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Ser: 00355 66

15 MAR 1966

~~SECRET~~ (unclassified upon removal of the basic report)

SECOND ENDORSEMENT on CG 1st MAW ltr 3:JCB:jge over 5750 Ser:
003B5166 of 20Feb66

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

Subj: 1st Marine Aircraft Wing Command Chronology, January
1966, submission of

1. Forwarded.

M. C. Dalby
M. C. DALBY
By direction

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DOD DIR 5200.10

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Ser: 0020 66

23 FEB 1966

~~FIRST ENDORSEMENT~~ on CG FMAW 3:JCB:jge over 5750 Ser: 003B5166 of
20Feb66

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, January 1966,
submission of (U)

1. Forwarded.

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



G.C. AXTELL
CHIEF OF STAFF

ONE

~~SECRET~~

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

3:JCB:jgc
5750
Ser: 00385166
20 FEB 1966

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~~SECRET NOFORN~~

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

Subj: 1st Marine Aircraft Wing Command Chronology, January 1966;
Submission of

Ref: (a) MCO 5750.2

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

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

1st MAW S&C No.	Copy No.
754-66	1

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UNCL

FIRST MARINE AIRCRAFT WING

COMMAND CHRONOLOGY

PERIOD COVERED:

1 JANUARY 1966 - 31 JANUARY 1966

LOCATION:

REPUBLIC OF VIETNAM

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PART ONE
ORGANIZATIONAL DATA

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

1 JANUARY - 31 JANUARY 1966

1ST MARINE AIRCRAFT WING - DANANG RVN

COMMANDING GENERAL

MAJOR GENERAL KEITH B. MCCUTCHEON
1 JANUARY - 31 JANUARY 1966

ASSISTANT WING COMMANDER

BRIGADIER GENERAL MARION E. CARL
1 JANUARY - 31 JANUARY 1966

CHIEF OF STAFF

COLONEL THOMAS G. BRONLEWE, JR.
1 JANUARY - 31 JANUARY 1966

ASSISTANT CHIEF OF STAFF, G-1

COLONEL WILBUR D. WILCOX
1 JANUARY - 31 JANUARY 1966

ASSISTANT G-1

LIEUTENANT COLONEL ROBERT O. CARLOCK
1 JANUARY - 31 JANUARY 1966

ASSISTANT CHIEF OF STAFF, G-2

LIEUTENANT COLONEL BILLY H. BARBER
1 JANUARY - 31 JANUARY 1966

ASSISTANT G-2

LIEUTENANT COLONEL JOSEPH B. HARRISON
1 JANUARY - 31 JANUARY 1966

ASSISTANT CHIEF OF STAFF, G-3

COLONEL ROY C. GRAY JR.
1 JANUARY - 31 JANUARY 1966

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ASSISTANT G-3

LIEUTENANT COLONEL WILLIAM G. JOSLYN
1 JANUARY - 31 JANUARY 1966

OPERATIONS OFFICER G-3

LIEUTENANT COLONEL WILLIAM R. QUINN
1 JANUARY - 31 JANUARY 1966

ASSISTANT CHIEF OF STAFF, G-4

COLONEL ROBERT J. LYNCH
1 JANUARY - 31 JANUARY 1966

ASSISTANT G-4

LIEUTENANT COLONEL THEODORE J. HORNER
1 JANUARY - 31 JANUARY 1966

OPERATIONS OFFICER G-4

LIEUTENANT COLONEL REDFIELD D. SEARS
1 JANUARY - 31 JANUARY 1966

ASSISTANT CHIEF OF STAFF, G-5

COLONEL FRED J. FRAZER
1 JANUARY - 31 JANUARY 1966

ASSISTANT G-5

LIEUTENANT COLONEL GEORGE W. KING
1 JANUARY - 31 JANUARY 1966

ADJUTANT

MAJOR DAVID A. CLEELAND
1 JANUARY - 31 JANUARY 1966

AVIATION SAFETY OFFICER

LIEUTENANT COLONEL PAUL L. ALLEN
1 JANUARY - 31 JANUARY 1966

CHAPLIN

COMMANDER PETER J. BAKKER
1 JANUARY - 31 JANUARY 1966

UNCLASSIFIED

COMMUNICATIONS/ELECTRONICS OFFICER

LIEUTENANT COLONEL JAMES. A. BLAKELY
1 JANUARY - 31 JANUARY 1966

WING SUPPLY OFFICER

COLONEL JOHN F. ROSS
1 JANUARY - 31 JANUARY 1966

COMPTROLLER

MAJOR ROBERT E. BENSON
1 JANUARY - 5 JANUARY 1966

MAJOR LOUIS B. MYERS
6 JANUARY - 31 JANUARY 1966

INFORMATIONAL SERVICES/CIVIL AFFAIRS OFFICER

CAPTAIN VICTOR E. BIANCHINI
1 JANUARY - 31 JANUARY 1966

INSPECTOR

COLONEL JAMES K. JOHNSON
1 JANUARY - 31 JANUARY 1966

LEGAL OFFICER

COLONEL HARRY S. POPPER
1 JANUARY - 31 JANUARY 1966

STAFF MEDICAL OFFICER

CAPTAIN ROBERT E. MITCHELL
1 JANUARY - 31 JANUARY 1966

STAFF SECRETARY

CAPTAIN ROBERT L. KEMBLE
1 JANUARY - 31 JANUARY 1966

SPECIAL SERVICES OFFICER

MAJOR RICHARD A. GOVONI
1 JANUARY - 31 JANUARY 1966

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1ST MARINE AIRCRAFT WING (REAR)

COMMANDING OFFICER

COLONEL HARRY W. TAYLOR
1 JANUARY - 31 JANUARY 1966

S-1

CAPTAIN D'ARCY E. GRISIER
1 JANUARY - 31 JANUARY 1966

S-2

CAPTAIN RODERIC S. DALEY
1 JANUARY - 31 JANUARY 1966

S-3

LIEUTENANT COLONEL DONALD CONROY
1 JANUARY - 31 JANUARY 1966

SECRET2. (S) TASK ORGANIZATION/LOCATION/UNIT COMMANDERS 1 JANUARY - 31 JANUARY 1966

<u>UNIT</u>	<u>LOCATION</u>	<u>COMMANDERS</u>
<u>1ST MAW</u>	DANANG, RVN	MAJOR 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
<u>1ST MAW (REAR)</u>	IWAKUNI, JAPAN	COLONEL HARRY W. TAYLOR
MWSG-17	IWAKUNI, JAPAN	COLONEL JAMES T. MCDANIEL
MAG-13	IWAKUNI, JAPAN	COLONEL ODIA E. HOWE JR.
VMGR-152	FUTEMA, OKINAWA	LIEUTENANT COLONEL DAN C. HOLLAND
MCAF, FUTEMA	FUTEMA, OKINAWA	COLONEL PHILLIP C. DELONG

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Officers 1107

Enlisted 8208

TOTAL 9315

SEAR

Officers 393

Enlisted 3396

TOTAL 3789

TOTAL

Officers 1500

Enlisted 11,604GRAND
TOTAL 13,104**CONFIDENTIAL**

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

<u>DATE</u>	<u>RANK/NAME</u>	<u>SERVICE</u>	<u>BILLET</u>
3-5 Jan	BrigGen William K. JONES	USMC	Dir, COC MACV
7 Jan	Senator Walter F. MONDALE (Minnesota)		
7-10 Jan	Gen Wallace M. GREENE JR	USMC	CMC
10 Jan	RAdm H. L. MILLER	USN	ACSG
12-15 Jan	BrigGen John W. DOBSON	USA	JCS
16-17 Jan	Admiral Roy L. JOHNSON	USN	CINCPACFLT
17 Jan	Charlton HESTON (Actor)		
18 Jan	MGen Chawang YOUNGCHAROEN		Thailand Army
21 Jan	Congressman W. J. Bryan DORN (South Carolina)		
26-27 Jan	RAdm H. S. MONROE	USN	COMPHIBTRAPAC

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PART TWO
NARRATIVE SUMMARY

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1 JANUARY - 31 JANUARY 1966

(S) 1st Marine Aircraft Wing air support of combat operations in Southeast Asia continued to increase in tempo during the first month of 1966. Fixed wing jet aircraft deployed to RVN flew 4304 sorties, an increase of 1384 sorties over December 1965. This is the first month during which jet sortie totals have exceeded the 4000 mark and represents a 35 percent increase over any previous month. 1st MAF helicopters based in the I Corps Tactical Zone flew 25,952 sorties, an increase of 990 over the previous month. Weather was not a major factor in air operations as only 223 fixed wing sorties were cancelled during January due to adverse weather conditions. (Appendixes 15, 16 and 17)

(S) During the period 3-4 January, 1st MAF aircraft participated in Operation WAR BONNETT, a joint USMC/ARVN sweep and destroy operation conducted on the coastal peninsula immediately Southeast of the Danang TAOR. (Appendix 21)

(S) On 4 January, HMM-163 commanded by Lieutenant Colonel Charles A. HOUSE, relieved HMM-161 at Phu Bai. HMM-161 returned to MCAF Futema, Okinawa and chopped OPCON/ADCON to 1stMAW (Rear). HMM-163 chopped OPCON/ADCON to MAG-16. (Appendix 10)

(S) Operation LONG LANCE, a joint USMC/ARVN search and destroy operation was conducted from 5 to 8 January in the Southwestern corner of the Danang TAOR. The 1st MAF provided both helicopter and fixed wing air support to ground forces until conclusion of the operation at 1615H on 8 January. (Appendix 22)

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(S) On 6 January, HMM-302 relieved HMM-261 as the helicopter squadron of the Special Landing Force (SLF). HMM-261 joined MAG-16 at Ky Ha airfield, Chu Lai. (Appendix 12 and 27)

(U) General Wallace M. GELINE Jr., Commandant of the Marine Corps visited 1st MAW and other III MAF units in RVN during the period 7-10 January.

(S) A MAASS-2 Air Support Radar Team (ASRT) was deployed to Quang Ngai on 9 January in preparation for Operation DOUBLE EAGLE (Appendix 6 & 24)

(S) Elements of the 1st MAW participated in Operation MALLARD, a reinforced USMC battalion size helicopter assault and B-52 bombing raid exploitation operation conducted in an area approximately 20 miles Southwest of the Danang TAOR during the period 10-17 January (Appendix 15&23)

(S) The advance echelon of VMF(AW)-235 joined MAG-11 at Danang on 11 January. VMF(AW)-235 is scheduled to relieve VMF(AW)-312 during early February. (Appendix 7)

(S) VMFA-314 joined MAG-11 at Danang from MCAS Iwakuni, Japan on 13 January. VMFA-314 relieved V. FA-115 which returned to MAG-13 at Iwakuni. (Appendix 7)

(S) The Vietnamese Holiday Season (TET) cease fire commenced at 1200H on 20 January and terminated at 1801H on 23 January. During this period, elements of the 1st MAW conducted intensive aerial reconnaissance throughout the I Corps Tactical Zone, defensive fixed wing escort for essential helicopter missions such as med evacs or resupply over unsecure areas and maintained preparedness to provide air support to ground forces

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should contact be initiated by Viet Cong/NVN forces. In addition, reduced operations during TET provided an excellent opportunity to enhance the overall readiness posture of 1st MAW Anti-Air Warfare (AAW) units and to conduct ground controlled intercept (GCI) training necessary for Marine Air Defense Controllers. Limited AAW exercises were conducted within the Danang Air Defense Sub-Sector (14 degrees 30 minutes North latitude north to the Demilitarized Zone) during this period, utilizing organic USMC forces with no degradation of air defense alert posture. 1st MAW offensive air operations resumed as 17 radar controlled bombing missions were launched during the last six hours of 23 January. During these flights, a total of 9 tons of ordnance was delivered on suspected and known enemy positions. (Appendixes 15 and 30)

(U) On 22 January, in a ceremony held at the III MAF Headquarters, Danang, the Commanding General, 1st MAW was promoted to the rank of Major General. Major General Lewis W. WALT, CG, III MAF was present to pin the new two star insignia of rank on General MCCUTCHEON (Appendix 29)

(S) Two VNF-314 F4B's were lost with their crews when they failed to return to Danang from a landing zone CAP mission in the Hue area on 24 January. The aircraft were last heard from when they contacted the 1st MAW Tactical Air Direction Center (TADC), Danang at 1005H. An intensive search was conducted until dusk on 27 January but all efforts to find the missing aircraft producing negative results and the crew status is carried as missing in action. (Appendix 7)

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(S) Ground defense forces of 1st MAF units in the Danang Complex were placed on maximum alert status during an early morning mortar attack on the Danang Air Base and the Marble Mountain Air Facility areas on 25 January. (Appendix 2)

(S) On 25-26 January, HMM-363 joined MAG-36 at Ky Ha Airfield, Chu Lai, terminating a four month deployment at Qui Nhon under the operational control of Field Forces, Vietnam. (Appendixes 12 and 28)

(U) The first tactical employment of the MK-4 20mm Gun Pod was made on 26 January when Lieutenant Colonel Thomas E. MULVILL, Commanding Officer, VMA-224 led a flight of two A4's on a landing zone prep. (Appendixes 8 & 15)

(S) On 27 January, Marine Air Traffic Control Unit-66 (MATCU-66) chopped OPCON/ADCON from MAG-13 to Sub Unit One, H&HS-1, and relocated to MCAF Futema, Okinawa. (Appendix 9)

(S) Operation DOUBLE EAGLE, the largest combined USMC/ARVN/USN operation in RVN commenced on 28 January in the Thach Tru - Duc Pho - Nui Dai - Bato area of southern Quang Ngai Province. Major 1st MAF air support was provided to this operation which continues into the month of February. (Appendixes 15&24)

(S) VMGR-152 KC-130's made four emergency resupply air drops of Class I MCI-rations at RED Beach in support of Operation DOUBLE EAGLE on 30 and 31 January. These drops, totaling 115,025 pounds, became necessary when weather and surf conditions prevented the landing of force supplies from amphibious shipping. (Appendix 3)

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(S) VMF(AW)-312 completed a forty-four day combat tour in RVN on 31 January. The squadron compiled an impressive record during its relatively short stay with MAC-11 at Danang. The F8E's flew a total of 753 combat sorties for 945.2 hours, expending 445 tons of bombs, 447 rockets and 62,316 rounds of 20mm ammunition. The "CHECKERBOARDS" maintained a commendable 13.4 average aircraft availability while possessing an average of 14 aircraft. VMF(AW)-312 is scheduled to return to CONUS on 1 February when relieved on station by VMF(AW)-235 whose personnel will deploy to RVN from MCAS, Beaufort, South Carolina. (Appendix 7)

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PART THREE
SIGNIFICANT EVENTS

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1. (C) Casualties. The following is a breakdown of 1st MAW casualties for the month of January: (Appendix 1)

<u>KIA</u>	<u>MIA</u>	<u>DOW</u>	<u>MIA</u>	<u>CPT</u>	<u>Non-Battle</u>		<u>TOTAL</u>	<u>1966</u> <u>CUM-TOTAL</u>
					<u>DTH</u>	<u>INJ</u>		
0	14	0	4	0	2	137	157	157

2. (U) Awards. The 1st MAW Awards Section processed 1475 awards during January in the following types and numbers:

<u>PROCESSED AND FORWARDED TO HIGHER HEADQUARTERS</u>		<u>RECEIVED FROM HIGHER HEADQUARTERS</u>	
Silver Star	5	Silver Star	2
Legion of Merit	2	Distinguished	
Navy & Marine Corps		Flying Cross	4
Medal	3	Bronze Star	5
Distinguished Flying		Air Medal	621
Cross	37	Navy Commendation	
Bronze Star	17	Medal	22
Air Medal	695	SecNav CA	<u>1</u>
Navy Commendation			655
Medal	38		
SecNav CA	<u>4</u>		
TOTAL	801		

Purple Hearts Awarded 19

GRAND TOTAL

1475

(U) Major James E. GILLIS (VMO-2) received the Silver Star Medal for his heroism in the rescue of five American and Vietnamese troops under heavy enemy fire on 8 October 1965.

(U) Sergeant Norman B. SUMNER (HMM-364) received a Silver Star Medal for his heroism in the rescue of a wounded Special Forces Officer near Quang Ngai, RVN on 4 December. Without regard for his personal safety he left the aircraft under heavy fire to effect the rescue.

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(U) On 31 January 1966, the Commanding General, Fleet Marine Force, Pacific delegated authority to the Commanding General, 1st Marine Aircraft Wing to award the Air Medal under the strike/flight system. The wing awards section devised a simplified system for making these recommendations which cuts the administrative processing time at the squadron level by 75%.

3. (S) Intelligence/Counterintelligence. During January, the 1st MAF G-2 Section continued to maintain and disseminate information and intelligence concerning fire incidents and hits on 1st MAF aircraft, maintain air order of battle and air capabilities data on North Vietnam and Communist China and initiated target folders on selected targets in Southeast Asia.

(C) Increased emphasis was placed on the 1st MAF Escape and Evasion training program. Through liaison with the 2nd Air Division, initial arrangements were made for an officer from that Headquarters to present Escape and Evasion briefings to all tactical units within the 1st MAF. This phase of the training program is expected to be implemented during March 1966. (Appendix 2)

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4. (U) Informational Services. All significant events occurring during the month of January within the 1st Marine Aircraft Wing were covered by Informational Services writer/photographer teams. One team was assigned to cover the 1st MAW helicopter support of Operation DOUBLE EAGLE, accompanied the helicopters on major troop lifts and remained in the operation area with alert helicopters. The 1st MAW photo lab processed 6596 photographic prints during January in the following categories: 6170 prints to accompany stories for release; 243 photographic prints of technical matter (new developments, charts, etc.); 120 ID and SRB prints; and 63 ISO news/feature releases. (Appendix 18)

5. (U) Civic Action. 1st MAW RVN based units continued to pursue assigned Civic Action programs during the month of January. The repairing of schools, teaching of English to Buddhist Monks, Sisters of the Sacred Heart Orphanage, orphans, plus innumerable other acts of assistance and kindness by Wing units and individuals aided in furthering the people-to-people program. Wing medical personnel treated 2104 Vietnamese men, women and children during 31 medical visits for an approximate average of 68 patients per visit. During January, 2112 pounds of food, 700 pounds of clothing, 36 pounds of salt, 28 boxes and 192 bars of soap, 36 loads of scrap wood, a total of 218,800 Plasters, along with an undetermined amount of candy, toys, and coloring books were distributed to schools, orphanages, hamlets and villages. (Appendix 18)

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6. (C) Base Development/Military Construction. During the month of January, the 1st MAW G-5 Section was primarily concerned with the planned build-up of Wing forces in Vietnam and several additions and changes to existing plans were found necessary.

(C) The G-5 visited MWSG-17, Iwakuna, Japan on 1-5 January to determine cantonment, storage/operating facilities, and flight line requirements of that group when deployed to RVN. The final requirements were submitted in the FY66 MILCON Program.

(C) The CG, 1st MAW agreed to share 64 acres of the IAG-11 Class VA storage area at Danang with the U. S. Air Force.

(C) On 26 January the 1st MAW formally objected to the construction specifications and design of the east helicopter pad at Marble Mountain Air Facility. Matting delivered on the construction site was old style pierced steel planking (PSP) similar to the type used during World War II. In addition, it was planned to lay the matting directly on a sand base without a covering burlap membrane. This situation was considered unacceptable and the OICC, Saigon was so informed. (Appendix 4)

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7. (S) Ground Defense. 1st MAW ground defense forces were placed on maximum alert status during an early morning mortar attack on the Danang Air Base and the Marble Mountain Air Facility areas on 25 January. The initial attack came at 0023h when the MCB-9 camp west of MAG-16 received approximately 30 rounds of incoming mortar fire, resulting in three USN WIA's. Almost simultaneously, approximately 18 rounds of 120mm mortar fire were received at the Danang Air Base, resulting in one KIA and one WIA, both USAF personnel. At 0035H, an infantry battalion command post south of MAAF received approximately 32 mortar rounds. The entire attack lasted approximately 15 minutes. No casualties or aircraft/equipment damage were suffered by 1st MAW units. (Appendixes 2 and 10)

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SECRET8. (S) Air Operations.

a. (S) Fixed Wing Jet. 1st MAF fixed wing jet operations in SEASIA showed a marked increase during the months of January as jet aircraft deployed to RVN flew a total of 4304 sorties, an increase of 1384 sorties over December 1965. Sortie breakdown for the period 1801H 31 December 1965 to 1800H 31 January 1966 is as follows: (Appendixes 15, 16 & 17)

(1) (S) III MAF support:

<u>TYPE MISSION</u>	<u>SORTIES FLOWN</u>
Escort Helo/Cover (USMC)	499
Escort Helo/Cover (ARVN)	419
Interdiction	175
LZ Prep (USMC)	56
LZ Prep (ARVN)	35
CAS/DAS	704
Photo	98
Other/Special	68
Non-Tactical	190
LZ CAP	<u>60</u>
TOTAL SORTIES	2304

(2) (S) 2d Air Division Support

<u>TYPE MISSION</u>	<u>SORTIES FLOWN</u>
Interdiction (ARVN)	413
CAS/DAS (ARVN)	257
Escort Aircraft/CAP	117
Other/Special	10
STEEL TIGER	<u>1070</u>
TOTAL SORTIES	1867 3-7

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(3) (S) ECM/ELINT Support:

<u>AGENCY SUPPORTED</u>	<u>SORTIES FLOWN</u>
2d Air Division	131
TF 77	<u>2</u>
TOTAL SORTIES	133

(4) (S) GRAND TOTAL SORTIES FLOWN: 4304

(5) (S) A total of 591 of the above listed Direct Air Support and Interdiction sorties were TPQ-10 controlled.

b. (S) Helicopter Operations. During January, 1st MAW helicopters (less SLF and Qui Nhon squadrons) flew 25,952 sorties while completing 2030 missions and logging 9291.9 flight hours. A total of 33,377 troops/passengers were lifted as were 1906 tons of cargo. Of the total flight hours, the six in-country UH-34 squadrons logged 6960 hours of which 1725 hours were flown in support of I Corps, ARVN (Appendix 17)

c. (C) Aerial Refueling/Transport/Aerial Delivery Operations. MCAF Futema based VMGR-152/Detachment VMGR-352 continued to support III MAF operations in Southeast Asia. KC-130F aircraft flew a total of 864 missions, of which 667 were in support of combat operations. During January, a total payload of 7,932,584 pounds and 18,055 passengers was transported.

(S) A total of 38 FIRECRACKER refueling missions were flown in support of 2d Air Division/USN ROLLING THUNDER out-of-country strikes.

(C) An in-country detachment of three KC-130 aircraft was continually maintained at Danang. One aircraft was equipped with a 3600 gallon

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capacity fuselage fuel cell which greatly increased the squadron's aerial refueling capability. (Appendix 13)

d. (S NOFORN) Electronic Countermeasures. During the month of January, VMCG-1 conducted 133 Active and Passive ECM sorties in support of the 2nd Air Division and CTF 77 forces. Active missions were flown in support of reconnaissance flights being conducted over NVN until 31 January at which time VMCG-1 recommended active support of armed reconnaissance missions which were resumed after a lull in operations since 24 December 1965. Passive ECM missions were conducted to provide timely intelligence for tactical planning in support of operations against NVN. (Appendix 17)

e. (S) Photo. VMCG-1 RF-8A aircraft flew 98 in-country photographic reconnaissance missions in support of III MAF. In addition, VMCG-1 flew 24 FALP flights and 14 Carrier Refreshers to retain a ready posture for on-call support of the 7th Fleet and YANKEE Team operations. (Appendix 17)

f. (S) SPARROW HAWK. SPARROW HAWK is the code name for a rapid reaction heliborne force consisting of an infantry element of predesignated strength and a specified number and type of helicopters. The mission of this force is to deploy immediately to land in the rear of or the flank of an enemy force engaged with friendly units and engage that enemy force by fire and maneuver, block his retreat or accomplish such other missions as assigned by the infantry commander requesting the SPARROW HAWK support. This concept is presently implemented within the Danang THOR. The force consists of one reinforced rifle squad of approximately

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22 men, three UH-34's and one armed UH-1E. Both the infantry and helicopter elements of the force are held in a standby status at Marble Mountain Air Facility. Due to the initial success of this concept, it may be employed to a greater extent and in other TAOR's in the future.

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SECRET9. (S) Deployments.

a. (S) HMM-261 SLF Deployment. During the period 10 October 1965 to 6 January 1966, HMM-261 was deployed under the operational control of CTG 79.5 as the air element of the Special Landing Force. The squadron participated in two DAGGER THRUST raids (30Nov-2Dec) and (5-6Dec) as well as Operation HARVEST MOON (9-19Dec). While deployed HMM-261 flew 9486 sorties for 2521.7 flight hours, lifting 14,272 troops/passengers, 749.2 tons of cargo and 373 med evacs. (Appendix 27)

b. (S) HMM-363 Qui Nhon Deployment. On 1 September 1965, HMM-363 commenced a brief indoctrination/training program at Danang in preparation for deployment. During the period 28 September 1965 to 25 January 1966, the squadron was deployed to Qui Nhon under the operational control of Field Forces, Vietnam. The squadron supported USMC, U. S. Army and Republic of Korea forces and participated in Operation HARVEST MOON (10-20Dec); Operation JEFFERSON (31Dec-17Jan) and Operation FLYING TIGER #6 (9Jan).

(S) On 19 November 1965, HMM-363 supported the first helicopter borne assault in the history of the Korean Armed Forces.

(S) During the period 1 September 1965 to 25 January 1966, HMM-363 flew 25,404 sorties for 6619.5 flight hours, lifting 38,489 troops/passengers and 3624.1 tons of cargo. (Appendix 28)

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SECRET10. (S) Major Operations.

a. (S) Operation WAR BONNETT. Operation WAR BONNETT was a joint USMC/ARVN sweep and destroy operation from Ha Quang (BT 127-634) to Tan Thanh (BT 181-591) on the coastal peninsula southeast of the Danang TAOR. The operation began with 2nd Battalion, 9th Marines (-)(Rein) moving south from the southeastern corner of the Danang TAOR at 0650H on 3 January. Ten HMM-263 UH-34's lifted 3rd Battalion, 9th Marines to a blocking position northwest of the area BT 115-619 at 0630H on 3 January. At 1600H, escorted by MAG-12 A4's and accompanied by VMO-2 UH-1E's, MAG-16 UH-34's lifted Company K, 3rd Battalion, 3rd Marines onto an island in the De Vung River after the island had been prepped by LVTH fire. Additional support by 1st MAF in the operation was furnished by MAG-16 with their UH-34's and UH-1E's flying medevac, resupply and routine admin missions for the ground forces. The operation terminated at 1130H on 4 January.

b. (S) Operation LONG LANCE. Operation LONG LANCE was a joint USMC/ARVN sweep and destroy operation in the southwest corner of the Danang TAOR commencing 5 January. 1st MAF air support for the operation commenced as MAG-12 A4's prepped LZ Pelican (AT 806-575) with napalm, rockets and 20mm cannon fire at 1030H on 5 January. Following the LZ prep, 14 UH-34's of HMM-263 and 2 CH-37's of Sub Unit #1, H&MS-16 began lifting Companies C and D, 1st Battalion, 1st Marines and a 4.2 mortar battery of 1st Battalion 12th Marines into the LZ. During the helo lift the Viet Cong bombarded the landing zones with approximately 14 rounds of 60mm mortar fire, yet no 1st MAF personnel were wounded. One CH-37 was hit three times by small arms fire during the lift with the pilot receiving minor wounds from shrapnel.

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Following the main troop lift, MAG-16 UH-34's lifted one platoon of "B" Company, 1st Battalion, 1st Marines into the LZ. VMO-2 UH-1E's assisted in the lift by accompanying UH-34's, controlling A4 strikes, making firing runs on Viet Cong positions with their M-60 machine guns and rockets and lifting out a med evac as the ground troops received fire from the enemy. During the remainder of the operation 1st MAF support was limited to small unit troop lifts, routine resupply, admin-liaison and med evac missions. The operation terminated as MAG-16 UH-34's lifted all companies back to their positions in the Danang TAOR at 1615H on 8 January.

c. (S) Operation MALLARD. Operation MALLARD was a joint USMC/ARVN search and destroy operation conducted in an area northwest of the Danang TAOR, commencing on 10 January. 1st MAF support of the operation began at 1030H on 11 January as MAG-12 A4's prepped a helicopter landing zone at AT 544-519. The A4's were controlled by three VMO-2 UH-1E's acting as TAC(A)'s. Following the LZ prep the UH-1E's continued support by flying visual recon of the area as 14 UH-34's of HMM-361 landed in the LZ to deposit the first elements of a 147 man troop lift. The flight received small arms fire in the area of AT 842-518 and returned fire with a possible 5 VC KIA's. Additionally, sixteen MAG-16 UH-34's lifted 331 troops of the 3rd Battalion, 7th Marines into the operation area on 11 January. 1st MAF fixed wing aircraft flew 25 sorties in CAS, DAS, LZ prep and helo escort missions on 11 January. MAG-16 flew resupply, med evac, admin-liaison, and small unit troop lifts throughout 12 and 13 January in support of the operation. From 1700H 12 January to 1700H 13 January MAG-12 A4's flew 12 sorties in support of the operation. On 14 and 15 January helicopter support

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provided by HMM-263 and VMO-2 was again routine admin, resupply, medevac and reconnaissance. However, eight HMM-263 UH-34's remained in a standby status for on-call missions during this period. A flight of four HMM-361 UH-34's retracted 157 troops from AT 828-503, on 16 January marking the beginning of the retrograde movement of troops from the operation area. Commencing 17 January, HMM-361 UH-34's lifted 395 troops from the operation area to Danang and Hill 65 to close out 1st MAF activity in the final phase of the operation.

d. (S) Operation DOUBLE EAGLE. Operation DOUBLE EAGLE, the largest combined USMC/ARVN/USN operation yet conducted in RVN commenced on 28 January in the in the Thach Tru - Duc Pho - Nui Dai - Bato area of southern Quang Ngai Province. Marine ground forces are under the tactical command of the CG, Task Force DELTA. The operation is closely coordinated with the ARVN operation, LIEN KET 22 and is scheduled to continue into the month of February.

(S) The initial phase of the operation began with an amphibious landing of BLT 3/1 and BLT 2/4 across RED Beach 1 (BT838740) to (BT848722) at 0700H on 28 January, with 2/4 prepared to link up with ARVN forces and HMM-362 and BLT 2/3 (SLF) standing by offshore aboard the USS VALLEY FORGE. 1st MAF participation in the operation began at 0855H 28 January when an AO observed 20 Viet Cong at BT 094643. Following an artillery mission fired on the enemy troop concentration, HMM-263 UH-34's lifted a 1/9 SPARROW HAWK alert squad to BT 090-640 and later retracted the Marines.

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Weather in the objective area hampered fixed wing support. Eight A4 sorties were launched 28 January by MAG-12 but the aircraft were unable to drop due to bad weather. The aircraft remained in a 30 minute alert status for the rest of the day until 2400H. Several helicopter missions were also cancelled due to weather.

(S) The airborne DASC was aloft in a VMGR-152 KC-130 from 0858H to 1705H on 28 January. At 0845H on 29 January, two VMGR-152 KC-130's commenced the lift of the 2nd Battalion, 9th Marines from Danang to Quang Ngai. The KC-130's transported approximately 540 troops in six lifts and completed the mission at 1335H. The KC-130's provided additional support by making emergency air drops of Class I MCI-rations at RED Beach. Three drops were made on 30 January and one additional drop was made on 31 January bringing the four drop total to 115,025 pounds.

(S) On 30 January the tempo of helicopter operations increased as 28 UH-34's of HMM-261, HMM-363, HMM-364 and HMM-362 accompanied by four UH-1E's of VMO-6 and four UH-1B's from 118th Aviation Company USA lifted BLT 2/3 from the VALLEY FORGE into a LZ at BS 717-429. On 31 January control of Operation DOUBLE EAGLE passed ashore from CTF 76.6 to Task Force DELTA as the operation continued into February.

SECRET

CONFIDENTIAL11. (C) Logistics.

a. (C) Air Freight/Aerial Delivery. During January the Marine Air Freight and Passenger Terminals in RVN processed the following amounts of freight and passengers:

<u>DANANG</u>		<u>CHU LAI</u>	
Cargo (S/T)	1431	Cargo (S/T)	113.4
Passengers	14,603	Passengers	10,120
Mail (S/T)	72.7	Mail (S/T)	251.8
<u>GRAND TOTAL</u>			
Cargo (S/T)	1544.4		
Passengers	24,723		
Mail (S/T)	324.5		

(C) The 3rd Aerial Delivery Platoon attached to VMGR-152 made eleven major air drops of supplies during January. Drops were made to the ARVN forces at Que Son of 105 howitzer ammunition totaling 152,700 pounds and in support of USMC units in Operation DOUBLE EAGLE of 43,650 pounds of 105 howitzer ammunition at An Hoa and 115,025 pounds of MCI-Rations at Du Quang.

b. (C) Ordnance. Ten MK-4 Gun Pods and associated equipment, less a few components which prevented immediate use, were received by IAG-12 during November 1965. The new 20mm weapon has a rate of fire of 4200 rounds per minute, carries 750 rounds and mounts on external bomb racks. The final components arrived in January and on 26 January the MK-4 Gun Pod was successfully fired by a VTA-224 A4E at an enemy target, marking

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the first employment of the MK-4 by USMC aircraft in a combat situation in Southeast Asia. During January, plans and preparations were continued by MAG-11 to receive 15 Gun Pods. It is anticipated they will receive the MK-4 Pods and components by mid-February.

c. (U) Motor Transport. Two TUD-80 aircraft tow tractor engines and one 75KW 60 cycle generator were repaired at a commercial repair facility through the Public Works Facility, Subic Bay, Philippine Islands. This was the first time use has been made of a commercial maintenance facility by 1st MAW RVN based units.

d. (U) Tactical Airfield Dispensing Systems. During January TAFDS issued a total of 811,293 gallons of AVGAS and 6,091,561 gallons of JP-4 for a total of 6,902,854 gallons of Class IIIA issued.

e. (U) Aviation Maintenance. VMA-224, MAG-12, experienced J52 fuel control problems with several instances of power failure which required switching to manual fuel selection to alleviate the problem in flight. MAG-12 is working on the solution to this problem and one J52 engine has been sent to MAS, Alameda, for check. The 1st MAW submitted comments to FMFPac, concerning the feasibility of a proposed complete engine repair program within FMF deployable units. Three major weaknesses were listed: lack of capability to insure trained personnel are on site long enough to support an effective and efficient program; lack of adequate facilities to properly handle the disassembly, test and check of the engines worked on; and the inability of the supply systems to insure a rapid flow of components and parts to keep engines moving and thus fulfill the intended purpose of a reduced pipe line turn around time. (Appendix 3)

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12. (C) Supply. On 24 January the supply source for Wing Aviation units based in the Republic of Vietnam was changed to NSD Subic Bay vice NSD Yokosuka Japan. At this time NSD Subic had built up their stocks on a special out-fitting program coded ZA6. The percentage of stock on hand at the time this change went into effect was 75% completed. The new requisitioning procedures direct to NSD Subic are for aeronautical material only.

(U) The Commander, Naval Air Force, Pacific Fleet put into effect a new requisitioning procedure concerning Not Operational Ready Supply items. The source of supply for out of country units continues to be NSD Yokosuka. The big change came for units based in Republic of Vietnam. Sources of supply for Not Operational Ready Supply items are requisitioned directly from Aircraft Material Office, Oakland, California, by message for items containing Federal stock numbers, or the designated overhaul point for bits and pieces that do not have Federal stock numbers, to repair components. On priority messages submitted for Not Operationally Ready Supply items, NSD Yokosuka and NSD Subic are info addressee for intercept action.

(U) During the month of December 1965, the CRITIPAK criteria was revised as to the type of items and total weight a unit could request. Items nominated by Wing units reflected a marked change in the type of items requested, i. e., repair parts versus housecleaning, stationery etc., in the original CRITIPAK listings submitted in October 1965. The January 1966 CRITIPAK has been received and due to receipt of repair

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parts some deadlined equipment, particularly communication-electronics items, have been repaired thus improving the combat readiness of the units.

(S) Due to the lack of repair parts the supply support for LAAM Battalions remained critical during the month of January. Both LAAM Battalions remain in Readiness Category C3. The following action has taken place in order to restore the LAAM Battalions to CRCAT C1.

(U) CG FMFPac message 210326Z January approved a change in the supply source for the HAWK peculiar parts for LAAM Battalions. It provides that requisitions be submitted direct to the 3rd FSR in lieu of FLSC/FESU and all requisitions passed to Barstow be supplied directly to the requisitioner. The change in supply procedure will reduce lead time substantially and should improve the supply support of the LAAM Battalions. (Appendix 3)

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13. (C) Communication-Electronics. The total message traffic handled by the 1st MAW Communication Center, Danang, reached 42,304; 20,118 outgoing and 22,186 incoming. This represents an increase of approximately 3000 messages over the previous month.

(U) During the CMC visit to RVN, the status of 1st MAW fixed plant communication equipment requirements was discussed. The 1st MAW is presently operating a fixed plant Communication Center with monthly message transmission well in excess of 30,000. The center is equipped with 70 percent U. S. Army loaned equipment, 20 percent U. S. Navy equipment, and 10 percent USMC tactical equipment. Three subordinate centers are operated in RVN; MAG-12 at Chu Lai, MAG-16 at Marble Mountain and MAG-36 at Ky Ha. These centers guard for other units in the near proximity and operate essentially as fixed plant installations while utilizing organic tactical communication equipment. Tactical equipment has not proven satisfactory under the sustained operating conditions experienced in Vietnam and marginal service often results from equipment limitations. Therefore, it was strongly recommended that a survey be conducted by competent engineers to determine the present and future requirements for fixed plant equipment in all in-country Communication Centers and that every assistance be given to expedite procurement and delivery of such equipment. (Appendix 5)

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14. (U) Historical. The Historical Branch, 1st MAW G-3 Section prepared a brief chronology of significant 1st MAW activities during the period 1 January 1965 to 14 January 1966, with primary emphasis on operations in Southeast Asia. (Appendix 31)

UNCLASSIFIED

SECRET NOFORN

PART FOUR
SUPPORTING DOCUMENTS

SECRET NOFORN

JAN

UNCLASSIFIED

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- ✓ APPENDIX 15 1st MAW DAILY SITUATION REPORTS - JANUARY 1966 (S)
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APPENDIX 27 HMM-261 SPECIAL LANDING FORCE DEPLOYMENT COMMAND CHRONOLOGY (S)

APPENDIX 28 HMM-363 FIELD FORCES VIETNAM DEPLOYMENT COMMAND CHRONOLOGY (S)

APPENDIX 29 1ST MAW BULLETIN 5060 OF 21 JANUARY 1966 (U), "Promotion Ceremony"

APPENDIX 30 CG, III MAF MSG 200920Z JANUARY 1966 TET OPERATIONS (S)

APPENDIX 31 CHRONOLOGY OF 1ST MAW ACTIVITIES IN VIETNAM: 1 JANUARY 1965 TO 14 JANUARY 1966 (S)

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APPENDIX 33 MAPS: AMS SERIES L701 SCALE 1:50,000 (U)

SHEETS 6558, I

6658, IV

6755, II, III, IV

6855, III

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APPENDIX (A)

DECLASSIFIED

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

1:FAS:gsc
5750
FEB 15 1966

CONFIDENTIAL

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

Subj: Command Chronology for the month of January 1966

Ref: (a) WgO 5750.1B

Encl: ✓(1) WgO 5420.21, Wing Commissioned Officers' Mess (Open) Adv Gp
✓(2) WgO 5420.22, Staff NCO Club Adv Gp
✓(3) WgO 5420.23, Enl Men's Club Adv Gp
✓(4) WgBul 12000 of 6 Jan 1966, Info re Vietnamese TET (New Year)
✓(5) WgO 1320.10, Processing of Marines in Unauthorized Absence Status
✓(6) WgO P3040.1C, SOP for Combat Casualty Reporting, 21 Jan 66
✓(7) WgBul 5420 of 23 Jan 1966, Wing Clubs/Messes Inventory Board
✓(8) WgBul 5215 of 24 Jan 1966, Cancellation of WgBul 1741 of 3 Nov 65
✓(9) G-1/S-1 Conference Handout
✓(10) G-1 Handout for January Wing Wide Commanders' Conference (U)
✓(11) Command and Staff Assignments
✓(12) *Msg. 200744Z, Personnel Status Report*

1. In accordance with reference (a), enclosures (1) through (11) are herewith submitted. (UNCLAS)

2. On 3 January 1966, the Assistant G-1 briefed Brigadier General W. K. JONES on the Wing personnel situation. (UNCLAS)

3. At the Wing Commander's Conference, 25 January 1966, G-1 discussed the following items: (UNCLAS)

- a. Adtakes on information requested from groups.
- b. Casualty reporting.
- c. TAD orders to destinations within I Corps area.
- d. Rotation of personnel in O3 Field.
- e. Review of and submission of recommended changes to the current manning level.
- f. Special Skills/Team Training Report.

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Appendix (1)

CONFIDENTIAL

1:FAS:gsc

4. During January 1966, the G-1 personnel administration portion of the A/M Inspection continued with the inspection of H&HS-1, MASS-2, the 1stLAAMBn (less Btry "B"), MAG-11, MAG-16, MACS-6, MCAF Futema and HMM-161. (UNCLAS)
5. A Wing G-1/S-1 conference was held 15 January 1966 to discuss personnel and administrative problems. See enclosure (9). (UNCLAS)
6. A Wing Clubs and Messes Inventory was held 3 January 1966. (UNCLAS)
7. The total number of casualties for the month of January 1966 is as follows: (CONFIDENTIAL)

<u>KIA</u>	<u>WIA</u>	<u>DOW</u>	<u>MIA</u>	<u>CPT</u>	<u>NONBATTLE</u>		<u>TOTAL</u>	<u>CUM-TOTAL</u>
					<u>DTH</u>	<u>INJ</u>		
0	14	0	4	0	2	137	157	437

8. As of 31 January 1966, the total number of Local National Civilians employed by all units of the 1st Marine Aircraft Wing (Danang, Marble Mountain, Chu Lai and Phu Bai) is 348. The monthly payroll for the above personnel is approximately 870,000 \$VN. (UNCLAS)

9. An expected drop in morale due to the post holiday season failed to materialize. This was due largely to the continuing flow of mail and an improved "Stars and Stripes" delivery service. Morale remains gratifyingly high.

10. On 3 January 1966, the Wing Volleyball Tourney was completed. Marine Aircraft Group 16 was the winner, with Marine Aircraft Group 13 runner up. On 10 January 1966, 15,000 paperback books were distributed to all groups. From 18-20 January 1966, Charlton Heston visited units of the 1st Marine Aircraft Wing. (UNCLAS)

11. During January 1966, three additional group study classes started on the dates indicated. (UNCLAS)

<u>DATE</u>	<u>COURSE</u>	<u>SPONSORING AGENCY</u>	<u>ENROLLMENT</u>
12 Jan	Slide Rule	USAFI	16
24 Jan	College Algebra	USAFI	12
25 Jan	Vietnamese Language	Wing Education	15

W. D. Wilcox

W. D. WILCOX

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DAY FILE

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

WgO 5420.21
1:ROC:gsc
1 Jan 1966

WING ORDER 5420.21

From: Commanding General
To: Distribution List

Subj: Wing Commissioned Officers' Mess (Open) Advisory Group;
appointment of

Ref: (a) WgO P1746.2

1. Purpose. To appoint a Wing Clubs Advisory Group in compliance with reference (a).

2. Duties of the Group. The duties of the Group will be as stated in Part II, Article VII of reference (a).

3. Composition of the Group

Captain J. T. SMITH	WAG-11	Senior Member
Captain L. M. ACKERMAN	WAG-36	Member
Captain R. W. HOOPER	WAG-12	Member
Captain W. F. MULLIN	MWHG-1	Member
First Lieutenant L. D. GILMAN	WAG-16	Member
Wing Mess Treasurer		Member
Major O. M. DIAZ	WAG-12	Alternate Member
Captain J. P. CALDWELL	WAG-11	Alternate Member
Captain R. A. CALDWELL	MWHG-1	Alternate Member
Captain J. D. TURNER	WAG-36	Alternate Member
First Lieutenant D. L. HELLIG	WAG-16	Alternate Member
Wing Area Auditor		Ex Officio Member
Wing Clubs Officer		Ex Officio Member

4. Quorum. A simple majority of the membership of the Advisory Group will constitute a quorum for the transaction of all business of the Advisory Group.

T. G. BRONESAW, JR.
Chief of Staff

DISTRIBUTION: "A" (less 1, 2, 3, 10, 11, 12, 13, 14, 15, 16 & 17) "B"
Each officer concerned

ENCLOSURE (1)

DAY FILE

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

WgO 5420.22
1:KOC:gsc
1 Jan 1966

WING ORDER 5420.22

From: Commanding General
To: Distribution List

Subj: Staff Noncommissioned Officers' Club Advisory Group,
appointment of

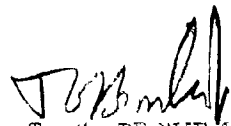
Ref: (a) WgO F1746.3

1. Purpose. To appoint a Wing Clubs Advisory Group.
2. Duties of the Group. The duties of the Group will be as stated in Part II, Article VII of reference (a).

3. Composition of the Group

Sergeant Major D. G. GOODWIN	MWHG-1	Senior Member
Master Gunnery Sergeant E. P. SOLOMON	MAG-16	Member
Gunnery Sergeant J. A. IUSSIER	MAG-11	Member
Staff Sergeant N. F. KASMUSSEN	MAG-36	Member
Staff Sergeant J. L. WEBB	MAG-12	Member
Wing Mess Treasurer		Member
Master Sergeant G. H. LONG	MAG-11	Alternate Member
Gunnery Sergeant C. RICHARDI	MAG-36	Alternate Member
Gunnery Sergeant C. E. PRINGLE	MWHG-1	Alternate Member
Staff Sergeant K. A. SCOTT	MAG-16	Alternate Member
Staff Sergeant S. T. CHAVARRIA	MAG-12	Alternate Member
Wing Area Auditor		Ex Officio Member
Wing Clubs Officer		Ex Officio Member

4. Quorum. A simple majority of the membership of the Advisory Group will constitute a quorum for the transaction of all business of the Advisory Group.


T. G. BRONIEWSKI, JR.
Chief of Staff

DISTRIBUTION: "A" (less 1, 2, 3, 10, 11, 12, 13, 14, 15, 16 and 17) "B"
Each officer concerned

ENCLOSURE (2)

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

WgO 5420.23
1:ROC:gsc
1 Jan 1966

WING ORDER 5420.23

From: Commanding General
To: Distribution List

Subj: Enlisted Men's Club Advisory Group; appointment of


Ref: (a) WgO Pl746.4

1. Purpose. To appoint a Wing Clubs Advisory Group.
2. Duties of the Group. The duties of the Group will be as stated in Part II, Article VII of reference (a).

3. Composition of the Group

Sergeant L. J. CULP	MAG-36	Senior Member
Sergeant C. E. GUTHRIE	MAG-12	Member
Corporal M. E. HARNESS	MAG-11	Member
Corporal P. W. GABOR	MWHG-1	Member
Corporal J. M. KACHAL	MAG-16	Member
Wing Mess Treasurer		Member
Sergeant R. D. AYERS	MAG-36	Alternate Member
Sergeant A. N. HUGHGILL	MAG-12	Alternate Member
Corporal D. R. DUKES	MAG-11	Alternate Member
Lance Corporal D. L. ENGLAND	MWHG-1	Alternate Member
Lance Corporal W. K. WHITE	MAG-16	Alternate Member
Wing Area Auditor		Ex Officio Member
Wing Clubs Officer		Ex Officio Member

4. Quorum. A simple majority of the membership of the Advisory Group will constitute a quorum for the transaction of all business of the Advisory Group.


T. G. BRONLEE, JR.
Chief of Staff

DISTRIBUTION: "A" (less 1, 2, 3, 10, 11, 12, 13, 14, 15, 16 & 17) & "B"

ENCLOSURE (3)

RECEIVED

-8 JAN 1966 19 24

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

WgBul 12000
1:ROC:gsc
6 Jan 1966

WING BULLETIN 12000

From: Commanding General
To: Distribution List

Subj: Vietnamese TET (New Year), information concerning

Ref: (a) COMUSMACV ltr SerNo 5931 of 7 Dec 1965

1. Purpose. To promulgate information and guidance for all unit commanders in order that the Vietnamese TET (New Year) is given appropriate attention and observance.

2. Information

a. Reference (a) presents material on TET, the Vietnamese New Year observance which begins 21 January 1966. The material is presented to insure that all 1st Marine Aircraft Wing personnel in Vietnam understand the meaning and customs of TET and are fully aware of the importance of proper conduct in their relationship with the Vietnamese people during this period.

b. It is the Vietnamese custom for those persons fortunate enough to employ others in the conduct of their business to present all employees with a TET bonus. This bonus is presented to the individual worker as a reward for his loyalty and faithfulness to the employer. The size of the TET bonus customarily amounts to one month's salary (proportional, if not employed for a full year).

c. During the Festival of TET all major stores and places of business in Vietnam will be closed. This year TET will be 20-22 January 1966.

3. Action

a. Commanding Officers employing Vietnamese civilians will grant these employees an official two day holiday commencing at 1200, 20 January and ending at 1200, 22 January 1966.

b. The TET bonus

(1) All Vietnamese civilian employees funded through Assistance-in-Kind (AIK) will receive the bonus from AIK funds through their disbursing sections.

(2) Provision for the payment of the bonus to Tango Sector (III MAF/1stMAW area), civilian workers employed in BOQ's #1, 2, and

ENCLOSURE (4)

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

WgO 1320.10
1:CSA:gsc
10 Jan 1966

WING ORDER 1320.10

From: Commanding General
To: Distribution List

Subj: Processing of Marines in Unauthorized Absence Status

Ref: (a) CG FMFPac spdltr 7A/pmb over 5812 of 29 Dec 1965 (NOTAL)

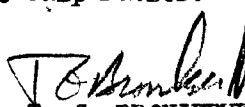
1. Purpose. To promulgate instructions for processing Marines of this Command who are in an unauthorized absence status while on R&R in Okinawa.

2. Background. Reference (a) directs that any Marine who, while on Okinawa in connection with R&R, is in an unauthorized absence status for 20 days or more be transferred by service records to Camp Butler.

3. Action

a. Commanding officers report to this Headquarters (Attn: G-1) any Marine who falls within the category outlined in paragraph 2 above.

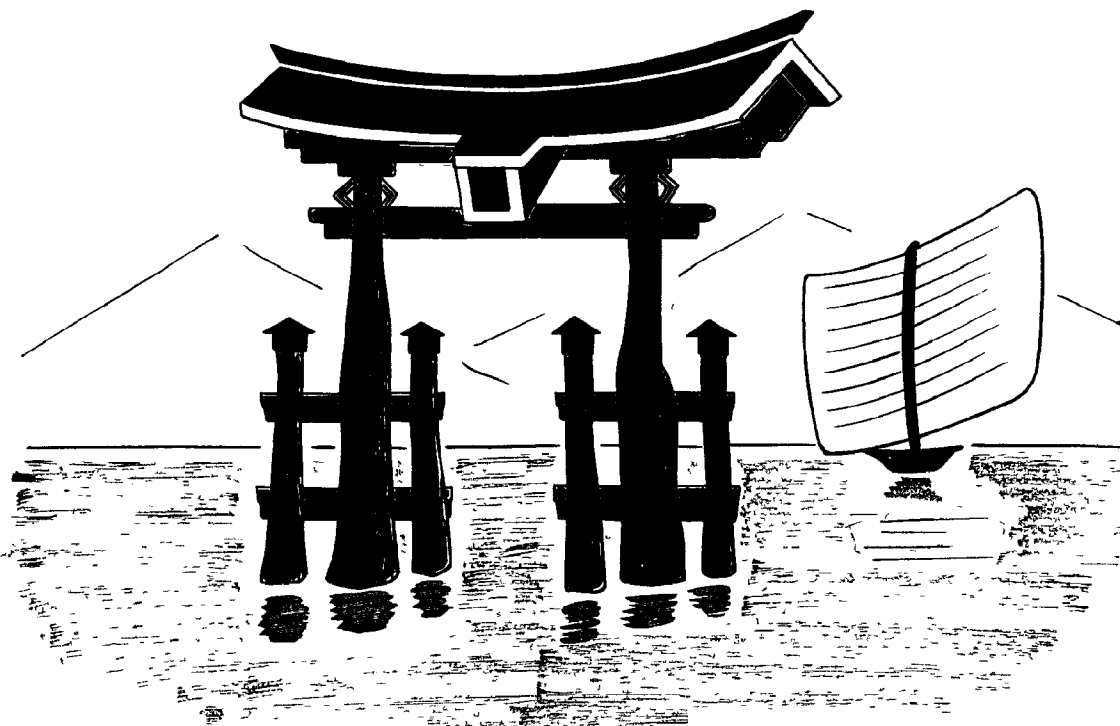
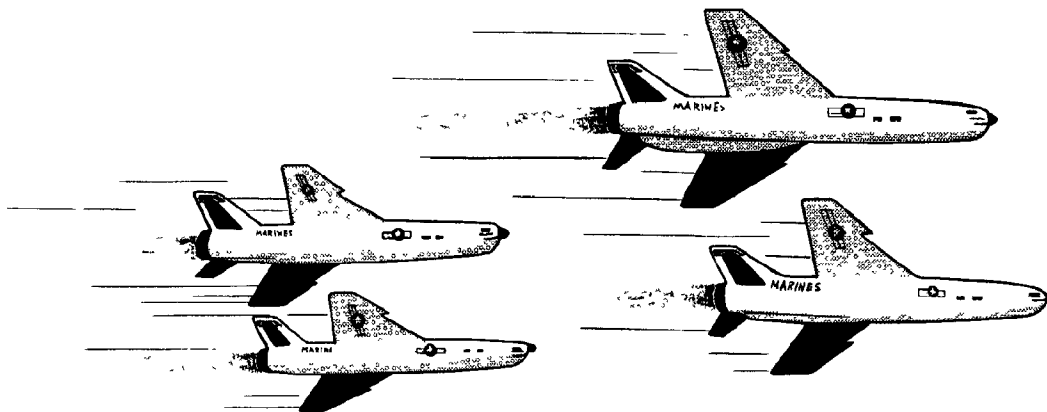
b. This Headquarters will issue appropriate orders transferring subject Marines by service records to Camp Butler.


T. G. BRONLEEWEE, JR.
Chief of Staff

DISTRIBUTION: "A" (less 3, 12, 13, 14 & 15) plus CO, Camp Butler

ENCLOSURE (5)

1ST MARINE AIRCRAFT WING



STANDING OPERATING PROCEDURE

ENCLOSURE (6)

RECEIVED

HEADQUARTERS
1st Marine Aircraft Wing 25 JAN 1966 09 49
Fleet Marine Force, Pacific
FPO San Francisco 96601

WgO P3040.1C
1:JGL:dar
21 Jan 1966

WING ORDER P3040.1C

From: Commanding General
To: Distribution List

Subj: Standing Operating Procedures for Combat Casualty Reporting

Ref: (a) MCO 3040.1
(b) MCO P5000.3, MARCORPERSMAN, chap. 12

Encl: ✓(1) LOCATOR SHEET

Reports Required: I. Daily Casualty Lists (Report Symbol 1stMAW-3040-1)
par. 104.3
II. Combat Casualty Report (Report Symbol
1stMAW-3040-2 telephonic) par. 105.1 and 105.2
III. Report of Death (Report Symbol 1stMAW-3040-3)
par. 105.1c
IV. Report of Injury or Illness (Report Symbol
1stMAW-3040-4) par. 105.2b
V. III MAF Cumulative Casualty Report (Report
Symbol 1stMAW-3040-5) par. 107.3

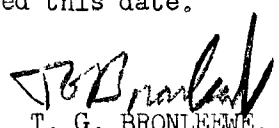
1. Purpose. To promulgate policies and procedures for the operation and administration of combat casualty reporting within the 1st Marine Aircraft Wing.

2. Cancellation. Wg(Adv)O 3040.1, WgO 3040.1B and WgO 3040.2A.

3. Action. Commanding officers and personnel assigned duties in connection with the operation and administration of combat casualty reporting within the 1st Marine Aircraft Wing will be guided in the performance of their duties by the provisions of reference (a) and the supplemental instructions of this Order.

4. Applicability. This Order is applicable to all units in the Republic of Vietnam. Units outside the Republic of Vietnam comply with reference (b) and paragraph 105.1c of this Order.

5. Certification. Reviewed and approved this date.


T. G. BRONLEEWEE, JR.
Chief of Staff

DISTRIBUTION: "D" less 9, 20 & 21 plus G-1 (5)

WgO P3040.1C

21 Jan 1966

LOCATOR SHEET

Subj: Standing Operating Procedures for Combat Casualty Reporting

Location:

(Indicate the location(s) of the copy(ies) of this publication.)

ENCLOSURE (1)

[illegible]

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SECTION I

101. CONCEPT

1. This order is designed to amplify the basic Marine Corps Order on combat casualty reporting (MCO 3040.1) and apply its instructions to the 1st Marine Aircraft Wing. Basically, the operation of casualty reporting is divided into two systems: the manual system as outlined in the MARCORPERSMAN, chapter 12 and MCO 3040.1, part IV; and the mechanized system set forth in MCO 3040.1, part II. In either case, the objective is the same; to notify a central authority of casualties sustained in battle and nonbattle circumstances so that a daily account of unit strength may be made to this and higher headquarters, and to inform next of kin of the status of the casualty.

102. COMMAND RESPONSIBILITY

1. Marine Corps Order 3040.1 holds the Wing Commander responsible for reporting casualties in his and attached units. Similarly, the subordinate commanders will be responsible to the Commanding General for reporting casualties in the manner described in this Order. Commanders of units not actually in a combat zone are still responsible for reporting nonbattle casualties as they occur, and will submit reports using the manual system as outlined in this Order and MARCORPERSMAN.

2. Because of the use of data processing machines, the mechanized system as outlined in MCO 3040.1 and amplified by this Order, must be followed explicitly. The system will not function properly if changes or modifications are made, or if any step is left out.

103. DEFINITIONS

1. BATTLE CASUALTY. A person in the Armed Forces of the United States, or any of its allies, who sustains death or injury, or who is discovered missing or captured, or who is otherwise deprived of full duty in a combat situation, or as a direct and clear consequence of hostile action, is deemed a battle casualty.

2. NONBATTLE CASUALTY. A person in the Armed Forces of the United States, or any of its allies, who dies, is critically or seriously injured, incapacitated, or ill with an incurable disease, or who is evacuated from country for a reason other than medical consultation, shall be considered a nonbattle casualty.

L-1

104

104. ORGANIZATION

1. WING LEVEL. The Commanding General, 1st Marine Aircraft Wing, will appoint one officer as the Combat Casualty Reporting Officer and two enlisted assistants (at least one sergeant or above). In a combat zone they will be assigned this job as a primary duty; in noncombat zones as an additional duty.

2. GROUP AND SQUADRON LEVEL. Commanders are responsible for appointing a Combat Casualty Reporting Officer, and providing sufficient clerical assistance as may be required.

3. ATTACHED OR SUPPORTING MEDICAL UNITS. Attached or supporting medical unit commanders will prepare daily casualty lists by 0800 for a reporting period from 0001 to 2400 of the previous day. The list will be submitted to the Commanding General, 1st Marine Aircraft Wing (Attn: CCRO) daily. A negative report is not required if there were no casualties during the reporting period. Commanders will be responsible for schooling medical personnel, including field corpsmen, in proper casualty processing and reporting procedures.

4. ALL UNITS. Every command is responsible for seeing that all persons in his command are wearing metal identification tags with correct, up-to-date information. Commanders will ensure that casualty reporting personnel are thoroughly instructed in proper casualty processing and reporting procedures. Only through a complete understanding of the processes will the reporting be made accurate and timely.

105. OPERATION1. BATTLE CASUALTY

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

- | | |
|----------------------------------|------------------|
| A. Name | H. Condition |
| B. Rank | I. Prognosis |
| C. Service Number and MOS | J. Disposition |
| D. Squadron | K. EAS |
| E. Date-Time-Group of Occurrence | L. RTD |
| F. Place | M. Circumstances |
| G. Diagnosis | |

The report will also indicate whether the person wants his next of kin notified. The group commander shall then relay this information to the Commanding General (Attn: CCRO, "MOMENT 137") by telephone and by message.

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

1-2

105.3

- N. Religion
- O. Were last rites administered (if applicable)
- F. Government life insurance in effect
- Q. Amount
- R. Beneficiary
- S. Name of next of kin
- T. Address
- U. City and State
- V. Relationship

c. A message report of death or missing shall continue to be prepared by the group commanders (or independent squadron commanders) in accordance with MARCOPERSMAN, paragraph 12154, with additional information copies to the Commanding General, 1st Marine Aircraft Wing (Attn: CCRO) and to the following (this message will be sent **immediate/priority**):

COMUSMACV	EIGHTH FLD HOSP NHA TRANG
CINCPAC	USAF HOSP CLARK AB PI
CINCPACFLT	HANDS BN THIRD FSR
CG FMFPAC	FIRST MAR (REAR) (If Rear involved)
CG III MAF	CO CAMP BUTLER
NMCC WASH DC	*FIRST MARBRIG
CMDR SECOND AIRDIV	*MARBKS NAVB PEARL
DPI ONE SIX	CG MCB CAMPEN (in cases of death)

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

These messages will be consecutively numbered through the calendar year (e.g., 1-66, 2-66, etc.). When this message is sent, it is not necessary to prepare a message to FMAW as described in paragraph 105.1a. All reporting units are directed to include items Juliet 8 and 9, MARCOPERSMAN, paragraph 12154 in reporting. NOTE: In the case of Naval personnel, death or missing message reports will be submitted by the Wing Naval Personnel Officer.

2. NONBATTLE CASUALTY

a. If a nonbattle death occurs, the Commanding General shall be notified by telephone in the same manner described in paragraph 105.1a of this Order, and a message released to SECNAV as required by MARCOPERSMAN. An investigation of the circumstances shall be conducted as soon as practicable after the occurrence.

b. Persons incapacitated from nonbattle causes will be reported in the same manner as those wounded in action (paragraph 105.1a of this Order).

3. CASUALTY CARDS

a. 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 on to the casualty card. The rest of the card is filled out by a qualified medical person. A checklist and guide for filling out these cards is given in section II of this Order. The casualty card (copy) is to be sent to

1-3

106

CCRO, FMAW, by the most expeditious means. The original (flimsy) may be retained by the unit for record.

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

c. During the trial period (10 October, 1965 - indefinite), 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.

106. ADMINISTRATIVE PROCEDURES

1. DEATH

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

(1) Original and five copies of Personal Data of Deceased (MACV Form 6 (figure 1)).

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

c. Close out and forward service record book or officer qualification record and pay record to CMC, as outlined in MARCORPERSMAN. Health and dental records will be terminated and forwarded to BUMED as outlined in the Manual of the Medical Department.

d. As soon as possible after the date of occurrence, the unit commander will write a letter 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 Wing Commander for forwarding to the addressees. Sufficient copies will be prepared to provide a file copy for the Commanding General, 1st Marine Aircraft Wing, and the Commandant of the Marine Corps (Code DNA).

2. INJURY OR ILLNESS

1-4

107.4

- a. No immediate administrative steps are necessary, except for an appropriate entry **on** the unit diary.
- b. For those persons evacuated out of the country, send the pay, health and dental records with the evacuee, or within 72 hours after evacuation, to the Commanding Officer, Camp Butler, Okinawa. Transfer SRB to Camp Butler upon receipt of special order from Wing G-1.
- c. Report any changes in status or transfer of patient to the Commanding General, 1st Marine Aircraft Wing (Attn: CCRO), including transfer by service records.
- d. Submit welfare reports on request.

107. DUTIES OF THE WING CCRO

1. The Wing CCRO will keep a permanent file on all casualties and their status on Personal Status Cards (figure 2). He will see that necessary casualty information is gathered from various sources, e.g., evacuation units, unit commanders, medical companies, aid stations, hospital ships, and graves registration sections.
2. Casualty cards will be alphabetized, sorted, and necessary information transferred to the Personal Status Cards. Necessary personnel will be available at DPI 16, Sub Unit 1, H&S Battalion, 3d Force Service Regiment for processing, coding, and sorting the information in appropriate form for preparation of reports. DPI 16 will forward the reports to the Commandant of the Marine Corps, with an information copy to the Commanding General, 1st Marine Aircraft Wing (Attn: CCRO). The Wing CCRO is responsible for making liaison with DPI 16 to see that the necessary information is being submitted and that it is current.
3. A report of casualties will be prepared daily to be submitted to the III Marine Amphibious Force Adjutant by 1500 of the following day. The report will show the number of casualties broken down by officer and enlisted, and by category (i.e., whether KIA, WIA, MIA, captured, DOW, nonbattle death, or nonbattle injury). A separate report will be made for Marine and Navy casualties. See **figure 3** for sample format.
4. A collective daily report of persons wounded in action, injured or stricken with illness due to nonbattle causes will be prepared and sent to the Commandant of the Marine Corps by immediate/priority message. The report will include name, rank, service number, organization, date of occurrence, location, circumstances, diagnosis, prognosis, condition, whether battle or nonbattle and present disposition of each casualty. This report will be numbered consecutively by the calendar year (e.g., 1-66, 2-66, etc.) and will also show total number of casualties for the report, subdivided by total hostile and total nonhostile (e.g., "Total number of casualties this casrep 3 (1 hostile, 2 nonhostile)). Persons killed or missing in action, or who die of nonbattle causes will continue to be reported according to MARCORPERSMAN, paragraph 12154.

1-5

SECTION II

201. PREPARATION AND SUBMISSION OF CASUALTY CARDS

1. The casualty card is prepared by reporting units on all casualties passing through the medical or evacuation chain of command as follows:

- a. When initially admitted for treatment.
 - b. When treated and simultaneously returned to duty (battle casualties only).
 - c. When treated (processed) and evacuated.
 - d. When returned to duty after admission, treatment or hospitalization.
 - e. When evacuated.
 - f. When death occurs after admission.
 - g. Upon all KIA's.
 - h. Whenever the status of the casualty changes other than noted above (injury, wound or death occurring subsequent to initial report).
2. Unit commanders will submit casualty cards on the following occasions:
- a. When known to be missing.
 - b. When known to be captured.
 - c. When known to be killed in action and the body not recovered.
 - d. When known to have received superficial wounds in action which did not result in loss to the unit.
 - e. When known to have been buried in temporary or isolated grave.
 - f. When there is a loss to the unit as a result of being injured or ill in nonbattle status.
 - g. Whenever the status of a casualty is known to change, i.e., MIA to KIA.
3. All casualty and burial cards will be submitted directly to the command casualty reporting center by the most expeditious means.
- a. Burials in designated cemeteries within the operational area will be reported by graves registration units, using the burial card.

201.4

4. Casualties from other United States Armed Forces and those of friendly and enemy nations that may be processed through the medical or evacuation chain will be reported in the same manner as Marines. However, care must be exercised to ensure that as complete information as possible is included in blocks 1 and 24 of the casualty card.

202. DATA TO BE SHOWN ON CASUALTY CARDS

1. When a casualty occurs, the medical or evacuation units processing each casualty, or the unit commander in cases where a loss to the unit does not result, are responsible for accomplishment of the following portions of the casualty card:

a. ITEM 1. Enter the standard **identifying information directly** from the ID tag of the casualty by using the single imprinter. If the ID tag is missing or mutilated, or a single imprinter is not available, write or type all the information normally contained on the ID tag as can be determined.

b. ITEM 2. This item will be used to indicate the date and hour of the occurrence of the casualty. If the time of the report is different from that of the incident, the DTG indicating date and hour of preparation of the report also will be shown after the signature (item 25). This will facilitate handling of duplicate cards that may be received at the CCRO.

c. ITEM 3. Either the two digit unit code or the unit abbreviation of the reporting agency is entered in this space.

d. ITEMS 4-14. These are diagnostic nomenclatures used in the Joint Armed Forces Basic Diagnostic Nomenclature Manual of Diseases and Injuries (NAVMED P-1294). Check the pertinent boxes. Diagnoses not covered in items 4-14 should be described in item 24 using proper nomenclature.

e. ITEM 15. This space is used to indicate nonbattle casualties (missing, injured and ill) occurring not as a direct result of enemy action. In addition to the check in this block, a brief notation such as "blister, right heel" and the diagnostic number therefor, if known, should be entered in the remarks portion of the card (item 24).

f. ITEM 16. In this item check the part of the body affected.

g. ITEM 17. In addition to placing a check mark in this space to indicate that the man was killed in action, all pertinent facts concerning **cause of death and disposition of the body shall be shown as follows**:

(1) Diagnosis of cause of death, if known, should be written in the remarks portion (item 24) or on the back of the card.

(2) If the body was not recovered, it should be noted in remarks section (item 24), giving names and units of witnesses. All other details

202.1

which may assist in positive identification and subsequent recovery of the remains shall also be shown.

(3) Information concerning field burials shall be noted in item 23, giving the location of landmarks and map coordinates, if known. See also instructions for item 23.

(4) A KIA when not accompanied by the notation "body not recovered" under the remarks section (item 24) indicates the body was recovered and placed in the evacuation system for burial by appropriate graves registration unit. See also instructions for item 23.

h. ITEM 18. This is a report which will normally emanate from the commander of the Marine concerned. Names of witnesses, all known facts of the circumstances and the opinion of the commander as to the casualty's status must be obtained. In the case of aviation personnel, information should also include the bureau number of the aircraft if missing. This information should be placed in the remarks portion (item 24) or on the reverse side. This item accompanied by explanatory details in remarks (item 24) will be used for personnel known to be captured.

i. ITEM 19. These are deaths as distinguished from those killed in action, e.g., deaths from injuries, as a result of wounds, diseases and other causes. When this item is checked, the diagnostic cause and DTG of death as well as any amplifying details should be included in remarks (item 24) or on the reverse side. Deaths from accidents and injuries must subsequently be reported to higher headquarters in accordance with MARCOPERSMAN, chapter 12.

j. ITEM 20. This portion requires a check in the appropriate block that indicates the latest medical opinion as to prognosis in cases of surviving casualties.

k. ITEM 21. A check indicating the method of evacuation is the only entry required in this item. This applies whether evacuation is from the parent unit to first echelon of medical installation or is completely out of the major command's operational area.

l. ITEM 22. A check mark in the appropriate block indicates the casualty is physically located at the activity making the report or has been returned to duty. If neither of these are applicable, check the appropriate block in item 21 and amplify under remarks (item 24).

m. ITEM 23. This item provides for reporting field burials or those burials made in other than a designated cemetery. It is essential in reporting such burials to give as precise a location as possible. Coordinates should be supplemented by map references. Names and units of Marines making the identification at burial should be recorded in the remarks section or on the reverse side of the card.

n. ITEM 24. Enter appropriate remarks as indicated above.

2-3

202.1

o. ITEM 25. Signature of the officer responsible for submitting the card, or his designated representative, is entered here. The DTG indicating when the report was made will be entered after the signature, if it is different from the DTG of the incident reported (item 2).

APPENDIX A

PERSONAL DATA OF DECEASED

NAME:RANK:SERVICE:SERVICE NUMBER:RELIGION:UNIT ASSIGNED:PLACE OF DUTY:AUTHORIZED AWARDS, DECORATIONS AND BADGES:BIRTH DATE:PLACE:DEATH DATE:PLACE: (Name of village, district
and province as applicable)NOK:WIFE:ADDRESS:FATHER:ADDRESS:MOTHER:ADDRESS:REMARKS:

COMMANDING OFFICER

MACV Form 6

(MACJ1 REV: Nov62), Local reproduction authorized

Figure 1. Personal Data of Deceased

A-1

Name		Rank	SerNo/MOS	Unit & Group
Diagnosis			Condition Prognosis	
			Circle One:	
			KIA WIA MIA CPT	
DTG Occurrence	Disposition	Evac to	On	DOW DTH INJ ILL
		YES NO		
EAS	RTD	Religion	Last Rites?	Life Ins Co., Amt., Beneficiary
NOK: Name		Relation	Address	City and State
CIRCUMSTANCES & CHRONOLOGY			OTHERS INVOLVED:	

Figure 2. Personal Status Card

USMC USN
(Circle one)

Date _____

DAILY CASUALTY REPORT
1st Marine Aircraft Wing

	KIA	WIA	DOW	MIA	CPT	DTH	INJ	TOTAL
Officer								
Enlisted								
TOTAL								

TOTAL CASUALTIES TO DATE

Officer								
Enlisted								
TOTAL								

Remarks:

Casualty Reporting
Officer

Figure 3. Daily Casualty Report

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

WgBul 5420
1:CSA:rjm
23 Jan 1966

WING BULLETIN 5420

From: Commanding General
To: Distribution List

Subj: Wing Clubs/Messes Inventory Board; appointment of


Ref: (a) MCO P1746.13A, par 1018

1. Purpose. To appoint a Wing Clubs/Messes Inventory Board.
2. Duties of the Board. The Board will conduct audits and inventories of the Wing Clubs/Messes system when directed by this Headquarters. The Board will be guided in the execution of their duties by the provisions of reference (a).

3. Composition of the Board

Major C. L. ROGERS	MAG-11	Senior Member
Captain P. W. BRONSON	MAG-16	Member
Captain A. OSEGUERA	MWHG-1	Member
First Lieutenant R. L. WILHELMY	MWHG-1	Member
First Lieutenant T. J. KLUG	MAG-11	Member
First Lieutenant W. E. NORTHUP	MAG-16	Member
First Lieutenant D. A. TOMASKO	MAG-12	Member
First Lieutenant P. D. TROYER	MAG-36	Member
Gunnery Sergeant A. BADE	MAG-16	Member
Staff Sergeant C. R. MCKISSICK	MAG-16	Member
Staff Sergeant R. L. WILLIAMS	MAG-36	Member
Sergeant G. L. BEAN	MWHG-1	Member
Sergeant A. R. BRINCEFIELD	MAG-11	Member
Sergeant L. C. HULLABY	MAG-12	Member
Corporal W. L. PRATT	MWHG-1	Member

4. Self-cancellation. 21 July 1966.


T. G. BRONLEWE, JR.
Chief of Staff

DISTRIBUTION: "A" less 1, 2, 3 & 10-17 & "B"
plus each member concerned (1)

ENCLOSURE (7)

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

WgBul 5215
1:FAS:rjm
24 Jan 1966

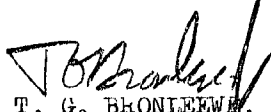
WING BULLETIN 5215

From: Commanding General
To: Distribution List

Subj: Cancellation of a Wing Directive

Ref: (a) MARCORPERSMAN, par. 15118.3a

1. Purpose. To cancel Wing Bulletin 1741 of 3 November 1965.
2. Information. Marine Corps Bulletin 1740 of 10 December 1965 contains complete information concerning Servicemen's Group Life Insurance (SGLI). In accordance with reference (a), an entry will continue to be made under item 19 of the Record of Emergency Data (NAVMC 10265-PD).
3. Action. Wing Bulletin 1741 of 3 November 1965 is cancelled and will be removed from the files.
4. Self-cancellation. This Bulletin is cancelled when the directed action has been taken and for record purposes on 28 February 1966.


T. G. BRONLEEWEE, JR.
Chief of Staff

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

ENCLOSURE (8)

15 January 1966

G-1 Conference Schedule

Colonel W. D. WILCOX, G-1

Welcome Aboard
Introduction
Questions

Major D. A. CLEELAND, Adjutant

Fitness Reports
Decorations and Awards
Questions

2d Lieutenant R. D. KNOX, Postal Officer

Postal Matters
Questions

Security at Chu-Lai

1st Lieutenant J. G. LEIGH, Casualty Reporting Officer

Casualty Reporting
Career Advisory
Classification Tests
USAFI Tests
Questions

Career Reenlistment Guide in SRB's

Major R. A. GOVONI, Special Services Officer

Special Services Inventory and Problems concerning
Questions

Refer Back

Captain V. E. BIANCHINI, Informational Services Officer/Civil Affairs Officer

Informational Services Matter
Civil Affairs Matters
Questions

*CWO KUCHLER
PLANE AT 1030**LAMINATION
MACHINES
?*

Lieutenant Colonel R. O. CARLOCK, Assistant G-1

Common Discrepancies noted on A&M Inspection
Chain of Command
Correspondence Relating to Mission, Policy or Efficiency of Command
Questions

Major C. L. WHIPPLE, Personnel Officer

Meritorious Promotions
PREP Program
Questions

ENCLOSURE (9)

(G-1 Conference Continued)

Captain F. H. WHITTON, Assistant Personnel Officer

- Officer Personnel Assignments
- Changing Primary and Additional MOS's
- Reclassification/Retraining of Enlisted Personnel
- Time Creditable as Overseas Tour
- Request for Extension of Overseas Tours
- Questions

CWO-4 L. W. KUCHLER, Assistant Personnel Officer

- Unit Diaries
- Monthly Personnel Rosters
- Personal Effects and Baggage of Casualties
- Training of Personnel with Basic MOS's
- Questions

MSgt F. T. MORGAN Jr., Personnel Chief

- Orders
- Rotation Tour Dates
- Questions

SSgt J. W. ERLY, Draft NCO

- Rotation Reports
- Rotation Cards
- Questions

A. Subject: Officer Assignment Following Formal School Training

1. Problem. Officer personnel transferred to the 1st Marine Aircraft Wing following the completion of a formal specialized school, such as Communication School and Aviation Safety School, must be assigned to an appropriate billet.

2. Discussion. Officer personnel who have recently completed specialized schooling are occasionally misassigned to billets other than those for which they were trained. Thus, denying the officer concerned on the job experience in the occupation field concerned.

3. Action to be taken. Insure that officer personnel who have recently completed a formal specialized school are assigned duties within the appropriate occupational field.

B. Subject: Assignment to Personnel to Subordinate Units for Duty within their additional MOS

Reference: None

1. Problem. Identification of personnel assigned to a subordinate unit for duty within his additional MOS.

2. Discussion.

a. Personnel will be assigned to subordinate units by this Headquarters for duty within an occupation field identified by their additional MOS.

b. To assist subordinate units in identifying personnel so assigned the following procedure will be utilized by this Headquarters:

(1) Wing Special Orders will indicate personnel assigned for duty in their additional MOS in the following manner:

(a) Cpl SMITH, W. J.
704321 0141/3051 (3051)

(b) Capt JONES, J. P.
071452 7335/0130 (9912)

(2) Memorandum Endorsements (Reporting Endorsements) will indicate personnel assigned for duty in their additional MOS in the following manner:

(a) for duty OF 3500

3. Action to be taken.

a. Assignment of personnel as indicated.

b. Reporting of personnel on Monthly Rank and MOS Report under occupational field to which assigned.

C. Subject: Misassignments - Enlisted

Reference: (a) MARCOPERSMAN, par 4109
(b) MCO 1220.4

1. Problem. A review of a recent Enlisted Personnel Management Report indicates that several personnel within the 1st Marine Aircraft Wing are misassigned.

2. Discussion

a. In accordance with the provisions of reference (a), enlisted personnel who are not assigned duties within their assigned military occupational speciality (either primary or additional), within a Category "B" MOS, or on a retraining assignment, are considered as being misassigned.

b. Reference (b) contains a listing of Overages/Shortages within specified occupational fields and charges commanding officers with the responsibility of insuring that personnel with "short" MOS are assigned to billets commensurate with their primary MOS.

c. Commanding Officers will further insure that personnel with "short" MOS's are not assigned to Category "B" billets.

3. Action to be taken

a. Review personnel assignments within your respective commands to insure personnel are properly assigned, within either their primary or additional MOS; or are in a retraining assignments.

b. Familiarize self with contents of reference (a) and (b).

D. Subject: Assignment of Primary MOS's - Officer

Reference: (a) MARCOPERSMAN, par 3051
(b) MARCOPERSMAN, par 3052

1. Problem. To insure that junior officer personnel designated as basic officers are assigned an MOS above the basic level as soon as qualified for assignment of same.

2. Discussion

a. Commanding Officers must assign junior officers an MOS above the basic level within six months or as soon as the officer has demonstrated that he is fully qualified to perform duties within the occupational speciality to be assigned.

b. If an officer is not considered qualified for an MOS other than the basic MOS after a period of six months, the Commanding

Officer must report the circumstances to the Commandant of the Marine Corps. Reference (b) contains additional guidance in this regard.

3. Action to be taken

a. Review the qualifications of all basic officers assigned and take such action as may be required.

E. Subject: Assignment of Primary MOS's - Enlisted

Reference: (a) MARCORPERSMAN, par 3101
(b) MCO PL200.7, MOS Manual

1. Problem. A large number of enlisted personnel assigned to the 1st Marine Aircraft Wing are classified as "basics" within a variety of occupational fields.

2. Discussion

a. Commanding Officers are authorized to classify the military qualifications of enlisted personnel in accordance with the policies and procedures prescribed in reference (a) and (b).

b. Each enlisted Marine will be assigned a primary MOS as soon as he is considered qualified in the occupational speciality of the billet to which assigned.

c. Reference (a) and (b) contain additional guidance in this regard.

3. Action to be taken

a. Review the qualifications of all personnel classified as a "basic" Marine and assign an MOS above the basic level if qualified.

b. That the primary MOS assigned is commensurate with the individuals rank.

c. That a program be instituted to qualify all basic Marines for a primary MOS as soon as possible after joining the subject unit.

d. That a program be established to review the qualifications of all basic Marines on a periodic basis.

F. Subject: Changing Primary/Additional MOS - Enlisted

Reference (a) MARCORPERSMAN, par 3102
(b) MCO PL200.7, MOS Manual

1. Problem. To insure that the MOS assigned to enlisted personnel accurately reflect their qualifications within an occupational field,

are commensurate with the individuals rank, are converted in accordance with recent changes to reference (b).

2. Discussion:

a. To properly identify the skills available within the 1st Marine Aircraft Wing, it is essential that personnel be properly classified.

b. In accordance with the provisions of reference (a) Commander's will change a Marines primary MOS when:

(1) The individual has completed a course of instruction for which CMC has not allocated a quota, provided the instruction specifically qualifies the Marine for a more technical MOS than the one assigned.

(2) The individual demonstrates the qualifications of an MOS by actual performance in the billet.

(3) To an MOS commensurate with the grade attained.

(4) To an MOS directed required by change 17 and 19 to reference (b).

c. Reference (a) provides additional guidance in this regard.

3. Action to be taken

a. Review of occupational specialties assigned to enlisted personnel to insure they properly reflect the skills of an individual within his assigned occupational field.

b. Insure that MOS's have been changed in accordance with change 17 and 19 of reference (b).

G. Subject: Voiding Primary/Additional MOS's - Enlisted

Reference: (a) MARCORPERSMAN, par 3103 and 3106

1. Problem. The identification and voiding of primary and additional MOS of those personnel no longer possessing the requisite qualifications/skills therein.

2. Discussion

a. Many personnel chargeable to the 1st Marine Aircraft Wing no longer possess the requisite skills in either their primary or additional MOS to warrant the assignment of same. A false picture of the skills available within the 1st Marine Aircraft Wing is presented to the casual reviewer of personnel reports.

3. Action to be taken

a. That action be initiated to void the MOS, both primary and additional, of those personnel who no longer possess the requisite qualifications/skill of the MOS assigned.

H. Subject: Reclassification/Retraining of Personnel

Reference: (a) MARCOPERSMAN, par 4108
(b) MCO 1220.4

1. Problem. Billet vacancies exist within subordinate units of the 1st Marine Aircraft Wing for which qualified personnel are not available for assignment thereto.

2. Discussion

a. To fill existing billet vacancies, Commanding Officers may reassign selected personnel to fill certain billet vacancies as on-the-job trainees. In making such assignments commanders must consider the following factors:

(1) The individual assigned must not have been school trained in his present MOS at a school operated under the direction of CMC or any other school for which CMC receives and allocates quotas.

(2) Retraining assignments to or from the proposed occupational field must not have been suspended or previously disapproved by higher authority.

(3) There must be a billet vacancy in the billet to which the on-the-job retraining assignment is to be made.

(4) The retraining assignment must have no adverse effect on the individuals career and must not jeopardize his opportunities for promotion in his present field.

(5) The individual must have sufficient time remaining on his current enlistment and/or overseas tour for the entire period necessary to effect his retraining and qualifications.

b. Assignment to training for an MOS which is in the same occupational field is not a retraining assignment.

c. Reference (b) provides additional detached instruction regarding reclassification/retraining of enlisted personnel. Reference (b) also contains a listing of overages/shortages within Ground and Supply MOS's.

3. Action to be taken

a. Review contents of reference (a) and (b).

b. Reassign personnel to fill billet vacancies as on-the-job trainees as appropriate.

I. Subject: Orders

Reference: (a) MARCOPERSMAN, Chap 5
 (b) WgO 1300.10D
 (c) MCO 7220.21
 (d) MCO F4600.7
 (e) ForceO 7000.1

1. Problem. Orders being written and endorsed ~~are~~ not containing the information required by references (a) through (e).

2. Discussion. All personnel being rotated from the Wing to CONUS must have PCS orders. Orders for Sergeants and above are issued by CMC. Orders for Corporals and below are to be issued by the Group via the Squadron in accordance with reference (b). Enclosure (3) to reference (b) contains a sample order for Corporals and below. The delivering endorsement on all PCS orders (those initiated by this Headquarters as well as by the Group) will contain the following information: Date of Detachment, individuals leave address, name and address of next of kin, "TIC" number (assigned in accordance with reference (d)), proceed and delay, except for corporals and below (in this case the nearest Marine Corps Activity CONUS will endorse the orders to show proceed, delay and travel, if appropriate). The nearest Marine Corps Activity CONUS will also endorse orders to show travel time allowed and to the time and date that individual is to report to his new command. Endorsements will also show the advance pay authorized. See reference (c) for guidance on approving advance pay for enlisted personnel. Endorsements should also include authorization for hostile fire pay for the month of departure if not credited on the pay record. Personnel authorized delay in Hawaii and the Phillippines in accordance with paragraph 9 of reference (b) will be so noted in the delivering endorsement. All orders will be redacted for in accordance with par 5010, MarCorPersMan.

a. TAD Orders. Wing Order F1320.7B contains instructions on temporary additional duty orders. Submit requests as early as possible to insure timely processing. Your attention is invited to the provisions of paragraph 5010, MarCorPersMan. It is not mandatory, except when duty is under instruction that TAD orders contain a directive for an officer to report, however the Commanding General, has directed that all personnel report to the CO, 1st Marine Aircraft Wing (Rear) when going to Iwakuni. Enlisted personnel are to be directed to report in every case where practicable. Where reporting is impracticable a certificate as to nonavailability of Government quarters and messing facilities must be obtained from the installations commander if a claim for full per diem is submitted.

b. Group Travel Orders. Paragraph 5151, MarCorPersMan and paragraph 4100, Joint Travel Regulations contain instructions governing the use of Group Travel. Group Travel should be utilized, where practicable, in order to reduce the cost of travel to the Marine Corps. Three or more persons must be traveling together in order to constitute Group Travel and one person must be put in charge. See figure 5-6, MarCorPersMan for sample Group Travel Orders. Your attention is also invited to paragraph 5007, MarCorPersMan and U. S. Navy Regulations, article 1608 concerning countersigning of orders.

c. Modification of orders. MarCorPersMan, par 5011 contains regulations concerning modification of orders and requires that an endorsement signed by the individual as to time and place will be entered on the modification. It also forbids pen and ink changes that effect reimbursement data. Also changes to reporting dates, date of detachment, number of days leave authorized, etc., must be made by endorsement to orders and not by pen changes.

d. Orders Issued Subject to Confirmation. Orders issued subject to confirmation must be held to a minimum. Normally orders of this type are issued only when due to the urgency of the travel involved, it was not practicable to issue written orders with appropriate accounting data.

e. Baggage limitation. In view of the fact that personnel being rotated to CONUS are going via Special Assignment Airlift Missions (SAAM) flights, it is recommended that all personnel (both officer and enlisted) be advised to carry a total of 80 lbs of baggage. Personnel using SAAM flights are only authorized 80 lbs. The normal baggage allowance of PCS or TAD is 66 lbs. An excess allowance of 55 lbs for officers and 35 lbs for enlisted may be authorized for travel on PCS orders. Personnel departing with more than 80 lbs will be subject to having to ship the amount in excess of 80 lbs from Camp Butler. (Reference for normal baggage allowance is par 01043.17, Marine Corps Transportation Manual).

d. Copies of Orders and Endorsements Thereon. Contrary to the information passed at the Wing Wide Commanding General's Conference during December 1965, a minimum of thirty five (35) copies of all PCSO and endorsements thereon are required for all personnel returning to CONUS vice twenty (20).

e. Orders directing travel outside of RVN. All orders directing/authorizing personnel to travel outside the Republic of Vietnam will contain the following statement: "In accordance with the provisions of reference (e) you will within 24 hours prior to your departure from the Republic of Vietnam, convert all MFC into U. S. Dollars or Dollar instruments".

3. Action to be taken.

a. Review references and instruct order writing personnel in the proper procedures.

J. Subject: Advanced Pay

Reference: (a) NAVCOMPTMAN, Vol 4, Chapter 4
 (b) MCO 7220.21
 (c) WgO 1300.10D

1. Problem. Enlisted personnel on PCSO enroute to CONUS are requesting advance pay at Camp Butler without proper authorization contained in the delivery endorsement of their orders.

2. Discussion.

a. Numerous enlisted personnel departing the Republic of Vietnam on PCSO enroute to CONUS are requesting advance pay, while awaiting transportation, at the Transient Facility, Camp Butler. The Disbursing Officer, Camp Butler is unable to comply with the requests without proper authorization. Therefore, the Administrative Section of the Transient Facility, for the purpose of authorization, is requested to modify all PCSO for personnel desiring advance pay. Reference (a) states that all advances of pay to enlisted personnel must be approved by the individual's Commanding Officer. Reference (b) gives further guidance on the subject.

3. Action to be taken.

a. That Commanding Officers originating delivering endorsements on PCSO include therein a paragraph authorizing advance pay to those individuals desiring same.

b. That the authorization contained in the PCSO or endorsement thereon specify the number of months advanced pay authorized each individual concerned.

K. Subject: Rotation

1. Problem. Peak months of April, June and September as it pertains to large numbers of officer and enlisted personnel rotating to CONUS.

2. Discussion. The months of April, June and especially September will be peak months in the rotation program. CMC has approved a mechanized program, called Personnel Replacement Program, (PREP) which is supposed to solve, to an acceptable extent by short touring, the personnel hump problem during the peak months mentioned above.

3. Action taken. CG 1stMAW has recommended to CG, FMFPac and CMC that the PREP program be carried out in its original concept.

L. Subject: Rotation Rosters and Rotation Cards1. Problem.

a. Rotation rosters are not being carefully audited.

b. Rotation rosters and rotation cards are not being returned, in tact, to this Headquarters.

2. Discussion.

a. It is ~~imperative~~ that subordinate units conduct an accurate audit of all rotation rosters and return same to this Headquarters in the time frame allowed.

b. Seating on Special Assignment Airlifts (SAAFLights) are requested three months in advance of the rotation month based upon the number of rotation personnel reported by each command. During past months erroneous reporting has resulted in both the over allocation and under allocation of seating. Slight variances are expected, however, variance ranging from 50 to 200 can not be tolerated.

3. Action to be taken.

a. Auditing procedures must be established at every level of command to insure the accurate submission of rotation rosters. For example, rotation rosters must be adjusted for:

- (1) Voluntarily extensions of overseas tours.
- (2) Extensions of overseas tours due to lost time.
- (3) Personnel returning to CONUS on Emergency Leave/PCSO.
- (4) Medical evacuation.
- (5) Deaths.
- (6) Personnel evacuated and subsequently returned to duty.

b. Rotation rosters and rotation cards must be returned to this Headquarters within the time frame prescribed.

c. Follow-up reports must be submitted for personnel to be added or deleted from the rotation roster.

M. Subject: Time Creditable as "Overseas Duty"

Reference: (a) CG, FMFPac msg 292301Z Dec 1965
(b) MCO 1300.8G

1. Problem. Adjustment of rotation tour dates for personnel confined during their overseas tour of duty.

2. Discussion. The rotation tour date of all personnel will be adjusted/extended to compensate for time lost while confined, in accordance with references (a) and (b).

3. Action to be taken.

a. Adjust the overseas control date and rotation tour date of all personnel with lost time due to confinement.

b. Make appropriate entries on Unit Diary.

N. Subject: Unit Diaries

References: (a) MARCORPERSMAN, Chapter 16, as modified by MCBul 1080 of 27 September 1965

(b) WGO 1080.1E

(c) CG, 1stMAW msg 030154Z Jan 1966

(d) CG, FMFPac msg 292301Z Dec 1965

(e) MCO 1300.8G

1. Problem. General discrepancies noted in the preparation and submission of Unit Diaries.

2. Discussion.

a. The Unit Diary is the reporting medium for the day to day listing of the unit and its personnel.

b. A Unit Diary will be submitted for each day during which known reportable items occur. Separate diaries are not required to cover changes occurring on non-work-days. In those cases, changes will be reported on a diary prepared the first workday following and dated for the previous day. Example: Occurrences on Friday, Saturday and Sunday may be reported on a diary dated for Sunday and prepared Monday. If desired, a diary may be prepared for each day. A diary is required for "NO CHANGE" days only as indicated below:

(1) At least one Unit Diary per month is required. If no occurrences are reported throughout a month, a diary must be submitted for the last day of the month; enter "NO CHANGE" in the remarks section.

(2) A diary must be submitted for the last day of the calendar year; if there are no occurrences, enter "NO CHANGE" in the remarks section.

c. Unit Diaries will be submitted no later than 1600 of the first working day following the period covered.

d. The distribution of Unit Diaries should be clearly marked thereon to avoid misrouting and loss.

e. In accordance with the provisions of reference (e) all reporting units will reestablish the rotation tour dates on all personnel joined as a result of an inter Wing or inter Group reassignment.

f. In accordance with reference (a), the rotation tour date of personnel with lost time due to confinement or restriction will be adjusted/extended accordingly.

g. Rotation tour dates will be computed based on a 13 month overseas tour and not 12 months and 20 days in accordance with reference (e).

3. Action to be taken.

a. Insure that Unit Diaries are properly prepared and submitted in accordance with references (a) and (b).

b. Insure that Unit Diaries are properly dated and numbered.

c. Insure that the routing of each copy of the Unit Diary is plainly marked thereon.

d. Insure that RTD's are reestablished for all personnel joining the reporting unit.

e. Insure that all RTD's are computed on a 13 month overseas tour.

f. Insure RTD's are adjusted for lost time due to confinement or restriction.

g. Insure that all personnel joined are assigned a billet MOS and/or job description as appropriate.

6. Subject: Requests for Extensions of Overseas Tours

Reference: (a) WgO 1300.14D

1. Problem. Requests for extensions of overseas tours are not being submitted in accordance with the instructions contained in reference (a).

2. Discussion.

a. Requests for extensions of overseas tours submitted anytime within four months prior to the subject rotation tour date may be approved by the Commanding General, First Marine Aircraft Wing.

b. Requests for extensions submitted within four months of the subjects rotation tour date must be submitted to HQMC for approval.

c. Requests are continually received without any of the information required by paragraph (6) of reference (a).

3. Action to be taken. Strict compliance with the provisions of reference (a).

P. Subject: Administrative Action Forms

Reference:

1. Problem. Personnel originating Administrative Action Forms requesting reassignment do not contain sufficient information regarding the individual.

2. Discussion

a. Administrative Action Forms are received frequently from individuals requesting reassignment within the 1st Marine Aircraft Wing without sufficient information contained therein upon which to base a decision.

3. Action to be taken

a. Personnel submitting an Administrative Action Forms for the purpose of requesting reassignment within the 1st Marine Aircraft Wing, or the endorsing unit must contain the following information:

- (1) Additional MOS
- (2) RTD
- (3) Currency in aircraft (if a Naval Aviator)

b. Request will not specify the unit to which reassignment is desired.

Q. Subject: Recommendations for Meritorious Promotion

Reference: MCO 1430.15C

1. Problem. Inadequately prepared letters, recommending meritorious promotions, and late submission of same.

2. Discussion. A review of past meritorious promotions recommendations have indicated hurried, poor planning, lack of effort in the composition and text of the letters and a tendency to deal too much in generalities instead of specifics. Recommendations must cover adequately, and in sufficient detail, the exact nature of the meritorious act or acts, in order for this headquarters to make a fair determination as to the reasons why the nominee deserves an accelerated promotion over other hard working devoted Marines of equal rank. Also, it is imperative that all recommen-

dations arrive at this headquarters within the time limits prescribed. A new, more detailed and explicit Wing Order is being promulgated on the subject.

3. Action to be taken

a. All groups review present meritorious promotions, recommendations, procedures to insure strict compliance with reference (a), and, upon receipt, the new Wing Order on the same subject.

R. Subject: Sole Surviving Son

Reference: (a) MCO 1300.11D

1. Problem. The identification of sole surviving sons

2. Discussion

a. Constant vigilance must be maintained at all level of commands to identify personnel who are "sole surviving sons".

b. A Marine, officer or enlisted, who is the sole surviving son in a family depleted by incidents of the service is exempt from serving in a combat area.

c. A sole surviving son is a Marine, officer or enlisted, who is the only remaining son of a family that has suffered from service connected loss of a father and/or other sons/ daughters.

d. Also where the male members of a family include only a father and son, they shall be considered the same as brothers for the purpose of this policy. If either dies, the other may be considered as a sole surviving son.

e. Marines over 21 years of age may waive the classification as a sole surviving son.

f. Reference (a) contains the Marine Corps Sole Surviving Son Policy.

3. Action to be taken

a. Familiarization with reference (a).

b. Careful and continuous screening of all personnel assigned and joined to insure that sole surviving sons are not assigned to units serving in RVN, unless a waiver has been executed.

S. Subject: Chain of Command

Reference: None

1. Problem. Personnel from all levels of command continually call or visit the G-1 Section to inquire about orders, RTD etc.

2. Discussion.

3. Action to be taken. Commanding Officers are requested to advise all officers and SNCO's within their respective command to conform to established procedures with respect to the Chain of Command.

T. Subject: Signing Official Correspondence Relating to Mission, Policy or Efficiency of the Command

Reference: (a) U. S. Navy Regulations, Article 1608

1. Problem. Personnel, other than the Commanding Officer, are affixing their signature to correspondence regarding the mission, policy and efficiency of the command.

2. Discussion. In accordance with the provisions of reference (a), the Commanding Officer/Officer in Charge shall sign all official correspondence addressed to higher authority relating to the mission, policy or efficiency of his command or activity.

3. Action to be taken. Insure that all correspondence pertaining to the mission, policy or efficiency of the command is signed by the commanding officer.

U. Subject: Casual Reporting and Processing

Reference: (a) WgO P3040.3

1. Problem. Shipping of Personal Effects.

2. Discussion. All personal effects of persons evacuated must be inventoried and shipped as soon as possible. It is impossible for all evacuees to carry personal effects at the time of evacuation. However where possible every effort should be made to have person take personal effects on same plane. This does include air evacs also. In cases where persons are unable to carry personal effects the following action is to be taken:

a. KIA's

(1) KIA's will have all personal effects inventoried by a commissioned officer. This inventory will be signed and a signed copy placed inside of container. A copy of the inventory will be placed in the SRB of the deceased individual.

(2) Valuables will be safeguarded under all conditions. The safest way to handle valuables are to include the entire personal effects as valuables.

(3) Under no conditions will any type of ordnance such as ammunition or explosives be shipped. This includes such items as dummy grenades, blank cartridges, rounds with powder taken out, etc.

b. Monies

(1) All monies found in possession of a KIA evacuee

should be turned into disbursing and a check drawn on the Commanding Officer, to be mailed by registered mail to the next of kin. Under no conditions will monies be forwarded with personal effects.

c. War Trophies

(1) All war trophies will be turned into the S-2 office for disposition and will not be shipped with personal effects unless individuals personal effects contains a receipt from the S-2 officer allowing him to retain such trophies.

(2) The completed inventories of personal effects of all ~~evacuees~~ will be in sealed containers and shipped in accordance with instructions which is as follows:

(a) KIA. Turned into supply for shipment to FE & BC Camp Pendleton, California as soon as possible after shipment of remains.

(b) WIA and Non Battle. The inventory explained above will be conducted in the same manner, then ship to 3rd FSR, Camp Butler, Okinawa for disposition.

Problem: Orders transferring persons to Camp Butler.

Discussion: All persons evacuated to either CONUS or any WESTPAC Hospital will be issued orders upon notification of evacuation to Camp Butler, Okinawa while sick at U. S. Navy Hospital, with the exception of those evacuated KIA. Personnel effects will be inventoried and shipped to 3rd FSR at the same time. If person is returned to duty in WESTPAC FMFPac will re-issue orders usually transferring person back to parent organization. That is Wing or Division. Unless other circumstances prevent, these persons will be returned to their original group.

Subject: Casualty Reporting

Reference: ALNAV 010430Z Oct 1965

Problem: In many cases message reports of death and missing from groups to SecNav have not included information pertaining to government life insurance described in the reference.

Discussion: The reference is a modification of the MCPM, paragraph 12154.

Action to be taken: Commanders should verify that such future messages reflect the change contained in the reference. Under item JULIETT (Pay Data) add items (8) type of government life insurance (E.G., SGLI) and amount (E.G., 10,000) and (9) designated beneficiary.

V. Subject: Personnel Retention

Reference: ALMAR 312215 Jan 1966

1. Problem. Maximum personnel retention effort.
2. Discussion. No where in the Marine Corps will the loss of a single person be felt more critically than in the air wing where many key positions are held by thoroughly trained personnel. Jet aircraft mechanics, electricians, radar operators, and flight mechanics are just a few of the critical jobs that require specialized schooling and training. Even in the field of office work, clerk typists and file personnel get to know the peculiarities of their job that necessarily harmonize and speed the daily office routine.
3. Action to be taken. Each commander is urged to impress all members of his command their significance in the war effort. Career advisory sections should make sure that the contents of the reference is disseminated to all troops, and that every effort is made to encourage personnel now on the job to remain in the active service of their country.

W. Subject: Classification Tests

Reference: MARCORPERGEMAN, Chapter 3 and WgO 1230.1G

1. Problem: Classification test, improper applications for.
2. Discussion. Considerable time and paper is lost in improper methods of requesting classification retests (eg. aptitude area, language aptitude, typing test).
3. Action to be taken. Persons desiring to take or retake any of the classification tests must be screened by the command originating the request in accordance with the two references. (For example, it is not acceptable to request a retest of the aptitude area battery simply to raise one's GCT, nor even if it is felt that his GCT "does not reflect his true ability.") Paragraph 3155 of MCPM and paragraph 3 of Wing Order 1230.1G are explicit as to who may be submitted on administrative action forms, via the chain of command, and must show the same information given in paragraph 3155.3 of the MCPM.

X. Subject: USAFI Tests

Reference: MCO 1560.16A

1. Problem. USAFI Tests, requisition of

2. Discussion. The reference outlines the method for applying for a USAFI test, and regulations imposed upon testing sections. Currently M.G-12, MWSG-17, and Wing Education have certified USAFI test control officers.

3. Action to be taken. Those desiring initially to be tested a USAFI high school or college GED may make arrangements with the nearest testing section for time and place. If it is inconvenient or impossible to make such arrangements, the appointed USAFI test control officer in the unit may request the tests directly from USAFI, Madison on DD Form 179. All retests must be requested from USAFI, Madison on DD Form 179. Questions may be directed to Wing Education Officer, "Moment 137".

ADJUTANT AGENDA ITEMS

Subj: Fitness Reports

References: (a) MCBul 1610 of 10Oct65
(b) WgBul 1611 of 21Sep65

Problem: To eliminate errors or omissions in officers and enlisted fitness reports.

Discussion: References (a) and (b) list the most common discrepancies occurring in the preparation and submission of fitness reports. There are too many reports being returned to the 1stMAW by HQMC. This is a matter which requires the education and attention of all echelons of personnel administration. Reporting officers must be familiar with the instructions contained in paragraph 15068 MARCORPERSPAN and follow these instructions in filling out fitness reports. Administrative offices and reviewing authorities must be careful in screening all reports to insure that each report is properly completed.

Action Required: All personnel responsible for the preparation, handling and review of officer and NCO fitness reports must be indoctrinated in the proper procedure for completing fitness reports. Administrative echelons must establish control systems which ensure that fitness reports are submitted promptly and accurately.

Subj: Postal Matters

Reference: MARCORPERSMAN, par 10008

Problem: A large volume of mail for personnel returned to CONUS is sent to the Wing Directory Section for directory service because individuals failed to fill out a change of address card with the mail orderly.

Discussion: All Personnel returning to CONUS should file a change of address card with the mail orderly. He should also be urged to use the cards to notify his family, his friends, and publications to which he subscribed of his new and correct address.

Action: Check out slips should list the mail room. A supply of change of address should be stocked in each mail room. This item can be requisitioned from the local supply source.

Reference: MARCORPERSMAN, par 10155

Problem: Squadron Postal Officers are not conducting a weekly inspection of the mail room as required by the reference.

Discussion: With mail an important morale factor it behooves each squadron to complete this type of inspection to insure proper procedures are followed in the handling of all mail. Due to the large turnover of personnel in each squadron, mail directory cards must be inspected for the proper forwarding of mail.

Action: Strict compliance with the Unit Mail Rooms inspection check list is requested.

Reference: Wing Order 1080.2 (Renumbered from 5210.3)

Problem: To maintain a mail directory service that is up to date for final delivery of U. S. Mail.

Discussion: In the past Personnel Action Reports have been received at the Wing Post Office that fail to include all information required by the reference. Squadrons that still submit Unit Diaries are submitting illegible copies.

Action: The original Personnel Action Reports should be forwarded to the Wing Postal Officer each day a unit diary is prepared and authenticated in the same manner as the unit diary.

Subj: Awards and Personal Decorations

References: (a) SecNav INSTN 1650.1C
(b) FMFPAC Order 1650.1A

Problem: To improve recommendations for Awards and Personal Decorations.

Discussion: References (a) and (b) contain the guidelines to be followed in submission of recommendations for awards. Specific formats are provided in these references for both the proposed citations and the letters of recommendations. Too many recommendations for awards have been poorly written and not in sufficient detail to convince higher reviewing authorities that the individuals were deserving of the award for which recommended. A poorly written recommendation is unfair to the individual being recommended and is a waste of time for everybody concerned.

Action: Assign qualified writers to the task of writing awards, be more selective in recommendations, and follow the instructions contained in references (a) and (b).

Reference: (a) FMFPAC O 1650.1A

Problem: To ensure resume of strikes/flights are submitted in the format prescribed in reference (a).

Discussion: The new format for resumes of strikes/flights as shown in reference (a) requires a statement that the individual is in a flying status in accordance with paragraph 4015 MARCORPERSMAN.

Action: Comply with reference (a).

Note: Verbal notification by telecon 11 Jan 1966 between Wing Adjutant and FMFPAC Adjutant to effect that a Navy Commendation Medal would no longer be awarded as a clean-up medal for persons falling short of 20 strikes/flight credits for additional air medals. Suspend submission of these types of recommendations until written confirmation and instructions are received from FMFPAC.

ASSISTANT CHIEF OF STAFF, G-1

Personnel Meeting

AGENDA ITEMS FOR WING WIDE COMMANDERS CONFERENCE ON 25 JAN 1966

15 Jan

A. ITEM. ADTAKES ON INFORMATION REQUESTED FROM GROUPS.

each QTR

PROBLEM. DIRECTIVES ISSUED TO GROUPS REQUESTING INFORMATION AND NOMINATIONS ARE NOT BEING RETURNED ON BY DATES.

*Much better
but a way to go*

DISCUSSION. IN THE PAST 30 DAYS, THE FOLLOWING REQUESTS SENT TO GROUPS WITHIN THE 1ST MARINE AIRCRAFT WING WERE EITHER LATE IN RETURNING TO THIS HEADQUARTERS, OR WERE NOT COMPLIED WITH UNTIL EITHER AN ADTAKE WAS SENT, OR A TELEPHONE REQUEST WAS INITIATED.

1. RANK AND MOS SUMMARY. ✓
2. EARLY ROTATION ROSTER. ✓
3. MONTHLY APR ✓
4. WO/LT, REASONS FOR NOT ACCEPTING OR REQUESTING APPOINTMENT.
5. NOMINATIONS FOR DI AND RECRUITERS SCHOOL.
6. UNUSED PROMOTION QUOTAS REPORT, LCPL/CPL.
7. REPORT OF LTCOL (NA'S) NOT HAVING COMMANDED A SQUADRON IN PRESENT RANK.
8. NOMINATION FOR GENERAL'S AIDE.

IT IS UNDERSTOOD, THAT AT TIMES, DUE TO LATE RECEIPT OF DIRECTIVES FROM HIGHER HEADQUARTERS, IT TAKES A CRASH PROGRAM TO MEET THE DEADLINE. HOWEVER, WHEN REQUESTS ARE RECEIVED, IT APPEARS, THAT TOO OFTEN, THEY ARE NOT GIVEN PROMPT ATTENTION. REPORTS, NOMINATIONS AND OTHER REQUESTED INFORMATION ARE NOT ACTED ON UNTIL REPEATED REQUESTS ARE INITIATED FROM THIS HEADQUARTERS.

ACTION. THAT COMMANDING OFFICERS OF ALL SUBORDINATE UNITS REVIEW THEIR REPORTS CONTROL SYSTEM AND INSTIGATE APPROPRIATE ACTION DESIGNED TOWARDS PROMPT SUBMISSION OF ALL REPORTS AND OTHER CORRESPONDENCE REQUIRED BY HICHER ECHELON.

1-1

ENCLOSURE (10)

B. ITEM. CASUALTY REPORTING.

REFERENCE. WGO P3040.1C, SUBJ: SOP FOR COMBAT CASUALTY REPORTING.

DISCUSSION. RECENTLY WE HAVE HAD A NUMBER OF PROBLEMS AND NUMEROUS QUESTIONS WITH REGARD TO CASUALTY REPORTING.

ACTION. THE REFERENCED ORDER HAS JUST BEEN PUBLISHED. INSURE SQUADRONS ARE IN RECEIPT OF THE REFERENCED ORDER AND THAT THEY ARE COMPLYING WITH IT.

C. ITEM. TAD ORDERS TO DESTINATIONS WITHIN I CORPS AREA.

REFERENCES. (A) WG O 4631.7A

(B) JOINT TRAVEL REGULATIONS

DISCUSSION. REFERENCE (A) REQUIRES COMPETENT ORDERS IN ORDER FOR AIR TRANSPORTATION, OTHER THAN SPACE AVAILABLE, TO BE GUARANTEED ON SHUTTLE TRIPS WITHIN THE I CORPS AREA. (EXAMPLE, DANANG TO CHU LAI). WHEN TAD ORDERS ARE WRITTEN, REFERENCE (B) REQUIRES PAYMENT OF PER DIEM EVEN THOUGH THE PERSONNEL CONCERNED ARE NOT SUBJECTED TO ADDITIONAL EXPENSE. MOST PERSONNEL DO NOT LIQUIDATE THE OBLIGATIONS MADE WHEN TAD ORDERS ARE ISSUED SINCE THEY LOGICALLY FEEL THAT THEY ARE NOT ENTITLED TO PER DIEM. ONCE TAD FUNDS ARE OBLIGATED, THEY CAN NOT BE RECOVERED BY THE WING UNLESS A CLAIM IS LATER PRESENTED FOR A LESSER AMOUNT THAN OBLIGATED. THE OBVIOUS SOLUTION TO THE PROBLEM IS TO ISSUE PERMISSIVE TRAVEL ORDERS AT NO EXPENSE TO THE GOVERNMENT. THE ONLY DISADVANTAGE TO THIS TYPE OF ORDERS IS THAT THEY MAY BE REFUSED. IT IS FELT, HOWEVER, THAT THERE WOULD BE VERY FEW INSTANCES OF ORDERS NOT BEING ACCEPTED, CERTAINLY NOT BY KEY PERSONNEL.

ACTION. HENCEFORTH, PERMISSIVE TRAVEL ORDERS WILL BE ISSUED BY THIS HEADQUARTERS AND GROUPS FOR OFFICIAL TRIPS WITHIN THE I CORPS AREA. GROUPS MAY ISSUE SUCH ORDERS WITHOUT FURTHER APPROVAL OF THIS HEADQUARTERS. IF ORDERS ARE REFUSED, REFER THE MATTER TO THIS HEADQUARTERS (ATTN: ACOFS, C-).

D. ITEM. ROTATION OF PERSONNEL IN 05 FIELD.

REFERENCE. CO MAG-12 LTR SER 5000 OF 29 DEC 1965.

DISCUSSION. MAG-12 HAS APPROXIMATELY 30 SECURITY PERSONNEL WHO ARE IN OCCUPATIONAL FIELD 07. CO MAG-12 HAS RECOMMENDED THAT WE ARRANGE A ROTATION PROGRAM WITH MARINE DIVISIONS IN ORDER TO ALLOW THESE MEN COMBAT EXPERIENCE AND CONVERSELY TO ALLOW FORMER DIVISION PERSONNEL THE OPPORTUNITY OF ENJOYING THE RELATIVELY MORE PERMANENT BASE FACILITIES IN OUR MARINE AIR GROUPS.

ACTION. DISCUSS THE SUBJECT WITH ALL GROUP COMMANDING OFFICERS AND ARRIVE AT A CONSENSUS AS TO FEASIBILITY OF PURSUING THE RECOMMENDATION OF CO MAG-12.

E. ITEM. REVIEW OF AND SUBMISSION OF RECOMMENDED CHANGES TO THE CURRENT MANNING LEVEL.

REFERENCE. CG FMFPAC LTR 1/LEF SER 00100-66 OF 4 JAN 1966 (NOTAL)

DISCUSSION.

(1) THE COMMANDING GENERAL, FMFPAC, REQUESTED THAT THIS HEADQUARTERS REVIEW AND COMPILE THE TOTAL PERSONNEL REQUIREMENTS NECESSARY TO ESTABLISH DESIRED SUPPORT FUNCTIONS AND SERVICE IN SOUTH VIETNAM.

(2) ACCORDINGLY, GROUP COMMANDERS ARE REQUESTED TO REVIEW THE PERSONNEL REQUIREMENTS OF THEIR RESPECTIVE COMMANDS AND SUBMIT TO THIS HEADQUARTERS (ATTN: G-1) THE FOLLOWING:

(A) A RECOMMENDED MANNING LEVEL FOR EACH SUPPORT AND TACTICAL SQUADRON WITHIN THE GROUP.

(B) A RECAPITULATION BY RANK AND MOS FOR THE GROUP AND EACH SQUADRON THEREIN.

(C) COMPLETE DETAILED JUSTIFICATION FOR ALL PERSONNEL REQUIRED IN ADDITION TO THOSE CURRENTLY AUTHORIZED BY OCCUPATIONAL FIELD PER SQUADRON.

(3) DETAILED INSTRUCTIONS REGARDING THE FORGOING WILL BE ISSUED IN THE NEAR FUTURE AND A SUBMISSION DATE ESTABLISHED.

1-;

ACTION.

(1) REVIEW THE PERSONNEL REQUIREMENTS OF EACH TACTICAL AND SUPPORT SQUADRON WITHIN THE GROUPS.

(2) DETERMINE THE PERSONNEL REQUIRED TO ADEQUATELY SUPPORT THE MISSION OF THE UNIT CONCERNED.

F. ITEM. SPECIAL SKILLS/TEAM TRAINING REPORT.

REFERENCE. (A) ADMIN 1STMAW MSG 161253Z JAN 66

(B) ADMIN FMFPAC MSG 220515Z JAN 66

DISCUSSION.

(1) REFERENCE (A) REQUIRED THE GROUPS TO SUBMIT THIS HEADQUARTERS (ATTN: G-1) A SPECIAL SKILLS/TEAM TRAINING REPORT NOT LATER THAN 29 JANUARY 1966.

(2) FMFPAC DIRECTED BY REFERENCE (A), THAT THIS HEADQUARTERS SUBMIT ITS SPECIAL SKILL, TEAM TRAINING REPORT TO REACH THEIR HEADQUARTERS NOT LATER THAN 1 FEBRUARY 1966.

ACTION. COMMANDING OFFICERS ARE REQUESTED TO INSURE THAT THEIR RESPECTIVE SPECIAL SKILLS/TEAM TRAINING REPORTS ARE PREPARED AND SUBMITTED IN SUFFICIENT TIME TO REACH THIS HEADQUARTERS NOT LATER THAN 26 JANUARY 1966.

C&FMFPAC MSG
ON ~~THE~~ AIRCREW REQUIREMENTS

COMMAND AND STAFF ASSIGNMENTS

COMMANDING GENERAL

Brigadier General K. B. MCCUTCHEON (1-18 January)

Major General K. B. MCCUTCHEON (19-31 January)

ASSISTANT WING COMMANDER

Brigadier General M. E. CARL

CHIEF OF STAFF

Colonel T. G. BRONLEWE

ASSISTANT CHIEF OF STAFF, G-1

Colonel W. D. WILCOX

ASSISTANT G-1

Lieutenant Colonel R. O. CARLOCK

WING PERSONNEL OFFICER

Captain F. H. WHITTON (1 January)

Major C. L. WHIPPLE (2-31 January)

COMMANDING OFFICER, 1ST MARINE AIRCRAFT WING (REAR)

Colonel H. W. TAYLOR

S-1

Captain D. E. CRISIER

ENCLOSURE (11)

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FROM: CG FIRST MAW

TO: CMC

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

FILE

G-5	
AUSSES	
DEFLECTION	
TING	
PLANS	
PEDOPS	
RPTS/STATUS	B6
ATCO	
SW	
ADMIN	
NOIC	

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PERS STATUS RPT AS OF 15 JANUARY 66

A. MCO 3000.2A

1. IAW REF A THE FOL RPT IS SUBMITTED.

2. ON BOARD STRENGTH AND LOCATION UNITS:

UNIT/COMMANDER	USMC OFF		USMC ENL	USN OFF	USN ENL	LOCATION
	NA	AG				
1. WMEG-1 COL E I LUPTON	71'	232'	2299'	24'	82'	DANANG, VIETNAM
(1) H&HS-1 MAJ C A LIDDIE JR	57'	108'	824'	10'	29'	DANANG, VIETNAM
(2) MASS-2 LT COL R W SHELPE	3'	15'	111'	0'	4'	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 FINEZIO	0'	4'	12'	0'	0'	DANANG, VIETNAM
(5) DET D, MASS-2 1STLT D C LECOUNT	0'	3'	6'	0'	0'	QUANG NGAI, VIETNAM
(6) BASS DET, MASS-2 CAPT G S PRESCOTT	1'	5'	20'	0'	0'	CHU LAI, VIETNAM
(7) MACS-7 LT COL R R MILLER	5'	15'	204'	0'	3'	CHU LAI, VIETNAM
(8) DET A, MACS-7 1STLT F J YRAUGHEN	0'	2'	20'	0'	0'	PHU BAI, VIETNAM
(9) 1STLAAMB LT COL C L EYER						
(10) H&S BTRY, LAAMB CAPT R S BROWN JR	0'	15'	219'	1'	11'	DANANG, VIETNAM

Y-CD: 21/0204Z

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UNIT/COMMANDER	USMC OFF NG	AG	USMC ENL	USN OFF	USN ENL	LOCATION
(11) A BTRY, LAAMBN CAPT E B FOSTER	0	3	69	0	0	DANANG, VIETNAM
(12) B BTRY, LAAMBN CAPT C H KEITH	0	4	78	0	0	DANANG, VIETNAM
(13) C BTRY, LAAMBN 1STLT D R MILLER	0	4	70	0	0	DANANG, VIETNAM
(14) 2NDLAAMBN MAJ E F FENICO						
(15) H&S BTRY, LAAMBN CAPT D H DINWIDDIE	0	19	234	1	5	CHU LAI, VIETNAM
(16) A BTRY, LAAMBN CAPT J A DESPOTAKIS	0	5	74	0	2	CHU LAI, VIETNAM
(17) B BTRY, LAAMBN CAPT C G RAHM	0	4	72	0	2	CHU LAI, VIETNAM
(18) C BTRY, LAAMBN 1STLT C B MCCOY	0	4	73	0	2	CHU LAI, VIETNAM
(19) MAGS-6 MAJ F L DELANEY	5	18	195	0	2	CAMP SCHWAB, OKINAWA
(20) 11TH DENTCO (FWD) CDR R R FUNKE JR	0	0	0	2	3	DANANG, VIETNAM
(21) 11TH DENTCO (REAR) CAPT G. B. COLLINS	0	0	0	10	19	IWAKUNI, JAPAN
B. MAG-11 COL E O ANGLIN JR	99	80	1757	5	20	DANANG, VIETNAM
(1) E&MS-11 LTCOL W H BORTZ JR	20	13	416	0	0	DANANG, VIETNAM
(2) MABS-11 MAJ D A MCCAUGHEY JR	5	7	498	3	16	DANANG, VIETNAM
(3) VMFA-323 LTCOL A W O'DONNELL	22	24	277	1	2	DANANG, VIETNAM
(4) VMFA-314 MAJ C A SEMELL	18	19	174	0	2	DANANG, VIETNAM
(5) VMF(AW)-312 LTCOL R B NEWPORT	18	4	173	0	0	DANANG, VIETNAM
(6) VMCJ-1 (-) LTCOL F C OPEKA	15	13	198	0	0	DANANG, VIETNAM
(7) VMCJ-1 (REAR) 1STLT C Y MANAHAN	1	0	21	0	0	IWAKUNI, JAPAN
C. MAG-12 COL L E BROWN	126	53	1681	7	23	CHU LAI, VIETNAM
(1) E&MS-12 MAJ W E GARMAN	25	17	379	0	0	CHU LAI, VIETNAM
(2) MABS-12 MAJ J W IARCHEN	6	15	518	3	21	CHU LAI, VIETNAM

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UNIT/COMMANDER	USMC OFF NA	USMC AG	USMC ENL	USN OFF	USN ENL	LOCATION
(3) MATCU-67 CAPT J F KEANE	0	6	64	0	0	CHU LAI, VIETNAM
(4) VMA-211 LTCOL J W KIRKLAND	25	3	179	1	0	CHU LAI, VIETNAM
(5) VMA-214 LTCOL K O'KEEFE	23	4	179	1	0	CHU LAI, VIETNAM
(6) VMA-223 LTCOL A WILSON	22	5	180	1	2	CHU LAI, VIETNAM
(7) VMA-224 LTCOL T E MULVIHILL	25	3	182	1	0	CHU LAI, VIETNAM
D. MAG-13 COL O E HOME	83	80	1382	4	4	IWAKUNI, JAPAN
(1) H&MS-13 LTCOL L F BLASS	14	20	343	0	0	IWAKUNI, JAPAN
(2) MABS-13 MAJ W E GASLIN	5	7	305	1	1	IWAKUNI, JAPAN
(3) VMFA-542 LTCOL E E PEARCE	9	7	167	1	0	IWAKUNI, JAPAN
(4) DET, VMFA-542 MAJ D W ANDERSON	11	16	100	0	0	NAHA, OKINAWA
(5) VMFA-115 LTCOL C R JANNETT	19	22	270	1	3	IWAKUNI, JAPAN
(6) VMA-311 LTCOL J W HARRIS	25	4	173	1	0	IWAKUNI, JAPAN
(7) MATCU-66 CAPT V J FULLADOSA	0	4	24	0	0	IWAKUNI, JAPAN
E. MAG-16 COL T J O'CONNOR	242	43	1540	7	24	DANANG, VIETNAM
(1) H&MS-16 LTCOL J L GORREL	19	14	275	0	0	DANANG, VIETNAM
(2) SU#1, H&MS-16 CAPT J C BROKAW	10	0	61	0	1	DANANG, VIETNAM
(3) MABS-16 MAJ L I ZEIGLER	5	8	353	3	7	DANANG, VIETNAM
(4) VMO-2 LTCOL G F BAUMAN	26	6	138	1	5	DANANG, VIETNAM
(5) FFM-161 LTCOL R C DENNY JR	47	2	154	1	3	FUTEMA, OKINAWA
(6) FFM-163 LTCOL C A HOUSE	43	1	163	0	2	HUE PHU BAI, VIETNAM

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UNIT/COMMANDER	USMC OFF NA AG	USMC ENL	USN OFF	USN ENL	LOCATION
(7) HMM-263 LTCOL T CLARK	45 ✓ 4 ✓	174 ✓	1 ✓	3 ✓	DANANG, VIETNAM
(8) HMM-361 LTCOL L F CHILDERS	46 ✓ 3 ✓	159 ✓	1 ✓	3 ✓	DANANG, VIETNAM
(9) MATCU-68 CAPT R G COULTER	1 ✓ 5 ✓	63 ✓	0 ✓	0 ✓	DANANG, VIETNAM
F. MAJ-36 COL W G JOHNSON	247 ✓ 37 ✓	1470 ✓	8 ✓	2 ✓	CHU LAI, VIETNAM
(1) H&HS-36 LTCOL T G MOONEY	20 ✓ 15 ✓	302 ✓	0 ✓	0 ✓	CHU LAI, VIETNAM
(2) MABS-36 MAJ J A KENNEDY	7 ✓ 8 ✓	331 ✓	4 ✓	24 ✓	CHU LAI, VIETNAM
(3) HMM-261 LTCOL M B PORTER	49 ✓ 3 ✓	180 ✓	1 ✓	2 ✓	CHU LAI, VIETNAM
(4) HMM-364 LTCOL W R LUCAS	51 ✓ 3 ✓	151 ✓	1 ✓	0 ✓	CHU LAI, VIETNAM
(5) VMO-6 LTCOL R J ZITNIK	21 ✓ 5 ✓	149 ✓	0 ✓	0 ✓	CHU LAI, VIETNAM
(6) HMM-362 LTCOL J ALDWORTH	50 ✓ 0	169 ✓	1 ✓	3 ✓	USS VALLEY FORGE
(7) HMM-363 LTCOL G D KEW	49 ✓ 3 ✓	188 ✓	1 ✓	3 ✓	QUI NHON, VIETNAM
G. MCAF, FUTEMA SU#1, H&HS-1 COL P C DELONG	9 ✓ 9 ✓	231 ✓	0 ✓	0 ✓	FUTEMA, OKINAWA
H. VMGR-152 LTCOL D C HOLLAND	37 ✓ 6 ✓	452 ✓	2 ✓	13 ✓	FUTEMA, OKINAWA
I. MSG-17 COL J T MCDANIEL	39 ✓ 55 ✓	959 ✓	3 ✓	35 ✓	IWAKUNI, JAPAN
(1) H&HS-17 MAJ R G COMBS	16 ✓ 22 ✓	230 ✓	0 ✓	0 ✓	IWAKUNI, JAPAN
(2) MABS-17 MAJ G F JONES	4 ✓ 14 ✓	420 ✓	1 ✓	0 ✓	IWAKUNI, JAPAN
(3) MATCU-60 CAPT H C MILLER JR	2 ✓ 7 ✓	56 ✓	0 ✓	0 ✓	IWAKUNI, JAPAN
(4) AIMO DET 3D FSR SGT B BAIRD	0 ✓ 0 ✓	4 ✓	0 ✓	0 ✓	IWAKUNI, JAPAN
(5) MATSAT-1 MAJ D D PARNISH	1 ✓ 2 ✓	26 ✓	0 ✓	0 ✓	IWAKUNI, JAPAN

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UNIT/COMMANDER	USMC OFF NA AG	USMC ENL	USN OFF	USN ENL	LOCATION
(6) MAHS-17 LTCOL E M JONES	9 5	1/0	0	0	IWAKUNI, JAPAN
(7) SU#2, H&HS-1 CAPT C L DAVIS	7 5	53	2	35	IWAKUNI, JAPAN
J. H&HS, MCAS LTCOL V J HEBBLES	1 1	2	0	0	IWAKUNI, JAPAN
TOTAL FIRST MAW	954 596	11773	60	233	

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

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

DIST: G-1/G-3/PERS/S/S/WG CHAPLAIN/NAVY PERS/SSO/ISO/ADJ/LEGAL/CAREER ADVO

DRAFTER: Frank Whitton
CAPT FRANK WHITTON USMC
ASST PERSO MOMENT 201

RELEASES: W. F. Wilcox
COL W F WILCOX USMC
ACOF S G-1 MOMENT 1

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APPENDIX (3)

DECLASSIFIED

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

4:WEL:dgf
5750

04A4466
13 FEB 1966

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

Subj: Command Chronology for January 1966 (U)

Ref: (a) WgO 5750.1

Encl: ☒ (1) Organizational Data (U)
☒ (2) Narrative Summary (C)
☒ (3) G-4 Journal of Events (W/Original only) (C)
☒ (4) Change 1 to WgO P11240.1F (W/Original only) (U) *
☒ (5) WgBul 11240 of 15 Jan 66 (W/Original only) (U) *
☒ (6) WgBul 5340 of 10 Jan 66 (W/Original only) (U) *
☒ (7) Wing Supply Command Chronology

1. In accordance with reference (a), Enclosures (1) thru (6) are submitted as the G-4 Division Command Chronology for the month of January 1966.

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

R. J. Lynch, Jr.

R. J. LYNCH, Jr.
By direction

1st MAW S&C No.	Copy No.
631-66	1

- (4) New page insert to WGO B11240.1F, SOP for MT
(5) "Contact Instruction Team for Willys-Cerlist Fuel and Electric Systems", 15 Jan 1966
(6) "National Health Agencies Campaign", 10 Jan 1966

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Appendix (3)

UNCLASSIFIED1st MARINE AIRCRAFT WING, G-4 DIVISION
ORGANIZATIONAL DATA

Period Covered: 1-31 January

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 (Ops & Plans)	LtCol R. D. SEARS
Administrative Officer	1stLt W. E. LEONARD
Logistics Chief	MGySgt C. E. O'BRIEN (to 14 Jan)
	MGySgt R. A. MAC GREGGOR (from 15 Jan)
Ordnance Officer	Major R. F. STEWART
Motor Transport Officer	Captain G. L. SEVERSON
Engineer Officer	Captain J. B. TOWNSEND
Embarkation Officer	Captain W. M. ANDERSON
Air Freight Officer	Major W. E. THOMAS (to 18 Jan)
	Captain W. M. ANDERSON (from 19 Jan)
Aircraft Maintenance Officer	Major R. SCHANTEK (to 14 Jan)
	Major W. W. FLEETWOOD (from 15 Jan)
Avionics Officer	LtCol Z. E. SPRAGUE
Food Services Officer	1stLt W. E. TISDALE
LOK Officer	2ndLt D. W. HODGSON
TAFDS Officer	2ndLt L. C. HASSEN

ENCLOSURE (1)
UNCLASSIFIED

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NARRATIVE SUMMARY OF EVENTS1. Administration

a.(U) During January, an Annual Administrative/Material Inspection was conducted on the S-4 functions of Marine Wing Headquarters Group. The inspection was satisfactory with a major discrepancy being the lack of staff capability to supervise and coordinate the various logistic functions of the Group.

2. Logistics

a.(C) 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 Marine Aircraft.

<u>Inbound</u>	<u>1stMAW</u>	<u>3rd MarDiv</u>	<u>Other</u>	<u>Mail</u>
Cargo (S/T)	426	119	29	33
Passengers	2549	5530	635	
<u>Outbound</u>				
Cargo (S/T)	787	50	20	39.7
Passengers	1811	3561	517	

(2)(C) VMGR-152, with the 3rd Aerial Delivery Platoon attached, made 11 significant air drops of supplies during the period.

<u>Receiving Unit</u>	<u>Items Dropped</u>	<u>Total Weight</u>
ARVN (Que Son)	105 How. Ammo	152,700 lbs.
USMC (An Hoa)	105 How. Ammo	43,650 lbs.
USMC (Du Quang)	"C" Rations	115,025 lbs.

b. Embarkation

(1)(U) During the period, the Embarkation Section conducted Administrative/Material Inspections of H&MS-16 and MABS-16. The ratings were excellent and satisfactory respectively.

(2)(C) Insufficient transportation is still the main problem in moving cargo between piers, air terminals and staging areas. During the month Wing vehicles moved 4003 short tons of Class VA munitions from the piers to the bomb dump. This heavy flow of Class VA plus other Wing Cargo has been a problem due to the lack of sufficient transportation causing back-ups in the limited waterfront staging areas.

(3)(C) The following amounts of 1stMAW cargo were received at and shipped from Danang on the ships indicated:

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<u>Inbound</u>	S/T	<u>Outbound</u>	S/T
LST 649	219.9	LST 836	135.6
572	136.6	230	16.6
550	166.0	579	17.2
Deep Draft	75.0 (Approx)	854	26.4
Vessels.	(No Manifests)	178	16.5
Total S/T Received	597.5	230	60.7
		649	29.6
		1084	55.3
		277	36.9
		Total S/T Shipped	394.8

c. Ordnance

(1)(U) The Ordnance Section conducted Administrative/Material Inspections within the ordnance sections of H&MS-12, MABS-12, VMFA-314 and VMA-214.

(2)(C) New production MK-77 MOD-2 500# Fire Bombs are continuing to arrive via air shipment from CONUS. There have been 1548 received to date.

(3)(U) All required components for the MK-4 Gun Pod have been received by MAG-12. With the arrival of the COMNAVAIRPAC Team this month successful firing is being conducted by Marine attack squadrons.

(4)(U) Continued receipt of Class (VA) munitions has greatly improved the status of assets on hand at both Danang and Chu Lai.

d. Food Services.(U) The Food Services Section conducted Administrative/Material Inspections on the following units: 1st LAAM Bn, MACS-7, 2d LAAM Bn and MAG-36. All were satisfactory.

3. Motor Transport

a.(U) Administrative/Material Inspections were conducted within the motor transport sections of 1st LAAM Bn, MAG-12, MACS-7, VMA-323 and HMM-263.

b.(U) New items of Section "M" Equipment were received as follows: Five(5) new M38A1 $\frac{1}{2}$ TON TRUCKS, three(3) new forklifts 6000# R.T. and ninety (90) ordnance trailers R.T.

c.(U) Two TUD-80 A/C Tow Tractor Engines and one 75KW, 60 cycle generator were repaired at a commercial repair facility through the Public Works Facility, Subic Bay, Phillippines. This was the first time use has been made of a commercial maintenance facility by RVN based Wing organizations.

4. Tactical Airfield Fuel Dispensing Systems

a.(U) Quang Nai and Tam Ky presented many resupply problems during the period. Drummed FOL continued to be flown in by Air Force C-123. Fuel was also delivered by commercial oil companies to both of these locations.

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On two occasions aviation gasoline was delivered from Chu Lai to Quang Nai by MAG-36 refuelers. Security for the convoy was provided by the 4th Marines.

b.(C) The following amounts of AvGas and JP-4 were issued during January:

<u>UNIT</u>	<u>AVGAS</u>	<u>JP-4</u>
MAG-11	217,836	3,883,454
MAG-12	5,169	2,071,412
MAG-16	282,738	39,700
MAG-36	179,422	31,776
Quang Ngai	62,877	40,097
Tam Ky	16,477	6,060
Phu Bai	42,777	5,201
Dong Ha	<u>13,861</u>	<u>3,991</u>
	811,293	6,091,561

The total Class IIIA issued by the 1st Marine Aircraft Wing during January was 6,902,854 gallons.

5. Aircraft Maintenance

a.(U) Administrative/Material Inspections were held on the Marble Mountain based units of MAG-16. They were as follows: H&MS-16, VMO-2, HMM-263, HMM-361 and the detachment of 3H-37C heavy helicopters.

b.(U) The tow tractor parts for the six commercial tractors purchased in December arrived, were cataloged and distributed to the end users.

c.(C) The Assistant AMO attended a MATS air lift channel conference at COMNAVPHIL on the 12th. Determination was made as to the validity of justifying a parallel-air lift channel from NAS Cubi Point to Danang in view of the current Clark to Danang lift. The determination was negative at this time due to lack of additional lift capability.

d.(U) MAG-12's VMA-224 experienced J52 fuel control problems with several instances of power loss in flight. Switching to manual fuel selection alleviated problems in flight. MAG-12 is satisfactorily working on the problem.

e.(U) Comments concerning the 1st Marine Aircraft Wing's position on the Complete Engine Repair Program in FMF deployable units was formulated and forwarded to FMFPAC. Essentially the program is not practical due to three factors.

(1). Lack of capability to assure trained personnel are on site long enough to operate as an effective and efficient program.

(2). Lack of facilities capable of handling properly the disassembly, assembly, test and check of the engines worked on.

(3). The inability of supply to assure a rapid flow of components and parts to keep engines moving and thus fulfill the intended purpose of a reduced pipe line turn around time.

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f.(C) The helicopter inventory has improved with the receipt of 14 UH34's and 2 UH-1E's from PAR verses out of country and strike losses of 7 helicopters.

g.(U) LOX production continues for the third consecutive month to be sufficient to support all Wing requirements and assist other MAF units. Appendices A and B contain production, usage, and LOX plant operations for January.

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



UNCLASSIFIED

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

Date 1 FEB 1966MONTHLY LOX SECTION ACTIVITY REPORT. MONTH OF January 1966

1. GENERATING PLANT STATUS

a.	LOX PLANT NO. 97-	<u>12532</u>	OPERATED	<u>620</u>	HOURS
			DEADLINED	<u>"0"</u>	HOURS
b.	LOX PLANT NO. 97-	<u>14460</u>	OPERATED	<u>660</u>	HOURS
			DEADLINED	<u>"0"</u>	HOURS
c.	LOX PLANT NO. 97-14460		OPERATED	<u>48</u>	HOURS

2. PRODUCTION RECORD

a.	LOX PRODUCED	<u>6,685</u>	GALLONS
b.	LOX DRAWN FROM OUTSIDE SOURCE	<u>"0"</u>	GALLONS
c.	LN ₂ PRODUCED	<u>"0"</u>	GALLONS
d.	GASEOUS NITROGEN PRODUCED	<u>"0"</u>	CUFT
e.	GASEOUS OXYGEN PRODUCED	<u>132,760</u>	CUFT
f.	HOURLY LOX PRODUCTION REQUIRED TO SUPPORT ONE FLIGHT HOUR (GALLONS ISSUED VERSUS HOURS FLOWN)	(equivalent to 1,154 gals LOX) <u>not available</u> GPH	

3. ISSUE RECORD

a.	LOX ISSUED TO SQUADRONS	
	LIST SQUADRONS: VMFA-323	<u>2,350</u> GALLONS
	VMF -312	<u>1500</u> GALLONS
	VMFA-314	<u>1,100</u> GALLONS
	VMFA-115	<u>900</u> GALLONS
	VMCJ-1	<u>700</u> GALLONS
	H&MS-11	<u>280</u> GALLONS
	TOTAL LOX ISSUED	<u>6,830</u> GALLONS

NOTE: Hours operated include plant defrost time which is lost
production time. Average hourly production rate 6.12 GPH.

Appendix A
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b. LN₂ ISSUED TO SQUADRONS

LIST SQUADRONS AND AMOUNTS IN GALLONS

NONE

c. GASEOUS OXYGEN ISSUES

LIST SQUADRONS OR ORGANIZATIONS AND AMOUNTS IN CUFT

VMCJ-1	9,100				
VMFA-323	7,800	7th Eng.	7,900	1st Howitzer	1,000
VMFA-115	5,600	3rd Eng.	7,000	MCB-8	11,200
VMFA-314	4,100	9th Mar.	7,700	31st DIW	3,600
H&MS-11	3,400	1st LVT	5,200	38th ASR	2,400
VMFA-115	600	3rd Shore		USAF Sick Bay	1,000
MABS-11	2,000	Party	3,700	USAF Moter T	400
MAG-11		FLSG	3,400	RMK	24,000
Sick Bay	60	1st LAAM	1,000	U.S. AID	
MAG-16	2,000	MCB-5	15,400	Surgical team	800

d. GASEOUS NITROGEN ISSUES

LIST SQUADRONS OR ORGANIZATIONS AND AMOUNTS IN CUFT

NONE

4. COMMENTS Based on 31 day month, 24 hours per day, 744 total available operating hours.

HT-1 Plant 97-12532
 operated 620 hrs.
 down for PM 16 hrs
 deadlined "0" hrs
 standby 108 hrs
744

HT-1 Plant 97-14460
 operated 660 hrs.
 down for PM 24 hrs.
 deadlined "0" hrs.
 standby status 60 hrs.
744

s/s T. D. SMITH ncoic

(SIGNATURE)

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

Date 2 Feb 1966MONTHLY LOX SECTION ACTIVITY REPORT. MONTH OF January 1966

1. GENERATING PLANT STATUS

a. LOX PLANT NO. 97-	<u>12533</u>	OPERATED	<u>324</u>	HOURS
		DEADLINED	<u>94</u>	HOURS
b. LOX PLANT NO. 97-	<u>14461</u>	OPERATED	<u>467</u>	HOURS
		DEADLINED	<u>"0"</u>	HOURS

2. PRODUCTION RECORD

a. LOX PRODUCED	<u>5,045</u>	GALLONS
b. LOX DRAWN FROM OUTSIDE SOURCE	<u>"0"</u>	GALLONS
c. LN ₂ PRODUCED	<u>"0"</u>	GALLONS
d. GASEOUS NITROGEN PRODUCED	<u>"0"</u>	CUFT
e. GASEOUS OXYGEN PRODUCED	<u>35,000</u>	CUFT
	(equivalent to <u>304</u> gals. LOX)	
f. HOURLY LOX PRODUCTION REQUIRED TO SUPPORT ONE FLIGHT HOUR (GALLONS ISSUED VERSUS HOURS FLOWN)	<u>1.55</u>	GPH

3. ISSUE RECORD

a. LOX ISSUED TO SQUADRONS

LIST SQUADRONS:	<u>VMA-223</u>	<u>1,335</u>	GALLONS
	<u>VMA-224</u>	<u>1,345</u>	GALLONS
	<u>VMA-211</u>	<u>1,380</u>	GALLONS
	<u>VMA-214</u>	<u>1,270</u>	GALLONS
TOTAL LOX ISSUED	<u>5,330</u>	GALLONS	

NOTE: Hours operated include plant defrost time which is lost production. Average hourly production rate 6.76 GPH.

Appendix B
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b. LN₂ ISSUED TO SQUADRONS

LIST SQUADRONS AND AMOUNTS IN GALLONS

NONE

c. GASEOUS OXYGEN ISSUES

LIST SQUADRONS OR ORGANIZATIONS AND AMOUNTS IN CUFT

H&MS-12	6,000	1st ENG.	2,000
MABS-12	3,800	7th ENG.	2,800
HMM-364	400	3rd Tanks	600
MACS-7	600	3rd MT	200
FLSU	2,400	1st Anti Tank	400
"B" MED	600	1st Bridge Co.	400
		1st Brigade	200

d. GASEOUS NITROGEN ISSUES

LIST SQUADRONS OR ORGANIZATIONS AND AMOUNTS IN CUFT

NONE

4. COMMENTS Report received by phone from GySgt Nolen MABS-12 LOX

(SIGNATURE)

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

G-4 Journal for the month of January 1966

010001 Happy New Year

010900 Ordnance summary for month of December submitted. (ORD)

010909 Message sent to all MAG's FMAW insure proper submission ammunition reports. (ORD)

011008 Message to CG FMFPAC info on modification of allowances Ref CMC ltr AO4G-M6-6 of 4 Aug 65..(ORD)

011347 Message to COMSERVGRU Three submission of Class (VA) emergency expenditure report. (ORD)

011400 Prepare agenda items for CMC brief, MILCON tango sector, Elect power (Engr)

011500 Received up to date inventory from MAG-36 on matting. (Engr)

020700 Provided 2 tractors and trailers for Class VA ammo hauling from T pier to MAG-11 bomb dump. (MTO)

020700 LOX Reports - MAG-11 has 1750 gallons LOX on hand, 200 gallons issued during past 24 hours. Both LOX plants up, starting operation today. MAG-12 has 1965 gallons LOX on hand, 185 gallons issued during past 24 hours. Plant #1 deadlined for PTO bearings, plant #2 down for P.M. (LOX)

021400 Provided crane from MAG-11 to load G.V. at Air Freight. (MTO)

021400 Sent 19 bundles of AM-2 matting to Iwakuni. This is the last of the 33 bundles for Iwakuni. (Engr)

021400 4 bundles of AM-2 matting were off loaded from a ship (Sykes) and are at Air Freight waiting to be sent to Chu Lai. (Engr)

030700 LOX Reports - MAG-11 has 1300 gallons LOX On hand - 250 gallons issued during past 24 hours. Both plants operating. MAG-12 has 1760 gallons LOX on hand - 185 gallons issued during past 24 hours. Plant #1 deadlined for PTO bearings, plant #2 operating. (LOX)

030800 3 tractor and trailers hauling Class VA ammo from T Pier to MAG-11 dump. (MT)

ENCLOSURE (3)
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031345 Cmdr Nelson COMFAIRWESTPAC called regards to shipment of the EFLOB A/C. They desire it be loaded on LST 579 along with the F8 currently scheduled. Message will follow. AMO will notify MAG-11. NCC notified and will inform us as to completion of offloading of the 579 at Chu Lai. (EMB)

031600 Provided 10 trucks to haul troops from 1st Bn. 1st Marines to field for Division. (MT)

031630 Received complaints that weevils were found in the bread during the evening meal. A written report will follow. (FSO)

040700 LOX Reports - MAG-11 has 1350 gallons LOX on hand - 150 gallons issued during past 24 hours. 34,400 cuft gaseous oxygen produced during past 24 hours. Both LOX plants operating. MAG-12 has 1580 gallons LOX on hand - 260 gallons issued during past 24 hours. Plant #1 down for PTO Bearings, plant #2 in operation. (LOX)

040800 Provided 5, 2 $\frac{1}{2}$ Ton Cargo trucks and 2 ~~Cattle~~ ^{Trailer} Busses for troop hauling from Air Freight to 1st Bn, 1st Marines. (MTO)

040930 Ordnance A&M Inspection conducted on H&MS-12 at Chu Lai. (ORD)

041000 Food Service Supervision visited MAG-16 messhall, many improvements noted. Soakage pit modified to handle waste water. Water tower completed and water available in messhall. Three hot meals served daily. Overall operation good. (FSO)

041230 Message sent to CONSERVGRU three on receipt of class VA munitions at Chu Lai from LST #629. (ORD)

041330 Procured a set of PTO Bearings from MAG-11 LOX. Shipped the MAG-11 Cosmodyne O₂/N₂ analyzer and PTO bearings to MAG-12 LOX. (LOX)

050700 LOX Reports - MAG-11 has 1420 gallons LOX on hand - 300 gallons issued - Both LOX plants operating. MAG-12 has 1630 gallons LOX on hand - 155 gallons LOX issued. Plant #1 being repaired Plant #2 in operation. (LOX)

050914 Message sent to CONSERVGRU three requisitioning of Class (VA) munitions. (ORD)

050941 Message sent to CG III MAF info on M4A (Modified) high speed aerial delivery container. (ORD)

051613 Message sent to COMNAVAIRPAC on info requested pertaining to LAU 33A/35A zuni launchers. (ORD)

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060700 LOX Reports - MAG-11 has 1160 gallons LOX on hand - 280 gallons issued past 24 hours - Both plants operating. MAG-12 has 1610 gallons LOX on hand - 175 gallons LOX issued past 24 hours. Plant #2 down for repairs to the PTO assy. Plant #2 operating. (LOX)

060730 Arranged for 1 tractor and trailer from III IIAF to haul for MAG-11 moving new squadron VMF(AW)-312 from Museum Pier ashore. (MTO)

060800 Informed LST 572 was in, notified MAG-11, MWHG-1, and shipping & Receiving. (EMB)

061148 Message sent to NAVMAG SUBIC info on distribution of class (VA) munitions. (ORD)

061149 Message sent to INWSG-17 & VMA-211 on class (V) allowances (ORD)

061300 Informed the LST 1167 was in and offloading at Tien Shou Beach, notified MAG-11 & Shipping & Receiving (EMB)

061800 Arranged for 10 trucks, 2 $\frac{1}{2}$ and 5 ton to haul VA ammo from III IIAF, T Pier to MAG-11 bomb dump. (MTO)

061801 Provided R.T. 6000 lb R.T. forklift to Division Post Office and two 2 $\frac{1}{2}$ ton trucks to haul and unload mail from 8th Aerial Port to 3rd Division Post Office. (MTO)

070700 LOX Reports - MAG-11 has 1300 gallons LOX on hand, 150 gallons issued during past 24 hours, both LOX plants operating. MAG-12 reports 1610 gallons LOX on hand 190 gallons issued during past 24 hours. Plant No. 1 PTO will be assembled today, Plant No. 1 operating. (LOX)

070700 Provided 3 tractor and trailers for class VA ammo from H&HS-1 MT to MAG-11 Bomb Dump, from T pier provided. (IT)

070730 Chief SMILEY (NCSS) and GySgt LEVEL (Wing Engr Sec) went to Air Freight to conduct fill estimate 350 yards of rock required to properly fill and surface that site. (ENGR)

070800 Food Service Officer and Food Service Supervisor conducted A/M Inspection of 1st LAAM Bn Food Service Facilities. Report will be submitted. (FSO)

070900 2 Cargo Trucks hauling Napalm tanks from 8th Aerial Port to MAG-11 Bomb Dump. (IT)

071000 Arranged for MAG-11 greader to work in MAF area. (ENGR)

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071035 Message sent to CONSERVGRU Three on receipt of Class (VA) munitions from USS Hagoffin, (ORD)

071326 Message sent to CONSERVGRU Three & NAVMAG-Subic requirement of CAD Device/at Danang. (ORD)

071400 GySgt LEVEL visited MCB-5 to get information on Navy Furnished Engineer Equip in connection with H&HS-1's in Excess of Allowance Request. (ENGR)

071750 MAG-12 LOX reported that MAG-11's cosmodyne oxygen/nitrogen analyzer operates satisfactorily on oxygen samples. The nitrogen analyzer portion is not correct.

080700 Provided 3 Tractors and Trailers and 4 M-36 Cargo Truck to haul class VA ammo to MAG-11 Bomb Dump from Tein Shaw Beach. (MT)

080900 Conducted A/M Inspections on H&MS-16 and MABS-16. H&MS-16 was in excellent status while MABS was satisfactory. (EMB)

081522 Message sent to MWSG information on Electromagnetic Radiation hazard. (ORD)

090700 LOX Reports - MAG-11 has 1465 gallons LOX on hand - 250 gals issued during past 24 hours. Both HT-1 plants operating. MAG-12 has 1650 gallons LOX on hand - 165 gallons issued during past 24 hours. Both LOX plants operating. (LOX)

090700 Provided 4 LAAM Bn. M-36 cargo trucks, VA ammo from T Pier to MAG-11 bomb dump. (MT)

090730 Arranged for NCB-5 to load trucks with sand for LAAM Bn. area. ENGR)

090800 Maj. IVES of FMFPac arrived for discussions on LOX equipment and personnel. (LOX)

090830 Marked 43 bundles of AM-2 matting to be shipped to MAG-12 Chu Lai. ENGR)

091253 Message sent to ComSeryGru Three in answer to JATO requirement at Chu Lai. (ORD)

091430 Maj. IVES visited MAG-11 LOX plants. (LOX)

091500 Provided 2 tractors and trailers from MAG-11, 8, 2½ ton cargo trucks from same unit, hauling VA ammo to MAG-11 bomb dump. (MT)

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091800 Provided 2, 2½ ton and 1 tractor and trailer from H&HS-1 hauling VA ammo to MAG-11 bomb dump. (MT)

100700 LOX Report - MAG-12 has 1720 gallons LOX on hand - 190 gallons issued during past 24 hours. Both LOX plants in operation. (No report received from MAG-11, phones out). (LOX)

100730 Provide Bay City crane for air freight. Lift 13,600 lb. generator loaned from FLSG. (MT)

100807 Msg to COMSERVGRU-3 requesting training munitions be positioned at Cubi Pt. to support MAG-13 unit. (ORD)

100930 Wing Ordnance Officer conducted Wing A&M inspection for ordnance on VMFA-323 of MAG-11. (ORD)

100938 Msg to COMSERVGRU-3 requesting surface shipping verse airlift of T904E2 nose fuzes. (ORD)

101000 Contacted by CO, MWHG-1 concerning ice cream machine for MWHG-1. Present machine is deadlined. Requested that efforts be made to reassign machine from MWSG-17 to MWHG-1. (FSO)

101030 Contact visit by N-4, NCC. Subj: Airfield Maintenance - had MGySgt HAWKINS sit in for AMO. Discussed problem areas on maint. of Danang AB. 2d Air Div has full responsibility for maint of Danang. Plan to make MAG-11 a major contact agency to pass requirements on to 2d Air Div. (ENGR)

101300 Received medical report from Headquarters Commandant stating that ice received from FLSG was non potable and contaminated. Report recommended curtailment of ice use. Contacted FLSG Rations Officer. Efforts will be made for more thorough inspection of Civ. contractor who supplies ice. Written report to follow. (FSO)

110700 LOX Reports - MAG-11 has 1250 gallons LOX on hand - 350 gallons issued & produced 28,200 cubic feet of gaseous oxygen during the past 24 hours. Both plants into defrost cycle. MAG-12 has 1820 gallons LOX on hand - 145 gallons issued. Both plants operating. (LOX)

110700 Representative departed for Subic Bay to arrange priority induction of 60 cycle Budha for MAG-16. Will arrange off load & transportation. Unit departs Danang on special flight on 12 Jan. (AVO)

110945 Wing Food Service Supervisor visited MAG-11 mess. Mess Sergeant related that a shortage of cups and silverware existed. This slows down food serving since personnel must wait for these items to be washed. Requisitions for these items are on file. (FSO)

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111030 Visited FLSG ration dump. Shipment of catsup and other non-perishable provisions being received. Discussed contamination of ice with the Rations Officer. The I Corps Veterinarian will inspect the contractor's establishment this week. (FSO)

111200 Rec'd phone call FMFPAC G-4 Avn. Tech. Sect.
 1. LtCol Gentry desires to know when SATS shelter evaluation report went in & method sent.
 2. MSgt J. E. STEWART 6618 in training at Noris Calib Lab, ETA FMAW 15 Feb for Calib Program.
 3. Desires info on freq VMCJ uses ALT-6B & quantity on hand.
 4. Requested we take 102012Z BWFRPAC for action. Have VMCJ submit msg MILSTRIP for two NC-5. Desire to put on ship 13 Jan. (AVO)

120700 LOX Reports - MAG-11 has 1300 gallons LOX on hand - 100 gallons issued during past 24 hours. Both LOX plants operating. MAG-12 has 1855 gallons LOX on hand - 145 gallons issued during past 24 hours - Both LOX plants down for maintenance. (LOX)

120900 Msg to COMSERV GRU-3 requesting 4000 MK 6 lugs for 1000#LD bombs. The MK2-O lug the bomb is equipped with does not fit the MER/TER. (ORD)

121003 Msg to COMSERVPAC stating FMAW unable to air lift MK-12 smoke tanks for CINCPACFLT use from Guam and Itazuke to Chu Lai due to heavy commitments. (ORD)

121030 Received call from FMFPAC concerning MAG-11 liquid nitrogen tanks being reported on the deadline report. They want to know what has been done to remove from deadline. Tank no. 97-19849 is in operation and should not have been on the report, Tank 97-19849 is in operation and should not have been on the report, Tank 97-19850 is deadlined awaiting parts from SPCC Mechanicsburg, Penn. (LOX)

121300 Provided 3 tractors and trailers for air freight to haul cargo to LST at Commercial Pier. (MTO)

121400 Provided one tractor and trailer to haul AM2 matting from MAG-11 to Commercial Pier. (MTO)

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- 130700 Provided 1 M-36 truck to haul AM-2 matting from MAG-11 bomb dump to Museum Pier to load LST for Chu Lai. (MT)
- 130700 Food Service Officer and Food Service Supervisor conducted A&M Inspection of MACS-7 Food Service Facilities at Chu Lai. Report will follow. (FD SERV)
- 130700 LOX reports - MAG-11 has 1150 gallons LOX on hand - 350 gallons LOX issued during past 24 hours. Both LOX plants operating. MAG-12 has 1560 gallons LOX on hand - 255 gallons LOX issued during past 24 hours. Both LOX plants down for operators maintenance. (LOX)
- 131100 Provided Wrecker for Hdq Commandants Office to move Conex Boxes at III MAF Headquarters. (MT)
- 131500 Provided Wrecker to 5th Communication Motor Pool to lift electronic vans. (MT)
- 131820 Ord 0 lifted by helicopter to Nong Son outpost to inspect site of bombing - artillery impact. (ORD)
- 140600 A&M Inspection of MAG-12 and MACS-7 at Chu Lai. Completed and returned at 2100. (MT)
- 140700 LOX reports - MAG-11 has 1200 gallons LOX on hand - 250 gallons LOX issued during past 24 hours. Both LOX plants up and operating. MAG-12 has 1385 gallons LOX on hand - 175 gallons LOX issued during past 24 hours. Plant #1 down for a bushing in refrigeration system water pump. Plant #2 down, plant is being repainted. (LOX)
- 140730 Received 12 ea valve seats for fill/drain valves of 500 gallon liquid nitrogen tanks, to be forwarded to each MAG and WWSG. (LOX)
- 140900 Rcvd phone call from FMFPac G-4.
- A. Requested heading info on our SATS shelter eval report-passed to Engineers.
 - B. Requested same info on SATS Air Conditioner report. Checked with MAG-11. Not submitted due to failure of unit. Will adv FMFPac.
 - C. G-4 stated CMC would procure 100-150KW Gen as soon as our rqrmts are made known.
 - D. Forming Helicopter Training Group at ElToro and have urgent rqrmt for ASE TBH. MAG-16 has only spare. Confirmed. MAG-16 will make avail. FMFPac will provide ship data.
 - E. CMC ordering 8 MOS 1161 to A-60 Air Conditioner school enroute to FMAW. Assign to H&MS each group.
 - F. CMC ordering 38 MOS 1341 to PU-608 school to support units being supplies by BuWeps assign to H&MS ASME.
 - G. 2 ea NC-5 for VMJ loaded aboard ship at Noris to sail 15 Jan. No ETA. (AVO)

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- 141000 Received a call from FMFPac concerning MAG-11s deadline equipment reporting two LN2 trailers deadline. (LOX)
- 150700 Two tractors and trailers furnished from H&HS-1, one tractor and trailer from MAG-11. Hauled rockets from Museum Pier to MAG-11 Bomb Dump. (MT)
- 150700 LOX Reports - MAG-11 has 1170 gallons LOX on hand - 250 gallons issued during past 24 hours. Both LOX plants operating. MAG-12 has 1195 gallons LOX on hand - 195 gallons issued during past 24 hours. Plant #1 in production Plant #2 starting production after being repainted. (LOX)
- 150823 Message sent to COMNAVAIRPAC negative report on MK-4 gun pod firing. (ORD)
- 150830 Held A/M Embarkation inspection (reinspection) on H&HS-1. Overall rating was good with the exception of Motor Transport which was unsatisfactory. (EMB)
- 151000 Visited MAG-11 S-4 and MABS-11 concerning deficient reporting procedures of combat essential equipment on deadline. Discussed plans for constructing facilities to operate LOX plants to be received. (LOX)
- 151017 Message sent to CG FMFPac requesting info on cut off date for monthly munition reporting. (ORD)
- 151500 Speedletter sent to 3rd FSR requesting pre-positioning of class (V) ammunition at ASP #2 for FMAW units based on Okinawa. (ORD)
- 151630 Received a call from transportation division, field forces RVN. They are making all arrangements for 363 move. (EMB)
- 160800 Five cargo trucks from III MAF furnished to haul class II, general cargo for air freight, shipping and receiving section. One tractor and trailer from H&HS-1 and one tractor and trailer from MAG-11
- 161111 hauled class II, general cargo for air freight, shipping and receiving section.
- 161046 Message sent to COMNAVAIRPAC requesting field team modify Marine F4 adaptors at Danang
- 161626 Message sent to all MAG's FMAW to submit report on SATS weapons handling equipment to this Headquarters for consolidation.
- 170700 LOX reports - MAG-11 has 1200 gallons LOX on hand - 300 gallons issued during past 24 hours. Both LOX plants operating. MAG-12 has 1160 gallons LOX on hand 130 gallons LOX issued during past 24 hours. Both LOX plants operating.

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- 170730 One tractor and trailer from III MAF to haul cargo from Museum Pier to air freight. One tractor and trailer from H&HS-1, one from MAG-11. (MTO)
- 170800 MABS-12, Chu Lai was inspected for Ordnance A&M. (ORD)
- 171000 Informal walk-thru inspection was conducted on VMCJ-1 Ordnance section. (ORD)
- 180700 One Semi ~~to~~ H&HS-1 ^{to} Shipping & Receiving - Two Semi ~~to~~ MAG-11 ^{to} Shipping & Receiving - Three M-36 to ~~LAAM~~ ^{MAG-11} bomb dump. (MT)
- 180700 LOX Reports: MAG-11 has 1200 gallons LOX on hand - 250 gallons issued during past 24 hours. Both LOX plants operating. MAG-12 has 1270 gals LOX on hand - 180 gals issued during past 24 hours. Both LOX plants operating. (LOX)
- 181000 Food Service Supervisor visited MAG-16 Food Services - facilities notably improved. Water tower and garbage house completed. Mess in very satisfactory condition. (FSO)
- 181300 One Semi to MAG-11 bomb dump. (MT)
- 181430 Notified by OIC, FLSG ration dump, that there will be no ice or fresh produce deliveries 22, 23 and 24 Jan 1966 due to Vietnamese New Year. (FSO)
- 182043 Msg to CG III MAF requesting cancellation of CG III MAF 150314Z (Unpalletized bombs) (ORD).
- 182200 One Semi to MAG-11 bomb dump.
- 190700 One tractor & trailer from H&HS-1 - Two tractor & trailer from MAG-11 Four M-36 from LAAM Bn in MAG-11 Bomb Dump. Hauling Class VA from Museum Pier. (MTO)
- 190700 LOX Reports - MAG-11 has 1225 gallons LOX on hand - 275 gallons issued during past 24 hours. Both LOX plants operating. Two new LOX plants rec from CONUS 97-14460 and 97-14463. Plant 97-14460 was damaged in transit. MAG-12 has 1390 gallons LOX on hand - issued 175 gallons LOX during past 24 hours. Both LOX Plants operating. (LOX)
- 190730 Located Key Lock section, MAG-11 requested matting from MAG-13 and received Key Lock sections assuming that this was matting. Presently Key Lock sections are being utilized by MAG-11 as matting under Fresnel Lens. Informed MAG-11 to rebox the sectionalized anchor before they send them to MAG-12. (ENDR)
- 190800 15,000 gal 115/145 AVGAS delivered from Chu Lai to Quang Ngai by MAG-36 refuelers security on convey provided by 4th Marines. (TAFDS)

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- 190900 A&M Inspection of MAG-12 Morest Units. (ENGR)
- 191000 Two M35 cargo from MAG-16 and two M35 from MAG-11 hauling class V to Tien Shaw Beach, hauling class VA on return trip to MAG-11 Bomb Dump. (Note: Around the clock operation) (MTO)
- 191315 Message sent to CG FMFPac stating no requirement exist for hero 49H missile skid's & adapters this command. (ORD)
- 191330 Submitted Annex E (Administration and Logistics) to G-3 for inclusion is OpOrder 310-66 (Double Eagle) (ORS)
- 191400 Contacted Mr Fincher at N.B. Subic Bay.
 a. Requested availability of 60 KWTO 100KW 60 cycle generators on open market his area he indicated that he was sure they were, but would confirm by message and forward all literature available.
 b. The 2 TUD-80 engines under repair Subic area will be avail for air pick up on 21 Jan 66. (AVO)
- 191500 MAG-11 reported both new LOX plants deadlined for malfunctions in Diesel engines. Written report to follow. (LOX)
- 200700 LOX Reports - MAG-11 has 1250 gallons LOX on hand 250 gallons issued during past 24 hours. Both plants operating. MAG-12 has 1520 gallons LOX on hand 185 gallons LOX issued during past 24 hours. Plant #1 operating, Plant #2 down for fuel line on diesel engine.
- 200700 Furnished 3 tractors and trailers along with 8 6x6 cargo trucks in joint class V and VA ammunition detail with Division, hauling from Tein Shaw Beach and Museum Pier. Secured at 0700 21 Jan 1966.
- 201520 Message sent to ComServGru Three, milstrip requisition class VA for Chu Lai
- 202035 Message sent to ComServGru Three on receipt of class (VA) from the Bucknell Victory.
- 210700 LOX report - MAG-11 has 1400 gallons LOX on hand 50 gallons issued during past 24 hours. LOX plant status Plant #1 97-12532 in LOX production, Plant #2 97-14460 in LOX production, Plant #3 97-14463 deadlined for PTO parts, Plant #4 97-14460 being test operated.
- 210700 Food Service Officer and Food Service Supervisor conducted A/M inspection of 2nd LAAM Bn Food Service Facilities.
- 210800 Imposed Road restriction on all highways between Danang Air Base and Marble Mountain. 0800 - 1800
- 210957 Message sent to COMNAVAIRPAC with requested info on Mech Nose M904E2 change to OP 2216 Vol I

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- 211112 Message sent to NAVMAG Subic distribution of fairshare offering of class VA munitions
- 211728 Message sent to CG FMFPac requesting info on accounting and requisitioning of class V and VA Ctg 7.62 MM linked for helo operations.
- 211800 Provided (3) M52 w/M127 and (10) 2 $\frac{1}{2}$ T trucks for hauling of Class VA.
- 220700 LOX Reports - MAG-11 has 1500 gallons LOX on hand -150 gallons issued during past 24 hours Plant #1 and #2 in operation Plant #3 deadlined Plant #4 in test operation.
- 220800 Provided (4) M36, (1) M52 w/M127 and (6) M35A1 2 $\frac{1}{2}$ T trucks for hauling of class V(A)
- 220930 Phonecall from FMFPac G-4 AT. 1. Requested info as to whether parts were received for down 60 cycle generator for VMCJ Photo Vans. 2. Advised that CMC 202328Z assigned Lt Kowalczyk 6602 to Calib School at North Island enroute FMAW. He will be assigned MWHG-1 upon arrival about 1 Mar to run Calib Vans. 3. MSgt O'Conner 6619 and MSgt Stewart 6619 also ordered to Calib School enroute FMAW. 4. Received our msg on WC-7B requirements and will request from BWFRPAC. 5. New 20ft avionics van deliveries have slipped from Feb to March due to funding.
- 221313 Msg from MWSG-17 to MAG-11 reporting one of four LOX samples not RFI due to excess carbon dioxide (14.0 PPM). MAG-11 S-4 and MABS-11 LOX notified to take another sample for analysis.
- 221500 Received (3) new forklifts, Rough Terrain 6000#. These will be distributed 1@ to MAG-11, MAG-12, MWHG-1.
- 221600 Message sent to COMSERVPAC with information on suspended MK-24-3 para flares both at Danang and Chu Lai
- 222223 Message sent to Third FSR requesting release class VA training Ammo held at Third FSR to VMA-311.
- 230700 LOX Reports - MAG-11 has 1580 gallons LOX on hand - 150 gallons issued during past 24 hours. LOX plant status #1 up #2 up #3 deadlined #4 up. MAG-12 has 1600 gallons LOX on hand - 140 gallons issued during past 24 hours. LOX plant status - #1 deadlined #2 up and operating. (LOX)
- 230730 Provided (1) M52 w/M127 to Wing Shipping and Receiving. Provided (4) M36, (5) M35A1, (2) M52 w/M127 to MAG-11 Ordnance for hauling of Class V(a). (IT)

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- 230800 Received (4) XA-60 commercial forklifts from MMSG-17. Equipment to be assigned to Marine Air Freight and Wing Shipping and Receiving. (MT)
- 231054 Message sent to MAG-13 in answer to AAC 434 modification kits & mod team. (ORD)
- 240700 Provided (2) M52 W/127 to haul VA to MAG-11 bomb dump. Provided (5) M35A1 (4) M36 for Class VA Ordnance to MAG-11 bomb dump. (MT)
- 240700 LOX reports - MAG-11 has 1600 gallons LOX on hand - 150 gallons issued past 24 hrs. LOX plant status #1 up, plant #2 up, plant #3 deadlined plant #4 deadlined. MAG-12 has 1710 gallons LOX on hand - 90 gals issued during past 24 hrs. LOX plant status #1 deadlined, #2 up. (LOX)
- 240900 Ord A/M inspection was conducted on VMFA-314. (ORD)
- 250055 Ground alert sounded. (OPNS)
- 250115 Muster , report to CP - one man not accounted for (SSgt Mitchella). (OPS)
- 250150 Secure from Ground alert. (OPNS)
- 250700 Provided (7) M36 (24 hr haul), provided (2) M52 w/trailers for Class VA ammunition from Museum pier to MAG-11 Bomb Dump. (MT)
- 250700 LOX reports - MAG-11 has 1800 gallons LOX on hand - 200 gallons issued past 24 hours, 36,000 CuFt gaseous oxygen produced. LOX plant status #1, #2, and #4 up, plant #3 deadlined. MAG-12 has 1600 gallons LOX on hand - 195 gallons issued past 24 hours. Plant #1 down. Plant #2 up and operating. (LOX)
- 250800 Provided (1) M36 for Shipping and Receiving Section, (MT)
- 250900 Received phone call from FMFPac G-4 AT with fol info:
 a. BWFRFPAC advises No.NC-7B MEPP avail. Will make 3 NC-5A avail now with an additional 3 to come. Will position at MAG-12 to release NC-10A units for MAG-13.
 b. Ref MAG-11 130835Z for Garo mod radar units for F8A acft. NAS Miramar will provide.
 c. Our 220801Z (6) on AFM-84B calib received at BWFRFPAC but not FMFPac. Requested retransmit. (AVO)
- 251045 Message sent to 2d LAAN Bn with info on shipment of HAWK missiles for test. (ORD)

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- 251300 Food Services Officer visited "B" Battery, 1st LAAM Bn. Mess in very good state of police. Food Service Supervisor performed maintenance on three field ranges at the mess. (FD SERV)
- 251732 Message sent to COMSERVGRU Three confirming ammo receipt from Bucknell Victory. (ORD)
- 260700 Provided the following trucks for class Va ammunition hauling from Museum and T Pier to MAG-11 Bomb Dump. (2) M-52 w/trailers from H&HS-1 (1) M-52 w/trailer from MAG-11. (MT)
- 260700 LOX Reports - MAG-11 has 1930 gallons LOX on hand - 150 gallons issued during past 24 hours. LOX plant status - #1, #2 & #4 are up; plant #3 is deadlined. MAG-12 has 1445 gallons LOX on hand - 195 gallons issued during past 24 hours. Plant #1 deadlined, Plant #2 up & operating. (LOX)
- 260730 (2) M-36 to shipping and receiving section, from LAAM Bn. (MT)
- 261416 Message sent to CG FMFPac submitting info on Aero 49A missile skid adapters. (ORD)
- 261418 Message sent to MAG-11, 12, 13 info on release of suspended MK-24 Paraflares.
- 261859 Message sent to NAVMAG SUBIC with info on Class (VA) positioning & shipment of JATO to Chu Lai.
- 270700 LOX reports - MAG-11 has 1970 gallons LOX on hand. 200 gals LOX issued during past 24 hours. Both LOX plants operating. MAG-12 has 1114 gallons LOX on hand. 190 gallons LOX issued during past 24 hours. Both LOX plants deadlined. (LOX)
- 271308 Message sent to COMSERVPAC a Navstrip follow-up Class (VA) munitions. Message sent to CG FMFPac for info on CMC message not held pertaining to CH46A gun mount. (ORD)
- 271312 Message sent to COMSERVGRU THREE receipt of Class (VA) munitions at Danang from Kimbro and USS WESTCHESTER COUNTY. (ORD)
- 271349 Message sent to COMSERVGRU THREE listing present stocks of fuzes and ignitors FMAW. (ORD)
- 280630 Ord O went to Tan Son Nhut AFB to pick-up 26 M159 cannisters filled with CN cannisters. This provides III MAF with air delivery capability of CN. (ORD)

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- 280700 LOX Reports - MAG-11 has 1970 gallons LOX on hand. 200 gallons issued past 24 hours. Plants #1 and #2 operating MAG-12 has 1020 gallons LOX on hand. 180 gallons issued past 24 hours. Plant #1 operating, Plant #2 being defrosted. (LOX)
- 280700 Food Service Officer and Asst. Food Service Supervisor conducted A/M Inspection of MAG-36 food service facilities. (F30)
- 280730 MTO attended conference at WSO with WS Officer and Supply Officer from MWSG-17. Subject 4th echelon float. (MT)
- 281427 Message sent to CG FMFPac with info on transfer Marine fair share MK-81's to Navy in exchange for banded frag bombs. (ORD)
- 281527 Message sent to COMSERVGRU Three receipt of Class VA from LST #854 at Chu Lai. (ORD)
- 281528 Message sent to COMSERVGRU Three requesting that our requisition for 1000# GP bombs be held in stock until called for by this Hdqts. (ORD)
- 290700 LOX Reports - MAG-11 has 1830 gallons LOX on hand. 200 gallons LOX issued during past 24 hours. MAG-12 has 1185 gallons LOX on hand. 170 gallons issued during past 24 hours. Both plants operating. (LOX)
- 291500 Provided 1 tractor and trailer for shipping and receiving section, hauling general cargo to back load ship. (MT)
- 291530 Provided 3 M37 for pulling rough terrain trailers to Tein Shaw Beach. Total 16 trailers, one water trailer. (MT)
- 291636 Message sent to SWISS with info on incoming parts for the MK-4 gun pod. (ORD)
- 300700 LOX Report MAG-11 has 1790 gallons LOX on hand 150 gallons issued. Plant 97-12532 being prepared for shipment to CONUS. Plant 97-14460 operating. MAG-12 has 1500 gallons LOX on hand 150 gallons issued. Both LOX plants operating.
- 301030 Air drop of 29000# C-Rations to special landing force at Du Quang (BS 8341)
- ~~301100~~ Provided (2) trucks to bring in 18 new men from Air Freight to G-1 Section.
- 301200 Air drop of 29000# C-Rations to special landing force at Du Quang (BS 8341)
- 301205 MAG-11 reports new LOX plant set up and now in defrost cycle.

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- 301300 Mr John Hughling from Army Mobility Cmd, Saigon office, visited to firm up schedule for the Air Conditioner school which starts 14 Feb. (Will hold 2 classes of 2 weeks at both Chu Lai and Iwakuni) MGySgt Sutton will coordinate. Classes to be held in Wing education office, Bldg 70.
- 301830 Air drop of 29000# of C-Rations to special landing force at Du Quang (BS 8341)
- 310700 LOX Reports - MAG-11 has 1860 gallons LOX on hand - 150 gallons were issued during past 24 hours. Two LOX PLANTS operating, one deadlined for parts and one being prepared for shipment to CONUS. MAG-12 has 1400 gallons LOX on hand - 120 gallons were issued during past 24 hours. Both plants operating. (LOX)
- 310815 Air drop of 31,025# "C" rations to Task Force Delta at BS 835426. (OPNS)
- 310815 Contacted Mr. FINCHER At N. B. Subic Bay Public Works by telecon in regards to completion of repairs to MAG-16 60 cycle generator. Estimated completion on 4 Feb. 66. Will confirm on 2 Feb. by telecon. He advised that 60 cycle new generators were available for open purchase at the Catarpillar Co. in Manila.
100 KW 52,000 pesos, 75 KW 42,000 pesos, 60 KW 38,000 pesos. (AVO)
- 310900 Wing Ordnance Officer conducted an A&M inspection for ordnance on VMA-214. (ORD)
- 311300 Provided wrecker for 5th Comm Bn. Provided R.T. 6,000 lb forklift and tractor and trailer for Wing Special Services. Hauling from Air Freight to Wing. (MT)

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

WgO P11240.1F Ch 1
35:GLS:fmc
31 Jan 1966

WING ORDER P11240.1F Ch 1

From: Commanding General
To: Distribution List

Subj: Standing Operating Procedure for Motor Transport

Encl: ✓(1) New page insert to WgO P11240.1F

1. Purpose. To transmit new page insert and direct a pen change to the basic order.

2. Action


- a. Insert new pages 15-1 and 15-2.
- b. Add the following change to "TABLE OF CONTENTS page vii":

SECTION XV

THE WING ROADMASTER PROGRAM

General.....1501 15-1
Motor Vehicle Spot Check Inspection Form1502 15-1

3. Certification. Reviewed and approved this date.


T. G. BRONLEEWEE, JR.
Chief of Staff

DISTRIBUTION: "D"

ENCLOSURE (4)
UNCLASSIFIED

SECTION XVTHE WING ROADMASTER PROGRAM1501 GENERAL

1. The Wing Roadmaster is a direct representative of the Commanding General, 1st Marine Aircraft Wing.

2. The Wing Roadmaster will be assigned by and be responsible to the Wing Motor Transport Officer in the performance of his duties. His duties are as follows:

a. Patrolling the road networks within the area of 1st Marine Aircraft Wing operations.

b. Conducting periodic checks and road block inspections. Road blocks will be established for the purpose of determining the mechanical condition of vehicles and to check compliance with current operating and preventative maintenance directives. An inspection or traffic citation form, outlined in paragraph 1501, noting discrepancies, will be completed for each vehicle inspected. One copy of the form will be given to the driver to return to his Commanding Officer and one copy will be forwarded to the Commanding Officer via the chain of command. The Commanding Officer is requested to advise this Headquarters (Attn: WMTO) within five days following receipt of the form, and the corrective action taken.

3. The Wing Roadmaster will use sound judgement in the performance of his duties so as not to interfere with the mission of either personnel or equipment during periodic spot check inspections.

1502 MOTOR VEHICLE SPOT CHECK INSPECTION FORM

Veh. No. _____	Veh. Type _____	Operator _____	Unit _____
Date _____	Name _____	Location _____	
Radiator _____	Seats _____	Lubrication _____	
Lights _____	Wipers _____	Battery _____	
Clutch _____	Canvas _____	Tires _____	
Brakes _____	Winch _____	Body _____	
Horn _____	Engine _____	Glass _____	

X Satisfactory XXX Require Repair or Adjustment
 XX Unsatisfactory XXXX Condition requires immediate deadline

Inspector: _____

15-1
Ch 1

TRAFFIC CITATION

To: Commanding Officer

Vehicle No. _____ Type Vehicle _____

Operator _____ Time _____ Location _____

Trip Ticket None Improperly Filled Out

Speeding _____ MPH in _____ MPH Zone

Overloading _____ Tons Cargo _____ Passengers

Signal Improper None

Operator License None Expired

Operator Signature _____ Roadmaster _____

15-2
Ch 1

UNCLASSIFIED

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

WgBul 11240
35:GLS:rkc
15 Jan 1966

WING BULLETIN 11240

From: Commanding General
To: Distribution List

Subj: Contact Instruction Team for Willys-Cerlist Fuel and Electric Systems

Ref: (a) CG FMFPac msg 050204Z Jan (NOTAL)

1. Purpose. To announce the scheduled visit of a contact instruction team for Willys-Cerlist fuel and electric systems.
2. Background. Reference (a) promulgated the establishment of a technical assistance team to visit third and fourth echelon motor transport maintenance repair facilities of the 1st Marine Aircraft Wing.

3. Information

a. The Contact Instruction Team is composed of one 2dLt, MOS 3510, skilled in trouble diagnosis and repair/rebuild of components of fuel and electrical systems on the Willys-Cerlist vehicle.

b. The following is a schedule of units to be visited:

<u>Unit</u>	<u>Date</u>
MAG-11	1-3 Feb
MAG-16	4-7 Feb
*MAG-12/MAG-36	9-11 Feb
MAG-13	14-15 Feb
MWSG-17	16-18 Feb

*MAG-36 will receive instruction in MAG-12 area.

4. Action

a. Units visited will provide transportation, billeting, messing, and administrative assistance for the subject team. Coordinate transportation of the team to the next unit with this Headquarters (Attn: WMTO).


ENCLOSURE (5)
UNCLASSIFIED

WgBul 11240
15 Jan 1966

b. Units encourage maximum participation by mechanics, shop supervisors, and maintenance officers in the subject instruction.

c. The Commanding Officer, Marine Wing Service Group 17, is requested to terminate the Temporary Additional Duty orders of the officer concerned and to direct return to his parent organization upon completion of instruction.

5. Self-cancellation. 28 Feb 1966.


T. G. BRONLEEWEE, JR.
Chief of Staff

DISTRIBUTION: "A" less 3, 5, 12, 13, 14, 15, 16, 17

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

WgBul 5340
43:ZES:djp
10 Jan 1966

WING BULLETIN 5340

From: Commanding General
To: Distribution List

Subj: National Health Agencies Campaign

Ref: (a) FOR/NCC Bul 5340 of 28 Dec 1965

1. Purpose. To announce the Tenth Annual National Health Agencies Campaign that will be conducted in this Command during the period from 15 January to 15 February 1966.

2. Background. The Honorary National Chairman for this campaign is Honorable Hubert H. Humphrey and the National Chairman is Mr. Henry H. Fowler, Secretary of the Treasury. Last year the military in the Far East contributed \$152,389 to this campaign.

3. General. The Health Campaign helps support the programs of 12 National Health Agencies. The work of these agencies is as follows:

a. THE ARTHRITIS FOUNDATION, the sole national voluntary health agency in the fight against arthritis, extends to the nation's 12 million victims of this crippling disease its programs of research, patient care and education. The Foundation's unified medical and scientific approach emphasizes that early diagnosis and treatment can prevent serious crippling in most cases.

b. MUSCULAR DYSTROPHY ASSOCIATIONS OF AMERICA, with your help, advances the scientific conquest of dystrophy, a crippling and ultimately fatal disease which strikes mostly children, ages 3 to 13. Through its international research and nation-wide patient care programs, MDAA brings hope and comfort to millions afflicted by dystrophy and related neuromuscular diseases.

ENCLOSURE (6)
UNCLASSIFIED

WgBul 5340
10 Jan 1966

c. THE NATIONAL ASSOCIATION FOR MENTAL HEALTH, provides hope for the all through research to cure and prevent mental illness. It helps mental patients with volunteer services, rehabilitation and after-care, plus special treatment services and schooling for mentally ill children. It fosters public understanding of mental illness and works to establish community-based treatment centers.

d. THE AMERICAN HEART ASSOCIATION (Heart Fund) spearheads a nationwide program to combat heart and circulatory diseases - responsible for 55 per cent of all U. S. deaths. Your Heart Fund fights heart attack, stroke, high blood pressure, rheumatic fever, inborn heart defects and other disorders affecting more than 22 million Americans.

4. Administration Instructions

a. Lieutenant Colonel Z. E. SPRAGUE, USMC, G-4 Section Building 704, 1st Marine Aircraft Wing, Telephone Moment 57 or 56, is designated the 1st Marine Aircraft Wing Project Officer.

b. Project Officers assigned by each Group will contact the Wing Project Officer prior to 12 January 1966 for receipt of campaign material.

c. As usual, no monetary goal will be set, but a request for 100% participation and a generous gift from all personnel will be the aim.

d. Project Officers will ensure that all keyman's kits are properly filled out to indicate the identification of unit, military address, project officer's name, keyman's name, and the number of contributor's envelopes enclosed in each kit.

e. Contributions to this campaign will be in the form of MPC's or personal checks payable to "Health".

f. Instructions concerning the monetary control and campaign procedures are contained in the campaign material. In general, these instructions are:

(1) It is suggested that each keyman is assigned to solicit no more than 25 members.

(2) Each keyman receives a kit containing a four-part keyman tally sheet, a campaign poster, 25 contribution envelopes and educational folders for him to distribute an envelope and folder to each person he solicits.

WgBul 5340
10 Jan 1966

(3) Instructions appear on each kit and individual envelope. Designators of specific agencies by the contributor are urged. This gives the donors the opportunity of donating to the health agencies of their choice. Occasionally, a receipt is requested. The keyman is authorized to write one if the donor is willing to make his monetary contribution known.

(4) The donor inserts his gift in the envelope, designates specific amounts to the agencies of his choice and seals the envelope. Each keyman submits in his kit the four filled-out copies of his tally sheet and the sealed envelopes he has collected. The unit or assigned project officer initials the fourth copy of the tally sheet and returns it to the keyman. The other three copies are reinserted with the sealed envelopes in the kit.

g. Group Project Officers will ensure kits are sealed and delivered in adequate containers and under security to the Wing Project Officer by 25 February 1966. A memorandum for the record showing total number of kits and donor envelopes enclosed will be provided.

h. The 1st Marine Aircraft Wing Project Officer will ensure further delivery of kits under proper security to the III Marine Amphibious Force Project Officer by 0900 on 1 March 1966.

i. A new eight-minute 16mm sound-color film which depicts a family surmounting a health crisis with the aid of a National Health Agency will be available for showing through I Corps Special Services film exchange office. Project Officers are encouraged to show this film in connection with this campaign.

5. Action


a. Group Commanders will designate project officers. Further, Marine Wing Headquarters Group 1 will be responsible for the Wing Staff Sections.

b. Commanders are requested to give wide dissemination to the contents of this Bulletin and are urged to stress 100% participation in this worthwhile campaign for better health.

c. Commands are encouraged to use the technique of personal solicitation by keymen to secure maximum voluntary participation.

WgBul 5340
10 Jan 1966

6. Self-cancellation. 30 April 1966.


T. G. BRONLEWE, JR
Chief of Staff

DISTRIBUTION: "A" (less 1, 2, 3, 4, 10, 11, 12, 13, 15, 16) & "B"

Copy to:
CG, III MAF
CG, FMFPac

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

SECRET

SECRET

21:JFR:rde

5700

0071A3866

FEB 7 1966

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

Subj: Command Chronology for January 1966

Ref: (a) Wing Order 5750.1

1st MAW S&C No.	Copy No.
544-66	1

1. In accordance with reference (a) the following is submitted for inclusion in the Command Chronology for January 1966.

2. ORGANIZATION:

Colonel J. F. ROSS

Major G. J. KIUTH

Captain R. L. FRASER

CWO-2 A. MIRANDA

Wing Supply Officer

Assistant Wing Supply Officer

Marine Corps Supply Officer

Aviation Supply Officer

3. On 24 January the supply source for Wing Aviation units based in the Republic of Vietnam was changed to NSD Subic Bay vice NSD Yokosuka, Japan. At this time NSD Subic had built up their stocks on a special out-fitting program coded Z46. The percentage of stock on hand at the time this change went into effect was 75% completed. The new requisitioning procedures direct to NSD Subic are for aeronautical material only. (C)

4. The Commander, Naval Air Force, Pacific Fleet put into effect a new requisitioning procedure concerning Not Operational Ready Supply items. The source of supply for out of country units continues to be NSD Yokosuka. The big change came for units based in Republic of Vietnam. Sources of supply for Not Operational Ready Supply items are requisitioned directly from Aircraft Material Office, Oakland, Calif. by message for items containing Federal stock numbers, or the designated over haul point for bits and pieces that do not have federal stock numbers, to repair components. On priority messages submitted for Not Operationally Ready Supply items, NSD Yokosuka and NSD Subic are info addressee for intercept action. (U)

5. CRITIPAK. During the month of December 1965, the CRITIPAK criteria was revised as to the type of items and total weight a unit could request. Items nominated by Wing units reflected a marked change in the type of items requested, i.e., repair parts versus housecleaning, stationery etc., in the original CRITIPAK listings submitted in October 1965.

PAGE 1 of 2 PAGES
COPY 1 of 6 COPIES

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The January 1966 CRITIPAK has been received and due to receipt of repair parts some deadlined equipment, particularly communication-electronics items, have been repaired thus improving the combat readiness of the units. (U)

6. LAAM SUPPORT. Due to the lack of repair parts the supply support for LAAM Battalions remained critical during the month of January. Both LAAM Battalions remain in Readiness Category C3. The following action has taken place in order to restore the LAAM Battalions to CR CATC1. (S)

a. 1ST LAAM BN. A total of 78 line items have been received from the original 242 line items furnished to CG FMFPac during the month of December 1965. The remaining repair parts are being received on a piece meal basis. CG FMFPac is coordinating expeditious action on items that still remain outstanding. (C)

b. 2ND LAAM BN. CG 1st MAW directed 2nd LAAM Bn to furnish III MAF F1SG/F1SU and 3rd FSR a listing of repair parts required to attain the readiness category of C1, to date of 116 line items required 20 have been furnished. (C)

c. CG FMFPac message 210326Z Jan approved a change in the supply source for the HAWK peculiar parts for LAAM battalions. It provides that requisitions be submitted direct to the 3rd FSR in lieu of F1SG/F1SU and all requisitions passed to Barstow be supplied directly to the requisitioner. The change in supply procedure will reduce lead time substantially and should improve the supply support of the LAAM Battalions. (U)



J. F. ROSS

PAGE 2 of 2 PAGES
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APPENDIX(4)

DECLASSIFIED

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

52:FJF:jhd
5750
16 FEB 1966

CONFIDENTIAL

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.

2. This letter is downgraded to UNCLASSIFIED upon removal of enclosures (1) and (2).


F. J. FRAZER

Appendices 1 Area Assigned to Air Force Diagram
✓2 CHULAI Airfield Parking Area Diagram
✓3 " " " " " "
✓4 Map - Design on East Mt, Marble Mountain
Air Facility.

CONFIDENTIAL

Appendix (4)

G-5

1 January 1966 - 31 January 1966

ACofS, G-5

Colonel Fred J. Frazer

Asst. G-5

Lt. Colonel George W. King

NGOIC

Sergeant Joseph H. Denet

Enclosure (1)

CONFIDENTIAL

The work of the G-5 office during the month of January was influenced by the planned build up of forces in Phase II and Phase II(A) and the movement of forces within Vietnam. Because of these additions and changes, this report is divided into the general topics of Military Construction Program, Fiscal Year 1966; Marine Wing Service Group; Real Estate; Construction and Design; and COMUSMACV. (C)

MILITARY CONSTRUCTION PROGRAM, FISCAL YEAR 1966

During the first six days of January the G-5 office revised Table "B" and developed new line items for Phase II and Phase II(A) of the Military Construction Program for Fiscal Year 1966 (MILCON FY66). (C)

On 9 January 1966, the Base Development Board met and determined which line items were acceptable and they also determined the priorities for line items for Phase II and Phase II(A). (C)

MARINE WING SERVICE GROUP

On 1 January, the G-5 made a staff visit for five days to Marine Wing Service Group (MWSG), Iwakuni, Japan. During this visit the G-5 determined the needs of MWSG when they move to Vietnam. These needs included cantonments, storage and operating facilities, and the wing flight line. The final requirements were submitted in the FY66 MILCON as line item number G-505. (C)

REAL ESTATE

Major General K. B. McCutcheon, Commanding General, 1st Marine Aircraft Wing (CG, FMAW), and Colonel F. A. Scott, U. S. Air Force agreed on sharing the Class 5(A) storage area at Da Nang. ✓ Appendix (1) depicts the area assigned to the Air Force. This agreement took place on the 5th

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of January. (C)

On January 17th the Wing G-5 and the Liquid Oxygen (LOX) Officer selected a site for the new five ton LOX plant. This plant will be located northwest of the new northwest parking apron. The exact location is being determined by the design section of the Base Development Office. (U)

The Annual Real Estate Report was submitted to Commanding General, III Marine Amphibious Force and Naval Component Command on the 17th of January by the G-5. This report depicted the areas occupied by the 1st Marine Aircraft Wing as of 31 December 1965. Future requirements were not contained in the report. (U)

On 20 January the G-5 initiated a request to Commanding General, III Marine Amphibious Force to have the Army Vietnam Security Dogs and their kennels removed from the area adjacent to Marine Aircraft Group 11. This real estate is needed for the expansion of Marine Aircraft Group 11 or for future use of Marine Aircraft Group 13. (C)

The Base Development Board, on 25 January, agreed to the following:

- a. Assign 100 acres of real estate to Raymond, Morrison, Knudson at Marble Mountain. This 100 acres is located in the northeast corner of the road junction of the main road into Marine Aircraft Group 16 and the north-south road at Marble Mountain. (C)
- b. The fuel tanks planned for this area would be relocated to the southeast corner of this road junction. (C)
- c. The 1200 feet crosswind runway would be located at the south end of the present north-south runway at Marble Mountain. (C)

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d. Suitable land was not available for a Light Anti-aircraft Missile Battery, consequently it will be located on Hill 700 and in some area south of Marble Mountain to be designated. (C)

At this meeting the Air Force, Colonel W. T. Eisenbrown, stated the future needs of the Air Force at Marble Mountain were 10,000 square feet of parking apron, and an area for one or two maintenance quonset huts. He further stated that a cantonment area will not be required. (C)

CONSTRUCTION AND DESIGN

The one hundred per cent design submittal for the permanent runway at Chu Lai was approved on the 6th of January with the exception of the parking aprons. Lt. Colonel B. J. Stender, G-4, Marine Aircraft Group 12, Lt. Commander J. B. Pitman, Officer in Charge of Construction Da Nang, and Lt. Colonel G. W. King, Assistant G-5 designed acceptable parking aprons as depicted on Appendix (2). The Commanding General, 1st Marine Aircraft Wing approved this design. (C)

On the 7th of January the G-5 and Commander R. A. Bafus, Officer in Charge of Construction, Northern Area agreed on the priorities of construction for the Chu Lai air field. Subject priorities are depicted on Appendix (3). (C)

The G-5 on the 10th of January thru Captain Krickenburger, CEC, CincPacFlt representative, informed Fleet Marine Force, Pacific that the 135,000 square yards of parking apron at Da Nang was adequate for two air groups. Also that aircraft revetments listed on the original line items 67(A) and 67(B) were adequate. (C)

On the 26th of January G-5 drafted a message objecting to the construction specifications and design of the East Pad at Marble Mount-

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ain, see Appendix (4). (C)

G-5 requested 30th Naval Construction Regiment to design a command post bunker using Armco ammunition bunkers as the basic structure. Site for this bunker will be selected at a later date. (C)

The Commanding General, 1st Marine Aircraft Wing, informed G-5 on the 28th of January that he desired the parking apron at Da Nang to be moved as far north as possible thereby utilizing available space. G-5 began negotiations with Raymond, Morrison, Knudson and Officer in Charge of Construction. (C)

COMUSMACV

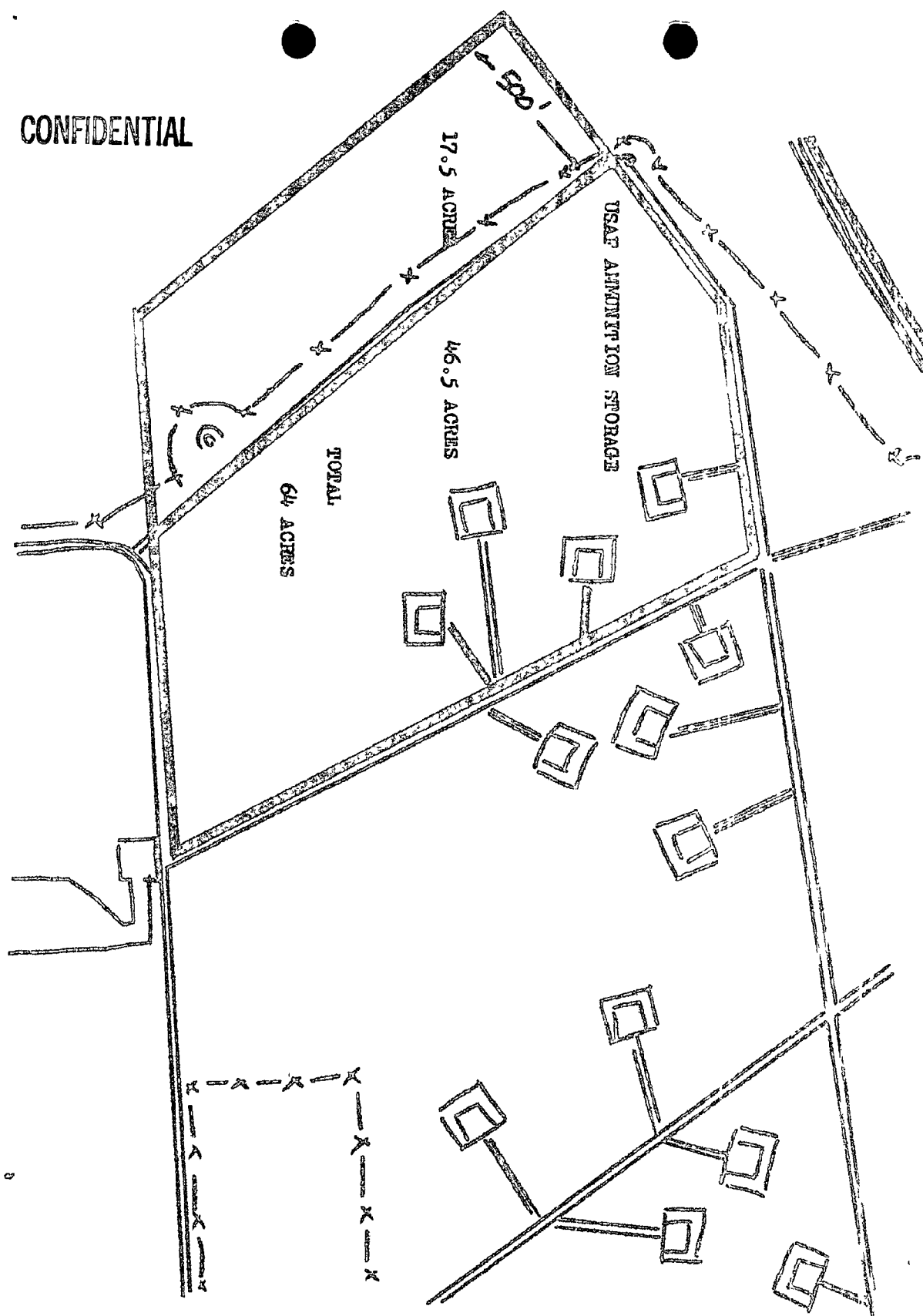
Major R. L. Johnson, U. S. Army, from J-4, MACV made a staff visit to G-5 on the 13th of January. He discussed the design for the parking apron at Chu Lai, Appendix (2). The G-5 informed Major Johnson that the siting of the permanent runway with a 320° orientation was satisfactory to the 1st Marine Aircraft Wing. (C)

Major Johnson also discussed the plan to construct a cross wind runway at Marble Mountain, and the plan to paint the main runway with Ferrox or other non-skid paint. (C)

On the 27th of January Major Johnson again visited the G-5. He stated funds for the construction of the West Pad at Marble Mountain came from the Army and Navy. Army furnished \$785,000 and the Navy furnished \$900,000. It was noted that the Air Force did not furnish any funds. (C)

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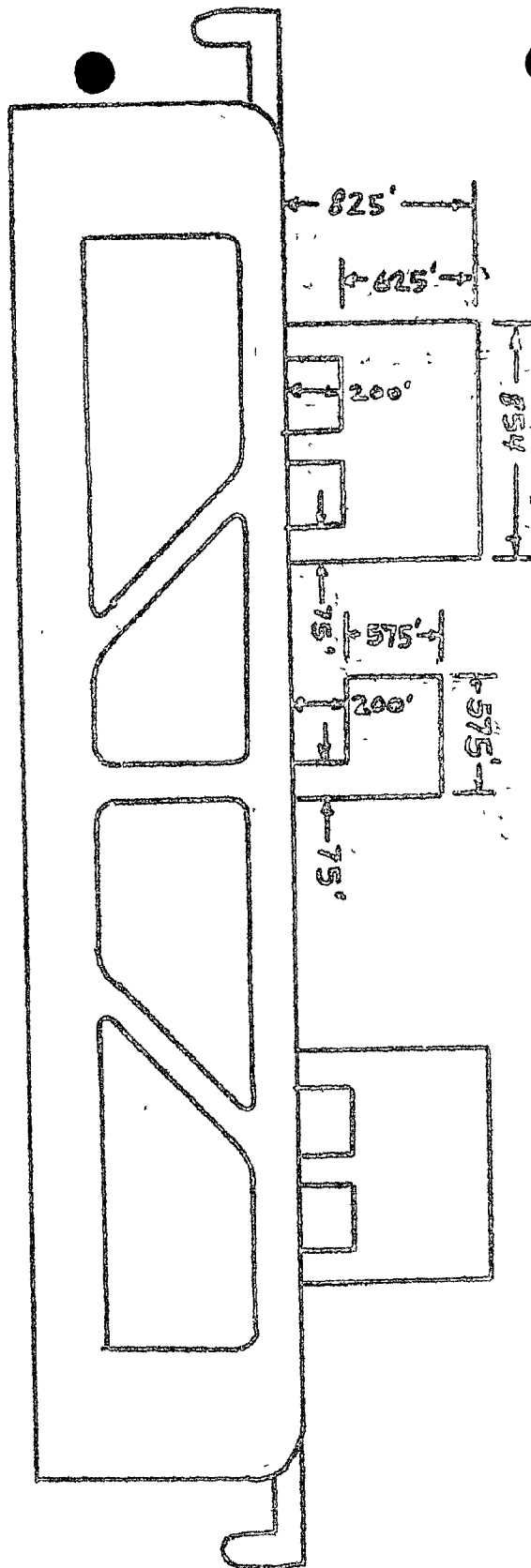
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Appendix (1)

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CHU LAI AIRFIELD, INH

NOT TO SCALE

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BuDocs Drawing 1,098,863

Appendix (2)

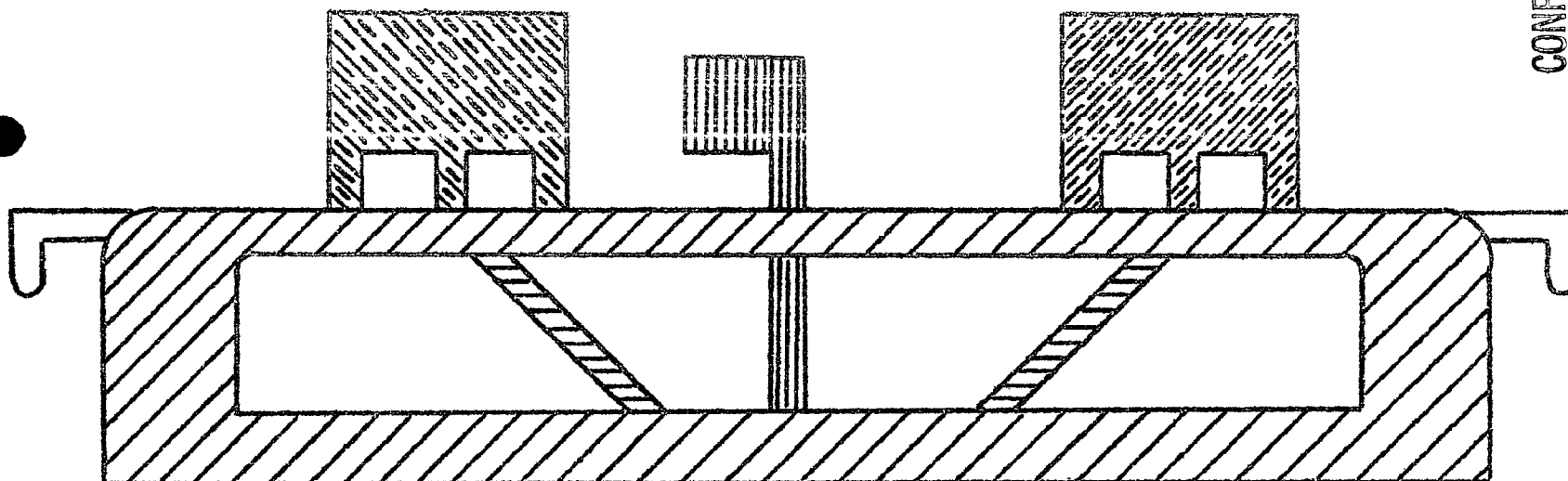
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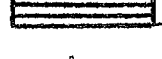
Appendix (2)

CHU BAI AIRFIELD, RVN

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Appendix (3)



-  Priority One
-  Priority Two
-  Priority Three
-  Priority Four
-  Priority Five

NOT TO SCALE

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Enclosure (1)

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CONFIDENTIALMESSAGE DISTRIBUTION CENTER
1st MARINE AIRCRAFT WING

PRIORITY

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260717Z

FROM: CG SAN

TO: OICG, SAIGON

INFO: CG, III MAF/VCC
OICG, CA NANG
CG, MAG ONE SIX

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DESIGN OF EAST MAT, MARBLE AT AIR FACILITY

1. CONTINUED DEGRADATION OF SPECIFICATIONS FOR EAST MAT IS MATTER OF MOST SERIOUS CONCERN. LATEST PLAN ELIMINATES BURIAL MEMBRANE.

2. MATTER DELIVERED ON SITE IS OLD STYLE PSP PARTIAL WITH VASTAGE PART. BASED ON EXPERIENCE WITH PRESENT EAST MAT APPLICATION FOLLOWING PROBLEMS AFFECTING DURABILITY AND TURBIDITY ENGINE TYPE.

A. OLD STYLE PSP 30 PERCENT LIGHTER THAN M-8 PSP HAS LOWER WHEEL LOAD CAPACITY. TWO SHALLOW RIPS OF OLD STYLE PSP PROVIDE LITTLE BRIDGING CAPABILITY COMPARED TO DEEPER AND WIDER RIPS PER M-8 PLAN. OLD STYLE PLANK WILL REST FLUSH ON SAND SURFACE WITH NINE EDGES OR PIERCED HOLES PER CUTTING INTO "SKELED" SURFACE. CIRCULAR CORE OF SAND WILL PULL UP THROUGH EACH HOLE TO BE BROKE UP BY KICK TIRE ACTION AND BLOWN AWAY BY ROTORS.

B. WELL KNOWN TENDENCY FOR OLD STYLE PSP TO BEND WILL CAUSE UNDULATING MAT SURFACE WITH VOIDS UNDER HIGH SPOTS. VEHICLE AND HELO TRAFFIC OVER THESE HIPS WILL INTRODUCE VIBRATION OR IMPACT LOCOMOTION ON SAND SURFACE TO SPEED EROSION PROCESS DESCRIBED ABOVE.

3. TH SUMMARY BELIEVE CERTAIN SUCCESSSES WITH SOLID MATTING ON CO PAINTED SAND HAVE INDUCED UNWARRANTED CONFIDENCE IN EAST MAT DESIGN. TH 3-130 INDICATES MAXIMUM SIX MONTH LIFE FOR TWO INCH BUTYRHOUS PENETRATION AS DUST PALLIATIVE ON SURFACE EXPOSED TO ROTOR BLAST.

4. CONSTRUCTION OF EAST MAT MAT WITHOUT BURIAL MEMBRANE IS UNACCEPTABLE AND TO THIS COMMAND. REQUEST REINSTATEMENT OF LATE-RE REINFORCEMENT IN SPECIFICATIONS.

GR4 DIST S/S, G-4, G-5

[Signature]
E. J. FRAZER, COL.
C-5 MOMENT 38
PRATT

G-4 *[Signature]*

[Signature]
P. G. BROOKLINE, JR., COL.
CHIEF OF STAFF MOMENT 5
RELEASER

PRIORITY

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PRIORITY

TOO 27/2830Z

260717Z/44 JAN 66

Appendix (4)

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APPENDIX (G)

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

10:JJC:gao
5750
14 Feb 1966

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

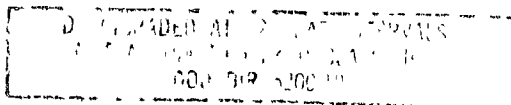
Subj: Command Chronology

Ref: (a) WgO 5750.1C

Encl: ✓(1) Significant Communication-Electronics Events during January 1966
 ✓(2) Discussion Topic regard CMC visit to WESTPAC
 ✓(3) Reorganization of IWSG and MWHG
 ✓(4) Study connection teletypewriter circuit TADC to each IAG
 ✓(5) Certain Communication Personnel Information
 ✓(6) Logistics Summary Report submitted to Assistant C/S, G-4 (22Jan66)
 ✓(7) Telephone Requirements
 ✓(8) Landline Requirements for Chu Lai
 ✓(9) Personnel of the CEO Section as of 31 Jan 1966

1. In accordance with reference (a), enclosures (1) through (9) are forwarded.

James A. Blakely
JAMES A. BLAKELY



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Appendix(5)

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Significant Communication-Electronics Events during January 1966.

1. The Communication-Electronics Officer's memo 10:WHS:gao 5050 of 1 Jan 1966 to the Chief of Staff submitted Discussion Topic regarding CMC visit to WESTPAC (CEO Topic 1st MAW Position Paper). See enclosure (2).
2. On 2 January 1966, the Chief of Staff requested comments on the proposed reorganization of IMSG and IAHG. Enclosure (3) are comments submitted to the Chief of Staff by Communication-Electronics Officer's memorandum 10:WHS:gao 3100/2 of 5 January 1966.
3. Commanding General, 1st Marine Aircraft Wing ltr 10:RUE:wes 5041 of 6 January 1966 to Commanding Officer, Marine Aircraft Group 36 indicated that the Communication-Electronics Administrative/Materiel Inspection of Marine Aircraft Group 36 would be conducted on 12 January 1966.
4. Communication-Electronics Officer's memorandum 10:WHS:wes 2303 of 6 January 1966 to the Chief of Staff discussed the utilization of a teletype-writer circuit for the Tactical Air Direction Center to each Marine Aircraft Group. See enclosure (4).
5. On 7 January 1966 a NAVCOMINT Investigative Team from Hawaii arrived in the Danang area. This team was composed of LtCol B. E. HORNER USMC, LtCdr G. W. JONES, USN and Mr F. T. THORNTON, GS-11. This team discussed the problems concerning the transmission and receipt of messages between this area and Hawaii. The 1st Marine Aircraft Wing Communication Center was found to be handling messages in accordance with proper procedures. After numerous messages had been checked, it was determined that most of the message delays/non-deliveries were caused at intermediate relays such as Nha Trang and Clark, Air Base.
6. On 10 January 1966 a teletype circuit was established between the Tactical Air Direction Center and Marine Aircraft Group 36 Operations (S-3). See enclosure (4).
7. Communication-Electronics Inspector's memorandum 10:RUE:gao 5041 of 15 January 1966 to Commanding General, 1st Marine Aircraft Wing (Attn: Inspector) via Commanding Officer Marine Air Base Squadron 36 and Commanding Officer, Marine Aircraft Group 36 (Subj: Inspection of Communication-Electronics Section MAG-36; report of). Subject memorandum quoted in part "A communication-electronics inspection of Marine Aircraft Group 36 was held on 14 January 1966. The overall grade is Good with a numerical mark of 85%. Noteworthy items include the communication section training program, and the excellent working relationship between the Communication Officer and the Supply Officer".

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8. Commanding General, 1st Marine Aircraft Wing ltr 10:RUF:wes 5041 of 16 January 1966 to Commanding Officer, Marine Air Support Squadron 2, indicated that a Communication-Electronics Administrative/Materiel Inspection would be conducted 18/19 January 1966. Detachment "A" would be inspected at Chu Lai on 18 January and elements of Marine Air Support Squadron 2 at Danang on 20 January.

9. Commanding General, 1st Marine Aircraft Wing ltr 10:RDS:gao 2030 of 18 January 1966 to Commanding General, III Marine Amphibious Force (Attn: CEO) indicated that a requirement exists to establish a circuit between 1st Marine Aircraft Wing Communication Center and the 1972d Communication Squadron Communication Center for the purpose of transmitting high precedence fragmentary messages.

10. Due to the importance of the Wing Communication-Electronics Officer to be aware of all communication-electronics matters within Vietnam a letter from the Commanding General, 1st Marine Aircraft Wing 10:JAB:gao 5050 of 19 Jan 1966 was sent to Commanding General, III Marine Amphibious Force/Naval Component Command, subject Attendance at COMUSMACV J-6 monthly C-E meetings. This message herewith quoted in full.

"1. This command has a vital and continuing interest in communications-electronics matters within Vietnam. Of particular significance are command communications which provide 1st Marine Aircraft Wing entry into the SEA Integrated Tactical Air Control System.

2. In view nature of 1st Marine Aircraft Wing involvement in this matter it is requested that a representative of this command be permitted to attend the COMUSMACV J-6 monthly C-E meetings."

Commanding General, III Marine Amphibious Force FIRST ENDORSEMENT 10:PCD:jhb 5050 of 23 Jan 1966 to Commanding General, 1st Marine Aircraft Wing approved Commanding General, 1st Marine Aircraft Wing ltr 10:JAB:gao 5050 of 19 Jan 1966 (Subj: Attendance at COMUSMACV J-6 monthly C-E meetings).

11. The availability of Communication Officers within the Wing within the next few months will be critical. Commanding General, 1st Marine Aircraft Wing ltr 10:JAB:gao 1301 of 20 Jan 1966 to Commanding General, III Marine Amphibious Force/Naval Component Command gives our status of Communication Officers. See enclosure (5).

12. Wing Communication-Electronics Officer's memorandum 10:RUF:gao 5041 of 20 Jan 1966 to the Wing Inspector, indicated plans to implement the following inspection schedule for the month of February 1966:

- a. Marine Air Control Squadron 6 on 21-22 February 1966. (This is a reinspection).
- b. Marine Air Base Squadron 12, Marine Aircraft Group 12 on 25 February 1966.
- c. Second Light Anti-Aircraft Missile Battalion on 26 February 1966.

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13. Communication-Electronics Inspector's memorandum 10:WHS:gao 5041 of 21 Jan 1966 to Commanding General, 1st Marine Aircraft Wing (Attn: Inspector), via Commanding Officer, Marine Air Support Squadron 2 and Commanding Officer, Marine Wing Headquarters Group 1, subject; Inspection of Communication-Electronics Section MWS-2; report of. Subject memorandum quoted in part:

"1. A Communication-Electronics Inspection of Marine Air Support Squadron 2 was held on 18 and 19 January 1966. (Less ASH Bravo and Delta). The average grade is satisfactory with a numerical mark of 79%.

2. Noteworthy items include the manner in which the Squadron is performing its mission at diverse locations and the excellent coordination of all elements of the Squadron with other units.

3. Minor discrepancies noted."

14. CG 1st MAW message 211110Z to MWHG-1, MAG-11, MAG-12 and MAG-16 indicated that a teletype circuit would be established between the Tactical Air Direction Center and the Operations section (S-3) of MAG-11, MAG-12 and MAG-16 at 230800H. This is for the same purpose as the MAG-36 requirement, paragraph 6 herein. Personnel to operate these circuits will be TADC/S-3 personnel. Communication personnel initially activate the circuits and assist when required.

15. Commanding General, 1st Marine Aircraft Wing ltr 10:JAB:wes 3140 of 21 Jan 1966 to Commanding General, Fleet Marine Force, Pacific, subject; Meteorological Vans for SATS Installation, quoted in full:

"1. This command understands that subject vans are being assembled at Norfolk, Virginia.

2. The requirement exists for the subject vans to be capable of receiving the fleet weather broadcast from TARIAC, Philippine Islands. This will require a receiver capable of reception of an FSK Transmitter between 75 and 135 kilocycles.

3. It is requested that the subject vans be modified while at Norfolk, Virginia, to incorporate the capability stated in paragraph 2 above. Such modification will materially enhance the capability of subject vans to accomplish their primary function in the Republic of Vietnam."

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16. A verbal request from Assistant Chief of Staff, G-4 requested a Logistics Summary Report. A report was submitted to G-4 on 22 Jan 1966. See enclosure (6). The requirement for this report is forthcoming as a memorandum from Assistant Chief of Staff, G-4.
17. The Communication-Electronics Officer, III Marine Amphibious Force requested telephone pole requirements. See enclosure (7), Commanding General, 1st Marine Aircraft Wing ltr of 23 Jan 1966.
18. 1st Marine Aircraft Wing (Rear) 240512Z Jan 1966 announced a Transistor Fundamentals course to be conducted at Tachikawa AB, CG 1st MAF 290619Z Jan 1966 to 1st MAF (Rear) requested a quota of 14. 913S FLD TNG DLT TACHIKAWA AB 310515Z to 1st MAF (Rear), information to CG 1st MAF indicated course would be conducted 18 February 1966 - 4 March 1966.
19. On 29 January 1966 an Intercommunication System was installed within the 1st Marine Aircraft Wing Headquarters. Intercommunication sets were installed in the following sections; CG's quarters, AWC's office, CofS's quarters and office, Direct line Wing Cofs and III MAF Cofs, G-1, G-2, G-3, G-4, CEO, Staff Sec, Adj, Comptroller, Aircraft Maintenance Officer, and Tactical Air Direction Center. This system seems to be working very satisfactorily.
20. LtCol J. A. BLAKELY, Wing Communication-Electronics Officer departed on 29 January 1966 TAD Headquarters, Fleet Marine Force, Pacific to attend Commander-in-Chief, Pacific, South East Asia Communication Planning Conference.
21. Communication-Electronics Officer's memorandum 10:WHS:gao 2305 of 31 Jan 1966 to the Wing Chief of Staff, subject: Landline Requirements for Chu Lai. See enclosure (8).
22. The total message traffic handled by the 1st Marine Aircraft Wing Communication Center concluded for the month of January at 42,304; 20,118 Outgoing and 22,186 Incoming. Both Incoming and Outgoing messages increased approximately 1400 from December.

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1st MAW Position Paper

Subject: Status of fixed plant communication equipment required for current situation.

1. Facts.

a. The First Marine Aircraft Wing is operating a fixed plant Communication Center with monthly message transmission average in excess of 30,000. It is presently equipped with 70% Army loaned equipment, 20% Navy equipment, and 10% Marine Corps tactical equipment.

b. Three subordinate Communication Centers are operated in the 1st Marine Aircraft Wing (MAG-12, MAG-16, and MAG-36). These subordinate communication centers guard for those units in near proximity. Their operation is essentially that of a fixed plant communication center. however, they utilize their tactical equipment.

2. Discussion

a. The services provided by Communication Centers are essential for the accomplishment of the 1st Marine Aircraft Wing 's mission. Marginal service is not acceptable.

b. Marginal service often results from operating under a severe handicap caused by equipment limitations. This limitation is due to equipment outages and time delay necessitated by frequent equipment repair. Tactical equipment has not proven satisfactory for the sustained operations.

c. Fixed plant equipment has been requested by CG III MAF and CG FMFPac for the 1st Marine Aircraft Wing, however, this is not in sufficient quantity to provide for planned additional circuits or for 100 WPM capability with subordinate Communication Centers.

3. Recommendations

a. That a survey be conducted by competent engineers to determine the present and future requirements for fixed plant equipment required in all in-country 1st Marine Aircraft Wing Communication Centers.

b. That on conclusion of the study, every assistance be given by higher headquarters to expedite procurement and delivery.

Enclosure (2)

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4. Action Being Taken

a. As previously mentioned, certain fixed plant equipment for the 1st Marine Aircraft Wing has been requested.

b. A request for a Communication Engineering Survey Team has been submitted to CG, III MAF.

c. CG, III MAF has requested a Communication Engineering Survey Team from Naval Communications System Headquarters.

5. Action By Higher Authority

a. CMC render all assistance possible in procurement, transportation, and installation of fixed plant Communication Center equipment requested and future requests.

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CEO Comments

1. The reorganization recommended in the study is not concurred in for the following reasons:

a. The Air Control System is the means by which the Wing Commander exercises operational command and control of the Wing, therefore the apex of this control, i.e. TACC/TADC must remain at Wing Level. If the MWACG is assigned the mission "To Provide Air Control for the MAW" and "... conduct the anti-air warfare planning for the MAW." with "... the necessary staff...", it is doubtful that the Wing Commander could exercise his authority/responsibility on a continuing basis without actual co-location with the CO MWACG, ~~or~~ the Communication Section contained in MWSS is not sufficient to provide the Commanding General and his staff a means for overall command and control. Additionally, if the staff of MWACG is to plan and advise the CO MWACG of those matters concerning the air control system and anti-air warfare planning, to include logistics, intelligence, operations and communications, it does not appear that there will be much requirement for the size of the Wing Staff recommended.

b. If the assumption is made that the Headquarters, MWACG and Headquarters, MWSSG are colocated with the Wing Headquarters for operations, then a communication section in each group is not required.

(1) The present Communication-Electronics Section of H&HS, MWSSG provides all Wing Headquarters communications, to include command and control. In the study, this section was to be in the MWACG (less some maintenance personnel) with all its capabilities. In effect, this left the Wing Headquarters without an adequate Communication Section. The one reflected in the MWSSG is the same Communication Section that is presently in MWSSG with a few maintenance personnel added for 4th echelon aviation-peculiar communication-electronics equipment. This Communication Section is not sufficient for the task, and yet increasing their size and amount of equipment to accomplish the job would be a heavy increase over that now authorized.

(2) If, as mentioned before, the two Communication Sections were colocated, where would the lines of responsibility lie as to operation? Traditionally there has been one Communication Section that provides the communications for the Headquarters and its support unit (whether it be Co, Sqd, Bn, or Group). This prevents duplication and provides maximum utilization of resources. This study does not recommend a better means and in effect does not explain how overall communications for control and command will be accomplished.

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c. It is assumed that MACS and MASS will retain their current authorized echelons of maintenance for communication-electronics. Based on this assumption the following comments are submitted if the reorganization plan is adopted:

(1) Transfer of 4th echelon maintenance of Marine Corps furnished aviation peculiar communication-electronic equipment for all Wing units (less IMCS and MASS) from IMWG is satisfactory providing the support activity is colocated with or in close proximity to the IMACG.

(2) Since fourth echelon maintenance for aviation peculiar communication-electronic equipment is within the mission of aviation units of the Air Wing, it is not recommended that Force Service Regiment be in the channel of evacuation for aviation peculiar communication-electronic equipment.

(3) Under Logistical Capabilities for H&HS, IMACG regarding communication-electronic maintenance, it is recommended that it read "Capable of performing third echelon maintenance of organic Marine Corps furnished communication-electronic equipment (less modularized equipment)." Also under logistical capabilities for IMSS, MWSC, it is recommended that it read "Capable of performing fourth echelon maintenance on Marine Corps aviation peculiar equipment of all wing units (less IMCS and MASS) and third echelon maintenance on communication-electronics equipment organic to all wing units (less MACS and MASS) to include modularized equipment." It is believed that by altering the present maintenance capabilities, as noted above, of H&HS, IMACG and IMSS, MWSC this would be more in line with the maintenance objectives of the reorganization of IMWG.

2. It is recommended that a communication-electronics representative, familiar with Marine Aircraft Wing Communication-Electronics, attend the FIFPAC conference on reorganization.

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Study connection teletypewriter circuit for TADC to each MAG

1. A feasibility study was conducted on establishing a teletype circuit between the TADC and each S-3 of the deployed Marine Aircraft Groups.
2. As a result of the study, it was determined that it was within the capabilities of the Marine Aircraft Groups and Marine Wing Headquarters Group to establish a teletype circuit between the Groups and TADC.
3. The circuit could be established and operated as follows:
 - a. A half-duplex (only one station send at a time) circuit would be established between the TADC and each of the following MAGs: MAG-11, 12, 16, and 36.
 - b. The TT circuit should be established uncovered initially and as the utilizing personnel become proficient, the circuit be made secure. The capability for secure TT is available within the Wing resources.
 - c. On establishment of this circuit, it is recommended that the TT machines at the MAGs be terminated in the respective S-3 offices and operated by S-3 personnel. Sufficient communication personnel are not available except for assistance and maintenance.
 - d. The circuit would be a direct circuit in that four TT machines would be located in the TADC and the TADC would have continuous TT contact with each MAG S-3.
4. Upon order, the teletypewriter circuits could be installed and operational in 72 hours.

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Certain Communication Personnel Information.

Following information quoted from CG, 1st MAW ltr 10:JAB:gao 1301 of 20 Jan 1966 to CG, III MAF.

1. In accordance with verbal instructions III MAF, CEO to 1st MAW, CEO following information is furnished:

2. As of 20 January, 1966, this command is short a total of ten (10) communication officers, MOS 2502, as follows:

<u>No.</u>	<u>Rank</u>	<u>Organization</u>
1	Lt.	MAG-11
1	Lt.	MAG-12
1	Lt.	MAG-13
1	Lt.	MAG-16
1	Lt.	MAG-36
1	Lt.	MSG-17
1	Maj.	MCAS, Iwakuni
<u>3</u>	Lt.	MCAS, Iwakuni
10 Total		

3. By 30 April, 1966, this command will lose a total of eight (8) additional communication officers, MOS 2502, as follows:

<u>No.</u>	<u>Rank</u>	<u>Organization</u>
1	Capt.	MMAG-1
1	Capt.	1st LAAI BN
1	Lt.	MAG-12
1	Capt.	MAG-16
1	Lt.	STF
1	Lt.	Hq, 1st MAW
1	Lt.	MMAG-1
<u>1</u>	Capt.	MMAG-1
8 Total		

4. Information available to this Command indicates that only four (4) communication officer, MOS 2502, replacements are due in by 30 April 1966. Three of the four are being ordered direct to MCAS, Iwakuni, Japan.

5. The First Marine Aircraft Wing Communication Center needs a total of twenty-seven (27) 2541/2543 in order to properly staff a three-section communication center watch.

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Communication-Electronics

a. PU-608 Generators. Six are allowed for each MACS, a number in sufficient to power both TPS-34 and TPS-22 systems. Four additional PU-608's have been requested for each MACS. Parts and higher echelon maintenance are not adequate as yet to support these generators. The PU-608 initial parts kit have been received in the using units but have been consumed at a faster rate than anticipated. PU-608's have required a higher number of hours of maintenance than was originally anticipated. The in-service date of the TPS-34 Radar Set has slipped from an original 1 Jan 65 to some indefinite date in 1966, primarily due to the lack of suitable 400 cycle power. The PU-608, because of voltage and frequency controls, is the only suitable power source that can be used with the TPS-34 and TPS-22 radars. Although the primary problem with the PU-608 has been spare parts support, only six generators are assigned to support both radars for continuous operation. Additional PU-608's are required and have been requested as back-up power supply.

b. TPS-34 Radar. Additional problems affecting the in-service capability of the TPS-34 radar is the unsuitability of the inflatable radome C-623/TPS-34. To date the MACS have submitted 12 ULR's alone on the radome. This Headquarters has recommended another type of radome such as used by other radar systems, preferably a semi-rigid or fiber glass radome, as used with radar systems AN/FPS-20 or AN/FPS-6. Radar system TPS-34 is, as are the PU-608 generators, using parts and radome sections faster than was intended by factory and provisioning agencies; therefore without increased support, the TPS-34 system is not dependable for reliable use by the MACS.

c. TPS-22 Radar. This system has not been in use as yet by the MACS, but is in the process of being installed with an in-service date of 3 March 1966. Early experience with this system indicates that the same problems will be encountered with this large complicated system as have been experienced with the TPS-34 system.

d. Radio Relay Equipment. IRC-62, IRC-63, and TRC-27. Problem areas with these equipments are constant use and around the clock operation, causing parts for repair and maintenance to be used faster than they can be provided by support units.

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

10:RIF:gao
2305
23 Jan 1966

UNCLASSIFIED

From: Commanding General
To: Commanding General, III Marine Amphibious Force (Attn: CEO)
Subj: Telephone Poles

Ref: (a) III MAF CEO conference of 22Jan66
(b) 1st MAW CEO memo of 20Sep65

1. In accordance with reference (a), the following telephone pole requirements for the 1st Marine Aircraft Wing are submitted.

a. In addition to the 1,000 telephone poles requested by reference (b), the 1st Marine Aircraft Wing requirements for the remainder of calendar year 1966 will be 200 telephone poles. This includes an estimated 10% for expansion and replacement, and an additional 100 for H&HS-1 to provide for the Tango Sector Area.

b. The hardware requirements for 40 foot wooden telephone poles include:

- (1) One cross arm per pole.
- (2) Three guy wires, with ground anchors and attaching hardware per pole.

c. The substitution of forty foot wooden poles for the originally requested metal telescopic poles presents new installation problems. The 1st Marine Aircraft Wing does not have the equipment required for proper installation of the large and unwieldy wooden poles. Therefore, after receipt of the poles, assistance from your headquarters will be requested for the ground preparation and erection of subject poles.

d. To summarize present and future requirements:

- (1) 1,000 poles were initially requested and 100 metal telescopic poles have been furnished.
- (2) 200 additional poles will be required during the calendar year 1966.

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- (3) One cross arm per pole for a total of 1200.
- (4) Three guy wires with attaching hardware and ground anchors per pole for a total of 300 wires.
- (5) Installation assistance as required.

/s/James A. Blakely
JAMES A. BLAKELY
By direction

UNCLASSIFIED

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

10:WHS:gao
2305
31 Jan 1966

UNCLASSIFIED

From: Communication-Electronics Officer
To: Chief of Staff

Subj: Landline Requirements for Chu Lai

Ref: (a) Chief of Staff memo of 28 January 1966
 (b) Assistant Division Commander, 3d Marine Division 10/RLC/sjk
 2400 of 24 Jan 1966 (Inclosed herein as part of enclosure (8))

1. Reference (a) requested if we should consolidate the Chu Lai requirements of reference (b).
2. Major R. L. CLARROTHERS Assistant CEO, 1st Marine Division was the originator of this letter and visited this office on 30 January 1966. The letter was published with the intent of obtaining information for 1st Marine Division enclave planning. Additionally, the information was to assist civilian engineers, presently in the Chu Lai area, in computing cable requirements and telephone density for future dial system.
3. It is recommended that we do not consolidate the requests for the purpose of reference (b), except requirements for dial telephones, for the following reasons.
 - a. Communications personnel are presently cooperating at the "working level" in maintaining the wire lines in the Chu Lai enclave. Centralization at this level might disrupt this mutually beneficial cooperation.
 - b. Consolidated information would not have any material benefit and would be time consuming in compilation.
 - c. The letter is intended as a request and for the purpose of developing future plans of mutual benefit.

UNCLASSIFIED

d. Centralization of requirements at this Headquarters might indicate a recognition of a "boss" in Chu Lai that doesn't exist. At least for the present as far as the requested communication requirements are concerned.

e. The 1st Marine Division intended to install pole line construction on the Chu Lai IIR. They have the resources, we don't, therefore, we have everything to gain and nothing to lose at this time. Interjection at this Headquarters of consolidated requirements might prematurely precipitate decisions adversely affecting the Wing in the future.

4. The requirement for dial telephones in the Chu Lai enclave was submitted to III MAF in December. These are the requirements that all computations will be based on, and Major CARRUTHERS has been so advised.

/s/W. H. Stoetzer
W. H. STOLTZER
Acting

HEADQUARTERS
ADC Group, 3d Marine Division (Rein), FMF
FPO San Francisco 96601

10/RLC/sjk
2000
24 Jan 1966

UNCLASSIFIED

From: Assistant Division Commander, 3d Marine Division
To: Distribution List

Subj: Landline requirements

1. The rapid build up of units in the Chu Lai Enclave, from many different parent commands, has necessitated the hasty construction of the existing field wire installation. In some instances, this system is unnecessarily duplicated; in others, it provides only marginal service. Future developments in this enclave will require a consolidation and upgrading of the present temporary system, and the installation of a permanent cable plant with a greatly expanded capacity. It is intended to accomplish these ends in the following manner.

a. Initially, based upon the requirements of unit commanders, the existing field wire system will be consolidated and improved by various units on a sector of responsibility basis. Sectors of responsibility will be determined by mutual consent and coordinated by this Headquarters. Each unit will be responsible for maintaining circuits which pass through or into its sector. Local, internal circuits will not be included in this phase.

b. Next, a multipair aerial cable system will be installed throughout the enclave. The capacity of this cable will be adequate to meet present trunking and long local telephone, teletypewriter and direct line requirements. Again, internal unit requirements will continue to be the responsibility of the unit.

c. Ultimately, an automatic (dial) telephone system and an accompanying fixed cable plant is planned for the Chu Lai Area.

2. To effect the improvements listed above, the following information must be provided by the units based in this enclave.

1

Enclosure (8)

UNCLASSIFIED

UNCLASSIFIED

a. A circuit diagram which shows all current requirements for landline circuits, to include trunks, long locals, external direct lines, test points (capacity and coordinates) and external teletypewriter circuits.

b. A listing of all field telephones in use and a notation as to which switchboard they are served by. Direct (Hot) lines should show the distant terminating station.

c. A listing of impending or future landline requirements using the following format.

<u>CIRCUITS</u>	<u>required</u> <u>FY66</u>	<u>required</u> <u>FY67</u>	<u>TOTALS</u>
a. Dial Telephones			
b. Direct Line Service			
c. Magneto (Field) Telephones			
d. Teletypewriter			
e. Other			

3. To expedite planning and to properly size the telephone exchange and cable plant, it is requested that the information required by paragraph 2, above, be provided this headquarters by 1 February 1966.

/s/J. M. Platt
J. M. PLATT

Distr:

Action:

CO 7th MAR
CO 1st MAR
CO MAG 12
CO MAG 36
CO 3dBn 12th MAR
CO 1stBn 11th MAR
CO 3dBn 11th MAR
CO MACS-7
CO 2d LAM Bn
CO MCB-4
CO FLSU-1
CO NavSupAct Danang

Info:

CG III IAF
CG 3d MAR DIV
CG 1st IAW

UNCLASSIFIED

Personnel of the Communication-Electronics Officer Section as of 15 January 1966.

<u>NAME</u>	<u>RANK</u>	<u>RTD</u>
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
SEAT, WILLIAM E.	PFC	May66

SECRET

MONTHLY ~~OPER~~ STATISTICS

TASKS	LAST MONTH	THIS MONTH	YESTERDAY	TASKS	LAST MONTH	THIS MONTH	YESTERDAY
AIR MED RECON (AR)		16	15	PSYC WAR (PSW)		11	
COMBAT L. (CE)		6		VISUAL RECON (VR)		539	21
HELICOPTER L.		504	26	TAC AIR COORD (TACA)		52	3
INTERDICTION				A/C RECOVERY (TAR/ARA)		14	
SUPPRESSIVE FIRE (SF)		4		MED-EVAC TAC (MT)		536	31
COMBAT TROOP (CT)		2078	120	ADMIN/LIAISON (AL)		630	17
COMBAT CARGO (CC)		1347	13	DEFOLIATION (DEF)			
LOGISTICS TROOP (LT)		2130	127	VIP FLT (VIP)		196	11
LOGISTICS CARGO (LC)		2318	116	TRAINING (T)		6	
MED-EVAC ADMIN (MA)		119	6	FERRY (F)		42	
COMMAND (COM)		29	6	ABORTED (A)		58	2
SEARCH & RESCUE (SAR)		130		OTHER		244	4

	PREVIOUS MONTH	LAST MONTH	THIS MONTH	YESTERDAY	REMARKS:
SORTIES	20,332	24,962	25,952	1017	DOES NOT INCLUDE
MISSIONS	1863	2067	2,030	76	FFVN AND SLF OPNS.
FLT HOURS	8038.2	8,875.7	9,291.9	401.4	
CARGO TONS	1284	1971	1906	49	CURRENT AS OF
TROOPS PAX	27,690	33,884	33,377	1521	31 JAN 66 SECRET

DECLASSIFIED

DECLASSIFIED

APRIL 1966
SUP 111MAF

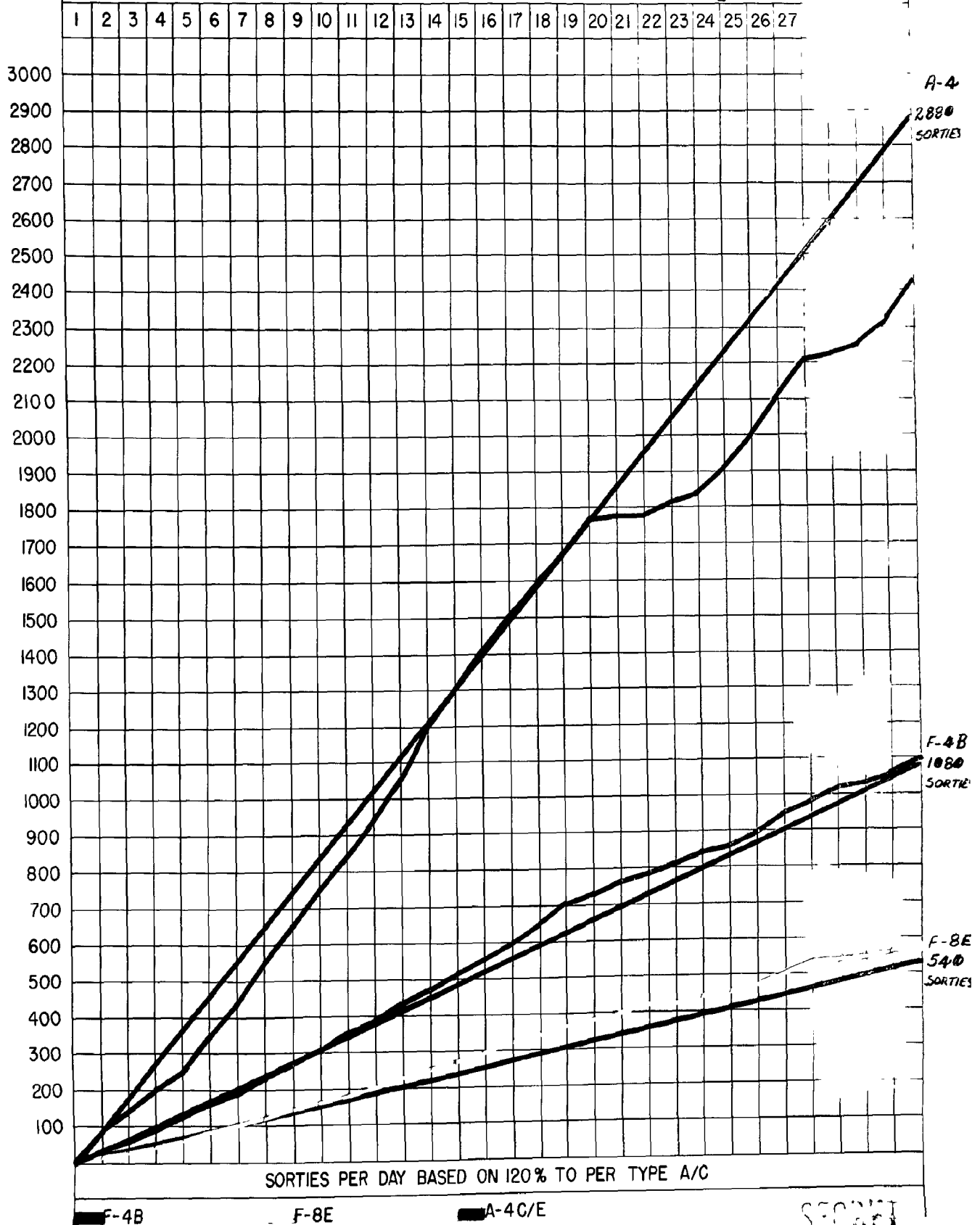
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SECRET

1st MAW A/C ——— IN COUNTRY BASE

DAYS 1-31

MONTH JANUARY 1966



SECRET

SECRET

AG-12

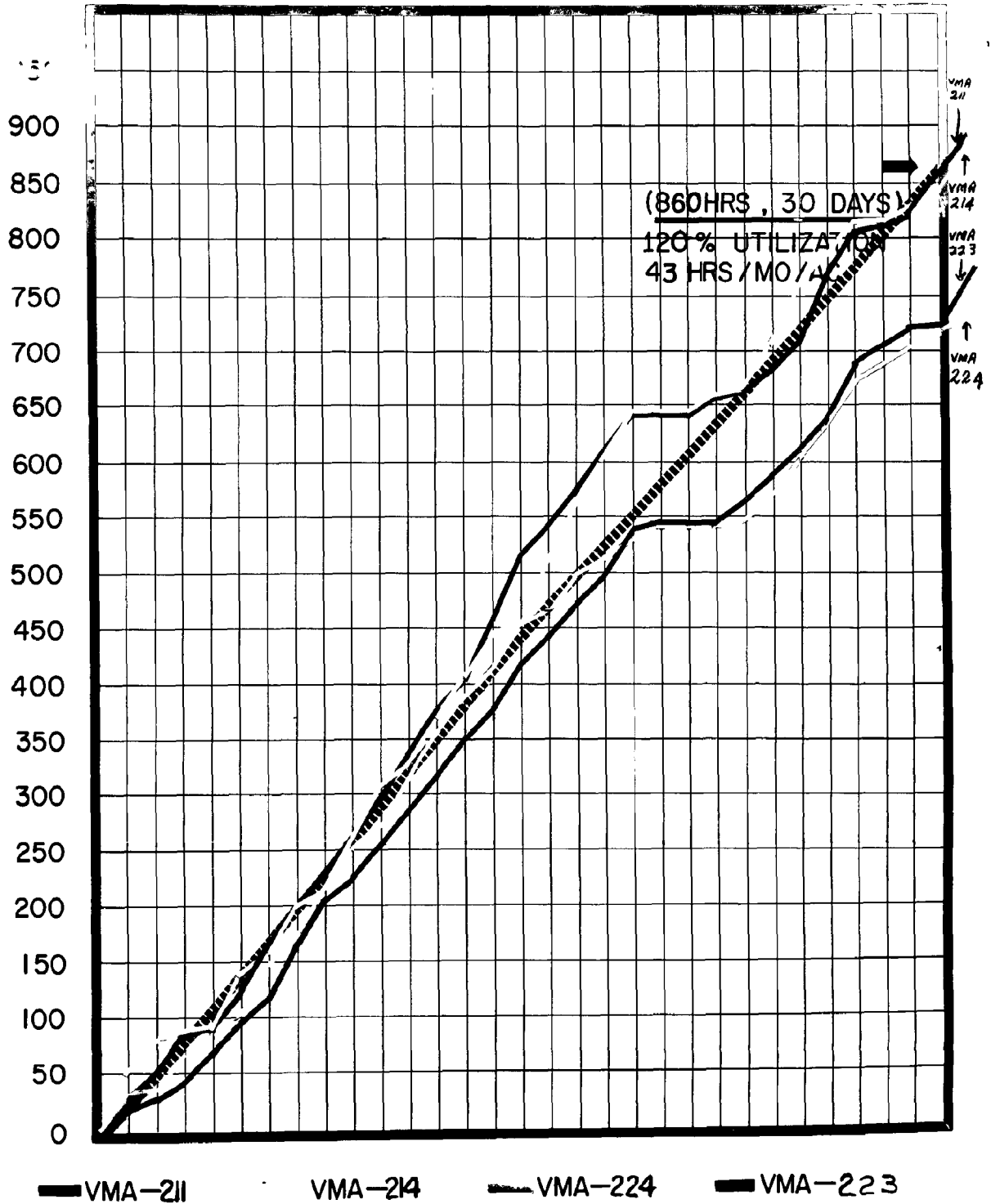
1966

DAY

MONTH JANU 27

30

FLIGHT HOURS



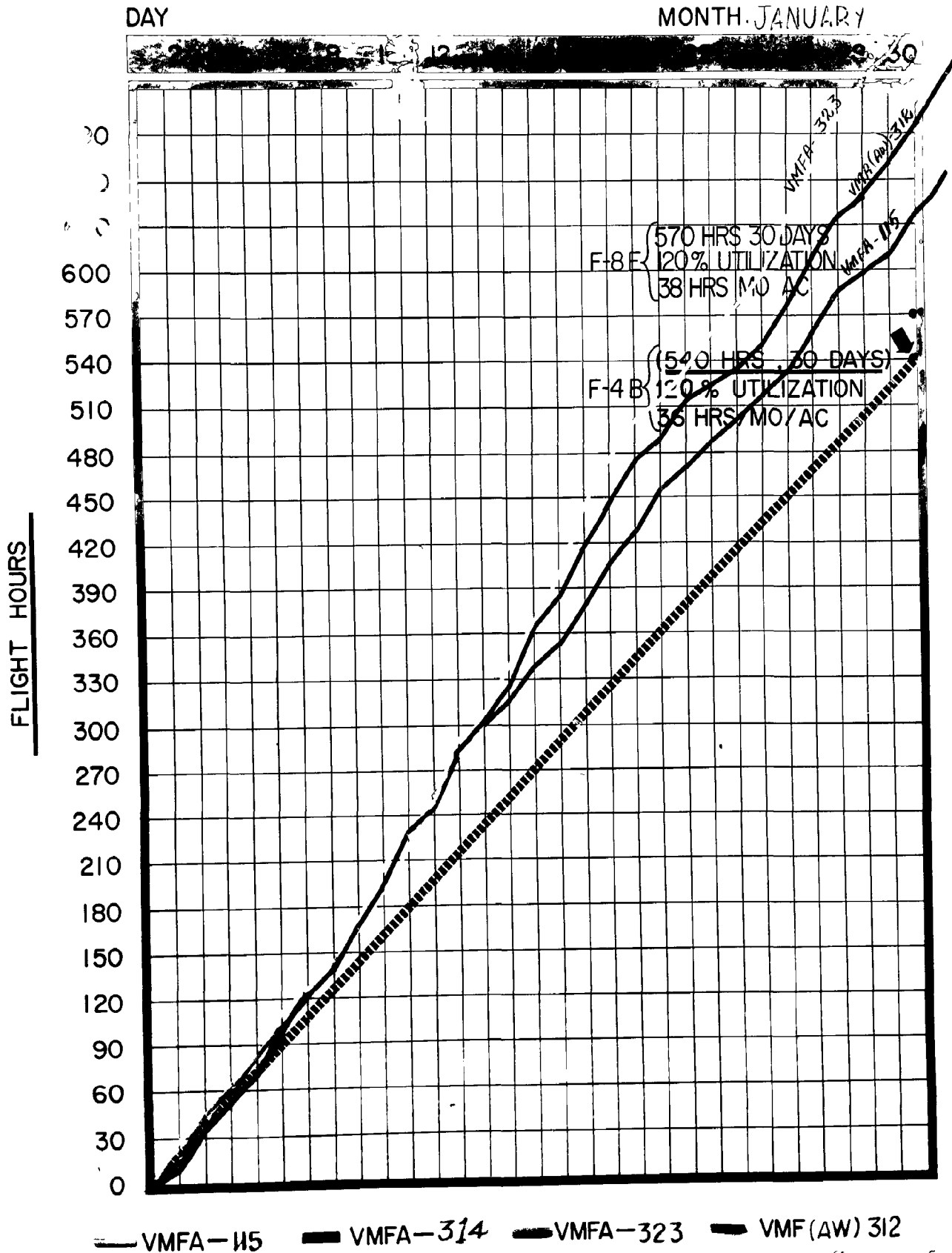
SECRET

SECRET

MAG-11

1966

MONTH: JANUARY



SECRET

DAY

MGR-152

MONTH JANUARY '66

6 8 10 12 14 16 18 20 22 24 26 28 30

FLIGHT HOURS

1700

1500

1400

1300

1200

1100

1000

900

800

700

600

500

400

300

200

100

0

MGR-152
 PLANNED UTILIZATION
 1620 HRS/MONTH

MGR 152

MGR 352 DET
 PLANNED UTILIZATION
 540 HRS/MONTH

MGR 352

SECRET

SECRET

UH-34 UTILIZATION

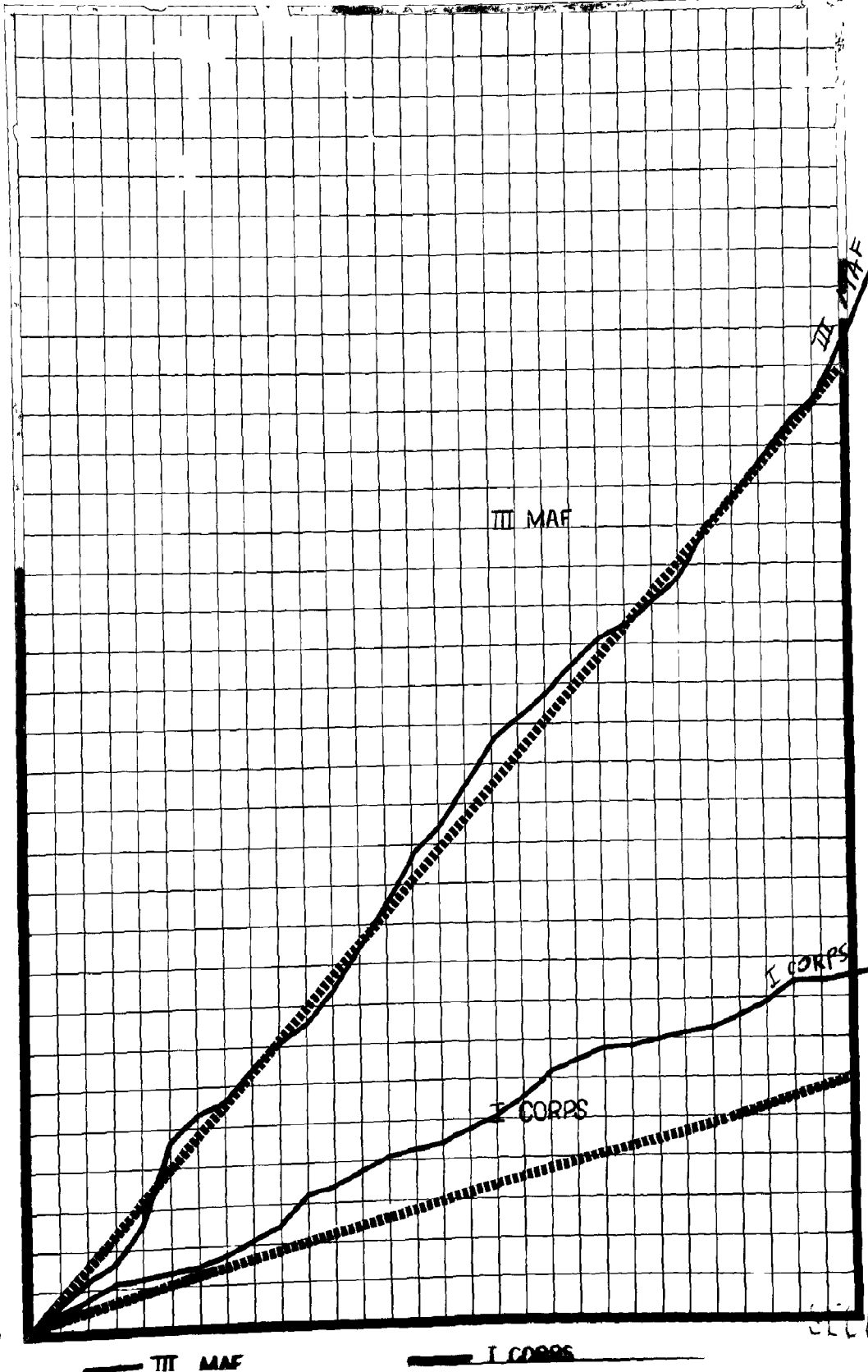
DAY

MONTH. JANUARY 1966

2 4 6 8 10 12 14 16 18 20 22 24 26 28 30 31

FLIGHT HOURS

6400
6000
5600
5200
4800
4400
4000
3600
3200
2800
2400
2000
1600
1200
800
400
0



SECRET

SECRET

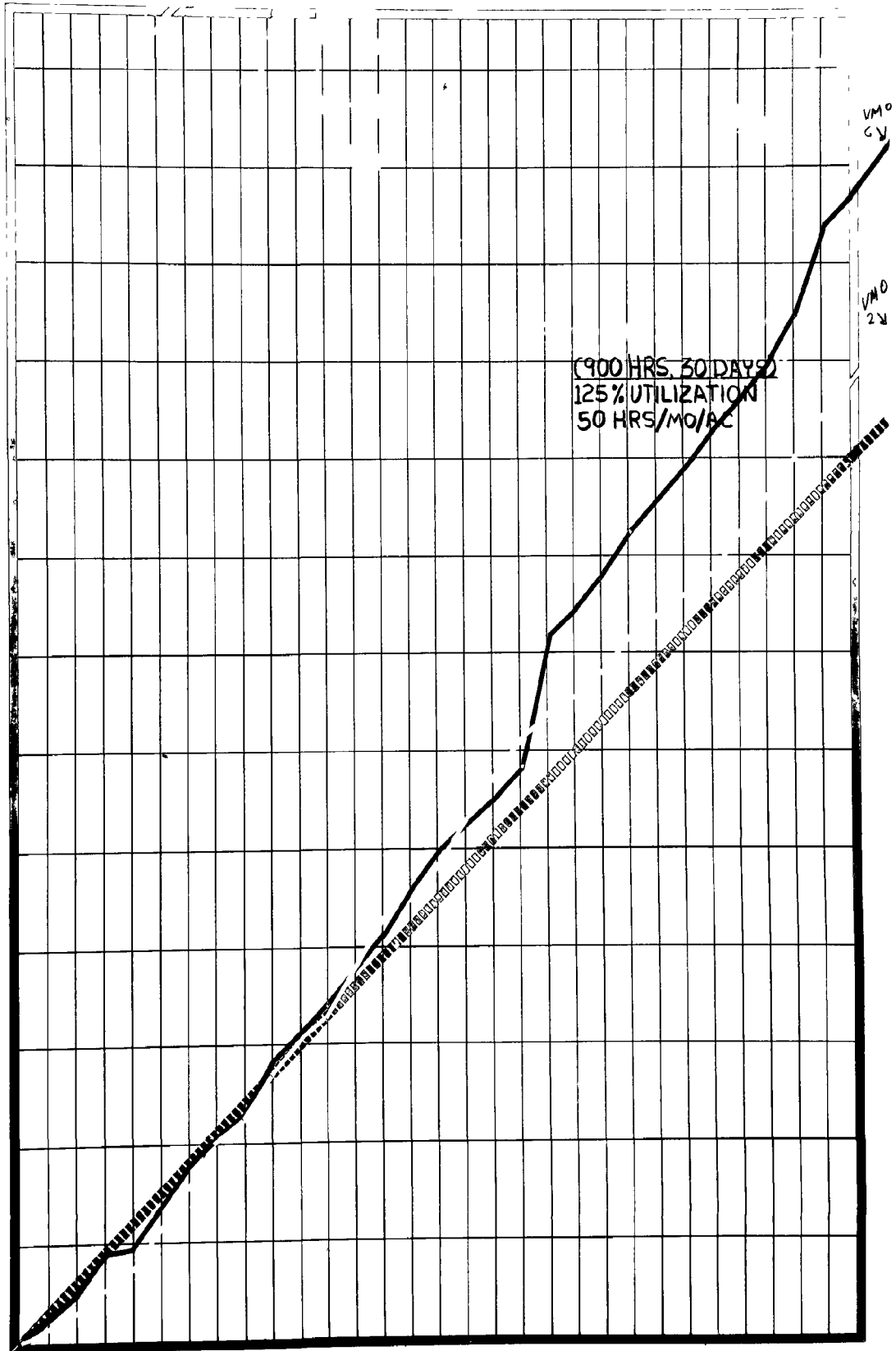
UH-1E

DAY

2 4 6 8 12 14 16 18 20 22 24 26 28

MONTH JANUARY 1966

FLIGHT HOURS

1300
1200
1100
1000
900
800
700
600
500
400
300
200
100

SECRET

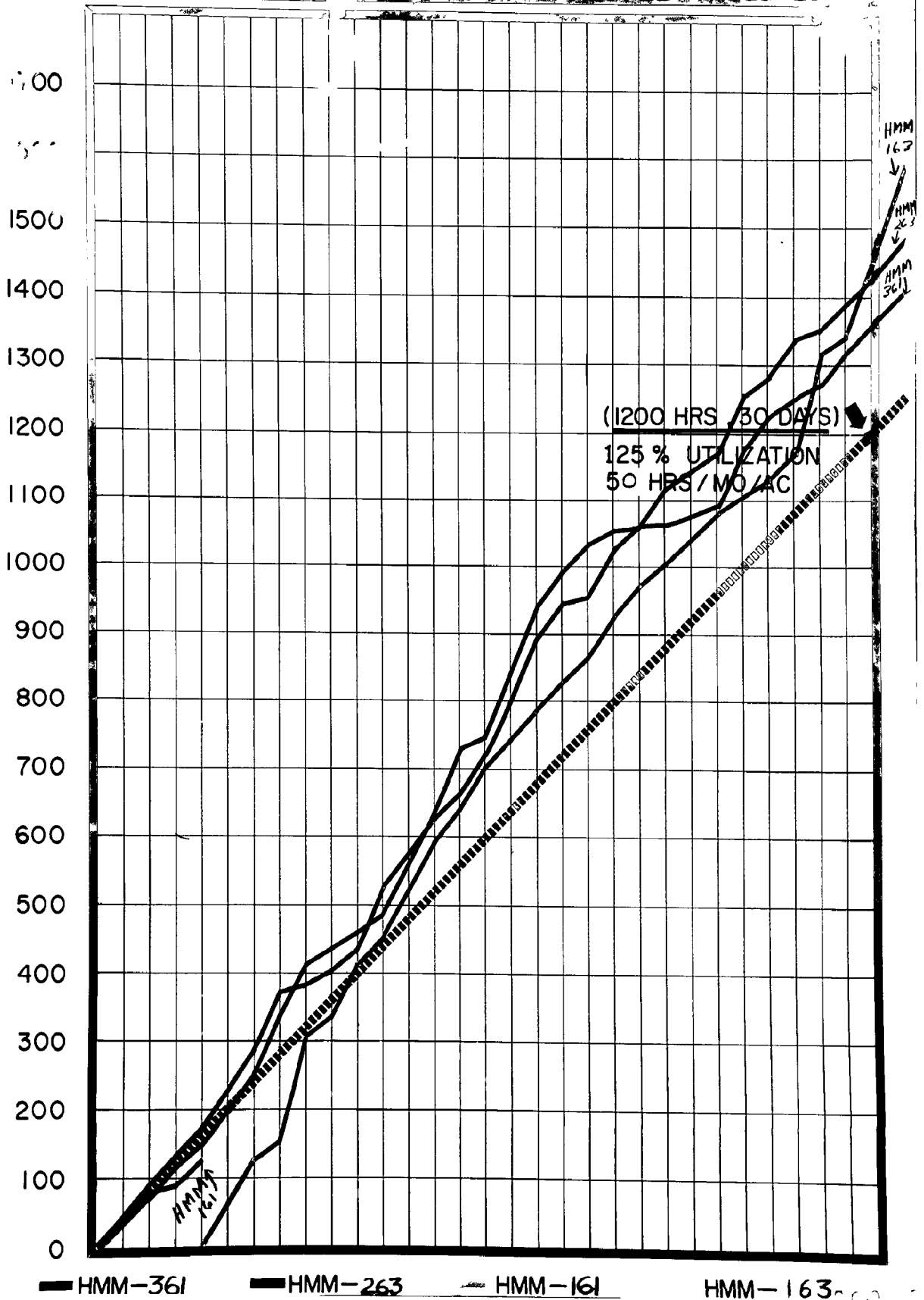
SECRET

MAG - 16

DAY

MONTH JANUARY 1966

FLIGHT HOURS



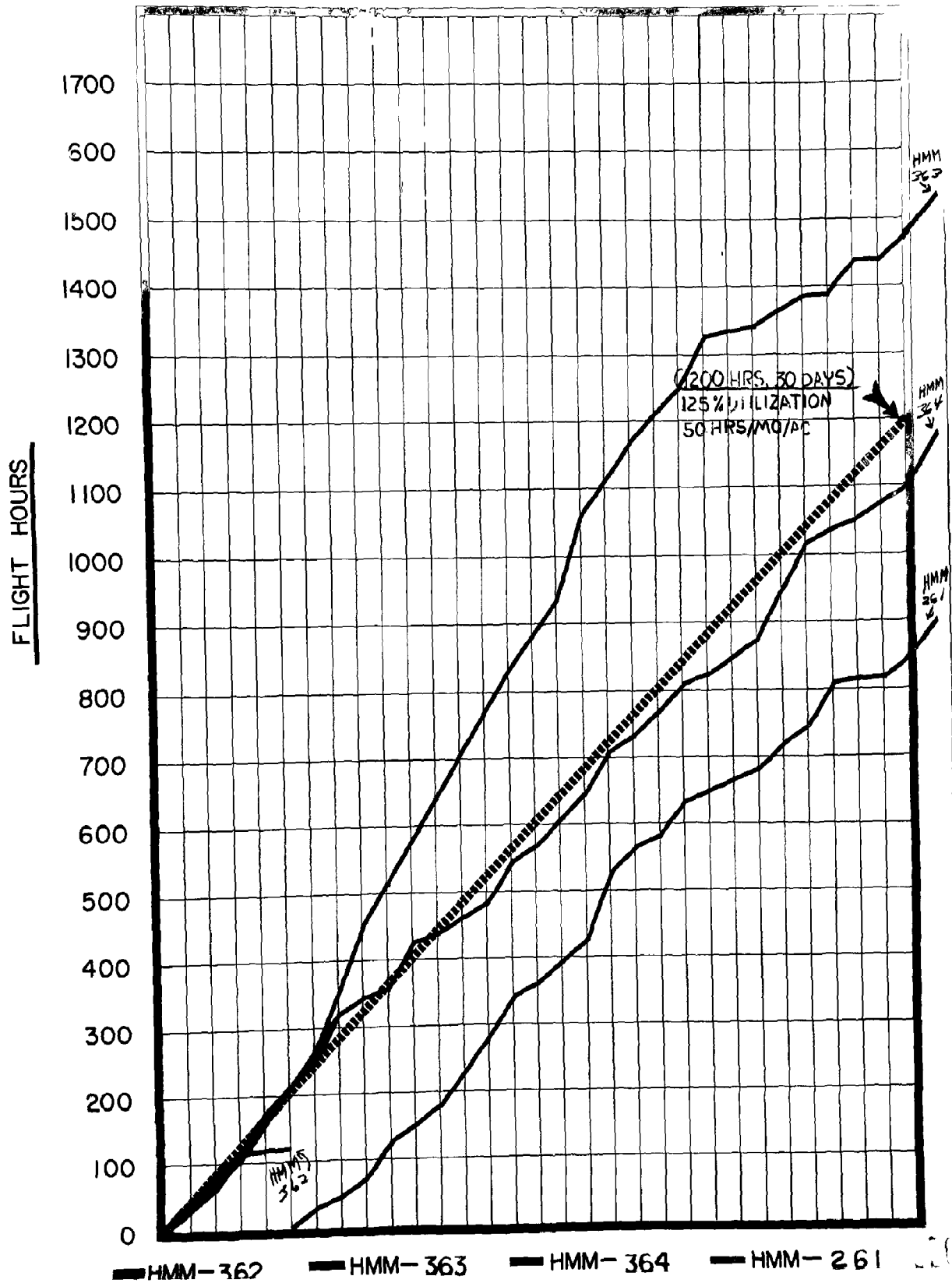
SECRET

DAY

● MAG-36 ●

MONTH JANUARY 1966

3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30



SECRET

JET OPS

TYPE MISSION

PREVIOUS TOTAL	PRIOR	PRESENT	FLOWN	SCHEDULED	REMARKS
NOV	DEC	JAN	YESTERDAY	TODAY	AS OF - 1800 31 JAN 66

TPQ-10

735 726 539 52

ESCORT HELO/COVER (USMC) 554 129 476 23 14

ESCORT HELO/COVER (VN) 363 419 10

INTERDICTION 274 618 174 1 8

LZ PREP (USMC) 38 55 43 13

LZ PREP (ARVN) 35 10

CAS/DAS 34 549 606 98 9 +44 DOUBLE EAGLE

PHOTO 64 70 91 7

OTHER SPECIAL 26 46 68

NON-TACTICAL 81 190

LZ CAP 60

III MAF SORTIES, TOTAL 1725 1911 2000 142

2D AIR DIV

INTERDICTION (ARVN) 636 425 413

CAS/DAS (ARVN) 144 119 257

PRE-STRIKE (ARVN)

ESCORT AIRCRAFT/CAP 54 117

AIR DEFENSE ALERT 8

OTHER / SPECIAL 195 2 10

STEEL TIGER 314 28 32

2nd AIR DIV. SORTIES, Total 975 922 1000 100

ECM/ELINT

2nd AIR DIV 98 76 123 4 5

TF- 77 4 12 2

ECM/ELINT SORTIES, Total 102 88 125 4 5

CUMULATIVE

TOTAL

2802 2921 3000 138 4304 - 190 unreflected = 4114

SECRET

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APPENDIX (19)

DECLASSIFIED

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

16:RKG:crp
5750
1 February 1966

From: Wing Medical Officer
To: Commanding General (Attn: ACoFS, G-3)

Subj: Medical Department Chronology for the month of January 1966

Ref: (a) WgO 5750.1B

Encl: *✓*(1) Roster of Key Personnel
✓(2) WgO 6120.3 of 1 Jan 66, "Physical Examination of Vietnamese Employees"
✓(3) WgO 6470.1 of 10 Jan 66, "Etab of Radiation Health Program"
✓(4) Aviation Medical Officers Task Committee Report for January 1966

1. A&M Inspections were conducted on the following units during January.

- a. VMGR-152 - Grade - 86%
- b. Subunit #2, H&HS-1 - Grade - 96%
- c. MACS-6 - Grade - 85%
- d. MMSG-17 - Grade - 97%
- e. MAG-13 - Grade - 95%
- f. VMFA-314 - Grade - 94%
- g. VMFA-323 - Grade - 94%
- h. VMF(AW)-312 - Grade - 94%
- i. VMA-223 - Grade - 86%
- j. VMA-211 - Grade - 90%
- k. HMM-261 - Grade - 95%

2. Wing Orders originated by the Medical Department during the month of January.

- a. Wing Order 6120.3 requires that all indigenous personnel be given

Appendix (19)

16:REM:crp
5750

a physical examination prior to employment. This provides an added measure of health protection to our personnel.

b. The procedures to be followed in establishing a Radiation Health Program in each unit were outlined in Wing Order 6470.1. This program will assure that adequate records are kept of the amount of radiation to which each individual within the Wing is exposed.

3. In conjunction with the A&M Inspection conducted at Iwakuni and Futema the Wing Medical Officer, Captain R. E. Mitchel, MC, USN, made staff visits to 1st Marine Aircraft Wing Units at these facilities during the period of 9-15 January 1966. It is noted that all units at Iwakuni were found to be in outstanding condition. Captain Mitchel also visited USNH, Yokosuka, Japan to arrange for the transfer of medical equipment excess to the needs of that command.

4. The Aviation Medical Officers Safety Task Committee met during the month at the call of Captain R. E. Mitchel. A copy of the report is submitted as enclosure (4).



R. E. MITCHEL
CAPT MC USN

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

Roster of Key Personnel follows:

<u>NAME</u>	<u>RANK</u>	<u>BILLET</u>
MITCHEL, R. E.	CAPT MC USN	Wing Medical Officer
GREEN, R. K.	LT MSC USN	Wing Medical Admini- strative Assistant
JOHNSON, E. J.	HMCM, USN	Wing Medical Admini- strative Chief
KERSEY, W. A., Jr.	HMC, USN	Wing Preventive Medi- cine Chief

ENCLOSURE (1)

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

WGO 6120.3
16:REM:rpb
1 Jan 1966

WING ORDER 6120.3

From: Commanding General
To: Distribution List

Subj: Vietnamese Employees; physical examination of

1. Purpose. To establish mandatory physical examinations for Vietnamese nationals who are to be employed in areas where they are in close contact with U. S. personnel. This is necessary to preclude transmission of contagious diseases and prevent claims against the U. S. Government for disease or injury which existed prior to employment.

2. Background. There is a high incidence of tuberculosis, dysentery, and other transmissible diseases in the indigenous population. In recent days examination of personnel assigned to jobs in Wing units has revealed three cases of active tuberculosis, four cases of syphilis, and two cases of shigellosis.

3. Action

a. All individuals to be employed by Wing units as messboys, house-boys, maids, club attendants, barbers, or in any other position requiring close contact with U. S. personnel, will have a physical examination prior to employment. Individuals already employed will be examined as soon as possible.

(1) The examination will include ears, nose, throat, chest, skin, and genitalia.

(2) Laboratory studies will include a chest X-ray and VDRL. Mess employees will also have a stool examination and urinalysis.

b. Mess attendants, club employees, and barbers will be re-examined at three month intervals. All others will be examined annually.

c. Examinations will be conducted by a medical officer, with an interpreter in attendance. In the case of female employees another female must be in attendance.

ENCLOSURE (2)

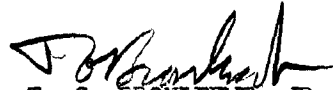
WgO 6120.3

1 Jan 1966

(1) It will be the responsibility of the Industrial Relations Officer to provide attendants and interpreters.

d. Complete records will be kept of the initial examination and all subsequent visits for re-examinations or sick call.

e. Individuals found to have active disease will be disqualified for employment.


T. G. BRONLEWE, JR.
Chief of Staff

DISTRIBUTION: "A" (less 1, 3, 4, 11, 12, 13, and 16) and "B"

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

WgO 6470.1
16:REM:rpb
10 Jan 1966

WING ORDER 6470.1

From: Commanding General
To: Distribution List

Subj: Radiation Health Program; establishment of

Ref: (a) Manual of the Medical Department, U. S. Navy
(b) Radiation Health Protection Manual, NavMed P-5055

Encl: ✓(1) Customer Identification Request

1. Purpose. To promulgate radiation health standards to protect and maintain the health of personnel in the 1st Marine Aircraft Wing whose duties involve exposure to medical and non-medical sources of ionizing radiation.

2. Responsibility

a. The Group Radiological Safety/Control Officer is responsible for all non-health related procedures and techniques.

b. The Group Medical Officers, 1st Marine Aircraft Wing, are responsible for the Radiological Health Program within the group. This is to include the examination of personnel prior to assignment to duties involving radiological material, periodic re-examination, and proper recording of the findings in the individual health records.

3. Action

a. The Radiological Safety/Control Officer shall cause all personnel assigned to duties involving the handling of non-medical ionizing material to report to the Radiological Health Officer for baseline medical examination in accordance with Chapter 2 of reference (b).

b. In accordance with references (a) and (b), the Radiological Health Officer shall conduct a personnel photodosimetry program for personnel handling medical and non-medical ionizing material. This program shall consist of:

(1) Submission of SSD-FL 342 (Enclosure (1)) to Sacramento Army Depot, Sacramento, California 95801 (Attn: Nucleonics Br.); to inaugurate this program.

ENCLOSURE (3)


WgO 6470.1
10 Jan 1966

(2) Forward every four weeks, or more often if in the opinion of the medical officer it is indicated, all undeveloped film packets to the Nucleonics Branch of the Sacramento Army Depot, utilizing Photodosimetry Report forms (SC 787) in triplicate. These forms will be supplied by the Sacramento Army Depot, Sacramento, California, along with new film packets. The Depot will process only film packets issued by them.

(3) Maintenance of a Radiac Film log containing the name, rate, service number, branch of service, social security number, film serial number, and the radiation reading recorded on photodosimetry report Form (SC 787), when returned from the Nucleonic Branch, Sacramento Army Depot, Sacramento, California.

(4) Maintenance of accurate DD-1141's in each individual health record and submission of accurate NavMed 1432's in accordance with reference (a).

(5) Performance of any special medical examination that, in his professional opinion, is necessary to protect the health of personnel handling ionizing material.


T. G. BRONLEEWEE, JR.
Chief of Staff

Dist: A (Less 1, 2, 3, 12, 13, 14) and B

WgO 6470.1
10 Jan 1966

SUBJECT: Request for Customer Information

FROM: _____

TO: Commanding Officer, Sacramento Signal Depot, Sacramento 1, California,
ATTN: SIGFT-DM-5a (Nucleonics Br)

1. The following information is furnished in compliance with basic letter request:

a. Correct mailing address for films, reports and correspondence regarding film badge service for this installation:

b. Cable address is: _____

c. Emergency telephone contact during normal duty hours (____ hours through ____ hours):

At other times: _____

d. Energy of radiation or name of radioactive material encountered by personnel: (If X-ray machines are used, state minimum and maximum kilovoltage.)

2. Changes to above will be reported as they occur.

FOR THE COMMANDER:

SSD-FL 342
1 Apr 60

1

ENCLOSURE (1)

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

16:R 11.crp
5100
30 January 1966

From: Wing Medical Officer
To: Wing Safety Officer

Subj: Report of meeting of the Medical Officer's Task Committee of
Safety Council

Ref: (a) Wing Order P-3750.9C

1. In accordance with the provisions of reference (a), Task Committee meetings were held as follows:

a. MCAP Pt Mena, 10 January 1966. The meeting was convened at 0900 and adjourned at 1400. Present were:

Captain R. E. MITCHEL, MC, USN	Wing Medical Officer
Major R. F. DYER, USMC	Aviation Safety Officer
LT M. L. HAULSTON Jr., MC, USN	Flight Surgeon HML
LT J. E. SMIZYFF, USMC	Aviation Safety Officer WING
LT M. E. HUTCHINSON, MC, USNR	Flight Surgeon WING
LT J. D. CARLSON, MC, USN	Flight Surgeon WING

b. MCAS Iwakuni, 15 January 1966. The meeting was convened at 0935 and adjourned at 0945. Present were:

Captain R. E. MITCHEL, MC, USN	Wing Medical Officer
LT L. T. NIEBAUM, MC, USN	Flight Surgeon WING
LT R. L. SIET, MC, USN	Flight Surgeon WING

c. Wing Headquarters, 24 January 1966. The meeting was convened at 1025 and adjourned at 1105. Present were:

Captain R. E. MITCHEL, MC, USN	Wing Medical Officer
Major C. C. RODGERS, USMC	Aviation Safety Officer
Captain P. H. BUSCH, USMC	Aviation Safety Officer
LT H. SAUNDERS, MC, USN	Flight Surgeon WING
LT D. E. SAMSON, MC, USNR	Flight Surgeon WING
1stLT C. D. HILLIS, USMC	Aviation Safety Officer

ENCLOSURE (4)

d. Wing Headquarters, 25 January 1966. The meeting was convened at 1000 and adjourned at 1105. Present were:

Captain R. E. MITCHEL, MC, USN
 LtCol P. L. ALLEN, USMC
 Captain G. T. LEONHARDT, USMC
 LT D. R. CAIN, MC, USNR
 Captain G. C. ODGERS, USMC
 Captain G. N. BAILEY-Sr., USMC
 Captain J. D. STRICKLAND, USMC

Wing Medical Officer
 Wing Aviation Safety Officer
 Aviation Safety Officer H11-163
 Flight Surgeon H11-163
 Aviation Safety Officer H11-263
 Aviation Safety Officer H11-363
 Aviation Safety Officer H11-463

e. MCG-12 Field Hospital, 26 January 1966. The meeting was convened at 1305 and adjourned at 1445. Present were:

Captain R. E. MITCHEL, MC, USN
 Captain R. D. MILLER, USMC
 LT D. L. B. TRINGER, MC, USNR
 LT E. W. ANDERSON, MC, USNR
 Captain L. A. HALL, USMC
 LT A. J. HOFFMAN, MC, USNR
 LT D. A. SMITH, MC, USN
 Major W. J. GOODSELL, USMC
 LT T. M. SCHENK, MC, USNR
 Captain J. D. BOWLING, USMC
 LT H. D. McDONALD, MC, USN
 Captain F. W. LEMIS, USMC
 LT E. B. FETTLIN, MC, USN
 LT L. W. MOORE Jr., MC, USN
 LT R. K. GREEN, MC, USN

Wing Medical Officer
 Aviation Safety Officer H11-163
 Flight Surgeon H11-211
 Flight Surgeon H11-214
 Aviation Safety Officer H11-222
 Flight Surgeon H11-222
 Flight Surgeon H11-224
 Aviation Safety Officer H11-263
 Flight Surgeon H11-263
 Aviation Safety Officer H11-261
 Flight Surgeon H11-363
 Aviation Safety Officer H11-363
 Flight Surgeon H11-363
 Recorder, H11-363

2. Problem areas discussed:

a. Flight Suits.

(1) The general consensus of the attendees is that flight suits should be worn when flying. However, some individuals expressed the opinion that this should not be mandatory.

(2) Some squadrons stated they are unable to obtain flight suits. It has been indicated that there are adequate numbers of suits in the supply system thus the squadrons should make more of an effort to obtain them.

(3) Instructions and materials for fireproofing flight suits are available. This will have to be checked out with supply.

b. Helmets.

(1) The inability to obtain clear visors was voiced by the majority of safety officers. This will be referred to supply.

(2) A question was raised relative to shatter-proof visors and a second question relative to better protection by the helmet against shrapnel etc.. A query has been forwarded to the Aircrew Equipment Laboratory relative to these items.

c. Boots.

(1) Several safety officers voiced questions relative to special boots: zippers, soles, and safety toes. These are items which must be handled by each squadron on an individual basis.

(2) Jungle boots are still being worn as flight boots. This must be discouraged due to the potential hazard.

d. Flak Jackets.

(1) This subject came up for extensive discussion again. Most individuals consider the type used by ground troops superior to that issued to aircrews. Others are of the opinion that the Army-type chest protector is desirable; this is an item which requires further study.

e. Sidearms.

(1) Considerable discussion developed relative to carrying sidearms. Some squadrons are of the opinion that they are of little value; others wouldn't fly without them. Any decision must be at the squadron level.

(2) The general consensus of the groups was that tracer rounds are not desirable for signaling as they may be mistaken for enemy fire.

(3) Several individuals pointed out that pencil flares are failing to ignite, thus their value is questionable.

f. Survival Gear.

(1) As at previous meetings, discussion arose as to the contents of kits and their locations. Some personnel recommend carrying everything possible in the vest. Guidelines for items to be included in the kits are set forth in AirPac directives and these may be supplemented on a local level. The location of the kits and radios must be decided at the squadron level.

(2) A long discussion was held relative to the use of buoying gear. It is generally agreed that these should be readily available to all pilots. There are differences of opinion as to the indications for use. Standard instructions must be given to all flight crew members relative to buoying gear and pressure dressings.

(g) At least two incidents have occurred where the open windows on the UH-34 have slammed shut on impact of the aircraft, the closing being due to failure of the pins to catch in the track. A fix is recommended.

h. A recent fatality at Qui Nhon pointed up to the need for training of personnel in the use of mouth-to-mouth resuscitation. A film is to be obtained for teaching purposes.

i. Since physiologic training is not available in Vietnam this must be accomplished by personnel prior to departing CONUS.

R. E. MITCHEL
CAPT MC USN

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APPENDIX (20)

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G-3 SECTION FOR JANUARY 1966

<u>NAME</u>	<u>RANK</u>	<u>SERNO/MOS</u>	<u>DUTY</u>	<u>CINC</u>	<u>RTD</u>
CLAY, R.C. JR.	COL	024638/9907	ACofS, G-3	TS	OCT66
JOSLYN, W.G.	ITCOL	036836/0302	Asst G-3	TS	SEP66
QUINN, W.R.	ITCOL	035575/7302	OPNS Off	TS	AUG66
CORLEY, R.H.	ITCOL	031851/7335	Air Control Off	TS	OCT66
SHEPPS, R.W.	ITCOL	050156/7305	Asst Opns Off	TS	JUL66
GRAHAM, R.J.	ITCOL	C32884/7302	Special Project	TS	OCT66
SKINNER, P.B.	MAJ	055014/7332	EW/LAAM Off	TS	OCT66
CHAPIN, R.W.	MAJ	060243/7333	Plans/Rpts/Wpns	TS	AIR66
BLOOM, A.H.	MAJ	061041/7335	HELO Off	TS	JUN66
CARR, J.R.	MAJ	066781/7305	Trng/Rpts O	TS	JUL66
HUGH, H.F.	MAJ	060668/7335	HELO Off	TS	SEP66
BENNET, L.R.	CAPT	069107/7308	ATCO	S	AUG66
HENRY, H.B.	CAPT	069439/7335	Plans/Rpts	TS	JUN66
BUCKLEY, J.C. JR.	CAPT	073730/0302	Historian	TS	MAR66
LEONARD, J.B. JR.	CAPT	077304/7307	VMFA Off	TS	APR66
YON, D.H.	CAPT	076574/7333	Asst HELO O	TS	APR66
MARGOLIS, M.B.	CAPT	078810/7333	VMA Off	TS	JUL66
REYNOLDS, J.C.	CAPT	076263/7335	WOC Liaison	S	SEP66
STONE, P.P.S.	CAPT	083731/7305	Admin O	TS	APR66
SNOW, C.K.	CAPT	081573/7307	VMFA Off	TS	APR66
GENTRY, M.S.	MSGT	620945/7041	NGOIC	TS	FEB66
WAYER, W.R.	MSGT	373013/7041	ADMIN CHIEF	TS	JUL66
SORDELO, V.A.	MSGT	1118814/5711	NRC/REDOPS	TS	AUG66
LAMEY, C.H.	SSGT	1484033/7041	Opns NCO	TS	MAR66
JAMES, R.C.	SGT	1531005/7041	EW/Opns NCO	TS	JAN66
RUSS, R.H.	SGT	1653736/7041	ATCC NCO	TS	MAY66
WIX, M.L.	SGT	1345649/7461	TRNG AIDS NCO	S	NOV66
DRIVER, S.R.	SGT	1864240/4312	Hist NCO		JUL66
UMER, M.W.	SGT	1976325/7041	S & C	TS	AUG66
IFT, R.M.	CPL	2035267/7041	Opns Man		JUN66
QUIGG, C.H.	ICPL	2036686/7041	Opns Man	S	NOV66
HOWELL, J.D.	ICPL	2057658/7041	Msg Clerk	ITS	NOV66
MARVOSFI, R.W.	ICPL	2117349/7041	EW/Opns Man	ITS	JUN66
MANE, R.G.	ICPL	2090427/0141	Admin Man		JAN67
BELCHER, S. JR.	PFC	2090302/7041	Driver/Opns Man	ITS	AUG66
HUNT, R.M.	PFC	2097587/0141	Admin Man	S	OCT66
WURFZ, C.R.	PFC	2085872/7041	Opns Man	S	OCT66
SANDERS, R.F.	PFC	2107612/1461	Trng Aids		NOV66
WHITTRICK, R.P.	PFC	2093048/7041	Opns Man	S	JAN67

S-3 (RTAR)

CONROY, D.	ITCOL	032233/7307	S-3	TS	SEP66
WILLIAMS, J.D.	SGT	1455161/7041	OPS NCO		APR66
STAAT,	PFC	/7041	Admin Man	S	OCT66

Appendix (20)

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APPENDIX (29)

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

WgBul 5060
3:JCB:rwk
21 JAN 1966

WING BULLETIN 5060

From: Commanding General
To: Distribution List

Subj: Promotion Ceremony, 22 January 1966

Ref: (a) Landing Party Manual, United States Navy-1960

Encl: $\sqrt{\begin{matrix} (1) \\ (2) \end{matrix}}$ Ceremony Formation
Sequence of Events

1. Purpose. To publish instructions for the conduct of a ceremony wherein Brigadier General Keith B. McCUTCHEON, Commanding General, 1st Marine Aircraft Wing will be promoted to the rank of Major General, U. S. Marine Corps.

2. Time and Place. 1100H, Saturday, 22 January 1966, in front of the III MAF Headquarters, Danang, Republic of Vietnam.

3. Organization

a. Reviewing Officer: Brigadier General Keith B. McCUTCHEON, USMC

b. Commanding Officer of the troops: Captain W. MATTMILLER, USMC

c. Participating Units:

(1) Three (3) platoons of one officer, one SNCO and 30 enlisted men each.

(2) Wing Band

(3) Color Guard

(4) Invited guests and other officers as designated

d. Formation

(1) Participants will form in front of the III MAF Headquarters as indicated in enclosure (1). Ten pace interval between platoons is prescribed.

Appendix (29)

WgBul 5060

(2) Spectators will form to the rear of troop formation, to the north and south of the III MAF flag pole.

e. Uniform and equipment

(1) Officers.

(a) Utilities, utility cover, boots w/trousers bloused.

(b) T/O weapon, pistol belt with first aid packet worn centered on belt in the back.

(2) Enlisted.

(a) Utilities, utility cover, boots w/trousers bloused.

(b) T/O weapon, personnel armed with pistol wear belt with first aid packet centered on belt in back. Personnel armed with the M-14 wear two magazine pouches with magazines, one on each side of center front of the belt.

(c) All Sergeants and below in troop formations will be armed with the M-14 rifle.

(3) Designated officers - same as for officers in troop formations.

4. Conduct of Ceremony. The ceremony will be conducted in accordance with the sequence of events contained in enclosure (2).

5. Administrative Instructions

a. Commanding Officer of Troops is responsible for:

(1) Conducting the ceremony in accordance with reference (a) and enclosures (1) and (2).

(2) Placing the inclement weather schedule into effect, if required.

b. Commanding Officer, MWHG-1 will be responsible for:

(1) Providing three platoons, band and color guard.

(2) Designating other officers to participate in the ceremony in formation.

(3) Forming spectators as indicated in enclosure (1).

c. TANGO Sector Camp Commander will be responsible for:

Wgbul 5060

(1) Providing guards to block all traffic on road in front of III MAF Headquarters after 1030, 22 January until completion of ceremony.

(2) Clearing all parking spaces in front of the III MAF Headquarters prior to 1030, 22 January.

(3) Designating parking spaces adjacent to the area of the ceremony and providing assistance in parking vehicles.

(4) Insuring III MAF generators are shut down during ceremony, as far as practicable.

c. CEO will provide a public address system for use during the ceremony.

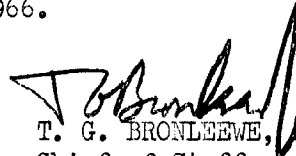
d. Staff Secretary will be responsible for:

(1) Seating of invited guests.

(2) Reading the promotion authority.

✓ 6. Inclement Weather Plan. In the event of inclement weather, an informal ceremony will be conducted in the office of the Commanding General, III MAF. Personnel to attend will be notified individually.

7. Self-cancellation. 23 January 1966.


T. G. BRONLEEWEE, JR.
Chief of Staff

DISTRIBUTION: "A" (less 1, 2, 3, 4, 10 thru 16) and "B"

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WgBul 5060

OPERATION FORMATION

ROAD

ROAD

CUTSTS &
DESIGNATED LTCOL
& ABOVE

SPECTATORS

10
FACES

3rd PLT

2D PLT

COLORS

GC
TRPS

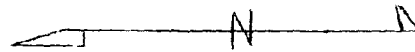
1st PLT

RAND

10
FACES

SPECTATORS

FLAG POLES



III MAF HQ BLDG

PARKING LOT

PARKING LOT

DESIGNATED
MAJORS AND BELOW

ROAD

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WgBul 5060

SEQUENCE OF EVENTS

- 1030 - Troops, designated officers and spectators in place.
- 1045 - Colors received from Wing Sergeant Major.
- Colors presented to troop formation.
- 1100 - BGen McCUTCHEON approach reviewing stand. Music sound "Attention".
- BGen McCUTCHEON arrives at reviewing stand. CO of troops orders "Present Arms". One star flag hoisted.
 - Band plays "Ruffles and Flourishes" and Flag Officer's March.
 - CO of Troops orders "Order Arms".
 - Staff Secretary reads promotion authority.
 - MGen WALT pins rank insignia on MGen McCUTCHEON.
 - General's flag changed to two star flag.
 - CO of Troops orders "Present Arms".
 - Band plays "Ruffles and Flourishes" for MGen McCUTCHEON followed by Flag Officer's March.
 - CO of Troops orders "Order Arms".
 - Band plays Marine Corps Hymn.
 - MGen WALT and MGen McCUTCHEON retire.
 - Band and troops march off.

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APPENDIX (30)

DECLASSIFIED

SECRET

PLANS
PEDOPS
RPTS/STATUS
ATCO
SWO
ADMIN
NCIC

0 200020Z
FM CG III MAF
TO RUMSMA/COMUSMACV
INFO RUMSBJ/COMDR 2D AIRDIV
RUMFOR/CTF SEVEN SEVEN
RUMFOR/CTG SEVEN SEVEN PT ZERO
ZEN/CG FIRST KAW
BT

SECRET

OPERATIONS DURING TET (C)

A. COMUSMACV 170800Z CITE VNAC 7/C0

B. 2D AIR DIV TACC 191100Z (NOTAL)

1. REF A SETS FORTH GENERAL OPERATING INSTRUCTIONS FOR TET TO INCLUDE INTENSIVE AERIAL RECONNAISSANCE DURING PERIOD AND PROVISION FOR AIR OPNS IN SPT OF GROUND FORCES IN CONTACT WITH VC/PAVN FORCES. REF B, HOWEVER, STATES (IN-COUNTRY AIR ACTIVITY LIMITED TO GROUND ALERT AND ONE HOUR REACTION TIME FOR REMAINDER OF AIRCRAFT. IT APPEARS THAT REF B IS NOT IN CONSONANCE WITH REF A.

PAGE TWO RUMMF 251 SECRET

2. UNODIR III MAF INTENDS TO CONDUCT FOLLOWING AIR OPNS DURING TET PERIOD.

A. INTENSIVE AERIAL RECCE THROUGHOUT I CTZ AS DIRECTED BY REF A.

B. DEFENSIVE FIXED WING ESCORT FOR ESSENTIAL HELO MISSIONS SUCH AS MED EVAC OR RESUPPLY OVER UNSECURED AREAS.

C. PREPARED TO PROVIDE AIR SUPPORT OF GROUND FORCES IN CONTACT WITH VC/PAVN FORCES.

3. IN ADDITION, REDUCED OPERATIONS DURING TET PROVIDE EXCELLENT OPPORTUNITY TO ENHANCE OVERALL READINESS POSTURE OF MARINE AAW UNITS AND CONDUCT CGI TRAINING NECESSARY FOR MARINE AIR DEFENSE CONTROLLERS. THEREFORE, UNODIR PLAN TO CONDUCT LIMITED AAW EXERCISE DANANG SUB SECTOR 21-25 JAN USING ORGANIC FORCES WITH NO DEGRADATION OF ALERT POSTURE. ALL OPERATIONS BEING FULLY COORDINATED WITH AIR DEFENSE BATTLE COMMANDER, PANAMA.

4. INTENT OF PROPOSED OPERATIONS NOT IN CONFLICT WITH INSTRUCTIONS REF A. SUCH OPS ARE CONSIDERED ESSENTIAL FOR CONTINUED READINESS OF III MAF FORCES IN SUPPORT OF SECURITY OF U.S., FREE WORLD, AND RVN FORCES.

GP-4

BT

500 G-3

DIST S/S 0-2

FOR-210020G/14N 68/2

200020Z

SECRET

Appendix (30)

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APPENDIX (31)

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SECRET

CHRONOLOGY OF SIGNIFICANT 1ST MARINE AIRCRAFT WING

ACTIVITIES IN VIETNAM

FOR PERIOD

1 JANUARY 1965 TO 14 JANUARY 1966

SECRET

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SECRET

13 January 1966
Prepared by 1st MAF1965

- 1 Jan RVN---HMM-365 and Detachment, H&BS-16 in place at Danang Air Base and continued to provide helicopter support to RVN forces fighting the Viet Cong.
- 28 Jan EASTPAC---MAG-13 (-) with H&BS-13 (-), VMA-214 and VMF-232 deployed from H&AS Kaneohe, Hawaii, to the West Coast CONUS for Operation SILVER LANCE.
- 7 Feb RVN---1st LAAM Bn. (-) arrived Danang Air Base with two firing batteries to provide an anti-air defense capability to that vital airfield.
- 18 Feb RVN---HMM-163 arrived Danang and relieved HMM-365.
- 1 Mar HAWAII---MAG-13 (-) returned to Kaneohe from Operation SILVER LANCE
- 8 Mar RVN---Elements of the 6th Marine Expeditionary Brigade landed at Danang.
- 9 Mar RVN---Headquarters, MAG-16 (-) and HMM-162 arrived at Danang from Futema, Okinawa, as the major build-up of 1st MAF in-country assets began.
- 10 Mar HAWAII---MAG-13 (-) with H&BS-13 and H&BS-13 departed Kaneohe aboard amphibious shipping.
- 14 Mar RVN---H&BS-16 and H&BS-16 arrived Danang from Futema, Okinawa.
- 15 Mar HAWAII---VMA-214 and VMA-216 departed Kaneohe aboard LPH.
- Mar OKINAWA---HMM-161 arrived at MCAF Futema, Okinawa.
- 28 Mar JAPAN---VMA-214 arrived at H&AS, Iwakuni, Japan and chopped OPCON/ADCON to MACV-1.

SECRET

SECRET

29 Mar OKINAWA---MAG-13 (-) arrived at MCAF Futema, Okinawa.

11 Apr RVN---VMFA-531 arrived at Danang from NAS Atsugi, Japan and became the first USMC jet squadron to deploy to Vietnam.

16 Apr RVN---MASS-2 arrived at Danang from MCAS, Cherry Point, North Carolina.

17 Apr RVN---MASS-2 established Direct Air Support Center (DASC) at Danang.

17 Apr RVN---VMCJ-1 (-) arrived at Danang from MCAS Iwakuni, Japan.

17 Apr PHILIPPINES----VMA-214 deployed to NAS, Cubic Point, P.I. from Iwakuni, Japan

18 Apr RVN---MASS-2 ASRT (Devastate "B") operational at Danang.

May JAPAN---MAG-13 (-) arrived at MCAS Iwakuni, Japan.

3 May RVN---VMO 2 arrived at Danang from MCAF Futema, Okinawa.

6 May RVN---As USMC ground forces increased in number in RVN, the 9th MEB was dissolved and the III Marine ^{Expeditionary} Amphibious Force was organized under the command of Major General ^{William R. Collins} Lewis W. Walt. ~~Walt~~

7 May RVN- III MAF was redesignated III Marine Amphibious Force.

7-8 May RVN---HMM-161 participated in an amphibious helicopter assault lifting BLT 1/4 from the USS PRINCETON (LPH-5) to the Chu Lai beachhead.

11 May RVN---Major General Paul J. FONTANA, CG, 1st MAW, arrived at Danang from MCAS Iwakuni, Japan, and the Headquarters, 1st Marine Aircraft Wing (Advance) was established in Vietnam.

15 May RVN---HMM-365 relieved HMM-162 at Danang and Hue Phu Bai. HMM-162 returned to MCAF Futema, Okinawa.

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- 16 May RVN---Colonel John D. NOBLE, Commanding Officer, MAG-12 and members of his staff arrived at Chu Lai from MCAS Iwakuni, Japan to supervise completion of the expeditionary airfield then under construction.
- 16 May RVN---Detachment "A" MACS-9 arrived at Phu Bai.
- 17-19 May RVN---Lieutenant General Victor H. KRULAK visited 1st MAW (Advance) units in Vietnam.
- 22 May RVN---HMM-161 chopped OPCON/ADCON from MAG-13 to 1st MAW (Advance).
- 24 May RVN---Brigadier General Keith B. MCCUTCHEON relieved General FONTANA as Commanding General of the 1st MAW (Advance) units in Vietnam. General FONTANA returned to 1st MAW (Rear) at MCAS, Iwakuni, Japan.
- 31 May RVN---Lieutenant Colonel Edward I. LUPTON relieved Lieutenant Colonel Paul L. HITCHCOCK as Commanding Officer, MASS-2 at Danang.
- 1 June RVN---The expeditionary airfield at Chu Lai became operational when eight A4 aircraft of VMA-225 and VMA-311 arrived from MCAS Iwakuni, Japan.
- 4 June *RVN --- Major General Lewis W. WALT assumed command of the III MAF.*
- 5 June JAPAN---General MCCUTCHEON returned to MCAS Iwakuni, Japan and relieved General FONTANA as Commanding General of the 1st Marine Aircraft Wing.
- 7 June RVN---General MCCUTCHEON returned to Danang.
- 12 June RVN---HMM-161 arrived at Phu Bai airfield and relieved the detachment of VM-365.
- 12 June JAPAN---Brigadier General Marion E. CARL arrived at MCAS Iwakuni, Japan and assumed duties as Commanding General, 1st Marine Aircraft Wing (Rear).
- 15 June RVN---VIEFA-513 arrived from NAS Atsugi, Japan, and relieved VIEFA-531 at Danang.

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21 June RVN---VMA-214 joined MAG-12 at Chu Lai from MCAS Iwakuni, Japan.

21 June RVN---HMM-261 joined MAG-16 (-) at Danang relieving HMM-163 which returned to MCAF, Futema, Okinawa.

26 June OKINAWA---HMM-163 sailed from Okinawa aboard USS IWO JIMA (LPH-2) as part of the Special Landing Force (SLF).

27 June JAPAN---VMF(AW)-312 chopped OPCON/ADCON from MAG-11 to MAG-13.
The squadron remained in place at NAS Atsugi, Japan pending movement to MCAS Iwakuni, Japan when base loading permits.

1 July JAPAN---VMFA-115 arrived at NAS Atsugi, Japan and chopped OPCON/ADCON to MAG-13.

1-2 July RVN---Lieutenant General Victor H. KRULAK, CG, FMFPac, visited 1st MAW units in Vietnam.

5 July RVN---The first night launch of MAG-12 A4 aircraft was executed at Chu Lai.

6 July RVN---MASS-2 ASRT (Devastate "A") operational at Chu Lai.

7 July RVN---Headquarters and support elements of MAG-11 arrived at Danang from NAS Atsugi, Japan.

9 July RVN---Battery "B" 1st LAAM Battalion arrived from Okinawa and joined its parent organization at Danang.

10 July RVN---VMFA-542 arrived at Danang from NAS Atsugi, Japan.

13 July RVN---MACS-9 arrived at Chu Lai.

14 July RVN---MAG-11 assumed OPCON/ADCON of VMFA-513 and VMFA-542 at Danang.

18-20 July RVN---Secretary of Defense Robert S. MCNAMARA visited 1st MAW units in Vietnam.

27 July RVN---MASS-2 ASRT (Devastate "D") operational at Pleiku (later replaced by Devastate "C").

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- 1 Aug RVN---VMCJ-1 (-) chopped OICCON/ADCON to MAG-11.
- 2 Aug RVN---1MM-361 joined MAG-16 at Danang relieving 1MM-365 which returned to Okinawa.
- 10 Aug RVN---The first CBU ordnance drop executed by USMC aircraft under combat conditions was performed when MAG-12 A4's conducted a strike against the suspected site of a Viet Cong commanders conference near Bao Bang.
- 11 Aug SEASIA---In response to 1st MAF recommendations, the 2d Air Division, USAF, requested that the 1st MAF provide F4B escort for out-of-country VMCJ-1 Electronic Countermessure missions.
- 11 Aug FAR EAST---VIIGR-152 and the Detachment of VIIGR-352 moved from MCAS, Iwakuni, Japan, to MCAP Futema, Okinawa, in order to more effectively support the 1st MAF tactical and logistical requirements in Vietnam.
- 12-13Aug RVN---Twenty-four MAG-16 aircraft participated in Operation MIDNIGHT, the first USMC night helicopter assault in Vietnam.
- 17-21Aug RVN---Special security precautions were taken at Danang and Chu Lai in anticipation of Viet Cong suicide attacks against major military installations. No attack against 1st MAF installations developed.
- 18-24Aug RVN---1st MAF provided intensive air support during Operation STARLITE, the first major USMC combat operation in Vietnam.
- 18-21Aug RVN---General KRULAK, CG, MACV visited 1st MAF units in RVN.
- 20 Aug RVN---MASS-2 established Direct Air Support Center (DASC) at Chu Lai.

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- 23 Aug RVN---The advance echelon of MAG-36 arrived at Danang to coordinate details in preparation for future deployment to Vietnam.
- 25 Aug RVN---HMM-261 moved to the Marble Mountain Air Facility, three miles east of Danang Air Base. Construction of the new MAG-16 operating base continues.
- 31 Aug RVN---MAG-36 main body began offloading at Danang and Chu Lai. MAG-36 composed of HMM-362, HMM-363, HMM-364 and VMO-6. A Detachment of six MAG-36 CH-37C aircraft was transferred OPCON/ADCON to MAG-16 at Marble Mountain Air Facility.
- 31 Aug JAPAN---The command element, CG, 1st IAW (Rear) was redesignated CO, 1st MAW (Rear) at MCAS, Iwakuni, Japan, and Colonel Harry W. TAYLOR assumed command.
- 1 Sep RVN---Construction of the new MAG-36 operating base (Ky Ha Airfield, Chu Lai) began. The majority of HMM-362 and HMM-364 aircraft were parked at Danang while squadron personnel joined in the construction effort at Ky Ha. HMM-363 and VMO-6 aircraft operated from Danang and pilots flew missions with MAG-16 pilots in order to gain valuable combat experience as quickly as possible. HMM-363 prepared for independent deployment at Qui Nhon. VMO-6, equipped with the high demand UH-1E's also began a cross training program with the 7th U.S. Army Aviation Platoon at Danang in preparation for relieving that unit for duties elsewhere in Vietnam.
- 7-10 Sep RVN---1st MAW elements participated in Operation PIRANHA, a major USMC/ARVN operation conducted 17 miles southeast of Chu Lai. The first tactical use of a USMC airborne DASC was realized when a

SECRET

- VMGR-152 KC-130F aircraft, equipped with a special communications package, operated over the battle field for nine hours on the first day of the operation.
- 11 Sep RVN---The 2d LAAM Battalion landed at Chu Lai and began preparations for the anti-air defense of Chu Lai and Ky Ha airfields.
- 14 Sep RVN---MACS-7 relieved MACS-9 at Chu Lai.
- 15 Sep JAPAN---With the arrival of VMA-223 and VMFA-314 at MCAS, Iwakuni, Japan, MAG-13 total of attached tactical squadrons rose to five. Intensive training programs continued as MAG-13 squadrons prepared for future deployment to Vietnam.
- 18-19 Sep RVN---Remaining H4A-362, H4A-364 and VM0-6 aircraft moved from Danang to Ky Ha airfield, Chu Lai.
- 19 Sep RVN---1st LAAM Battalion received the first CROS BOW modified missiles and AN/MPQ-39 Radar Sets at Danang.
- 19 Sep RVN---Former 1st MAW, ACoFS, G-3, Colonel Leslie E. BROWN relieved Colonel John D. NOBLE as Commanding Officer, MAG-12 at Chu-Lai. Major General Lewis W. WALL, CG, III MAF, presented Colonel NOBLE the Legion of Merit with Combat "V" for meritorious service. A notable achievement under Colonel NOBLE's command was the establishment and operation of the first expeditionary airfield in a combat environment.
- 20 Sep RVN---MAG-16 Headquarters completed move to Marble Mountain Air Facility, three miles east of Danang Air Base.
- 26 Sep RVN---The first B-57 radar controlled bombing mission was flown. MASS-2 Air Support Radar Team (ASRT) at Danang controlled the USAF aircraft conducting the strike.

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- 28 Sep RVN--HMM-363 deployed from Danang to Qui Nhon relieving Detachment "A" of HMM-161 which returned to the parent squadron at Phu Bai. HMM-363 chopped to the operational control of CG, Field Forces, Vietnam.
- 30 Sep RVN---Advance echelon of VMFA-115 arrived at Danang from MCAS Iwakuni, Japan.
- 4 Oct RVN---The Commanding Officer and main body of VMA-224 joined MAG-12 at Chu Lai from MCAS, Iwakuni, Japan.
- 6 Oct RVN---VMA-224 commenced combat flight operations in Vietnam.
- 6 Oct RVN---Captain Charles A. CAREY, VMA-214 logged the 5,000 MOREST landing at the Chu Lai expeditionary airfield.
- 9-15 Oct RVN---MAG-11 F4 flight operations were suspended during entire period due to salt water contamination of jet fuel at Danang.
- 9 Oct JAPAN---The advance party of VMFA-323 arrived at MCAS, Iwakuni, Japan
- 9-12 Oct RVN---Lieutenant General Victor H. KRULAK, CG, FMFPac, visited 1st MAW and other III MAF units in Vietnam.
- 10 Oct RVN---VMA-214 flew 38 combat sorties establishing a record for total fixed wing sorties flown in one day by a 1st MAW jet squadron in Vietnam.
- 10-12 Oct SEASIA---Three MAG-16 helicopter squadrons changed locations as HMM-261 replaced HMM-163 aboard the USS IWO JIMA as part of the Special Landing Force (SLF), HMM-163 moved to MCAF, Futema, Okinawa, and HMM-263 arrived at Marble Mountain Air Facility, Danang, RVN, from Okinawa.

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- 11 Oct RVN---Advance elements of VMA-211 joined MAG-12 at Chu Lai from MCAS, Iwakuni, Japan, and promptly the same day launched two A4E's on the squadron's first combat mission in Vietnam.
- 11 Oct RVN---VMFA-115 joined MAG-11 at Danang from MCAS, Iwakuni, Japan.
- 15 Oct RVN---VMFA-513 returned to MCAS Iwakuni, Japan, after being relieved at Danang by VMFA-115.
- 20-24Oct RVN---MAG-11 and MAG-12 aircraft flew 59 sorties in support of U.S. and ARVN forces under heavy attack at the Plei Me outpost, 25 miles southwest of Pleiku.
- 22-25Oct RVN---MAG-16 helicopters participated in Operation RED SNAPPER a joint USMC/ARVN search and clear operation conducted 40 miles northwest of Danang.
- 24 Oct RVN---VMA-214 at Chu Lai logged its 2,000th combat sortie in Vietnam.
- 26 Oct RVN---Two VMFA-115 F4B's crashed into the side of Monkey Mountain, Danang, while returning from a combat mission. Darkness and mechanical failure appeared to be contributing factor.
- 28 Oct RVN---During early morning hours, Viet Cong demolition teams infiltrated both the Marble Mountain (Danang) and Chu Lai airfields and were successful in inflicting considerable damage. MAG-16 sustained 19 helicopters destroyed and 35 damaged. At Chu Lai, two MAG-12 A4 aircraft were destroyed and 6 damaged.
- 29 Oct JAPAN---VMFA-323 arrived at MCAS, Iwakuni, Japan and joined MAG-13
- 2 Nov RVN---Twelve MH-161 UH-34's provided a flyover at the Hue Citadel during Republic of Vietnam Independence Day ceremonies.

SECRET

- 3-5 Nov RVN---MAG-12 and MAG-36 participated in Operation BLACK FERRET, a combined USMC/ARVN regimental size search and destroy operation conducted approximately 16 miles south of Chu Lai.
- 4 Nov RVN---Colonel Emmett O. ANGLIN Jr. relieved Colonel Robert F. CONLEY as Commanding Officer, MAG-11 at Danang.
- 7 Nov RVN---First Lieutenant George FOCHT of VMA-214 flew his 100th combat mission and became the first MAG-12 pilot to reach that total in Vietnam.
- 10 Nov PACIFIC---1st Marine Aircraft Wing Marines observed the 190th Birthday of our Corps.
- 10-12Nov RVN---All 1st MAF fixed wing and helicopter groups in Vietnam participated in Phase I of Operation BLUE MARLIN, a combined USMC/ARVN Marine Corps amphibious assault conducted between Chu Lai and Tam Ky.
- 15 Nov RVN---MASS-2 ABCT (Devastate "C") moved from Pleiku to Chu Lai to provide drone control support for HAWK FIREX.
- 16-18Nov RVN---Phase II, BLUE MARLIN was conducted in an area approximately 35 miles south of Danang.
- 17-18Nov RVN---Elements of the 1st MAF were instrumental in preventing a Viet Cong victory at the Special Forces Camp at Hiep Duc, approximately 40 miles west of Tam Ky.
- 22-24Nov RVN---1st MAF aircraft participated in an operation to reinforce an ARVN Ranger Battalion under attack by an estimated VC regiment at Thach Tru, approximately 37 miles south of Chu Lai.

SECRET

- 25-27 Nov RVN---Severe monsoon weather conditions forced cancellation of all MAG-12 A4 missions scheduled during the three day period.
- 28 Nov RVN---Four additional VMA-211 aircraft arrived at Chu Lai bringing that squadron's total in-country A4E assets to ten.
- 30 Nov, 1 Dec RVN---HMM-261 as part of the Seventh Fleet Special Landing Force (SLF) participated in the final in a series of DAGGER THRUST amphibious raids, this one conducted at Lang Ke Ga, 17 miles south of Phan Thiet. Four armed UH-1E's from VMO-6 were provided to supplement normal SLF helicopter assets.
- 1 Dec RVN---VMFA-323, an F4B squadron, commanded by Lieutenant Colonel ~~Andy L.~~ *Andrew W.* O'DONNELL joined MAG-11 Danang, from MCAS, Iwakuni, Japan, and relieved VMFA-542 which returned to Iwakuni.
- 2 Dec RVN---VMFA-323 commenced combat flight operations in Vietnam.
- 2 Dec RVN---Advance echelon of VMA-223 arrived at Chu Lai and began preparations to relieve VMA-311.
- 3-19 Dec RVN---The first HAWK missile firing exercise in RVN was conducted at Battery "A", 2d LAMF Bn site, Ky Ha Peninsula, Chu Lai.
- 4 Dec RVN---Four additional VMA-211 A4E aircraft arrived from MCAS, Iwakuni, Japan, bringing that squadron's total in-country assets to 14 aircraft.
- 6 Dec SEASIA---1st MAW fixed wing jet aircraft flew the first STEEL TIGER mission in support of the 2d Air Division, USAF.
- 9-21 Dec RVN---1st MAW elements participated in Operation HARVEST MOON, a large scale USMC/AFM operation conducted in an area approximately 25 miles southwest of Danang.

SECRET

- 10 Dec RVN---Colonel Michael R. YUNCK, ACofS, G-3, 1st MAF was seriously wounded by .50 caliber machine gun fire while acting as TAC (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 MAF NATOPS Officer assumed duties of ACofS, G-3.
- 11-13 Dec RVN---Organic Marine Corps aerial refueling capability was utilized extensively 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 available fuel and meet operational commitments, 14 aircraft launched with light fuel load, then refueled from the tankers before and after conducting combat missions.
- 14 Dec RVN---A U. S. Army H-47 Chinook helicopter rendered an assist by lifting three downed UH-34's and returning them to Ky Ha airfield at Chu Lai.
- 15 Dec RVN---VMA-223, commanded by Lieutenant Colonel Alexander WILSON, joined MAG-12 at Chu Lai from MCAS, Iwakuni, Japan, with 19 A4E aircraft. VMA-223 relieved VMA-311 which returned to Iwakuni after operating in Vietnam since 1 June 1965.
- 19 Dec RVN---MASS-2 ASRT (Devastate "C") co-located with Devastate "A" at Chu Lai.
- 19 Dec RVN---The first USMC F8E "CRUSADERS" deployed to Vietnam when VMF(AW) 312 under the command of Lieutenant Colonel Richard B. NEWPORT joined MAG-11 at Danang from MCAS Iwakuni, Japan.

SECRET

- 20 Dec RVN---VTF(AW) 312 aircraft flew first combat missions in Vietnam.
- 24-25Dec SEASIA---The announced 30 hour Christmas cease fire (241800H-252400H) commenced as scheduled and was later extended past midnight on the 25th at the direction of higher authority. 1st MAF offensive air operations resumed at 261215H when a flight of two VMA-211 A4E's were diverted from a helicopter escort mission to strike a Viet Cong trench line complex.
- 27 Dec RVN---Lieutenant Colonel John W. KIRKLAND relieved Major William E. GARMAN as Commanding Officer of VMA-211 at Chu Lai.
- 29 Dec JAPAN---VMCJ-1 (Rear) was deactivated at MCAS Iwakuni, Japan. VMCJ-1 personnel remaining in Japan were placed in a TAD status.
- 29 Dec RVN---The first USMC A4E aircraft was lost as a result of enemy fire in RVN. The VMA-211 aircraft piloted by First Lieutenant Thomas F. ELDRIDGE was hit during a bombing run on VC positions south of Chu Lai. While attempting to return to Chu Lai the aircraft crashed inland. No parachute was observed and the pilot was presumed dead.

SECRET

1966

- 3-4 Jan RVN---1st MAW provided limited fixed wing and helicopter support during Operation WAR BONNET, a battalion size USMC/ARVN search and destroy operation conducted in the southeastern corner of the Danang TAOR.
- 4 Jan RVN---HMM-163 arrived at Phu Bai from MCAF Futema, Okinawa, relieving HMM-161 which returned to Futema. HMM-163 chopped OPCON/ADCON to MAG-16. HMM-161 chopped OPCON to 1st MAW (Rear).
- 5-8 Jan RVN---Elements of the 1st MAW provided fixed wing and helicopter support during Operation LONG LANCE, a combined USMC/ARVN search and destroy operation conducted in the southwestern corner of the Danang TAOR.
- 6 Jan RVN---HMM 362 relieved HMM-261 as the Special Landing Force (SLF) helicopter squadron. HMM-261 moved to Ky Ha airfield, Chu Lai and chopped OPCON/ADCON to MAG-36.
- 6 Jan RVN---MASS-2 ASRT (Devastate "B") moved from Danang Air Base to Marble Mountain Air Facility.
- 9 Jan RVN---A MASS-2 Air Support Radar Team (ASRT) moved from Danang to Quang Ngai. Recent enemy activity in Quang Ngai Province dictated the requirement to provide a radar controlled bombing (TPQ-10) capability in the Quang Ngai area to support ARVN outposts during periods of reduced visibility.
- 10-14 Jan RVN---1st MAW provided close air support, aerial reconnaissance and helicopter support to 3rd Marine Division forces during Operation MALLARD, a two battalion ground/helicopter assault

SECRET

and Arc Light strike exploitation operation conducted in an area 13 miles southwest of Danang.

SECRET

UNITDATE ARRIVAL
RVNDATE DEPARTED
RVN13Jan66
Prepared by 1stMAW

HTM-365	Prior to 1 January 1965	18 February 1965
1st LAAM Bn	7 February 1965	
HTM-163	18 February 1965	21 June 1965
HTM-162	9 March 1965	15 May 1965
HAG-16 (-)	9 March 1965	
HAMS-16	14 March 1965	
MABS-16	14 March 1965	
VMFA-531	11 April 1965	15 June 1965
MASS-2	16 April 1965	
VMCJ-1 (-)	17 April 1965	
VMO-2	3 May 1965	
1st MAW (Adv)	11 May 1965	
MABS-12	11 May 1965	
HTM-365	15 May 1965	2 August 1965
HAG-12	16 May 1965	
HTM-161	22 May 1965	4 January 1966
HAMS-12	25 May 1965	
VMA-225	1 June 1965	5 October 1965
VMA-311	1 June 1965	15 December 1965
VMFA-513	15 June 1965	15 October 1965
VMA-214	21 June 1965	
HTM-261	25 June 1965	
MAHG-1	30 June 1965	

SECRET

SECRET

<u>UNIT</u>	<u>DATE ARRIVAL RVN</u>	<u>DATE DEPARTED RVN</u>
H&HS-1	30 June 1965	
HAG-11	7 July 1965	
H&MS-11	7 July 1965	
MABS-11	7 July 1965	
VTFA-542	10 July 1965	1 December 1965
MACS-9	13 July 1965	14 September 1965
HMM-361	2 August 1965	
MAG-36	31 August 1965	
H&MS-36	31 August 1965	
MABS-36	31 August 1965	
HMM-362	31 August 1965	
HMT-363	31 August 1965	
HMM-364	31 August 1965	
VD-6	31 August 1965	
2d LAAM Bn	11 September 1965	
MACS-7	14 September 1965	
VMA-224	4 October 1965	
VMFA-115	11 October 1965	
VMA-211	11 October 1965 (6 a/c Det)	
HMM-263	11 October 1965	
VMA-211	28 November 1965 (4 a/c arr)	
VMFA-323	1 December 1965	
VMA-211	4 December 1965 (4 a/c arr)	
VMA-223	15 December 1965 (19 A4E a/c)	
VMA(AW)-312	19 December 1965 (4 F8E a/c)	

SECRET

SECRET

<u>UNIT</u>	<u>DATE ARRIVAL</u> <u>RVN</u>	<u>DATE DEPARTED</u> <u>RVN</u>
VMP(AW)-312	20 December 1965 (3 F8E a/c)	
	21 December 1965 (1 F8E a/c)	
	24 December 1965 (4 F8E a/c)	
	25 December 1965 (1 F8E a/c)	
HMM-163	4 January 1966	

SECRET

DECLASSIFIED

APPENDIX(32)

DECLASSIFIED

NO. 5

17 February 1966

1ST
MARINE
AIRCRAFT
WING

AVIATION SAFETY BULLETIN



Appendix (32)

First Marine Aircraft Wing Aviation Safety Officers as of 15 February 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

Capt L. PRICHERTT

Marine Fighter (AW) Squadron-235

*Maj A. R. HICKLE

Marine Aircraft Group-12

*Maj A. R. HICKLE

Headquarters & Maintenance Squadron-12

*Maj O. M. DIAZ

Marine Attack Squadron-211

Capt D. E. MELVILLE

Marine Attack Squadron-214

Capt H. R. STENNIS

Marine Attack Squadron-224

Maj L. DEWOLFE

Marine Attack Squadron-223

*Capt D. T. TIERNEY

Marine Attack Squadron-311

*Capt W. C. DAVIS

Marine Aircraft Group-13

*Capt W. C. DAVIS

Headquarters & Maintenance Squadron-13

*Maj E. C. PAIGE

Marine Fighter/Attack Squadron-314

*Maj H. M. HERTHER

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. GOODSSELL

Marine Aircraft Group-36

*Maj W. J. GOODSSELL

Headquarters & Maintenance Squadron-36

*Capt J. D. BOWLING

Marine Medium Helicopter Squadron-261

Maj P. C. SCAGLIONE

Marine Medium Helicopter Squadron-362

Capt T. W. AMIS

Marine Medium Helicopter Squadron-363

Capt C. RIORDAN

Marine Medium Helicopter Squadron-364

Capt J. M. PERRYMAN

Marine Observation Squadron-6

1stLt K. A. TAGGART

Marine Wing Service Group-17

Capt T. C. ANDREW

Marine Aircraft Maintenance Squadron-17

*Capt J. C. MCGUIRE

Marine Aerial Refueler Trans Sqdn-152

* Denotes USC School Trained

Notify FMAW Aviation Safety Office of any changes to above list.

"ONE OF THE BEST PILOTS IN THE SQUADRON"

During the last three months this command has had seventeen (17) chargeable (operational) aircraft accidents. Of this number there were thirteen (13) pilot caused. During this same period we have had seven (7) aircraft damaged by their own ordnance. Also we lost five (5) aircraft and crews either missing or cause undetermined. In just about every one of the above mishaps the CO of the unit and in some cases the group CO have described the pilot as "one of the best pilots in the squadron". If this is a true statement then we really have problems.

If the "best pilots in the squadron" are having inexcuseable accidents, the future looks grim for this command. Before we start on this tack let's look into this a little more.

Is he really "one of the best pilots"? Maybe a little honest appraisal would bring to light some additional facts that might change the CO's opinion. Or maybe he really is, then let's look further. Is he being worked too hard - is he bored - is he tired (mentally/physically)? In other words is he suffering from fatigue. Don't jump to accept this. Just because people are in a combat environment doesn't necessarily mean that they are going to suffer from fatigue. How about complacency? (Webster says: 1. Quiet satisfaction; contentment. 2. Self-satisfaction; smugness.) Could this be it? Sounds pretty good. Matter of fact, one pilot, extremely well qualified, has admitted that he just allowed himself to get into a position from which he had no recovery (BRAVO damage) by just being a little too complacent. He further stated that he was lulled into this state by the fact that it was a routine flight, he had performed the same mission many times before and had never had any problems. So maybe this might be applicable to some others.

Of course you also have to consider the pilot who takes a chance, or cuts a corner thereby causing an accident (could be called displaying immaturity). The following is quoted from a safety publication: ".... Sometime in the past a number of people, when given the opportunity to exercise judgment, have done so in a completely selfish manner. They took risks which could never be justified by operational neccessity and which resulted in the loss of life and destruction of combat potential.

"The records are full of accidents that were caused by apparently rational men who took it upon themselves to take risks for which they had no authority. There is no need to cite examples of these accidents. Anybody who has been reading accident briefs for any length of time has reviewed most of the gross examples. The problem is that there is really nothing new in accidents except a new crop of pilots committing the same errors over and over again. These errors are invariably committed when we believe the individual sufficiently experienced and mature to accept responsibility." Maybe we should check this one out.

Could it be a lack of command supervision, supervision at the flight leader level, or reluctance to properly brief, debrief and critique sub-standard performance?

There are probable other reasons why "one of the best pilots in the squadron" has had operational, pilot-caused accidents and/or unnecessary incident damage, but regardless of the reason we can't possibly tolerate these mishaps. The reason is, of course, that we are losing people and aircraft to accidents which drain our combat potential and also reflects adversely upon all members of this command. Every loss or accident we sustain affects our combat effectiveness.

So we say again - if the operational, pilot caused accidents and the unnecessary incident damage are being caused by "one of the best pilots in the squadron" then we really have problems.

SECOND CHANCE
From MAG-13 Safety News

From the early stages of life we are taught the rules of sportsmanship. We are taught that fair play and honesty are the things to live by. All through life we find evidence of man's understanding for man. Our religious customs and laws are based on the assumption that anyone can make a mistake. We are also taught that we learn the right way by making errors and the first offenses are usually forgiven, provided the lesson is learned. How many times have you seen or heard of cases in court where, brought out that it is a first offense, the judge merely reprimands the offender? How many times in the military have you seen mistakes and errors forgiven because the man was an outstanding worker and this was the first time anything had gone wrong? We go to great lengths to promote this axiom and impress it with such slogans as "to err is human to forgive is divine". Fortunately our system of government and way of life permits this to happen or people would be afraid to do anything for fear of the repercussions. It makes life a little easier to work without constant fear of punishment. We can even relax at times and overlook some of the small things we should attend to. We can take off on a normal hop and feel a certain amount of safety knowing that if we make a small error in judgement it will probably end up as a topic of discussion in the ready room. If every aviator faced losing his wings for first mistakes there wouldn't be too many aviators around. Just how far does the forgiveness of errors go and what is the dividing line between honest errors and gross negligence? How many honest errors turn into the loss of a pilot's life because he knew it would be alright? It's difficult to tell a pilot with five hundred hours in type that he is committing dangerous errors or letting things slip and as a result we have found a convenient way of excusing our errors by calling it complacency. Complacency is reverting back to the old school days when living was easy and you had to make a premeditated effort to get into trouble. It is knowing that no matter what you do it won't be considered very bad and you will certainly be forgiven for it. Complacency is the protective shield of forgiveness that allows us a second chance to forget a little, a second chance to slip a little, and a second chance to die a little.

GOOD DOPE
FROM
MECH'65

The future forecasts more complex and sophisticated equipment. Because of this complexity it is essential that supervisory personnel be aware that the quality of maintenance performed depends entirely on them.

It is also essential that only the most experienced and reliable personnel be assigned to perform the quality control functions necessary to insure high quality maintenance. This should be the man's only job--one which requires him to be an instructor, an inspector and ready source of reliable information concerning maintenance procedures.

While due emphasis is placed on new problem areas, the lesser minor problems should not be overlooked.

The loss of covers, access panels, hatches, etc., have led all reporting mishaps for years. Again, proper supervision and closer inspection is dictated. The line chief must impress upon the plane captains and the crew chiefs of the importance of proper security of these items.

In many reported mishaps, statements are made or implied that the direct cause was the haste to meet scheduled requirements. It is well established by an old saying that, "haste makes waste". Commands must realize that adequate time, commensurate with operational commitments, must be allocated to adequately perform maintenance and have proper inspection.

Good planning in the areas of operations and maintenance will insure a high level of operational readiness.

VOCABULARY

Inadvertent, a real good word--but one which is showing up in ever-increasing numbers in maintenance error reports. Use of the word indicates that the writer is well versed in the English language--but some may not be sure of its meaning. The word is defined in Webster's New World Dictionary as "not attentive or observant; negligent". The lack of attention can account for many of the reported maintenance errors but it is also true that some are caused by pure negligence.

How do you stand in the category of inadvertent actions, not attentive or negligent?

FMFPac order requires reading OPNAVINST P3750.7B once every quarter. It might be wise to really sit down and read it rather than just initial it. Quite a lot of good "poop" in it.

MAMS-17 safety is still batting a good average. Our last accident was 28 June 1962 and as of the last of December 1965 we have accumulated approximately 29,642 accident-free hours. Let's keep up the good work.

MID - AIR COLLISION POTENTIAL
SAFETY IN ACTION
DANANG AIR BASE

Take-offs and landings at Danang air base have sped well past the thousand mark in the last few months. This total does not include the hundreds of helicopter arrivals and departures that also take place daily. A careful analysis of this fact plus a few minutes spent on the flight line viewing arriving and departing traffic should be sufficient to convince anyone that the sky around Danang is literally filled with aircraft.

Two results can be expected from this tremendous amount of traffic. First, the control tower will be "super-saturated" during the busiest times of the day. This means long delays for landings and take-offs, especially the latter. Crew members must expect delays and plan ahead for them. For example, pilots arriving at Danang should plan to have enough fuel to orbit for ten or fifteen minutes while backup traffic is gotten off the taxiway and into the air. Pilots departing Danang should not plan to arrive at their destination with just enough fuel for landing. That "just enough fuel" plus some more may be used up while waiting for take-off. The result would be the loss of the aircraft from fuel exhaustion. Remember, some departures are delayed 30 minutes or more so plan ahead.

The second anticipated result is the dangerous mid-air collision potential. During peak traffic periods, the sky over Danang seems to be almost blotted out by aircraft. All types are present, from O-1 putt-putts to mach 2 F-4s. When numerous aircraft of diverse speed and capability are mixed together and placed in the small area known as the Danang control zone, a mid-air collision seems almost inevitable. It really is a miracle that we haven't run together in the pattern so far. Avoiding such a catastrophe will take planning and extreme vigilance on the part of every pilot. Follow the traffic patterns religiously. Don't try to sneak in front of another aircraft and get down quickly. Call tower early, tell them your position and plans, and inquire about traffic in the local area. Above all, keep that head turning on a swivel and keep looking. Don't take the active runway unless you are definitely cleared by tower. Don't try to land unless definitely cleared. Plan ahead and use your head - and we'll all have a safe tour.

BOO - BOOS

A pilot signaled the plane captain to pull the safety pins. Upon removal of the starboard rack pin the fuel tank jettisoned. An ordnanceman had failed to pull a no voltage check after actuation of the release system. The emergency jettison microswitch would not open after the jettison handle was restowed.

After starting the aircraft the plane captain gave the pilot a "drop flaps" signal while the starting pod was being towed under the wing. A six inch hole was torn in the flap.

Fire warning light came on after take-off. The plane was landed and engine secured. Inspection revealed that three wires had been broken in the fire warning circuit.

Because of improper installation and incomplete preflight an access panel was lost from the starboard wing shortly after take-off.

DO YOU RESIST PROGRESS?

You don't think so? Well, don't be too sure. Human beings who don't resist progress are rare exceptions. The plain fact is that most of us do.

Progress is a wonderful thing--as long as it involves somebody else. But when a new idea crops up on your unit, how do you react? Do you step forward eagerly to appraise its merits with an open mind? Or are you apt to draw back--perhaps unconsciously--and reach for something to kill it?

Resistance to change is almost instinctive. Doing things differently would upset our comfortable habits of thought and action. It would create the need for thinking, planning, and making new decisions. And what if those decisions happened to be wrong?

Change always involves some risk--the risk of failure, the risk that things won't turn out as much to our liking as they are now. We're familiar with our present problems. But who knows what our problems would be if we started making changes?

Are you still confident you don't resist progress? Well, just for fun check the following list of expressions. See if any of them sound familiar.

"WE TRIED THAT BEFORE"

Did you? Precisely this idea or merely something like it? And how was it executed? Don't be too sure that ideas that were tried and didn't work are bad ideas. Many a terrific idea has failed simply because it was poorly executed.

"WE DON'T HAVE THE TIME"

This is the favorite comment of people who've planned something and don't want their plans changed. If they really want to change things, it's amazing what can be accomplished in a very brief period.

"NOT PRACTICAL FOR OPERATING PEOPLE"

What's different about operating people? The man who makes this comment without specific, sensible reasons is merely throwing mud at the proposition.

"DON'T BE RIDICULOUS"

A comment designed to end discussion before it begins. It not only kills the idea in question, but also cautions the man against suggesting any others.

"WE DID ALL RIGHT WITHOUT IT"

The fellow who opposes a new idea for this reason is really grasping at straws. But you've heard it: So have I.

"HAS ANYONE ELSE TRIED IT"

This is a good question--if it's asked for the purpose of obtaining information. The trouble is that it's so often asked by someone groping desperately for a reason to say no.

Under the proper circumstances, some of the expressings quoted above make excellent sense. That's precisely what makes them so damaging. Wrongly used, they sometimes stop a valuable idea dead in its tracks.

HUH - WHAT'D YOU SAY?

Exposure to intense noise can produce a temporary or permanent hearing loss.

Permanent noise-induced hearing loss results from the destruction of certain ear structures that cannot be replaced.

Maintenance personnel can protect themselves against noise-induced hearing loss by wearing, singly or in combination, the ear muffs and ear plugs required by regulations.

ORDNANCE

Exhaustive research is conducted during the design phase of all munitions. For example the General Purpose (G.P.) Bomb that we use by the hundreds every day, is designed to withstand a drop of 14 feet into a reinforced concrete slab without detonation more than 1% of the time. It was noted that last month an activity (nameless here forevermore) conducted their own drop test from the bed of a moving truck. The impact of 1000 pounds at 20 mph can be disastrous; the one-percent explosion factor can greatly increase the disaster. All ordnance safety precautions have been written in blood-- Stop trying to rewrite them!

MORE ORDNANCE

Incident - The two inboard LAU-17/A pylons came crashing down when the pilot switched to external power prior to starting aircraft.

Cause - The launcher safety pins were removed from the pylons by the pilot during preflight inspection. The explosive bolts were initiated to stray voltage from a faulty tank aboard relay, P/N 32-76058-2, located in the armament relay panel. Explosive bolts were installed in the pylons as the squadron was conducting air-ground training. Prior to this training, explosive bolts were not installed and no SOP had been promulgated concerning poststart checks for stray voltage.

Comments - Squadron CC's "The basic cause of this accident was noncompliance with standard ordnance safety procedures. A contributing factor was flight crew unfamiliarity with the systems concerned. In view of the increased use of varied ordnance on the F-4 aircraft, it is imperative that commanding officers insure strict compliance with safe handling procedures. This can only be accomplished by continuous training of both flight crews and ground personnel. Crossfeed."

MORE BOO - BOOS

On take-off the aircraft nosed over onto the clamshell doors. The pilot reduced the collective and the aircraft settled back on the main mounts. Investigation revealed that no cotter pin was installed on the pitch channel of the auxiliary servo. The bolt came out after one landing had been made

An external load was inadvertently dropped during flight. The hook was in safe and the lights were out. However, the emergency release cable was curled beneath the latch assemble.

Lack of supervision and failure to insure proper clearance resulted in the main rotor blades striking and damaging the tail rotor of another plane when the aircraft was turned up

ROTS OF RUCK
OR
A NIGHT TO REMEMBER
BY
CAPTAIN GEORGE T. LEONHARDT USMC

Ever get forced down by weather? It all started as a normal day. Got up at 0600, ate breakfast, briefed at 0645 and launched from Phu Bai at 0730. We had the 3rd Marines dawn to dusk resupply at Danang.

During the latter part of the afternoon the weather began to move in. We completed our last task at 1815 and then recovered to Marble Mountain AF. At this time we had been up all day and had flown six (6) hours. During the entire day we were unable to engage our automatic stabilization equipment (ASE).

After servicing the aircraft, we stopped long enough for chow and then prepared to return to Phu Bai. Four other aircraft were launching for the return trip also. One flight, the courier, informed us that the weather had been 1000-1500 foot overcast all the way up north. All of our radios except the tacan were functioning normally. It would not "lock on".

We took off at 1905 and flew along the coast. The ceiling was just over 1000 feet. After clearing the line of hills just to the north of Danang, we descended to 500 feet as it was easier to fly with reference to the beach in the darkness. We attempted to communicate with our wingman but were unable to hear our own transmissions on UHF and unable to receive his reply on FM. When we were due east of Phu Bai at approximately 12 miles our tacan had still not "locked on". I instructed my wingman to assume the lead and steer us in on the 090 degree radial. He rogered with the appropriate light signal. The other aircraft that had launched from MMAF had overtaken us by now as we flew along the coast. They were now ahead of us in the approach. We had no idea that the weather at our destination was rapidly deteriorating.

We descended to 300 feet and at about seven miles from the field entered low clouds and rain. Losing sight of our leader we held our heading, altitude and airspeed for a full timed five seconds. Meanwhile I transmitted that the lead aircraft place his running lights on bright and turn on his rotating beacon. Then I executed a 180 degree reversal of heading, climbed to 500 feet and instructed the lead aircraft to continue in the approach. We slowly descended to 300 feet on the radar altimeter and regained visual contact with the ground.

For the next 25 minutes we continued to maintain visual contact and made our way back to the coastline. The weather continued to lower, forcing us down to 100 feet. Visibility was poor due to darkness and rainshowers. We attempted to use the directional landing light but it got stuck in a position pointing down and to the left. I was flying in the left seat and found that I was in the best position to maintain contact with the ground. Of necessity I did the flying and maintained a split-scan between the ground and the instruments. If I had climbed I may never have been able to fix our position again. Our only navigational aid was the LF/ADF and we were still unable to transmit on UHF. Had the pilot in the right seat been flying I feel he would not have been able to respond quickly enough to my corrections.

Throughout the flight my co-pilot was invaluable. He kept a cool head, maintained a good instrument scan to back me up and repeatedly corrected any tendency I had to over-control.

Finally realizing we could not continue to fly, we concurred that we should land on ~~the~~ beach and await the first light of day to resume our efforts to reach Phu Bai. After a miraculously safe landing, we attempted once again to transmit our intentions in the blind. In order to avoid the incoming tide and noise of the surf, I airtaxed about 150 yards inland and quickly shutdown. It was 2030 and my concern immediately centered on the safety of the other aircraft.

With our five (5) passengers and four (4) crew we set up a 50% watch for the long night ahead. Our defensive positions were on either side of the aircraft at 45 degree angles and out approximately 15 yards. Each position was dug in and manned by two men armed with an M-60 machine gun and an M-14 rifle. In addition all personnel were carrying side arms. An extra M-14 rifle plus my grease gun remained with the off-duty watch in the cabin of the aircraft.

Our watches were 2½ hours long. We repeated the schedule twice. The weather was very windy with steady rainfall. Much of the time the visibility was less than 15 feet. On two (2) occasions during the night we attempted radio contact with planes flying high overhead. But we dared not risk turning up the aircraft or operating from the auxiliary power unit.

At the first light the rain ceased and the ceiling improved to 200 feet. While the two pilots prepared for the start, the off-duty watch made a quick reconnaissance of the beach immediately behind the aircraft and the dunes ahead of us. We estimated it would take 4-5 minutes to reach the temperatures for engagement and instructed our defenses to remain where they were until they saw the rotors turning.

After launch we flew along the beach until we were oriented. When we attempted contact with our ready room FM we overheard one of the search planes reporting his position. (Guess Who?) We advised the "Skipper" of our position and intentions and asked about the other aircraft that had been with us. We were informed he made it in safely.

In retrospect, it can be said that I never thought it would happen to me. But if you find yourself saying that, don't be so cocksure. I have been flying for over 9½ years, have just over 3700 hours of flight experience in jets/props/helos and I have always had the utmost respect for the professional, calculated approach in aviation. Yet it happened to me.

Perhaps the most embarrassing fact is that I am the Aviation Safety Officer. And believe it or not, we are human too. We are subject to the same kind of errors that we caution all of you other gents so repeatedly and earnestly about. Therefore, it would also be sheer folly to say that it couldn't happen again. Other planes encountered this same unexpected weather and narrowly made it back. However, none elected to commence a night flight without an ASE and properly functioning ~~tacan~~. While this did not seriously effect the safe conduct of the flight initially, the moment we plowed into the "shmuck" I would have gladly given a whole seabag full of "piasters" for a good ~~tecan~~. As for helos flying

night actual instruments, I would definitely NOT recommend it.

There are a few people, I am sure, who will say I had "get-home-itis" but its not so. One tent is just about the same as the next. Nevertheless, the insidious effects of fatigue after a full flying day had begun to numb my better judgement. In all thruthfulness, as we got ready to launch from MMAF the consideration of flying at night without an ASE or a properly functioning tacan just didn't hit HOME. I was not at all aware of the impairment to rational, cautious deliberate thinking which had taken place.

As for the other hundred and one decisions which we made during the flight, all could be examined in the clear light of day and argued pro and con. Sure the weather we encountered was unexpectedly poor. But in the final analysis, none of this would have happened had I been keen enough to draw the line (a line I know only too well) and not launched until I had all the winning cards in my hand. Its not supposed to be a matter of "rots of ruck".

REVIEW YOUR PROCEDURES

As has been mentioned to all the squadrons (especially helicopter) during ASO visits, there should be a review and practice/demonstration of all the escape procedures from the aircraft. There should also be a review of all the rescue procedures (especially over water). In connection with that, the flight surgeon should refresh everyone on the different methods of artificial resuscitation and other first aid facts. There have been a couple of examples lately where these things would not only have come in handy but might have saved a life.

I refer to an H-34 from the SELF which dropped into the water after engine failure on a touch and go flight. One of the pilots became disoriented and was 75 to 100 feet down before he was able to escape from the cabin.

The other example involved a huey which went into the water and because of poor (or lack of) training in sea rescue, confusion at the scene of the crash and lack of first aid knowledge, only one member out of four survived the crash. The crash scene was only about 100-150 yards off shore.

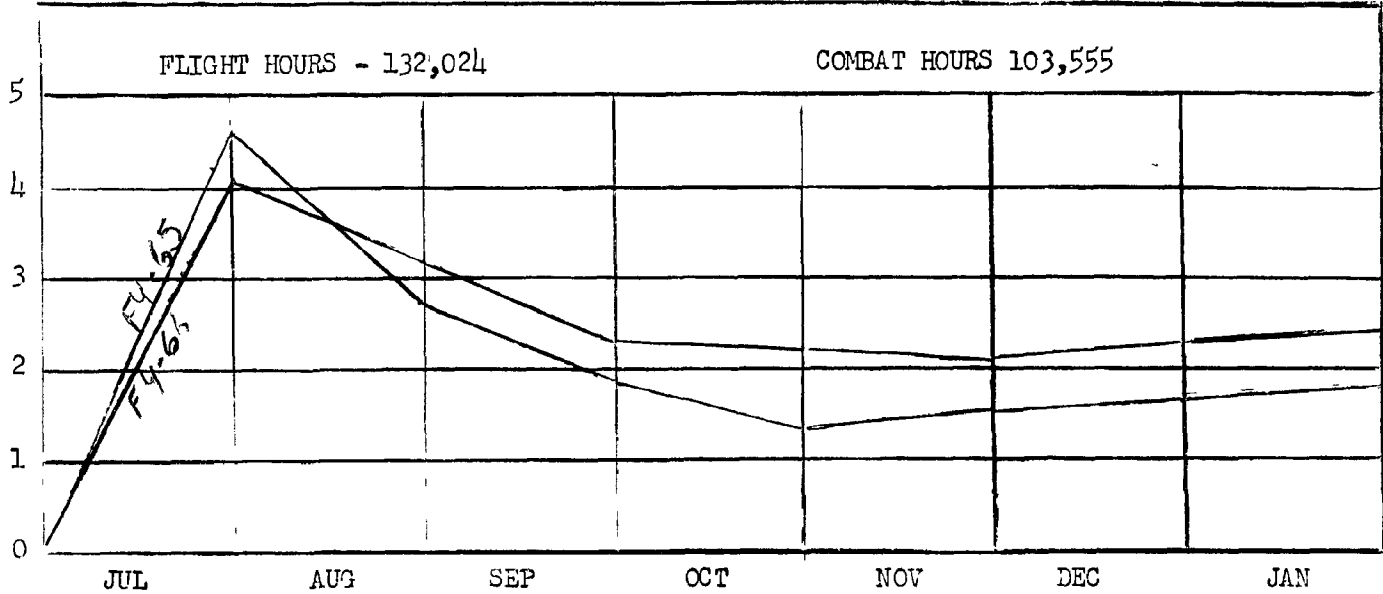
I think these two examples should point out to all the need for constant refreshers in escape, rescue and first aid. There is a requirement for quarterly lectures, training and demonstrations in escape procedures and use of survival equipment but you are certainly not restricted to that time frame.

A panel on the upper fuselage was improperly secured and separated in flight damaging the wing.

During descent the propeller oil low warning light illuminated accompanied by a low pressure warning light. The no. 2 engine was secured and a landing made. The propeller shaft packing seal had been damaged during installation.

STATISTICS

FMAW ACCIDENT RATE/10,000 HOURS



FMAW ACCIDENT/HOURS STATISTICS

CUMULATIVE FY-66 RATE	4.01	3.10	2.28	2.20	2.08	2.34	2.19
CUMULATIVE FY-65 RATE	4.68	2.83	1.97	1.47	1.63	1.71	1.78
NUMBER OF ACDTS FY-66	7	4	1	4	3	7	7
NUMBER OF ACDTS FY-65	4	1	0	0	2	2	1
HOURS FLOWN FY-66	17,448	17,304	18,909	19,005	18,533	19,578	21,247
HOURS FLOWN FY-65	8,555	9,146	7,746	8,636	8,929	9,627	9,073
	JUL	AUG	SEP	OCT	NOV	DEC	JAN
