

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

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3:JCB:srd
5750
Ser: 03A36365
29 DEC 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, November 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.



E. J. FRAZER
Acting Chief of Staff

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DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

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PART ONE
ORGANIZATIONAL DATA

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CONFIDENTIAL1. HEADQUARTERS, 1st MARINE AIRCRAFT WING - COMMANDER AND STAFF1 NOVEMBER - 30 NOVEMBER 19651st MARINE AIRCRAFT WING - DANANG RVNCOMMANDING GENERAL

BRIGADIER GENERAL KEITH B. MCCUTCHEON

1 NOVEMBER - 30 NOVEMBER 1965

ASSISTANT WING COMMANDER

BRIGADIER GENERAL MARION E. CARL

1 NOVEMBER - 30 NOVEMBER 1965

CHIEF OF STAFF

COLONEL THOMAS G. BRONLEWE Jr.

1 NOVEMBER - 30 NOVEMBER 1965

ASSISTANT CHIEF OF STAFF, G-1

COLONEL WILBUR D. WILCOX

1 NOVEMBER - 30 NOVEMBER 1965

ASSISTANT G-1

LIEUTENANT COLONEL ROBERT O. CARLOCK

1 NOVEMBER - 30 NOVEMBER 1965

ASSISTANT CHIEF OF STAFF, G-2

LIEUTENANT COLONEL BILLY H. BARBER

1 NOVEMBER - 30 NOVEMBER 1965

ASSISTANT G-2

LIEUTENANT COLONEL JOSEPH B. HARRISON

1 NOVEMBER - 30 NOVEMBER 1965

ASSISTANT CHIEF OF STAFF, G-3

COLONEL MICHAEL R. YUNCK

1 NOVEMBER - 30 NOVEMBER 1965

ASSISTANT G-3

LIEUTENANT COLONEL WILLIAM G. JOSLYN

1 NOVEMBER - 30 NOVEMBER 1965

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OPERATIONS OFFICER, G-3

LIEUTENANT COLONEL WILLIAM R. QUINN
1 NOVEMBER - 30 NOVEMBER 1965

ASSISTANT CHIEF OF STAFF, G-4

COLONEL ROBERT J. LYNCH
1 NOVEMBER - 30 NOVEMBER 1965

ASSISTANT G-4

LIEUTENANT COLONEL THEODORE J. HORNER
1 NOVEMBER - 30 NOVEMBER 1965

ASSISTANT CHIEF OF STAFF, G-5

COLONEL FRED J. FRAZER
1 NOVEMBER - 30 NOVEMBER 1965

ASSISTANT G-5

LIEUTENANT COLONEL GEORGE W. KING
1 NOVEMBER - 30 NOVEMBER 1965

ADJUTANT

MAJOR DAVID A. CLEELAND
1 NOVEMBER - 30 NOVEMBER 1965

AVIATION SAFETY OFFICER

LIEUTENANT COLONEL PAUL L. ALLEN
1 NOVEMBER - 30 NOVEMBER 1965

CHAPLIN

COMMANDER PETER J. BAKKER
1 NOVEMBER - 30 NOVEMBER 1965

COMMUNICATIONS/ELECTRONICS OFFICER

LIEUTENANT COLONEL JAMES A. BLAKELY
1 NOVEMBER - 30 NOVEMBER 1965

COMPTROLLER

LIEUTENANT COLONEL CHARLES W. KORF
1 NOVEMBER - 30 NOVEMBER 1965

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INFORMATIONAL SERVICES/CIVIL AFFAIRS OFFICER

CAPTAIN VICTOR E. BIANCHINI
1 NOVEMBER - 30 NOVEMBER 1965

INSPECTOR

COLONEL EMMETT O. ANGLIN Jr.
1 NOVEMBER - 4 NOVEMBER 1965

COLONEL JAMES K. JOHNSON
5 NOVEMBER - 30 NOVEMBER 1965

LEGAL OFFICER

COLONEL HARRY S. POPPER
1 NOVEMBER - 30 NOVEMBER 1965

STAFF MEDICAL OFFICER

CAPTAIN ROBERT E. MITCHEL
1 NOVEMBER - 30 NOVEMBER 1965

S&C OFFICER

CAPTAIN CHARLES H. SHELTON
1 NOVEMBER - 30 NOVEMBER 1965

SPECIAL SERVICES OFFICER

MAJOR ROYAL H. WALKER
1 NOVEMBER - 21 NOVEMBER 1965

MAJOR RICHARD A. GOVONI
22 NOVEMBER - 30 NOVEMBER 1965

1st MARINE AIRCRAFT WING (REAR)
IWAKUNI, JAPAN

COMMANDING OFFICER

COLONEL HARRY W. TAYLOR
1 NOVEMBER - 30 NOVEMBER 1965

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S-1

CAPTAIN BRUCE E. DRISCOLL
1 NOVEMBER - 4 NOVEMBER 1965

CAPTAIN D'ARCY E. GRISIER
5 NOVEMBER - 30 NOVEMBER 1965

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LIEUTENANT COLONEL DONALD CONROY
1 NOVEMBER - 30 NOVEMBER 1965

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SECRET2. TASK ORGANIZATION/LOCATION/UNIT COMMANDERS 1 NOVEMBER - 30 NOVEMBER 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 (1 NOVEMBER - 4 NOVEMBER 1965)
		COLONEL EMMETT O. ANGLIN, Jr. (5 NOVEMBER - 30 NOVEMBER 1965)
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 C. JOHNSON
<u>1stMAW (REAR)</u>	IWAKUNI, JAPAN	COLONEL HARRY W. TAYLOR
MWSG-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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~~SECRET~~3. AVERAGE STRENGTH FOR NOVEMBER 1965RVN

OFFICERS - 1,112

ENLISTED - 7,928

REAR

OFFICERS - 426

ENLISTED - 3,210

TOTAL

OFFICERS - 1,538

ENLISTED - 11,138

GRAND

TOTAL 12,676

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4. 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>
2 Nov	BrigGen H. A. Davis	USAF	
	BrigGen E. L. MUELLER	USA	
3 Nov	Congressman George W. Grider (Tennessee)		
5 Nov	LtGen A. D. Starbird Jr.	USA	DirDefComm Agency
	Col. T. B. Faulk	USA	DCA
	Col. M. C. Weaver	USA	JCS J-6
	Capt. M. Ward	USA	DCA SEA
	Col. H. J. Schneider	USA	USASCC-V
	LtCol. A. Redman	USA	DCA SQN
6-9 Nov	BrigGen. Jonas M. Platt	USMC	III MAF/NCC
8 Nov	Admiral Phavil Rayananon		Thailand
8 Nov	Govenor John H. Reed (Maine)		
	Govenor Carl E. Sanders (Georgia)		
	Govenor John H. Chafee (Rhode Island)		
10 Nov	Congressman James D. Marting (Alabama)		
13-15 Nov	LtGen John A. Heintges	USA	Deputy COMUSMACV
13-17 Nov	Congressman James C. Corman (California)		
14-15 Nov	BrigGen Hal D. McCown	USA	OSD Vietnam Supporting Expediting Task Force
16 Nov	Congressman Charlotte Reid (Illinois)		

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<u>DATE</u>	<u>RANK/NAME</u>	<u>SERVICE</u>	<u>BILLET</u>
19 Nov	Congressman Olin E. Teague (Texas)		
	Congressman Emilio Q. Raddario (Connecticut)		
	Congressman Robert R. Casey (Texas)		
	Congressman Torbert H. MacDonald (Massachusetts)		
20 Nov	Congressman Lester A. Wolff (New York)		
	Congressman Seymour Halpern (New York)		
21 Nov	RAdm A. C. Husband	USN	Chief, Bureau of Yards and Docks
	RAdm W. M. Heaman	USN	
29 Nov	Mr. Samuel Yorty, Mayor, City of Los Angeles		
	Commissioner M. J. Erickson, City of Los Angeles		
	Mr. Jack White ABC News Reporter		
28-30 Nov	Bishop Arnold M. Lewis, Episcopal Bishop to the Armed Forces		

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PART TWO
NARRATIVE SUMMARY

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NARRATIVE SUMMARY

1 November - 30 November 1965

1st MAW combat air operations in Vietnam continued at a fast pace despite heavy monsoon rains which prevailed during the month of November. Considerable effort was also expended on the ground as Wing personnel worked long hours to improve billeting and operating areas and provide adequate defense of these areas against possible Viet Cong attack while at the same time performing around-the-clock aircraft maintenance functions. (S)

Personnel redistribution programs continued as 1st MAW Marines were transferred between groups in both Vietnam and Japan and previous programs of rotating personnel by entire squadrons began to meet its end as a result of overriding requirements dictated by the current combat situation. (C) (Appendix 1)

Intensive training programs continued for the four out-of-country tactical squadrons of MAG-13. VMFA-314 deployed to Naha, Okinawa and VMA-223 to Misawa Air Base, Japan for periods of ordnance delivery and gunnery practice. (S) (Appendix 9)

At Qui Nhon, HMM 363, under the operational control of Field Forces, Vietnam, continued throughout the month to support Republic of Korea, U.S. Army and U.S. Marine Corps forces in that area. (S) (Appendix 15)

Oddly enough, the month did begin with a few days of good weather. On 2 November, twelve UH-34's of HMM-161 provided a flyover at the Hue Citadel during Republic of Vietnam Independence Day ceremonies. (S) (Appendix 15)

On the same day, a total of 57 combat sorties were flown by MAG-11 F4B's

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FIRST MARINE AIRCRAFT WING

COMMAND CHRONOLOGY

PERIOD COVERED:

1 NOVEMBER 1965 - 30 NOVEMBER 1965

LOCATION:

REPUBLIC OF VIETNAM

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS
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representing the largest one day air operations effort of the Group since arriving at Danang in July 1965. (S) (Appendix 15)

During the period 3 to 5 November, MAG-12 and MAG-36 participated in Operation BLACK FERRET, a combined USMC/ARVN regimental size search and destroy operation conducted approximately 16 miles south of Chu Lai. (S) (Appendixes 8, 12, 15 and 16)

On 4 November, Colonel Emmett O. ANGLIN Jr. relieved Colonel Robert F. CONLEY as Commanding Officer, Marine Aircraft Group 11. (U) (Appendix 7)

First Lieutenant George FOCHT of VMA 214 flew his 100th combat mission on 7 November and became the first MAG-12 pilot to reach that total in Vietnam. (S) (Appendix 15)

The 190th Birthday of our Corps found Marines in Vietnam in the heat of battle. All 1st MAW fixed wing and helicopter groups were participating in Operation BLUE MARLIN, a combined USMC/RVN Marine Corps amphibious operation conducted between Chu Lai and Tam Ky. Phase I of the operation began on 10 November and terminated on the 12th. Phase II was conducted on 16-18 November in an area approximately 35 miles south of Danang. (S) (Appendixes 7, 8, 10, 12 and 15)

On 17 and 18 November, elements of the 1st MAW were instrumental in preventing a Viet Cong victory at the Special Forces camp at Hiep Duc, approximately 40 miles west of Tam Ky. (S) (Appendixes 7, 8, 10, 12 and 15)

During the period 22 to 24 November 1st MAW aircraft participated in an operation to reinforce an ARVN Ranger Battalion which had come under attack by an estimated regiment at Thach Tru, approximately 37 miles south

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of Chu Lai. Heavy enemy fire and extremely bad weather characterized the operation and resulted in one VMO-6 pilot killed and one HMM-362 UH-34D with crew of four missing and presumed to be lost at sea. (S) (Appendixes 8, 12, 15 & 19)

On 25, 26 and 27 November low ceilings, high winds and heavy rains severely hampered air operations in the northern portion of RVN. At Chu Lai, these conditions forced cancellation of all A4 missions scheduled for the three day period. On 28 November, a flight of two A4's was launched for helo escort in the Danang area, but weather forced cancellation of the helo lift and the A4's were diverted to a weather recon mission throughout the Danang and Chu Lai TAOR's. Finally on the 29th MAG-12 was able to launch 47 combat sorties despite the existence of marginal weather conditions. (S) (Appendix 15)

Four additional VMA 211 aircraft arrived at Chu Lai on 28 November bringing that squadron's total of in-country assets to ten. The remainder of aircraft are scheduled to arrive in December as maintenance and parking areas are completed at Chu Lai. (S) (Appendix 15)

The advance elements of Fleet Composite Squadron Five (VC-5) USN arrived at Danang on 28 November. VC-5 will provide target tow and drone support for the 1st MAW HAWK missile FIREX to be conducted at Chu Lai in December. (S)

The last day of November found HMM-261 as part of the Seventh Fleet Special Landing Force (SLF) participating in the final of a series of DAGGER THRUST amphibious raids, this one at Lang Ke Ga, 17 miles south of

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Phan Thiet. Four armed UH-1E's from VMO-6 were provided to supplement normal SLF helicopter assets and were utilized for various escort missions during the raid. (S)

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PART THREE
SIGNIFICANT EVENTS

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1. Personnel. Progress during November in the shift from established unit rotation to the individual replacement program was as planned, with the exception of VMO squadrons. VMO's were to redistribute 54 enlisted personnel on the 29th of November. However, due to operational commitments, a postponement to 1 January was deemed necessary. A total of 20 officers and 565 enlisted personnel were reassigned to like units within the Wing. All reassignments between H&MS and MABS squadrons of MAG-16 and MAG-36 were completed on 15 November. H&MS and MABS squadrons of MAG-11, MAG-12 and MAG-13 reassigned 185 enlisted personnel during the month, completing 75 per cent of total redistribution. VMA squadrons reassigned 36 officers and 196 enlisted personnel during the month which accounts for 40 per cent of total VMA redistribution. The transition from stabilized to nonstabilized units appears to be on schedule and few problems have arisen which should curtail the progress to any great degree.

(C) (Appendix 1)

2. Casualties. Casualties for the months of September, October and November are reported as shown below: (C) (Appendix 1)

	September		October		November	
	<u>Off</u>	<u>Enl</u>	<u>Off</u>	<u>Enl</u>	<u>Off</u>	<u>Enl</u>
KIA		1	4	6	1	1
WIA	2	8	9	33	9	11
DOW						4
MIA					2	2
Death (NB)				2		1
Injured (NB)	2	4		19	7	48

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3. Awards. The awards section processed 2,124 awards during November.

The types of awards and numbers were as follows:

<u>PROCESSED AND FORWARDED TO HIGHER HEADQUARTERS</u>		<u>RECEIVED FROM HIGHER HEADQUARTERS</u>	
Silver Star Medal	2	Silver Star Medal	3
Legion of Merit	1	Distinguished Flying Cross	10
Bronze Star Medal	4	Air Medal	983
Air Medal	957	Navy Commendation Medal	37 <u>1,033</u>
Navy Commendation Medal	76		
SecNav CA	<u>4</u> <u>1,045</u>		
Purple Hearts Awarded	<u>46</u>		

GRAND TOTAL 2,124

Colonel Norman G. EMERS, Capt. Peter J. VOGEL and Cpl. James C. FARLEY, all of HMM 163 were presented each a Silver Star Medal for their part in HMM-163's 31 March 1965 operation. (UNCLAS)

4. Medical. The Aviation Medical Officer's Task Committee of the Wing Safety Council met in two sessions, once on 18 November at Danang and again on 19 November at Chu Lai. Leading topics of the open discussion meetings were survival and fatigue for fixed wing and helicopter crews. A MAG-36 representative indicated that a larger quota should be established for the escape and survival school at Cubi Point. He pointed out that many of the pilots go through the course too late for it to be of any value during their current tour. During the extensive discussion of fatigue as

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a detriment to safety of operation it was noted that until such time as perimeter guard duty and camp construction projects are no longer part of the working day, this is going to continue to be a problem. (U)

Further study on the problem of eye infections due to dust raised during helicopter operations was recommended. The study will investigate the desirability of the use of goggles during take off and landing phases. (U)

The committee recommended the procurement of the new lightweight flightsuits (NOMEX). All individuals who are presently using these suits have reported they are impressed by their comfort. Additionally a question was raised relative to the laundering of flight suits and retreating them with fire-retardant compound. A member of the committee pointed out that the compound is available locally, thus suits can be dipped at the time they are laundered. (U) (Appendix 24)

5. Informational Services. All newsworthy events occurring during the month of November within the 1st MAW were covered by Informational Services writer/photographer teams. Writers and photographers received on the spot information and took actual action photographs while flying 120 sorties and logging 73.9 flight hours with the 1st MAW helicopters. The photographic section processed 4,373 photo prints during November with the following breakdown; 2,780 accompanying stories for release, 1,433 prints of technical matters (new developments, charts, etc.) and 160 Fleet Home Town news release prints. (U) (Appendix 23)

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SECRET6. Air Operations.

a. Fixed Wing. An increase in fixed wing combat sorties was realized as MAG-11 and MAG-12 flew a total of 2,802 sorties during November, an increase of 574 from October. Of this total flown, 1,725 sorties were in support of III MAF, 957 sorties in support of 2d Air Division, and 102 ECM sorties in support of both 2d Air Division and Task Force 77. MAG-11 pilots logged 1,107.4 flight hours, MAG-12 pilots 2,248.4 hours and VMJ-1 pilots 237.4 hours. (S) (Appendixes 7, 8, 15 and 16)

b. Helicopter. A decrease in combat helicopter sorties was realized as MAG-16 and MAG-36 flew a total of 20,332 sorties during November, a decrease of 1,456 from October. A total of 1,863 missions were flown; 27,690 troops/passengers and 1,284 tons of cargo transported in support of III MAF and I Corps. Pilots of the two helicopter groups logged 8,038.2 flight hours during the month. (S) (Appendixes 10, 12, 15, 16 & 22)

c. ECM. VMJ-1 flew a total of 196 sorties and 436.4 flight hours during November. (S) (Appendixes 7, 15, 16 & 22)

d. VMGR-152/Detachment VMGR-352. Operated 609 flights in the Vietnam theater during November. During the month, 18,015 passengers and 3,934,829 pounds of cargo were transported into and within Vietnam. (C) (Appendix 13)

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7. Special Operations. 1st MAF units participated in the following operations during November:

a. BLACK FERRET. Twenty-four UH-34's and 6 UH-1E's from MAG-36 escorted by MAG-12 A4's lifted 48 USMC and 246 ARVN troops into three LZ's ten miles south of Chu Lai as Operation BLACK FERRET got underway on 3 November. MAG-12 A4's prepped the LZ's and conducted other strikes, accounting for a total of six boats and four huts destroyed plus two other sampans damaged. (S)

During the second day of the operation, 4 November, MAG-36 continued support by providing helicopters for resupply, TAC(A) and medevac missions. Enemy forces avoided contact throughout 4 November as USMC and ARVN forces conducted search and destroy operations. (S)

At 1100H on 5 November, 20 UH-34's from MAG-36 retracted USMC elements from the operation area and returned them to the Chu Lai TAOR, marking the end of BLACK FERRET. (S) (Appendixes 8, 12, 15, 16 & 18)

b. BLUE MARLIN. Operation BLUE MARLIN began at 0930 on 10 November as U. S. Marines of BLT 2/7 and Republic of Vietnam Marines of the 3d RVNMC Battalion made an amphibious landing on the Vietnamese coast 28 miles south of Danang. Heavy surf and rough waters were encountered by the landing forces and at 1130H, MAG-36 helicopters were called upon to lift 300 RVNMC troops from LST 1170 to landing zones inland. (S)

During the lift MAG-11 F4B's and MAG-12 A4's flew 19 sorties including helo escort, helo CAP, LZ prep and interdiction to support the operation. The fixed wing strikes accounted for six VC structures destroyed, five bunkers damaged and numerous foxholes damaged. (S)

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As the UH-34's were transporting troops, UH-1E's of VMO-6 flew escort for a motorized column of the 7th Marines proceeding on VN highway #1 to the operation area. Additional helicopter support was provided by MAG-16 as they furnished six UH-34's for ready standby mobile reserve at Ky Ha airfield, Chu Lai. A CH-37 was utilized to transport one jeep, one mighty mite and trailer, and six passengers in support of the operation. (S)

One major lift was conducted late in the afternoon of the 10th as 20 UH-34's and 6 UH-1E's shifted 523 ARVN and 237 USMC to various landing zones in the operation area. The flights were made with A4's flying escort. (S)

With the ground troops advancing from the landing zones the majority of helicopter flights on 11 November were resupply, medevac and airborne TAC. On the 11th A4's and F4B's flew 30 sorties including helo escort, LZ CAP, interdiction and radar controlled bombing. (S)

Helicopters from MAG-36 commenced retracting 1,158 troops of BLT 2/7 and 3d RVNMC Battalion from two landing zones and transporting them to landing zones at Chu Lai, bringing Phase I of Operation BLUE MARLIN to a close on 12 November. (S)

On 16 November, at 0701H, Phase II of the operation began as BLT 3/3 made an amphibious landing over the beaches south of Hoi An coordinated with land operations of the 11th and 39th ARVN Ranger Battalions located south of the landing beaches. The sweep by the forces this time was to the northwest between VN highway #1 and the South China Sea. Once again

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the majority of the helicopter missions were resupply and medevac. The retraction of BLT 3/3 to Danang by helicopter on 18 November ended the second and final phase of BLUE MARLIN. (S) (Appendixes 7, 8, 10, 12, 15, 16 & 17)

c. Hiep Duc. This operation was conducted in relief of an ARVN Special Forces outpost which was under attack by a superior Viet Cong force on the morning of 18 November. The outpost, located forty miles west of Tam Ky, was in danger of being overrun. At 1150H eight MAG-12 A4's prepared LZ's in the vicinity of Hiep Duc for a lift of 750 ARVN troops by 22 UH-34's from MAG-36 and 12 UH-34's from MAG-16. Intense small arms fire was received in the LZ's and 19 UH-34's received hits. Two helo's were forced to land, one of which could not be repaired and had to be destroyed by friendly troops. (S)

Fixed wing support accounted for eighteen structures destroyed and two damaged. One MAG-12 A4C was hit by one round of .50 caliber machine-gun fire but was able to return safely to Chu Lai. (S)

At 0730H on 19 November, fourteen MAG-36 UH-34's escorted by four VMO-6 UH-1E's and A4 and F4 aircraft lifted 463 ARVN troops and supplies from Quang Tin to Hiep Duc. Medevac missions were performed on the return trip. No ground fire was encountered. (S) (Appendixes 7, 8, 10, 12 and 15)

d. Thach Tru. At 0930 on 22 November two A4's from MAG-12 were scrambled for close air support of an ARVN outpost at Thach Tru (BS 7646) 37 miles south of Chu Lai. The 37th Ranger Battalion, ARVN, based there

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was under siege by the Viet Cong and in danger of being overrun. The A4's dropped four MK79 napalm tanks on the Viet Cong in trenches. Further air support was delayed by torrential monsoon rains. (S)

A relief column of ARVN on a motor march from Quang Ngai was halted by flood waters and unable to reach the outpost. III MAF alerted 3rd Battalion 7th Marines and 30 UH-34's and 8 UH-1E's of MAG-16 and MAG-36 lifted lead elements of 3/7 into landing zones near the outpost. By 1815H weather conditions had deteriorated to the extent the lift had to be halted. Returning to Chu Lai flights became separated in the heavy rains and high winds resulting in one UH-34D and crew of four missing and presumed lost at sea. (S)

During the USMC lift on the 22nd, four helicopters previously committed for medevac and resupply missions were diverted and lifted elements of an ARVN battalion from Quang Ngai to Thach Tru for reinforcement. (S)

On the morning of the 23rd the helicopters resumed their troop lift by transporting Company M and one platoon of Company K to Thach Tru. (S)

VMO-6 UH-1E's were launched to escort the troop lift and engaged Viet Cong forces on the ground near the village of Van Ly (1), 31 miles southeast of Chu Lai. Three of the four UH-1E's received hits from a .50 caliber machine gun. The co-pilot of one UH-1E, 1stLt. Glen D. Mann, was killed in this action. (S) (Appendixes 8, 12, 15 and 19)

8. ECM. VMCF-1 EF-10B aircraft flew a total of 92 sorties during 237.4 hours of flight. Of the total sorties 87 were out of country in support of 2d Air Division and 7th Fleet. During November VMCF-1 EF-10B assets remained at eight. (S) (Appendixes 2 & 7)

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9. Photo. The RF8A's of VMCF-1 flew a total of 59 in country sorties while logging 106.8 flight hours in support of III MAF during November. On 11 November the VMCF-1 photo development activity moved from Iwakuni, Japan to Danang, RVN. Completing 12 photo requests the development activity processed 9,345 prints. The average number of RF8A aircraft physically present in Danang during November was four. (S) (Appendixes 2 & 7)
10. Intelligence/Counterintelligence. The 1st MAF G-2 Section continued to render air intelligence support to III MAF which included, coordination of aerial photo requests between III MAF P/IIU and 1st MAF G-3; plotting, maintaining and disseminating records of enemy fire incidents and hits on Wing aircraft and maintaining air order of battle and air capabilities of North Vietnam and Communist China. The 1st MAF P/II personnel remained under operational control of III MAF during the entire period. (S) (Appendix 2)
11. Logistics. During November Wing Headquarters directed a review of the current Tables of Organization for the various General and Special Staff Sections. The addition to the 1st Marine Aircraft Wing of two aircraft groups, five squadrons, a light anti-aircraft missile battalion and a direct air support center had placed increased administrative and logistical requirements on the Wing Staff. As a result of this review, recommendations were submitted to change the rank and MOS structure of the present G-4 Section T/O and provide for an increase of six officers and fourteen enlisted personnel, bringing the total for G-4 Section to 21 officers and 41 enlisted. (C)

Marine Air Freight Danang processed 1,218 tons of cargo and 11,977 passengers, inbound and outbound, during November. The 3rd Aerial Delivery

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platoon attached to VMGR-152 made three significant aerial drops totaling 42,000 pounds. The first drop was executed on 14 November when three containers with twelve 55 gallon drums of aviation oil were dropped to the TAFDS at Dung Ha. The second drop consisted of eleven containers of miscellaneous supplies to FLSU-1 Chu Lai on the 27th. The final drop took place on 30 November when 30 containers of ammunition and explosives totaling 13,115 pounds, were dropped to 5th Special Forces at Tien Phouc. Air Freight at Chu Lai processed 7,547 passengers and 501 tons of cargo. (C)

Class VA ordnance supplies remained short during the month with on hand ordnance being expended to a level that necessitated borrowing 208 MK81 bombs from the Air Force at Ben Hoa, RVN and Takhli, Thailand. Additional stores have been received since but continued shortage of Class VA munitions requires judicious use to support sustained operations and still have a sufficient reserve to meet exceptional combat requirements. (C)

Due to the arrival of experienced LOX plant personnel and the receipt of additional back-up equipment, November marked the first month that liquid oxygen was not required to be furnished from sources external to the Wing. (C)

During November Wing received 25 fuel monitor assemblies which have the new highly dependable Go-No-Go element. This element will shut off the fuel monitor assembly at the first trace of water, and allow no fuel or water to pass, thus greatly reducing the possibility of contaminated fuel entering aircraft. (C) (Appendixes 3 & 8)

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12. Supply. During November the 50 Line Item Push System from Barstow was redesignated "CRITIPAK". Under the new system available to RVN units only, the majority of items are airlifted and eliminate surface shipping time. The first "CRITIPAK" items received arrived during November and included items as; stationery supplies, water purification pads, 782 and mess gear, etc. The "CRITIPAK" system is not to replace the system of normal requisitioning through supply channels but rather its purpose is to supplement this system on "hard to get" items. (UNCLAS) (Appendix 3)

13. Base Development/Military Construction. On 12 November it was learned from the Staff of the Naval Advisory Detachment (NAD) that NAD will vacate their camps, Six and Seven, located north of Marble Mountain Air Facility. Upon completion of their move from the camps on or about 15 January 1966 the camps will become property of the 1st MAW. (C)

The Base Development Board for the Danang Area held many conferences throughout November. A major problem was the amount of ammunition being stored within the perimeter of the Danang airfield. After many conferences and exchanges of proposals it was tentatively agreed that the following was an interim solution: That the 1st MAW release sixty-four acres of their Class V(A) dump to the Air Force; that the Air Force could store approximately 500 tons of Class V(A) with the VNAF Class V(A) dump; and that the ARVN would not share any of their ammunition storage facility; and that the Air Force would not move any of their Class V(A) off the airbase because of lack of security and poor routes of communications. It was further agreed that the above actions would lessen the danger of over-storage, but that it did not eliminate the hazardous condition within the Air Force

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Class V(A) dump. Further conferences and proposals were planned for December. The G-5 was assigned the task of parcelling the 1st MAF Class V(A) dumps between the Air Force and Wing. (C)

The north touchdown area of the new parallel runway at Danang was completed on 15 November. Damage to the west helicopter mat resulting from the 28 October attack on Marble Mountain Air Facility was repaired during the month. (C) (Appendix 4)

14. Communications/Electronics. The Defense Communications System link to NAVCOMSTA Philippines from Danang became operational on 15 November 1965. The 1st MAF Communications Center assumed the designator RUMNAW and transmitted its first message via the major relay station located at Nha Trang, RVN. This circuit in the future will expedite the traffic load now being processed by the 1st MAF Communication Center. (C)

To date problems have been experienced with the cable linking the Communications Center and Danang Control. This was caused by cable breaks, bad splices, water seepage, and an accident of disruption of the cable by engineers performing demolition work. (C)

The total message traffic handled by the 1st Marine Aircraft Wing Communication Center leveled off somewhat during the month of November with 13,865 messages being sent out and 13,825 being received for a total traffic count of 27,690. This is approximately 3,000 less than the month of October, showing the effects of a message reduction program. (C)

A recent traffic count on the 1st Marine Aircraft Wing switchboard, revealed a total number of 3,145 operator answers in a twenty-four hour period. The peak period was 0800-1100 with an average of 10.3 answers

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per minute. The average answers per minute for a 24 hour period 2.2. Approximately 50% of all operator answers are completed as calls. The MOMENT switchboard uses SB-86's and is manned by two operators. An MTC-1 switchboard is enroute and will greatly increase the telephone efficiency when received and installed. (C) (Appendix 5)

15. Civic Action. In the Civic Action field, Wing units participated in a number of projects ranging from the passing out of food and clothing to the repairing of schools and hospital facilities. (U)

During the month of November 2,500 cans of soft drinks were given to orphanages and schools along with an undetermined amount of toys and candy. Volleyballs, Fizzies and Soccerballs were given to villagers and schools during visits by medical teams. In all U. S. Marines from the Wing distributed 450 pounds of food; 600 pounds of clothing and 400 bars of soap. In addition to the goods which were distributed, Wing units initiated and worked upon five construction projects including the repair of a laundry unit at the Danang City Hospital. Also, 20 tons of medical supplies were airlifted from Saigon to the Danang Hospital by the Wing transport squadron. (U)

In the medical assistance field, Wing doctors and corpsmen treated a total of 95 women, 34 men and 555 children. Wing dental officers treated a total of 54 persons. (U)

Miscellaneous projects initiated were the airlift of five children to Saigon for operations on severe hairlips or cancer of the eye. The showing of movies to the villagers was accomplished along with the distribution of 400 CARE school kits. (U)

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During this reporting period, the 1st Marine Aircraft Wing airlifted 5,100 pounds of food, clothing and cooking oil from Saigon to Danang for the refugees of the 51st ARVN Regiment. As a result of the assistance, the regiment held a ceremony and celebration in honor of the Wing. MajGen. Thi, I Corps Commander, attended. Later that night a dinner was given in which the Marines were the guests of honor. (U) (Appendix 23)

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~~SECRET~~ NOFORN

PART FOUR
SUPPORTING DOCUMENTS

4-1

~~SECRET~~ NOFORN

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*Filed
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1.25 10/1/65

Recommend 1965

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

1:WDW:rjm
5750
DEC 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 November 1965

Ref: (a) WgO 5750.1A

Encl: ✓(1) WgBul 1741 of 3 Nov 1965

✓(2) WgO 1050.7M

✓(3) WgBul 7010 of 16 Nov 1965

✓(4) WgO 1750.1

✓(5) Command and Staff Assignments

✓(6) Msg 200633Z Subj: Task Organization

1. In accordance with reference (a), enclosures (1) through (5) are herewith submitted.

✓(7) Msg 201141Z Subj: Personnel Status Report as of 15 Nov 65
2. At the Wing Commander's Conference, 23 November 1965, G-1 discussed the following items:

✓(8) Msg 231200Z Subj: Personnel Status Report as of 15 Nov 65

a. Casualty Evacuee's Pay Records.

b. Forwarding Unit Diaries.

c. Expanded R&R Programs.

d. Emphasize Wearing of ID Tags.

e. Expanded use of Red Cross and Marine Corps Activities in gaining information to support requests for hardship discharges.

f. Recommendation that GMST's be suspended for personnel in WestPac.

g. Progress of the lateral transfer program.

h. Submission of TAD requests for personnel required to pick up uniforms in Okinawa.

3. Commencing 1 November 1965, Wing units have been serviced by DPP #16 at Danang. DPP #28 at Iwakuni had previously furnished this service.

4. CG FMFPac msg 170508Z directed the reassignment to areas outside the

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5750

Republic of Vietnam of all marines who would not be 18 years old by 1 December 1965. A total of four marines were reassigned to Japan and Okinawa based units.

5. III MAF ltr 1/WKW/es over 5300 of 28 November 1965 authorized the Wing a quota of three to go to the Camelback Inn, Phoenix, Arizona as the guests of the General Manager, Mr. Jack Stewart, for a one week free vacation. The quota of three was subsequently changed to 13. A total of 10 marines volunteered and were sent.
6. On 16 November 1965, the Assistant G-1 briefed the combined Chiefs of Staff, G-1's and other selected staff officers of III MAF, 3d MarDiv and 1stMAW regarding the Wing personnel status.
7. G-1 personnel administration portion of the A/M Inspection commenced 29 November 1965 with a staff visit to CO, 1stMAW (Rear) and CO, MAG-13 following inspection of VMFA-314 on 29 November and VMF(AW)-312 on 30 November.
8. Progress during the month of November in the shift from stabilized unit rotation to the individual replacement program was as planned with the exception of VMO squadrons. VMO's were to redistribute 54 enlisted personnel on the 29th of November. However, due to operational commitments, a postponement to 1 January was deemed necessary. A total of 20 officers and 565 enlisted personnel were reassigned to like units within the Wing. All reassignments between H&MS and MABS Squadrons of MAG-16 and MAG-36 were completed on 15 November. H&MS and MABS Squadrons of MAG-11, MAG-12 and MAG-13 reassigned 185 enlisted personnel during the month, completing approximately 75 percent of total redistribution. VMA Squadrons reassigned 36 officers and 196 enlisted personnel during the month which accounts for 40 percent of total VMA redistribution. The transition from stabilized to nonstabilized units appears to be on schedule and few problems have arisen which should curtail the progress to any great degree.
9. During the month of November, 17 7335's reported to 1stMAW from 2dMAW. These pilots were replacements for HMM-163 pilots who will rotate CONUS in December. It is apparent at this time that at least one-half of the enlisted personnel replacements for the HMM-163 personnel will not be arriving during December unless additional draft personnel arrive unexpectedly.
10. There was no significant change in morale during the month. There was of course the traditional boost on 10 November when the Marine Corps' 190th Anniversary was celebrated by a cake cutting ceremony at each group command post in-country, followed by a special meal. Brigadier General MCCUTCHEON and acting Wing Sergeant Major D. G.

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GOODWIN attended ceremonies at MWHG-1, MAG-11 and MAG-16 while Brigadier General CARL attended ceremonies at MAG-12 and MAG-36. Free cigars, candy, soft drinks and beer were distributed by Wing Special Services.

11. Casualties

	September		October		November	
	<u>Off</u>	<u>Enl</u>	<u>Off</u>	<u>Enl</u>	<u>Off</u>	<u>Enl</u>
KIA		1	4	6	1	1
WIA	2	8	9	33	9	11
DOW						4
MIA					2	2
Death (NB)				2		1
Injured (NB)	2	4		19	7	48

W.D. Wilcox
W. D. WILCOX

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

WgBul 1741
1:EAM:rjm
3 Nov 1965

WING BULLETIN 1741

From: Commanding General
To: Distribution List

Subj: Servicemen's Group Life Insurance

Ref: (a) SECNAV 010430Z AINAV 65
(b) SECNAV 072126Z AINAV 68

1. Purpose. To acquaint all personnel with the contents of references (a) and (b) and establish interim procedures for the administration of the new law.

2. Background. The President of the United States has signed Public Law 89-214 which automatically covers every active duty member of the Uniformed Services, ordered to duty for a period of more than 30 days, with \$10,000 Servicemen's Group Life Insurance (SGLI), effective 29 September 1965. The premium cost, currently \$2.00 per month, will be automatically deducted from each member's pay. Highlights of this law are as follows:

a. Election of Lesser Amount of Insurance. A member who does not desire the \$10,000 automatic coverage may elect in writing:

- (1) To be insured in the amount of \$5,000, or
- (2) Not be insured.

b. Settlement Options. A member may elect settlement either in a lump sum or in 36 equal monthly installments. If he does not elect a settlement option or does not elect the lump sum, the beneficiary may elect either.

c. Beneficiary or Beneficiaries. If the member designates a beneficiary or beneficiaries, the amount of the insurance will be paid to such beneficiary or beneficiaries. If no beneficiary is designated by the member, payment will be made in the following order of priority:

- (1) Widow or widower
- (2) Child or children
- (3) Parent

App 1- ENCLOSURE (1)

WgBul 1741
3 Nov 1965

(4) Executor or administrator of member's estate

(5) Other next of kin entitled under the laws of domicile

d. Payment of Premiums. The member's share of the group insurance premium is collected automatically by deduction on his pay record. For all personnel on active duty on 29 September 1965, the rate of the member's portion is \$2.00 monthly, commencing 1 October 1965. The following rules apply:

(1) If coverage at the rate of \$5,000 is elected, the premium is reduced to \$1.00 effective the first day of the month following the month in which the election is made.

(2) If no coverage is elected, the premium is cancelled, effective the first day of the month following the month in which the election is made.

(3) The full monthly premium is charged for the month active duty commences and the month active duty terminates.

3. Action

a. Commanding Officers

(1) Give wide dissemination to the Servicemen's Group Life Insurance program.

(2) Assure each member is encouraged to maintain the \$10,000 SGLI, but afforded an opportunity to elect a lesser amount or not to be insured. If the member elects either of the latter, an entry to that effect will be placed on his NAVMC 118(11)-PD.

(3) Afford each member an opportunity to elect a settlement option and to name a beneficiary or beneficiaries. Such election and/or designation will be recorded on his NAVMC 118(11)-PD.

(4) For those personnel electing \$5,000 coverage or no coverage, submit Military Pay Order (DD 114) to the disbursing officer showing type and date of election.

(5) Make appropriate entry under item 19 of Record of Emergency Data (NAVMC 10265-PD).

(6) Marine Corps casualty reports, submitted in accordance with paragraph 12143.2 of the Marine Corps Personnel Manual, will have the following added items.

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3 Nov 1965

Juliet (8) Amount of SGLI in force

(9) Designated beneficiary and settlement option.

(7) Pending receipt of standardized election forms as discussed in reference (a), commanding officers are authorized to reproduce a form on which each member who does not desire to avail himself of the automatic provisions of the law, as set forth in paragraph 2, may avail himself of one or more of the elections authorized. Each election must be executed by the member in his own handwriting showing the specific election or elections he desires and witnessed by another military member, identified by name, rank, service number and military organization. Under no circumstances may elections be executed by checking applicable blocks. The election will be filed in the document side of the service record or officer's qualification record.

b. Disbursing Officers

(1) Will commence monthly checkage of premiums at the rate of \$2.00 retroactive to 1 October 1965 for all personnel who were on active duty on 29 September 1965, and who were not discharged or released from active duty prior to 1 October 1965. Entries on pay records will be as prescribed in reference (b).

(2) Will adjust or discontinue premium checkage upon receipt of a Military Pay Order (DD 114) which states that the member has elected coverage at the rate of \$5,000 or has elected no coverage.

c. Navy Personnel Officer

(1) Navy casualty reports submitted in accordance with Article C-9801, BuPers Manual will have the following additional item:

OBOE (a) Amount of SGLI in force

(b) Designated beneficiary and settlement option

(c) Date of designation.

(2) Appropriate entries shall be made in item #11 of Record of Emergency Data (NAVPERS 601-2) for those members electing to participate.

(3) For those members who elect the \$5,000 option or indicate in writing that they do not desire to participate, the following action is directed:

(a) Submit Military Pay Order (DD 114) to the disbursing officer indicating type and date of election.

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3 Nov 1965

(b) Make appropriate entry on Administrative Remarks Page
(NavPers 601-13) for the signature of the member.

4. Self-cancellation. 25 April 1966.



T. G. BRONLEWE, Jr.
Chief of Staff

DISTRIBUTION: "A" (less 1, 2, 3, & 15)

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

WgO 1050.7M
1:WDW:rjm
20 Nov 1965

WING ORDER 1050.7M

From: Commanding General
To: Distribution List

Subj: Emergency Leave

Ref: (a) MCO P5000.3, MARCORPERSMAN, par. 9151.3
(b) MCO P5000.3, MARCORPERSMAN, par. 9057
(c) FMFPacO P1000.3_ (SOP - Personnel)
(d) MCO 1321.2_
(e) MCO P4600.7_

Encl: ✓(1) Sample request for emergency leave
✓(2) Sample orders for emergency leave and TAD
✓(3) Sample orders for emergency leave and PCS (in receipt of PCS orders)
✓(4) Sample orders for emergency leave and PCS (not in receipt of PCS orders)

1. Purpose. To publish instructions pertinent to requesting and granting emergency leave.

2. Cancellation. Wing Order 1050.7L.

3. Definition. Emergency leave is absence from duty granted for humanitarian reasons. That is, to enable a marine to take care of an unusual or serious problem affecting him or a member of his immediate family. The circumstances under which an emergency return to the United States on an individual basis will normally be authorized are described in reference (a).

4. Policy. Emergency leave, as described in reference (a), will be approved or disapproved only by this Headquarters, except that the Commanding Officer, 1st Marine Aircraft Wing (Rear) may approve requests for units based at Iwakuni and Okinawa. Requests may be supported by confirmation from the Red Cross, Navy Relief Society, or other appropriate agencies. Commanding officers will evaluate all requests in accordance with the criteria provided in reference (a).

5. Status of Travel. In accordance with reference (b), air space-required transportation will be provided to and from CONUS. If the leave destination is outside CONUS, the provisions of subparagraph 1b of reference (b) are applicable.

Atla 1- ENCLOSURE (2)

WgO 1050.7M
20 Nov 1965

6. Administrative Instructions

a. Requests for leave will be submitted in the format of enclosure (1) and will include all the information indicated. Such requests will be submitted in letter form by units physically located at Danang and by message by other Wing units. When necessary, requests can be made by telephone (Moment 1) direct to the office of the Assistant Chief of Staff, G-1, which is staffed 24 hours a day. Such requests will include the same information as required by enclosure (1) and will be confirmed by letter as soon thereafter as possible. However, approval of the requests will be verbal when necessary to expedite departure of the individual on leave.

b. The three categories of leave status authorized by references (c) and (d) are defined as follows:

(1) Category I. Emergency Leave and TAD. Those cases where the marine will have more than 90 days remaining on his current overseas tour upon completion of leave.

(2) Category II. Emergency Leave in Connection with Permanent Change of Station Orders. The marine is in receipt of orders and will have 90 days or less to serve on his overseas tour upon completion of leave.

(3) Category III. Emergency Leave in Connection with Permanent Change of Station Orders. The marine is not in receipt of permanent change of station orders and will have 90 days or less to serve on his overseas tour upon completion of leave.

c. Upon approval of the emergency leave by this Headquarters, the following action will be accomplished by the group commander for each category as indicated:

(1) Category I. A TAD serial will be provided with the approval. Issue orders in accordance with the sample provided by enclosure (2).

(2) Category II. Issue orders in accordance with the sample provided by enclosure (3).

(3) Category III. Issue orders in accordance with the sample provided by enclosure (4).

d. On approval of leave in Category III, this Headquarters will initiate necessary action to obtain permanent change of station orders from the Commandant of the Marine Corps and notify the individual at his leave address.

WgO 1050.7M
20 Nov 1965

SAMPLE REQUEST

UNCLASSIFIED

FROM: GROUP COMMANDER
TO: CG FMAW

UNCLAS

EMERG LV

1. CPL JOE DOE 1234567/0100 USMC
2. LV ADDRESS
3. REASON AND VERIFICATION IN FULL
4. RTD _____ EAS _____
5. NO DAYS LV BAL _____ (PREV 30JUN), NO DAYS TAKEN FISCAL
YEAR _____, NO DAYS REQ _____
6. IF PCS INVOLVED: (IN REC PCSO-REFER) (NOT IN REC PCSO)
7. GROUP CO RECOMMENDATION
- *8. TAD SER: _____ (IF APPLICABLE)
- *9. DATE DEPARTED FOR CONUS

*IF EMERG LV APPROVED BY TELCON, COMPLETE #8 AND #9

UNCLASSIFIED

SAMPLE REQUEST

ENCLOSURE (1)

WgO 1050.7M
20 Nov 1965

e. Orders will include:

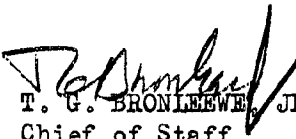
(1) Customer Identification Code numbers in accordance with reference (e).

(2) Estimated cost of round trip travel which is as follows:

(a) To CONUS (\$312.00 from Japan; \$354.00 from Okinawa and the Republic of Vietnam; \$372.00 from Philippines).

(b) To Hawaii (\$200.00 from Japan; \$242.00 from Okinawa and the Republic of Vietnam; \$250.00 from Philippines).

(3) A statement that excess baggage allowance is not authorized unless permanent change of station involved.


T. G. BRONILEWE, JR.
Chief of Staff

DISTRIBUTION: "A"

WgO 1050.7M
20 Nov 1965

GROUP HEADING

From: Commanding Officer
To: Corporal John J. BEE 1234566/0100 (TAD Ser: 0000)

Subj: Temporary Additional Duty combined with Emergency Leave to the United States; authorization of

Ref: (a) MCO P5000.3, MARCORPERSMAN, Chapter 9
(b) WgO 1050.7L
(c) CG 1stMAW's authorization

1. In accordance with references (a) through (c) on _____ you are authorized to proceed on temporary additional duty to the United States in connection with emergency leave. Upon arrival in the United States you will report to the Marine Liaison at the Port of Debarkation or the nearest Marine Corps activity for suspension of this temporary additional duty and commencement of _____ days emergency leave. Upon completion of this leave, you will report to the Commanding Officer, Marine Barracks, U. S. Naval Station, Treasure Island, San Francisco, California, for termination of your leave and return transportation to your parent organization, where you will report to the commanding officer thereat and resume your regular duties.

2. You have given your leave address as: _____

3. Prior to your departure from the Western Pacific, you will report to a medical officer for certification of your Immunization Certificate (DD-737) to show that you have had the necessary inoculations and immunizations. If not completed prior to your departure, you will complete your treatment en route and obtain appropriate certification in your Immunization Certificate.

4. Your records indicate that you had _____ days accrued leave as of 30 June (last FY) and that you have taken _____ days since that date. Any request for extension of leave with justification therewith, will be submitted to the commanding officer of your parent organization.

5. Your normal rotation tour date is: _____.

6. In the event circumstances necessitate your requesting a humanitarian transfer while on emergency leave, you are advised to contact the Marine Corps activity nearest to your leave address, for assistance in preparing such a request. The Commanding Officer, Marine Barracks, U. S. Naval Station, Treasure Island, San Francisco, California; the Commanding General, 1st Marine Aircraft Wing; and the commanding officer of your parent organization, will be made information addressees on any request submitted.

ENCLOSURE (2)

WgO 1050.7M
20 Nov 1965

7. In the event any assistance is required while on these orders, report to or telephone the nearest Marine Corps installation or Marine Corps representative. In the event there is no Marine installation/representative within 50 miles, contact the nearest American Red Cross representative for assistance.

8. Overseas and transoceanic travel via government aircraft directed, priority II certified. You will perform all travel aboard government transportation in the appropriate uniform for the season.

9. No expense to the government is authorized for this period of temporary additional duty and emergency leave other than government transoceanic transportation. The above is authorized with the understanding that you will be entitled to no reimbursement for expenses incurred therewith. In case you do not desire to execute these orders at no expense to the government, you will regard this authorization as revoked and it will be returned for cancellation.

10. Cost of transportation is chargeable to APPN & SH: 17*1106.2710, CC: 210, BCN/SA: 11039/-, AAA: 67436, TT: 2D, PAA: -, CC: *013AHDC0000. Estimated cost of travel is (see page 3 for costs). Per diem - None. No excess baggage authorized.

J. R. DOE

Copy to:

CO, CasCo, MB, USNS, TI, SFRAN

CG, 1stMAW (Attn: ACofS, G-1, 2 copies)

(Attn: ACofS, Compt, 1 copy)

CO, (Parent Unit)

*Insert last digit of FY to which travel is charged.

ENCLOSURE (2)

WgO 1050.7M
20 Nov 1965

GROUP HEADING

From: Commanding Officer
To: Master Sergeant John J BEE 234567/9999 USMC
(Include PEBD for pay grade E4)
Subj: Permanent Change of Station and Emergency Leave; orders to
(Personnel in receipt of PCS orders at time of departure)
Ref: (a) MCO P5000.3, MARCORPERSMAN, par. 9151.3
(b) Appropriate authority directing transfer/detachment
(MCSO...etc...)
(c) MCO 1321.2 (to be used for officers) or
FMFPacO P1000.3 (to be used for enlisted personnel)
(d) CG 1stMAW's authorization

1. In accordance with the authority contained in references (a) through (d), effective _____ you will stand (transferred) (detached) from your present station and duties; and proceed to the United States where upon arrival you will report to the commanding officer of the nearest Marine Corps activity or his representative for endorsement of these orders. You will further proceed and report to (title of person to whom to report, command and location), for duty (or such as may be directed by reference (b)).

2. In addition to your proceed and travel time you are authorized _____ days delay in reporting, such delay to be chargeable as emergency leave. You are directed to keep your old and new commanding officers informed of your correct leave address at all times.

3. You have given your leave address as: _____

4. Prior to your departure from the Western Pacific you will report to a medical officer for certification of your Immunization Certificate (DD-737) to show that you have the required inoculations and immunizations. If not completed prior to your departure, you will complete your treatment en route and obtain appropriate certification in your Immunization Certificate.

5. Your records indicate that you had _____ days accrued leave as of 30 June (last FY) and that you have taken _____ days since that date. Any request for extension of leave with justification therewith, will be submitted directly to your new commanding officer.

6. In the event circumstances necessitate your requesting a humanitarian transfer while on emergency leave, you are advised to contact the nearest Marine Corps activity for assistance in preparing such

ENCLOSURE (3)

WgO 1050.7M
20 Nov 1965

request. Your new commanding officer will be made an information addressee on such request.

7. In the event any assistance is required while on these orders, report to or telephone the nearest Marine Corps installation or Marine Corps representative. In the event there is no Marine installation/representative within 50 miles, contact the nearest American Red Cross representative for assistance.
8. Overseas and transoceanic travel via government aircraft is directed. Class II priority certified. You will perform all travel aboard government transportation in the appropriate uniform for the season.
9. You will report to the disbursing officer carrying your account to obtain your pay record.
10. You are authorized _____ pounds excess baggage allowance. (Establish the amount of excess baggage in accordance with MCO P4600.7).
11. Travel chargeable appropriation 17*1105.2753; BCN 44690 AAA 27; Type 2D; CC 74120 off trav, 74121 enl trav; 74150 (Off), 74160 (Enl Entl) depns trav; 74152 (Off), 74162 (Enl Entl) trans HHG; 74157 (Off), 74167 (Enl Entl) DLA. Customer Identification Code Number _____. (Commanding officer assign in accordance with MCO P4600.7).

J. R. DOE

Copy to:
CG, 1stMAW (Attn: ACoS, G-1, 2 copies)
ARCFldDir
CO, (Parent Squadron)
CO, (New Duty Station)

*Insert last digit of fiscal year to which travel is charged.

ENCLOSURE (3)

WgO 1050.7M
20 Nov 1965

GROUP HEADING

From: Commanding Officer
To: Corporal John J. DEE 1345678/0141 USMC
(Include PEEB for pay grades E4)

Subj: Permanent Change of Station and Emergency Leave; orders to
(Personnel not in receipt of Permanent Change of Station Orders
prior to departure)

Ref: (a) MCO P5000.3, MARCORPERSMAN, par. 9151.3
(b) FMFPacO P1000.3_ (To be used for enlisted personnel) or
MCO 1321.2_ (To be used for officers)
(c) CG 1stMAW's authorization

1. In accordance with the authority contained in references (a) through (c), effective _____ you will stand (transferred) (detached) from your present station and duties, will proceed to the United States where, upon your arrival, you will report to the commanding officer of the nearest Marine Corps activity or his representative for endorsement of orders to indicate commencement of leave. The Commandant of the Marine Corps will be advised to send permanent change of station orders to your leave address. Upon assignment of your new duty station and/or when directed by the commanding officer of the activity to which you reported, you will further proceed and report to the commanding officer of your newly assigned duty station for duty.

2. In addition to proceed and travel time, you are authorized _____ days delay in reporting, such delay to be chargeable as emergency leave. In the absence of any assignment to a new duty station by competent authority upon the commencement of your emergency leave, you will comply with such instructions as may be furnished by the activity to which you reported. You are directed to keep your old and new commanding officer informed of your correct leave address at all times.

3. You have given your leave address as: _____

4. Prior to your departure from the Western Pacific you will report to a medical officer for certification of your Immunization Certificate (DD-737) to show that you have had the required inoculations and immunizations. If not completed prior to your departure, you will complete your treatment en route and obtain appropriate certification of treatment in your Immunization Certificate.

5. Your records show that you had _____ days accrued leave as of 30 June (last FY) and you have taken _____ days leave since that date. Any request for extension of leave with justification therefor, will

ENCLOSURE (4)

WgO 1050.7M
20 Nov 1965

be submitted directly to your new commanding officer. (If individual has no directed duty station, he will submit the request to the Commanding Officer, Marine Barracks, Naval Station, Treasure Island, San Francisco, California, for authority).

6. In the event circumstances necessitate your requesting a humanitarian transfer while on emergency leave, you are advised to contact the nearest Marine Corps activity for assistance in preparing such request. Your new commanding officer will be made an information addressee on such request.

7. In the event any assistance is required while on these orders, report to or telephone the nearest Marine Corps installation or Marine Corps representative. In the event there is no Marine installation/representative within 50 miles, contact the nearest American Red Cross representative for assistance.

8. Overseas and transoceanic travel via government aircraft directed. Priority II certified. You will perform all travel aboard government transportation in the appropriate uniform for the season.

9. You will report to the disbursing officer carrying your accounts to obtain your pay record.

10. You are authorized _____ pounds excess baggage allowance. (Establish the amount of excess baggage in accordance with MCO P4600.7).

11. Travel chargeable appropriation 17*1105.2753; BCN 44690 AAA 27; Type 2D; CG 74120 off trav, 74121 enl trav; 74150 (Off), 74160 (Enl Entl) depns trav; 74152 (Off), 74162 (Enl Entl) trans HHG; 74157 (Off), 74167 (Enl Entl) DIA. Customer Identification Code Number _____. (Commanding officer assign in accordance with MCO P4600.7).

J. R. DOE

Copy to:
ARC FldDir
CO, (Parent Squadron)
CO, CasCo, MB, USNS, TI, SFRAN
CG, 1stMAW (Attn: ACofS, G-1, 2 copies)

*Insert last digit of fiscal year to which travel is charged.

ENCLOSURE (4)

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

WgBul 7010
1:WDW:rjm
16 Nov 1965

WING BULLETIN 7010

From: Commanding General
To: Distribution List

Subj: Dickey Chapelle Memorial Fund

Ref: (a) CG FMFPac msg 102356Z Nov65

1. Purpose. To announce establishment of the Dickey Chapelle Memorial Fund.
2. Background. The funeral for Miss Dickey Chapelle, war correspondent, was held in Milwaukee, Wisconsin on 12 November 1965.


a. Rather than flowers, the family desired donations be made to the Dickey Chapelle Memorial Fund.

b. This fund is administered by the University of Wisconsin to purchase material for the Marines' Civic Action Program in Vietnam that is administered through CARE in coordination with the Marine Corps Reserve.

3. Action. Friends of Miss Chapelle are encouraged to donate to this worthy cause. Donations should be sent to the following address:

Dickey Chapelle Memorial Fund
P. O. Box 2142
Madison, Wisconsin 53701

4. Self-cancellation. 14 February 1966.


T. G. BRONLEWE, JR.
Chief of Staff

DISTRIBUTION: "A" & "B"


Aps 1- ENCLOSURE (3)

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

WgO 1750.1
1:WDW:rjm
20 Nov 1965


WING ORDER 1750.1

From: Commanding General
To: Distribution List

Subj: Logistical Support of Dependents

Ref: (a) COMNAVFORJAPAN INST 4060.6B
(b) MCAS Iwakuni Order 4060.1C
(c) MCO P5000.3, MARCORPERSMAN, par. 11051

1. Purpose. To publish information concerning the logistical support of dependents remaining in Japan after departure of sponsor.
2. Background. In accordance with references (a) and (b), dependents of United States Forces personnel who remain in Japan after the permanent transfer of their sponsors are not eligible for use of military commissary, exchange, post office, military payment certificates (MPC), banking facilities or special services activities. These dependents are entitled to no military logistical support except medical care.
3. Action. Commanding officers will ensure that personnel with dependents remaining in Japan will complete Dependent Identification Card application in accordance with reference (c), have it verified and forwarded to the Commanding Officer, Marine Corps Air Station, FPO San Francisco 96664. Upon issuance of "limited" identification cards, the Commanding Officer, Marine Corps Air Station will recover and destroy all old "unlimited" cards.


T. G. BRONLEEW, JR.
Chief of Staff

DISTRIBUTION: "A" (less 1, 2, 3 and 15)

Ref 1- ENCLOSURE (4)

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 (1-5 November)

Captain D. E. GRISTIER (6-30 November)

App 1- Enclosure (5)

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1B

DE RUAUBAB 3217 3240633R

ZNY SSSSS

P 200633Z

FM TIG SEVEN NINE PT THREE

TO RIABQL/CTF SEVEN NINE

INFO RUHKM/CG FMFPAC

RUAUAL/COMUSFORJAP

RUAUNJ/COMNAVFORJAP

RUAUDA/COMFAIRWESTPAC

RUMNAW/CG FIRST MAW

RUMNMF/CG III MAF

RUMNAW/MARAIIRGRU ONE 08BBBBBTMMMMRUMNAW/MARAIIRGRU ONE TWO

ZEN/MARAIIRGRU ONE THREE

RUMNGXMARAIIRGRU ONE SIX

RUMNAW/MARAIIRGRU THREE SIX

ZEN/MARWGSEIRGRU ONE SEVEN

RUMNAW/MARWGKADGRU ONE

RUMNAW/CG THIRD MARDIV

RUAUBAC/NAVCOMSTA JAPAN

RUMGCR/NAVCOMSTA GUAM

RUMFCR/NAVCOMSTA PHIL

RUHPCR/NAVCOMSTA HONO

RUAUBUL/COMSEVENTHFLT

BT

SECRET

TASK ORGANIZATION

A. MY 200431Z

1. THE FOLNCS SUBMITTED AS ADDENDUM TO REF A
STRENGTH

UNIT	LOCATION	OFF/ENL
FMAW (REAR)	IWAKUNI	
SU1, H&HS-1	VFUTEMA	22/213
SU2, H&HS-1	IWAKUNI	17/71
MACS-6 S	CP SCHWAB	27/207

COG:G-3
DIST:S/S,MWHG-1
G-2

TOR:23/0740Z/3

200633Z/536
NOV 65

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PAGE TWO RUAUBAB 3217 S E C R E T

11TH DEN CO	IWAKUNI	10/USN/19
VMGR-132	FUTEMA	39/379
VMGR-302 (KWD)	FUTEMA	10/49
WSSG-17	IWAKUNI	132/999
H&MS-17	IWAKUNI	43/305
MABS-17	IWAKUNI	75/460
MAMS-17	IWAKUNI	14/144
MAG-13	IWAKUNI	195.1650
H&MS-13	IWAKUNI	30/384
MABS-13	IWAKUNI	19/378
VMF(AW)-312	IWAKUNI	22/167
VMFA-323	IWAKUNI	43/266
VMA-223	IWAKUNI	32/183
VMFA-314	IWAKUNI	46/272
CG FNAW	DANANG	
NWNG-1	DANANG	282/2165
K		
H&MS-1	DANANG	153/723
1ST LAAN BN	DANANG	22/504
2ND LAAN BN	CHU LAI	32/491
MACS-7	CHU LAI	27/246

PAGE THREE RUAUBAB 3217 S E C R E T

MABS-2	DANANG	41/201
MAG-11	DANANG	151/1545
H&MS-11	DANANG	33/386
MABS-11	DANANG	15/446
VMFA-115	DANANG	40/266
VMFA-542	DANANG	44/276
VMCJ-1(-)	DANANG	14/151
VMCJ-1(YT)	USS BAN HOMME RICHARD	2/13
VMCJ-1 (REAR)	IWAKUNI	3/7
MAG-12	CHU LAI	
MAG-12	CHU LAI	180/1566
H&MS-12	CHU LAI	36/357
MABS-12	CHU LAI	26/514
VNA-311	CHU LAI	29/170
VNA-224	CHU LAI	30/180
VNA-214	CHU LAI	28/165
VNA-211	CHU LAI	14/57
VNA-211 (DET)	IWAKUNI	17/123
MAG-16	DANANG	363/1707
H&MS-16	DANANG	45/334

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MABS-16	DANANG	19/359
HMM-161	HUE PHU BAI	53/181
HMM-361	DANANG	58/170
HMM-263	DANANG	50/181
VMC-2	DANANG	29/142
HMM-163	FUTEMA	50/158
HMM-261	USS VALLEY FORGE	56/182
MAG-36	CHU LAI	245/1316
H&MS-36	CHU LAI	38/308
MABS-36	CHU LAI	17/320
HMM-362	CHU LAI	53/168
HMM-364	CHU LAI	53/195
HMM-363	QUIN NHON	54/195
VMC-6	CHU LAI	30/156
GP-4		
BT		

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FROM: CG FIRST MAW

TO: CMC

INFO: 3G FMFPAC
CG III MAF
C/O SEVEN NINE
CG FMFPAC/I MAC
CO FIRST MAW IWAKUNI

DIST S/S G 1, G 3

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PERS STATUS RPT IS OF 15 NOVEMBER

A. MCO 3000.2A

1. IAW REF A THE FOL RPT IS SUBMITTED.

2. ON BOARD STRENGTH AND LOCATION UNITS:

UNIT/COMMANDER	USMC NA	OFF AG	USMC ENL	USN OFF	USN ENL	LOCATION
A. MMHC-1						
COL E I LUPTON	77	239	2422	23	68	DANANG, VIETNAM
(1) H&S-1						
MAJ C A LIDDLE, JR	58	103	767	9	22	DANANG, VIETNAM
(2) MASS-2						
LTCOL 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	5	21	0	0	CHU LAI, VIETNAM
(6) MACS-7						
LTCOL R R MILLER	4	19	225	0	2	CHU LAI, VIETNAM
(7) DET A, MACS-7						
1STLT T J REIKARI	0	3	17	0	0	PHU BAI, VIETNAM
(8) 1ST LAAM BN						
MAJ G G LONG						
(9) H&S BTRY, LAAMBN						
CAPT K E EARLS	1	13	280	1	10	DANANG, VIETNAM
(10) A BTRY, LAAMBN						
CAPT E B FOSTER	0	4	75	0	0	DANANG, VIETNAM
(11) B BTRY, LAAMBN						
CAPT C R KEITH	0	4	77	0	0	DANANG, VIETNAM

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1ST MARINE AIRCRAFT WING

UNIT/COMMANDER	USMC NA	OFF AG	USMC ENL	USN OFF	USN ENL	LOCATION
(12) C BTRY, LAAMBN CAPT R L DULANEY	0	4	76	0	0	DANANG, VIETNAM
(13) 2ND LAAM BN MAJ E F PENICO						
(14) H&S BTRY, LAAMBN CAPT D H DINWIDDIE	0	20	247	1	5	CHU LAI, VIETNAM
(15) A BTRY, LAAMBN CAPT J A DESPOTAKIS	0	4	85	0	2	CHU LAI, VIETNAM
(16) B BTRY, LAAMBN CAPT G G RAHM	0	4	85	0	1	CHU LAI, VIETNAM
(17) C BTRY, LAAMBN 1STLT C B MCCOY	0	4	81	0	2	CHU LAI, VIETNAM
(18) MACS-6 MAJ F L DELANEY	6	22	206	0	0	CAMP SCHWAB, CHINA
(19) 11TH DENTCO (FWD) LT W A COUVILLION USN	0	0	0	2	3	DANANG, VIETNAM
(20) 11TH DENTCO (REAR) CAPT W C BRANDON USN	0	0	0	10	19	ITAKUNI, JAPAN
B. MAG-11 COL E O ANGLIN, JR	79	80	1587	4	17	DANANG, VIETNAM
(1) H&MS-11 LTCOL W H BORTZ, JR	17	14	385	0	0	DANANG, VIETNAM
(2) MABS-11 LTCOL E E PEARCY	6	7	440	2	14	DANANG, VIETNAM
(3) VMFA-115 LTCOL C R JARRATT	20	22	273	1	2	DANANG, VIETNAM
(4) VMFA-542 LTCOL R A SAVAGE	20	24	273	1	0	DANANG, VIETNAM
(5) VMFJ-1 (-) LTCOL F C OPEKA	14	11	200	0	1	DANANG, VIETNAM
(6) VMFJ-1 (REAR) CAPT R P ROSE	0	2	12	0	0	ITAKUNI, JAPAN
(7) VMFJ-1 (YANKEE TEAM) CAPT M J GERING	2	0	4	0	0	USS BON HOMME RICHARD
C. MAG-12 COL L E BROWN	130	54	1571	7	23	CHU LAI, VIETNAM
(1) H&MS-12 LTCOL J W KIRKLAND	19	18	358	0	0	CHU LAI, VIETNAM
(2) MABS-12 MAJ J W PARCHEN	6	15	459	3	21	CHU LAI, VIETNAM
(3) MATCU-67 CAPT J F KEANE	1	6	56	0	0	CHU LAI, VIETNAM
(4) VMA-214 LTCOL K OKEEFE	25	4	168	1	0	CHU LAI, VIETNAM

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UNIT/COMMANDER	USMC NA	USMC OFF AG	USMC ENL	USN OFF	USN ENL	LOCATION
(5) VMA-224 LTCOL T E MULVHILL	26	3	180	1	0	CHU LAI, VIETNAM
(6) VMA-311 LTCOL B J STENDER	26	4	172	1	0	CHU LAI, VIETNAM
(7) VMA-211 MAJ W E GARMAN	12	2	60	0	0	CHU LAI, VIETNAM
(8) VMA-211 (REAR) MAJ E D CHANEY, JR	15	2	118	1	2	IWAKUNI, JAPAN
D. MAG-13 COL O E HOWE	103	68	1631	4	0	IWAKUNI, JAPAN
(1) H&MS-13 LTCOL L F BLASS	12	17	383	0	0	IWAKUNI, JAPAN
(2) MAES-13 MAJ J B BELL	4	9	331	1	0	IWAKUNI, JAPAN
(3) VMA-223 LTCOL A WILSON	22	3	144	1	0	IWAKUNI, JAPAN
(4) DET, VMA-223 CAPT L A HALE	4	1	37	0	0	MISAWA AFB, JAPAN
(5) VMFA-323 LTCOL A W O'CONNELL	21	25	271	0	0	IWAKUNI, JAPAN
(6) VMFA-314 LTCOL M R RUSSELL	13	17	182	1	0	IWAKUNI, JAPAN
(7) DET, VMFA-314 MAJ J B LAVELLE	8	8	90	0	0	NAHA, OKINAWA
(8) VMF(AW)-312 LTCOL R B NEWPORT	19	3	166	1	0	IWAKUNI, JAPAN
(9) MATCU-66 CAPT V J FULLADOSA	0	5	27	0	0	IWAKUNI, JAPAN
E. MAG-16 COL T J O'CONNOR	257	43	1539	10	23	DANANG, VIETNAM
(1) H&MS-16 LTCOL J L GOEBEL	17	15	272	0	0	DANANG, VIETNAM
(2) SU#1, H&MS-16 CAPT J C BROKAW	13	0	62	0	1	DANANG, VIETNAM
(3) MAES-16 LTCOL T E VERNON	6	4	314	6	6	DANANG, VIETNAM
(4) VMO-2 LTCOL G F BAUMAN	23	6	136	0	5	DANANG, VIETNAM
(5) HMM-161 LTCOL R C DENNY, JR	49	2	177	1	3	PHU BAI, VIETNAM
(6) HMM-163 COL N G EWERS	49	4	148	1	2	FUTEMA, OKINAWA
(7) HMM-263 LTCOL T CLARK	45	4	180	1	3	DANANG, VIETNAM

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UNIT/COMMANDER	USMC NA	OFF AG	USMC ENL	USN OFF	USN ENL	LOCATION
(8) HMM-361 LTCOL L F CHILDERS	53	3	191	1	3	DAMANG, VIETNAM
(9) MATCU-68 CAPT R G COULTER	2	5	59	0	0	DAMANG, VIETNAM
F. MAG-36 COL W G JOHNSON	270	41	1479	10	25	CHU LAI, VIETNAM
(1) H&MS-36 LTCOL T G MOCNEY	22	16	308	0	0	CHU LAI, VIETNAM
(2) MABS-36 MAJ J A KENNEDY	7	9	316	4	20	CHU LAI, VIETNAM
(3) HMM-261 LTCOL M B PORTER	53	3	182	1	2	USS VALLEY COBBE
(4) HMM-362 LTCOL J ALDWORTH	50	3	166	1	0	CHU LAI, VIETNAM
(5) HMM-363 LTCOL G D KIEW	54	3	189	2	3	QUIN NHON, VIETNAM
(6) HMM-364 LTCOL W R LUCAS	58	2	168	1	0	CHU LAI, VIETNAM
(7) VMO-6 LTCOL R J ZITNIK	26	5	150	1	0	CHU LAI, VIETNAM
G. MCAF, FUTEMA SU#1, H&HS-1 COL P G DELONG	12	13	213	0	0	FUTEMA, OKINAWA
H. VMGR-152 LTCOL D G HOLLAND	33	5	386	2	14	FUTEMA, OKINAWA
I. MWSG-17 COL J T MCDANIEL	44	62	1070	2	34	IWAKUNI, JAPAN
(1) H&HS-17 MAJ R G COMBS	13	25	305	0	0	IWAKUNI, JAPAN
(2) MABS-17 MAJ C F 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 FSE SSGT B BAIRD	0	0	4	0	0	IWAKUNI, JAPAN
(5) MARTSAT-1 MAJ D D PARRISH	1	2	30	0	0	IWAKUNI, JAPAN
(6) M&MS-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	1005	625	11898	62	204	

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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.

4. MWSC-17 AND HMM-261 FIGURES ARE SUBJECT TO CHANGE DUE TO NON RECEIPT. FIGURES FOR THESE UNITS ARE FROM 31OCT65 RPT.

GP-4

DO NOT SERVICE THIS MESSAGE. COPY MAILED TO ADDRESSEE.

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

DRAFTER:  CAPT R R MEALHOUSE USMC
PERSO MOMENT 201

RELEASER:  LT COL R O CARLOCK USMC
ASST G-1 MOMENT 1

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PRIORITY

23/2002

FROM: CG FIRST MAW

TO: CMC

INFO: CG FMFPAC
CG III MAF
CTF SEVEN NINE
CG FMFPAC/I MAC
FIRST MAW IWAKUNI

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PERS STATUS RPT AS OF 15 NOVEMBER

A. MY 201141Z

1. IAW PAR 4 OF REF A THE FOL RPT IS SUBMITTED.

2. ON BOARD STRENGTH AND LOCATION OF MMSG ONE SEVEN UNITS:

UNIT/COMMANDER	USMC OFF		USMC	USN	USN	LOCATION
	NA	AG	ENL	OFF	ENL	
A. MMSG-17						
COL J T MCDANIEL	44	57	928	2	34	IWAKUNI, JAPAN
(1) H&HS-17						
MAJ R G COMBS	(18)	(25)	(238)	(0)	(0)	IWAKUNI, JAPAN
(2) MABS-17						
MAJ C F JONES	(6)	(15)	(416)	(1)	(0)	IWAKUNI, JAPAN
(3) MATCU-60						
CAPT H G MILLER JR	(3)	(4)	(52)	(0)	(0)	IWAKUNI, JAPAN
(4) AMMO DET 3D FSR						
SSGT B BAIRD	(0)	(0)	(4)	(0)	(0)	IWAKUNI, JAPAN
(5) MARTSAT-1						
MAJ D D FARRISH	(1)	(2)	(30)	(0)	(0)	IWAKUNI, JAPAN
(6) MAMS-17						
LTCOL E M JONES	(9)	(5)	(127)	(0)	(0)	IWAKUNI, JAPAN
(7) SU#2, H&HS-1						
CAPT C L DAVIS	(7)	(6)	(61)	(1)	(34)	IWAKUNI, JAPAN

GP-4 DO NOT SERVICE THIS MESSAGE. COPY MAILED TO ADDRESSEE.

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

DRAFTER: CAPT R E MEALHOUSE USMC
PERSO MOMENT 201RELEASES: COL W D WILCOX USMC
ACOF S G-1 MOMENT 1

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

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DEC 13 1965

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

Subj: Command Chronology for November 1965 (U)

Ref: (a) WgO 5750.1

Encl: ✓(1) Organizational Data
✓(2) Narrative Summary
✓(3) G-4 Journal of Events (w/original only)
✓(4) Menu for 190th Birthday (w/original only)
✓(5) Menu for Thanksgiving Day (w/original only)
✓(6) WgO P4600.1F (w/original only)
✓(7) WgO 4750.1 (w/original only)
✓(8) WgO 5100.6 (w/original only)
✓(9) WgO P10340.2 (w/original only)

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

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

R. J. Lynch, Jr.
R.J. LYNCH, Jr.

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1st Marine Aircraft Wing, G-4 Division
Organizational Data

Period Covered: 1 - 30 November 1965

Location: Danang, Quang Nam Province, RVN

Head of Division and Principle Subordinates:

Assistant Chief of Staff, G-4	Colonel R.J. Lynch, Jr.
Assistant G-4	LtCol T.J. Horner
Assistant G-4 (Opns & Plans)	LtCol R.D. Sears
Administrative Officer	1stLt W.E. Leonard
Logistics Chief	MGySgt C.E. O'Brien
Ordnance Officer	Major R.F. Stewart
Motor Transport Officer	Captain G.L. Severson
Engineer Officer	Captain G.M. VanOrden
Air Freight Officer	Major W.E. Thomas
Embarkation Officer	Captain W.A. Jupp (to 26 Nov)
	Captain W.M. Anderson (from 27 Nov)
Aircraft Maintenance Officer	Major R. Schantek
Avionics Officer	LtCol Z.E. Sprague
Food Services Officer	1st Lt W.E. Tisdale
LOX Officer	CWO D.W. Hodgson
TAFDS Officer	CWO L.C. Hassen

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CONFIDENTIALNarrative Summary of Events1. Administration

During the period the Headquarters directed a review of the current Tables of Organization for the various General and Special Staff Sections. The addition to the 1st Marine Aircraft Wing of two aircraft groups, five squadrons, a light anti-aircraft missile battalion and a direct air support center had placed increased administrative and logistical requirements on the Wing Staff. As a result of this review, recommendations were submitted to change the present rank and MOS structure of the present T/O and provide for an increase of six officers and fourteen enlisted personnel within the G-4 Division.

2. Logisticsa. Air Freight Operations

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

<u>Inbound</u>	<u>1st MAW</u>	<u>3d MARDIV</u>	<u>Other</u>	<u>Mail</u>
Cargo (S/T)	273	205	16	34
Passengers	1479	3499	228	
<u>Outbound</u>				
Cargo (S/T)	542	95	9	44
Passengers	1980	3806	985	
<u>Totals for Period</u>				
Cargo (S/T)	815	300	25	78
Passengers	3459	7305	1213	
Total Cargo:	1218 S/T			
Total Passengers:	11977			

(2) VMGR-152, with the 3d Aerial Delivery Platoon attached, made three significant air drops during November:

14 Nov -- Three containers with twelve 55 gallon drums of aviation oil totaling 4300# to the TAFDS at Dung Ha.

27 Nov -- Eleven containers of miscellaneous supplies totaling 25000# to FLSU-1 at Chu Lai.

30 Nov -- Ten containers of ammunition and explosives totaling 13,115# to Det "C", 5th Special Forces at Tien Phuoc.

(3) The Air Freight Section grew from 6 to 14 personnel, while the attached aerial delivery platoon increased from 31 to 37 personnel.

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b. Ordnance. Significant factors affecting the ordnance capability of the Wing during November included:

- (1) Administrative and material inspections were conducted within the ordnance sections of H&MS-11, MABS-11, and VMFA-542.
- (2) 208 MK 81 Bombs on loan to Marine Corps were airlifted to Danang from Bien Hoa and Takhli.
- (3) Ten MK 4 Guns Pods and associated equipment were received by MAG-12. A factory-trained instructor from MAWTFAC conducted instruction on maintenance and operation for pilots and ordnance personnel.
- (4) Shortage Class VA munitions still requires judicious use to support sustained operations and still have a sufficient reserve to meet exceptional combat requirements.

c. Food Services

- (1) Cooks and bakers of the 1st Marine Aircraft Wing baked 2,280 pounds of cake in five bakeries for the Marine Corps Birthday, a total of twenty cakes. Wing personnel consumed a total of 8,618 pounds of steak for the Birthday meal, in addition to the other items listed in the Holiday menu. 10,000 copies of this menu (Enclosure 4) were distributed.
- (2) For the Thanksgiving Dinner, Wing personnel consumed 3,914 pounds of turkey and 3,008 pounds of ham. All items listed on the Holiday menu (Enclosure 5) were available except tomato wedges, carrot curls, and, in some instances, ice cream. The lack of ice cream was mainly due to mechanical failure of ice cream machines.

3. Motor Transport

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

- (1) Rough Terrain Forklift Contact Instruction Team.
- (2) Engine Generator Contact Instruction Team.
- (3) Willys-Cerlist Contact Instruction Team.

b. New equipment received included six M-51 5 ton dump trucks. Twenty-one subassemblies of Section "M" Equipment were evacuated to the fourth echelon maintenance facility, and twenty-five subassemblies were received.

c. VMGR-152 was authorized to perform third echelon maintenance on Section "M" Equipment and to obtain fourth echelon maintenance support from 3d Force Service Regiment. MACS-6 was authorized to perform third echelon maintenance on Section "M" Equipment.

4. Engineering

a. Wing Engineer Office

- (1) Administrative and Material Inspections for Buildings and Grounds, Camp Maintenance and Utilities, and Aircraft Launch and Recovery

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Equipment were conducted in H&HS-1, MABS-11, MABS-16, and H&S Btry, 1st LAAM Bn.

(2) A study was completed on the Tango Sector perimeter defense. Drawings included field fortifications, barriers, and placement of wire.

(3) Work was begun on the restoration of the H&HS-1 deep well. During the process of pulling the pump shaft, the casing snapped. Efforts to extract the remaining casing have thus far been unsuccessful.

(4) Revetments for MAG-11 TAFDS bags were completed at the north end of the new runway. Concurrently, a decontamination point was established for the cleansing of target drones belonging to Fleet Composite Squadron 5.

(5) The Wing assumed responsibility for the III MAF water plant. The old French pump has been replaced by three other pumps and the entire system is undergoing reworks.

b. Liquid Oxygen. Due to the arrival of experienced LOX plant personnel and the receipt of additional back-up equipment, November marked the first month that liquid oxygen was not required to be furnished from sources external to the Wing. Monthly LOX activity reports are contained in appendixes A and B.

c. Tactical Airfield Fuel Dispensing Systems

(1) Resupply of Quang Ngai and Tam Ky presented problems throughout the month. Periodic assistance was provided by the U.S. Air Force using C-123 aircraft to lift drummed POL.

(2) LAD Oil also continues in short supply. Even though the Force Logistic Support Group has 1000 drums on order, they have not been able to build up a reserve.

(3) During November the Wing received twenty-six Fuel Monitor Assemblies which have the new highly dependable Go-No-Go element. This element will shut off the fuel monitor assembly at the first trace of water, and allow no fuel or water to pass.

(4) The following amounts of AVGAS and JP-4 were issued during November:

<u>UNIT</u>	<u>AVGAS</u>	<u>JP-4</u>
MAG-11	82,129	2,573,073
MAG-12		1,569,677
MAG-16	196,947	29,600
MAG-36	<u>239,267</u>	<u>89,944</u>
	418,343	4,261,294

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5. Aircraft Maintenance

a. Aircraft Maintenance Officer made liaison visit on 6 November to NAS, Cubi Point. Subjects discussed were complete engine repair, A4E constant speed drive, and repair of ground support equipment.

b. Team from Aircraft Maintenance Office conducted the annual Administrative and Material inspection of units of MAG-12.

c. During this period, the Aircraft Maintenance Office supervised the receipt by air of 19 helicopters and the shipment of 9 by air and 2 by sea.

d. On 30 November a joint conference was conducted for Group Maintenance and Avionics Officers..

Appendixes:

- ✓A. MAG-11 LOX Report
- ✓B. MAG-12 LOX Report

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MABS-11 MAG-11
 LOX Section
 1st Marine Aircraft Wing
 Fleet Marine Force, Pacific
 FPO San Francisco 96601

Date 4 Dec 1965MONTHLY LOX SECTION ACTIVITY REPORT. MONTH OF November

1. GENERATING PLANT STATUS

a. LOX PLANT NO. 97- 12532 OPERATED 601 HOURS
 DEADLINED 63 HOURS
 b. LOX PLANT NO. 97- 14460 OPERATED 385 HOURS
 DEADLINED 296 HOURS

2. PRODUCTION RECORD

a. LOX PRODUCED 3,515 GALLONS
 b. LOX DRAWN FROM OUTSIDE SOURCE 0 GALLONS
 c. LN_2 PRODUCED 0 GALLONS
 d. GASEOUS NITROGEN PRODUCED 0 CUFT
 e. GASEOUS OXYGEN PRODUCED 139,890 CUFT
 f. HOURLY LOX PRODUCTION REQUIRED TO SUPPORT
 ONE FLIGHT HOUR (GALLONS ISSUED VERSUS HOURS
 FLOWN) _____ GPH

3. ISSUE RECORD

a. LOX ISSUED TO SQUADRONS

LIST SQUADRONS: VMFA-115 1970 GALLONS
VMFA-542 1600 GALLONS
VMCJ-1 350 GALLONS
H&MS-11 100 GALLONS
 TOTAL LOX ISSUED 4,120 GALLONS

APPENDIX A
 ENCLOSURE (1)

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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	42,175	3rd Med Blt	1,215	MCB-9	7,400
VMFA-115	17,600	FLSG Maint	2,400	USAF	10,300
MABS-11	2,000	1st LAAM Bn	1,000	USA	2,500
MABS-16	2,000	3rd LAAM Bn	2,000	RMK	40,000
		7th Engr	13,400		
		3rd Engr	2,400		
		1st 8 inch	2,200		

d. GASEOUS NITROGEN ISSUES

d. GASEOUS NITROGEN ISSUES

LIST SQUADRONS OR ORGANIZATIONS AND AMOUNTS IN CUFT

4. COMMENTS

(SIGNATURE)

Date 4 Dec 1965

b. LN₂ ISSUED TO SQUADRONS

LIST SQUADRONS AND AMOUNTS IN GALLONS

NONE

c. GASEOUS OXYGEN ISSUES

LIST SQUADRONS OR ORGANIZATIONS AND AMOUNTS IN CUFT

RMK	16000	MAG-12 Supply	1800
MAG-36	2200	1st ATBn	400
MABS-12	2000	Hq, 4th Mar	200
FLSU	600	Crash Crew	200
MCB-10	6000	FSR	800

d. GASEOUS NITROGEN ISSUES

LIST SQUADRONS OR ORGANIZATIONS AND AMOUNTS IN CUFT

H&MS-12	12000
TAFDS	400

4. COMMENTS

(SIGNATURE)

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

G-4 Journal of Events

010001 - 012400H

1. 010700 LOX Reports - MAG-11 has 1615 gallons LOX on hand - issued 150 gallons LOX past 24 hours. Plant No. 1 producing LOX Plant No. 2 deadlined for Diesel Engine Cylinder head. MAG-12 has 725 gallon LOX on hand - issued 185 gallon past 24 hours. Plant No. 1 is deadlined for 3rd and 4th Stage Head of Air Compressor. Plant No. 2 producing LOX. (LOX).
2. 011100 Received call from FMFPac Maj RHODES pertaining to HUIE armament equip. (ORD).
3. 011336 Sent message to First MAF. Subject .38 Cal. & .45 Cal lead bullet ammunition. (ORD).
4. 011545 Received report from Wing G-3 of contamination JP-4 in the HUIE aircraft at MAG-16. These aircraft were recently received from MAG-36. (TAFDS).
5. 011605 Received word from NailFile 3 that they have no fuel problems at Chu Lai. (TAFDS).
6. 011620 Received report from NCOIC of Bulk Fuel Detachment at Marble Mtn., they have checked all these tanks and found no water. (TAFDS).
7. 011700 VMO-2 reported Fuel Contamination. AMO departed for Marble Mtn., checked fuel samples from all aircraft, one aircraft had indication of salt water, other sample excessive sediment discoloration. This fuel was not from MAG-16's Fuel Farm, The two aircraft were defueled and flushed out. It is questionable as to where the fuel may have come from, either from 55 gal drums or Chu Lai. (AMO).
8. 011800 AMO returned from Marble Mtn with Fuel Samples. All aircraft with bad fuel had refueled from drums at Kham Duc. (TAFDS).
9. 012020 All aircraft drained of bad fuel, reported same to III MAF G-3. (TAFDS).

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G-4 Journal of Events

020001 - 022400

1. 020700 LOX Reports - MAG-11 has 1495 gallons LOX on hand - issued 100 gallons past 24 hours - produced 10,815 CuFt gaseous oxygen. Plant No. 1 in production, Plant No. 2 deadlined for Diesel Engine Cylinder Head. MAG-12 has 725 gallons LOX on hand - issued 145 gallons past 24 hours. Plant No. 1 deadlined for 3rd & 4th stage Cylinder Head of Air Compressor. Plant No. 2 producing LOX. (LOX).
2. 021543 Message to Moment Rear requesting deployment schedule second qtr FY-66 & DOD & Qty ammo desired. (ORD).
3. 021700 Air Freight requested generator or floodlight unit. (ENGR).
4. 021825 Telcon to XO MAG-13. Determined that ship for VMA-211 has not yet arrived. Requested that he gather up all locally available material for construction of tropical huts and send down on ship with 211. Utilize assets of MAG-13 and MSG 17. Reimbursement will be from project 40 funds held by this Headquarters. Also advised him to send jigs and specifications for huts, not to do any fabrication and that we would do the construction here. Further advised that there is not yet a firm date for air echelon of 211. (OPNS).
5. 021830 Received call from Oxwood 4 that central M-2 Morest Unit down. Sending MAG-12 M-2 Morest held by H&HS-1 Motor Transport. Commence loading 0800 Nov 3. ETA first engine 030930H. MAG-11 morest personnel to assist in loading. (ENGR).

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G-4 Journal of Events

030001 - 032400

1. 030700 LOX Reports - MAG-11 has 1380 gallons LOX on hand - issued 200 gallons past 24 hours. Plant No. 1 in operation, Plant No. 2 deadlined for a Cylinder Head of D318 Caterpillar Diesel Engine.
MAG-12 has 735 gallons on hand - issued 200 gallons past 24 hours. Plant No. 1 deadlined for 3rd & 4th stage head of PB-44 Air Compressor. (LOX).
2. 031000 Air Delivery Plt. lost seven personnel to rotation. Personnel status of Plt. is twenty three enlisted and two officers. VNGR 152 Air Freight O., aboard to inspect Air Freight Terminals. He will transfer two Air Freight personnel to Hue Phu Bai for duty upon return to Okinawa. (Air Freight).
3. 031300 W Engr O to Air Freight to supervise loading of M-2 Morest. Decided Morest to be sent at a later date by ship. (ENGR).
4. 031300 Aircraft Maintenance Officer of FMFPac presented Wing LOX with a questionnaire on LOX equipment to be answered and returned. (LOX).
5. 031310 Wing G-2 relayed reliable report that next target of VC will be ammo dumps. Passed this word on to Wing Ordnance Officer with instructions to notify all concerned. (DENS).
6. 031330 Request from MAG-12 for 350 bbls of asphalt. (ENGR).
7. 031400 Visit by FMFPac AMO, discussed Fuel Contamination, and steps taken by this Hdqtrs to prevent re-occurrence, of problem. (TAFDS).
8. 031545 Received call from Bulk Fuel Co. they only have 5 drums of JP-4 on hand, this will be sent to Quang Ngai on 4 Nov 65, along with 45 drums AVGAS.
9. 031554 Message to First MAM (Rear) requesting MK-4 Gun Pod technician to MAG-12. (ORD).

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040001-042400

G-4 Journal of Events

1. 040700 LOX reports - MAG-11 has 1380 gals LOX on hand - issued 100 gallons past 24 hours. Plant no. 1 operating, plant no. 2 deadlined for diesel engine cylinder head. MAG-12 has 670 gals on hand - issued 185 gals LOX past 24 hours. Plant no. 1 deadlined for 3rd and 4th stage of air compressor, plant no. 2 in operation. (LOX)
2. 040900 AVO NCO Visited M.C. air freight and A.F. air freight checking on inbound air conditioners and tower motor generators. Have not arrived to date. (AVO)
3. 041145 Msg to FMFPac requesting restrictions on banded LUG bombs for MOREST landings - if any exist. (ORD)
4. 041730 One GMC 6-71 diesel engine and one PB-44 air compressor arrived for MAG-11 LOX plant back-up. One PB-44 air compressor arrived for MAG-12 LOX plant. This completes the shipment of back-up equipment. (LOX)

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G-4 Journal of Events

050001-052400

1. 050700 LOX reports - MAG-11 has 1245 gallons LOX on hand - issued 150 gallons past 24 hrs. Plant No. 1 producing LOX, Plant No. 2 deadlined for diesel engine cylinder head. MAG-12 has 600 gallons on hand - issued 250 gallons past 24 hrs. Plant No. 1 deadlined for air compressor parts, plant No. 2 producing LOX. (LOX)
2. 050800 A&M inspection of H&HS-1 by WEngrO and WEngr Chief. (ENGR)
3. 050806 Message to NAVTAG SUBIC req shipment of #250 banded bombs fair share send to Chu Lai. (ORD)
4. 050900 Debriefed Sun Elect Rep Mr Haship (NCLOA). All unit in operating condition except those awaiting parts. Mr Haship departed for NAS CUBI PT. (AVO)
5. 050900 Arrival of two UH-1E via C-124 Bu No's 151865, 151872. Will be assigned to VMO-6. Total A/C assigned:

VMO-2	VMO-6	
17	13	
<u>-3</u> Repair or Rework	<u>0</u>	
14	13	(AMO)
6. 051230 Message to MWSG-17 and MAG-12 shipping info and invoice of shotguns M12, 12 gauge to MAG-12. (ORD)
7. 051600 Hqds Commandant requested info on planned rehabilitation of Tango Sector. (ENGR)

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1st Marine Aircraft Wing
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G-4 Journal of Events

060001-062400

1. 060700 LOX report - MAG-11 has 1270 gallons LOX on hand - issued 150 gallons past 24 hours. Plant No. 1 in LOX production, Plant No. 2 down for diesel engine to be installed today. MAG-12 has 605 gallons LOX on hand - issued 210 gallons past 24 hours. Plant No. 1 down for air compressor. Plant No 2 producing LOX. Air compressor being installed today. (LOX)
2. 060800 Arrival of two UH-1E via C-124. BUINO's 151864, 151871. Will be assigned to VMO-6. Total A/C assigned:

VMO-2	VMO-6	
17	15	
<u>-3</u>	<u>0</u>	
14	15	(AMO)
3. 061600 Arrival of two UH-1E's via C-124. BUINO's 151279, 151280. To be assigned. (AMO)
4. 061900 Arrival of two UH-1E's via C-124. BUINO's 151875, 151863. To be assigned. (AMO)
5. 062026 Message to NAVMAG SUBIC requesting additional 500 lb bomb fins NALC F624/F646/F655. (ORD)

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G-4 Journal of Events

070001-072400

1. 070700 Lox reports - MAG-11 has 1280 gallons LOX on hand - issued 200 gallons past 24 hours. Plant No. 1 producing LOX - plant No. 2 diesel being replaced. MAG-12 has 675 gallons LOX on hand - issued 95 gallons past 24 hours. Plant No. 1 has new air compressor installed, electrical system being checked out - plant No. 2 producing LOX. (LOX)
2. 070800 WIngrChf to MAG-11 to help supervise construction of base perimeter defenses. (ENGR)
3. 070920 G-3 requested Engineer assistance for clearing of suspected mines between the airfield and MAG-11 area. (ENGR)
4. 070945 Base Services Officer of H&HS-1 requested procurement of two 350 GPM, 10 hp pumps for III MAF water distribution plant. Present pump in marginal condition. (ENGR)
5. 071400 Memo from W/Ord officer to Assistant Chief of Staff, G-5 pertaining to NACC Marble Mountain Storage Facility, location of. (ORD)
6. 071515 Rec'd call from OIC RA5C Salvage; intends to remove wing without slings and tentatively load on ship about 10 Nov. Will arrange for flat bed. (AMO)

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1st Marine Aircraft Wing
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G-4 Journal of Events

080700 - 082400H

1. 080700 LOX Reports - MAG-11 has 1410 gallons LOX on hand - issued 100 gallons past 24 hours. Plant No.1 producing LOX, Plant No.2 producing LOX. MAG-12 has 755 gallons on hand - issued 180 gallons past 24 hours, both plants in operation. (LOX).
2. 080815 Request from Division Engineers for use of 6000# forklift. (W/ENGR).
3. 081020 Telcon S-3, 7th Engr Bn. indicates that work towards restoration of H&HS-1 deep well to begin today. (W/ENGR).
4. 081615 Telcon Group Supply (LWBG-1) states that three pumps located in Siagon. Pumps are 200 GPM capable of pumping a 200' head. H&HS-1 to purchase for water plant. (W/ENGR).
5. 081714 Message to CG III MAF requesting 2.75 W.P. ROCKET HEADS for target marking. (ORD).

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G-4 Journal of Events

090700 - 092400H

1. 090700 LOX Reports - MAG-11 has 1580 gallons LOX on hand - issued 100 gallons past 24 hours. Both LOX Plants in operation. MAG-12 has 990 gallons on hand - issued 80 gallons past 24 hours, both plants in operation. (LOX).
2. 090930 Asst AMO visited Navy crew on salvage ship 5C. Wing ready for removal. Contacted Lt RECHNOR, from USS Independence, learned sling for A6A must be obtained from carrier. Obtained telephone contact numbers. Visited two Navy men assigned transient line and determined their operational/administrative status. (AMO).
3. 091430 Was advised by EmbO that Floating Crane would not be available for about four days. Unable to load Navy ACFT till around the 13th if shipping available. Tried to get call thru to CFMR. No contact. (AMO).

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G-4 Journal of Events

1000001 - 102400H

1. 100700 LOX Reports - MAG-11 has 1780 gallons - issued 100 gallons LOX past 24 hours - produced 100 gallons and 15,100 CuFt gaseous oxygen past 24 hours. Both Plants in operation. MAG-12 has 1125 gallons LOX on hand - issued 45 gallons LOX Plant No. 1 in LOX production, Plant No. 2 deadlined for PTO. (LOX).
2. 100730 Received a call from FMFPac. Three overhauled HT-1 plants are to be flown to Danang by C-133 A/C. 1st MAW will retain all HT-1 plants until second batch of three overhauled plants are received from CONUS. When 8 ea HT-1 plants are available the two A-1A plants of MAG-13 will be returned to 3rd MAW. (LOX).
3. 100800 A&M inspection of MABS-11 for Buildings and Grounds/Camp Maintenance and Utilities. (W/ENGR).
4. 100800 Mr. R.J. BEEN of U.S. Army Pacific Mobility Service Office, Hawaii visited in regards to A-60 air conditioners. (AVO).
5. 101000 MAG-11 was requested to prepare a report on results of A-60 air conditioner repair work. Prepared man-hour report for the two A-60 Reps. 150 man-hours expended for each man. (AVO).
6. 101330 Telcon MMHG-1 Supply indicates pump arriving today from Saigon for use in water plant. (III MAF area). Pump is 15 HP capable of pumping 100' head. (W/ENGR).

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G-4 Journal of Events

110001-112400H

1. 110700 LOX Reports - MAG-11 has 1730 gallons LOX on hand - issued 200 gallons past 24 hours. Plant No. 1 and Plant No. 2 in LOX Production. MAG-12 has 1020 gallons LOX on hand - issued 185 gallons past 24 hours - Plant No. 1 being PMd today. Plant No. 2 PTO being repaired. (LOX)
2. 110900 3 Photo Processing Vans arrived Danang. (AVO)
3. 110900 Contacted Naval Support Activity on Availability of shipping for the Navy R5A and A6A. They still cannot firm up shipping availability date. They will advise. We are ready to roll when alerted. (AMO)
4. 111430 Two UH-34D's arrived by C-124 from Shin Miewa, Osaka. To be assigned HMM 361. Info also rec'd from C-124 crew that another C-124 due in tomorrow with one UH-34D. (AMO)
5. 111515 Received call that Division Headquarters would cease feeding by evening meal of Friday 12 Nov 1965. Wing Headquarters Mess will commence to feed MAF and Div Rear at breakfast meal 13 Nov 1965. (FJSSA)

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G-4 Journal of Events

120001-122400H

1. 120700 LOX Reports - MAG-11 1785 gallons on hand - issued 100 gallons past 24 hours - both plants in operation. MAG-12 has 920 gallons LOX on hand - issued 120 gallons past 24 hours. Plant No. 1 in production, Plant No. 2 back in production today. Calibration gases received for cosmodyne oxygen - nitrogen analyzers. (LOX)
2. 120800 Force Engr, III MAF, requested road grader for roads around MAF C.P. (ENGR)
3. 120900 Submitted memorandum concerning distribution of Galley Equipment received from Camp Butler. (FSO)
4. 120945 Received word from III MAF Special Services to reserve space for four personnel from Martha Raye Show at Senior Officers Table for evening meal. (FSO)
5. 121740 Sent message to MAG-13 requesting amount training ammo for predeployment operations required, Second Qtr FY-66. (ORD)
6. 121900 W Engr Chief to museum pier to supervise loading of L-2 Forest for MAG-12. (ENGR)

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G-4 Journal of Events

130001 - 132400H

1. 130700 LOX Reports - MAG-11 has 1860 gallons LOX on hand - issued 200 gals past 24 hours - both HT-1 LOX Plants operational. MAG-12 has 1000 gallons LOX on hand - issued 115 gals past 24 hours - both HT-1 Plants operational. (LOX)
2. 131000 Informed by H&HS-1 Base Services Officer that 7th Engineers plan to begin work on deep well within the next two days. (ENGR)
3. 131310 Request from Force Engr, III MAF, for road grader to work roads in Tango Sector. (ENGR)
4. 131820 Maj STEWART departed via helo to Quang Tri to investigate report pertaining to bomb drop. Returned and briefed CG of the results. (ORD)
5. 132144 Sent message to MAG-13 requesting one officer and one enlisted EOD assistance Quang Ngai. (ORD)

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G-4 Journal of Events

140001 - 142400 H

1. 140700 LOX Reports - MAG-11 has both plants in operation - 1940 gallons
LOX on hand - issued 100 gallons, past 24 hours. MAG-12 has
1050 gallons LOX on hand - issued 135 gallons past 24 hours.
Both plants in operation. (LOX)

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G-4 Journal of Events

150001 - 152400H

1. 150100 SS Grove City Victory completed loading of A4 BUNO' 151151, A6 - 151584 and A5 - 151628 and associated equip. (AMO)
2. 150700 LOX Reports - MAG-11 has 1880 gallons LOX on hand - issued 100 gallons past 24 hours. Both plants operational, Plant No. 2 on standby. MAG-12 has 1040 gallons LOX on hand - issued 135 gallons past 24 hours. Produced 26,600 cuft gaseous oxygen. Both LOX plants operational. Cosmodyne oxygen nitrogen analyzer not operating properly - malfunction not determined to date. (LOX)
3. 150800 Provided one M52 w/M172 to MAG-16 to haul helo to Marine Air Freight. (MTO)
4. 150830 Started A&M Inspection of H&HS-1. Unsat. Recommend re-inspect within 60 days. (EMB)
5. 151600 Prepared msg to Chu Lai units. They are to submit surface trans requests to FLSU-1 Chu Lai. (EMB)
6. 151900 Directed Air Freight to temp loan MASS-2 one 6000# RT Forklift for movement of radar equipment. (MTO)
7. 151945 Advised CFWP Duty Office, CFWP Ops, that A4, A5 and A6 loaded and on way to SUBIC at 0215H. (AMO)
8. 152150 Sent msg to Oxwood and Condole informing both of change in Class VA assets and expenditure monthly report, req two copies to III MAF by 5th day of ea month. (ORD)

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G-4 Journal of Events

160001-162400H

1. 160700 LOX Reports - MAG-11 has 1510 gal LOX on hand - issued 200 gallons LOX past 24 hrs - produced no LOX - produced 38,975 cuft gaseous oxygen past 24 hrs. Both plants operational. Plant No. 2 on standby. MAG-12 has 1095 gal LOX on hand - issued 230 gal past 24 hrs - produced 12,400 cuft gaseous nitrogen. Both LOX plants operational. (LOX)
2. 160730 Provided 1 RT Forklift to MASS-2 for 2 day period at Pleiku for loading radar equipment. (MTO)
3. 160800 Provided 3 M36 to MAG-11 bomb dump. (MTO)
4. 160900 Visited 1st LAAM Bn mess. Much improvement noted over last visit. Vegetable peeler and meat slicer in process of being put into operation. (FSO)
5. 160915 Work continues on H&HS-1 deep well. W Engr Chief working on construction of fortifications in Tango Sector. (ENGR)
6. 161000 Rec'd call from FMFPAC requesting info on held A4 strikes and GSE repair at P.I. (AMO)
7. 161030 Visit from EXECO, MAG 13. Discussed F4 MK4 MOD program and forthcoming A4 squadron rotations. (AMO)
8. 161300 Visited "B" Battery, 1st LAAM Bn, at Monkey Mountain site. Mess much improved over last visit. Screening completed. Mess is in great need of screened garbage house. (FSO)
9. 161515 Rec'd call from COMFAIRWESTPAC concerning Project Shoehorn on RF8As advising us that NAS CUBIC P.I. will be only site. modification is accomplished at. Also was advised that COMFAIRWESTPAC's P152254Z auth FMAW to submit AAL's and ESD's on own acct. (AMO)

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G-4 Journal of Events

170001 - 172400H

1. 170557 Hsg to MAG 11 and 13 informing them that the air launched guided missile capability report req'd by NAVAIRPAC and this Hq not rec'd. (ORD)
2. 170700 LOX reports - MAG-11 has 1750 gallons LOX on hand - issued 150 gallons past 24 hours. Plant #1 operating, plant #2 on standby. MAG-12 has 1215 gallons LOX on hand - issued 150 gallons past 24 hours. Both HT-1 plants in operation. (LOX)
3. 170730 Provided 3 M36 trucks to the 5th ARVN Regiment. (IT)
4. 170800 Inspected MABS-11 (A&M Inspection) Motor Transport and Ground Safety. (IT)
5. 170900 Conducted A/M Inspection of MASS-2. Satisfactory. (EMB)
6. 171100 Asst Food Services Supervisor departed for Phu Bai to visit Hq 161. (FSO)
7. 171300 W/Engr and W/Engr Chief on trip to FLSC, Tien Sha, Museum Pier and commercial pier. 146 pallets PAP located FLSC and 137 bundles at Tien Sha ramp. (ENGR)
8. 171553 Msg to MAG-12 on pickup of Air Force bombs in Thailand. Requested them to furnish two 2 man teams with banding material for palletizing subject bombs. Transportation to be arranged by sep msg. (ORD)
9. 171900 Attended planning conference on Hawk Firex. (EMB)
10. 172300 Notified by G-3 Duty Officer of a need for 7000 gal of 115/145 at Tam Ky on 18 Nov. 100 drums 115/145 scheduled for Quang Ngai will be delivered to Tam Ky. Esso also scheduled to deliver 115/145 to Tam Ky on 18 Nov 1965. (TAFDS)

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G-4 Journal of Events

180001 - 182400H

1. 180700 LOX reports - MAG 11 has 1770 gallons LOX on hand - issued 200 gallons past 24 hours. Plant #1 in operation, Plant #2 on standby. MAG 12 has 1330 gallons LOX on hand - issued 150 gallons past 24 hours. Both HT-1 LOX plants in operation. (LOX)
2. 180730 Conducted A&M inspection of MABS-16 for Buildings & Grounds/ Camp maintenance and utilities. (ENGR)
3. 180800 Conducted an A/M inspection on MABS-11 Ordnance section. (ORD)
4. 181030 Informed LMHC-1, S-4, of arrival of Skagit with 32 Hawks. 9 are for Firex. Laam will offload 9 for Firex and we will send to Chu Lai. (EMB)
5. 181130 W/Engr O to Commercial Pier, 40 bundles PAP located at northend of Pier marked for FLSG. (ENGR)
6. 181300 S-4, 1st LAAM Bn., stated that all 27 45KW 400 cycle generators for 1st LAAM and MASS-2 received as of this date. (ENGR)
7. 181415 Received 4 deep fryers, 3 toasters, 1 food warmer and 1 vegetable peeler from Camp Butler. (FSO)
8. 181430 Wing Food Services Supervisor visited MAG-11 Mess. Much improvement noted in sanitation. The grease trap that was under construction caved in because of recent rains. Repairs are underway. (FSO)
9. 181600 Provided III MAF with the following vehicles: (6) M36; (1) M52; and (1) M127. (MT)
10. 181620 Requested dump trucks from III MAF to haul fill for MAG 11 TAFDS fuel bags at north end of new runway. (ENGR)
11. 182130 Notified by G-3 of a need for 50 drums JP-4 at Tam Ky. Bulk Fuel (FLSG) notified. FLSG has 30 drums available scheduled for delivery 0600 19 Nov 1965 mission #76. (TAFDS)

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App 3- ENCLOSURE (3)

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G-4 Journal of Events

190001 - 192400H

1. 190700 LOX Reports - MAG-11 has 1720 gallons LOX on hand - issued 200 gallons past 24 hours. Plant no. 1 in operation, plant no. 2 on standby. MAG-12 has 1345 gallons LOX on hand - issued 150 gallons LOX past 24 hours. Plant no. 1 operating, plant no. 2 deadlined for diesel water pump. (LOX)
2. 190745 Notified by MAG-11 S-4 that C-130 TAFDS is empty, reminded MAG-11 that it was their responsibility to coordinate with FLSG bulk fuel to keep it resupplied. (TAFDS)
3. 190900 Conducted A/M Embark Inspection on 1st LAAM Bn. Rating was satisfactory. (EMB)
4. 190945 Received word from G-3 that Tam Ky has not received JP-4. (TAFDS)
5. 191015 Fuel that was scheduled for Tam Ky was delivered to Quang Ngai by mistake. Tam Ky received 25 drums of AVGAS scheduled for Quang Ngai. (TAFDS)
6. 191300 Provided 1 M62 Wrecker to CommSupt Co. 3rd MarDiv. (MPO)
7. 191400 25 drums of JP-4 and 25 drums of 115/145 at Air Force C-123 Flight Line ready for delivery to Tam Ky. Aircraft not available. (TAFDS)
8. 191411 Message sent to 3d FSR requesting issue to MCAF Futema Class V annual training ammo. (ORD)
9. 191446 Message sent to COMSERVGRU THREE on Class VA received off LST-488 and time offloading completed. (ORD)
10. 191635 Received call from TMC. They delivered 25 drums JP-4 to Tam Ky at 1400 today. (TAFDS)
11. 191640 Received call from MAG-11 S-4 that C-130 TAFDS was empty, MAG-11 will not have M-52 tractor available to replenish system. (TAFDS)
12. 191930 Telephone call received from Maj Rhodes, TAFAC, concerning rundown on latest Class VA and other ordnance matters.

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G-4 Journal of Events

200001 - 202400H

1. 200500 Provided 1 M52 and 1 M127 to MAG-11. (MTO)
2. 200700 LOX Reports - MAG-11 has 1700 gallons LOX on hand - issued 200 gallons LOX past 24 hours. Plant no. 1 operating, plant no. 2 defrosted and being PM'd. MAG-12 has 1325 gallons LOX on hand - issued 160 gallons past 24 hours. Plant no. 1 into P.M., plant no. 2 deadlined for diesel engine water pump. (LOX)
3. 201000 All details of "Otter" school coordinated with 3d MTBn and MAG-12. MAG-12 will send TAD 4 drivers and 2 mechanics for school held at 3d Motors. 3d MTBn provides billeting and messing. (MTO).
4. 201300 Received call from Mess Management Chief MAG-12 that the following mess equipment is not operating: two Ice Cream Machines, 1 needs compressor, 1 needs Freon (Gas); One 630 cuft reefer and one dough mixing machine needs motor. (FSO)

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G-4 Journal of Events

210001 - 212400

1. 210700 LOX Reports - MAG-11 has 1710 gallons LOX on hand - issued 100 gallons LOX past 24 hours - Plant #1 operating - Plant #2 on standby.
MAG-12 has 1180 gallons LOX on hand - issued 130 gallons LOX past 24 hours. Preventative maintenance completed on Plant #1 - Plant #2 deadlined for diesel engine water pump. (LOX).
2. 210936 Message to COMSERVGRU Three informing them to ship all remaining training ammo class (VA) to Iwakuni, upon completion of MAG-13 training. (ORD).
3. 211300 W/Engr Chief delivered drawing of proposed head to MAG-16. (W/Engr).
4. 211757 Message sent to HMSG-17 requesting shipment of one (E3R3) to MAG-12. (ORD).

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G-4 Journal of Events

220001 - 222400

1. 220700 LOX Reports - MAG-11 has 1720 gallons LOX on hand - issued 50 gallons past 24 hours. Plant #1 operating, plant #2 on stand by.
MAG-12 has 1170 gallons LOX on hand - issued 120 gallons LOX past 24 hours. Plant #1 operating, plant #2 deadlined for a water pump. (LOX)
2. 220730 Provided (2) M36 to Bulk Fuel Co, FLSG for hauling POL. (LT)
3. 221000 G-3 wanted fuel status at Quang Ngai, last report at 1000 was: 111/145 - 2246 gals., JP-4 - 5124 gals., submitted air request to ATCO, Negative results. (TAFDS)
4. 221247 Directed MAG-16 to provide (2) C-120 to VMCJ-1. (LT)
5. 221300 Mechanic School began for the "OTTER" M-76. MAG-12 has two mechanics at the school conducted by 3rd MTBn. 3rd MTBn provides billeting/mess. (LT)
6. 221400 Received verbal request from 1st LAAM Bn Supply Officer for two Gen Set PU-239 to be used in conjunction with missile shoot exercise in Dec. Plan to withdraw one PU-239 on temp loan to III MAF and one PU-239 from H&HS-1. (LT)
7. 222355 G-3 requested fuel status at Quang Ngai, unable to supply info. Have not been able to contact Quang Ngai today. Was informed by G-3 Duty Officer that Quang Ngai would need fuel in the morning. Suggested he contact G-3 ATCO for A/C as Wing TAFDS Officer is fresh out of C-123, G-3 Duty Officer asked if FLSG could help, I told him I doubted it as Bulk Fuel Co. doesn't have any aircraft either. (TAFDS)

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G-4 Journal of Events

230001 - 232400

1. 230700 Provided (5) M-36 to MAG-11 to haul lumber from Tein Sha Pier. (IT)
2. 230700 LOX Report - MAG-11 has 1500 gallons LOX on hand - issued 150 gallons past 24 hours - produced 41,400 cuft gaseous oxygen. LOX plants #1 and #2 operating. MAG-12 has 1260 gallons of LOX on hand - 10 gallons issued past 24 hours. Plant #1 operating, plant #2 down for water pump of diesel engine. (LOX)
3. 231000 Visited "C" Battery, 1st LAMN Bn., notice many improvements over last visit. Seabee's will start building new mess after completing strongbacking of living quarters. (Fd Serv)
4. 231020 Message to COMSERVGRU Three, info MAG-12 concerning the class VA asset and expenditure monthly report of MAG-12. The message verified when the report was mailed and the registration number. (ORD)
5. 231100 Visited MAG-16 mess. Seabee's and Marines are working on new mess. Opening date undecided. The general mess shows much improvements over last week. (Fd Serv)
6. 231300 Provided (1) M52 w/(1) M127 to III MAF G-4 for hauling of COMEX Box. (MT)

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ENCLOSURE (3)

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G-4 Journal of Events

240001 - 242400H

1. 240700 LOX Reports - MAG-11 has 1330 gallons LOX on hand - 150 gallons issued past 24 hours. Plant no. 1 down for preventive maintenance, plant no. 2 down for repairs to refrigeration system condenser fan. MAG-12 has 1245 gallons LOX on hand. 135 gallons issued past 24 hours. Plant no. 1 operating - plant no. 2 down for water pump . (LOX)
2. 240730 L&M Inspection of H&S Btry, 1st L&M Bn on Buildings and Grounds/ Camp Maintenance and Utilities. (W/Engr).
3. 240800 Inspected M&BS-11 in regards to A/M Embarkation - Ruling was "satisfactory". (W/Emb).
4. 241000 Received Thanksgiving Day Menus. (W/Food Services).
5. 241410 Informed by Ass't Force Engr that 3rd Engineers will no longer be responsible for III MAF water plant. Informed S-4, FMHG-1, that responsibility now lies with Wing. (W/Engr).
6. 241530 Provided (1) M62 Wrecker to III MAF. MAG-16 provided. (LTO).
7. 241545 Received instructions from III MAF Fuel Coordinator to get details on the suspected arrest of three truck drivers that work for Shell Oil Co. Incident happened at Marble Mountain on 22 Nov 65. It is not known where they are being held or the reason for the arrest. Was further instructed to arrange for their release. (TAFDS).
8. 241615 Instructed by G-4 to disregard instructions received from III MAF Fuel Coordinator in regards to arrested indigenous personnel. (TAFDS).

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ENCLOSURE (3)

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G-4 Journal of Events

250001 - 252400H

1. 250001 Happy Thanksgiving! (OPNS)
2. 250600 Provided 5 M-36 to MAG-11 for hauling lumber. (MTO)
3. 250700 LOX Reports - MAG-11 has 1200 gallons LOX on hand - 150 gallons LOX issued past 24 hours. MAG-12 has 1045 gallons LOX on hand - 235 gallons LOX issued past 24 hours. Plant no. 1 operating, plant no. 2 down for a diesel engine water pump. (LOX)
4. 251100 Mr. Hertling (Westinghouse - NAESU Rep) checked in and assigned to MAG-11 for duty. He replaces Mr. Zelko who will return to MAG-13 with WFA-542. (AVO)
5. 251100 Visited 1st LAAM Bn. Was serving Thanksgiving Dinner. Mess satisfactory. (FSO)
6. 251115 Visited MAG-11. Mess satisfactory. (FSO)

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G-4 Journal of Events

260001 - 262400

1. 260700 Provided (6) M36 trucks to III MAF/FLSG for hauling general cargo. (ITT)
2. 260700 LOX reports - MAG-11 has 1260 gallons LOX on hand - 100 gallons issued past 24 hours. Both LOX plants operating. MAG-12 has 1060 gallons LOX on hand - 150 gallons issued past 24 hours. Plant No. 1 operating, Plant No. 2 being repaired. (LOX)
3. 260900 Inspected VMFA-542 - rating given was satisfactory. (EMB)
4. 261300 Moved M52 & LE1A from MAG-16 MT to Commercial Pier for loading of LST and further shipment to Chu Lai MAG 12. (ITT)
5. 261800 Contacted HOC in regards to loading status of LST 649 still not ready for FMAU gear. (EMB)
6. 262300 Checked on LST 649 status - still not ready for FMAU gear. (EMB)

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A-3-ENCLOSURE (3)

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G-4 Journal of Events

270001 - 272400

1. 270700 Provided (4) M36 to III MAF/FLSG to haul general cargo. (IMO)
2. 270700 LOK reports - MAG-11 has 1360 gallons LOK on hand - 100 gallons issued previous 24 hours. LOK plant #1 and #2 operating MAG-12 has 1185 gallons on hand - 65 gallons LOK issued past 24 hours. Plant #1 operating, plant #2 deadlined for a Diesel Engine Water Pump. New pump received, wrong size. (LOK)
3. 270901 Msg to MAG-11 & COMFAIRRESTPAC: Requesting agenda items for conference on airborne launchers, pylons & bomb racks from MAG-11. (ORD)
4. 271100 W/Engr chief moved portable blast fence from FLSG to HHS-1 motor transport lot. (ENGR)
5. 271215 Upon completion of in flight air refueling mission, one KC-130 dropped five air delivery personnel and 25,000 lbs of cargo on 11 pallets into Chu Lai. Cargo was Amtrac treads for FLSU-1. In spite of 20-25 kt crosswinds, all jumpers and cargo landed in drop zone. (OPMS)
6. 271300 Received call from FLSG, they failed to get drummed POL to Air Force flight line. No fuel was delivered to Quang Ngai or Tam Ky. Aircraft not available for delivery at this time. Advised G-3 of the fuel situation at Quang Ngai and Tam Ky. (TAFDS)
7. 271400 Call from 7th Engineers indicated they have begun work on MAG-11 fuel bag revetments. (ENGR)

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G-4 Journal of Events

280001 - 282400

1. 280700 Provided (1) M52 & (1) M172 to Marine Air Freight. (MTO).
2. 280700 MAG-11 has 1395 gallons LOX on hand - 75 gallons issued past 24 hours. Plant #1 deadlined for refrigeration system crankshaft seal. Plant #2 in LOX production.
MAG-12 has 1235 gallons LOX on hand - 85 gallons LOX issued past 24 hours. Plant #1 in LOX production, Plant #2 down for diesel engine repairs. (LOX).
3. 281400 Provided (1) M62 wrecker to lift parts of UH-1E from helipad on to vehicle. (MTO).
4. 281553 Message sent to VMGR-152 req pri two airlift inert Napalm tanks from NAVMAG Subic to Danang & Chu Lai, by 6 Dec. (ORD).

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G-4 Journal of Events

290001 - 292400

1. 290700 LOX Reports - MAG-11 has 1340 gallons LOX on hand - 150 gallons issued past 24 hours. Plant No. 1 down for repairs to the refrigeration system, Plant No. 2 producing LOX. MAG-12 has 1195 gallons LOX on hand - 35 gallons issued. Plant No. 1 down for preventative maintenance, Plant No. 2 down for diesel engine water pump. (LOX).
2. 291100 Provided (1) R.T. Forklift and (1) M52 w/1172 for hauling of UH-1E from helipad to Air Freight. (MTO).
3. 291400 Received following items of Equip reassign from MWSC-17:
 - (1) M50 Water Truck - MAG-16
 - (1) M52 5T Tractor - MAG-11
 - (1) M60 3T Crane - BMHG-1 (MTO).

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G-4 Journal of Events

300001 - 302400

1. 300700 LOX Reports - MAG-11 has 1290 gallons LOX on hand - 100 gallons LOX issued, produced 33,700 cubic ft gaseous oxygen. both HT-1 LOX plants operating. MAG-12 has 1200 gallons LOX on hand - 135 gallons issued. Both HT-1 LOX plants operating. (LOX)
2. 300730 FLETPAC Telecon - FLETPac Avionics Officer will visit all WEST-PAC units beginning 3 Dec. Will arrive NAS Cubi Pt 3 Dec to discuss test equip calibration program. MIA First LAM Hq 5 December. Requested Wing Avionics Officer Accompany. (AVO)
3. 300800 (1) M52 & (1) MELA 5000 Gal Refueler shipped to MAG-12. Chu Lai. (MTO)
4. 300900 A&M Inspection F/VNFA/542 was held. (ORD)
5. 300930 Provided (1) M52 & (1) M127 to III MAF for hauling of POL from Commercial Pier to FLSG. Fuel Dump. (MTO)
6. 300930 Food Services Officer, Food Services Supervisor & Asst. Food Services Supervisor visited 1st LAM Bn. Minor discrepancies noted and discussed with Mess Chief. (FSO)
7. 301000 FLETPAC will request FLETPAC Representation on Power Supply Conf at CMC on 15 Dec CMC 182000Z refers. My 282306Z provided Agenda items. (AVO)
8. 301130 All Group Avionics officers aboard for Wing conf. (AVO)
9. 301230 Visited "B" Btry 1st LAM Bn. at Monkey Mountain site. Discussed Mess operation with Btry Cmdr. Later problem exists due to trafficability of roads. (FSO)
10. 301300 Provided one M52 & one M127 to wing aircraft maintenance for hauling aircraft. (MTO)
11. 301530 Visited MAG-11 Mess. Much water standing outside Mess. Was informed by mess chief that steps had been taken to fill holes for better drainage. (FSO)

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4/2 3- ENCLOSURE (3)

Commanding Officers

1stMAW Commanding General-

Brig. Gen. K. B. McCutcheon

Asst. Wing Commander - Brig. Gen. M. E. Carl

Chief of Staff - Col. T. G. Bronleewe Jr.

CO MAG-11 - Col. R. F. Conley

CO MAG-12 - Col. L.E. Brown

CO MAG-16 - Col. T. J. O'Connor,

CO MAG-13 - Col. O. E. Howe

CO MAG-36 - Col. W. G. Johnson,

CO MWHG-1 - Col. E. I. Lupton,

CO MWSG-17 - Col. J. T. McDaniels

SEMPER FIDELIS 1775 - 1965

U.S. MARINE CORPS 190TH BIRTHDAY



1st Marine Aircraft Wing FMF
Republic of Vietnam ENCLOSURE (4)

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Commanding General's Birthday Message

On previous 10 novembers the vast majority of you probably witnessed or participated in the traditional celebration of the Marine Corps Birthday at a base of station in CONUS. You observed the parade of period uniforms. You heard the narrator tell tales of the old corps. You refreshed your memory on the battle honors and exploits of those who bore the title marine before you.

This year it is different. You are playing a part in making history. You are contributing to a new chapter in the annals of the corps that is quite unlike any of those that came before. Play your part well so that the over-all result will be one that we all can be proud of.

In future birthday ceremonies the pageant will certainly include two marines to simulate the air-ground team in Vietnam on november the 10th, 1965. You will be able to stand tall and be justifiably proud. You were there.

To all members of The First Marine Aircraft wing — happy 190th birthday!

Keith B. McCutcheon

Brigadier General, U. S. Marine Corps
Commanding General
1st Marine Aircraft Wing
Fleet Marine Force, Pacific

Marine Corps Birthday Menu - Wed 10 Nov 1965

Vegetable Beef Soup

Saltines

Tomato Juice Cocktail

Charcoal Broiled Steak

Sauteed Mushrooms and Onions

French Fried Potatoes

Buttered Fresh Frozen Garden Peas

Buttered Corn O'Brien

Waldorf Salad

Lettuce with Thousand Island Dressing

Sliced Tomatoes

Relish Tray

Bread and Butter

Anniversary Cake

Ice Cream

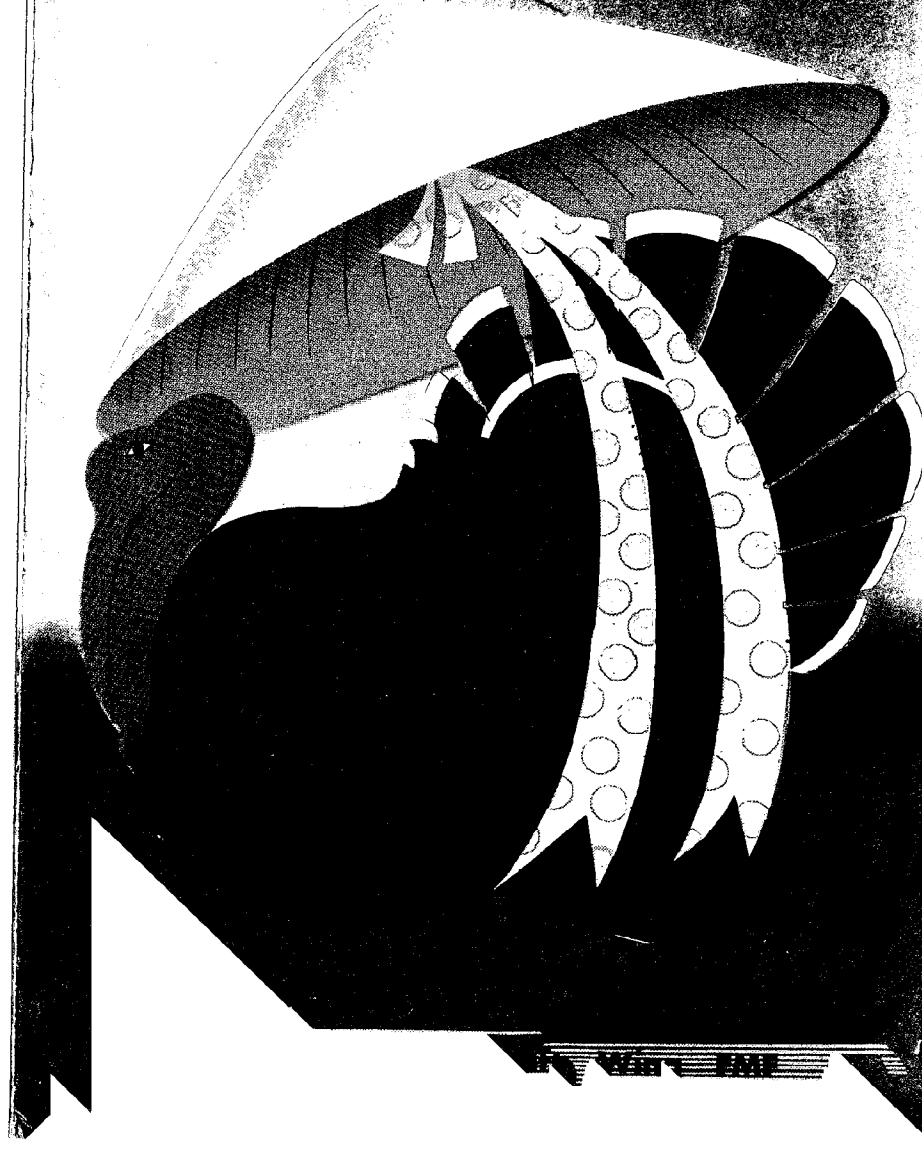
Iced Beverage / Hot Coffee

7/15/65 ENCLOSURE (4)

Thanksgiving Prayer

Receive, O Lord, our thanks for those thousands who are serving our cause of freedom. Many of our brothers are on the battle lines this day so that our entire nation may enjoy the benefits bought by others. When we look around us we see nations who have never enjoyed the blessing afforded to us. We, in turn, are grateful for those men whose service to our country insures future Thanks Givings to coming generations may we all, O God, remember that the first Thanksgiving was caused by each individual sacrificing his own personal desires to the common good of all. And may we, inspired by both this ancient example and present day sacrifices be moved to join their ranks in giving of ourselves so that there may continue Thanksgivings.

THANKSGIVING



Commanding General's Thanksgiving Message

Thanksgiving is strictly an American holiday. It began with the Pilgrims back in the 1620s. They had come to a new land to seek freedom. They endured a long, hard first year. But they survived. And they took time out to give Thanks to God for his help.

Many times in the last 190 years marines have gone to other lands to help those people gain or keep their freedom. This year it is our turn to help the Vietnamese. Let us take time out on this Thanksgiving Day to thank God for his help - past, present, future.

Keith B. McCutcheon

Brigadier General, U. S. Marine Corps

Commanding General

1st Marine Aircraft Wing, FMFPac

ENCLOSURE (5)

Thursday 25 November 1965 Thanksgiving Day

*Shrimp Cocktail
Chilled Fruit Cup
Turkey Noodle Soup / Saltines
Roast Turkey (Bnls)
Cream Gravy (Gravy Base)
Spicy Virginia Baked Ham (S.M.K.)
Raisin Sauce
Corn Bread Dressing
Chilled Cranberry Sauce
Snowflake Irish Potatoes
Candied Sweet Potatoes
Buttered Mixed Vegetables (F.F.)
Tossed Green Salad W / French Dressing
Tomato Wedges
Relish Tray / Carrot Curls
Mixed Olives / Mixed Pickles
Assorted Fresh Fruits
Bread / Butter
Thanksgiving Fruit Cake / Ice Cream
Mincemeat Pie / Pumpkin Pie
Iced Beverage
Hot Coffee
Assorted Hard Candy
Mixed Salted Nuts*

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

WgO P4600.1F
39:WAJ:rsc
9 Nov 1965

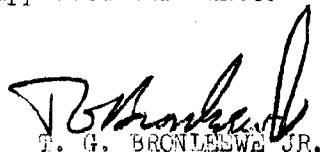
WING ORDER P4600.1F

From: Commanding General
To: Distribution List

Subj: Standing Operating Procedures for Embarkation

Encl: ✓(1) LOCATOR SHEET

1. Purpose. To publish a standing operating procedure for embarkation within the 1st Marine Aircraft Wing.
2. Cancellation. Wing Order 4600.1E.
3. Scope. This SOP standardizes routine procedures pertaining to embarkation; it supplements doctrine, procedures and techniques published in the references. It also establishes procedures and techniques to be followed in cases not specifically covered by other instructions.
4. Action. Commanding officers will ensure compliance with embarkation procedures contained in this order and applicable references.
 - a. Subordinate units will publish standing operating procedures for embarkation as required, using this Order as a guide and will furnish this Headquarters one copy with changes as published.
5. Certification. Reviewed and approved this date.


T. G. BRONLEWE JR.
Chief of Staff

DISTRIBUTION: "A" and "B" plus copy(ies) to each of the following:

CMC	(1)
CMCS	(3)
CG FMFANT	(2)
CG FMFPAC/I MAG (Fwd)	(2)
CG 1st MARDIV	(1)
CG 2nd MARDIV	(1)
CG 3rd MARDIV	(1)
CG 2nd MAW	(1)
CG 3rd MAW	(1)

APP 3 ENCLOSURE (6)

Log completed change action as indicated

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SECTION I

GENERAL

101. POLICY. The success or failure of any type of movement, whether it be by air or surface, is often dependent upon proper embarkation planning and execution. In order for the 1st Marine Aircraft Wing to maintain the minimum required reaction time for any given operation it is the responsibility of each subordinate unit commander to maintain his unit in complete readiness for embarkation at all times.

SECTION II

PERSONNEL ASSIGNMENT AND TRAINING

201. GENERAL. Due to the many complexities involved in the planning and execution phases of any embarkation it is essential that a sufficient number of trained and qualified embarkation personnel be available in each unit to perform embarkation duties. Careful consideration must be given to the assignment of personnel since embarkation duties will become primary duties during all phases of embarkation.

202. ASSIGNMENTS. All subordinate units of this Command not having a T/O billet for embarkation personnel will establish such a billet as an additional duty. Personnel assigned this duty should consist of one officer and at least one enlisted. In the event personnel assigned these billets are not school trained every effort will be made to afford them formal schooling.

1. Personnel who become qualified in embarkation procedures through successful completion of a formal school or through on-the-job training will be assigned a primary or additional embarkation MOS in accordance with paragraph 3104.2, Marine Corps Personnel Manual.

203. FORMAL SCHOOLS FOR EMBARKATION TRAINING. Courses of basic and staff embarkation are available at the 3rd Marine Division and by a mobile training team from Landing Force Training Unit, Pacific. Submit requests for quotas to these schools to Wing G-3, with a copy to the Wing Embarkation Officer.

204. UNIT TRAINING. Units are encouraged to conduct periods of indoctrination in embarkation procedures to insure that all personnel are aware of their responsibilities in the event of any type of mount-out.

SECTION III

PLANNING

301. GENERAL. All embarkation planning within the units of the 1st MAW will be in accordance with FMFPacO 4600.1F, FMFM 4-2, FMFM 3-3, LFM-28, NWP-22(A), this Order and other instructions issued by this Headquarters.

302. SHIPS LOADING CHARACTERISTICS PAMPHLETS

1. A file of current ships' loading characteristics pamphlets is maintained by this Headquarters on both U.S. Amphibious Force ships and MSTs ships.
2. Requests for copies of ships' characteristics pamphlets will be made to this Headquarters after specific shipping has been assigned. Any discrepancies between the characteristics pamphlet and the actual characteristics of the ship will be submitted to this Headquarters.
3. The characteristics pamphlets are available to subordinate units on a "loan" basis only and must be returned to this Headquarters.

303. EMBARKATION PLANS

1. Embarkation plans will be prepared for all moves involving a squadron or larger sized unit. These plans will be prepared in accordance with FMFM 4-2 and LFM-28.
2. One copy of all embarkation plans or orders will be submitted to this Headquarters. Additional distribution may be directed by this Headquarters.

304. LOADING PLANS

1. Loading plans will be prepared in accordance with FMFM 4-2 for all surface movements.
2. Upon approval of loading plans by the Commanding Officer of the ship concerned, sufficient copies will be prepared as requested by the ship. In addition to the ship's copies, four copies will be provided for this Headquarters.
3. Within twenty-four hours after loading is completed, or as soon as practicable, four copies of the completed loading plan will be provided this Headquarters.

305. TRANSPORTATION REQUESTS

1. All surface transportation requests for Japan and Okinawa based units will be submitted to Marine Wing Service Group-17.
2. All surface transportation requests for units not located in Japan or Okinawa will be submitted to this Headquarters. The format of paragraph 4002, FMFPac 4600.1F, will be used for all requests. See figure 1, for format.

305.3

3. All air transportation requests will be submitted in accordance with current instructions issued by this Headquarters. See figure 2, for format.

SECTION IV

PREPARATION OF SUPPLIES AND EQUIPMENT

401. GENERAL. Unit Commanders are responsible for the preparation, packing and crating, marking and protection of supplies and equipment. Containers should be constructed to withstand damage but have ease of handling and be readily identified.

402. PACKING AND CRATING. Containers will be constructed to conform to the instructions as set forth in MCO 4450.3 and FMFM 4-2. Squadron embarkation officers should standardize their containers and, to the maximum degree possible, maintain uniformity to facilitate stowage, handling, and preparation of loading plans.

403. MARKING. Markings will conform to the principles set forth in MCO 4035.3A, and as amplified in section V of this SOP.

404. UNITIZED CARGO

1. Palletization of boxes will be affected to the maximum extent practicable. The two common pallets in this Wing are the Field Warehouse Pallet (32X40 inches) as set forth in MCO 4450.3 and the standard Pier Pallet (40X48 inches). Uniformity of pallets is stressed to facilitate stowage and handling of bulk cargo.

2. Supplies and equipment that cannot be palletized or treated as unitized cargo will be stowed either as standard or mobile loaded cargo. These items will be boxed or crated and every effort will be made to ensure uniformity for outsized items, i.e. tent poles, aircraft and truck tires, and similar items.

3. Supplies and equipment required on a day to day basis will have sufficient boxes/crates available for packing. Lids for "in-use" boxes will be stowed with the respective box. Every effort should be made by each section having "in-use" supplies and equipment to operate from the box/crate assigned for "in-use" supplies and equipment.

405. VEHICLES

1. Marking and preparation of vehicles for embarkation will be in accordance with WgO P11240.1F and Section V of this SOP.

2. Vehicles will be loaded and stowed in accordance with the established priority. Once positioned aboard ship, vehicle batteries will be disconnected, and vehicles blocked, chocked or secured with lashing chains or wire to prevent shifting while underway.

3. Dunnage, chocks and windshield crates if required will be supplied by the embarking units.

405.4

4. Heavy equipment vehicles that are not normally embarked may require special lifting slings. Prior to embarkation the embarking unit will establish liaison with the ship assigned to determine the ship's capabilities for lifting vehicles. In the event the ship does not have the capability it is the responsibility of the embarking unit to provide the special lifting sling.

SECTION V

TACTICAL MARKING INSTRUCTIONS

501. GENERAL. Tactical markings for units of this Command have been prescribed by MCO 4035.3A. To amplify these instructions the following guidelines will be used.

502. TACTICAL MARKINGS ON BOXES OR CRATED MATERIAL. In addition to the unit designators for each unit of this Command, all mount-out boxes or crates will be marked to indicate the container UP&TT line number, stowage indicator, container number, departmental number, cubic feet and weight data.

1. Unit DESIGNATORS. The symbols of units as set forth in MCO 4034.3A will be placed in the center of each container when tactical markings are supplied.

2. UP&TT LINE No. The number used to designate the contents in each container will be placed in the center of each stowage indicator located in the upper left corner of the container. These numerals will be black, one inch in height.

3. Stowage INDICATOR. A white or yellow circle, three inches in diameter, which indicates the type of stowage for the container. This circle is placed in the upper left corner of the container. A yellow circle designates items that will be used while aboard ship and will be stored as Troop Space Cargo. The UP&TT line number for a yellow circle will always be 4. The white circle will be used for all other cargo, and will indicate hold stowage for equipment which will not be used during the voyage.

4. CONTAINER No. The container number will be one inch in height and placed in the upper left corner of the container directly below the stowage indicator. Containers will be numbered consecutively and numbers should be assigned in blocks large enough to accommodate future requirements.

5. DEPARTMENTAL Number. The section/departmental number will be one inch in height, and placed directly below the Unit Designator in the center of the container. The following numbers are assigned in accordance with MCO 4035.3A.

<u>Section/Department</u>	<u>Department Number</u>
Aerology Section	1
Communications Section	2
Electronics Section	3
Headquarters and Administrative Section	4
Commissary Section	5
Operations Section	6
Ordnance Section	7
Aircraft Maintenance Section	8
Crash Crew and Fire Fighting Section	9
Motor Transport Section	10
Camp Maintenance Section	11

502.6

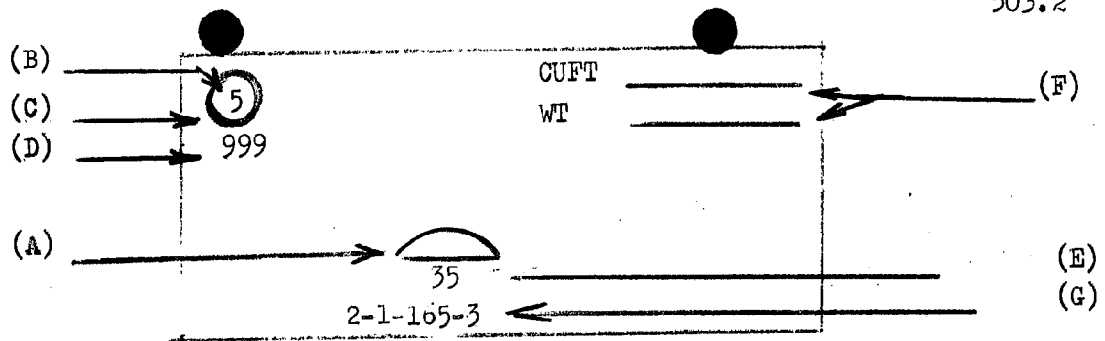
<u>Section/Department</u>	<u>Department Number</u>
Ready Magazine and Ordnance Disposal Section	12
Intelligence Section	13
Marine Air Traffic Control Unit (MATCU)	14
Nuclear, Biological and Chemical Section	15
Special Devices	16
Tactical Air Control Section	17
Flight Section	18
Material and Property Section	19
Medical Section	20
Photographic Section	21
Post Exchange Stores	22
Information Section	23
Legal Section	24
Food Service Section	25
Chaplain Section	26
Flight Line Section	27
Dental Section	28
Disbursing Section	29
Air Support Radar Team Number 1	30
Air Support Radar Team Number 2	31
Marine Tactical Support Assembly Team (MARTSAT)	32
Air Freight Section	33
Logistics Section	34
Embarkation Section	35
Postal Section	36
Bulk Fuel, TAFDS, POL Section	37
Inspector Section	38
Historical Section	39
Mess Section	40
Camp Security Section	41
Galley Section	42
Launch and Recovery Sections (SATS)	43
In Flight Refueling Section (VMGR)	44
Air Support Radar Team Number 3	45
Marine Corps Accountable Officers Stores	G.M. Stores
Navy Supply Officers Stores	S.O. Stores

6. CUBIC FEET AND WEIGHT. The cubic feet (outside measurements of the container to the nearest tenth) and weight in pounds will be one inch letters and placed in the corner of the container.

7. STOCK LOCATOR NUMBER. The stock locator number used by supply officers in field warehousing will be one inch in height and placed on the lower edge of each container.

8. TACTICAL MARKINGS. Tactical marking will be placed on the top, minimum of one side, and on the ends of each container. All numerals and letters will be one inch in height and painted black. In the event the container is painted a dark color the numerals and letters will be painted white with the exception of the UP&TT line number which is always black. Markings will appear on containers as indicated below:

503.2

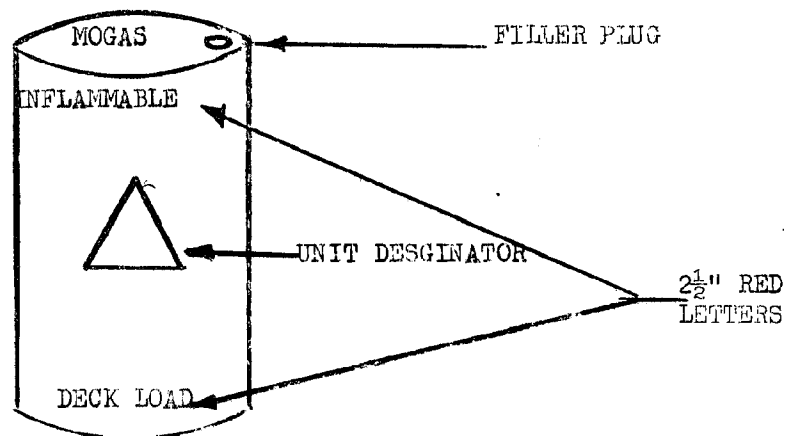


- (A) Unit Designators
- (B) UP&TT Line Numbers
- (C) Stowage Indicator
- (D) Container Number
- (E) Departmental Number
- (F) Cubic Feet and Weight
- (G) Stock Locator Number

All pallets of cargo will be clearly marked with weight and cube on all four sides of the pallet.

503. TACTICAL MARKINGS ON DRUMMED FUELS, LUBRICANTS AND WATER

1. Drummed fuel and lubricants will bear the description of the contents on the filler-plug end.
2. Inflammable materials such as paint, oil, dope, kerosene, JP-4, gasoline, etc., will have stenciled conspicuously on each side of every box, crate, or container, so as not to interfere with unit tactical markings, the words INFLAMMABLE and DECKLOAD in large red letters.

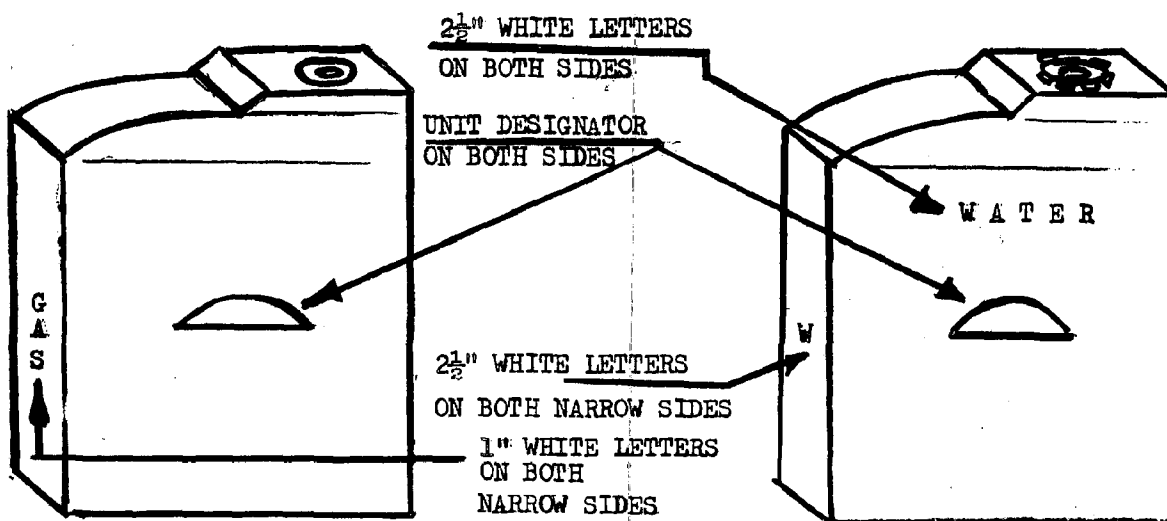


5-3

ENCLOSURE (6)

503.3

3. EXPEDITIONARY CANS. Expeditionary cans, excepting water, will be marked with the name of the contents in 1" white letters on the front, i.e., the vertical space below the spout. Water cans will have a $2\frac{1}{2}$ " white word "WATER" on the wide sides. In addition, expeditionary cans will be marked on both sides with the unit designator.



504. TACTICAL MARKINGS ON VEHICLES. Wheeled/tracked vehicles and equipment will bear unit designators on the right front of the bumper, or right front, in the center of the door or right side, and in the center of the rear.

5-4

SECTION VI

EXECUTION, LOADING AND ENROUTE

601. EXECUTION.

1. Movements are excuted in accordance with approved embarkation principles and are the mutual responsibility of the naval forces, landing forces, and supporting forces assigned.

2. To achieve maximum effectiveness in terms of time, manpower and equipment during the loading phase, certain services and support requirements must be provided by the embarking unit. Basically these requirements are:

- a. Traffic flow and control in POE staging areas and along convoy routes.
- b. Preparation of unit and POE staging areas.
- c. Military police.
- d. Wreckers and mechanics.
- e. Cargo handling and night lighting equipment.
- f. Refueler trucks in unit and POE staging areas.
- g. Communications.
- h. Messing and berthing facilities for dock side and staging area working parties.
- i. Provisions for relief of working parties.
- j. Security of cargo against pilferage, sabotage and the elements.
- k. First aid stations with ambulance and corpsmen.
- l. Embarkation control office.
- m. Other services as required.

602. LOADING.

1. Ship loading will be accomplished in accordance with the principles set forth in FMFM 4-2, FMFPac Order P4600.1F and the instructions in this Order. Due to the complexity of supplies and equipment for aviation units, selective loading will be utilized. Commanders must keep in mind that although dry landings are considered a must for aviation units this will not apply in all operations. Therefore supplies and equipment must be packed and stowed with respect to the type of ship and handling equipment available.

603. CHOCKING AND DUNNAGE.

1. Chocking and dunnage will be used when required to protect vehicles, supplies and equipment from damage and/or understowing and to effect more cargo space aboard ship. Chocking and dunnage requirements will be computed as required. Requisitions will be submitted through normal supply channels subsequent to receipt of the Embarkation Warning Order. Commanders are reminded that in the event Naval Amphibious Ships are utilized, a small amount of chocking is required due to cloverleaves on deck spaces. MSTTS shipping does not have these facilities for tiedowns and all vehicles will

604

be chocked and lashed. Lashing will be accomplished by using 5/8 inch wire cable (minus strength) to tie down vehicles and equipment to decks and bulkheads.

604. LOADING/UNLOADING STATUS REPORT

1. Loading/unloading status reports will be submitted when requested, and, unless otherwise directed, the initial report will be submitted within two (2) hours after commencement of loading/unloading and subsequent reports every eight (8) hours thereafter until completion of loading. These reports will include the following information:

a. Name and hull number of ship - AGC/APA/AKA/LPH/LST/ADP/LPD/LSD/TAP/TAK.

b. ALFA - Time commenced loading/unloading.

c. PAPA - % of personnel embarked.

d. CHARLIE - % of cargo embarked by class.

e. VICTOR - % of vehicles embarked.

f. FOXTROT - Actual time of completion.

g. Other items considered of interest.

h. The initial report will include also the following totals to be embarked in each ship:

(1) Number of personnel.

(2) Cubic feet and S/T of cargo by class of supply (Number of drums for drummed Class III and IIIA only).

(3) Number and square feet of vehicles.

i. See figure 3 for format.

605. SAILING REPORT

1. Sailing reports will be submitted in accordance with paragraph 5002 of FMFPac Order 4600.1F. Reports will be submitted within four (4) hours of completion of loading to CG FMFPac with information copies to CMC, CINCPACFLT and this Headquarters. See figure 4 for format.

606. SHIPBOARD ACCOMMODATIONS AND SPACE REPORT

1. Upon completion of an amphibious movement a report of shipboard conditions will be submitted to the next senior command with a copy to the Commanding Officer of the ship concerned. Reports of an unsatisfactory condition which continued to exist after having been referred to the Commanding Officer of the ship will be forwarded to FMFPac via the chain of command. Unsatisfactory reports of ships under operational control of COMSEVENTHFLT will be forwarded to CTF-79 with information copies to CG FMFPac.

2. An advance copy of any unsatisfactory report of shipboard accommodations will be delivered to the Commanding Officer of the ship concerned. See figure 5 for format.

6-2

606.3

3. Additional information pertaining to the enroute phase of embarkation can be found in Chapter 9 of FMFPacO 4600.1F and in Section IX of FMFM 4-2. All Embarkation Team commanders must familiarize themselves with this information prior to embarkation.

6-3

ENCLOSURE (6)

SECTION VII

MSTS SHIPPING

701. MILITARY SEA TRANSPORTATION SERVICE (MSTS) SHIPPING. FMFPac Order 4600.1F contains detailed information pertaining to the use of MSTS shipping. Since there are certain factors peculiar to this type shipping it is essential that the embarkation officers of all units familiarize themselves with that order.

1. TAPs, TAKs, AND TLSTs. These are terms used in referring to MSTS passenger ships (TAPs), MSTS cargo ships (TAKs), and MSTS LSTs (TLSTs). These ships may be from the MSTS nucleus fleet or they may be commercial ships chartered by MSTS for a specific operation.

2. FACTORS TO CONSIDER FOR TAPs. These ships are strictly passenger ships. They have no cargo carrying capacity except for hold baggage. These ships are not equipped with cargo nets for debarkation of personnel.

3. FACTORS TO CONSIDER FOR TAKs. TAKs are cargo ships normally used in commercial trade, therefore they are not equipped for amphibious operations. They do not have slings, cargo nets, landing craft, billeting spaces, life jackets, shower or messing facilities for troops. They normally will not have padeyes or tiedowns installed.

4. FACTORS TO CONSIDER FOR TLSTs. All MSTS type LSTs in WestPac are 542 Class LSTs. There are no messing facilities aboard for troops and the troop capacity is usually limited to ten berths. If personnel must be embarked on these ships for any reason they must embark with rations, water, etc., to be self-sustaining for the duration of the voyage. The ship is not required to carry vehicle tiedowns, chocking or dunnage equipment.

702. CHARACTERISTICS PAMPHLETS. This Headquarters has a limited number of ship's characteristics pamphlets for the MSTS ships operating in WestPac. These are available on a loan basis.

703. EMBARKING PERSONNEL IN TAKs. As in all other amphibious planning, operators for all types of motor transport equipment embarked aboard a TAK should accompany their vehicle. In all cases where troops are embarked on a TAK a commissioned officer will be embarked and he will be Embarkation Team Commander. It is also required that a hospital corpsman be embarked with the troops. Personnel embarked aboard a TAK must be completely self-sufficient for fifteen (15) days. This includes rations, potable water, bedding, housekeeping gear such as brooms, swabs, etc.

1. Head and Shower Facilities Aboard TAKs. Most TAKs will have no head or shower facilities installed. FMFPac Order 4600.1F contains information on the installation of these units.

703.2

2. Providing Fire Extinguishers for TAKs. The Coast Guard requires that the troop units embarked in a TAK provide a minimum of three 15 pound CO2 fire extinguishers in each hold compartment where vehicles, packaged fuel, lubes or class V and VA are stowed. In holds where vehicles are stowed the five pound extinguishers on the vehicle may be used providing a total of at least 45 pounds of CO2 is readily available. These extinguishers will normally be placed near the entrance to the compartment concerned. The Embarkation Team Commander will ensure that all fire extinguishers are recovered on debarkation.

704. UTILIZATION OF MSTs SHIPPING. Since the Marine Corps obtains MSTs shipping on a strict budget basis, it is essential that maximum utilization be obtained from this shipping. Loading plans should be prepared to allow the ship to be loaded to maximum capacity. To expedite the loading and unloading of MSTs shipping, the ship will be loaded or unloaded around the clock until completed.

7-2

SECTION VIIIAIR MOVEMENT

801. GENERAL. This chapter sets forth procedures to be followed and general planning data to be used in planning and executing movements of troops, supplies and equipment by air. These procedures are general and may be applicable to all airlifts regardless of which branch of the Armed Forces is the lifting agency or which type aircraft is used. The mission of Marine Aerial Refueling Transport Squadrons is to provide assault air transport of personnel, equipment and supplies and provide aerial refueling service in support of Fleet Marine Forces and conduct such other air operations as may be directed by proper authority. AirFMFPac Order 3710.8A (Standing Operating Procedure for Airlift of Personnel and Material) of 6 Dec 1962 is the basic reference for instructions contained herein concerning airlifts by Marine Corps aircraft. In those cases where the lifting agency is other than Marine Corps, these instructions may be modified as required to conform to the standing operating procedure of the lifting agency (U.S. Air Force, U.S. Navy or MATS). In all cases it is mandatory that liaison be established between the unit to be lifted and the lifting agency as soon as practicable after receipt of a movement warning order.

802. CONCEPT. Rapid and orderly deployment of units by air requires careful, detailed pre-planning. It is imperative that air movement plans be more flexible than plans for a surface lift in order that they may be rapidly adapted to last minute changes. The number and types of aircraft available for any lift are subject to fluctuation. The payload any transport aircraft may carry will vary widely depending on distance, headwinds and various other factors. For example, weather reports may require adjustment in aircraft loads less than an hour prior to take-off. Flexibility is achieved through the realistic grouping of troops, supplies and equipment into aircraft serials.

803. AIRLIFT SERIAL. An aircraft serial is a planned grouping of troops and equipment of a fixed weight and cube. Its purpose is to allow expeditious and practicable loading aboard transport aircraft, regardless of numbers of types of aircraft or last minute changes in allowable payload. The pre-planned Aircraft Serial must be small enough to fit the capacity of the smallest transport likely to be used for a troop movement. One or more serials may be embarked in one aircraft. At no time will one aircraft serial be split or loaded in more than one aircraft. When one or more complete aircraft serials do not fully utilize the payload capability of a particular aircraft, the difference will be made up in supplies, i.e., rations or ammunitions.

804. DUTIES OF UNIT TO BE AIRLIFTED.

(1) Maintain accurate statistical data on all personnel, equipment and supplies that may be airlifted. Cargo manifests maintained by all units provide a ready source for this information.

804.2

2. Be prepared to submit the following information, as applicable, to the air transport lifting agency:

- 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. CHWTO INST 4600.1_)
- 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.

3. The unit to be lifted must provide accurate and complete rosters of personnel embarked aboard each aircraft. These rosters or passenger manifests must comply with the standing operating procedure of the air transport lifting agency.

4. All vehicles and cargo to be airlifted must be accurately weighed and recorded. Accurate weights are mandatory for safety in air movement. Cargo to be pre-loaded in any vehicle should not exceed limitations established by the lifting agency; for planning purposes $\frac{1}{4}$ of the vehicles' highway carrying capacity may be utilized. Greater loads may exceed safety limitations of the aircraft. The vehicle priority number, aircraft number, and gross weight will be on each vehicle. Each towed vehicle will be loaded aboard the aircraft with its prime mover. Vehicles are backed into the aircraft, in 4 wheel drive, under the direction of the loadmaster. Vehicle fuel tanks and expeditionary cans will be $\frac{3}{4}$ full. Do not place bulk cargo between wheeled vehicles and the ramp exit. Prepare vehicles for loading in accordance with the administrative instructions for the lift, i.e., whether trucks' bows and traps should be up or down or whether ammunition and/or rations should be palletized.

5. Establish and maintain, throughout the embarkation phase, close liaison with representatives from the air transport lifting agency. Upon receipt of an initiating directive, the lifting agency will send representatives to the headquarters of the unit to be airlifted or to the air facility designated to support the operation. These representatives will control the

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movement of the aircraft at the airfield and will assign "chalk number" or "flight number" to coincide with the aircraft team numbers. "Chalk number" or "flight number" refers to the identification numeral, which may be placed on the aircraft to regulate sequence of loading, normally placed on the left side of the aircraft, under the nose, in a colored panel.

6. 100% utilization of available transport aircraft is the objective for any airlift. To realize this goal, payloads must be circulated that will most nearly approach "allowable gross take-off weight" of each aircraft.

7. A cargo manifest must be prepared for each aircraft and must be approved by the aircraft commander. The loadmaster or crew chief is the representative of the aircraft commander in matters concerning embarkation. The Embarkation Officer of the unit being lifted and the loadmaster must coordinate the actual loading of the aircraft. Under ideal conditions, a Tactical Support Loadmaster Element and an Airport Terminal Team will deploy to the command to be lifted to initiate planning between the air and ground units, provide technical supervision of the airfield terminal, and to aid and assist in the preparation of detailed loading plans/cargo manifest.

8. Maximum utilization of aircraft requires a minimum of ground time for each aircraft. To achieve this end, working parties, under the supervision of the aircraft loadmaster or crew chief, must be assigned to ensure expeditious loading and unloading of each aircraft. The embarking unit must assign an officer or noncommissioned officer aboard each aircraft additional duties as troop commander. He will assume responsibility for loading and unloading of troops, supplies and equipment and will coordinate with the aircraft commander and his representatives. Material handling equipment should be readily available at point of loading and off-loading to reduce the ground time of the aircraft.

9. Dangerous material is defined as any matter that is inflammable or contains an oxidizing agent. Gasoline and explosives of any kind are examples of dangerous material that must be given special consideration. Detailed information on loading and airlifting of dangerous material is contained in NAVMC 2501 (Airlift of Dangerous Materials). Loading of such materials will be in conformance with standing operating procedures of the aircraft lifting agency. All dangerous materials must be manifested except small arms ammunition carried by individuals. Even then, this information must be noted on the manifest. Ammunition should not be distributed among individuals unless it is necessary to support the tactical plan.

10. Airfield support, i.e., Shore Party, MP, communications, must be provided or requested by the units being airlifted. Proper decorum and flight discipline must be observed both at the airfield and aloft by all personnel being airlifted.

805. DUTIES OF THE AIR TRANSPORT UNIT OF LIFTING AGENCY.

1. Establish direct liaison for airlift execution.

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2. Provide the unit to be airlifted with necessary information relative to cargo and passenger manifest forms and individual aircraft loading.
3. Provide the supervisory personnel to direct the loading and tiedown of cargo.
4. Ensure that passengers are properly briefed relative to flight safety and comfort, equipment, general safety precautions, and appropriate enroute information.
 - a. See Figure 2 for air transportation request format.

SECTION IX

DATA PROCESSING

901. GENERAL. The utilization of data processing in compiling embarkation data is an invaluable aid to embarkation officers at all levels of command. It will afford a ready source of data for the planning or execution of any plan or operation. This utilization will also lessen the administrative work load long associated with compiling embarkation data by use of UP&TT, C&LA, VS&PT and CVT forms. The only requirement for these forms now will be in the submission of ships' loading plans.

902. FORMS REQUIRED. The basic form now used for compiling embarkation data is the "print-out". This one form contains all the information that was previously contained on the four forms listed in the preceding paragraph. These forms will be requested from the nearest data processing platoon by the group embarkation officers. Distribution of the completed print-out will be in accordance with the instructions contained in Section X of this order.

1. When a significant change occurs in a unit's embarkation data the change form (figure 12) will be utilized. This will be reproduced within the group.

903. LINE ENTRY PROCEDURES. The total amount of information that can be entered on any one line of the print-out is limited by the number of spaces available on the IBM card now used by data processing. The number of spaces available on the cards now used is eighty. Detailed instructions for completing the print-out follow. These instructions are for required information only, and do not limit a subordinate unit to the amount of information it can enter on the form. An example of a completed print-out, with the explanation for each line entry, is found in figure 7.

1. HEADING. The heading of each print-out will include unit designation, the date of the print-out, page number and the reporting unit code (RUC).

2. RANK SUBDIVISION. The rank subdivision appears at the top of the page on page #1. It is identical to the format used at the top of a UP&TT form.

3. COLUMN #1. Five spaces are available. The first digits, using zero for the first space from 1-9 (i.e., 01, 02, 03), identify the line number of the corresponding line of the UP&TT. If the first two digits on this line were "05" it would indicate the cargo appearing on that line was line five cargo from a UP&TT. The line entry definitions as found in Appendix C of FMFM 4-2 are applicable. The last three digits are consecutive numbers beginning with 001 and are used to identify the item/vehicle in the computer program. An alphabetical-numerical code is used when the line entries exceed 999. Use A, B, and C in the third space to represent 10, 11, and 12 respectively (i.e., 07-A12 = 07-1012). The entire alphabet may be used with the exception of "I" and "O". The hyphen between the second and third digits is programmed and does not require an additional space.

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4. COLUMN #2. Twenty spaces are available. This entry is a brief description of the equipment. An abbreviated form of the nomenclature as shown in allowance lists will be used when space permits. Wide latitude is permitted for the entries in this column with the only limiting factor being the number of spaces available. The description may be general in nature (i.e. "Avionics Sect" or "MC Prop"); this is particularly appropriate when the line entry is unitized cargo.

5. COLUMN #3. Three spaces are available. This entry is the number of identical boxes, pallets, etc., containing the equipment described in column #2. Each container or piece of equipment that normally contains an identification number will be listed separately, so the most common number appearing in column #3 will be "1". If the items do not normally contain numbers such as drums or cans, they can be grouped by like items on a line. Vehicles will be listed separately.

6. COLUMN #4. Three spaces are available. This entry is an abbreviation code that describes the type container used to package or handle the item described in column #2. The list of standard abbreviations is found in Figure 8. If a standard abbreviation is not listed for a container peculiar to a certain item, the unit concerned will assign one and notify the group embarkation officer, who will then notify the Wing embarkation officer.

7. COLUMN #5. Four spaces are available. This entry is the container number assigned by the unit.

8. COLUMNS #6, 7, AND 8. Four spaces are available in each of these columns for the dimensions of the item described in column #2.

9. COLUMN #9. Four spaces are available. This entry is the total square feet of the line item and is computed in the program. The units need not make this entry.

10. COLUMN #10. Five spaces are available. This entry is the total cubic feet of the line item. It is computed in the program so units need not make this entry.

11. COLUMN #11. Six spaces are available. This entry is self explanatory.

12. COLUMN #12. Five spaces are available. This entry is the weight in pounds of the load to be preloaded in a vehicle described in column #2 prior to embarkation. The entry will be made by the unit.

13. COLUMN #13. Five spaces are available. This is the total weight in pounds of the line entry. It is the sum of columns #11 and #12. This entry need not be made by the unit.

14. COLUMN #14. Five spaces are available. This entry is coded and denotes any special handling or equipment required. See Figure 9 for coded abbreviations.

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15. COLUMN #15. Two spaces are available. This entry is the total number of lifts required to load the entire line entry on a means of transportation - normally a ship. If the line entry will eventually be palletized or mobile loaded, the space is left blank.

16. COLUMN #16. One space is available. This is a coded entry based on the definitions for the C&LA form found in WGM 4-2. See Figure 10 for coded abbreviations.

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ENCLOSURE 6

SECTION X

1001. REPORTS REQUIRED

1. Accurate and timely reporting in all phases of embarkation is the responsibility of the Embarkation Team Commander. Detailed instructions on the submission of reports are contained in MCO 3000.2A and FMFPacO 4600.1F.

2. The below list of reports is not necessarily a complete list of reports required, but is offered as an aid to the Embarkation Team Commander and Unit Embarkation Officers.

- a. Loading/Unloading Status Report
- b. Sailing Report
- c. Report of Shipboard Accommodations
- d. Administrative Movement Report
- e. Embarkation Personnel Report
- f. Movement Reports
- g. Actual Embarkation Data
- h. Ideal Embarkation Data
- i. Unit Cargo Manifest

3. LOADING/UNLOADING STATUS REPORT. This report is submitted in accordance with instructions contained in MCO 3000.2A, FMFPacO 4600.1F, and this order. See Paragraph 604. and Figure 3 of this Order.

4. SAILING REPORT. Refer to MCO 3000.2A, FMFPacO 4600.1F, and paragraph 605 and Figure 4 of this Order.

5. REPORT OF SHIPBOARD ACCOMMODATIONS. Refer to FMFPacO 4600.1F, and paragraph 606. and Figure 5 of this Order.

6. ADMINISTRATIVE MOVEMENT REPORT. Submit in accordance with FMFPacO 4600.1F.

7. EMBARKATION PERSONNEL REPORT. This report will be submitted quarterly by each Group to reach this Headquarters no later than 1 January, 1 April, 1 July, and 1 October of each year. The report will include the name, rank, serial number, and MOS of each subordinate unit embarkation officer and NCO. The report will also include the name, rank, serial number, and MOS of all personnel within the unit that have an embarkation MOS.

8. MOVEMENT REPORT. Submitted by squadrons or larger units in accordance with WgO 02000.1A.

9. ACTUAL EMBARKATION DATA. This report will be submitted to this Headquarters by each Group to arrive by 15 June of each year. The report will consist of a DPI print-out for each subordinate unit within a Group and a total recapitulation for each Group. This report will be maintained by each

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subordinate unit to reflect major increases or decreases in supplies and equipment. The report will reflect the supplies and equipment actually on hand and the supplies and equipment held for the unit by a MABS or other unit. MABS and other squadrons holding supplies and equipment for other units will not report on this equipment, but will only report on supplies and equipment authorized by the unit. Actual Embarkation Data Reports will be forwarded to this Headquarters by all units 30 days after joining.

10. IDEAL EMBARKATION DATA. Group embarkation officers will submit to this Headquarters a copy of this report to arrive by 15 June of each year. The report will consist of a DPI print-out for each type squadron within the Group. The report will show all supplies and equipment authorized by appropriate manuals; i.e., Class II, Type I and II, initial plus 30 days replenishment at Combat Active Rates based on authorized T/E, T/O (full strength). Class IIA, initial plus 90 days supply based on BUWEPS allowance lists; Class IV in accordance with current T/A (cold weather clothing and field fortification only). Class IIA in accordance with BUWEPS allowance list. If a new type unit joins a Group an ideal report on this unit will be submitted to this Headquarters within 30 days after the unit joins.

11. UNIT CARGO MANIFEST. Unit cargo manifests will be maintained by each section within a squadron. These manifests will be utilized in accordance with FMFM 4-2 and will be available to this Headquarters upon request.

12. UTILIZATION OF MSTs SHIPPING. A complete report must be submitted to CG FMFPac within thirty days after completion of a training exercise in which an MSTs ship was utilized. Paragraph 9016.4C of FMFPacO 4600.1F applies.

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APPENDIX A

From:

To:

Subj: Shipping Request

Ref: (a) FMFPacO 4600.1F

1. Request shipping be allocated for the following amounts of cargo.
Format paragraph 4002 reference (a) applies:

A. (Number of Officers)

B. (Number of Enlisted)

C. (Total drums of POL)

D. (Total gallons of bulk POL by type (III or IIIA))

E. Ammunition by cubic feet and S/T.

F. (Square feet, cubic feet and S/T of vehicles)

G. Cubic feet and S/T of remaining bulk cargo. Do not include POL, ammunition, vehicles or supplies pre-loaded on vehicles.

2. Amplifying information:

Load Port: Contact:

Destination: Contact

Cargo Description:

Figure 1 - Format for Surface Transportation Request

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 paragraph 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 measures in excess of 60 inches in any direction.
- 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.

Figure 2 - Air Transportation Request Format

SAMPLE LOADING/UNLOADING STATUS REPORT

FROM: MAG-1
 TO: CG FMFPAC
 INFO: CG FMAW

CLASSIFICATION

INITIAL LOADING STATUS REPORT

A. FMFPACO P4600.1F

1. USS NEVERSAIL (LPH-10)

ALFA - 250800I

PAPA - 15%

CHARLIE - 1%

VICTOR - 3%

FOXTROT - N/A

OTHER - ESTIMATED TIME COMPLETION DTG 251200I

2. THE FOLLOWING TOTALS WILL BE EMBARKED

A. PERSONNEL - 205

B. CLASS SUPPLIES

	CUFT	S/T
I	523	7
II & IIA	18390	108
II & IIIA	23 DRUMS	
IV & IVA	976	8
V & VA	374	6

C. VEHICLES: NO. 14 SQFT 7500

Figure 3 - Sample Initial Loading/Unloading Status Report

FROM: EMBARKATION TEAM COMMANDER

TO:

INFO:

SAILING REPORT

A.. MCO 3000.2

B.. FMFPACO P4600.1F

PARA 1. NAME OF SHIP, DTG SHIP COMMENCED LOADING; DTG SHIP COMPLETED LOADING

PARA 2. ETD, ETA, AND DESTINATION

PARA 3. ORGANIZATION FOR EMBARKATION.. LIST THE FOLLOWING DATA IN FIVE COLUMNS FOR EACH UNIT/DET EMBARKED:

FIRST COLUMN - NAME OF UNIT OR DET

SECOND COLUMN - MARINE OFFICERS/ENLISTED

THIRD COLUMN - NAVY OFFICERS/ENLISTED

FOURTH COLUMN - OTHER SERVICES OFFICERS/ENLISTED

FIFTH COLUMN - TOTAL PERSONNEL EMBARKED

PARA 4. NAMES OF COMMANDERS OF BATTALION/SQUADRON OR LARGE UNITS EMBARKED

PARA 5. THE NUMBER BY TYPE OF CREW SERVED WEAPONS

PARA 6. THE NUMBER BY TYPE OF WHEELED AND TRACKED VEHICLES

PARA 7. THE NUMBER BY TYPE OF AIRCRAFT

PARA 8. THE NUMBER BY TYPE OF ALL OTHER MAJOR ITEMS OF EQUIPMENT

PARA 9. TOTAL SQUARE FEET OF VEHICLES AND EQUIPMENT EMBARKED (DO NOT INCLUDE MAJOR ITEMS OF EQUIPMENT MOBILE LOADED)

PARA 10. EMBARKED SUPPLY SUMMARY BY CLASS - READ IN FOUR COLUMNS

SUPPLIES	M/O	LFORM	O/L	T
CLASS I	(MOUNT OUT)	(LANDING FORCE	(OPERATING	(TRAINING)
NO		OPERATION RES.	LEVELS)	
CUFT		MATERIAL)		
WT/ST				
CLASS II & IIA				
CUFT				
WT/ST				
CLASS III & IIIA				
BULK				
MOGAS (NO GALS)				
DIESEL (NO GALS)				
DRUMMED				
MOGAS (NO DRUMS)				
AVGAS (NO DRUMS)				
JP-5 (NO DRUMS)				
DIESEL (NO DRUMS)				
OTHER POL (NO DRUMS)				
CLASS IV ' IVA				
CUFT				
WT/ST				
CLASS V ' VA				
CUFT				
ST/ST				
INSERT N/A WHEREVER APPROPRIATE				

FIGURE 4 - Format for Sailing Report

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FORMAT FOR REPORT OF SHIPBOARD ACCOMMODATIONS AND SPACES, EMBARKED TROOPS

UNIT(s) _____ USS _____

Number of Officers _____ Number of Enlisted _____

Name of Operation _____

Date and Location of Embarkation _____

Date and Location of Debarkation _____

*Unsatis- <u>factory</u>	Satis- <u>factory</u>	Good to <u>Excellent</u>	Not <u>Applicable</u>
-----------------------------	--------------------------	-----------------------------	--------------------------

1. Troop space allocation
2. Troop messing
 - a. Food
 - b. Service
3. Troops berthing facilities
4. Troop toilet facilities
5. Troop laundry facilities
6. Medical facilities
8. Ships' exchange
9. Recreational facilities
10. Barber shop
11. Stowage

* All unsatisfactory markings should be amplified in detail (Dates, specific instances, etc.) on an attached sheet, using identical paragraph numbers as above, to be used as a basis for determining corrective action.

Figure 5 - Format for Report of Shipboard Accommodations

- | | <u>Unsatis-</u>
<u>factory</u> | <u>Satis-</u>
<u>factory</u> | <u>Good to</u>
<u>Excellent</u> | <u>Not</u>
<u>Applicable</u> |
|--------------------------------------------------------------------------------------------------------------------------------|-----------------------------------|---------------------------------|------------------------------------|---------------------------------|
| a. Personal gear | | | | |
| b. Organization gear | | | | |
| 12. Office space | | | | |
| 13. Officer space allocation | | | | |
| 14. Officer messing | | | | |
| 15. General cargo space | | | | |
| 16. Troop gasoline stowage | | | | |
| 17. Troop ammunition stowage | | | | |
| 18. Cargo handling gear | | | | |
| a. Booms | | | | |
| b. Nets | | | | |
| c. Slings | | | | |
| 19. Troop communication facilities | | | | |
| 20. Troop-crew relationship | | | | |
| 21. Condition of landing nets | | | | |
| 22. Does the ship conform with the
Ships' Loading Characteristics
Pamphlet <u>Yes or No</u> . If no,
briefly explain. | | | | |
| 23. Additional comments not
covered elsewhere in this
report. | | | | |

<u>(Name)</u>	<u>(Rank)</u>	<u>(Org)</u>
Commanding Officer of Troops		

Figure 5 - Format for Report of Shipboard Accommodations (Continued)

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

ADMINISTRATIVE/MATERIAL INSPECTION

PART IV: LOGISTICS

SECTION 7a: EMBARKATION, SQUADRON LEVEL

UNIT INSPECTED _____ DATE _____

INSPECTING OFFICER _____

GRADE ASSIGNED: U S G E O (Circle One) NUMERICAL GRADE _____

SQUADRON SOP RATING U S G E O (Circle One) -----

----- YES / NO / N/A

1. PERSONNEL

a. Are embarkation billets filled by school trained personnel as prescribed in the Wing Embarkation SOP?

--	--	--

b. Is the unit assigning personnel to embarkation billets in accordance with criteria set forth in the Wing Embarkation SOP?

--	--	--

c. Does the unit have sufficient qualified embarkation personnel to insure billets are not vacant due to transfers?

--	--	--

d. Does each section within the squadron have a person assigned the responsibility of submitting embarkation data to the squadron embarkation officer?

--	--	--

e. Have personnel who have attended a Wing/Division level embarkation school, or received sufficient OJT in the embarkation field been assigned additional 0430/0431 MOS where appropriate?

--	--	--

f. Has the appropriate data concerning the assignment of an additional 0430/0431 MOS been entered into the accounting system through the squadron unit diary?

--	--	--

g. Is time allocated for embarkation instruction for section personnel assigned the responsibility of submitting data?

--	--	--

Figure 6 - Administrative/Material Inspection

h. Is there a system in the squadron to account for the personnel in the various sections that have embarkation responsibility?

YES / NO / N/A

--	--	--

i. Does the list of embarkation personnel check with the latest data processing personnel report?

--	--	--

2. READINESS

a. Is sufficient lumber "on hand" to construct vehicle chocks and wind shield crates?

--	--	--

b. Are specifications available for constructing chocks and crates?

--	--	--

c. Is sufficient dunnage available? (Approx. two times the SqFt of vehicles)

--	--	--

d. Are slings and associated gear available for vehicles requiring them?

--	--	--

e. Does squadron have sufficient boxes/crates available for rapid deployment?

--	--	--

f. Are boxes properly marked?

--	--	--

g. Are box inserts used where required?

--	--	--

h. Are boxes and crates constructed to permit reuse?

--	--	--

i. Are boxes waterproof as necessary?

--	--	--

j. Are boxes and crates stored indoors or under cover to insure adequate protection?

--	--	--

k. Are boxes and crates palletized where practicable?

--	--	--

l. Are boxes and crates uniform to ensure even palletization?

--	--	--

m. Do sections hold packing lists and cargo manifests for their boxes/crates?

--	--	--

n. Are packing lists properly placed in and outside of each box?

--	--	--

o. Are pallets in serviceable condition?

--	--	--

Figure 6. Administrative/Material Inspection (Continued)

p. Does the squadron Embarkation Officer have on file templates for all vehicles, heavy lifts and specially prepared cargo using a scale of 1/8 inch equals 1 foot and 1/4 inch equals 1 foot?

YES	NO	N/A
-----	----	-----

--	--	--

3. PLANNING

a. Does the squadron have embarkation planning data to support contingency plan commitments?

--	--	--

b. Are "Mount-Out" and "Mount-Out Augmentation" supplies located and embarkation plans prepared?

--	--	--

c. If the squadron has "Detachments" committed to existing contingency plans - has adequate embarkation planning been accomplished? (MABS/H&MS)

--	--	--

d. Are supplies and equipment readily available for detachment mount-out?

--	--	--

e. Are unit cargo manifests to support the detachment current?

--	--	--

4. ADMINISTRATION

a. Does the squadron have a published Embarkation SOP?

--	--	--

b. Is the squadron Embarkation SOP in consonance with the Group and Wing Embarkation SOPs?

--	--	--

c. Does the Embarkation Officer hold applicable embarkation publications and references?

--	--	--

d. Is required reference material readily available?

--	--	--

e. Is applicable reference material, not held or rated by the squadron, cross referenced in the embarkation files to indicate location?

--	--	--

f. Is the Squadron Embarkation SOP distributed to each section?

--	--	--

g. Is the Group/Squadron Embarkation SOP readily accessible to each section?

--	--	--

Figure 6 - Administrative/Material Inspection (Continued)

h. Are current embarkation forms held by the Squadron Embarkation Officer?

YES	NO	N/A

i. Are embarkation forms in accordance with FMFM 4-2?

--	--	--

5. EMBARKATION DATA FORMS (ACTUAL)

General:

a. Are packing lists maintained by each section?

--	--	--

b. Are packing lists accurate?

--	--	--

c. Are unit cargo manifests maintained by each section?

--	--	--

DATA PROCESSING:

d. Is an up to date data processing listing maintained by the Embarkation Officer?

--	--	--

e. Does the listing show accurate personnel figures?

--	--	--

f. Does the listing of bulk cargo by line number reflect the cargo actually on hand?

--	--	--

g. Does the listing of vehicles reflect actual vehicles carried by the unit?

--	--	--

h. Has data been submitted in the proper format to reflect major changes in personnel and equipment?

--	--	--

Figure 6 - Administrative/Material Inspection (Continued)

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ENCLOSURE (6)

EXAMPLE OF LINE ENTRIES

E X A M P L E	LINE	DESCRIPTION OR	NO OF CONT/	TYPE	CONT	LENGTH	WIDTH
	NO	TYPE OF VEHICLE	VEH (39)	CONT	NO	FT IN	FT IN
	(1)	(2)	(3)	(4)	(5)	(6)	(7)
	1. <u>BOX (STANDARD)</u>						
	07-872	COLOR PROCESSING KIT	1	BXS	972	03.04	01.04
	2. <u>BOX (NON-STANDARD)</u>						
	07-305	FIELD DESK	1	RXN	333	02.05	01.05
	3. <u>BOXES: (ON PALLET)</u>						
	05-001	OFFICE PUBS	1	BXP	28	03.04	01.04
	05-002	OFFICE PUBS	1	BXP	29	03.04	01.04
	05-003	OFFICE PUBS	1	BXP	30	03.04	01.04
	05-004	OFFICE PUBS	1	BXP	33	03.04	01.04
	05-005	OFFICE PUBS	1	BXP	38	03.04	01.04
	05-006	OFFICE PUBS	1	BXP	39	03.04	01.04
	05-007	PALLET TOTAL LINE 1-6	1	BPT	104	04.00	03.04
	4. <u>PALLET BOX: (NON-STANDARD)</u>						
	07-300	AVIONICS SPARE	1	PBN	322	05.00	05.00
	5. <u>VEHICLE:</u>						
	30-007	TRK, M1-3, BOMB	1	V		20.06	07.00
	6. <u>VEHICLE: (TOWED)</u>						
	39-512	M107 WTR TRLR	1	V		13.08	06.09
	7. <u>VEHICLE: (HEAVY LIFT)</u>						
	39-156	TDV, MB-5	1	V		24.04	08.02

Figure 7 - Example of Line Entries

EXAMPLES OF LINE ENTRIES

EXAMPLE 1. This entry lists a "standard box", one of the three listed in the explanation of "type container" Figure 8.

Column 1: "07-872", refer to line "7" of the UP&TT and shows that entry number "872" under that line number.

Column 2: "Color Processing Kit", a description of the line entry. Wide latitude is permitted on this entry, and it may be very general. Simply refer to the section or department concerned. (example: "Maintenance"). The entry can be a broad description of the item, (example: "Hyd Tools"), or it may be very specific nomenclature taken from a T/E or TBA.

Column 3: "1", the number of containers.

Column 4: "BXS" Box, standard, the abbreviations and definitions are listed in Figure 8. This example is a single box that is handled separately and not carried on a pallet or mobile loaded.

Column 5: "972", the box number assigned by the unit.

Columns 6, 7 and 8: The dimensions of the container. These entries must be made for every line since the program computes "Square Feet".

Column 9: "4", is the "Total Square Feet".

Column 10: "4.3", is the "Total Cubic Feet".

Column 11: "125", weight in pounds of the containers described in Column 4.

Column 12: Applies to vehicles. Do Not enter the weight of fuel or water for trailers or fuel tankers, since they will not normally be embarked or airlifted with loads. In the case of water trailers that would be filled for a seelift, the additional weight can be computed at the time, and it is not normally a critical or limiting factor.

Column 13: In this example "Net Weight" and "Gross Weight" are the same, since there is only one container and there is no "Weight of Load".

Column 14: No entry since this container is less than 5 short tons. (See Figure 9 for the definitions and abbreviations for this entry.

Column 15: No entry since it does not require a lifting device. To compute "Number of Lifts" for this type of entry, a detailed study for individual loading requirements will be necessary.

Column 16: "S", standard cargo. See Figure 10 for the definitions and abbreviations for this entry.

Figure 7 - Examples of Line Entries (Continued)

A-14

EXAMPLES OF LINE ENTRIES

HEIGHT FT IN	TOTAL SQ FT	TOTAL CU FT	NET WEIGHT	WEIGHT OF LOAD	GROSS WEIGHT	LIFT CODE	NO OF LIFTS	LOAD CODE
(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)
01.00	4	4.3	125		125			S
02.05	3	8.3	100		100			S
01.00	4	4.4	105		105			U
01.00	4	4.4	115		115			U
01.00	4	4.4	100		100			U
01.00	4	4.4	135		135			U
01.00	4	4.4	120		120			U
01.00	4	4.4	121		121			U
02.04	9	31.5	750		750		1	M
06.00	25	150.0	1050		1050		1	U
07.10	154	1206.0	8350		8350		1	E
06.04	276	1752.0	2280		2280		1	T
10.03	199	2040.0	12100		12100	A	1	E

Figure 7 - Example of Line Entries (Continued)

EXAMPLE 2. This entry is similar to **EXAMPLE 1** except that column 4 shows that the entry is a "non-standard box". (See Figure 8).

EXAMPLE 3. This example is a method of showing individual box entries with all the associated embarkation data; however, in this case the boxes are loaded on a single pallet and only the dimensions and weight of the pallet will be computed in the total for the UP&TT line entry. Column 4 shows that the six line entries are "Boxes on Pallet Total". This entry is the totalizing entry and the only entry used in the computation of UP&TT line totals.

Column 11: This is the "net weight" of the pallet with six boxes on it.

Column 12: Does not apply to pallet loads.

Column 13: "Gross weight" is the same as "net weight" in this case since there is only one pallet.

Column 14: Does not apply since no special handling is required other than the use of a lifting device. (See Figure 9).

Column 15: Any "unitized cargo" requires an entry since it normally involves a lifting device and is a factor in total loading time.

Column 16: This entry shows that this particular "unitized load" is also "mobile loaded". The fact that it is "mobile loaded" is more significant because the totals for "mobile loaded" cargo are subtracted from line 38, "total cargo", of the UP&TT to show the actual cargo that must be handled.

EXAMPLE 5. This is a single vehicle entry and the column entries are self explanatory. Variations from general cargo entries are explained in this and subsequent examples.

Column 4: "V", designates vehicle entries.

Column 16: "E", engine driven vehicle capable of moving under its own power.

EXAMPLE 6. This is a "towed vehicle" entry.

Column 3: "I", the number of vehicles described in column 2.

Column 11: "2280", the weight in pounds of the vehicles described in column 2.

Column 13: "2280", the weight in pounds of the vehicles.

Figure 7 - Examples of Line Entries (Continued)

Column 14: No entry since the weight of a single vehicle, which is the method of embarkation for this line entry, is less than 5 S/T.

Column 15: "I", number of lifts to embark the entire line entry.

Column 16: "I", towed vehicle, one that is not self propelled but is "rolling stock". This is opposed to the code letter "I" (immobile), which is a "vehicle" in the sense of embarkation because its loading factor is square feet, but the item cannot be towed or rolled for loading purposes. Examples: fuel pump for TAFDS, engine test stands, large generators and reefers. These items do have skids and wheels but they are of little value for embarkation purposes.

EXAMPLE 7. This is an "outsized vehicle" entry with most of the columns similar to a standard vehicle entry.

Column 14: "A", designates a lift that weighs between 5-10 S/T (Figure 9).

Column 16: "E", engine driven, capable of movement under its own power for loading.

Figure 7 - Examples of Line Entries (Continued)

AUTHORIZED ABBREVIATIONS FOR TYPE
CONTAINERS FOR USE IN COLUMN #4

BXS	Standard box such as 4.3 or 4.8 cube
BXN	Non-standard box
PBW	Standard warehouse type pallet box
PBN	Non-standard pallet box, such as large crates
BPX	Palletized boxes
BPT	Describes line entry which gives dimensions, total weight, and cube of pallet of boxes.
SPT	Sled pallet

Figure 8 - Authorized Abbreviations for Type Containers for use in Column #4

AUTHORIZED ABBREVIATIONS FOR LIFT CODES

TO BE USED IN COLUMN #14

- "A" Designates a lift that weighs between 5-10 short tons
- "B" Designates a lift that weighs between 10-20 short tons
- "C" Designates a lift that weighs between 20-30 short tons
- SA Designates a special airlift. This will normally pertain to equipment that contains sensitive instrumentation and can not withstand the rough handling of surface embarkation. Example: Avionics test equipment. It is permissible to use the special airlift code in combination with either "A", "B" or "C" if all requirements for each are met.

Figure 9 - Authorized Abbreviations for Lift Codes to be used in Column #14

AUTHORIZED ABBREVIATIONS FOR LOAD CODES
TO BE USED IN COLUMN #16

- "U" Designates unitized cargo. Use with palletized cargo.
- "S" Designates standard cargo. Use with BXS, BXN.
- "M" Designates mobile loaded cargo.
- "E" Designates prime mover vehicles.
- "T" Designates towed vehicles.
- "I" Designates immobile type equipment such as engine stands, dollies, etc., for which the loading factor is square feet.

Figure 10 - Authorized Abbreviations for Load Codes to be used in Column #16

0-999 (As Written)	2200-2299---N00-N99
1000-1099---A00-A99	2300-2399---P00-P99 (Letter "O" Not Used)
1100-1199---B00-B99	2400-2499---Q00-Q99
1200-1299---C00-C99	2500-2599---R00-R99
1300-1399---D00-D99	2600-2699---S00-S99
1400-1499---E00-E99	2700-2799---T00-T99
1500-1599---F00-F99	2800-2899---U00-U99
1600-1699---G00-G99	2900-2999---V00-V99
1700-1799---H00-H99	3000-3099---W00-W99
1800-1899---J00-J99 (Letter "I" not used)	3100-3199---X00-X99
1900-1999---K00-K99	3200-3299---Y00-Y99
2000-2099---L00-L99	3300-3399---Z00-Z99
2100-2199---M00-M99	

1. See explanation "Column 1" of Data Processing Format.

2. EXAMPLES: 1132 - B32 2289 - N89 1456 - E56 3375 - Z75

Figure 11 - Data Processing Alphabetical/Numerical Code

FROM:

TO:

INFO:

SUBJ: EMBARKATION DATA: CHANGE TO

REF: (A) WGO P4600.1

1. LINE NO. /NEW LINE NO:

1	2	3	4	5
---	---	---	---	---

2. ITEM DESCRIPTION / TYPE VEHICLE:

6	7	8	9	10	11	12	13	14	15	16
---	---	---	---	----	----	----	----	----	----	----

CON'T

17	18	19	20	21	22	23	24	25
----	----	----	----	----	----	----	----	----

3. NUMBER OF CONTAINERS/VEHICLES:

26	27	28
----	----	----

4. TYPE CONTAINER:

29	30	31
----	----	----

5. CONTAINER NUMBER:

32	33	34	35
----	----	----	----

6. LENGTH: FEET

36	37	38	39
----	----	----	----

7. WIDTH: FEET

40	41	42	43
----	----	----	----

8. HEIGHT: FEET

44	45	46	47
----	----	----	----

Figure 12 - Change Format for DPI Print-out

9. SQUARE FEET: (COMPUTED IN THE PROGRAM)

10. CUBIC FEET TO TENTH: (COMPUTED IN THE PROGRAM)

11. NET WEIGHT IN POUNDS: 57 58 59 60 61 62

--	--	--	--	--	--

12. LOAD WEIGHT IN POUNDS: 63 64 65 66 67

--	--	--	--	--

13. GROSS WEIGHT: (COMPUTED IN THE PROGRAM)

14. LIFT CODE: 68 69 70

--	--	--

15. NUMBER OF LIFTS: 71 72

--	--

16. LOADING CODE 73

--

17. REPORTING UNIT CODE WITH SECTION DESIGNATION:

74 75 76 77 78 79 80

--	--	--	--	--	--	--

18. PERSONNEL:

- A. OFFICERS
- B. STAFF NCO (E-7), (E-8), AND (E-9)
- C. ENLISTED

19. REMARKS AND INSTRUCTIONS:

Figure 12 - Change Format for DFI Print-out (Continued)

BIBLIOGRAPHY

B.1. The publications listed below are of value to the Unit Embarkation Officers, and these officers should familiarize themselves with their contents. It is realized that some of this material will not be available at squadron level and in some instances will not be available at the Group level. However, the material is available at this Headquarters and may be borrowed as required. Each Unit Embarkation Officer will maintain a file of appropriate reference material. If the number of copies available preclude maintaining a file copy, he will indicate on a cross reference sheet where it can be located.

(* Indicates required references)

- a. MCO P3000.1A - SOP for Movement of Casuals Overseas (SOMLO)
- *b. MCO 4035.3A - Standard Overseas Marking Procedures for MEF Aviation Units.
- *c. FMFPacO 4600.1F - SOP for Embarkation
- *d. FMFPacO 4600.2B - Request for Government Air and Fleet Shipping
- e. FMFPac (Air FMFPac) O 3710.3A - SOP for Airlift
- *f. WingO 4600.1F - SOP for Embarkation
- *g. WingO 4631.7A - Air Transportation and Air Freight Operations
- *h. WingO P11240.1F - SOP for Motor Transport
- *i. FMFM 4-2 - Embarkation
- j. FMFM-18 - Air Movement of Air Units
- k. LEM-01 - (LWP22A) - Doctrine for Amphibious Operation
- l. LEM-4 - Ship to Shore Movement

Figure 13 - Bibliography

WGO P4600.1W
9 Nov 1965

LOCATOR SHEET

Subj: Standing Operating Procedures for Embarkation

Location: (Indicate the location(s) of the copy(ies) of this publication)

ENCLOSURE (1)

ENCLOSURE (6)

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

WgO 4750.1
4:LCH:lh
30 Nov 1965

WING ORDER 4750.1

From: Commanding General
To: Distribution List


Subj: Element Change Requirements for TAFDS Filter/Separators

1. Purpose. To provide the necessary guide for fuel personnel in the maintenance and operating procedures relative to filter/separators handling aviation fuels. To establish the basis for changing elements qualified under Specifications MIL-F-8901.
2. Background. In February 1961 Specification MIL-F-8901 replaced and superseded Specification MIL-F-5808. However, it was economically impossible to replace all filter/separators qualified under the older specification. A conversion kit was designed for the older filter/separators, using elements to meet the requirements of Specification MIL-F-8901. The kit makes provisions for the installation of a fuel monitor device commonly referred to as a "Go-No-Go" Gauge. Since 1961 the Bureau of Naval Weapons has required this type fuel monitor downstream of the filter/separator. The use of superior filter/separator elements together with the fuel monitors has resulted in re-evaluation of the requirements for changing of filter/separator elements.
3. Action. The following criteria are established and will govern element change requirements:
 - a. Systems equipped with filter/separators qualified under Specifications MIL-5808 or MIL-F-8901 without the "Go-No-Go" type monitor.
 - (1) Element change required after one year use life or when pressure drop across filter/separator reaches 15 PSI, whichever occurs first.
 - b. Systems equipped with filter/separators qualified under Specifications MIL-F-8901 and which incorporate a fuel monitor of the "Go-No-Go" type downstream of the filter/separator.
 - (1) Element change required after two years use life or when pressure drop across filter/separator reaches 20 PSI, whichever occurs first. In systems where a fuel monitor is installed independent of the filter/separator case, maximum allowable pressure drop across the fuel monitor shall not exceed 20 PSI. In conversion kit installation, where the fuel monitor is installed in a filter/separator case, the maximum allowable pressure drop across the entire case shall not exceed 25 PSI.

4/6 3- ENCLOSURE (7)

WgO 4750.1
30 Nov 1965

c. Increase in pressure drop should be gradual. A sudden falling off of pressure drop indicates a malfunction in the elements and shall be immediately investigated. Extreme care should be exercised in handling and disposing of old, fuel soaked elements. Inhalation of fuel fumes and contact of bare skin with fuel should be avoided. Except under an extreme emergency, (such as operating in a combat area and new elements not being immediately available), elements once removed from filter/separators, regardless of the previous length of service, shall not be reused, and shall always be replaced with new unused elements.


T.G. BRONLEWE, JR.
Chief of Staff

DISTRIBUTION: "A" & "B"

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

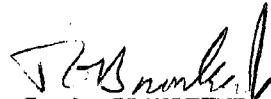
WgO 5100.6
35:GLS:rkc
21 Nov 1965

WING ORDER 5100.6

From: Commanding General
To: Distribution List

Subj: Protective Helmets for Operators and Passengers of Motorcycles
and Similar Two-wheeled Vehicles in Vietnam

1. Purpose. To direct the use of protective helmets for operators or passengers of motorcycles and similar two-wheeled vehicles in order to decrease the likelihood of serious head injury or death in the event of an accident.
2. Approved Helmet Specifications. Protective helmets worn will be specifically designed and constructed to protect the head from impact injury. The helmet will be constructed of hard, non-shatterable material resistant to impact and penetration. The helmet will be fitted with a permanently attached adjustable chin strap which will hold the helmet securely in place.
3. Action. Commanding Officers will require personnel of their commands to wear a protective helmet at all times while operating or riding as a passenger on a motorcycle, motorscooter, or similar vehicle.


T. G. BRONLEEWEE, JR.
Chief of Staff

DISTRIBUTION: "A" (Less 1, 2, 3, 4, 10, 12, 13, 14, 15, 16) & "B"

4-ENCLOSURE (8)

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

WgO P10340.2
4:LCH:rkc
14 Nov 1965

WING ORDER P10340.2

From: Commanding General
To: Distribution List

Subj: Standing Operating Procedures for Tactical Airfield Fuel
Dispensing Systems

Ref: (a) ENG-TM-50
(b) Gorman Rupp Pump Manual
(c) Filter/Separator Manual
(d) BUWEPINST 10340.3
(e) MCO P4750.3
(f) NAVJEPF 00-352M-6
(g) MCO 4035.3

Encl: ✓(1) Technical Publications Pertaining to TAFDS, listing of
✓(2) LOCATOR SHEET

1. Purpose. To establish guidance for the operation, administrative and maintenance of Tactical Airfield Fuel Dispensing Systems within the 1st Marine Aircraft Wing.

2. Certification. Reviewed and approved this date.


T. G. BRONLEWE, JR.
Chief of Staff

DISTRIBUTION: "D"

App-3-ENCLOSURE (9)

Log completed change action as indicated.

Log completed change action as indicated.

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SECTION I

GENERAL

101. APPLICABILITY. This Order is applicable to all subordinate elements of the 1st Marine Aircraft Wing.

102. ACTION. Groups of this Wing (less MWHG-1) will prepare and maintain a standing operating procedure for Tactical Air Field Fuel Dispensing System. Group Commanders will insure that those persons whose duties pertain to TAFDS are thoroughly familiar with this SOP as well as those published by higher authority.

103. RESPONSIBILITY. Commanding Officers are responsible for all aspects of administration, maintenance and operation of TAFDS equipment assigned to their organization.

SECTION II

OPERATIONS

201. INSTALLATION

1. The site on which the TAFDS is to be installed requires a certain amount of preparation prior to the installation of the system. The area should be reasonably level and of sufficient size to accommodate all of the equipment associated with the TAFDS.

2. Each tank will be installed in a separate berm of sufficient size to contain 150 percent of the completely filled tank. Sand bags may be utilized as berm material.

202. TAFDS OPERATION PRIOR TO INITIAL ISSUE

1. After the TAFDS has been assembled and fuel received into it there are certain procedures to be followed before fuel is dispensed to aircraft. The product to be used will be recirculated through all parts of the system to flush out any foreign objects that might have been picked up in the line during installation.

2. During this recirculating period, all components will be carefully checked for proper operation, leaks, or other malfunctions.

3. Upon completion of the recirculation of the product through the hose lines, the dispensing nozzles will be reconnected to the dispensing hoses and final checks will be made. Each nozzle will be tested for proper operation and the nozzle screens removed and cleaned. The strainer basket on the meter manifold will be removed and cleaned.

4. Fuel introduced into the storage tanks must be allowed a settling period to allow water and sediment to settle out of the fuel prior to issue. The period of settling is dependent upon the specific gravity of the fuel being handled. The heavier the fuel the longer the settling period. Settling time for aviation gasoline is one hour per foot of tank depth; for jet fuels allow two hours per foot of tank depth.

5. After the required settling period a fuel sample will be obtained from each dispensing point and given a color and appearance test, API gravity test, and checked for sediment using the AEL MK III Contaminated Fuel Detector. To be suitable for issue, a product must be bright clear in color and contain no free water or sediment.

203

203. TAFDS DAILY OPERATION

1. Prior to starting pumps for first operation of the day all equipment will be checked for proper grounding and bonding.
2. All nozzle screens will be removed and cleaned daily. The basket strainers on the meter manifold will be cleaned and checked on a weekly basis.
3. A nozzle sample will be taken from each dispensing point and checked for sediment by using the AEL MK III Contaminated Fuel Detector. An additional sample will be taken from each nozzle and retained until completion of the days flight operations.
4. The filter/separator will be checked daily and the pressure drop across the filter elements recorded. A drop of 15 PSI will require the filter elements to be changed. The manual drain on the filter/separator will be drained of accumulated water and sediment prior to operations daily.
5. When the product has remained static in the hose for a period of twenty-four hours or more, it will be recirculated to prevent gum from forming. Circulate only that amount of fuel needed to displace the fuel already in the hose.
6. All tanks will be checked for water bottoms daily. Any existing water will be stripped prior to dispensing.
7. Whenever fueling operations are in process there will be an aircraft towing tractor in the immediate area of the TAFDS for emergency removal of aircraft.

2-2

SECTION III

QUALITY CONTROL AND SURVEILLANCE OF AVIATION FUELS

301. SCOPE

1. Modern aircraft require fuel of such chemical and physical properties and state of cleanliness that extraordinary measures must be taken to protect these properties and achieve the required cleanliness.
2. When the TAFDS is used in support of aircraft units, it represents the final phase of the military fuel quality surveillance process. It is essential that fuel dispensed by the TAFDS meet all pertinent military specifications.

302. MIXING OF DIFFERENT PRODUCTS

1. Extreme care must be taken to prevent one fuel from becoming mixed with another. In no case will even the slightest amount of jet fuel be mixed with aviation gasoline.
2. If aviation gasoline is contaminated by jet fuel it must be subjected to knock rating tests prior to use. This test cannot be performed by the TAFDS. A sample should be forwarded to one of the Naval Testing Laboratories for analysis.

303. SPECIFICATIONS

1. Any fuel which does not meet the military specifications for that particular grade of fuel will not be used without authorization from higher authority.

115/145	MIL-6-5572
JP-4	MIL-J-5624F
JP-5	MIL-J-5624F

304. TESTING

1. Prior to the first issue of the day the following tests will be performed in accordance with reference (d):
 - a. API Gravity test
 - b. Visual, for water and sediment
 - c. Mark III Contaminated Fuel Detector

305

305. SAMPLES

1. Prior to the first issue of the day there will be a sample taken from each dispensing point and held until the days flight operations are secured.
2. Only sample containers obtained through the supply system are authorized for use. Dark colored sample bottles are to be used for aviation gas. Clear bottles may be used for jet fuels.
3. All other sampling will be done in accordance with reference (d).

3-2

SECTION IV

MAINTENANCE

401. GENERAL

1. Maintenance includes all actions taken to keep equipment in, or return it to, a serviceable condition. Commanders at all levels must ensure that operators and mechanics are properly trained on assigned equipment.

2. Maintenance of the TAFDS will be in accordance with all current technical and maintenance publications on each component of the system. References (a), (b), and (c) apply.

402. CATEGORIES OF MAINTENANCE

1. The maintenance system established by the Marine Corps is based on the three categories of maintenance operations; organizational, field, and depot. These three categories embrace five echelons of maintenance. The five echelons of maintenance each limit the scope and capabilities of respective maintenance organizations or facilities. The three categories of maintenance with their respective echelons of maintenance areas are as follows:

<u>Category</u>	<u>Echelon</u>
Organizational	First and Second
Field	Third and Fourth
Depot	Fifth

403. ASSIGNMENT OF MAINTENANCE FUNCTIONS

1. The degree or repair and maintenance work to be performed by an organization shall be limited to the level of maintenance normally assigned by the Commandant of the Marine Corps. Tools, equipment, repair parts, and supplies authorized in allowance lists will be commensurate with the level of maintenance assigned below. Deviations which do not increase total Wing requirements for spare parts, tools or equipment may be authorized by this Headquarters upon request, in accordance with the authority granted in MFRacO 4710.1.

2. Responsibility for first through fourth echelon maintenance for TAFDS equipment is as follows:

Maintenance of TAFDS Equipment

	<u>Echelons</u>			
Maintenance Activities	1	2	3	4
MABS, MAG (VF/VA/HR)	x	x	x	
MABS, MWSG	x	x	x	x(1)

403.3

Note: (1) 4th echelon for all units of the 1st Marine Aircraft Wing.

3. Fifth echelon repairs will be as directed and funded by this Headquarters. Groups that have items requiring fifth echelon maintenance will submit a Tactical Equipment Repair Order (NAVMC 10245) to this Headquarters specifying repairs required.

404. MAINTENANCE COSTS

1. Maintenance costs for the TAFDS will be charged to Project 40.

405. MODIFICATIONS

1. Navy furnished equipment will be modified in accordance with Ships' Parts Control Center (formerly Yards and Docks Supply Office) Modification Work Orders.

406. PAINTING, REGISTRATION, AND MARKING

1. Reference (e) will govern painting of all the subject equipment. In addition, reference (b) directs that all deployable aviation ground support equipment be painted Marine Corps green.

2. Registration numbers will be placed on equipment as indicated in references (e) and (g).

3. The design and placement of organizational tactical markings will be as prescribed in reference (g).

SECTION V

REPORTS

501. EQUIPMENT REGISTRATION (NAVY)

1. Navy equipment normally has a registration number already assigned to it when received. This number may be painted on the exterior of the equipment, stamped on the data plate, or included in the shipping documents.
2. When equipment is received with a USN number painted on the exterior, a registration form (NAVDOCKS Form 2421) should accompany the shipping documents. If no such form is found, fill out NAVDOCKS Form 2421. File the original in the equipment jacket and forward one copy to Commanding General, 1st Marine Aircraft Wing (Attn: TAFDS O).
3. When equipment is received with no Navy number assigned and no registration card, fill out NAVDOCKS Form 2421 completely and submit it to Commanding Officer, US Naval Construction Battalion Center (Code 140) Port Hueneme, Calif., via Commanding General, 1st Marine Aircraft Wing (Attn: TAFDS O).
4. Instructions for completing NAVDOCKS Form 2421 are contained in NAVDOCKS P-300, Part V, Section I.
5. Upon receipt of the USN Number affix to the pump in accordance with the instruction contained in reference (e).

502. EQUIPMENT SURVEY REPORT

1. Surveys of Navy furnished equipment will be conducted in accordance with the appropriate paragraphs of BUSANDA Manual, Vol II.
2. Reports of surveys of Navy furnished equipment will be forwarded to the Chief, Bureau of Naval Weapons via the Commanding General, 1st Marine Aircraft Wing (Attn: TAFDS O). Surveyed systems will be retained by the surveying organization until disposition instructions have been received from the Chief, Bureau of Naval Weapons. When required, follow-up action to obtain disposition instructions will be taken by the Wing TAFDS Officer 45 days after the initial request has been forwarded from Wing Headquarters.
3. A completed limited technical inspection form setting forth repairs required and cost of required material for such repairs must accompany the report of survey for Navy furnished equipment.

502.4

4. After disposition instructions have been received for Navy furnished equipment, the equipment and all records will be invoiced to the designated activity. The Commanding General, 1st Marine Aircraft Wing (Attn: TAFDS O) will be advised when disposition has been made. Reports must include the identity of the activity to which the equipment has been invoiced.

503. UNSATISFACTORY EQUIPMENT REPORT

1. It must be emphasized that submission of unsatisfactory equipment reports is one of the most vital tools that can be employed to assist in the correction of equipment difficulties. Personnel at all levels are responsible for the reporting of unsatisfactory equipment.

2. Marine Corps furnished equipment will be reported on NAVDOCKS Form 10293 in accordance with the instructions contained in USMC TM 11240-1 and Marine Corps Technical Instruction TI-4700-15/8.

3. Navy furnished equipment will be reported in conformance with the instructions set forth in BUWEPS Instructions 11240.2 Paragraph III-5. Except that an information copy will be provided the Commanding General, 1st Marine Aircraft Wing (Attn: TAFDS O).

504. TAFDS INVENTORY

1. Inventory and status report will be submitted to reach this Headquarters not later than the fourth day of each month. Included in this report will be the following information:

- a. Location of equipment
- b. Condition of equipment
- c. Deadlined equipment
- d. Shortages and overages

2. All pumps will be reported by USN number.

5-2

SECTION VI

FIRE PREVENTION

601. GENERAL

1. In the handling of gasoline and other petroleum products there is continuously exists a serious fire hazard. This hazard must be recognized and impressed upon the TAFDS personnel to such an extent that fire prevention becomes second nature to them. Continuous "Fire consciousness" is absolutely essential.

602. PRIMARY HAZARDS

1. Storms
2. Static electricity
3. Sparks

603. PREVENTATIVE MEASURES

1. STORMS. Even though the TAFDS is completely grounded by bonding wires, ground wires, and ground rods, do not operate the system when an electrical storm is over or in the near vicinity of the airfield. If the system is under pressure and hit by lightening or otherwise damaged by the storm, the loss of fuel and consequently the size of the potential fire is increased.

2. STATIC ELECTRICITY. Fuel moving through the hoses creates static electricity. If allowed to build up this static electricity may jump from one metal component to another causing an explosion and fire. When assembling the system all ground wires will be attached to ground rods to provide an easy path for the static electricity to escape.

3. SPARKS. The danger of indiscriminate smoking cannot be overemphasized. To eliminate this hazard, post "No Smoking" signs at regular intervals at least 100 feet from the TAFDS. If the TAFDS is located in a position where there are large numbers of personnel in the area, guards should be posted. To further reduce the possibility of fires being started by sparks, the following instructions will be followed:

- a. Smoking within 100 feet of the TAFDS is strictly prohibited.
- b. Personnel will not carry lighters or matches within the TAFDS.
- c. Only vapor-proof lights or explosion proof lanterns and flashlights will be permitted within the TAFDS.
- d. Periodically check the mufflers on the pump engines. Replace any defective mufflers.

603.3

e. No fuel will be dispensed until the receiving unit is grounded, the nozzle grounded to the receiving unit, and all electrical switches are off. (Except those required for refueling certain aircraft).

f. When connecting the service nozzle, the grounding wire will be connected prior to placing the nozzle in position and the nozzle will remain in contact with the fuel opening at all times while dispensing fuel.

g. Every precaution should be taken to prevent spillage of fuel. In case there is an excessive amount of spillage the crash crew will be called to wash down the area with water.

h. Do not wear shoes with exposed nails, metal plates, or hobnails. Shoes with exposed metal parts will produce sparks when walking on pavement.

i. Keep all bonding and grounding connections clear, unpainted and in good condition.

j. Do not conduct fuel handling operations within 300 feet of ground radar operations.

k. Do not perform any repair work during fuel handling operations.

l. Only non-sparking type tools shall be used for maintenance of fuel handling equipment.

604. FIRE FIGHTING EQUIPMENT

1. All TAFDS installations will have at least three 150 lb dry chemical fire extinguishers in the immediate vicinity of the tanks. Each fuel dispensing point will have either a 30 lb dry chemical, or a carbon-dioxide extinguisher readily available.

2. The following general rules should be observed in connection with all fire fighting equipment:

a. Knowledge of their operation and proper application.

b. Proper maintenance, and recharging immediately after use.

c. Examine and test at prescribed intervals.

6-2

WgO P10340.2

14 Nov 1965

PUBLICATIONS PERTAINING TO TAFDS

BUWEPSINST 10300.1B: Aviation fuels, lubricants, and specialty products used by the NATO Armed Forces.

BUWEPSINST 10340.1: Aircraft Fuel Systems, elimination of free water and contaminants; instructions concerning.

BUWEPS INST 10340.2A: Petroleum Testing Laboratories.

BUWEPS INST 10340.3: Quality control and surveillance of aviation fuels.

BUWEPSINST 10340.6: JP-5 Aviation Jet Fuel.

BUWEPSINST 10340.5: Aviation fuel contamination and visual quality standards for aviation fuel.

BUWEPS INST 10341.1A: Aircraft Engine Fuels; utilization of

BUWEPS INST 10341.2A: JP-4 Jet Fuel; safe handling of.

BUWEPSINST 10345.1A: Aircraft Fuel Tanks; preparation for repair, modification or cleaning of.

BUWEPS INST 10345.2: Aircraft Pressure Refueling; hazards concerning; instructions for.

BUWEPS INST 10345.3: Fuel nozzle grounding equipment; installation and use of.

BUWEPS INST 10345.4: Aircraft Ground Refueling Hose, preparation for use; procedures for.

BUWEPS INST 10350.1A: Aircraft Engine Lubricating Oils; utilization of.

BUWEPSINST 11240.3: Filter/Separators, Aviation Fuels.

BUWEPSINST 10340.7: Aviation Fuel Cleaners; test methods for.

BUAERINST 10345.2: Aviation fuels, receipt, storage, distribution, and issue systems at Naval Air activities; criteria for solids and water contamination control.

BUAERINST 10345.7: Safety precautions applicable to gasoline and jet Fuel tank vehicle undergoing repairs and storage.

WgO P10340.2
14 Nov 1965

BUAERINST 11240.5B: Defueling of aircraft with mobile pumping equipment; regulations concerning

BUAERINST 11240.13A: Aircraft refuelers, Filter/separators, operation; instructions for

BUAERINST 11240.23: Aircraft refuelers, type and grade of aviation fuel; chance of, instructions for

NAVAER-00-80T-74: Fuel contamination information manual

NAVAER-06-5-502: Handbook on aircraft refueling

NAVAER-15-03-500: Packaging and handling of dangerous materials for transportation by military airlift.

NAVPERS-10301-A: Aviation Boatswain's Mate F 3 & 2.

NAVPERS-10304: Aviation Boatswain's Mate F 1 & 0.

MIL-HDBK-200B: Military handbook on quality surveillance for fuels and lubricants (overseas areas)

MIL-HDBK-201A: Military Standardization Handbook Petroleum Operations

CINCPAC Instruction 4020.6: Quality Control Surveillance Manual for Military Petroleum Products in the Pacific Command

ASTM TABLE(5): Reduction of observed API gravity to API gravity at 60°F.

ENG-TM-50: Amphibious Assault Fuel System M-58 and Tactical Airfield Fuel Dispensing System

BUAER and BUWEPS Instructions will be procured in accordance with instructions contained in 1st MAW letter 35:RWT:ga over 11240 of 8 Aug 1965.

NAVAER Publications may be obtained from Aeronautical Supply Points in accordance with instruction contained in NAVWEPS 00-500, Naval Aeronautic Publications index.

The NAVPERS Publication may be obtained from the forms and publications segment of the Navy Supply System in accordance with Nav SandA Publication 2002.

The handbook, H200, may be obtained from Military Petroleum Supply Agency Washington 25, D.C. The handbook, H201, may be requested from Chief, Bureau of Supplies and Accounts (N22) via Commanding Officer, Navy Fuel Supply Officer.

ENCLOSURE (1)

DECLASSIFIED

WgO P10340.2
14 Nov 1965

LOCATOR SHEET

Subj: Standing Operating Procedures for Tactical Airfield Fuel Dispensing Systems.

Location:

(Indicate the location(s) of the Copy(ies) of this publication)

ENCLOSURE (2)

ENCLOSURE (9)

DECLASSIFIED

DECLASSIFIED

APP 3 TAB 1

DECLASSIFIED

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

21:JFR:ega
5700
14 Dec 1965

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1st MAW S&C No.	Copy No.
5581-65	1

From: Wing Supply Officer
To: Assistant Chief of Staff, G-3

Subj: Command Chronology for November 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", established with FMFPac during October to identify and provide extensive followup on critical supply items, continues to function as its design intended. (U)

b. Wing units received the first shipments of high demand (CRITIPAK) items from Marine Corps Supply Center, Barstow. (U)

c. The critical shortage of field fortifications in RVN was terminated during the month. Substantial portions of field fortification material were received by Wing units from the FLSG which satisfied all known requirements needed in defense of airfield installations. (U)

d. Staff Sergeant D. C. LLOYD 663396/1169, H&HS-1, has been assigned duty as Wing Supply Liaison NCO at Saigon, under control of the Wing Supply Officer. He has the mission of effecting open purchase of material based on authorizations sent him by the Wing Purchasing Officer, arranging shipments of material from Saigon to Wing units, checking airfields and cargo terminals in the Saigon area for Wing shipments. The amount of material he has located and moved to units adequately justifies his billet. (U)

e. Improvement in motor transport spare parts supply support was attempted by allowing Wing units to submit requisitions direct to the Construction Battalion Center, Port Hueneme. The groups submitted priority 02 and 05 requisitions for items deadlining vehicles, on a fill or kill basis. Items in stock were issued from Prepositioned War Reserve Stocks but results were negligible. The Naval Supply Depot, Yokosuka, took intercept action on a number of requisitions for which stock on hand would fill. This supply action was modified by CG FMFPac due to volume of requisitions submitted, limiting requisition action on CBC stocks only to MWSG-17. Lists of stock available at CBC are to be furnished to MWSG-17. (U)

f. The fourth echelon exchange program of Motor Transport repair

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21:JFR:ega
5700

items for Wing units through MWSG-17 to alleviate the deadlined vehicle situation was amplified. Wing units in RVN were directed to ship un-serviceable items to MWSG-17 priority 01 air transportation and to requisition replacement items by message. (U)

g. Requests were submitted to position additional critical FLB and KC130 aeronautical spares in WestPac area due to increased tempo of operations. (U)

h. Avcal support for CH46A aircraft was requested for MAGS 16 and 36. MAG-36 Avcal funds were requested for support of HMM-164. Requisitions for spare parts will be submitted to NSC Oakland. (C)

i. Tail rotor blade requirements for UH34D were readjusted to reflect two Groups in RVN and reported to ASO Philadelphia for procurement action. A total of 150 blades for 90 day usage was requested for each MAG. (U)

2. It is requested that the Wing Supply Officer be included in the list of the Commanding General's staff in the Command Chronology, inasmuch as he has been omitted from previous lists.


J. F. ROSS

Copy to:
G-4



PAGE 2 of 2 PAGES
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App-4

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

52:FJF:jhd
5750

15 DEC 1965

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

Subj: Command Chronology

Ref: (a) WgO 5750.1a

Encl: ✓(1) Organizational Data
✓(2) Significant Events

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


F. J. FRAZER

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APP-4

G-5

1 November 1965 - 30 November 1965

ACofS, G-5

Colonel Fred J. Frazer

Asst G-5

Lt. Colonel George W. King

NCOIC

Sergeant Joseph H. Denet

Enclosure (1)

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SIGNIFICANT EVENTS FOR NOVEMBER 1965

G-5

The G-5 office continued to devote the majority of its efforts toward the base development and military construction programs for the 1st Marine Aircraft Wing (FMAW). In addition, a portion of the time was spent on base development programs that involved all services, organizations, and facilities within the Third Marine Amphibious Force/Naval Component Command (III MAF/NCC) and the I Corps Areas.

This report is divided into general topics and into topics that are related to specific air groups.

GENERAL:

The G-5 coordinated the rehabilitation of the Tango Sector, Da Nang Air Base. This included the development of the scope of work to be accomplished, preparation of plans and specifications, and awarding of the contracts. Specifics of this rehabilitation program were under the cognizance of the Tango Sector Commander, 30th Naval Construction Regiment (30th NCR), and the Naval Support Activity (NSA). The NSA was designated as the contracting office with the responsibility of awarding the contracts and supervising the construction.

The G-5 approved a site for the erection of the Armed Forces Radio Station (AFRS) antenna on the North-East side of the Da Nang Air Base. Specifically, it will be located in the south-west corner of the cross roads adjacent to Battery "A", 1st LAAM Bn. The location of this site took the approval of FMAW, Air Force Base Commander, III MAF Communications Officer, and a representative from the AFRS of Vietnam.

Enclosure (2)

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On 12 November 1965, a staff visit was conducted between the G-5 and the staff of Naval Advisory Detachment (NAD). It was learned that NAD will vacate their camps Six and Seven on or about 15 January 1966. Camp Six and Seven are located north of Marble Mountain Air Facility and on the shore of the South China Sea. These camps will become the property of the FMAW and will be used as an officers' recreation area.

The G-5, on 19 November 1965 conferred with Major Hakey, the Commanding Officer of the Special Forces Camp, Da Nang Air Base. It was tentatively agreed that the FMAW could purchase the Special Forces Camp for \$15,000 and that the Special Forces Camp would be turned over to the FMAW in essentially its present state. Major Hakey's relief, Major Trusdale, subsequently agreed to these terms. Special Forces will vacate the premises at Da Nang when their cantonment is constructed at Marble Mountain.

During the first half of November the G-5 compiled and audited the information the air groups prepared in accordance with MACV Directive 405-2. This directive required an inventory of facility assets, requirements, and deficiencies. The package for the FMAW was turned over to Mr. Lancaster, representative of DirPacDocks survey team, on 10 November 1965, Marine Corps Birthday. The input of the FMAW will be part of a survey for all U. S. Forces and facilities for the I Corps Area. The I Corps report will be completed during December.

The Base Development Board for the Da Nang Area held many conferences throughout November. A major problem was the amount of ammunition being stored within the perimeter of the Da Nang airfield. After many conferences and exchanges of proposals it was tentatively agreed

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that, the following was an interim solution: That the FMAW release sixty-four acres of their Class V(A) dump to the Air Force; that the Air Force could store approximately 500 tons of the Class V(A) with the VNAF Class V(A) dump; that the ARVN would not share any of their ammunition facility; and that the Air Force would not move any of their Class V(A) off the air base because of lack of security and poor routes of communication. It was further agreed that the above actions would lessen the danger of over-storing, but that it did not eliminate the hazardous condition within the Air Force Class V(A) dump. Further conferences and proposals were planned for December. The G-5 was assigned the task of parcelling the FMAW Class V(A) dumps between the Air Force and the Wing.

The Base Development Board agreed on the location of the perimeter fence at the Da Nang Airfield. On 22 November 1965, all interested parties walked the line of the agreed-upon fence. This consensus satisfied the requirements of the base development program and the base defense battalion.

On 22 November 1965, the G-5 with color-coded site plans, requested specific real estate from the base development board. The real estate was for current and future use, and it included facilities at Chu Lai, Da Nang, Marble Mountain, and Phu Bai.

MAG-11

The Commanding General, FMAW approved the site plans for MAG-11 and for one additional group at Da Nang.

On 15 November 1965, the Commanding General put the finishing touches on the north touchdown area of the parallel runway. See

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photograph and news item, Appendix (1).

During the period, the G-5 approved the scope and fifty percent submittal of plans and specifications for the maintenance and operating facilities for MAG-11. This included interior designs and associated utilities.

MAG-12

For the reporting period, G-5's association with MAG-12 were not significant.

MAG-16

On 9 November 1965, the G-5 requested the overruns on the runway addition at Marble Mountain be extended from 200 feet to 1,000 feet. This request was approved during the period and has been included in the air field design.

The Viet Cong-inflicted damage to the west helicopter apron was repaired during the period. G-5 was the action office to determine costs of these repairs.

MAG-36

On 19 November 1965 the G-5 instructed 30th NCR to commence work on the 114,000 square feet of taxiway and maintenance area for MAG-36.

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NEW RUNWAY—BrigGen. Keith E. McCutcheon, CG, 1st Marine Aircraft Wing (3rd from left) puts the finishing touches on the start of the new 10,000 foot runway at Da Nang. Present for the dedication are: (left to right) Lt.jg. B. J. O'Connell, Resident officer in charge of construction; Mr. Al Salg, General Superintendent for RMK and BRJ construction companies; General McCutcheon; Cmdr. R. A. Bafus, Director of Construction for northern area (standing) and Col. Franklin H. Scott, commander of the 6252nd Tactical Fighter Wing, Da Nang. The new strip which will parallel the existing one, is being built by a joint civilian and military effort.

Appendix (1)

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1ST MAW COMMUNICATIONS/ELECTRONICS
COMMAND CHRONOLOGY Nov 65

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

10:WHS:wes
5750
13 Dec 1965

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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 November 1965
✓(2) Seismic Intrusion Detectors Evaluation Report
✓(3) CEO memo 10:RWS:gao 1550 of 26Nov65 to CEO, III MAF
✓(4) CG, 1st MAF ltr 10:JAV:wes 2040 of 7Nov65 to CG, III MAF
✓(5) A&M Inspections

1. In accordance with reference (a), enclosures (1) through (5) are herewith submitted.

2. Unclassified upon removal of enclosures.

DOWNGRADED AT 12 YEAR INTERVALS;
NOT AUTOMATICALLY DECLASSIFIED.
DOD DIR 5200.10

James A. Blakely
JAMES A. BLAKELY

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SIGNIFICANT COMMUNICATION-ELECTRONICS EVENTS DURING NOVEMBER 1965

1. The new Seismic Intrusion Detector (SID) was tested and evaluated by the Communication-Electronics Office during the period 7-15 November. Enclosure (2) is a copy of the evaluation report submitted to the Camp Commander. On 22-24 November, SSgt. SUTTON from the Communication-Electronics Office assisted in conducting three classes of three hours each on the SID-150 for the Airfield Defense Battalion. These classes were well received and by virtue of SSgt. SUTTON's knowledge of this particular device the infantry battalion benefitted greatly from the school. In addition, SSgt. SUTTON also held a two hour school on the SID-150 for the H&HS-1 perimeter guard on 17 November 1965. See CG III MAF message 020626Z (C) concerning the employment and effectiveness of SID.
2. The "Blue Marlin Operation" was conducted during the month of November and included a Communication Annex written by the Communication-Electronics Office.
3. On 25 November an AN/PRC-25 radio and an AN/PRC-47 radio, both with accessories, were turned over to the Avionics Shop of H&MS-11, MAG-11 for the specific purpose of being installed in the new and contemplated "Airborne Command Post" being configured by that unit. It is expected that this "Airborne Command Post" will greatly enhance future command and control of operations within the Republic of Vietnam.
4. During the third week of November, Major LOUDERMILK from the CEO Section of FMFPac visited the 1st Marine Aircraft Wing Communication-Electronics Office for the specific purpose of gathering facts and knowledge first hand on the problems being encountered by the 1st MAF on its existing circuitry, and the problems of equipment supporting these circuits. After an extensive and detailed tour throughout the entire 1st Marine Aircraft Wing under the guidance of LtCol. James A. BLAKELY, the 1st Marine Aircraft Wing CEO, Major LOUDERMILK returned to FMFPac with a vast list of problem areas being encountered by 1st Marine Aircraft Wing Communication units in conjunction with the far reaching circuits being maintained by these units, and the equipment necessary to support these commitments.
5. A new arrival in late November was welcomed by the Wing CEO, in the person of 1stLt. CHESSON, who was assigned to MASS-2.
6. As was stated in the Command Chronology for the month of October, the DCS link to NAVCOMSTA Philippines became a reality on 15 November with the circuit being officially activated at 150001H. The 1st Marine Aircraft Wing Communication Center assumed the designator RUMNAW and transmitted (DTG 141739Z) and received (DTG 141838Z) its first message via the major relay station located at Nha Trang. The call for Nha Trang is RUMN. This circuit in the future will tend to considerably expedite the tremendous traffic load now being processed by the 1st MAF Communication Center. To date problems have been experienced with the cable linking the Communication Center and Danang Control. This was caused by cable breaks, bad splices, water seepage, and an accident of disruption of the

App 5- Enclosure (1)

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cable by engineers performing demolition work. However, this cable problem should be alleviated in the near future.

7. As of 12 November, all incoming circuits to the 1st Marine Aircraft Wing Communication Center from in-country Wing units have been upgraded to include Top Secret.

8. The total message traffic handled by the 1st Marine Aircraft Wing Communication Center leveled off somewhat during the month of November with 13,865 messages being sent out and 13,825 received for a total traffic count of 27,690. This is approximately 3000 less than the month of October, showing that the effects of our message reduction program are finally becoming effective.

9. During the first three weeks of November, a Communication-Electronics Contact Team, under the supervision of Warrant Officer PIONTEK, visited all in-country 1st Marine Aircraft Wing units with excellent results being attained as shown by enclosure (3).

10. During the first week of November, a Waterproofing Course Team from LFTUPAC visited all 1st Marine Aircraft Wing units in-country and again the results of their instruction were excellent as shown in enclosure (4).

11. From 11-21 November an Administrative/Material Inspection Team headed by 1stLt. R.D. STAPLES inspected all 1st Marine Aircraft Wing units in Japan and Okinawa with the exception of MACS-6 with the results as shown in enclosure (5).

12. A recent traffic count on the 1st Marine Aircraft Wing switchboard, telephone directory name MOMENT, revealed a total number of 3,145 operator answers in a twenty-four hour period. The peak period was 0800-1100 with an average of 10.3 answers per minute. The average answers for a twenty-four hour period is 2.2 per minute. Approximately 50% of all operator answers are completed as calls. The MOMENT switchboard uses SB-86's and is manned by two operators. A MTC-1 switchboard is enroute and will greatly increase the telephone efficiency when received and installed.

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SEISMIC INTRUSION DETECTORS REPORT; CEO memo 10:JAB:ga0 2000 of 15Nov65
to Camp Commander, 1st Marine Aircraft Wing

1. The subject items have been evaluated by the Wing Communication-Electronics Section during the period 11-14 November 1965 and the following conclusions have been reached.

a. The Seismic Intrusion Device (hereafter referred to as SID) is a highly desirable, stable, and effective detector if properly utilized.

b. Training of personnel in the use of SID required a maximum of two hours for proper utilization of the device.

c. The use of the SID is limited only to the imagination and is an effective aid whenever 100% visual coverage cannot be maintained.

d. Generators do not effect the utilization of the device. Likewise, moving vehicles do not effect the device, as an operator can be quickly trained to distinguish the difference in vehicle and body movement sounds.

e. Tunneling factors were not checked, as this would require a pre-planned program; however, this device should reveal any such activity as it has a 30 yard radius in any direction, i.e., up, down, or horizontal.

2. The following recommendations for the use of SID are made for consideration:

a. That the device be obtained on the basis of one set per each 120 yards of perimeter.

b. That a short school be held for all personnel involved in security or guard duty to demonstrate how SID works and how to adjust the selectivity when personnel can observe the audible targets.

c. That a team be designated to "sweep" the camp for tunneling. This team should have a definite plan and program as to the manner of accomplishment.

3. All personnel that have come into contact with the SID are enthusiastic with its capabilities and possible uses. It appears the greatest factor against the device is the usual negativeness of personnel for a new instrument. This attitude can be counteracted by a short demonstration.

a. The setting of the volume and selectivity switches is the keynote to the use of the device; therefore, a short experimentation in daylight hours is mandatory for personnel unfamiliar with the device.

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App 5 Enclosure (2)

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CEO memo 10:RWS:gao 1550 of 26Nov65 to CEO, III MAF

Subj: Communication-Electronics Contact Instruction Team; report of

Ref: (a) Force Bulletin 1500 of 14 Oct 1965

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

a. Instruction and ideas passed on to all major in-country units of the 1st Marine Aircraft Wing by the Communication-Electronics Contact Instruction Team were indeed very beneficial.

b. The informal method of instruction by the team, whereby they worked right with our operators and technicians, proved to be far more effective than classroom instruction.

2. Areas where the team was especially effective were as follows:

a. 1st and 2nd Echelon Maintenance and Instruction.

b. Instruction on keeping records.

c. Operation and Maintenance of the following:

(1) AN/TSC-15

(2) KW-7

(3) AN/TGC-14

3. The overall effectiveness of the Communication-Electronics Contact Instruction Team is rated as excellent.

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App 5- Enclosure (3)

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CG 1st MAW ltr 10:JAV:wes 1550 of 7Nov65 to CG, III MAF (Attn:CEO)

Subj: LFTUPAC MTF Waterproofing Course, report of

Ref: (a) Force Bul 1500 over FCD/glb dtd 17Oct65

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

a. Seventy-two communication personnel from units of the First Marine Aircraft Wing attended the subject course.

b. Reports, from each unit receiving the instruction, indicate:

(1) That much time had been spent by the instructors in preparing the presentation.

(2) That the subject instruction was very informative and highly beneficial.

(3) That the waterproofing pamphlet distributed to students, and containing the Federal Stock Numbers of all types of waterproofing material, will be of considerable benefit to all units.

c. The overall evaluation of the course is rated as excellent.

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App 5- Enclosure (4)

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A&M INSPECTION LETTERS

1. Inspection of Communication-Electronics Section of MACS-6 (Nov65)

a. Upon arrival of the Inspection Team at MACS-6, it was determined that rather than conduct an administrative/material inspection at this time a communication-electronics staff visit would be more appropriate. This determination was based upon the squadron's current program of reorganizing the squadron's operational site and determining the operational status of all equipment.

b. The completed inspection form, required, and an inspection grade will not be submitted at this time pending rescheduling of the Administrative/Material Inspection of Marine Air Control Squadron - Six.

c. It is recommended that the Administrative/Material Inspection in the Communication-Electronics area be rescheduled for the first week in February.

2. Inspections of Ground Communication-Electronics Equipment of VMGR-152 on 18 November 1965.

a. The numerical mark for the inspection is 72 and the adjective mark is satisfactory.

b. Discrepancies noted:

(1) That there are missing components of major end items.

(2) That VMGR-152 has twelve (12) excess EE-8 telephones.

c. Problem areas:

(1) On movement of VMGR-152 to MCAF, Futema, there was no program established to provide maintenance support for the communication-electronics equipment organic to the squadron.

d. Recommendations:

(1) That the requirement for the two (2) radio sets AN/TRC-75 be reviewed. If it is determined that the radios are not a required item, that an appropriate change be submitted to the squadron table of equipment.

(2) That a maintenance support program be established to properly support the squadron's organic ground communication-electronics equipment.

3. Inspection of Communication-Electronics Section of MNWC-17 on 16Nov65.

a. The numerical mark is 85 and the adjective mark is Good.

b. Particularly Noteworthy Items.

(1) First and second echelon of maintenance on the equipment was excellent.

App5- Enclosure (5)

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(2) Continual improvement of the communication sections record procedures is highly commendable.

c. Discrepancies noted.

(1) There is no common grounding system in the electronics maintenance shop.

(2) Technical publications are on order but additional technical publications are required to maintain a current publication library.

4. Inspections of Communication-Electronics Section of MAG-13 on 15Nov65.

a. The numerical mark for the inspection is 95 and adjective mark is outstanding.

b. Discrepancies noted.

(1) There were no major discrepancies noted.

c. Particularly noteworthy items.

(1) First and Second echelon of maintenance on the equipment was outstanding.

(2) The record procedures within the maintenance shop are very complete and highly effective.

(3) The high degree of knowledge demonstrated by the Communicat-ing-Electronic personnel during the inspection reflects a continuous and highly effective unit training program.

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1ST MAW Operations ORDER 305-66
(BLUE MARLIN). NOV 65

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App-17

*downgraded to Confidential
by G-3 Spud to 3121
of 1 Dec 65*

Confidential

~~TOP SECRET/NOFORN~~
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Copy 36 of 40 Copies
1st Marine Aircraft Wing
III Marine Amphibious Force
DANANG ATR BASE, REPUBLIC OF VIETNAM
060800 NOV 1965

Operation Order 305-66 (BLUE MARLIN)

Ref: (a) MAP: AMS Series L701 1:50,000 Sheets 6657I, III, IV, 6658I, III
(b) CTG 76.3 COMPHIBRON FIVE OpOrd 302-66
(c) CLF BLUE MARLIN OPlan 1-65
(d) III MAF OPlan 104-66

Time Zone: HOTEL

TASK ORGANIZATION: No change.

1st MAF TOP SECRET	COPY NO.
CONTROL NO.	
<i>A 3137-65 36</i>	

1. SITUATION

- a. Enemy Forces. See Annex B (Intelligence)
- b. Friendly Forces

(1) CLF BLUE MARLIN, in two phases, conducts amphibious assault operations Northwest of TAM KY and Southeast of HOI AN followed by search and destroy operations between the TAM KY landing area and CHU LAI, and the HOI AN landing area and DANANG.

(2) CTG 76.3, Amphibious Task Group, conducts amphibious operations to land an assault and conduct sweeps between TAM KY and CHU LAI, and HOI AN and DANANG.

(3) CTG 76.5 provides shipping and helicopter support for the reserve landing force, 2d Battalion 1st Marines (SLF).

(4) 3d Marine Division provides artillery support, conducts mechanized/motorized marches in support of the operation, and provides forces as required.

(5) Elements of 2d ARVN Division will secure critical bridges along Highway 1 in Force beachhead area.

(6) 3d Battalion RVNMC will report Opcon CLF BLUE MARLIN and execute amphibious landings and search and destroy operations as directed by CLF.

(7) BLT 2/7 lands Northeast of TAM KY and conducts search and destroy operations Southeast to CHU LAI.

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(8) BLT 3/3 lands Southeast of HOI AN and conducts search and destroy operations Northwest to DANANG.

2. MISSION. 1st Marine Aircraft Wing provides helicopter and fixed wing support to the Amphibious Task Force, 3d Marine Division, and the 2d ARVN Division; and provides air control within the AOA as required.

3. EXECUTION

a. Concept of Operation. See Annex A (Concept of Operation)

b. MWHG-1

(1) Provide DASC (Fwd) in the AOA co-located with the BLT 2/7 FSCC for Phase I and with BLT 3/3 FSCC for Phase II.

(2) Provide air control in accordance with Annex C (Air Control).

(3) Provide an air control liaison officer to the ATF for the duration of this operation.

c. MAG-11 and MAG-12. Provide air support as directed in 1st MAW Daily Frag Order.

d. MAG-16

(1) During Phase I, provide helicopters to augment MAG-36 as directed.

(2) During Phase II, provide support to MAG-36 augmenting forces as required.

(3) Provide helicopter support as directed by 1st MAW Daily Frag Order.

e. MAG-36

(1) When directed, provide two UH-34D's to embark USS FORT MARION and USS PAUL REVERE for med evac/logistic lift for duration of operation.

(2) During Phase I, provide support to MAG-16 augmenting forces as required.

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(3) During Phase II provide helicopters to augment MAG-16 as directed.

(4) Provide helicopter support as directed by 1st MAW Daily Frag Order.

f. Coordinating Instructions

(1) The Amphibious Objective Area (AOA) is defined as an area encompassed by a circle 10 nautical miles in radius, less those areas within the DANANG and CHU LAI TAORs, centered at a point to be designated by message from CTG 76.3 48 hours prior to the H-Hour of each assault landing.

(2) D-Day is the day of the assault landing in the vicinity of TAM KY. D-Day tentatively set as 10 November; the landing at HOI AN is tentatively scheduled for D+5, 15 November. D-Day and H-Hour to be confirmed or changed as required by CTG 76.3.

(3) H-Hour is tentatively set for 0700 on both days of landing.

(4) UTM Grid Reference system of coordinates will be used for target designation.

(5) Armament codes in accordance with Appendix 1 (Aircraft Armament Codes) to Annex D (Air Operations) to 1st MAW Operation Order 303-65.

(6) Air control in accordance with Annex C (Air Control).

(7) Direct liaison between 1st MAW units and other U. S. Forces, is authorized.

(8) Liaison with ARVN units only when authorized by this Headquarters.

(9) Detailed air requirements as directed by 1st MAW Daily Frag Order.

(10) The unclassified code name for this operation is BLUE MARLIN.

4. ADMINISTRATION AND LOGISTICS. Annex E (Administration and Logistics) to 1st MAW Operation Order 303-65

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5. COMMAND AND COMMUNICATIONS/ELECTRONICS

a. Command Post. See 1st MAW Operation Order 303-65.

b. Command

(1) Commander Amphibious Task Force is CTG 76.3 in USS PAUL REVERE.

(2) Commander Landing Force in USS PAUL REVERE until established ashore on D-Day.

(3) Commanding General, 1st Marine Aircraft Wing is Commander, Landing Force Aviation.

c. Communications. See Annex D (Communications).

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Colonel, U. S. Marine Corps
Chief of Staff

ANNEXES:

- ✓A - Concept of Operation
- ✓B - Intelligence
- ✓C - Air Control
- ✓D - Communications
- ✓E thru Y - Not used
- ✓Z - Distribution

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 DANANG AIR BASE, REPUBLIC OF VIETNAM
 050300 NOV 1965

Annex A (Concept of Operation) to Operation Order 305-66

Time Zone: HOTEL

1. MISSION. 1st Marine Aircraft Wing provides helicopter and fixed wing air support to the Amphibious Task Force, 3d Marine Division, and the 2d ARVN Division; and provides air control within the AOA as required.
2. CONCEPT. This operation will be conducted in two phases with an amphibious assault landing the central operation of each phase.

a. Phase I

(1) On D-Day, 10 November 1965, BLT 2/7 and 3d Battalion, RVNMC conducts an amphibious assault over Green Beach Northeast of TAM KY (See Appendix 1 (Air Control Overlay) to Annex C (Air Control)). DASC (Fwd) is helicopter lifted into AOA and co-locates with the 2/7 FSCC. Helicopter support is provided from CHU LAI by MAG-36 augmented by MAG-16 as required.

(2) Elements of 7th Marines conduct mechanized/motorized march Northward along Highway 1 and rendezvous with BLT 2/7 in the vicinity of TAM KY.

(3) The landing forces conduct search and destroy operations between Highway 1 and the sea toward the Southeast to the boundary of the CHU LAI TAOR.

b. Phase II

(1) BLT 3/3 and 3d Bn, RVNMC embark at CHU LAI about 12 November and conduct an amphibious assault over Orange Beach on D+5, 15 November 1965, Southeast of HOI AN (see Appendix 1 (Air Control Overlay) to Annex C). The DASC (Fwd) is helicopter lifted into the AOA and is co-located with the 3/3 FSCC. Helicopter support is provided by MAG-16 from MARBLE MOUNTAIN AIR FACILITY augmented by MAG-36 as required.

(2) A mechanized/motorized column made up of elements from 9th Marines, will proceed South from DANANG on Highway 1 and rendezvous with BLT 3/3.

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(3) BLT 3/3 conducts search and clear operation between the sea and the TROUNG GIANG waterway, and between the landing beach and the SONG CUA DAI River. 3d Bn RVNMC conducts search and clear operations Northward between Highway 1 and the TROUNG GIANG waterway.

c. Air Support

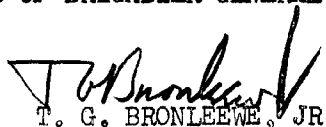
(1) On station/ground alert fixed wing aircraft provide CAS and helicopter escort as required.

(2) On station/ground alert helicopters provide TAC(A), TAO, AO, Resupply, SAR, and med evac.

(3) MAG-36 provides escort and observation for 7th Marines mechanized/motorized column, and MAG-16 provides escort and observation for 9th Marines mechanized/motorized march.

(4) Detailed air requirements as promulgated in 1st MAW Daily Frag Order and air control in accordance with Annex C (Air Control).

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DANANG AB, RVN
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Annex B (Intelligence) to Operation Plan 305-66

Ref: (a) WgO 3800.3A
(b) ForceO 01060.1
(c) Maps: Republic of Vietnam; 1:50,000; AMS L701,
Sheets 6657 I, III, IV and 6658 I, III

Time Zone: H

1. SUMMARY OF ENEMY SITUATION.

- a. Appendix 1 (Air Intelligence) and Appendix 2 (Enemy Defense Overlay).
- b. Current Intelligence Summaries and reports.

2. MISSION.

- a. Provide helicopter and fixed wing support to the Amphibious Task Force, 3d Marine Division, and the 2d ARVN Division; and provide air control within the AOA as required.

3. ESSENTIAL ELEMENTS OF INFORMATION.

- a. Determine if the enemy will defend helicopter landing zones, approach and retirement routes, if so with what units and equipment, to include mines, stakes or other anti-helicopter devices in helicopter landing zones?
- b. Determine the location of any AAA weapons in or near the HLZ, to include size and numbers.
- c. Determine if the enemy will use chemical or biological agents against friendly forces. If so, what agents, when, where and by what delivery means?

4. INTELLIGENCE TASKS.a. Orders to subordinate units

(1) MAG-11

- (a) Be prepared to provide visual aerial reconnaissance of the target area as directed.
- (b) Be prepared to provide aerial photo support as directed.

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- (c) Report information as to disposition of enemy and friendly forces when obtained.

(2) MAG-12

- (a) Be prepared to provide visual aerial reconnaissance of the target area as directed.
- (b) Report information as to disposition of enemy and friendly forces when obtained.

(3) MAG-16

- (a) Be prepared to provide visual aerial reconnaissance of the target area as directed.
- (b) Be prepared to provide aerial photo support as directed.
- (c) Report information as to disposition of enemy and friendly forces when obtained.

(4) MAG-36

- (a) Be prepared to provide visual aerial reconnaissance of the target area as directed.
- (b) Be prepared to provide aerial photo support as directed.
- (c) Report information as to disposition of enemy and friendly forces when obtained.

b. Request to Higher, Adjacent and Supporting Units.

(1) III MAF

- (a) Provide continuing P/II study of objective complex with emphasis on helicopter landing zone defenses, approach and retirement lanes.

(2) 3rd MARDIV

- (a) Provide changes to existing enemy Order of Battle in objective area with emphasis on automatic weapons/anti-aircraft weapons.

5. MEASURES FOR HANDLING PRISONERS, CAPTURED DOCUMENTS, AND CAPTURED MATERIAL.a. Prisoners.**CONFIDENTIAL**

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(1) See reference (b).

b. Captured Documents.

(1) See reference (b).

c. Captured Materials.

(1) See reference (b).

6. MAPS AND PHOTOGRAPHS

a. AMS Series L701; 1:50,000; Sheets 6657 I, III, IV and 6658 I, III, are designated the tactical maps. Additional map requirements will be obtained through normal channels.

b. Aerial photography will be requested in accordance with reference (a).

7. REPORTS AND DISTRIBUTION

a. In addition to the standard intelligence and debriefing reports as required by reference (a), the following reports will be submitted at the completion of each mission.

(1) Spot Reports.

(2) Anti-Aircraft Fire Incidents and Damage Reports.

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APPENDICES:

- ✓ 1. Air Intelligence
- ✓ 2. Enemy Defense Overlay
- ✓ 3. Helicopter Landing Zone Suitability Overlay
- ✓ 4. Weather
- ✓ 5. Astronomical Data
- ✓ 6. Survival, Evasion, Resistance, and Escape

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1st Marine Aircraft Wing
DANANG AB, RVN
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Appendix 1 (Air Intelligence) to Annex B (Intelligence) to Operation Plan
305-66

Ref: (a) WgO P03800.3A
(b) ForceO 01060.1
(c) Maps: AMS 1701, 1:50,000; Sheets 6657 I, III, IV and 6658 I, III

Time Zone: H

1. GENERAL

- a. The relatively flat area bounded by BT401073, BT471149, BT224579 and BT089534 are reported VC concentration areas. Aerial photography indicates limited fortifications, (See Appendix 2).

2. COMPOSITION.

- a. Confirmed enemy units within the target area; A-16 Co., A-19 Co and the A-21 Co.

3. ARMS AND ARMAMENT.

- a. There are no reported AA guns within the objective area. The estimated forces within the objective area total approximately one battalion supported by the following weapons:

Possible 3 - 60 mm Mortar
Possible 3 - IMG

- b. Types of automatic weapons within the target complex could consist of 7.62 mm rifles and .50 caliber MG, plus any other type MG in the Viet Cong inventory. Captured documents and POW reports indicate the Viet Cong have adapted tripods to most IMG which will facilitate their use as AA weapons against low flying aircraft.

4. REINFORCEMENTS.

- a. Confirmed enemy units with a reinforcing capability; 45th Bn, 60th Bn, 70th Bn, 80th Bn, and 90th Bn. Probable units with a reinforcing capability; 49th Bn and 94th Bn. All reinforcing units are capable of reaching the objective area within 12 hours.
- b. Inventory of possible weapons in reinforcing units:

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19 - 81 mm Mortar
 24 - 60 mm Mortar
 21 - 57 mm IR
 2 - HMG
 10 - TMC
 9 - B40 (AT)
 10 - AAMG

- c. Reported AA guns within the reinforcing units are ten; 3 in the 60th Bn, 3 in the 80th Bn, 1 in the 90th Bn, 2 in the 49th Bn, and 1 in the 94th Bn.

5. DISCUSSION.

- a. VC can be expected to be familiar with all possible HLZ's in the general area. A likely VC tactic is to move forces toward HLZ while strikes are being delivered. VC have also been known to place forces in concealed positions around possible HLZ for attack on friendly forces during and after landings. Aircraft can expect small arms and automatic weapons fire throughout the general area. The VC have apparently developed a new antiaircraft fire technique during air strikes, turning all their weapons on the attacking aircraft and away from ground targets. This has been used quite effectively.

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JTAB A- Enemy Situation

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1st Marine Aircraft Wing
 DANANG AB RVN
 060800H Nov 1965

TAB A (Enemy Situation) to Appendix I. (Air Intelligence) to Annex B
 (Intelligence) to CPLAN 305-66

Time Zone: H

1. ENEMY SITUATION

a. Composition, Strength, and Disposition

(1) Confirmed Units:

<u>UNIT</u>	<u>STRENGTH</u>	<u>WEAPONS</u>	<u>LOCATION*</u>
A-16 Co	120	Unk	BT1924
A-19 Co	140	Unk	BT3411
A-21 Co	80	1-60 Mort 1-IMG	BT3315
45th Bn**	500	2-81 Mort 2-60 Mort 2-57 RR	BT0524
60th Bn**	300	4-81 Mort 6-60 Mort 6-57 RR 3-AAMG 6-IMG	BT1536 ? (Elms of Bn)
70th Bn**	500	3-81 Mort 4-60 Mort 3-57 RR	BT1637 ? (Elms of Bn)
80th Bn**	Unk	2-81 Mort 5-57 RR 9-B40 (AT) 3-AAMG	BT2213
90th Bn**	400	1-81 Mort 3-60 Mort 1-57 RR 1-AAMG	BT3505 ? (May have moved farther north)

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CONFIDENTIAL(2) Probable Units:

49th Bn**	300	7-81 Mort	BT1430
		7-60 Mort	
		5-57 RR	
		2-MMG	
		3-IMG	
		2-MMG	
94th Bn**	300	1-81 Mort	BT3911
		6-60 Mort	
		2-57 RR	
		1-MMG	

NOTE: * All locations not confirmed.

** Possible reinforcing units outside areas of operation - capable of reaching objective area within 12 hours.

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1st Marine Aircraft Wing
 DANANG AB, RVN
 060800H Nov 1965

Appendix 4 (Weather) to Annex B (Intelligence) to Operation Plan 305-65

Time Zone: Hotel

1. GENERAL: The month of November marks the end of the Autumn transitional period from the Southwest to the Northeast Monsoon. The first half of the month is still transitional while during the latter half of the month conditions became more stable as the Northeast Monsoon becomes prominent. Weather conditions show a trend towards increasing cloudiness and precipitation.

2. SPECIAL PHENOMENA.

- a. Crachin. The objective area, being well north, is generally the first to feel the effects of the Crachin; a prolonged condition of wide-spread fog and drizzle or light rain. The clouds bring ceilings under 1,000 feet and frequently below 500 feet with visibility greatly reduced at the onset - generally below 2 miles, and frequently below $\frac{1}{2}$ mile. This condition becomes common the latter half of November but on occasion occurs as early as October and generally occurs in recurring periods of 2 to 5 days each. Reports indicate an average of 53 days at HUE, 41 days at DANANG, and only 10 days at NHA TRANG.
- b. Tropical Disturbances. November is the month of maximum activity for this type phenomena. Storms show a slight decrease in activity during the latter half of the month. About 40% of the storms originating in the vicinity of Guam continue into Vietnam. An occasional disturbance will originate in the South China Sea and continue westward into Vietnam disrupting the normal pattern bringing increased winds, precipitation and reduced visibility.

3. STATISTICAL CLIMATOLOGY.

- a. The transitional period is the period of greatest precipitation, maximum cloudiness, and highest humidities.

(1) <u>Precipitation</u>	<u>November</u>
Maximum	60
Mean	22
Minimum	5
Number of days	20
(2) <u>Temperature</u>	<u>November</u>
Maximum	81
Mean	76
Mean Minimum	69

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CONFIDENTIAL(3) Humidities November

Mean	92
Minimum	45
Maximum	100

(4) Visibilities November

Generally fair all seasons	
Less than 5 miles (% of time)	6
Less than 1 mile (% of time)	Less than 0.5

(5) Clouds November

Mean (% of the time)	78
Days 0.3 or less	2
Days 0.7 or more	25

(6) Winds November

Direction	NW
Speed	5

Calm 13% of time; 1-16 kts 14% of time; 7-16 kts 10% of time. Winds above 16 knots are infrequent.

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1st Marine Aircraft Wing
 DANANG AB, RVN
 060800H Nov 1965

Appendix 5 (Astronomical Data) to Annex B (Intelligence) to Operation
 Plan 305-66

Time Zone: Hotel

1. MOON RISE/SET TABLES

<u>Date</u>	<u>Moonrise</u>	<u>Moonset</u>
7	1702	0447
8	1745	0536
9	1832	0630
10	1923	0728
11	2022	0830
12	2122	0933
13	2225	1035
14	2328	1135
15	- -	1233
16	0028	1328
17	0124	1418
18	0219	1505
19	0310	1548
20	0401	1631
21	0452	1715
22	0545	0801
23	0638	1850
24	0732	1942
25	0827	2036
26	0918	2130

SUN RISE/SET TABLES

<u>Sunrise</u>	<u>Sunset</u>
0646	1815
0647	1815
0647	1815
0648	1814
0648	1814
0649	1814
0649	1814
0650	1813
0650	1813
0651	1813
0651	1813
0652	1813
0652	1812
0653	1812
0653	1812
0654	1812
0654	1812
0655	1812
0656	1812
0656	1812

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1st Marine Aircraft Wing
DANANG AB, RVN
060800H Nov 1965

Appendix 6 (Survival, Evasion, Resistance and Escape) to Annex **B**
(Intelligence) to Operation Plan 305-66

Ref: (a) 2d Air Division E&E Study No. 1 dtd 1 May 1965
(b) NWP-43
(c) FM 21-75
(d) FM 21-77
(e) FM 21-77A
(f) FM 31-30
(g) CG FMAW Memo 2:JDN:agv over 3800 Ser 089-65 dtd 31 July 1965
(h) CG FMAW Memo 2:FS:agv over 3800 Ser 098-65 dtd 8 Aug 1965
(i) CG FMAW ltr 2:RKM:vm over 3800 Ser 0193-65 dtd 19 Sep 1965
(j) CG FMAW ltr 2:EWB:vm over 3800 dated 1 Oct 1965

1. All units will include SERE information in mission briefings.
2. All pilots and crew members will be thoroughly briefed in the proper use of blood chits, pointee talkee, and cloth survival charts.
3. In the event of capture, all personnel should be thoroughly indoctrinated to pursue the following procedures:
 - a. Observe your surroundings and mentally note methods of enemy operations. Your experience may yield valuable intelligence information on return to friendly forces.
 - b. Examine and pursue possibilities of escape. Escape is easier while in control of lower echelon personnel, who are not trained as prisoner guards.
 - c. Maintain spirit and "will to survive". You have a responsibility to yourself, your family and your country to make it through the ordeal.
4. Reference (a) is a detail Evasion, Escape and Survival study of South Vietnam. Reference (b) relates to training of personnel in Evasion, Escape and Survival. Reference (c) through (f) are training manuals in technique of Evasion and Escape.
5. All downed pilots and aircrews should be encouraged to seek friendly forces as shown in references (g) through (j).

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1st Marine Aircraft Wing
 III Marine Amphibious Force
 DANANG AIR BASE, REPUBLIC OF VIETNAM
 060800 November 1965

Annex C (Air Control) to Operation Order 305-66

Ref: (a) CTG 76.3, COMPHIBRON FIVE OpOrder 302-66
 (b) CLF BLUE MARLIN OPlan 1-65

Time Zone: HOTEL

1. SITUATION

a. Purpose. To promulgate instructions for the employment of air control to ensure positive and timely response to requests for air support during Operation "BLUE MARLIN".

b. Concept of Operation. In order to provide the control and coordination of air support within the "BLUE MARLIN" objective area, a DASC (Forward) (Landshark Bravo) will be deployed with 2d Battalion, 7th Marines during Phase I and with 3d Battalion, 3d Marines during Phase II. (See Appendix 1 (Air Control Diagram)). The tactical air control parties will be the first air control agencies to function ashore. In each phase, the DASC (Forward) will be airlifted into position by helicopter on order. The TACPs will attempt to establish communications with the DASC CHU LAI (Landshark Alpha) Phase I or DASC DANANG (Landshark) Phase II immediately following the landing ashore. If unable to communicate, request for air support will be relayed to the appropriate DASC through the TAC(A), TAO or any tactical aircraft with whom communications can be established. The DASC will immediately assign on-station air support to the FAC. These aircraft will be relieved on-station and remain under control of the FAC until the DASC (Forward) is in position at which time DASC (Forward) will assume control of air operations in the objective area and will accept requests for air support from ground units until conclusion of the operational phase.

c. Air Control Instructions

(1) All fixed wing aircraft will report in and out with TADC (JOYRIDE) on the TATC net for handoff to the appropriate DASC. All helicopters will report in and out with the appropriate DASC in the initial phase and to the DASC (Forward) when in position.

(2) No aircraft (fixed wing or helicopter) will enter the objective area unless under positive control of the appropriate DASC, FAC or TAC(A).

(3) To insure positive control and orderly processing of all air request an orbit point for each Phase of Operation "BLUE MARLIN" has been established as follows:

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(a) Phase I orbit point "SUE" located on the 330°/15NM TACAN Radial of CHU LAI in the vicinity of TAM KY. Altitudes from 1500 to 5000 feet will be reserved for light aircraft and helicopters. Fixed wing jet aircraft will be orbited above 5000 feet. No aircraft will orbit "SUE" at less than 1500 feet.

(b) Phase II orbit point "MARY" located on the 150°/12NM TACAN Radial of DANANG TACAN in the vicinity of HOI AN. Altitude assignments will be the same as for orbit point "SUE".

2. MISSION. The 1st Marine Aircraft Wing air control system provides a TADC, DASC (CHU LAI), DASC (DANANG) and DASC (Forward) for coordination and control of tactical air operations within the "BLUE MARLIN" objective area.

3. EXECUTION

a. TADC (JOYRIDE) has scramble authority on all fixed wing ground alert aircraft and is net control on the TAC and TATC nets. (See Wing Daily Frag Order.)

b. DASC CHU LAI (Landshark "A") has scramble authority on alert and medical evacuation helicopters during Phase I (See Wing Daily Frag Order.) Landshark "A" will control all air operations in the objective area initially in Phase I and will continue to monitor the operation after DASC (Forward) (Landshark "B") is in place and assumes control in the objective area.

c. DASC DANANG (Landshark) has scramble authority on alert and medical evacuation helicopters during Phase II. (See Wing Daily Frag Order.) Landshark will control all air operations in the objective area initially in Phase II and will continue to monitor the operation after DASC (Forward) (Landshark "B") is in place and assumes control in the objective area.

d. DASC (Forward) (Landshark "B") will standby in CHU LAI during initial phase of Phase I and displaces to the 2d Battalion, 7th Marines C.P. on order by helicopter. Upon arrival at 2/7 CP, assumes control of all air operations in the objective area and maintains contact with Landshark "A" and JOYRIDE on the TAC and TAR nets. DASC (Forward) (Landshark "B") will standby in DANANG during initial phase of Phase II and displaces to the 3d Battalion, 3d Marines C.P. on order by helicopter. Upon arrival at 3/3 CP, assumes control of all air operations in the objective area and maintains contact with Landshark on JOYRIDE on the TAC and TAR nets.

e. Coordinating Instructions

(1) Air control agencies and units will maintain the capability to assume control of aircraft if the assigned control agency goes down for any reason.

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(2) Control of air ashore will be with the TACC Afloat (ICE PACK) in a command-monitor control status, the TADC (JOYRIDE) as coordinator and director.

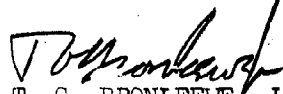
4. ADMINISTRATION AND LOGISTIC. In accordance with the basic operation order.

5. COMMUNICATIONS-ELECTRONICS

a. See Annex D (Communications-Electronics).

b. Local time zone will be used in all tactical messages.

BY COMMAND OF BRIGADIER GENERAL MC CUTCHEON



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APPENDIX:

✓ 1 - Air Control Diagram

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DANANG
TAORTOP SECRET NOFORN
CONFIDENTIAL(Air Control Diagram) to Annex C (Air Control)
to Operation Order 305-66

RVN/MC

3/3

HOI AN
MARY

SONG CUA DAI RIVER

40

60

PHASE II

ORANGE
BEACH

SOUTH CHINA SEA

HIGHWAY #1

MAP 1:250,000 AGC, Sheet ND 49-1

10

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PHASE I

GREEN
BEACH

2/7

RVN/MC

SUE

TAM KY


CHU LAI
TAOR

C-1-1

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BY COMMAND OF BRIGADIER GENERAL MC CUTCHEON


T. G. BRONLEWE, JR
Colonel, U. S. Marine Corps
Chief of Staff

DISTRIBUTION: See Annex Z (Distribution) to Operation Order 305-66

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1st Marine Aircraft Wing
 Danang AB, RVN
 060800H Nov 1965

Annex D (Communication-Electronics) to Operation Plan 305-66

Ref: (a) 1st Marine Aircraft Wing Communication Operating Instructions of 1Sep65

Time Zone: H

1. SITUATION.

a. Enemy Forces.

- (1) See Annex B (Intelligence) to Operation Plan 305-66.
- (2) The enemy has the capability to insert deceptive traffic on any communication channel.

b. Friendly Forces.

- (1) See Operation Plan 305-66.
- (2) OTG 76.3 provide communication and cryptographic guard for embarked landing force units during movement to the objective.

(3) Command Posts.

(a) Ashore.

MAG-11	Danang AB
MAG-12	Chu Lai
MAG-16	Marble Mtn. AF
MAG-36	Chu Lai
TADC	Danang
DASC "A"	Chu Lai
DASC	Danang
DASC FWD	With BLT FSCC

2. Mission. Commencing on order, Communication-Electronics elements of the 1st Marine Aircraft Wing support air operations in support of CLE Blue Marlin.

3. Execution.

a. Marine Air Support Squadron -- 2.

D-1

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- (1) Provide communications for mobile Direct Air Support Center (DASC FORWARD).
- (2) Maintain fully operating DASC's at Danang and Chu Lai.
- b. Air Control. See Annex C (Air Control) to Operation Order 305-66.
- c. Coordinating Instructions.
 - (1) (a) Tactical radio call signs in accordance with reference (a) and Appendix 1 (Radio Call Signs).
 - (b) See Appendix 2 (Radio Plan).
 - (2) Cryptographic and Authentication Instructions.
 - (a) Authentication: KAA-60
 - (b) Numeral Code: KAC-138
 - (c) Brevity Code: KAC-140
 - (3) Visual and Sound.
 - (a) See reference (a).
 - (4) Recognition.
 - (a) IFF/SIF in AOA only.

AIRCRAFT

Strike and Air Support
 Helo
 Recon
 Troop Carrier and Itinerant
 Emergency

MODE 3/CODE

Code 13, 15, 16
 Code 10, 17
 Code 34
 Code 20
 Code 77

4. Administrative and Logistics.

- a. See Annex E to Operation Order 303-66.

BY COMMAND OF BRIGADIER GENERAL MCCUTCHEON

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APPENDIXES:

- ✓1 - Radio Call Signs
- ✓2 - Radio Plan

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 1st Marine Aircraft Wing
 Danang AB, RVN
 060800 Nov 1965

Appendix 1 (Radio Call Signs) to Annex D (Communication-Electronics) to Operation Order 305-66

Time Zone: H

COMMAND

CTG 76.3 (CATF)
 TG 76.3
 CLF
 CG 3RD MAR DIV
 CG 1ST MAW
 USS PAUL REVERE (APA-248)
 USS FORT MARION (LSD-22)
 4TH MARINES
 7TH MARINES
 9TH MARINES (PHASE II ONLY)
 BLT 2/7 (PHASE I ONLY)
 BLT 3/3 (PHASE II ONLY)
 BLT 2/1 (IF COMMITTED)
 TACC
 TADC
 TAC(A)
 TAO/AO
 FSCC
 TACP
 NAVAL GUNFIRE SPOTTER
 NAVAL GUNFIRE LNO

VOICE CALL

UNIQUE
 INTRUDE
 SPRING CLEAN
 MONROE
 MOMENT
 CEDAR FOXTROT
 JILT NOVEMBER
 THICKSKINNED
 STARBOARD
 PEEPSIGHT
 DIXIE DINER
 WAREHOUSE
 CEDAR BIRD
 ICEPAC
 JOYRIDE
 PLAYBOY
 LOVE BUG
 _____ BAILEY
 _____ 14
 _____ 26 CHARLIE
 _____ 26 OSCAR

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DaNang AB, RVN
060800H Nov 1965

Appendix 2 (Radio Plan) to Annex D (Communication-Electronics) to Operation
Order 305-66

Time Zone: H

CIRCUIT TITLE													CIRCUIT DESIGN		FREQUENCIES		EMISSION
													PRI	SEC	PRI	SEC	
TAC	X	C	X	X	X	X	X	X	X	X			W478	W326	2422	8907	3A3J
TATC-1	MC	C	O	O	O		O	O	O	O	O		W382		300.2 SILVER		6A3
TAR-1	MC	O	C		W	O					O	W	W451	W452	7995	2196	3A3J
TAR-2	MC	O		C	W	O						O	W453	W454	4631	5270	3A3J
TAO-1		O	C	O	O	O	O	O	O	O	O		W485		247.0		6A3
TAD-1	MC	O	C		W	O	O	O	O	O	O	W	W455		312.0 RED		6A3
TAD-4	MC	O		C	W	O	O	O	O	O		O	W486		318.5 VIOLET		6A3
DISTRESS	X	X									X				243.0		6A3
HD-1		O	C		W	O	O		O	O			W459		273.8 MAROON		6A3
HD-4		O		C	W	O	O		O	O			W557		396.5 PINK		6A3
LZ CONTROL				O	W	O	O	O	O	O							
CALL SIGNS																	
	ICEPAC	JOYRIDE	LANDSHARK	LANDSHARK ALFA	LANDSHARK BRAVO	DEVASTATE ALFA	DEVASTATE BRAVO	CONDOLE	OXWOOD	ROSEANN	NAIL FILE	PEARO	DIXIE DINER-14	WAREHOUSE-14	CEDAR BIRD-14		
	TACC	TADC	DASC	DASC "A"	DASC FWD	ASST "A"	ASST "B"	MIC-11	MAG-12	MAG-15	MAG-36	MAG-3VAC	BLT 2/7 TACP	BLT 3/3 TACP	BLT 2/1 TACP		
UNIT																	
		</															

LEGEND:

C-NET CONTROL
X-GUARD
W-WHEN DIRECTED
Y-COPY
O-AS REQUIRED
MC-MONITOR CONTROL

NOTES:

LANDSHARK ALFA ACTIVE PHASE I ONLY
LANDSHARK ACTIVE PHASE II ONLY
LANDSHARK BRAVO ACTIVE WHEN DIRECTED

BY COMMAND OF BRIGADIER GENERAL ROBERTSON

Robertson
R.O. BRONLEWE, JR.

Colonel, U.S. Marine Corps
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Annex Z (Distribution) to Operation Order 305-66

Time Zone: HOTEL

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CG, III MAF	1	1
CG, 3d MarDiv	4	2-5
CATF (CTG 76.3) Aboard USS PAUL REVERE	4	6-9
CLF (Aboard USS PAUL REVERE)	4	10-13
MWHG-1	4	14-17
MAG-11	4	18-21
MAG-12	4	22-25
MAG-16	4	26-29
MAG-36	4	29-33
G-3, 1st MAW	1	34
File	6	35-40

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Operation Order 306-66 (Blue Marlin)

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1ST MAW Op Order 304-66
(BLACK FERRET) NOV 65

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1st MARINE AIRCRAFT WING

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DESTROY BY BURNING

PRIORITY

OPORD 304

FROM: CG FIRST MAW

TO: MWNG ONE
MAG ONE ONE
MAG ONE TWO
MAG ONE SIX
MAG THREE SIX

76

INFO: CG III MAF
CG THIRD MAR DIV
SEVENTH MARINES
MASS TWO

G-3	
ASST G-3	
O&T	
ACO	
PLANS	✓
ATCO	
SWO	
NBCD	
ADMINO	
NOIC	

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MAG THREE SIX PASS TO MASS TWO DIA ALPHA FOR INFO

FIRST MAW OPORD 304-66 (BLACK FERRET) (u) ^{new}

- A. FIRST MAW OPORD 303-65
- B. MAPS; AMS 1701, VIETNAM, 1:50,000 SHEETS 6756 I, IV, 6757 II, III.
- C. 7TH MAR OPLAN 332-65 (BLACK FERRET)
- D. FIRST MAW ORD P02000.2, 601 (HVN)
- E. III MAF ORD 08025.1

1. SITUATION.A. ENEMY FORCES. ANNEX F TO RMC C AND CURRENT ISUMS.B. FRIENDLY FORCES.

(1) 7TH MAR EXECUTES SEARCH AND CLEAR OPERATION IN CENTRAL BINH SON DISTRICT. IN AREA BOUNDED BY (BS 510 891), (BS 512 926), (BS 575 970), HWY ONE AND SONG TRA BONG RIVER.

(2) REPORTS OF 20 INF DIV, ARVN, ESTABLISHES BLOCKING POSITIONS SOUTH AND WEST OF OBJECTIVE AREA.

2. MISSION. FIRST MAW WILL PROVIDE FIXED WING AND HELICOPTER SUPPORT FOR MARINE AND ARVN FORCES AS REQUIRED.

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PAGE ONE OF THREE PAGES

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3. EXECUTION.A. CONCEPT.

(1) AT H-30 ON D-DAY, ARVN FORCES MOVE INTO BLOCKING POSITIONS SOUTH OF THE SONG TRA BONG IN VIC GRID SQUARES (BS 5288) AND (BS 5992), AND TO THE WEST OF OBJECTIVE AREA VIC (BS 4788). AT H-HOUR ON D-DAY, 7TH MAR MOVES TO ASSEMBLY AREAS ALONG HWY ONE BETWEEN SONG TRA BONG AND A POINT VIC (BS 579 962), AND EXECUTES A TWO BN SWEEP SOUTHWEST. CONCURRENTLY, CO C, 1ST RECON BN, LANDS PLT AT LZ ALBATROSS (BS 510 901) AND A PLT AT LZ CONDOR (BS 533 934) TO FORM SCREENS TO NORTH AND WEST OF OBJECTIVE AREA. ON ORDER, REG RES AND CO C, 1ST BN, 7TH MAR, FOLLOWED BY 3D BN, 11TH MAR MOVE OVERLAND FROM CHU LAI TO HIGH GROUND VIC (BS 570 965), RESERVE ESTABLISHES BLOCKING POSITIONS, AND SECURITY FOR LSA AND ARTILLERY, 3D BN, 11TH MAR ESTABLISHES FIRING POSITIONS TO SUPPORT BOTH USMC AND ARVN FORCES.

(2) MAG-36 PROVIDES HELO LIFT OF RECON PLTS TO ALBATROSS AND CONDOR FOLLOWING PRESTRIKE AND LZ PREP BY AL/FL.

(3) FIXED WING, TAC (A), TAO/AO, REMAIN ON STATION AS REQUIRED. A NUMBER OF HELOS WILL BE POSTED AT LZ FALCON (BS 563 965) TO SUPPORT BOTH 7TH MAR AND ARVNS.

(4) THE CHU LAI DASC (LANDSHARK ALFA) WILL CONTROL ALL AIR SUPPORT UNTIL A DASC FWD (LANDSHARK BRAVO) IS ESTABLISHED IN THE OBJECTIVE AREA. FOR EMERGENCY FIXED WING REQUESTS, THE DASC FWD WILL SCRAMBLE AL'S DIRECT FROM CHU LAI. ALL OTHER FIXED WING REQUEST WILL BE PASSED TO THE TADC.

B. MWHG-1.

(1) PROVIDE DASC FWD TO BE CO-LOCATED WITH 7TH MAR FSCC.

(2) CONTROL/COORDINATE AREA LAW CONCEPT ABOVE AND AS REQ.

(3) WHEN DIRECTED, ESTABLISH LAISON WITH 2D ARVN DIV IN ORDER TO INTEGRATE THEIR REQUESTS FOR MARINE HELO SUPPORT.

C. MAG-11 AND MAG-12. PROVIDE AIR SUPPORT AS DIRECTED BY FIRST MAW FRAG ORD.

D. MAG-16.

(1) PROVIDE HELICOPTERS AS DIRECTED TO AUGMENT MAG-36.

(2) ON REQUEST, PROVIDE LAISON OFFICER TO MAG-36.

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E. MAG-36.

- (1) PROVIDE HELICOPTERS AS DIRECTED BY FIRST MAW FRAG ORD.
- (2) PROVIDE SUPPORT FOR MAG-16 AUGMENTING FORCES AS REQ.
- (3) PASS FIRST MAW DAILY FRAG ORDERS TO DASC FWD ASAP.
- (4) PROVIDE TRANS FOR MAG-12, 7TH MAR, AND CAPT BYERS
(WING REP 2D ARVN DIV, PH-CATBIRD 35) TO BRIEFING INDICATED PARA F.

F. COORDINATING INST.

- (1) DIRLNAUTH USMC UNITS
- (2) DIRLNAUTH ARVN UNITS ONLY WHEN DIRECTED BY THIS HQ.
- (3) D-DAY: 3 NOV, H-HOUR: 0815, L-HOUR: TBA.
- (4) A BRIEFING WILL BE CONDUCTED AT THIS HQ ON 020800H NOV.
- ⇒ (5) UNCLAS OPERATION CODE NAME: BLACK FERRET.
- (6) ALL PARTICIPANTS WILL BE BRIEFED ON CONTENTS REF E
PRIOR TO OPERATION.
- (7) ALL AIR STRIKES IN OBJECTIVE AREA WILL BE UNDER TACP/
TAC (A)/ASRT CONTROL.
- (8) DURATION OF OPERATIONS EST 2-3 DAYS.

4. ADMIN AND LOGISTICS. ANNEX E TO FIRST MAW OPORD 303-65.5. COMMAND AND COMM-ELEC.A. COMMAND. NO CHANGEB. COMM ELEC.

- (1) IAW REF D AND AS INDICATED BELOW.
- (2) ALL ACFT RIO WITH DASC FWD ON HD-4, 396.5 (PINK).

GP-4

Michael R. Yunch
MICHAEL R. YUNCK, COL
ASST COFS G-3
MOMENT 3

T. G. Bronlewe
T. G. BRONLEWE, COL
COFS

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III MAF SPECIAL SITUATION REPORTS #1 & #2
(THACHU TRU) NOV 65

SECRET

APP-19

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1ST MARINE AIRCRAFT WING

DE RULMNF 980 3261542
ZNY SSSSS
Z O 221342Z ZFP-4
FL CG III MAF
TO RULSHA/COMUSMACV
RUHLBP/CG FMFPAC
INFO RUECEN/CNC
RUHLHQ/CINCPAC
RUHLHL/CINCPACFLT
RULFUV/CTF SEVEN SIX
RUABOL/CTF SEVEN NINE
RUABOL/CG FMFPAC/I MAC (FWD)
ZEN/CG THIRD MARDIV
ZEN/CG FIRST MARDIV
ZEN/CG FLAW
RUCKYL/CONDT, MCS
ZEN/CG I CORPS ADV GRP
BT

SECRET

III MAF SPECIAL SITREP NUMBER 1 PERIOD 220600H TO 221900H

A. CG III MAF 220552Z (NOTAL)

1. ABOUT 220400H 37TH RANGER BN LOC TRACH TRU VIC (BS 7646)
(BS 7647) ABOUT 37 MI SOUTH OF CHU LAI RECEIVED SMALL ARMS
AND MORTAR FIRE.

2. AT APPROX 220630H (FIRST LIGHT) EST VC REGIMENT ELEMENTS
ASSAULTED COMPANY-SIZE OUTPOST ON RIDGELINE (BS 755470)
AND BATTALION MINUS IN TYPICAL TRIANGULAR EARTHWORK FORT
NEAR ROAD JUNCTION (BS 768465). DURING INITIAL ATTACK US

COG G-3

DIST S/S G-2

TOR-22/1955Z/CCN 264

221542Z/NOV 65/2

PAGE TWO RULMNF 980 SECRET

ADVISOR AND US RADIO OPERATION KILLED. ONE VC CO PENETRATED
OUTER DEFENSES OF OUTPOST AT (BS 755470). VC DRESSED IN
DROWN UNIFORMS, WORE WEB EQUIP. AT APPROX SAME TIME,
TWO VC BNS ATTACKED REMAINDER OF 37TH RANGER IN FORT AND
VILLAGE AT (BS 768465). DEFENSES OF FORT PENETRATED TO
WITHIN 10 FT OF CP BEFORE ATTACK WAS STOPPED.

3. RELIEF COLUMN CONSISTING OF ONE ARVN INF BN AND APC
TROOP, DISPATCHED MID-MORNING FROM QUANG NGAI, HALTED AFTER
PROCEEDING SHORT DISTANCE BECAUSE OF FLOODING CONDITIONS
ON ROUTE ONE.

4. TORRENTIAL MONSOON RAINS AT TIME OF ATTACK PREVENTED
CLOSE AIR SUPPORT. NGF RENDERED BY TWO DDS EXTREMELY
EFFECTIVE DURING INITIAL PHASES. LATER USMC AND USAF CLOSE
AIR SUPPORT AIRCRAFT ON STATION RENDERED SUPT.

5. APPROX 221100H, CG I CORPS STATED RANGER BATTALION IN
DANGER OF BEING OVERRUN; REQUESTED USMC SN NAKE AMPHIB
LANDING VIC (BS 8653). AMPHIB SHIPPING NOT IMMEDIATELY
AVAIL AND SLF IN MANILA. CG III MAF ALERTED 3/7 TO

PREPARE FOR HELO LANDING VIC OUTPOST. BY 221400H CGF REINFORCED
SLF BE POSITIONED SOUTH OF QUANG NGAI ON TWO MORE TRANSPORTS.

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Am2-19

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1st MARINE AIRCRAFT WING

6. CO L AND HQ 3/7 LEFT BY 37 H-34'S ARRIVED FROM CHU LAI 221630H AND LANDED IN LZ'S (BS 755470) AND (BS 755480). SECOND AND THIRD COMPANIES CLOSED INTO SAME LZ'S BY NIGHTFALL. 3/7 CONSOLIDATING NIGHT TIME DEFENSIVE POSITIONS ON RIDGELINE (BS 754065) TO (BS 758472).

7. DURING PERIOD OF USMC LIFT, ARVN WITH FOUR USMC H-34 HELO'S PREVIOUSLY PROVIDED FOR RESUPPLY AND MED EVAC. SHUTTLED ELEMENTS OF ARVN BN FROM QUANG NGAI TO REINF RANGERS.

8. ALTHOUGH MAJOR CONTACT BROKEN ABOUT NOON, FIGHTING CONTINUED THROUGHOUT ENTIRE DAY. WEATHER MARGINAL TO ZERO-ZERO THROUGHOUT ENTIRE DAY.

9. ENEMY TENTATIVELY IDENTIFIED BY ARVN AS 92TH REGT, 322 ALPHA PAVN DIV. 1554 DIEN BIEU PHU COMMEMORATIVE DANCE TAKEN FROM ONE VC BODY.

10. CASUALTIES DURING PERIOD:

A. VC CASUALTIES:

ARVN EST 400 VC KIA/WIA

US EST 300 VC KIA (22 BY BODY COUNT INSIDE FORT)

VC WPNS NOT YET COUNTED DUE TO NUMBER CAPTURED BUT INC.

PAGE FOUR RUHNNF 930 S E C R E T

57 MM RR, 75 MM RR, .50 CAL MG, 32 CAL LMG, SEVERAL RPD LEGS, NUMEROUS SRS ASSAULT

WPNS, K50 SRS, BAO ROCKET LAUNCHERS, AND MANY CARBINES AND RIFLES. ALSO RADIO AND NEW CHINESE FIELD PHONE.

B. ARVN CAS: EST 47 KIA, 20 WIA, SUBJ TO CONFIRMATION.

11. PLANS: TO HELOLIFT REMAINDER ARVN BN AND TO ATTACK PAVN FORCES AT FIRST LIGHT.

GP-4

BT

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DRAFTING COMMUNICATION CENTER

SMSGT G. III Marine Amphibious Force

FPO San Francisco, California 96601

FLASH/IMMEDIATE 23/NOV

FROM: CG III MAF
 TO: COMUSMACV (COMMAND CIRCUIT)
 CG MACFAC

INFO: CMC
 CINCPAC
 CINCPACFLT
 CTF SEVEN SIX
 CTF SEVEN NINE
 CG MACFAC/I MAC (FWD)

CG THIRD MARDIV (MAIL)
 CG FIRST MARDIV (MAIL)
 CG FIRST MAW (MAIL)
 COMDT, MCS (MAIL)
 CO I CORPS ADV GRP (MAIL)

FLASH

//SECRET//

III MAF SPECIAL STREET NUMBER 2 PERIOD 221900H TO 231900H.

1. CHG TO SPEC STREET #1: CO M AND ONE PLT OF CO K, 3/7 HELILIFTED TO THACH TRU VIC (BS 755470) MORNING HOURS OF 23 NOV.
2. RELIEF COLUMN (CONSISTING OF 3D RVNMC BN AND 4/3 APC TROOP), FROM QUANG NGAI ARRIVED VIC (BS 7253) EARLY 23 NOV AT 230800H BEGAN SWEEP ALONG ROUTE 1 FROM (BS 7253) TO OBJS VIC (BS 741489) AND (BS 750490) PREPARING NIGHT POSITS THESE VICINITIES.
3. 3YTR RNGR BN CONTINUED TO REPAIR POSITIONS, POLICE UP BATTLEFIELD, AND CONDUCT LOCAL PATROLS, THROUGHOUT DAY. AT 231700H CP MOVED TO (BS 755470).
4. BEGINNING MID MORNING 3/7 SWEEP AREA BETWEEN ROAD AND STREAM ENCLOSED BY (BS 765463) TO (BS 740453) TO (BS 730475) TO (BS 75247 9) AND CLOSED HILL PASS VIC (BS 755470) ABOUT 231600H, ENCOUNTERED LIGHT INTERMITTENT SA FIRE, TWO USMC KIA, KILLED 3 VC, CAPT 2 VCC, 15 VCS AND TOLL WINS: 1 RPD LEG, 2 AK ASSAULT RIFLES, 5 SKS CARBINES, 1 75MM RND. WHEN PILOT ~~DOWN~~ ^{KIA} FR 50 CAL AA FIRE REC VIC (BS 705422) AT APPROX 231305H.

G-3	<i>[initials]</i>
ASST G-3	<i>[initials]</i>
O&T	<i>[initials]</i>
ACO	<i>[initials]</i>
PLANS	<i>[initials]</i>
ATCO	<i>[initials]</i>
SWO	<i>[initials]</i>
NBCD	<i>[initials]</i>
ADMINO	<i>[initials]</i>
NCOIC	<i>[initials]</i>
CWO	<i>[initials]</i>

PAGE 1 OF 2 PAGES

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ADD-14-TAB2

SECRET

THE H-34 LBS. 4 CREWEN ABOARD. LAST SEEN BY WINDMAN AT
COMMUNICATION CENTER
III Marine Amphibious Force
FPO San Francisco, California 96601

222110H 12 MI ENE EAST OF CHU LAI PASSING THROUGH

RETURNING FROM THACH TRU OPERATION.

6. CORRECTED RESULTS OF ARVN ACTION OF 22NOV.

A. ARVN

KIA: 71 (INCL 2 US ADVISORS)

WIA: 74

MIA: 2

B. VC

175 KIA US BODY COUNT

225 KIA ARVN EST

(DOES NOT INCLUDE KBA OR KIA BY NCF BEYOND IMMEDIATE
 BATTLE AREA)

3 VCC

C. WINS CAPT

3 75MM RR

2 57MM RR

3 RIG-2

2 CAL 30 LMG (US)

2 RP46 LMG

5 RPD LMG

21 AK ASSAULT RIFLES

23 SKS CARBINES

1 M1 RIFLE

126 OTHER SA WINS

GP-4

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PAGE 2 OF 2 PAGES

231400Z NOV

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III MAF SPECIAL SITUATION REPORTS #1 to #5
(BLUE MARLIN) NOV 65

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APP-20-

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BLUE MARLIN

Request copy,
Capt. Bulley

DE RUMADG 787 3141230
 ZNY SSSSS
 O 10130Z
 FM CG III MAF
 TO RUMSAMA/QOMUSMACV
 RUHLBP/CG FMFPAC
 INFO RUELEM/CMC
 RUHLHO/CINCPAC
 RUHLHL/CINCPACFLT
 RUFMUV/CTF 11
 RUABQL/CTF 72
 RUABQL/CG FMFPAC/1 MAC (FWD)
 ZEN/CT THIRD MARDIV
 RUABQL/CG FIRST MARDIV
 ZEN/CGFMAR
 RUCKYM/COMDT, CS
 RUMFUAN/CTF 71.3
 RUMSVD/CO 1 CORPS ADV GRP
 BT

CCN 272

COG: G-3
 DIST: GEN:

TOR: 16/1625/3
 17/1230/272

NOV 15

SECRET

III MAF SPECIAL SITREP NUMBER 1 AS OF 101200H FOR OPERATION BLUE
 MARLIN

1. GENERAL. PHASE ONE IS AN INTEGRATED USMC/RVNMC AMPHIBIOUS LANDING
 OVER GREEN BEACH (BT 333322) TO (BT 339312) WITH SUBSEQUENT SEARCH
 AND CLEAR SWEEP TO CHU LAI TAOR. BLT 2/7 LANDS IN COLUMN TO SECURE
 BEACH AREA. 3D RVNMC BN LANDS ON GREEN BEACH BY LVT. TRANSERS TO HELOS
 AND MAKES SUBSEQUENT SWEEP SOUTH EAST IN ZONE APPROX 4500 METER WIDE
 TO THE WEST OF AND BOUNDED BY ROUTE

2. BLT 2/7 SWEEPS SE IN AREA BETWEEN ROUTE 1 AND SOUTH CHINA

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PAGE TWO RUMADQ 787 S E C R E T

2. TASK ORGANIZATIONS FOLLOW

A. NAVAL

TG 76.3 AMPHIB TASK GRP
 TU 76.3.0 SPEC OPS AND COMD GRP TE 76.3.0.1 FLAG SHIP ELEMENTS

TE 76.3.0.2 PAUL REVERE (APA - 248)
 RECON AND DEMO ELEMENT
 DIACHENKO (APD 123)
 UDT DET

TE 76.3.0.3 TAC ELEMENT

TACRON 13 DET

TU 76.3.1 TRANSPORT UNIT

TE 76.3.1.1 TRANSPORT ELEMENT

PAUL REVERE (APA 248)

SEMINOLE (ADA 114)

FT MARION (LSD-22)

TE 76.3.1.2 LANDING SHIP ELEMENT
 TERREL CTY (LST 1157)
 WINDHAM CTY (LST 1130)
 WESTCHESTER CTY (LST 1117)

PAGZTHREE RUMADQ 787 S E C R E T

TE 76.3.1.3 ASSAULT CRAFT ELEMENT
 LCU/LCM-8

TE 76.3.1.4 NAV BEACH PARTY ELEMENT
 BMV DET

TU 76.3.2 CONTROL UNIT

TE 76.3.2.1 LANDING CRAFT CONTROL ELEMENT

FT MARION (LSD 22)

TERRELL CTY (LST 1157)

TU 76.3.3 NGF AND SCREEN UNIT

MACKENZIE (DD 836)

RUPERTUS (DD 851)

DIACHENKO (APD 123)

TU 76.3.5 SEA ECHELON UNIT

AS ASSIGNED

TU 76.3.6 RESERVE UNIT

VALLEY FORGE (LPH-8)

MONTICELLO (LSD-35)

NTROSE (APA-212)

B. CLF
 HQ

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PAGE FOUR RUMADQ 787 S E C R E T
 DET COMM CO, HQ BN
 DET HQ CO, HQ BN
 DET, 3D SP BN
 ELT 2/7
 2D BN, 7TH MARINES
 BTRY H, 3D BN, 11TH MARINES
 SFCP, HQ BTRY, 3D BN, 11TH MARINES
 PLAT CO C, 1ST AT BN
 PLAT, CO C, 1ST ENGR BN
 PLAT, CO C, 1ST RECON BN
 PLAT, CO B, 1ST TANK BN
 PLAT, CO B, 3D AMTRAC BN
 DET HQ BN, 3D MARDIV
 CA TM
 PSYWAR TM
 FLSU 3
 PLAT, CO C 1ST MT BN
 DET, CO C, 1ST MED BN
 DET, 3D DENTAL CO (REIN) FMF
 DET, CO C, 1ST SP BN

PAGE FIVE RUMADQ 787 S E C R E T
 SUP PLAT, SUP CO, 1ST SERV BN
 MAINT PLAT, MAINT CO, 1ST SERV BN
 MT DET, H&S CO, 1ST SERV BN
 3D BN, RVN MARINE CORPS
 FO TM, 12TH MARINES
 SFCP, 1ST ANGLICO
 FAC TM, 1ST ANGLICO
 CA TM

3. LANDING DELAYED DUE TO HIGH SEAS AND SURF. 1ST WAVE TOUCHED DOWN ON GREEN BEACH AT 100928H. ALL ELEMENTS ASHORE BY 101146H, WITH EXCEPTION OF ARTY. CHG IN RVNMC LANDING PLAN FROM LVT'S TO LCM'S. NO ENEMY CONTACT DURING LANDINGS AT 101415H WERE HOLDING 6 VCS AT 2/7 CP. E CO LOC VIC (BT308295) F CO VIC (BT25290) H CO VIC (BT 343303)
 4. PLANS FOR PHASE II WILL BE FORWARDED WHEN FIRM.

GP-4
 BT

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DE RUMADQ 798 3161622

ZNY SSSSS

C 101622Z

FM CG III MAF

TO RUMSMA/COMUSMACV

RUHLBP/CG FMFPAC

INFO RUECEM/CMC

RUHLHQ/CINCPAC

RUHLHL/CINCPACFLT

RUMGUL/COMSEVENTHFLT

RUMFUV/CTF SEVEN SIX

RUABQL/CTF SEVEN NINE

RUARQL/CG FMFPAC/I MAC (FWD)

ZEN/CG THIRD MARDIV

RUARQL/CG FIRST MARDIV

ZEN/FMAW

RUCKYM/COMDT. MCS

RUMEUAN/CTF SEVEN SIX PT THREE

RUMSVD/CO. 1 CORPS ADV GRP

ET

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III MAF SPECIAL SITREP NUMBER 2 FOR 101200H TO 102200H FOR OPERATION
BLUE MARLIN

1. SUMMARY OF EVENTS TO DATE.

A. LANDING WAS DELAYED DUE TO SURF. FIRST WAVE REACHED GREEN BEACH
AT 100928H WITH THE LAST ELEMENTS ASHORE BY 101146H. RVNMC LANDING
CHANGED FROM LVT TO COMBINATION LCM/HELILIFT. LANDING FORCE ARTILLERY
REMAINED AFLOAT DUE TO MECHANICAL TROUBLES ON LST AND LSD.E. AT APPROX 101800H HELILIFT OF 3D RVNMC BN FROM BEACH TO LZ VIC GS
(BT 2625) COMMENCED.

CCW: 298

COG: G-3

DIST: GEN.

TOR: 10/1815Z/3

101422Z/298 NOV 65

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C. AT 101000H BLT 2/7 CP POSITIONS WERE AS FOLLOWS:

BLT 2/7 (BT 320290), CO E VIC (BT 303291), CO F VIC
(BT 320283), CO G VIC (BT 335284), CO H VIC (BT 340310). COMPANY
POSITIONS GENERALLY ALONG PHASE LINE FORD.

D. PHASE LINES ARE AS FOLLOWS:

(A) PHASE LINE FORD - LINE FROM (BT 291305) TO (BT 293287) TO
(BT 300279) TO (BT 316275) TO (BT 336284) TO (BT 348297).(B) PHASE LINE BUICK - GENERALLY ALONG A LINE FROM (BT 321221)
TO (BT 337244) TO (BT 353250) TO (BT 360267).(C) PHASE LINE DODGE - GENERALLY ALONG A LINE FROM (BT 353195)
TO (BT 380238).E. AT 101800 3D RVNMC LOCATED IN LZ VIC (BT 265252) PREPARING TO
SWEEP AND OCCUPY NIGHT POSITIONS AS FOLLOWS:1ST COMPANY (BT 267230). 2D AND 4TH COS PLUS BN CP VIC (BT 269242).
THIRD CO (BT 256235).F. MOTORIZED/MECH COLUMN JOINING BLT 2/7 HELD UP BY DESTROYED BRIDGE.
(WASHOUT. NOT VC ACTION) VIC (BT 292240). CONVOY IN NIGHT DEFENSE
POSITION VIC (BT 299224). CONVOY CONSISTS OF:

CO A. 7TH TRUCK BN

CO A. 1ST BN. 7TH MAR

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DET. CO C. 1ST ENGR BN

DET. CO C. 1ST AT BN

3. PLANS

A. BOTH BLTS MOVING INTO NIGHT DEFENSIVE POSITIONS WILL ESTABLISH AMBUSHES AND PATROLS AS REQUIRED. F CO 277 WILL BE HELILIFTED TO SUPPORT MOTORIZED/MECHANIZED COLUMN. PHASE ONE MAY BE EXTENDED ONE ADDITIONAL DAY.

B. NEGATIVE VC CONTACT. 5 VCS IN CUSTODY AS OF END OF THIS REPORT.

5. HAPPY 190TH BIRTHDAY USMC.

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DE RUMADQ 946 3151424
ZNY SSSSS
C 111424Z
FM CG-111 MAF
TO RUMSMA/COMUSMACV
RUHLBP/CG FMFPAC
INFO RUECEM/CMC
RUHLHG/CINCPAC
RUHLHL/CINCPACFLT
RUMGUL/COMSEVENTHFLT
RUMFUV/CTF SEVEN SIX
RUARQL/CTF SEVEN NINE
RUARQL/CG FMFPAC/1 MAC (FWD)
ZEN/CG 3DMARDIV
RUAPQI/CG 1ST MARDIV
ZEN/CG FMAW
RUCKYM/COMDT MCS
PUMEUAN/CTF SEVEN SIX PT THREE
RUMSVD/CO, 1 CORPS ADV GRP
BT

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111 MAF SPECIAL SITREP NUMBER 3 FROM 102200 TO 112200H FOR OPERATION
BLUE MARLIN

1. OPN BLUE MARLIN CONTINUES WITH LIMITED VC CONTACT.
- A. 2D PLT F CO REC APPROX 15 RDS SA FIRE FR EST 4VC VIC (BT 327279)
RETURNED FIRE. RESULTS 2 VC KIA (BODY COUNT) 1 BOLT ACT RIFLE. 1
CARBINE, 1 GRENADE CAPTURED. NO FRIENDLY CASUALTIES.
- B. 3D RVNMC BN REC HEAVY SNIPER FIRE FR VILLAGE (BT 260217)
SILENCED W/MG FIRE. NO FRIENDLY CASUALTIES.
- C. G/2/77 ENCOUNTER

ED OLD MINEFIELD VIC (376265) PREV SWPT BY

PAGE TWO RUMADQ 946 SECRET

ARVN. 2 USMC WIA.

2. BOX SCORE: 2USMC WIA. 22VC KIA, 48 VCS, 2 WPNS AND ONE GREN CAPT.

3. UNIT LOCATIONS

- 2/7CP (BT 370244)
- E/2/7 (BT 352198)
- A/1/7 (BT 352198)
- F/2/7 (BT 370244)
- G/2/7 (BT 374222) TO (379228)
- H/2/7 (BT 387235) TO (BT 390236)
- 3D RVNMC (BT 344189)

4. INTENTIONS CONTINUE SEARCH AND CLEAR OPNS AT FIRST LIGHT
ESTAB PATROLS AND AMBUSHES DURING NIGHT.

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TOR: 111925/3

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DE RUMNMF 450 3210510

ZNY SSSSS

O P 170510Z

FM CG III MAF

TO RUMSMA/COMUSMACV

RUHLBP/CG FMFPAC

INFO RUECEM/CMC

RUHLHQ/CINCPAC

RUHLHL/CINCPACFLT

RUMFUV/CTF SEVEN SIX

RUABQL/CTF SEVEN NINE

COG:G-3

170510Z NOV 65

RUABQL/CG FMFPAC/1 MAC (FWD)

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ZEN/CG THIRD MARDIV

ZEN/CG FIRST MAW

ZEN/CG FIRST MARDIV

ZEN/COMDT, MCS

RUMLUAN/CTF SEVEN SIX PT THREE

ZEN/ CORPS ADV GRP

BT

SECRET

III MAF SPECIAL SITREP NUMBER 4 FROM 112200H TO 162300H FOR
OPERATION BLUE MARLIN1. PHASE I BLUE MARLIN COMMENCED AT TERMINATION OF PHASE I WHEN
BLT 2/7 RETURNED TO CHU LAI 12 NOV.

2. CONCEPT AND SCHEME PHASE II FOLLOWS:

A. CONCEPT, AN AMPHIBIOUS LANDING BY BLT 3/3 COORDINATED
WITH ARVN LAND OPERATION SOUTH OF HOI AN.

B. SCHEMES OF MANEUVER.

(1) USMC. LAND OVER ORANGE BEACH AT 160900H (BT 268430) TO

FOR 17/09352/CCN:854

PAGE TWO RUMNMF 450 SECRET

(BT 264438) WITH TWO ASSULT COMPNIES, 1 COMPANU IN RESERVE, SWEEP
NORTHWEST BETWEEN TRUONG GIANG AND SEA TO SONG THU BON.(2) ARVN. SWEEP AREA BETWEEN NATIONAL ROUTE ONE AND TRUONG
GIANG FROM LINE OF DEPARTURE (BT 170417) TO (BT 217438) TO THE SONG
CAU LAU. WITH TWO RANGER BNS ABRESAT, ONE APC TROOP IN RESERVE.
FOUR RF COMPANIES SCREEN LEFT FLANK.

3. TASK ORGANIZATION

A. NAVY. NO CHANGE.

B. MARINE CORPS.

BLT 3/3 (-) (REIN)

H&S CO 3/3

CO I, 3/3

CO K, 3/3

CO A, 1/7

BTRY C (-), 1/12

SFCP, 1/12

3D PLAT, CO B, 3D RECON BN

3D PLAT, CO B, 3D AT BN

3D PLAT, CO B, 3D ENCB BN

1ST PLAT, CO C, COPY 10K OF 6 COPIES (RESERVE)

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170510Z NOV 65

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4TH PLAT, CO A, 1ST AMTRAC BN

C. ARVN.

39TH RANGER BN

11TH RANGER BN

5/4 APC TROOP

4 RF COMPANIES, UNSS

4. D DAY DELAYED FROM 15 TO 16 NOV DUE TO HEAVY SURF ENCOUNTERED DURING PHASE I AND EMBARKATION OF PHASE II FORCES.

5. SUMMARY OF OPNS. FIRST WAVE HIT BEACH AT 160701H. NO INITIAL CONTACT WITH VC. IN TMS EXCHANGED BETWEEN ARVN AND USMC. 34 VCS PICKED UP BY JUNK FLT VIC BS (BT 2056) (BT 2157) JUST PRIOR TO US AMPHIB LANDING.

3/3 MOVED OUT 3 COMPANIES ABREAST. LIGHT SMALL ARMS FIRE RECEIVED DURING MOVE NORTH. IVC WOUNDED 24VCS. NO FRIENDLY CASUALTIES. ARVN

MOVED OUT W/2 RANGER BNS ABREAST WITH SQUAD 5TH APC AND RF CO

FOLLOWING. 2RF/PF CO CLOCKING WEST OF HIWAY 1. NIGHT POSITION

ESTABLISHED FOR A/1/7 VIC (BT 189491). I/3/3 AND K/3/3 FROM (BT 234503) TO BT 239489. ARVN (BT 200455) TO (BT 180445). CLF INTENTIONS

170700H LVT MOVE TO PHASE LINE MELON TURN W-SW A/1/7

CONTINUE ALONG WEST BOUNDARY. ARVN CONTINUES SWEEP NORTHWARD.

PAGE FOUR RUMNMF 450 SECRET
6. BOX SCORE AS OF 162300H FOLLOWS.

	BY US	BY ARVN	BN VNN	TOTAL
VC KAI		1		1
VCC	1	1		2
VCS	24	10	34	68
WPNS CAPTURED		1		1
CP-4				
BT				

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DE MUMM 102210Z
ZNY SSSSS
O P 181310Z
FM CG III MAF
TO RUMSMA/COMUSMACV
RUHLBP/CG FMFPAC
INFO RUECEM/CMC
RUHLHQ/CINCPAC
RUHLHL/CINCPACFLT
RUMFUV/CTF SEVEN SIX
RUABQL/CTF SEVEN NINE
RUABQL/CG FMFPAC/I MAC (FWD)
ZEN/CG THIRD MARDIV
ZEN/CG FIRST MAW
RUABQL/CG FIRST MARDIV
RUCKYM/CMDT MCS
RUMEUAN/CTF SEVEN SIX PT THREE
ZEN/CO I CORPS ADV GRP
BT

G-3	
ASST G-3	
O&T	
ACO	
PLANS	
ATCO	
S/O	
NBCD	
ADMINO	
NCOIC	

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III MAF SPECIAL SITREP BUNBER 5 FROM 162300H TO 180945H FOR
OPERATION BLUE MARLIN
1. OPERATION CONTINUED FROM NINH POSITION OF 162300H.
A. 3/3 MOVED OUT AT 170845 WITH THREE COMPANIES ABREAST. NEGATIVE
INITIAL RESISTANCE.
B. ONE VCS APPREHENDED IN VIC BT (218494).
C. COMPANY I RECEIVED 4 ROUNDS OF SNIPER FIRE AT 0920 FROM
(BT 224496). FIRE RETURNED CONTACT BROKEN.
2. A/1/7 HELILIFTED FROM (BT 178516) TO CHU LAI AT 171700.

XXXXX COG G-3

TOR: 18/1710Z/CCN: 367

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PAGE TWO RUMNMF 605 ~~SECRET~~ TOR 18/1710Z/1 NOV 65
3. NITE POSITIONS AT 171725H: I/3/3 AND K/3/3 (BT 226535), 3/3 CP
(BT 234504).
4. AT FIRST LIGHT BATTALION CONTINUED SWEEP TO BROWN BEACH (BT 228505)
ARRIVING AT 180300.
5. ARTILLERY BACKLOADING BEGAN 0945H.
6. I/3/3 AND K/3/3 AWAITING HELO LIFT.
7. ARVN PARTICIPATION. 11TH AND 39TH RANGER BATTALION MOVED OUT
FROM 16 NOV NIGHT POSITIONS NW DURING DAY ENCOUNTERING LIGHT RESIS-
TANCE IN VC (BT 1548) AND (BT 1649). NIGHT POSITIONS ESTABLISHED
AT (BT 160480) AND (BT 150480). AT 180800H 11TH RANGERS MOVED TO
(BT 1648) AND 39TH TO GS (BT 1448). ARVN PORTION OF PHASE II
ENDED AT 181240H.
8. CUMULATIVE BOX SCORES AS OF 181240H.
A. ENEMY

	BY US	ARVN	RVNN	TOTAL
VC KIA	1	24		25
VCC		15 (2WIA)		15
VCS	24	21	34	79
WPNS		9		9
B. FRIENDLY				

PAGE THREE RUMNMF 605 ~~SECRET~~
KIA 2 (ARVN)
WIA 1 (ARVN)
GP-4

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CG's CONFERENCE AGENDA ITEMS
NOV 63

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Abb-21

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1ST MARINE AIRCRAFT

WING
COMMANDER'S
CONFERENCE
23 NOV 1965
DANANG, REPUBLIC OF
VIETNAM

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App-21

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- B. FORWARDING UNIT DIARIES
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- D. REQUEST FOR CHANGES IN ALLOWANCES

V WING SUPPLY

- A. TRENDS IN SUPPLY OPERATIONS

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I

ASSISTANT CHIEF OF STAFF G-1

1. AGENDA ITEMS FOR COMMANDING GENERAL'S CONFERENCE ON 25 NOVEMBER 1965

A. CASUALTY EVACUEE'S PAY RECORDS

(1) SECNAV MSG 082209Z ESTABLISHED THAT PAY RECORDS OF MARINE CORPS CASUALTIES NOT ACCOMPANYING THE MEMBER BE FORWARDED IMMEDIATELY TO CMC (CODE GDB) WITH NOTATION CASEVAC ENTERED THEREON.

(2) COMMANDING OFFICER, CAMP BUTLER RECOMMENDED THAT SECNAV MSG 082209Z BE CHANGED TO READ "WILL BE FORWARDED IMMEDIATELY TO COMMANDING OFFICER, CAMP BUTLER WITH NOTATION CASEVAC ENTERED ON PAY RECORD".

(3) IN VIEW OF FOREGOING PARAGRAPHS, IT IS SUGGESTED THAT A WING DIRECTIVE PROMULGATING INSTRUCTIONS ON THIS SUBJECT BE DELAYED PENDING RECEIPT OF PERTINENT INFORMATION FROM FMFPAC.

B. FORWARDING UNIT DIARIES

(1) THE 4TH DATA PROCESSING SECTION (DPI) LOCATED AT FIRST MAW (REAR) HAS REPORTED THAT AS LATE AS 15 NOVEMBER 1965 THEY WERE STILL RECEIVING UNIT DIARIES FROM WING UNITS.

(2) REPORTING UNITS SHOULD FORWARD UNIT DIARIES TO THE BELOW LISTED ADDRESS:

DATA PROCESSING PLATOON #16
FORCE LOGISTICS SUPPORT GROUP
III MARINE AMPHIBIOUS FORCE
FPO SAN FRANCISCO 96601 (INTER ISLAND)

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C. EXPANDED R&R PROGRAM

(1) MANILA - 25 NOVEMBER

(2) TOKYO AND TAIPEI - 1 DECEMBER

(3) HONG KONG AND BANGKOK QUOTAS WILL INCREASE

D. EMPHASIZE WEARING OF ID TAGS. CG FMAW 190542Z NOV.

E. ENCOURAGE COMMANDING OFFICERS TO MAKE USE OF RED CROSS AND MARINE CORPS ACTIVITIES IN GATHERING INFORMATION TO SUPPORT REQUESTS FOR HARDSHIP DISCHARGES.

F. CG FMFPAC 142028Z RECOMMENDS TO CMC THAT GMST'S BE SUSPENDED FOR PERSONNEL IN WESTPAC AND FOR SIX MONTHS AFTER RETURN TO CONUS. CMC HAS ALREADY CANCELLED THE NEXT TWO TESTING PERIODS BY CMC 101435Z.

G. BRIEFING ON THE PROGRESS OF THE TRANSITION TO THE INDIVIDUAL REPLACEMENT PROGRAM.

H. IF PERSONNEL RETURNING TO IWAKUNI NEED TO PICK UP GREENS IN OKINAWA, REQUESTS FOR TAD ORDERS MUST BE SUBMITTED TO THIS HEADQUARTERS SEVEN DAYS IN ADVANCE.

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II

ASSISTANT CHIEF OF STAFF G-2

1. AGENDA ITEM FOR COMMANDING GENERAL'S CONFERENCE ON 23 NOVEMBER 1965

A. INTELLIGENCE COLLECTION AGENCIES - MAJ YANOCHIK - 5 MINUTES

B. AUTOMATIC TIME-PHASED DOWNGRADING AND DECLASSIFICATION SYSTEM

ALNAV 091657Z JUL - OPNAVINST 5500.40B

C. SURVIVAL TRAINING - JEST COURSE CONDUCTED AT CUBI POINT.

NAVAIRPACINST 3131.1G AND NAVAIRPAC MSG 250220Z AUG65.

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III

ASSISTANT CHIEF OF STAFF G-3

1. AGENDA ITEMS FOR COMMANDING GENERAL'S CONFERENCE ON 23 NOVEMBER 1965

A. ENLISTED FLIGHT ORDERS

(1) REFERENCES

(A) MCO 1326.2

(B) WGO 1320.9

(2) FACTS. THE EXCEPTIONALLY LARGE NUMBER OF ENLISTED FLIGHT ORDERS ALLOCATED TO THE FIRST MAW (943 FOR THE CURRENT QUARTER) REQUIRES A CAREFUL REVIEW OF ADMINISTRATION, USAGE AND REPORTING PROCEDURES.

(3) DISCUSSION

(A) THE LARGE NUMBER OF FLIGHT ORDERS ADMINISTERED BY THIS WING (APPROXIMATELY TWICE THE NUMBER ADMINISTERED BY BOTH THE 2ND AND 3RD WINGS COMBINED) HAS CAUSED A CONSIDERABLE INCREASE BUT NECESSARY BURDEN ON ALL LEVELS OF COMMAND. HOWEVER, THE TEMPO OF OPERATIONS OF IN-COUNTRY UNITS HAS RESULTED IN A MINIMAL COMMAND ATTENTION TO THE CONTROL, AUDIT AND REPORTING OF ENLISTED FLIGHT ORDERS.

(B) SUFFICIENT ENLISTED FLIGHT ORDERS SHOULD BE AVAILABLE IN EACH GROUP SO THAT NO REQUIREMENT EXIST FOR CREW MEMBER DUTIES TO BE PERFORMED BY PERSONNEL ON A "VOLUNTEER BASIS".

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(C) A MONTHLY REPORT OF FLIGHT ORDER EXPENDITURES IS REQUIRED BY THE WING FOR CONSOLIDATION AND SUBMISSION TO CMC. FOR THE MONTH OF OCTOBER, THREE OF NINE REPORTS SUBMITTED WERE ERRONEOUS AND TWO WERE LATE. ONE WAS TEN DAYS LATE.

(4) RECOMMENDATIONS

(A) COMMANDERS INSURE A FLIGHT ORDER CONTROL BOARD AND FLIGHT ORDER AUDIT BOARD AS REQUIRED BY REFERENCES (A) AND (B) IS ASSIGNED AND THEY CAREFULLY REVIEW THE ADMINISTRATION OF ENLISTED FLIGHT ORDERS.

(B) CONSOLIDATE REQUEST FOR FLIGHT ORDERS AT THE GROUP LEVEL SO THAT ACCURATE REQUEST TO CMC CAN BE MADE ON A QUARTERLY BASIS PER REFERENCE (A).

(C) ACCURATE REPORTS OF EXPENDITURES BE SUBMITTED TO THIS HEADQUARTERS BY THE 5TH OF EACH MONTH AS REQUIRED BY REFERENCE (B).

(D) THE PRACTICE OF PERMITTING OFFICERS AND ENLISTED PERSONNEL TO SERVE AS "VOLUNTEER CREW MEMBERS" FOR THE PURPOSE OF EARNING AIR MEDALS BE DISCONTINUED.

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IV

ASSISTANT CHIEF OF STAFF G-4

1. AGENDA ITEMS FOR COMMANDING GENERAL'S CONFERENCE ON 23 NOVEMBER 1965

A. REPLACEMENT OF SURVEYED SECTION "M" EQUIPMENT

(1) DISCUSSION: UNITS SHOULD BE REMINDED THAT NO POOL EXISTS FOR THE REPLACEMENT OF SECTION "M" EQUIPMENT. AS AN ITEM IS DESTROYED OR FOR SOME OTHER REASON REQUIRES SURVEY, A SHORTAGE IS CREATED WHICH MAY NOT BE FILLED UNTIL NEW PROCUREMENT ACTION IS INITIATED AND COMPLETED. OFFEN REPLACEMENTS ARE NOT MADE AVAILABLE FOR SEVERAL YEARS. THIS, AS WE HAVE SEEN, CAN CREATE A CRITICAL SITUATION, PARTICULARLY IN THE CASE OF LOW DENSITY ITEMS. IT IS IMPERATIVE THAT THIS EQUIPMENT RECEIVE THE BEST POSSIBLE MAINTENANCE, IN ORDER THAT IT WILL REMAIN SERVICABLE THROUGHOUT ITS PROGRAMED LIFE EXPECTANCY. A DECISION TO SURVEY EQUIPMENT RATHER THAN TO REPAIR IT SHOULD BE MADE ONLY AFTER SERIOUS CONSIDERATION HAS BEEN GIVEN TO THE EFFECT THAT THE SHORTAGE CREATED WILL HAVE ON THE UNIT. INFORMATION AS TO THE APPROXIMATE DATES THAT REPLACEMENTS ARE SCHEDULED IS OFFEN AVAILABLE IN THE WING G-4 OFFICE AND SHOULD BE CONSIDERED.

B. SHORTAGE OF PERSONNEL FOR OPERATION OF LOX EQUIPMENT

(1) DISCUSSION: PRESENT T/O'S OF SEVEN LOX PERSONNEL PER GROUP ARE INADEQUATE. EQUIPMENT ON HAND REQUIRES A MINIMUM OF 19 PERSONNEL

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FOR CONTINUOUS OPERATION AND MAINTENANCE OF ASSIGNED EQUIPMENT. AT PRESENT ONLY ONE MAN IS ASSIGNED TO MARINE AIRCRAFT GROUP 13, 10 EACH TO MARINE AIRCRAFT GROUP 11 AND MARINE AIRCRAFT GROUP 12, AND 8 TO MARINE WING SERVICE GROUP 17. THIS UNIT IS AWARE OF SHORTAGE AND ATTEMPTING TO GET INCREASED ALLOWANCES AND PERSONNEL.

C. REASSIGNMENT OF RESPONSIBILITY FOR OPERATION OF LOX EQUIPMENT FROM MARINE AIR BASE SQUADRON TO HEADQUARTERS AND MAINTENANCE SQUADRON

(1) DISCUSSION: IT HAS BEEN PROPOSED BY THE WING LOX OFFICER THAT CRYOGENIC EQUIPMENT AND PERSONNEL BE REASSIGNED TO THE HEADQUARTERS AND MAINTENANCE SQUADRON IN AIRCRAFT GROUPS. EQUIPMENT AND PERSONNEL PRESENTLY ARE IN THE MARINE AIR BASE SQUADRON. THIS ACTION WOULD LOCATE LOX EQUIPMENT AND PERSONNEL IN THE SQUADRON MOST CONCERNED WITH DIRECT SUPPORT OF AIRCRAFT OPERATIONS.

(2) OPINIONS OF GROUP COMMANDING OFFICERS ARE DESIRED.

D. REQUEST FOR CHANGES IN ALLOWANCES

(1) DISCUSSION: REQUEST FOR CHANGES TO AUTHORIZED ALLOWANCES OF EQUIPMENT OR FOR ONE TIME, IN EXCESS OF ALLOWANCE, PROCUREMENT ARE FREQUENTLY RECEIVED WITH INSUFFICIENT COPIES FOR FORWARDING TO THE COMMAND HAVING AUTHORITY TO APPROVE THE REQUEST. MANY ARE RECEIVED WHICH CONTAIN NO JUSTIFICATION FOR THE CHANGE OR INSUFFICIENT JUSTIFICATION.

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(2) ACTION: IT IS REQUESTED THAT SUCH RECOMMENDED CHANGES BE PREPARED IN ACCORDANCE WITH WING ORDER 4441.11 IN ORDER THAT DELAYS IN FORWARDING DUE TO PREPARATION OF ADDITIONAL COPIES OR OBTAINING JUSTIFICATION BE ELIMINATED.

UNCLASSIFIED

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V

WING SUPPLY OFFICER

1. AGENDA ITEMS FOR COMMANDING GENERAL'S CONFERENCE ON 23 NOVEMBER 1965
 - A. TRENDS IN SUPPLY OPERATIONS
 - (1) DISCUSSION OF TRENDS IN SUPPLY OPERATIONS AS REVEALED BY STAFF VISITS AND A&M INSPECTIONS.

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VI

WING INSPECTOR

1. AGENDA ITEMS FOR COMMANDING GENERAL'S CONFERENCE ON 23 NOVEMBER 1965
 - A. PROCEDURES FOR TAD PERSONNEL TO OBTAIN PERSONAL BAGGAGE IN STORAGE
AT 3RD FSR.
 - B. INCREASING VOLUME AND SIZE OF GUARD MAIL ITEMS.
 - C. INSPECTOR PROTOCOL DURING A&M INSPECTIONS.

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SECRET

1ST MAW AIRCRAFT UTILIZATION CHARTS
NOVEMBER 1965 9 CHARTS

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APP-22

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1ST MAW MED DEPT CND CHRON

Nov 1965

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App-24

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

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16:REM:gda
5750
5 December 1965

From: Wing Medical Officer's Office
To: Commanding General (Attn: CofS, G-3)

Subj: Medical Department Chronology for the Month of November 1965

Ref: (a) WgO 5750.1A

Encl: ✓(1) WgO P6000.1E, Subj: Standing Operating Procedure for
the Medical Department
✓(2) Task Committee meeting report
✓(3) WgO 6240.1, Subj: Wing Sanitation Inspection

1. Administrative and Materiel Inspections were conducted on the following units during November.

- a. MAG-12 - 2 November 1965 - Grade 90%
- b. MAG-36 - 3 November 1965 - Grade 70%
- c. HMM-363, MAG-36 - 12 November 1965 - Grade 85%
- d. MAG-11 - 17 November 1965 - Grade 85%
- e. 2ND LAAM Bn. - 23 November 1965 - Grade 96%
- f. MACS-7 - 3 November 1965 - Grade 94%

2. A short course in Insect Vector Control was held at Camp Butler, Okinawa from 15th to 19th November. At the direction of FMFPac, all HM-8432's (Preventive Medicine Technician) attached to 1st MAW attended.

3. Captain C. T. Doudna, MC, USN, FMFPac Staff Medical Officer paid a visit to units in RVN. Included in the problems discussed was detailing of additional flight surgeons. Dates of the visit were 20 - 23 November.

4. Several reporting units had food borne illnesses during this reporting period. They were MWHG-1 and MAG-12. These outbreaks point out that under field conditions food sanitation demands detailed attention.

5. The Aviation Medical Officer's Task Committee of the Wing met in two sessions, one on 18 November at Da Nang and one on 19 November at Chu Lai. The agenda items aptly reflect our present situation. Heading the list is survival and pilot fatigue. Enclosure (2) is a copy of the minutes.

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16:REM:gda
5750
5 December 1965

6. Wing Orders.

a. A new Wing Medical Standing Operating Procedure was published on 18 November 1965. It attempts to cover, in a broad sense, all of the operating situations which may arise in units of the Wing. It is Wing Order P6000.1E and is enclosed as enclosure (1).

b. It was determined that a guide for sanitation inspections was needed. Wing Order 6240.1, enclosure (3) outlines the specific procedures.



R. E. MITCHEL
CAPT, MC, USN

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

WgO P6000.1E
16:RKG:rpb
18 Nov 1965

UNCLASSIFIED

WING ORDER P6000.1E

From: Commanding General
To: Distribution List

Subj: Standing Operating Procedure for the Medical Department

Ref: (a) U. S. Navy Regulations 1948
(b) BuPers Manual
(c) Manual of the Medical Department
(d) BuSANDA Manual Vol 2
(e) Instructions for Naval Manpower Information System
(f) Manual for Preventive Medicine (NAVMED P5010)
(g) Navy Manpower Authorization (NavPers 576) (Classified)
(h) Enlisted Transfer Manual (NavPers 15909A) (TRANSMAN)
(i) Federal Supply Catalog, Department of Defense
(j) Wing Order P4411.16B
(k) COMUSMACV directive number 40-6
(l) WgO 6240.1

Encl: (1) LOCATOR SHEET


Reports Required: List, page iv and v

1. Purpose. To promulgate the standing operating procedure for the Medical Department 1st Marine Aircraft Wing, Fleet Marine Force, Pacific.

2. Cancellation. WgO 6000.1D

3. Action. Medical sections of the 1st Marine Aircraft Wing shall be administered in conformance with this Order and such other pertinent directives as may be issued by the Commanding General or higher authority.

4. Certification. Reviewed and approved this date.


T. G. BRONLEWE, JR.
Chief of Staff

Distribution: "A" and "B" (less 3)

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App 24- Enclosure (1)

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WgO P6000.1E
18 Nov 1965

LOCATOR SHEET

Subj: Standing Operating Procedures for the Medical Department

Location: _____
(Indicate the locations of the copies of this publication)

ENCLOSURE (1)

DECLASSIFIED

RECORD OF CHANGES

Log completed change action as indicated.

Change Number	Date of Change	Date Received	Date Entered	Signature of Person Entering Change

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	REPORT SYMBOL	TITLE	FORM OR REPORT	DIRECTIVES	FREQ CODE	SUBMIT TO	COPY TO
1.	MED-3820-1	Medical Intelligence Report of Ports and Adjacent Areas Visited	LTR	MANMED Art. 23-124	S	BUMED	FMFPAC CINCPACFLT COM7THFLT
2.	MED-5360-3	Report of Disposition and Expenditures - Remains of Dead	NAVMED 609	MANMED Art. 17-9B	S	BUMED	FMFPAC WING SURGEON FMAW
3.	MED-6200-2	Special Epidemiological Report	Message Spdltr	BUMED INST 6220.3	S	BUMED	FMFPAC WING MO
*4.	MED-6300-1	Medical Services Report	NAVMED 1454	BUMED INST 6310.7	M	BUMED	FMFPAC COMUSMACV
* Submitted by Wing Medical Admin office, vice individual units, "Feeder" reports required by 3rd working day of each month.							
5.		Report of Board of Medical Survey	NAVMED-M	MANMED CHPTR 18	S	BUMED	FMFPAC
6.		Certificate of Death	NAVMED-N	MANMED Art. 17-10	S	BUMED	WING SURGEON FMAW
7.		Report of Medical Treatment, Hospitalization and Allied Services	NAVMED-U	BUMED INST 6320.32	S	DMO of Approp. Naval District	
8.		Inpatient Record	NAVMED 6310/5	BUMED INST 6310.7	S	BUMED Code 48	
9.	NA	Morning Report of Sick	NAVMED-T or Memorandum	MANMED Art. 23-219	D	MAG CO	CO Each SQD CCRO

REPORTS REQUIRED - PARAGRAPH 400 ANNOTES

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10.	REPORT SYMBOL	TITLE	FORM OR REPORT	DIRECTIVES	FREQ CODE	SUBMIT TO	COPY TO
		Weekly Sanitation Report	LTR	MANMED CHPTR 22 PREVEMEDMAN (P-5019)	W	CO	WING SURGEON
* 11.	MED-6222-5	V. D. EPIDEMIOLOGIC REPORT	PHS 2936	MANMED Art. 3-12	S	PUBLIC HEALTH of Contact's Location	WING SURGEON
**		V. D. EPIDEMIOLOGIC REPORT	DivO 5213.1 Local Form	MANMED Art. 3-12	S	To PREV MED Section 3RD MARDIV via WING SURGEON	

** Units in the RVN

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SECTION IMISSION100. MISSION OF THE MEDICAL DEPARTMENT

1. The Medical Department of the 1st Marine Aircraft Wing, FMF, Pacific, is charged with, and responsible for, maintaining the health of Wing personnel through the promotion of physical fitness, the prevention and control of disease and injuries, and the treatment and care of the sick and injured.
2. The mission of the Medical Department will be accomplished in accordance with the provisions of the Manual of the Medical Department; U. S. Navy Regulations; Navy Department General Orders; directives promulgated by the Bureau of Medicine and Surgery; and such other directives as may be issued by competent authority.

101. MEDICAL PERSONNEL

1. The term "Medical Personnel" includes all officers of the Medical Corps, Medical Service Corps, enlisted hospital corpsmen detailed to Medical Department duties, and all other enlisted personnel designated for medical duties by Navy Classification Code, or by assignment to such duties.
2. The allowance of medical personnel in 1st MAW, FMF, Pacific is as set forth in reference (g), and the on-board strengths may be even less than the Bureau of Naval Personnel allowances and the Marine Corps Tables of Organization. The enlisted distribution plan (manning level) will be determined by the Fleet Marine Force, Pacific, Representative, EPDOPAC, in accordance with CinCPACFLTINST P1306.7A.

SECTION IIORGANIZATION200. GENERAL

1. The structural organization of the medical sections shall be in accordance with Tables of Organization established for components of a Marine Aircraft Wing, and such other directives as may be issued by competent authority.
2. When Wing components are deployed independent of the immediate support of pre-existent medical facilities, the medical sections concerned shall be so organized as to provide maximum support. This includes the proper tactical employment of personnel, materiel, and facilities in support of the mission in which the Wing components are engaged.
3. When Wing components are provided necessary medical facilities and services by a supporting air station or facility at which based, the Wing component medical section shall supplement such facilities and services to the extent necessary to insure maximum medical care. While so based, Wing component medical sections shall cooperate and integrate with the air station or facility medical department to the extent compatible with maximum efficiency. However, full regard shall be given to the tactical employment of Marine aviation units, and the organization shall be maintained so as to provide mobility to meet strategic needs.

SECTION IIIASSIGNMENT AND DUTIES OF MEDICAL DEPARTMENT PERSONNEL

300. GENERAL. Medical Department personnel assigned duty with the 1st Marine Aircraft Wing shall be utilized in the manner most practicable to meet the needs of the various units. Duties of medical personnel are generally stated in Section I. Assignments will not violate the Provisions of Art. 1355 of reference (a).

301. MEDICAL OFFICERS. Flight surgeons and general medical officers are ordered to this Wing by the Bureau of Naval Personnel as requested by FMFPac. These officers shall be assigned within the Wing by the Wing Medical Officer, under the authority delegated to him by the Commanding General. They shall be assigned to the various groups and squadrons in numbers proportionate to the number of personnel to be provided medical support. General medical officers shall provide services in such areas as the Wing Medical Officer may direct.

302. HOSPITAL CORPSMEN. Whenever possible, Hospital Corpsmen with technical specialties will be utilized within those fields for which they have been trained. The Senior Hospital Corpsman assigned to each Marine Air Group, 1st MAW, shall be designated the Marine Air Group Medical Administration Chief and he shall be assigned to the Marine Air Base Squadron in a non-flying status.

SECTION IVADMINISTRATIVE RECORDS, REPORTS AND RETURNS400. GENERAL.

1. An important phase of medical administration is the accurate and concise maintenance of service, health, and other medical records, and the timely preparation and submission of required reports and returns. Unit medical officers shall perform their administrative responsibilities in accordance with current directives, as outlined in the Reports Required section of this instruction.
2. Certain Bureau of Medicine and Surgery recurring and situational reports are prepared by Wing units. In the case of those reports of a purely medical nature the Wing Medical Officer shall, in accordance with current directives, or other competent authority, issue such supplemental instructions as may be required to insure accurate and complete reporting. Appropriate detailed instructions shall also be issued for the maintenance of patient's health and clinical records and for the submission of medical statistics required at the Wing level.

401

401. HEALTH RECORDS

1. The health record constitutes the most important single document maintained by the medical department. The health record must be an accurate and complete record of each individual's medical history during his military service. Chapter 16 of reference (c) sets forth general policies and procedures pertaining to health records. Health record pages will be arranged in the proper sequence as set forth in that reference.

a. The Sick Call Treatment Record (NAVMED 10) will be maintained for all military personnel receiving outpatient care. The provisions of Section XVI of Chapter 16, MANMED, apply. At activities maintaining NAVMED 10 folders, all NAVMED 10's may be kept in a separate file until transfer of the individual.

b. The Dental Record (SF 603) will be in the custody of a dental officer. In the absence of a dental officer, the dental record will be attached to the inside of the health record.

c. All group medical officers will take the following action:

(1) Establish a record card for receipt and disposition of health records, (NAVMED 1345).

(2) Establish a review of all health records when received, to determine requirements for immunizations, x-rays, blood typing, etc.

(3) Ensure that all extraneous material is kept from the health records. X-ray reports, laboratory findings, and other tests incident to outpatient care will be properly recorded on the applicable page in the health record. Items of medical importance which could result in a future claim against the government must be recorded on the SF-600. In no instance shall loose reports accumulate in the record.

(4) Ensure that immunizations are recorded properly and promptly upon administration.

(5) Institute a transfer check-out procedure designed to eliminate transfers without health records and/or NAVMED 10's. Squadron S-1's should be informed of the procedure, and requested to cooperate. A suggested system is the use of a rubber stamp "MEDICAL DEPT" on the transfer check-out list, with space provided for the initials of the medical department representative releasing the record. Two separate entries, one for the health record, and one for the NAVMED 10, should be included on all check-out sheets used.

4-2

402.1

2. Physical examinations are to be conducted in accordance with Chapter 15 MANMED and other current directives. Annual physical examinations are performed on all officers within 30 days of the anniversary of the date of their birth. Procedures for the annual physical examination are set forth in Article 15-45 MANMED and other current directives. The annual physical examination of naval aviators will be a flight physical. Section V of Chapter 15, MANMED sets forth procedures for conducting and reporting flight physical examinations.

3. Annual physical examination of certain Marine Corps enlisted personnel in pay grade E-6 or above and/or 30 years of age or over, will be accomplished as directed by, and in accordance with, BUMEDINST 6120.16.

402. NAVY SERVICE RECORDS

1. The service records of all naval personnel attached to the 1st Marine Aircraft Wing are maintained in the Wing Medical Office. This office also prepares and submits the Navy Personnel Diary (Officer and Enlisted) NAVPERS 501 for the 1st Marine Aircraft Wing. In order that timely and accurate information is recorded correctly in all service records of naval personnel, and proper diary entries or required reports made, all pertinent information as follows must be submitted promptly to the personnel office by the most expeditious means available. When naval personnel, either officer or enlisted, are absent from duty by reason of accountable leave, hospitalization, unauthorized absence, confinement, disciplinary action, etc., commanding officers are directed to notify this Headquarters (Attn: Wing Medical Officer) as specified below:

a. Accountable leave. Submit properly completed original leave papers upon return from leave.

b. Hospitalization. Upon admission to the sick list, report such occurrence giving date of admission, diagnosis, and estimated length of hospitalization. Notification shall also be given when the individual is returned to a duty status.

c. Unauthorized leave. Notify as to day of absence and date of return to military jurisdiction.

d. Confinement. Notify as to date of confinement and date of release to duty.

e. Disciplinary Action. Notify as to all disciplinary action and administrative procedures, giving complete details and unit punishment sheet. Unit punishment sheets will be returned when administrative action has been taken by this Office.

4-3

402.2

2. Report of Fitness of Officer reports (NAVPERS 310) shall be submitted in accordance with Article B-2203, BUPERS Manual and WgO 5000.1 of the 1st MAW SOP Administrative Doctrine.
3. Enlisted performance evaluation of Naval Personnel will be submitted as required, in accordance with current directives and Article C-7821 BUPERS Manual, by the senior medical officer of the unit to which the individual is attached. (Special Evaluation Reports (i.e. upon transfer, application for special programs, etc.)) will be submitted upon receipt of proper request. Evaluations will be submitted to the Naval Personnel Officer in a rough draft on NAVPERS 792.
4. Service records required by a unit commanding officer for administrative purposes (i.e. disciplinary action, review prior to granting access to classified material, etc.) will be furnished upon request. Such records shall be expeditiously returned to the Naval Personnel Officer when they have served their purpose.
5. Service records of naval personnel will be verified in accordance with Articles B-2208 and B-2306 of BUPERS Manual. Data in service records shall be verified and updated with all personnel reporting for duty as soon as practicable. A review of the service records of all personnel shall be made by all units annually on 1 September and upon detachment, as well as on receipt. The review will ascertain that all required entries, in accordance with current instructions, have been made properly in the service record; that duplicate pages required by the Bureau and other activities are not contained in the service record; and that misfiled pages from other service records are discovered and are properly filed or forwarded.

4-4

SECTION VEDUCATION AND TRAINING500. WING PERSONNEL

1. Unit medical officers shall supervise instruction for all personnel within local commands in personal hygiene, field sanitation, and first aid, self aid, and "Buddy" aid.
2. When directed by their commanding officers they shall, by lectures and other educational measures, participate in unit venereal disease education and prevention programs.

501. HOSPITAL CORPS PERSONNEL

1. Unit medical officers shall conduct systematic training and instruction of hospital corpsmen. Instruction shall be continuous and progressive and shall cover subjects which are required for proficiency, for promotion to the next higher rating, and for performance of duty with Marine aviation units in the field.
2. At the unit level, a medical officer shall act as training officer for Hospital Corps personnel. As specified in current directives, the officer so acting shall consider this detail a part of his required Medical Department duties. The medical officer shall appoint petty officers to assist him in the training program.
3. Training may be accomplished through practical and classroom instruction, as well as completion of Navy Correspondence and Training Courses. Particular attention is invited to Article 14-8, MANMED, which directs that Hospital Corps personnel assigned to aviation activities shall be thoroughly trained in first aid, with special emphasis on first aid for injuries most likely to occur in connection with flight operations. Such training shall include the removal and handling of casualties from aircraft, artificial respiration and the use of resuscitators.
4. On the job training will be provided while in garrison as a part of the Station In-Service Program. Each Marine Air Group and the Service Group will take part in a field medical exercise annually, under Wing supervision, planning special emphasis on logistics, handling of simulated casualties, overall combat readiness and other related field problems.

502. AVIATION PHYSIOLOGY TRAINING PROGRAM

1. Flight surgeons shall supervise and assist in the specialized aspects of the unit aviation physiology training program.
2. It must be recognized that the training program is of a continuing nature and that lectures, demonstrations and other presentations must be oriented to the specific mission of the unit.
3. Unit medical officers shall review the health records of flying personnel when the latter report to the unit, and at periodic intervals, with regard to the status of aviation physiology training. Deficiencies in such training will be brought to the attention of the cognizant commanding officer prior to granting flight clearance.

SECTION VIPREVENTIVE MEDICINE

600. SANITATION. Group and squadron medical officers are responsible to their commanding officers for the preservation of the health of personnel assigned to the command. They shall be responsible in accordance with reference (1) for inspection, investigation, and recommendations concerning the elements of environment affecting health, and for keeping the commanding officer informed in these matters. Reference (f) shall be utilized as a guide. Until such time as a Wing Sanitation Officer is assigned to the staff, sanitation matters shall properly be referred to the Chief-in-charge of the Wing Preventive Medicine Section.

601. COMMUNICABLE DISEASE CONTROL

1. Immunizations shall be administered in accordance with current directives and the latest accepted techniques and shall be promptly recorded in the health record and Defense Department Immunization Record (DD-737).

2. In conjunction with unit venereal disease programs, the medical officer shall keep his commanding officer informed as to:

a. The unit venereal disease incident rate.

b. Individuals whose medical records show flagrant cases of repeated venereal disease infection.

SECTION VIILOGISTICS701. PROCUREMENT

1. The procurement objective of Wing units is to maintain on hand medical materiel up to organizational allowance. Units operating independent of medical support from a naval air station or facility may maintain additional organization allowance materiel to meet operational needs. Such requisitions shall be submitted to the Wing Medical Officer.

a. Organization Allowances. Basic outfit allowances of medical materiel for Marine aviation units are itemized in current medical IOL Publications issued by Field Branch, Bureau of Medicine and Surgery. Reference (i) shall be consulted in identifying the component parts of basic outfits.

b. Fund Allocation. Fund allocation for the procurement of medical materiel required to maintain organization allowances, as delineated in sub-paragraph (1) above, will be provided through the Bureau of Medicine and Surgery allotment maintained by Fleet Marine Force, Pacific and available for charge by the 1st Marine Aircraft Wing. This support will include resupply for those units operating independent of other medical support.

c. Allotment Control and Requisitioning. The Bureau of Medicine and Surgery allotment will be controlled at this Headquarters (Staff Medical Supply Section). Therefore, requisitions chargeable to this allotment shall be submitted to Wing Headquarters where they will be processed and forwarded to the source of supply.

(1) Requisitions by Dispatch for Emergency Resupply. Two lists of rapidly used medical items, known as "List A" and "List B" have been developed by the Chief, Field Branch, BUMED. Each list has been assigned a code and each item given a numerical index. The list is to be held by the assigned supply activity and the Fleet Marine Force units concerned. Should the need arise, a deployed unit or requisitioning activity, by dispatch, field message, or radio, may request shipment of any part or all items by reference to: (1) the code name of the list, (2) the item number of index of the items required, (i.e., Code "ALFA" or Code "ALFA" less items 7, 9, and 28).

d. Supply Support. In maintaining organizational allowances and resupply needs, the following sources of supply ordinarily will be utilized:

(1) Units of the 1st Marine Aircraft Wing located in Japan and Okinawa shall requisition direct from 3d Force Service Regiment.

(2) Units of the 1st Marine Aircraft Wing located in RVN shall requisition supplies from Force Logistic Support Group, Via 1st Marine Aircraft Wing, Medical Officer's office.

702

e. Delivery and Receipt. Unit's copies of delivery and receipt documents, showing the monetary value of medical materiel shall be submitted to the Wing Medical Section. The Comptroller shall forward public vouchers requesting reimbursement for medical materiel to the Wing Medical Office for review, confirmation, and disposition.

702. PROPERTY MANAGEMENT

1. Unit medical officers shall familiarize themselves with current regulations and instructions as they pertain to the control and accountability of the medical materiel in their custody.

a. Narcotics, Alcohol, Alcoholic Beverages, and Other Security Items. Reference (c) is of particular significance and sets forth the requirements for special handling of the subject substances in order to provide adequate protection against carelessness, theft, and misappropriation. The unit medical officer having custody of such medical materiel shall observe every precaution required to safeguard these substances.

b. Materiel Subject to Deterioration. Numerous items of medical supplies included as organization allowance materiel are subject to deterioration. Such items are individually identified in reference (i). Such materiel shall be subject to routine inspection and deteriorable items replaced as necessary. As a measure of economy, units holding organization allowances medical materiel in storage should arrange to periodically exchange items of common nature, which may deteriorate, with the air station or facility medical department rendering support. This will preclude holding in storage such items beyond their shelf life.

703. DEFINITIONS AND CAPABILITIES

1. Because of independent tactical employment of the various echelons of the 1st Marine Aircraft Wing, the organizations must have inherent flexibility. To render medical services to all Wing personnel, the allowances must provide materiel to conduct ordinary sick call, flight physical examinations, supportive care of casualties in preparation for evacuation, surgical care, air evacuation, and preventive medicine programs.

2. Marine Aircraft Group Medical Allowance. This allowance is based on an anticipated casualty rate of 20 percent for a period of 30 days. It contains sufficient medical supplies to establish a group dispensary with approximately 20 beds and provide sick call facilities and even supportive care as may be required by the entire Marine Aircraft Group.

3. Tactical Squadron Medical Allowance. This allowance is for use by a squadron when deployed from the group. To contain adequate supplies for operating independently of the group for a period of 10 days and will enable the squadron to conduct sick call, conduct flight examinations, and give such supportive care as may be required.

4. Aviation Supply Block. These blocks are relatively small quantities of medical supplies which are to be maintained in a continuous state of readiness to augment and support a Marine Aircraft group operating independently until normal supply channels are established.

7-2

704.1

704. MEDICAL SUPPLY WHILE ON DEPLOYMENT

1. The authorized medical allowances for aviation units are considered adequate to perform the mission of the Medical Department. The following items of equipment are considered essential and should be requested from Marine Corps Property and Camp Maintenance prior to deployment.

- a. (7) field desks
- (9) field type chairs
- (5) tent stoves (cold weather areas)
- (1) file cabinet
- (25) cots
- (1) 5000 gallon water tank (buffalo)
- (7) Medium General Purpose tents with windows
- (3) typewriters
- (1) 75kw generator for electric power supply

SECTION VIIIHANDLING OF MASS CASUALTIES800. GENERAL

1. Medical officers shall, in conjunction with unit emergency and defense directives, be responsible for the proper distribution of medical department personnel.
2. Watch, quarter and station bills shall be current, showing emergency and defense stations for medical department personnel.
3. Detailed written instructions shall be issued amplifying those tasks and duties assigned to the medical department by unit emergency and defense directives.
4. Unit medical sections must be continuously prepared to meet the various emergency conditions which may arise. Included are those conditions associated with military aviation such as aircraft crashes and air evacuation of mass casualties.

801. NUCLEAR, BIOLOGICAL, AND CHEMICAL WARFARE DEFENSE

1. Since all air attacks may be presumed to be of a nuclear, biological, or chemical nature, unit medical sections shall be so organized and prepared as to carry out tasks within any phase of this type of warfare.
2. Medically qualified personnel shall be trained in the handling and treatment of all nuclear, biological, and chemical warfare casualties. When directed by the commanding officer, unit medical officers shall participate in the training of all personnel in nuclear, biological, and chemical warfare first air treatment.
3. Within each group medical section there should be at least two persons, officer or enlisted, who have attended the Wing NBC School or have had equivalent training.

802. MEDICAL AIR EVACUATION

1. Medical air evacuation of personnel in the Republic of Vietnam will be accomplished as directed in reference (k).
2. Evacuation of personnel in other areas, where elements of the 1st Marine Aircraft Wing may be, will be controlled by the applicable operation order.

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

UNCLASSIFIED

16:REM:crp
5100
20 November 1965

From: Wing Medical Officer
To: Wing Safety Officer

Subj: Report of meeting of the Medical Officer's Task Committee of the Wing Safety Council

Ref: (a) Wing Order P-3750-90

1. In accordance with the provisions of reference (a), the Aviation Medical Officer's Task Committee of the Aviation Safety Council was convened on 18 and 19 November 1965. Because of the impracticability of having the flight surgeons from both the Danang and Chu Lai enclaves at one meeting, two meetings were held.

2. The first meeting was convened at Wing Headquarters at 1411 on 18 November. Present were:

Captain R. E. MITCHELL, MC, USN
Lt. Col. P. L. ALLEN, USMC
Major C. C. ROOPERS, USMC
LT J. D. CARLSON, MC, USNR
LT C. H. PAGE, MC, USNR
LT R. L. SMIT, MC, USN
Captain J. D. Strickland, USMC
LT D. R. CAIN, MC, USN
LT "T" "J" RUNDLE, MC, USNR
LT D. E. SAMPSON, MC, USNR

Wing Medical Officer
Wing Aviation Safety Officer
Aviation Safety Officer, MAG-11
Group Medical Officer, MAG-11
Flight Surgeon, VMCJ-1
Flight Surgeon, VMFA-115
Aviation Safety Officer, MAG-16
Group Medical Officer, MAG-16
Flight Surgeon, HMM-263
Flight Surgeon, VMO-2

3. The second meeting was convened at MAG-12 Field Hospital at 1000 on 19 November. Present were:

Captain R. E. MITCHELL, MC, USN
Captain R. D. MILLER, USMC
LT E. E. ANDERSON, MC, USNR
LT L. T. NIEBAUM, MC, USN
LT D. A. SMITH, MC, USN
Major P. C. SCAGLIONE, USMC
LT T. M. SCHENK, MC, USNR
LT L. W. MOORE, Jr., MC, USN

Wing Medical Officer
Aviation Safety Officer, MAG-12
Group Medical Officer, MAG-12
Flight Surgeon, VMA-311
Flight Surgeon, VMA-224
For Aviation Safety Officer, MAG-36
Group Medical Officer, MAG-36
Flight Surgeon HMM-364

4. The meetings were opened with a discussion of the mission of the Wing Aviation Safety Council, with emphasis on the importance of active participation of all personnel.

5. Problem areas discussed were essentially the same for both meetings.

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App 24 - Enclosure (2)

16:REM:crp
5100

a. Personnel are not using proper clothing or equipment, or are using them improperly.

1. Pilots and other crew members in helicopter squadrons are, in some instances, flying without helmets, flight suits, flak jackets, or gloves. Some are wearing utilities; others are wearing flight suits with sleeves rolled or cut off. Jungle boots are being worn in lieu of flight boots. These discrepancies contribute to injury in the event of an accident.

2. Helicopter crewmen are, in some instances, flying without seat belts and without a safety belt across the door.

3. Considerably more gear is adrift in the cargo compartments of helicopters than is operationally necessary. These become lethal missiles in the event of a crash.

4. Radar Intercept Operators in the F4B squadrons are not using "G" suits.

5. It was recommended that each of the above items be investigated at the squadron level and correction of discrepancies made as indicated.

b. The problem of eye infections due to dust raised during helicopter operations was discussed. There were differences of opinion as to the value of goggles during the take-off and landing phases. Some squadrons are using them, others are not. Further study was recommended.

c. A question was raised relative to the laundering of flight suits and retreating with fire-retardant compound. A member of the committee pointed out that the compound is available locally, thus suits can be dipped at the time they are laundered.

1. The discussion then turned to procurement of the new light-weight suits (NOMEX). All individuals who are wearing these suits are impressed by their comfort. It was recommended that procurement of these suits be expedited. Additionally, procurement of the silicone-treated gloves should be expedited.

d. There was considerable discussion of the possibility of obtaining "Koch" fittings for the parachute harnesses. One squadron, VMA-311, is using the fittings and has found them to be a great improvement over the older fittings. MAG-71 expressed interest in obtaining some, as they report the present fittings are unsatisfactory. It was recommended that procurement of the "Koch" fittings for other fixed wing squadrons be investigated.

Enclosure (2)

16:REM:crp
5100

e. A request was made by Major Scaglione that safety films be obtained for use in the local area. This will be investigated.

f. The MAG-36 representative also indicated that a larger quota should be established for the escape and survival school at Cubi Point. He pointed out that many of the pilots go through the course too late for it to be of any value during their current tour. This should be referred to the Wing level for such action as is deemed necessary.

g. There was extensive discussion of fatigue as a detriment to safety of operations. However, until such time as perimeter guard duty, camp construction, etc., are no longer a part of the working day, this is going to continue to be a problem.

h. The matter of hearing conservation was brought up. Many individuals are not using sound attenuation equipment. A survey is now underway by the Wing Medical Officer in an attempt to delineate noise hazardous areas. It is planned to prepare a Wing Order relative to this as soon as the survey is completed.

6. There being no further business the meeting on 18 November adjourned at 1512, and the meeting on 19 November adjourned at 1120.

R. E. MITCHEL

Enclosure (2)

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

UNCLASSIFIED

WgO 6240.1

16:REM:rpb

12 Nov 1965

WING ORDER 6240.1

From: Commanding General
To: Distribution List

Subj: Wing Sanitation Inspections

1. Purpose. To establish a uniform procedure for the accomplishment of sanitation inspections within this Command. These inspections are necessary to ensure that scrupulous sanitation standards are maintained.

2. Discussion. Recent investigation has revealed that in certain areas sanitation inspections are not being properly conducted by group and squadron medical departments. Such inspections are mandatory if the health of all personnel is to be safeguarded.

3. Action. The following action will be taken:

a. Daily inspections:

(1) A walk-through inspection of the mess facilities shall be made at least one time each day by a member of the squadron or group medical department, preferably the individual assigned to the sanitation detail.

(2) Discrepancies in the daily inspection shall be reported to the Group Medical Officer or, in the case of squadrons on detached duty, to the Squadron Medical Officer.

b. Weekly inspections:

(1) A thorough inspection of all messing areas, clubs, barber shops, and any other areas where sanitation may be a problem, shall be conducted weekly by a medical officer.

(2) This inspection shall be reported in writing to the Group Commanding Officer, including squadrons on detached duty, with copies to the MABS Commanding Officer, and the Wing Medical Officer. All discrepancies and recommendations shall be detailed.


c. The Wing Sanitation Officer shall periodically accompany the Group or Squadron Medical Officer on his inspection, in order to assist the medical officer in the inspection and make pertinent recommendations.

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App 24- Enclosure (3)

WgO 6240.1
12 Nov 1965

d. The services of the Wing Sanitation Technician shall be available to any group or squadron requiring assistance with any problem.


T. G. BRONLEEWEE, JR.
Chief of Staff

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