-58 - From Deadline. Code (001)

COLUMNS 73-75 - Monitored Command Code. Code (176) for 1st MAW

COLUMNS 76-80 - Reporting Unit Code. Code the RUC of the unit reporting
the item of equipment off deadline.

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SECTION III TRACER CARDS

A TRACER CARD key punch coding sheet will be submitted as part of each deadline report. An entry will be made for the latest tracer action on each requisition reported in the part cards. The entries will be made as follows:

COLUMN 1 - Card Code. Code an (8) for a TRACER CARD.

COLUMN 2 - Deployment Code. Code an (*) if item whose repair part requisition is being traced is deployed to Viet Nam. Leave blank if not deployed to Viet Nam.

COLUMNS 3-7 - ID Number. Code the ID number from right using preceding zeros to fill all columns 3 through 7.

COLUMNS 8-19 - USMC/USN Registration/Serial Number. Code the registration/serial number of the item of equipment deadlined to which this action applies.

COLUMN 20. Leave blank.

COLUMNS 21-22. Code (TA) for tracer action.

COLUMNS 35-45. Code date-time group of the tracer as follows:

COLUMN 35-36 - Date. Code number of day from right. (i.e. 06 represents the 6th day of the month).

COLUMNS 37-40 - Time. Code standard 4 digit military time.

COLUMN 41. Code (Z) for Zulu time.

COLUMNS 42-44 - Month. Code a three column abbreviation of the month in columns 42-44 (i.e. Sep represents September).

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COLUMN 45 - Year. Code last digit of calendar year.

COLUMN 46 - Type Code. Code the type code number for the equipment to which the tracer applies.

COLUMNS 76-80 - Reporting Unit Code. Code the RUC of the unit from which the tracer action originated.

WGO 400C.201
14 Oct 1965

LIST OF WING COMBAT ESSENTIAL ITEMS

The following equipment listed is that equipment which must be reported. Items not listed may be reported at the discretion of individual commands. The role an item plays in the mission of the command, the purpose for which it is employed, the number of items deadlined in relation to the number on hand must be considered in deciding whether to report an item not on the list. The list is broken down by Type Code.

TYPE 1 COMM-ELECT (MARINE CORPS)

<u>ID NR</u>	<u>T/A NR</u>	<u>ITEM</u>
3904B	20132	Battery Charger PE 324C A/U
2968A	20447	Communications Central AN/TSC-11
721A	20500	Decoder Group AN/GPA-6C
721B	20510	Decoder Group AN/GPA-60A
108A	20550	Direction Finder Set AN/TRD-11
1X		Generator Set PU-277
258B	20820	Generator Set DE PU-239
2470A		Generator Set PU-181
260A	20880	Generator Set DE PU-296
262A	20890	Generator Set DE PU-344
263A or B	20915	Generator Set DE PU-346
1473A	20930	Generator Set DE PU-348
2X		Generator Set PU-357
2365B	20940	Generator Set DE PU-434
220C	20945	Generator Set DE PU-462
4074A	20947	Generator Set DE PU-587
241A	20950	Generator Set GE PE-75
18A	20970	Generator Set Gas PE-210
3340A	21385	Motor Generator PU-499/U
261A	21390	Motor Generator PU-328 A/U
3965A	21395	Motor Generator PU-565/U
110A	21470	Operation Central AN/TSC-5
111A	21480	Operation Central AN/TSC-6
1435A	21715	Radar Course Directing Central AN/TPQ-10
724A	21760	Radar Set AN/TPS-37
101A	21780	Radar Set AN/TPS-15X
2392B	21786	Radar Set AN/UPS-1B
2393C	21787	Radar Set AN/UPS-1C
982A	21930	Radio Set AN/GRC-7
49A	21940	Radio Set AN/GRC-9Z
52A	21950	Radio Set AN/GRC-48
69A	21980	Radio Set AN/MRC-38
70A	21990	Radio Set AN/MRC-40
729A	22025	Radio Set AN/MRC-60
73A	22030	Radio Set AN/MRC-63
2474A	22040	Radio Set AN/MRC-83
2903A	22050	Radio Set AN/MRC-87
83A	22060	Radio Set AN/PRC-6

ENCLOSURE (4)

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TYPE 1 COMM-ELECT (MARINE CORPS (CON'T))

<u>ID NR</u>	<u>T/A NR</u>	<u>ITEM</u>
86A/B	22100	Radio Set AN/PRC-10
3816A	22104	Radio Set AN/PRC-41
3817A	22105	Radio Set AN/PRC-47
6A	22110	Radio Set AN/TRC-27
490A	22120	Radio Set AN/TRC-75
72A	22190	Radio Terminal Set AN/MCR-62
1450A	22280	Receiver Radio R-390/URR
3357A	22505	Shelter Electronics Maintenance Support AN/GRM-48
2819B	22540	Shop Maintenance Elect AN/GRM-32A
3312A	22545	Shop Maintenance Elect AN/GRM-38
3485B	22615	Special Comm Central ODTT-4 (Upon modification AN/MSG-43)
276A	22650	Switchboard Telephone Manual SB-22/PT
277A	22660	Switchboard Telephone Manual SB-86/P
41A	22770	Teletypewriter Set AN/GGG-3
93A	22780	Teletypewriter Set AN/TCG-6
3308A	22785	Teletypewriter TT-297/UG
92A	22670	Telegraph Terminal Group AN/TCC-14

TYPE 2 ENGINEER (MARINE CORPS)

1056A	31940	Water Purification Unit
1341A	42140	Filter Unit, Gas Particulate, M-6
1189A	45000	Fog Generator, Insecticidal (Truck Mtd)
3556A	45410	Laundry Unit, Trailer Mtd

TYPE 4 MOTOR TRANSPORT (MARINE CORPS)

648 C/D	51030	Trailer Tank M-107
624A	51060	Truck Ambulance, M170
654 A/B	51090	Truck Cargo M37/M37B
671A	51120	Truck Cargo M35/M35A1
3443A	51130	Truck Cargo M-36
658C	51480	Truck, Tank Gas M49/M49C
655A	51570	Truck Utility M38A1
663D	51650	Truck, Van, M-109

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14 Oct 1965

TYPE 5 ORDNANCE (MARINE CORPS)

<u>ID NO</u>	<u>T/A NR</u>	<u>ITEM</u>
2442A	60223	Coder-Decoder Group
2344A	60255	Console Assault FC
2923A	60258	Control Box GM AN/GSA-50
2705A	60620	Gun Machine M60
2345A	61005	Launcher GM HAWK
1475A	61008	Loader GM HAWK
2342A	61143	Operations Control AN/TSQ-39
2334A	61273	Radar Set AN/MPQ-33
2337A	61274	Radar Set AN/MPQ-34
2338A	61275	Radar Set AN/MPQ-35
2924A	61276	Radar Set AN/MPQ-37

TYPE 6 NAVY FURNISHED EQUIPMENT

5	Truck, Aircraft Refueler, 2000 gal
20	Semi-Trailer, Aircraft Refueler 5000 gal
30	Truck, Expeditionary, Aircraft towing
45	Generator Set, Liquid Oxygen/Nitrogen
50	Pump, Vacuum, Liquid Oxygen Servicing
55	Trailer, Tank, Liquid Oxygen Storage, 150 gal
60	Trailer, Tank Liquid Oxygen Storage, 500 gal
61	Trailer, Tank Liquid Nitrogen Storage, 500 gal
65	Vaporizer System, Liquid Oxygen
66	Purging Unit, Liquid Oxygen Tank
90	Truck Crash, Fire and Rescue MB-5
95	Truck Crash, Fire and Rescue MB-1
105	Truck Ambulance
117	Trailer, Air-Launched Wpns, Transporting/Loading
118	Trailer, Air Launched Wpns PRT, RT, 8000 lbs
123	Loader, Air Launched Wpns 4000 lbs
130	Shelter and Handling System Wpns Ready Service
140	Truck Forklift 3000 lb
140A	Forklift, Commercial 4000 lb
145	Truck, Forklift 6000 lb

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14 Oct 1965

TYPE 6 NAVY FURNISHED EQUIPMENT (CON'T)

<u>ID NR</u>	<u>T/A NR</u>	<u>ITEM</u>
145A		Forklift Y60 6000 lb
160		Generator Set 30 KW PU=590M/482M
160A		Generator Set PU=239
165		Generator Set 60 KW 60CY PU=589
170		Generator Set 60 KW 400 CY PU=588M; 45 KW
170A		MB20
170B		Generator Set PU=481
170C		Generator Set PU=296
175		Compressor 315 CFM
180		Crane Self-Propelled 3 Ton M-60
185		Crane Trk Mtd 20 Ton BayCity
190		Grader, Road MOD-12
210		Tractor Full Tracked D-6
215		Truck Dump M-47
220		Trailer, Tank Water M-107
225		Truck Tanker M-50
230		Truck Tank Gas M-49
235		Truck, Wrecker, M-62
235A		Truck Wrecker M-543
240		Truck, Utility, M-422
245		Truck, Crew Cab, M-677
245A		Truck 1/4T M38A1
250		Truck Crew Cab, M-676
250A		Truck 3/4T M37
250B		Truck Crew Cab C-120
255		Truck Cargo 2 1/2T M-35
260		Truck Tractor, 5 Ton M-52
265		Semi Trailer, Stake M-127
270		Semi Trailer, Low Bed, M-172
280		Truck, Command Utility M-678
285		Lubricating and Servicing Unit
310		Shop Set Field Maint Auto Basic
315		Shop Set Field Maint Auto Fuel and Electrical System
320		Floodlight Trailer, 5KW
3X		AN/TSQ-18
4X		AN/TPN-8
5X		AN/TRN-14
6X		AN/TSA-11
7X		AN/TSA-13
8X		AN/MRN-16
9X		AN/GRC-99
10X		AN/MSQ-4
11X		AN/CPN-4

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TYPE 6 NAVY FURNISHED EQUIPMENT (CON'T)

<u>ID NR</u>	<u>ITEM</u>
	NAVWEPS-3502-46
12X	Mobile Electric Power Plant NC10A
13X	Mobile Electric Power Plant NC5
	NAVWEPS-3502-36
14X	Gas Turbine Compressor GTC-85
15X	Gas Turbine Power Trailer Refrigeration Compressor Model RCPP-105
16X	Gas Turbine Power Enclosed Pod Refrigeration Compressor Model RCPP 105

NOTE: Those I.D. Numbers with an X suffix are assigned for purposes of this report ONLY and are NOT to be used for any other purpose.

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

WgO 4631.7A
4:ASB:ga
10 Oct 1965

WING ORDER 4631.7A

From: Commanding General
To: Distribution List

Subj: Air Transportation and Air Freight Operations

Ref: (a) OPNAVINST 4630.4_
(b) MCO 4630.3_
(c) COMFAIRWESTPAC 4630.2_
(d) FMFPAC (AIRFMFPAC)O 3710.8_
(e) MCO 4400.16_
(f) COMNAVFORJAPAN INST 4600.1_
(g) OPNAVINST 4630.10_
(h) SECNAVINST 4630.2_
(i) MCO P4030.19_
(j) CHWTO INST 4600.1_
(k) MCO P4630.9_

Encl: ✓(1) Air Transportation Request Form
✓(2) Air Refueling Request Form
✓(3) Air Delivery Request Form
✓(4) Daily Airlift Backlog Report Form
✓(5) Air Delivery Report
✓(6) Sample Letter for Travel Authorization
✓(7) Sample Letter for Individual Concurrent Travel Authorization
✓(8) Certificate for Transportation of Dangerous Materials
✓(9) Certificate and Release for Motorcycles and Motorscooters
✓(10) Air Freight Terminal Daily Report of Operations
✓(11) Non-Utilization of Available Air Transportation

Reports Required: I - Monthly report of Airlift Accomplishments (Report Symbol 1st MAW 4631-1) (Par. 7a (8)).
II - Daily Airlift Backlog Report (Report Symbol 1st MAW 4631-2) (Par. 7a (8)).
III - Daily Airlift Accomplishments (Report Symbol 1st MAW 4631-3) (Par. 8b (3) (i)).

1. Purpose. To set forth policies concerning air transportation and associated ground operations within the 1st Marine Aircraft Wing. Said policies to include operation of Air Freight and Passenger Terminals to insure efficient, safe and orderly transport missions.

2. Cancellation. Wing Order 4631.7.

App 3 ENCLOSURE (5)

WgO 4631.7
10 Oct 1965

3. Scope. This order is intended to encompass all day-to-day recurring facets of air transport operations within this command. Training and other special operations are covered by other directives issued by this Headquarters.

4. Policy. The broad mission of Marine Transport Aviation is to provide air transportation to meet the specific and unique requirements of the Fleet Marine Force.

5. Control of transport aircraft within the 1st Marine Aircraft Wing.

a. The Assistant Chief of Staff, G-3, is responsible for the employment, coordination and control of fixed wing transport aircraft assigned to the 1st Marine Aircraft Wing. Group commanders are authorized to utilize VR(L) type aircraft as required within the 1st Marine Aircraft Wing theater of operations.

b. The Air Transport Coordinating Officer (ATCO), will coordinate, publish and effect all commitments, flight advisories and diplomatic clearances as required for transport/air refueling missions in accordance with reference (a).

6. Policy for commitment of aircraft. The transport aircraft assigned to the 1st Marine Aircraft Wing shall be utilized on an as-required, individually-justified, non-scheduled basis for:

a. In-flight refueling service.

b. Special tactical airlifts of personnel and cargo in direct support of tactical operations and exercises.

c. Operational training and route familiarization flights as required to develop and maintain readiness of flight crews at optimum level.

d. Special administrative airlifts of personnel and cargo when MATS is not available.

e. Special flights for Command inspections and visits by general officers.

f. Augmentation of the special airlift capability of the fleet tactical support squadrons when so directed by higher authority in accordance with reference (c).

7. Instructions, Responsibilities, and Relationships

a. Responsibilities for groups/squadrons operating transport aircraft.

(1) Itineraries and Flight Advisories

(a) Itineraries will be adhered to as closely as possible. Early departures are not authorized. However, an aircraft commander is authorized to deviate from his published/scheduled itinerary if, in his opinion safety of flight or completion of his assigned mission is adversely affected.

WgO 4631.7A
10 Oct 1965

In the event of deviation, a revised flight itinerary will be sent to this Headquarters, the group or squadron having operational control of the aircraft, and the unit(s) supported.

(b) Flights delayed more than two hours will publish a revised flight itinerary.

(2) Filing Instructions

(a) All transport commitment flights will be conducted under instrument flight rules until the landing field is in sight, if practicable.

(b) Flight identification designators will be used in accordance with the provisions contained in paragraph 1a of enclosure (3) to reference (d).

(3) Aircraft Commander's Authority

(a) The assigned pilot in command (Aircraft commander) is responsible for the safe and orderly conduct of the flight. His responsibilities and authority exist from the time he enters the aircraft preparatory to flight until he leaves it upon completion of the flight.

(b) The authority and responsibility of the aircraft commander are independent of his rank and seniority in relation to other persons participating in the flight whether they be crew members or passengers insofar as the conduct of the flight is concerned, except that:

1. A group or squadron commander, or other officer in tactical command, if embarked in a flight of one or more aircraft of his command, retains full authority and responsibility regarding his command, including the flight in which he is participating.

2. The aircraft commander, with a flag or general officer eligible for command at sea or in the field embarked as passenger, shall be subject to the orders of such officer in accordance with Article 1329, U.S. Navy Regulations, 1948. When such an embarked passenger exercises his authority to command the aircraft, he thereby assumes full personal responsibility for the safe orderly conduct of the flight. Flight rule violations, accident reports, and any other action arising from the flight will be referred to him as the responsible commander of the aircraft. The aircraft commander will, in each instance wherein such a prerogative is exercised, submit a written resume of circumstances to this Headquarters via the normal chain of command.

(4) Security Clearance. Commanders will insure that all flight crews have clearance for at least Confidential.

(5) Passenger Safety

(a) Aircraft will be loaded so as to permit rapid exit of passengers in event of a forced landing or ditching. At least one emergency exit will be available for use for each 20 passengers carried.

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(b) A crew member will be stationed in the rear of all four engine aircraft. It will be his duty to inform the aircraft commander as to security of cargo, passenger comfort, etc. In the event of emergency it shall be his responsibility to pass instructions from the aircraft commander to the passengers.

(6) Crew Rest

(a) Piston-Engine Aircraft. Flight crews will not be scheduled for more than 12 hours per day in the case of a single crew, or 18 hours per day in the case of a double crew, computed from the time a crew reports to the squadron for flight until landing at a destination. A double crew will consist of three pilots, two of which will be aircraft commanders, two navigators, and two radio operators.

(b) Turbo-Prop Aircraft. Flight crews will not be scheduled for more than 18 hours per day, computed from the time a crew reports to the squadron for flight until landing at destination.

(c) Normally, upon completion of extended flights, flight crews will be granted 12 hours crew rest.

(d) Proposed schedules for flights involving crew duty times in excess of those indicated in paragraphs (a) and (b) above shall be submitted to this Headquarters for approval.

(7) Aircraft Loading. A qualified loadmaster shall supervise the loading or unloading of every transport aircraft committed to the air freight and passenger system.

(8) Records and Reports

(a) Reporting custodians of transport aircraft (less MAG-11, MAG-12, MAG-13, MAG-16 and MAG-36) shall maintain such records as are necessary to furnish this Headquarters with information relative to airlift accomplishments. This information shall include the number of passengers and the weight in pounds of cargo, baggage, and mail lifted on a point-to-point basis and will include the flight time involved therein.

(b) The above data shall be submitted to this Headquarters monthly (Attn: Assistant Chief of Staff, G-4) within five working days after the first of each month.

(c) Reports of special operations shall be submitted as required by this Headquarters.

(d) Each air freight terminal will submit the report shown in enclosure (4) as of 1600 daily to this Headquarters attention ATCO in the Republic of Vietnam and to VMGR-152 attention ATCO in other cases.

(e) Each terminal will submit the report shown in enclosure (10) in the same manner as described in paragraph 7a(8)(b) above.

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(9) Air Transportation Requests

(a) All requests for movement of Marine passengers and cargo via organic airlift on a "space required" basis which originate outside the Republic of Vietnam will be submitted to the Commanding Officer, Marine Aerial Refueler Transport Squadron-152 for action. (See enclosure (1) for format).

(b) All requests for movement of Marine passengers and cargo via organic airlift on a "space required" basis which originate within the Republic of Vietnam will be submitted to this Headquarters (Attn: ATCO) for action (See enclosure (1) for format).

(c) Requests for movement of Marine passengers and cargo via organic airlift on a "space available" basis may be submitted to the nearest air freight and passenger terminal or to this Headquarters (Attn: ATCO). (See enclosure (1) for format).

(d) All requests for movement of "other service" passengers and cargo via organic airlift on a "space required" basis will be submitted to this Headquarters (Attn: ATCO) for action. (See enclosure (1) for format).

(e) Requests for movement of "other service" passengers and cargo via organic airlift on a "space available" basis may be submitted to the nearest air freight and passenger terminal or to this Headquarters (Attn: ATCO) for action. (See enclosure (1) for format).

(f) Space available passengers and cargo will be moved on a first-in-first-out basis.

(g) Duties of the air-lifted and air-lifting units respectively are set forth in reference (a).

(h) All requests for aerial refueling and air delivery missions will be submitted to this Headquarters (Attn: G-3) for action. (See enclosures (2) and (3) for formats. Upon completion of any air delivery flight, the aircraft operating unit concerned will submit a report in the format shown in enclosure (5).

8. Operation and Management of the Air Freight and Passenger System

a. General. The purpose of the Air Freight and Passenger System is to provide logistic support to Fleet Marine Force units in the Western Pacific/Southeast Asia areas. Although the responsibility for operation and management of the entire system, including terminals, is assigned to the Commanding Officer, Marine Aerial Refueler Transport Squadron 152, overall supervision of the system will be exercised by this Headquarters.

b. Responsibilities

(1) Assistant Chief of Staff, G-3 will:

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(a) Direct the commitment, scheduling and operation of aircraft available for this mission in accordance with reference (a).

(2) Assistant Chief of staff, G-4 will:

(a) Exercise general staff cognizance over the Wing Air Freight Single Manager (CO, VMGR-152).

(b) Monitor assignment of equipment and qualified air freight personnel to insure the capability of CO, VMGR-152 to carry out the mission assigned herein.

(3) Commanding Officer, Marine Aerial Refueler Transport Squadron 152 will:

(a) Assume Single Manager responsibility for the direction, control and supervision of all air freight and passenger functions, including terminal operation, within the 1st Marine Aircraft Wing Air Freight and Passenger System, with full authority to act on all matters incident to operation and administration of the system.

(b) Assume the responsibility for and provide all the functions of ATCO for all "space required" air transportation requests originating outside the Republic of Vietnam for Marine passengers and cargo involving the utilization of organic aircraft.

(c) As the designated representative of the Commanding General, initiate action to procure intra-theater airlift for movement of Marine passengers and cargo to satisfy requests originated outside the Republic of Vietnam which exceed his own capability to provide.

(d) Coordinate the movement of Marine personnel and cargo with the 1st Marine Aircraft Wing Air Transport Coordinating Officer (ATCO) as required to satisfy airlift transportation requests originated within the Republic of Vietnam.

(e) Provide equitable distribution of available qualified air freight personnel (rotating and/or augmenting when necessary) and cargo handling/support equipment to operate terminals where required or as directed by this Headquarters.

(f) Provide SOP(s), approved by this Headquarters, for the standardized operation of all phases of the air freight and passenger operation within the 1st Marine Aircraft Wing.

(g) Provide and operate aircraft as required to accomplish the mission described herein.

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(h) Conduct periodic staff visits and inspections of the various air freight and passenger terminals.

(i) Require the daily submission of a report by all terminals of the workload accomplished as of 2400 local time. Submit to this Headquarters (Attn: Assistant Chief of Staff, G-4) a monthly recapitulation of this accomplishment. The format of enclosure (10) will be used for the daily report.

(j) Enter into agreements with the Commanding Officers of those organizations which may now, or in the future, furnish space, equipment, services, or facilities available at their locations for use by the 1st MAW Air Freight and Passenger System.

(k) Require the OIC/NCOIC of each departure terminal to forward via fastest available communications to the destination terminal a load message consisting of the following elements:

1. Aircraft Bureau Number.
2. Time of departure.
3. Estimated time of arrival.
4. Cargo.
5. Passengers - Off/Enl/Civ (VIP Code when applicable. Include names of all majors and above.
6. Remarks - Special instructions, handling equipment, billeting, messing, refueling, etc..

It is imperative that the radio centrals at respective stations (when this media is utilized) expedite transmission and delivery of load messages. Relay to the destination terminal should be via telephone from the radio station.

(4) Commanding Officer, MCAS, Iwakuni is requested to:

(a) Provide terminal space, messing, billeting and motor transport maintenance and repair facilities for the air freight operation thereat.

(5) Commanding Officer, Marine Wing Headquarters Group 1 will:

(a) Provide terminal space, messing, billeting and motor transport maintenance and repair facilities for the air freight operation at his location.

(6) Commanding Officer, Marine Aircraft Group 12 will:

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(a) Provide terminal space, messing, billeting and motor transport maintenance and repair facilities for the air freight operation at his location.

(7) Commanding Officer, Marine Medium Helicopter Squadron 161 will:

(a) Provide messing and billeting facilities for the air freight operation at his location.

c. Passengers

(1) Eligibility. Categories of personnel eligible for transportation aboard organic aircraft and circumstances of eligibility are as specified by reference (f) through (h). All passengers will be properly identified and listed on the manifest or flight plan. Regardless of other eligibility, an individual is disqualified if:

(a) He is afflicted with a contagious disease.

(b) He is under the influence of intoxicating beverages.

(c) The potential passenger is:

1. Immobilized (primary limb broken, etc.)

2. Incapable of grasping emergency instructions (mentally deranged).

(d) The above restrictions are not applicable in the case of an emergency medical evacuation flight.

(2) Show Time

(a) Passengers will report to the Loading point at least one hour prior to estimated time departure (ETD) and board the aircraft when directed approximately 10 minutes prior to departure. Boarding of passengers will be accomplished under the supervision of a crewmember and an air freight terminal representative to insure that only those passengers who have been properly manifested are actually embarked in the aircraft. Manifests will be neat and legible. The use of individual chit type forms in lieu of tabular manifests is permissible. When this procedure is utilized the original part or copy of the chit will be presented to the air terminal representative and the duplicate part or copy to the supervising crewmember by the passenger as he boards the aircraft.

(b) Colonels and above may report to the loading point 30 minutes prior to departure.

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(3) Uniforms

(a) Passengers are authorized to wear utility clothing in lieu of the uniform of the day on all flights of 1st Marine Aircraft Wing aircraft. However, on those occasions that a 1st Marine Aircraft Wing aircraft lands at other than a military airport, passengers will debark in the uniform of the day. At certain airports, civilian clothing is more appropriate. In this event, the Air Transport Coordinating Officer (G-3) will notify the unit or the air freight and passenger terminal concerned. Passengers in flight status are authorized to wear flight clothing.

(4) Briefings

(a) Aircraft commanders will insure that all passengers will be briefed prior to each leg of the flight. Air freight and passenger terminal personnel will conduct the briefings at those airfields where there is a Marine air freight and passenger terminal or detachment established.

(b) At those airfields where a Marine air freight and passenger terminal or detachment is not established either the pilot or co-pilot will conduct the briefing.

(c) In either case the passenger briefing will cover at least the following:

1. Time enroute.
2. Air speed.
3. Weather enroute.
4. Weather at destination.
5. Location and use of Mae West. (Life Vest)
6. Location and operation of emergency exits.
7. Location and use of any other emergency equipment aboard.
8. Briefing on any signals (such as lights or bells) to be used during certain emergencies (forced landings or ditching).
9. Smoking.
10. Location of heads and urinals.
11. Any other characteristics of a particular type aircraft such as temperature control, high noise level, etc. Squadrons operating transport type aircraft shall furnish air freight and passenger terminals the above information for verbal presentation and provide diagrams and photo-

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graphs as required for effective briefing. Other information may be added if desired. Nothing in the above precludes the aircraft commander from briefing passengers personally if he so desires.

12. Information as appropriate, concerning the exchange of currency.

(5) Passenger Priority: Priorities set forth below apply only to Marine Corps personnel; unless otherwise directed by this Headquarters, personnel of other services and authorized civilians will be transported on a "space available" basis only. Normally, a passenger assigned a given priority will take precedence over cargo with a like priority.

Priority I: Emergency air evacuation of medical patients.

Priority II: (1) Emergency leave.
(2) Temporary additional duty.
(3) Permanent change of station orders.

Priority III: Permissive type travel orders.

Priority IV: Leave and all others.

(6) Orders

(a) Prior to being assigned space on a specific flight, all passengers will normally be required to present written orders, issued by competent authority, to the respective air freight and passenger terminal for endorsement.

(b) Upon arrival at intermediate or destination terminals passengers will present their orders for further endorsement to provide for remanifesting, substantiation of travel claims, etc.

(c) Within the Republic of Vietnam, the exigencies of day to day operations preclude the feasibility of providing written orders to all personnel who must travel in connection with official duties; therefore, passengers who request space but cannot produce orders will be accepted for manifesting on their own recognizance on a "space available" basis only.

(d) Previously manifested personnel who are "bumped" by a higher priority, VIP, etc will be furnished a properly authenticated copy of the form shown in enclosure (11).

(e) Previously manifested personnel who "fail to show" for a flight will be the subject of correspondence addressed to the individuals' commanding officer. The form shown in enclosure (11) will be used.

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(7) Authorization for passengers other than U. S. Military

(a) General

1. It is the general policy of the Department of the Defense to prohibit travel of dependents in military aircraft other than Military Air Transport Service (MATS).

2. In the COMNAVFORJAPAN area, requests for authorization for travel of civilians, and foreign nationals, will be submitted to COMNAVFORJAPAN, in accordance with the instructions contained in reference (f).

3. Reference (f) through (k) shall be consulted for guidance and compliance.

(b) Policy

1. Civilians (Red Cross personnel, civilian employees of the government, etc.) and foreign nationals may be transported in transport aircraft of this Command provided they meet one of the requirements listed below:

a. Have official travel orders.

b. Have authorization orders, as shown in enclosures (6) and (7), which reference the COMNAVFORJAPAN message or letter in which authorization was granted.

c. Have been designated an emergency case involving possible loss of life.

2. Dependents will not be transported in 1st Marine Aircraft Wing aircraft except under unusual circumstances and with the specific approval of the Commanding General, Fleet Marine Force, Pacific in accordance with reference (d).

(c) Medical patient

1. The senior medical officer, at the departure air station or facility is responsible for exercising control of requirements for air transportation of dependents and civilians in a patient status. When applicable, the instructions for air evacuation set forth in reference (k) will be followed.

2. Air transportation of patients, designated by the senior medical officer as emergency cases, will be provided by this Command in accordance with paragraph 4j of reference (g).

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(8) Immunization Requirements. Unit commanders shall insure that personnel traveling through the Far East/SE Asia area comply with appropriate immunization requirements.

d. Cargo priority

(1) General. All cargo to be shipped by the air freight and passenger system will be assigned a shipment priority and required delivery date by the shipper. If circumstances permit, it will be positioned for loading one day prior to the requested shipment date and in no case later than three hours prior to the scheduled aircraft departure time. All cargo will be palletized to maximum extent, steel banded and properly preserved, packaged, marked and documented.

(2) Assignment of priorities. For cargo requisitioned through normal supply channels and assigned a supply priority designator in accordance with reference (e), the priority designator will provide the basis for assignment of the air shipment priority as indicated below. For cargo not assigned a supply priority designator, the shipper will determine the air shipment priority based upon the urgency of the requirement for the item by the intended recipient. Except when otherwise directed by this Headquarters, cargo transported for other than Marine units will be moved "space available".

Shipment Priority

CARGO

I	Mail (includes U. S. mail and guard mail) Supply priority designators 1 thru 3. Cargo specifically assigned this priority by Headquarters, 1st Marine Aircraft Wing and higher Marine Corps commands.
II	Supply priority designators 4 and 5. Cargo assigned this priority by a Marine air group or regimental commander or a higher Marine Headquarters.
III	Supply priority designators 11 and 12.
IV	Supply priority designators 16 and 17.

e. Prohibited Items

(1) None of the following items will be transported as baggage or personal effects aboard 1st Marine Aircraft Wing aircraft.

(a) Pets or wild animals.

(b) Fruit and vegetables.

(c) Live ammunition, grenades or other explosives (including fireworks) except courier ammunition.

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(d) Inflammables (including cans of lighter fluid and cartons of matches).

(e) Narcotics.

(f) Private vehicles. (See paragraph f. for exception)

(g) Magnetrons (any article containing permanent magnets).

(h) Radioactive material.

(i) Other material considered by the aircraft commander to constitute a hazard to the safe and orderly conduct of flight.

(2) Certain items (double dagger) are prohibited from air shipment under any circumstances due to their explosive or inflammable characteristics. Single dagger items are those considered sufficiently dangerous to prevent their shipment by air except in cases of operational necessity. Other items, not highly dangerous under normal conditions, require added precautions insofar as packing, handling and shipment are concerned. In any of the above cases, reference (1) must be consulted for compliance and the aircraft commander advised prior to aircraft departure. Requests for air shipment of dangerous cargo will be submitted to this Headquarters (Attn: ATCO) for approval. The document indicated as enclosure (8) should be available on the bill of lading.

f. Shipment of Motorcycles/Motorscooters

(1) General. Members of this Command in receipt of permanent change of station orders involving intra-Wing transfer are authorized shipment of one motorcycle/motorscooter to newly assigned duty locations. Personnel on temporary additional duty orders involving exercises and deployments in excess of three weeks are similarly authorized such shipment. These items shall be prepared for shipment in accordance with general prudential rules of flight safety for shipment of motor vehicles and will be shipped as personal effects items on a space available at no expense to the government basis only.

(2) Control

(a) Unit commanders shall insure that each individual concerned qualifies and is authorized air shipment as indicated above and shall require appropriate completion and signature of the form shown in enclosure (9) for presentation to the air freight and passenger terminal.

(b) Air freight and passenger terminal personnel will insure prior to shipment that the shipper complies with all effective customs regulations at point of departure and destination.

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(c) The above does not constitute authority for personnel, on orders to Hawaii or CONUS, to ship privately owned, powered vehicles of any type as part of their personal effects.


T. G. BRONLEWE JR.
Chief of Staff

DISTRIBUTION: "A" & "B"

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AIR TRANSPORTATION REQUEST

- A. Unit requesting airlift.
- B. Airlift point of origin/loading area.
- C. Airlift destination/unloading area.
- D. Date and time of loading availability. (Zulu time)
- E. Date required at destination. (Zulu time)
- F. Security classification of mission if classified.
- G. Priority and justification. (see para 4.a. reference (j))
- H. Passengers: Number and weight.
- I. Baggage: Weight and cube.
- J. Material and equipment less vehicles - description, weight and cube.
- K. Vehicles: Nomenclature, dimensions in inches (L x W x H), weight and cube.
- L. Excessive dimension items: Nomenclature, dimensions in inches (L x W x H), and weight of any item of material and equipment other than vehicles which measure in excess of 60 inches in any dimension.
- M. Total airlift requirement - weight and cube.
- N. Special instructions: Indicate if cargo is classified, prohibited, or restricted and whether special handling or safeguarding is required.
- O. Contact officers: Name, organization and telephone number of contacts at bases of origin and destination.

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Air Refueling Request

1. Type of refueling (on course or static)
2. Air refueling area.
3. Air refueling control point(s) (ARCP).
4. Air refueling control time(s) (ARCT).
5. Air refueling altitude.
6. Air refueling course.
7. Air refueling speed.
8. Air refueling frequencies (primary and secondary).
9. Tanker and receiver call signs.
10. Tanker loiter time.
11. Total amount of fuel to be dispensed to each receiver/number of receivers.
12. Disengage point.
13. Reform area.
14. Provisions for emergency and/or spare tanker.
15. Refueling abort point (BINGO).
16. Primary and alternate base for recovering aircraft in case of an air refueling abort.
17. Alternate air refueling control point and time.
18. Air route traffic control (ARTC).
 - a. RIO.
 - b. Control agency.

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Air Delivery Request

Alfa:	Support unit
Bravo:	Pick-up point
Charlie:	Pick-up date
Delta:	Drop time
Echo:	Drop zone chart numbers
Foxtrot:	Drop zone coordinates
Golf:	Controller frequencies; PRIMARY/SECONDARY
Hotel:	Call signs: AIRCRAFT/CONTROLLING AGENCY
India:	Vehicles/class of cargo/cargo weight
Juliet:	Drop zone markings: 1. Panel color/pattern 2. Smoke color 3. Pyrotechnics color
Kilo:	Contact origin and phone number
Lima:	Contact pick-up point and phone number
Mike:	Remarks

DAILY AIRLIFT BACKLOG REPORT

WgO 4631.7A
10 Oct 1965VIA COMMAND NET #2 0700Z EACH DAY TO MOMENT 3E

- A. NUMBER OF AIRCRAFT UP _____
- B. ETS'S OF AIRCRAFT TO DANANG _____

- C. OTHER SCHEDULED COMMITMENTS _____
- D. NUMBER OF PENDING REQUESTS TO AIR FORCE _____
- E. DATES OF ABOVE _____
- F. MARINE CARGO TO BE FLOWN BY AIR FORCE _____
- G. TOTAL CARGO TO ARRIVE DANANG _____
- H. AMOUNT FOR DIVISION _____
- I. AMOUNT FOR WING _____
- J. PASSENGERS FOR DIVISION _____
- K. PASSENGERS FOR WING _____
- L. PASSENGERS BACKLOG _____
- M. CARGO BACKLOG BREAKDOWN. READ ACROSS IN FOUR COLUMNS

DEST PRI WT DAYS HELD

NOTES:

- (1) VMGR 152 Futema submit all items as of 0300Z daily Via Wing Command Net 2.
- (2) MAFPT Iwakuni submit items L&M only as of 0300Z daily Via Wing Command Net 2.
- (3) MAFPT Danang, Chu Lai, Phu Bai submit item L&M only as of 0300Z daily Via Telephone to Moment 3E.

ENCLOSURE (4)

ENCLOSURE (5)

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Air Delivery Report: (To be completed on each flight and delivered to G-3.
(ATCO 1st MAN)

a. ATD (Location)	_____Z
b. ATA (Location)	_____Z
c. Show time of AD personnel	_____Z
d. ATO for AD Flt	_____Z
e. Chock time for AD Flt	_____Z
f. NR of AD personnel on Flt	_____Z
g. NR of parachutes on Flt	_____
h. NR of pallets/containers dropped	_____
i. Time to rig A/C	_____Hrs
j. Time to derig A/C	_____Hrs
k. Time A/C on deck not utilized	_____Z
l. Was briefing by dropmaster adequate/effective?	
m. Was drop zone and point marked/unmarked?	
n. ATD (Location)	_____Z
o. ATA (Location)	_____Z
p. Remarks:	

ENCLOSURE (5)

ENCLOSURE (5)

WGO 4631.7A
10 Oct 1965

Travel Authorization

From: Commanding Officer
To:

Subj: Travel Authorization

Ref: (a) COMNAVFORJAPAN _____

1. In accordance with the provisions of reference (a), you are hereby authorized government air transportation on or about _____ to the U. S. Naval Air Station, Atsugi, Japan, for humanitarian reasons in connection with medical treatment to be performed at the U. S. Naval Hospital, Yokosuka, Japan.
2. Upon completion of treatment, you are authorized return to the U.S. Marine Corps Air Station, Iwakuni, Japan, via government air transportation.
3. Air Priority _____ is certified.
4. Travel performed under these orders is not subject to reimbursement.
5. Should you not desire to perform this travel subject to no reimbursement, you will consider this authorization automatically revoked.

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10 Oct 1965

Individual Concurrent Air Travel

From: Commanding Officer
To:

Subj: Individual/Concurrent Air Travel; authorization for

Ref: (a) COMNAVFORJAPAN _____

1. In accordance with the provisions of reference (a), individual/concurrent travel via government air transportation is hereby authorized for the following personnel on or about _____ to the _____

<u>NAME</u>	<u>RELATIONSHIP</u>	<u>HOME ADDRESS</u>
-------------	---------------------	---------------------

_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

2. Air priority _____ is certified.

3. Travel performed under these orders is/is not subject to reimbursement.

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Shipper's Certification

1 This is to certify that the contents of the packages in this shipment are properly described by name and are packed, marked and in proper condition for transportation in accordance with AFM-71-4/TM 38-250/NAVWEPS 15-03-500/MCO P4030.19.

Signed _____

This document should be available on the bill of lading.

WGO 4631874
10 Oct 1965

OWNER'S
CERTIFICATE & RELEASE

Certificate

I, _____,
(Name) (Rank)

(Ser No.) (Branch) (Organization)

_____, 1stMAW, FMF, having been duly sworn,
do upon my oath hereby CERTIFY the following to be true and correct with
respect to the following described motorcycle/motorscooter: _____

(Full

description of the vehicle including make, style, color, capacity of

cylinders, identification numbers, etc.)

1. That I am the true and lawful owner thereof, having right and title thereto, and that the vehicle is clear and free of all liens, conditional sales contracts, or other encumbrances of any kind or nature.
2. That I have complied with all applicable laws and regulations regarding the exportation, notification of export, de-registration, or otherwise pertaining to the removal of the above described vehicle is being removed.
3. That I have familiarized myself with and will comply with all applicable laws and regulations regarding the importation, registration, operation, or otherwise pertaining to the entry and use of the above described vehicle into the country and/or station or facility into or through which the vehicle is being moved.

WITNESS my hand and seal this _____ day of _____
with the United States Marine Corps) _____ L.S.
at _____

I, the undersigned officer (authorized to administer oaths in accordance with Section 2502 and 2503, JAG Manual), do hereby certify that before me personally appeared the signer of the foregoing document, known to me to be a member of the United States Armed Forces on active duty and to be the identical person described therein, and having been duly sworn and having first made known to him the contents thereof, he personally acknowledged to me that he signed and sealed the same, on the date it bears, as his true, free, and voluntary act and deed, for uses, purposes, and considerations therein set forth.

AIR FREIGHT TERMINAL

[illegible][illegible]

WgO 4631.7A
10 Oct 1965

MARINE AIR FREIGHT AND PASSENGER TERMINAL

(LOCATION)

(DATE)

From: Officer in Charge

To: Commanding Officer, _____

Subj: Non-utilization of available air transportation; case of

(Name)

(Rank)

(Ser. No.)

Ref: (a) FMAWQ 4631.7A

1. The subject named individual, manifested on the below designated flight,
did not utilize this available air transportation by reason of _____

(No show/bumped) (Indicate one)

(Flight No.)

(Sked dept time)

(Destination)

(Name)

(Rank)

OIC/NCIC

NOTE:

1. Deliver to individual when reason is "bumped".
2. Mail to CO in cases of "no show".

ENCLOSURE (5)

File

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

WgBul 5220
4:RDS:fmc
12 Oct 1965

WING BULLETIN 5220

From: Commanding General
To: Distribution List

Subj: Open Season on Waste and Inefficient Practices

Ref: (a) FMFPacBul 5220 of 1 October 1965

Reports Required: Cost Reduction Efforts and Results (Report Symbol 1st
MAW 5220-2) par. 3

1. Purpose. To establish a "due date" for submission of the required report on the Open Season on Waste Program.

2. Background

a. The Secretary of the Navy has designated the period 27 September through 26 November as "Open Season on Waste and Inefficient Practices" throughout the Navy and Marine Corps.

b. Reference (a) directed that a report be submitted within fifteen days of the end of the program, citing any tangible results.

3. Action. Addressees will submit the reports required by reference (a) to this Headquarters (Attn: G-4) to arrive not later than 7 December 1965. Negative reports are required. This Headquarters will consolidate all reports for further submission to Commanding General, Fleet Marine Force, Pacific.

4. Self-cancellation. 31 December 1965.

T. G. Bronleewe Jr.
T. G. BRONLEWE JR.
Chief of Staff

DISTRIBUTION: "A" (less 1) and "B"

APP 3- ENCLOSURE (6)

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

21:JFR:ega
5700
12 Nov 1965

SECRET

From: Wing Supply Officer
To: Assistant Chief of Staff, G-3
Subj: Command Chronology for October 1965 (U)
Ref: (a) Par. 6d, WgO 5750.1

1. In accordance with reference (a), the following is submitted for the subject chronology:

a. The "Red Ball System" was established within FMFPac during October to identify and provide extensive followup on critical supply items. Wing unit commanders may nominate items for inclusion in "Red Ball" upon establishing that the requirement for the item is critical, that the unit cannot perform its mission without it, that the item has been previously requisitioned on a priority O2 requisition and that the requisitioning unit has taken all appropriate action to ascertain status. This Headquarters and appropriate higher agencies will then exert all effort to follow-up on and obtain the necessary material. (U)

b. Representatives from I MAC (Forward) requested a listing of fifty line items to be expedited from MCSC Barstow to using units. The theory behind this is to expedite certain high demand, selected items until the in-country supply unit acquires sufficient stock to sustain demands. This system will not replace normal requisitioning procedures. (U)

c. A separate supply support system for LAAM Battalions was proposed to CG FMFPac via CG III MAF due to the low density of major items, large usage of repair parts and lack of sufficient demand to permit stockage in the WestPac area. The system proposed encompassed requisitioning directly from MCSC Barstow by both LAAM Battalions in lieu of requisitioning through FLGG. (U)

d. The newly activated Wing shipping and receiving detachment became fully operational under supervision of the Wing Supply Officer during the month of October. Much was accomplished by this detachment despite the fact that it still had no T/O or T/E. All docks and airheads were cleared of accumulated cargo and brought under control in the shipping and receiving storage area. By working around the clock when ships were unloading,

1st MAW S&C No.	Copy No.
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PAGE 1 of 3 PAGES
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DOWNGRADED AT 3 YEAR INTERVALS:
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

APP 3-TAG 1
SECRET

~~SECRET~~

21:JFR:ega
5700
12 Nov 1965

all cargo was moved expeditiously from the docks, thereby minimizing damage and pilferage. A written procedure was promulgated prescribing the mission and responsibilities of the detachment. (U)

e. Clothing shortages posed a critical supply problem during this month. The situation was partially alleviated by shipment of all Wing held mount-out from MMSG-17 at Iwakuni to RVN units. Although deployed Wing units had authority to use this mount-out, it had not been previously issued for use. A letter from this Headquarters to CG III MAF requested that priority of issue to infantry units be changed to relieve the critical Wing shortage. This was approved and helped to improve issues to Wing units. (U)

f. Field fortification materials continued in critical short supply. Priority of issue to infantry units left many Wing requirements unsatisfied. Once again all mount-out fortification material held in Iwakuni was issued on a priority basis to MAG-16 and MAG-36 and arrived several weeks prior to the attacks on Marble Mountain airfield and Chu-Lai. Quantities issued to MAG-16 fell short of their requirements for airfield defense. Subsequent to the attack, CG III MAF changed the priority of issue of available FLSG field fortification materials, giving MAG-16 and MAG-36 airfield defense requirements first priority. This resulted in issue of a substantial portion of the material required by the 3rd Engineer Battalion now assigned a mission to erect barbed wire obstacles and mine fields around the Marble Mountain airfield. This, however, exhausted all stocks at FLSG and still left considerable unsatisfied requirements for other Wing units. (S)

g. At the beginning of the month of October, all remaining Wing supply personnel were moved from First Maw (Rear) to Danang except one officer and one enlisted. Virtually all supply operations now are conducted from Danang. (U)

h. Captain R. L. FRASER 064329/3002 arrived in RVN on 5 October 1965 to assume duties as Wing Marine Corps Supply Officer. (U)

2. Organizational Data.

a. Wing Supply Section

b. Period: 1-31 October 1965.

c. Task Organization:

Colonel J. F. ROSS - Wing Supply Officer

SECRET

21:JFR:ega
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12 Nov 1965

Major S. R. COFFEY - Assistant Wing Supply Officer
Captain R. L. FRASER - Marine Corps Supply Officer
CWO-2 A. MIRANDA - Navy Supply Officer
MGSgt H. G. GREENIA - Wing Supply Chief

J. F. Ross
J. F. ROSS

Copy to:
G-4

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PAGE 3 of 3 PAGES
COPY 1 of 8 COPIES

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

52:FJF:jhd
5750

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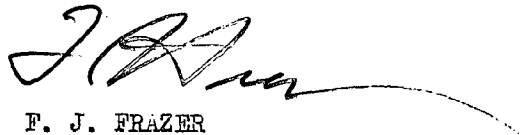
From: ACofS, G-5
To: ACofS, G-3 (Attn: Historian)

Subj: Command Chronology

Ref: (a) WO 5750.1a

Encl: ☒ (1) Organizational data
☒ (2) Significant events

1. In accordance with reference (a), enclosures (1) and (2) are herewith submitted.


F. J. FRAZER

SECRET

App-4

G-5

1 October 1965 - 31 October 1965

ACofS, G-5

Colonel Fred J. Frazer

Asst G-5

Lt. Colonel George W. King

NCOIC

Sergeant Joseph H. Denet

Enclosure (1)

SECRET

SIGNIFICANT EVENTS FOR OCTOBER 1965

Personnel of the office of the Assistant Chief of Staff, G-5 spent the majority of October performing the mission of supervising the base development program and developing the military construction program.. As per directions of the Commanding General, a portion of the month was also utilized on current construction or repair projects.

Meetings, conferences, staff visits, and personal reconnaissances were the primary means of coordination and communication between the G-5 and interested parties.

This report is submitted in two general catagories; general base development plans and base development as it pertains to individual air groups or areas.

GENERAL

On 7 November G-5 attended a preliminary meeting held by III MAF to discuss the need for a survey to determine current assets and requirements for Phases II and III of the South East Asia Military Construction Program. Also discussed was the utilization of the ammo bunkers with particular emphasis on the use of the ARVN bunkers. Through this meeting members developed a better understanding of future needs of III MAF.

The G-5 on 7 November made a personal reconnaissance of the Tango Area and the ARVN area adjacent there to. Physical boundaries of current occupancy and future occupancy were determined. This reconnaissance revealed the need to include the Tango Sector within

ENCLOSURE 2

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the airfield security fence and a request to satisfy this need was submitted to III MAF.

On 8 November Raymond, Morrison, Knudson (RMK) contractors commenced laying concrete forms for the north touchdown area of the parallel runway at Danang. The Beneficial Occupancy Date (BOD) for this project was established as 20 November 1965.

On this same day, 8 November, the G-5 coordinated the installation of a four inch water line from MAG-11 to MWHG, this project involved the approval of 1st MAW G-4 to issue four inch pipe to MAG-11, MWHG approval to use their well, and Resident Officer in Charge of Construction, Danang (ROICC) approval to cut through their road. The satisfactory completion of this project insured an adequate water supply for MAG-11.

G-5 and Assistant attended two conferences on 11 October at the III MAF Headquarters. Subject discussed was the maintenance of the airfield facilities in Vietnam. It was the consensus that Naval Support Activity (NSA) should establish a Public Works Department to maintain the airfield facilities under III MAF/NCC.

The Commanding General approved a location for the AN/TPQ-10 at Marble Mountain. This was the result of a joint reconnaissance and conference held by G-5, Commanding Officer MASS-2, and S-4, MAG-16 on 12 October 1965.

During October the 7th Communications Battalion requested a cantonment and operating area at Marble Mountain. The area requested was hazardous to aircraft operating at Marble Mountain. Conferences

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between G-5 and 7th Communications Battalion under the cognizance of III MAF were conducted on 23, 24, 25, and 31 October. These Conferences did not establish a consensus and it was agreed to have the Commanding General settle the disagreement.

On 23 October the G-5 visited the Naval Advisory Detachment (NAD) camps that III MAF assigned to 1st MAW. These camps are numbers six and seven and are located adjacent to and north of MAG-16 cantonment.

Wing, IAF, and 30th Naval Construction Regiment (NCR) representatives on 26 October briefed BGen Henderson on the FY66 MILCON program.

The G-5 on 30 October conducted a meeting with the S-4's of the MAGs and Mr. Lancaster, senior representative of a DirPacDocks survey team. Mr. Lancaster Briefed the S-4's on MACV Directive 405-2 which requires an inventory of facility assets, requirements and deficiencies. He also instructed members in the proper manner to fill out the necessary inventory forms.

MAG-11

During October the G-5, CO MABS-11, and Officer in Charge of Construction/Republic of Vietnam (OICC/RVN) developed final scope and layout plans for the MAG-11 and MAG-13 aircraft operating areas. Enclosure (1), final plans, were submitted to the Commanding General for approval.

On October the 21st, the G-5 coordinated efforts of MABS-11, Wing G-4, and the Air Force Representative to repair a damaged deck at MAG-11 hangar. Temporary solution was to install AM-2 matting over

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the damaged area until such time as MAG-11 vacates the area.

MAG-12

The base development and military construction program for permanent facilities at MAG-12 are in their early stages of design. The only information fed into the plan was on 10 October when the G-5 informed OICC/RVN that the lighting for the runway should be of variable intensity. It is planned to develop a layout plan for MAG-12 during the months of November and December.

Maintenance of the Chu Lai expeditionary airfield was surveyed during the period. The S-4, MAG-12 estimated it would take a reinforced engineer platoon with additional heavy equipment to maintain the expeditionary airfield. These engineers would work on the runways, taxiways, parking areas, and adjacent shoulders and drainage. They would not be involved in maintenance of aircraft operating equipment or ground equipment.

MAG-16

On the 9th, 13th, 15th and 19th of October the G-5, OICC/RVN, and S-4, MAG-16 held conferences on the scope and design for the air facility at Marble Mountain. One significant aspect was to move the east parking ramp 400 feet to the south. This move will permit the construction of another block of tents which will provide total housing for 1800 personnel. The plan as depicted on enclosure (2)✓ was approved by the Commanding General, 1st MAW. Fuel and ammunition requirements were also determined during these conferences.

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The G-5 with OICC/RVN and MAG-36 developed the initial layout of MAG-36 operating and cantonment area. The major change over the original plan is to construct a taxiway and maintenance ramp between the two 600 feet x 900 feet helo pads, ~~seen~~ enclosure (3). The concept of a taxiway and apron were submitted to the Commanding General for approval.

The major problem area of MAG-36 is limited space. During the period the G-5 attempted and failed to obtain space at the south end of the south ramp. MAG-36 negotiated with the Assistant Division Commander (ADC) at Chu Lai and had an additional 250 feet assigned on the north end of the north helo pad. This additional space will, to a degree, alleviate a crowded condition, but additional space is still required for an efficient operation.

TANGO SECTOR

In early October the G-5 requested of the Commanding General, III MAF that the Tango Sector be included within the security fence. On 31 October approval was given to this request.

The Chief of Staff, III MAF, CO 30th Naval Construction Regiment (NCR), Camp Commanders of III MAF and 1st MAW, and representatives of 1st MAW conducted a meeting on 23 October on rehabilitation of the Tango Sector. Agenda items were scope of work and means available to finance the work. It was decided to rehabilitate the Tango Area and obtain funds from Assistance in Kind (AIK) or FMFPac sources.

5 of 5

SECRET

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

10:RWS:wes
5750
6Nov65

CONFIDENTIAL

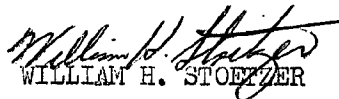
From: Communication-Electronics Officer
To: Assistant Chief of Staff, G-3

Subj: Command Chronology

Ref: (a) WgO 5750.1A

Encl: ✓(1) Significant Communication-Electronics Events During October 1965
✓(2) 1st MAW Telephone Directory 15Oct65
✓(3) CEO ltr 10:JAB, over 2000 of 31Oct65
✓(4) Circuit Diagram of 1Nov65

1. In accordance with reference (a), enclosure (1) through (4) are herewith submitted.
2. Upon removal of enclosures (1) through (4), the cover letter is downgraded to unclassified.


WILLIAM H. STOEZLER

CONFIDENTIAL

atp/2-5

CONFIDENTIAL

SIGNIFICANT COMMUNICATION-ELECTRONICS EVENTS DURING OCTOBER 1965

1. On the 4th of October a new link in the 1st MAW Communication System was added in the form of an additional radio relay shot between Danang and Chu Lai, utilizing an AN/MRC-62 at both ends with the Chu Lai equipment being furnished by the 7th Communications Battalion. This permits four additional channels as follows:

AAI from 1st LAAM (AAOC) to 2nd LAAM (AAOC)
 AAC from 2nd LAAM (AAOC) to MAG-11 (S-5) and 1st MAW (TADC)
 PT from MACS-7 (TAOC) to 1st MAW (TADC)
 CI/D from MACS-7 (TAOC) to 1st MAW (TADC)

2. Revised and distributed on 15Oct65, were new copies of the 1st MAW Telephone Directory. A copy is included in this report as enclosure (2). This directory will be revised quarterly in the future (15Jan - 15Apr - 15Jul - 15Oct).

3. Significant personnel changes occurred during October with 1stLt. M.N. HINMAN, Telecommunications Officer departing for CONUS on 26Oct. and being replaced by 1stLt. J.H. HAVEL who joined on 27Oct. Capt. J.F. COPE, Assistant Communication-Electronics Officer, departed for CONUS on 28Oct. Capt. R.M. FITZGERALD, Electrical Engineer, joined on 30Oct. Also joining as Communication Watch Officers were 1stLt. F.W. PATTON on 10Oct. and 1stLt. J.E. RODRIQUEZ on 16Oct.

4. On 25Oct. installation began in the 1st MAW Communication Center of a DCS link to NAVCOMSTA Philippines, which will put the 1st MAW directly into the DCA system. The effective date at this time for the operation to commence is 8Nov. and this will greatly enhance the 1st MAW communication system. Mr. Vic DAVIS, along with two (2) Naval technicians from NAVCOMSTA Philippines and the 1st MAW technicians are doing the installation work.

5. The total message traffic handled by the 1st MAW Communication Center greatly increased during the month of October with 14,297 outgoing messages and 16,351 incoming messages for a total traffic count of 30,648. Enclosed also, is a letter from Communication-Electronics Officer to Chief of Staff, 1st MAW (enclosure 2) comparing traffic handled by a Marine Regiment to that of a Marine Air Group Communication Center.

6. Major LEIGH, Communication-Electronics Officer of Camp Butler, Okinawa, and I MAC(FWD) visited the Communication-Electronics Officer on 27Oct., for the purpose of investigating Communication-Electronics Supply Maintenance matters concerning the 3rd FSR. He then visited 1st MAW units in the Danang area and MAG-16 on 27-28 Oct. and covered the units at Chu Lai and Phu Bai on 29Oct. and 30Oct. He again visited with the Communication-Electronics Officer on 31Oct. before departing for Okinawa.

7. At 280009H the Marble Mountain Air Facility came under coordinated attack from the Viet Cong as did the air field at Chu Lai. The attack continued throughout the night with 100% communications being maintained throughout the entire 1st MAW including all defense and security nets.

8. On 29Oct. Col. JOHNSON, the new 1st MAW Inspector, visited LtCol. BLAKELY, the
 App 5- Enclosure (1)
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Communication-Electronics Officer, and was briefed thoroughly on 1st MAW communication matters and then given a tour of the H&HS-1 and Wing Headquarters communication facilities.

9. The 1st MAW Communication System underwent further revision for the purpose of constant improvement on 30Oct. when tests were started by H&HS-1 and MACS-7 on the TSC-15 radio van to establish new means for hot line voice circuits and teletype circuits.

10. Attached for documentation purposes is a revision of the integrated wire/radio relay circuit diagram of 1 November, 1965.

Enclosure (1)
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TELEPHONE DIRECTORY

App 5- Enclosure (2)
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HEADQUARTERS
1st Marine Aircraft Wing
Fleet Marine Force, Pacific
FPO San Francisco 96601

10:JAB:gao
15 Oct 1965

FOR OFFICIAL USE ONLY

From: Commanding General
To: Distribution List


Subj: 1st Marine Aircraft Wing Telephone Directory

1. Purpose. To publish a field telephone directory for the 1st Marine Aircraft Wing and attached units.

2. Action.

a. This directory is effective upon receipt and will be utilized by all units.

b. Timely changes will be published by this Headquarters to keep the directory current.


T.G. BRONLEEWEE JR.
Chief of Staff

DISTRIBUTION:

HQ 1ST MAW	75
MWHG-1	25
MAG-12	40
MAG-16	40
1ST LAAM BN	20
VMCJ-1	5
MASS-2	30
HQ III MAF	50
HQ THIRD MARDIV	50
2ND LAAM BN	20
MAG-14	40
MAG-36	40
MACS-7	15
CEO	150
VMGR-352 DET	5

NOTICE _ _ _ _ _ NOTICE _ _ _ _ _ NOTICE

THIS IS NOT A SECURE SYSTEM. SOME LINES ARE VIA RADIO RELAY. ANY PART OF THE ENTIRE SYSTEM CAN BE MONITORED.

DO NOT DISCUSS CLASSIFIED MATTER

DO NOT TRY TO "DOUBLE TALK"

IF YOUR FRIEND CAN UNDERSTAND YOU SO CAN YOUR ENEMY

PLEASE RING OFF (BREAK-DOWN) UPON COMPLETION OF YOUR CALL.

CALL 31 TO REQUEST ASSISTANCE ON CALLS AND REPORT TELEPHONE TROUBLE.

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EMERGENCY AND DIAL NUMBERS

TELEPHONE TROUBLE	MOMENT 31
SECURITY	MOMENT 27
CHAPLAIN	MOMENT 19
MEDICAL AIR EVACUATION	DEVASTATE 14
SICK BAY	MOMENT 116
FIRE DEPARTMENT	FALCON 117
3RD MARDIV TELEPHONE TROUBLE	SHOVE 131
III MAF TELEPHONE TROUBLE	PARCHMENT 131
MILITARY POLICE (FIELD TELEPHONE FALCON OPERATOR)	FALCON 6110
COMBAT INFORMATION BUREAU	MOTLEY 28 VIA PARCHMENT OR SHOVE DURING DAYLIGHT HOURS - DURING NIGHT HOURS PARCHMENT 41 PARCHMENT 119
AMERICAN RED CROSS	

FIRST MAW DIAL NUMBERS

COMMANDING GENERAL	6384
ASSISTANT WING COMMANDER	6384
CHIEF OF STAFF	6384
G-1	6385
G-2	6351
G-3	6351
G-4	6385
CEO	6385
ISO	6107

III MAF DIAL NUMBERS

*COMMANDING GENERAL	6100
*DEPUTY COMMANDER	6100
*CHIEF OF STAFF	6100
*STAFF SECRETARY	6100
G-3	6232
G-4	6232
COMMAND CENTER	6383

*EXTENSION ALSO INSTALLED IN COMMAND CENTER

THIRD MARDIV DIAL NUMBERS

COMMANDING GENERAL	6155
ASSISTANT DIVISION COMMANDER	6155
CHIEF OF STAFF	6115
STAFF SECRETARY	6115
AIDE	6115
G-3	6232
G-4	6232

SWITCHING CENTRAL

1ST MARINE AIRCRAFT WING

MAG-11

H&MS-11

MABS-11

VMFA-115

VMFA-542

VMCJ-1

MAG-12

H&MS-12

MABS-12

VMA-224

VMFA-311

VMA-214

MATCU-67

MAG-16

H&MS-16

MABS-16

HMM-161

HMM-261

HMM-361

VMO-2

MAG-36

H&MS-36

MABS-36

HMM-363

HMM-362

HMM-364

VMO-6

1ST LAAM BN

2ND LAAM BN

MASS-2

MACS-7

COMUSMACV

MACV II

I CORPS

AF SWBD DANANG

2ND AIR DIVISION

AIR FORCE DANANG

III MAF

FORCE LOGISTICS SUPPORT GROUP

COMM SUPPORT COMPANY

COMM COMPANY, 7TH COMM BN, FMF

SWITCHBOARD

MOMENT

CONDOLE

BUCKTOOTH

REACH

DETAIN

CASTOR OIL

COTTON PICKER

OXWOOD

BUSHROSE

GYPSY GOLD

OAK TREE

CHAIN

APPLE

KILL TIME

ROSEANN.

DREAM HOUR

OAK FERN

BARREL HOUSE

STATION BREAK

TARBUSH

DEADLOCK

NAILFILE

ELUSIVE

BAGSEED

MILL POINT

CLIP CLOP

WHITE GOLD

KLONDIKE

WINGMAN

PANZER

DEVASTATE

COFFERDAM

TIGER

LION

PUMA

QUAIL

ADVON

FALCON

PARCHMENT

KIT CARSON

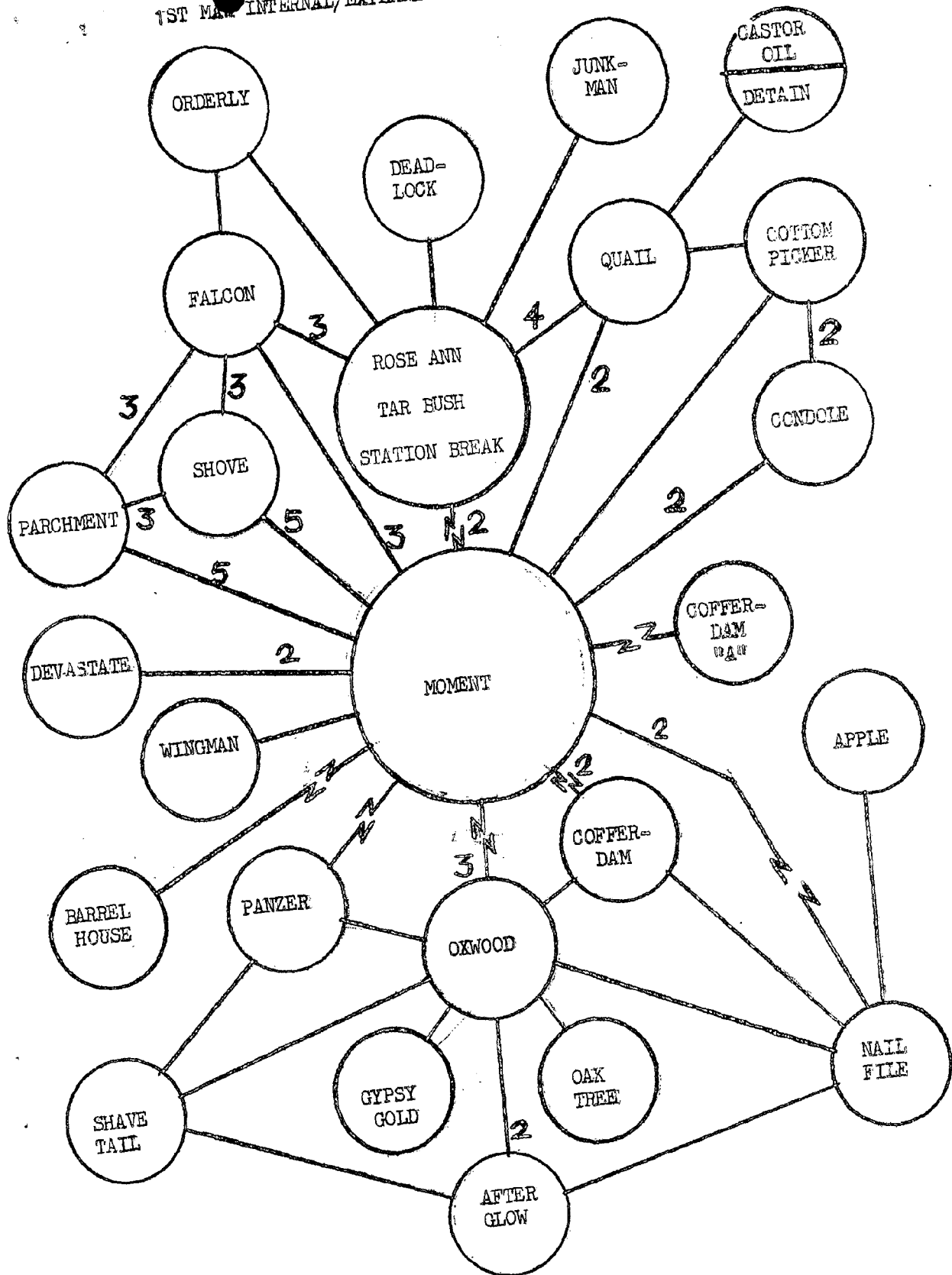
MONEY

BLUE SUGAR

CG THIRD MARDIV
3D MARINES
1ST BN 3D MARINES
2ND BN 3D MAR
3D BN 3D MAR
1ST BN 1ST MAR
4TH MARINES
1ST BN 4TH MAR
2ND BN 4TH MAR
3D BN 4TH MAR
7TH MARINES
1ST BN 7TH MAR
2ND BN 7TH MAR
3D BN 7TH MAR
9TH MARINES
1ST BN 9TH MAR
2ND BN 9TH MAR
12TH MARINES
1ST BN 12TH MAR
2ND BN 12TH MAR
3RD BN 12TH MAR
4TH BN 12TH MAR

SHOVE
CROWD
BURKE
SQUIRE
SWAIN
BOUND
AFTERGLOW
IMPRESSIVE
BENDIX
BEARMAT
BONNIE HERO
BOOTH
FAT STUFF
FALSE
SENATOR
IRONTREE
BLACK BOX
CLICK
GOOSE
WAGON MASTER
TINGE
BRACE

1ST MAR INTERNAL/EXTERNAL TELEPHONE TRAFFIC DIAGRAM



1ST MARINE AIRCRAFT WING "MOMENT"

TELEPHONE NUMBERS.

TITLE

1	G-1
101	Personnel Chief
201	Admin Chief
2	G-2
102	Intelligence Chief
202	G-2 Officers Quarters
3	G-3
103	Operations
4	G-4
104	Planning Chief
5	Chief of Staff
105	Chief of Staff Quarters
6	Commanding General/AWC
106	Commanding General's Quarters
7	Adjutant
107	S&C Files
8	Ordnance Officer
108	Ammo Dump
109	Ass't Wing Commanders Qtrs
10	Communication-Electronics Off
110	Electronics-Engineer/Comm Chief
11	Message Center (Incoming)
111	Message Distribution Center
15	Engineer Officer
16	Wing Surgeon
116	Sick Bay
216	Doctors Qtrs.
17	Wing Legal Officer
117	Asst Legal Officer
18	Disbursing
19	Chaplain
20	Post Office
21	Supply Officer
22	TADC
27	Guard Officer
31	Wire Chief
32	Wing Inspector
35	Motor Transport Officer
37	Special Services Officer
38	G-5
39	Embarkation Officer

40	Dental
41	Informational Services Officer
50	Comptroller
51	Elect Warfare Officer/ATCO
56	Aircraft Maintenance Officer
58	Food Services
158	Mess Hall
60	Utilities
61	Marine Air Freight

MWHG-1 "LIFESAVER"

1	S-1
2/3	S-2/S-3
4	S-4
6	Commanding Officer/Executive Officer
7	Group Sergeant Major
10	Communications Officer/CommChief
21	Supply (Group)
121	Marine Corps Property
28	Radio Officer
128	TSC 15 Van
35	Motor Transport (Dispatcher)
37	Special Services (Group)
49	Comm Maintenance Officer
149	Comm Maintenance Duty
52	Radio Relay
152	MRC-62 Van

R&HS-1 "DISEMBARK"

6	Commanding Officer/Executive Officer
7	Adjutant/First Sergeant
107	Admin Chief
79	SNCO Tent
80	SNCO Brks
81	Sr BOQ
82	Jr BOQ
83	Jr BOQ (Danang Hilton)
84	Officers Club
85	Staff Club
86	Enlisted Club

MACS-7 "JOFFERDAM"

TELEPHONE NUMBERS

TITLE

1	S-1
101	Admin Chief
3	S-3
103	Operations Chief
4	S-4
5	Executive Officer
105	Executive Officer Qtrs
6	Commanding Officer
106	Commanding Officer Qtrs
7	1st Sergeant
10	Communication Officer
110	Communication Officer Qtrs
11	Message Center
14	Operations
16	Sick Bay
21	Supply
27	Guard
31	Wire Chief
35	Motor Transport
49	Electronic Maint Officer
149	Maintenance Shop
52	Radio Relay
58	Mess Hall
60	Utilities Chief
79	Staff NCO'S Qtrs
80	Staff NCO'S Qtrs
81	Sr Officers Quarters
82	Jr Officers Quarters

MARINE AIR SUPPORT SQUADRON - 2 "DEVASTATE"

TELEPHONE NUMBERS

TITLE

1	S-1
102	S&C Files
3	S-2/S-3
4	S-4
5	Executive Officer
6	Commanding Officer
106	Commanding Officer's Quarters
10	CEO
110	Communication Chief
14	DASC
21	Supply
27	Gate
31	Wire Section
35	Motor Transport
79	Communication Staff Qtrs
80	Staff Quarters
81	Sr Officer's Quarters
82	Officer's Quarters
83	Officer's Quarters
84	Staff/Officer's Club
86	Enlisted Club
Millpoint 3	Ready Room

MAG-11 "CONDOLE"

TELEPHONE NUMBERS

TITLE

1	S-1
101	S-1 Asst
2	S-2
102	S&S Files
3	S-3
103	Briefing Van (Off CASTOR OIL swbd)
203	Operations
4	S-4
104	S-4 Asst
5	Executive Officer
6	Commanding Officer
106	Commanding Officer Qtrs.
7	Adjutant
8	Ordnance
10	Communications
11	Message Center
16	Medical
19	Chaplain
20	Post Office
21	Supply
121	Supply Asst
27	Security
31	Wire
35	Motor Transport
37	Special Services
49	Repair
58	Mess Hall
60	Utilities
160	Heavy Equipment
84	Officer's Club
85	Staff Club
86	Enlisted Club
164	KC-130 Refueling
333	Fire Department

MARINE AIR GROUP - 12 "OXWOOD"

TELEPHONE NUMBERS	TITLE
1	S-1
2	S-2
102	Counter-Intelligence
3	S-3
103	Asst S-3
4	S-4
5	Executive Officer
6	Commanding Officer
106	Commanding Officer Quarters
7	Adjutant/Sgt Major
107	S&C
8	Ordnance
10	Communication Officer
11	Message Center
15	Aircraft Maintenance Officer
16	Hospital/Dental
18	Disbursing Officer
19	Chaplain
119	Red Cross
20	Post Office
21	Group Supply Officer
121	Group Supply
25	Aircraft Safety Officer
27	Group Guard
28	Radio/Repair
31	Wire
35	Motor Transport
135	Motor Transport Dispatcher
37	Special Services Officer
44	Marine Corps Exchange
45	Target and Flak Officer (S-2)
49	Electronics Officer (Avionics)
59	Shipping and Receiving
60	LtCol's Quarters
61	Company Grade Officers' Quarters
161	Company Grade Officers' Quarters
62	Company Grade Officers' Quarters
162	Company Grade Officers' Quarters
63	Company Grade Officers' Quarters
163	Company Grade Officers' Quarters
66	Crash Crew
70	Major's Quarters
71	Major's Quarters
72	Major's Quarters
73	LtCol's Quarters
84	Officer Lounge
85	Staff NCO Lounge
86	Enlisted Lounge

MAG-16 "ROSEANN"

TELEPHONE NUMBERS	TITLE
1	S-1
2	S-2
3	S-3
4	S-4
6	Commanding Officer
7	Adjutant
107	Sergeant Major
8	Ordinance
108	Armory
10	Communication Officer
11	Message Center
14	Flight Coordination
16	Sick Bay
116	Flight Surgeon's Qtrs
18	Disbursing
19	Chaplain
20	Post Office
21	Supply
121	Navy Supply
24	Industrial Relations Officer
25	Aviation Safety Officer
28	Radio
31	Wire
35	Motor Transport
37	Special Services
40	Dental
41	Career Advisor
44	Post Exchange
49	Comm Maint.
52	Radio Relay
57	Bulk Fuel
58	Mess Hall
158	Food Services
60	Utilities
61	Photo Lab
62	Air Freight
64	S&C Files
65	TAFDS
222	Officer of the Day
333	Crash Crew

MAG-36 "NAILFILE"

TELEPHONE NUMBERS

TITLE

1	S-1/Adjutant
2	S-2
3	S-3
103	Operations
203	Aerology
4	S-4
5	Executive Officer
6	Commanding Officer
107	Sergeant Major
207	S&C and Reproduction
10	Communication Officer
11	Communication Center
16	Hospital
18	Disbursing
19	Chaplain
20	Post Officer
21	Group Supply
121	Marine Corps Supply
27	Security (Rifle Co.)
127	Outpost Tango
35	Motor Transport
44	Marine Corps Exchange
58	Mess Hall
60	Utilities

1st LAAM Bn "WINGMAN"

TELEPHONE NUMBERS

TITLE

1	S-1
2	S-2
3	S-3
4	S-4
5	Executive Officer
6	Commanding Officer
7	Adjutant
107	Sergeant Major
10	Communication Officer/Chief
11	Message Center
16	Sick Bay
21	Supply
121	Battery Supply
27	Guard Shack
28	Communications Warehouse
128	TSC 15 Van
131	Wire Tent
34	Battery Office
35	Motor Transport Officer
135	Dispatcher
42	AAOC
49	Missile Maint
52	Radio Relay
58	Mess Hall
81	Officers Tent
84	Officer's Club

2nd LAAM Bn "PANZER"

TELEPHONE NUMBERS

TITLE

1	S-1
3	S-3
103	S-3/4 - Officer's Quarters
4	S-4
104	Beach Master
5	Executive Officer
6	Commanding Officer
10	Communication's Officer/BOQ
11	Message Center
15	Hawk Maintenance
16	Sick Bay
21	Supply
27	Guard
127	Gate Sentry
28	TSC - 15 Van
31	Wire Chief
34	H&S Battery Office
35	Motor Transport Officer
135	Dispatcher
42	AAOC
49	Radio Repair
52	Radio Relay
58	Mess Hall

MILITARY
PRECEDENCE TRANSMISSION
DESIGNATOR PRE-EMPTION

TELEPHONE PRIORITIES

APPLICATION

FLASH Has precedence over any other telephonic call of lower precedence. Pre-emptes lower precedence calls. May be pre-empted by the application of the FLASH OVERRIDE capability available to: (1) President of the US, Secretary of Defense, and Joint Chiefs of Staff; (2) Commanders of unified and specified commands when declaring either Defense Condition One (1) or Defense Emergency; (3) CINCNORAD when declaring either Defense Condition One (1) or Air Defense Emergency.

Flash precedence is reserved for alerts, warnings or other emergency actions having immediate bearing on national command, or area security. (e.g. Presidential use; announcement of an alert; opening of hostilities; land, sea or air catastrophies; intelligence reports on matters leading to enemy attack; potential or actual nuclear accident or incident; implementation of services unilateral emergency actions procedures, etc.

IMMEDIATE Has precedence over any other telephonic call of lower precedence. Pre-emptes lower precedence calls.

Immediate precedence is reserved for vital communications; (1) Having an immediate operational effect on tactical operations, (2) Which directly concern safety or rescue operations, (3) Which affect the intelligence community operational role. (e.g. initial vital reports of damage due to enemy action; land, sea, or air reports which must be completed from vehicles in motion such as operational mission aircraft; intelligence reports on vital actions in progress; natural disaster or widespread damage; emergency weather reports having an immediate bearing on mission in progress; emergency use for circuit restoration, used by tactical command posts for passing immediate operational traffic, etc.)

PRIORITY Has precedence over any other telephonic call of lower precedence. Pre-empts lower precedence calls.

Priority Precedence is reserved for calls which require prompt completion for national defense and security, the successful conduct of war or to safeguard life or property, which do not require higher precedence. (e.g. reports of priority land, sea, or air movement; administrative, intelligence, operational, or logistic activity calls require priority action; calls that would have a serious impact on military administrative, intelligence, operational, or logistic activities if handled as a ROUTINE call). Normally, PRIORITY will be the highest precedence which may be assigned to administrative matters for which speed of handling is of paramount importance.

ROUTINE Has no precedence over any other call and is handled sequentially as placed by the calling party. No pre-empt.

Routine Precedence is reserved for all other official communications.

Parties and Switchboard for contact

(a) Alternate routes

TO ROUTING

ADVON - MOMENT TO FALCON TO ADVON
 AFTER GLOW - MOMENT TO SHOVE TO AFTER GLOW
 ARVN - MOMENT TO FALCON TO ARVN
 ARVN (a) - MOMENT TO FALCON TO TIGER TO ARVN
 BARRELHOUSE - MOMENT TO BARRELHOUSE
 BARRELHOUSE (a) - MOMENT TO COFFERDAM DET "A" TO BEARMAT TO BARRELHOUSE
 BAG SEED - MOMENT TO NAIL FILE TO BAGSEED
 BEAR MAT - MOMENT TO FALCON TO PUMA TO BIRD DOG TO BEAR MAT
 BENDIX - MOMENT TO SHOVE TO AFTER GLOW TO BENDIX
 BLUE BIRD - MOMENT TO FALCON TO ADVON TO BLUE BIRD
 BLUE BIRD (a) - MOMENT TO FALCON TO ADVON TO WEASEL TO BLUE BIRD
 BLUE JAY - MOMENT TO FALCON TO ADVON TO BLUE JAY
 BUCKTOOTH - MOMENT TO CONDOLE TO BUCKTOOTH
 BURKE - MOMENT TO SHOVE TO CROWD TO BURKE
 CLIP CLOP - MOMENT TO NAIL FILE TO CLIP CLOP
 COUGAR - MOMENT TO FALCON TO PUMA TO COUGAR
 CROWD - MOMENT TO SHOVE TO CROWD
 CANARY - MOMENT TO FALCON TO ADVON TO GOLD FINCH TO CANARY
 CAT BIRD - MOMENT TO FALCON TO PUMA TO CAT BIRD
 CASTOR OIL - MOMENT TO QUAIL TO CASTOR OIL
 CONDOR - MOMENT TO FALCON TO ADVON TO CONDOR
 COFFERDAM - MOMENT TO COFFERDAM
 COTTON PICKER - MOMENT TO COTTON PICKER
 COFFERDAM DET "A" - MOMENT TO COFFERDAM DET "A"
 COTTON PICKER (a) - MOMENT TO QUAIL TO COTTON PICKER
 CONDOLE - MOMENT TO CONDOLE
 COTTON PICKER (a) - MOMENT TO CONDOLE TO COTTON PICKER
 DATE LINE - MOMENT TO FALCON TO ADVON TO KIND TO DATE LINE
 DEADLY - MOMENT TO FALCON TO ADVON TO DEADLY
 DEVASTATE - MOMENT TO DEVASTATE
 DEWEY - MOMENT TO FALCON TO PUMA TO RABBIT TO DEWEY
 DISEMBARK - MOMENT TO DISEMBARK
 DRAGON - MOMENT TO FALCON TO TIGER TO CONDOR TO DRAGON
 DREAM HOUR - MOMENT TO ROSEANN TO DREAM HOUR
 EAGLE - MOMENT TO FALCON TO PUMA TO EAGLE
 ELK - MOMENT TO FALCON TO ADVON TO LADY TO ELK
 ELUSIVE - MOMENT TO NAIL FILE TO ELUSIVE
 FERTILIZER - MOMENT TO SHOVE TO FERTILIZER
 DETAIN - MOMENT TO DETAIN
 DETAIN (a) - MOMENT TO QUAIL TO DETAIN
 GOLD FINCH - MOMENT TO FALCON TO ADVON TO GOLD FINCH
 GOOSE - MOMENT TO SHOVE TO GOOSE
 GOOSE ALPHA - MOMENT TO SHOVE TO GOOSE TO GOOSE ALPHA
 GOOSE BRAVO - MOMENT TO SHOVE TO GOOSE TO GOOSE BRAVO
 GOOSE FOXTROT - MOMENT TO SHOVE TO GOOSE TO GOOSE FOXTROT
 GOOSE LIMA - MOMENT TO SHOVE TO GOOSE TO GOOSE LIMA
 GOOSE WHISKEY - MOMENT TO SHOVE TO GOOSE TO GOOSE WHISKEY

HERSHEY BAR - MOMENT TO SHOVE TO PARCHMENT TO HERSHEY BAR
 HORSE - MOMENT TO FALCON TO TIGER TO HORSE
 IMPRESSIVE - MOMENT TO SHOVE TO AFTER GLOW TO IMPRESSIVE
 IRON TREE - MOMENT TO ROSEANN TO IRON TREE
 IVAN - MOMENT TO SHOVE TO GOOSE TO IVAN
 JUNK MAN - MOMENT TO ROSEANN TO JUNK MAN
 KIND - MOMENT TO FALCON TO ADVON TO DEADLY TO KIND
 KIT CARSON - MOMENT TO SHOVE TO PARCHMENT TO KIT CARSON
 KLONDIKE - MOMENT TO NAIL FILE TO KLONDIKE
 LARK - MOMENT TO FALCON TO ADVON TO LARK
 LADY - MOMENT TO FALCON TO ADVON TO LADY
 LION - MOMENT TO FALCON TO ADVON TO LION
 LUSTY - MOMENT TO SHOVE TO LUSTY
 MILL POINT - MOMENT TO TARBUSH TO MILL POINT
 MONEY - MOMENT TO PARCHMENT TO MONEY
 MORAY - MOMENT TO SHOVE TO GOOSE TO MORAY
 NAIL FILE - MOMENT TO NAIL FILE
 OAK FERN - MOMENT TO ROSEANN TO OAK FERN
 OXWOOD - MOMENT TO OXWOOD
 PANAMA - MOMENT TO FALCON TO PANAMA
 PANZER - MOMENT TO OXWOOD TO IMPRESSIVE TO PANZER
 PARCHMENT - MOMENT TO SHOVE TO PARCHMENT
 PIGEON - MOMENT TO FALCON TO TIGER TO CONDOR TO PIGEON
 PTT - MOMENT TO FALCON TO ADVON TO LION TO PTT
 PUMA - MOMENT TO FALCON TO PUMA
 PUMA (a) - DIAL 6191, 6291, 6391
 QUAIL - MOMENT TO QUAIL
 QUAIL (a) - DIAL 6208, 6209
 RABBIT - MOMENT TO FALCON TO PUMA TO RABBIT
 ROADRUNNER - MOMENT TO FALCON TO ROADRUNNER
 ROCKET - MOMENT TO FALCON TO GOLD FINCH TO ROCKET
 ROSEANN - MOMENT TO ROSEANN
 ROSEANN (a) - MOMENT TO QUAIL TO FLAMINGO TO ROSEANN
 ROSEANN (a) - MOMENT TO FALCON TO FLAMINGO TO ROSEANN
 REACH - MOMENT TO CONDOLE TO REACH
 SMOKEROOM - MOMENT TO SHOVE TO CROWD TO SMOKEROOM
 SPARROW - MOMENT TO FALCON TO TIGER TO CONDOR TO SPARROW
 SHOVE - MOMENT TO SHOVE
 SHOVE (a) - MOMENT TO PARCHMENT TO SHOVE
 STATION BREAK - MOMENT TO STATION BREAK
 TARBUSH - MOMENT TO ROSEANN TO TARBUSH
 TIGER - MOMENT TO FALCON TO TIGER
 TURKEY - MOMENT TO FALCON TO PUMA TO GOLD FINCH TO TURKEY
 WEASEL - MOMENT TO FALCON TO ADVON TO WEASEL
 WHALE - MOMENT TO SHOVE TO WHALE
 WHITE GOLD - MOMENT TO NAIL FILE TO WHITE GOLD
 WINGMAN - MOMENT TO WINGMAN
 WINGMAN ALPHA - MOMENT TO WINGMAN TO WINGMAN ALPHA
 WINGMAN BRAVO - MOMENT TO WINGMAN TO WINGMAN BRAVO
 WOLF - MOMENT TO FALCON TO PUMA TO WOLF

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

10:JAB:ves
2000
31Oct65

MEMORANDUM

From: Communication-Electronics Officer
To: Chief of Staff, 1st Marine Aircraft Wing
Subj: Comparison of a Marine Regiment and MAG Communication Center Traffic
Ref: (a) Your verbal request of 19Oct65, same subj.
Encl: (1) Guard Lists NIF
(2) Statistical Analysis of 4th Marines and MAG-12 Communication Center NIF
Traffic NIF

1. As requested by the reference, enclosures (1) and (2) are hereby submitted.
2. The Fourth Marines and Marine Aircraft Group - Twelve were arbitrarily selected as typical Marine organizations in action in Vietnam.
3. It is interesting to note that although the 4th Marines average number of outgoing messages is greater than MAG-12, MAG-12 actually receives more incoming messages and more total traffic.

JAMES A. BLAKELY

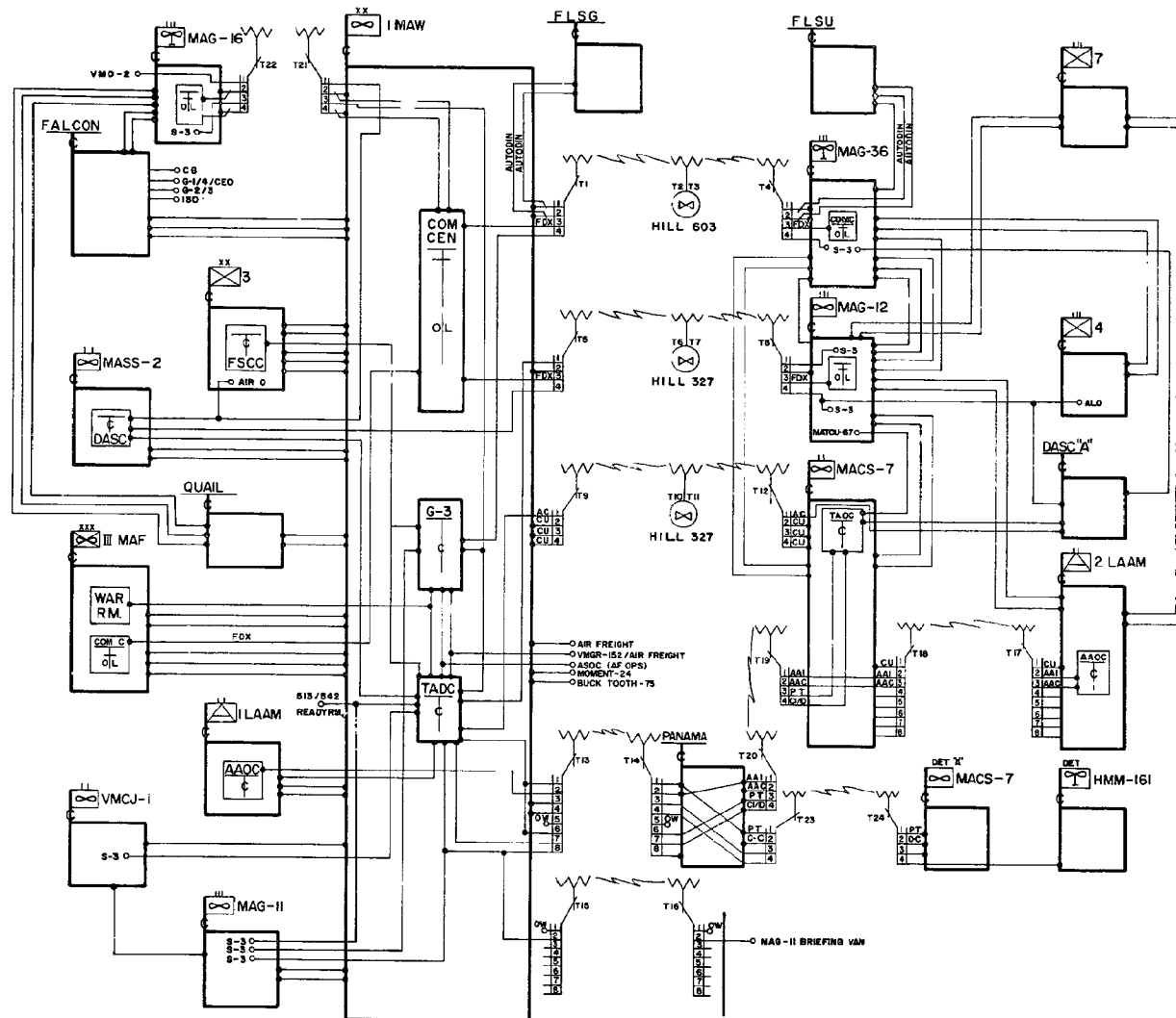
App 5 - Enclosure (3)

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1st MAW
DA NANG, RVN
1 NOV 1965



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App 5-Enclosure (4)
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FROM: CG FIRST MAW

SECRET

IMMEDIATE

MESSAGE DISTRIBUTION CENTER
1st MARINE AIRCRAFT WING

TO: MWHG-1
MAG-11
MAG-12
MAG-16
MAG-36

INFO: CG THIRD MARDIV
CG III MAF
3D MARINES
MASS-2
MACS SEVEN DET A

SECRET

FIRST MAW OPLAN 103-66 RED SNAPPER (U)

- A. III MAF OPLAN 105-66
B. 3D MARDIV OPORDER 344-65 (200124Z)
C. MAP: VIETNAM AMS 1:50,000 SHEETS 6560II, 6559 I, 6659 IV
D. FIRST MAW OPORDER 303-65

TIME ZONE: HOTEL

TASK ORG: NO CHANGE

1. SITUATIONA. ENEMY FORCES

(1) SEE ISUMS AND REPORTS AS ISSUED.

(2) ENEMY ORDER OF BATTLE.

(A) CONFIRMED: PLATOON (D-5) W/45 MEN REPT VIC (ZC 1595)

ARMED W/AUTO RIFLES AND SMG.

(B) PROBABLE: PHU LOC DIST ARMED COMW/APPROX 79 MEN
VIC (ZD 1307), UNKNOWN WPNS/EQUIPMENT.

(C) POSSIBLE: U/I BN 300 PLUS EQUIPPED W/81MM MORTARS AND
AUTO WPNS IN GENERAL AREA OF OBJECTIVE.

(3) CAPABILITIES

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DIST: INFO: S/S, G-3

MWHG-1, MAG-11, MASS-2 HIGE ONE OF 4 PAGES

MAG-12, 16, 36TT

TOD: 21/1840Z/3

210119Z/12

OCT. 65

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1st MARINE AIRCRAFT WING

(A) ENEMY FORCES CAN TAKE SUPPORTING AIRCRAFT UNDER

FIRE WITH AUTOMATIC WEAPONS WHILE OPERATING IN THE OBJECTIVE AREA.

(B) ENEMY CAN POSSIBLY BRING MORTAR FIRE TO BEAR OR
HLZ'S IN OBJ AREA.

(4) WEATHER

(A) MONSOON WEATHER PREVAILING OVER AREA OF OPERATION MAY
RESTRICT AIR OPERATIONS.(B) CEILINGS CAN BE EXPECTED TO VARY FROM 2000 BROKEN
VARIABLE OVERCAST WITH 5-10 MILES VIS, DOWN TO 500-800 OVERCAST IN
RAINSHOWERS ACCOMPANIED BY LIGHT TURBULENCE IN VICINITY OF HIGHER
GROUND AND VISIBILITY REDUCED ONE HALF TO ONE AND ONE HALF MILES IN
RAIN. WIND GUSTS 15-20 KTS GENERALLY NORTHEASTERLY WITH INTERMITTENT
RAINS.(C) GENERALLY CAN EXPECT CEILINGS AND VISIBILITY TO IMPROVE
IN LATE AFTERNOON HOURS.(D) TOPS OF NUI VINH PHONG AND NUI GION PROMONTORIES
(ZD 1905), (ZD 1508) AND (AU 8208), (8306) MAY BE OBSCURED DURING
PERIODS OF PRECIPITATION AND LOW CEILINGS.

B. FRIENDLY FORCES

(1) III MAF WILL CONDUCT A COORDINATED SEARCH AND CLEAR
OPERATION, INCLUDING A SHORE-TO-SHORE LANDING IN THE GENERAL AREA
NORTH OF HWY ONE AND THE NATIONAL RAILWAY (ZD 095-005) TO (AU 860-000)
COMMENCING ON OR ABOUT 22 OCT 1965.

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1ST MARINE AIRCRAFT WING

(2) 3D MARDIV ON ORDER, WILL ACTIVATE

A COORDINATED SEARCH AND CLEAR OPERATIONS NORTH OF HWY ONE AND THE NATIONAL RAILWAY (ZD 095-005) TO (AU 860-000).

(3) 1ST DIV, I CORPS, PLANS TO CONDUCT REGIMENTAL SIZE SEARCH AND CLEAR OPERATIONS IN THE GENERAL AREA SOUTH OF HWY ONE AND NATIONAL RAILWAY FROM (ZD 095-005) TO (AU 860-000).

C. ASSUMPTIONS

(1) THAT THE DURATION OF THE OPERATION WILL BE 48 TO 72 HRS.

(2) WEATHER MAY LIMIT AIR SUPPORT OPERATIONS.

2. MISSION. FIRST MAW WILL PROVIDE HELICOPTER AND FIXED WING SUPPORT TO 3D MARDIV AND 1ST ARVN DIV UNITS AS REQUIRED.

3. EXECUTION

A. CONCEPT OF OPERATION. 3D MARDIV WILL ACTIVATE A BLT (-) CONSISTING OF TWO COMPANIES FM 3D MARINES, AND EXECUTE A SHORE-TO-SHORE AMPHIBIOUS LANDING AND A MOTOR MARCH FROM DANANG TO THE OBJECTIVE AREA. FIRST MAW WILL PROVIDE A DASC (FWD) CO-LOCATED WITH THE PSOC IN THE OBJECTIVE AREA. THE MAJORITY OF HELICOPTER SUPPORT WILL BE PROVIDED FROM PHU BAI. MACS-7 DET AT PHU BAI WILL PROVIDE RADAR FLIGHT FOLLOWING BETWEEN HUE CITADEL, PHU BAI, AND THE OBJECTIVE AREA AND WILL COORDINATE ANY FLIGHTS BETWEEN DANANG AND THE OBJECTIVE AREA AND WITH THE DANANG CRC (PANAMA). THE DASC (FWD) WILL PASS HELICOPTER REQUEST TO ON-CALL AIRCRAFT AT PHU BAI, AND FIXED WING REQUEST DIRECT TO THE TADC. IF ANY ARVN HELO REQUESTS ARE RECEIVED FOR ARVN UNITS LOCATED IN QUANG NAM PROVINCE, THESE REQUEST WILL BE SENT TO THE TADC AND HELICOPTERS FROM MARBLE MT AP WILL BE USED. THE FOREGOING

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1ST MARINE AIRCRAFT WING

PROCEDURE IS INTENDED TO MINIMIZE HELO FLIGHTS OVER THE MOUNTAINS
BETWEEN DANANG AND THE OBJECTIVE AREA.

B. NWIG-1

- (1) BE PREPARED TO ESTABLISH A DASC (FWD) IN THE OBJECTIVE AREA.
- (2) BE PREPARED TO PROVIDE AIR CONTROL IN ACCORDANCE WITH THE
CONCEPT OF OPERATION.

C. MAG-11 AND MAG-12. BE PREPARED TO PROVIDE HELICOPTER ESCORT,
GAS, AND OTHER FIXED WING SUPPORT AS REQUIRED.

D. MAG-16. BE PREPARED TO PROVIDE HELICOPTER LIFT, VISUAL RECON,
MED EVAC, LOGISTIC, LIAISON, AND FIRE SUPPRESSION FLTS AS REQUIRED.

E. MAG-36. BE PREPARED TO AUGMENT MAG-16 WITH ADDITIONAL UH-1E'S,
IF REQUIRED.

F. COORDINATING INSTRUCTIONS

- (1) DIRECT LIAISON BETWEEN ALL PARTICIPATING UNITS IS AUTHORIZED.
- (2) EXECUTION AND SPECIFIC TASKS WILL BE INDICATED BY FIRST PAW
FRAG ORDER.

(3) TENTATIVE D-DAY 22 OCT 65. H-HOUR AS DETERMINED BY CO,
3D MARINES.

4. ADMIN AND LOGISTICS. SEE REF D.

5. COMMAND AND COM-ELEC

A. COMMUNICATIONS. SEE WING ORDER P02000.2.

B. COMMAND POSTS. NO CHANGE.
GP-4

MICHAEL R. YONCK, COL.
ASST COFS G-3
MOMENT 3

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