289 853

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Ser:00356 66
15 MAR 1966

[redacted] (unclassified upon removal of the basic report)

SECOND ENDORSEMENT on CG 1stMAW ltr 3:JCB:srd over 5750 Ser: 003A2766 of 27Jan66

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

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

1. Forwarded.

M. C. DALBY
By direction

289 853

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UNCLASSIFIED [redacted]

3480

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Copy 1 of 5 Copies
Ser: 0011166
103/EH3/am
29 Jan 1966

FIRST ENDORSEMENT on CG FMAW ltr 3:JCB:srd over 5750 Ser: 003A2766 of 27Jan66

From: Commanding General, III Marine Amphibious Force
To: Commandant of the Marine Corps (Code AO3D), Headquarters, U. S. Marine Corps, Washington, D. C.
Via: Commanding General, Fleet Marine Force, Pacific

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

1. Forwarded.

2. This endorsement is downgraded to UNCLASSIFIED upon removal from the basic document.

E. H. SIMMONS
By direction

[redacted]

1ST MAW COMMAND CHRONOLOGY - DECEMBER 1965
COPY FOR
COMMANDANT OF THE MARINE CORPS (CODE AO3D)
COPIES 1 AND 4

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

3:JCB:srd
5750
Ser: 00342766
JAN 27 1966

SECRET NOFORN

From: Commanding General
To: Commandant of the Marine Corps (Code A03D)
Via: (1) Commanding General, III Marine Amphibious Force
(2) Commanding General, Fleet Marine Force, Pacific

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

Ref: (a) MCO 5750.2

1. In accordance with reference (a), the subject report consisting of Parts One, Two, Three and Four is submitted.

2. The original copy only contains complete documentation.

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

T.G. BRONLEEWE, JR
CHIEF OF STAFF

1st MAW S&C No.	Copy No.
391-66	1

SECRET NOFORN

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

FIRST MARINE AIRCRAFT WING

COMMAND CHRONOLOGY

PERIOD COVERED:

1 DECEMBER 1965 - 31 DECEMBER 1965

LOCATION:

REPUBLIC OF VIETNAM

SECRET

PART ONE

ORGANIZATIONAL DATA

SECRET

CONFIDENTIAL

1. HEADQUARTERS, 1ST MARINE AIRCRAFT WING - COMMANDER AND STAFF

1 DECEMBER - 31 DECEMBER 1965

1ST MARINE AIRCRAFT WING - DANANG RVN

COMMANDING GENERAL

BRIGADIER GENERAL KEITH B. MCCUTCHEON
1 DECEMBER - 31 DECEMBER 1965

ASSISTANT WING COMMANDER

BRIGADIER GENERAL MARION E. CARL
1 DECEMBER - 31 DECEMBER 1965

CHIEF OF STAFF

COLONEL THOMAS G. BRONLEEWE, JR.
1 DECEMBER - 31 DECEMBER 1965

ASSISTANT CHIEF OF STAFF, G-1

COLONEL WILBUR D. WILCOX
1 DECEMBER - 31 DECEMBER 1965

ASSISTANT G-1

LIEUTENANT COLONEL ROBERT O. CARLOCK
1 DECEMBER - 31 DECEMBER 1965

ASSISTANT CHIEF OF STAFF, G-2

LIEUTENANT COLONEL BILLY H. BARBER
1 DECEMBER - 31 DECEMBER 1965

ASSISTANT G-2

LIEUTENANT COLONEL JOSEPH B. HARRISON
1 DECEMBER - 31 DECEMBER 1965

ASSISTANT CHIEF OF STAFF, G-3

COLONEL MICHAEL R. YUNCK
1 DECEMBER - 10 DECEMBER 1965

COLONEL ROY C. GRAY JR.
10 DECEMBER - 31 DECEMBER 1965

ASSISTANT G-3

LIEUTENANT COLONEL WILLIAM G. JOSLYN
1 DECEMBER - 31 DECEMBER 1965

CONFIDENTIAL

OPERATIONS OFFICER G-3

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

ASSISTANT CHIEF OF STAFF, G-4

COLONEL ROBERT J. LYNCH
1 DECEMBER - 31 DECEMBER 1965

ASSISTANT G-4

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

OPERATIONS OFFICER G-4

LIEUTENANT COLONEL REDFIELD D. SEARS
1 DECEMBER - 31 DECEMBER 1965

ASSISTANT CHIEF OF STAFF, G-5

COLONEL FRED J. FRAZER
1 DECEMBER - 31 DECEMBER 1965

ASSISTANT G-5

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

ADJUTANT

MAJOR DAVID A. CLEELAND
1 DECEMBER - 31 DECEMBER 1965

AVIATION SAFETY OFFICER

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

CHAPLIN

COMMANDER PETER J. BAKKER
1 DECEMBER - 31 DECEMBER 1965

COMMUNICATIONS/ELECTRONICS OFFICER

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

WING SUPPLY OFFICER

COLONEL JOHN F. ROSS
1 DECEMBER - 31 DECEMBER 1965

COMPTROLLER

MAJOR ROBERT E. BENSON
1 DECEMBER - 31 DECEMBER 1965

INFORMATIONAL SERVICES/CIVIL AFFAIRS OFFICER

CAPTAIN VICTOR E. BIANCHINI
1 DECEMBER - 31 DECEMBER 1965

INSPECTOR

COLONEL JAMES K. JOHNSON
1 DECEMBER - 31 DECEMBER 1965

LEGAL OFFICER

COLONEL HARRY S. POPPER
1 DECEMBER - 31 DECEMBER 1965

STAFF MEDICAL OFFICER

CAPTAIN ROBERT E. MITCHEL
1 DECEMBER - 31 DECEMBER 1965

STAFF SECRETARY

CAPTAIN ROBERT L. KEMBLE
1 DECEMBER - 31 DECEMBER 1965

SPECIAL SERVICES OFFICER

MAJOR RICHARD A. GOVONI
1 DECEMBER - 31 DECEMBER 1965

1st MARINE AIRCRAFT WING (REAR)

COMMANDING OFFICER

COLONEL HARRY W. TAYLOR
1 DECEMBER - 31 DECEMBER 1965

S-1

CAPTAIN D'ARCY E. GRISIER
1 DECEMBER - 31 DECEMBER 1965

CONFIDENTIAL

S-2

CAPTAIN RODERIC S. DALEY
1 DECEMBER - 31 DECEMBER 1965

S-3

LIEUTENANT COLONEL DONALD CONROY
1 DECEMBER - 31 DECEMBER 1965

CONFIDENTIAL

SECRET

2. TASK ORGANIZATION/LOCATION/UNIT COMMANDERS 1 DECEMBER - 31 DECEMBER 1965

UNIT	LOCATION	COMMANDERS
1stMAW	DANANG, RVN	BRIGADIER GENERAL KEITH B. MCCUTCHEON
MWHG-1	DANANG, RVN	COLONEL EDWARD I. LUPTON
MAG-11	DANANG, RVN	COLONEL EMMETT O. ANGLIN JR.
MAG-12	CHU LAI, RVN	COLONEL LESLIE E. BROWN
MAG-16	DANANG, RVN	COLONEL THOMAS J. O'CONNOR
MAG-36	CHU LAI, RVN	COLONEL WILLIAM G. JOHNSON
1stMAW (REAR)	IWAKUNI, JAPAN	COLONEL HARRY W. TAYLOR
MWSG-17	IWAKUNI, JAPAN	COLONEL JAMES T. MCDANIEL
MAG-13	IWAKUNI, JAPAN	COLONEL ODIA E. HOWE JR.
VMGR-152	FUTEMA, OKINAWA	LIEUTENANT COLONEL DAN C. HOLLAND
*VMCJ-1 (REAR)	IWAKUNI, JAPAN	FIRST LIEUTENANT RICHARD M. PREESSER 1 DECEMBER - 22 DECEMBER 1965
		CAPTAIN LARRY L. BALDWIN 23 DECEMBER - 29 DECEMBER 1965
MCAF FUTEMA	FUTEMA, OKINAWA	COLONEL PHILLIP C. DELONG 1 DECEMBER - 31 DECEMBER 1965

* VMCJ-1 (REAR) dissolved as of 2400H 29 December 1965

SECRET

3. AVERAGE STRENGTHS FOR DECEMBER 1965

RVN	
Officers	1,220
Enlisted	8,182
REAR	
Officers	508
Enlisted	2,745
Total	
Officers	1,728
Enlisted	10,927
GRAND TOTAL	12,655

PART TWO

NARRATIVE SUMMARY

NARRATIVE SUMMARY
1 DECEMBER - 31 DECEMBER 1965

Despite continuing monsoon weather conditions, 1st MAW air support of combat operations in South East Asia remained on the increase. Fixed wing jet aircraft deployed to RVN flew 2920 sorties during December, an increase of 118 over November 1965. RVN based helicopters flew 24,962 sorties, an increase of 4630 over the previous month. Though seemingly small, the increase of fixed wing sorties was attained despite the fact that an additional 629 scheduled sorties were cancelled due to weather conditions. (S) (Appendix 18)

On 1 December, HMM-261 as part of the Seventh Fleet Special Landing Force (SLF) and a detachment of four armed UH-1E's from VMO-6 supported the last day of DAGGER THRUST, the final of a series of amphibious raids, this one conducted at Lang Ke Ga, 17 miles south of Phan Thiet. The four VMO-6 aircraft supplemented normal SLF helicopter assets. (S)

VMFA-323, commanded by Lieutenant Colonel Andrew W. O'DONNELL, joined MAG-11 on 1 December at Danang. VMFA-323 deployed from MCAS Iwakuni to relieve VMFA-542. The following day, 2 December, VMFA-323 F4B's commenced combat flight operations in Vietnam. (S) (Appendix 7)

The first HAWK missile firing exercise in RVN was conducted at Battery "A", 2d LAAM Battalion site, Ky Ha Pennisula, Chu Lai, 1 to 19 December. The first live firing began on 3 December. (S) (Appendixes 6 and 15)

The advance echelon of VMA-223 arrived at Chu Lai on 2 December and began preparations for the deployment of the squadron to RVN to relieve VMA-311. (S) (Appendix 8)

While on a resupply mission from Quang Tin to Heip Duc, an HMM-364 UH-34 was hit by .50 caliber automatic weapons fire on 3 December. The The aircraft caught fire, went out of control and exploded on impact with the ground. Four crewmembers and nine ARVN troops were aboard. There were no survivors. (S) (Appendix 12)

Four additional VMA-211 A4E aircraft arrived at Chu Lai from MCAS Iwakuni, Japan, on 4 December, bringing that squadrons total in-country assets to fourteen aircraft. (S) (Appendix 8)

On 6 December, 1st MAW aircraft commenced STEEL TIGER missions in support of 2d Air Division, USAF, as MAG-11 F4's flew four missions and MAG-12 A4's flew seven missions (S) (NEED TO KNOW) (Appendixes 15 and 16)

During the period 9 to 21 December, 1st MAW elements participated in Operation HARVEST MOON, a large scale USMC/ARVN operation conducted in an area approximately 25 miles southwest of Danang. (S) (Appendixes 7, 8, 10, 12, 15, 16 and 27)

Major Donald J. REILLY of VMO-2 was recommended for the Navy Cross, posthumously, for heroic actions which cost him his life while piloting a UH-1E during Operation HARVEST MOON on 9 December. (U) (Appendix 10)

On 10 December, Colonel Michael R. YUNCK, ACofS, G-3, 1st MAW, was seriously wounded by .50 caliber machine gun fire while acting as a Tactical Air Controller (Airborne) in a UH-1E during Operation HARVEST MOON. Colonel YUNCK's left leg was amputated and he was subsequently evacuated to the Philippines. Colonel Roy C. GRAY, 1st MAW NATOPS Officer assumed duties as ACofS, G-3 on that date. (S) (Appendix 15)

Organic Marine Corps aerial refueling capability was utilized extensively during the period 11 to 13 December when MAG-12 aviation fuel supply became critically short due to a breakage in the off-shore AABFS lines at Chu Lai. In order to conserve fuel available at this airfield and continue to meet operational commitments, A4 aircraft were launched with light fuel loads, then refueled from KC-130F tankers before and after conducting combat missions. (S)

A U.S. Army H-47 "CHINOOK" helicopter rendered an assist on 14 December by lifting three downed 1st MAW UH-34's and returning them to Ky Ha airfield at Chu Lai. (S) (Appendix 12)

VMA-223, commanded by Lieutenant Colonel Alexander WILSON, joined MAG-12 at Chu Lai from MCAS, Iwakuni, Japan, on 15 December. VMA-223 relieved VMA-311 which returned to Iwakuni after operating in Vietnam since 1 June 1965. (S) (Appendixes 8 and 15)

The first USMC F8E "CRUSADERS" deployed to Vietnam on 19 December when VMF(AW) 312 under the command of Lieutenant Colonel Richard B. NEWPORT joined MAG-11 at Danang from MCAS, Iwakuni, Japan. On the following day, the F8E's flew their first combat missions in Vietnam. (S) (Appendixes 7 and 15)

The announced 30 hour Christmas cease fire (241800H - 252400H December) commenced as scheduled and was later extended past midnight on the 25th at the direction of higher authority. During this period, air operations were limited to fixed wing helo escort and helicopter logistical/administrative

and other passive type missions. Following official termination of the cease fire period, 1st MAW offensive air operations resumed at 1225H on 26 December when a flight of two VMA-211 A4E's were diverted from a helicopter escort mission to strike a Viet Cong trench line complex. (S) (Appendixes 15 and 16)

On 26 December VMF(AW) 312 flew the first USMC F8E TPQ-10 controlled bombing mission in Vietnam. (S) (Appendix 7)

Lieutenant Colonel John W. KIRKLAND relieved Major William E. GARMAN as Commanding Officer of VMA-211 on 27 December at Chu Lai. (U) (Appendix 8)

The first loss of a USMC A4E aircraft in RVN resulting from enemy fire occurred on 29 December. The VMA-211 aircraft piloted by First Lieutenant Thomas F. ELDRIDGE was hit during a bombing run on Viet Cong positions south of Chu Lai. While attempting to return to Chu Lai the aircraft with pilot aboard, crashed 15 miles south of the airfield. (S) (Appendix 8)

The advance echelon of VMFA-314 arrived, from MCAS, Iwakuni, Japan, at Danang and began preparation for the relief of VMFA-115 in January 1966. (S) (Appendix 7)

PART THREE

SIGNIFICANT EVENTS

1. Personnel. During a briefing held for CG, FMFPac, on 7 December, the 1st MAW G-1 discussed procedures in effect to insure effective utilization of hard skill MOS's. Significant personnel shortages, both officer and enlisted, were also discussed. (C)

A personnel liaison billet was established at Camp Butler, Okinawa, to provide the 1st MAW representation at that transient facility. (U)

In the final increments of the personnel redistribution program, MACS-6 and MACS-7 exchanged a total of 10 officers and 80 enlisted personnel. VMA-211 and VMA-224 exchanged a total of 70 enlisted personnel. VMFA-323 and VMFA-115 exchanged a total of 14 officers and 118 enlisted personnel. The total number of personnel involved in the redistribution in December was 24 officers and 268 enlisted. (U) (Appendix 1)

2. Casualties. The following is the breakdown of 1st MAW casualties for December: (C)

KIA	WIA	DOW	MIA	CPT	NON-BATTLE DTH	NON-BATTLE INJ	TOTAL	CUM TOTAL
6	23	1	3	0	0	35	68	280

3. Morale/Welfare. The increased input of mail during December averted what might have normally been a drop in morale due to absence from home during the holidays. Another factor which gave a significant boost to morale was the appearance of a number of known personalities who performed for 1st MAW personnel, such as Bob Hope and his troupe, Martha Ray, Eddie Fisher and Hugh O'Brian. (U)

4. Intelligence/Counterintelligence. During December, the 1st MAW G-2 Section continued to render intelligence support to III MAF. This included

coordination of all aerial photo requests with III MAF P/IIU and 1st MAW G-3; plotting, maintaining and disseminating information and intelligence concerning enemy fire incidents and hits on 1st MAW aircraft; and maintaining air order of battle and air capabilities data on North Vietnam and Communist China. Coordination and exchange of intelligence continued with the 6252nd Tactical Fighter Wing, USAF, Intelligence Section. (S) (Appendix 2)

5. Awards. The 1st MAW awards section processed 3701 awards during December. The types of awards and numbers were as follows: (U)

PROCESSED AND FORWARDED TO HIGHER HEADQUARTERS		RECEIVED FROM HIGHER HEADQUARTERS	
Navy Cross	1	Distinguished Flying Cross	2
Silver Star Medal	6	Bronze Star Medal	1
Legion of Merit	1	Navy Commendation Medal	4
Navy & MarCor Medal	7	SecNav CA	1
Distinguished Flying Cross	27	Air Medal	1264
Bronze Star Medal	36		1272
Air Medal	2244		
Navy Commendation Medal	72		
SecNav CA	5		
	2399		
Purple Hearts awarded	30	GRAND TOTAL	3701

6. Medical. The 1st MAW Medical Office initiated an order to limit the contact of untrained indigenous personnel with foodstuffs that would be consumed by 1st MAW personnel. The order prohibits the Vietnamese from handling most foods, beverages, or ice to be consumed by 1st MAW personnel. The order also prohibits handling of mess gear such as dishes, silverware or glasses, after steriligation. Lectures were given to the Vietnamese on proper sanitation in food service, an interpreter was utilized to insure

all present understood the meaning of the lecture. (U)

Another step towards providing better preventative medicine was the organization of a food service training program which consisted of a series of lectures for food service personnel on health standards, food borne illnesses, bacteria, sanitary precautions to be observed when preparing and serving food and proper dishwashing methods. (U)

A phoropter unit and eye lane were placed in operation on 24 December at MAG-11. It is no longer necessary to evacuate men out of country for eye refractions. This service is being provided by the flight surgeon to both 1st MAW and 3rd Marine Division personnel. (U) (Appendix 21)

7. Informational Services: All significant events occurring during the month of December within the 1st MAW were covered by writer/photographer teams as reflected in Appendix 20. Complete showing of results of ISO efforts in Appendix 20 is not possible due to the fact many of the media serviced do not furnish this Headquarters with current copies of their publications.(U)

In addition to accompanying 1st MAW helicopters on every major operation, writer/photographers accompanied the helo's on numerous medical evacuations, resupply and passenger missions in order to be "on the spot" for any significant happenings of news or feature value. (U)

The 1st MAW Photo Lab processed 6262 photographic prints during December in the following catagories: 5442 prints to accompany stories for release, 670 photographic prints of technical matters (new developments, charts, etc.) and 150 ID and Fleet Home Town prints. (U) (Appendix 20)

8. Civic Action. 1st MAW units were extremely busy in the area of Civic Action during December. Endeavors encompassed distributing food and clothing,

repairing schools and a Buddhist Temple, giving band concerts, Christmas parties for children and cases of individual Marines teaching English to Buddhist Monks, Sisters from the Sacred Heart Orphanage, and children, plus countless other small acts of kindnesses in furtherance of the people-to-people program. (U)

In the medical assistance field, Wing doctors and corpsmen treated a total of 1,814 Vietnamese children, women and men during 30 medical visits for an average of 60 patients treated per visit. (U)

During the month of December, 2,089 pounds of food, 1,830 bars of soap, 675 pounds of clothing, 24 pounds of salt, eight truck loads of scrap wood and an undetermined amount of basketballs, soccer balls, toothpaste and toothbrushes were given to various orphanages, schools, and hamlets during sick calls and visits. (U)

9. Air Operations.

a. Fixed Wing. Fixed wing jet operations in SEASIA continued to increase during the month of December despite the fact that in addition to total sorties shown below, 629 other sorties were scheduled but cancelled due to severe monsoon weather conditions. (S) (Appendixes 15, 16 and 18)

(1). III MAF support: (S)

TYPE MISSION	SORTIES FLOWN
Escort Helo/Cover	129 (USMC)
Escort Helo/Cover	363 (ARVN)
Interdiction	617
LZ Prep	55 (USMC/ARVN)

TYPE MISSION	SORTIES FLOWN
CAS/DAS	549
Photo	70
Other/Special	46
Non-tactical	81
TOTAL SORTIES	1910

(2). 2d Air Division Support: (S)

TYPE MISSION	SORTIES FLOWN
Interdiction	425 (ARVN)
CAS/DAS	119 (ARVN)
Escort Aircraft/CAP	54
Air Defense Alert	8
Other/Special	2
STEEL TIGER	314
TOTAL SORTIES	922

(3). ECM/ELINT Support: (S)

AGENCY SUPPORTED	SORTIES FLOWN
2d Air Division	76
Task Force 77	12
TOTAL SORTIES	88

(4). GRAND TOTAL SORTIES FLOWN: 2920 (S)

(5). A total of 726 of above listed Direct Air Support and Interdiction sorties were TPQ-10 controlled. (S)

b. Helicopter Operations. 1st MAW helicopters flew 24,962 sorties while completing 2,067 missions and logging 8,875.7 flight hours during December. (S) (Appendix 18)

A total of 33,884 troops and passengers were lifted as were 1971 tons of cargo. Of the total flight hours, the five in-country UH-34 squadrons logged 6773 hours of which 1556 hours were flown in support of I Corps, ARVN. (S)

c. Aerial Refueling/Transport/Aerial Delivery Operations. Operating with an average of 10 KC-130F squadron aircraft plus four VMGR-352 Detachment aircraft, Futema based VMGR-152 continued to support III MAF operations in Vietnam. An in-country detachment of two aircraft was continually present at Danang to provide the necessary aerial refueling, aerial delivery, logistical resupply and medical evacuation support for combat operations. One of these KC-130's was maintained on a 15 minute emergency tanker standby at all times. Of the 637 missions flown by the squadron/detachment aircraft in December, 491 were in support of RVN based units. During this period a total payload of 5,998,142 pounds and 16,287 passengers were transported. (C) (Appendix 13)

d. Electronic Countermeasures. During the month of December, VMCJ-1 completed 57 active ECM sorties in support of the 2d Air Division and CTF 77 strike and reconnaissance operations in the DRV. The majority of these sorties were tasked to provide warnings to strike and recce forces when intercepted electronics information indicated that surface-to-air missile units were preparing to launch a missile or had launched a missile. In addition, VMCJ-1 was tasked to jam radars which posed a threat to the strike and reconnaissance aircraft being supported. Active jamming of fire control radars were very effective with many lock-ons being broken. Also, 14 Passive ECM sorties were flown to provide timely information for tactical planning. (S NORFORN)

e. Photo. VMCJ-1 RF-8A aircraft flew 70 in-country photographic reconnaissance missions in support of III MAF. In addition VMCJ-1 Detachment ALPHA, aboard the USS BON HOMME RICHARD (CVA-31) flew 14 photo sorties during December. (S) (Appendix 7).

10. OPERATION HARVEST MOON. Operation HARVEST MOON was a joint USMC/ARVN operation conducted in an area 20 to 25 miles southwest of Danang and 8 to 14 miles west of Tam Ky. The operation was conducted in four phases.

Phase I began when the 11th Ranger Battalion, ARVN, and 1st Battalion, 5th Regiment, ARVN, commenced search and destroy operations in the vicinity of BT 15-45, 20 miles southwest of Danang on D-Day, 8 December 1965.

At 1330H on 8 December the 11th Ranger Battalion was heavily engaged by an estimated Viet Cong battalion and efforts to reinforce the Ranger Battalion with another ARVN company were halted by intense small arms fire. MAG-11 F4B and MAG-12 A4 aircraft were called in to attack the Viet Cong throughout the afternoon with 33 sorties dropping bombs, napalm, rockets and 20mm cannon fire. Damage inflicted by the 1st MAW aircraft on the VC was assessed as two mortar emplacements damaged, four structures burned and numerous fires left burning throughout the area.

In addition to the fixed wing jet sorties flown during this period, two VMO-2 UH-1E helicopters made rocket and machine gun firing runs on VC forces engaging the Ranger Battalion.

1st MAW transport helicopters entered the operation on the afternoon of 8 December as 10 UH-34's of HMM-161, MAG-16 lifted 214 ARVN troops of

the 1st Battalion, 6th Regiment, from Tam Ky and 10 UH-34's of HMM-362 and HMM-364, MAG-36, lifted 201 ARVN troops from Quang Tin to reinforce the Ranger Battalion.

Phase II of Operation HARVEST MOON began at 1025H 9 December as 26 UH-34's from HMM 362 and HMM-364 lifted 568 Marines of the 2nd Battalion, 7th Marines from Quang Tin to LZ Spruce, 20 miles southwest of Danang. MAG-12 A4's and MAG-11 F4's and UH-1E's escorted the helicopters.

Fixed wing sorties on 9 December were not limited to helo escort and landing zone preparation and cover. The A4 Skyhawks and F4B Phantoms hit the VC with close and direct air support strikes in support of USMC and ARVN units. Eight MAG-12 A4's of VMA's 224, 311 and 211 destroyed eight mortar positions and two VMA-214 aircraft attacked and destroyed two machine gun emplacements.

The 3rd Battalion, 3rd Marines was helo lifted into LZ's at 1445H on 9 December by UH-34's. The LZ's were 25 miles southwest of Danang and two miles southeast of the 1st Battalion, 5th Regiment, ARVN. 3/3 made a sweep to the northwest making juncture with the ARVN unit against harrassing mortar fire.

Two UH-1E's of VMO-2 were performing visual reconnaissance for targets in the vicinity of BT 09-32 and making rocket and machine gun runs on enemy positions on 9 December when the lead aircraft attempted to make a medevac near BT 12-31 but encountered heavy fire from the area near the landing zone and crashed. The pilot, Major Donald J. REILLY, died of wounds

received and the three crew members were wounded. The aircraft was ordered destroyed and the crew members were taken to another LZ for med evac.

Following the initial heliborne landings on D+1 and D+2 (9 and 10 December) approximately 60 additional helicopter lifts of platoon size or larger, plus numerous med evac, reconnaissance, liaison and smaller resupply and administration missions were performed. The major portion of these lifts were conducted in marginal weather conditions with ceilings of 300 to 1500 feet and visibility from one half to three miles. Although the mountainous terrain and enemy fire, coupled with these weather conditions, were extremely hazardous to air operations, helicopter and fixed wing aircraft were successfully employed. In accordance with 1st MAW doctrine, all assault lifts into unsecure landing zones were preceded by A4 and F4 aircraft landing zone preparation.

Between 1800H 9 December and 0600H 10 December, MAG-11 F4B's provided direct air support in the HARVEST MOON TAOR. During this period, 18 tons of bombs were expended by TPQ-10 controlled sorties. A total of 54 sorties were logged by MAG-11 and MAG-12 during 0600H to 1800H on 10 December in support of HARVEST MOON.

Detachment, H&MS-16, MAG-16, CH-37's assisted in the operation by lifting six 105mm howitzers to LZ Oak (BT 154-450) from LZ Birch (BT 045-348) and lifted communications jeeps, ammunition, sandbags and troops to various landing zones on 9 and 10 December.

Colonel Michael R. YUNCK, 1st Marine Aircraft Wing Assistant Chief of

Staff, G-3, was seriously wounded on 10 December while flying as TAC (A) at BT 052-927. Colonel YUNCK was hit in the left leg by a .50 caliber machine gun round while piloting a UH-1E helicopter and was evacuated to Danang where his left leg was amputated. Colonel Roy C. GRAY Jr. assumed duties as Assistant Chief of Staff, G-3.

During the period 0003H to 0550H 11 December, MAG-12 A4's dropped 12½ tons of bombs under TPQ-10 radar control in the area of BT 00-20. Damage assessments for the missions were reported as four AA guns destroyed, eight VC killed and 12 VC wounded.

Phase III of the operation began on 12 December as USAF B-52's conducted a series of Arc Light bombing runs over specific areas of the operation. One strike was against a valley containing a reported VC base at BT 12-27. Following the saturation bombings by the B-52's, 26 helicopters of HMM's 362, 363 and 364 lifted elements of the 3rd Battalion, 3rd Marines into the northeast corner of the valley where the infantry conducted an exploitation sweep of the strike area.

MAG-11 and MAG-12 continued to furnish close air and direct air support by day and radar controlled bombing missions by night.

On 12 December two UH-34's from HMM-362 went down in unsecure zones due to mechanical failure. One aircraft was destroyed by the VC before a reaction force could be brought in. The crew and guns had been lifted out. The second UH-34 was repaired in the zone and flown to Ky Ha airfield, Chu Lai.

Two MAG-12 A4's of VMA-224 were launched at 1224H, 14 December to strike six automatic weapons positions. After the aircraft expended eight MK77 napalm tanks and 20mm cannon fire, the automatic weapons fire ceased. The controller credited the two Skyhawk pilots with destroying four automatic weapons and 10 to 15 VC KBA's.

On 15 December F4's and A4's logged 42 sorties in support of HARVEST MOON with MAG-12 A4's maintaining a two plane airborne CAP over the operation area throughout the day.

Phase IV began on 16 December as significant enemy resistance had been overcome.

During 16 and 17 December, UH-34's continued to support the operation with med evac, resupply, reconnaissance and SAR sorties. On 17 December these missions were carried out in heavy monsoon weather with lowered ceilings to a variable 500' to 1,000' and 3/4 to 1 mile visibility.

MAG-36 flew 108 med evac's on 17 and 18 December and on one mission a UH-34 was hit by small arms fire and the crew chief was wounded. The monsoon weather continued throughout 17 and 18 December limiting fixed wing support to the operation. During 18 December MAG-12 was unable to launch aircraft due to heavy rains and high cross winds at Chu Lai.

As retraction movements were being made on 19 December, UH-1E's flew escort and road reconnaissance for motor convoys from the operation area to Danang. UH-34's began lifting supplies, equipment, captured weapons and med evac's to the respective units and bases. At 1400H 19 December HMM-363 departed the operation area and returned to Ky Ha airfield, Chu Lai,

in preparation for their return to operational control of Field Forces, Vietnam.

As retrograde motor movements were being made 20 December, UH-1E's again provided convoy escort along Vietnam Highway #1 between Danang and Chu Lai. UH-34's completed missions of small unit troop retractions and the remaining equipment and personnel were lifted out to close out the operation on this date.

Totals for fixed wing aircraft during Operation HARVEST MOON were as follows; MAG-11 and MAG-12 flew 523 sorties and 710 flight hours while expending 1058 250 pound bombs, 539 500 pound bombs, 173 napalm bombs, 1,522 2.75" rockets and 7 Aero 7E Lazy Dog pods. VMGR-152 made 3 airdrops of 105 and 155mm ammunition totaling 90,000 pounds. Rotary wing totals were 9230 sorties and 3262 flight hours, 12,177 troops lifted and 638 tons of supplies and equipment transported.

Units of the 1st Marine Aircraft Wing that participated in Operation HARVEST MOON are as follows:

MWHG-1 (-)

MAG-11
- VMFA-115
- VMFA-323

MAG-12
- VMA-211
- VMA-214
- VMA-223
- VMA-224
- VMA-311

MAG-16
- HMM-161
- HMM-263
- HMM-361
- VMO-2
- Det. H&MS-16

MAG-36
- HMM-362
- HMM-363
- HMM-364
- VMO-6

VMGR-152

HMM-261 (SLF)

11. Logistics. Logistical support within the 1st MAW during December 1965 was as follows: (C)

a. Air Freight. During December, Marine Air Freight and Passenger Terminal, Danang, processed 10,089 passengers and 1390 tons of cargo. Air Freight Chu Lai processed 9677 passengers and 821 tons of cargo. These totals include cargo and passengers for the 1st MAW and 3rd Mar Div. (C)

b. Embarkation. At the direction of III MAF, the 1st MAW provided a 55 man ships platoon on 23 December to offload ammunition from the USS MACOFFIN. This working party worked around the clock, except for a period on the 24th when offloading was halted due to heavy seas. Offloading was completed on the 28th, dunnage was discharged the morning of the 29th and the ships platoon was ashore by 1300 the 29th. A total of 8195 man hours were used to offload 716 tons of Class VA and 98 tons of Class V ordnance. (C)

c. Aviation Maintenance. The 1st MAW Aviation Maintenance Officer (AMO) with a representative from 1st MAW supply, purchased six commercial tractors at NAS, Cubi Point, P. I., on a one time basis. The tractors are to replace out of commission aircraft tow tractors. (C)

Marine Aircraft Group 11 AMO worked on developing a complete engine repair program for A4, F4, F8 and RF8A aircraft engines at Cubi Point. The tools, test cell and personnel to augment the CER program have been sent to Cubi Point and are under 1st MAW direction. The agreement requires the 1st MAW to provide two jet engine mechanics for each type engine serviced. (C)

d. Ordnance. A total of 201 new production MK-77 MOD-2 500 pound fire bombs arrived by air shipment from CONUS, the initial shipment of 2900 to be received. The ultimate distribution will be 1800 at Danang and 1100 at Chu Lai. This is the first time 1st MAW has utilized the MOD-2 MK-77 in Vietnam. (C)

e. Motor Transport. Ninety-eight new items of Section "M" equipment were received in the 1st MAW during December. These included 72 M38A1 ¼ ton trucks as replacement for M422 and selected Willys-Cerelist vehicles. (C)

f. Tactical Airfield Fuel Dispensing Systems. Quang Ngai and Quang Tin helo refueling outposts presented no resupply problems during December. Drummed POL continued to be flown in by Air Force C-123 and bulk fuel was delivered by commercial oil companies by truck to these outposts. (C)

The bottom laid ship-to-shore fuel line was out of commission at Chu Lai 9-13 December. During this period fuel was brought ashore by mobile refuelers loaded aboard LCU's. (C)

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

UNIT	AVGAS	JP-4
MAG-11	232,581	2,936,513
MAG-12		1,544,753
MAG-16	289,038	48,300
MAG-36	235,560	89,469
TOTALS	757,179 Gal.	4,619,035 Gal.

(Appendix 3)

12. Base Development/Military Construction. During the month the G-5 Section continued to review plans designed by representatives of the Officer in Charge of Construction (OICC) Vietnam and to assist in redesigning plans for facilities which were not considered adequate to the needs of the using agencies. (U)

On 15 December, the G-5 compiled and generated requirements for the development of a new air terminal at Danang which would include adequate space for an air passenger terminal, as well as air freight, air delivery and shipping and receiving operations plus housing and support facilities for passengers and operating personnel. This facility was planned as a line item for inclusion in the FY66 Military Construction (MILCON) program. (U)

Following an intensive study of possible requirements for a third jet airfield in RVN for use by Marine aviation units, it was concluded on 18 December that completion of the permanent runway at Chu Lai and the parallel runway at Danang would support projected operations and that a valid requirement for a third airfield did not exist. (S)

On 25 December, it was learned that additional funds would become available to support the Third Increment of the FY66 MILCON Program. This fact necessitated a complete revision of the MILCON Program which was originally designed and programmed based upon a set monetary limitation. (C)

On 27 December, plans for the permanent runway at Chu Lai were reviewed with MAG-12. Certain changes in the design of the parking aprons

were recommended and the addition of a 4,000 foot cross runway of the expeditionary type incorporating an arresting gear and a catapult was discussed. (C) (Appendix 4)

13. Supply. The normal source of supply for Marine Corps Aviation peculiar material for 1st MAW units was changed during December from Marine Wing Service Group 17 to the 3rd Force Service Regiment. This completed the phase out of the Fleet Stock Account (FSAA3) as the source for the 1st MAW. (U)

A new type of helmet liner, nylon ballistic helmet, was introduced to the 1st MAW units in RVN during December as a phase-in replacement for the present cotton liner. Non-deployed 1st MAW units were not issued the new type liner at this time due to short supply. (U)

The supply support for LAAM Battalions remained in critical status during December. 1st LAAM Battalion combat readiness in RVN dropped to CR CATC3 due to the logistic problems. CG, FMFPac requested that 1st LAAM Battalion provide a listing of items required in order to restore them to CR CATC1 and a listing of 218 line items was furnished. (C) (Appendix 3)

14. Training. The most significant training accomplishment during the period was the HAWK missile firing exercise conducted at Ky Ha Pennisula, Chu Lai, from 1 to 19 December. All six firing batteries of the 1st and 2d LAAM Battalions participated. Battery personnel were rotated at the firing site and LAAM Operations Sections at the TAOC in order to exercise each firing unit and still maintain a continuous combat operational alert

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status at all HAWK sites at Chu Lai and Danang. During the exercise, MASS-2 provided a TPQ-10 system for radar control of target drones. MAG-16 and MAG-36 provided range sweep and drone recovery helicopters. Fleet Composite Squadrons Three and Five (VC-3 and VC-5) provided drone and target tow support. A total of 42 missiles were fired. This was the first HAWK missile firing exercise to be conducted from tactical positions in a combat zone. (S) (Appendix 6)

15. Communications/Electronics. During the month of December, the 1st MAW Communications Center handled 20,708 incoming and 18,599 outgoing messages for a total of 39,307 messages, an increase of approximately 11,617 over November. (C)

Authorization was granted 1st MAW to establish a Military Affiliate Radio System (MARS) in RVN. (C)

Initial planning began to determine 1st MAW communications-electronics requirements and facilities for the proposed Marine Corps Master Jet Airfield at Kushi Wan, Okinawa. (C) (Appendix 5)

SECRET

PART FOUR

SUPPORTING DOCUMENTS

UNCLASSIFIED

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December 1965

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1st MAW

December 1965

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

1:WDW:gsc
5750
JAN 15 1966

CONFIDENTIAL
CONFIDENTIAL

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

Subj: Command Chronology for the month of December 1965

Ref: (a) WgO 5750.1B

Encl: (1) WgO 1300.14D
(2) WgBul 1750 of 10 Dec 1965
(3) WgO 1020.1A Ch 2
(4) G-1 Handout for December Wing Wide Group Commanders' Meeting (Confidential)
(5) Command and Staff Assignments
(6) Personnel Status Report as of Dec 15 65 Msg 201412Z

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

(7) Msg 211000Z Personnel Status Report as of Dec 15 65

2. At the briefing for the Commanding General, Fleet Marine Force, Pacific, on 7 December 1965, G-1 discussed the following items: (CONFIDENTIAL)

a. Procedures in effect to insure effective utilization of hard skill MOS's.

b. Significant Personnel Shortages - Officer.

c. Significant Personnel Shortages - Enlisted.

3. At the Wing Commander's Conference, 22 December 1965, G-1 discussed the following items: (CONFIDENTIAL)

a. Officer and Enlisted personnel management report.
b. Enlisted Personnel Assignments.
c. Extension of overseas tours.
d. Assignment, voiding and conversion of MOS's.
e. Reclassification/retraining of enlisted personnel.
f. PCS orders.
g. Personnel returning to 1st Marine Aircraft Wing (Rear).
h. Officer input during January 1966.
i. Enlisted personnel input during January 1966.
j. Orders in general.
k. S-1 Conference.
l. Draft matters (January 1966).

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m. General information on January special assignment.
n. Casualty Reporting Procedures - accurate and timely reporting.
o. Proper identification of primary information and addressees.
p. Writing home about friends killed or wounded in action.
q. Disposition of personal effects.
r. Casualty reporting order.
s. Optional condolence letters.
t. Not filling R&R quotas and personnel failing to show for manifesting.
u. Tokyo R&R.
v. Special Services A&M Inspection dates.
w. Wing Recreation Council Meeting.
x. Inventory of Special Service equipment.
y. Christmas decorations.

4. During the period 1-4 December 1965, the G-1 personnel administration portion of the A/M Inspection continued with the inspection of MATCU-66, VMA-211, VMFA-323, H&MS-13, MABS-13 and VMGR-152. Staff visits were made to MCAS, Iwakuni, MCAF, Futema and Camp Butler. (UNCLAS)

5. On 13 December 1965 a Wing Conference on combat casualty reporting was held at Wing Headquarters. (UNCLAS)

6. During the period 15-16 December 1965, the Commanding General, Fleet Marine Force, Pacific, sponsored a conference concerning combat casualty reporting in the Western Pacific area at Camp Courtney, Okinawa. Captain C. S. AMES and CWO L. W. KUCHLER represented the 1st Marine Aircraft Wing. (UNCLAS)

7. On 21 December 1965, the Assistant Chief of Staff, G-1 participated in a briefing for Brigadier General ENGLISH, the new Assistant Division Commander, 3d Marine Division. (UNCLAS)

8. A personnel liaison billet was established during December 1965 at Camp Butler to provide the Wing with representation at the transient center. (UNCLAS)

9. Six corporals were meritoriously promoted to sergeant. (UNCLAS)

10. In the final increments of the redistribution program, MACS-6 and MACS-7 exchanged a total of 10 officers and 80 enlisted personnel. VMA-211 and VMA-224 exchanged a total of 70 enlisted personnel. VMFA-323 and VMFA-115 exchanged a total of 14 officers and 118 enlisted personnel. The total number of personnel involved was 24 officers and 268 enlisted men. (UNCLAS)

11. The Education Officer announced the initiation of two new classes available to Wing personnel: Vietnamese language and French language. Classes in college level algebra and the slide rule are scheduled to commence soon. (UNCLAS)

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12. The total number of casualties for the month of December 1965 is as follows: (CONFIDENTIAL)

KIA	WIA	DOW	MIA	CPT	NON-BATTLE DTH	NON-BATTLE INJ	TOTAL	CUM TOTAL
6	23	1	3	0	0	35	68	280

13. The semi-annual inventory for Special Services was conducted 21-30 December 1965. R&R started in Tokyo on 22 December. On Christmas Day, candy and cigars were distributed at the holiday meal. A volleyball tournament commenced at Futema on 27 December. Danang was represented by MAG-16; Chu Lai by MAG-36; teams representing Iwakuni and Futema competed also.

14. The increased input of mail during December averted what might have normally been a drop in morale due to absence from home during the Christmas holidays. Another factor which gave a significant boost to morale was the appearance of a number of known personalities who performed for Wing personnel. Among those who performed were:

Martha Raye (9-17 Dec)
Hugh O'Brian (11 & 13 Dec)
Eddie Fisher (17-19 Dec)
Bob Hope (29 Dec)

In addition, a Red Cross Hootenanny was presented in Danang. (UNCLAS)

W. D. Wilcox

W. D. WILCOX

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

WgO 1300.14D
1:RRM:mls
2 Dec 1965

WING ORDER 1300.14D

From: Commanding General
To: Distribution List

Subj: Voluntary Extensions of Overseas Tours

Ref: (a) MCO 1300.8G
(b) CG FMFPac msg 090555Z Apr 1965 (NOTAL)
(c) MCO P5000.3, MARCORPERSMAN, par 4150
(d) FMFPacO 1000.6A

1. Purpose. To promulgate policy concerning voluntary extensions of overseas tours and related administrative instructions.

2. Cancellation. 1stMAW msg 160421Z Apr65, 1stMAW msg 100223Z May65, and 1stMAW msg 270825Z May65.

3. Background. References (a) and (b) sets forth policies concerning the granting of extensions of overseas tours for officers and enlisted personnel. Reference (b) delegates authority to the Commanding General, 1st Marine Aircraft Wing, to grant extensions of overseas tours of enlisted personnel when the extension is in the best interest of the organization and the Marine Corps, and the command can effectively utilize the services of the individual.

4. Policy

a. Tour extensions for reasons other than hardship must be in the best interest of the 1st Marine Aircraft Wing. Requests for tour extensions shall be given every consideration possible consistent with the needs of the command.

b. Extensions for reasons of personal hardship will be granted for the time necessary to alleviate the problem, i.e., a hardship requiring three months extension to solve the problem will not be the basis for a request for an extension of 12 months.

c. Extensions will not be granted where a combination of overseas tours and extensions granted will exceed a total of five years of continuous overseas service. Example 23 months 1stMAW, 13 months Div, 24 months State Department Duty.

App 1 - ENCLOSURE (1)

d. Extensions may be approved for married or unmarried personnel, both officer and enlisted.

e. Extensions are primarily for the purpose of permitting Marines to continue duty and/or for duty in South Vietnam. Extensions of overseas tours are not to be utilized for the purpose of permitting sufficient time to process applications to marry. This Headquarters may cancel extensions of personnel who subsequently submit applications to marry.

f. Maximum tour for personnel with the 1st Marine Aircraft Wing is established as 25 months.

g. Extensions granted under the provisions of this Order are revocable. Subsequent sub-standard performance of duty or conduct will be cause for action to terminate extensions.

h. Once an extension is granted, there is no assurance that the individual concerned will remain at the same geographical location. He is subject to inter-unit or inter-area transfer as determined by Wing requirements.

5. Instructions

a. Extension requests will be considered only when they meet the following criteria.

(1) Extension will be on a voluntary basis.

(2) Extensions will be limited to two, with a maximum combined length of one year.

(3) The individual has completed a minimum of five months on present overseas tour prior to requesting an extension. The request must reach this Headquarters at least four and one half months prior to an individual's RTD.

(4) Requests from personnel having less than four months remaining on their current overseas tour will not be processed except in cases involving hardship or for humanitarian reasons, and then only when the hardship is such that it could not beforeseen. Requests for extensions submitted during the last four months of a tour must be forwarded to the Commandant of the Marine Corps (Code DFB) via this Headquarters in accordance with reference (c).

(5) The Marine has a record of exemplary conduct (minimum conduct mark of 4.0 for corporals and below) while attached to the 1st Marine Aircraft Wing.

(6) The applicant for extension is a mature, stable individual with no record of offenses or letters of indebtedness since arrival in the 1st Marine Aircraft Wing. A present or past history of failure to meet financial responsibilities, courts-martial, offenses or a pattern of disciplinary problems prior to reporting to the 1st Marine Aircraft Wing will be considered disqualifying.

(7) The applicant for extension must also meet one of the following:

(a) After extension, have 13 months remaining on his current enlistment upon return to CONUS; or, agree to extend for the necessary period; or, extend for the entire period of enlistment.

(b) After extension, be eligible for immediate discharge or release from active duty upon arrival CONUS. Requests for extensions which, if approved, will qualify the individual for early release are not desired, i.e., an individual with nine months remaining on enlistment requests a six months extension.

(8) Requests submitted by Navy personnel under the provisions of reference (d) will be in accordance with the policy and instructions set forth above, less the provisions of paragraph 5a(5).

6. Action

a. Commanding officers at the unit level are authorized to disapprove extension requests which are not submitted within the time limits prescribed herein, unless there are overriding circumstances which must be justified.

(1) Requests which would place individuals beyond 25 months continuous duty in the 1st Marine Aircraft Wing.

b. Requests for extensions which otherwise meet the criteria established in references (a), (b), and this Order, will be forwarded to this Headquarters for decision. The following information will be provided in the first endorsement of each request:

(1) A definite recommendation on the basic request.

(2) A specific statement as to whether the services of the individual can be effectively utilized.

(3) A statement indicating that the individual has no record of offenses or letters of indebtedness since arrival in the 1st Marine Aircraft Wing and that his past record does not indicate financial

irresponsibility or reflect serious offenses or a pattern of disciplinary problems.

(4) Individual's rotation tour date, departure date from CONUS, expiration of active service and previous extensions on present tour by numbers and the length of each previous extension.

(5) If the request is based on humanitarian reasons, a specific statement relative to the validity of the alleged hardship.

T. G. BRONLEE, JR.
Chief of Staff

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

WgBul 1750
1:CSA:gsc
10 Dec 1965

WING BULLETIN 1750

From: Commanding General
To: Distribution List

Subj: Logistical Support of Dependents Remaining in Japan after Departure of Sponsor

1. Purpose. To publish information concerning the logistical support of dependents remaining in Japan after departure of sponsor.

2. Cancellation. WgO 1750.1

3. Background. Commander, Marine Corps Bases, Pacific speedletter 1/gff over 1750 of 30 November 1965 is quoted, in part, for information: "Reference (a) indicated Marine dependents left in the Iwakuni area by their sponsors when Marine Aircraft Group 12 and Marine Wing Headquarters Group 1 departed were to be denied logistical support, except medical care, in accordance with reference (b). The permanent change of station orders issued to Marine Aircraft Group 12 and Marine Wing Headquarters Group 1 specified that movement of dependents was not authorized. Interpretation by this Headquarters of paragraph 4.b.(4) of reference (b) would indicate that the sponsor was unable to submit a valid request for immigration visas and/or for onward travel of his dependents, and they are therefore entitled to logistical support until such time as the sponsor receives his next PCS orders to an unrestricted area to dependents. In the event this interpretation is disputed by Commander, Naval Forces, Japan, relief will be sought under the provisions of paragraph 4.b.(7) of reference (b)."

4. Action. Wing Order 1750.1 is cancelled and will be removed from the files without action.

5. Self-cancellation. This Bulletin is cancelled when the above information has been disseminated and action completed and for record purposes on 31 December 1965.

T. G. BRONIEEWE, JR.
Chief of Staff

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

App 1 - ENCLOSURE (2)

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

WgO 1020.1A Ch 2
1:FAS:gsc
17 Dec 1965

WING ORDER 1020.1A Ch 2

From: Commanding General
To: Distribution List

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

1. Purpose. To direct pen and ink changes to the basic Order.

2. Action

a. In sub-paragraph 5b(1), in the second column, add the following:

"Helmet liner and boots (trousers bloused) may be worn at the option of the individual."

b. In sub-paragraph 5b(3), in the second column, add the following:

"Helmet liner and boots (trousers bloused) may be worn at the option of the individual."

T. G. BRONLEEWE, JR.
Chief of Staff

DISTRIBUTION: "A" & "B"

App 1 - ENCLOSURE (3)

CONFIDENTIAL

CONTENTS

NOTE: FOLLOWING PORTIONS OF THIS DOCUMENT ARE CLASSIFIED AS CONFIDENTIAL:

RATIO OF PERSONNEL TO TACTICAL AIRCRAFT

PERSONNEL STRENGTH AND LOCATION OF 1ST MARINE AIRCRAFT WING UNITS

App 1- ENCLOSURE (4)

CONFIDENTIAL

A. OFFICER AND ENLISTED PERSONNEL MANAGEMENT REPORT

(1) The Officer and Enlisted Personnel Management Report, excerpts of which are attached as enclosure (1), contains extracts of vital information drawn from the service record books of personnel chargeable to each Marine Aircraft Group within the 1st Marine Aircraft Wing.

(2) The Personnel Management Report, in addition to being a valuable document for the Group Commander, is the source document from which Headquarters, U. S. Marine Corps determines the personnel requirements of the 1st Marine Aircraft Wing. As such, it is imperative that the information contained therein is accurate; of particular importance is the individual's rotation tour date and billet assignment.

(3) The source document from which information is obtained for the Personnel Management Report is the Unit Diary. Therefore, the accuracy and timeliness of Unit Diaries cannot be overemphasized. For example, the erroneous reporting of billet assignments could conceivably result in an overage chargeable to a particular occupation field when an actual shortage exists. Headquarters, U. S. Marine Corps, based on the above information, would not program replacements for the occupational field effected.

(4) The excerpt of the Personnel Management Report, attached, contains examples of the errors contained in the Wing Personnel Management Report dated 3 December 1965. Unfortunately, the errors noted are not isolated cases but common errors contained throughout the report. Therefore, Headquarters, U. S. Marine Corps cannot rely upon the information contained in the Personnel Management Report in determining the personnel requirements of the 1st Marine Aircraft Wing. It is therefore imperative that command attention be focused on the accuracy of all Unit Diaries submitted and that the Personnel Management Reports be audited immediately following receipt. Errors noted on the Personnel Management Report can be corrected on only one of two ways:

a. Submission of a correction copy on a Unit Diary. A correction entry must be initiated even though the error noted was caused by another reporting unit.

b. Submission of a letter to DPI #3 containing the Unit Diary Number and date in which the correct or missing information was contained.

B. ENLISTED PERSONNEL ASSIGNMENTS.

(1) Commanding Officers are requested to review enlisted personnel assignments within their respective commands to insure that personnel possessing critical or short occupational specialities are properly assigned. (For the purpose of this discussion, CMC has stated that a critical shortage exists if command strength is 60% or less of authorized manning level.)

(2) Commanding Officers are encouraged to make maximum use of additional MOS's in the assignment of personnel.

(3) This Headquarters is currently reviewing enlisted personnel assignments within the Wing with the intent of directing the reassignment of personnel possessing a critical or short MOS to fill a billet where a requirement exists. Maximum utilization of additional MOS's in the assignment/reassignment of personnel will be made by this Headquarters. Personnel to be assigned/reassigned for duty within their additional MOS will have the following comment in their orders or endoresment thereon, "for duty in OF 01."

C. EXTENSIONS OF OVERSEAS TOURS.

(1) In strict accordance with CG, FMFPac Msg 090555Z Apr65 this Headquarters has frequently disapproved requests for an extension of overseas tours in those cases where:

a. The individual is not eligible for immediate release/discharge from active duty within 10 days following return to CONUS/or have 13 months active duty remaining following return to CONUS.

(2) This Headquarters has requested authorization, from the CG, FMFPac, to approve extensions of overseas tours for periods in excess of six months but not to exceed twelve months. No response has been received to date.

D. ASSIGNMENT, VOIDING, AND CONVERSION OF MOS'S.

(1) Commanding Officers are encouraged to review the occupational specialities assigned to personnel within their respective commands to determine:

a. That personnel possessing a basic MOS are assigned an MOS above the basic level as soon as qualified.

b. That a primary MOS assigned is commensurate with the individual's rank and/or to reflect proficiency attained in a higher MOS.

c. That personnel are assigned an additional MOS, if qualified and performing duties within that occupational field.

d. That action is initiated to void an MOS, both primary and additional, of personnel who do not possess the requisite skills in their particular occupational field.

e. That action is initiated to convert an individual's MOS's if the subject is more proficient/experienced in an additional MOS than the primary.

f. That MOS's are converted in accordance with, and as required by recent changes in the MOS Manual.

g. Insure that personnel are not misassigned as described in paragraph 4109, MARCORPERSMAN.

E. RECLASSIFICATION/RETRAINING OF ENLISTED PERSONNEL.

(1) MCO 1220.4 contains information pertaining to the reclassification, retraining and utilization of personnel which will be beneficial to all Commanding Officers. Commanding Officers are encouraged to review the contents thereof.

F. PCS ORDERS.

(1) In accordance with Wing Order 1300.10D, all PCSO will contain the following information in the delivering endorsement:

a. Name and address of next of kin

b. Date of departure (Detachment date)

c. Individual's leave address

d. CIC Number (Customer Identification Code to be assigned in accordance with MCO P4600.7)

(2) Copies of orders received by this Headquarters and the Marine Air Freight Terminal have, in many instances, failed to contain all of the above information. (Information sheet concerning use and determination of CIC numbers attached as enclosure (2))

(3) PCSO issued at the Group level addressed to an individual must be delivered via the Squadron for endorsement. A minimum of 20 copies of PCSO must be furnished to each individual concerned.

(4) PCSO must contain the authorized baggage allowance for personnel traveling via air. Although authorized excess baggage allowance varies for government and MATS aircraft (55 lbs. for officers and 35 lbs for enlisted) it is recommended that the total baggage allowance authorized personnel, regardless of rank, not be exceed 80 pounds. The rationale being that we are unable to determine the type of aircraft to be utilized to transport personnel to CONUS; personnel traveling via SAAM flight are limited to 80 pounds baggage total; this requiring all excess to be discarded or mailed.

(5) MARCORPERSMAN, paragraph 5010 required commanders to retain a receipted copy of all orders on file for a one-year period from the date of receipt.

G. GROUP TRAVEL ORDERS.

(1) In the interest of economy and in accordance with paragraph 5151 of the MARCORPERSMAN, maximum utilization will be made of Group Travel Orders, where practical. When three or more personnel are involved.

a. To insure the expeditious movement of personnel issued Group Travel Orders, a responsible individual must be designated as the OIC of NCOIC in the body of the orders.

(2) In accordance with paragraph 5151, MARCORPERSMAN, a provision must be made to countersign Group Travel Orders to constitute original orders in the event the personnel are unable to continue their travel as a group and must proceed independently. Therefore, each individual must be furnished a minimum of 20 copies each of the Group Travel Orders prior to departure from their parent organization.

H. PERSONNEL RETURNING TO 1ST MARINE AIRCRAFT WING (REAR).

(1) Personnel returning to the 1st Marine Aircraft Wing (Rear), regardless of the reasons, will be directed to report to the Commanding Officer, 1st Marine Aircraft Wing (Rear).

I. ORDERS.

(1) Orders issued to personnel directing their travel outside the Republic of Vietnam will contain the following statement therein: "In accordance with Force Order 7000.1, you are directed to convert all Military Payment Certificates into U. S. Dollars or Dollar instruments within 24 hours prior to your departure from the Republic of Vietnam".

J. UNIT DIARIES.

(1) Reporting units must submit a legible, dated and numbered copy of Unit Diaries to DPP #16 in accordance with Wing Order 1080.1D.

(2) DPP #16 has been the recipient of illegible Unit Diaries.

CONFIDENTIAL

K. RATIO OF PERSONNEL TO TACTICAL AIRCRAFT

(1) The ratio was determined by computing in-country personnel strength against in-country operational tactical aircraft.

Unit	Number Aircraft on Board	Ratio
MAG-11	44	36.1
VMFA-115	16	16.9
VMFA-323	15	18.4
VMCJ-1	13	12.9
MAG-12	73	21.2
VMA-211	20	8.9
VMA-214	14	13.2
VMA-224	18	10.3
VMA-223	20	5.5
MAG-16	80	17.4
HMM-161	22	7.7
HMM-263	18	9.7
HMM-361	17	8.9
VMO-2	16	8.4
CH 37 DET	6	10.1
MAG-36	93	15.6
HMM-362	19	8.7
HMM-363	19	8.7
HMM-364	17	9.8
HMM-261	21	8.7
VMO-6	16	9.4

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1. PERSONNEL STRENGTH AND LOCATION OF 1ST MARINE AIRCRAFT WING UNITS

(1) the officer/enlisted personnel strength and location of 1st Marine Aircraft Wing Units as of 15 December 1965.

UNIT/COMMANDER	USMC OFF NA AG	USMC ENL	USN OFF	USN ENL	LOCATION
A. MWHG-1					
COL E I LUPTON	72 223	2321	25	75	DANANG, VIETNAM
(1) H&HS-1					
MAJ C A LIDDLE JR	58 105	787	10	27	DANANG, VIETNAM
(2) MASS-2					
LTCOL R L CUNNINGHAM	2 17	119	0	2	DANANG, VIETNAM
(3) DET A, MASS-2					
1STLT F H KOS JR	0 4	18	0	0	CHU LAI, VIETNAM
(4) DET B, MASS-2					
1STLT F A FINIZIO	0 4	19	0	0	DANANG, VIETNAM
(5) DET C, MASS-2					
1STLT D C LECOUNT	0 3	13	0	0	CHU LAI, VIETNAM
(6) DASC DET, MASS-2					
CAPT G S PRESCOTT	1 6	19	0	0	CHU LAI, VIETNAM
(7) MACS-7					
LTCOL R R MILLER	4 16	204	0	2	CHU LAI, VIETNAM
(8) DET A, MACS-7					
1STLT T J REIKER	0 3	17	0	0	PHU AI, VIETNAM
(9) 1ST LAAMBN					
LTCOL C L EYER					
(10) H&S BTRY, LAAMBN					
CAPT K E EARLS	1 4	257	1	10	DANANG, VIETNAM
(11) A BTRY, LAAMBN					
CAPT E B FOSTER	0 4	75	0	0	DANANG, VIETNAM
(12) B BTRY, LAAMBN					
CAPT C R KEITH	0 4	77	0	0	DANANG, VIETNAM
(13) C BTRY, LAAMBN					
CAPT R L DULANEY	0 4	72	0	0	DANANG, VIETNAM
(14) 2ND LAAMBN					
MAJ E F PENICO					
(15) H&S BTRY, LAAMBN					
CAPT D H DIN IDDIE	0 20	237	1	5	CHU LAI, VIETNAM
(16) A BTRY, LAAMBN					
CAPT J A DESPOTAKIS	0 4	69	0	2	CHU LAI, VIETNAM
(17) B BTRY, LAAMBN					
CAPT C G. RAHM	0 4	72	0	1	CHU LAI, VIETNAM
(18) C BTRY, LAAMBN					
1STLT C B MCCOY	0 4	71	0	2	CHU LAI, VIETNAM
(19) MACS-6					
MAJ F L DELANEY	6 17	195	0	2	CAMP SCHWAB, OKI
(20) 11TH DENTCO (FWD)					
CDR R R FUNKE JR	0 0	0	0	3	DANANG, VIETNAM
(21) 11TH DENTCO (REAR)					
CAPT C E KAILER USN	0 0	0	10	19	IWAKUNI, JAPAN
B. MAG-11					
COL E O ANGLIN JR	50 [illegible]	1644	3	18	DANANG, VIETNAM
(1) H&MS-11					
LTCOL W H BORTZ JR	1 [illegible]	40[illegible]	0	0	DANANG, VIETNAM

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UNIT/COMMANDER	USMC OFF NA	USMC OFF AG	USMC ENL	USN OFF	USN ENL	LOCATION
(2) MABS-11						
LTCOL D A MCCAUGHEY JR	6	7	470	1	14	DANANG, VIETNAM
(3) VMFA-115						
LTCOL C R JARRETT	19	21	271	11	2	DANANG, VIETNAM
(4) VMFA-323						
LTCOL A O'DONNELL	22	25	276	1	2	DANANG, VIETNAM
(5) VMCJ-1 (-)						
LTCOL F C OPEKA	11	13	167	0	0	DANANG, VIETNAM
(6) VMCJ-1 (REAR)						
1STLT C Y MANAHAN	1	0	23	0	0	IWAKUNI, JAPAN
(7) VMCJ-1 (YANKEE TEAM)						
CAPT W R BERGMAN	4	0	32	0	0	USSBONHOMMERICHE
C. MAG-12						
COL L E BROWN	124	56	1652	4	23	CHU LAI, VIETNAM
(1) H&MS-12						
LTCOL J W KIRKLAND	19	22	367	0	0	CHU LAI, VIETNAM
(2) MABS-12						
MAJ J W P RCHEN	6	14	500	2	21	CHU LAI, VIETNAM
(3) MATCU-67						
CAPT J F KEANE	1	5	60	0	0	CHU LAI, VIETNAM
(4) VMA-211						
MAJ W E GARMAN	27	4	179	1	2	CHU LAI, VIETNAM
(5) VMA-214						
LTCOL K O'KEEFE	23	4	185	1	0	CHU LAI, VIETNAM
(6) VMA-224						
LTCOL T E MULVIHILL	24	3	186	0	0	CHU LAI, VIETNAM
(7) VMA-311						
LTCOL B J STENDER	24	0	103	0	0	IWAKUNI, JAPAN
(8) DET, VMA-311	0	4	72	0	0	CHU LAI, VIETNAM
D. MAG-13						
COL O E HOWE	103	84	1574	5	7	IWAKUNI, JAPAN
(1) H&MS-13						
LTCOL E. F. BLASS	17	18	357	0	0	IWAKUNI, JAPAN
(2) MABS-13						
MAJ W E CASLIN	4	7	312	1	1	IWAKUNI, JAPAN
(3) VMFA-542						
COL E E PEARCY	20	23	270	1	2	IWAKUNI, JAPAN
(4) VMFA-314						
MAJ C A SEWELL	21	25	271	1	2	IWAKUNI, JAPAN
(5) VMF(AW)-312						
LTCOL R B NEWPORT	16	2	[illegible]27	1	0	IWAKUNI, JAPAN
(6) DET, VMF(AW)-312						
WO B E PERRY	[illegible]	[illegible]	[illegible]4	0	[illegible]	CUBI PT, P.I.
(7) VMA-223						
LTCOL WILSON		3	11[illegible]	1	1	CHU LAI, VIETNAM
(8) DET, VMA-223						
CAPT B M [illegible]		1	7[illegible]	0	1	IWAKUNI, JAPAN
(9) MATCU-66						
CAPT V J [illegible]			[illegible]	0	0	IWAKUNI, JAPAN
E. MAG-16						
COL T J O'CONNOR	[illegible]	[illegible]	[illegible]	[illegible]	23	DANANG, VIETNAM

C O N F I D E N T I A L

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UNIT/COMMANDER	USMC OFF NA	AG	USMC ENL	USN OFF	USN ENL	LOCATION
(1) H&MS-16						
LTCOL J L GOEBEL	17	13	282	0	0	DANANG, VIETNAM
(2) SU #1, H&MS-16						
CAPT J C BROKAW	12	0	61	0	1	DANANG, VIETNAM
(3) MABS-16						
LTCOL T E VARNON	6	8	352	3	6	DANANG, VIETNAM
(4) VMO-2						
LTCOL G F BAUMAN	23	6	134	1	5	DANANG, VIETNAM
(5) HMM-161						
LTCOL R C DENNY JR	45	2	171	1	4	PHU BAI, VIETNAM
(6) HMM-163						
LTCOL C A HOUSE	43	0	127	1	2	FUTEMA, OKINAWA
(7) HMM-263						
LTCOL T CLARK	43	4	176	1	2	DANANG, VIETNAM
(8) HMM-361						
LTCOL L F CHILDERS	45	3	152	1	3	DANANG, VIETNAM
(9) MATCU-68						
CAPT R G COULTER	2	5	65	0	0	DANANG, VIETNAM
F. MAG-36						
COL W G JOHNSON	253	39	1469	9	31	CHU LAI, VIETNAM
(1) H&MS-36						
LTCOL T G MOONEY	17	15	322	0	0	CHU LAI, VIETNAM
(2) MABS-36						
MAJ J A KENNEDY	5	8	336	4	26	CHU LAI, VIETNAM
(3) HMM-261						
LTCOL M B PORTER	53	3	182	1	2	USS VALLEYFORGE
(4) HMM-362						
LTCOL J ALDWORTH	52	3	166	1	0	CHU LAI, VIETNAM
(5) HMM-363						
LTCOL G D KEW	51	3	167	2	3	QUIN NHON, RVN
(6) HMM-364						
LTCOL W R LUCAS	53	2	145	1	0	CHU LAI, VIETNAM
(7) VMO-6						
LTCOL R J ZITNIK	22	5	151	1	0	CHU LAI, VIETNAM
G. MCAF, FUTEMA						
SU#1, H&HS-1						
COL P C DELONG	8	9	224	0	0	FUTEMA, OKINAWA
H. VMGR-152						
LTCOL D C HOLLAND	37	6	420	2	14	FUTEMA, OKINAWA
I. MWSG-17						
COL J T MCDANIEL	39	54	968	2	32	IWAKUNI, JAPAN
(1) H&HS-17						
MAJ R G COMBS	16	22	230	0	0	IWAKUNI, JAPAN
(2) MABS-17						
MAJ C F JONES	5	14	432	1	0	IWAKUNI, JAPAN
(3) MATCH-60						
CAPT H G MILLER JR	2	7	50	0	0	IWAKUNI, JAPAN
(4) AMMO DET 3DFSR						
SSGT B BAIRD	0	0	4	0	0	IWAKUNI, JAPAN

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C O N F I D E N T I A L

UNIT/COMMANDER	USMC OFF NA	OFF AG	USMC ENL	USN OFF	USN ENL	LOCATION
(5) MARTSAT-1						
MAJ D D PARRISH	1	2	26	0	0	IWAKUNI, JAPAN
(6) MAMS-17						
LTCOL E M JONES	99	4	171	0	0	IWAKUNI, JAPAN
(7) SU#2, H&HS-1						
CAPT C L DAVIS	6	5	55	1	32	IWAKUNI, JAPAN
J. MCAS, H&HS-1						
LTCOL V J PEEBLES	1	0	1	0	0	IWAKUNI, JAPAN
TOTAL FIRST MAW	953	593	11793	58	223	

C O N F I D E N T I A L

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EXCERPTS FROM PROPOSED FMAW CASREP SOP

1. REPORTING PROCEDURES

A. BATTLE CASUALTY

1. When a battle casualty occurs, the squadron commander should report immediately the following information about the casualty to the group commander:

a. Name
b. Rank
c. Service number and MOS
d. Squadron
e. Date-Time-Group of Occurrence
f. Place
g. Diagnosis
h. Prognosis
i. Condition
j. Disposition
k. EAS
l. RTD
m. Circumstances

The group commander shall then relay this information to the Commanding General (Attn: CCRO, "Moment 37") by priority telephone message, followed by a message report.

2. If the person is confirmed to be killed or missing in action, captured, or if he later dies of wounds, the message will include the following additional information:

n. Religion
o. Were last rites administered (if applicable)
p. Life insurance companies (of insurance in force)
q. Amount
r. Beneficiary
s. Name of next of kin
t. Address
u. City and state
v. Relationship

3. A message report shall continue to be prepared however, by the group commanders (or independent squadron commanders) in accordance with MARCORPERSMAN, paragraph 12154, with additional information copies to the Commanding General, 1st Marine Aircraft Wing and to the following:

CMC	CMDR SECOND AIRDIV
BUMED	EIGHTH FLD HOSP NHA TRANG
COMUSMACV	USAF HOSP CLARK AB PI
CINCPAC	HANDS BN THIRD FSR
CINCPACFLT	FIRST MAW (REAR) (If rear involved)
CG FMFPAC	CO CAMP BUTLER
CG III MAF	*FIRST MARBRIG
NMCC WASH DC	*MARBKS NAVB PEARL

*Whenever reporting casualties whose NAVMC 10526-PD shows his next of kin lives in Hawaii.

4. If the person was wounded in action, only a telephone report is necessary, as described in paragraph 105.1a of this order.

B. NONBATTLE CASUALTY

1. If a nonbattle death occurs the Commanding General shall be notified in the same manner described in paragraph 105.1a, [illegible] and a message released to SECNAV as required by MARCORPERSMAN. An investigation of the circumstances shall be conducted as soon as practicable after the occurrence following the instructions given in MARCORPERSMAN.

2. Nonbattle injuries, illnesses, etc., are reported in the same manner as those wounded in action (paragraph 105.1d), [illegible].

C. CASUALTY CARDS

1. The mechanized system employs the casualty card (NAVMC 10453-PD, Rev 12-60) and the individual metal identification tags issued to all personnel. When a person becomes a casualty, he is evacuated to the nearest medical facility where his identification tag is used to impress his name and other personal information onto the casualty card. The rest of the card is filled out by a qualified medical person. The original (flimsey) may be retained by the unit for record; the duplicate (card) should be sent to Commanding General, 1st Marine Aircraft Wing (Attn: CCRO) immediately

2. Unit commanders are responsible for submitting information on any casualties he becomes aware of at any time, or any change in their condition, unless it is specifically known that such information has already difinitely been submitted by another source. All duplications of reports will be sorted by the Casualty Report Control Center.

3. During the trial period (10 October - 31 December 1965), the mechanized system will be employed along with the manual system. Commanders should verify that reports do not conflict and that necessary steps are taken to see that correct information is submitted.

II. ADMINISTRATIVE PROCEDURES

A. DEATH

1. Group commanders will furnish the Collecting and Clearing Company (WHALE 6) with the following forms which must accompany the remains:

(a) Statement of Recognition (DD Form 565) (in triplicate, [illegible], executed by two members of the command.

(b) Original and five copies of Personal Data of Deceased (MACV Form 6).

(c) Certificate of Nonavailability of Class "A" Uniforms in triplicate. The Collecting and Clearing Company will ensure that all forms accompany the remains upon transfer.

2. Inventory and forward personal effects directly to PE and BC, MCB, Camp Pendleton, California. When notified of a death casualty, Personal Effects and Baggage Center at 3d Force Service Regiment will automatically collect and send these items to the next of kin.

3. Close out and forward service record book or officer qualification record, pay record, and health and dental records (if not already forwarded) to the Commanding Offier, Camp Butler, Okinawa, in accordance with MARCORPERSMAN.

4. As soon as possible after the date of occurrence, the unit commander will write a leter of condolence to the primary next of kin or, if the member was married, to both the wife and parent. Condolence letters will be written in accordance with MARCORPERSMAN, paragraph 12156, and will be submitted through the chain of command to the group commander for forwarding to the addressees. Sufficient copies will be prepared to provide a file copy for the Commanding General, 1st Marine Aircraft Wing, the Commander, United States Military Assistance Command, Vietnam, and the Commandant of the Marine Corps (Code DNA).

B. INJURY OR ILLNESS

1. No immediate administrative steps are necessary, except for an appropriate entry in the unit diary.

2. For those persons evacuated out of the country, forward the service record book or officer qualification record, pay record, and health and dental records (if not already forwarded) to the Commanding Officer, Camp Butler, Okinawa, in accordance with MARCORPERSMAN.

3. Report any changes in status or transfer of patient to the Commanding General, 1st Marine Aircraft Wing (Attn: CCRO), including transfer by service records.

4. Submit welfare reports on request.

II. ADDITIONAL INFORMATION

A. FREQUENTLY USED CASUALTY CODES. The following codes should be used by medical personnel in reporting casualties if the injury applies. If not, simply leave the code off the message.

0004 - MIA
3273 - Combat exhaustion
8100 - Frag wound
8200 - GS Wd
8210 - Ws laceration
8230 - Wd penetrating
8240 - Wd perforating
8255 - Wd missile
8403 - Burn
8521 - Blast concussion
8651 - Inj, mult, extreme
8751 - Traumatic amputation
8888 suffocation

DEATH
0005 - Died (NB)
8611 - KIA

B. TELCON REPORT. The following is a TELCON REPORT blank used at this headquarters for receiving information on casualties. It may be reproduced locally for convenience in submitting reports.

NAME:_____

RANK:_____ SERVICE NO:_____ MOS:_____

UNIT:_____

DTG OCCURRENCE:_____

PLACE:_____

CIRCUMSTANCES:_____

_____

DIAGNOSIS:_____

PROGNOSIS:_____ CONDITION:_____

PRESENT LOCATION:_____

EVAC? YES NO TO:_____ ON:_____

CIRCLE ONE: KIA WIA MIA CPT DOW
DTH [illegible] ILL MIS

IF SERIOUS OR FATAL

EAS:_____ RTD:_____ RELIGION:_____

LAST RITES? YES NO LIFE INSURANCE COS:_____

AMT:_____ BENEFICIARY OR NOK:_____

NOK:_____ RELATION_____

ADDRESS:_____

REQUEST NOK BE NOTIFIED? YES NO

REPORT SUBMITTED BY: NAME_____

UNIT_____

DTG_____

DECLASSIFIED

EXTRACTS FROM OFFICER/ENLISTED PERSONNEL MANAGEMENT REPORT

PRI MOS	RANK	OSCD	DATE CURR TOUR THIS MCC	EAS OR RTD	NAME	SERVICE NUMBER	1st ADD MOS	2ND ADD MOS	DEP NS	SIN V	GCT	RUC CODE	BILET MOS	ERRORS NOTED
0302	03	0558	0263*	*	MORIARITY Neil Francis	070993	0202	0402	0	1	122	05027	0302*	O/S tour commencement date; no RTD [illegible] billet MOS
[illegible]	04	0457	0965	0967*	LAMONTE Stanley Ward	086332	0130		3	22	131	05020	7335*	O/S, billet MOS [illegible] date; billet [illegible]
3001	02		0363*	0266	LeTOILE Barry Mark	086567	0430		1	2	133	05027	7335*	O/S tour commencement date; billet [illegible]
7335	05	0758	0965	*	DENNY Rex Clarence	029199	7337		4	2	127	01161	0302*	No RTD; billet MOS
7302	05	1256	0765	*	WEBSTER William J	028291	7333	4602	5	2	123	01038	7335*	No RTD; billet MOS
010141	E6		0365	0466	BALOGH Zigmund	1113945			6	1	102	01027	9907*	Billet MOS
0351	E4		0565	0666	GAGNON Jerry	2027250			0	0	095	01027	2532*	Billet MOS; possible misassignment [illegible]
0351	E3		0465	0566	WOLEE Allan McArthur	2023182			0	0	037	[illegible]	8921*	Billet MOS; possible additional MOS
0369	E7		0865	0966	HOWARD Vincent Patrick	622684			6	2	130	01027	0369*	Billet MOS (8151)
1300	E1		0265	0366	THOMAS Elgin Ray	2106[illegible]	1371		0	0	111	05027	1391	Basic MOS not changed
6400	E3		0365	0466	MCMILLIAN William Henry	207[illegible]5			0	0	112	01161	6422*	Basic MOS not changed
6600	E3		0765	0[illegible]	WOHLER John Paul	2[illegible]			0	0	141	01163	6615	Basic MOS not changed; no RTD
6615	E4		0965	1166*	CUTSHALL Arthur	2[illegible]6335			1	0	121	01003	6511*	RTD erroneous; misassignment
6441	E4		0760*	*	REYNOLDS Larry Clair	13[illegible]4			2	0	091	01224	6441	O/S tour commencement date; no RTD
6511	E3		0565	0466*	MARI Dennis Leroy	2059095			0	0	108	01214	8151*	RTD questionnaire; misassignment
6613	E2		0965	1066	COLLINS James Day	2092822			0	0	128	01038	*	Billet MOS not assigned

NOTE; Billet MOS for all enlisted 03/08 type personnel is a Category "B" MOS, i.e., 8151, 8911, etc, unless serving in an additional MOS

*Indicate errors, questionable entries and omissions

ENCLOSURE (1)

Extract from Marine Corps Transportation Manual, MCO P4600.7

CUSTOMER IDENTIFICATION CODE (PCS Travel)

a. General. All travel orders and transportation certificates for airlift service, or potential use of airlift service by MATS in connection with permanent change of station, must contain a customer identification code (CIC) number. This number identifies the customer for billing and accounting purposes. The CIC number will be prominently placed on all copies of authorizing documents in the same spaces used for accounting data. The CIC number will not replace the normal accounting data, but will supplement such data.

b. Military Personnel - Permanent Change of Station. Orders issued by Headquarters Marine Corps will not ordinarily indicate the CIC number. Where orders do not, the commanding officer effecting the detachment will affix the proper CIC number. It should be noted that one set of orders may contain as many as two CIC numbers, as required, for the following purposes:

(1) Transportation of the individual designated in the order.

(2) Transportation of dependents.

c. Construction and Use of CIC Numbers. The construction of the CIC numbers (12-digit code) and examples of proper usage will be as follows for military personnel and dependents on permanent change of stations:

Position	Explanation	Code
1	Organization identification (Marine Corps)	6
2	Last digit of fiscal year in which travel is to be performed (for fiscal year 1962, show 2)	2
3-5	Last three digits of the appropriation symbol	105
6-7	Last two digits of the subhead of the pay appropriation for PCS travel	53
8	Passenger identification:	
	Officer	1
	Officer dependents	2
	Enlisted	3
	Enlisted dependents	4
9	Purpose of travel:	
	Officer between duty stations	2
	Enlisted between duty stations	7
	Security guards for State Department	5
10-12	Month and last digit of calendar year in which member is detached; example: October 1961, show as	101

(1) Examples

(a) Officer detached in July 1961 (FY 1962)

CIC 6/2/105/53/1/2/071

(b) Enlisted detached in August 1961 (FY 1962)

CIC 6/2/105/53/3/7/081

(c) Officer dependents detached in September 1961 (FY 1962)

CIC 6/2/105/53/2/2/091

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. BRONLEEWE

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 (1-2 December)

Captain F. H. WHITTON (3-31 December)

COMMANDING OFFICER, 1ST MARINE AIRCRAFT WING (REAR)

Colonel H. W. TAYLOR

S-1

Captain D. E. GRISIER

App 1- Enclosure (5)

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MESSAGE DISTRIBUTION CENTER
1st MARINE AIRCRAFT WING

PRIORITY C O N F I D E N T I A L PRIORITY

DESTROY BY BURNING

201427

FROM: CG FIRST MAW

TO: CG C

INFO: CC FMFPAC (G21)
CG III MAF
CTF SEVEN NINE
CG FMFPAC/I MAC
CO FIRST MAW IWAKUNI

G-3
ASST G-3
O&T
ACO
PLANS
ATCO
SWO
NACO
ADMINO
NCOIC
EWO S

13

C O N F I D E N T I A L

MAWS STATUS RPT AS OF 15 DECEMBER

A. MCO 3000.2A

1. MAW REF A THE FOL RPT IS SUBMITTED.

2. ON BOARD STRENGTH AND LOCATION UNITS:

UNIT/COMMANDER	USMC OFF NA	USMC OFF AG	USMC ENL	USN OFF	USN ENL	LOCATION
A. MWHG-1						
COL B T LUFTON	72	223	2321	25	75	DANANG, VIETNAM
(1) H&MS-1						
MAJ C A LIDDLE JR	58	105	787	10	27	DANANG, VIETNAM
(2) MASS-2						
LTCOL R L CUNNINGHAM	2	17	119	0	2	DANANG, VIETNAM
(3) DET A, MASS-2						
1STLT F H KOS JR	0	4	18	0	0	CHU LAI, VIETNAM
(4) DET B, MASS-2						
1STLT F A FILIZIO	0	4	19	0	0	DANANG, VIETNAM
(5) DET C, MASS-2						
1STLT D C LACOUNT	0	3	13	0	0	CHU LAI, VIETNAM
(6) DASC DET, MASS-2						
CAPT G S PRESCOTT	1	6	19	0	0	CHU LAI, VIETNAM
(7) MACS-7						
LTCOL F R MILLER	4	16	201	0	2	CHU LAI, VIETNAM
(8) DET A, MACS-7						
1STLT T J REIKER	0	3	17	0	0	PHU BAI, VIETNAM
(9) 1STLAAMBN						
LTCOL C L EYER						
(10) H&S BTRY, LAAMBN						
CAPT K E HARIS	1	4	257	1	10	DANANG, VIETNAM

TOD: 21/0917Z R

201427/75 DEC 65

Appl - Encl 6

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MESSAGE DISTRIBUTION CENTER
1st MARINE AIRCRAFT WING

UNIT/COMMANDER	USMC OFF NA	USMC OFF TG	USMC ENL	USN OFF	USN ENL	LOCATION
(11) A BTRY, LAABN						
CAPT E B FOSTER	0	4	75	0	0	DANANG, VIETNAM
(12) B BTRY, LAABN						
CAPT C R KEITH	0	4	77	0	0	DANANG, VIETNAM
(13) C BTRY, LAABN						
CAPT R L DULANEY	0	4	72	0	0	DANANG, VIETNAM
(14) 2NDLAABN						
MAJ E F PENICO						
(15) H&S BTRY, LAABN						
CAPT D H DIDDIDDIE	0	20	237	1	5	CHU LAI, VIETNAM
(16) A BTRY, LAABN						
CAPT J A DESPOTAKIS	0	4	69	0	2	CHU LAI, VIETNAM
(17) B BTRY, LAABN						
CAPT G G RAHM	0	4	72	0	1	CHU LAI, VIETNAM
(18) C BTRY, LAABN						
1STLT C B MCCOY	0	4	71	0	2	CHU LAI, VIETNAM
(19) MCS-6						
MAJ F L DOLANEY	6	17	195	0	2	CAMP SCHWAB, OKINAWA
(20) 1STH DENTCO (FWD)						
CDR R R FUNKE JR	0	0	0	3	3	DANANG, VIETNAM
(21) 1STH DENTCO (REAR)						
CAPT C E KAISER USN	0	0	0	10	19	IWAKUNI, JAPAN
B. MAG-11						
COL E O ANGLIN JR	80	81	1644	3	18	DANANG, VIETNAM
(1) H&MS-11						
LTCOL W H BORTZ JR	17	15	401	0	0	DANANG, VIETNAM
(2) MABS-11						
MAJ D A MCCAUGHEY JR	6	7	470	1	14	DANANG, VIETNAM
(3) VMFA-115						
LTCOL C R JARRETT	19	21	271	1	2	DANANG, VIETNAM
(4) VMFA-323						
LTCOL A W O'DONNELL	22	25	276	1	2	DANANG, VIETNAM
(5) VMCJ-1 (-)						
LTCOL F C OPEKA	11	13	167	0	0	DANANG, VIETNAM
(6) VMCJ-1 (REAR)						
1STLT C Y MANAHAN	1	0	23	0	0	IWAKUNI, JAPAN
(7) VMCJ-1 (YANKEE TEAM)						
CAPT W R BERGMAN	4	0	32	0	0	USS BON HOMME RICHARD
C. MAG-12						
COL L E BROWN	124	56	1652	4	23	CHU LAI, VIETNAM
(1) H&MS-12						
LTCOL J W KIRKLAND	19	22	367	0	0	CHU LAI, VIETNAM
(2) MABS-12						
MAJ J W FARCHAN	6	14	500	2	21	CHU LAI, VIETNAM

UNIT/COMMANDER	USMC OFF AG	USMC ENL	USN OFF	USN ENL	LOCATION
(3) MATCU-67					
CAPT J F KeANe	1 5	60	0	0	CHU LAI, VIETNAM
(4) VMA-211					
MAJ W E GaRMAN	27 4	179	1	2	CHU LAI, VIETNAM
(5) VMA-214					
LTCOL A O'KEEFE	23 4	185	1	0	CHU LAI, VIETNAM
(6) VMA-224					
LTCOL T A PULVIHILL	24 3	186	0	0	CHU LAI, VIETNAM
(7) VMA-311					
LTCOL J W HARRIS	24 0	103	0	0	IWAKUNI, JAPAN
(8) DET, VMA-311	0 4	72	0	0	CHU LAI, VIETNAM
D. MAG-13					
COL D E HOWE	103 84	1574	5	7	IWAKUNI, JAPAN
(1) H&MS-13					
LTCOL L F BLASS	17 18	357	0	0	IWAKUNI, JAPAN
(2) MABS-13					
MAJ V A CASLIN	4 7	312	1	1	IWAKUNI, JAPAN
(3) VMFA-542					
LTCOL C E PEARCY	20 23	270	1	2	IWAKUNI, JAPAN
(4) VMFA-314					
MAJ C A SMELL	21 25	271	1	2	IWAKUNI, JAPAN
(5) VMF(AW)-312					
LTCOL R B NEWPORT	16 2	127	1	0	IWAKUNI, JAPAN
(6) DET, VMF(AW)-312					
WO B E PERRY	0 1	34	0	0	CUBI PT, P. I.
(7) VMA-223					
LTCOL A WILSON	23 3	110	1	1	CHU LAI, VIETNAM
(8) DET, VMA-223					
CAPT B M GREELEY	2 1	70	0	1	IWAKUNI, JAPAN
(9) MATCU-66					
CAPT V J FULLADOSA	0 4	23	0	0	IWAKUNI, JAPAN
E. MAG-16					
COL T J O'CONNOR	236 41	1520	8	23	DANANG, VIETNAM
(1) H&MS-16					
LTCOL J L GOMBEL	17 13	282	0	0	DANANG, VIETNAM
(2) SUPL, H&MS-16					
CAPT J C BROKAW	12 0	61	0	1	DANANG, VIETNAM
(3) MABS-16					
LTCOL T A VERNON	6 8	352	3	6	DANANG, VIETNAM
(4) MAG-2					
LTCOL G F BAUMAN	23 6	134	1	5	DANANG, VIETNAM
(5) HML-161					
LTCOL R C DENNY JR	45 2	171	1	4	PHU BAI, VIETNAM

UNIT/COMMANDER	USMC OFF NA	USMC OFF AG	USMC ENL	USN OFF	USN ENL	LOCATION
(6) HMM-163						
LTCOL C A HOUSE	43	0	127	1	2	FUTEMA, OKINAWA
(7) HMM-263						
LTCOL T CLARK	43	4	176	1	2	DANANG, VIETNAM
(8) HMM-361						
LTCOL L F CHILDERS	45	3	152	1	3	DANANG, VIETNAM
(9) MATCU-68						
CAPT R G COULTER	2	5	65	0	0	DANANG, VIETNAM
F. MAG-36						
COL W G JOHNSON	267	41	1457	10	25	CHU LAI, VIETNAM
(1) H&MS-36						
LTCOL T G MOONEY	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 R B PORTER	53	3	182	1	2	USS VALLEY FORGE
(4) HMM-362						
LTCOL J ALDWORTH	50	3	166	1	0	CHU LAI, VIETNAM
(5) HMM-363						
LTCOL G D KEW	51	3	167	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 C DELONG	8	9	224	0	0	FUTEMA, OKINAWA
H. VMGR-152						
LTCOL D C HOLLAND	37	6	420	2	14	FUTEMA, OKINAWA
I. MWSG-17						
COL J T MCDANIEL	39	54	968	2	32	IWAKUNI, JAPAN
(1) H&HS-17						
MAJ R G COMBS	16	22	230	0	0	IWAKUNI, JAPAN
(2) MABS-17						
MAJ C F JONES	5	14	432	1	0	IWAKUNI, JAPAN
(3) MATCU-60						
CAPT H G MILLER JR	2	7	50	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 PARRISH	1	2	26	0	0	IWAKUNI, JAPAN

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PRIORITY C O N F I D E N T I A L 1st MARINE AIRCRAFT WING PRIORITY

DESTROY BY BURNING

UNIT/COMMANDER	USMC OFF NA	USMC OFF AC	USMC ENL	USN OFF	USN ENL	LOCATION
(6) MAMS-17						
LTCOL R M JONES	9	4	171	0	0	IWAKUNI, JAPAN
(7) SUP2, MAHS-1						
CAPT C L DAVIS	6	5	55	1	32	IWAKUNI, JAPAN
J. MCAS, MAHS-1						
LTCOL V J REBELS	1	0	1	0	0	IWAKUNI, JAPAN
TOTAL FIRST MAW	967	595	11781	59	217	

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. MAG-36 FIGURES ARE SUBJECT TO CHANGE DUE TO NON RECEIPT. FIGURES FOR THESE UNITS ARE FROM 15AUG65 RPT.

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

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

DRAFTER: CAPT FRANK H. WHITTON USMC
PERSO MOMENT 201

RELEASER: COL W D WILCOX USMC
ACOFS G-1 MOMENT 1

PRIORITY C O N F I D E N T I A L PRIORITY
DESTROY BY BURNING

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DESTROY BY BURNING MARINE AIRCRAFT WING

211800Z

FROM: CG FIRST MAW

TO: CMC

INFO: CG FMFPAC (CF013)
CG III MAF — OK
CTF SEVEN NINE
CG FMFPAC/I MAC
FIRST MAW IWAKUNI

G-3
ASST G-3
O&T
ACO
PLANS
ATCO
SVO
NCCD
ADMINO
NCOIC

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PERS STATUS RPT AS OF 15 DECEMBER

A. MY 201412Z

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

UNIT/COMMANDER	USMC OFF NA	USMC OFF AG	USMC ENL	USN OFF	USN ENL	LOCATION
A. MAG-36						
COL W G JOHNSON	253	39	1469	9	31	CHU LAI, VIETNAM
(1) H&MS-36						
LTCOL T G MOONEY	17	15	322	0	0	CHU LAI, VIETNAM
(2) MABS-36						
MAJ J A KENNEDY	5	8	336	4	26	CHU LAI, VIETNAM
(3) HMM-261						
LTCOL M B PORTER	53	3	182	1	2	USS VALLEY FORGE
(4) HMM-362						
LTCOL J ALDWORTH	52	3	166	1	0	CHU LAI, VIETNAM
(5) HMM-363						
LTCOL G D KEW	51	3	167	2	3	QUIN NHON, VIETNAM
(6) HMM-364						
LTCOL U R LUCAS	53	2	145	1	0	CHU LAI, VIETNAM
(7) VMO-6						
LTCOL R J ZITNIK	22	5	151	0	0	CHU LAI, VIETNAM

(FPAL M) DO NOT SERVICE THIS MESSAGE. COPY MAILED TO ADDRESSEE.

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

DRAFTER: CAPT FRANK H. WHITTON USMC
PERSO MOMENT 201

RELEASER: COL W D WILCOX USMC
ACOFS G-1 MOMENT 1

C

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TOD: 22/0300Z

211800Z/14 DEC 65

App 1-ENCL 7

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289853

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

4:RDS:dgf
5750
JAN 1 4 1966

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

Subj: Command Chronology for December 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 Christmas Day (w/original only)
(5) WgO 4000.3A (w/original only)
(6) Wing Supply Chronology

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

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

R. J. LYNCH Jr.

1st MAW S&C No.	Copy No.
243-66	1

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App-3

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

Period Covered: 1 - 31 December 1965

Location: Danang, Quang Nam Province, RVN

Head of Division and Principal 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 (to 5 Dec) Captain J. B. TOWNSEND (from 6 Dec)
Air Freight Officer	Major W. E. THOMAS
Embarkation Officer	Captain W. M. ANDERSON
Aircraft Maintenance Officer	Major R. SCHANTEK
Avionics Officer	LtCol Z. E. SPRAGUE
Food Services Officer	1stLt W. E. TISDALE
LOX Officer	2ndLt D. W. HODGSON
TAFDS Officer	2ndLt L. C. HASSEN

App 3 - ENCLOSURE (1)

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Narrative Summary of Events

1. Administration

During December, the Annual Administrative/Material Inspections were conducted into the S-4 functions of Marine Aircraft Group 13, Marine Aerial Refueler Transport Squadron 152, and Marine Air Control Squadron 6. Only minor discrepancies were noted in each case.

2. Logistics

a. Air Freight and Air Delivery

(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:

Inbound	1st MAW	3d MarDiv	Other	Mail
Cargo (S/T)	577	104	32	49
Passengers	1320	3029	469	
Outbound				
Cargo (S/T)	541	40	96	102
Passengers	1809	3050	412	

Total Cargo: 1390 S/T
Total Passengers: 10089

(2) VMGR-152, with the 3d Aerial Delivery Platoon attached, made 18 significant air drops of supplies during November. These included the following:

Receiving Unit	Items Dropped	Total Weight
FLSU - (Chu Lai)	Clothing and Engines	50,854 lbs.
USMC (Harvest Moon)	105 Howitzer Ammo	35,000 lbs.
ARVN (Que Son)	Artillery Ammo	213,890 lbs.

b. Embarkation

(1) During the period, the Embarkation Section conducted Administrative/Material Inspections of the following units: H&MS-13, MABS-13, VMF(AW)-312, VMFA-314 and VMA-223.

(2) Shortages of transportation assigned to the Wing Shipping and Receiving Section continue to cause equipment and supplies to remain in unloading and staging areas for unreasonable lengths of time.

App 3 - ENCLOSURE (2)
CONFIDENTIAL

(3) Records at this Headquarters do not reveal the total amounts of Wing cargo received through the Port of Danang during the month; however, retrograde cargo backloaded through Danang and Chu Lai amounted do 405 short tons or 30,000 cubic feet.

(4) On assignment by CG, III MAF, the 1st MAW provided a 55 man ships platoon on 23 December to offload ammunition from the USS MAGOFFIN. This working party worked around the clock, except for a period on the 24th when offloading had to cease due to heavy seas. Offloading was completed at 2300 on the 28th, dunnage was discharged on the morning of the 29th, and the ships platoon was ashore by 1300 on the 29th. A total of 8195 man hours were used to offload 716 S/T of class VA and 98 S/T of class V, amounting to 806 separate lifts. Based on the total time available and using these holds at a time, the ships platoon averaged 5.4 lifts per hour.

(c) Ordnance. Significant activities in ordnance matters during December included:

(1) Administrative and material inspections were conducted within the ordnance sections of VMFA-115, VMCJ-1, and VMO-2.

(2) 201 new production MK-77 MOD-2 500# fire bombs arrived by air shipment from CONUS, the initial shipment of 2900 to be received. Ultimate distribution will be 1800 at Danang and 1,100 at Chu Lai.

(3) All required components of the MK-4 gun pod have been received, and operational use now depends upon the arrival of an instruction team from ComNavAirPac.

(4) The increased receipt of class VA muntions during the month enhanced the assets throughout the Wing.

(d) Food Services. For the Christmas Dinner, personnel of the 1st Marine Aircraft Wing consumed 6420 pounds of boneless turkey and 3210 pounds of shrimp. 10000 copies of the Holiday Menu (Enclosure 4) were distributed, and all items listed were available except potatoes, ham, ice cream and salad and relish tray items.

3. Motor Transport

a. Administrative and material inspections were conducted within the motor transport sections of MASS-2, VMGR-152, HMM-163, MACS-6, MABS-13 and H&MS-11.

b. Ninety-eight new items of Section "M" Equipment were received in the 1st MAW during December. These included seventy two M38A1, ¼ ton trucks as replacements for M422 and selected Willys-Cerlist vehicles.

c. Twenty-four items of Section "M" equipment were evacuated from Vietnam to Yokosuka, Japan for fifth echelon maintenance.

4. Tactical Airfield Fuel Dispensing Systems

a. Quang Ngai and Tam Ky presented no resupply problems during December. Drummed POL continued to be flown in by Air Force C-123, and bulk fuel was delivered by commercial oil companies by truck.

b. The bottom laid ship to shore fuel line at Chu Lai was out of commission 9-13 December. During this period fuel was brought ashore by Mobile refuelers loaded aboard LCUs.

c. The following amounts of AvGas and JP-4 were issued during December:

UNIT	AVGAS	JP-4
MAG-11	232,581	2,936,513
MAG-12		1,544,753
MAG-16	289,038	48,300
MAG-36	235,560	89,469
	757,179 gal.	4,619,035 gal.

5. Aircraft Maintenance

a. Wing AMO, with representative from Wing Supply, purchased at NAS, Cubi Point, on a one-time basis, six commercial tractors, to replace out of commission aircraft tow tractors.

b. MAG-11 AMO worked on developing complete engine repair program at NAS, Cubi Point. The tools, test cell, and personnel to augment the CER program have been sent to Cubi Point and are under Wing direction. Agreement included providing two jet engine mechanics for each type engine serviced.

c. Administrative and Material inspection was conducted on MAG-11.

d. Wing Avionics Officer attended generator conference convened at Headquarters Marine Corps.

e. The Wing LOX Officer visited MCAS, Iwakuni to determine the cause of five LOX generating plants being out of commission.

f. December marked the second consecutive month that no LOX was required to be provided from sources outside RVN in support of Vietnam operations. Appendixes A and B contain production, usage and LOX plant operations for December.

Appendixes:
A. MAG-11 LOX Report
B. MAG-12 LOX Report

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

Date 3 Jan 1966

MONTHLY LOX SECTION ACTIVITY REPORT. MONTH OF December 1965

1. GENERATING PLANT STATUS

a. LOX PLANT NO. 97- 12532 OPERATED 598 HOURS
DEADLINED 69 HOURS

b. LOX PLANT NO. 97- 14460 OPERATED 686 HOURS
DEADLINED 0 HOURS

2. PRODUCTION RECORD

a.	LOX PRODUCED	5,775 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	136,340 CUFT
f.	HOURLY LOX PRODUCTION REQUIRED TO SUPPORT ONE FLIGHT HOUR (GALLONS ISSUED VERSUS HOURS FLOWN)	Not Available GPH

3. ISSUE RECORD

a. LOX ISSUED TO SQUADRONS

LIST SQUADRONS:	VMFA-323	1850 GALLONS
	VMFA-115	1650 GALLONS
	VMFA-542	250 GALLONS
	VMFA-312	500 GALLONS
	VMCJ-1	450
	TOTAL LOX ISSUED VC-5	350 GALLONS
	TOTAL LOX ISSUED	5,050 GALLONS

~~ENCLOSURE (1)~~
Appendix A

b. LN_2 ISSUED TO SQUADRONS

LIST SQUADRONS AND AMOUNTS IN GALLONS

NONE

c. GASEOUS OXYGEN ISSUES

LIST SQUADRONS OR ORGANIZATIONS AND AMOUNTS IN CUFT

VMCJ-1 - 17,000 CUFT
VMFA-115 - 8,000 CUFT
VMFA-323 - 6,000 CUFT
H&MS-11 - 6,200 CUFT
MABS-11 - 3,200 CUFT
MABS-16 - 7,900 CUFT
VMO-2 - 800 CUFT
FLSG - 15,600 CUFT
7th ENG - 7,200 CUFT
3rd ENG - 4,000 CUFT
3rd TANK - 4,400 CUFT
MED BAT - 3,440 CUFT
3rd SHORE PARTY - 1,000 CUFT
9th MT - 800 CUFT
G,MCO--ANTI-TANK- 400 CUFT
MCB-8 - 12,000 CUFT
MCB-9 - 6,200 CUFT
MCB-5 - 4,000 CUFT
NAD - 7,900 CUFT
13th BOMBER-400 CUFT
USAF MT - 1,200 CUFT
8th BOMBER - 200 CUFT
178 SIGNAL (ARMY) - 400 CUFT

[redacted]

[redacted]

51st VIW (USAF) - 2,600 CUFT
CAMRON (USAF) - 1,200 CUFT
RMK 24,200 CUFT

4. COMMENTS LOX Plant operation record based on 31 days, 24 hours per day.

Plant# 97-12532		Plant # 97-14460	
Operated	598 Hours	Operated	680 Hours
Down for PM	29 Hours	Down for PM	16 Hours
Deadlined for parts	69 Hours	Standby Status	48 Hours
Standby status	48 Hours		
TOTALS	744 Hours	TOTALS	744 Hours

(SIGNATURE)

MABS-12, MAG-12
LOX Section
1st Marine Aircraft Wing
Fleet Marine Force, Pacific
FPO San Francisco 96601

Date 3 January 1966

MONTHLY LOX SECTION ACTIVITY REPORT. MONTH OF DECEMBER 1965

1. GENERATING PLANT STATUS

a. LOX PLANT NO. 97- 12533 OPERATED 457 HOURS
DEADLINED 120 HOURS

b. LOX PLANT NO. 97- 14461 OPERATED 551 HOURS
DEADLINED 0 HOURS

2. PRODUCTION RECORD

a.	LOX PRODUCED	6,505 GALLONS
b.	LOX DRAWN FROM OUTSIDE SOURCE	0 GALLONS
c.	LN_2 PRODUCED	0 GALLONS
d.	GASEOUS NITROGEN PRODUCED	28,000 CUFT
e.	GASEOUS OXYGEN PRODUCED	58,800 CUFT
f.	HOURLY LOX PRODUCTION REQUIRED TO SUPPORT ONE FLIGHT HOUR (GALLONS ISSUED VERSUS HOURS FLOWN)	2.09 GPH

3. ISSUE RECORD

a. LOX ISSUED TO SQUADRONS

LIST SQUADRONS:	VMA-311	545 GALLONS
	VMA-214	1,230 GALLONS
	VMA-211	1,210 GALLONS
	VMA-223	600 GALLONS
	VMA-224	1,305
	~~XXXXXXXXXXXXXXXX~~	GALLONS
	H&MS-12	180 GALLONS
	TOTAL LOX ISSUED	5,070 GALLONS

Appendix B
~~ENCLOSURE (2)~~

b. LN_2 ISSUED TO SQUADRONS

LIST SQUADRONS AND AMOUNTS IN GALLONS

NONE

c. GASEOUS OXYGEN ISSUES

LIST SQUADRONS OR ORGANIZATIONS AND AMOUNTS IN CUFT

1st ENG BAT	1,400	"B" MED	1,800	"C" CO 3rt TKS	200
FSR	6,400	MCB-1	1,200	"B" CO 3rd ENG	800
1st MT BAT	400	MABS-12	4,200	2d LAAM	5,000
RMK	22,600	3rd GUN BAT	1,000	HDR 4th MAR	400
3rd AMTRACK BAT	1,400	MACS-7	400	H&MS-12	11,000

d. GASEOUS NITROGEN ISSUES

LIST SQUADRONS OR ORGANIZATIONS AND AMOUNTS IN CUFT

H&MS-12	27,200
MABS-12	800

4. COMMENTS

(SIGNATURE)

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

G-4 Journal of Events 010001 - 012400

1. 010700 Provided (1) M36 to III MAF Chaplain
(1) M36 to III MAF CP
(1) M52 & M127 to FLSG
(1) M52 & M172 to Air Freight (MT)

2. 010700 LOX reports - MAG-11 has 1340 gallons LOX on hand - 220 gallons issued past 24 hours - both LOX plants operating. MAG-12 has 1285 LOX on hand - 150 gallons issued - both LOX plants operating. (LOX)

3. 011118 Message sent to COMSERVPAC submitting neg report, F/fire bomb fuze M-173. (ORD)

4. 011500 Air drop to Chu Lai. 14 pallets of clothing, and 2 pallets of soap consigned to FLSU-1. (OPNS)

5. 011600 Air drop to Chu Lai. Tank engines consigned to FLSU-1. (OPNS)

6. 012130 Received report from III MAF fuel coordinator that esso delivered fuel to Tam Ky, 5400 gals JP-4, 3000 gals 115/145. Additional fuel to be delivered on 2 Dec 65. (TAFDS)

1 App 3- ENCLOSURE (3)

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

G-4 Journal of Events 020001 - 022400

1. 020700 LOX reports - MAG-11 has 1450 gallons LOX on hand - 100 gallons LOX issued past 24 hours - Both HT-1 plants operating. MAG-12 has 1520 gallons LOX on hand - 155 gallons issued past 24 hours - both HT-1 plants operating. (LOX)

2. 021000 Assigned trk, platform USN# 14-80310 to MAG-12 upon completion rehab at Public Works Center, Yokosuka. (MT)

3. 021320 Request from MABS-11 CO to tie in storage shed to commercial power in MAG-11 ammo dump. (ENGR)

4. 021400 Two C-120 turned in to US Army Disposal Facility, Danang, Vietnam from MAG-12. (MT)

5. 021400 Wing Engr Chief acquired M-60 crane to pull pipe from well at III MAF water plant. (ENGR)

6. 021708 Message sent to COMSERVGRU Three, Class (VA) emergency expenditure report, period covered 16thru30 November. (ORD)

App 3- ENCLOSURE (.

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

03001 - 032400

G-4 Journal of Events

1. 030700 Received phone call from CG FMFPac G-4. Advised of Avionics Officers Conference at COMFAIRWESTPAC at 1300 9 Dec - requested Wing AVO attend. CDR FIBERG from COMNAVAIRPAC will be there. (AVO)

2. 030700 LOX reports - MAG-11 has 1450 gallons LOX on hand. 250 gallons issued. Both HT-1 plants in operation. MAG-12 has 1425 gallons LOX on hand. 275 gallons issued. Both plants in operation. (LOX)

3. 030700 Provided (1) M36 to Air Delivery Platoon. LAAM Bn. provided. (MT)

4. 031600 Provided (1) M51 Dump truck to MAG-11 for hauling fill. MWHG-1 provided. (MT)

App 3 - ENCLOSURE (3)

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

G-4 Journal of Events 040001 - 042400

1. 040800 Reassigned one M-51 dump truck from MWHG-1 to MAG-16 (MTO).

2. 041030 Air delivery mission to Chu Lai. 16 containers, 11224# of miscellaneous cargo for FLSU-1. (Opns).

3. 041300 AMO requested Bay City Crane for Air Freight. (W/Engr).

4. 041518 Message sent to MCAS Futema requesting info be passed to HMM-163 & VMGR-152 on Pacific Fleet ammo reporting procedures in accordance with CG FMFPac msg 200054Z. (Ord)

App 3- ENCLOSURE (3)

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

G-4 Journal of Events 050001 - 052400

1. 050700 LOX report MAG-12 has 1655 gallons on hand 150 gallons issued past 24 hours. MAG-11 has 1680 gallons on hand, 150 gallons issued past 24 hours. Plant #1 down reefer unit out. Plant #2 up.(LOX)

2. 050750 Quang Ngai down to 800 gallons 115/145 50 drums scheduled for delivery today. (TAFDS)

3. 050800 New shop set received at MWSG-17. Directed shipment to MAG-12.(MT)

4. 051000 Directed reassignment of M530A structural fire truck from MWSG-17 to MAG-12.(MT)

5. 051600 Provided III MAF/FLSG (1) M52 and (1) M127 for hauling bulk fuel. (MT)

6. 051730 Quang Ngai out of 115/145. (TAFDS)

7. 051900 Quang Ngai has 700 gallons 115/145, 21 drums arrived via C-123 25 more due in on 6 Dec 65. Shell to deliver 4,000 gallons on 6 Dec 65. (TAFDS)

8. 052100 Lt Blamphin accompanied MAG-36 to pick up 600-WPH 2.75 from Army at Camaron-Bay 300 ea MAG-36 - MAG-16. (ORD)

9. 052123 Message sent to MAG-11, MAG-12, MAG-13, requesting information on AFC/AAC required for installation MK-4 Gun Pod on F4B and A4 Acft. (ORD)

App 3- ENCLOSURE (3)

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

G-4 Journal of Events 060001 - 062400

1. 060700 LOX Reports - MAG-12 has 1845 gals on hand, 165 gals issued past 24 hours. Plant #1 down for PM, plant #2 up. MAG-11 - has 1250 gals on hand, 300 gals issued past 24 hours. Plant #1 down for reefer unit, plant #2 up. (LOX)

2. 060900 Directed reassignment of one crash truck MB-5 from MAG-13 to MAG-16. (MTO)

3. 061130 Provided M-62 wrecker to VC-5. (MWHG-1 provided). (MTO)

4. 061435 Message sent to COMSERVGRU 3, requesting additional (1613) fins F/500# (LD) from Buckwell Victory. (ORD)

App 3 - ENCLOSURE (3)

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

070001 - 072400

G-4 Journal of Events

1. 070700 LOX Reports - MAG-11 has 1250 gal on hand, 200 gals issued past 24 hrs. Plant #1 down for reefer unit, Plant #2 up. MAG-12 has 1845 gals on hand, 200 gals issued past 24 hrs. Plant #1 down for P.M., plant #2 up. (LOX)

2. 070700 Food Service Officer, Food Service Supervisor visited HMM-161 (Phu Bai) as part of Administrative/Materiel Inspection. (FSO)

3. 070730 Provided M-62 wrecker for VC-5 unit. (MWHG-1 provided). (MT)

4. 071300 A/M Inspection held on VMFA-115 ordnance section. (ORD)

5. 071800 FMFPac Avionics Officer Major Matthews arrived from NAS Cubi Pt for 3 day visit Wing units. (AVO)

App 3- ENCLOSURE (3)

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

G-4 Journal of Events 080001 - 082400 H

1. 080700 LOX Reports - MAG-11 has 1250 gallons on hand, 150 gal issued past 24 hours. Plant No. 1 D.L.; Plant No. 2 up. MAG-12 has 1875 gallons on hand, 165 gal issued past 24 hours, Plant No. 1 down for P.M., Plant No. 2 up. (LOX)

2. 081800 Provided 3 M52 and 3 M127 to III MAG for hauling of Class V from "T" Pier to Ammo Dump. (MT)

3. 082040 Message sent to CG FMFPAC, JATO requirements FMAW by Qtr. F/ calendar year 1966. (ORD)

App 3- ENCLOSURE (3)

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

G-4 Journal of Events 090001 - 092400

1. 090700 LOX Report - MAG-11 has 1450 gals on hand, 150 gals issued past 24 hours; plant #1 D.L., plant #2 up. MAG-12 has 1745 gals on hand, 135 gals issued past 24 hours; plant #1 will start production today, plant #2 going down for P.M. (LOX)

2. 090730 Requested air delivery of POL to Tam Ky for 10 Dec 65 is 100 drums. Requested mission for 9 Dec 65 be rescheduled for Tam Ky. (TAFDS)

3. 090800 Provided (5) M-36 trks to III MAF for hauling building materials 3rd Engr Bn. (MT)

4. 091100 Food Service Officer, Food Service Supervisor and Ass't Food Service Supervisor visited MAG-16. Mess construction progressing steadily. Estimate opening by 17 Dec 1965. (FSO)

5. 091330 Visited "B" Btry, 1st LAAM Bn. Mess in poor state of police. (FSO)

6. 091600 MAG-11 A&M completed this date. This includes HAMS-11, VMFA-115, VMCJ-1; VMFA-323 will be inspected 20 Dec due to their rotation in country and are presently unsettled. (AMO)

7. 091610 Notified FLSG of fuel commitments for 10 Dec 65. Mission #72 take off 0930, 100 drums 115/145 to Tam Ky. (TAFDS)

8. 091800 Provided (2) M-52 and (2) M-127 and (6) M-36 for hauling Class VA. (MT)

9. 092000 Received report from III MAF that bottom lay fuel line was out of commission at Chu Lai. No estimated time of repair. (TAFDS)

10. 092115 MAG-36 has 22,000 gals 115/145 remaining, estimated usage for 10 Dec 65 14,000 gals. Unable to contact MAG-12. (TAFDS)

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

G-4 Journal of Events 100001 - 102400

1. 100600 Avionics departed TAD to HQMC for period of about 2 weeks for generator conference. (AVO)

2. 100700 LOX report - MAG-12 has 1610 gallons on hand, issued 165 gallons past 24 hours. Plant #1 up, plant #2 down for PM. No report received from MAG-11. (LOX)

3. 100800 Provided two rough terrain forklifts to III MAF. FLSG dump. MWHG-1 (1), MAG-11 (1). (MT)

4. 100920 Requested air delivery of POL to Quang Ngai and Tam Ky for 11 Dec 65. 75 drums to Tam Ky, 25 drums to Quang Ngai. (TAFDS)

5. 101200 Air drop of 16 pallets 105mm ammo (35,200 lbs) to US Marines at landing zone Oak, Logistic Support Area, in support of Operation Harvest Moon. (OPNS)

6. 101427 Message sent to COMSERVGRU Three on receipt of Class (VA) of LST # 550. (ORD)

7. 101500 CO, MAG-36 made request for emergency airlift of roofing tin from Danang Air Freight to Chu Lai. Tin was placed on special aircraft with ETA 1800. (OPNS)

8. 101510 Notified FLSG of fuel commitments for 11 Dec 65. Mission #72 to Tam Ky, load time 1200, 75 drums 115/145. Mission #73 to Quang Ngai, load time 0600, 23 drums JP-4, 2 drums Mogas. (TAFDS)

9. 102215 Tam Ky reported receiving 25 drums of 115/145, 100 drums were scheduled for delivery. (TAFDS)

App 3 - ENCLOSURE (3)

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

G-4 110001 - 112400

1. 110630 Provided (3) M-52, (3) M-127, and (3) M-36 for hauling of Class VA. (MT)

2. 110700 LOX Report: MAG-12 has 1565 gals on hand, issued 205 gals past 24 hours. Plant #1 - O^2 production, Plant #2 down for P.M. MAG-11 has 1300 gals on hand, issued 150 gals past 24 hours, both plants up. (LOX)

3. 110955 Requested air delivery of POL to Quang Ngai and Tam Ky for 12 and 13 Dec. 50 drums to both locations both days. (TAFDS)

4. 111300 Provided M-62 wrecker to VC-5. (MT)

5. 111530 Notified by AWC that landing zone OAK was out of JP-4. (TAFDS)

6. 111930 TAFDS at Tam Ky reported having 7979 gals JP-4, 10,199 gals 115/145 on hand as of 111930H. Total issues for 12 Dec - 615 gals JP-4; no AVGAS issued. (TAFDS)

7. 111945 MAG-36 reports 8,245 gals 115/145 on hand. (TAFDS)

8. 112015 12,000 gals 115/145 and 6,000 gals JP-4 scheduled for delivery to LZ OAK on 12 Dec 65 by commercial carriers. (TAFDS)

9. 112100 Provided M-52 Tractor to Bulk Fuel Company. (MT)

App 3 - ENCLOSURE (3)

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

G-4 Journal of Events 120001 -- 122400

1. 120700 LOX Report -- MAG-11 has 1300 gallons LOX on hand, 250 gallons issued past 24 hours -- Both LOX Plants operating. MAG-12 has 1545 gallons LOX on hand, 295 gallons issued past 24 hours, both plants operating. (LOX).

2. 120700 Directed temporary loan of two M-37 trucks from MWHG-1 to MAG-11 for use as A/C Tow Tractors. (MTO).

3. 120800 Provided (1) M-36 to H&MS-11 for hauling A/C test stand. (MTO).

4. 120915 Instructed MAG-11 to install additional 10,000 gal tank for JP-4 at the VMCJ-1 flight line. C-130 to replenish there for Air to Air Refueling Missions. (TAFDS).

5. 120920 MAG-12 aircraft refuel at Danang, requested MAG-12 to furnish one man from their TAFDS section who is familiar with hot refueling of A4 Type A/C. (TAFDS).

6. 120930 MAF requested a grader. MABS-11 has only 1 grader it is scheduled to work MAF and MWHG area every Tues. (W/Engr).

7. 121100 A frontend loader borrowed from 3rd Shore Party for Utilities. (W/Engr).

8. 121136 Message sent to CG FMFPac requesting authorization to expend class (VA) Ord. 3d Qtr FY66, F/Training MAG-13. (ORD).

9. 121400 630 bundles of PSP matting in FLSG lot at Tien Sha Beach belongs to 1st MAW. (W/Engr).

10. 121540 Call from III MAF G-4. An LCM-8 with 10,000 gallons AVGAS will commence pumping into tankers at Chu Lai. There is possibility of the bouyant system being operational by dark. Requested an H-34 for staff visit. (Opns).

11. 121630 Departed for Chu Lai, A/C encountered light S/A fire enroute, no hits on A/C, (TAFDS).

12. 121900 Returned from Chu Lai, 10,000 gal 115/145 ashore, 7000 gal on the way in. All fuels will be brought ashore in refuelers loaded aboard LCM-8 and LCU. (TAFDS).

App 3 - ENCLOSURE (3)

13. 122030 Received report of suspected contaminated AvGas at LZ Oak. (TAFDS).

14. 122155 NCC representative depa rted for LZ Oak to obtain Fuel samples of suspected contaminated product. (TAFDS).

App 3 – ENCLOSURE (3)

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

G-4 Journal of Events 130001 - 132400

1. 130700 Analysis of fuel samples from LZ OAK indicated product was suitable for use in aircraft. (TAFDS)

2. 130700 LOX Reports - MAG-11 has 1400 gals LOX on hand, 100 gals issued past 24 hours. Both LOX plants operating. MAG-12 has 1625 gals LOX on hand, 155 gals issued past 24 hours. Both LOX plants operating. (LOX)

3. 130800 Provided (4) M-52, (4) M-127, and (4) M-36 for hauling of Class VA. (MT)

4. 130845 Requested air delivery of POL to Quang Ngai and Tam Ky for 14 Dec 65 - 50 drums to each location. (TAFDS)

5. 131100 Buoyant line at Chu Lai back in operation, presently receiving JP-4. (TAFDS)

6. 131300 Provided (1) M-60 crane to VC-5 for lifting of drones. (MT)

7. 131300 Located approx 100 bundles of M-9 matting at FLSG Shipping and Receiving lot. On inquiring about same it could not be determined whom matting belongs to. Told that 82 bundles were being held to repay the ARVN that someone had borrowed. FLSG could not tell who this was. (ENGR)

8. 131400 Arrange for dump truck to haul dirt to fill fox holes in MWHG-1 area and for MCB's to accomplish their job at same time. (ENGR)

9. 132310 Message sent to COMSERVGRU Three requisitioning MK-77 Mod-2 fire bombs & complementary components for Danang & Chu Lai. (ORD)

App 3 - ENCLOSURE (3)

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

G-4 Journal of Events 140001 - 142400

1. 140700 LOX reports - MAG-11 has 1355 gallons LOX on hand, 250 gallons issued past 24 hours. Both LOX plants in operation. MAG-12 has 1740 gallons LOX on hand, 175 gallons LOX issued past 24 hours. Both LOX plants in operation. (LOX)

2. 140730 Received telecon from AVO chief (Wittner) in regards to photo vans power units. Units at El Toro waiting airlift held up due to priority cargo backup (60 cycle). (AVO)

3. 140730 Received call from FMFPac stating Gen Krulak wants to know about two 60 cycle generators he saw in recent visit to Chu Lai. Engineer officer is now in Chu Lai and will investigate. (AVO)

4. 140800 Provided (3) M52, (3) 127 trks and (1) M52 and (1) 172 trl for hauling Class VA. (MT)

5. 140930 Ord A/M inspect on was conducted on VMCJ-1. (ORD)

6. 141300 Food Service Officer and Food Service Supervisor visited "C" Btry, 1st LAAM Bn. Mess greatly improved over last visit. Some minor discrepancies noted. Repairs to screening in progress. (FD SERV)

7. 141300 Provided (1) M62 wrecker to III MAF to move gear at Photo Section. (MT)

8. 141400 Reported (2) M35A2 trucks for MAG-11 rec'd at Museum Pier (New) (called Capt Jenkins). (MT)

9.141515 Visited MAG-16. Mess will be opened for evening meal Wednesday. No water available as yet. Electricity to be provided by evening of 14 Dec. Drainage of waste water continues to be a problem. (FD SERV)

App 3- ENCLOSURE (3)

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

G-4 Journal of Events 150001-152400H

1. 150700 LOX Reports - MAG-11 has 1460 gallons LOX on hand, 100 gallons issued past 24 hours. Both LOX plants operating. MAG-12 has 1750 gallons LOX on hand, 230 gallons issued past 24 hours. Both LOX plants operating. (LOX)

2. 150800 Food Service Supervisor departed for Chu Lai, to visit the MACS-7 mess. (FSO)

3. 150800 Provided 3 M52, 2 M127, 1 M-172 and 4 M-36 for handling of Class VA. (MTO)

4. 151100 Provided M-62 wrecker for VC-5 for drone and cargo lift. (MTO)

App 3 - ENCLOSURE (3)

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

G-4 Journal of Events 160001 - 162400

1. 160700 LOX reports - MAG-11 has 1600 gallons LOX on hand, 100 gallons were issued in past 24 hours. Both LOX plants in operation. MAG-12 has 1870 gallons LOX on hand, 175 gallons LOX were issued during past 24 hours. Both LOX plants in operation. (LOX)

2. 160900 Provided Crane for VC-5 for lifting Cargo and Drones. (MT)

3. 161030 Provided III MAF IRO officer with wrecker. (MT)

4. 161100 Received 4 new RT forklifts at Museum Pier; 3 for MWHG-1 and 1 for MAG-11. (MT)

5. 161400 Furnished two 6x6 for USN Lt. Harbison at MAG-16 to haul drones back. (MT)

6. 161449 Message to COMSERVGRU 3 Class (VA) emergency expenditure report. (ORD)

7. 161611 Message sent to MWSG-17 UH-1 armament distribution to MAG-16 & MAG-36. (ORD)

8. 162235 Message sent to COMFAIRWESTPAC info pertaining to MK 4 gun pod installation on A4 & F4 Acft. (ORD)

9. 162300 CWO Hassen and Capt Townsand departed with TAFDS equipment to pump out LVT, at the request of G-4 3d MarDiv. (ORD)

10. 14-16Dec Staff visit to MAG-12 subjects discussed:
(1) Construction of MAG-13 tropical shelters - project initiated and progressing satisfactorlly.
(2) AM-2 matting pallet recovery-subj of later report.
(3) Matting inventory - later report.
(4) SATS catapult installation: initiated proj and work to prepare for installation.
(5) Reviewed MAG-12 crane request-subj later correspondence.
(6) Reviewed generator status, eng equip cap utilities & construction.
(7) Not sufficient info to identify the 60 cy generators referred to Gen Krulak.

11. 14-16 Dec Wing Supervisior visited Wing Messes in Chu Lai area. MAG-12 opened an Officers Mess, and will start building a new General mess. MACS-7 galley tent burned down. Mess sergeant claims faulty field range, one cook with 2d degree burns, hospitalized in Okinawa. Tent was replaced. Mess is in operation. MAG-36 mess satisfactory.

App 3-ENCLOSURE ( )

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

G-4 Journal of Events 170001-172400H

1. 170700 G-4 received call from LtCol Pomeroy, CO 3d Amtrac Bn taken by Major Stewart. Requested support in form of pumps to assist in removing 6 bodies from LVTP-5 recovered from Danang Bay last night. Aided by CWO-2 Hassen and TAFDS crew from MAG-11 provided service required. (ENGR)

2. 170700 LOX Reports - MAG-11 has 1690 gallons LOX on hand, 200 gallons issued past 24 hours. Both LOX plants in LOX production. MAG-12 has 1855 gallons LOX on hand, 165 gallons LOX issued past 24 hours. Both LOX plants in LOX production. (LOX)

3. 170830 Provided M-62 wrecker to III MAF IRO Office. (MTO)

4. 171100 Received two (2) Rough Terrain forklifts from Commercial Pier. (MTO)

App 3 - ENCLOSURE (3)

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

G-4 Journal of Events 180001 - 182400

1. 180700 LOX reports - MAG-11 has 1700 gallons LOX on hand - 100 gallons LOX issued past 24 hours. Plant #1 down for replacement of fourth stage piston rings of air compressor. Plant #2 operating. MAG-12 has 1800 gallons LOX on hand - 180 gallons issued past 24 hours. Plant #1 down for PM, plant #2 in operation. Produced 17,000 CuFt gaseous oxygen past 24 hours. (LOX)

2. 180900 Furnished 2 tractors and semi-trailers to Division Post Office for hauling mail. (MT)

3. 181200 Mr. W. L. JONES, COMNAVAIRPAC cryogenics rep, arrived at Danang.(LOX)

4. 181218 Message sent to COMSERVGRU 3 requesting Class (VA) training ammo to support 3d qtr deployment MAG-13. (ORD)

5. 181430 Message sent to COMSERVPAC on monthly requirements FMAW 1000lb bombs. (ORD)

6. 181500 MAG-11 in receipt of 3 rough terrain forklifts and MWHG-1 in receipt of three. Acceptance inspection on all 6 RT is being accomplished. (MT)

7. 181500 Escorted Mr. JONES to MAG-11 LOX plants to inspect LOX plants scheduled for overhaul in CONUS. (LOX)

8. 182314 Message sent to COMSERVPAC on FMAW reqmt "Rapac Rocket". (ORD)

Late Entry

9. 181045 Rec call from Maj CLARK MAF G-4 on Parchment 104. Requires FMAW Cement requirements for next 30 days in 10 day increments. MWHG req 53 yd Ready Mix; MAG-11 req 80 yd Ready Mix, MAG-36 req 250 bags during next 30 days. No requirement from other Groups. Info passed to Maj CLARK.

App 3-ENCLOSURE (3)

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

G-4 Journal of Events 190001-192400

1. 190700 LOX reports - MAG-11 has 1770 gallons LOX on hand - 200 gallons issued during past 24 hours. Both plants operating. MAG-12 has 1925 gallons LOX on hand, 55 gallons LOX issued during past 24 hours. Both LOX plants operational. (LOX)

2. 190915 Message sent to CG FMFPAC on MK-12 smoke tank assets MAG-12 Chu Lai. (ORD)

3. 191100 Provided Crane for U.S. Navy, Lt WEBB VC-5, Drones. (MTO)

4. 191300 Food Services Officer visited MAG-16 Mess. In excellent police. Drainage presents problem. Present soakage pit entirely to small, water not available to galley at present. Water trailers employed. Water tower under construction. (FSO)

5. 191330 Provided M52 Tractor for FLSG for refueling the GV line. (MTO)

6. 191900 Air lifted 10,000 MK-2-1 bomb ejection ctgs. to MAG-12 from MAG-11. (ORD)

App 3- ENCLOSURE (3)

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

200001-202400

G-4 Journal of Events

1. 200700 LOX Reports - MAG-11 has 1,810 gallons LOX on hand - 150 gallons issued past 24 hours - both plants operational. MAG-12 has 1,930 gallons LOX on hand - 185 gallons issued past 24 hours. Plant #1 down for refrigeration system water pump. Plant #2 in operation. (LOX)

2. 200900 Provided crane for VC-5 for lifting cargo and drones. (MT)

App 3 - ENCLOSURE (3)

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

G-4 Journal of Events 210001 - 212400

1. 210700 LOX Reports - MAG-11 has 1,790 gallons LOX on hand - 150 gallons issued past 24 hours. Both LOX plants operating. MAG-12 has 1,900 gallons on hand - 140 gallons issued past 24 hours. Plant #1 deadlined for a water pump of the refrigeration system. Plant #2 operating. (LOX)

2. 210800 Food Service Officer and Food Service Supervisor conducted A&M inspection of MAG-11 food service facilities. Report will be submitted. (FS)

3. 210800 Provided two M-52 tractors and semi-trailers to FLSG to haul general cargo from beach. (MT)

4. 210900 Provided crane to VC-5 to load C-130 aircraft. (MT)

5. 211330 Transfer two R.T. forklifts, one from MAG-11 and one from MWSG-1, to MAG-12. Letters in for signature. (MT)

6. 211440 Message sent to ComServPac requisitioning fire bomb components for MK-77-2. (ORD)

7. 211450 Informed MAG-11 one MB-1 Crash-Fire Truck to be picked up at Museum Pier. (MT)

8. 211700 Airlifted 1000 adapter booster nose T-45 from MAG-12 to MAG-11. (ORD)

App 3- ENCLOSURE (3)

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

G-4 Journal of Events 220001 - 222400

1. 220700 LOX reports - MAG-11 has 1960 gallons LOX on hand, 100 gallons issued past 24 hours. Both plants operating. MAG-12 has 1730 gallons LOX on hand, 220 gallons issued past 24 hours. Both plants starting production today. (LOX)

2. 220830 Provided 1 RT Forklift, 6000lb to FLSG, all day detail. (MT)

3. 221300 Provided 1 M52 and M172 to Engineer Officer for runway matting haul to Air Freight. Provided 2 M52 & 2 M127 for Class V ammo from T pier to MAG-11 Bomb Dump. (MT)

4. 221400 First increment of MK-77-2 Fire Bombs airlifted from USA, arrived Danang. (ORD)

5. 221535 Message sent to CONSERVGRU 3 on offloading and receipt of Class (VA) from SS Green Cove. (ORD)

App 3 - ENCLOSURE (3)

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

230001 - 232400

G-4 Journal of Events

1. 230630 Mustered ship's platoon for USS MAGOFFIN. (EMB)

2. 230700 LOX Reports - MAG-11 has 1,900 gallons LOX on hand - 400 gallons issued during past 24 hours. Both LOX plants operating. MAG-12 has 1,600 gallons LOX on hand - 165 gallons issued during past 24 hours. Both LOX plants operating. (LOX)

3. 230730 Provided transportation for 60 man working party to the pier for ammo unloading detail. (MT)

4. 230930 Provided three tractors and trailers for air freight section, hauling general outgoing cargo. (MT)

5. 230930 Notified to start loading LST-854. (EMB)

6. 231200 VMO-2 was inspected for A&M. (ORD)

7. 231500 Provided one tractor and low bed trailer for swap with Air Force tractor and trailer to haul one aircraft for aircraft Maintenance section. (MT)

8. 231845 Notified that off-loading had not commenced as barge was not yet available. (EMB)

App 3 - ENCLOSURE (3)

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

G-4 Journal of Events 240001 - 242400

1. 240500 Provided wrecker at air freight section for loading matting aboard GV for Wing Engineer Officer. (MT)

2. 240700 500 tonnage barge tied up to the MAGOFFIN to offload Class 5A. (EMB)

3. 240700 LOX Reports - MAG-11 has 1,920 gallons LOX on hand - 150 gallons issued past 24 hours. Both LOX plants in up status. (LOX)

4. 240900 First load of bomb fins ashore at T pier. (EMB)

5. 241230 Provided tractors and semi-trailers for Class V ammo hauling from Museum Pier to MAG-11 bomb dump. (MT)

6. 241430 LST-176 started unloading at Museum Pier. Notified S&R,MT. (EMB)

7. 241500 Air delivery mission - 30,000 lbs 105mm ammo dropped to ARVN at Que Son. (OPNS)

8. 241509 Message to SWISS advising them that CG, FMFPAC disapproved H&MS-13 request for adding an Aero 16A missile skid and two adapters to the IMRL. (ORD)

9. 241600 Air delivery mission - 60,000 lbs 105mm ammo dropped to ARVN at Que Son. (OPNS)

10. 241606 Message to FMFPAC concerning BLU-27 Napalm advising that subject tanks can only be used if furnished with fuzes and igniters. (ORD)

App 3 - ENCLOSURE (3)

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

G-4 Journal of Events 250001 - 252400

1. 250700 LOX Reports - MAG-11 has 1765 gallons LOX on hand - 145 gallons issued during the past 24 hours. Both LOX plants in an up status.
MAG-12 has 1750 gallons LOX on hand - 150 gallons issued during the past 24 hours. Both LOX plants in an up status. (LOX)

2. 250800 Received 46 new jeeps at Museum Pier assigned to M/HG-1, MAG-11 and MAG-16. (MTO)

3. 250900 Received a phone call from FMFPac requesting # of 2.75" rockets fired by VMO-2 & VMO-6 during 1-15 Nov. Also # of 19 round pods expended for all of Nov. (ORD)

4. 251230 Provided transportation for H&HS-1 for 60 cal Machine Gun crews. (30 men) (MTO)

5. 251330 Phone call returned to FMFPac:

	VMO-2	VMO-6		
J102 & H838	149	910	1-15 Nov	
X518	0	49	1-30 Nov	(ORD)

6. 252030 Frost call from MAF Command Center "Set Road Condition Alfa for all roads. FO 4614.1 of 6 Oct refers (Held by MTO). (~~MTO~~) LC

App 3 - ENCLOSURE (3)

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

G-4 Journal of Events 260001 - 262400

1. 260600 Road condition Alfa until 1345. All Danang Units notified. (MTO).

2. 260700 LOX Reports – MAG-11 has 1700 gallons LOX on hand - 50 gallons LOX issued. Both plants operationsl.
MAG-12 has 1675 gallons LOX on hand - 70 gallons LOX issued Both plants operational. (LOX).

3. 262132 Message sent to CG FMFPac requesting info on action taken for modification of allowance adding six M79 grenade launchers to T/E No. M-8630. (ORD).

App 3 - ENCLOSURE (3)

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

G-4 Journal of Events 270001 - 272400

1. 270700 Provided 2 tractors and trailers for Class V ammo hauling to MAG-11 bomb dump from T Pier. (MT)

2. 270700 MAG-11 has 1750 gallons LOX on hand - 100 gallons issued past 24 hours. Both LOX plants operating. MAG-12 has 1960 gallons LOX on hand - 165 gallons LOX issued during past 24 hours. LOX plant #1 down for repairs to power take off assy., plant #2 operating. (LOX)

3. 270800 Pri 1 airlift of ammo requested by III MAF. (EMB)

4. 270830 Contacted FLSG in regards to delivering ammo for airlift. Ammo section hadn't been notified till I called. (EMB)

5. 271000 Beach toured and shipping and recieving notified of gear to be removed. (EMB)

6. 271013 Message sent to MAG-13 and Third FSR releasing and requisitioning Class (VA) munitions for VMFA-542 at NAF NAHA. (ORD)

7. 271615 Message sent to MAG-11, 12, and 13 information on safe handling of AN-N103A1/139A1/140A1 mechanical fuzes. (ORD)

8. 272200 Borrowed 2 M52 tractors from III MAF to replace two of H&HS-1 tractors that broke down on ammo run. (MT)

App 3 - ENCLOSURE (3)

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

G-4 Journal of Events 280001 - 282400

1. 280700 LOX reports - MAG-11 has 1920 gallons LOX on hand - 200 gals issued during past 24 hours. Produced 34,800 CuFt gaseous oxygen. Both LOX plants operating. MAG-12 has 1980 gallons LOX on hand - 175 gallons LOX issued during past 24 hours. Plant #1 down for bearings in the diesel PTO assy, plant #2 operating. (LOX)

2. 281000 Six Commercial A/C tractors received. Picked up at 8th Aerial Port. Distributed two (2) to MAG-11 and (4) to MAG-12. (MT)

3. 281300 Set up 1 command car as escort vehicle. 1 jeep and 1 cerlist for Bob Hope Show. (MT)

App 3 - ENCLOSURE (3)

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

G-4 Journal of Events 290001 - 292400

1. 290700 LOX reports - MAG-11 has 2050 gallons LOX on hand - 100 gals LOX issued during past 24 hours - Both LOX plants operating. MAG-12 has 2065 gals LOX on hand - 140 gals LOX issued during past 24 hours. Plant #1 deadlined for thrust bearings in the power take off assy., plant #2 operating. (LOX)

2. 290700 Provided 2 Semi-tractors and trailers for ammo hauling. (MT)

3. 291300 USS Mayoffin completed offloading. Transportation arranged to pick up Ships Plt. (EMB)

4. 291330 Provided 3 vehicles for the Bob Hope Show. 1 jeep, 1 cerlist pickup, and 1 command car. (MT)

5. 291513 Message sent to MAG-12 take for action parts required to repair unservicable smoke tanks. Info alcon. (ORD)

6. 291620 Call from G-4, III MAF requesting support for C-117 assigned to Naval Support Activity. Written request for priority action will follow. (OPNS)

App 3- [illegible] (3)

1.

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

300001 - 302400

G-4 Journal of Events

1. 300700 LOX Reports - MAG-11 has 2165 gallons LOX on hand - 100 gallons issued during past 24 hours - both LOX plants operating. MAG-12 has 2070 gallons LOX on hand - 175 gallons issued during past 24 hours - plant #1 deadlined for PTO thrust bearings, plant #2 operating. (LOX)

2. 300940 Air delivery mission. 18,400 lbs of 105mm ammo dropped to ARVN at Que Son. (OPNS)

3. 301230 Air delivery mission. 18,400 lbs of 155mm ammo dropped to ARVN at Que Son. (OPNS)

4. 301415 Air delivery mission. 18,400 lbs of 155mm ammo dropped to ARVN at Que Son. (OPNS)

5. 301629 Message sent to COMSERVGRU Three Info on receipt of Class VA from LST #47 at Chu Lai. (ORD)

6. 302130 Provided 2 tractors and trailers from H&HS-1 to haul bombs from T Pier to MAG-11 dump. All night haul. Provided 1 6X6 cargo 2½ ton truck for 20mm loose ammo from T Pier to MAG-11 dump. (MT)

ENCLOSURE (3)

Comd Gen File

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

310001 - 312400

G-4 Journal of Events

1. 310700 Furnished 2 Tractors and Trailers for Class VA cargo hauling from T Pier to MAG-11 Bomb dump.

2. 311400 Provided Trk mounted crane M-60 to Air Freight for loading GV aircraft at Air Terminal.

App 3- ENCLOSURE (3)

A Danang Christmas

"It sure won't seem like Christmas this year," said one Marine to another. He was not alone in this feeling. For many of the men now in DaNang this will be their first Christmas Season away from their families. Much will be missed; no family gatherings, no big dinners, no Christmas parties, and the kids will have to unwrap their packages without Dads help. Yes, Christmas will indeed be different this year.

In thinking of Christmas, however, there is one fact which remains the same whether in DaNang or in the States. This constant element can be found in the very meaning of Christmas. God wants man to be a "whole" man, to live a full and proper life But for man to be able to live out his fullest capabilities he must live in a proper relationship with God. God has prepared the way for this relationship through Jesus Christ. It is the birth of this Jesus that we are called to remember at Christmas time

So, although the setting is different, the message remains the same. The birth of Jesus brought to man a new and fuller relation-ship to his God. As the heavenly host sang at the birth of our Lord, so should we pray this season: "Glory to God in the highest, and on earth peace, and good will toward men." Such a prayer can only become a reality when men find their proper relationship to God through Jesus Christ their Lord.

Gerald T. Richards
MWHG-1 Chaplain

Commanding General's Christmas Message

Being on the far end of the pipeline from CONUS, all of us have undoubtedly experienced a reduction in holiday "loot" compared to previous years. I would remind you though of the words of Jesus who said "Happiness lies more in giving than in receiving"

Every marine and navy man in the First Marine Aircraft Wing is giving You are giving your entire time and effort to the objective of helping the Vietnamese people secure their freedom so that they too can join the free world. Some of our comrades-in-arms have given more, their lives.

As we celebrate the birth of our Lord Jesus who gave his life for all of us, let us each and every one take time to rededicate ourselves to serving our God, our country and our corps

Keith B McCutcheon

Brigadier General, U. S. Marine Corps
Commanding General
1st Marine Aircraft Wing, FMFPac

CHRISTMAS DAY MENU

Saturday 25 December 1965

Shrimp Cocktail
Julienne Soup / Saltines
Roast Turkey
Giblet Gravy
Virginia Style Baked Ham
Pineapple Sauce
Corn Bread Dressing
Chilled Cranberry Sauce
Snowflake Potatoes
Glazed Sweet Potatoes
Buttered Fresh Frozen Broccoli
Buttered Whole Kernel Corn
Spring Garden Salad W /
Russian Dressing
Christmas Relish Tray
Christmas Fruit Cake / Assorted
Ice Cream
Mincemeat Pie / Pumpkin Pie W / Topping
Bread / Butter
Hot Coffee / Iced Beverage
Assorted Hard Candy
Salted Mixed Nuts

App 3 – ENCLOSURE (4)

G-4

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

WgO 4000.3A
4:CEO:rkc
13 Dec 1965

WING ORDER 4000.3A

From: Commanding General
To: Distribution List

Subj: III MAF Logistic Reports; submission of

Ref: (a) ForceO 4000.1
(b) ForceO 4000.2

1. Purpose. To provide amplifying instructions, for units of the 1st Marine Aircraft Wing, in reporting periods and due dates on logistic reports required by references (a) and (b).

2. Cancellation. WgO 4000.3

3. Action

a. Commanding Officers of all groups located in RVN will insure the prompt submission of the reports scheduled below.

(1) Logistic Summary (LOGSUM) Report. Details set forth in reference (a).

(a) 1st period covering from the 20th of one month to the 5th of the following month with report to reach this Headquarters (Attn: G-4) prior to noon on the 6th of each month.

(b) 2d period covering from the 5th of the month to the 20th of the same month the report to reach this Headquarters prior to noon on the 21st of each month.

(2) Equipment Density Report. Details set forth in reference (b).

(a) Period covered is as of the last day of each month. After the initial report, changes only will be submitted to reach this Headquarters (Attn: G-4) prior to noon on the 7th of each month.

T. G. BRONLEEWE, JR.
Chief of Staff

App 3 - ENCLOSURE (5)

DISTRIBUTION: "A" Less 1, 2, 3, 4, 12 through 16

1st MAW S[illegible] No.	Copy No.
217-66	1

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

CONFIDENTIAL

21:GJK:wcd
5700
JAN 13 1966

CONFIDENTIAL

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

Subj: Command Chronology for December 1965

Ref: (a) Wing Order 5750.1

1. In accordance with reference (a) the following is submitted for inclusion in the Command Chronology for December 1965.

2. Organization:

Colonel J. F. ROSS	Wing Supply Officer
Major G. J. KLUTH	Assistant Wing Supply Officer
Captain R. L. FRASER	Marine Corps Supply Officer
CWO-2 A. MIRANDA	Aviation Supply Officer

3. Commander Service Forces, Pacific Fleet approved a request from this Headquarters to return excess supply officers stores direct to the Navy supply system without prior system interrogation. All excess ready-for-issue material from units in RVN will be shipped and invoiced to the Naval Supply Depot, Yokosuka. (U)

4. CRITIPAK. During October 1965 the CRITIPAK program, designed to expedite certain high demand selected items direct to in-country supply units from MCSC Barstow was initiated. During the two months since the system has been in effect items requested on the first listing have been furnished and the second resupply is nearly completed. This month units were requested to review existing listings and revise and resubmit as required. This program will not replace the normal source of supply requisitioning procedures but has partially relieved the situation which existed for certain high demand items. (U)

5. Liner, Nylon Ballistic Helmet. A new type liner, nylon ballistic helmet was introduced to 1st Marine Aircraft Wing units in RVN during the month of December as a phase-in replacement for present cotton liner. Non-deployed Wing units were not issued the new type liner, helmet at this time due to liners being in short supply. (U)

6. LAAM SUPPORT. The supply support for LAAM Battalions remained in critical status during the month of December. 1st LAAM Battalion combat

readiness in RVN dropped to CR CATC3 due to the logistic problem. CG FMFPac requested that 1st LAAM Battalion provide a listing of items required in order to restore 1st LAAM to CR CATC1. Listing of 218 line items were furnished to CG FMFPac. (C)

7. Change in Source of Supply. The normal source of supply for Marine Corps Aviation peculiar material for Wing units was changed during December from Marine Wing Service Group 17 to the 3rd Force Service Regiment. This completed the phase out of the Fleet Stock Account (FSAA3) as the source unit for the Wing. (U)

G. J. KLUTH
By direction

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

52:FJF:jhd
5750
15 JAN 1966

SECRET

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

SECRET

App-4

G-5

1 December 1965 - 31 December 1965

ACofS, G-5

Colonel Fred J. Fraser

Asst G-5

Lt. Colonel George W. King

NCOIC

Sergeant Joseph H. Denet

Enclosure (1)

SECRET

During the month of December, the G-5 office devoted the majority of its time to the review of plans designed by representatives of the Officer in Charge of Construction (OICC), Viet Nam. In cases where the plans were not satisfactory to the user, the G-5 assisted in the redesign of suitable facilities. (U)

The G-5, Colonel F. J. Frazer, also had the additional duty for one week as the Senior Member of a General Court Martial. (U)

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

GENERAL

On 13 December the G-5 coordinated the initial siting of fifteen 25' x 48' Armco ammunition bunkers. OICC was designated as the agency for design, and the 30th Naval Construction Regiment (30th NCR) was designated as the agent for construction. (U)

The G-5 on the 15th of December compiled and generated requirements for the development of an air terminal which would include air freight, air passenger terminal, shipping and receiving, aircraft evacuation, air delivery platoon, and housing and support facilities for passengers and operating personnel. This facility was planned as a line item for FY66 Military Construction (MILCON) Program. (U)

The G-5 on 18 December 1965 initiated a message informing CincPacFlt that a third jet airfield was not needed in the III Marine Amphibious Force (III MAF) area. Message number 280020Z December 1965. (S)

The Base Development Plan for the Naval Component Command was received on the 21st of December. This document was studied and reviewed by the G-5 and Assistant. (U)

SECRET

ENCLOSURE (2)

SECRET

On Christmas day the first meeting was held on the submittal of the Third Increment of the FY66 MILCON Program. It was learned at this meeting that additional funds would be made available to support valid requirements in Viet Nam. This knowledge caused a complete revision of the MILCON Program which was originally designed and programmed on a monetary limitation. (C)

The most successful day for the G-5 Office was the 30th of December when the G-5 was given a jeep on a permanent basis. This vehicle will improve the operations of the G-5 because many happenings of the G-5 must be on a face-to-face basis, and classified information cannot be passed over wire or radio communication networks. (U)

MAG-11

The G-5 with the Director of Construction, Northern Area, on 5 December 1965 developed and had approved a plan for the phasing of construction at the Da Nang parallel runway, taxiway, and apron. ✓See appendix (1). This information was subsequently passed to OICC, Saigon. (C)

The plans and scope for the support facilities as written by OICC were reviewed. Minor changes were made and the scope was accepted formally by 1st Marine Aircraft Wing. (U)

MAG-12

Lt. Colonel Stender, G-4 MAG-12, visited the G-5 Office on the 27th of December. A review of the 100% design submittal for the permanent runway at Chu Lai was conducted. Lt. Colonel Stender did not accept the design of the parking apron, and he requested an additional 4000 feet cross runway. Subject runway to be a SATS with arresting gear and a catapult. (C)

SECRET

Lt. Colonel Stender returned to Chu Lai with plans and recommendations for a suitable parking apron. These plans were to be presented to the Commanding Officer, MAG-12 for approval. (U)

MAG-16

The 50% design submittal for the operating and maintenance buildings were reviewed on 10 December 1965. Minor changes were noted on pertinent drawings and the over-all designs were accepted. Also, the plans and scope for the support facilities to be constructed at the Marble Mountain Air Facility were reviewed and accepted on the 20th of December. (U)

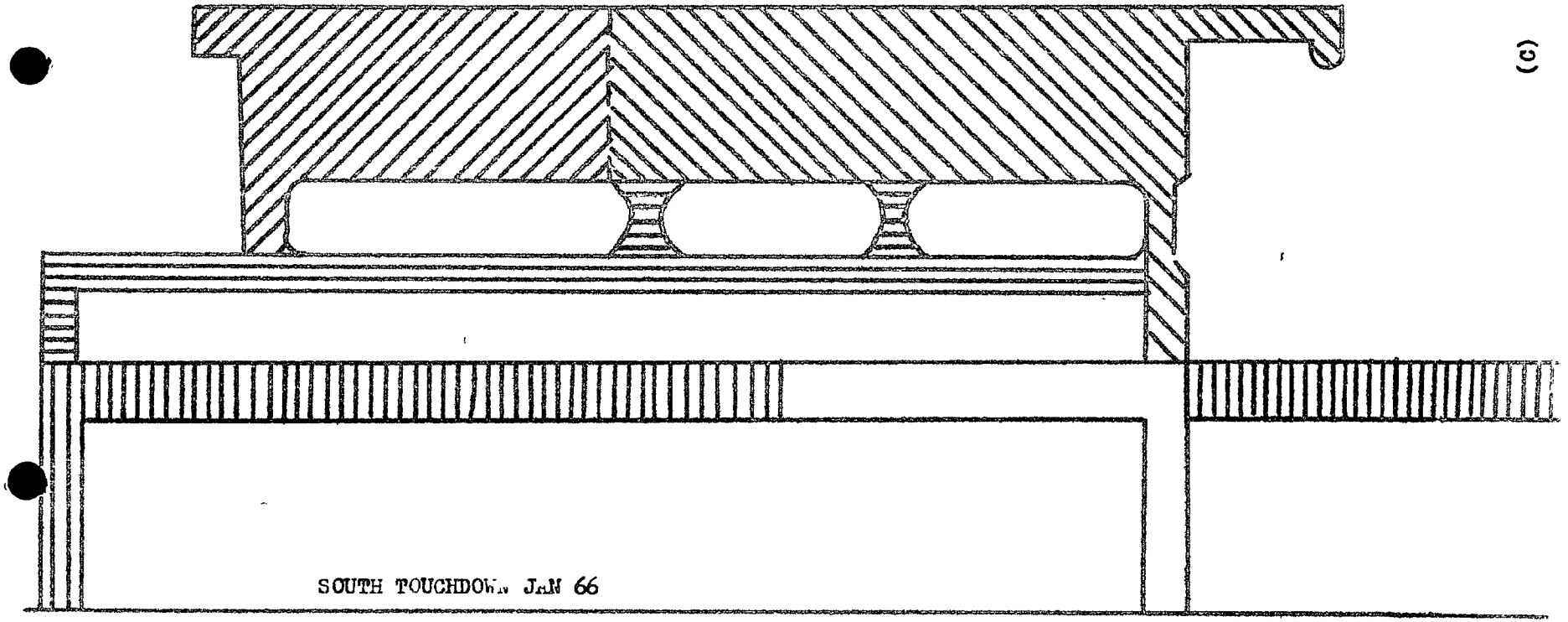
MAG-36

The plans and scope for the construction at MAG-36 Air Facility were reviewed and accepted on the 20th of December. (U)

(C) Appendix (1)

PARKING CAPACITY

AREA	WINGS FOLDED		WINGS SPREAD	
	W/REVETMENT	WO/REVETMENT	W/REVETMENT	WO/REVETMENT
	78	88	54	64
	64	74	42	52
TOTAL	142	162	96	116



PRIORITY "D" BOD MMMX APRIL

PRIORITY "E" MAY

PRIORITY "F" JUNE

PRIORITY "G" JULY

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

10:JJC:gao
5750
15 Jan 1966

CONFIDENTIAL

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

Subj: Command Chronology

Ref: (a) WgO 5750.1C

Encl: (1) Significant Communication-Electronics Events During December 1965.
(2) Airborne Loundspeaker Capacity
(3) A&M Inspection of MAG-16 on 6Dec65
(4) Staff Study Intercommunication System
(5) A&M Inspection of MACS-7 on 28Dec65
(6) Personnel of the CEO Section as of 31Dec65
(7) 1st MAW Communication Circuits as of 27 Dec 1965

1. In accordance with reference (a) enclosures (1) through (7) are forwarded.

James A. Blakely
JAMES A. BLAKELY

CONFIDENTIAL

App-5

CONFIDENTIAL

Significant Communication-Electronics Events During December 1965.

1. Five items (1st MAW Position Paper) were submitted for briefing of General KRULAK. The following subjects were included; High usage status of TPQ-10 Radar, High usage status of TPS-34 Radar, Maintenance of electronic test and measuring instruments, Defense Communication System Circuit number K-940, and Movement of MATCU-66 to Marine Corps Air Facility, Futema.

2. Five switchboards SB-86 have been received by 1st Marine Aircraft Wing units; 1 ea for Headquarters and Headquarters Squadron 1, 1st Light Anti-Aircraft Missile Battalion and 2 for Marine Air Group 12. These switchboards should improve telephone service. The one for Marine Air Control Squadron 7 has not been received.

3. A report on the status of Airborne Loudspeaker Capacity was given to Commanding General, III Marine Amphibious Force by Commanding General, 1st Marine Aircraft Wing ltr 10:JAB:wes 2306 of 3Dec65. See enclosure (2).

4. Captain R. M. FITZGERALD conducted an Administrative/Materiel Inspection of Marine Air Group 16 on 6Dec65.

5. Communication-Electronics Officer memorandum of 6 Dec 1965 to Wing Inspector indicated intentions of the Communication-Electronics Officer Section for implementation of the Administrative/Materiel Inspection schedule between 15 December and 1 May 1965.

6. Lt R. D. STAPLES attended a Power Source Requirement Conference in Washington, D. C. during the period 15-17 December 1965.

7. Commanding General, 1st Marine Aircraft Wing ltr 10:WHS:gao 2030 of 11Dec65 to Commanding General, III Marine Amphibious Force, Subj: Circuit Requirements. This letter stated urgent requirements for 2 circuits as follows; G-3 to Base Operations, Danang and G-3 to AOC Saigon.

8. Commanding General, 1st Marine Aircraft Wing 121443Z Dec to Commanding General, U. S. Army Japan, Camp ZAMA, Japan requested an extension of the loan of teletype equipment from Army stocks until replacement equipment on hand arrived through normal Marine Corps supply channels. Estimated time of arrival unknown. Commanding General, U. S. Army Japan, Camp ZAMA Japan 280743Z Dec extended the loan of equipment for a 90 day period.

9. LtCol J. A. BLAKELY the 1st Marine Aircraft Wing Communication-Electronics Officer and LtCol R. H. CORLEY, G-3 Section attended a DECCA System conference at Military Assistant Command Vietnam, Saigon.

10. Authorization has been granted for the Wing to establish a (Military Affiliate Radio System). Commanding General 1st Marine Aircraft Wing 230804Z Dec to 1st Marine Aircraft Wing (Rear) requested condition and availability of Military Affiliate Radio System equipment at Marine Corps Air Station, Iwakuni.

CONFIDENTIAL

App 5 - Enclosure (1)

11. On 25 Dec Capt R. [redacted] FITZGERALD departed for Okina[redacted] in connection with communication planning for establishment of a Master Jet Air Station at Kushi Wan, Okinawa. He attended a conference at Yokosuka on 27Dec65 on the same subject.

12. Commanding General, Fleet Marine Force, Pacific 261856Z Dec approved the the purchase of an intercommunication system to be installed within the Wing Headquarters in the near future. See enclosure (4) Staff Study.

13. Lt STAPLES conducted an Administrative/Materiel Inspection of Marine Air Control Squadron 7. See results enclosure (5).

14. On 29 December, 1965, LtCol James A. BLAKELY TAD Okinawa/Japan in connection with 1st Marine Aircraft Wing communication-electronics matters. Specific agenda items included:

a. Wing communication-electronic requirements and facilities for the Marine Corps Master Jet Airfield, Kushi Wan, Okinawa.

b. Procurement and transportation arrangements for Wing intercommunication system.

c. Inventory, inspection, and movement of Wing amateur radio equipment from Marine Corps Air Station, Iwakuni to Headquarters, 1st Marine Aircraft Wing for operation of Military Affiliate Radio System Station at Danang.

d. Shelter or hut for Military Affiliate Radio System Station.

e. Staff visits to Marine Corps Air Facility, Futema, 1st Marine Aircraft Wing (Rear), Marine Air Group 13, Marine Corps Air Station Iwakuni, MATCU-60 and MATCU-66.

f. Repair at United States Army Depot, Sagami, Japan.

15. GySgt J. VAN BROCKLIN TAD Japan 31 December in connection with purchase of an intercommunication system previously mentioned herein.

16. Personnel of the Communication-Electronics Officer Section as of 31 Dec 1965, See enclosure (6).

17. See enclosure (7) for chart of 1st Marine Aircraft Wing Communication Circuits as of 27 Dec 1965.

18. Fifty telephones TA-312/PT were received in the command which were obtained through special arrangements with Communication-Electronics Officer, Fleet Marine Force, Pacific. These telephones permitted most unfilled requests for telephone service in the 1st Marine Aircraft Wing Headquarters to be satisfied.

19. The total message traffic handled by the 1st Marine Aircraft Wing Communication Center concluded for the month of December at 39,307, 20,708 incoming and 18,599 outgoing. This is about 11,617 more messages than handled during the month of November.

CONFIDENTIAL

UNCLASSIFIED

Commanding General, 1st Marine Aircraft Wing ltr 10 :JAB :wes 2305 of 3Dec65 to Commanding General, III Marine Amphibious Force.

Subj: Airborne Loudspeaker Capacity

1. Commanding General, III Marine Amphibious Force requested a report containing the status of airborne loudspeakers, auxiliary equipment and spare parts within the Command.

2. The 1st Marine Aircraft Wing has in its custody one AEM-ABS-4, Public Address System. It is a rugged, lightweight voice amplifying system designed to meet a wide variety of airborne applications. Because of its power (1000 watts or greater), it can project sound over a wide ground area from high altitudes.

a. The AEM-ABS-4 System consists of four amplifier-speaker sets, each having 250 watts output, which are operated in parallel by appropriate interconnection.

3. This system was obtained from an Army unit during the early part of 1965. The details as to aquisition cannot be determined, as most personnel involved in the transaction have since rotated.

4. VMO-2 holds the custody of this system. However, it is presently being used by VMO-6 for range clearance for the Hawk Firex.

5. Data concerning supply or spare parts is not available. However, the system has been maintained thus far with resources available.

6. The only unfavorable design characteristic known is that it must be mounted in the door of the UH-1E rather than underneath. This is due to the frame of the speakers being subjected to breakage with the skid mounted UH-1E.

7. There are no tape recorders with the system, and the compatability of tape recorders with the speaker system is unknown.

8. The system has had restricted use in the 1st Marine Aircraft Wing, therefore, available information on its utilization is limited.

9. Due to the short deadline requirement on this report, full information or tests could not be obtained. Further information will be furnished on request.

UNCLASSIFIED

App 5 - Enclosure (2)

UNCLASSIFIED

Administratitive/Materiel Inspection of Marine Air Group 16 on 6 December 1965.

1. The overall grade is excellent with a numerical mark of 92%.

2. Particularly noteworthy was the operation and maintenance of the wire section, and the overall supply and maintenance procedures of Marine Air Traffic Control Unit 68.

3. Major discrepancies include lack of safety signs and rubber matting in maintenance area, and in complete files of maintenance and technical instructions.

4. Marine Air Traffic Control Unit 68 has initiated an aggressive generator repair program. Minor discrepancies noted were:

a. Lack of adequate tentage for working spaces and storage of spare parts.

b. A radar technician, MOS 5951 is being utilized as supply NCOIC, due to a shortage of a supply clerk MOS 3071.

INTERCOMMUNICATION SYSTEM STUDY

1. The requirement of Headquarters, 1st Marine Aircraft Wing for an Intercommunication System to provide for the immediate exchange of voice information among the General and Special Staff sections was taken under study. It was determined that the desired characteristics of such a system should include the following:

a. Standard production model in stock.

b. Compact desk-top type unit with built-in microphone and loudspeaker.

c. Rugged, preferably transistorized equipment which will function satisfactorily under adverse field installation conditions with minimum maintenance.

d. Output power adequate for transmission over up to six thousand feet of cable.

e. Capable of twenty four hour continuous, intermittent operation.

f. Preferably twenty master-to-master station capacity.

g. Possess some type of busy circuit indication.

h. Conference capability and executive over-ride feature desired but not necessary.

i. Designed for 50 to 60 cycle, 110 to 120 volt AC operation.

j. Outside cable capable of withstanding heavy rains and high heat.

k. Ready source of spare parts.

l. Complete detailed set of system schematics in English.

m. Prompt delivery of system including cable.

2. Six Intercommunication Systems possessing a majority of the characteristics listed in paragraph 1 were thoroughly investigated. A basic comparison of characteristics is contained herein.

3. Conclusions:

a. Centrum and Philips systems are not considered satisfactory. The Centrum systems are designed for complex permanent installations and are deemed unsuitable for field use. The Philips system does not have master station capabilities.

b. Telephone by Allied (Talkaphone) is considered satisfactory. The system is push button and has conference capability, however, it is limited to a ten station capacity. Two ten station systems could be utilized, but no provision is available to tie the two systems together.

Appl-Enclosure (4)

c. The National system is considered satisf ctory due to it's twenty four station capacity, even though no conference capability exists within the system.

d. The Telecall by Nippon Company system is considered desirable. Although this system is of the dial type vice the microphone and loudspeaker type, it possess desirable characteristics not inherent in the other systems, such as selective conference calling and busy circuit indication. This system may also be expanded to a Paging system which enables any station to dial any other station and page the called station by means of a central amplifier and remote loudspeakers at each station, without additional cabling.

4. Recommendations:

a. The Telecall Dionet TOM-20 System is considered to be a superior to all other systems investigated for the following reasons:

(1) It possess all the desired characteristics as set forth in paragraph 1 except for telephone-type handset and telephone dial versus push-button features.

(2) Minimum maintenance required due to two moving parts; the dial mechanism and the exchange contacts.

(3) Spare parts as indicated on schematics are available from the factory with 2-3 week delivery date.

b. The detail cost of the Dionet TOM-20 System is:

(1)

	NUMBER	COST	TOTAL
Intercom Unit TOM-20	20 ea.	$ 30.00	$ 600.00
Power Supply POM-PW	1 ea.	$ 11.20	$ 11.20
Cable 20 multi pair	6000 ft.	$1280.00	$1280.00

(2) To expand the above system to Dionet Paging System, the following items are required:

Audio Amp TOM-TA-16	1 ea.	$ 112.50	$ 112.50
Loudspeakers TO-SP	20 ea.	$ 17.00	$ 340.00

(3) The above prices quoted are 10% off list prices.

c. It is recommended that the Telecall Dionet TOM-20 be approved as the system to fill the requirement as stated in paragraph 1.

d. It is further recommended that the system be expanded to Dionet Paging System which will add greatly to the overall flexibility and capabilities of the system.

e. Due to the distance involved from the factory, it is recommended that 2 TOM-20, 1 POW-PW, and 2-5 ea. of selected spare parts items be included in the original contract. Total cost is approximately $200.00.

f. Total cost of complete system to include Dionet Paging and spare parts is approximately $2543.70. It is noted that about one-half of the total cost is due to the cable price.

5. Characteristic Comparison of Intercommunication Systems.

SYSTEM	OPERATION	CAPACITY	CONFERANCE CAPABILITY	AVAILABILITY	COST LESS WIRING
Centrum MR	Pushbutton	19	No	*Hong Kong	**$908.00
Centrum CE	Pushbutton	19	Yes	*Hong Kong	$2,015.00
Philips	Pushbutton	1 Master	No	Hong Kong	UNK
Telephone by Allied (Talkaphone)	Pushbutton	10	Yes	U.S.	$880.00
National	Dial	24	No	Hong Kong	$750.00
Telecall by Nippon Co.	Dial	20	Yes	Hong Kong Japan	$611.20

* Manufactured in Sweden. An additional 15-20% on this total amount will be charged for shipping.

** 48 conductor cable required for this system would cost $2000 vice $1280 for recommended system.

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Administrative/Materiel Inspection of Marine Air Control Squadron 7 held on 28 December 1965.

1. The overall grade is good with a numerical mark of 85%.

2. Detachment "A" of Marine Air Control Squadron was scheduled to be inspected on 29 December 1965, but due to the nonavailability of transportation for three days this portion of the inspection was cancelled.

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Personnel of the Communication-Electronics Officer Section as of 31 December 1965.

NAME	RANK	RTD
BLAKELY, JAMES A.	LTCOL	Aug66
STOETZER, WILLIAM H.	MAJOR	Sep66
FITZGERALD, ROBERT M.	CAPTAIN	Aug66
STAPLES, ROBERT D.	LT	Apr66
CRUSIE, JAMES J.	MGYSGT	Dec66
FULTON, RICHARD C.	MSGT	Oct66
VAN BROCKLIN, JOSEPH A.	GYSGT	Oct66
SUTTON, ROY L. JR.	GYSGT	Nov66
ORTIZ, GEORGE A.	LCPL	Mar66
BALLARD-NEAL JEREMY E.	LCPL	Feb66
STROM, RICHARD L.	LCPL	Jun66
SWEAT, WILLIAM E.	PFC	May66

FMAW COMMUNICATION CIRCUITS —— EXTERNAL SOURCES 27 DECEMBER 1965

TERMINAL	USE	TRC-27 CH#	MRC-62 CH#	TRC-24 CH#	TRC-90 CH#	FMAW CABLE-PAIR	III MAF CABLE-PAIR	AIR FORCE CABLE-PAIR	AIR FORCE CIRCUIT#	DCA CIRCUIT#	TERMINAL	REMARKS
FMAW	CU				22	M5-7	M2-12	04-56		653V	MAG-36	
FMAW	CU				23	M5-6	M2-11	04-55		872V	MAG-36	
FMAW G-3	Hotline				13	M5-5	M2-1	04-72		654V	MAG-36 S-3	
FMAW	DUXITY				12						MAG-36	Not currently installed. Circuit superimposed on CD MRC-62 chan 2 & 4 through RR3 pr 4 & 5.
FMAW	CU				5	1-20		03-134	OX98	662V	MAG-12	XC PR 116 Tropo Cable from AF 03 cable
FMAW G-3	Hotline				3	1-19		03-132	3556	331V	MAG-12 S-3	XC PR 112 Tropo Cable from AF 03 cable
FMAW	DUXITY				12 TTCH 3			04- 59 (S) 60 (R)		632V	MAG-12	Not currently installed. Circuit installed on OX MRC-62 chan 3 through CC Cable pr 3 & 4
MAG-11/ TADC	Hotline					1-26		03-95	DL39		MAG-11 Van	XC Air Force Cable 13 PR 11
2 LAAM	AAI			11*	21					660V	CRC MKY MTN	* AF/Army System 14, XC with 1 LAAM AAI at Panama.

Encl (7) pg 55

TERMINAL	USE	TRC-27 CH#	MRC-62 CH#	TRC-24 CH#	TRC-90 CH#	FMAW CABLE-PAIR	III MAF CABLE-PAIR	AIR FORCE CABLE-PAIR	AIR FORCE CIRCUIT#	DCA CIRCUIT#	TERMINAL	REMARKS
2 LAAM	AAC			10*	20					659V	CRC MKY MTN	* AF/Army System 14
1 LAAM	AAI			12*							CRC MKY MTN	* AF System 22, XC with 2 LAAM AAL at Panama
1 LAAM	AAC			10*							CRC MKY	* AF System 22
Panama	PLOT/T			*4	15					176V	MACS-7	* Army/AF System 14
TADC FMAW	C/C	7		*2	14					175V	MACS-7	Panama Moniters * Army/AF System 14
1 LAAM	Cross Tell				17			04-53		656V	2 LAAM	Redesignation to FMAW - 2 LAAM CU Requested
MACS-7	C/C			*10	16					655V	MACS-7A	Phu Bai to Danang Control TRC-24
MATCU 67	APPROACH CONTROL			*9	2					645V	CRC MKY MTN	System 14 AF/Army
MATCU 67	Hotline				6					330V	BASE OPS DANANG	
MATCU 67	Weather				12 TTCH1					K894	2D AIR DIV	Danang to Saigon MRC-85

TERMINAL	USE	TRC-27 CH#	MRC-62 CH#	TRC-24 CH#	TRC-90 CH#	FMAW CABLE-PAIR	III MAF CABLE-PAIR	AIR FORCE CABLE-PAIR	AIR FORCE CIRCUIT#	DCA CIRCUIT#	TERMINAL	REMARKS
FMAW COMM GEN	ORDER WIRE						M2-29	04-99			DANANG CONTROL	ORDER WIRE for DCS TT (K940)
TADC/ G-3	Hotline					14-2		03-99	DL-17		ASOC	ZC AF 01-13
FMAW	CU					1-3		03-85	FM-3		FALCON	
G-1/G-4 CEO	DIAL					1-16		03-136	F6385		FALCON	
G-2/G-3	DIAL					1-14		03-118	F6351		FALCON	
CG FMAW	DIAL					1-12		03-137	F6384		FALCON	
ISO	DIAL					1-23		03-178	F6107		FALCON	
FMAW	CU					1-6		03-138	Q-109		FALCON	
FMAW	CU					1-2		03-142	FM-1		FALCON	
FMAW	CU					1-15		03-143	FM-2		FALCON	

TERMINAL	USE	TRC-27 CH#	MRC-62 CH#	TRC-24 CH#	TRC-90 CH#	FMAW CABLE-PAIR	III MAF CABLE-PAIR	AIR FORCE CABLE-PAIR	AIR FORCE CIRCUIT#	DCA CIRCUIT#	TERMINAL	REMARKS
FMAW	CU					1-17		03-161	Q-122		FALCON	
FMAW	CU					-2		03-199	Q13		FALCON	
DaSC	Hotline							03-90	DL-20		M[illegible] 11 Tan	XE AF 13-10
DASC	Hotline							03-87	DL-18		ASCC	
FMAW COMM CEN	DUXTTY					TEST SPA 9 S-40, R-41		03 CABLE S-166, R-174		K940	ARMY MAJOR RELAY NHA TRANG	Danang to Nha Trang MRC-85

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O P 240226Z
FM CG III MAF
TO RUMSMA/COMUSMACV
RUHLBP/CG FMFPAC
INFO RUECEM/CMC
RUHLHQ/CINCPAC
RUHLHL/CINCPACFLT
RUAUBUL/COMSEVENTHFLT
RUABQL/CG FMFPAC/I MAC (FWD)
RUABQL/CG FIRST MARDIV
ZEN/CG THIRD MARDIV
ZEN/CG FIRST MAW
RUMFUT/CTF 76
RUABQL/CTF 78
RUMEUAE/CTG 73.5
BT
S E C R E T SECTION ONE OF FOUR SECTION
OPERATION HARVEST MOON FINAL REPORT
1. BACKGROUND. INCREASED ENEMY ACTIVITY AND CAPTURED PRISONER INTERROGATIONS LED III MAF EARLY IN DEC TO ACCEPT AS CONFIRMED 1ST VC REGT, 3 VC BNS AND 2 LF COS IN HIEP DUC (AT 911246) - QUE SON (BT 0223445) - VIET AN (BT 018270) AREA. INTELL ALSO INDIC VALLEY VIC (BT 1227) WAS VC BASE AREA. SEVERAL RPTS INDICATED VC INTENT TO ATK QUE SON DIST HQ IN MID-DEC. ON THIS BASIS A COORDINATED ARVN/USMC OPN OF 10 DAYS DURATION WAS PLANNED. MISS- ION WAS TO DISRUPT INTENDED VC ATTACK ON QUE SON AND DESTROY
COG G-2
DIST S/C G-3 TOR-241Ø02Z/CCN 234 24Ø226Z/DEC 65/?

PAGE TWO RUMMF 535 S E C R E T
1ST VC REGT. CONCEPT VISUALIZED ARVN FORCES COMMITTED D-1 (7DEC) TO ESTABLISH AND MAINTAIN CONTACT WITH VC. USMC FORCES ORGANIZED AS TF DELTA TO BE COMMITTED D PLUS 1 TO DESTROY VC FIXED BY ARVN AND CONTINUE COMBINED S&D OPNS IN AREA.
2. EXECUTION - HARVEST MOON ULTIMATELY EMPLOYED 3 USMC INF BNS, A PROV ARTY BN GRP, 3 ARVN INF BNS, 1 RNGR BN, 1 APC TRP AND SUPPORTING ARVN ARTY. HELICOPTER AND FIXED WING AIR SUPPORT WAS PROVIDED BY 1ST MAW, VNAF AND USAF FOR ENGAGED FORCES. OPERATION EXECUTED IN ESSENTIALLY 4 PHASES.

A. PHASE I - ARVN MOVEMENT TO CONTACT. ON D-1 11TH RNGR BN AND 1ST BN 5TH REGT (ARVN) CONDUCTED SEARCH AND CLEAR VIC (BT 1545). D-DAY (8DEC) 11TH RNGR AND 1ST BN, 5TH REGT CROSSED LD VIC (BT 142404) TO (BT 159371) 11TH RNGR ON RIGHT PROCEEDING SW WITH ROAD AS UNIT BOUNDARY.

(1) APPROX Ø81330H 11TH RNGR BN WAS HEAVILY ENGAGED BY EST VC BN VIC (BT Ø934). VC EXECUTED DOUBLE ENVELOPMENT FROM NW AND SW. 11TH RNGR BN WITHDREW TO NE TO VIC (BS 122351). ATTEMPTS BY 1ST BN 5TH REGT TO REINF WITH 1 CO HALTED BY HVY SA FIRE. 11TH RNGR ENGAGEMENT WAS SUPPORTED BY A1 GAS STRIKES WITH EXCEL- LNT EFFECT. VC BROKE CONT AT APPROX Ø81445H REPORTEDLY MO

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PAGE THREE RUMNMF 353 S E C R E T
N. DECISION WAS MADE TO REINFORCE 11TH RNGR WITH ARVN UNIT. 1ST BN 6TH REGT WAS HELO LIFTED FROM TAM KY (BT 3122) TO 11TH RNGR PSN. REMAINDER OF 8 DEC QUIET.
(2) DURING NIGHT OF 8-9 DEC, 1ST BN, 5TH REGT VIC (BT 1033) RECVD PROBES CULMINATING IN HVY ASSAULT BY VC IN EST REGT STRENGTH AT 090600H. ATTACK ISOLATED 1ST BN, 5TH REGT AND 5TH REGT CP FROM 11TH RNGRS TO THE N. 1ST BN 5TH AND 5TH REGT CP WERE DRIVEN S IN HEAVY FIGHTING TO HIGH GROUND VIC (BT 123320).
B. PHASE II - USMC COMMITMENT TO OPERATION. DURING PERIOD 9-10 DEC, 3 USMC INF BNS WERE COMMITTED AS PLANNED TO OPN AREA IN SUPPORT OF ARVN TO EXPLOIT TACTICAL SIT.
(1) 2D BN 7TH MAR STAGED AT TAM KY AND HELO LIFTED AT 091000H INFO LZ VIC (BT 016326) IN WEST PORTION OF OBJ AREA. COMMENCED SWEEP TO EAST WITH LIGHT CONTACT DURING DAY. POSITIONS NIGHT OF 9-10 DEC VIC (BT 0431).
(2) 3D BN 3D MAR HELO LIFTED AT 091445H FROM STAGING AREA AT LSA VIC (BT 1545) TO LZ 2 KM SE OF 1ST BN 5TH REGT VIC (BT 1433) SWEPT NW MAKING JUNCTURE WITH 1ST BN 5TH REGT AGAINST HARASSING MORTAR FIRE. POSITION NIGHT OF 9-10 DEC HILL 47 VIC (BT 110320).
(3) TF DELTA RESERVE, THE SPECIAL LANDING FORCE (BLT 2/1), WAS

PAGE FOUR RUMNMF 535 S E C R E T
ALERTED TO MOVE INTO OPNL AREA ON 10 DEC. TF DELTA CP ESTABLISHED AT QUE SON VIC (BT 039340).
(4) ON MORNING OF 10 DEC 2D BN 7TH MAR ATTACKED E AND 3D BN 3D MAR NW TO CONVERGE ON OBJ CHARLIE, HILL 63, VIC (BT 083324). AT 101145H, BLT 2/1 BEGAN HELO LIFT INFO OBJ AREA FROM OFFSHORE SHIPPING. CO F AND DET H&S CO LANDED IN LZ VIC (BT 084294). THE CMD GRU AND CO G LANDED IN LZ VIC (BT 053292). MISSION OF 2/1 WAS TO ESTABLISH N BLOCKING POSITION WHILE 2/7 AND 3/3 CONVERGED ON OBJ CHARLIE, ON LANDING, CO F 2/1 BECAME HEAVILY ENGAGED WITH VC ELEMENTS ENTRENCHED ON LOWER SLOPES OF HILL 407. 2/7 MOVING E DETACHED ONE CO TO ASSIST 2/1 WHILE THE REMAINDER OF 2/7 MOVED ON TOWARD OBJ CHARLIE. 2/1'S ATTACK CARRIED S TO VIC (BT 085287) WHERE VC BROKE CONTACT AND 2/1 IN CONJUNCTION WITH ONE CO 2/7 CONSOLIDATED INTO NIGHT PSNS. 2/7 AND 3/3 CARRIED ONTO OBJ CHARLIE WHICH WAS SECURED BY CO H 2/7 AT 101610H. AN ADDITIONAL CO 2/7, 2/7 CMD GROUP AND 3/3 JOINED SHORTLY THEREAFTER AND CONSOLIDATED IN NIGHT PSNS. AT 101800H A SECOND 2/7 CO WAS DETACHED FROM OBJ CHARLIE TO 2/1'S PSN VIC (BT 085287). ONE CO AND REAR CP 2/7 REMAINED VIC (BT 0431) NIGHT OF 10-11 DEC. [illegible] BN MORNING OF 11 DEC, REMAINING TWO COMPANIES [illegible]

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PAGE FIVE RUHNMF 535 S E C R E T
2/1 WERE HELO LIFTED TO JOIN 2/1 (-) MORING OF 11 DEC. 2/7 MOVED S INTO LINEWITH 2/1. A CO OUTPOST FROM 2/7 AND ARTY FIRING PSNS WERE ESTABLISHED ON HILL 407 THAT EVENING TO SUPPORT SUBSEQUENT OPNS.

C. PHASE III - B-52 STRIKES AND EXPLOITATION - FOUR B-52 ARC LIGHT STRIKES WERE DELIVERED DURING THE PERIOD 12-14 DEC. AT 120730H B-52'S STRUCK RPTED VC BASE AREA IN VALLEY VC (BT 12 27). AREA (BT 060230) TO (BT 060250) TO (BT 090250) TO (BT 090230) TO CLOSE WAS STRUCK AT 130930H. TWO RAIDS ON SW AND E EDGES OF TAORWERE DELIVERED ON 14 DEC TO ISOLATE THE BATTLE AREA. RAIDS OF 12 AND 13 DEC WERE EXPLOITED BY USMC GROUND UNITS.

(1) 3D BN, 3D MAR HELO LIFTED TO THE NE CORNER OF 12 DEC ARC LIGHT STRIKE ON 13 DEC TO COMMENCE EXPLOITATION. RESISTANCE ENCOUNTERED AT THE MOUTH OF VALLEY WAS OVERCOME BY EARLY EVENING AND CONTROL OF VALLEY ESTABLISHED ON HIGH GROUND. DURING NEXT THREE DAYS 3D BN, 3D MAR MADE REPEATED SWEEPS THRU VALLEY AGAINST LIGHT AND SPROADIC VC RESISTANCE. SWEEPS DISCOVERED MANY VC TUNNELS AND CAVES CONTAINING LARGE QUANTITIES OF VC STORES, EQUIPMENT AND MANUFACTURING INSTALLATIONS.
BT

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RUAUBUL/COMSEVENTHFLT
RUABQL/CG FMFPAC/I MAC (FWD)
RUABQL/CG FIRST MARDIV
ZEN/CG THIRD MARDIV
ZEN/CG FIRST MAW
RUMFUT/CTF 76
RUABQL/CTF 79
RUMEUAE/CTG 79.5
BT
S E C R E T SECTION TWO OF FOUR SECTIONS
(2) DURING THIS PERIOD 2/1 SWEPT SOUTHEAST TO BLOCK VALLEY EXIT OF 12 DEC B52 STRIKE AREA. EARLY ON 13 DEC 2/1 RETRACTED TO PSNS N OF GL (BT 28) PRIOR TO 13 DEC ARC LIGHT RAID. FOLLOWING RAID, 2/1 MOVED SOUTH OVER VERY DIFFICULT TERRAIN. 2/1 ENTERED 13 DEC STRIKE AREA ON 14 DEC. 2/1 SEARCHED AREA THRU 15 DEC BUT FOUND RELATIVELY LITTLE TO REPORT.
(3) WHILE 2/1 AND 3/3 WERE ENGAGED IN B52 STRIKE EXPLOITATION, 2/7 SWEPT WEST TO HILL 185 (BT 022288) THEN SOUTH TO VIET AN WITH NEGLIGIBLE CONTACT. ON 14 DEC 2/7 HELO LIFTED TO PSNS ON NORTH SIDE OF SONG KHANG VIC (AT 9922). B52'S HAD STRUCK SOUTH

SIDE OF RIVER THAT MORNING. TRAPPED VC ELEMENTS WERE CAUGHT BY AIR STRIKES AS THEY ATTEMPTED TO CROSS SONG KHANG. LIGHT RESISTANCE BY SCATTERED VC ELEMENTS WAS QUICKLY ELIMINATED.
D. PHASE IV - CLOSE-OUT OF OPERATION. BY 16 DEC SIGNIFICANT VC RESISTANCE HAD BEEN OVERCOME AND OPERATION HARVEST MOON ENTERED ITS FINAL PHASE.
(1) 3D BN 3D MAR MOVED NE WITHOUT SIGNIFICANT CONTACT OVER FLOODED TERRAIN AND CLOSED OUT OF OPN ON AFTERNOON OF 18 DEC.
(2) 2D BN 1ST MAR ATTACKED NE ON 16 DEC TRAPPING A VC FORCE OF 40-50 BETWEEN 2/1 LEAD ELEMENTS AND 3D BN 3D MAR AT 161020H. 2/1 MAINTAINED CONTACT THRU EARLY EVENING, KILLING 16 BEFORE LOSING CONTACT. 2/1 FOLLOWED 3/3 IN TRACE ON 17 AND 18 DEC, CLOSING OUT OF OPERATION HARVEST MOON ON 19 DEC.
(3) 2D BN 7TH MAR BEGAN SWEEPING EAST ALONG SOUTHERN EDGE OF TAOR ON 16 DEC. 2/7 SWEPT EAST WITHOUT SIGNIFICANT CONTACT UNTIL 181330H WHEN LEAD ELEMENT, CO G, CAME UNDER HEAVY MORTAR AND SA FIRE VIC (BT 225228) NEAR VILLAGE OF KY PHU FROM EST 2 VC COS. SHORTLY THEREAFTER THE REAR ELEMENT CAME UNDER HEAVY FIRE APPROX 1500 M WEST OF LEAD ELEMENTS. CO F MOVED FWD TO REINF CO G LEAV[illegible] IN COLUMN. VC ATTACKED CO F BUT WERE R[illegible]

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PAGE THREE RUMNMF 536 S E C R E T
CO F RETURNING FROM REINFORCING MISSION. VC GAINED WESTERN EDGE OF KY PHU BUT WERE DRIVEN OUT BY CO F. VC ASSAULTED REAR ELEMENT OF COLUMN ACROSS OPEN GRND. HVY ORGANIC FIRE, ARTILLERY AND ARMED HELICOPTERS STOPPED ASSAULTING VC AS THEY GOT O WITHIN 50 METERS OF ROAD 2/7 THEN COSOLIDVATED IN KY PHU AND VC BROKE CONTACT. THE VC UNIT WAS EST BN SIZE AND WAS BELIEVED TO BE 80TH BN OF 1ST VC REGT. 2D BN 7TH MAR RESUMED MOVEMENT TO EAST ON 19 DEC CLOSING OUT OF HARVEST MOON THAT NIGHT.

(4) BY EVENING 19 DEC ALL REMAINING USMC ELEMENTS HAD CONS-OLIDATED IN LSA AND WERE PHASING OUT OF OPN. CLOSE OUT WAS COMPLETED ON 20 DEC WITHOUT FURTHER INCIDENT.

2. SUMMARY OF SUPPORTING ARMS OPERATIONS.

A. AIR SUPPORT OPERATIONS.

(1) FIXED WING

MAG-11 523 SORTIES/710 HOURS
MAG-12 523 " " "
VMGR-152 3 AIRDROPS OF 105 AND 155 MM AMMO TOTALING 90,000 LBS

(2) ORDNANCE EXPENDED

PAGE FOUR RUMNMF 536 S E C R E T

1058 - 250 LB BOMBS
539 - 500 LB BOMBS
173 - NAPALM DROPS
1522 - 2.75" FFA ROCKETS
7 - LAZY DOG

(3) ROTARY WING

SORTIES 9230
TROOPS LIFTED 12,177
SUPPLIES AND EQUIP TRANSPORTED - 638 TONS.

(4) IN ADDITON TO THE ABOVE, 4 ARC LIGHT STRIKES WERE RUN BY 3 AD, USAF B-52 BOMBERS IN THE AREA OF OPERATIONS.

B. ARTILLERY SUPPORT OPERATIONS

(1) 155 MM - 1802 ROUNDS
(2) 105 MM - 3062 ROUNDS
(3) 107 MM - 1022 ROUNDS

TOTAL ARTY ROUNDS EXPENDED IN SUPPORT OF HARVEST MOON: 5886

ANALYSIS OF OPERATIONS.

(1) TERRAIN IN OPERATIONS AREA WAS STEEP, RUGGED AND COVERED WITH DENSE BRUSH GROWTH AT ELEVATION AND THOROUGHLY FLOODED IN PADDY AREAS. POOR TRAFFICABILITY COMPLICATED MA... HELICOPT...

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IN OPNS AREA WAS POOR DUE EFFECTS OF CRACHIN WITH RESULTING LOW CEILINGS, HVY CLOUD COVER, FREQUENT HVY RAINS AND POOR VISIBILITY.

DESPITE THESE CONDITIONS AIR SUPPORT WAS CONTINUOUS AND VITAL TO SUCCESS OF THE OPERATION. THE AIR ARM ONCE AGAIN ESTABLISHED ITSELF WITH AUTHORITY IN THE AIR GROUND TEAM.

(2) PLACEMENT OF ARTILLERY UNITS IN SUPPORT OF HARVEST MOON ADDED FLEXIBILITY TO SELECTION OF SUPPORTIN ARMS YET RETAINED ABILITY TO MASS FIRES. DESCRIPTION FOLLOWS: HELICOPTERS TRANSPORTED A PLATOON OF 107MM MORTARS (3 TUBES) OF BTRY W 1/12 AND A PLATOON OF 4.2 MORTARS (2 TUBES) OF THE SLF TO THE FORWARD EDGES OF THE BATTLEFIELD VIC (BT 0727) AND (AT 9923). FROM THERE THEY PROVIDED DIRECT SUPPORT TO THE ASSAULT ELEMENTS. THE MEDIUM RANGE 105MM HOWITZERS OF BATTERY A 1/12 AND BTRY F 2/12 PROVIDED DIRECT SUPPORT FIRES FROM THE VICINITY OF QUE SON. THE LONGER RANGER 155MM HOWITZERS OF BTRY L 4/12 AND BTRY M 4/11 WERE POSITIONED ALONG HIGHWAY ONE VIC (BT 2432). THIS POSITIONING OF ARTILLERY PROVIDED MAXIMUM COVERAGE TO THE BATTLE AREA. ARTILLERY SUPPORT WAS CONTINUOUS THROUGHOUT HARVEST MOON. OF PARTICJAR NOTE WAS PERFORMANCE OF THE TWO 155MM HOW BATTERIES IN CONTACT OF BT

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INFO RUECEM/CMC
RUHLHQ/CINCPAC
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RUAUBUL/CONSEVENTHFLT
RUABQL/CG FMFPAC/I MAC (FWD)
RUABQL/CG FIRST MARDIV
ZEN/CG THIRD MARDIV
ZEN/CG FIRST MAW
RUMFUT/CTF 76
RUABQL/CTF 79
RUMEUAE/CTG 78.5
BT
S E C R E T SECTION THREE OF FOUR SECTIONS
2/7 ON 13 DEC. AT THIS TIME ARTILLERY FIRE WAS BROUGHT TO WITHIN 50 METERS OF FRIENDLY LINES AND MUST BE GIVEN A LARGE MEASURE OF CREDIT IN REPELLING VC ATTACKS.

D. FOUR ARC LIGHT STRIKES MARKED FIRST TIME THAT B-52'S HAVE BEEN USED IN DIRECT SUPPORT OF A MARINE OPERATION. RESULTS WERE GRATIFUING. SCHEDULED STRIKES WERE EXECUTED ON TIME WITH PRECISION ACCURACY. EFFECTIVENESS OF B-52 STRIKES DICATES A CONTINUING REQUIREMENT TO REQUEST THIS WEAPON IN SUPPORT OF USMC AND ARVN OPERATIONS AS APPROPRIATE TARGETS ARE IDENTIFIED.

PAGE TWO RUMNMF 537 S E C R E T
3. ENEMY SUPPLIES AND EQUIPMENT CAPTURED.

A. SUPPLIES:

45 TONS RICE, 11 TONS TEA, 1200 GAL FISH OIL, 3 TONS SALT, LARGE STORE PEANUTS, 500 LBS SUGAR, 300 LBS SOUP MIX, 125 GAL FUEL, 500 FLASHLIGHT BATTERIES, LARGE QUANTITY MEDICINES AND MEDICINAL SUPPLIES, 3800 METERS PLUS 40 BOLTS UNFORM CLOTH, HUNDREDS OF REALS OF BLANK PAPER AND NOTE BOOKS, 600 COMPLETE UNIFORMS, 15000 BUTTONS, BUNDLES OF THREAD AND 20 ROLS OF BROWN PLASTIC MATERIAL.

MAJORITY OF FOOD SUPPLIES DESROYED.

B. MISC EQUIPMENT:

9 BICYCLES, 31 PICK/MATTOCK HEADS, 15 ENTRENCHING TOOS, 200 BAMBOO SIGNAL DRUMS, 3 SWEING MACHINES, LARGE QUANTITY OF MISC FIELD EQUIPMENT, 1-16" LOUDSPEAKER AND 1 HOME MADE GAS MASK.

C. COMM EQUIP:

4 AN/PRC-10 RADIOS, 1 AN/PRC-9 RADIO, 1 AN/PRC-6 RADIO AND 5000 METERS COMM WIRE. COMM EQUIP REPOSITIONED TO 3D MARDIV HQ.

D. WEAPONS CAPTURED (108 TOTAL, NOT INCL MIS)

(1) CREW SERVED: 13

2 [illegible] RR, 1 81 MORTAR, 1 60MM MORTAR

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PAGE THREE RUMNMF 537 S E C R E T
1 50 CAL MG, 2 M1919A4 MG (US), 1 RPG MG,
1 FRENCH LMG, 2 CZECH BRNO MG (1 IS CHICOM COPY).
(2) INDIVIDUAL: 95
12 BAR (US), 5 TS MG (US), 14 M-1 RIFLES (US)
4 M-1 CARBINE (US), 1 K-50, 5 MAT-49
1 AK, 39 K-44, 8 MASS-36, 3 MAUSERS,
1 ENFIELD, 1 UNK SMG & 1 UNK RIFLE. ALL WPNS
REPOSITIONED TO 3D MARDIV HQ
4. LOGISTICS
A. A LOGISTIC SUPPORT UNIT WAS ORGANIZED TO PROVIDE DIRECT LOGISTICS SUPPORT FOR TASK FORCE DELTA. MAIN ELEMENT OF LSU WAS CO A (-) (REIN), 3D SHORE PARTY BN. PRINCIPAL ELEMENTS ATTACHED TO CO A WERE CLEARING PLAT (-) (REIN), 3D MED BN, 3D MT BN (-) (REIN) AND DET FROM 3D AND 7TH ENGR BNS. LESSER ELEMENTS ATTACHED TO LSU INCLUDED DETS FROM AMMO CO, RATION CO AND EOD ALL PROVIDED BY FLSG. DET OF TAFDS WAS PROVIDED BY MABS-36. IN ADDITION TO ABOVE ORGAINIZATION, ELEMENTS WERE MADE AVAILABLE TO PROVIDE SECURITY FOR LOGISTIC SUPPORT AREA. THESE INCLUDED AT ONE TIME OR ANOTHER D/1/1, D/1/3, PROVISIONAL CO, SPECIAL LANDING FORCE, AND ONE PLAT, CO F 7TH MARINES.

PAGE FOUR RUMNMF 537 S E C R E T
B. LOGISTIC SUPPORT WAS INITIALLY PROVIDED BY FLSG, DA NANG AND FLSU NR 1 AT CHU LAI. THIS CONSISTED OF EARMARKING SUPPLIES TO BE MOVED TO LSA AND THE TOTAL SUPPORT REQUIRED. 3D MT BN (-) (REIN) LIFTED INITAL STOCKS TO LSA FROM BOTH LOCATIONS AND PROVIDED DAILY RESUPPLY LIFTS THEREAFTER. FLSG WAS THE PRIMARY SOURCE OF SUPPLY FOR LSA.
(1) CLEARING PLAT (-)(REIN) WAS INITIAL EVACUATION POINT FOR CASUALTIES OCCURRING IN THE OBJECTIVE AREA. FOLLOWING TREATMENT AT THE LSA, PATIENTS WERE FURTHER EVACUATED TO CO C 3D MED BN, DA NANG, CO B 3D MED BN, CHU LAI OR LPH VALLEY FORGE.
(2) LOGISTIC SUPPORT WAS PRIVIDED TO UNITS IN OBJECTIVE AREA BY HELICOPTERS AND FIXED WING AIRDROPS TACTICAL AND ADMINISTRATIVE TROOP LIFTS WERE CONDUCTED TO, WITHIN AND FROM OBJECTIVE AREA.
5. PSYWAR
A. GENERAL. INTERROGATION REPORTS OF VCC IN ADDITION TO REPORTS FROM FRONT LINE UNITS INDICATED THAT PSYCHOLOGICAL WARFARE COULD BE PROFITABLY APPLIED IN HARVEST MOON AREA. IN VIEW OF THIS A CONCENTRATED PROGARM WAS INITIATED TO COMPLEMENT [illegible] IN OPERATIONS AREA. PLANS INCLUDED EXTENSIVE LEAF[illegible]

SE[redacted]

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PAGE FIVE RUHNMF 537 S E C R E T
DROPS IN ADDITION TO BROADCASTS THROUGHOUT AREA. AN EXTREMELY EFFECTIVE TAPE WAS MADE BY A VC RALLIER AND WAS USED EXTENSIVELY. DAILY ACTIVITY IN TEH PSYWAR PROGRAM AS FOLLOWS.

(1) 12 DEC. 180,000 LEAFLETS DROPPED OVER THREE SELECTED AREAS. (LEAFLETS WERE TWO LETTERS FROM VCC APPEALING TO THEIR FELLOW VC TO SURRENDER (90,000 OF EACH LETTER DROPPED)).

(2) 13 DEC. AERIAL BROADCAST ON TAPE OF VCC APPEALING TO COMRADES TO SURRENDER, IN ADDITION SPEECH BY DISTRICT CHIEF OF THAN BINH DISTRICT USED OVER THREE SELECTED AREAS.

(3) 14 DEC. 75,000 SURRENDER APPEAL WITH SAFE CONDUCT PASSES DROPPED OVER TWO AREAS.

(4) 15 DEC. AERIAL BROADCAST OF VCC LETTER TO COMRADES IN ADDITION TO SPEECH BY RALLIER USED OVER FOUR AREAS.

(5) 16 DEC: AERIAL BROADCAST OF SPEECHES BY A VCC, RALLIER, AND THE VN NOTIONAL ANTHEM MADE OVER 4 AREAS.

(6) 17, 18, 19 DEC. EXTENSIVE PLANS MADE FOR THESE DAYS BUT LESS THAN MARGINAL WEATHER PREVENTED EXECUTION.

(7) 20 DEC. LOUDSPEAKER BROADCAST OF SPEECH BY VCC TELLING OF GOOD TREATMENT RECEIVED AT HANDS OF U.S. AND ARVN PERSONNEL. APPEALS TO VC TO STOP FIGHTING VN BROTHERS. IN ADDITION 100,000 BT

NNNN

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DE RUFD NR 094
CO RUABQL RUAUBUL RUECEM RUHLBP RUHLHL RUHLHQ RUMEUAE RUMFUT
DE RUFNMF 538 3570226
ZNY SSSSS
O P 240226Z
FM CG III MAF
TO RUMSLA/COMUSMACV
RUHLBP/CG FMFPAC
INFO RUECEM/CINC
RUHLHQ/CINCPAC
RUHLHL/CINCPACFLT
RUAUBUL/COMSEVENTHFLT
RUABQL/CG FMFPAC/I MAC (FWD)
RUABQL/CG FIRST MARDIV
ZEN/CG THIRD MARDIV
ZEN/CG FIRST MAW
RUMFUT/CTF 76
RUABQL/CTF 78
RUMEUAE/CTG 78.5
BT
S E C R E T FINAL SECTION FOUR
LEAFLETS WERE DROPPED.
(3) 21 DEC. FINAL DAY, AN EXTENSIVE LEAFLET DROP IN ADDITON TO WIDE DISSEMINATION OF TAPE OF VCC SURRENDER APPEAL.
6. CASUALTIES.

A. USMC	VC (IN USMC OPN AREA)
(1) KIA: 45	(1) KIA (CONF): 314
(2) DOW: 26/71	(2) KIA (EST): 327
(3) WIA:	(3) KBA (CONF): 93
(A) EVACUATED 162	(4) KBA (EST): 309

(B) RET TO DUTY 119	(5) VCC: 35 (INCL 4 PAVN)
	(6) VCS: 231
	(7) RALLIERS: 3 (INCL 2 PAVN)
	(8) WIA (EST): 100

B. KILL RATIO
(1) CONFIRMED 8:1
(2) ESTIMATED: 20.5-1
7. EFFECT ON THE ENEMY. THREE SET PIECE BATTLES WERE FOUGHT BY BN SIZE VC UNITS: FIRST AGAINST ARVN ON 8TH AND 9TH OF DEC, SECOND AGAINST MARINE ELEMENTS LANDING TO REAR OF VC POSITIONS ON 10 DEC AND THIRD AGAINST 2/7 AS TI PUSHED EAST ON 18 DEC. EXCEPT FOR THESE, IN WHICH HE SUFFERED HEAVY CASUALTIES, THE VC RESORTED TO HARASSMENT IN AN OBVIOUS ATTEMPT TO EXFILTRATE THE AEREA. THES EFFORTS COST HIM 50 PER CENT OF THE EFFECTIVENESS OF THE FIRST VC REGIMENT. HE CAN, HOWEVER, PROBABLY RECONSTITUTE THIS REGT IN APPROX ONE MONTH USING MAIN AND LOCAL FORCE UNITS. THE 195TH/519TH PAVN AA BN SUFFERED A MINIMUM 50 PER CENT, POSSIBLY AS HIGH AS 75 PER CENT , CASUALTIES. LOCAL FORCE, MAIN FORCE AND GUERRILLA UNITS SUFFERED LOSSES PROPORTIONATE TO THEIR CONTACTS WITH MARINES. THESE PAST N

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PAGE THREE RUMNUF 538 S E C R E T
ARE REFLECTED IN HIS 407 KNOWN DEAD AND THE VERY
POSSIBLE DEATH OF 636 OTHERS. WHILE IT IS TOO EARLY TO ASSESS
FULLY AND ANALYZE COMPLETELY THE EFFECTS OF HARVEST MOON ON THE
VC, THIS MUCH IS KNOWN; HE HAS BEEN SOUGHT OUT AND MAULED,
CHASED FROM HIS STRONGHOLDS, SUFFERED COMBINED AIR-GROUND ATTACKS
DURING WEATHER CONDITIONS WHICH HAVE PREVIOUSLY GUARANTEED
HIM SAFETY, BEEN SUBJECTED TO MASS AREA BOMBING AND DECISIVELY
DEFEATED IN A FINAL ATTEMPT TO AMBUSH A TIRED MARINE BATTALION
AS IT PUSHED THROUGH FLOODED RICE PADDIES IN SEARCH OF HIM.
HARVEST MOON PROVED CONCLUSIVELY THAT THE VIET CONG CAN BE
DECISIVELY DEFEATED WITH PROPER APPLICATION OF THE PRINCIPLE
OF MASS AND MANEUVER COUPLED WITH VIGOROUS OFFENSIVE ACTION.
THIS OPERATION FURTHER DEMONSTRATED THE VALUE OF COORDINATED
USMC/ARVN OPERATIONS IN ENGAGIN VIET CONG AND WILL SERVE AS A
STEPPING STONE TO CONTINUOUS IMPROVEMENT OF COMBINED EFFORTS
IN THE FUTURE.
GP-4
BT

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

ANNEX (Air Support Operations) to "Harvest Moon" After Action Report

Subj: Air Support Operations

1. Summary of Air Support Operations

"Harvest Moon" was planned and put into execution in a very short time frame and only personnel with a "need to know" were informed of the operation. In consonance with most counterinsurgency operations in Vietnam, the nature of the terrain and enemy activity in the objective area dictated intensive use of air support from the initial stages of planning for Operation "Harvest Moon". A Tactical Area of Responsibility (TAOR) (as contained in Annex B to Operation Order 1-65) was designated for the operation and approved by the ARVN Commander I Corps. Initial planning included a heliborne assault on D+1 by 2nd Battalion, 7th Marines on Objective One (LZ-BT 017-325), a hill mass southwest of the town of Que Son. Subsequent operations envisioned "fix and destroy" operations against the Viet Cong in the area, as ordered, utilizing any or all elements of Battalions 2/7, 2/1 or 3/3. The First Marine Air Wing was directed to provide air support for the operation. The First Marine Aircraft Wing was later augmented by the helicopter resources of HMM-363 and HMM-261 who have been under OPCON of FIELD FORCES Vietnam, and the Special Landing Force, respectively.

The operation encompassed a period of approximately 12 days. An airborne Direct Air Support Center (DASC), utilizing a KC-130, was employed from L-Hour minus One on D-Day plus One through D-Day plus two when the Task Force Delta DASC was set up at Que Son, adjacent to the Command Group.

[redacted]

AAR-17

[redacted]

For the remainder of the operation the DASC at Que Son (Landshark Bravo) controlled air support operations. Tactical air requests were handled by Landshark Bravo over the TAR net as well as through the Task Force S-3 to the DASC.

The Logistics Support Area (LSA) at (BT 154-450) served also as a helicopter staging area. Aircraft fuel was available on D+2 at the LSA. An element of MAG-16 operations established a helicopter control team with the necessary communications to control helicopters in and out of the LSA. This control team was also tied in to Landshark Bravo, the DASC at Que Son, by both phone and radio.

After the initial heliborne landings of the three battalions on D+1 and D+2, there were approximately 60 additional helicopters lifts of platoon size or larger, plus the numerous daily Med Evac, reconnaissance, liaison and smaller resupply and administration missions. The nature of the operation dictated minimum time between planning and execution of these missions. The major portion of these lifts were conducted in marginal weather conditions with ceilings of 300 to 1500 feet and visibility from ½ mile to 3 miles. Coupled with the mountainous terrain and enemy fire, these weather conditions were extremely hazardous for air operations. Helicopters and fixed wing aircraft were successfully employed under these conditions, however.

In accordance with First Marine Aircraft Wing doctrine, all assault lifts into unsecure zones were preceded by landing zone prep by A4 and F4 attack aircraft. Helicopter escort and landing zone CAP by A4 attack aircraft plus armed UH-1E fire suppression support were also provided.

[redacted]

[redacted]

Weather, as mentioned earlier, influenced the effectiveness of air support to a considerable extent and dictated the ordnance utilized. Napalm, 20MM, Rockets and 250 lbs M-81 bombs with Snakeeye fins and Daisy Cutter fusing were employed for this low level work. Normally two to four fixed wing aircraft were on station continously during daylight hours when weather permitted and eight aircraft were on 15 minute ground alert at Danang and Chu Lai during darkness and bad weather. A flare plane at Danang and Med Evac helicopters at the LSA were also on 15 minute ground alert throughout the operation. Air Support Radar Teams at both Danang and Chu Lai controlled TPQ-10 missions in the objective area during the periods of darkness. While the ASRT has the capability of controlling bombing drops within 500 meters of friendly troops, there was no requirement for TPQ-10 drops that close on this operation. Four targets in the objective area were interdicted by USAF B-52 bombing raids during the "Harvest Moon" operation. This required close coordination to insure the safety of ground troops and aircraft in the vicinity.

CH-37 helicopters proved invaluable in transporting batteries of stripped down 105 howitzers and carrying communications vans and jeeps into the objective area. One stripped down UH-34 was retreived by a CH-37. Two Army CH-47's assisted in the operation by picking up several other UH-34's forced down by mechanical trouble. Two helicopters were lost in the "Harvest Moon" operation. One UH-34 forced down by mechanical trouble was destroyed by the VC with grenades before a security force could be brought in to protect it. The crew was safely evacuated. A UH-1 was shot down on a night Med Evac mission, the pilot was killed and the crew members were WIA.

[redacted]

[redacted]

There were a total of 106 incidents in which helicopters reported being fired at. Fifty three aircraft were hit with over 162 rounds. A number of these were .50 caliber rounds. Total casualties incurred by aviation personnel were 1 KIA and 12 WIA.

Armed UH-1E helicopters played a vital role in escorting road convoys from Chu Lai and Danang to the LSA and return. Along with Army OH-6's, they also provided valuable reconnaissance information. UH-1E pilots provided a valuable source for TAC(A) requirements.

A summary of the operation shows that the A-4 and F-4 aircraft flew a total of 523 sorties and 710 flight hours during Harvest Moon. The helicopters flew 9,230 sorties and 3,262 flight hours. They lifted 12,177 troops and 638 tons of cargo. KC-130 aircraft made three air drops of 105 and 155 ammunition totaling 90,000 pounds and received 10 hits from small arms fire. Ordnance expended included 1058 MK-81/ANM-57 250# bombs, 539 MK-82/ANM-64 500# bombs, 173 napalm, 208 5" Zuni rockets, 1529 2.75 FFAR and Lazy Dogs.

2. Problems Encountered

a. Weather was a critical factor in the operation. Both helicopters and fixed wing aircraft conducted operations in weather that was below safe operating minimums. At these low altitudes and reduced visibility, aircraft were exposed not only to the hazards of the terrain, but to excessive small arms and automatic fire as well. Low altitude operations also restricted the type ordnance delivered by fixed wing attack aircraft. Only those items of ordnance that can be safely and accurately delivered at low altitudes could be employed.

[redacted]

[redacted]

b. Heavy Lift Capability was not adequate for the operation. While the CH-37 helicopters utilized did an outstanding job, the operation emphasized the need for a helicopter capable of lifting 105 howitzers and downed UH-34's without having to strip or disassemble them. This is especially true in the case of downed UH-34's where retrieval time must be minimal to avoid destruction of the aircraft by the VC. Demonstration of the value of this capability was provided when Army CH-47 helicopters retrieved several UH-34's after only the rotor blades were removed.

c. Marking and identification of unit locations needs to be improved. In rugged terrain under low ceilings and visibility, it is extremely difficult for a pilot to identify even a well marked LZ and virtually impossible with a poorly marked one. Night operations aggravate the problem. Panels and smoke could be used much more effectively than they were.

d. Emphasis must be placed on insuring that helicopter pilots report in and out with the DASC. Omission requires continual checking and use of already overcrowded channels by the DASC to determine the status of the mission assigned. It results in poor utilization of helicopter resources, as efficient scheduling is impossible under these circumstances.

e. Mis-utilization of flare aircraft resources degrades the capability of I Corps DASC to provide illumination in an emergency to out posts in I Corps that come under attack. Some units request constant illumination or a flare aircraft continually overhead when no action is taking place or imminent.

f. Helicopter Availability became a problem as the intensive tempo of helicopter operations continued day after day without let up.

[redacted]

[redacted]

Helicopter maintenance units were unable to keep pace as all available aircraft were utilized, providing little or no time for necessary preventive maintenance. Availability diminished daily until the end of the operation.

g. Commanders must insure that heliborne troops are trained to load and disembark rapidly from the helicopters and to clear the LZ of equipment and personnel as soon as possible. Failure to do so slows down the heliborne operation. More important, the helicopter and its occupants are in extremely vulnerable position while disembarking troops in a landing zone, and unnecessary delays can easily result in the loss of the aircraft and its occupants from hostile fire.

h. Incomplete information was provided on a number of Tactical Air Requests which necessitated additional calls to obtain the needed information. In some cases this was not possible and confusion resulted in attempting to fulfill requirements with incomplete information.

i. While not problem areas, the following support was considered essential and contributed greatly to the success of the operation.

(1) Airborne DASC was considered essential in an operation such as this. The period of time from the commencement of the operation until the Task Force TASC/DASC is in operation is a crucial one and the airborne DASC is an excellent means of bridging this gap.

(2) Utilization of experienced pilots in UH-1B's as TAC(A)'s to coordinate heliborne assault missions and fixed wing support was essential in setting up heliborne assaults on short notice (2-4 hours). Also utilization of these pilots who were familiar with the area, to lead resupply and Med Evac helicopters into hard-to-locate landing zones in marginal weather proved extremely successful.

[redacted]

[redacted]

(3) Provision of a Helicopter Support Team (HST) augmented by experienced helicopter operations personnel with the necessary communications at the Logistics Support Area contributed immeasurably to the success of the operation. This support was especially required since the LSA also served as the main helicopter staging area. A deficiency in this area, however, was the lack of adequate night lighting at the LSA and the absence of navigational aids such as radio beacons or homing equipment.

3. Recommendations

a. That the requirement to conduct heliborne operations in marginal weather be carefully evaluated by commanders. Adequate landing zone preparation by fixed wing attack aircraft is a necessity for landing in an unsecure zone, and sufficient ceiling and visibility must be available to do the job properly and safely. High speed jets milling around under 1500 feet amid inbound helicopter waves presents a hazardous condition at best. Aircraft forced to fly close to the ground, at or enroute to the LZ, because of low ceilings, are subject to heavy small arms and automatic weapons fire.

b. That our heavy helicopter lift capability be improved by the procurement of the CH-54 Skycrane helicopter. The Army CH-47 is an excellent interim vehicle for the job.

c. That all ground units place more emphasis on proper marking and identification of their helicopter landing zones. More efficient use can be made of available panels and smoke. Consideration should be given to use of TIARA (Tactical Illumination Recently Developed) and/or portable radio beacons for use at night and in bad weather.

[redacted]

d. That helicopter pilots be indoctrinated to report in and out to the Direct Air Support Center/Helicopter Direction Center on all missions.

e. That flare-dispensing aircraft not be scrambled unless a unit is under attack or an attack is imminent. Each unit should have sufficient capability with n its own resources to provide illumination until the flareship arrives on station (approximately 30 minutes for units in the Chu Lai - Danang area).

f. That troops be trained and briefed on the importance of rapid loading and disembarking from helicopters, especially in the landing zone. The landing zone area should be cleared of men and equipment as rapidly as possible to facilitate landing of succeeding waves.

g. That all tactical air requests be complete and in sufficient detail to insure that all required information is available to the pilot performing the mission.

h. That in all future operations of this nature, a complete NET with integral communications be established at the LZA. Night lighting for helicopter operations and a portable homer should be considered a mandatory requirement.

i. That in future operations a planned program be undertaken to harass the enemy at night through judicious utilization of TPQ-10 drops.

j. That a pre-determined plan be established for strikes on selected interdiction targets in the objective area to preclude aircraft from returning to base with unexpended ordnance.

k. That increased attempts be made to keep supporting units up-to-date on the tactical situation.

[redacted]

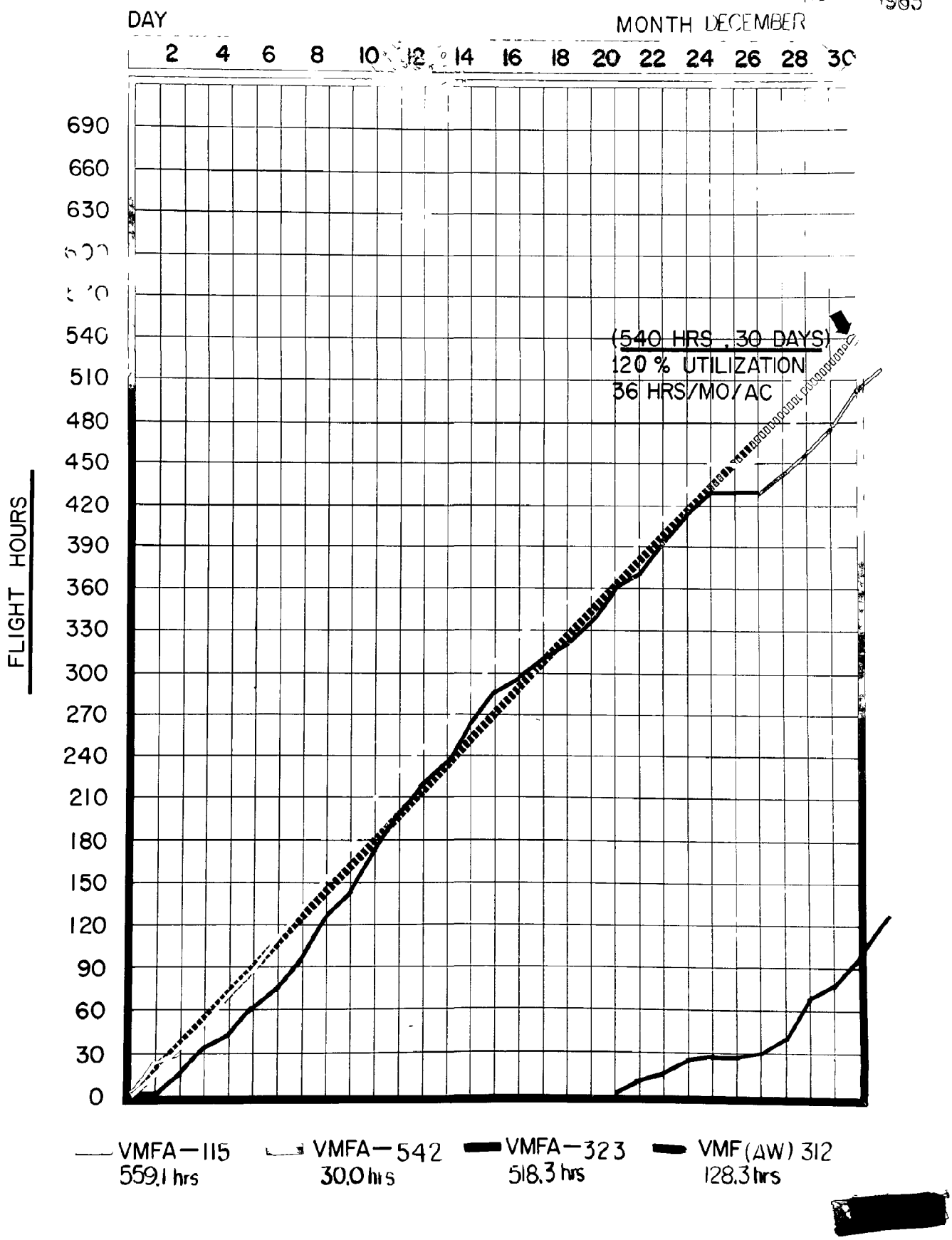
This was difficult to do in a rapidly changing situation such as "Harvest Moon". Additional communications circuits will undoubtedly be required to insure this capability.

[redacted]

[redacted]

MAG-11

DEC 1965



[redacted]

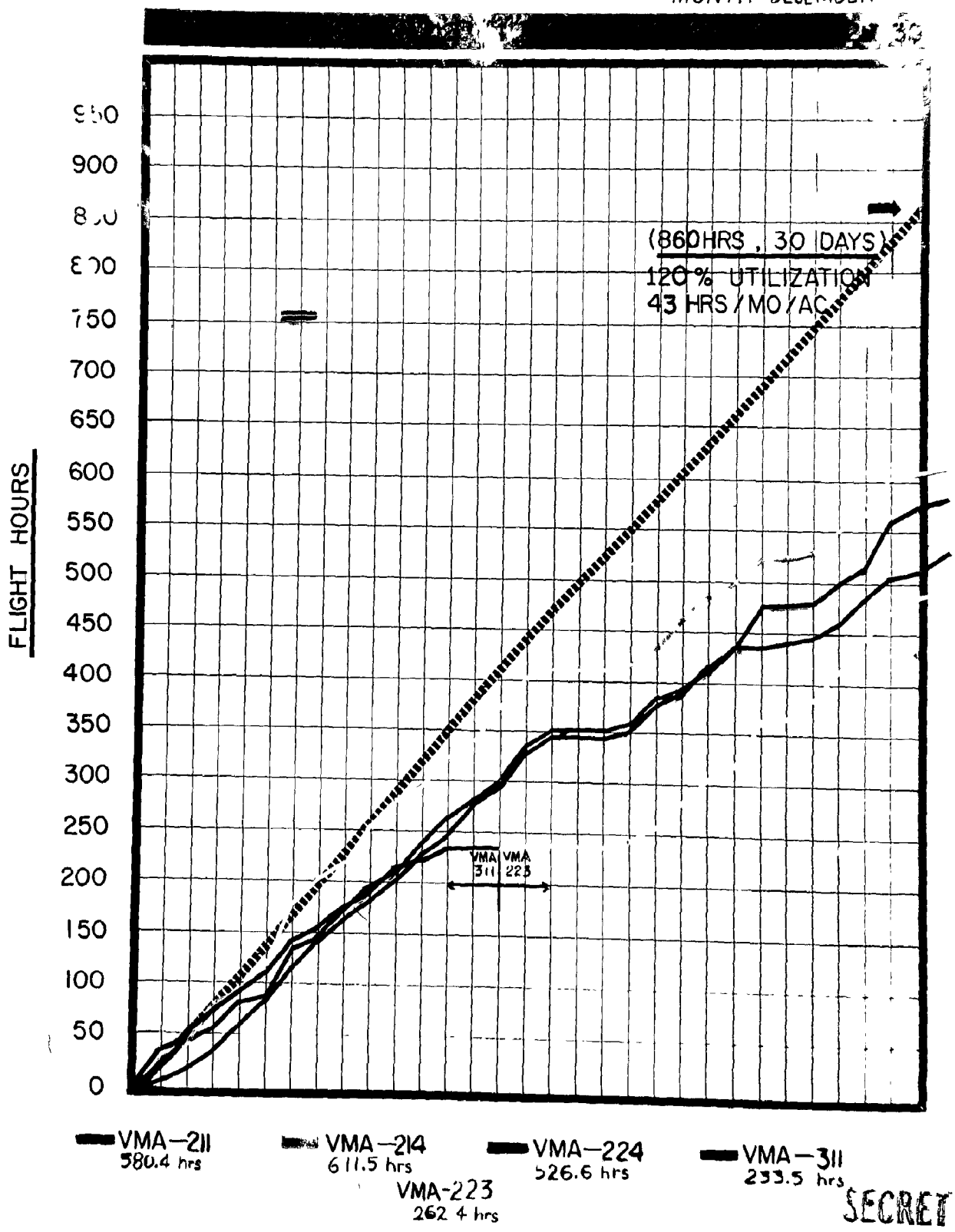
SECRET

MAG-12 [redacted]

DEC 1965

DAY

MONTH DECEMBER [redacted]



SECRET

SECRET

MAG-16

DAY [redacted] 8 10 12 14 16 18 20 22 24 26 28 30 31

MONTH DECEMBER DEC 1965

FLIGHT HOURS

700
600
500
400
300
200
100
0
1300
1200
1100
1000
900
800
700
600
500
400
300
200
100
0

1515.4
1365.8
1346.9

(1200 HRS, 30 DAYS)
125% UTILIZATION
50 HRS/MO/AC

HMM-161
HMM-363
HMM-263

HMM-361 HMM-263 HMM-161 HMM-

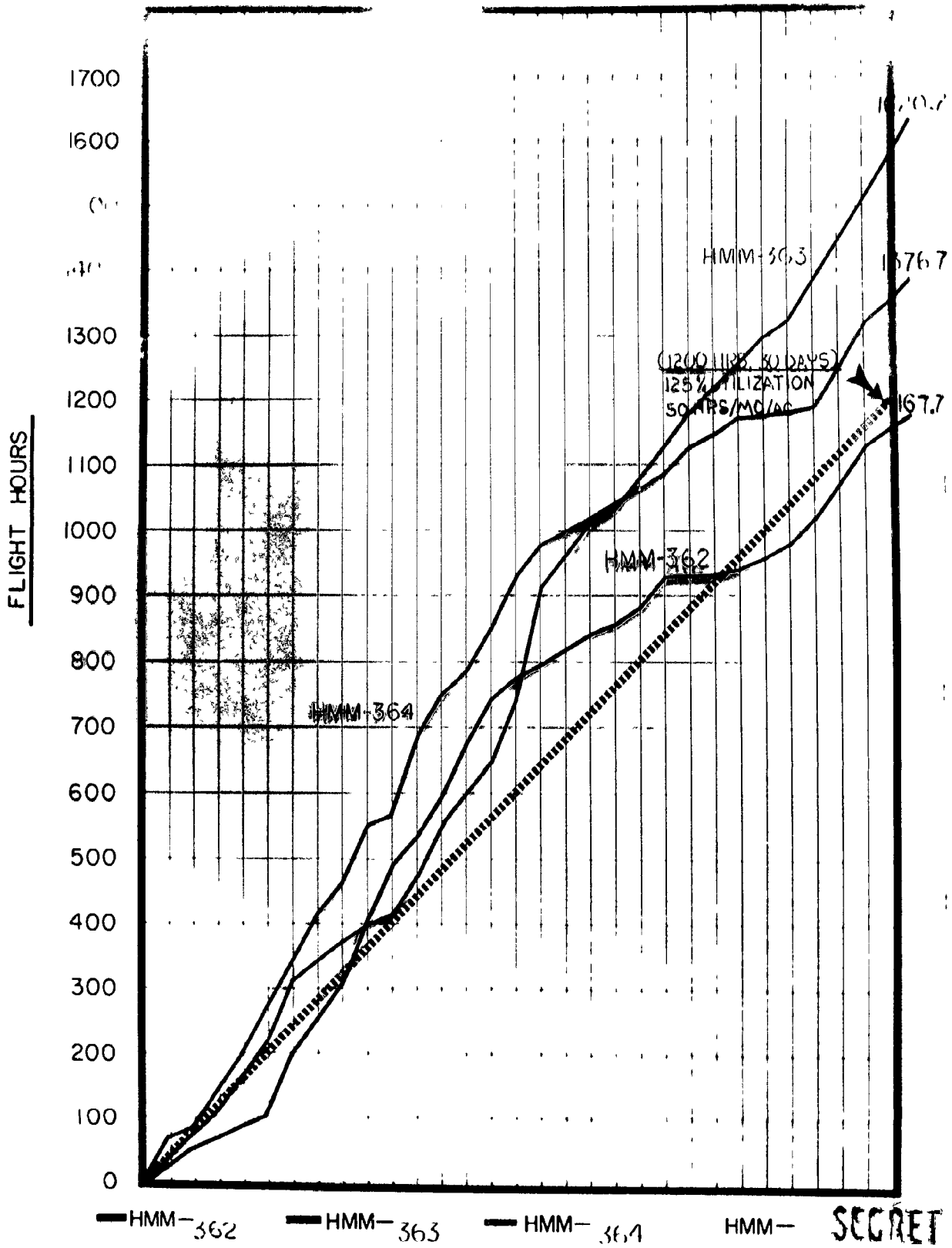
SECRET

SECRET

MAG-36

DAY

MONTH DEC 1965

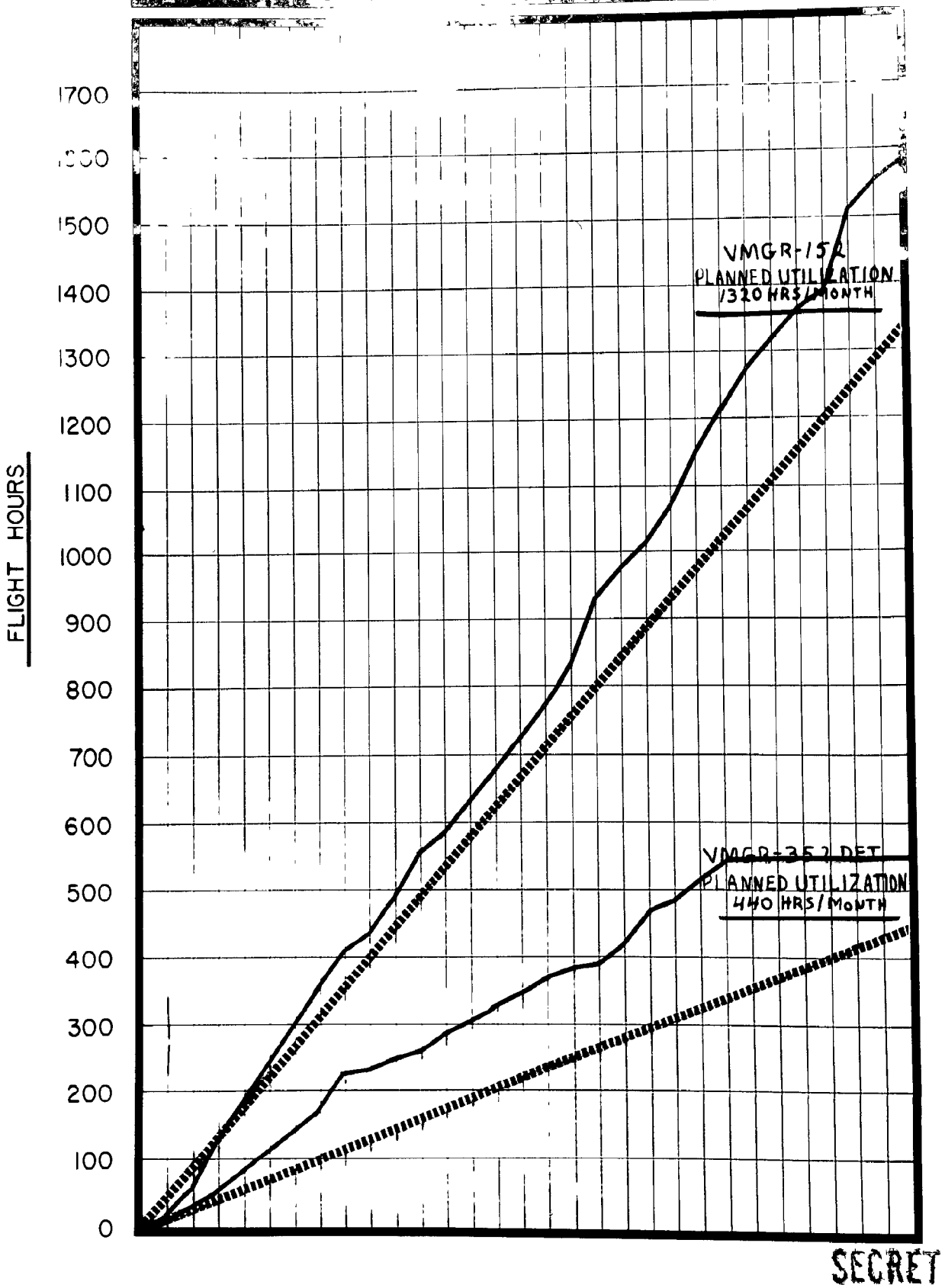


SECRET

SECRET

VMGR-152 DEC 1965

DAY 2 4 6 8 10 12 14 16 18 20 22 24 26 28 30 MONTH DECEMBER



SECRET

SECRET

UH-34 UTILZATION

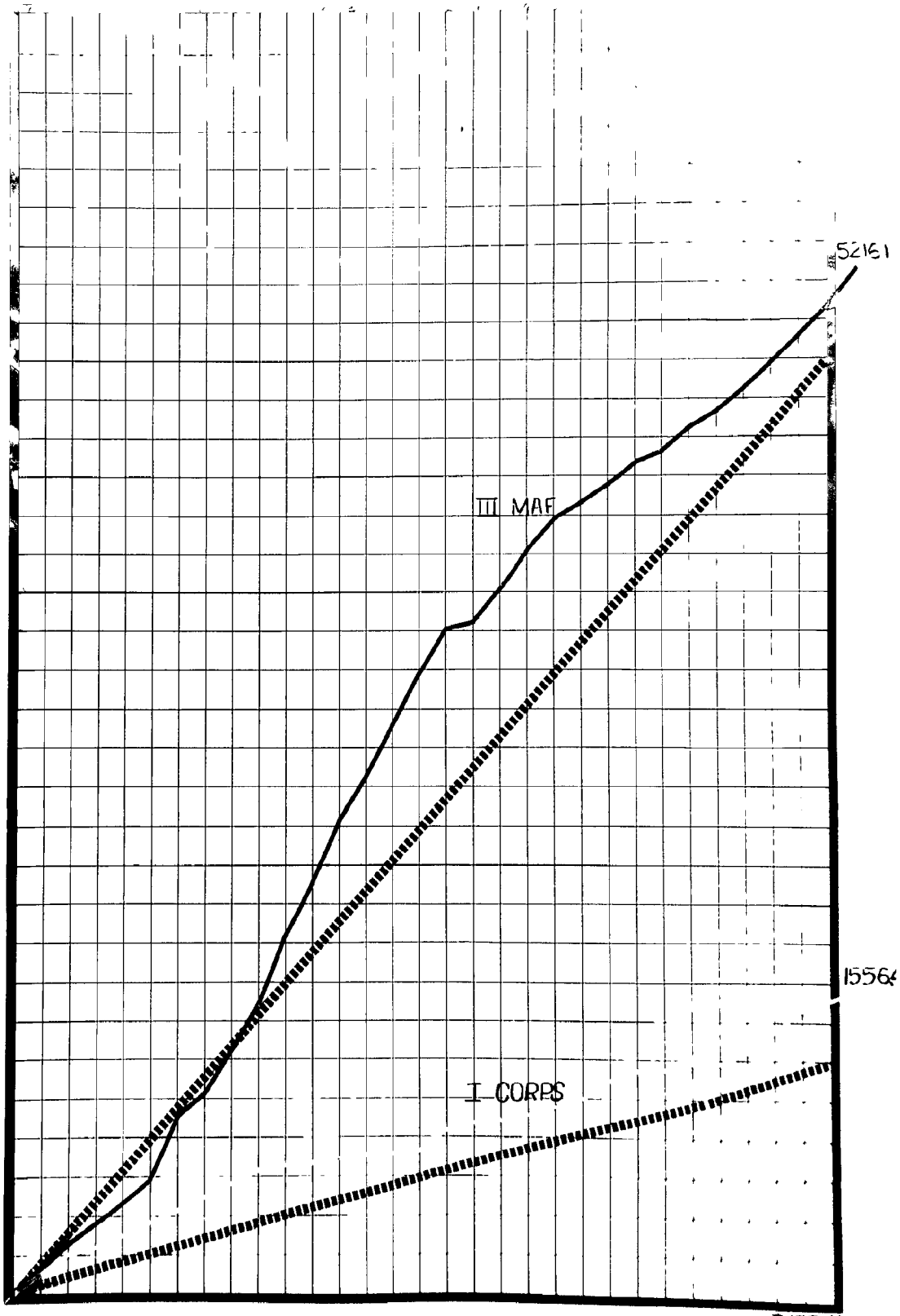
DEC 1965

DAY 2 4 6 8 10 12 14 16 18 20 22 24 26 28

MONTH DECEMBER

FLIGHT HOURS

6400
6000
5600
5200
4800
4400
4000
3600
3200
2800
2400
2000
1600
1200
800
400
0



—III MAF

I CORPS

SECRET

SECRET

UH-1E

DEC 1965

DAY 4 6 8 10 12 14 16 18 20 22 24 26 28 MONTH DECEMBER

FLIGHT HOURS

1300
1200
1100
1000
900
800
700
600
500
400
300
200
100

1051

(900 HRS. 30 DAYS)
125% UTILIZATION
50 HRS/MO/AC

455 3

VMO-2

VMO-6

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JET OPS — DEC 1965

	TYPE MISSION	PREVIOUS TOTAL OCT	PRIOR NOV	PRESENT DEC	FLOWN YESTERDAY	SCHEDULED TODAY	REMARKS AS OF —1800 31 DEC 65
	TPQ-10	594	735	726	22	19*	* DURING DEC ALL TPQ'S WERE TALLIED AS ID/DAS THERE IS FIGURE IS NOT INCLUDED IN TOTAL MAF SORTIES
	ESCORT HELO/COVER (USMC)	381	554	129	62	12	
	ESCORT HELO/COVER (ARVN)			363		72	
	INTERDICTION	208	274	617	12		
	LZ PREP (USMC)	98	38	55			
	LZ PREP (ARVN)						
III MAF	CAS/DAS	21	34	549	2	19	
	PHOTO	28	64	70	4	4	
	OTHER SPECIAL	8	26	46			
	NON-TACTICAL			81	1		
	III MAF SORTIES, TOTAL	1338	1725	1910	103	107	
	INTERDICTION (ARVN)	565	636	425	12	16	
	CAS/DAS (ARVN)	4	144	119			
	PRE-STRIKE (ARVN)						
2D AIR DIV	ESCORT AIRCRAFT/CAP			54	5		
	AIR DEFENSE ALERT			8			
	OTHER / SPECIAL	180	195	2			
	~~STEEL TIGER~~			314	38	40	
	2nd AIR DIV SORTIES, Total	749	975	922	55	56	
	2nd AIR DIV.	137	98	76	5		
ECM/ELINT	TF-77	4	4	12			
	ECM/ELINT SORTIES, Total	141	102	88	5		
CUMULATIVE	TOTAL	2228	2802	2920	165	163	

CLOSE AIR SUPPORT (MAF)

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OBSER OPS

DEC 1965

	NOV LAST MONTHS TOT	DEC T'S MONTH	31 DEC YESTERDAY	TODAY	REMARKS
ASSAULT LIFT	151	172	8		
RESUPPLY	264	389	9		
COMMAND — LIAISON	276	154			
COMBAT SUPPORT LIAISON	104	132	3		
SAR	46	41	2		
MED EVAC	126	314	7		
RECON	379	199	4		
TAC (A) / SPOT	3	13			
SPEC (eg A/C RECOVERY, ESCORT CONVOY, AIR BORNE CP)	514	653	6		
TOTAL MISSIONS	1863	2067	49		
TOTAL SORTIES	20,332	24,962	414		
TOTAL TROOPS / PAX	27,690	33,884	461		
TOTAL CARGO TONS	1284	1971	19		
TOTAL FLT HRS	8038.2	8875.7	147.3		

NOTES DOES NOT INCLUDE FFVN OPS.

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DECLASSIFIED

DECLASSIFIED

DEC 1965

1ST MARINE AIRCRAFT WING STATUS BOARD

UNIT	CALL SIGN	LOCATION	NO TYPE ACFT	COMMANDER	JANUARY SUP III MAF	FEBRUARY SUP III MAF	MARCH SUP III MAF
1ST MAW MWHG 1 HHS 1 1ST LAAM BN 2ND LAAM BN MACS 7 DET A MASS 2 DET A DET B DET C	MOMENT LIFESAVER DISEMBARK WINGMAN PANZER LANDSHARK DEVASTATE	DNG DNG DNG DNG CHU LAI CHU LAI PHU BAI DNG CHU LAI DNG CHU LAI		BGEN K B MCCUTCHEON COL E I LUPTON			
MAG 11 HMS 11 MABS 11 VMFA 115 VMFA 323 VMCJ 1 DET VT VMF AW 312 VMF AW 235	CONDOLE BUCK TOOTH REACH DETAIN BLACK ACE COTTON PICKER LUCKY HARP WAGE CUT	DANANG DNG CONUS	1 C117D 15 F4B 15 F4B 7 EF10B 6 RF8A 13 F8E F8E	COL E B ANGLIN	15 CHOP TO MAG 13 2 F8E CUBI SUP CTF 77	1 TO CONUS 1 FROM CONUS	1 CHOP TO MAG 13
MAG 12 HMS 12 MABS 12 MATCU 67 VMA 211 VMA 214 VMA 223 VMA 224	OX WOOD BUSH ROBE GYPSY GOLD KILL TIME PENGUIN APPLE MISS MUFFET OAK TREE	CHU LAI	1 C117D 20 A4E 15 A4C 19 A4E 18 A4E	COL L E BROWN		15 CHOP TO MAG 13	
MAG 16 HMS 16 DET MABS 16 MATCU 6[illegible] HMM 161 HMM 263 HMM 361 VMO 2 HMM 164	ROSEANN DREAMHOUR JUNKMAN OAKFERN HEAVE HO BARRELHOUSE POWERGLIDE TAR BUSH DEADLOCK NORTH BROOK	MARBLE MOUNTAIN PHU BAI MARBLE MOUNTAIN CONUS	1 C117D 6 CH37C 24 UH34D 20 UH34D 20 UH34D 10 UH1E ARMED 6 UH1E SLICK CH46A	COL T J OCONNER	3 TO FUTEMA		FROM CONUS
[illegible] 36 [illegible] 36 [illegible] 36 HMM 261 HMM 362 HMM 363 HMM 364 VMO 6	NAIL FILE ELUSIVE BARGEES STATION BREAK CLIP CLOP HILL POINT WHITE GOLD KLONDIKE	CHU LAI SLF LPH CHU LAI QUI NHON CHU LAI	1 C117D 21 UH34D 22 UH34D 24 UH34D 20 UH34D 11 UH1E ARMED 5 UH1E SLICK	COL W G JOHNSON	6 OPCON TO MAG 36 6 OPCON TO 79.5 SUP 79.5 SUP FFORV 31 OPCON TO MAG 36		
1ST MAW REAR	MOMENT REAR	IWA		COL H W TAYLOR	SUP TF 79	SUP TF 79	SUP TF 79
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MAG 13 HMS 13 MABS 13 VMA 211 VMFA 314 VMFA 542	SWISS CLOUD BIRD SANDBAR CHAFN JERSEY BAY CASTOR OIL		1 C117D 3 TF9J 17 A4C 16 F4B 11 F4B	COL B E HOWE	15 CHOP TO MAG 11 8 ACFT NAHA AAMEX UNTIL 31	15 CHOP TO MAG 12	1 CHOP TO MAG 11
MCAF FUTEMA	SIDEWINDER	FUTEMA	1 UC45J	COL P C DELONG			

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

16:REM:crp
5750
7 January 1966

From: Wing Medical Officer
To: Commanding General (Attn: ACofS, G-3)

Subj: Medical Department Chronology for the Month of December 1965

Ref: (a) WgO 5750.1B

Encl: (1) Roster of Key Personnel
(2) WgO 6240.2, Subj: Food Handling by Vietnamese Mess Attendants
(3) Copy of Preventive Medicine Section, 1st MAW memo dtd 26 Dec 65
(4) Copies of Wing Medical Newsletter numbers 1, 2, and 3

1. Administrative and Materiel Inspections were conducted on the following units during December.

a. MAG-16 - Grade - 93%

b. HMM-161 - Grade - 85%

c. H&HS-1 - Grade - 83%

d. 1st LAAM Bn - Grade - 81%

e. MASS-2 - Grade - 85%

2. Wing Order 6240.2 was published to limit the contact of untrained indigenous personnel with foodstuffs that would be consumed by Wing personnel. It is planned that this order will remain in effect until such time as indigenous personnel are adequately trained and supervised to relieve U. S. personnel of food service duties.

3. A food service training program has been organized by the Wing Preventive Medicine Chief. The first series of lectures was given on 21, 22, and 23 December 1965. Enclosure (2) is a list of attendees. This is a continuing program which will be presented to all Wing units having food service facilities. This represents another step toward providing better preventive medicine service to Wing personnel.

4. On 11 December 1965, a Wing Medical Newsletter was initiated. The intent of this publication is to provide information which may be of interest to Wing units. Through this medium it is hoped that some degree of uniformity in operations will be established in the Wing Medical Department.

1STMAW MED DEPT CMD CHRON DEC 1965

App-21

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5750
7 January 1966

5. On 24 December 1965, MAG-11 put a phoropter unit and eye lane into operation at their dispensary. This was made possible by the transfer of the phoropter unit from Camp Hansen, Okinawa to the 1st Marine Air Wing. It is no longer necessary to evacuate men out of the country for eye refractions. This service is being provided by the flight surgeon to both 3rd Division and 1st Marine Air Wing personnel. Many man-days will be saved, in addition to the cost of transporting personnel needing this medical service.

R. E. MITCHEL
CAPT MC USN

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

Roster of Key Personnel follows:

NAME	RANK	BILLET
MITCHEL, R. E.	CAPT, MC, USN	Wing Medical Officer
GREEN, R. K.	LTJG, MSC, USN	Wing Medical Administrative Assistant
JOHNSON, E. J.	HMCM, USN	Wing Medical Administrative Chief
KERSEY, W. A.	HMC, USN	Wing Preventive Medical Chief

App 21- ENCLOSURE (1)

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

WgO 6240.2
16:REM:rpb
25 Dec 1965

WING ORDER 6240.2

From: Commanding General
To: Distribution List

Subj: Food Handling by Vietnamese Mess Attendants

Ref: (a) NAVMED P-5010, Subj: Manual of Naval Preventive Medicine

1. Purpose. To define the limits of food handling by indigenous personnel. This is necessary to prevent contamination of foodstuffs to be consumed by Wing personnel.

2. Background. Sanitation inspections have revealed that Vietnamese mess attendants handle foods and beverages, in violation of accepted sanitation procedures. Recent outbreaks of dysentery may have been the result of such practices.

3. Action.

a. Except as indicated below, indigenous personnel will not handle foods, beverages, or ice which are to be consumed by Wing personnel. This includes all foods, cooked or otherwise, which may be contaminated by contact or proximity.

(1) Raw fruits and vegetables may be handled by indigenous labor, provided they are immersed in a chlorine solution in accordance with reference (a). All subsequent handling must be by U. S. personnel.

b. Indigenous personnel will not handle mess or bar gear, such as dishes, silverware or glasses, after sterilization. Condiment containers will not be handled by Vietnamese employees.

4. Recurrence of food handling violations by Vietnamese employees will be cause for their removal.

a. Group commanders will insure that medical officers monitor mess functions for compliance with this directive.

F. J. FRAZER
Acting Chief of Staff

Distribution: "A" less 1, 3, 4, 13 and 14 and "B" Hpp 21 - ENCLOSURE (2)

PMS:WAK:srk
6200.1
26 December 1965

MEMORANDUM

From: Preventive Medicine Section, First Marine Aircraft Wing
To : Mess Officer H&HS-1

Subj: Food Sanitation Training Program; report of

Ref : (a) SECNAVINST 4061.1

1. In accordance with reference (a) a Food Sanitation Training Program was presented to the food service personnel of H&HS-1 on 21, 22, and 23 December 1965.

2. The following is a listing of those men and date whom attended:

a. 21 December 1965

MONROE, F. L.	SGT	BLOCK, R. S.	SGT
NUNEZ, R. L.	L/CPL	BUCKLEY, R. W.	CPL
JACKSON, L. H.	PFC	HATCHER, J. H.	L/CPL
BENSON, J. S.	PFC	CURTIS, P. J.	SGT
PATRICK, H. W.	PFC	SMITH, R. F.	L/CPL
MAZANY, M. R.	L/CPL	HARVELL, J. R.	SGT
BARTEK, W. J.	PFC	BROWN, P.	SGT
DORRIS, J. H.	PFC	MC LAURINE, W. M.	SGT
PFEITEI, D. L.	L/CPL	PATTERSON, H. W.	L/CPL

b. 22 December 1965

SATTLER, J. D.	CPL	THOMAS, D. R.	PFC
KOHL, E. C.	SGT	WYATT, E. D.	SSGT
LOUGHREY, R. K.	PFC	ISAACS, D. B.	PVT
GARRETT, J. W.	CPL	HUSTIN, D. L.	L/CPL
KLEPPER, P. S.	CPL	MANGAN, R. E.	L/CPL
SCHMIDT, W. W.	PFC		

c. 23 December 1965

SIMONETTI, C. JR.	PFC	CARSON, L. M.	CPL
SCHAFER, W. JR.	PFC	JERRET, A. J.	PFC
LIEN, M. D.	PFC	RAGINSKI, R. M.	L/CPL
ROURKE, G.	L/CPL	GILBERT, R. S.	PFC
HOLLIS, C. E.	SGT	HARVEY, J.	SGT
TROTTE, G. E.	L/CPL	RAMOS, J. C.	L/CPL
DAVIDSON, R. E.	PFC	GODEL, C. W.	PFC
BAKER, P. R.	CPL	RICARD, J. A.	PFC
WALCZEWSKI, D. M.	PFC	REVILLA, R.	L/CPL
GRAVES, J. T.	CPL	HARRIS, L. E.	SGT

App 21 - ENCLOSURE (3)

Gibbs,	PFC	BEARD, L. E.	L/CPL
CHAISSEMOUR, A. E.	L/CPL	THAPTON, T. W.	PFC
COLLINS, H. J.	PFC		

3. Food Sanitation Training Certificates will be issued upon receipt from supply channels.

W. A. KENNEY
MAC USN

Copy to:

Wing Staff Medical Officer
CO Hdqs Group
CO MWHS-1
File

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

16:RKG:crp
6000
11 December 1965

MEDICAL NEWSLETTER NUMBER 1

1. From time to time a newsletter will be published to transmit information of interest to Wing medical personnel. Material will include excerpts from the Third Division Newsletter, BUMED publications, and such other sources as may be available. Contributions are solicted from members of the command.

2. Venereal Disease Report (from PMS, 3rd Med. Bn.)

a. An agreement has recently been reached with the DaNang Police Department where a representative of the Division PMS will work with them in an attempt to locate VD contacts. This agreement is valid only within the DaNang city limits and does not include the many surrounding villages and hamlets. If you have a man who is unable to give good information for tracing a contact, he may be taken to the DaNang City Police Department, 16 Phan-dinh-Phung between 0930-1000 each Friday. The Corpsman currently assigned is HM2 DURBIN.

3. Suggested routine for X-ray, serology, PPD, and rotation physical examination.

a. Annual x-rays may be obtained, when due, at group hospitals in Vietnam.

b. All health records of reporting personnel must be checked to determine whether there is a record of a PPD test or not. If none is recorded, then perform the test as soon as possible.

c. The PPD test is to be repeated prior to rotation to CONUS, if at all possible.

d. Rotation chest x-rays will be performed at Camp Butler on Okinawa.

e. Serology will be performed prior to rotation if possible, otherwise it will be accomplished at the man's new duty station.

4. Anti-malaria tablets for rotation personnel.

a. The six-week supply of chloroquine primaquine tablets for rotation personnel is being supplied by Camp Butler on Okinawa. In-country units are still required to furnish tablets for R&R personnel who will be gone on regular issue day.

5. Preventive Medicine Unit (C-18 and C-19 component) News:

a. We have been asked about the possibility of obtaining virological studies, particularly because of a recent rash of "flu-like syndromes", "viremias", and illnesses resembling dengue fever. The preventive medicine

App 21-ENCLOSURE (4)-TAB 1

16:RKG:crp
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unit does not have virus capability, but can send specimens for analysis to reference laboratories such as the Army 406th General Laboratory in Japan or the Naval Medical Research Institute in Bethesda. In the case of primary isolation, specimens must be frozen at 70 degrees Centigrade within an hour of removal from the body. Presently, there is no freezer in DaNang capable of holding such a low temperature; however, PMU has recently received a Revco apparatus which will suit this purpose. Therefore, if you desire primary isolation, please contact PMU at FLSG (the PMU lab is right adjacent to the FLSG sickbay -- telephone KIT CARSON 116) or at the PMU warehouse laboratory at Tien Sha Navy Support Activity in DaNang-East: telephone Road Runner 33, 2 short rings. For serological studies, which are probably the most appropiate at the moment among activities in this area, it is absolutely necessary to obtain TWO serum samples: one during the acute illness, the other 21 days later. The second or convalescent serum must be obtained. You can either do the bleeding yourself, or send the patient down to the FLSG lab for bleeding and serum separation. Results will be available within 1 month of the last bleeding. If you have any virus diagnostic work you want done, and are unsure of the procedures, please let PMU know.

b. Bacteriological studies. The FLSG PMU laboratory is equipped to study specimens from patients with the following:

(1) Dysentary: Complete bacterial culturing for Salmonellae, Shigellae, etc.. Also can do MIF staining or Trichrome (hematoxylin) staining for ova and parasites.

(2) Leptospirosis: PMU can't do primary isolations yet, but can perform the rapid microscopic slide agglutination test on serum (preferably both acute and convalescent). If you have any question on some of your infectious hepatitis cases, remember that leptospirosis is endemic here and there has been at least one proven fatal case among American troops in Vietnam.

(3) Flourescent-antibody studies: Don't use the FA for "routine" studies, but it is available for confirming beta-hemolytic strep infections, diphtheria, suspected GC's, plague and rabies. The FA equipment and operators are at the PMU lab at FLSG.

(4) Venereal diseases: Again, PMU doesn't want to study "routine" cases, but if you have a persistant dripper, or encounter an exotic type lesion, PMU can do all stains, and for suspected GC. culture. In the case of gonorrhea, PMU has diagnostic sugar sets to differentiate Neisseria gonorrhea, N. Vaginalis, N. Meningitidis and bacteria of the Mima-Herellea tribe.

(5) Plague and Cholera: Although these diseases shouldn't occur in American troops, PMU is most willing to assist in diagnosis of any suspect case, U. S. or Civilian. The PMU can do, or have done in a very short period, complete isolation work on Pasteurella pestis and Vibrio comma including mouse inoculation and 'phage typing.

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(6) Meningitis and/or encephalitis: Because of the possibility of outbreaks of epidemic bacterial meningitis or of Japanese B encephalitis, PMU is anxious to obtain spinal fluid specimens from any suspected meningitis/encephalitis case. PMU can do all bacterial work, including FA for Neisseria meningitidis, and can arrange for studies on Japanese B encephalitis. In order not to delay studies, and in order to collect additional specimens such as throat cultures on special media, please contact the FLSG PMU lab (KIT CARSON 116) and they will send a technician with appropriate swabs and glassware.

6. Veterinary services.

a. LT C. H. ROLFE, Veterinary Corps, U. S. Army has recently been assigned to the I Corps area. He will give rabies shots to dogs over 3 months old. The cost is $1.00 per shot. Although Dr. ROLFE does not yet have a clinic, he may be reached at PUMA 230 or by a visit to 12 A Duong Nguyen-Du (Street in DaNang). Nguyen-Du runs at right angles to Doc Lap and is just North of the BGI plant and one block from the USO in DaNang. ALL MASCOTS SHOULD BE IMMUNIZED AGAINST RABIES. Not long ago, 7 Marines were bitten by a rabid dog and had to submit to Pasteur treatment.

7. Reminders.

a. All group medical officers are not submitting a weekly report. It is requested that this be done.

b. MEDCAP reports are due at the MAF Headquarters by the third day of each month. To insure this, have your report submitted to your unit Civil Affairs Officer on the first day of the month.

c. It is recommended that medical officers read the sections on food sanitation, water production, and sewage disposal in the Preventive Medicine Manual. These chapters can be read in a few minutes and will give a better insight into sanitation inspections.

d. R&R schedules have now been organized to Tokyo, Taipei, Hong Kong, Bangkok, Saigon, and Manila. See your Special Services Officer.

8. The Force Surgeon has been in contact with Washington re audiometric equipment. We are to get booths and audiometers, plus equipment to do sound level studies.

9. A Bausch and Lomb phoropter is to be set up at MAG-11 within the next few weeks and MAG-16 is now doing refractions using a trial lens set. Additionally, it is hoped that eye lanes at the hospital will be available shortly. With these facilities it is hoped that evacuation for eye refractions will be cut to a minmum.

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10. An optical dispensing unit will be available at the hospital. The date when this service will be available is not yet known.

R. E. MITCHEL
CAPT, MC, USN
Wing Medical Officer

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

16:REM:rpb
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18 Dec 1965

MEDICAL NEWSLETTER NUMBER 2

1. Infectious Diseases.

a. Attached are three letters forwarded by the Force Surgeon relative to infectious diseases of Vietnam evacuees.

b. Your attention is invited to the fourth paragraph of Admiral WETHAM's letter, which states, "I would appreciate receiving medical briefs on malaria problems or other items of interest." A copy of any medical briefs submitted to the Fleet Medical Officer, CINCPACFLT, should also be furnished to FMFPac. Any letters should be forwarded via the Wing Medical Officer.

2. Medical Officer Reports of Aircraft Accidents, Incidents, or Ground Accidents:

a. A recent change in OPNAVINST 3750.6E has deleted the requirement for submission of the Medical Officer's Report (OPNAVFORM 3750.8) from units in the combat zone. This change is effective as of 1 January 1966.

3. Narcotics:

a. There have been recent reports that USMC personnel are obtaining narcotics in Danang bars. Particular attention should be paid to personnel reporting to sick call for signs or symptoms which might indicate usage. Also, the security of narcotics should be monitored.

4. Fatigue in Air Crews:

a. The question of fatigue has again been raised by CMC. Any indications of a decrement of performance by personnel should be reported to Squadron or Group Commanders.

R. E. MITCHEL
CAPT, MC, USN
Wing Medical Officer

App 21- ENCLOSURE (4) - TAB 2

UNITED STATES PACIFIC FLEET
Headquarters of the Commander in Chief
FPO San Francisco 96610

The enclosed letter with enclosures is forwarded to you as an item of interest.

With the increase of U. S. Forces in SEASIA the problem of malaria is of grave concern to us all.

Pertinent data on combating malaria should be disseminated to all interested medical officers of your command, as a means of keeping abreast of important medical items.

I would appreciate receiving medical briefs on malaria problems or other items of interest.

Best wishes.

WALTER WEIHAM
Fleet Medical Officer

DEPARTMENT OF THE ARMY
Headquarters Tripler Army Medical Center
APO San Francisco 96438

TADC

22 November 1965

SUBJECT: Infectious Diseases of Vietnam Evacuees

TO: Commander in Chief
United States Army, Pacific
ATTENTION: GPMC
APO US Forces 96558

1. The strong probability exists that significent numbers of personnel in South Vietnam may have acquired an hemorrhagic fever-like illness best classified in the group of hematodepressive viral diseases. The clinical course and pathologic findings in two recent patient deaths at U. S. Army Tripler General Hospital are consistent with recorded descriptions of these entities (Annals Internal Medicine, 62:867, 1965, May). Diffuse systemic damage caused by the infection includes the brain, liver, kidneys, cardiorespiratory system and hematopoietic system. Clinical features include high fever, headache, malaise and diaphoresis. Nausea, vomiting and diarrhea may be prominent. Progressive fall in hematocrit, white blood cell count and the degree of thrombocytopenia appear to be characteristic. Toxemia, dehydration, bleeding tendency, somnolence and stupor ensue. Hypotension and tachycardia are usually present and cardiac gallop rhythm was observed. Progressive and rapid deterioration occures despite corticosteroid therapy, electrolyte and fluid replacement, antibiotics, vasopressor drugs supplemented by blood transfusions and digitalization. Scrub typhus as a factor cannot be excluded.

2. Coexistence of this condition and malaria raises the strong suspicion that at least some of the "in country" patient deaths attributed to malaria may, in fact, have been due to hematodepressive viral disease. It is recommended that recorded malaria deaths be reviewed critically with this in mind.

3. A recent patient from Vietnam at this hospital with a febrile illness demonstrated in rising titers of OXK antibodies from 1:20 to 1:160. This leads to the suspicion of scrub typhus. It seems reasonable that personnel should be alerted to the possibility of this disease among our troops.

4. Differential diagnosis of malaria, classical dengue, scrub typhus and viral hematodepressive disease may be difficult during the early stages of an illness. Because of the likelihood of coexistant disease and despite the presence of known chloroquine resistant falciparum

malaria, failure of patients to respond to anti-malarial treatment should lead to immediate and strong suspicion of other or concommitant infections such as mentioned above.

5. Early differentiation of malaria as a primary or coexistant cause of febrile illness among our troops assumes considerable importance. Preliminary results of an investigative program of anti-malarial therapy for demonstrated chloroquine resistant malaria at this hospital indicate prompt and lasting response to date with a combined treatment schedule of Quinine sulfate one gram 3X daily for two days and 0.6 gm. daily for five days with Daraprim .050 gm. daily for three days. In view of considerations cited above relative to the early exclusion of malaria as contributory to a febrile illness, serious consideration should be given to the advisability of establishing a combination of quinine and daraprim as the primary treatment of choice for laboratory proven malaria of known or most probable plasmodium falciparum type.

6. The potential seriousness of scrub typhus infections and the effectiveness of tetracyclin, [illegible] make proper recognition and identification of this disease mandatory. The presence of an eschar, even though it be small in size, should be searched for especially in exposed skin surface areas, groin and belt line. Such a finding in association with prominent regional lymphadenopathy should suffice as an indication for treatment. Serologic confirmation which should be obtained would have little clinical usefulness as a guide to early treatment because of the time lapse in substantiating a rise in antibody titre.

7. The threat of a serious outbreak of viral hematodepressive diseases probably transmitted by aedes aegypti mosquitoes, lack of effective treatment, and probably high mortality among non-immune personnel, constitute a clear indication for mandatory compliance with individual protective measures in association with intensification of environmental mosquito and other insect control programs.

8. Intesive epidemiologic investigations should be implemented to identify areas of high endemicity of hematodepressive disease and scrub typhus. Steps should be taken to provide adequate and readily available laboratory facilities for serological testing both for diagnostic and epidemiologic purposes and which will afford rapid reporting of results to requesting activities concerned.

9. In order to provide possible assistance for epidemiologic study of the two patient deaths, referred to in paragraph 1 above, the following information may be pertinent: PERRICHON, Donald E. was in Co. B, 1st Bn, 9th Cav., 1st Cavalry Division, and MOODY, Francis (NMI) was assigned to Hq 1, 503rd Inf., Airborne.

FOR THE COMMANDER

/s/ PHILIP J. NOEL, JR.
Colonel, MC, USA
Deputy Commander

Office of the Chief Surgeon

GPMC

29 November 1965

SUBJECT: Infectious Disease of Vietnam Evacuees

TO: Surgeon, United States Army, Vietnam, APO U. S. Forces 96307
Surgeon, United States Army, Ryukyu Islands, APO U. S. Forces 96331
Surgeon, United States Army, Japan, APO U. S. Forces 96343

1. The mounting numbers of malaria cases occuring in Vietnam constitutes a grave problem in USARPAC. Many of these cases are being evacuated to hospitals in PACOM and some to hospitals in CONUS. Chloroquine resistance and/or failure to respond to other anti-malarial therapy demands that close observation and detailed data be maintained on all these cases.

2. The inclosed letter from CG TAMC discusses the coexistence of malaria with a hemorrhagic fever-like syndrome as well as, dengue and scrub typhus. It is furnished for your information so that you may be aware of the problem [illegible] and institute measures to observe, collect and [illegible] data on these cases.

3. The apparent [illegible] treatment of chloroquine resistant malaria with quinine, sulfone and Daraprim as outlined in para 5 is important. Your experience using this combination should be carefully studied.

4. Six patients in Vietnam and two at Tripler have died with malaria as a primary and/or coexistent cause of death. A summary of the two deaths at Tripler is also included for your information.

5. A special section of the Command Health Report should be devoted to information regarding malaria patients admitted to and/or transferred to your command each month. Information should include but not be limited to:

GMPC 29 November 1965
SUBJECT: Infectious Disease of Vietnam Evacuees

a. Number of cases.

b. Diagnosis to include coexistent diseases.

c. Type of treatment and response.

d. Number and type of relapses.

2 Incl
as

BYRON L. STEGER
Major General, MC, USA
Chief Surgeon

COPY FURNISHED:
OTSG
WRAIR, DC
WRAIR, RVN
SEATO Lab
USN 6th Prev Med Unit
406th Med Lab
CINCPAC
CINCPACFLT
CINCPACAF

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

16:REM:crp
6000
31 Dec 1965

MEDICAL NEWSLETTER NUMBER 3

1. Wing Orders

a. Four new orders are being prepared or have been published. All have medical implications, thus should be reviewed by each medical officer.

1. Indigenous Food Handlers.

2. Physical Examinations of Indigenous Personnel

3. Control of Animals, including instructions relative to rabies vaccination.

4. Radiation Health Program.

b. We are aware that all Wing orders are not pertinent to each group at the present time. However, they may become applicable in the near future.

2. A Wing Bulletin has been published relative to the physical examinations for promotion to 2nd Lieutenant/W.O.. It is the responsibility of the various commanders to get these lists to the medical departments, following which the examinations must be expedited.

3. The question has come up as to whether rabies treatment is indicated for rat bites. This was discussed with Doctor Van Peenan, who is of the opinion that rabies is a remote possibility in these animals thus anti-rabies treatment is not justified.

4. A recent problem of identifying bodies recovered from a burned aircraft points up the need for retention of the health and dental records in the local area until each body has been positively identified. If the records have been prematurely forwarded to BuMed, identification may be delayed.

5. MAG-11 now has a new Bausch and Lomb phoropter and is scheduling refractions. There is no longer any reason for evacuating personnel for refractions, except in unusual cases. For appointments contact Condole 16.

6. It is suggested that squadron medical officers assure that all corpsmen are familiar with mouth-to-mouth resuscitation and cardiac massage. These are simple techniques but not all personnel are familiar with them. (Closed Chest Massage).

App 21-ENCLOSURE (4)-TAB 3

16:REM:crp
6000
31 Dec 1965

7. Supply has had the recurring problem of having insufficient hypodermic needles for required shots. The problem stems from the fact that a number of requisitions come in at the same time and FLSG does not have the numbers required. It is requested that group medical officers anticipate their needs as far in advance as possible, so that supplies can be obtained in sufficient quantity.

8. Occasionally a request for a particular medication is disapproved by the Wing Medical Officer. This is done, in most cases, because the usage rate does not justify stocking the items. Repeated past experience has shown that a drug used by one medical officer may never be used by another. Thus the drug becomes part of a "collection", along with the unused drugs of predecessors, in the back of the storage locker. You cooperation is requested in not requisitioning items unless it can be reasonably foreseen that the bulk of the drug will be used during your tour.

9. Approval has been received from BuMed for the purchase of an acoustic booth, an audiometer, and sound level equipment. No decision has been made as to where this will be installed but as soon as it is received all groups will be advised further.

10. Aviation physical examinations must be conducted in accordance with the Manual of the Medical Department. It has come to the attention of this office that some medical officers are not complying.

a. Facilities are now available to all groups for the required eye examinations, except tonometery. Tonometers have been ordered for each group.

b. A complete examination, including ENT, chest, abdomen, genitalia, and (where indicated) a rectal examination, is expected. Anything less is not in conformity with BuMed requirements.

11. FMFPac msg 222050Z indicated the facility code for casualty reporting as 757097. This apparently was a garble in transmission. Our facility code continues to be 7C7059VS.

12. All medical officers are reminded that MEDCAP supplies are not to be used for routine military sick call. Further, military and MEDCAP supplies must not be interchanged.

13. Preventive Medicine and Sanitation Notes:

a. Dispensing Chloroquine-Primaquine Tablets. One method devised by our sanitation department to dispense the tablets is passed on to you for consideration. It is suggested that you stop by and see this dispenser.

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6000
31 Dec 1965

1. We made a stand five feet high and tacked on a sign: "Malaria Tablets, take one each week". To this was attached a plywood box 8"x8"x4" with a top cover similar to the salt tablet dispensing box with a few modifications. We took the plastic dispenser from a used salt tablet box, bored out the holes to a slightly larger diameter, then trimmed the opening so the tablet would drop thru without binding.

2. For the bottom we adapted plywood to act just as the bottom cardboard in the salt dispenser. Upon experimenting we found this works just like the salt dispener and serves the purpose of keeping the tablets covered, clean and sanitary.

3. The type of stand with the box at the top seems to prevent the common error committed by all personnel, that of reaching into the box for the tablet. Personnel can see the dispenser knob at eye level.

b. Waste Disposal by Bionetic Cultures: At the present time an experiment is being conducted by the Sanitation Department of the Wing in the actual field use of Bionetic Cultures. Two activities are presently involved; First LAAM Bn., and MAG-11. From the beginning trouble was encountered with actual maintenance of the heads. As directed in the instructions for use, water must be added daily to maintain a two inch level above the fecal material. If the water is not added the cultures tend to dust, thus becoming ineffective, until water is again added.

1. Four types of heads are being utilized in the experiment; they are:

(a) MAG-11: One concrete head, watertight, raised above ground. One four holer, using discarded oil drums, bottom open for added moisture due to the high water level in this area.

(b) 1ST LAAM BN: One four holer placed over an open pit into which the ground water has seeped, filling the pit to within one to one and one half feet of the surface.

One four holer, using discarded oil drums completely water tight, water to be added as required.

c. At the present time the test is only two weeks along. None of the heads have had to be pumped out as yet. Odor control seems fair. Upon completion of the experiment, a written report will be submitted to all unit commanders and medical officers. The experiment should terminate by the 15th of January 1966.

R. E. MITCHEL
CAPT MC USN
Wing Medical Officer

DISPENSING BOX FOR MALARIA TABLETS

PARTS:

1. Stand: 2x4 5' long

   2x4 2' long

   cut so stand will stay level.

   2x4 2' long

2. Sign:

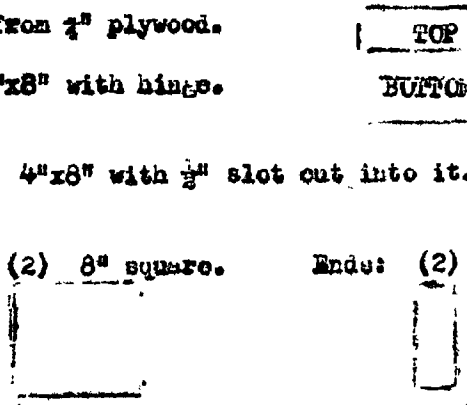
   MALARIA TABLETS
   TAKE ONE
   EACH WEEK

3. Box: Made from ¼" plywood.

   a. Top: 4"x8" with hinge.

   b. Bottom: 4"x8" with ¼" slot cut into it.

   c. Sides: (2) 8" square. Ends: (2) 4"x8".



4. Dispenser: (Plastic dispenser from used salt tablet box)

   a. Top view:

   Bore holes to permit tablets to fall thru

   b. Bottom view:

   Trim to allow tablets to fall thru.

Note: When dispenser and bottom piece is assembled, cover three of the holes with plywood or cardboard. The dispenser must pick up only one pill at a time. The plywood cover also prevents more than one pill from falling thru at once.

[redacted]ET

MESSAGE DISTRIBUTION CENTER
1st MARINE AIRCRAFT WING

PRIORITY SECRET PRIORITY

281402Z Dec65

FROM: CG FIRST MAW

TO: FIRST MAW (REAR)

INFO: CG FMFPAC (F 011)
CTF 79
CG III MAF
FIRST MAW

DIST S/S G-3

1

SECRET
TASK ORGANIZATIONS
A. CG FMFPAC 150426Z (NOTAL)

1. AS OF 311500Z THE FOLLOWING TASK ORGANIZATION IS EFFECTIVE FOR OPCON

A. OPCON CG III MAF
CG FIRST MAW — BGEN K. B. MC CUTCHEON
MWHG-1 — COL E. I. LUPTON
H&HS-1 (-)
1ST LAAM BN
2ND LAAM BN
MACS-7
MASS-2
MAG-11 — COL E. O. ANGLIN
H&MS-11
MABS-11
VMFA-115
VMF(AW)-312
VMFA-323
VMCJ-1
MAG-12 — COL L. E. BROWN
H&MS-12
MABS-12
VMA-211
VMA-214
VMA-223
VMA-224
MAG-16 — COL T. J. O'CONNOR
H&MS-16
MABS-16
HMH-161
HMH-263
HMH-361
VMO-2
MAG-36 — COL W. G. JOHNSON
H&MS-36
MABS-36
HMM-362
HMM-364
VMO-6

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MESSAGE DISTRIBUTION CENTER
1st MARINE AIRCRAFT WING

PRIORITY SECRET PRIORITY

B. OPCON CTF 79
CTG 79.3 (FIRST MAW (REAR)) COL H. W. TAYLOR
H&HS-1 SUB 1
H&HS-1 SUB 2
11TH DENTAL CO.
VMGR-152
VMGR-352 (FWD)
HTTR-163
MACS-6
MWSG-17 COL J. T. MC DANIEL
H&HS-17
MAPS-17
MARTSAT-1
MAMS-17
MAG-13 COL O. E. HOVE
H&MS-13
MABS-13
VMA-311
VMFA-314
VMFA-542
C. OPCON CTG 78.5
HMM-261
D. OPCON FFORCEV
HMM-363

2. PROVIDE TASK UNIT/ELEMENT DESIGNATORS FOR ALL TG 79.3 FORCES.

3. COMPLY PAR 5 REF A

4. ALL FUNCTIONS OF COMMAND, LESS OPCON, REMAIN WITH THIS HEADQUARTERS.

GP-4

W. G. JOSLYN, LTCOL
ASST G-3
DOCKET 3

RELEASED BY

PRIORITY SECRET PRIORITY

PAGE TWO OF TWO PAGES

TOD 281402Z/77 DEC 65

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

7:TPB:tpb
2000
23 Dec 1965

COMMAND DIRECTORY

Prepared as a matter of interest for commands within, and associated with, the 1st Marine Aircraft Wing, Fleet Marine Force, Pacific. All addressees are requested to notify the Wing Adjutant of any errors or omissions noted and changes as they occur.

D. A. CLEELAND
Major, U. S. Marine Corps Reserve
Adjutant

DISTRIBUTION: "A" & "B"

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CTU 79.3.5	(2)
2dAirDiv	(5)
CO, 1st MAW (Rear)	(5)

App-23

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Assistant G-2		
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Assistant G-3		
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Plans/Rpts Officer		
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HELO Officer		
Maj A. H. BLOOM	MOMENT 103	JUN66
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ATCO Officer		
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Electronic Engineer Capt R. M. FITZGERALD	MOMENT 10	AUG66
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Assistant Legal Officer Maj C. W. COLLIER	MOMENT 17	DEC66

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Lt A. J. HOFFMAN	OXWOOD 16	SEP66
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Lt H. D. MC DONALD	NAILFILE 16	SEP66
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Lt F. E. ZIMPFER II	ROSEANN 16	NOV66

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Commanding Officer, MABS-12 Maj J. W. PARCHEN	GYPSY GOLD 6	SEP66
Commanding Officer, VMA-214 LtCol K. O'KEEFE	APPLE 6	APR66

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Commanding Officer, VMA-311 LtCol B. J. STENDER	CHAIN 6	MAR66
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Commanding Officer, MABS-16 LtCol T. E. VERNON	OAK FERN	JAN66
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Commanding Officer, HMM-361 LtCol L. F. CHILDERS	TAR BUSH 6	JUN66
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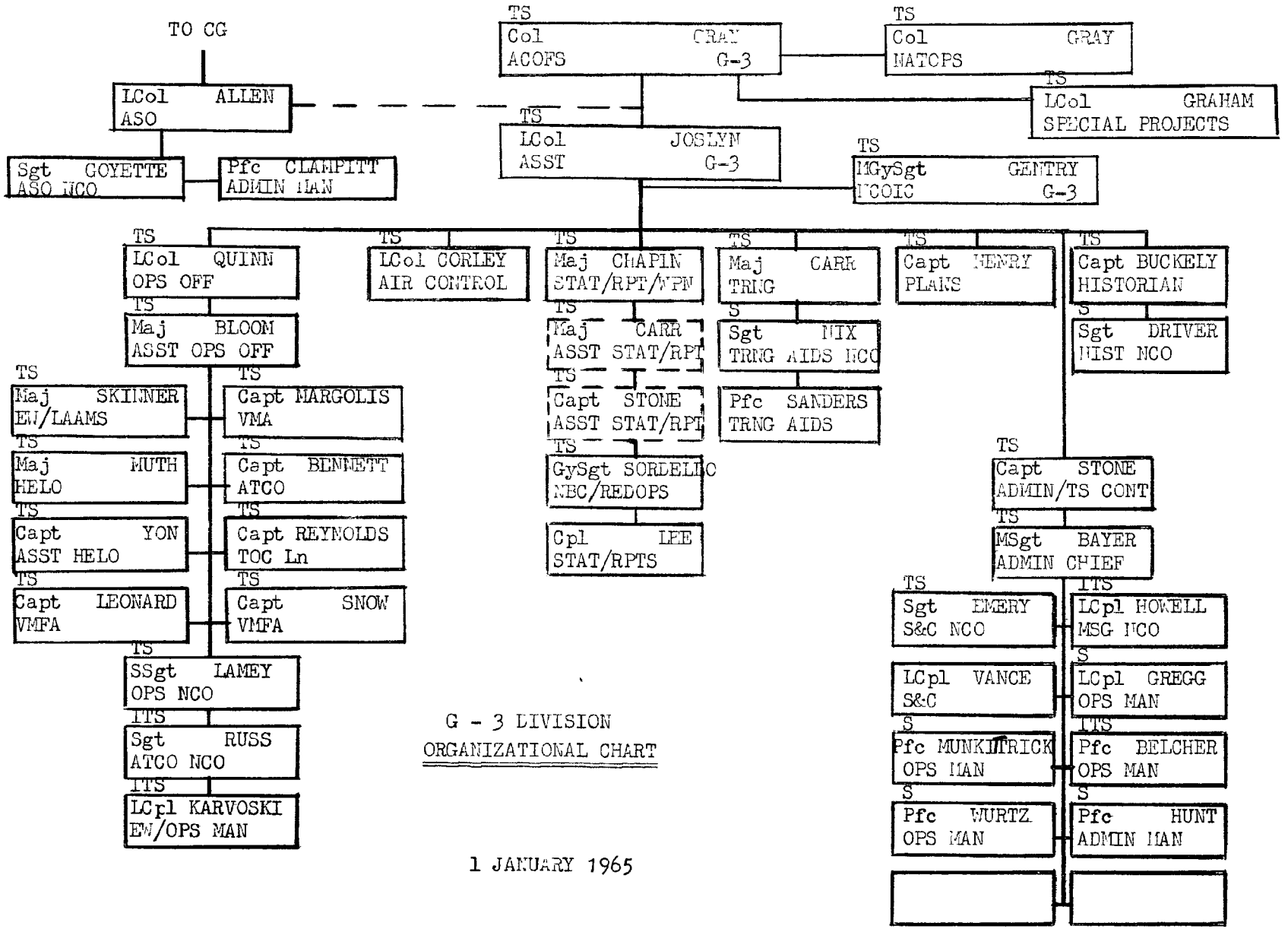
Commanding Officer, H&MS-36 LtCol T. G. MOONEY	ELUSIVE	SEP66
Commanding Officer, MABS-36 Maj J. A. KENNEDY	BAGSEED	SEP66
Commanding Officer, HMM-362 LtCol J. ALDWORTH	CLIP CLOP	SEP66
Commanding Officer, HMM-363 LtCo l G. D. KEW	MILL POINT	AUG66
Commanding Officer, HMM-364 LtCol W. R. LUCAS	WHITE GOLD	SEP66
Commanding Officer, HMM-261 LtCol M. B. PORTER		JUN66

BILLET/RANK/NAME	PHONE	RTD
Commanding Officer, VMO-6 LtCol R. J. ZITNIK	KLONDIKE	SEP66



G - 3 DIVISION
ORGANIZATIONAL CHART

1 JANUARY 1965

DECLASSIFIED

DECLASSIFIED

UNCLASSIFIED

AHD-24

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

WgO 3000.2B
3:MSG:rwk
28 December 1965

WING ORDER 3000.2B

From: Commanding General
To: Distribution List

Subj: Fleet Marine Force Operational Effectiveness Reporting System

Ref: (a) MCO 3000.2A
(b) FMFPAC O 3000.4A
(c) WgO 4000.20B
(d) MCO 4400.16
(e) OPNAV INST 4614.1
(f) WgO P4400.16

Encl: (1) Personnel Status Report Format
(2) Aviation Status Report Format
(3) Logistics Status Report Instructions
(4) Monthly Flight Time Report Instructions and Format

Reports Required: See Paragraph 4

1. Purpose. To promulgate amplifying instructions in support of references (a) and (b).

2. Cancellation. WgO 3000.2A, WgO 03760.1E and WgO 003301.1A.

3. General. Reference (a) established the subject reporting system and delineated general responsibilities for reporting commands. Reference (b) promulgated amplifying instructions in support of reference (a). This order is designed to provide detailed instructions for the preparation and submission of the reports required by references (a) and (b).

4. Reports. The following reports are those required and will be submitted as directed herein.

a. Weekly Reports

(1) Readiness for Combat of Combat-Essential Equipment Report. To be prepared and submitted by the 1st Marine Aircraft Wing Supply Section as outlined in reference (c).

UNCLASSIFIED
4bb-25

(2) Weekly Operations Summary. This report will be submitted by the 1st Marine Aircraft Wing (Rear) to COMSEVENTHFLT no later than 1200I each Monday by message. The report will be consolidated for submission by the 1st Marine Aircraft Wing (Rear) S-3 and will cover all significant events/items which occurred during the previous week, through Friday. The report will also include any significant events/items which will occur with reasonable certainty through the following Tuesday. The report will be based on the Weekly Operations Summary received from MWSG-17, MAG-13, VMGR, Special Landing Force HMM Squadron and MCAF, Futema. Weekly Operations Summary Reports are due at 1st Marine Aircraft Wing (Rear) no later than 2400I Friday. Negative reports are required.

b. Monthly Reports

(1) Flight Time Reports. This report will be submitted by the 1st Marine Aircraft Wing (Rear) to COMSEVENTHFLT by letter to arrive at COMSEVENTHFLT no later than the 10th of the month following the month reported on. The 1st Marine Aircraft Wing (Rear), S-3 will consolidate the report for submission, using the format outlined in enclosure (4). Input for the report will be submitted from all squadrons not in RVN, operating aircraft. Reports are due at 1st Marine Aircraft Wing (Rear) not later than 1600I on the 3rd day of the month following the month to be reported on.

(2) Personnel Status Report. (Enclosure (1)) to be compiled and submitted by the Wing Personnel Officer.

(a) Each group will submit to this Headquarters (Attn: Personnel Officer), a personnel status report as of the 15th of each month, to arrive by 0800 on the 17th, as required by reference (a). Utilize enclosure (1) as report format. Units based in Japan will deliver reports to the Commanding Officer, 1st Marine Aircraft Wing (Rear) who will dispatch the reports to this Headquarters by courier. The courier will be directed to stop in Futema to pick up reports for Okinawa based units. All reports will be classified Confidential. All groups in RVN will submit reports by Confidential letter. VMGR-152 will not include Detachment 352 of the 3d Marine Aircraft Wing in their squadron totals; however, the detachment will be shown separately at the end of the report.

(b) Strength figures will not include not-chargeable or attached personnel. Paragraph 2b of enclosure (1) to reference (a) applies. For example, personnel attached to a unit while TAD will not be reported by the unit to which attached. The parent organization will report personnel TAD from its unit.

(c) Each addressee should indicate personnel shortages which are critical to the combat effectiveness of their unit in accordance with paragraphs 2b and c of enclosure (1) to reference (a).

(3) Aviation Status Report. To be submitted by all squadrons except those in RVN.

(a) Commanders will submit to the Commandant of the Marine Corps (Code AAP-4), by message, to arrive no later than the fifth day of the month, an evaluation of the status of their units as of the first of the month. Required elements of information are outlined in enclosure (2).

(b) Reports submitted as of the first of the month of scheduled rotation will contain a statement regarding anticipated rotation date in the deployment section of the report.

(c) Unit readiness (expressed in percentage) will be based on average readiness of personnel and training. This percentage will be stated as a single figure and justification or elaboration of readiness is not required unless readiness is computed to be less than 70 percent. Should readiness of any unit fall below 70 percent, this Headquarters will be notified immediately without regard to the requirement for submission of this report.

(d) The follwing echelons of command will be included as information addressees on all Aviation Status Reports:

Cognizant group commander
Commanding Officer, 1st Marine Aircraft Wing (Rear)
Commanding General, 1st Marine Aircraft Wing
Commanding General, Fleet Marine Force, Pacific
Chief of Naval Operations (OP-34)

(4) Status Board Photograph. The Assistant Chief of Staff, G-3 will prepare for submission to the Commandant of the Marine Corps two photographic copies of the Status Board (Copy to CG, FMFPAC) maintained in the G-3. These photographic copies will be submitted by air mail as of the first of each month.

c. Bi-monthly Report. Logistic Status Reports on units except those deployed from home bases for contingency operations, shall be submitted bi-monthly by the command officer of each group of the 1st Marine Aircraft Wing to the Commanding General (Attn: G-4). A description of each report and instructions for preparation and submission are contained in enclosure (3).

d. Quarterly Reports

(1) The Training Information Report is a periodic summary of significant training within 1st Marine Aircraft Wing Units outside of RVN. It provides information on training exercises and unit schools to be conducted in the future. The report will be submitted to CMC (Code AO34) in two separate sections.

(a) Section I will be prepared by 1st Marine Aircraft Wing (Rear) S-3. It is a report of training exercises and unit schools which are planned for the forthcoming fiscal quarter. The report will be submitted by the 1st of the 2nd month of each quarter.

(b) Section II is a follow up report on Section I. It will be prepared and submitted to 1st Marine Aircraft Wing (Rear) S-3 by groups outside of RVN. The report is due at 1st Marine Aircraft Wing (Rear) S-3 by the 15th of the first month of each quarter and will cover training conducted during the previous quarter. Enclosure (4) to reference (a) sets forth the instructions for preparation of the report.

(2) Commander's Combat Readiness Report. This report will be consolidated and submitted by the Assistant Chief of Staff, G-3 and will be based on fragmentary reports which will be submitted to G-3 by the Commanding Officer, 1st Marine Aircraft Wing (Rear), Assistant Chief of Staff, G-4 and Communications-Electronics Officer. Fragmentary reports will be submitted to G-3 no later than the 20th day of the second month of each quarter. The format for these reports will be in consonance with that required for the commander's report as outlined in enclosure (5) to reference (a). The Commander's Combat Readiness Report will reflect the predicted combat readiness of the 1st Marine Aircraft Wing as a whole, for the forthcoming quarter as well as the anticipated readiness of individual units to perform their primary missions and to effectively respond to contingencies. The consolidated report must arrive at Headquarters, Fleet Marine Force, Pacific no later than the first day of the last month of each fiscal quarter.

e. Situation Reports

(1) Sailing Report. Sailing reports will be submitted by message upon completion of loading an amphibious/MSTS ship. These reports will be submitted to the Commandant of the Marine Corps by embarkation team commanders only when that embarkation team has the capability, or is a part of a larger unit having the capability, to execute a contingency type plan. Information required for this report is delineated in enclosure (6) to reference (a). Any significant changes which may occur subsequent to initial embarkation will be reported on an "as occurring" basis. All senior echelons in the operational chain of command will be included as information addressees on this report.

(2) Deployment Report. Deployment reports will be submitted by message, prior to deployment, when units of the 1st Marine Aircraft Wing are deployed in support of a contingency type plan by means other than surface shipping. Unit commanders will submit the report to this Headquarters and Commanding General, Fleet Marine Force, Pacific and include as an information addressee the Commandant of the Marine Corps, pertinent items of information as delineated in enclosure (7) to reference (a). Any significant changes which may occur subsequent to initial deployment will be reported on an "as occurring" basis. The requirement for submission of a deployment report is also extended to unit rotation and to shipboard operations in excess of ninety days. All senior echelons in the operational chain of command will be included as information addressees on this report.

(3) Contingency Plans and Operation Orders. Reference (a) directs the forwarding of four copies of contingency plans and operation orders to the Commandant of the Marine Corps by certain units. The task Organization Commander of the senior headquarters of each task organization formed within the 1st Marine Aircraft Wing will effect timely distribution, of operations embarkation and administrative orders/plans prepared incident to either training exercise or contingency requirements. Orders/plans of subordinate elements of task organizations are not required. For example, in a MEB operation, plans prepared by Landing Force Aviation (Marine Aircraft Group) are required, whereas those of subordinate squadrons are not.

(4) Situation Report. When commanders of subordinate units of the 1st Marine Aircraft Wing are senior FMF commanders of deployed units, such commanders will insure that the Commandant of the Marine Corps is included as an information addressee on all situation reports (SITREPS) submitted in conjunction with that deployment. Guidance for preparation of SITREPS is contained in the Marine Corps Staff Manual (1955).

(5) Employment Schedules. Employment schedules will be prepared by the 1st Marine Aircraft Wing (Rear) S-3. The copies of each employment or commitment schedule published by the 1st Marine Aircraft Wing will be submitted to the Commandant of the Marine Corps (Code AC) with a copy to Commanding General, FMFPAC as soon as practicable, but in no case later than five days after publication.

(6) Materiel Priority and Requisition Tracer System. Reports required by this system will be submitted in accordance with references (d), (e), and (f).

F. J. FRAZER
Acting Chief of Staff

DISTRIBUTION: "A" & "B"
Copy to: COMSEVENTHFLT

WgO 3000.2B
28 December 1965

PERSONNEL STATUS REPORT FORMAT

CONFIDENTIAL (when transmitted)

From:
To: Commanding General, 1st Marine Aircraft Wing

Subj: Personnel Status Report as of _____

Ref: (a) WgO 3000.2B
(b) MCO 3000.2A

1. In accordance with references (a) and (b), the following report is submitted.

2. On board strength and location of units:

UNIT/COMMANDER	USMC OFF NA	USMC OFF AG	USMC ENL	USN OFF	LOCATION
a. MAG-_____					
(1) H&MS-_____ Commander					
(2) MABS-_____ Commander					
etc					

3. Commander's statement concerning any existing or anticipated critical personnel shortage. (See paragraph 2 of enclosure (1) to reference (a) for definition of critical personnel shortage.)

a. Resources available in officer MOSs reported as critical:

MOS	OFF ABOARD WITH PRIMARY MOS	OFF ABOARD WITH ADD MOS	TOTAL	AUTH	SHORT
(2002)	(6)	(4)	(10)	(12)	(2)

b. For enlisted MOSs gained primarily through OJT:

MOS	AUTH	ACTUAL	SHORT
(6412)	(112)	(110)	(2)

(1) (17) based on board Occupation Field 64.

(2) Estimated following number basics will be given primary MOS within next:

MOS	(OJT ACQUIRED)
6412	30 DAYS (10)
	60 DAYS (5)
	90 DAYS (2)

WgO 3000.2B
28 December 1965

AVIATION STATUS REPORT FORMAT

PRECEDENCE (As required to meet submission deadline) CONFIDENTIAL (when transmitted)

FROM: SUBMITTING UNIT

TO: CMC

INFO: CNO
CG FMFPAC
CG FIRST MAW
PARENT GROUP

CONFIDENTIAL

AVIATION STATUS REPORT (MC 3110-2)

A. MCO 3000.2A
B. WgO 3000.2B
CMC CODE AAP-4
CNO OP-34

1. IAW REFERENCES A AND B, THE FOLLOWING REPORT IS SUBMITTED AS OF 1 (month in which report is submitted) (Year):

A. Unit strength (show separately, officer-enlisted; Navy-Marine Corps)
B. Name, rank and service of commanding officer
C. Geographic location of unit headquarters.
D. Exercises or deployments scheduled for next 90-day period (indicate dates, location and code names).
E. Commander's estimate of combat readiness (expressed in percentage). If less than 70%, commander will include a brief statement as to critical deficiencies causing degradation of readiness (personnel, training or material) and indicate action taken at squadron level to alleviate these deficiencies.
F. Aircraft data for squadrons operating aircraft to include:
(1) Total aircraft by type/model assigned.
(2) Number of aircraft unavailable in PAR. (Status Code D).
(3) Number of aircraft in pool. (Status Code B).
(4) Number of flight hours by type/model during month.
G. Pilot/crew data for squadrons operating aircraft to include:
(1) Number combat capable.
(2) Number not combat capable.
(3) Number carrier qualified in type (where applicable).
(4) Number special weapons qualified (where applicable).

(Note: MARTSAT, MATCU, will be reported by (parent) organization to which assigned for administrative purposes. This report will be submitted as an additional paragraph in the parent unit's report.)

WgO 3000.2B
28 December 1965

LOGISTIC STATUS REPORT

1. Logistic Status Report on 1st Marine Aircraft Wing units will be submitted bi-monthly (every 2 months) by group commanders of the 1st Marine Aircraft Wing. Reports will be mailed to reach this Headquarters by the first working day of March, May, July, September, November and January, and will reflect the logistic status of the previous two month period.

2. The Logistic Status Report will include:

a. Commander's Evaluation

(1) Identifiable trends which affect or may affect materiel readiness (if there are none, so state).

(2) Key factors or major problems which seriously impair units logistic readiness (if there are none, so state).

(3) General evaluation of materiel readiness (aviation units will include comments on both Marine Corps and Navy furnished materiel).

b. Significant Deficiencies in Operating Stocks.

Significant deficiencies in operating stocks will be listed to include noun nomenclature, RUC, FSN, quantity, Document Draft Date, priority, last known holding activity and obligation authority document. Include a statement that required action has been taken and assistance is/is not required by the Commanding General, 1st Marine Aircraft Wing.

c. Navy Furnished Material (Excluding Aircraft) (Applicable to Aviation Units Only)

(1) Report deficiencies (shortages) of major items of squadron organic allowance adversely affecting readiness. Show FSN, noun nomenclature, authorized allowance, quantity on hand, requisition priority, applicable allowance list and page number with brief narrative of effect on readiness. Include a statement that required action has been taken and assistance is/is not required by the Commanding General, 1st Marine Aircraft Wing. When there is a general deficiency in a particular category of materiel or allowance for a single squadron, identify the problem separately. Identify trends and key factors or major problems which affect the logistic readiness of the unit or adversely affect the performance of the mission.

ENCLOSURE (3)

WgO 3000.2B
28 December 1965

INSTRUCTIONS FOR PREPARING MONTHLY FLIGHT TIME REPORT

1. A monthly flight time report will be submitted by CONFIDENTIAL routine message. All flight hour figures shall be computed to the nearest whole number, total passenger figures will be the total number carried, and cargo will be reported in short tons. This report will give the following information for each aircraft reporting squadron in the following format as indicated.

2. Monthly Flight Time Report for (indicate month being reported).

a. Column a. Squadron.

b. Column b. Total number of aircraft assigned and percent of average daily availability during reporting period. Do not include those aircraft in PAR, special rework or corrosion control programs. Example: 24/68.

c. Column c. Total number of aircrews on-board and average number flyable during reported period. Example 34/30.

d. Column d. Report total number of flights and total number of flight hours during reported period. Example: 426/639.

e. Column e. Average number of day flying hours and average number of night flying hours per pilot. Example: 24/4.

f. Column f. Report total number of commitment flight hours flown and total number of flight training hours flown. The total of the two will not equal total flight hours reported in column c due to ferry flights, test hops and miscellaneous flights. Example: 341/298.

g. Column g. Reflect the individual squadron's performance in accordance with their aircraft and assigned mission as follows:

MAMS-17 H&MS-13	Report total flight hours flown while conducting administrative flights and total number of passengers transported. Example: 87/12.
VMGR-152	Report total number of passengers and cargo transported. Example: 52/138.

VMF & VMA Squadrons	Report total flight hours flown while conducting ordnance training flights and tactical training flights. Example: 134/98
VMCJ-1 (P) (RF-8A)	Report number of photo missions flown and total flight hours. Example: 12/36
HMM Squadrons	Report total number of personnel transported and total number of short tons of cargo carried. Example: 14/72

h. Column h. Report the total number of programmed flight hours remaining for the current quarter. Example: 1721.

2. Amplifying or additional remarks will be submitted in paragraph 2. A comprehensive review of the previous month's flight activities will be made and such items as carrier qualifications, close air support sorties, etc., will be reported in this paragraph. If no significant type sorties were flown, this paragraph shall be reported as "NONE."

SAMPLE FORMAT FOR MONTHLY FLIGHT TIME REPORT

CONFIDENTIAL

FM VMF(AW) ONE ONE ONE

TO CG FIRST MAW

INFO MAG ONE THREE

CONFIDENTIAL

A. WGO 3000.2B

1. MONTHLY FLIGHT TIME REPORT FOR MAY

A. VMF(AW) ONE ONE ONE
B. 27/62
C. 34/3Ø
D. 426/639
E. 24/4
F. 128/495
G. 235/265
H. 81Ø

2. CONDUCTED CARQUAL ABOARD RANGER ON 5 MAY REQUAL 28 PILOTS, 14Ø LANDING, 72 FLIGHT HOURS. (VMGR) CONDUCTED 13 INFLIGHT REFUELING SORTIES.

GP-4

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

WgO 5750.1B
3:JCB:srd
17 Dec 1965

WING ORDER 5750.1B

From: Commanding General
To: Distribution List

Subj: Command Chronology

Ref: (a) MCO 5750.2
(b) MCO 5750.1
(c) Force O 3121.1B
(d) NAVMC 1110 United States Marine Corps Staff Manual
(e) MCO P5212.1C

Report Required: Command Chronology, par. 7

1. Purpose. To promulgate instructions for the preparation and periodic submission of the 1st Marine Aircraft Wing Command Chronology.

2. Cancellation. WgO 5750.1A

3. Information

a. The Command Chronology, established by reference (a), is a documented report to the Commandant of the Marine Corps of the significant events and experiences of this Command. The purpose of this report is to make these experiences available for practical study and exploitation and to preserve a record of the 1st Marine Aircraft Wing tradition by collecting and maintaining papers and articles of lasting professional, historical and sentimental interest.

b. Reference (b) describes the functions and duties of the Wing Historian.

4. Scope. The Command Chronology will provide a concise review of the highlights in the experiences of this Command considered to be of special significance to higher authority and the Marine Corps as a whole and will include events related to the preparation for and execution of missions assigned.

5. Format. The form and content of chronologies submitted to this Headquarters will be as set forth below. Classify each page and each paragraph/subparagraph

of chronologies as required by subject matter contained therein. The following format is prescribed:

a. Letter of transmittal

b. Title page. Indicate organization, location and inclusive dates of reporting period.

c. Part One: Organizational Data

(1) Paragraph 1: Listing of commanders and staffs of both the group and attached squadrons/units with inclusive dates that individuals filled billets listed. (Use first name, middle initial and last name).

(2) Paragraph 2. Task organization and unit locations with inclusive dates.

(3) Paragraph 3. Average monthly strengths of squadrons/units with a grand total for group.

(4) Paragraph 4. Important visitors to the command.

d. Part Two. Narrative summary of significant highlights occurring during the reporting period. This should take a running narrative form and all events mentioned should be related to a particular day or period of days during the month whenever possible. Make reference to documentation included with the report.

e. Part Three. Significant Events. This section should take the form of numbered paragraphs each dealing with applicable subject areas listed below. Subjects listed will be commented on as deemed appropriate but are not to be considered as restrictive in nature and may be increased in number and scope in keeping with the purpose of this report. Part Three is the proper place for details as well as analysis. All pertinent information should be included. Always relate the subject matter to dates whenever possible and reference enclosed documentation when applicable. Recommended subject areas:

Personnel
Administration
Awards
Casualties
Civic Action
Morale/Welfare Programs
Informational Services

Intelligence/Counterintelligence
Electronic Countermeasures
Photo
Air Operations
Air Control
Air Defense
Special Operations
Ground Defense
Command Relationships/Command and Control
NBC Warfare
Training
Logistics
Supply
Motor Transport
Engineering
Maintenance
Avionics
Base Development/Military Construction
Communications/Electronics

f. Part Four. Supporting documents. Prepare table of contents and attach all documentation as numbered appendixes.

6. Documentation. Operational and administrative plans and orders issued and those received from other than Marine Corps commands, journals and periodic reports of units and general/executive and special staffs, aviation status reports, general and special staff studies and estimates, standard reference maps (need be submitted only once) and other documents of operational and/or historical significance such as sketches, photographs, briefing notes, local newspapers, telephone books, command directories and other appropriate supporting documents will be used in the documentation of Command Chronologies in accordance with references (a) and (d).

7. Action

a. The Command Chronology will be prepared by this Headquarters under the cognizance of the Assistant Chief of Staff, G-3 and submitted in accordance with references (a) and (c). The Wing Historian will assist in the preparation and submission of chronologies.

b. The Assistant Chief of Staff, G-1 is directed to provide assistance to the Historian in compiling organizational data. The Wing Adjutant will assist with the custody and transmittal of classified documents used in the preparation and submission of chronologies.

c. Groups, separate squadrons and air station/facility commanders will submit Command Chronologies monthly to this Headquarters. These reports will be prepared at the highest level of command in the format prescribed in para-

graph 5 above. Inclusion of attached unit chronologies as enclosures is not desired, except in the case of Marine Wing Headquarters Group One wherein the diverse missions of subordinate organizations do not lend themselves readily to consolidation. All reports will be adequately documented.

d. General and special staff sections will submit appropriate information monthly for inclusion in the Command Chronology. Submissions will generally follow the format prescribed in paragraph 5 above, and as a minimum will include a roster of key personnel, narrative summary, detailed comments on appropriate subject areas under staff cognizance and documentation. General staff sections coordinate submissions of the special staff.

e. Command Chronologies of units deployed under the operational control of other than the 1st Marine Aircraft Wing will be submitted for the entire period of deployment (one report) within 15 days of return to operational control of this command.

f. General and special staff sections and all commanding officers are encouraged to keep the Wing Historian informed at all times of especially significant events, operations, briefings and programs in order that chronologies may further be augmented by personal observation and the conduct of interviews.

g. Command Chronologies and staff input will be submitted on a monthly basis to reach this Headquarters (Attn: ACofS, G-3) not later than the 15th day of the following month. Submit an original and four copies. Complete documentation of the original only is required. However, documentation of all copies is desirable consistent with the availability of documents and reproduction capabilities.

T. G. BRONLEEWE, JR.
Chief of Staff

DISTRIBUTION: "A" and "B"

1ST MAW
NO. 4 21 January 1966

AVIATION SAFETY BULLETIN

UNCLASSIFIED

ASB-28

First Marine Aircraft Wing Aviation Safety Officers as of 21 January 1966

LtCol P. L. ALLEN	1st Marine Aircraft Wing
Maj C. L. RODGERS	Marine Aircraft Group-11
Maj C. L. RODGERS	Headquarters & Maintenance Squadron-11
Capt R. H. CAGLE	Marine Fighter/Attack Squadron-115
1stLt C. D. HILLIS	Marine Fighter/Attack Squadron-323
Capt P. M. BUSCH	Marine Composite/Recon Squadron-1
Maj K. H. STOVER	Marine Fighter (AW) Squadron-312
Capt R. D. MILLER	Marine Aircraft Group-12
Capt R. D. MILLER	Headquarters & Maintenance Squadron-12
Maj O. M. DIAZ	Marine Attack Squadron-211
Capt D. E. MELVILLE	Marine Attack Squadron-214
Capt M. T. RIPLEY	Marine Attack Squadron-224
Maj A. R. HICKLE	Marine Attack Squadron-223
Capt W. C. DAVIS	Marine Aircraft Group-13
Capt W. C. DAVIS	Headquarters & Maintenance Squadron-13
Capt D. T. TIERNEY	Marine Attack Squadron-311
Capt D. R. SPRICK	Marine Fighter/Attack Squadron-314
Capt D. BOWEN	Marine Fighter/Attack Squadron-542
Capt J. D. STRICKLAND	Marine Aircraft Group-16
Capt J. D. STRICKLAND	Headquarters & Maintenance Squadron-16
Maj R. DYER	Marine Medium Helicopter Squadron-161
Capt G. T. LEONHARDT	Marine Medium Helicopter Squadron-163
Capt G. C. ODGERS	Marine Medium Helicopter Squadron-263
Capt G. N. BAILEY	Marine Medium Helicopter Squadron-361
Capt P. L. JAMES	Marine Observation Squadron-2
Maj W. J. GOODSELL	Marine Aircraft Group-36
Maj W. J. GOODSELL	Headquarters & Maintenance Squadron-36
Capt J. D. BOWLING	Marine Medium Helicopter Squadron-261
Maj P. C. SCAGLIONE	Marine Medium Helicopter Squadron-362
Capt J. A. MAXWELL	Marine Medium Helicopter Squadron-363
Capt C. RIORDAN	Marine Medium Helicopter Squadron-364
Capt J. M. PERRYMAN	Marine Observation Squadron-6
Capt T. C. ANDREW	Marine Wing Service Group-17
1stLt K. A. TAGGART	Marine Aircraft Maintenance Squadron-17
Maj R. D. FOWNER	Marine Aerial Refueler Trans Sqdn-152

Wing Aviation Safety Phone Number, Moment-88

Notify FMAW Aviation Safety Office of any changes to above list.

* *

THIS IS THE FOURTH IN A SERIES OF ARTICLES CONTRIBUTED BY 1st MAW STAFF AND PROFESSIONAL PERSONNEL

DISCUSSION
BY
MAJOR C. L. RODGERS, USMC
MAG-11 ASO

Reading through the October issue of Cockpit (The society of experimental test pilots), I came across an interesting article by Z. Testy Sexpot, whoever the hell he is!

Anyway the question was thrown around the Ops office (such stellar leds around as STOFER and TRICKEY) and the admin office and no two like answers. Question: "What are the four basic human motivations?" Important? Not necessarily, but interesting. Maybe an understanding of these motivations and our basic needs will make us understand some of the reasons we act the way we do. Psychologists say so anyway!

I'll answer ¼ of the question and discuss it here by taking excerpts from the "Thought Provokers" by Testy.

Advertising people hold that fear is one of the four basic human motivations. When used effectively it can divert us from the hazards associated with things ranging from fast women to such complex machinery as experimental or jet aircraft. On second thought, this example doesn't provide a very broad span because these areas have so much in common. Both require fast thinking, have a high rate of consumption, and are expensive to operate. If you don't know what your're doing, the chances of muddling through are zilch. Furthermore, you must always be aware of your relative progress (or lack of it), which calls for a combination of good communications and understanding based upon experience and/or careful planning. And finally of course, the penalties for serious mistakes are very, very severe.

While fear may be a great device for keeping people out of trouble during limited or initial exposure to a hazard, it must be quickly replaced by knowledge, if we must live with the hazard. Without balanced understanding of all the factors involved and their relative importance, anyone faced with an emergency cannot be expected to make a rational decision. This was amply illustrated some years ago when a lot of airplanes were lost (and a few pilots too) because the hazards of engine fire had been so over-emphasized that people were ejecting due to faulty fire-warning light illumination.

Testy notes that panic priming of this sort is always due to ignorance in its worst form. We all have to live with ignorance and admittedly it's as un-nerving and bothersome as a talkative, high-strung chase pilot. In its worst form ignorance can make one feel so inferior that he is tempted to exaggerate unknown hazards rather than admit that he hasn't pushed the beast thoroughly (The beast in this case could also be the handbook) in all areas. Hollering emphatically about unknown hazards may be great for the ego (it makes one appear knowledgeable and implies bravado or cautious wisdom), but when it amounts to passing on false information to someone less knowledgeable, it's criminal. Ignorance seems best handled in this game by Mark Twain's philosophy, to wit: "I was gratified to be able to answer promptly, and I did. I said I didn't know".

All of us wear the hat of a flight instructor when we make a qualitative assessment of handling characteristics or assist others in checking-out a new bird. In a few cases, some well meaning people will use this as an opportunity to exaggerate hazards; and if they had their way the Dash-1 might have more red-bordered pages than not. But ever since the days that airplanes were given enough longitudinal control to be stalled, we've managed to get around some pretty hairy hazards by recognizing the problems and then giving people sufficient training to understand them and avoid or fly out of them. All this leads to the conclusion that a good pilot must not only be able to fly and observe damn well - he should also have the knowledge and patience to understand and communicate his experiences and the benefits thereof to others.

* *

QUOTE FROM 1ST WING BULLETIN 3710

"All helicopter pilots of this command are expected to exercise good judgement operating in the close quarters and many confined landing sites encountered in the execution of assigned missions. Good judgement and prudence requires that a pilot avoid flying low over the many headquarters, camps, hospitals, schools, ammunition storage areas, radar installations and heavily populated zones found in local operation areas. A minimum altitude of 500 feet in such areas will be maintained when it is feasible to do so."

* *

AIRCRAFT MISHAP REPORTING - WING ORDER 3750.10F

* *

FROM THE NORTH (IWAKUNI)

Our TF-9J situation seems to be improving as of late and so far everyone has departed with their required time. We would like to stress again the importance of calling M/MS Ops when you check in to find out what the latest is and calling every day you are here for scheduling the next day. We cannot put you on the schedule without notice from you. For those of you who

are "sni veling" flight time with the tactical squadrons, more power to you, but please don't leave us holding the bag with "no shows". In case you are wondering what the weather is around here now, the outside air temperature is running around 35F and the sea water temperature is presently running about 57F. Guess you guys would like to "suffer" from the cold awhile with us. We've been trying to get WTGR-152 to ship a load of cold weather to you, but they tell us for some reason the holes they have been gathering lately cause it all to leak out. Gomen, and we'll try again.

* *

HEAT

Recently MAG-11 went out with a flight safety amofur on an airborne loss of a section (18"X24") of the port outer trailing edge wing panel.

The suspected cause of the seperation was metal fatigue. Investigation revealed smoked sections on the underside of the port wing apparently caused by exhaust fumes from the RCPT-105 start unit. Further investigation revealed other similar smoke scars, but no apparent skin damage.

A DIR was requested on the subject outer wing panel. Follow-up information resulting from the DIR will be passed to all units.

All units are cautioned to keep the start units from close proximity of aircraft.

* *

IT'S IN THE BOOK

In a recent airborne incident the pilot neglected to slow flight his aircraft at a safe altitude, in the landing configuration, thereby jeopardizing not only his own life and aircraft but also the lives of others in the immediate vicinity of the field.

Squadrons are reminded to review NATOPS procedures regarding damaged flight control systems.

* *

OOPS

The rules and guidance that have existed for years would have prevented all of these mishaps. The fundamentals of midair collision prevention are few and simple, but must be observed.

Maintain a visual lookout at <u>all</u> times when visibility permits.

Do <u>not</u> operate in reduced visibility except under positive control.

Know and use standard formation procedures and signals.

Keep Alert:

A-4E A-4E	ALFA ALFA	MINOR NONE	MIDAIR COLLISION: Number two and three aircraft of four plane formation both attempted to occupy the number two position while shifting to echelon; both aircraft broke up and were uncontrollable; pilots ejected immediately.

Squadrons should put continued emphasis on basic fundamentals of formation flying and tactics.

A professional pilot is aware of the hazards of his occupation; He overcomes them by integrity, accumulated wisdom, knowledge, discipline, and continuous alertness to his enviroment. Lack of any of these qualities may explain, but cannot be an excuse for an accident. From weekly summary.

* *

ADAPTED FROM HOT DOPE SHEET

There are two types of in-flight emergencies. The first requires immediate and positive reaction, while the second normally allows for a detailed analysis and choice of several options.

This is the category of emergency wherein a failure does not affect the aircraft's flying or performance qualities, yet the pilot's concern over it detracts from his flying of the aircraft and a mishap results.

The following examples are typical of this type accident. Keep in mind that in all three, the aircraft were airworthy, and the engines were still delivering thrust.

1. F-4 lost airspeed indicator. Confusion between pilot and RTO resulted in both ejecting.

2. A-4 had fluctuating oil pressure after take-off. Pilot turned downwind and landed at 170 to 180 knots with full drop tanks into midfield arresting gear. The wire parted, causing the aircraft to pitch up and become airborne. Pilot ejected while in "unusual attitude". Aircraft landed and rolled off end of runway.

3. A-4 lost nose cone in landing pattern. Pilot landed hot and long and tried to force aircraft to stay on deck. Nose tire blowing caused pilot to eject on runway. Aircraft became airborne and crashed.

These accidents, and many more like them, would not have happened had the pilots correctly analyzed their situations. If they had taken just a moment to see what they had remaining, they would have discovered their aircraft still flying, and that there was ample time to decide on

the proper action to take. They need not have hurried themselves into an accident by immediately assuming that a serious condition existed.

The word on instrument cross-checking is that no flight or engine performance instrument stands absolutely alone in its indication. Concerning landing: Why land hot or fast if the aircraft will safely fly a normal approach? If a fast one is needed, it must be planned and flown with the greatest of care.

* *

IT'S IN THE BOOK

A reminder of what can happen when aircraft is not slowed to external tank jettison speed, when tank is damaged:

F4B night air intercept. VFR centerline tank damaged during first 35 minutes of flight. Cause not known. Wingman reported large hole in port side of tank about 1 foot aft of tanks nose. Leaking fuel enveloped the tank and underside of aircraft. Tank was jettisoned at 18,000 MSL at 315 knots. Tank pivoted downward, rotating aft and struck stabilator causing aircraft to pitch up violently. Aircraft out of control, crew ejected. No injuries. Weekly Summary.

* *

AIRCRAFT MISHAP REPORTING - WING ORDER 3750.10F

* *

LUCKY?

That tiresome old adage "Ordnance safety regulations are written in blood" was almost brought up to date once again. The ordnance safety regulation ignored? "You shall not exceed 5 miles per hour on curves when carrying munitions". A truck load of Aero 7D pods was dumped--no explosive loss but 27 hard to get pods of 2.75" rockets were lost that took months of time and many man hours to reach its final destination--the grade three dump--at a dollar cost of $47,730.00.

* *

NOT HUNGRY?

In fiscal years 1964 and 1965 there were a total of 31 accidents in which "missed meals" or improper diet was reported as existing at the time of the accident.

* *

QUOTE

Aircraft Handling Mishaps. The following excerpt is quoted from a recent report of a NAVAIRPAC CVS safety council meeting: Quote...Aircraft handling mishaps (crunches) are almost 100% due to human error. Faulty judgement, inexperience, and lack of proper indoctrination or supervision figure prominently in most such incidents. Complacency, expediency, and fatigue are also factors to be constantly guarded against. A proper understanding of responsibilities is important in preventing crunches. The best directors and most meticulous safetymen cannot eliminate crunches unless the pilots/plane captains respond to signals promptly and properly. The man in the cockpit is a safetyman too and should stop the aircraft when he believes the aircraft is in danger. Through proper teamwork and training, aircraft crunches can be prevented. A file of previous crunch reports will be utilized as a training aid to permit future directors to learn from the mistakes of others. We cannot afford the luxury of repeating these same mistakes while training new personnel...unquote.

* *

COINCIDENCE

Safety is not a one man job. This is not news to experienced aviation personnel but apparently is not believed by all. Why else would two independent squadrons (one Navy - one USMC) have practically the same type ground accident within the space of 2 days, i.e., rear canopy jettison by operation of normal external open button.

The cause, seat safety pin and bag lodged between the canopy actuator and seat mounted canopy initiator.

* *

ORDNANCE

A squadron recently reported the damage to a TER rack when dropping Snakeyes configured for low drag mode release. It is suspected that the cotter pin sheared or came out in flight, allowing the fins to open prior to or at release. Fins opening before adequate clearance has been achieved may cause severe damage to bomb rack and/or aircraft and prevent normal release of remaining bombs. A check of numerous Snakeye weapons revealed several cotter pin tangs unopened. It is imperative that the tangs be positively separated and that, in addition, a short length of arming wire be used in the holes provided when the bomb is utilized in low drag configuration.

* *

NOT IN THE BOOK

Captain Ron SLAHUCKA of HMM-263, MAG-16 and co-pilot Captain Al MATER experienced a tail rotor failure in a UH-34 under what can be classified as the most adverse of conditions.

The aircraft was flying on a routine administrative flight to Tam Key, Vietnam with a group of Special Forces advisors aboard. Low celings forced the two plane flight to descend to a low altitude to remain VFR. At 300 feet and 100 knots during the descent a VC unit estimated at 30 troops opened fire at the lead aircraft. The VC were in a clear area and exposed. 1stSgt TERLIZZI and PFC KEMP, the crew on the aircraft, opened fire with both M-60s. Captain SLAHUCKA, realizing they were vulnerable and receiving fire, initiated a left turn to avoid the area and return to better weather conditions.

After about 90 degrees of left turn the aircraft suddenly lurched up and performed a clockwise 360 degree turn gyrating through various altitudes.

Once the initial shock had subsided and the aircraft was deemed relatively controllable, a decision was made to try to get back to hill 29, the nearest safe area to land. The aircraft continued to rotate clockwise alternately increasing and decreasing in severity. Various methods were attempted to re-gain control. Attempts to increase airspeed and get the airframe to slipstream were tried but failed. The tail passed the nose before airspeed could be built. An autorotation was attempted but in releasing the main rotor torque forces, the spin became more violent, contrary to popular belief and normal procedure. The auxiliary servo was not secured which was the only procedure not attempted.

Rumor has it that the VC are convinced the H-34 has a new anti-ground fire defensive tactic.

From the point where small arms fire was encountered to hill 29 is approx-imately five miles. The aircraft traversed the distance in a flight path un-precedented in air navagation. The crew estimated the aircraft made 30 or more revolutions. A power-on landing was accomplished in a large rice paddy with an approach that resembled a cork screw. Full power was added near the bottom to stop the rapid rate of descent. The aircraft impacted and turned 90 degrees to its initial contact heading but remained upright in two feet of mud.

Once safely on the ground, 200 [illegible] from a secure friendly outpost an assessment of damage was made. Eight small arms rounds had penetrated the aircraft. One passenger was hit and seriously wounded. The port tail rotor control cable was severed. The rotor blades and transmission area were hit. One round hit but did not penetrate the armor plate in the back of Captain SLAHUCKA's seat. Personnel were evacuated by HMM-163 aircraft and field repairs were performed. The next morning this aircraft was flown home.

Confronted with a tail rotor failure, it is not very often a H-34 makes it back. A WELL DONE is extended to pilot SLAHUCKA for saving his crew, his passengers and aircraft.

* *

1 JULY - 31 DECEMBER 1965
ACCIDENTS
Reported by FMAW units

DAMAGE	UH 34	UH 1E	A 4	F 4	EF 10B	RF 8A	KC 130	C 117	TOTAL
ALPHA	15	5	4	3	1	1	1		30
BRAVO	7	2	2	2	1	1		1	16
CHARLIE	5								5
									51

Following is a breakdown of the cause factors:

There were twenty-eight (28) accidents which have been assigned pilot error as the primary cause (by the squadron concerned).

Of this number there were seventeen (17) UH-34s. It should be noted that in sixteen (16) of the seventeen (17) pilot caused accidents landing technique was the primary cause (one (1) of the sixteen (16) was caused by landing to quickly on uneven terrain, the others either lost their rpm and couldn't regain it in time to stop their descent or used poor approach procedures to the landing area). Also to be noted is that six (6) of the sixteen (16) landing accidents were accounted for by one (1) unit.

Three (3) UH-1E accidents were assigned pilot error. One (1) hit the ground on a firing run, one (1) lost lift on an unusual procedure on instruments and one (1) on lift off struck mound with tail and rolled over.

Four (4) A-4 accidents were assigned pilot error. One (1) aircraft was damaged by section man's aircraft pickling a bomb off which went through leaders wing. One (1) aircraft was damaged when pilot pulled out too low and hit trees and ground. One (1) pilot landed the aircraft 200 feet short of the runway, and one (1) pilot ejected on take-off after apparently over rotating.

One (1) F-4B was damaged when pilot used wrong procedures on an abort.

One (1) KC-130 lost on take-off.

There were seven (7) aircraft damaged and assigned mechanical/material failure as primary cause. Eight (8) aircraft damaged as a result of enemy action and two (2) aircraft missing.

One (1) UH-1E was damaged when Vietnamese hung on and caused aircraft to settle and break-up.

One (1) aircraft (A-4) accident was assigned supervisory error (improper JATO bottles loaded on one side).

The above figures do not represent losses attributed to the enemy ground action at Marble Mountain and Chu Lai.

* *

1 JULY - 31 DECEMBER 1965
INCIDENTS
Reported by Own units

	UH 34	UH 1E	F 4 B	A 4	F 8	CH 37	RF 8A	C 117	TF 9J	C 54	KC 130	TOTAL
TOTAL INCIDENTS	148	29	12*	29	4	9	1	6	1	1	26	266
NUMBER DELTA DAMAGE	13	1	1	12				2				29
NUMBER ECHO DAMAGE	135	28	17	17	4	9	1	4	1	1	26	243
NUMBER CHARGED TO ENEMY	114	26	8	11	1	8					19	187
NUMBER ENEMY HITS	232	33	9	14	1	11					25	325
NUMBER CHARGED TO PILOT	27	3	3	9*	2			1	1			46
NUMBER CHARGED TO SUPERVISORY	3		8*	1	1		1	2			2	18
NUMBER CHARGED TO MECH/MAT	4			5				1* 2		1	5	19
DAMAGED BY OWN ORDNANCE			1	7*								8

The above chart contains a breakdown of all the aircraft incidents reported. The cause factor of the incidents (assigned by unit) is indicated on the chart, however, those incidents marked with an asterisk are explained on following page.

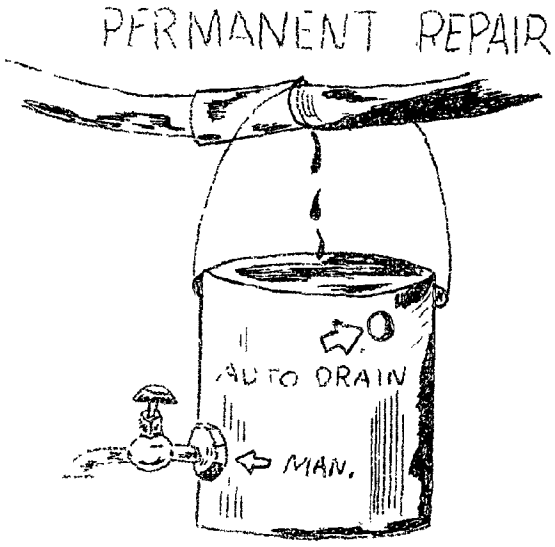
F-4B - Although only twelve (12) incidents were reported there were actually eighteen (18) aircraft involved. Charged to supervisory error are six (6) damaged as a result of inadvertent firing of side-winder missle, one (1) damaged as a result of fire in fuel pits and one (1) damaged when loose gear jammed canopy.

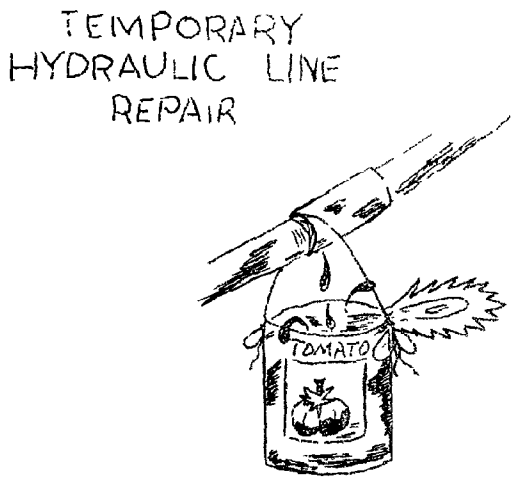
A-4 - Seven (7) aircraft were damaged by fragments from their own ordnance, one (1) hit LSO jeep on take-off and one (1) flew into trees on a low recovery from an ordnance run.

The one (1) C-117 incident indicated by an asterisk was caused by lightning strike.

Of the total number of incidents reported (two hundred sixty-six (266) most (78%) were caused by enemy action (three hundred twenty-five (325) hits by small arms and machine gun bullets).

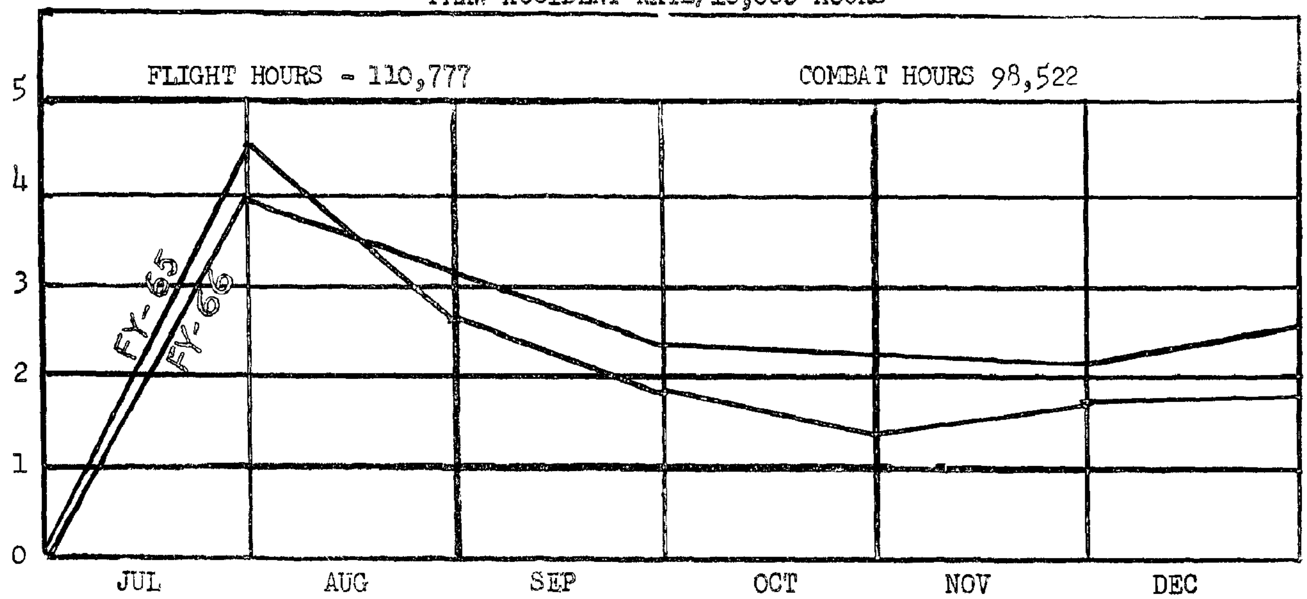
* *





STATISTICS

FMAW ACCIDENT RATE/10,000 HOURS



FMAW ACCIDENT/HOURS STATISTICS

	JUL	AUG	SEP	OCT	NOV	DEC
CUMULATIVE FY-66 RATE	4.01	3.10	2.28	2.20	2.08	2.34
CUMULATIVE FY-65 RATE	4.68	2.83	1.97	1.47	1.63	1.71
NUMBER OF ACDTS FY-66	7	4	1	4	3	7
NUMBER OF ACDTS FY-65	4	1	0	0	2	2
HOURS FLOWN FY-66	17,448	17,304	18,909	19,005	18,533	19,578
HOURS FLOWN FY-65	8,555	9,116	7,746	8,636	8,929	9,627

* *

HEADQUARTERS
UNITED STATES MILITARY ASSISTANCE COMMAND, VIETNAM
APO SAN FRANCISCO 96243

MACJ322

Serial No: 2184
27 May 1965

SUBJECT: Letter of Agreement, Chu Lai Air Base

TO: See Distribution

1. The attached letter of agreement between the Directorate of Civil Aviation, the Vietnamese Air Force and the United States Military Assistance Command, Vietnam, is forwarded for information and implementation.

2. The Commanding General, III Marine Amphibious Force or his designated representative is hereby authorized to act on behalf of USMACV for matters ancillary to this agreement and related to Chu Lai Air Base.

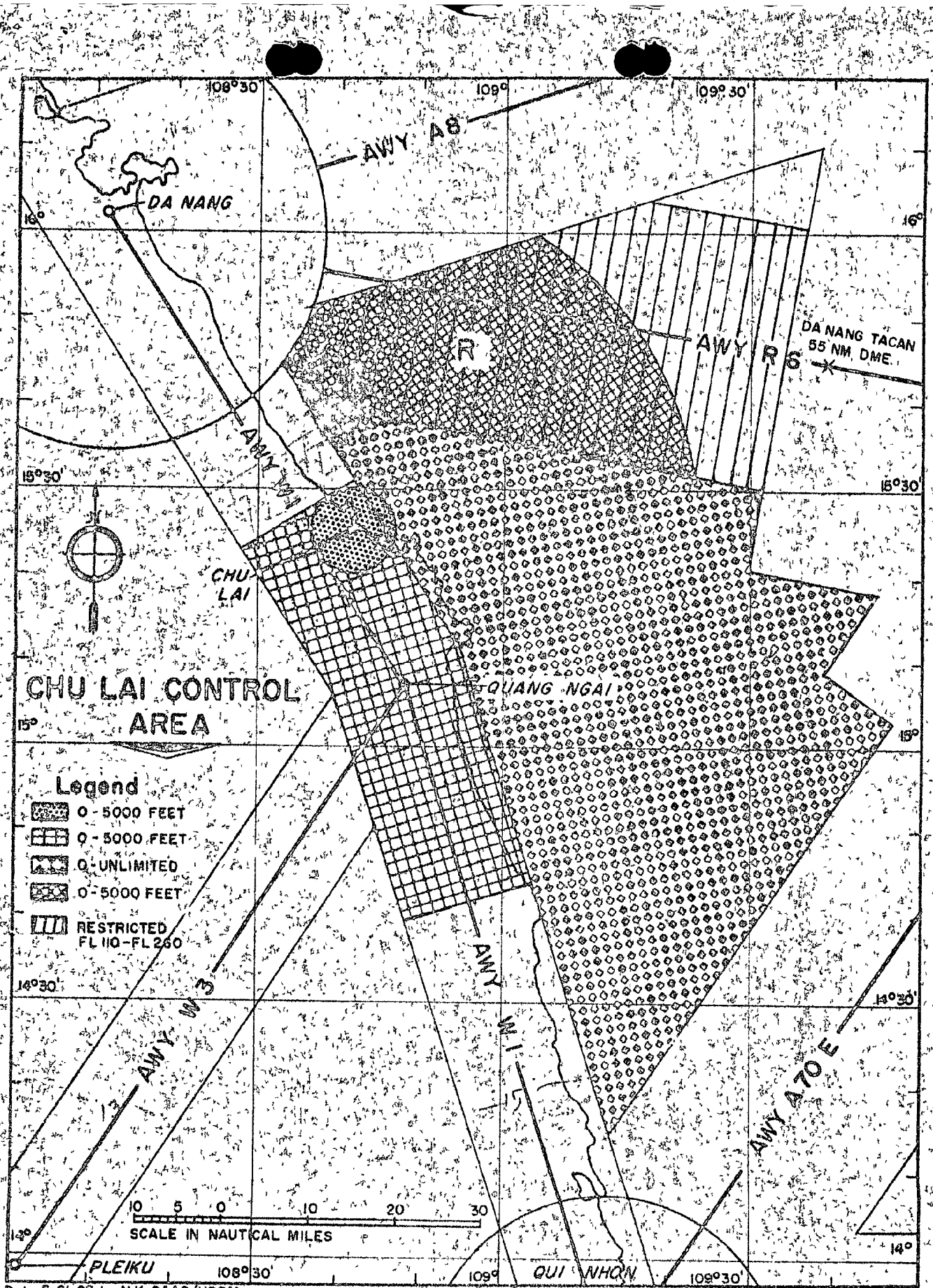
FOR THE COMMANDER:

RICHARD G. STILWELL
Major General, USA
Chief of Staff

Distribution:

JGS, RVNAF	5
MACV J-3	3
MACV J-6	1
AMEMB	2
JRATA	2
DCA, VIETNAM	10
2d AIR DIV	2
2 EDC	8
HEDSUPPACT	2
AFGP	5
USASCV	5
VNAF	5
III MAF	10

ENCLOSURE (1)



Date 5-21-68 by N K. CAAG/USOM ANNEX I TO DCA/VNAF/USMACV LETTER OF AGREEMENT SK-4

LETTER OF AGREEMENT
BETWEEN
THE DIRECTORATE OF CIVIL AVIATION OF VIETNAM
THE UNITED STATES MILITARY ASSISTANCE COMMAND, VIETNAM
AND THE VIETNAMESE AIR FORCE
ON
ESTABLISHMENT OF AIR TRAFFIC CONTROL AIRSPACE,
APPROACH CONTROL AND AERODROME FUNCTIONS AND
RESPONSIBILITIES INCIDENT TO THE COMMISIONING AND
OPERATION OF THE CHU LAI AIR BASE

THE DIRECTORATE OF CIVIL AVIATION OF VIETNAM,
THE UNITED STATES MILITARY ASSISTANCE COMMAND, VIETNAM
AND THE VIETNAMESE AIR FORCE

CONSIDERING: -That the Government of Vietnam has vested responsibilities for all matters pertaining to the air traffic control and coordination of National airspace in the Directorate of Civil Aviation and;
-That a Letter of Agreement between the principal parties named above now exists regarding special procedures for tactical flight operations and;
-That military exigencies require the commissioning of a new air base at Chu Lai and the introduction and operation of additional U. S. military aircraft from that base in support of the counterinsurgency effort;

DESIRING: To fix and establish such implementing procedures, airspace allocations and restrictions and responsibilities as are required to promote the efficient employment of military aircraft from Chu Lai Air Base in coordination with military and civil air operations in adjacent areas;

THEREBY: Promoting the achievement of Vietnamese National Goals;

HAVE AGREED AS FOLLOWS

Article 1: For the purpose of this agreement;

-DCA means the Directorate of Civil Aviation of Vietnam

-VNAF means Vietnamese Air Force

-USMACV means the United States Military Assistance Command, Vietnam, or its designated military representative

-Other abbreviations have the meanings specified in the Annexes to the Convention on International Civil Aviation

Article 2: USMACV will establish thru its militi ary element, the III Marine Amphibious Force, Approach and Aerodrome Control Facilities at Chu Lai Air Base.

Article 3: DCA will establish and allocate for use by Chu Lai Approach Control the airspace as defined in Annex 1 which is made a part of this agreement. DCA will further establish a restricted area as defined in Annex 1 which area shall be subject to penetration by military and civil aircraft at the sole discretion of Chu Lai Approach Control. This restricted area will become effective upon publication of an international NOTAM by DCA.

Article 4: Establishment of the following communications is a prior condition to IFR air operations under this agreement. Communications procedures used on ATS circuits will conform to ICAO standards. Frequencies for ATS ~~xixxwixxxwixi~~ circuits and for the VHF air-ground radios referred to below will be allocated by DCA on request.

a) A direct ATS voice communications circuit between Chu Lai Approach Control and Saigon ACC.

b) A direct ATS voice communications circuit between Chu Lai Approach Control and Da Nang Approach Control.

c) A teletype connection with the United States Air Force weather and NOTAM circuit at Da Nang.

d) VHF air-ground radio communications in the Chu Lai Tower and Approach Control Facility for contact with non-tactical military and civil aircraft.

e) Direct voice communications between Chu Lai Approach Control and the VNAF AC&W radar site at Da Nang.

Article 5: In order to insure thesafe and expeditious handling of air traffic operations at the Quang Ngai airport and so as to preclude interference with military air operations at Chu Lai, Chu Lai Approach Control will assume approach control and non-tactical flight following functions for that facility. ATS voice communications will be established between Chu Lai Approach Control and the Quang Ngai Airport.

Article 6: Additonal communications and navigation equipment will be programmed for future use at Chu Lai Air Base as follows:

a) A drop off of the DCA AFTN Saigon teletype circuit.

b) A low frequency NDB.

Article 7:

a) Within the airspace defined by Annex 1, USMACV thru its military representatives may establish and promulgate such air traffic control and approach procedures as are required. The DCA will be provided with information copies of such procedures.

b) Operating Letters of Agreement to facilitate the control and coordination of, and to promote the safe and efficient operations of non-tactical air traffic between Chu Lai, Quang Ngai, Da Nang and Saigon ACC will be developed. Letters of Agreement will be mutually developed and may be authenticated by concerned Agency Chiefs on behalf of DCA and by military officials designated by the US/VN military service having responsibility for the operation of control facilities.

c) Tactical Flight Operations within RVN will be governed by Letter of Agreement, Subject: "Special Procedures for Tactical Operations Flights", dated 20 January 1964.

Article 8: This agreement is subjected to renegotiation at the request of any signatory and may be modified, expanded or terminated by joint agreement of the signatories.

Article 9: This agreement shall come into force on the date of signature.

SAIGON
DIRECTOR OF CIVIL AVIATION

NGUYEN-TU-THIEN

SAIGON
US MILITARY ASSISTANCE
COMMAND, VIETNAM

GENERAL W. C. WESTMORELAND

SAIGON
VIETNAMESE AIR FORCE

AIR MARSHAL NGUYEN-CAO-DY

Signed 27 May 1965

Retyped 19 Dec 65 by Wing G-5 from copy by Wing G-3/jhd

CHU LAI APPROACH CONTROL AND CRP, DANANG LETTER OF AGREEMENT NO.1

SUBJECT: Special Procedures for Tactical Operations Flights

Effective: 28 May 1965

1. PURPOSE: To establish a joint procedure for vectoring and controlling aircraft on tactical flight plans arriving and departing CHU LAI airportl

2. SCOPE: This letter is applicable to the operations of CHU LAI approach control, DANANG CRP and all aircraft utilizing CHU LAI airport on tactical flight plans.

3. RESPONSIBILITIES GENERAL:

a. Tactical Instrument Departures (TID) will be numbered #1 Northbound, #7 Eastbound, #3 Southbound, and #4 Westbound. (See attachments 1, 2, 3, and 4)

b. Pilots departing on Tactical Flight Plans filed either through Base Operations or individual organization will designate a TID. When requesting taxi instructions from tower pilots will state the desired TID.

c. CRP has no clearing authority and can extend control only after a clearance has been issued from air traffic control.

d. A lost communication procedure will be established by CHU LAI Approach Control foreach TID in the event of radio failure.

4. DEPARTURES:

a. CHU LAI Approach Control shall coordinate with CRP and give appropriate departure information as follows:

8 (1) Aircraft type and call sign

(2) TID to be used

(3) Departure time

b. CHU LAI approach control will maintain radar and radio contact with the flight, monitoring the progress and issuing advisories as necessary.

c. When aircraft are under the control of CHU LAI approach control, minimum radar separation of 3 NM (5 NM when more than 40 NM from antenna site) shall be provided between IFR tactical aircraft and other observed traffic.

ENCLOSURE (2)

d. Transfer of radar servide to CRP shall be made as soon as practicable after radar contact is established by CRP, and in no case later than 5 NM prior to reaching the outer limits of approach control radar.

5. UNDER CRP CONTROL (ENROUTE)

A. The flight leader shall contact CRP for continuation of radar vectoring.

b. CRP shall be responsible for radar vectoring until reaching VMC or transferred to another control agency.

c. If CRP Vectoring cannot be accomplished for any reason, the flight shall maintain visual meterological conditions (VMC) or revert to appropriate Air Traffic Control Units and shall be considered in the same category as civil traffic.

d. CRP will be responsible for providing minimum standard radar separation (5 NM) between tactical aircraft and other observed traffic.

6. Recovery procedures:

a. The flight will maintain radio communications with CRP which will provide radar control and separation between tactical aircraft and other observed traffic until transfer to CHU LAI approach control.

b. CRP will coordinate with CHU LAI approach control to obtain an expected approach time (EAT) and the appropriate approach fix.

c. CRP will provide sufficient enroute radar separation to effect an orderly hand-off to CHU LAI approach control, but in no case later than 5 NM prior to hand-off point.

d. Diverse hand-offs may be made at any point after proper coordination and identification.

e. The flight will contact CHU LAI approach control for recovery clearance in the event contact cannot be made with CRP.

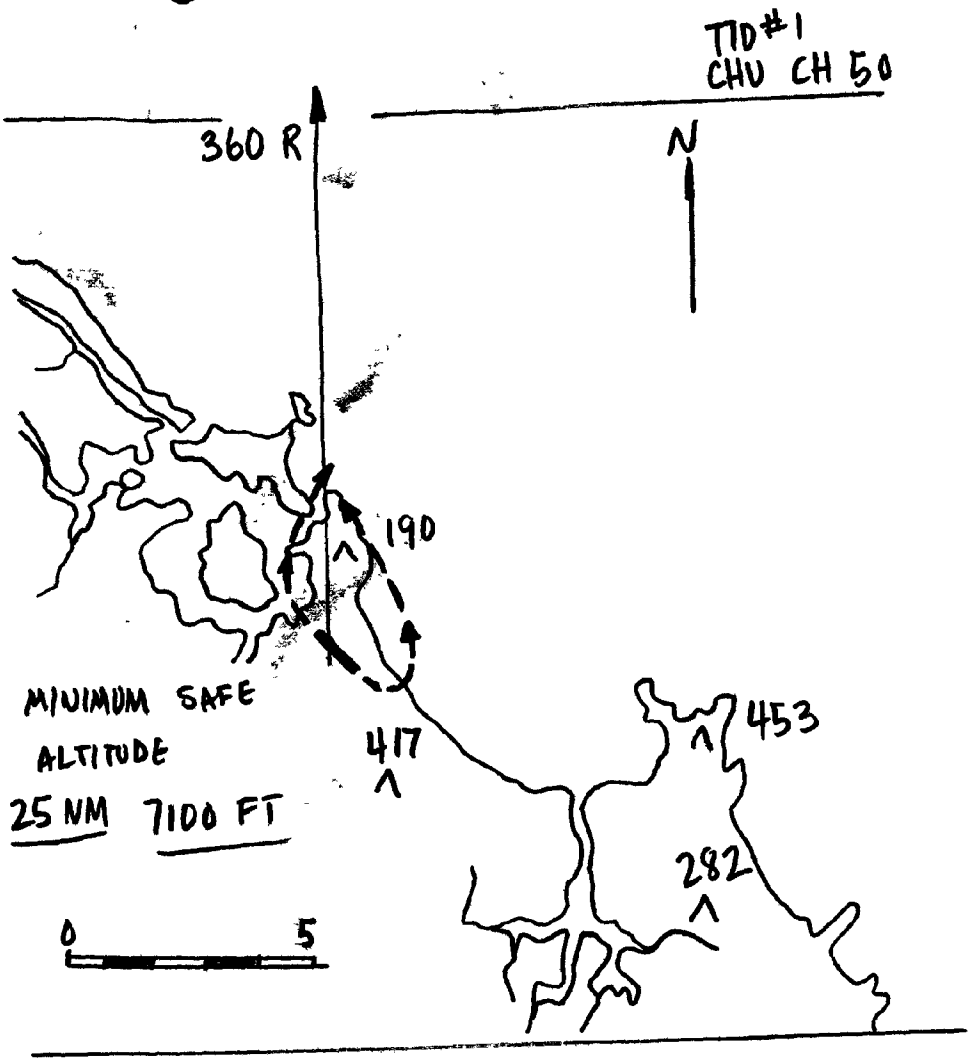
7. EMERGENCIES:

If an aircraft experience an emergency, action will be taken by the agency exercising control to notify the other agency (CRP/CHU LAI Approach Control). An appropriate priority will be afforded the emergency aircraft. The aircraft will be vectored to the airfield by the most expeditious route.

J. D. NOBLE
COLONEL, USMC
COMMANDING

TRAN VAN MINH
CAPTAIN, VNAF
COMMANDER,
MONKEY MOUNTAIN
RADAR SITE

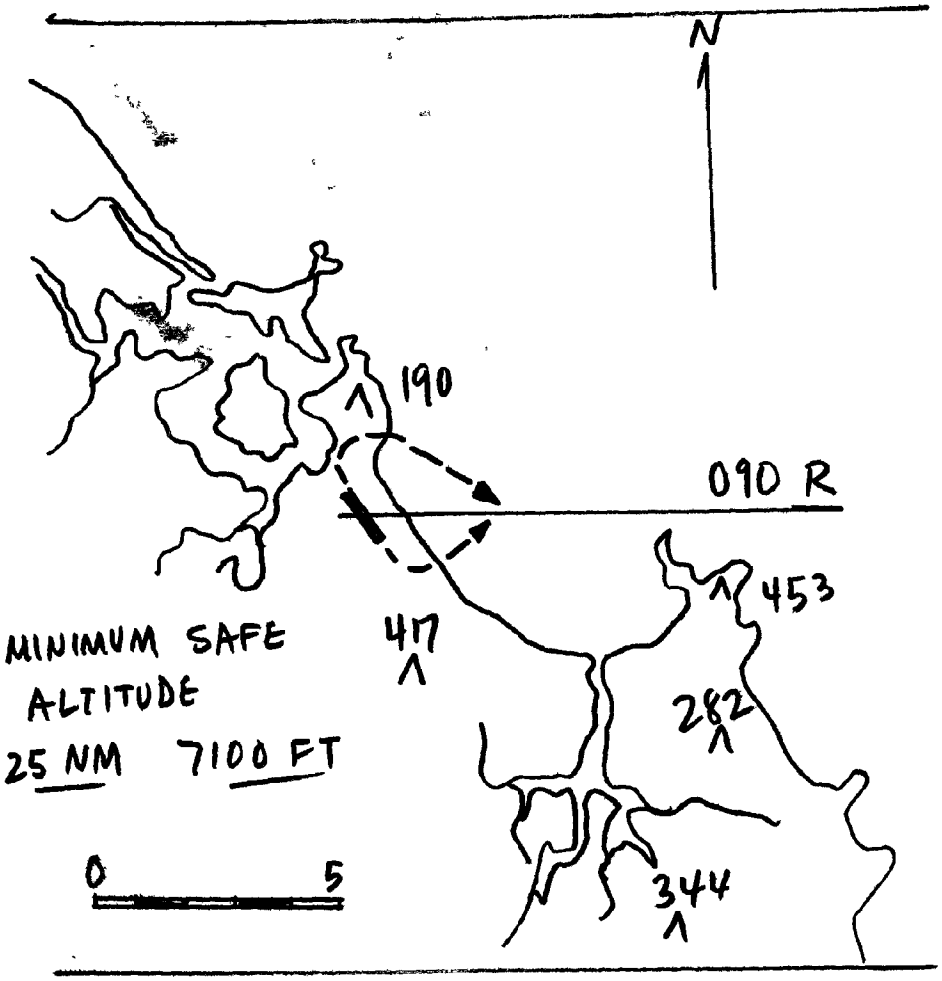
DEAN R. BLINCOW
MAJOR, USAF
COMMANDER
DET 1, 619th TCS



CLEARANCE
ATC clears _____ to the CHU LAI airport via TID #1. Report VMC on top or briefed altitude. Your lost communications procedures_____.

ROUTE DESCRIPTION
After takeoff Rwy 32 turn right (Rwy 14 turn left) intercept and proceed out bound on the 360 radial. CHU LAI TACAN.

CAUTION
Mountainous terrain commences two (2) NM radius CHU LAI airport.



CLEARANCE

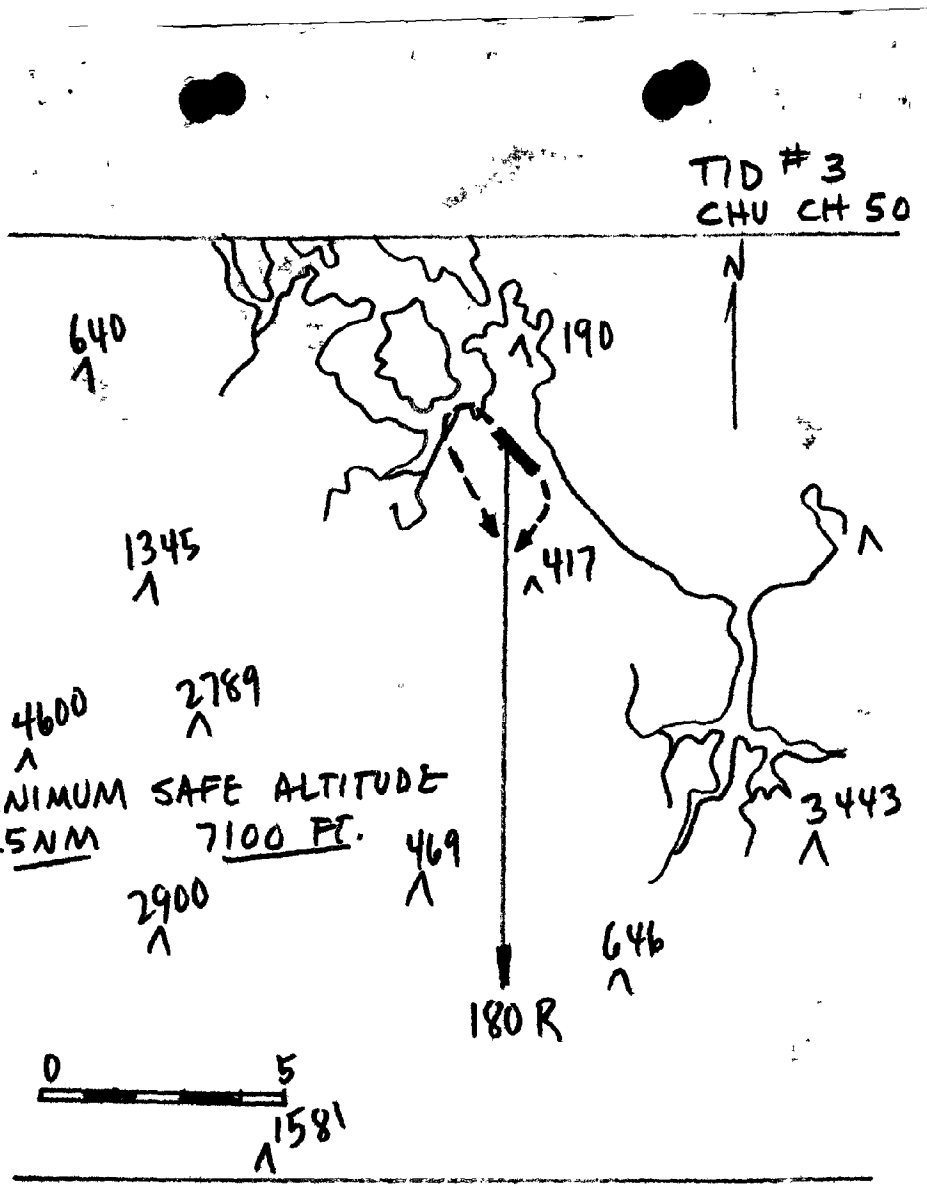
ATC clears _____ to the CHU LAI Airport via tactical instrument departure #2. Maintain briefed altitude. Your lost communications procedure_____.

ROUTE DESCRIPTION

After takeoff Rwy 32 turn right (Rwy 14 turn left), Intercept and proceed outbound on the 090R CHU LAI TACAN. Report VMC on top or briefed altitude.

CAUTION

Mountainous terrain commences two (2) NM radius CHU LAI airport.



CLEARANCE

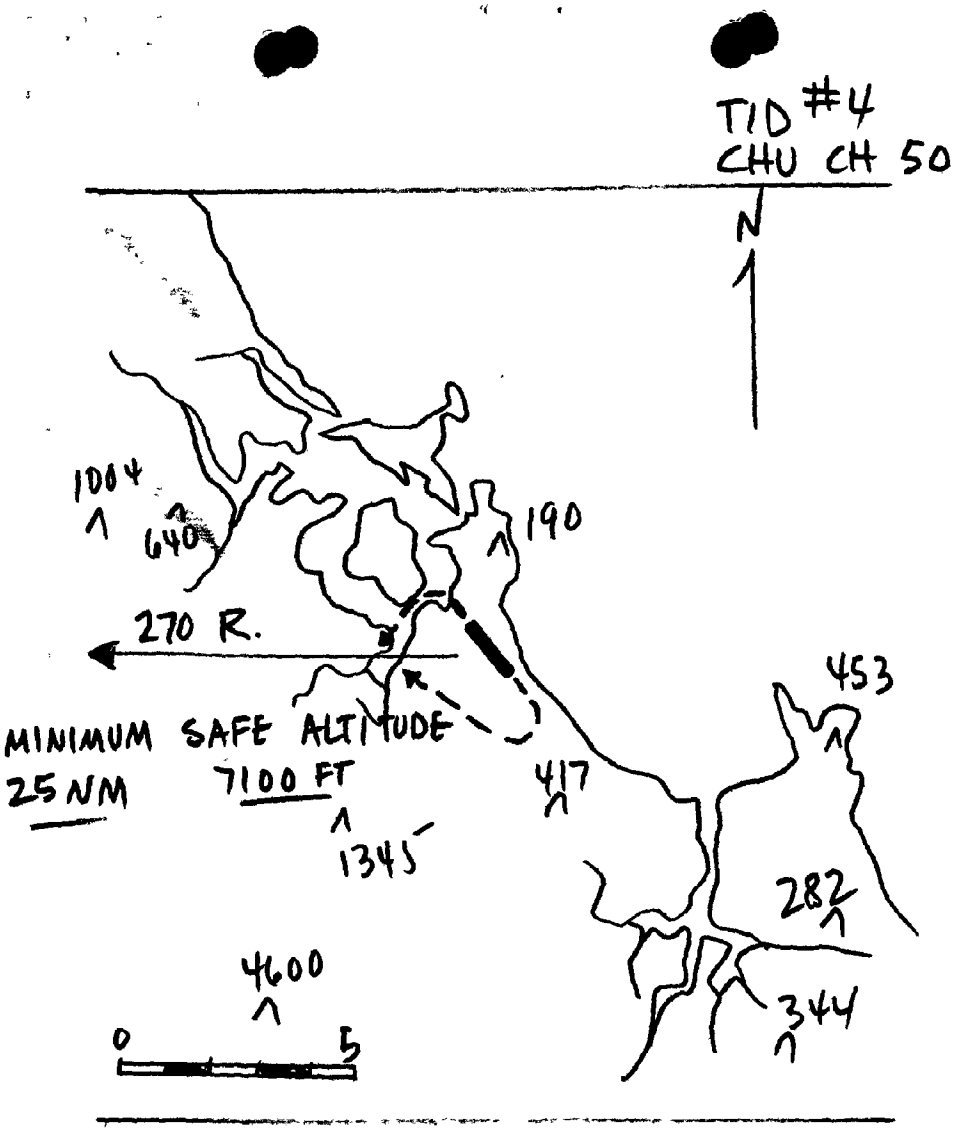
ATC clears _____ to TAC CHU LAI Airport via tactical instrument departure #3. Maintain briefed altitude. Your lost communications procedures_____.

ROUTE DESCRIPTION

After takeoff Rwy 32 turn left (Rwy 14 turn right) intercept and proceed outbound on the 180R CHU LAI TACAN. Report VMC on top or briefed altitude.

CAUTION

Mountainous terrain commences two (2) NM radius CHU LAI airport.



CLEARANCE _____ to the CHU LAI Airport via tactical instrument departure #4. Maintain briefed altitude. Your lost communications procedure_____.

ROUTE DESCRIPTION
After takeoff Rwy 32 turn left (Rwy 14 turn right), intercept and proceed outbound on the 270 CHU LAI TACAN, report VMC on top or briefed altitude.

CAUTION
Mountainous terrain commences two (2) NM radius CHU LAI airport.

Retyped 19 Dec 65 by Wing G-5 from copy by Wing G-3/jhd

Letter of Agreement between Danang Approach Control and Chu Lai Approach Control

Danang Approach Control Letter of Agreement No. 12

Chu Lai Approach Control Letter of Agreement No. 2

SUBJECT: Coordination Procedures

EFFECTIVE: Upon signature and not later than May 28, 1965

1. Purpose: To establish procedures for the control of IFR/IMC air traffic operating between Danang Airport and Chu Lai Air Base.

2. Scope: The procedures described herein are applicable to Danag Approach Control, Chu Lai Approach Control and all military and Civil Air carriers utilizing this service.

3. Procedures: Arrival and departure service between Danang Airport and Chu Lai Air Base will be effected with prior coordination between Danang and Chu Lai approach controls.

a. Chu Lai Arrivals: Aircraft departing Danang enroute to Chu Lai will be cleared to the Chu Lai Tacan (CHU) 12NM DME Fix on the 320 radial to hold on the west side (right turns) between the 12 and 15NM DME fixes. Altitude not above 5,000 feet or below 3,000 feet.

b. Danang Arrivals: Aircraft departing Chu Lai enroute to Danang will be cleared to the Danang Tacan 11NM Fix on the 169 radial to hold East, right turns between the 11 and 16NM Fixes. Altitude not above 5,000 or below 4,000 feet.

c. Both Danang and Chu Lai approach controls will forward departure times on aircraft enroute to the other area.

d. d. Aircraft inbound to Danang from Chu Lai will be instructed to contact Danang Approach when 5NM north of Chu Lai. Aircraft enroute to Chu Lai from Danang will be instructed to contact Chu Lai Approach when 25NM south of Danang.

e. Chu Lai will advise Danag Approach Control when aircraft are being held at the CHU, 12NM DME fix on the 320 radial together with an expected approach clearance time and when the fix is no longer occupied.

f. The watch supervisor at either agency may authorize deviation from the provisions of the letter of agreement only after prior coordination with the other controlling agency.

NGUYEN AN TRI
AIRPORT COMMANDANT
DANANG

ROBERT B. SWAN JR.
MAJOR, USAF
COMMANDER
DET 5, 1964 COMM GP

J. D. NOBLE
COLONEL, USMC
COMMANDING

ENCLOSURE (3)

LETTER OF AGREEMENT
between

Danang Approach Control
and
Chu Lai Approach Control

Subj: Coordination Procedures

Effective: Upon signature and not later than May 28, 1965

1. Purpose: To establish procedures for the control of IFR/IMC air traffic operating between Danang Airport and Chu Lai Air Base.

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3. Procedure: Arrival and departure service between Danang Airport and Chu Lai Air Base will be effected with prior coordination between Danang and Chu Lai approach controls.

a. Chu Lai Arrivals
Aircraft departing Danang enroute to Chu Lai will be cleared to the Chu Cai Tacan (CHU) 12NM DME Fix on the 320 radial to hold on the west side (right turns) between the 12 and 15NM DME fixes. Altitude not above 5,000 feet or below 3,000 feet.

b. Danang Arrivals
Aircraft departing Chu Lai enroute to Danang will be cleared to the Danang Tacan 10NM Fix on the 169 radial to hold East, right turns between the 10 and 15NM fixes. Altitude not above 5,000 or below 4,000 ft.

c. Both Danang and Chu Lai approach controls will forward departure times on aircraft enroute to the other area.

d. Aircraft inbound to Danang from Chu Lai will be instructed to contact Danang Approach when 5NM north of Chu Lai. Aircraft enroute to Chu Lai from Danang will be instructed to contact Chu Lai Approach when 25NM south of Danang.

ENCLOSURE (4)

e. Chu Lai will advise Danang Approach Control when aircraft are being held at the CHU, 12NM DME fix on the 320 radial together with an expected approach clearance time and when the fix is no longer occupied.

f. The watch supervisor at either agency may authorize deviation from the provisions of the letter of agreement only after prior coordination with the other controlling agency.

NGUYEN AN TRI
AIRPORT COMMANDANT
DANANG

ROBERT B. SWAN JR.
MAJOR USAF
COMMANDER
DETS, 1964 COM GP.

Retyped 19 Dec 65 by Wing G-5 from copy by Wing G-3/jhd

Letter of Agreement Between Saigon Area Control Center and Chu Lai Approach Control.

Saigon ACC Letter No. 10

Chu Lai approach Control Letter No. 1

Subject: Departure and Approach Procedures for the Chu Lai and Quang Ngai Aerodromes.

Effective: 1 June 1965

1. Purpose: This agreement is to be used for the control of IFR arrivals and departures in the Chu Lai Approach Control area. Deviations from the procedures herein may be approved on an individual basis after proper coordination and agreement of the agencies concerned.

2. Scope: This letter of agreement applies to the operation of Chu Lai Approach Control and Saigon ACC.

3. General: This agreement is in accordance with and supplemental to the procedures contained in MACV Directives, Air Traffic Control Procedures of Vietnam ATP 7110,1B, AFM 60-5 and other directives applicable to the agencies concerned.

4A Chu Lai Approach Control Area: Starting at the intersection of the northeast lateral edges of Aiways White 1 and Amber 70E then proceding northeastward on the west edge of Airway Amber 70E to the intersection of Airway Red 6; then west along the south edge of Airway Red 6 to a point that intersects the 40 mile arc of Chu Lai TACAN; then west along the 40 mile arc of Chu Lai TACAN to the south edge of Airway Amber 8; then to the intersection of Danang Approach Control area (25 NM Radius of XVJ NDB); then south along the eastern edge of Danang Approach Control area (the air space in the 40 mile arc encompassing Airway Red 6 will be from the surface to 5,000 feet and from FL 110 to FL 260) to the intersection of the eastern edge of Airway White 1; then south along the eastern edge of Airway White 1 to the intersection of Airway Amber 70 east.

Chu Lai Approach Control area extension: all that airspace beneath airway White 1 from the ground to and including 5,000 feet starting at a point 23 miles north of Quang Ngai RBN and 26 NM south.

4B Aerodrome Traffic zone, Chu Lai Five NM from aerodrome reference point

ENCLOSURE (5)

5. Clearance Limit Fixes

	Fixes	Minimum Transfer Level	Release Point
LA	Quang Ngai (RBN)	70	Chu Lai Control Area
	180 CHU 20NM	70	30NM CHU
	050 CHU 30NM	70	40 Miles CHU
	325 CHU 12NM	70	25 NM South of Danang
HA	050 CHU 31NM	270	40NM CHU
	180 CHU 40NM	210	40NM CHU

6. Holding Pattern and Fix

Quang Ngai (RBN) 360 In 180 Out LT 1 Min
180 CHU between 20 and 25NM DME Fixes left turn
325 CHU between 12 and 15NM DME Fixes, right turn
050 CHU between 30 and 35NM DME Fixes, right turn
HA

050 CHU between 31 and 36 Right turn
180 CHU between 40 and 45 Right turn

7. Arrival Procedures

a. Saigon ACC shall issue a transfer message to Chu Lai Approach Control at least 15 minutes before the aircraft reaches the release point.

b. Saigon ACC will clear aircraft to the clearance limit fix with instructions to contact Chu Lai Approach Control at the release point.

c. Chu Lai Approach Control will keep Saigon ACC advised of the highest altitude in use at clearance limit fixes.

d. Release of altitudes at or above the minimum enroute altitude shall constitute a release of all lower altitudes between the release point and the clearance limit fix except in the A8/R6 airway structure where special procedures are used as specified in I above (Chu Lai Approach Control Area). High altitude aircraft will not be descender below FL 210 until inside Chu Lai Control area without prior coordination.

e. Saigon ACC will not clear any aircraft through the Chu Lai approach Control area without prior coordination.

f. The clearance limit fix will not be changed outside the Chu Lai Approach Control area without prior coordination with Saigon ACC.

g. If Chu Lai approach control holds aircraft in airways control area an expected approach clearance time will be furnished to Saigon ACC.

f. The TACAN approaches based on Chu 320 radial will require prior coordination with Saigon ACC and Danang approach control.

8. Departure Procedures

a. Chu Lai Approach Control will request the appropriate instrument departure route (as listed below) to the aircraft departing Chu Lai and will notify Saigon ACC of the instrument departure used. Any other departure route may be used after coordination with Saigon ACC to obtain necessary route and altitude.

b. Departure Routes	Release Point	Min Flight Level
TD 1 360 Radial Chu	13 NM	70
TD 2 045 Radial Chu	18 NM	70
TD 3 090 Radial Chu	45 NM	Assigned
TD 4 135 Radial Chu	63 NM	Assigned
TD 5 180 Radial Chu	Within 20 NM	70

c. Chu Lai approach control shall depart aircraft in the order specified by Saigon ACC. However, Saigon ACC will endeavor to depart the aircraft in the order on the departure time requested since Chu Lai taxiways are not wide enough to permit passing.

9. Miscellaneous

a. Aircraft released to Chu Lai Approach Control outside the Chu Lai control area will be identified and radar controlled off airways for an expeditions approach using 5 miles radar separation from all observed targets until within the control area. Prior approval is required from Saigon ACC.

b. The watch supervisors of either agency may authorize deviations from the provisions of this letter of agreement only after prior coordination with the controlling agency.

c. Transition Level at Chu Lai Air Base: FL 70
Transition Altitude at Chu Lai Air Base: 6,000 feet

i.e. 1. All departing aircraft proceeding to an altitude in excess of 5,000 feet will set altimeter to 29,92 Hq.
2. All arriving aircraft will set altimeter to station pressure when passing through FL 70.
3. Aircraft holding at FL 70 will set altimeter to 29.92 Hq.
4. There will be no holding below airways structure at transition altitude 6,000 feet.

d. Inbound aircraft released to Chu Lai Approach Control will be provided separation from departing aircraft by ChuLai Aproach Control. Successive departures leaving the Chu Lai control area will be provided with standard non-radar separation according to Rules of the air in Vietnam and ICAO.

e. Chu Lai Approach Control is responsible for IFR and special VFR approaches and arrivals at Quang Ngai Airport.

f. Chu Lai Tower will participate in the Flight Following Service for Chu Lai Air Base and Quang Ngai Airport.

DAO DUC KY
CHIEF, SPECIAL AERONAUTICAL DISTRICT

J. D. NOBLE
COLONEL, USMC
COMMANDING

Signed 27 May 1965

Retyped by Wing G-5, 19 Dec 65, from copy by Wing G-3/jhd

JOINT VNAF/US FORCES REGULATION
NUMBER 60-1

VNAF/US FORCES Reg 60-1
JOINT VNAF/US FORCES
Da Nang Air Base
22 July 1965

Operations
STANDARD TRAFFIC PATTERNS, DANANG AIRFIELD

PURPOSE: The purpose of this regulation is to establish standard traffic patterns for all aircraft using Da Nang Airfield.

CHAPTER I - INTRODUCTION

SECTION A - Policies and Responsibilities.

1. To Whom this Regulation Applies to all agencies and individuals operating aircraft within the Da Nang Airfield control zone.

2. Who is Responsible

a. Commanders of all military units operating aircraft out of Da Nang Airfield on a temporary or permanent basis are responsible for insuring compliance with this regulation by all aircraft/aircrews under their jurisdiction.

b. The airfield supervisor is responsible for bringing this regulation to the attention of all civilian agencies operating aircraft from Da Nang Airfield on a regular basis, and insuring their compliance. The airfield supervisor is further responsible for insuring that all Da Nang Airfield air traffic control agencies require aircraft within the Da Nang Airfield control zone to comply with this regulation when it is feasible todo so.

3. Explanation of Terms

a. Control zone - That area encompassed by a 10 nautical mile radius circle from the center of Da Nang Airfield and extending from ground level to 3,000 feet MSL. (Ref. Saigon FIR, Aeronautical Information Publication, page RAC 3-3, 1/A dated 1 Jan 1965).

b. Conventional Aircraft - Any single engine propellor or prop-jet aircraft of 1,000 horsepower ormore, or any multi-engine, propellor or prop-jet aircraft.

c. Light Aircraft - Any single engine propellor-driven aircraft of 1,000 horsepower or less.

d. Closed Traffic Pattern

(1) Jet Fighter Aircraft - A standard oval pattern wherein an aircraft taking off or executing a go-around (wave-off) may, after passing the departure

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DISTRIBUTION: S

ENCLOSURE (6)

end of the runway, make a climbing 180 degree turn to the down-wind leg for another landing approach.

(2) Conventional Aircraft - A standard rectangular pattern wherein an aircraft taking off, or executing a go-around (wave-off) may after passing the departure end of the runway, execute a 90 degree climbing turn to a cross-wind leg, and then a 90 degree turn to enter the down-wind leg for another landing approach.

e. Touch and Go Landing - A landing wherein the aircraft is allowed to touch-down, but power is applied to accomplish a take-off sometime during the landing roll-out.

f. Stop and Go Landing - A landing where the aircraft is touched down and brought to a complete stop on the runway before power is re-applied to accomplish a take-off.

g. Minimum Fuel - That point at which an aircraft must be landed as soon as possible in order to prevent its entering an emergency condidtion due to lack of fuel. Aircraft declaring "Minimum Fuel" will receive landing priority over other normal traffic.

h. Emergency Low Fuel - That point at which the aircraft must be landed immediately in order to prevent loss of power due to fueld starvation. Aircraft declaring "Emergency Low Fuel" will receive priority over all normal traffic, and those aircraft having emergency conditions of a less serious nature.

i. Hung Ordnance - Ordnance mounted on an aircraft which the aircrew has tried to expend, but through system malfunction has failed to release or fire. Ordnance which was purposely retained, and no attempt was made to release or fire same, is not considered "Hung Ordnance".

j. Hot Bomb Areas - Areas where aircraft with hung/unexpended ordnance will be required to stop for an Ordnance Safety Check by EOD personnel

(1) North Hot Bomb Area - will be used by aircraft landing on rrnway 35. It is the extreme South edge of taxiway E-5, just clear of the active runway. Pilots should position aircraft so as to block as little of the runway ingress/egress as possible.

(2) South Hot Bomb Area - will be used by aircraft landing on runway 17. It is the West half of taxiway E-6 (the parallel taxiway) 1,000 feet North of the F-102 area. Pilots should position aircraft so as to block as little of the runway ingress/egress as possible.

CHAPTER II - PATTERNS, TRAFFIC

SECTION A - Jet Fighter Aircraft - Jet fighter aircraft landing at Da Nang Airfield will utilize a standard left hand 360 degree overhead approach.

1. Initial approach will be entered at a point on the extended runway centerline 3 to 5 miles from the end of the runway. Altitude will be 1,500 feet MSL and 300 KIAS.

2. A level 180 degree break to down-wind leg will be initiated upon crossing the approach end of the runway, or as directed by the control tower. Secceeding aircraft in the flight will break at intervals of no less than four seconds. Absolute minimum spacing between aircraft in the pattern at any point subsequent to the break will be 2,000 feet.

3. Down-wind leg will be flown wings level at 1,500 feet MSL at appropriate airspeed depending upon type of aircraft.

4. Turn to final will be a decending 180 degree turn to intersect final approach course and glide slope at a point no lower than 300 feet AGL and no closer than ½ mile to the approach end of the runway.

5. Intended point of touch-down for all jet aircraft should be 1,000 feet down the runway.

6. During the roll-out, when aircraft is well under control, aircraft will clear to the turn-off side of the runway (East). Aircraft experiencing dragchute failure or having other reasons for over-running the aircraft ahead will expect to clear to the side of runway opposite the turn-off (West) in order to pass the aircraft ahead. In any event, an overtaking aircraft will call the overtaken aircraft by call sign and state which side he is passing on. EXAMPLE: "BARD 61, 62 will be passing you on your left."

7. Aircraft making a go-around (wave-off) or taking off should not deviate from the runway center-line until clear of the field boundard. If such a deviation is necessary, use extreme caution due to heavy helicopter traffic on both sides of the runway from ground level to 500 feet AGL.

8. Radio calls will be made:

a. Turning initial
b. Break
c. Base with gear

SECTION B - Conventional Aircraft - The traffic pattern for conventional aircraft will normally be a standard, rectangular pattern. Traffic will be left hand turns on runway 17, and right hand turns on runway 35.

1. Down-wind leg will be entered at a point opposite the departure end of the active runway, at an angle no greater than 45 degrees. Down-wind will normally be flown over the Tourane River, approximately one mile East of the Air Base to avoid passing over the populated areas of Da Nang city or the airbase. Altitude will be 1,000 feet AGL and airspeed as appropriate for the aircraft involved.

2. Turn to base leg will be planned so that the base leg will be outside thefield boundard. Base leg may be flown level, or descending, as required by individual aircraft performance. However, pattern should be planned with the knowledge that VC small arms fire may be expected anywhere off of the end of the runways to within ½ mile of the airfield perimeter.

3. Final approach course and glide slope will be intersected at a point no lower than 300 feet AGL, and no closer than 1,000 feet to the end of the runway (over the approach end of the over-run).

4. Conventional aircraft are encouraged to plan their touch-down so that the landing roll-out will coincide with one of the turn-off taxiways in order to provide expeditious clearing of the active runway. Touch-down should never be planned shorter than 500 feet down the runway.

5. Landing aircraft should plan to clear to the turn-off side of the runway (East) as soon as aircraft is well under control on the landing roll-out.

6. Aircraft executing a go-around, or taking off should not deviate from the runway center-line until a clear of the field boundary. If such a deviation becomes necessary, use extreme caution due to heavy helicopter traffic on both sides of the runway from ground level to 500 feetAGL.

7. Radio calls will be made:
   a. Entering dow-wind

   b. Turning base

   c. Gear down and locked (may be combined with b or d as required);

   d. Turning final (if not yet cleared to land by tower)

SECTION C - Conventional Aircraft, 360 Degree Overhead Pattern.

1. A-1's and occasionally other types of conventional aircraft may be cleared to fly 360 degree overhead patterns either singly, or in formations. The pattern may be flown at either 1,000 feet, or 1,500 feet depending on aircraft type, and directives established by the unit involved. 360 degree overhead approaches will utilize left traffic for both runways.

2. Initial approach will be entered at a point on the extended runway center-line, 3 to 5 miles from the approach end of the runway at the approach altitude (either 1,000 or1,500 feet) and airspeed specified for the aircraft involved.

3. A level 180 degree break to down-wind leg will be initiated upon crossing the approach end of the runway, or as otherwise directed by the control tower. Succeeding aircraft in the flight will break at intervals of no less than four (4) seconds. Absolute minimum spacing between aircraft in the pattern at any point subsequent to the break will be 2,000 feet.

4. The down-wind leg will be flown wings level, at the same altitude as the initial approach, and at the airspeed appropriate for the type aircraft, Gear and flaps will normallyy be lowered prior to intiating turn to final

5. Turn to final will be a descending 180 degree turn to intersect the final approach course and glide slope no lower than 300 feet AGL and no closer than 1,000 feet from the approach end of the runway.

6. Conventional aircraft are encouraged to plan their touch-down so that the landing roll-out will coincide with one of the turn-off taxiways in order to provide expeditious clearing of the active runway.

7. Landing aircraft should plan to clear to the turn-off side of the runway (East) as soon as the aircraft is well under control on the landing roll-out.

8. Aircraft executing a go-around, or taking off should not deviate from the runway center-line until clear of the field boundary. If such a deviation becomes necessary, use extreme caution due to extensive helicopter traffic on both sides of the runway from ground level to 500 feet AGL.

9. Radio calls will be made:
   a. Turning initial

   b. Break

   c. Base with gear.

SECTION D - Light Aircraft - Light aircraft will fly a standard rectangular pattern differing from conventional aircraft only in pattern altitude and right hand turns for runway 35.

1. Down-wind leg will be entered at a point opposite the departure end of the active runway, and at an airspeed appropriate for the aircraft involved. Pattern will be flown at 700 feet MSL. Aircraft will under no circumstances overfly the base building area, or the aircraft parking ramp.

2. The turn to base leg will be planned so that the base leg will be outside the airfield boundard. The base leg may be flown level or descending as required by individual aircraft performance. However, pattern should be planned with the knowledge that VC small arms fire may be expected anywhere off of the end of the runways to within ½ mile of the airfield perimeter.

3. Final approach course and glide slope will be intersected at a point no lower than 300 feet AGL, and no closer than 1,000 feet to the end of the runway (over the approach end of the over-run).

4. Conventional aircraft are encouraged to plan their touch-down so that the landing roll-out will coincide with one of the turn-off taxiways in order to provide expeditious clearing of the adtive runway. Touch-down should never be planned shorter than 500 feet down the runway.

5. Landing aircraft should plan to clear to the turn-off side of the runway as soon as aircraft is well under control on the landing roll-out.

6. Aircraft executing a go-around, or taking off should not deviate from the runway center-line until clear of the field boundary. If such a deviation becomes necessary, use extreme caution due to heavy helicopter traffic on both sides of the runway from ground level to 500 feet AGL.

7. Radio calls will be made:

a. Entering down-wind

b. Turning base

c. Turning final (if not yet cleared to land by tower).

SECTION E - Helicopters

1. Helicopters will not operate below 3,000 feet anywhere within a 60 degree cone (30 degree each side of runway center-line) extending from each end of the runway out to a distance of 5NM except as follows:

a. Helicopters may cross as close as 3NM to the end of the runway without tower approval providing their altitude is below 500 feet.

b. Helicopters may cross (over) either end of the runway with tower's approval.

2. Helicopter operations within close proximity to the adtive runway is a hazard and extreme caution must be taken when hovering, landing, or taking off. Helicopters will not operate in the close proximity of the runway when conventional aircraft are in the process of taking off or landing. It is considered safe for helicopter lift off when a conventional aircraft has commenced his take off or landing roll and is part that point on the runway adjacent to the helicopter lift off point. Helicopters will notlfly over parked or taxiway aircraft.

3. There are three separate heliports at Da Nang Air Base.

a. Heliport East - That part of taxiwzy E-6 (parallel taxiway) bounded on the South by taxiway E-2 and on the North by taxiway E-3. This heliport serves the U. S. Army and the VNAF helicopters parking ramps. All radio calls for landing on the East heliport will be made at Point Alpha or Bravo (Attachment #4).

(1) Northeast Approach.

(a) Helicopters will start their approach at Point Alpha, a point on the East bank of the Tourane River bearing Alpha 080 degrees from the South end of taxiway E-6. Helicopters will depart point Alpha on a heading of 260 degrees and below 500 feet. When approaching the South end of taxiway E-6, a right turn will be made to line up with the taxiway. Landing will then be completed on the East Heliport.

(2) Northeast Departure.

(a) Helicopters will depart the East heliport on a Northerly heading along taxiway E-6. At the end of the taxiway, a turn to 030 will be made so as to fly directly to point Bravo. Point Bravo is the Northern most spit of land where the West bank of the Tourane River meets the South shore of Da Nang Bay. Maximum altitude to point Bravo will be 500 feet.

(b) A Northwest departure may be made at the discretion of the tower. If permission to cross runway 17/35 is not granted, the Northeast departure must be continued to point Bravo.

(3) Southeast Approach

(a) Helicopters will start their approach at point Bravo. Departing point Bravo on a heading of 210 degrees and below 500 feet. When approaching the end of the taxiway a left turn will be made to line up with the taxiway. Landing will be completed on the East Heliport.

(4) Southeast Departure.

(a) Helicopters will depart the East heliport on a Southerly heading along taxiway E-6. At the end of the taxiway a turn to 080 degrees will be made so as to fly directly to point Alpha. Maximum altitude to point Alpha is 500 feet.

(b) A southwest departure may be made at the discretion of the tower. If permission to cross runway 17/35 is not granted the Southeast departure must be continued to point Alpha.

b. HOSPITAL HELIPORT - All approaches to the hospital will be frompoint Bravo and all departures will be in the reverse direction.

(1) Hospital approach.

(a) Helicopters will start their approach at point Bravo on a heading of 210 degrees and below 500 feet. The approach heading will be altered so as to fly down hangar road until abeam of the hospital heliport where a turn to final (080) will be executed.

(2) Hospital departure.

(a) Helicopters will depart the hospital heliport using the reverse course of the entry pattern.

(b) When flying down hangar road in a Northerly direction permission may be granted by the tower to land on the East heliport or to croass the runway for a Northwest departure. Do not cross over parking spron or building area when proceeding from hangar road to taxiway E-6. If permission is not granted the departure will be continued to point Bravo and a normal helicopter traffic pattern flown.

c. HELIPORT WEST - Marine helicopter traffic operating West of the runway are not required to be controlled by the tower as long as normal helicopter approaches and departures are being conducted.

CHAPTER III

SECTION A - Emergency areas and Patterns

1. Jettison Area - The emergency ordnance jettison area for Da Nang Air Base is restricted area VMR-8, the center of which is located at the 37 NM fix on the Da Nang TACAN (DAG/CHAN 37) 080 degree Radial, or the same fix bearing 080 degree from Da Nang LF RBN (XVJ/248). Aircraft should contact Panama Control, 278.4 for radar Vectors to the drop area.

2. Controlled Bail-out/Ejection Area - Time and fuel permitting, aircraws having to abandom their aircraft in the Da Nang area should proceed as follows:

a. Advise Da Nang tower of the imminent bail-out/ejection and request that Air-Sea Rescue Forces be notified.

b. If possible, wait for Rescue Forces to get airborne andeither rendezvoused, or pre-positioned.

c. Cross Da Nang TACAN (DAG/CHAN 37) on a heading of 080 degrees, at a minimum altitude of 3,000 feet MSL.

d. Turn aircraft or engage auto-pilot so that aircraft will continue out to sea after being abandoned.

e. Bail-out/ejection should be accomplished somewhere between the $3\frac{1}{4}$ and 10 NM fixes on the 080 degree Radial of Da Nang TACAN. $3\frac{1}{2}$ NM out will, under no-wind conditions, land the aircrew(s) on the beach East of Da Nang city. 4-10 miles out will land the aircrew(s) in the South China Sea. The latter will provide more assurance that the pilot will be picked-up by friendly forces.

3. Hung/Unexpednded Ordnance Pattern

a. Hung ordnance will be treated as an aircraft emergency. Aircraft will call Da Nang tower at least 5 minutes prior to landing to allow adequate time for pre-positioning of crash-rescue equipment.

b. Unexpended ordnance will not be treated as an emergency. However, the tower will be notified at least 5 minutes prior to landing at anytime aircraft are returning with unexpended bombs, CBU's, or napalm, and EOD assistance will be requested.

c. The hung ordnance pattern will be a straight-in approach to the duty runway, flown so as to avoid populated areas as much as possible.

d. Aircraft landing with hung/unexpended ordnance will taxi to the appropriate "hot bomb area" and have EOD personnel perform a safety check of the weapons. If it is considered safe to taxi into the parking area, EOD will indicate this to the pilot witha a "thumbs up" signal and motion him on

towards the normal de-arming area. If bombs are not considered safe to taxi with, EOD will give pilot a "thumbs down" after which he will insert chocks under aircraft wheels and signal pilot to shut down and deplane.

OFFICIAL:	OFFICIAL:	OFFICIAL:
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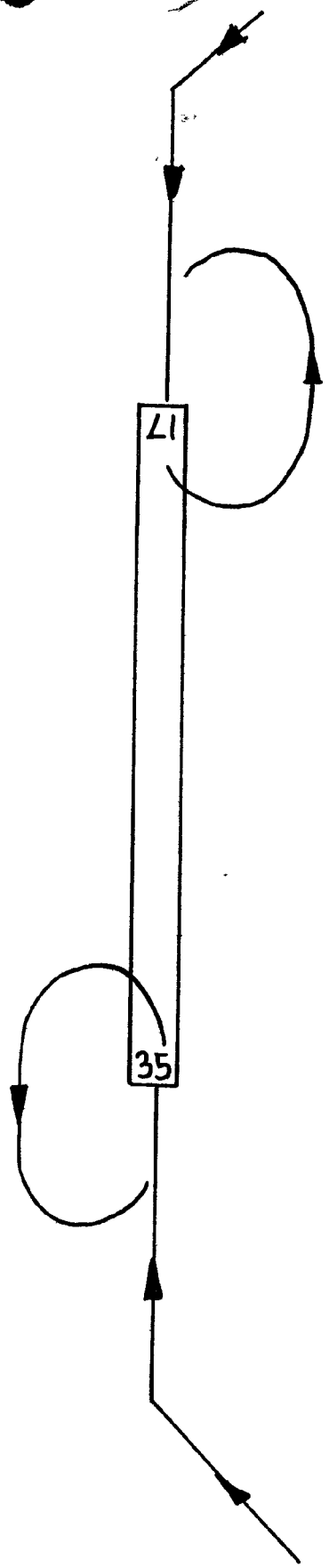
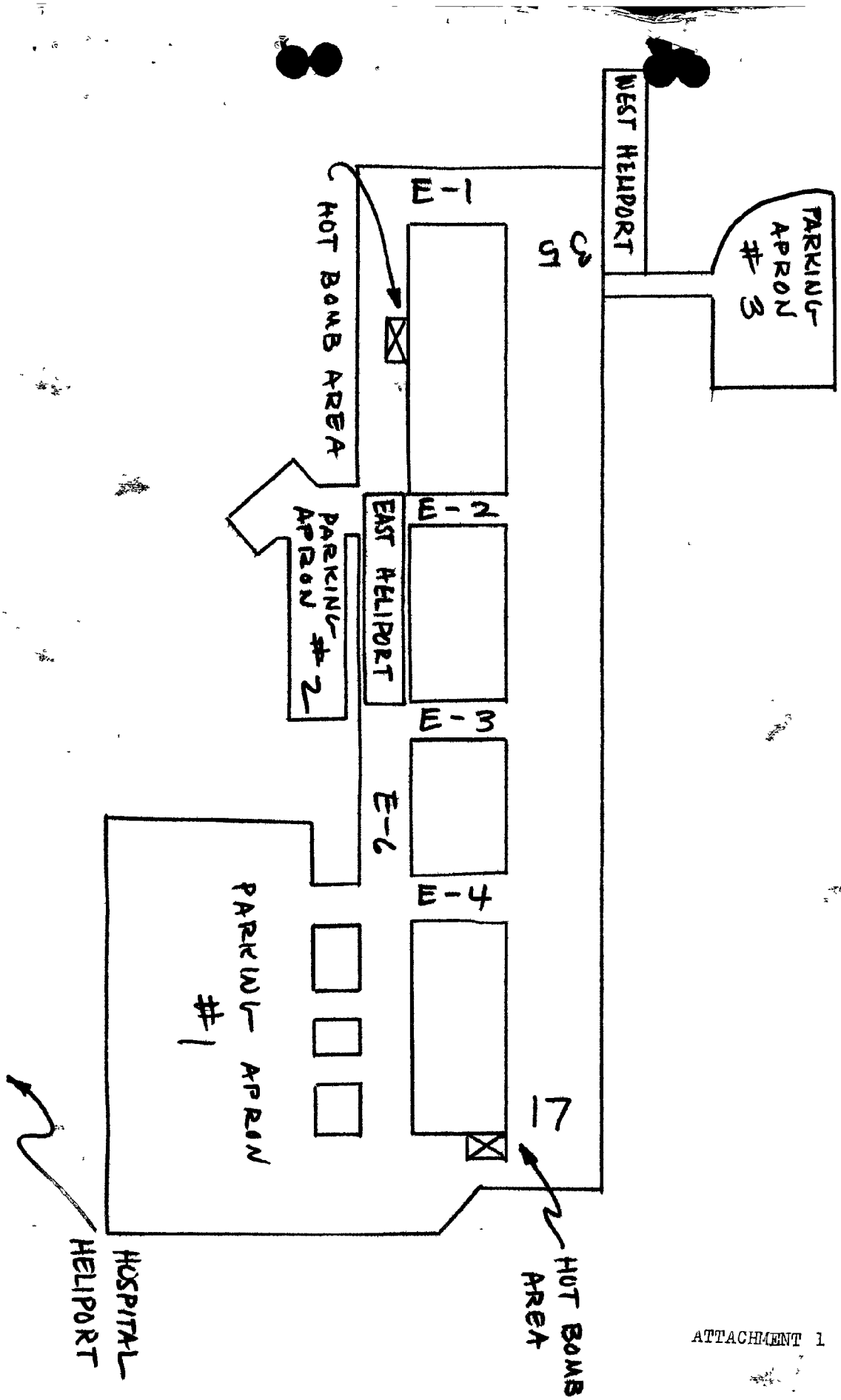


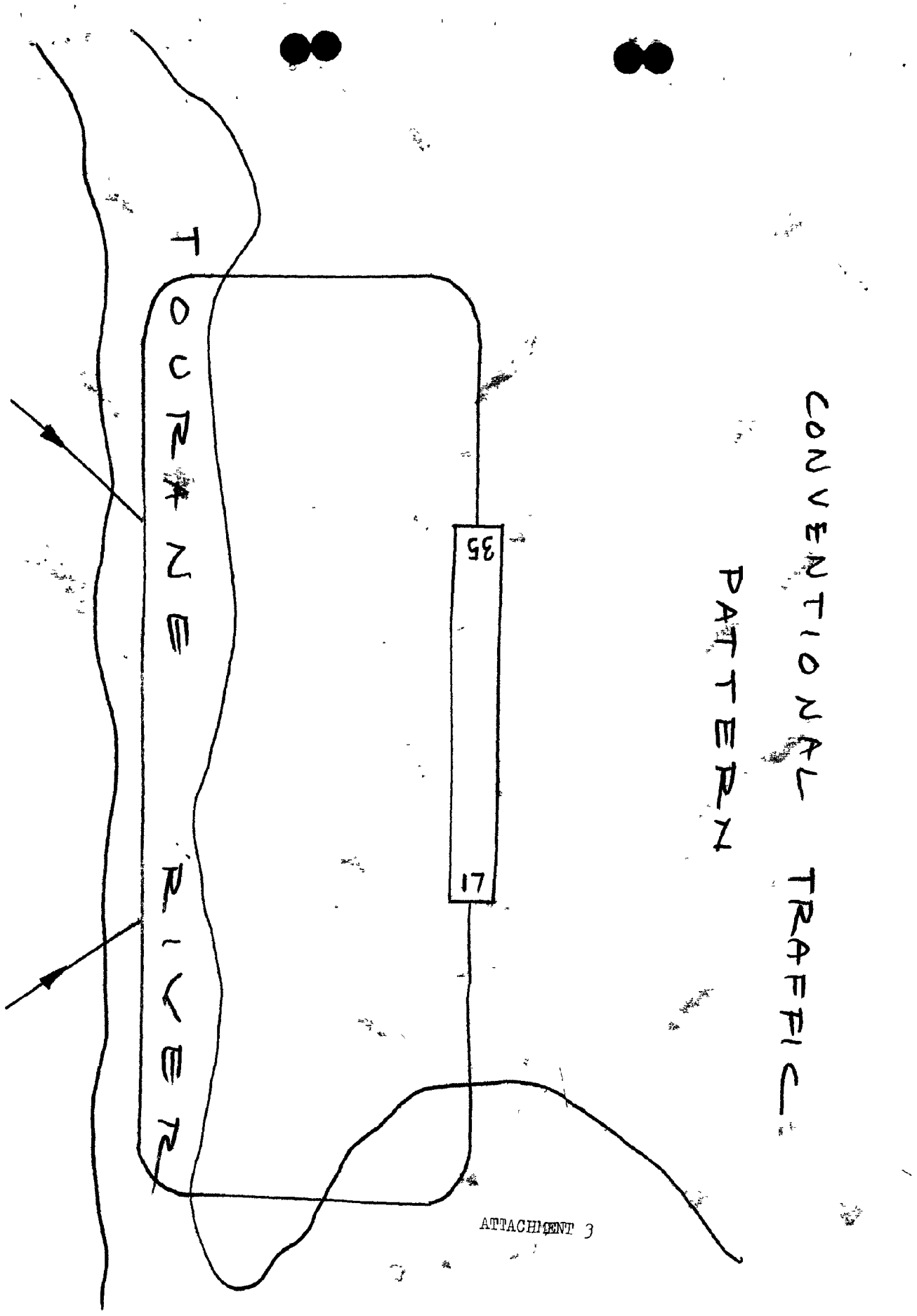
360° OVERHEAD PATTERN

(JET & CONVENTIONAL)

ATTACHMENT 2



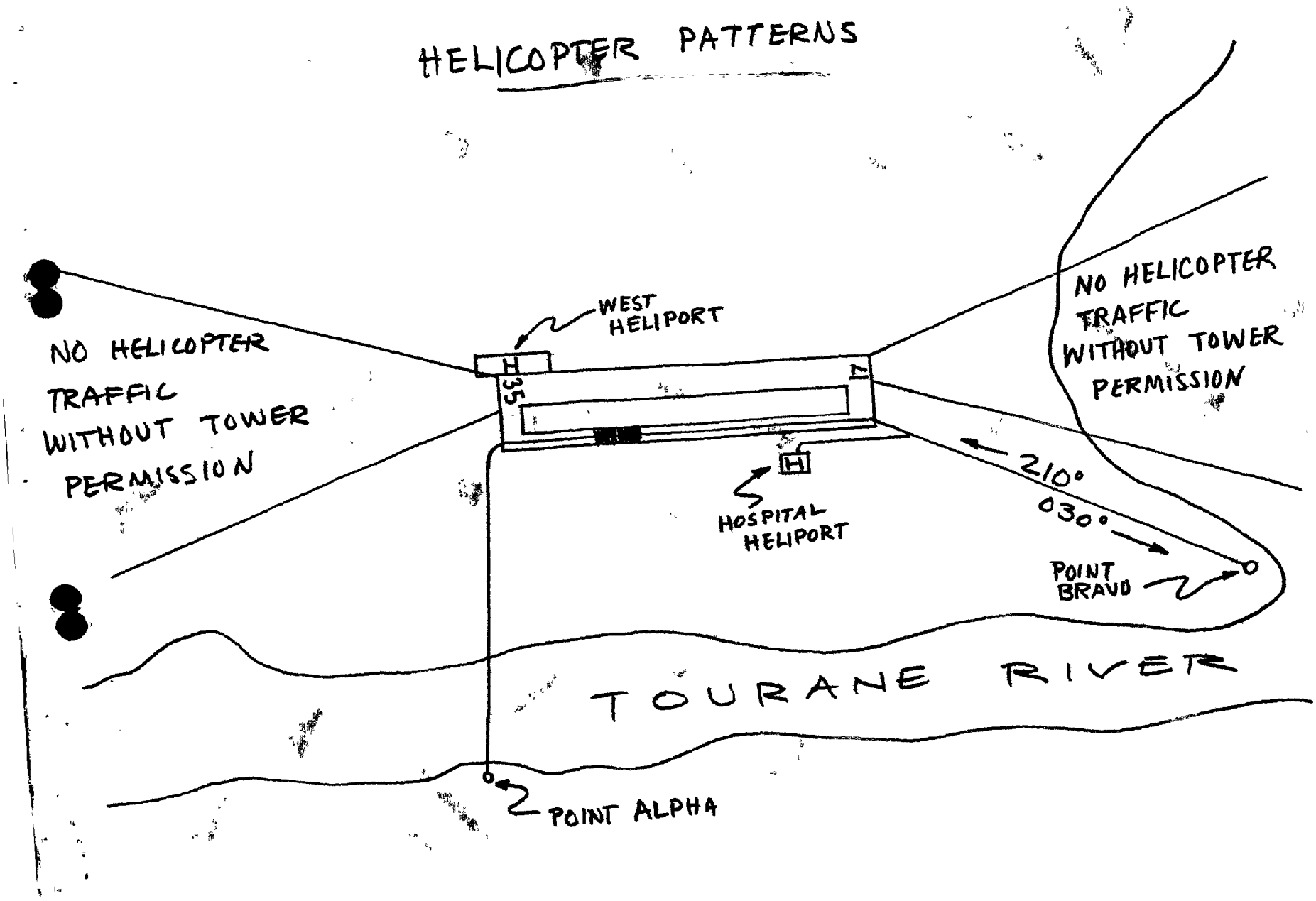
ATTACHMENT 1



CONVENTIONAL TRAFFIC PATTERN

ATTACHMENT 3

HELICOPTER PATTERNS



Letter of Agreement between Danang Approach Control (RAPCON) and Saigon Area Control Center.

DANANG APPROACH CONTROL LETTER OF AGREEMENT NO. 1.

SAIGON AREA CONTROL CENTER LETTER OF AGREEMENT NO. 11

SUBJECT: Departure and Approach Procedures for Danang, Marble Mtn and Hue Phu Bai Aerodromes.

EFFECTIVE: 1 October 1965

1. PURPOSE: To establish procedures for the control of IFR air traffic at Danang airport, Danang East Air Base and Hue Phu Bai Airport. Deviations from the procedures herein may be approved on an individual basis after proper coordination and agreement of the agencies concerned.

2. SCOPE: The procedures described herein are applicable to Danang Approach Control, Saigon Area Control Center and pilots of military and civil aircraft utilizing such service.

3. GENERAL: This agreement is in accordance with and supplemental to the procedures contained in MACV Directives, Air Traffic Control Procedures of Vietnam, ATP 7110.1B, AFM 60-5 and other applicable directives.

4. DANANG APPROACH CONTROL AREA: Starting at the southern edge of Airway Amber 8 at 60NM east of the Danang Airport Reference Point and preceding counter clockwise on a 60NM arc to the eastern edge of Airway White 1.

Northward along the eastern edge of Airway White 1 to a point 20NM from the Danang Airport Reference Point and along a 20NM arc to the southern edge of Airway Amber 8 to the starting point. (The area to the west of Danang will follow the Vietnam-Laos border. The airspace encompassed by these boundaries off airways will include all altitudes from the minimum vectoring altitude extending upwards. The airspace encompassed on Airway Amber 8 will include all altitudes from the minimum vectoring altitude up to and including Flight Level 90 to the west of Danang and Flight Level 80 to the east of Danang; on Airway White 2, up to and including Flight Level 240 and on Airway White 1 up to and including Flight Level 240 except for that portion from 23NM north of Quang Ngai Airport south to 60NM from Danang Airport which will be from Flight Level 150 to Flight Level 240, off Amber Airway 8.

5. CLEARANCE LIMIT FIXES: Clearance limit fixes can be any operational navigational aid in use at Danang Airport.

AIRWAYS	MINIMUM TRANSFER LEVEL	RELEASE POINTS
Amber 8 (West of Danang)	Flight Level 100	PE 6
(East of Danang)	Flight Level 70	PE 1
Red 6	Flight Level 70	55NM DAG DME Fix
White 2	Flight Level 110	15 North
White 1	Flight 70	MBL

Clearance limit fixes, transfer levels and release points can be different from those stated above after proper coordination.

ENCLOSURE (7)

6. HOLDING PATTE NS: As published.

7. ARRIVAL PROCEDURES:

a. Saigon Area Control Center shall issue a transfer message to Da Nang Approach Control at least 15 minutes prior to the aircraft reaching the release point. This message will include:

(1) Aircraft identification.

(2) ETA and altitude over the release point.

(3) Clearance limit and EAC, if issued.

(4) Time, altitude or fix where control responsibility will be effected, if other than the release point.

(5) All information relating to overdue or unreported aircraft.

b. Danang Approach Control shall forward to Saigon Area Control Center the Following information:

(1) Highest altitude in use over the clearance limit.

(2) When radio and radar contact has been established.

(3) Average time interval between successive approaches if other than radar approaches are in use.

(4) Radio frequency to be used in transfer of control.

(5) Revised EAC, if different by 10 minutes from that issued by Saigon Area Control Center.

(6) All information relating to overdue or unreported aircraft.

c. Release of an aircraft at an altitude will automatically release all lower altitudes between the release point and the clearance limit.

8. DEPARTURE PROCEDURES:

a. Saigon Area Control Center will issue an ATC clearance within 3 minutes of request or issue an expected delivery time. Each clearance shall be valid for 15 minutes. After 15 minutes Da Nang Tower shall ask Saigon Area Control Center for an extension of the existing clearance or an amended clearance.

b. Da Nang Approach Control will release departing aircraft to Saigon Area Control Center at a specified Release Point and/or altitude. Successive departures on the same route will be furnished non-radar separation prior to release to Saigon Area Control Center.

9. MISCELLANEOUS:

a. All IFR flights under the control of Saigon Area Control Center responsibility, proceding through airspace delegated to Danang Approach Control will be accepted by Danang Approach Control for control responsibility, Danang Approach Control will provide radar and/or conventional separation to these flights. Transfer of control from Saigon Area Control Center to Danang Approach Control will be coordinated and agreed upon prior to release of the aircraft and transfer is effected.

b. Danang Approach Control will notify Saigon Area Control Center when any of the Danang navigational aids are not operating normally or when they resume normal operation.

c. Danang Approach Control will notify Saigon Area Control Center of any outages of radio frequencies or radar.

d. Saigon Area Control Center will notify Danang Approach Control of any outages of radio equipment.

DAO DUC KY
CHIEF CONTROLLER
SAIGON AREA CONTROL CENTER

CHARLES C. EVEREST
CAPTAIN USAF
FLIGHT FACILITIES OFFICER
1972 COMM SQ

Subject to review: 1 April 1966

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Letter of Agreement beyween Danang Approach Control (RAPCON), Danang Tower, and Det 1, 619th Tactical Control Squadron.

DANANG APPROACH CONTROL LETTER OF AGREEMENT NO. 2

DANANG TOWER LETTER OF AGREEMENT NO. 2

DET 1, 619th TACTICAL CONTROL SQUADRON LETTER OF AGREEMENT NO. 5

SUBJECT: GCI-RAPCON Departure and Recovery Procedures.

EFFECTIVE: 1 September 1965 (Supersedes Danang Approach Control/Tower ltr of Agree No. 4, Danang GCA Ltr of Agree No. 3, 41st Base ltr of Agree No. 1, Det 3, 5th Tac Con Gp Ltr of Agree No. 1, Danang Base Operations Ltr of Agree No. 1, Subj: Special Procedures for Tactical Flights; Det 5, 1964 Comm Gp Ltr of Agree No. 2, Det 1, 619th Tac Con Sqd Ltr of Agree No. 7, Danang Base Operations Ltr of Agree No, 7, Danang Approach Control/Tower Ltr of Agree No. 11, Subj: Tactical Jet Recoveries; Danang Approach Control/Tower Ltr of Agree No. 5, Det 1, 619th Tac Con Sqd Ltr of Agree No. 5, Danang GCA Ltr of Agree No. 4, GCI-GCA Approaches to Danang Airport.

1. PURPOSE: To establish procedures for the control of IFR departure and recovery of Tactical mission aircraft at Danang Airport. Deviations from the procedures contained herein may be approved on an individual basis after proper coordination and agreement of the agencies concerned.

2. SCOPE: The procedures described herein are applicable to Danang Approach Control (Rapcon), Danang Tower and PANAMA (CRC), and pilots of all aircraft utilizing such services.

3. GENERAL: This agreement is in accordance with and supplemental to the procedures contained in MACV Directives, ICAO Air Traffic Control Procedures of Vietnam, ATP 7110.1B andAFM 60-5.

4. DEPARTURE PROCEDURES:

a. When a Scramble or Airborne Order is directed, PANAMA will contact Danang Tower and give the following:

(1) Aircraft Call Sign.

(2) Number of aircraft in flight.

(3) Climb, vector, and altitude.

(4) Tactical control frequency.

b. Danang Tower shall relay the Scramble or Airborne Order to Danang Approach Control.

ENCLOSURE (8)

c. Upon receipt of an order, Danang Approach Control will issue to Danang Tower:

(1) Release instructions.

(2) Departure Control Frequency.

(3) Initial heading to be flown if other than the vector given in the Scramble or Airborne Order.

d. Danang Tower will broadcast the Scramble/Airborne Order, release instructions, frequency to contact Danang Approach Control and taxi instructions,

e. Scramble/Mission aircraft will receive all instructions from Danang Tower on Primary Tower frequency.

f. When Scramble/Mission aircraft indicate they are ready for take off, Danang Tower will issue take off instructions as follows: "(Ident) Squawk Mode 3, Code 10, Change to Departure Control (frequency), Monitor GUARD, Cleared for takeoff."

g. Danang Approach Control will provide positive radar separation from other IFR traffic, Departure Control will release the Scramble/Mission aircraft to PANAMA when pilots report they are VFR and/or they are clear of other traffic.

h. h. If the Scramble/Mission aircraft lose radio contact with Departure Control the pilot will change to tactical frequency as assigned. If radio contact cannot be established with any control agency, and no other emergency exists, the pilot will Squawk Emergency, climb to Flight level 190 and enter the North TACAN holding pattern. He will stop his Emergency Squawk, hold until 30 minutes after take off and make a TACAN-1 approach,again Squawking Emergency. If fuel precludes following this procedure, the pilot will make an immediate approach, Squawking Emergency. Every effort will be made to jettison any fuel or ordnance over water.

5. RECOVERY PROCEDURES:

a. PANAMA (CRC) will position aircraft for recovery at any of the NORTH-SOUTH radar hand off Gates. Aircraft will be positioned on a heading that is inbound towards Danang Air Base and at an altitude between the Minimum Safe Altitude and Flight Level 240.

(1) CHINA SEA GATE - 360 radial of DAG Tacan at 40NM

(2) TONKIN GATE - 320 radial of DAG Tacan at 40NM

(3) WHITE TWO GATE - 169 radial of DAG Tacan at 40NM

(4) CHU LAI GATE - 145 radial of DAG Tacan at 40NM

b. The above radar hand off points will be displayed on the face of both facilities radar scopes, either by video mapper, inscribed by overlay, grease pencil, or other suitable marking.

c. PANAMA will coordinate each arriving flight with Danang Approach Control and request frequency desired by RAPCON. PANAMA will provide:

(1) Aircraft Call Sign

(2) Type and number of aircraft in flight

(3) Heading and altitude of aircraft

(4) Name of appropriate Gate.

d. PANAMA will establish a 10 mile in-trial separation between flights prior to radar handoff to Danang Approach Control. Flights will be positioned over the radar hand off Gate.

e. PANAMA will forward all recovery estimates to Danang Approach Control 10 minutes, or as early as possible, prior to the ETA of the aircraft over the Gate.

6. MISCELLANEOUS:

a. Weather Dissemination: Current Danang weather observations will be given pilots by PANAMA. Any changes occuring after handoff is completed will be given by Danang Approach Control.

b. Navaids Status: Danang Approach Control will keep PANAMA advised at all times of the status of radar and radios. Danang Tower will keep PANAMA advised of TACAN and Beacon status.

c. Minimum Altitude: For Emergency and Diverse approaches, Danang Approach Control will advise PANAMA that the minimum safe altitude within 40NM is 8000 feet MSL.

d. Identification: Primary means of identification will be raw radar over the handoff Gates. Secondary means will be IFF/SIF, or bearing and DME from Danang TACAN. If either of these methods does not suffice, aircraft will be given identification turns.

e. Radar Failure: Both PANAMA and RAPCON will keep each other advised of radar failure. Should RAPCON Surveillance radar become inoperative, PANAMA may descend aircraft inbound to a radar handoff to Precision Radar. Should PANAMA radar become inoperative, PANAMA will instruct the pilot to proceed to the TACAN-1 or TACAN-2 instrument approach fix and execute a standard TACAN approach. RAPCON will monitor and effect radar identification and assume control as soon as possible after pilot reports commencing approach.

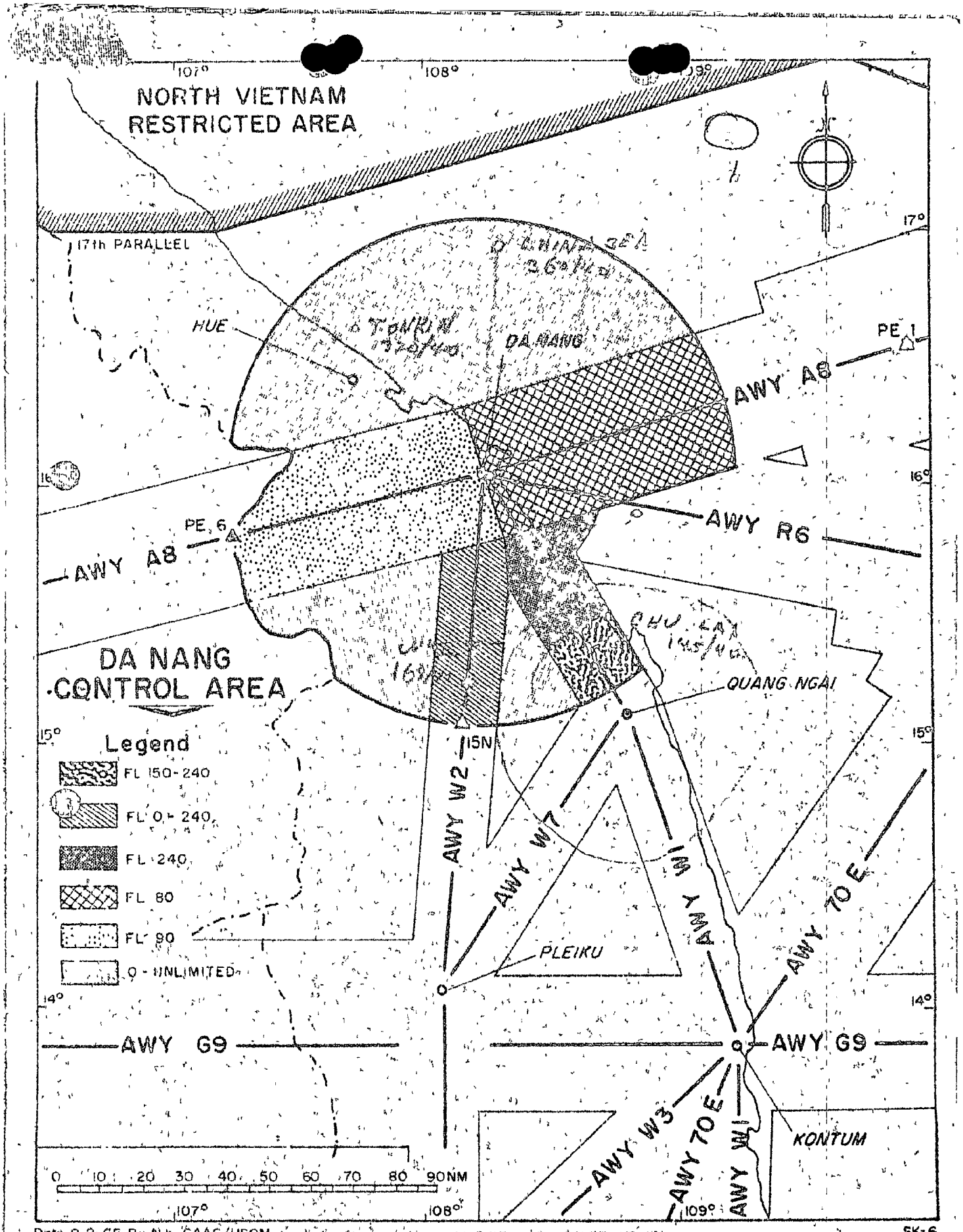
DEAN R. BLINCOW, MAJOR USAF	DAN ROSE, MAJOR USAF	FRANKLIN H. SCOTT
COMMANDER	COMMANDER	COLONEL USAF
DET 1, 619th TAC CON SQD	197nd COMM SQD	COMMANDER
		6252 TAC FTR WNG

DISTRIBUTION:

Subject to Review: 1 March 1966

Danang App Con	10
Danang Tower	4
PANAMA	10
Danang Basops	4
1964 Comm Gp	1
SEA COM RGN	1

Retyped 19 Dec 65 by Wing G-5 from copy by Wing G-3/jhd



Date 9-2-65 By N K CAAG/USOM

ANNEX 1 TO LETTER OF AGREEMENT

SK-6

HEADQUARTERS
United States Military Assistance Command, Vietnam
APO San Francisco 96243

MACJ4-EN

Ser. No. 2729
1 Jul 1965

SUBJECT: Real Estate at Hue Phu-Bai

TO: See Diestribution

1. Confirming previous notification, MACV has received approval for use of real estate at Hue Phu-Bai Airfield as indicated on the attached drawing (Incl 4). A copy of letter of approval is attached (incl 1).

2. Conditions of approval are as stated in paragraph D/I of Minutes of a meeting held at Office, Director of Air Bases, 4 June 1965, a copy of which is attached (incl 2). Conditions are as follows:

a. Use of the areas shaded in green on the attached drawing is approved.

b. The hangar, living quarters, and transient housing and surrounding area at the southwest corner of the field are not approved for use.

c. Use of the VNAF hangar is approved; however, the ramp in front of the hangar will only be used for cargo unloading and loading and for access to the hangar. The ramp area will not be used for permanent parking.

d. In the area cross-hatched in red on the drawing (incl 4) no construction or placement of heavy equipment is permitted that might block or interfere with the airfield drainage system in this area. Civilian personnel in charge of the maintenance of the drainage system will be permitted access into this area as required.

e. The areas shaded in red (incl 4) are not approved for use. Installations and personnel in these areas will be relocated to areas approved for use.

f. Construction on the area approved for use will be in compliance with airfield ground clearance requirements.

g. Vehicles are not permitted to travel on the runway. Vehicles crossing the runway must stop 30 meters from the runway and proceed across the runway only on signal from the control tower.

ENCLOSURE (9)

MACJ4-EN 1 Jul 1965
SUBJECT: Real Estate at Hue Phu-Bai

h. Tank traffic on the airfield access road and on the vehicle parking area at the civilian terminal will be kept to a minimum.

i. Attention of using agencies is invited to siting restrictions at Hue Phu-Bai Air Field contained in letter, IAPVCO, Hq, 3d Radio Research Unit, APO 96307, 12 May 1965, subject, Metallic Buffer Zone. A copy of this letter is attached (incl 3).

FOR THE COMMANDER:

CARL M. ABEL
LT. COLONEL, AGC
DEPUTY ADJUTANT GENERAL

4 Incl
as

DISTRIBUTION:
J3, MACV, ATTN: J322
1st Marine Air Wing, ATTN: G4, APO 96337
Aviation Advisor, I Corps, APO,96337
NCC/III MAF, ATTN: Base Development, APO 96337
1st Logistical Command, ATTN: Engr Sec, APO 96307

Retyped 28 Dec 65 by Wing G-5

MEMORANDUM OF AGREEMENT
BETWEEN
COMMANDING OFFICER, MARINE AIRCRAFT GROUP 11
AND
COMMANDING OFFICER, 6252ND TACTICAL FIGHTER WING

Subj: Building and tents in MAG-11 East Camp, exchange of

Ref: (a) Liaison between MABS-11 Base Service Officer and the Air Force Civil Engineer 6352NDCombat Support Group

1. This agreement between the Commanding Officer, Marine Aircraft Group 11 and the Commanding Officer, 6252nd Tactical Fighter Wing provides for the exchange of existing building and tents in the MAG-11 East Camp area for a like amount of building material and tents.

2. MAG-11 will relinquish all building in the MAG-11 East Camp Tent Compound plus fifty (50) erected tents and their existing decks. The building materials contained in these structures are as follows:

a. Lumber

(1) 1" x 12" 22,000 Board Feet (22,000 Linial Ft)

(2) 2" x 4" 23,000 Board Feet (35,000 Linial Ft)

(3) 1" x 8" 16,500 Board Feet (25,000 Linial Ft)

b. Other

(1) 780 Sheets corrigated galvanized roofing tin 6' 8" x 3'.

3. 6252nd Tactical Fighter Wing will provide fifty (50) General Purpose tents with their associated poles and stakes in exchange for those tents remaining in the East Camp Area. 61,600 Board feet of U. S. grade lumber, plus 780 sheets of corrigated galvanized tin will be provided in exchange for all existing buildings.

R. F. CONLEY
COL USMC

FRANKLIN H. SCOTT
COL USAF

Retyped 17 Dec 65 by Wing G-5 from copy provided by MAG-11
MAG-11 copy on paragraph 3 reads 61,6000 board feet of U. S. grade lumber

ENCLOSURE (10)

MEMORANDUM OF AGREEMENT

BETWEEN

COMMANDING GENERAL, FIRST MARINE AIRCRAFT WING

AND

COMMANDING OFFICER, 6252ND TACTICAL FIGHTER WING

Subject: Augmentation of USAF crash and aircraft fire fighting equipment and personnel, and aerology personnel

1. This agreement made between Commanding General, First Marine Aircraft Wing and Commanding Officer, 6252nd Tactical Fighter Wing, provides for the augmentation of U. S. Air Force crash and fire fighting facilities and aerology personnel for the duration of employment of First Marine Aircraft Wing units at Danang.

2. First Marine Aircraft Wing will provide following for support under supervision of 6252nd Tactical Fighter Wing:

a. Two (2) crash vehicles with crews on 24 hour basis.

b. Five (5) aerology trained personnel.

3. The 6252nd Tactical Fighter Wing will provide the following:

a. Foam and chemicals for crash vehicles.

b. Messing facilities for crews and aerology personnel.

c. The scheduling and placement of crews in the designated areas desired.

4. It is agreed that First Marine Aircraft Wing retains OPCON of its crash crew personnel and equipment; and that this letter will be subject to review and modification as required, if significant changes are made in disposition of First Marine Aircraft Wing units at Danang.

KEITH B. McCUTCHEON
BGEN USMC

FRANKLIN H. SCOTT
COL USAF

18 Aug 1965

Retyped 17 Ded 65 by Wing G-5 from original provided by MAG-11

ENCLOSURE (11)

4D/JK/bg
081 66
20 JAN 1966

CONFIDENTIAL - Unclassified when basic material is removed.

FIRST ENDORSEMENT on CG, 1st MAW ltr, 52:FJF:jhd over 5711, SerNo 05A36465 of 29 Dec 65

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

Subj: Airfield Host/Tenant/Joint Occupancy Agreement (U)

Ref: (b) CMC Spdltr AAJ-2-apm Ser 008C30865 of 12 Nov 1965

1. Readdressed and forwarded in accordance with reference (b).

2. Copies of the basic correspondence have been retained at this Headquarters for information and record purposes.

J. A. Feeley, Jr.

J. A. FEELEY JR
By Direction

UNCLASSIFIED

[redacted]

66 0267

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

52:FJF:jhd
5711
Ser. No. 05A36465
29 DEC 1965

CONFIDENTIAL

From: Commanding General
To: Commanding General, FMFPAC

Subj: Airfield Host/Tenant/Joint Occupancy Agreement (U)

Ref: (a) CG, FMFPAC 032045Z Dec 65

Encl: (1) Letter of Agreement, Chu Lai Air Base; Serial No. 2184 27 May 1965
(2) Chu Lai Approach Control and Grp, Da Nang Letter of Agreement No. 1
(3) Letter of Agreement between Da Nang Approach Control and Chu Lai Approach Control
(4) Letter of Agreement between Da Nang Approach Control and Chu Lai Approach Control
(5) Letter of Agreement between Saigon Area Control Center and Chu Lai Approach Control
(6) VNAF/US Forces Reg 60-1, Joint VNAF/US Forces, Da Nang Air Base, 22 July 1965
(7) Letter of Agreement between Da Nang Approach Control (RAPCON) and Saigon Area Control Center
(8) Letter of Agreement between Da Nang Approach Control (RAPCON) and Det. 1, 619th Tactical Control Squadron
(9) Real Estate at Hue Phu-Bai, Serial No. 2729, 1 July 1965
(10) Memorandum of Agreement between CO, MAG-11 and CO, 6252nd Tactical Fighter Wing
(11) Memorandum of Agreement between CG, FMAW and CO, 6252nd Tactical Fighter Wing

1. Ref (a) requested copies of any Airfield Host/Tenant/Joint Occupancy Agreements which might exist between USMC/RVN/USAF for use of airfields at Chu Lai/Da Nang/Phu Bai/and Marble Mountain.

2. Enclosures (1 through 11), submitted herewith, are the existing agreements requested in reference (a).

UNCLASSIFIED

F. J. FRAZER
Acting Chief of Staff

1st MAW S&C No.	Copy No.
5800-65	1

Downgraded at 3 year intervals; declassified after 12 years.

[redacted]