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~~SECRET NOFORN~~ / Unclassified upon removal of basic materialSECOND ENDORSEMENT on CG, 1stMAW's Command Chronology
for May 1966From: Commanding General, Fleet Marine Force, Pacific
To: Commandant of the Marine Corps (AO3D)Subj: Command Chronology of the 1st Marine Aircraft Wing for
the month of May 1966 (U)

1. Forwarded.

W. E. Barrineau
W. E. BARRINEAU
By direction

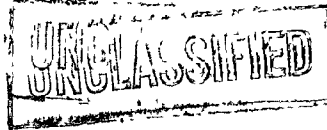
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HEADQUARTERS
1st Marine Aircraft Wing
Fleet Marine Force, Pacific
FPO San Francisco 96602



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Ser: 003A18366
2 JUL 1966

NOFORN

From: Commanding General
To: Commandant of the Marine Corps (Code A03D)
Via: (1) Commanding General, III Marine Amphibious Force
(2) Commanding General, Fleet Marine Force, Pacific
Subj: 1st Marine Aircraft Wing Command Chronology, May 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.

H. W. TAYLOR
CHIEF OF STAFF

1st MAW S&C No.	Copy No.
2649-66	1



NOFORN

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FIRST MARINE AIRCRAFT WING

COMMAND CHRONOLOGY

PERIOD COVERED:

1 MAY 1966 - 31 MAY 1966

LOCATION:

REPUBLIC OF VIETNAM

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PART ONE
ORGANIZATIONAL DATA

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HEADQUARTERS, 1ST MARINE AIRCRAFT WING - COMMANDER AND STAFF

1 MAY 1966 - 31 MAY 1966

1ST MARINE AIRCRAFT WING - DANANG RVN

COMMANDING GENERAL

MAJOR GENERAL KEITH B. MCCUTCHEON
1 MAY - 15 MAY 1966

MAJOR GENERAL LOUIS B. ROBERTSHAW
16 MAY - 31 MAY 1966

ASSISTANT WING COMMANDER

BRIGADIER GENERAL HUGH M. ELWOOD
1 MAY - 31 MAY 1966

CHIEF OF STAFF

COLONEL HARRY W. TAYLOR
1 MAY - 31 MAY 1966

DEPUTY CHIEF OF STAFF

COLONEL THOMAS G. BRONLEWE
1 MAY - 31 MAY 1966

ASSISTANT CHIEF OF STAFF, G-1

COLONEL WILBUR D. WILCOX
1 MAY - 31 MAY 1966

ASSISTANT G-1

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

ASSISTANT CHIEF OF STAFF, G-2

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

ASSISTANT G-2

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

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ASSISTANT CHIEF OF STAFF, G-3

COLONEL EDWARD G. DOYLE
1 MAY - 31 MAY 1966

ASSISTANT G-3

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

OPERATIONS OFFICER G-3

LIEUTENANT COLONEL CLYDE R. JARRETT
1 MAY - 31 MAY 1966

ASSISTANT CHIEF OF STAFF, G-4

COLONEL ROBERT J. LYNCH
1 MAY - 31 MAY 1966

ASSISTANT G-4

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

OPERATIONS OFFICER G-4

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

ASSISTANT CHIEF OF STAFF, G-5

COLONEL FRED J. FRAZER
1 MAY - 31 MAY 1966

ADJUTANT

MAJOR DAVID A. CLEELAND
1 MAY - 31 MAY 1966

AVIATION SAFETY OFFICER

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

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CHAPLAIN

COMMANDER PAUL C. HAMMERL
1 MAY - 31 MAY 1966

COMMUNICATIONS/ELECTRONICS OFFICER

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

WING SUPPLY OFFICER

COLONEL JOHN P. ROSS
1 MAY - 31 MAY 1966

COMPTROLLER

MAJOR LOUIS B. MYERS
1 MAY - 31 MAY 1966

INFORMATIONAL SERVICES/CIVIL AFFAIRS OFFICER

CAPTAIN VICTOR E. BIANCHINI
1 MAY - 31 MAY 1966

INSPECTOR

COLONEL JAMES K. JOHNSON
1 MAY - 26 MAY 1966

COLONEL FRANKLIN C. THOMAS JR.
27 MAY - 31 MAY 1966

LEGAL OFFICER

COLONEL HARRY S. POPPER
1 MAY - 31 MAY 1966

STAFF MEDICAL OFFICER

CAPTAIN ROBERT E. MITCHELL
1 MAY - 31 MAY 1966

STAFF SECRETARY

CAPTAIN ROBERT L. KEMBLE
1 MAY - 31 MAY 1966

SPECIAL SERVICES OFFICER

MAJOR RICHARD A. GOVONI
1 MAY - 31 MAY 1966

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2. (S) TASK ORGANIZATION/LOCATION/UNIT COMMANDERS 1 MAY - 31 MAY 1966

<u>UNIT</u>	<u>LOCATION</u>	<u>COMMANDERS</u>
<u>1ST MAW</u>	DANANG, RVN	MAJOR GENERAL KEITH B. MCCUTCHEON 1 MAY - 15 MAY 1966 MAJOR GENERAL LOUIS B. ROBERTSHAW 16 MAY - 31 MAY 1966
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 RICHARD M. HUNT
MAG-36	CHU LAI, RVN	COLONEL WILLIAM G. JOHNSON

3. (C) AVERAGE STRENGTHS FOR MAY 1966

RVN

Officers	1253
Enlisted	<u>10,159</u>
TOTAL	11,412

IWAKUNI

Officers	47
Enlisted	<u>631</u>
TOTAL	678

TOTAL

Officers	1300
Enlisted	<u>10,790</u>
TOTAL	12,090

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

<u>DATE</u>	<u>NAME</u>	<u>RANK</u>	<u>BILLET</u>
1May66	William C. WESTMORELAND	Gen	COMUSMACV
2May66	R. G. OWENS Jr.	BGen	JCS Study Group
3-4May66	John A. HEINTGES	LtGen	Deputy COMUSMACV
5May66	Shelton E. LOLLIS	BGen	Deputy CG, 1st Log Command
5May66	William W. MOMYER	LtGen	Commander, ATC
5-6May66	A. E. COWAN	BGen	Dir, Joint Research & Test Act.
6May66	Jackson D. ARNOLD	RAdm	Force Material Officer, COMUSMACV
6May66	D. LAMBERT	RAdm	Commander, TRACOMPACFLT
6May66	Felix ASHINHURST	Mr	Dir, CARE in RVN
6May66	R. RAMP	Mr	Senior Field Rep, CARE in RVN
8-9May66	Edwin B. HOOPER	RAdm	COMSERVPAC
10May66	KHANG	MGen	Comdt. VNMC
10May66	William K. JONES	BGen	Dir, COC
11May66	John R. DEANE	BGen	C/S, Field Forces, VN
12May66	Harley L. MOORE Jr.	BGen	USARV Provost Marshall
12-15May66	Victor H. KRULAK	LtGen	CG, FMFPac
12May66	Carroll H. DUNN	BGen	MACV Engineer
13May66	Howard H. CALLAWAY	Cong	Republican, Georgia
13May66	Donald RUMSFELD	Cong	Republican, Illinois
13May66	Thomas D. MORRIS	Mr.	Asst Sec of Def. (Manpower)

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<u>DATE</u>	<u>NAME</u>	<u>RANK</u>	<u>BILLET</u>
13May66	James V. EDMUNDSOM	LtGen	USAF
13May66	Frank A. BARTIMO	Mr.	Sec of Def team
13 May66	Donald H. MC GOVERN	BGen	MACV J-1
14-31May66	C. A. YOUNGDALE	MGen	Logistics Study Group
14May66	Barry ZORTHIAN	Mr.	Director, JUSPAO
14May66	E. SEVAREID	Mr.	CBS News
14May66	James SKIDMORE	Mr.	President of JCC
21May66	Robert G. OWENS Jr.	BGen	JCS Team
22May66	William W. SCRANTON	Gov	Governor, Pennsylvania
25May66	William R. PEERS	MGen	OSD, SACSA
26May66	Dwight E. BEACH	Gen	COMUSFORKOREA & CG, 8th USA
29May66	John S. FOSTER Jr.	Dr	Director of Defense Research and Engineering

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PART TWO
NARRATIVE SUMMARY

2-1

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1 MAY - 31 MAY 1966

(S) On 1 May VMA-214 replaced VMA-224 at MAG-12. VMA-224 rotated to Iwakuni. (Appendix 14 & 15)

(S) On 1 May Colonel E. J. DOYLE relieved Colonel R. C. GRAY as Assistant Chief of Staff, G-3. (Appendix 6)

(S) At 1500H on 6 May an Army CH-54A transporting an A4 from Chu Lai to Danang jettisoned the A4 from 2500 MSL at BT 478135 when it began to oscillate. EOD personnel from Chu Lai destroyed the aircraft using thermite grenades and napalm. (Appendix 14 & 15)

(S) On 10 May 1st MAW aircraft supporting the ARVN operation Lam-Son 267 lifted 870 ARVN troops into the operation area. (Appendix 15)

(S) At 1508H on 11 May two A4 on a STEEL TIGER mission collided in mid air at 15°45'N, 106°32'E. The number two aircraft crashed. No chute was seen and no beeper was heard. SAR operations commenced at first light with negative results. (Appendix 14 & 15)

(S) On 11 May MAG-12 logged it's 30,000th combat hour by Captain C. H. KLINGENSMITH. (Appendix 8)

(S) On 12 May Captain K. V. BERCHIOLLI replaced Captain R. J. COULTER as Officer in Charge of MATCU-68. (Appendix 14 & 15)

(S) On 15 May VMA-211 flew MAG-12's 10,000th combat mission on a flight led by Captain M. T. FOUNTAIN. (Appendix 8)

(S) On 15 May Major General K. B. MCCUTCHEON was relieved of his command as CG, 1st MAW by Major General L. B. ROBERTSHAW. (Appendix 14 & 15)

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(S) On 15 May, due to the police action and political unrest in the Danang area, LtGen DINH, 3 Majors, 2 Captains and a SgtMaj, spent the night of 15-16 May in the 1st MAW Officers quarters for refuge. (Appendix 6)

(S) On 15 May the first F4B was launched from a field catapult. The launch was normal in all respects. (Appendix 14 & 15)

(S) On 17 May VMO-6 UH-1E's used the TAT-101 chin turret for the first time on a strike with very satisfactory results. (Appendix 14 & 15)

(S) On 18 May General CAO slept the night of 18-19 May in the TANGO BOQ due to the political unrest in Danang. (Appendix 6)

(S) On 20 May Lieutenant Colonel E. M. JONES relieved Lieutenant Colonel R. W. SHEPPE as Commanding Officer of MASS-2. (Appendix 15)

(S) On 22 May HMM-265 CH-46's joined MAG-16 replacing HMM-263 (Appendix 10)

(S) On 23 May Lieutenant Colonel Eddie E. PEARCY was relieved as Commanding Officer of VMFA-542 by Major Paul S. FRAPPOLIO. (Appendix 15)

(S) On 26 May Colonel F. C. THOMAS Jr. relieved Colonel James K. JOHNSON as Wing Inspector. (Appendix 6)

(S) On 26 May HMM-361 replaced HMM-261 at MAG-36. (Appendix 12)

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PART THREE
SIGNIFICANT EVENTS

3-1

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1. (C) Casualties. The following is a breakdown of 1st MAF casualties for the month of May. (Appendix 1)

KIA	WIA	DOW	MIA	CPT	Non-Battle		TOTAL	1966 CUM-TOTAL
					DTH	INJ		
1	21	0	0	0	2	81	105	854

2. (U) Awards. The 1st MAF Awards Section processed 2106 awards during May, in the following types and numbers:

PROCESSED AND FORWARDED TO HIGHER HEADQUARTERS		RECEIVED FROM HIGHER HEADQUARTERS	
Silver Star	6	Navy & Marine Corps Medal	1
Legion of Merit	1	Silver Star	1
Navy & Marine Corps Medal	3	Legion of Merit	1
Distinguished Flying Cross	37	Distinguished Flying Cross	21
Bronze Star	10	Bronze Star	3
Air Medal	6	Air Medal	8
Navy Commendation Medal	64	Navy Commendation Medal	21
Secretary of the Navy Commendation Award	6	TOTAL	56
TOTAL	133		
Air Medals Awarded at 1st MAF			1892
Purple Hearts Awarded at 1st MAF			25
			1917
GRAND TOTAL			2106

3. (SN) Intelligence/Counterintelligence. Activities of the 1st Marine Aircraft Wing G-2 consisted principally of maintaining and disseminating information and intelligence concerning fire incidents and hits involving Wing aircraft; maintenance of air order of battle and air capabilities data on North Vietnam and Communist China; and maintenance of order of battle, target folders and other data concerning selected targets in Laos, during May.

(SN) The majority of the 1st Marine Aircraft Wing Photo interpretation personnel (MOS 0241) continued to function under the operational control

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of III MAF. This support consisted of 1 officer and 14 enlisted at the conclusion of the reporting period. (Appendix 2)

4. (U) Informational Services. All significant events occurring during the month of May within the 1st Marine Aircraft Wing were covered by Informational Services writer/photographer teams. There was but one minor casualty among Informational Services personnel, although it's writers and photographers accompanied helicopters on every major operation, as well as numerous medical evacuation, resupply and passenger missions. The 1st MAW photo lab processed 8553 photographic prints during May, in the following categories: 7778 prints to accompany stories for release, 700 photographs of technical matters (new developments, charts, etc.), 51 ID and SRB prints, 82 ISO news and feature releases, 1500 feet of motion picture film and 600 feet of camera pod film. (Appendix 17)

5. (U) Civic Action. 1st MAW RVN based units continued to actively support the Civic Action Program during the month of May even though the Political unrest in the I Corps area made conditions adverse and restricted our Civic Action Program. The repair of schools, teaching of English to Buddhist Monks, Sisters of the Sacred Heart Orphanages and the orphans; plus innumerable other acts of assistance and kindness by 1st MAW units and individuals aided in furthering the people-to-people program. Wing Medical personnel treated 1905 Vietnamese while Wing dentists treated 293. (Appendix 17)

(U) During May, large quantities of food, clothing, soap, scrap wood as well as candy, toys and coloring books, and other miscellaneous items were distributed to schools, orphanages, hamlets and villages.

(Appendix 17)

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6. (U) Base Development/Military Construction. On 2 May the G-5 attended an initial meeting on the development of priorities for construction in the categories of horizontal, vertical, steel, and utilities construction. All members were directed to develop priorities for their respective units.

(U) On 25 May, the G-5 attended a working meeting on electrical power generation and distribution at Danang. It was determined that adequate power could be distributed to the TANGO Sector by late July or early August 1966.

(U) The Assistant G-5 attended a base development board meeting at Chu Lai on 27 May. The Chu Lai Board developed their priorities for construction in the categories of horizontal, vertical, steel, and utilities. The Assistant G-5 agreed to represent the Wing at all future Chu Lai Board meetings. (Appendix 4)

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7. (S) Air Operations

a. (S) Fixed Wing Jet. 1st MAF fixed wing jet operations showed a slight decrease during the month of May as jet aircraft deployed to RVN flew a total of 4580 sorties, a decrease of 527 sorties over April. Sortie breakdown for the period 1801H 30 April to 2400H 31 May is as follows: (Appendix 15, 16 & 17)

(1)(S) III MAF Support:

<u>TYPE MISSION</u>	<u>SORTIES FLOWN</u>
Escort Helo/Cover (USMC)	386
Escort Helo/Cover (ARVN)	330
Interdiction	22
LZ Prep (USMC)	110
LZ Prep (ARVN)	29
CAS/DAS	1117
Photo	137
Other/Special	45
Non-Tactical	<u>342</u>
TOTAL SORTIES	2518

(2)(S) 7th Air Force Support:

<u>TYPE MISSION</u>	<u>SORTIES FLOWN</u>
Interdiction (ARVN)	768
CAS/DAS (ARVN)	8
Escort Aircraft/CAP	0
Other/Special	0
STEEL TIGER	<u>1134</u>
TOTAL SORTIES	1910

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(3)(S) ECM/ELINT Support:

<u>AGENCY SUPPORTED</u>	<u>SORTIES FLOWN</u>
7th Air Force	64
TF 77	<u>66</u>
TOTAL SORTIES	130

(4)(S) GRAND TOTAL SORTIES FLOWN: 4558

(5)(S) A total of 871 of the above listed Direct Air Support and interdiction sorties were TPQ-10 controlled.

b. (S) Helicopter Operations. During May, RVN based 1st MAW helicopters flew 36,790 sorties and 11,220.4 hours. A total of 54,624 troops/passengers were lifted as were 2384 tons of cargo. Of the total flight hours, UH-34, CH-46, CH-37 aircraft logged 1869.2 hours. (Appendix 15, 16 & 17)

c. (S) Electronic Countermeasures/Photo. During the month of May (1801H 30 April to 1800H 31 May), VMCJ-1 conducted 58 Active and Passive ECM sorties in support of the 7th Air Force and CTF-77 Forces. VMCJ-1 RF-8A aircraft flew 148 in-country photographic reconnaissance missions in support of III MAF during the same period. (Appendix 7 & 17)

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8. (S) Major Operations.

a. (S) Operation GEORGIA. As the month of May began we find Operation GEORGIA still in progress. The 3rd Battalion, 9th Marines continued their search and destroy operations and combat patrolling in the sector of operations.

(S) During the period 2400H 30 April to 0800H 10 May 3rd Battalion 9th Marines were involved in the destruction of enemy positions with sporadic firefights being encountered. 1st MAW aircraft were constantly on hand for close air support and small troop lifts plus resupply and med evac missions. At 0800H on 10 May Operation GEORGIA was officially terminated. Cumulative enemy casualties were 103 VC KIA, 140 KIA (Poss), 24 KBA (Poss), 408 VCS and 10 VCC. (Appendix 14 & 15)

b. (S) Operation CHEROKEE. Operation CHEROKEE was a joint USMC/ARVN battalion size operation conducted in the vicinity of Co B1 - Thanh Tan area (YD 5625). Participating units consisted of the 1st Battalion, 1st Marines, 1st Battalion, 4th Marines, 3rd Battalion, 4th Marines, 3rd Battalion, 3rd Regiment (ARVN) and 1st Battalion, 3rd Regiment (ARVN). The operation commenced at 0810H on 5 May as participating units crossed the LOD and proceeded in conducting the Search and Destroy operation. Light contact was established during the day. 1st MAW helicopters flew 221 sorties and 67.2 hours in support.

(S) On 4 May participating units were involved in sporadic contact with the enemy.

(S) On 5 May 1st MAW helicopters flew 221 sorties in support of the operation as two tons of cargo and 530 passengers were lifted.

(S) On 6 May the 4th Marines maintained night positions and conducted

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patrols and ambushes during hours of darkness. 1st MAW helicopters flew 119 sorties and 27.3 hours, lifted 11 tons of cargo and 76 passengers in support.

(S) Operation CHEROKEE officially terminated at 1200H on 7 May with no further contact during the period. (Appendix 14 & 15)

c. (S) Operation WAYNE. Operation WAYNE was a battalion size search and destroy operation conducted in an area bounded by coordinates YD 9307, YD 9604 and YD 9096. Participating units included 1st Battalion, 1st Marines, Company "G", 2nd Battalion, 1st Marine and 3d Battalion, 4th Marines.

(S) 1st MAW participation commenced at 1000H on 10 May as 1/1 was lifted by helicopter to LZ vicinity (YD 900992). The lift was completed at 1200H. Company "G", 2/1 was then lifted by 1st MAW helicopters to LZ vicinity (YC 955999). The lift was completed at 1045H. During the first day of the operation, fixed wing and rotary wing aircraft supplied air cover and resupply support.

(S) During the period 2400H 10 May to 1820H 12 May participating units were involved in occasional fire fights and the task of destroying tunnels and trenches. Operation WAYNE was officially terminated at 1820H on 12 May as all units returned to their respective TAORS. (Appendix 14 & 15)

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d. (S) Operation MONTGOMERY. Operation MONTGOMERY was a combined USMC/ARVN search and destroy operation conducted in the Tan Phuoc Province during the period of 9-14 May. Participating units involved were the 1st Battalion, 7th Marines, 2nd Battalion, 7th Marines, and 1st Battalion 5th Marines.

(S) 1st MAW participation in the operation commenced at 1040H on 9 May when 32 UH-34's of MAG-36 lifted 650 2/7 troops from Quang Ngai into an unsecure LZ at BS 413757. LZ prep was provided by A4 and F4 aircraft.

(S) The period covering 10-14 May saw ground units setting up defensive positions, conducting night reconnaissance and patrols and engaging in sporadic fire fights. 1st MAW fixed wing jet aircraft continually supporting the operation by flying numerous LZ prep and LZ cover missions while 1st MAW helicopters flew med evac and resupply missions.

(S) Operation MONTGOMERY was officially terminated on 14 May as all ground units returned to their respective TAOR's. (Appendix 14 & 15)

e. (S) Operation ATHENS. Operation ATHENS was a USMC battalion size search and destroy operation conducted in the Thua Thien province. Participating forces were the 3d Battalion, 4th Marines.

(S) The Operation commenced at 1000H on 15 May as ground units conducted patrols and ambushes in the operation area. The operation was upgraded to Operation ATHENS at 0700H 23 May. The original mission and purpose remained the same.

(S) 1st MAW fixed wing and helicopter assets continued to support the operation as the month of May closed. Operation ATHENS continues into June. The report of the operation will continue in the June Command Chronology. (Appendix 14 & 15)

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f. (S) Operation YUMA. Operation YUMA was a battalion size search and destroy operation conducted in the hamlet of Tan Phuoc in the vicinity of BS 5591. The participating unit was the 3rd Battalion, 7th Marines.

(S) The operation commenced at 0400H on 16 May as 3/7 conducted a flare lighted landing in the vicinity of Tan Phuoc. 1st MAW helicopters then lifted increments of 3/7 into LZ THUNDER. The lift was completed at 0625H

(S) Participating units continued their sweep of the objective and at 1700H on 17 May Operation YUMA was officially terminated. Cumulative results were 6 VC KIA, 8 WIA, 8 VCC, and 8 VCS. (Appendix 14 & 15)

g. (S) Operation MORGAN. Operation MORGAN was a combined USMC/ARVN battalion size search and destroy operation conducted in the Binh Son Province. Participating units were the 3rd Battalion, 7th Marines, and the 2nd ARVN Battalion.

(S) The operation commenced at 0630H on 20 May as elements of 3/7 began a sweep of the area with sporadic contact. 1st MAW fixed wing aircraft flew 24 sorties in support while 1st MAW helicopters carried a total of 577 Marines in support.

(S) On 21 May participating elements continued to form blocking positions. MAG-12 fixed wing jets flew 74 sorties in support. MAG-36 helicopters flew 368 sorties for 101 hours carrying 307 troops and 20.7 tons of cargo.

(S) At 1445H on 22 May MAG-36 began a retraction by lifting 591 Marines from the operation area. Operation MORGAN was officially terminated at 1610H on 22 May. (Appendix 14 & 15)

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h. (S) Operation MOBILE. Operation MOBILE was a USMC/ARVN regimental size search and destroy operation conducted in the Quang Ngai Province. Participating forces were the 1st Battalion, 7th Marines, 1st Recon Battalion, 5th ARVN Airborne Battalion and VMMC.

(S) The operation commenced at 1000H on 25 May as four UH-34's of HMM-362 lifted 20 Marines of the 1st Recon Battalion into a landing zone at BS 675-985. Following the Recon insertion, 12 UH-34's of HMM-362 carried 145 Marines of 1/7 to a zone at BS 682-995. Then 16 UH-34's of HMM-363 joined the lift and 600 troops of the 5th ARVN Airborne Battalion and 600 Vietnamese Marines were lifted to LZ's BS 712-932 and BS 705-963. There were no incidents during the lifts.

(S) From the period 2400H 25 May to 1430H 28 May 1st MAW RVN based fixed wing jets and helicopters continued to support the operation as ground units carried on the search and destroy task with light contact.

(S) Operation MOBILE was officially terminated at 1430H on 28 May with the last elements closing to their Combat Base Positions.

(Appendix 14 & 15)

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~~CONFIDENTIAL~~9. (C) Logistics. (Appendix 3)

a. (C) Air Freight. During May 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) 296	Cargo (S/T)
Passengers 7059	Passengers (See Appendix 11)
Mail (S/T) 38	Mail (S/T)

(C) Cargo transported to Danang by USAF and Military Airlift Command (MAC) flights for the Navy and Marine Corps totaled 1641 S/T.

b. (C) Ordinance. Class VA munitions resupply for the month of May exceeded expenditures solving the problem encountered last month.

c. (C) Tactical Airfield Fuel Dispensing Systems. During May TAFDS issued a total of 1,021,779 gallons of AVGAS and 6,409,382 gallons of JP-4 for a total of 7,431,161 gallons of Class IIIA issued. (Appendix 3)

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10. (C) Supply. During the month of May, the supply support situation for the UH-1E aircraft remained in a critical stage. However, a provisioning conference is being held 14 July 1966 at Bell Aircraft Company, Fort Worth, Texas. Also, supply support for the CH-46A remains marginal and is anticipated to remain so for some time. This is due to the already limited supply support and the additional HMM squadron now deployed in RVN. An initial outfitting list review is scheduled at MCAS, El Toro on 11 July 1966 at which time combat usage will be utilized for a future provisioning.

(C) CRITIPAK. Resulting from an inquiry by CG, III MAF, soliciting changes to the Critipak program this Headquarters recommended that the program be discontinued with the July shipment. This recommendation was based on the fact that Critipak was established on an interim measure, and the program has served it's purpose within the 1st Marine Aircraft Wing. The iterim period will be used to align, if necessary, existing requirements with usage as established from Critipak receipts. (Appendix 3)

11. (C) Communication/Electronics. The 1st Marine Aircraft Wing Military Affiliate Radio System (MARS) handled the following traffic during May: Phone patches received, 19; phone patches transmitted, 929; for a total of 948 phone patches.

(C) The total message traffic handled by the 1st Marine Aircraft Wing Communication Center for the month of May was 60,814 of which 31,819 were incoming and 28,995 were outgoing messages. This represents an increase of 6904 messages over April. (Appendix 5)

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PART FOUR
SUPPORTING DOCUMENTS

4-1

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TABLE OF CONTENTS

- APPENDIX 1 1ST MAW G-1 COMMAND CHRONOLOGY (C)
Filed 9-25-66 APPENDIX 2 1ST MAW G-2 COMMAND CHRONOLOGY (SNF)
 APPENDIX 3 1ST MAW G-4 & WING SUPPLY COMMAND CHRONOLOGY (C)
 APPENDIX 4 1ST MAW G-5 COMMAND CHRONOLOGY (C)
 APPENDIX 5 1ST MAW COMMUNICATION/ELECTRONICS COMMAND CHRONOLOGY (C)
 APPENDIX 6 MARINE WING HEADQUARTERS GROUP 1 COMMAND CHRONOLOGY (S)
 APPENDIX 7 MARINE AIRCRAFT GROUP 11 COMMAND CHRONOLOGY (S)
Filed APPENDIX 8 MARINE AIRCRAFT GROUP 12 COMMAND CHRONOLOGY (S)
 APPENDIX 9 MARINE AIRCRAFT GROUP 13 COMMAND CHRONOLOGY (S)
 APPENDIX 10 MARINE AIRCRAFT GROUP 16 COMMAND CHRONOLOGY (S)
 APPENDIX 11 MARINE WING SERVICE GROUP 17 COMMAND CHRONOLOGY
 APPENDIX 12 MARINE AIRCRAFT GROUP 36 COMMAND CHRONOLOGY (S)
Dep APPENDIX 13 MARINE AERIAL REFUELING/TRANSPORT SQUADRON 152
 COMMAND CHRONOLOGY (S)
 APPENDIX 14 1ST MAW DAILY SITUATION REPORTS - MAY 1966 (S)
 APPENDIX 15 1ST MAW OPERATION REPORTS #5 - MAY 1966 (S)
 APPENDIX 16 AIRCRAFT UTILIZATION CHARTS (S) (*9 pieces*)
Filed sep APPENDIX 17 1ST MAW INFORMATIONAL SERVICES/CIVIC ACTION
 COMMAND CHRONOLOGY (U)
 APPENDIX 18 1ST MAW MEDICAL DEPARTMENT CHRONOLOGY (U)
 APPENDIX 19 1ST MAW G-3 PERSONNEL ROSTER (U)
 APPENDIX 20 MISCELLANEOUS DOCUMENT FOR GENERAL INFORMATION (U)
 DivBul 5060, "Memorial Day Ceremony", 26 May 66 and (see below)*
 APPENDIX 21 AVIATION SAFETY BULLETIN OF 25 MAY (U)
 APPENDIX 22 THE OBSERVER OF 16 MAY 1966 (U)

* WgBul 8000, "TAT-101 Armament System for UH-1E", 26 May 66

HEADQUARTERS
1st Marine Aircraft Wing
Fleet Marine Force, Pacific
FPO San Francisco 96602

1: FAS: grb
5750
JUN 15 1966

CONFIDENTIAL

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

Subj: Command Chronology for the month of May 1966 (U)

Ref: (a) WgO 5750.1B

- Encl: ✓(1) WgO 1300.10E Ch 3, "Transfer of Pers & Dependents to CONUS", 2 May 66
 ✓(2) WgO 1500.3D, "Indoc. of newly joined personnel", 9 May 66
 ✓(3) WgO 5420.8G, "Enlisted Recreation Comte, 1st MAW", 9 May 66
 ✓(4) WgO 7010.1E, "Nonappropriated Funds", 9 May 66
 ✓(5) WgBul 7200 of 22 May 1966, "Changes in Orgzn of the 1st MAW Disbursing Office
 ✓(6) WgO 1430.15F Ch 1, Meritorious Promotions to Sgt, etc" Office
 ✓(7) WgBul 7220 of 26 May 1966, [re status of selectees for tempo appmts]
 ✓(8) WgO 5420.4I, "Recreation Council, 1st MAW", 18 May 66
 ✓(9) WgO 1306.1, [Exchange of EM between Aviation and Ground Units], 25 May
 ✓(10) WgBul 4066 of 25 May 1966, "Inventory of Exchange merchandise/cash"
 ✓(11) WgBul 5120 of 27 May 1966, "Savings Bond Drive (1 May-4 Jul 66)"
 ✓(12) WgBul 5420 Ch 1 of 28 May 1966, "Wing Clubs/Messes Inventory Bd"
 ✓(13) WgBul 1320 of 30 May 1966, Settlement of O' re TAD in SAIGON"
 ✓(14) WgO 1500.3D Ch 1, "Indoc. of newly joined personnel", 30 May 66
 ✓(15) WgO 5420.4I Ch 1, "Recreation Council, 1st MAW", 31 May 66
 ✓(16) G-1/S-1 Conference Schedule, 12 May 1966
 ✓(17) G-1/S-1 Conference Agenda Items
 ✓(18) Agenda Item on 1st Marine Aircraft Wing M/L of 10 May 1966
 ✓(19) Command and Staff Assignments
 ✓20 *Personnel Status Report*

1. (U) In accordance with reference (a), enclosures (1) through (19) are herewith submitted.
2. (U) Liberty was not granted during the month because of political unrest in liberty areas.
3. (C) The Commanding General, Fleet Marine Force, Pacific visited III MAF during the period 12-15 May 1966. G-1 briefed on the following items:
 - a. Status of progress to assign additional IDS's (enclosure (18))
 - b. Status of current 1st Marine Aircraft Wing Manning Level (enclosure (19)).

CONFIDENTIAL

Appendix - 1

CONFIDENTIAL

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1: FAS: grb
5750

4. (U) Major General L. B. Robertshaw relieved Major General K. B. Mc Cutcheon as Commanding General, 1st Marine Aircraft Wing on 15 May 1966.
5. (U) A Wing G-1/S-1 Conference was held 12 May 1966 to discuss personnel and administrative problems. (See enclosure (17))
6. (U) As of 31 May 1966 the total number of Local National Civilians employed by the 1st Marine Aircraft Wing stood at 472, an increase of 46 over the preceding month. This total included 208 funded employees (AIK-DP-40) and 264 paid by personal or Club funds. The total payroll for the period 21 April through 20 May 1966 was \$VN 1,143,789. This pay period included a period of about 9 days of local civil unrest (16-24 May). In spite of this fact, the absentee rate was low, approximately 17% of the work force. This reflects well on the loyalty and attitude of the workers.
7. (U) During the month of May 1966, the following numbers of personnel rotated CONUS:
- 546 returned CONUS from RVN
69 returned CONUS from Japan
- All (SAAM) seats requested were utilized during the month.
8. (U) During the month of May 1966, 9 officers and 102 enlisted personnel extended their overseas tours.
9. (U) On 17 May 1966, Major G. J. EVERSOLE relieved Major D. H. WAHLSTROM as Wing Personnel Officer and Major Wahlstrom became Assistant G-1/Special Projects Officer.
10. (C) Casualties for the month of May 1966 were as follows:

HOSTILE					NON-HOSTILE		TOTAL	CUM TOTAL
<u>KIA</u>	<u>WIA</u>	<u>DOW</u>	<u>MIA</u>	<u>CPT</u>	<u>DTH</u>	<u>UNJ</u>		
*1	21	0	0	0	2	61	105	854

* One officer's status changed from MIA to KIA during period.

11. (U) Morale during the month improved considerably with limited availability of beer and soft drinks at the beginning of the period and an adequate supply at the close. The reopening of China Beach for swimming was another positive factor. Command attention to recreation programs throughout the Wing is a strong positive factor, while continued liberty restrictions remain a negative factor.

R. O. CARLOCK
R. O. CARLOCK

CONFIDENTIAL

HEADQUARTERS
1st Marine Aircraft Wing
Fleet Marine Force, Pacific
FPO San Francisco 96602

WgO 1300.10E Ch 3
1:FHW:hjk
2 May 1966

WING ORDER 1300.10E Ch 3

From: Commanding General
To: Distribution List

Subj: Transfer of Personnel and Dependents to CONUS

Encl: ✓(1) New page inserts to Wing Order 1300.10E

1. Purpose. To transmit new page inserts to the basic Order.
2. Action.
 - a. Remove the present pages 1, 2, 5 and 6 and replace them with corresponding pages in enclosure (1) hereto.
 - b. Insert new enclosure (7) to the basic Order.
3. Change Notation. Paragraphs in enclosure (1) denoted by asterisks (*) contain changes not previously published.


H. W. TAYLOR
Chief of Staff

DISTRIBUTION: "A" & "B"

HEADQUARTERS
1st Marine Aircraft Wing
Fleet Marine Force, Pacific
FPO San Francisco 96602

WgO 1300.10E
1:FHW:hjk
30 Mar 1966

WING ORDER 1300.10E

From: Commanding General
To: Distribution List

Subj: Transfer of Personnel and Dependents to CONUS

Ref: (a) MCO 1300.9-
(b) MCO 1900.12-
(c) MCO P5000.3, MARCORPERSMAN, par 13300.2
(d) MCO P5000.3, MARCORPERSMAN, par 4110
(e) FMFPacBul 1300 of 15 Jan 1966
(f) MCO P5000.3, MARCORPERSMAN, par 5151
(g) JTR, par M4100
(h) COMNAVFORJAPAN INST 4600.1- (NOTAL)
(i) MCO P4600.7 (NOTAL)
(j) FMFPacO P1000.3-
(k) CG FMFPac ltr 74/hes of 14 Dec 1964 (NOTAL)
(l) MCO 4630.7 (NOTAL)
(m) COMNAVFORJAPAN INST 4650.11 (NOTAL)
(n) MCO P5000.3, MARCORPERSMAN, par 9151.11
(o) FMFPacO 1050.3
(p) WgO 3801.1
(q) COMNAVFORJAPAN INST 5840.7-

Encl: (1) Sample PCSO for Corporals and below
(2) Sample endorsement on PCSO for Corporals and below
(3) Sample endorsement on PCSO for Sergeants and above
(4) Sample request for PCSO and travel for acquired dependents
(5) Sample rotation roster for Sergeants and above (to include officers)
(6) Sample rotation roster for Privates through Corporals
*(7) Sample Predicted Space Requirement Report

Reports Required: I. Roster of personnel promoted to Sgt during last four months of O/S tour (Report Symbol 1stMAW 1300-1) par. 4b
II. Roster of Sgts and above due for rotation five months prior to scheduled rotation month (Report Symbol 1stMAW 1300-2) par. 7a
III. Roster of Cpls and below due for rotation two months prior to scheduled rotation month (Report Symbol 1stMAW 1300-3) par. 7b
*IV. Seven month predicted space requirement report (Report Symbol 1stMAW 1300-4) par. 7c

Ch 3 (2May66)

WgO 1300.10E
30 Mar 1966

1. Purpose. To publish information and instructions concerning procedures for returning personnel of this Command and their dependents to CONUS.

2. Cancellation. Wing Order 1300.10D and 3000.1

3. Overseas Tour Length

a. In accordance with reference (a), the overseas tour for all Marine Corps and Navy personnel attached to this Command is 13 months. Individuals serving a standard tour who depart the United States during any one month will normally arrive back in the United States the first succeeding month or the next calendar year, i.e., departed CONUS February 1965. RTD March 1966.

b. Computation of Rotation Tour Dates

(1) The overseas tour begins with the day of departure from CONUS and terminates with the day of return, as set forth in reference (a).

(2) Personnel who depart CONUS and report to their assigned activity after having delayed enroute in an overseas area, in a leave status, will have their rotation tour date established by using the date current tour began as adjusted for constructive travel time from CONUS to this activity.

(3) Rotation tour dates for personnel of unit rotation squadrons not in accordance with the foregoing, will be established by separate correspondence from this Headquarters.

*(4) For personnel whose expiration of active service takes place prior to completion of a normal tour of duty overseas, i.e., 13 months, RTD's will be established on their normal EAS plus the four month involuntary extension directed by reference (b) and in accordance with the policy established herein. For personnel who are involuntarily extended under the provisions of reference (b), their RTD will be established as 30 days prior to the adjusted EAS as indicated in enclosure (1) to reference (b). For personnel who are not involuntarily extended under the provisions of reference (b), and in order to comply with the provisions of reference (c), which states that transfer to CONUS will be effected to ensure arrival not later than 10 days prior to the effective date of discharge or release, personnel will be detached 15 days prior to discharge or release date, i.e., EAS 12 April 1966, date of detachment 28 March 1966. RTD in this case would be established as March 1966. Enlisted personnel in the rank of Sergeant and above who are transferred to the United States for discharge, prior to the completion of a normal tour of 13 months, because they did not extend or reenlist, will be informed of the contents of reference (d) and will have the appropriate statement (required by reference (d)) entered in their service record book.

(5) Administrative extensions of tours of duty overseas, due to certain periods of absence from duty, because of unauthorized absence,

WgO 1300.10E
30 Mar 1966

(3) Name, address, and relationship of person(s) to be notified in case of an emergency.

(4) Pay Entry Base Date on all Corporals

(5) Customer Identification Code (CIC) number

(6) Hostile Fire Pay for month (if not already credited on pay record)

(7) Advance pay authorized (if not authorized so state) (not applicable to officers and warrant officers)

(8) Proceed time (for Corporals and below no proceed time will be authorized between departure point and Marine Corps Activity to which reporting upon arrival CONUS)

(9) Delay (leave) enroute with a statement of the number of days accrued leave standing to the credit of the individual after he has taken the leave. (Note: In connection with delay enroute, inform all personnel of the contents of MARCORPERSMAN, paragraph 9151.7 and forward a copy of officer's orders with the endorsement to GMC (Code DF) and the next duty station). For Corporals and below no delay will be authorized between departure point and the Marine Corps Activity to which reporting upon arrival CONUS, except for those in receipt of PCS orders from higher headquarters.

(10) A statement that travel time will be authorized by the nearest Marine Corps Activity in CONUS to which the individual reports for processing. See enclosure (3) for sample endorsement.

(11) Certification, if applicable, that Marine's service record indicates his eligibility for dependents travel to CONUS from their overseas location for dependents acquired during his current tour of overseas duty (see reference (a)).

e. Orders for those personnel returning via surface draft will be published as "On such date as the Commanding Officer may designate" and the "Report To" column will indicate, "As a member of the (Month due rotation) draft." For these personnel the effective date of detachment will be the date the surface draft is detached to proceed to the port of embarkation; such detachment date will be determined by the availability of transportation and will be furnished by this Headquarters for each month's return draft.

6. Personnel Requiring Dependents Transportation. Personnel in the rank of Corporal (with four or more years service) and above who acquire dependents while on their current overseas tour, are eligible for transportation for dependents upon receipt of PCSO to CONUS, in accordance with the provisions of reference (a). Upon receipt of PCSO personnel may arrange for transportation for dependents in accordance with the

WGO 1300.10E
30 Mar 1966

provisions of reference (h). Personnel in the rank of Corporal (with less than four years service) and below who have acquired dependents during their current tour of overseas duty may request space available transportation for his dependents. Requests of this nature should be submitted within 120 days from date due to rotate. See enclosure (4) for a sample letter. Personnel who acquired dependents on a previous tour of duty overseas (regardless of rank) are not entitled to transportation for dependents. Personnel in this category will have to pay for commercial transportation for return of dependents to CONUS.

7. Reporting of Personnel due for Rotation. The following procedures will be adhered to in reporting personnel due for rotation:

a. Five months prior to the scheduled rotation month, each addressee will submit to the Commanding General (Attn: G-1) a typed (addressograph may be used) mimeograph stencil of all Sergeants and above (including officers), due to rotate in that month. As an example, all Sergeants and above (including officers), due to rotate in June, would appear on the stencil submitted by 1 January. This roster will be in the format shown in enclosure (5) to fit on 8" by 10½" paper. Three months prior to rotation this roster will be returned to Groups for audit, additions and deletions. The rotation roster, following its audit will be returned to this Headquarters (Attn: G-1) within 10 days following the date of receipt. Additions and deletions to rotation rosters are caused by extensions, lost time, emergency leave/PCS, medical evacuation, etc..

b. Two months prior to scheduled rotation month each addressee will submit a typed (addressograph may be used) mimeograph stencil of all Corporals and below due to rotate in that month. As an example, all Corporals and below due to rotate during the month of June will appear on the stencil submitted by 1 April. This stencil will be in the format shown in enclosure (6) to fit on 8" by 10½" paper. These stencils will be consolidated and returned for audit, additions and deletions. The rotation roster, following the audit, will be returned to this Headquarters (Attn: G-1) within 10 days following date of receipt.

* c. Each month submit to the Commanding General (Attn: G-1) by the 20th of the month, a seven month predicted space requirement report in the format shown in enclosure (7). Report will be broken down to show Officers, Staff NCO's and Sergeants and below departing from the Republic of Vietnam, Okinawa and Japan. Personnel rotating via Hawaii will be listed separately. Each of the above groups will be further broken down by month. For example, the report due by the 20th of May will be for the months of June through December.

8. Service Records. Personnel will be entrusted with their service records (service record book, health and dental record and pay record) for delivery to the Officer in Charge of the Transient Facility at Camp Butler or Danang, Vietnam. The Officer in Charge of the Transient Facility will be responsible for ensuring that the service records accompany personnel to the activity in CONUS to which they report for processing. Personnel who arrive at the Transient Facility, Danang without their service record books or officer qualification records will not be manifested.

SEVEN MONTH PREDICTED SPACE REQUIREMENT REPORT

(ACTIVITY)

(REPORTING MONTH)

M O N T H	OFFICERS			STAFF NCO'S			SGT AND BELOW			TOTAL			TOTAL VIA HAWAII	TOTAL
	RVN	OKI	JAP	RVN	OKI	JAP	RVN	OKI	JAP	OFF	STAFF	SGT & BELOW		
1														

WGO 1300.10E
30 Mar 1965

HEADQUARTERS
1st Marine Aircraft Wing
Fleet Marine Force, Pacific
FPO San Francisco 96602

WgO 1500.3D
1:FAS:grb
9 May 1966

WING ORDER 1500.3D

From: Commanding General
To: Distribution List

Subj: Indoctrination of newly joined personnel

Encl: ✓(1) Indoctrination subjects for newly arrived personnel,
check list

1. Purpose. To publish a list of directives issued by this and higher Headquarters which require promulgation to newly arrived personnel as a part of their indoctrination for service in Vietnam.

2. Cancellation. Wing Order 1500.3C

3. General. Certain matters must be covered in order to properly orient and indoctrinate newly joined personnel. Proper indoctrination can alleviate personnel problems, make a positive contribution to discipline and morale, and reduce the rate of liberty incidents. The indoctrination, to be effective, must be given by personnel in positions of authority with a sound knowledge of the subject being discussed.

4. Action.

a. An indoctrination lecture, including the subject areas listed in enclosure (1), will be given all newly joined personnel. These lectures will be given as soon as practicable, but not later than one week after arrival. Liberty, when authorized, will not be granted until indoctrination is accomplished.

b. Commanding officers are responsible for the indoctrination of their newly joined personnel in accordance with this directive. Direct command attention is required to ensure that the full potential of indoctrination lectures as a vehicle for the encouragement of individual morale and unit esprit is realized.


H. W. TAYLOR
Chief of Staff

DISTRIBUTION: "B" & "E" (less 6, 8, 9 & 10)

Copy to:
CO MWSG-17
CO VMGR-152

ENCLOSURE (2)

WgO 1500.3D
9 May 1966

INDOCTRINATION SUBJECTS FOR NEWLY ARRIVED PERSONNEL, CHECK LIST

<u>SUBJECT</u>	<u>REFERENCE</u>
1. Liberty Regulations and Standards of Personal Conduct	F/NCCO 1050.1A; WgO 1050.1G; WgO 1050.3
2. Treatment of Captured Personnel	FO 1060.2
3. Privately Owned Vehicles	F/NCCO 1710.1; WgO 1751.2F
4. Purchase and Consumption of Alcoholic Beverages	FO 1710.1
5. Missions, Objectives, and Responsibilities of U. S. Forces in RVN	FO 1710.4
6. Religion in Vietnam	F/NCCO 1730.3
7. Request List	FO 1740.1; WgO 1700.4B
8. Control of Postal Money Orders	F/NCCO 2740.1
9. Prevention of Contraband in Personal Baggage	FO 4651.1; WgO 1300.10E
10. Use of U. S. Currency, Piasters and Price Control	FO 1752.1A
11. Monetary Control Regulations	F/NCCO 7220.1
12. Possession of Privately Owned Firearms and other Unauthorized Dangerous Weapons	FO 8100.2; WgO 5800.6A
13. Extension of Tours of Duty for "time lost" in RVN	F/NCCBul 1300 of 12Jan66; WgO 1300.10E
14. Unintentional Firing of Weapons	CG III MAF/NCC msg 040812ZMar66; CG 1stMAW spdltr 6:CWC:gdm over 5000 of 17 Apr 1966
15. Untoward Incidents involving Vietnamese Nationals	ICCI 1610.1; WgO 5700.1

WgO 1800.3D⁵
9 May 1966

<u>SUBJECT</u>	<u>REFERENCE</u>
16. Respect for the Law, Property, Institutions, Traditions and Customs of the RVN	ICCI 5370.1A
17. Unauthorized Possession and Use of Narcotic and Habit Forming Drugs	CG III MAF/I Corps Area Coord ltr of 9Feb66; WgO 6710.1A
18. Personal Property War Trophies	FO 3801.1; WgO 3801.1
19. Handling of Captured Personnel, Material and Documents	FO 01060.1
20. Personal Photography	F/NCC/SA I Corps Bul 1700; WgO P5511.2B
21. Counterintelligence	FORBul 3850; WgO 03850.2
22. Rules of Engagement	To be published
23. "Nine Rules" (MACV Card Issue one per individual)	
24. Ration Cards	F/NCCO 1746.1; WgBul 1746 of 29Mar66
25. Personal Property, Customs and Currency Controls	ICCI 5840.1

ENCLOSURE (1)

2

HEADQUARTERS
1st Marine Aircraft Wing
Fleet Marine Force Pacific
FPO San Francisco 96602

WgO 5420.8G
37:JLR:rta
9 May 1966

WING ORDER 5420.8G

From: Commanding General
To: Distribution List

Subj: Enlisted Recreation Committee, 1st Marine Aircraft Wing

Ref: (a) MCO P1710.17A
(b) WgO 1700.2D

1. Purpose. To appoint an Enlisted Recreation Committee, 1st Marine Aircraft Wing.

2. Cancellation. WgO 5420.8F

3. Assignment

a. Voting Membership

Wing	- Wing Sergeant Major (Senior Member)	1
MWHG-1	- 1stSgt/Sgt/Cpl/PFC	4
MAG-11	- MSgt/Sgt/Cpl	3
MAG-12	- SSgt/Sgt/LCpl	3
MAG-16	- SSgt/Sgt/LCpl	3
MWSG-17	- GySgt/Cpl/LCpl	3
MAG-36	- GySgt/Cpl/PFC	3
	Total	<u>20</u>

b. Non-voting Membership

Special Services NCO, 1st MAW

4. Meetings. The Enlisted Recreation Committee will meet at the call of the Senior Member and prior to the regular quarterly meeting of the Recreation Council, 1st Marine Aircraft Wing. The Enlisted Recreation Committee is authorized to conduct meetings when the Senior Member and a quorum of two-thirds of the membership is present.

ENCLOSURE (3)

WgO 5420.8G
9 May 1966

5. Duties. The Enlisted Recreation Committee's performance of duties will be governed by references (a) and (b).

6. Action. Upon receipt of this Order and thereafter when changes occur, Group Commanders will submit names of personnel assigned the Enlisted Recreation Committee to the Commanding General, 1st Marine Aircraft Wing (Attn: Asst CofS, G-1).


H. W. TAYLOR
Chief of Staff

Distribution: "F" (less 1, 9, 10, 11, 13 and 14); "B"

HEADQUARTERS
1st Marine Aircraft Wing
Fleet Marine Force, Pacific
FPO San Francisco 96602

WgO 7010.1E
1:WDW:grb
9 May 1966

WING ORDER 7010.1E

From: Commanding General
To: Distribution List

Subj: Nonappropriated Funds

Ref: (a) MARCORMAN, par 7010
(b) MCO P1710.17A, Marine Corps Special Services Manual
(c) MCO P1746.13A, Manual for Clubs and Messes and Miscellaneous
Nonappropriated Fund Activities
(d) NAVEXOS P2409, Accounting Handbook for Nonappropriated Funds
(e) MCO 7500.2B

Encl: ✓(1) Sample Invoice and Receipt Form
✓(2) Sample Letter Authorizing Issuance and Signing Checks

1. Purpose. To establish uniform policies and procedures for guidance and maintenance of nonappropriated fund activities within the 1st Marine Aircraft Wing.

2. Cancellation. WgO 7010.1D.

3. Definition. Nonappropriated funds are funds other than those appropriated by the Congress of the United States. Nonappropriated funds of federal instrumentalities are government funds separate and apart from funds recorded on the books of the Treasury, established by competent authority for administrative use. Normally these funds are established for the purpose of contributing to the welfare, comfort, recreation and spiritual well being of military personnel or civilian employees in accordance with reference (a).

4. Nonappropriated Fund Activities. Nonappropriated fund activities will not be established within this command without prior approval of the Commanding General. Requests for initial authority to establish such activities will be forwarded to the Commanding General and will contain, but are not restricted to, a copy of the Constitution and By-Laws.

5. Authorized Nonappropriated Funds. The following nonappropriated funds are currently authorized in the 1st Marine Aircraft Wing:

ENCLOSURE (4)

WgO 7010.1E
9 May 1966

<u>Fund</u>	<u>Applicable Regulations</u>
a. Recreation Fund	References (a), (b), (c), and (e)
b. Commanding General's Mess (Closed)	References (a), (c), (d), and (e)
c. Commissioned Officers' Mess (Open)	References (a), (c), (d), and (e)
d. Staff Noncommissioned Officers' Club	References (a), (c), (d), and (e)
e. Enlisted Club	References (a), (c), (d), and (e)

6. Authorized Private Funds. The following private funds are currently authorized in the 1st Marine Aircraft Wing:

<u>Fund</u>	<u>Applicable Regulations</u>
a. Orphanage Fund, H&HS-17	Reference (b), Chapter 8
b. Orphanage Fund, MAMS-17	Reference (b), Chapter 8

7. Audit Responsibility

a. The Area Auditor has audit cognizance of the funds listed in paragraph 5 above, and is guided by the instructions set forth in reference (e). No other audit is necessary unless specifically appointed by this Headquarters.

b. Audit and inspection of funds listed in paragraph 6 above will be as appointed by the appropriate commanding officer.

8. Enclosures. Enclosure (1) will be utilized upon relief of fund treasurers or custodians. Enclosure (2) will be utilized to authorize issuance and signing of checks.

H. W. Taylor

H. W. TAYLOR
Chief of Staff

DISTRIBUTION: "A" & "B"

WgO 7010.1E
9 May 1966

SAMPLE INVOICE AND RECEIPT FORM

ORGANIZATION HEADING

Date

From: (Relieved Treasurer/Custodian)
To: (Relieving Treasurer/Custodian)

Subj: Invoice and Receipt of Assets, Liabilities, Property,
Accounts and related documents of the (Name of Fund)

Ref: (a) (Orders detailing relief and assignment)
(b) WgO 7010.1E
(c) (MCO P1746.13A) (MCO P1710.17A) (MCO P4066.13) (Use appropriate order for relief)

Encl: (1) Balance Sheet of _____.

1. As directed by reference (a), I have this date been relieved of duties of Treasurer/Custodian of (Name of Fund).

2. In accordance with the provisions of references (b) and (c), I certify that I have on this date transferred the assets, liabilities and property as set forth on enclosure (1) and all accounting records and related documents to my successor.

/s/John Doe
JOHN DOE

Date

I certify that I have on this date received the items set forth in paragraph 2 above.

/s/R. Roe
R. ROE

Copy to:
Relieving Officer
Relieved Officer
AAud, 1stMAW

WgO 7010.1E
9 May 1966

SAMPLE LETTER AUTHORIZING
ISSUANCE AND SIGNING OF CHECKS

ORGANIZATION HEADING

Date

The First National City Bank of New York
Military Banking Facility (Branch)
U. S. Marine Corps Air Station
Iwakuni, Japan

Gentlemen:

Effective _____, (Name of new Treasurer/Custodian) is assigned as _____ (Title) _____, (Name of Fund) and by authority of this letter will be the only person authorized to make withdrawals from the bank accounts of this fund.

The sample signature as shown below will be the only authorized signature for withdrawals from bank accounts of this fund:

Sample Signature _____

(Name of the Person) will be contacted on any matters pertaining to the bank accounts of this fund.

(The following paragraph to be used only by Specified Nonappropriated Funds)

Please be advised that the Commandant of the Marine Corps is the successor in interest of the bank accounts of the above fund located at this command and that no responsibility will attach to the bank after transfer of funds to, or upon the order of, the Commandant of the Marine Corps.

Sincerely yours,

Name and signature of
Commanding General

Copy to:
Treas Fund Concerned
AAud, 1st MAW

HEADQUARTERS
1st Marine Aircraft Wing
Fleet Marine Force, Pacific
FPO San Francisco 96602

WgBul 7200
1:DEG:grb
22 May 1966

WING BULLETIN 7200

From: Commanding General
To: Distribution List

Subj: Changes in Organization of the 1st Marine Aircraft Wing
Disbursing Offices

Ref: (a) CMC msg 111422Z May66
(b) CMC ltr CD-ebw over 4315 of 21 Jan 1966

1. Purpose. To promulgate a reorganization of the Disbursing functions within the 1st Marine Aircraft Wing.

2. Action. In accordance with reference (a), the following changes in the organization of disbursing offices in the 1st Marine Aircraft Wing are effective 1 June 1966.


a. Offices of the Disbursing Officer's Deputy, Marine Aircraft Group 12, and Disbursing Officer's Deputy, Marine Aircraft Group 36, under the Disbursing Officer, 1st Marine Aircraft Wing, Treasury Symbol 6161, are disestablished.

b. Office of the Disbursing Officer, Marine Aircraft Group 12, is established and assigned Treasury Symbol 6808.

c. Office of the Disbursing Officer's Deputy, Marine Aircraft Group 36, is established under the Disbursing Officer, Marine Aircraft Group 12, Treasury Symbol 6808.

d. Two positions as Agent Cashier established by reference (b) are assigned from the Disbursing Officer, 1st Marine Aircraft Wing, to the Disbursing Officer, Marine Aircraft Group 12.

3. Self-Cancellation. 31 October 1966


H. W. TAYLOR
Chief of Staff

DISTRIBUTION: "A" & "B"

ENCLOSURE (5)

HEADQUARTERS
1st Marine Aircraft Wing
Fleet Marine Force, Pacific
FPO San Francisco 96602

WgO 1430.15F Ch 1
1:DHW:mlk
26 May 1966


WING ORDER 1430.15F Ch 1

From: Commanding General
To: Distribution List

Subj: Meritorious Promotions to Sergeant, Staff Sergeant and
Gunnery Sergeant

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

2. Action. In paragraph 8a delete entries pertaining to MAG-13;
VMGR-152; MCAF, Futema and MCAS, Iwakuni.


H. W. TAYLOR
Chief of Staff

DISTRIBUTION: "A" & "B"

HEADQUARTERS
1st Marine Aircraft Wing
Fleet Marine Force, Pacific
FPO San Francisco 96602

WgBul 7220
1:EAM:gsc
26 May 1966

WING BULLETIN 7220

From: Commanding General
To: Distribution List

Subj: Discharge and reenlistment or extension of enlistment of
personnel selected for temporary appointment to 2ndLt and WO

Ref: (a) CG 1stMAW 291315Z Mar66 (NOTAL)
(b) CMC 131104Z May66 (NOTAL)
(c) MCO 1133.4E
(d) MCO 7220.24

1. Purpose. To advise commanding officers and disbursing officers of the policy of the Commandant of the Marine Corps regarding the subject matter.


2. Background. By reference (a), the advice of the Commandant of the Marine Corps was requested as to whether an enlisted member selected for temporary appointment to second lieutenant was eligible for normal discharge and reenlistment, or extension of enlistment, between the time he was so notified and the date of receipt of the appointment. By reference (b), the Commandant of the Marine Corps held as follows:

"PERSONNEL NOTIFIED OF SELECTION FOR APPT TO 2NDLT AND WO ARE AUTH TO REENL OR EXT ENLISTMENT PROVIDED THEY HAVE REACHED E OF E OR E OF EE. NO SUCH MBR MAY BE DISCH C OF G FOR PUR OF REENL. NORMAL REENL BONUS, MILEAGE AND LSL IS AUTH. VRB IS NOT REPEAT NOT AUTH IN THESE CASES."

The restrictions concerning early discharge and variable reenlistment bonus are also set forth in references (c) and (d).

3. Action. Commanding officers are requested to insure that all officer selectees are informed of the contents of this Bulletin and that selectees are processed for discharge and reenlistment, or extension of enlistment if desired, as prescribed by current regulations.

4. Self-cancellation. 31 October 1966.


H. W. TAYLOR
Chief of Staff

ENCLOSURE (7)

DISTRIBUTION: "A" (less 9, 10, 11, 12, 14 & 15) & "B"

HEADQUARTERS
1st Marine Aircraft Wing
Fleet Marine Force, Pacific
FPO San Francisco 96602

WgO 542C.4I
1:FAS:grb
18 May 1966

WING ORDER 542C.4I

From: Commanding General
To: Distribution List

Subj: Recreation Council, 1st Marine Aircraft Wing

Ref: (a) MCO P1710.17A
(b) WgO 1700.2D

1. Purpose. To appoint a Recreation Council, 1st Marine Aircraft Wing.

2. Cancellation. WgO 542C.4H

3. Assignment

a. Voting membership:

Assistant Chief of Staff, G-1 (Senior Member)

Executive Officer, Each Group

Chaplain, 1st MAW

Special Services Officer, 1st MAW

Custodian Recreation Fund (Recorder)

b. Non-voting membership:

Special Services Officer, Each Group

Athletic Officer, 1st MAW

Area Auditor

Senior Member, Enlisted Recreation Council, 1st MAW

4. Meetings. The Recreation Council, will convene quarterly, when directed by the Commanding General, or at the call of the Senior Member.

ENCLOSURE (8)

WgO 5420.4I
18 May 1966

5. Duties. The Recreation Council performance of duties will be governed by references (a) and (b).

6. Action. Group Commanders will insure that members of the Council are familiar with the provisions of references (a) and (b).


H. W. TAYLOR
Chief of Staff

DISTRIBUTION: "B" & "E" (less 4, 8, 9 and 10)
Custodian Recreation Fund
Athletic Officer, 1stMAW
Sr Mbr, Enl Recreation Council

HEADQUARTERS
1st Marine Aircraft Wing
Fleet Marine Force, Pacific
FPO San Francisco 96602

WgO 1306.1
1:TAW:aas
25 May 1966

WING ORDER 1306.1

From: Commanding General
To: Distribution List

Subj: Exchange of Enlisted Personnel between FMFPac, WestPac Aviation
and Ground Forces

Ref: (a) ForO 1306.1
(b) CG, 1stMAW ltr CLW:pwv over 1300 of 5 Feb 1966
(c) CG, FMFPac ltr 1B/hma over 1080 of 26 Mar 1966

Report Required: I. Roster of Personnel (Report Symbol 1stMAW
1306-1) par.4

1. Purpose. To provide supplemental information and to implement the subject program authorized in reference (a), as it concerns the 1st Marine Aircraft Wing.

2. Background. Reference (b) recommended consideration of an enlisted exchange program as outlined in reference (a), and was approved by reference (c). Since this program was initiated by request of this Headquarters, it is essential that sufficient command attention at all levels be given in order for the Wing to make a satisfactory contribution to the program.

3. Information

a. This program has been designed to exchange personnel in occupational fields 03, 08 and 18 only. No other occupational field will be considered, and any submitted for waiver will be filed without action.

b. In the event the number of personnel volunteering for this program is insufficient to have a balance of exchange between Aviation and Ground Units, III Marine Amphibious Force will equalize by issuing quotas. The quotas will be divided among all groups by this Headquarters.

c. Personnel who indicate an intention to extend their overseas tours in order to qualify for the exchange program, will be extended by this Headquarters upon the issuance of orders directing their reassignment.

ENCLOSURE (9)

WgO 1306.1
25 May 1966

4. Action. All Groups will provide names of personnel who desire reassignment in accordance with the provisions of this order, to this Headquarters (Attn: G-1) by the 5th of the month prior to month to be reassigned. In addition to name, rank, service number and MOS, indicate rotation tour date and the number of months personnel will extend, if appropriate.


H. W. TAYLOR
Chief of Staff

DISTRIBUTION: "A" and "B"

HEADQUARTERS
1st Marine Aircraft Wing
Fleet Marine Force, Pacific
FPO San Francisco 96602

WgBul 4066
1:VDH:grb
25 May 1966

WING BULLETIN 4066

From: Commanding General
To: Distribution List

Subj: Inventory of Exchange merchandise and cash

1. Purpose. To announce the closing of all exchanges of the 1st Marine Aircraft Wing on 11 June 1966.
2. Information. On 11 June 1966, all exchanges within the 1st Marine Aircraft Wing will be closed for inventory of merchandise and cash.
3. Self-cancellation. 15 June 1966.


H. W. TAYLOR
Chief of Staff

DISTRIBUTION: "A" (less 1, 9, 10, 11 & 14) & "B"

ENCLOSURE (10)

HEADQUARTERS
1st Marine Aircraft Wing
Fleet Marine Force, Pacific
FPO San Francisco 96602

WgBul 5120
1:JHG:grb
27 May 1966

WING BULLETIN 5120

From: Commanding General
To: Distribution List

Subj: Savings Bond Drive (1 May - 4 July 1966)

1. Purpose. To publicize information concerning and insure the success of the 25th Annual Savings Bond Drive.

2. General Information. The recent increase of interest rates on Savings Bonds from 3.75% to 4.15% allows all of the series E bonds to reach maturity in seven years; whereas it was 7 3/4 years previously. Series H bonds also yield 4.15% paid by check at 6 month intervals. Active participation in this excellent savings program is also intended to curb the present trend towards inflation while providing Americans with a safe means of saving.

3. Action. Commanders will institute a continuous Savings Bond promotional program based on, but not limited to the following items:

a. Each unit will assign a Savings Bond Officer as an additional duty.

b. Each individual presently assigned shall be personally contacted and afforded the opportunity to participate in one of the regular bond plans.

c. Each individual shall be contacted upon joining the unit and upon promotion.

d. Before a bond allotment is stopped, the individual shall be counselled regarding the benefits of participation.

4. Self-Cancellation. 30 July 1966

H. W. Taylor

H. W. TAYLOR
Chief of Staff

DISTRIBUTION: "A"

ENCLOSURE (11)

HEADQUARTERS
1st Marine Aircraft Wing
Fleet Marine Force, Pacific
FPO San Francisco 96602

WgBul 5420 Ch 1
1:FAS:gsc
28 May 1966

WING BULLETIN 5420 Ch 1

From: Commanding General
To: Distribution List

Subj: Wing Clubs/Messes Inventory Board; appointment of

1. Purpose. To direct pen changes to the basic Bulletin.
2. Action. In paragraph 3 make the following changes:
 - a. Delete Gunnery Sergeant S. T. TRACEY and in his place add Gunnery Sergeant S. V. HOOTEN.
 - b. Delete Staff Sergeant R. R. FRAZIER and in his place add Staff Sergeant A. F. STEVENS.


H. W. TAYLOR
Chief of Staff

DISTRIBUTION: "F" less 4, 6, 8, 9 & 10
plus each member concerned (1)
Area Auditor (1)
Clubs Officer (1)

HEADQUARTERS
1st Marine Aircraft Wing
Fleet Marine Force, Pacific
FPO San Francisco 96602

WgBul 1320
1:00 PM
30 May 1966

WING BULLETIN 1320

From: Commanding General
To: Distribution List

Subj: Settlement of orders involving Temporary Additional Duty in
Saigon

Ref: (a) MARCORPERSMAN, par 5152
(b) JTR, par 4451

1. Purpose. To publish instructions concerning temporary additional duty orders to Saigon.

2. Background. Personnel are experiencing difficulty in effecting settlement of temporary additional duty orders involving duty in Saigon. This is primarily due to failure of obtaining a certificate of availability of quarters/messing facilities and reporting endorsement on orders, if required.

3. Action. All personnel, officers and enlisted, who go on temporary additional duty to Saigon shall obtain a certificate of availability of government quarters and messing facilities as required by references (a) and (b), in order to effect settlement of travel claims. Certificates can be obtained from the COMUSMACV representative in the lobby of the Ambassador Hotel in downtown Saigon. In view of the difficulty experienced in obtaining endorsements on orders, personnel will not be ordered to report except where the order issuing activity deems it necessary and appropriate. In cases where personnel are ordered to report, they must obtain an endorsement on their orders indicating the date/time reported and the date/time temporary additional duty is terminated.

4. Self-cancellation. 31 August 1966.

H. W. Taylor

H. W. TAYLOR
Chief of Staff

DISTRIBUTION: "A" & "B"

ENCLOSURE (13)

HEADQUARTERS
1st Marine Aircraft Wing
Fleet Marine Force, Pacific
FPO San Francisco 96602

WgO 1500.3D Ch 1
1: FAS:gsc
30 May 1966

WING ORDER 1500.3D Ch 1

From: Commanding General
To: Distribution List

Subj: Indoctrination of newly joined personnel

1. Purpose. To transmit a pen change to the basic Order.
2. Action. Add item 26 to enclosure (1) as follows:

SUBJECT

26. Inflation in Vietnam

REFERENCE

CG, 1stMAW ltr
1: FAS:grb over 1752
of 29 May 1966


H. W. TAYLOR
Chief of Staff

DISTRIBUTION: "B" & "E" (less 6, 8, 9 & 10)
Copy to:
CO MWSG-17
CO VMGR-152

HEADQUARTERS
1st Marine Aircraft Wing
Fleet Marine Force, Pacific
FPO San Francisco 96602

WgO 5420.4I Ch 1
1: FAS:gsc
31 May 1966

WING ORDER 5420.4I Ch 1

From: Commanding General
To: Distribution List

Subj: Recreation Council, 1st Marine Aircraft Wing

1. Purpose. To direct a pen change to the basic Order.
2. Action. In paragraph 3.a, delete the "Assistant Chief of Staff, G-1" as Senior Member and in his place add the "G-3 Special Projects Officer (Colonel R. J. GRAHAM)."


H. W. TAYLOR
Chief of Staff

DISTRIBUTION: "B" & "E" (less 4, 8, 9 & 10)
Custodian Recreation Fund
Athletic Officer, 1stMAW
Sr Mbr, Enl Recreation Council

G-1 Conference Schedule

12 May 1966

Colonel W. D. WILCOX, G-1
Introductory Remarks

Captain GORMAN, OIC, DPP #16
Data Processing Matters
Questions

Major D. A. CLELAND, Adjutant
Decorations and Awards
Questions

Major R. A. GOVONI, Special Services Officer
R&R Program
Questions

Captain V. E. BIANACHINI, Informational Services Officer/Civil Affairs Officer
Informational Services Matters
Civil Affairs
Questions

Lieutenant Colonel R. O. CARLOCK, Assistant G-1
New recommended Wing Manning Level
Current Wing Manning Level
Reports
Questions

Captain D. GRISIER, G-1 Administrative Officer
Combat Casualty Reporting
Processing of Service Records and Personal Effects of Medical Evacuees
Emergency Leave
Ration Cards/9 Rules Cards
Questions

Major D. H. WAHLSTROM, Personnel Officer
Corporal/Lance Corporal Promotion Quotas
Extension of Overseas Tours and Leave in WestPac
Primary and Additional MOS's for Officer and Enlisted Personnel
Time Creditable and Duration of Overseas Tour
Reassignment of Personnel to Ground Forces WestPac (Split Tour)
Personnel Status Report
Amalgamation of OF 33 and 36
Civilian Technical Representatives
Questions

CWO-4 L. KUCHLER, Draft Coordinator
Early Rotation of certain Enlisted Personnel (Short Touring)
Seating Allocation for SAAM Flights
Utilization of SAAM Flights
Delay and Processing at the Transient Facility, Camp Butler
Questions

ENCLOSURE (16)

SUBJECT: PROPOSED MANNING LEVEL

REFERENCE: (a) CG 1stMAW Ltr 1:FHW:gkf 5410 of 29 Apr 1966 (C)

PROBLEM: The current M/L did not reflect the present true personnel requirements of the 1st Marine Aircraft Wing.

DISCUSSION: An extensive study of the 1st Marine Aircraft Wing personnel requirements has been completed. All organizations and general and special staff sections contributed to this task. The proposed Manning Level was forwarded to the Commanding General, Fleet Marine Force, Pacific for approval on 29 April 1966. By reference (a) it is hoped that the new Manning Level which reflects the needs of the 1st Marine Aircraft Wing will be approved in the near future.

ACTION TO BE TAKEN: None

SUBJECT: REPORTS (Submitted by MAG-11 & MAG-16)

REFERENCE: MCO 3000.2A

PROBLEM: Utilization of personnel information furnished by DPP vice requiring subordinate units to submit certain personnel reports.

DISCUSSION:

a. It is realized that subordinate units are being required to submit certain personnel reports to this Headquarters when the same information has been entered in the Personnel Accounting System and is available at DPP #16.

b. The machine listings prepared and furnished by DPP #16 are utilized by this Headquarters to the fullest extent possible.

c. However, the information provided by DPP #16 is not the most current and cannot always be relied upon. The cause of the foregoing is that all machine run reports are prepared as of the 20th of each month and are as current as the last Unit Diary received. Therefore, the information on those diaries which are a week or two late in reaching DPP are not, naturally, incorporated in the machine run.

d. More accurate and timely information is required at this Headquarters for the preparation and submission of certain reports required by higher Headquarters. Additionally, the machine listings are not capable of providing accurate information regarding the billet assignment of certain personnel due to the failure of units to properly report the billet MOS of all personnel assigned. The failure to properly report the billet assignment of personnel with 03/08 and 1800 MOS is a case in point.

e. Reference (a) requires that the Personnel Status Report is to be submitted to Headquarters, U. S. Marine Corps by the 20th of the month and reflect the units strength as of the 15th of the month concerned.

ENCLOSURE (17)

ACTION TO BE TAKEN:

a. This Headquarters will continue to utilize the machine listings prepared by DFP #16, however the requirement continues to exist for supplementary reports from subordinate units.

b. Certain personnel reports currently required by this Headquarters are being reviewed to determine the necessity for same and adaptability of the addressograph to the report required.

SUBJECT: OFFICER AND ENLISTED PERSONNEL MANAGEMENT REPORT

REFERENCE: (a) MARCORPERSMAN, Chapter 16

PROBLEM: The Officer/Enlisted Personnel Management Reports do not contain accurate information.

DISCUSSION:

a. The Officer and Enlisted Personnel Management Report contains extracts of vital information drawn from the service record books of those personnel chargeable to the Command.

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

c. The source document from which the information is obtained for the Officer/Enlisted Personnel Management Report is the Unit Diary. Therefore, the accuracy and the timeliness of Unit Diaries cannot be overemphasized. For example, the erroneous reporting of billet assignments could conceivably result in an overage within a particular occupational field chargeable to the 1st Marine Aircraft Wing when an actual shortage exists. A case in point is the reporting of personnel with an 03/08/1800 MOS as filling an 03/08/1800 billet when such billets do not exist within the 1st Marine Aircraft Wing. The personnel with an 03/08/1800 MOS are actually filling 9910, 9911, 8151, 8411, and 8921 billets or are performing duties within their assigned secondary MOS. The erroneous reporting of such personnel would lead Headquarters, U. S. Marine Corps and the Commanding General, Fleet Marine Force, Pacific to assume that we have more personnel available within the Wing to fill security type billets than actually is the case.

d. Therefore, it is imperative that Command attention be focused on the accuracy of all unit diaries submitted.

e. In addition, Command attention must also be given to the accuracy of the audit conducted each month on the Audit Personnel Roster.

ACTION TO BE TAKEN:

- a. Accurate and timely submission of Unit Diaries.
- b. Accurate reporting of the billet MOS of personnel assigned as required by paragraph 16077.3 of reference (a).
- c. Conducting accurate audits of the Audit Personnel Rosters received from DPP #16 and DPI #3.

SUBJECT: OFFICER/ENLISTED PERSONNEL ASSIGNMENTS

REFERENCE: (a) CG, FMFPac ltr 32/njs Ser 5041 of 26 May 1966
 (b) MCO 1220.4
 (c) MARCORPERSMAN, Chapter 3

PROBLEM: A review of personnel assignments conducted by the Fleet Marine Force, Pacific Assistance Team, 7-22 February 1966, revealed that a small number of personnel are being utilized in an occupational field which is not commensurate with their prior training or assigned MOS. Reference (a) contains additional comments in this regard.

DISCUSSION:

- a. Although Commanding Officers are encouraged to make maximum utilization of additional MOSs in the assignment of personnel, caution must be exercised in the assignment of such personnel with a critical/short primary occupational speciality. Reference (b) contains a listing of critical/short enlisted military occupational specialities.
- b. Commanding Officers are encouraged to review the present assignment of both officer and enlisted personnel within their respective commands and, if appropriate, assign the individual an additional MOS commensurate with his current billet assignment and skills.
- c. In addition, Commanding Officers are requested to reassign all personnel who in their analysis are misassigned.

ACTION TO BE TAKEN: Establish a system for the periodic review of both officer and enlisted personnel assignments to ensure that all such personnel are properly assigned and assigned an additional MOS commensurate with their billet assignment and skills, if appropriate.

SUBJECT: OFFICER AND ENLISTED PERSONNEL ATTRITION (Submitted by MAG-16)

REFERENCE: FMFPacO 1300.9C

PROBLEM: Large officer and enlisted personnel attrition during certain months and replacement requirements.

DISCUSSION:

a. The 1st Marine Aircraft Wing will lose an unusually large number of officer and enlisted personnel during June, August, September and October of this year.

b. The 1st Marine Aircraft Wing experienced a similar problem during April of this year with adequate replacement personnel being provided in sufficient time to offset the losses.

c. Headquarters, U. S. Marine Corps and the Commanding General, Fleet Marine Force, Pacific continue to monitor the personnel requirements of the 1st Marine Aircraft Wing and there is no reason to expect any difficulty in replacing our personnel losses during the peak rotation periods.

d. Personnel are currently in the pipeline to replace the personnel losses for June.

ACTION TO BE TAKEN:

a. Commanding Officers are requested to advise this Headquarters if projected personnel losses will create a critical shortage in any occupational field.

b. Commanding Officers are encouraged to publicize the contents of reference (a), regarding extensions of overseas tours, and initiate an active program to encourage both officer and enlisted personnel to extend their current overseas tours.

SUBJECT: INFORMATION ON INCOMING OFFICER AND ENLISTED PERSONNEL (Submitted by MAG-11)

REFERENCE: None

DISCUSSION: Prior to 15 April 1966 this Command could be reasonably sure that personnel ordered to MCC 167 would be assigned to the 1st Marine Aircraft Wing. Due to recent ADCON/OPCON changes, MCC 167 now includes not only the 1st Marine Aircraft Wing but MCAS, Iwakuni; MCAF, Futema; and elements of the 9th MAB. Because of the above, it is no more difficult to determine what personnel ordered to MCC 167 will actually be assigned to the 1st Marine Aircraft Wing by the Commanding General, Fleet Marine Force, Pacific. The G-1 will continue to provide S-1's available information on incoming personnel by rank and MOS upon request. However, it has been determined when particular names of incoming personnel are mentioned, unit S-1's tend to believe that they will be assigned to their organization and this leads to confusion.

ACTION TO BE TAKEN: This Headquarters will continue to furnish Group S-1 the number of personnel, by rank and MOS that are expected to report during a given period. However, the names of the personnel concerned and their tentative duty assignment will not be furnished.

SUBJECT: REASSIGNMENT OF OFFICER PERSONNEL TO THE III MAF/WING STAFF
(Submitted by MAG-12)

REFERENCE: None

PROBLEM: The reassignment of experienced/trained officer personnel from in-country units to the III MAF/Wing Staff.

DISCUSSION:

a. The requirement to provide experienced officer personnel from the 1st Marine Aircraft Wing to the III MAF has been considerably reduced, the input of officer personnel now being furnished by Headquarters, U. S. Marine Corps following approval of the III MAF Table of Organization. It is expected, however, that certain officer personnel will continue to be provided such as the Aide-de-Camp.

b. A definite requirement exists to fill certain Wing Staff billets with officer personnel who have had previous experience with in-country units. Billets of this type are found within the G Divisions, such as the various Wing Liaison Officers.

c. Many of the Wing Staff billets can be and are filled by officer personnel reporting for duty when these personnel possess the qualifications required. Personnel returning from hospitalization are also assigned to Wing Staff billets.

ACTION TO BE TAKEN: This Headquarters will continue to fill staff billets from incoming officer personnel insofar as possible. However, the reassignment of officer personnel from in-country units to the Wing Staff will continue when experience is the determining factor.

SUBJECT: ASSIGNMENT, VOIDING AND CONVERSION OF MOSs

REFERENCE: (a) MARCOPLERSMAN, Chapter 3
(b) MCO P1200.7

PROBLEM: To insure that, in accordance with reference (a), assigned Military Occupational Specialities accurately reflect the skills of the personnel concerned, are commensurate with the individual's rank, and are in accordance with recent changes to reference (b).

DISCUSSION:

a. Commanding Officers, are requested to establish a program within their respective Commands to cause the occupational specialities of personnel assigned to be reviewed to ensure:

(1) That personnel possessing a basic MOS, if any, are assigned an MOS above the basic level as soon as qualified.

(2) That the MOS assigned is commensurate with the individual's rank and/or reflects proficiency attained and identifiable by a higher MOS.

(3) That personnel are assigned an additional MOS, if qualified and performing duties within that occupational speciality.

(4) That appropriate action is initiated to void an MOS, both primary and/or additional, of those personnel who do not possess the requisite skills in the MOS currently assigned.

(5) That appropriate action is initiated to convert MOSs of those personnel who are more proficient/experienced in their additional MOS than in the primary assigned.

(6) That MOSs are converted in accordance with recent changes to reference (b) and the instructions contained therein.

(7) Insure that all assignments, voiding and/or conversions of MOSs are reported on the Unit Diary.

ACTION TO BE TAKEN:

a. Establishment of a program within each Command to cause the occupational specialties of personnel assigned to be reviewed periodically and that MOSs be assigned, voided or converted as appropriate.

b. That all MOSs assigned, voided or converted be reported by an appropriate Unit Diary entry.

SUBJECT: ASSIGNMENT OF PERSONNEL WITH AVIATION SKILLS TO SECURITY BILLETS
(Submitted by MAG-11)

REFERENCE: None

PROBLEM: Requirement to assign personnel with Aviation skills to security billets.

DISCUSSION:

a. The Commandant of the Marine Corps has approved a Manning Level for the 1st Marine Aircraft Wing authorizing 464, 8151 billets. Less than one half of these personnel are currently on board. However, during May, the Wing will receive approximately 140, 8151 personnel.

b. The arrival and assignment of the 8151 personnel will alleviate, somewhat, the requirement for units to provide personnel with aviation skills to fill security billets.

c. The assignment of incoming security personnel will be on a pro rata basis.

d. The proposed Manning Level for the 1st Marine Aircraft Wing submitted to the Commanding General, Fleet Marine Force, Pacific on 29 April 1966 requested authorization for the assignment of a total of 729 security personnel or 265 more than currently authorized.

ACTION TO BE TAKEN: Pending approval of the Wing's request for additional security personnel and the assignment of same, units concerned will be required to furnish security personnel from internal assets.

SUBJECT: MEETING DEADLINES FOR REPORTS AND NOMINATIONS

REFERENCE: None

PROBLEM: Reports and nominations do not reach this Headquarters by due dates.

DISCUSSION: The deadline dates set for reports and nominations are normally set to provide subordinate units sufficient time to complete their requirements and to provide this Headquarters time to consolidate, staff, and pass on the required information to higher Headquarters. A report due at this Headquarters on the 17th of the month does not mean that if the originator places it in the Guard Mail on the 16th or 17th that they have taken the proper action. If the due date at this Headquarters is the 17th then the originator should ensure the report or nomination reaches this Headquarters by the 17th. Further, any additional pertinent information concerning nominations should be added by organizational commanders to aid this Headquarters in making better selections.

ACTION TO BE TAKEN: Commanding Officers are requested to review their systems for ensuring deadlines are met; if a deadline cannot be met, this Headquarters should be immediately notified and additional time, if possible, will be granted.

SUBJECT: ADDITIONAL MOSs FOR OFFICERS

REFERENCE: (a) WingO 1200.3
(b) CG, 1stMAW msg 240753Z Apr 1966

PROBLEM: Throughout the Fleet Marine Force, Pacific there are numerous officers who possess skills in a variety of fields other than their primary MOS. Too frequently these qualifications are not reflected in the records of those officers. Less than optimum assignment practices may be the result.

DISCUSSION: Reference (b) required a review of all officers records prior to 30 April 1966 and submission of recommendations to CMC via this Headquarters not later than 7 May 1966. Reference (a) contains information and instructions concerning not only recommendations for the assignment of an additional MOS to officers but the recommendation for voiding an additional MOS of officers. Further, reference (a) requires a monthly review of officer assignments to

ensure that appropriate recommendations for assignment of additional MOSs to officers are promptly submitted to CMC.

ACTION TO BE TAKEN: Compliance with the provisions of Wing Order 1200.3

SUBJECT: PERSONNEL STATUS REPORT

REFERENCE: (a) MCO 3000.2A
(b) WingO 3000.2B

PROBLEM: To ensure that all organizations are prepared to commence new reporting procedures for the Personnel Status Report by 1 July 1966.

DISCUSSION: Change 4 to reference (a) sets forth information and instructions concerning a revised method of submitting the Personnel Status Report. The revised reporting procedures are tentatively scheduled to commence 1 July 1966. Under the revised instructions an initial report is submitted with modification to be submitted weekly.

RECOMMENDATION: That each organization commence "dry runs" utilizing the revised format in order to become familiar with the new procedures and to uncover and resolve problem areas prior to the actual commencement date, tentatively set as 1 July 1966, for submitting the revised report.

SUBJECT: ADMINISTRATIVE REPORTS AND WORK LOAD (Submitted by MAG-12)

REFERENCE: WingO 5213.2E

PROBLEM: Burdensome and duplicating administrative reports

DISCUSSION: Screen required reports and eliminate any duplication. Also revise existing formats in order to utilize addressograph whenever possible. The following are known personnel reports required by this or higher Headquarters:

- Daily, Weekly and Monthly Strength Reports
- Combat Casualty Reports
- Assignment of Career Advisory Personnel
- Report of Comptroller/Fiscal Personnel
- Quarterly Pacific Fleet Strength Status Report
- Quarterly Off-duty Education Report
- Monthly Reenlistment Report
- Exchange of Enlisted Personnel Between Aviation and Ground Forces
- Projected Strength and Requirements of Rotating Squadrons
- Dependents Outside CONUS
- Personnel Status Report
- Billet Assignment Report

ACTION TO BE TAKEN: This Headquarters will continuously screen reports required with the intent of eliminating those not necessary. Existing formats are usually directed by higher Headquarters. Closer attention will be paid to this matter.

SUBJECT: MESSAGE TRAFFIC CONCERNING SERVICE RECORDS, NON RECEIPT OF

REFERENCE: (a) WingO 1371.1

PROBLEM: To ensure that all organizations are promptly closing out the service records of evacuees and inventorying their personal effects and expediting delivery and shipment in accordance with reference (a).

DISCUSSION: Reference (a) directs that the service records be closed out and delivered to the Wing CCRO within three working days after receipt of transfer directive. Reference (a) further directs the parent unit to inventory and forward personal effects/baggage via the supply chain to the 3rd Force Service Regiment, Baggage Facility, Camp Hansen, Okinawa, for disposition.

ACTION TO BE TAKEN: In order to keep inquiries down to a minimum give Command attention to closing service records and expedite transmittal to this Headquarters. Further ensure that personal effects/baggage are inventoried and shipped. Maintain accurate records on each evacuee concerning whether he took his personal effects/baggage when he departed or whether they were shipped.

SUBJECT: COMBAT CASUALTY REPORTING (Submitted by MAG-16)

REFERENCE: WingO P3040.1C

PROBLEM: Handling of non hostile casualties

DISCUSSION: Clarification is needed on the handling of non-hostile casualties. The Wing Order is ambiguous and, in fact, contradicts itself. In addition, at present there is no speedy system whereby a unit is informed as to which of the three medical companies, Naval Hospital, "REPOSE", or ground medical collection points their casualties have been delivered to. It is very difficult to learn the status of an individual after he has been processed into the vast medical complex. Unverifiable information has been received that indicates CMC is notifying next of kin on all casualties, regardless of what the individual requests. Desire clarification on this.

ACTION TO BE TAKEN: A new Wing Order is in the process of being published which will clarify this matter. It should be in your hands prior to 31 May 1966. No information available concerning CMC notifying NOK when individual Marine specifically requests that NOK not be notified.

SUBJECT: NOTIFICATION AND PROCESSING OF MEDICAL EVACUEES BY PARENT UNITS
(Submitted by MAG-12)

REFERENCE: FMFPacO P3040.2A

PROBLEM: NOTIFICATION AND PROCESSING OF MEDICAL EVACUEES

DISCUSSION: Medical Evacuee Units report admissions to parent unit via message or telecon. It is further recommended that personnel who will be returned to duty with their parent unit be issued temporary additional duty vice permanent change of station orders, thus allowing the parent unit to retain personal effects and service record books.

ACTION TO BE TAKEN: Higher Headquarters has directed that all Medical Evacuees be transferred to Camp Butler. It has been decided that this is the best way to handle Medical Evacuees. It is never known whether a Medical Evacuee will return to his old unit or not. Continue transferring and shipping gear.

SUBJECT: R&R (Submitted by MAG-11 & MAG-12)

REFERENCE: FORGE/NCCO 1710.2B

PROBLEM: A Marine serving in the Republic of Vietnam is authorized a minimum of one R&R during a normal twelve month tour.

DISCUSSION:

a. In accordance with the provisions of reference (a), personnel in the Armed Forces of the United States are authorized a minimum of one R&R quota per twelve month tour of duty in the Republic of Vietnam.

b. However, insufficient quotas currently exist throughout all commands in the I Corps area to enable all personnel an R&R quota during a normal twelve month tour.

c. The III MAF R&R center has initiated a classified message each month to COMUSMACV in an attempt to obtain sufficient R&R quotas to fulfill the minimum of one quota per man per twelve month tour.

d. III MAF indicated that they may attempt to utilize amphibious shipping in order to increase the number of R&R quotas available.

ACTION TO BE TAKEN:

a. III MAF will continue their endeavors to obtain increased R&R quotas from MACV.

b. Investigate the feasibility of utilizing amphibious shipping to increase R&R quotas available.

c. Don't permit personnel to go on second R&R when others have not had an opportunity for first R&R.

SUBJECT: CIVIL AFFAIRS

REFERENCE: (a) WingO 5080.1B

PROBLEM: Appointment of Group Civil Affairs Officers as Primary Duty

DISCUSSION:

a. Reference (a) encourages all units to establish and maintain an active Civil Affairs/Civic Action program within their respective areas.

b. Reference (a) further requires all groups to appoint a Civil Affairs Officer at both the group and squadron level as a full or part time duty assignment.

c. The importance of an active and effective Civil Affairs/Civic Action program cannot be over emphasized in the current environment.

d. Accordingly, it is recommended that each group commander assign a suitably qualified officer primary duty as the Group Civil Affairs Officer with a suitably qualified officer assigned additional duty as a Squadron Civil Affairs Officer.

e. The proposed 1st Marine Aircraft Wing Manning Level recently submitted to the Commanding General, Fleet Marine Force, Pacific includes a billet for a Civil Affairs Officer at the group level.

ACTION TO BE TAKEN:

a. Assignment of a suitably qualified officer primary duties as a Group Civil Affairs/Civic Action Officer.

b. Assignment of a suitably qualified officer as a Squadron Civil Affairs/Civic Action Officer as additional duty.

SUBJECT: EMERGENCY LEAVE REQUESTS SIGNED "BY DIRECTION" (Submitted by MAG-11)

REFERENCE: (a) WingO 1050.7M

PROBLEM: Acceptability of Emergency Leave Request signed "By direction"

DISCUSSION: Frequently, the Group S-1 is called by Wing stating a "By direction" signature is not acceptable on emergency leave requests. In most cases the CO/XO is advised and approves the request. In cases where the leave is questionable, the CO/XO is always advised of the request and his approval is received prior to forwarding the request. It appears therefore, simply a matter of not having "special trust and confidence" in the officer forwarding the request.

ACTION TO BE TAKEN: "By direction" signature is accepted but correspondence must state whether or not CO recommends approval. It is to be noted that on occasion the G-1 has received telephone requests for emergency leave from clerks indicating commanding officer's approval and later learned the CO knew nothing about it. Commanding Officer's approval may be assumed in "cut and dried" cases but not in questionable ones.

SUBJECT: PROMOTIONAL OPPORTUNITIES TO THE GRADE OF CORPORAL AND LANCE CORPORAL (Submitted by MAG-11)

REFERENCE: (a) WingO 1418.2
(b) MCO 1418.9D
(c) CG, 1stMAW ltr 1:FHW:gkf 5410 of 29 Apr 1966 (C)

PROBLEM: Promotional opportunities to the grade of Corporal and Lance Corporal within the 1st Marine Aircraft Wing.

DISCUSSION: Reference (a) authorizes group commanders to compute and effect Corporal and Lance Corporal promotions each quarter of the FY subject to the provisions of reference (b). Additional Corporal and Lance Corporal promotion quotas are normally available to the Commanding General, 1st Marine Aircraft Wing through:

a. Paragraph 7a of reference (b) provided the on board strength doesn't exceed the M/L plus the percentage authorized for a particular quarter.

b. Special promotion quotas to Corporal and Lance Corporal provided by the Commanding General, Fleet Marine Force, Pacific.

c. Besides the promotion quotas accrued subordinate units by reference (a), the following promotions to Corporal and Lance Corporal were available and utilized during the 4th quarter FY66:

	<u>Corporal</u>	<u>Lance Corporal</u>
CG, 1stMAW Quota	189	267
CG, FMFPac Special Quota	<u>208</u>	<u>98</u>
	389	365

ACTION TO BE TAKEN: A revised recommended Manning Level that reflects the present actual personnel requirements of the 1st Marine Aircraft Wing has been submitted by reference (c). Since promotion to Corporal and Lance Corporal are based on Manning Level, organizational commanders of the 1st Marine Aircraft Wing should have, upon approval of reference (c), better opportunities for promoting qualified personnel to Corporal and Lance Corporal provided that their unit is not over strength in these ranks on the first day of each quarter.

SUBJECT: DISTRIBUTION OF PROMOTION LISTS (Submitted by MAG-12)

REFERENCE: None

PROBLEM: Untimely receipt of promotion lists

DISCUSSION:

a. Promotion lists are being received by this Headquarters in one of three ways:

(1) The Sergeant Major of the Marine Corps immediately mails an advanced, unofficial copy of all enlisted promotion lists to the Wing Sergeant Major. One copy of the promotion list is received.

(2) Marine Corps Bulletins. Approximately two months after the enlisted promotion boards have adjourned all groups will receive the official promotion list from Headquarters Marine Corps in the form of a Marine Corps Bulletin.

(3) Messages. Certain promotion lists, such as the selection of those to be promoted to Second Lieutenant and Warrant Officer, are received by message which are retransmitted to the groups following receipt. However, the promotion lists received by message are transmitted by sections and all sections are rarely received within a reasonable time, a lapse of several days passing between receipt of one section and another.

b. The reproduction of the advanced promotion list received by the Wing Sergeant Major and/or message is not economically feasible due to the lack of Xerox type equipment.

ACTION TO BE TAKEN: Reproduction equipment is on order and will be available in the near future. Following receipt of this equipment promotion lists will be reproduced and distributed by guard mail.

SUBJECT: CONDITION OF SERVICE RECORDS OF INCOMING PERSONNEL (Submitted by MAG-11 & MAG-12)

REFERENCE: (a) MCC P3000.1
 (b) CG, FMFPac 100104Z Mar66 (NOTAL)
 (c) CG, 1stMAW 110305Z Mar66
 (d) CG, 1stMAW 150021Z Mar66 (NOTAL)

PROBLEM: The service records of incoming personnel are being received without appropriate entries; the service records of incoming personnel are not being forwarded to the 1st Marine Aircraft Wing promptly by appropriate commanders; personnel are joining without sufficient copies of orders; personnel are joining without legible endorsements; personnel are joining without appropriate orders; etc..

DISCUSSION: Reference (a) contains instructions concerning the movement overseas of personnel and requires the detachment unit commander to complete certain administrative tasks. Reference (a) further requires the detaching unit commander to complete a check list, appendix A to reference (a), for each individual transferred overseas. During March 1966, the Commanding General, Fleet Marine Force, Pacific, by reference (b) directed this Command to report certain administrative discrepancies that were noted in replacements joined during the period 8 February to 7 March 1966. Reference (c) directed subordinate units of the 1st Marine Aircraft Wing to submit a report to the G-1 listing the discrepancies noted. This report was by total numbers of discrepancies and did not include individuals by name. Reference (c) reported the total discrepancies noted to the Commanding General, Fleet Marine Force, Pacific.

ACTION TO BE TAKEN: The G-1 is presently staffing a proposed Wing directive that will require unit commanders to conduct an interview of each incoming Marine and review his service records to determine if he has been properly processed administratively, for duty overseas. (Orders, inoculations, ID Tags). It is planned that this survey will be conducted for a period of two or three months and will include the name of the individual; discrepancies noted and former unit. It is the intention of this Headquarters to forward these discrepancy reports to the Commanding General, Fleet Marine Force, Pacific for information and recommend that appropriate remedial action be taken.

SUBJECT: FAILURE OF STAGING UNITS TO PROPERLY REGISTER ALLOTMENTS (Submitted by MAG-12)

REFERENCE: None

PROBLEM: Registration of Allotments by Staging Units

DISCUSSION: Either stop Staging Units from registering allotments or have allotments verified prior to departing COMUS.

ACTION TO BE TAKEN: Squadrons verify allotments when auditing SRBs and OQRs upon receipt. The Wing will request the Commanding General, Fleet Marine Force, Pacific for assistance in this regard.

SUBJECT: SRB ENTRY UPON ISSUANCE OF RATION CARDS (Submitted by MAG-11)

REFERENCE: FORCE/NCCO 1746.1

PROBLEM: Accountability for Ration Cards

DISCUSSION: Ration Cards are required by all personnel in RVN. They are logged in a master sheet and signed for, by number, by the receiving individual. This system closely resembles that of I.D. Cards. However, in addition, an SRB entry is required. It is believed this causes an unnecessary workload upon admin sections.

ACTION TO BE TAKEN: This Headquarters discussed with III MAF the administrative workload required by their Order prior to its publication. III MAF reiterated that entries in SRBs/OQRs are a requirement that must be met.

SUBJECT: LACK OF PERSONNEL ACCOUNTING INFORMATION ON JOINING PERSONNEL
(Submitted by MAG-12)

REFERENCE: None

PROBLEM: Utilization of Addressograph to imprint personnel accounting information on Original Orders.

DISCUSSION: Six line addressograph plate be imprinted on all Original Orders by unit delivering orders.

ACTION TO BE TAKEN: This Command will recommend such action to CMC.

SUBJECT: LEAVE BALANCE OF INCOMING ENLISTED PERSONNEL (Submitted by MAG-16)

REFERENCE: MARCORPERSMAN, par 9151

PROBLEM: Leave Balance of Incoming Enlisted Personnel

DISCUSSION: A large majority of incoming enlisted personnel from CONUS, particularly E-2/E-1's, are arriving with a debit leave balance averaging 40 days. In some cases individuals have already been checked for excess leave. This is a result of an accumulation of boot leave, leave from IIR, Christmas leave and pre-deployment leave. It is considered this situation is unhealthy. There have been some cases where an individual granted emergency leave has been checked for excess leave upon completion. Querying the individuals concerned reveals that, almost without exception, they have not been advised of their leave status nor of the maximum allowable debit balance.

ACTION TO BE TAKEN: This Command will inform higher Headquarters of this situation. It is further recommended that the subject of emergency leave be emphasized in group/squadron command information program.

SUBJECT: SEPARATION POLICY FOR REGULAR MARINE CORPS PERSONNEL

REFERENCE: (a) MCO 1900.12B
(b) WingO 1300.10E

PROBLEM: To ensure that personnel who have been involuntarily extended have their RTD adjusted in accordance with reference (a).

DISCUSSION: Reference (b) sets forth the Wing policy that personnel who are being sent home for separation prior to completion of a normal tour will depart this Command 15 days prior to discharge date. Reference (a) states that personnel who are involuntarily extended will have their RTD established as 30 days prior to the adjusted EAS as indicated in enclosure (1) to reference (b).

RECOMMENDATION: Ensure that all units adjust RTD, where necessary, to comply with the provisions of reference (b). A change to the Wing Order has been published.

SUBJECT: CIVILIAN TECHNICAL REPRESENTATIVES

REFERENCE: (a) MGO P12306.1A

PROBLEM: To ensure that civilian technical representatives are properly accounted for. Reference (a) sets forth the Marine Corps policy in regards to technical representatives contracted by the Marine Corps.

DISCUSSION: This Headquarters has had two recent occasions to locate civilian technical representatives. On one occasion a technical representative died and proper notification had to be made.

RECOMMENDATION: That each group S-1 become familiar with the contents of reference (a) and that each group keep a current listing of subject personnel showing name, company, next of kin, when reported and when due to depart.

SUBJECT: EXTENSION OF OVERSEAS TOURS AND REASSIGNMENT TO OKINAWA OR JAPAN

REFERENCE: (a) FMFPacO 1300.9C

PROBLEM: Requests for extensions of overseas tours and reassignments to Japan and Okinawa based units.

DISCUSSION:

a. Administrative Action Forms are received daily by this Headquarters from personnel requesting an extension of overseas tour and/or reassignment to an Okinawa or Japan based unit.

b. The 1st Marine Aircraft Wing, as of 15 April 1966, only has one unit located out of country, Marine Wing Service Group 17.

c. Request for extensions of overseas tours submitted by personnel and predicated on a reassignment to an out of country Wing unit will not be accepted by this Headquarters and will be returned to the originator for resubmission.

d. Requests for extension of overseas tours and reassignment to a WestPac Command located in Okinawa or Japan must be submitted to the Commanding General, Fleet Marine Force, Pacific, in accordance with reference (a).

ACTION TO BE TAKEN:

a. Requests for extensions of overseas tours and reassignment to out of country units of the 1st Marine Aircraft Wing to be returned to the originator by the Group Headquarters concerned.

b. Requests for extensions of overseas tours and reassignments to other WestPac units to be submitted in accordance with reference (a).

SUBJECT: REASSIGNMENT OF CERTAIN ENLISTED PERSONNEL IN OF 03, 08, AND 1800 BETWEEN AIR AND GROUND UNITS

REFERENCE: (a) ForceO 1306.1
(b) CG, 1stMAW msg 2905374 Apr 1966

PROBLEM: To provide personnel in OF 03, 08, and 1800 assigned to the 1st Marine Aircraft Wing the opportunity of serving with Ground Forces, in RVN.

DISCUSSION: There are significant numbers of security type billets within the 1st Marine Aircraft Wing filled by enlisted personnel possessing MOSs in OF 03, 08 and 1800. In order to provide flexibility in assignments and to provide for opportunities to serve in Ground Forces after approximately one half their tour in security work, exchanges may be effected with like MOSs from Ground Commands in the same OF who will shift into the Wing security billets.

ACTION TO BE TAKEN: That the contents of reference (a) be widely disseminated to all enlisted personnel in OF 03, 08 and 1800. Wing units proposed program. We must support it.

SUBJECT: Amalgamation of OF 33 and 36

REFERENCE: (a) MCBul 5300 of 5 Apr 1966 (ALMAR 12; CMC 050010Z Apr 1966)

PROBLEM: To ensure that the actions required by reference (a) are accomplished.

DISCUSSION: Effective 1 July 1966 personnel of MOSs 3612 and 3614 will be reclassified by separate directive by Headquarters, U. S. Marine Corps. Commanding Officers are directed by reference (a) to reclassify personnel of MOSs 3611 and 3613 to MOS 3371/9915 on 1 July 1966 without referral to Headquarters, U. S. Marine Corps. Further, reference (a) requested that personnel selected for duty in General Officer's Quarters be reported to CMC (Code DF) for screening, schooling and/or assignment.

ACTION TO BE TAKEN: That Commanding Officers review the contents of reference (a) and take action as required.

SUBJECT: ROTATION TOUR DATES (Submitted by MAG-16)

REFERENCE: (a) MCO 1300.8G

PROBLEM: Certain personnel are required to involuntarily spend in excess of 13 months in the 1st Marine Aircraft Wing.

DISCUSSION:

a. Reference (a) establishes an overseas tour in WestPac as 13 months commencing the date the individual departed CONUS and terminating the date the individual returns to CONUS.

b. Accordingly, Headquarters, U. S. Marine Corps issues Permanent Change of Station Orders based on a 13 month overseas tour. Therefore, personnel who departed CONUS during early April 1966 should receive permanent change of station orders effective "When Directed" during May 1967. For example, a Staff Sergeant departed CONUS on 1 April 1966, the date his overseas tour commences. He will receive permanent change of station orders directing his reassignment during May 1967 and will arrive back in CONUS sometime during May, the date of his arrival terminating his overseas tour. This Staff Sergeant will have involuntarily completed an overseas tour which exceeds 13 months.

c. The Commanding General, 1st Marine Aircraft Wing cannot effect permanent change of station orders earlier than the 1st day of the month during which the reassignment is directed.

d. Further delay may be encountered in the detachment of personnel due to the number of seats allocated to the 1st Marine Aircraft Wing to transport rotatees to the Transient Facility, Camp Butler, Okinawa. For example 150 personnel may be eligible for rotation on 1 June 1966 with only 20 seats being allocated to the Wing aboard SAAM aircraft for that day.

ACTION TO BE TAKEN:

a. The 3rd Marine Division on two occasions and this Headquarters on one occasion has recommended to the Commandant of the Marine Corps that authority be granted so that orders may be issued that will return personnel to CONUS by the anniversary date of their 13 months overseas tour. These recommendations have been disapproved by Headquarters, U. S. Marine Corps.

b. That Group Commanders, insure that those personnel with the longest time overseas be given priority on the assignment of seats allocated to flights during the early part of the month.

SUBJECT: SELECTION OF ENLISTED PERSONNEL FOR EARLY ROTATION TO CONUS
(Submitted by MAG-36)

REFERENCE: None

PROBLEM: Procedure utilized to select enlisted personnel for early rotation to CONUS.

DISCUSSION:

a. The Commandant of the Marine Corps via Commanding General, Fleet Marine Force, Pacific, notifies the Commanding General, 1st Marine Aircraft Wing, by message, of the ranks and MOS of those enlisted personnel to be rotated to CONUS early.

b. The roster of personnel to be rotated early, together with a card deck of the personnel by rank/MOS and month, are to be submitted to the Commandant of the Marine Corps within a specified time. The time element, from receipt of the early rotation message from the Commanding General, Fleet Marine Force, Pacific, and the date the report is due, (in the last instance five days to select and report 1800 enlisted personnel for early rotation) does not allow sufficient time for referral to and action by the Marine Aircraft Groups. Accordingly all personnel to be rotated early were, of necessity, selected by this Headquarters in **consonance with the** ranks and MOS concerned, insofar as possible. Every attempt was made to allocate quotas on a fair share basis.

c. In those instances where ranks and MOS did not compare with on hand strength substitutions were made by this Headquarters.

d. In addition, the Commandant of the Marine Corps has directed that once an individual has been selected and reported for early rotation, changes and substitutions will not be made, unless the individual concerned has extended his overseas tour. In cases of this type, substitution will not be made for the individual who extended.

ACTION TO BE TAKEN: In the future, time permitting, the allocation of personnel for early rotation to CONUS will be reallocated to the Groups for action in a manner similar to that for the early rotation of personnel during April and March.

SUBJECT: DELAY AT THE TRANSIENT FACILITY, CAMP BUTLER WHILE ENROUTE TO CONUS (Submitted by MAG-36)

REFERENCE: None

PROBLEM: Length and Cause of delay encountered at the Transient Facility, Camp Butler.

DISCUSSION:

a. Personnel reporting to the Transient Facility, Camp Butler for onward transportation to CONUS are currently delayed a **maximum** of three days due to a back log of personnel.

b. Personnel reporting to the Transient Facility, Camp Butler for onward transportation to Hawaii are currently delayed three to six days depending upon aircraft availability to Hawaii.

c. It is anticipated that commercial aircraft capable of transporting well in excess of 100 personnel will be utilized to transport rotatees to CONUS during June and the ensuing months. The utilization of commercial aircraft will significantly reduce the delay now encountered while awaiting transportation to CONUS.

d. The Transient Facility accomplishes all necessary administrative processing the day/evening rotatees report for transportation. Personal baggage is delivered the morning following the individual's arrival as well as the payment of advanced pay.

e. The Transient Facility is not authorized to grant delay in Okinawa or elsewhere for personnel desiring same for personal reasons such as to shop. Delay enroute is chargeable as leave and delay in Okinawa must be requested and approved by the Commandant of the Marine Corps.

ACTION TO BE TAKEN: Advise interested personnel of same.

SUBJECT: Shortage of Administrative Personnel (Submitted by MAG-12)

REFERENCE: None

PROBLEM: Shortage of Administrative Personnel, MOS 0141

DISCUSSION:

a. Current Wing status of administrative personnel, MOS 0141

Proposed M/L	Old M/L	O/H	60 day Loss	60 day Gain	Total O/H at end of 60 days
387	305	327	49	33	311

b. The proposed Manning Level submitted to the Commanding General, Fleet Marine Force, Pacific, on 29 April 1965 recommended an overall increase of 82 administrative personnel for the Wing. Additional administrative personnel were recommended for each Group.

c. In the interim, incoming administrative personnel will be assigned on a "fair share" basis.

ACTION TO BE TAKEN:

a. Incoming administrative personnel will be judiciously assigned on a "fair share" basis.

b. Commanding Officers are encouraged to review the assignment of administrative personnel currently on board to determine if they are properly assigned and properly utilized.

c. Commanding Officers are encouraged to screen the service records of personnel currently assigned to determine if any personnel with an additional 0141 MOS or administrative experience are currently not being utilized in an administrative billet.

d. Commanding Officers are encouraged to assign personnel with non critical MOSs to duty as on the job trainees.

SUBJECT: INFORMATIONAL SERVICES PERSONNEL, MOS 4312

REFERENCE: None

PROBLEM: Shortage of Informational Services Personnel, MOS 4312, within the 1st Marine Aircraft Wing.

DISCUSSION:

a. The Wing Informational Services Program is predicated on the concept of assigning a writer/photographer team to each group within the 1st Marine Aircraft Wing.

b. The current shortage of Informational Services personnel, MOS 4312, within the Wing seriously hampers the ability of the Wing to assign a writer/photographer team to each group or to maintain same on a continuing basis.

c. The shortage of Informational Services Personnel can be alleviated through the assignment of qualified volunteer personnel, with non critical MOSs, for on the job training with the Wing Informational Services Officer.

ACTION TO BE TAKEN: Commanding Officers are requested to screen the service records of personnel assigned, with non critical MOSs, and nominate those personnel with journalism experience, who desire to volunteer for duty with Wing Informational Services, to this Headquarters (Attention: G-1) for reassignment.

SUBJECT: FOLLOW-UP ACTION ON CORRESPONDENCE (Submitted by MAG-36)

REFERENCE: None

PROBLEM: Failure to furnish Commands copies of endorsements on correspondence originated by the Command.

DISCUSSION: Copies of forwarding endorsements not being furnished originating activity thereby allowing originator no indication as to what action might be expected by addressee.

ACTION TO BE TAKEN: This Headquarters will endeavor to furnish sufficient copies of endorsements for administrative action. If we miss let us know.

SUBJECT: PERMANENT ASSIGNMENT OF CLUBS PERSONNEL AT GROUP/ORGANIZATIONAL
LEVEL CLUBS

REFERENCE: (a) Commanding General's conference 2 May 1966
(b) 1stMAW msg 061007Z May 1966

PROBLEM: Clubs personnel must be assigned from present personnel assets.

DISCUSSION: Unexpected and accelerated growth of the Wing Clubs system has forced the dollar value and transactions of the clubs into a million dollar business. In order to manage and account for the scattered and varied clubs comprising this endeavor, permanently assigned personnel are required.

ACTION TO BE TAKEN: Commanding Officers were requested by reference (b) to review service records for personnel with previous club and/or accounting experience and provide this Headquarters with the information required by reference (b). The above is for planning purposes and does not necessarily mean that the personnel concerned will be reassigned. The report required by reference (b) is to reach this Headquarters not later than 16 May 1966.

ADJUTANT'S AGENDA ITEMS

POSTHUMOUS AWARDS

1. CURRENT DIRECTIVES DO INDICATE WHAT ACTIONS TO TAKE IN THE CASES OF POSTHUMOUS AWARDS RECOMMENDATIONS. WG ORDER 1650.5A; FMFPAC ORDER P1650.1A; SECNAVINST P1650.1C ALL COVER POSTHUMOUS RECOMMENDATIONS. SECRETARY OF THE NAVY MUST TAKE FINAL ACTION ON ALL RECOMMENDATIONS FOR PERSONNEL WHO ARE KIA, MIA, DOW ETC. THESE RECOMMENDATIONS MUST BE SENT TO THE SECRETARY OF THE NAVY (NAVY DEPT BOARD OF DECORATIONS AND MEDALS) VIA:

- (1) INTERMEDIATE COMMANDERS
- (2) COMMANDING GENERAL, FLEET MARINE FORCE, PACIFIC
- (3) COMMANDER IN CHIEF, U. S. PACIFIC FLEET
- (4) COMMANDANT OF THE MARINE CORPS (CODE DL)
- (5) CHIEF OF NAVAL OPERATIONS (Op-9B2E)

2. APPROVED AWARDS THAT HAVE BEEN RECEIVED BY GROUPS/SQUADRONS BUT HAVE NOT BEEN DELIVERED TO THE INDIVIDUAL PRIOR TO THE TIME THE INDIVIDUAL IS KIA, ETC. SHALL BE RETURNED TO THE AWARDING AUTHORITY (FMFPAC) IN ALL CASES EXCEPT AIR MEDALS UNDER THE S/F SYSTEM. FMFPAC WILL SEND THE AWARD UP THE CHAIN FOR ISSUANCE AS A POSTHUMOUS AWARD. IN THE CASE OF UNDELIVERED AM'S UNDER THE S/F SYSTEM, THE CITATION AND AWARDING LETTER ISSUED BY 1ST MAW WILL BE RETURNED TO THIS HEADQUARTERS ACCOMPANIED BY A LETTER OF EXPLANATION AS TO WHY THE APPROPRIATE AWARD WAS NOT DELIVERED AND REQUESTING DISPOSITION. UNAPPROVED RECOMMENDATIONS MUST HAVE A PROPOSED CITATION AS WELL AS A RESUME OF STRIKES/FLIGHTS AND CONFORM TO THE FORMAT SHOWN IN FMFPACO P1650.1A. 1ST MAW WILL MAKE APPROPRIATE ENDORSEMENTS ON THESE RECOMMENDATIONS TO HIGHER HEADQUARTERS SO RECORDS WILL BE ADJUSTED AND WILL NOT REFLECT DUPLICATE AWARDS.

3. IN ALL CASES, IF A RECOMMENDATION LISTS PENDING DECORATIONS, THE PENDING DECORATIONS WILL BE SUBMITTED AT THE SAME TIME SO THAT SECNAV CAN TAKE ACTION ON ALL AWARDS FOR ONE INDIVIDUAL AT THE SAME TIME TO WRAP UP HIS CASE

4. MOST CASES WHERE AN AWARD HAS BEEN APPROVED BUT NOT AWARDED TO AN INDIVIDUAL WHO HAS BEEN KIA, ETC. CAN BE AVOIDED IF THE GROUP/SQUADRON'S WILL INSURE PROMPT DELIVERY OF THE AWARDS UPON RECEIPT.

CONFIDENTIAL

10 MAY 1966
FMAW/G-1

AGENDA SUBJECT: STATUS OF CURRENT 1ST MARINE AIRCRAFT WING M/L

1. FACTS:

A. ON 15 APRIL 1966 THE 1ST MARINE AIRCRAFT WING LOST COMMAND OF MAG-13 (REIN) AND ADMINISTRATIVE CONTROL OF MCAS, IWAKUNI AND MCAF, FUTEMA.

B. MANNING LEVELS, TO BECOME EFFECTIVE ON 15 APRIL, WERE PUBLISHED FOR MAG-13 (REIN), IWAKUNI AND FUTEMA BUT NOT FOR THE 1ST MARINE AIRCRAFT WING.

C. AN ADJUSTED MANNING LEVEL FOR THE WING HAS BEEN CONSTRUCTED BY DELETING ALL RANKS AND MOS'S OF THE UNITS LISTED ABOVE AND ADDING THE DEPLOYMENT MANNING LEVEL FOR HMM-164. (A MANNING LEVEL FOR HMM-164 STILL HAS NOT BEEN RECEIVED.)

D. A NEW RECOMMENDED MANNING LEVEL FOR THE 1ST MARINE AIRCRAFT WING HAS BEEN DEVELOPED AND WAS FORWARDED TO CG, FMFPAC ON 29 APRIL 1966.

2. DISCUSSION:

A. ADDITIONAL PERSONNEL WERE ADDED TO THE MANNING LEVELS OF THE UNITS LOST BY THE WING, THEREBY CREATING SERIOUS DEFICIENCIES IN THE PERSONNEL ALLOCATION FOR THE UNITS COMMITTED TO COMBAT IN VIETNAM. THE MORE SERIOUS DEFICIENCIES ARE LISTED BELOW IN TABULAR FORM:

<u>MOS</u>	<u>PREVIOUS WING M/L</u>	<u>LOST</u>	<u>REMAINING</u>	<u>M/L REQUIRED</u>
0130	29	9	20	29
0160	1	ALL	0	1
2502	27	9	18	23
9910	16	12	4	124
9912	85	28	57	
0141	404	115	289	387
0161	42	16	26	39
1121	50	10	40	60
1341	129	26	103	139
2541	70	24	46	68
2543	66	23	43	67
2811	10	4	6	14

CONFIDENTIAL

ENCLOSURE (18)

CONFIDENTIAL

FMAW/G-1

<u>MOS</u>	<u>PREVIOUS WING M/L</u>	<u>LOST</u>	<u>REMAINING</u>	<u>M/L REQUIRED</u>
2851	80	37	43	54
3041	204	60	144	182
3051	200	51	149	197
3371	212	38	174	204
3613	4	3	1	21
4131	27	13	14	42
4312	10	5	5	10
4631	17	7	10	19
6412	852	302	550	601
6441	413	135	278	328
6442	356	127	229	278
6511	490	177	313	444
6615	576	176	400	433
6741	341	63	278	321
7011	116	29	87	114
7114	28	9	19	57
8151	539	83	456	729
8921	14	12	2	39

B. IN VIEW OF AN ESTIMATED TIME LAG OF TWO OR THREE MONTHS IN EFFECTING REDISTRIBUTION OF PERSONNEL ASSETS, VERY LITTLE EFFECT HAS YET BEEN FELT AS A RESULT OF THIS IMBALANCE OF AUTHORIZED STRENGTHS. IMMEDIATE ACTION IS REQUIRED, HOWEVER, TO PREVENT THE REPLACEMENT PIPELINE TO THE 1ST MARINE AIRCRAFT WING FROM DRYING UP DURING THE SUMMER MONTHS AHEAD.

C. A SPECIFIC EXAMPLE OF THIS IMBALANCE DUE TO THE LOSSES TO THE PREVIOUS M/L IS IN MOS 6511. MAG-13'S M/L IS 164. OF THE 313 REMAINING FOR THE WING, 125 HAVE BEEN ALLOCATED TO MAG-11, 155 TO MAG-12, 12 TO MAG-16, 11 TO MAG-36, 8 TO MSG-17 AND 2 TO WING HEADQUARTERS. IT IS NOTED THAT TACTICAL GROUPS ENGAGED IN COMBAT ARE AUTHORIZED FEWER ORDNANCE-MEN THAN MAG-13!

3. RECOMMENDATIONS:

A. THAT CG, FMFPAC PUBLISH A CURRENT MANNING LEVEL FOR THE 1ST MARINE AIRCRAFT WING, DRAWING ON OTHER AVAILABLE ASSETS TO THE MAXIMUM POSSIBLE EXTENT IN ORDER TO REDUCE THE WING DEFICIENCIES AS MUCH AS POSSIBLE.

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FMAW/G-1

B. EXPEDITE APPROVAL OF THE NEW RECOMMENDED MANNING LEVEL SUBMITTED BY THE 1ST MARINE AIRCRAFT WING.

4. ACTION BEING TAKEN:

A. A DETAILED STUDY HAS BEEN CONDUCTED OF THE LIMITED REMAINING WING MANNING LEVEL ASSETS IN ORDER TO DISTRIBUTE THEM IN ACCORDANCE WITH THE GREATEST NEED.

B. A BREAKDOWN OF THE MANNING LEVEL REFERRED TO IN 1C ABOVE WILL BE COMPLETED PRIOR TO 15 MAY 1966. THE MANNING LEVEL IS BEING BROKEN TO THE GROUP LEVEL WITH THE WING HEADQUARTERS BEING LISTED SEPARATELY. BREAKDOWN TO THE SQUADRON LEVEL IS CONSIDERED TO BE IMPRACTICABLE UNTIL A FIRM MANNING LEVEL IS PUBLISHED FOR THE WING.

5. ACTION REQUIRED BY HIGHER AUTHORITY: SEE 3 ABOVE.

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PAC 12-15 MAY ●

STATUS OF PROG TO ASSIGN ADD MOSS (U)

" " CURRENT 1ST MAW M/L (C)

COMMAND AND STAFF ASSIGNMENTS

COMMANDING GENERAL

Major General K. B. MCCUTCHEON (1-15 May)

Major General L. B. ROBERTSHAW (15-31 May)

ASSISTANT WING COMMANDER

Brigadier General H. M. ELWOOD

CHIEF OF STAFF

Colonel H. W. TAYLOR

ASSISTANT CHIEF OF STAFF, G-1

Colonel W. D. WILCOX

ASSISTANT G-1

Lieutenant Colonel R. O. CARLOCK

WING PERSONNEL OFFICER

Major D. H. WANLSTROM (1-16 May)

Major C. J. EVERSOLE (17-31 May)

ENCLOSURE (19)

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181044Z

FROM: CG FIRST MAW

TO: CIG

INFO: CG IMAFAC
CG III MAF
C2F SEVEN NINE
CG IMAFAC/I MAC

1A

6-3
ASST G-3
OPERATION
TRNG
PLANS
REDOPS
RPTS/STATUS
ATCO
SWO
ADMIN
NCOIC

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PERS STATUS RPT AS OF 15 MAY

A. DEO 3000.2A

1. LAW REF A THE POL RPT IS SUBMITTED:

2. ON BOARD STRENGTH AND LOCATION OF UNITS:

UNIT/COMMANDER	USMC CTF		USMC	VSN	JSL	LOCATION
	NA	AG				
A. MWHI-1						
COL E. I. LUTCH	75	204	2197	25	78	REAR, 17 MAY
(1) HWS-1						
MAJ C. C. FOSTER	61	37	917	12	29	REAR, 17 MAY
(2) MASS-2						
LTCOL R. W. SHEP	6	18	153	0	2	REAR, 17 MAY
(3) DET A MASS-2						
CAPT J. P. FOX	0	4	12	0	0	REAR, 17 MAY
(4) DET B MASS-2						
CAPT L. J. MORTON	0	5	11	0	0	REAR, 17 MAY
(5) DET C MASS-2						
CAPT W. H. RIDDINGS	1	3	10	0	0	REAR, 17 MAY
(6) DET D MASS-2						
CAPT T. M. QUINLAN	0	4	11	0	0	REAR, 17 MAY
(7) DET E MASS-2						
CAPT C. W. OLSON	1	4	10	0	0	REAR, 17 MAY
(8) DET F MASS-2						
CAPT J. E. DRENDE	0	4	29	0	0	REAR, 17 MAY
(9) 1ST LAUNCH	(1)	(26)	(530)	(1)	(60)	REAR, 17 MAY
LTCOL G. L. FZER						
(10) 2ND BTRY 1ST LAUNCH						
CAPT E. S. BROWN	1	24	251	1	10	REAR, 17 MAY

ENCLOSURE (20)

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UNIT/CO. COMMANDER	USMC OFF NA AG	USMC ENL	USN OFF	USN ENL	LOCATION	
(11) A BTRY 1ST LAAMEN CAPT H. J. PHELAN	0	4	87	0	0	DANANG, VIETNAM
(12) B BTRY 1ST LAAMEN CAPT J. L. KERRY	0	4	93	0	0	DANANG, VIETNAM
(13) C BTRY 1ST LAAMEN CAPT D. R. MILLER	0	4	89	0	0	DANANG, VIETNAM
(14) 2ND LAAMEN MAJ E. F. PENICO	(0)	(32)	(530)	(1)	(2)	CHU LAI, VIETNAM
(15) H&S BTRY 2ND LAAMEN CAPT D. H. DINKWIDDLE	0	20	267	1	4	CHU LAI, VIETNAM
(16) A BTRY 2ND LAAMEN 1ST LT J. W. CALLAWAY	0	4	87	0	2	CHU LAI, VIETNAM
(17) B BTRY 2ND LAAMEN CAPT C. G. RAHN	0	4	88	0	2	CHU LAI, VIETNAM
(18) C BTRY 2ND LAAMEN CAPT C. B. MCCOY	0	4	86	0	1	CHU LAI, VIETNAM
(19) MACS-7 LT COL R. R. MILLER	4	16	246	0	3	CHU LAI, VIETNAM
(20) DET A MACS-7 CAPT J. C. PILLEY	1	1	18	0	0	CHU LAI, VIETNAM
(21) 11TH DART CO. CAPT C. B. HAYLER	0	0	0	11	25	DANANG, VIETNAM
B. MAG-11 COL E. C. ANGLIM JR.	94	1837	6	25		DANANG, VIETNAM
(1) H&S-11 MAJ D. A. HICKLE	15	22	415	0	0	DANANG, VIETNAM
(2) H&S-11 MAJ D. A. MCCOUGHEY JR.	8	8	490	2	22	DANANG, VIETNAM
(3) VMCJ-1 LT COL F. C. OPEKA	23	13	183	0	0	DANANG, VIETNAM
(4) DET B VMCJ-1 SSGT J. E. DASCHKE	0	0	9	0	0	THATUNG, SAIGON
(5) VMF(AW)-235 LT COL G. A. GIBSON	24	3	202	1	0	DANANG, VIETNAM
(6) VMFA-115 LT COL D. C. HACHO	23	25	279	1	2	DANANG, VIETNAM
(7) VMFA-512 LT COL E. E. PEANCY	20	23	259	1	1	DANANG, VIETNAM
C. MAG-12 COL L. E. BROWN	151	66	1897	7	18	CHU LAI, VIETNAM
(1) H&S-12 MAJ R. E. HAYES	29	21	450	0	0	CHU LAI, VIETNAM

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UNIT/COMMANDER	USMC OFF NA AG	USMC ENL	USN OFF	USN ENL	LOCATION	
(2) MABS-12 LTCOL P. G. MEMARON	6	19	615	3	16	CHU LAI, VIETNAM
(3) MATCU-67 CAPT J. F. KEANE	0	8	76	0	0	CHU LAI, VIETNAM
(4) VMA-211 LTCOL J. W. KIRKLAND	31	4	181	1	1	CHU LAI, VIETNAM
(5) VMA-211 LTCOL D. DAVIS	30	5	188	1	0	CHU LAI, VIETNAM
(6) VMA-223 LTCOL R. B. SINCLAIR	28	6	177	1	1	CHU LAI, VIETNAM
(7) VMA-311 LTCOL J. W. HARRIS	27	3	182	1	0	CHU LAI, VIETNAM
D. MAG-16 COL R. M. HUNT	262	50	1774	10	24	DANANG, VIETNAM
(1) HEMS-16 MAJ L. L. DARRVSHIRE	17	19	312	0	0	DANANG, VIETNAM
(2) MABS-16 LTCOL W. J. WEBSTER	6	7	466	1	9	DANANG, VIETNAM
(3) HMM-161 LTCOL W. R. QUINN	46	2	168	1	3	DANANG, VIETNAM
(4) HMM-163 LTCOL C. A. HOUSE	50	3	181	2	3	PHU BAI, VIETNAM
(5) HMM-164 LTCOL W. C. WATSON	51	4	188	1	1	DANANG, VIETNAM
(6) HMM-263 LTCOL J. L. GOEHLE	49	4	165	1	3	DANANG, VIETNAM
VMO-2 LTCOL A. W. BARDEN	30	4	148	1	5	DANANG, VIETNAM
(8) SU-1 HEMS-16 CAPT J. C. BROKAW	12	1	61	0	1	DANANG, VIETNAM
(9) MATCU-68 CAPT K. V. BERSCHIOLE	1	6	92	0	0	PHU BAI, VIETNAM
E. HNSG-17 COL W. F. ARMAGOST	17	28	616	2	35	YAKUNI, JAPAN
(1) HEMS-17 MAJ R. G. COMBS	8	16	172	0	0	YAKUNI, JAPAN
(2) MABS-17 MAJ C. F. JONES	3	6	256	2	15	YAKUNI, JAPAN
(3) AMMO DEP 10 FSR SSGT B. BAIRD	0	0	3	0	0	YAKUNI, JAPAN
(4) HEMS-17 MAJ C. A. LINDELL	6	6	178	0	0	YAKUNI, JAPAN

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UNIT/CO	LANDER	USMC OFF NA	USMC A2	USMC ENL	USN OFF	USN ENL	LOCATION
P.	43-36						
(1)	COL W. G. JOHNSON	194	12	1449	6	26	CHU LAI, VIETNAM
	HEMS-36						
(1)	LTCOL T. G. MOONEY	17	18	329	0	0	CHU LAI, VIETNAM
	HABS-36						
(3)	MAJ G. M. DUCKER TT	6	7	465	4	26	CHU LAI, VIETNAM
	BMK-261						
(1)	LTCOL K. W. COSTELLO	14	3	167	0	6	CHU LAI, VIETNAM
	HEM-362						
(5)	LTCOL A. F. GAROTTO	10	4	171	1	0	CHU LAI, VIETNAM
	HEM-363						
(1)	LTCOL J. D. MCGOUGH	17	4	173	2	0	CHU LAI, VIETNAM
	VPO-6						
	MAJ R. H. PRESS	31	6	111	0	0	CHU LAI, VIETNAM

TOTAL FIRST MAW 816 134 2072 56 187

3. THE FOLLOWING CRITICAL PERSONNEL SHORTAGES EXIST REDUCING THE COMMAND'S ABILITY TO ACCOMPLISH ITS ASSIGNED COMBAT MISSION.

A. OFFICER SHORTAGES

MOS	M/L	O/H	60 DAY LOSS	60 DAY GAIN	SHORT/REQ
3510	7	2	0	1	0
6702	22	6	1	2	15
6703	16	4	2	0	13

B. ENLISTED SHORTAGES

MOS	M/L	O/H	60 DAY LOSS	60 DAY GAIN	SHORT/REQ
4412	8	4	2	1	3
6422	643	555	126	153	30
6491	75	72	8	0	11
*6511	315	365	47	18	103
*7114	15	10	1	2	13

* 144 ORDNANCEMEN (6511) AND 57 COX (7114) REQUIRED AND REQ IN PRO-CASE
IL CONTAINED CO, 1ST MAW LTR HATH:GFS 5110 OF 29APR56.

C. AUTHORIZED STRENGTH VARIATIONS ARE THOSE AUTHORIZED BY FI-65 M/L AS
REFLECTED.

D. ADDITIONAL TASKS/MISSION ASSIGNED TO HABS-2, I.E., LOGISTICS AND
RELOCATION OF A 14TH ASST, ALABAMA 1250 AND MOBILE BASC, COMPOUND EXISTING
PERSONNEL SHORTAGES IN 6700 OF.

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5. OFFICERS POSSESSING ADDITIONAL MOS LISTED ABOVE ARE ASSIGNED BILLETTS
BASED ON CRITICAL NEEDS AND SERVICES REQUIRED IN PRIMARY MOS.

1. DO NOT SERVICE THIS MSG. COPY MAILED TO ACTION ADDRESSEE.

GP-4

DIST: G-1/PERS/S/S/G-3/CHAP/SPL SERV

FORWARD: MAJ D H WILSON USMC
ASST PERSO ADJUTANT 201

WT Wilson
RELEASED: COL W D WILSON USMC
ACOPS G-1 ADJUTANT 1

C
C/S HWT

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APPENDIX (3)

DECLASSIFIED

(8)

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HEADQUARTERS
1st Marine Aircraft Wing
Fleet Marine Force, Pacific
FPO San Francisco 96602

4:FJF:jeb

SER:

04/1656

JUN 14 1966

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

Subj: Command Chronology for May 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) WgO 3440.8 (W/Original only) (U)
*✓(5) WgO P4630.2 (W/Original only) (U)
*✓(6) WgBul 5100 dtd 31 May 1966 (W/Original only) (U)
✓(7) *Wing Supply Officer Command Chronology*

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

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

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

J. J. Frazer
F. J. FRAZER
By direction

- * (4) "Disaster Recovery", 11 May 66
- (5) "SOP for Air Delivery", 11 May 1966
- (6) "Enforcement of Safe Driving Practices", 31 May 1966

1st MAW S&C No.	Copy No.
2415-66	1

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Appendix - 3

1st Marine Aircraft Wing, G-4 Division

Organizational Data

Period Covered: 1-31 May 1966

Location: Danang, Quang Nam Province, Republic of Vietnam

Head of Division and Principal Subordinates

Assistant Chief of Staff	Col R. J. LYNCH Jr.
Assistant G-4	LtCol T. J. HORNER
Assistant G-4 (Opns&Plans)	LtCol R. D. SEARS (to 15 May 66)
Assistant G-4 (Opns&Plans)	LtCol D. CONROY
Assistant G-4 (Opns&Plans)	Capt. D. A. MAHONEY
Administrative Officer	Capt. R. J. GRUENBERG
Ordnance Officer	Maj. O. C. LOCKE (from 4 May 66)
EOD/Assistant Ordnance Officer	2dLt S. W. MAIN (from 16 May 66)
Motor Transport Officer	Capt. G. E. SHOCKLEY
Engineer Officer	1stLt T. V. JOHNSON (to 2 May 66)
Engineer Officer	2dLt E. O. BELL (from 8 May 66)
Embarkation/Air Freight Officer	Capt. W. M. ANDERSON
Aircraft Maintenance Officer	LtCol W. W. FLEETWOOD
Assistant Aircraft Maintenance Officer	Capt. A. E. TOLER
Maintenance Material Management Officer	Maj. F. S. CLEGG (from 4 May 66)
Avionics Officer	LtCol Z. E. SPRAGUE
Assistant Avionics Officer	1stLt R. M. KOWALCZYK
Food Services Officer	1stLt. W. E. TISDALE (to 31 May 66)
Food Services Officer	Capt. B. J. NICHOLS (from 31 May 66)
Assistant Food Services Officer	1stLt. W. E. TISDALE (from 31 May 66)
Flight Equipment Officer	2dLt. A. L. KENT (from 27 May 66)
TAFDS Officer	2dLt. L. G. HASSEN
Logistics Chief	MgySgt R. A. MACGREGOR

ENCLOSURE (1)

NARRATIVE SUMMARY

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1. Logisticsa. (c) Air Freight And Air Delivery

(1) During the month of May 1966, Marine Air Freight and Passenger Terminal, Danang Air Base, processed the following amounts of freight and passengers utilizing Marine Aircraft:

<u>IN</u>	<u>1ST MAW</u>	<u>3D MARDIV</u>	<u>MISC</u>	<u>MAIL</u>
Cargo S/T	189	107	39	38
Passengers	1868	5191	1202	
<u>OUT</u>				
Cargo S/T	1868	693	124	53
Passengers	2115	5169	1531	

(2) Cargo and Navy and Marine Corps passengers moved through Danang by the 315th Squadron and by MAC aircraft are as follows:

<u>IN</u>	<u>315TH SQD</u>	<u>MAC</u>
Cargo S/T	960	1017
Passengers	806	6405
<u>OUT</u>		
Cargo S/T	681	2198
Passengers	1519	5847

(3) The following air delivery missions were conducted:

<u>DATE</u>	<u>RECEIVING UNIT</u>	<u>ITEMS</u>	<u>WEIGHT IN LBS</u>
5 May	9th Marines	105mm AMMO	24,000
5 May	9th Marines	105mm AMMO	24,000
19 May	Special Forces	Wire, Sandbags	24,050
		Total	72,050

b. (c) Embarkation

(1) First MAW cargo moved in and out of Danang by surface means is as follows:

	<u>IN</u>	<u>OUT</u>	<u>AWAITING SHIPMENT</u>
General Cargo S/T	1108	376	748

1868
3791
7639

NARRATIVE SUMMARY (CON'T)

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(2) (u) Administrative/Material Inspections were conducted at the following units:

<u>UNIT</u>	<u>GRADE</u>
VMFA-115	Good
HMM-164	Good
HMM-362	Good
H&MS-36	Satisfactory (reinspection)
MABS-36	Satisfactory (reinspection)
VMA-311	Satisfactory
MABS-12	Satisfactory

c. Ordnance

(1) (c) Two TAT-101 Armament Systems were installed in UH-1E helicopters from VMO-6. Favorable response to system. Two more systems expected to be tested in VMO-2 aircraft.

(2) (u) Mr. ROBSON, NASU technical representative conducted instruction on the A/S 32 K-1 weapons loader.

(3) (c) Approximately 3488.8 S/T Class VA munitions received at Danang and 3316.8 S/T received at Chu Lai.

(4) (c) Class VA munition resupply exceeded expenditures during the month of May.

d. (u) Food Services

(1) No significant disruption of food service activities occurred during the recent political unrest in Danang. Rations, both A & B were issued to units in the Marble Mountain area from the Naval Support Activity, Tien Sha. Units located in the Danang Air Base complex continued to draw from the FLSG (A) Class I dump. "A" Rations for these units were not available due to the cessation of offloading in Danang harbor.

2. (u) Motor Transport

a. A functional motor transport conference was convened to discuss procedures to improve Wing motor transport. All motor transport officers attended.

b. FMFPac, Contact Instruction Team for Automotive Maintenance Procedures representative provided technical assistance on second and third echelon procedures at several 1stMAW units.

NARRATIVE SUMMARY (CONT)

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3. Engineer

a. Two M-21 arresting gear systems were received in country and assigned to MAG's 11 and 12. The system at MAG-12 is operational and performance has exceeded expectations.

b. The Herculite 70, landing site material, has proven unsatisfactory for RVN operations. Unsatisfactory service report submitted to MCLFDC, Quantico, Va.

4. Tactical Airfield Fuel Dispensing Systems

a. (u) Due to the internal discord commercial oil companies were unable to deliver fuel to Phu Bai and Dong Ha. During this period fuel was flown in by VMGR-152.

b. (c) During the month of May the following amounts in gallons of AVGAS and Jet fuel were issued:

	JP-4	AVGAS
MAG-11	3,567,565	<u>115/145</u> 196,576
MAG-12	2,344,273	45,324
MAG-16	213,637	324,625
MAG-36	45,745	253,880
Quang Ngai	82,201	49,526
Tam Ky	4,171	10,254
Phu Bai (Col Co)	125,738	129,970
Dong Ha	<u>26,052</u>	<u>11,624</u>
Total	6,409,382	1,021,779

c. (c) The total Class III A issued by the 1st Marine Aircraft Wing during May was 7,431,161 gallons.

5. Avionics

a. (u) Wing wide group Avionics and Aircraft Maintenance Officers conference held at Danang, RVN. Conference convened to discuss FIFPac Assistance Team Report and other related matters.

6. Aircraft Maintenance

a. (u) First increment of the Standard Naval Maintenance and Material Management Team arrived in country. Major F. K. CLEGG, OIC of team.

NARRATIVE SUMMARY (CON'T)

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b. (u) COMNAVIAIRPAC representative, Cmdr. MCINTOSH, conducted a staff visit concerning ground support equipment.

c. (c) HM-265 arrived in country with CH-46A aircraft. HM-263 rotated to Futema less aircraft. UH-34 aircraft previously assigned to HM-263 redistributed within the 1stMAW.

7. LOX

a. (u) HT-1 LOX generator plant received by MSG-17. Plant not operational due to personnel shortage. MSG-17 LOX requirements being met by MCAS, Iwakuni.

b. (u) LOX in country production supported all 1stMAW requirements without assistance from other sources.

c. (u) Appendices A and B contain LOX production usage data for the month of May 1966.

APPENDICES:

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

LOX Section
1st Marine Aircraft Wing
Fleet Marine Force, Pacific
FPO San Francisco 96602

Date 1 Jun 66

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MONTHLY LOX SECTION ACTIVITY REPORT. MONTH OF MAY 66

1. GENERATING PLANT STATUS

a. LOX PLANT NO. 97- 14462 OPERATED 720 HOURS
DEADLINED 24 HOURS

b. LOX PLANT NO. 97- 14463 OPERATED 714 HOURS
DEADLINED 30 HOURS

c. LOX PLANT NO. 97- _____ OPERATED _____ HOURS
DEADLINED _____ HOURS

2. PRODUCTION RECORD

a. LOX PRODUCED 8150 GALLONS

b. LOX DRAIN FROM OUTSIDE SOURCE 0 GALLONS

c. LN₂ PRODUCED 0 GALLONS

d. GASEOUS NITROGEN PRODUCED 0 CUFT

e. GASEOUS OXYGEN PRODUCED 99,240 CUFT

f. HOURLY LOX PRODUCTION REQUIRED TO SUPPORT
ONE FLIGHT HOUR (GALLONS ISSUED VERSUS HOURS
FLOWN) 2.3 GPH

3. ISSUE RECORD

a. LOX ISSUED TO SQUADRONS

	SQUADRON	HOURS FLOWN	Gal per flt hour
LIST SQUADRONS:	<u>VMCJ-1</u>	<u>500</u>	<u>GALS</u>
	<u>VMFA-235</u>	<u>1900</u>	<u>GALS</u>
	<u>VMFA-542</u>	<u>2350</u>	<u>GALS</u>
	<u>VMFA-115</u>	<u>1800</u>	<u>GALS</u>
	TOTAL LOX ISSUED	<u>6550</u>	<u>GALS</u>

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ENCLOSURE (2)
APPENDIX 2

CONFIDENTIAL

b. LN₂ ISSUED TO SQUADRONS

LIST SQUADRONS AND AMOUNTS IN GALLONS

NONE

c. GASEOUS OXYGEN ISSUES

LIST SQUADRONS OR ORGANIZATIONS AND AMOUNTS IN CUFT

3rd TANKS	4,600	MWSG-1	3,200	35 TRANS.	1,600
MED SUPPLY	4,140	MCB-11	5,000	CIV ENG	800
SHORE PARTY	2,000	NSA HOSPITAL	2,800	RAGE COMM	200
T.V. FLSC	600	MCB-5	7,200	R.M.K.	11,600
STATION HOSP.	10,800	MCB-1	2,000	D.C.H. USAID	5,000
H&HS-1	200	35 FMS	2,000	TRK. COL	2,000
				VMFA-115	3,500

d. GASEOUS NITROGEN ISSUES

LIST SQUADRONS OR ORGANIZATIONS AND AMOUNTS IN CUFT

NONE

4. ~~XXXXXXXX~~ GASEOUS OXYGEN ISSUES

MABS-11	2,300
VMCJ-1	17,000
H&MS-11	4,800
VMFA-235	3,600
VMFA-542	2,300

s/s Leon Kysiowski
(SIGNATURE)

CONFIDENTIAL

LOX Section
1st Marine Aircraft Wing
Fleet Marine Force, Pacific
FPO San Francisco 96602

Date Jun 66

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MONTHLY LOX SECTION ACTIVITY REPORT. MONTH OF MAY 66

1. GENERATING PLANT STATUS

a. LOX PLANT NO. 97- <u>14459</u>	OPERATED <u>528</u> HOURS
	DEADLINED <u>216</u> HOURS
b. LOX PLANT NO. 97- <u>12534</u>	OPERATED <u>600</u> HOURS
	DEADLINED <u>144</u> HOURS
c. LOX PLANT NO. 97- <u> </u>	OPERATED <u> </u> HOURS
	DEADLINED <u> </u> HOURS

2. PRODUCTION RECORD

a. LOX PRODUCED	<u>5195</u> GALLONS
b. LOX DRAIN FROM OUTSIDE SOURCE	<u>Ø</u> GALLONS
c. LN ₂ PRODUCED	<u>Ø</u> GALLONS
d. GASEOUS NITROGEN PRODUCED	<u>9600</u> CUFT
e. GASEOUS OXYGEN PRODUCED	<u>23400</u> CUFT
f. HOURLY LOX PRODUCTION REQUIRED TO SUPPORT ONE FLIGHT HOUR (GALLONS ISSUED VERSUS HOURS FLOWN)	<u>1.2</u> GPH

3. ISSUE RECORD

a. LOX ISSUED TO SQUADRONS

LIST SQUADRONS:	SQUADRON	HOURS FLOWN	Gal per flt hour
	<u>224</u>	<u>165</u>	<u>GALS</u>
	<u>H&MS</u>	<u>80</u>	
	<u>214</u>	<u>1125</u>	<u>GALS</u>
	<u>223</u>	<u>1355</u>	
	<u>311</u>	<u>1115</u>	<u>GALS</u>
	<u>211</u>	<u>1310</u>	
			<u>GALS</u>
	<u>TOTAL LOX ISSUED</u>	<u>5150</u>	<u>GALS</u>

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APPENDIX B

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b. LN₂ ISSUED TO SQUADRONS

LIST SQUADRONS AND AMOUNTS IN GALLONS

c. GASEOUS OXYGEN ISSUES

LIST SQUADRONS OR ORGANIZATIONS AND AMOUNTS IN CUFT

MCB-3	2600	MACS-7	400
MCB-4	12000	3 MED	600
HDQ 3/11	1600	1-MED	2200
FLSG	1200		
MABS-12			
1stMTRS	2800		

d. GASEOUS NITROGEN ISSUES

LIST SQUADRONS OR ORGANIZATIONS AND AMOUNTS IN CUFT

MABS-12 9600

4. COMMENTS

s/s O.S. Hicks, MSgt.
 (SIGNATURE)

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HEADQUARTERS
1st Marine Aircraft Wing
Fleet Marine Force, Pacific
FPO San Francisco 96602

G-4 Journal of Events

Month of May 1966

- 010700 LOX Reports: MAG-11 has 1750 gallons of LOX on hand, produced 150 gallons and issued 200 gallons during the past 24 hours. Both plants are operating. MAG-12 has 1800 gallons of LOX on hand, produced 230 gallons and issued 200 gallons during the past 24 hours. Both LOX plants are operating. (LOX)
- 010800 Commenced to de-preserve power source portion of LON-5 (5 tons/day) LOX plant with assistance of MAG-11 & MAG-12 LOX personnel; placed all engines and compressors in operation for trial run. No defects are apparent. (LOX)
- 011159 Message sent to CG FMFPac Ammo Status Rpt No-10-66. (ORD)
- 011412 Message sent to COMSERVGRU Three Class (VA) expenditure report. (ORD)
- 011849 Message sent to COMSERVGRU Three with info on receipt of Class (VA) at Danang from LST 1161. (ORD)
- 021000 Message sent to COMSERVGRU Three Class VA NAVSTRIP requisition. (ORD)
- 021011 Message sent to COMSERVGRU Three. Receipt of Class VA munitions. (ORD)
- 021104 MAG-12 has 1825 gals of LOX on hand, issued 180 gals and produced 200 during the past 24 hours. Both plants are operating.
MAG-11 has 1700 gals LOX on hand, issued 150 gals and produced 100 during the past 24 hours. Both plants are operating. (LOX)
- 021127 Message sent to CG FMFPac Ammo Status Report - 11-66. (ORD)
- 030645 MAG-11 has 1610 gals LOX on hand, issued 200 gals and produced 110 during the past 24 hrs. Both plants are in operation.
MAG-12 has 1780 gals LOX on hand, issued 165 gals and produced 240 during the past 24 hrs. Plant #2 is down for maintenance. (LOX)
- 030715 Ref phone call from FMFPac G-4AT:
a. A-60 modification kits are on schedule during May. Estimate 2 days to complete each unit. Army will provide tech reps.
b. 24 additional 60 cycle air conditioners due within 30 days.
c. Delivery of new NC-10B mobile power units due to begin in July.
d. First PU-608B 400 cycle power unit due for delivery to El Toro end of May for training, plus 14 each for 1st MAW. (AVO)

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- 030800 Food Service Officer and Food Service Supervisor visited the food service facilities of MAG-11, MAG-16 and 1st LAAM Bn. Excessive dust blowing in MAG-11 mess area. Recommend that the ground around MAG-11 mess be sprayed with diesel oil. Conditions satisfactory except as noted. (FS)
- 031023 Message sent to CG, FMFPac requesting info on CY66 aircraft munitions allocation. (ORD)
- 031100 Message sent CG FMFPac Ammo Status Report 12-66. (ORD)
- 031300 Received telecon from MT Officer, FMFPac, concerning utility tractors, verify number required. (AMO)
- 031311 Message sent to COMFAIRWESTPAC Det Cubi with info on Sidewinder tech rep. (ORD)
- 031312 Message sent to COMSERVGRU Three cancel FMAW requisition for 1000 lb bombs. (ORD)
- 031330 Received telecon Major RIDGEWAY FMFPac (G-4AT):
 a. T-58 CER - what tools are lacking in H&MS-16/36 for this capability.
 b. BUWEPS 212056Z April (T58 Comp Blades). FMFPac did not receive copy of H&MS-16 260610Z April, requested H&MS-16 retransmit.
 c. VMF-214: X Rays #32 and subsequent. Requested via telecon that 214 cancel and retransmit all X Rays #32 and subsequent and all ETR's #18 and subsequent. (AMO)
- 040700 MAG-11 has 1600 gals LOX on hand, issued 250 gallons LOX, produced 240 gallons LOX and 2400 CuFt gaseous oxygen. Both plants operating. MAG-12 has 1855 gallons LOX on hand, produced 260 gallons LOX and issued 160 gallons. Both plants down for maintenance. (LOX)
- 041017 Message sent to CG, FMFPac on F8E Wing Pylon Kit. (ORD)
- 041021 Message to all MAG's in RVN ammo reporting. (ORD)
- 041050 Received telecon with Major RIDGEWAY and Major CALDWELL FMFPac G-4 AT:
 a. Requested disposition instructions for HMM-261 SSE and organizational hand tools. Recommended FMAW redistribution. (AMO)
- 041127 Message to CG, FMFPac Ammo Status Report 13-66. (ORD)
- 041400 Telecon Capt MARSTER, FMFPac: Helo landing site material. Wanted an evaluation on project to forward to LFDC Quantico. Original date 20 April now extended to 20 May.
 New Subj: BUWEPS 291418Z April refers: Req where CG FMAW wants 8 6000# fork lifts delivered. He will call tomorrow as follow up. (OPNS)
- 042040 Message sent to NAVSUPACT Danang with info on distribution of Class VA from the Hope Victory. (ORD)

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- 050700 LOX Reports: MAG-11 has 1510 gallons of LOX on hand, produced 110 gallons during the past 24 hours and issued 200 gallons. Both LOX plants are operating. MAG-12 has 1890 gallons of LOX on hand, produced 230 gallons and issued 130 gallons during the past 24 hours. Both Plants are down for maintenance. (LOX)
- 050700 The following units provided transportation to support haul of Class VA to MAG-11 ASP:
- | | | |
|--------------------|-----------------------|-------|
| H&HS-1 | Four M35 Trks | |
| MAG-11 | Three M52 and M-127's | |
| MAG-13 | One M52 and M172 | |
| 3d Marine Division | Five M36 Trks | (MTO) |
- 051147 Message sent to CG FMFPAC. Ammo Status Rpt 14-66. (ORD)
- 051300 Food Service Officer and Food Service Supervisor visited "B" Btry of 1st LAAM Bn food service facilities. Inspected mess area, conditions satisfactory. (FSO)
- 052000 Class VA critical stock report submitted to Operations Officer. (ORD)
- 052040 Message sent to NAVSUPACT Danang. Info on munitions offload at Danang. (ORD)
- 060700 LOX Reports: MAG-11 has 1420 gallons of LOX on hand, produced 110 gallons and issued 200 gallons during the past 24 hours. Both LOX plants are operating. MAG-12 has 1585 gallons of LOX on hand, issued 185 gallons of LOX and produced 100 gallons during the past 24 hours. Both plants are operating.
- 060915 Message sent to CG FMFPAC with info on CY 66 Trng Allocation Class (VA) (ORD)
- 061039 Message sent to COMSERUGRU Three. Requisition for 400ea AN-M65A1 GP Bombs. (ORD)
- 061040 Message sent to MAG-11 & MAG-12 suspending Bomb Fuze M990D Lot No. SIB 3-2 (ORD)
- 061044 Message sent to CG FMFPAC info on transfer of ammo to USAF. (ORD)
- 061133 Message sent to CG FMFPAC Ammo Status Rpt. #15-66. (ORD)
- 061335 Message sent to COMSERUGRU Three. Request Pri. #1 air shipment Bomb fuze M-173. (ORD)
- 061400 Food Service Officer and Food Service Supervisor visited Wing Messes in Chu Lai area. MAG-12 mess in satisfactory condition, improvements being made on drainage system. MAG-36 mess in satisfactory condition, construction of new mess in progress. "A" Btry mess of 2d LAAM in satisfactory condition, construction of new mess will be started soon. MACS-7 mess in satisfactory condition, construction of new mess in progress. Visited with Major HARRIS, 1st Div Food Services Officer, discussed related food services matters. (FSO)

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- 070700 MAG-11 has 1500 gallons of LOX on hand, produced 280 gallons and issued 200 gallons during the past 24 hours. Both LOX plants are in operation.
MAG-12 has 1930 gallons of LOX on hand, produced 440 gallons and issued 160 gallons during the past 24 hours. Both LOX plants are in operation. (LOX)
- 071007 Phone call to Ass't G-4, III MAF concerning matting damage at Chu Lai. At approximately 2330, 30 April an A-4 while taxiing hit a 500 bomb on the runway. Right landing gear was sheared off and caused three holes in matting. (1) 24"x2", (2) 14"x2", (3) 1" diameter. Holes were repaired in twenty minutes using FLO-ROK as a filler. (OPNS)
- 080700 LOX Reports: MAG-11 has 1600 gallons of LOX on hand, issued 200 gallons and produced 300 gallons during the past 24 hours. Plants 1 and 2 are operating.
MAG-12 has 2045 gallons of LOX on hand, produced 275 gallons and issued 140 gallons during the past 24 hours. Both plants are operating. (LOX)
- 081133 Message sent to CG FMFPAC Ammo Status Report #17-66. (ORD)
- 081252 Message sent to MAG-11, MAG-12, MAG-13 and MWSG-17 with info on Aero 61A Hoisting Band. (ORD)
- 090700 MAG-11 has 1800 gals LOX on hand, produced 400 gals and issued 200 during the past 24 hours. Both plants are operating.
MAG-12 has 2160 gals LOX on hand, issued 100 gals LOX and produced 4,000 cuft gaseous oxygen. Both plants are operating. (LOX)
- 090910 Call from S-4, MAG-16 reporting that a 3d Service Battalion truck had arrived to pick up 3000 gals of water for the General's beach house. (OPNS)
- 090918 Checked with G-4, III MAF to determine who is to provide water for the beach house. MAF will check with FLC. (OPNS)
- 091159 Message sent to CG FMFPAC Ammo Status Report #18-66. (ORD)
- 091511 Message sent to CG FMFPAC with info on CY⁻⁶⁶ Ammo Allocation. (ORD)
- 100700 LOX Reports: MAG-11 has 1800 gallons of LOX on hand, issued 200 gallons and produced 200 gallons during the past 24 hours. Both LOX plants are in operation.
MAG-12 has 2155 gallons of LOX on hand, issued 180 gallons and produced 160 gallons during the past 24 hours. Produced 5200 cuft of gaseous oxygen. (LOX)
- 100800 Food Service Supervisor visited Wing messes in Danang area.
MAG-11 mess in satisfactory condition, this mess anticipates going into bread production 1 June 66. 1st LAAM "Hq" Btry mess in satisfactory condition. MWHG-1 mess in satisfactory condition, new G.I. house completed this date. Old G.I. house torn down. (FSO)

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- 101208 Message sent to CG FMFPAC Ammo Status Rpt. #19-66. (ORD)
- 101930 Advanced party from MWSG-17 arrived in RVN. (OPNS)
- 110700 LOX Reports: MAG-11 has 1800 gallons of LOX on hand, produced 200 gallons and issued 200 gallons during the past 24 hours. Both plants are operating.
MAG-12 has 1980 gallons of LOX on hand, produced 40 gallons and issued 200 gallons during past 24 hours. No. 2 plant is down for CO2 filter repairs. (LOX)
- 110700 Vehicles provided by following units for Class VA transporting from Museum Pier to MAG-11 Bomb Dump:
H&HS-1 - 1 M52-M127 Semi
 3 M35A2 Cargo
MASS-2 - 1 M52-M127 Semi
LAAM Bn- 4 M-36
MAG-11 - 2 M52-M127 Semi's (MTO)
- 110903 Message sent to all MAG's RVN with info on shotguns for requisition from FSAC-2. (ORD)
- 111000 Wing Motor Transport Conference was held. Attendance was good. MTO from each Group plus Maint Officers and MT Staff NCO's were present. (MTO)
- 111100 Avionics Officer and NCOIC from MAMS-17 arrived for two day conference. (AVO)
- 111245 TELCON with LtCol MAZZOLA, G-4 FMFPAC. He requested the dtg of our msg which supplied supply data on MACS-7 deadlined equipment. (ADMINO)
- 111112 Message sent to COMSERVGRU THREE requesting delivery date expected MK-6 MOD-0 Suspension Lug. (ORD)
- 111115 Message sent to CG FMFPAC Ammo Status Report 20-66. (ORD)
- 111432 Message sent to COMSERVGRU THREE complete fire bomb status FMAW. (ORD)
- 111500 Cdr. O'REILLY, NMC Pt. Mugu, Mr. J. PEARL and Mr. C. WOODS (RAYTHEON), comprised a Sparrow III Team, arrived for two day visit with Marine/Air Force Squadrons Danang area. MAG-11 is hosting. (AVO)
- 112015 Called FMFPAC and provided them with info requested on MACS-7 supply data. (OPNS)
- 121008 Ammo Status Rpt #21-66 message sent to CG FMFPAC. (ORD)
- 121738 Message sent to NAVMAG Subic request for missile shipping containers. (ORD)
- 121259 Message sent to MAG-11 ammo transfer order 3058 AN/M81/88 bombs to VNAF. (ORD)

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- 130900 Ordnance Officers Conference was convened at this Headquarters; All Marine Air Groups RVN were represented. (ORD)
- 130700 LOX Reports: MAG-11 has 1850 gallons of LOX on hand, produced 200 gallons and issued 150 gallons during the past 24 hours. Both plants are operating.
MAG-12 has 1900 gallons of LOX on hand, issued 205 gallons and produced 265 gallons during the past 24 hours. Both LOX plants are operating. (LOX)
- 130912 Call from S-4, MAG-16. Army Aviation Unit at Marble Mountain requested use of refuelers for Ol-E aircraft. Advised to cooperate within capabilities. (OPNS)
- 131033 Ammo Status Report #22-66 submitted to CG FMFPAC by msg. (ORD)
- 131300 Food Service Officer & Ass't Food Service Supervisor visited MAG-16 Food service facilities. A marked improvement was noted in that fluorescent lights and ceilings are in the process of being installed in the Staff NCO and Officers dining areas. (FSO)
- 131430 Made informal visit to MAG-12 LOX facility to provide assistance on compressor inspection and repairs. (LOX)
- 131624 Message sent to CG FMFPAC CINPAC ammo transfer order, nine 3058 complete rds AN-M81/88 made available at ASP FMAW Danang for VNAF on 12 May 1966. (ORD)
- 140700 LOX Reports: MAG-11 has 1790 gallons of LOX on hand, issued 350 gallons and produced 290 gallons during the past 24 hours. Both LOX plants are operating. MAG-12 has 2385 gallons of LOX on hand, produced 210 gallons and issued 170 gallons during the past 24 hours. Both LOX plants are operating. (LOX)
- 140800 Notified MAG-16 in regards to rescheduling HMM-164 Inspection. (EMB)
- 140830 Notified MAG-36 in regards to data for A/M Inspection of 362, H&MS & MABS. (EMB)
- 140900 Held an A/M Inspection on VMFA-115. (EMB)
- 141132 Message sent to CG FMFPAC Ammo Status Report #23-66. (ORD)
- 141330 Attended meeting at NSA in regards to offloading scheduling and shipping requirement. (EMB)
- 141430 MAG-11 VMFA tank farm had a leak in the receiving hose line from NSA tanks, hose runs under the taxiway approach. Temporary line was layed across the approach. SNA tank farm appraised of situation and will commence permanent repairs. (TAFDS)
- 141428 Message sent to COMSERVGRU THREE Class VA Navstrip Requisition. (ORD)
- 141430 Message sent to NAVMAG Subic info on fairshare Class VA distribution. (ORD)

ENCLOSURE (3)

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141530 Telecon with FMFPAC G-4AT:

- a. Air Conditioner for film storage van will have to come from our assets of 60 CY air conditioners being provided.
- b. Discussed decreasing availability of van air conditioners. CMC advised no additional air conditioners avail any source. A-60 mod kits have slipped. Making effort to expedite shipment of A-60 air conditioners. (AV)

141830 Telecon LtCol SLEEPER, USAF, Danang, Tel 6138-6438, cited CINCPAC 110951Z MAY Subj: Transfer of bombs to USAF. Stated Col BRYCE, USAF, Saigon, called stating since we owed 3058 bombs but they owe USMC 1200 bombs so could I arrange to deliver 1858 bombs to avoid double handling and duplication of effort. Informed him that we will cooperate to the fullest extent possible and confer with him tomorrow. (OPNS)

150700 MAG-11 has 1650 gallons of LOX on hand, issued 250 gallons and produced 110 gallons. Both LOX plants are operating. MAG-12 has 2440 gallons of LOX on hand, issued 220 gallons and produced 270 gallons. Both LOX plants are operating. (LOX)

150930 Transaction with USAF not possible due to type bombs involved. LtCol SLEEPER notified. (OPNS)

151125 Message sent to CG FMFPAC Ammo Status Report #24-66. (ORD)

151300 Responsibility for providing water and diesel fuel to General's Beach House assigned to MAG-16 until further notice. (OPNS)

151435 Message sent to NAVMAG Subic requesting air shipment of adapter boosters to FMAW Danang. (ORD)

151437 Message sent to COMSERVGRU THREE Class VA NAVSTRIP Requisitions. (ORD)

160700 LOX Reports: MAG-11 has 1800 gallons of LOX on hand, produced 250 gallons and issued 100 gallons during the past 24 hours. Both LOX plants are operating. MAG-12 has 2560 gallons of LOX on hand, issued 180 gallons and produced 250 gallons during the past 24 hours. Both LOX plants are operating. (LOX)

161029 Message sent to CG FMFPAC, information on SATS WPNS LOADERS, at MAG-11. (ORD)

161110 Message sent to CG FMFPAC Ammo Status Report #25-66. (ORD)

161300 MGen Robertshaw made informal visit to G-4. The General briefed by G-4 staff on current logistical problem areas. (OPNS)

161337 Emergency Class VA Expenditure Report submitted to COMSERVGRU THREE. (ORD)

ENCLOSURE (3)

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- 170600 Departed for MAG-36 Chu Lai. Held A/M inspections on HMM-362, H&MS- (reinspection) and MABS (reinspection). (EMB)
- 170700 MAG-11 has 1850 gals LOX on hand, issued 200 gals and produced 250 during the past 24 hours. Both LOX plants are operating. MAG-12 has 2385 gals LOX on hand, issued 175 gals and none produced during past 24 hours. Both LOX plants are down for scheduled P.M. (LOX)
- 170930 Following units provided transportation for Class VA cargo from T pier to MAG-11 bomb dump: as follows:
 H&HS-1 6, 2½ ton cargo's
 LAAM Bn 4, 2½ ton M-36's
 MAG-11 2, tractor & semi's
 3d MarDiv 5, cargo's, 2½ tons
- 170941 Message sent to COMSERVGRU THREE CincPac Ammo Trans Order #2. (ORD)
- 171042 Message sent to CG FMFPAC Ammo Status Report #26-66. (ORD)
- 180700 MAG-11 has 1900 gallons of LOX on hand, produced 300 gallons and issued 250 gallons during the past 24 hours. Both LOX plants are operating. MAG-12 has 2190 gallons of LOX on hand, issued 190 gallons, produced none. Both plants are down due to lack of engine oil. No oil is available at MAG-12. (LOX)
- 180730 Transportation requirements were provided for Class VA from T Pier to MAG-11 bomb dump as follows:
- | | | | | |
|----------|---|---|-------------------|-------|
| H&HS-1 | = | 4 | 6X6 Cargo Trucks | |
| MAG-11 | = | 2 | Tractors & Semi's | |
| MAG-11 | = | 2 | 6X6 Cargo Trucks | |
| Division | = | 5 | M36 Cargo Trucks | |
| LAAM Bn | = | 4 | M36 Cargo Trucks | (MTO) |
- 181035 Message sent to COMSERVGRU THREE, receipt of Class VA munitions from LST #1161. (ORD)
- 181040 Submitted Ammo Status Report # 27-66 to CG FMFPac. (ORD)
- 181115 Received telecon from LtCol EINUM, Ass't Engineer Officer, FMFPac requesting we provide an answer to indicate whether tractor procurement IAW NSD YOKO 170625Z was acceptable:
- a. If tractors were procured as recommended in FMAW 130728Z from CONUS, they would have to be procured under DOD specifications which would delay receipt approx one year.
 - b. Recommended if we want early delivery, we accomplish purchase IAW NSD YOKO 170625Z. (AMO)

ENCLOSURE (3)

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- 190700 MAG-11 has 1800 gallons of LOX on hand, issued 200 gallons and produced 300 gallons during the past 24 hours. Plant #1 down for maintenance. MAG-12 has 1995 gallons of LOX on hand, issued 195 gallons and produced none during the past 24 hours. Both plants are down due to lack of engine lubrication oil. (LOX)
- 190900 Col JOHNSON, G-3, 9th MAB called in regards to HMM rotation. Will instruct HMM-361 to leave indiv wpns and equipment in place at Futema for HMM-263 on arrival. (OPNS)
- 191105 Message sent to CG FMFPac Ammo Status Rpt #28-66. (ORD)
- 191500 Telecon: 9th MAB requested time involved to refuel KC-130 on priority basis. Supplied foll info for Danang; 45 min refuel and 2 hours turn-around. (OPNS)
- 200700 LOX Reports: MAG-11 has 1900 gallons of LOX on hand. Produced 200 gallons and issued 200 gallons during the past 24 hours. Both LOX plants are operating. MAG-12 has 1875 gallons of LOX on hand. Issued 110 gallons and produced none during the past 24 hours. Both LOX plants are down due to lack of engine lubricating oil. (LOX)
- 200930 1. Telecon FMFPac G-4AT and Wing AVO: Col GENTRY requested to advise the G-4 to disregard CG 9th MAB 181128Z (S) on F4B rotation. CG FMFPac takes for action.
2. Advised delivery of Nayt PU-608B for 1st MAW was 14 ea on 14 May from factory and 36 ea on 20 June. NC-10B deliveries will be 30 per month beginning in August 1966.
3. Requested FMFPac to expedite arrival of A-60 Air Conditioner modification team.
4. Film storage van for VMCJ-1 being airshipped from Hawaii via C-124 MKD for AVO. Will have to provide 60 CY airconditioners from 1st MAW assets. (AVO)
- 201026 Message sent to COMSERVGRU THREE Class VA munitions shortages. AERO-7D & MK-77-2 Fire Bombs. (ORD)
- 201057 Ammo Status Report #29-66 to CG FMFPac. (ORD)
- 201230 Following units provided transportation for Class VA cargo from LST ships to MAG-11 bomb dump: (MTO)

Division	5 M-36 Cargo Trucks
H&HS-1	3 M-35A1 Cargo Trucks
MAG-11	2 M-52 & Semi Trucks
LAAM Bn	2 M-36 Cargo Trucks
- 201330 Telecon Capt REARDON, Ass't MTO FMFPac. He requested we change the numerical sequence of items reported on Combat Deadline Report. Section "M" Monthly Inventory Report was discussed with MTO. (ADAINO)
- 201416 Message sent to CG FMFPac MER / TER Ordnance Clearance. (ORD)

ENCLOSURE (3)

CONFIDENTIAL

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- 201430 Telecon LtCol DAVIS, G-4, III MAF. Requirement to provide 900 gals fuel at new MAF CP. Requirement passed to MAG-16. (OPNS)
- 201600 Telecon Capt ROBESON, S-4, MAG-16: Fuel truck dispatched to provide fuel to new MAF CP. Upon arrival driver was informed no fuel oil was required. (OPNS)
- 210700 LOX Reports: MAG-11 has 1800 gallons of LOX on hand; issued 200 gallons and produced 200 gallons during the past 24 hours. No. 2 plant is operating, No. 1 is down for maintenance. No report received from MAG-12. (LOX)
- 211102 Ammo Status Report #30-66 sent to CG FMFPAC. (ORD)
- 211252 Message to CG FMFPAC on 5.00" Rocket usage. (ORD)
- 211614 Message sent to COMSERVGRU THREE requesting info on replacement for AN-M173A1 Fuze. (ORD)
- 220700 LOX Reports: MAG-11 has 1700 gallons of LOX on hand, produced 200 gallons and issued 100 gallons during the past 24 hours. Both LOX plants are operating. MAG-12 has 1650 gallons of LOX on hand, issued 50 gallons and produced none during the past 24 hours. Both LOX plants are operating. (LOX)
- 220800 MAG-16 reports first units of HMM-265 arrived ashore at approx 0600. III MAF informed. (EMB)
- 221021 Submitted Ammo Status report #31-66 to CG FMFPAC. (ORD)
- 221300 HMM-265 ashore as of 1145 except for vehicles offloading at Tein Sha. HMM-263 backloaded as of 1230. III MAF informed. (EMB)
- 221630 Class VA NAVSTRIP requisition for 20 MM ammo shortages submitted by msg to COMSERVGRU THREE. (ORD)
- 230700 LOX Reports: MAG-11 has 1700 gallons of LOX on hand, issued 200 gallons and produced 100 gallons during the past 24 hours. Both LOX plants are operating. MAG-12 has 1425 gallons of LOX on hand, issued 180 gallons, produced 140 gallons of LOX and 6000 cuft of gaseous oxygen during the past 24 hours. Both LOX plants are operating. (LOX)
- 230900 Food Services Officer & Food Service Supervisor visited the Food service facilities of MAG-16, MAG-11 & MWHG-1. The soakage pit at MAG-16, although recorked and modified, still poses a drainage problem. Appropriate action to remedy this condition is in progress. Messes visited were found in satisfactory condition. (FSO)
- 231043 Ammo Status Report #32-66 submitted to CG FMFPAC. (ORD)

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- 231200 The following units provided transportation for Class VA cargo from LST slips to MAG-11 Bomb Dump.:
- H&HS-1 (3) 2½ Ton 6X6
 - LAAM Bn (4) M-36 Cargo
 - MAG-11 (2) Tractor & Semi Trls
 - Division (5) M-36 2½ Ton Cargo
- Above vehicles started at 1200 and hauled until 1800. (MTO)
- 231800 Following vehicles hauled Class VA throughout the night:
- H&HS-1 (1) Tractor and Semi
 - (3) 6X6 2½ Ton Cargo
 - MAG-11 (3) Tractors and Semi
- 240700 MAG-11 has 1800 gallons of LOX on hand, issued 50 gallons and produced 150 gallons during the past 24 hours. Both plants are operating. MAG-12 has 1365 gallons of LOX on hand, issued 150 gallons and produced 150 gallons during the past 24 hours. Both LOX plants are operating. (LOX)
- 240730 Transportation provided to haul Class VA cargo from LST slip to MAG-11 bomb dump as follows:
- H&HS-1 3 Trucks, 2½ ton cargo
 - LAAM Bn 4 Trucks, 2½ ton cargo
 - MAG-11 2 Trucks, Semi's
 - Division 2 Trucks, Low Boy Semi's
 - 1 Truck, High Boy Semi
 - 10 Trucks, 2½ ton cargo (MTO)
- 240946 Message sent to CG FMFPAC Ammo Status Rpt #33-66 (ORD)
- 241604 Message sent to COMSERVGRU THREE Ammo request for shortages from VNAF. (ORD)
- 250700 MAG-11 has 1800 gals LOX on hand, produced 200 gals and issued 200 during the past 24 hours. Plant no. 2 is down for air compressor repairs. MAG-12 has 1525 gals LOX on hand. Produced 160 gals and issued 125 during past 24 hours. Both plants are operating. (LOX)
- 251004 Message sent to CG FMFPAC info on MK-4 Gun Pod. (ORD)
- 251037 Ammo Status Rpt #34-66 submitted to CG FMFPAC. (ORD)
- 252020 Message sent to COMSERVGRU Three SS HOPE VICTORY offload. (ORD)

ENCLOSURE (3)

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- 261200 Telecon with FMFPAC G-4AT relayed following info:
- Col HISE, CMC Code AAJ, advised PU-608B program has slipped. Only 5 sets produced & none accepted. Estimate delivery to begin in June with interim spare parts kits. Provisioning not accomplished and no allow list published. This will be prime item 71 in QM-6.
 - First of 30/60KW 60CY pre-production generators sent to Quantico for tests ~~have~~ failed. Delivery not expected before Nov 66.
 - Two 22ft vans and two 30ft vans avail from Litchfield Park, Advise shipping instruct. Trying to get two Avionics Vans from Cubi Point that were loaned to Navy one year ago.
 - Seven more old type A-60 air conditioner motors being air shipped to FMAW this date. Nine received 25 May 66. (AVO)
- 261530 LOX Reports: MAG-12 has 1380 gallons of LOX on hand, produced 190 gallons and issued 195 gallons during the past 24 hours. #1 plant is operating.
No report received from MAG-11. (LOX)
- 270700 MAG-11 has 1850 gallons of LOX on hand, issued 200 gallons and produced 200 gallons during the past 24 hours. Both LOX plants are operating. MAG-12 has 1500 gallons of LOX on hand, issued 155 gallons and produced 250 gallons during the past 24 hours. Both LOX plants are operating. (LOX)
- 270900 Refer telecon FMFPac G-4 AT:
- 7ea additional A-60 air conditioners motors departing Norton AFB for Danang by 707 on 27 May. TCN A165026145X001.
 - A-60 Mod program may slip until July due to DOD priority problems.
 - CG FMFPac coming on wire on rehab program at request of Col HISE CMC (AAJ) (AVO)
- 270930 Transportation provided by following units for hauling landing matting from MAG-16 to III MAF Pad:
- | | |
|--------------|---------------------|
| 1st LAAM Bn: | 5 M36 Trucks |
| MWSG-17: | 1 Tractor and Semi |
| MAG-11: | 2 Tractors and Semi |
- 271300 Unloaded cargo designated for MAG-13 from T Pier to MAG-13 area utilizing vehicles from the following units:
- | | |
|----------|---------------------|
| MWSG-17: | 1 Tractor and Semi |
| MAG-11 : | 2 Tractors and Semi |
- Above vehicles worked through the night. (MTO)
- 271400 Observed LAPES and PLADS demonstration at Chu Lai. (ADMINO)
- 271600 Ass't W/Ord Officer returned from TAD assignment at BaTu. Purpose of assignment was to investigate booby traps utilizing "Container Bomb Unit" principle. Formal report to follow. (ORD)
- 281200 ~~TELE~~Con CG FMFPac Ordnance Officer and FMAW G-4 ordnance info not to expend any more Zuni Rkts or fire bombs. (ORD)

ENCLOSURE (2)

CONFIDENTIAL

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- 281300 LOX Reports: MAG-11 has 1850 gallons of LOX on hand, issued 200 gallons and produced 200 gallons during the past 24 hours. Both LOX plants are operating. MAG-12 has 1550 gallons of LOX on hand, produced 200 gallons of LOX and issued 150 gallons during the past 24 hours. Both LOX plants are in operation. (LOX)
- 291500 LOX plant #97-12535 received at 15th Aerial Port. M/F MAG-11. (LOX)
- 300700 LOX Reports: MAG-11 has 1720 gallons of LOX on hand, produced none and issued 150 gallons during the past 24 hours. Both plants down for scheduled maintenance. MAG-12 has 1735 gallons of LOX on hand, produced 330 gallons and issued 170 gallons during the past 24 hours. Both plants are in operation. (LOX)
- 300900 Received seven A-60 air conditioner motors. Distributed six to MAG-12. In addition to above, MAG-11 had nine motors returned from rework at PWC Subic Bay. (AVO)
- 300900 III MAF MTO LtCol. KILIAN requested ten M-36 trks with five trks towing M-105 trailers. Trks dispatched to 2/4. Destination and ultimate use unknown. (MTO)
- 310700 MAG-12 has 1770 gallons LOX on hand. Produced 255 gallons and issued 130 during the past 24 hours. Both plants are operating. MAG-11 has 1570 gallons LOX on hand. Produced none and issued 150 gallons during the past 24 hours. Both plants are down. (LOX)

ENCLOSURE (3)

CONFIDENTIAL

HEADQUARTERS
1st Marine Aircraft Wing
Fleet Marine Force, Pacific
FPO San Francisco 96602

WgO 3440.8
4:RAM:rsc
11 May 1966

WING ORDER 3440.8

From: Commanding General
To: Distribution List

Subj: Disaster Recovery

Ref: (a) FMFPacO 3441.1B

1. Purpose. To establish procedures and responsibilities for recovery from disasters resulting from acts of nature, nuclear attack/accident or conventional warfare.

2. Information. No commander has a monopoly on disasters - neither is any commander immune. The preparedness to act promptly with the appropriate measures necessary to cope with potential or actual disaster recovery situations is an inherent responsibility of command. The high disaster potential associated with operations in Viet Nam makes thorough planning particularly important to minimize the effect of enemy attacks or catastrophic accidents on operational capability and to save lives and property.

3. Action. Group commanders will organize Medical Emergency Detachments and Recovery Measures Teams, under the command of a Recovery Measures Control Officer in accordance with reference (a), and will publish an order based on the recovery principles contained therein and in this order.

a. Nuclear attack/accident recovery measures will be in accordance with reference (a). Minor deviations may be made insofar as applicable to local conditions following established guidelines.

b. Wing units in Vietnam are subject to conventional weapons attacks by small arms fire, mortar fire, grenades and/or conventional bombs along with natural disasters which can disrupt operational capabilities. Commanders must ensure adequate protection is provided for all personnel, equipment and material assigned or attached and provide for recovery measures in the event of an attack. The provisions of reference (a) are applicable insofar as recovery teams, medical emergency detachments, transportation and rescue and salvage functions less requirements for NBC personnel/functions. Normally, in a conventional weapons recovery program, the damage will not be as extensive as a nuclear attack and rescue and salvage operations can be initiated soon after cessation of the attack. Recovery tasks which must be considered and planned for are:

ENCLOSURE (4)

WgO 3440.8
11 May 1966

- (1) Ground defensive security measures to prevent exploitation by the enemy.
- (2) Rescue, evacuation and hospitalization of injured personnel.
- (3) The restoration of essential communications for command and control.
- (4) Fire fighting.
- (5) Recovery, identification, registration and disposition of deceased personnel.
- (6) The emergency restoration of utilities such as power, fuel, water and other essential facilities.
- (7) Emergency clearance of debris including EOD operations.
- (8) Law enforcement and security actions.
- (9) Recovery and control of essential supplies, material and food.
- (10) Recovery, identification, marking and the return to supply channels of hi-value items and equipment.


H. W. TAYLOR
Chief of Staff

DISTRIBUTION: "A" plus G-1, G-2, G-3, G-5

HEADQUARTERS
1st Marine Aircraft Wing
Fleet Marine Force, Pacific
FPO, San Francisco 96602

WgO P4630.2
39:WMA:fm
11 May 1966

WING ORDER P4630.2

From: Commanding General
To: Distribution List

Subj: Standing Operating Procedures for Air Delivery

Ref: (a) FMFM-18
(b) WgO 4631.7A

Encl: ✓(1) LOCATOR SHEET

1. Purpose. To establish policies regarding air delivery of supplies and equipment by Marine Aircraft.
2. Scope. This directive amplifies sections of references (a) and (b) concerning air delivery, its mission and general principles by which supporting and receiving units will comply.
3. Action. Commanders will be guided in matters pertaining to air delivery by this SOP and other applicable publications and instructions.
4. Certification. Reviewed and approved this date.


H. W. TAYLOR
Chief of Staff

DISTRIBUTION: "A" less 3, 4, 14, 15, plus "B" less 7, 8, 9, 10, 11, 12, 13, 14, 15, 17, 18, 20, 21, 22, 24, 25, 26, 27, 28, plus CG 3d MARDIV 50 copies, CG 1ST MARDIV 50 copies, CG ForLog Cmd 20 copies

ENCLOSURE (5)

WgO P4630.2
11 May 1966

LOCATOR SHEET

Subj: Standing Operating Procedure (SCP) for Air Delivery

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

ENCLOSURE (1)

Log completed change action as indicated.

[illegible]

TABLE OF CONTENTS

	<u>Paragraph</u>	<u>Page</u>
SECTION I		
MISSION.....	101	1-1
EMPLOYMENT.....	102	1-1
CAPABILITIES.....	103	1-1
TYPES OF MISSIONS.....	104	1-1
Preplanned.....	104.1	1-1
On-Call.....	104.2	1-1
Special.....	104.3	1-2
METHODS OF DELIVERY.....	105	1-2
Free Drop.....	105.1	1-2
High Velocity Drop.....	105.2	1-2
Low Velocity Drop.....	105.3	1-2
AIRCRAFT UTILIZED BY FMAW.....	106	1-2
Transport.....	106.1	1-2
Limitations.....	106.1c	1-2
Helicopter.....	106.2	1-2
Limitations.....	106.2b	1-3
SECTION II		
PARTICIPATING AGENCIES.....	201	2-1
RESPONSIBILITIES.....	202	2-1
Requesting Unit.....	202.1	2-1
Air Transport Unit.....	202.2	2-1
Service Support Unit.....	202.3	2-1
Air Delivery Unit.....	202.4	2-2
AIR DELIVERY REQUESTS.....	203	2-2
Preplanned Operations.....	203.1	2-2
On-Call or Special Missions.....	203.2	2-2
Request Forms.....	203.3	2-2
		iii

	<u>Paragraph</u>	<u>Page</u>
DROP ZONES.....	204	2-2
Responsibility.....	204.1	2-3
Consideration.....	204.2	2-3
Marking.....	204.3	2-3
COMMUNICATIONS.....	205	2-3 2-4
TRAINING.....	206	2-4

	<u>Figure</u>	<u>Page</u>
APPENDIX A		
Air Delivery Request.....	1	A-1
APPENDIX B		
Air Delivery Report.....	2	B-1
APPENDIX C		
Arrangement of Panels for Marking Drop Zones and Delivery Points.....	3	C-1
APPENDIX D		
Procedures and Operational Responsibilities of the Air Delivery Platoon.....	4	D-1
APPENDIX E		
Procedures Utilized Upon Receipt of an Air Delivery Request.....	5	E-1

SECTION I

101. MISSION

1. The mission of the 1st Marine Aircraft Wing in regards to Air Delivery is to provide those units in RVN with the facilities for resupply by air when other means are not available or the situation requires rapid resupply.

102. EMPLOYMENT

1. The Air Delivery Platoon is co-located with the Wing Air Freight and Passenger terminal at Danang in order to facilitate staging and preparation of cargo and loading of aircraft to be used in the air delivery mission.

103. CAPABILITIES

1. The Air Delivery Platoon is capable of delivering 2½ ton trucks, 105 howitzers, 6000 pound load-bearing platforms, and other types of cargo which can be extracted safely from a KC-130 type aircraft. The Air Delivery Platoon has the capability and equipment to deliver 1200 tons of cargo and 20 vehicles in a thirty day period, based on non resupply or recovery of equipment. A complete resupply of equipment is available within thirty days from the Force Logistic Support Group, and within 90 days from FMFPAC.

2. The Air Delivery Platoon is capable of delivering within a 24 hour period 200 tons of cargo plus two vehicles. Additional air delivery support will depend on procurement of additional air delivery equipment from supply sources or upon the rapid return of air delivery equipment from drop zone areas.

104. TYPES OF MISSIONS

1. Preplanned. In the preplanned mission, supplies and equipment of pre-planned types and quantities are dropped to units on a prearranged schedule. Preplanned delivery assures supply as planned; however, such supply may become unbalanced as the tactical situation develops. (Section VIII para 8806a FMFM-18)

2. On-Call. In the on-call mission, supplies and equipment of preplanned types and quantities are dropped as required or requested. On-call delivery assures the availability of supplies in the departure area, but requires a mission request for their delivery. (Section VIII para 8806a FMFM-18)

3. Special. This type of mission usually comprises a high priority load of specifically requested items to meet an unforeseen contingency.

105. METHODS OF DELIVERY: The method of delivery is determined by the type of load, type of aircraft, and drop accuracy required. The determination is made by the Air Delivery Platoon. (Section VIII para 8804 FMFM-18)

1. Free Drop. The delivery from aircraft of non-fragile items without parachutes or other retarding devices. Special preparation and packaging of the cargo is required. The greatest accuracy is obtained by free drop.

2. High Velocity Drop. The delivery from aircraft of items especially rigged with an air energy absorber on the underside of the load and a stabilizing device to maintain the cargo load in an upright position. Excellent accuracy can be obtained in this manner.

3. Low Velocity Drop. The delivery from aircraft of items by use of cargo parachutes. Such loads are packed into containers, or rigged on platforms, with attached parachutes. Heavy drops are conducted in this manner. Accuracy is sacrificed with the use of the low velocity drop.

106. AIRCRAFT UTILIZED BY FMAW WITH LIMITATIONS

1. Transport

a. The transport aircraft is the primary means of effecting air delivery because of its range and load-carrying capacity. Cargo may be delivered from these aircraft by free drop or parachute.

b. Heavy drop techniques can only be used with transport aircraft.

c. Limitations of air delivery by transport aircraft are:

(1) Delivery cannot be pinpointed and a percentage of loss results.

(2) Limited all-weather capability.

(3) Heavy Drop Kits are expensive and must be retrieved.

(4) Maintenance and rigging of heavy drop kits require a large number of man hours.

2. Helicopter

a. Helicopters are utilized for gravity drops of either the low or high velocity type, and where only a limited amount of supplies are required.

b. Limitations of air delivery by helicopter:

- (1) Internal loads limited to A7A bundles of 500 pounds capacity.
- (2) External loads are limited to A-22 Containers of 2200 pounds capacity.
- (3) Limited range of helicopter

SECTION II

201. PARTICIPATING AGENCIES. There are four principal agencies involved in the planning and execution of an air delivery mission. These agencies are:

1. Requesting Unit
2. Air Transport Unit
3. Service Support Unit
4. Air Delivery Unit

202. RESPONSIBILITIES. The responsibilities of each agency are as follows:

1. Requesting Unit (Section VIII Para 8802e FMFM-18)
 - a. Submission of timely, clear, and concise air delivery requests.
 - b. Informing appropriate agencies of the anticipated requirements.
 - c. Establishing liaison with appropriate air and service units.
 - d. Selecting and marking drop zones.
 - e. Establishing communications with air units during delivery.
 - f. Recovering drop equipment as the situation permits.
2. Air Transport Unit (Section VIII para 8802d FMFM-18)
 - a. Establishing liaison with ground and service support unit commanders.
 - b. Providing aircraft and personnel to support requirements.
 - c. Supervising the loading and lashing of cargo.
 - d. Delivering cargo to the designated drop zones.
3. Service Support Unit (Section VIII para 8802c FMFM-18)
 - a. Stockage of supplies and equipment planned, or most likely needed for air delivery in the vicinity of departure airfields.
 - b. Furnishing transportation in support of the Air Delivery Platoon.
 - c. Furnishing transportation within the departure area for movement of supplies and equipment to be air delivered.

- d. Resupply of air delivery equipment.
 - e. Provision of additional personnel to augment the Air Delivery Platoon as required.
 - f. Establishing liaison with appropriate ground and air commanders.
 - g. Furnishing transportation and personnel to retrieve parachutes, drop kits, and containers from ground units when the situation permits.
4. Air Delivery Unit (Section VIII para 2802.1 FMFM-18)
- a. Prepackaging and rigging equipment and supplies for air delivery as directed.
 - b. Loading, lashing, and tiedown of equipment and supplies aboard aircraft.
 - c. Providing crews to eject the cargo from aircraft, as required.
 - d. Providing personnel to assist in the recovery of equipment if the situation permits or requires such assistance.
 - e. Appendix D provides guidance on procedures to be employed by the Air Delivery Platoon.

203. AIR DELIVERY REQUEST. There are two basic types of air delivery requests. These are as follows:

1. Preplanned Operations

- a. For preplanned operations or routine type air delivery missions the requesting unit will submit a request, through the normal chain of command, to the Commanding General, 1st Marine Aircraft Wing, attn: G-3 (see Appendix E).

2. On-Call or Special Missions

- a. For emergency type airlift request where time is not available to submit a request in the manner set forth in subparagraph 1a above, the request may be made by the FAC on the Tactical Air Request (TAR) net to the Direct Air Support Center (DASC). The DASC will forward the mission requirements to the 1st MAW G-3 (ATCO) for appropriate action. (See Appendix E)

3. Request Forms

- a. All requests will be submitted in the format set forth in Appendix A and Wing Order 4631.7A. Original and two copies are required.
- b. Upon completion of the delivery mission, the air delivery report, Appendix B and Wing Order 4631.7A, will be submitted by the air transport unit to Commanding General, 1st Marine Aircraft Wing. Original and two copies are required.

204. DROP ZONES (Section VIII para 8810 FMFM-18)1. Responsibility

a. The responsibility for selecting and preparing drop zones is that of the using unit. The unit commander will select an area which will permit effective delivery and recovery of delivered cargo.

2. Considerations Given in the Selection of Drop Zones

a. Nature of surrounding terrain - Terrain immediately surrounding the drop zone should be as clear of obstacles as possible.

b. Air approach - The approach to the drop zone should be straight in and parallel to the frontlines. The approach should avoid a pullup over enemy territory. The altitude of the aircraft over the drop zone will depend on the type of aircraft, terrain, amount of wind drift, and size of the items to be dropped.

c. Accessibility to vehicles - Large items of equipment must either be driven or transported from the drop zone and supplies must be moved from the drop zone.

d. Size - The drop zone should be large enough to permit dropping the quantities of supplies desired. The ideal drop zone is a flat, rectangular area, 800 yards by 300 yards.

3. Marking the Drop Zone

a. Prior to the air delivery, the zones are marked by the ground unit. Marking a drop zone will be accomplished by using panels or similar expedients. They will be centrally located within the drop zone and laid out to form a large "T". (See Appendix C) The "T" shaped pattern indicates the direction the ground commander desires the aircraft to make its approach and recovery. Aircraft will begin their delivery runs at the bottom of the longer axis of the "T". A line of flight parallel to friendly frontlines minimizes loss of supplies to the enemy, and a flight upwind ensures greater accuracy.

205. COMMUNICATIONS (Section VIII para 8111 FMFM-18)

1. Adequate communications between aircraft and troops receiving supplies or equipment are essential for the efficient execution of the mission. The unit Forward Air Controller (FAC) enters a designated tactical air direction net 10 minutes prior to the scheduled drop time. If this is not practicable, radio communications are established as soon as the aircraft is in sight or is known to be airborne in the area. Special instructions will be given the pilot concerning the following:

- a. Positive identification of drop zone.
- b. Obstacles not readily visible from the air.
- c. Wind direction and velocity.
- d. Enemy activity that might endanger the aircraft.
- f. Conditions that might require sudden termination of the delivery operation.
- g. Should it become necessary to stop the delivery operation before completion, pilots of delivery aircraft are notified immediately by radio, if possible. In any event, removal of the panels and the firing of red flares will indicate the termination of the air delivery mission.

206. TRAINING

1. The relative success of air delivery is dependent upon the proficiency of the personnel of the responsible organizations. The personnel of the air delivery units, service units, transporting aircraft, and using ground units must understand the functioning, requirements, capabilities, and limitations involved in all aspects of air delivery. Only by effective training can maximum aircraft utilization and prompt, effective deliveries be accomplished. Individual, unit and combined training is mandatory in all ground and aviation units with a potential requirement for or capability of accomplishing air delivery.

APPENDIX A

AIR DELIVERY REQUEST

ALFA:	Support Unit
BRAVO:	Pick-up Point
CHARLIE:	Pick-up Date
DELTA:	Drop Time
ECHO:	Drop Zone Chart Numbers
FOXTROT:	Drop Zone Coordinates
GOLF:	Controller Frequencies: PRIMARY/SECONDARY
HOTEL:	Call Signs: AIRCRAFT/CONTROLLING AGENCY
INDIA:	Vehicles/Class of Cargo/Cargo Weight/Cube
JULIET:	Drop Zone Markings: 1. Panel Color/Pattern 2. Smoke Color 3. Pyrotechnics Color
KILO:	Contact Origin and Phone Number
LIMA:	Contact Pick-up Point and Phone Number
MIKE:	Remarks

Figure 1. Air Delivery Request

APPENDIX B

AIR DELIVERY REPORT

(To be completed on each flight and delivered to G-3, copy to G-4)

a. ATD (Location)	_____Z
b. ATA (Location)	_____Z
c. Show Time of AD Personnel	_____Z
d. ATO for AD Flt	_____Z
e. Chock Time for AD Flt	_____Z
f. NR of AD Personnel on Flt	_____
g. NR of Parachutes on Flt	_____
h. NR of Pallets/Containers Dropped	_____
i. Time to Rig A/C	_____HRS
j. Time to Derig A/C	_____HRS
k. Time A/C on Deck Not Utilized	_____
l. Was Briefing by Dropmaster Adequate/Effective?	_____
m. Was Drop Zone and Point Marked/unmarked?	_____
n. ATD (Location)	_____Z
o. ATA (Location)	_____Z
p. Remarks:	

Figure 2. Air Delivery Report

7-1-60 10:00 AM 10:00 AM

-1

3 7

APPENDIX C

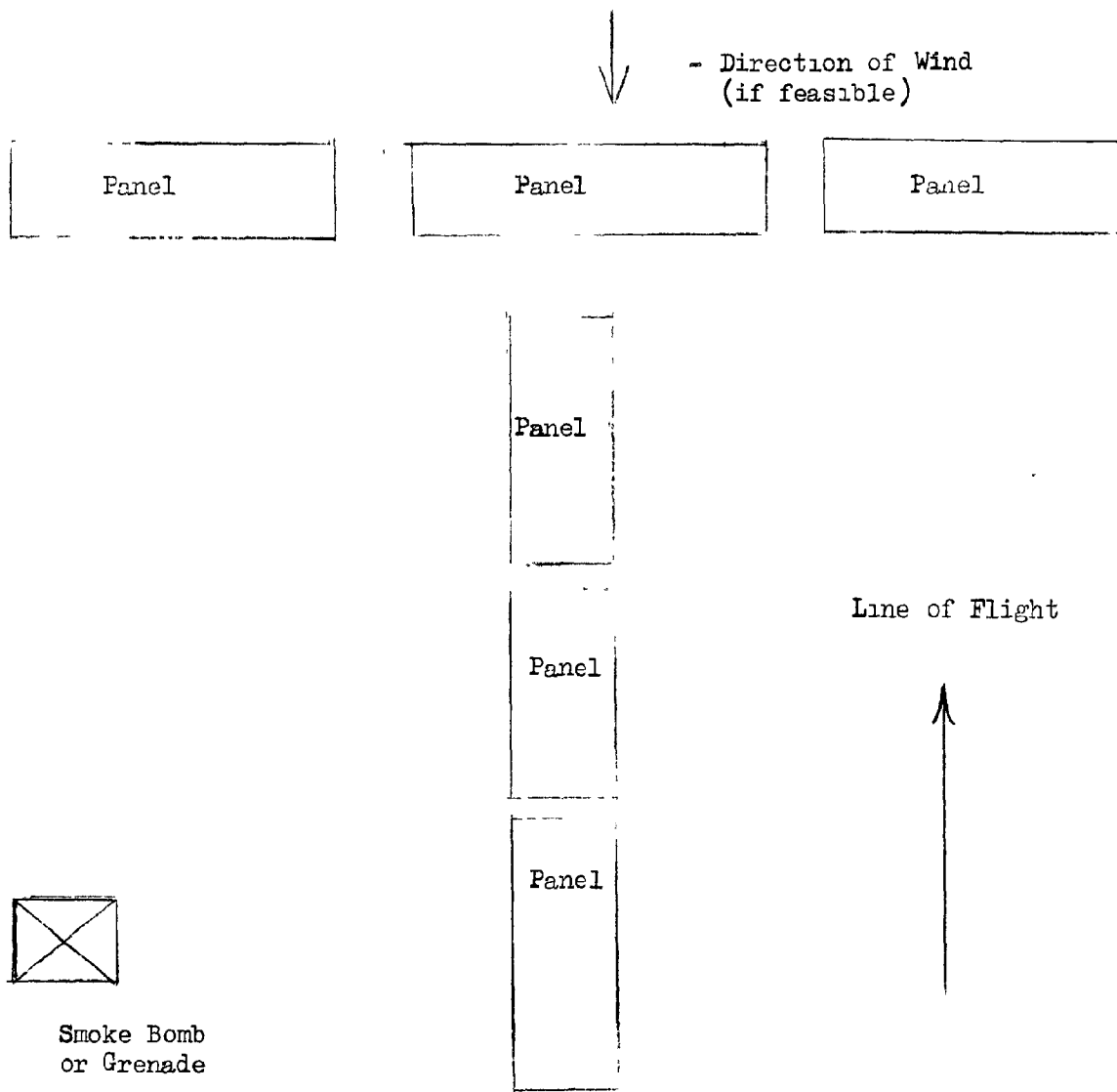
ARRANGEMENT OF PANNELS FOR MARKING DROP ZONES & DELIVERY POINTS

Figure 3. Arrangement of Panels for Marking Drop Zone and Delivery Points

Figure 1. Arrangement of Panels for Marking Drop Zone and Delivery Points

G-1

30-1

APPENDIX D

PROCEDURES AND OPERATIONAL RESPONSIBILITIES OF
THE AIR DELIVERY PLATOON1. Platoon Commander

a. Upon assignment of an air delivery mission it is the responsibility of the Platoon Commander to plan, supervise and coordinate the activities of personnel engaged in various duties incident to the air delivery operation. He will assign the following personnel.

- (1) Dropmaster
- (2) Safety NCO
- (3) Rigging NCO
- (4) Recovery NCO

b. The Platoon Commander will designate specific procedures to be carried out in the execution of the mission to include:

- (1) The three bell system on all air delivery missions.
- (2) Malfunction procedures.
- (3) Marking of the drop zone.
- (4) Personnel jump procedures.
- (5) Flight manifest form.
- (6) Mission report.
- (7) Recovery procedures.

2. The Dropmaster is responsible for the following:

- a. Assignment of additional personnel to the flight crew.
- b. Inspect and supervise the preparation of the aircraft prior to loading.
- c. Inspection of containers and parachutes prior to loading.
- d. Inspection of the load prior to takeoff.

Figure 4. Procedures and Operational Responsibilities of the Air Delivery Platoon.

e. Briefing of the pilot, flight crew, and drop personnel in regards to the mission and procedures to be utilized, and coordinate with the pilot in regards to altitude, speed, flaps, bell system and malfunction and abort procedures.

f. Insure receiving unit is familiar with drop zone procedures.

3. Safety NCO

a. The Safety NCO is responsible to ensure that all safety procedures are carried out.

b. He is responsible for notifying the pilot and dropmaster upon completion of the action required during each phase of the three bell system.

c. It is his responsibility to ensure that the load is properly secured in the event of an aborted mission.

4. Rigging NCO

a. It is the responsibility of the Rigging NCO to ensure the following:

(1) That the proper air delivery items are employed.

(2) That the extraction and release chutes meet requirements.

(3) That the release system is properly installed.

(4) That the cargo chutes and risers meet required requirements.

(5) That restraint straps, parachute releases, and suspension slings are properly installed.

5. Recovery NCO

a. It is the Recovery NCO's responsibility to ensure that the chutes are properly folded, slings and webbing components are properly bundled, that pallets are stacked, and all other equipment is properly attached and placed for return to the Air Delivery Platoon.

Figure 4.

APPENDIX E

PROCEDURES UTILIZED UPON RECEIPT OF AN AIR DELIVERY REQUEST

1. All air delivery requests will be forwarded to the Commanding General, 1st Marine Aircraft Wing (G-3) via Commanding General, III Marine Amphibious Force for approval. In the event of an emergency request in accordance with paragraph 202.2a, the 1stMAW Air Transport Coordination Officer (ATCO) will contact III MAF for approval of the mission.
2. Upon receipt of an approved mission the ATCO will notify the Wing Air Delivery Officer (G-4) of the assigned mission.
3. The Wing Air Delivery Officer will alert the Air Delivery Platoon and establish liaison with the requesting unit in order to establish delivery time of material to be dropped. Upon coordinating the delivery and rigging of the equipment, he will then inform the ATCO of the desired time of aircraft availability for completion of the mission.

Figure 5. Procedures Utilized Upon Receipt of an Air Delivery Request.

HEADQUARTERS
1st Marine Aircraft Wing
Fleet Marine Force, Pacific
FPO San Francisco 96602

WgBul 5100
35:GES:rbg
31 May 1966

WING BULLETIN 5100

From: Commanding General
To: Distribution List

Subj: Enforcement of Safe Driving Practices

Ref: (a) WgO 11240.1F para 1401, 1402
(b) WgO 5101.5

1. Purpose. To bring to the attention of all Wing personnel a firm policy of traffic law enforcement to prevent accidents and traffic violations.

2. Background

a. The recent increase in operations has caused vehicle accidents resulting in unnecessary injuries and fatalities as well as damage to property. This indicates a need for greater emphasis of driver education program set forth in references (a) and (b).

b. Combat operations require the closest attention to establish safe driving procedures and regulations to compensate for driver fatigue and zeal to get the job done as rapidly as possible. The poor condition of roads and signs, the lack of sidewalks and the hazards of civilian traffic require constant alertness by the vehicle operator to prevent accidents. Strict driver discipline must be practiced to prevent injury or damage to property or equipment. Departure from proper safety procedures or lapses in driver discipline can result in loss or damage of valuable equipment and/or injury and, in some cases, death to our most valuable asset in Vietnam, the individual Marine.

c. The most common causes of vehicle accidents still remain as:

- (1) Driving too fast for conditions.
- (2) Ignoring stop signs.

ENCLOSURE (6)

WgBul 5100
31 May 1966

- (3) Passing vehicles unnecessarily.
- (4) Disregarding Vietnamese traffic regulations.
- (5) Improper backing of vehicles.
- (6) Improper loading of vehicles.
- (7) Failure to secure loads properly.
- (8) Vehicles following too closely.

3. Action.

a. All personnel must be indoctrinated on a continuing basis to follow safety orders and instructions. When indoctrination fails, commanders must take appropriate disciplinary action when it is determined that a person has knowingly and willfully violated an established safety rule, procedure or instruction.

b. Group commanders review driver training courses established in accordance with references (a) and (b) and revise course material as appropriate.

4. Self-cancellation. 1 November 1966


H. W. TAYLOR
Chief of Staff

DISTRIBUTION: "A" Less 1, 9, 10, 11, 12, 13, 14, 15 Plus "B"

HEADQUARTERS
1st Marine Aircraft Wing
Fleet Marine Force, Pacific
FPO San Francisco 96602

21:GHS:mlj
021A16766
5700
16 Jun 1966

CONFIDENTIAL

From: Wing Supply Officer
To: Assistant Chief of Staff, G-3
Subj: Command Chronology for May 1966 (U)
Ref: (a) Wing Order 5750.1

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

2. ORGANIZATION:

Colonel J. F. ROSS	Wing Supply Officer
Major T. L. BROWN	Assistant Wing Supply Officer
Major R. L. FRASER	Marine Corps Supply Officer
CWO-3 J. E. TINSLEY	Aviation Supply Officer
2ndLt J. M. O'DONNELL	Assistant Marine Corps Supply Officer
MGySgt G. H. SMITH	Wing Supply Chief

3. During the month of May the supply support situation for the UH1E aircraft remains in a critical stage. However, a provisioning conference is being held on 14 July 1966 at Bell Aircraft Company, Fort Worth, Texas. Also, supply support for the CH46A remains marginal and is anticipated to remain so for some time. This is due to the already limited supply support and the additional HMM squadron now deployed in RVN. An initial outfitting list review is scheduled at MCAS El Toro on 11 July 1966 at which time combat usage will be utilized for a future provisioning.

4. CRITIPAK. Resulting from an inquiry by CG, III MAF soliciting changes to the critipak program this Headquarters recommended that the program be discontinued with the July shipment. This recommendation was based on the fact that critipak was established on an interim measure, and the program has served its purpose within the 1st Marine Aircraft Wing. The interim period will be used to align, if necessary, existing requirements with usage as established from critipak receipts.

5. LAAM BATTALIONS. 1st Marine Aircraft Wing immediate message 211423Z April reported to CG, FMFPac those items required to place both LAAM battalions Hawk equipment into full operation. During May, 1st LAAM Battalion received 140 of 193 line items reported and 2nd LAAM Battalion has received 56 of 93 line items reported. On 29 May 1966 1st LAAM Battalion operational readiness changed from OPSTAT CRSUP-3 to CRSUP-2. (C)

GROUP-4
*Downgraded at 3 year intervals;
Declassified after 12 years.*

1st MAW S&C No.	Copy No.
2444-66	1

ENCLOSURE (7)

CONFIDENTIAL

21:GHS:mlj
021A16766
5700
16 Jun 1966

6. RED BALL SYSTEM. The Red Ball system was established to identify those critically required items to remove combat essential equipment from deadline. As of 30 May, the following is the status by units, within the 1st MAW, of the number of documents designated/nominated Red Ball.

<u>UNIT</u>	<u>DESIGNATED/NOMINATED</u>
MAG-11	3/0
MAG-12	0/0
MAG-16	0/1
MAG-36	1/0
H&HS-1	23/8
MASS-2	16/5
MACS-7	153/20
1st LAAM Bn	13/66
2nd LAAM Bn	55/8


J. F. ROSS

DECLASSIFIED

APPENDIX(4)

DECLASSIFIED

HEADQUARTERS
1st Marine Aircraft Wing
Fleet Marine Force, Pacific
FPO San Francisco 96602

52:FWF:jhd
5750
15 June 1966

SECRET

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

Subj: Command Chronology

Ref: (a) WgO 5750. 1A

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

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

2. This letter is downgraded to UNCLASSIFIED upon removal of enclosure (2).

Appendices

✓ A Photograph

✓ B "

✓ C "

✓ D "

✓ E Status of 1st MAF military Construction
Programs w/3 Encls

F. J. FRAZER
F. J. FRAZER

SECRET

Appendix (4)

ORGANIZATIONAL DATA

G-5

1 May 1966 - 31 May 1966

ACofS, G-5

Colonel Fred J. Frazer

Asst G-5

Lt. Colonel George W. King

Asst G-5

Lt. Colonel Ernest J. Berger

NGOIC

Sergeant Joseph H. Denet

ENCLOSURE(1)

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General:

Major Brown (SC), U. S. Army on the 5th of May requested space for his Radio Research Unit at Main Da Nang. Tentative plans were to locate the Radio Research Unit south of Air Freight on the west side of the Da Nang Air Base. (C)

The G-5 on 7 May 1966 informed the III Marine Amphibious Force of 1st Marine Aircraft Wing's requirements for M8A1 matting. (U)

On the 8th of May the G-5 initiated correspondence to reprogram funds of the Military Construction Program for the rehabilitation of the Tango Sector. This proposal was to transfer \$360,000 from Line Item C-507(A); Firing sites and facilities for 2nd Light AA Missile Batteries. These batteries were no longer planned to be brought into country. It was subsequently learned that there is only \$100,000 available in the project. (C)

On the 10th of May the G-5 took pictures of the construction methods at Da Nang. See Appendices A, B, C, and D. (U)

The G-5 on 11 May 1966 requested real estate on Hill 724 in accordance with Military Assistance Command, Vietnam Real Estate Directive. Previous requests did not have sufficient detail to satisfy all requirements. (C)

Officer in Charge of Construction, Saigon was requested on the 11th of May to purchase the balance of the aircraft revetments covered in Line Items C-67(A) and C-67(B). Fleet Marine Force, Pacific was furnished a copy of this request. (C)

ENCLOSURE(2)
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The G-5 and Assistant reconnoitered Marble Mountain Air Facility for a site for a Light AA Missile Battery. A call was made on Captain K. P. Huff, U. S. Navy, Naval Support Activity, to determine feasibility of using Naval Support Activity. It was agreed to submit a formal request with an overlay. (S)

On the 15th of May the G-5 requested 5th Communications Battalion to move from the present location as expeditiously as possible. Space is required for the expansion of Marine Aircraft Group 13 cantonment. (C)

The G-5 with the G-4 discussed the feasibility of requesting Fleet Marine Force, Pacific to furnish \$72,000 in emergency Military Construction funds for the construction of a liquid oxygen plant. The decision was made to operate the plant under field conditions, thereby providing no permanent facilities. (C)

A briefing for Major General L. B. Robertshaw was prepared on the 7th of May, and the G-5 toured the area and inspected construction. (U)

The G-5 at 0930 on 19 May 1966 briefed Major General L. B. Robertshaw on the functions of the G-5 office and the status of the military construction program. (U)

The Wing Commander's Conference was held on 20 May. The G-5 informed the Staff of the status of the military construction program. See Appendix (E). (C)

Base Development Board:

On the 2nd of May the G-5 attended an initial meeting on the development of priorities for construction in the categories of horizon-

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tal, vertical, steel, and utilities construction. All members were directed to develop priorities for their respective units. (U)

The Board met on 7 May 1966 and concurred in the priorities of construction and determined which projects would be accomplished this year by 30th Naval Construction Regiment and RMK-BRJ. (U)

The Board met on 23 May and discussed the Marine Aircraft Group 13 area. III Marine Amphibious Force G-4 agreed to make another effort to remove the ARVN dogs and have the 5th Communication Battalion consolidate within its present position.

On the 25th of May the G-5 attended a working meeting on electrical power generation and distribution at Da Nang. It was determined that adequate power could be distributed to the Tango Sector by late July or early August 1966. (U)

The Assistant G-5 attended a base development board meeting at Chu Lai on the 27th of May. The Chu Lai Board developed their priorities for construction in the categories of horizontal, vertical, steel, and utilities. The Assistant G-5 agreed to represent the Wing at all future Chu Lai Board meetings. (U)

Marine Aircraft Group 11 and Marine Aircraft Group 13:

On 9 May the G-5 forwarded to Officer in Charge of Construction, Da Nang revised site plans for Marine Aircraft Group's 11 and 13. These were covered by Military Construction Line Items C-502 and C-503.

The G-5 on 23 May 1966 with the Wing Ordnance Officer and a representative from Mobile Construction Battalion - 3 located the site for

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fifteen covered ammunition bunkers at Da Nang. Site selected was on the southwest side of the field next to the Air Force ammunition dump. (C)

Marine Aircraft Group 16

On the 23rd of May Major General L. B. Robertshaw expressed a desire to build parking aprons by using 3'x12' bridging timbers. This information was passed to G-4, Marine Aircraft Group 16. Captain N. R. Anderson, 30th Naval Construction Regiment agreed to provide limited earth moving equipment and Lt. Colonel L. G. Harmon, Engineer Officer III Marine Amphibious Force, agreed to furnish 210,000 board feet of 3'x12'. (C)

The G-5, Marine Aircraft Group 16 G-4, and representatives of the Base Development Office met on 26 May and determined it was feasible to erect double deck barracks at Marble Mountain Air Facility and that a central water system from Monkey Mountain to Marble Mountain could be a reality. (C)

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HEADQUARTERS:
1st Marine Aircraft Wing
Fleet Marine Force, Pacific
APO San Francisco 96602

52:JTF:jhd
20 May 1966

SECRET

MEMORANDUM

From: Commanding General
To: Commanding Officer, Marine Aircraft Group 11
Commanding Officer, Marine Aircraft Group 12
Commanding Officer, Marine Aircraft Group 13
Commanding Officer, Marine Aircraft Group 16
Commanding Officer, Marine Aircraft Group 36
Commanding Officer, Marine Wing Headquarters Group 1
Commanding Officer, Marine Wing Service Group 17
Subj: Status of 1st Marine Aircraft Wing Military Construction Program
Ref: (a) CG, ILL MAP/MCC memo Ser. 11011/26 of 31 Mar 66, Subj. I
Corps Navy/Marine MilCon Master Priority List for Planning
and Programming
Encl: ✓(1) MilCon Projects Funded and Under Construction
✓(2) MilCon Projects Funded in April 1966
✓(3) MilCon Projects Expected to be Funded in late 1966
1. Reference (a) established a priority list of Navy/Marine Military
Construction projects for I Corps.
2. Enclosures (1), (2), and (3) are the 1st Marine Aircraft Wing
projects listed in the priority established by reference (a).

H. W. Taylor
H. W. TAYLOR
CHIEF OF STAFF

Appendix (E)
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1st Marine Aircraft Wing Fiscal Year 1966 Military Construction Projects

FUNDING AND UNDER CONSTRUCTION

<u>I CORPS</u> <u>PRIORITY</u>	<u>ITEM</u>	<u>LOCATION</u>	<u>MAG/UNIT</u>	<u>DESCRIPTION</u>	<u>ESTIMATED COST (\$1,000)</u>
*	*	Chu Lai	12	Parking Apron	168,500 SY 3642
				Taxiway	120,000 SY 1154
				A/C Power Check Facility	2,200 SY 44
				POL Facilities	LS 1560
				TOTAL	\$6400
*	*	Da Nang	11	Parking Apron	55,000 SY 1200
				A/C Power Check Facility	2,200 SY 44
				POL Facilities	LS 736
				TOTAL	\$1980
2	**C-5	Da Nang	11	Taxiway & Turnoffs	95,500 SY 2100
				Parking Apron	25,000 SY 550
				Maintenance Hangars	80,000 SF 1440
				Wash Rack	2,050 SF 45
				Elect Power	LS 200
				TOTAL	\$4335
4	**C-10(a)	Marble Mt	16	Apron 600'x680'	45,400 SY 630
				Fuel Storage	16,000 BBL 320
				Wash Rack	3,333 SY 30
				Ammo Pad	4,800 SF 20
				TOTAL	\$1000

* Submitted 21 July 1965

** Submitted 25 Sept 1965

ENCLOSURE(1)
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1st Marine Aircraft Wing Fiscal Year 1966 Military Construction Projects ENDED APRIL 1966

<u>I CORPS</u> <u>PRIORITY</u>	<u>ITEM</u>	<u>LOCATION</u>	<u>MAG/UNIT</u>	<u>DESCRIPTION</u>	<u>ESTIMATED COST (\$1,000)</u>
25	C-67(a)		11, <u>12</u> , 13	Aircraft Revetments LS	820
25	C-67(b) ✓		11, <u>12</u> , 13	Aircraft Revetments LS	894
				TOTAL	\$1714
27	C-75(a)	Da Nang	11	Equip Maint Shops 8,000 SF	200
				Headquarters Building 5,600 SF	84
				Line Shacks 1,600 SF	16
				Warehouses 24,000 SF	192
				Open Storage 12,000 SF	66
				Site Preparation LS	25
				Parachute Loft 4,000 SF	60
				Photo Lab 4,000 SF	60
				Utilities, Rds & Site Prep LS	750
				Roads .85 MI	62
				TOTAL	\$1515
27	C-75(b)	Da Nang	13	Same as C-75(a), less Photo Lab	TOTAL \$1455
29	C-33	Da Nang	13	Parking Apron 55,000 SY	1980
				Wash Rack 2,050 SY	74
				TOTAL	\$2054
42	C-52 ✓	Chu Lai	<u>12</u>	Parachute Loft 4,000 SF	TOTAL \$ 60
50	C-62 ✓	Chu Lai	<u>2nd IAAW</u>	Firing Sites & Ops Fac LS	100
				Cantonment 250 MN	125
				TOTAL	\$225

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FWD'D APRIL 1966 (Cont.)

<u>I CORPS</u> <u>PRIORITY</u>	<u>ITEM</u>	<u>LOCATION</u>	<u>MAC/UNIT</u>	<u>DESCRIPTION</u>	<u>ESTIMATED COST (\$1,000)</u>
54	C-69	Da Nang	13	Maintenance Hangar	90,000 SF 1600
				Operations Building	9,600 SF 144
				Security Fence	13 36
				TOTAL	\$1780
55	C-70	Marble Mt	16	Parking Apron	90,000 SF 1633
				Runway Extension 1500'	10,000 SF 180
				Maintenance Hangars	72,000 SF 1440
				Operations Building	4,000 SF 60
				Ammo Pads	13 132
				Utilities & Fencing	13 300
				Electrical Facilities	1,000 KW 450
				Road	14,000 LM (8 mi) 631
				Fence	31,600 LF 316
				TOTAL	\$5142
58	C-76	Marble Mt	16	Headquarters Building	16,000 SF 240
				POL Facilities	7,000 BBL 112
				Operations Building	4,000 SF 60
				Electrical Power	2,000 KW 900
				TOTAL	\$1912
61	C-77 ✓	Chu Lai	36	POL Facilities	10,000 BBL 160
				Covered Storage	32,000 SF 256
				Wash Rack	1,100 SF 40
				Maintenance Hangar	20,000 SF 400
				Roads	2 MI 145
				Utilities	13 1280
				TOTAL	\$2281

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FUNDID APRIL 1966 (Cont.)

<u>1 CORPS</u> <u>PRIORITY</u>	<u>ITEM</u>	<u>LOCATION</u>	<u>MAC/UTL</u>	<u>DESCRIPTION</u>	<u>ESTIMATED COST (\$1,000)</u>
66	C-83 ✓	Chu Lai	12	Maintenance Hangars	80,000 SF 1600
				Equip Maint Buildings	8,000 SF 200
				Headquarters Buildings	5,600 SF 84
				Line Shacks	1,600 SF 16
				Warehouses	24,000 SF 192
				Open Storage	12,000 SF 66
				Utilities	IS 750
				Roads	.85 MI 52
				TOTAL	\$2970
73	C-92	Hill 700	LAAM Btry	Firing Site & Cantonment	IS \$1,000
76	C-105		VMO Sqd	Cantonment	IS \$92
81	C-121(b)	Da Nang	13	Cantonment	IS \$925
	C-122(a)	Chu Lai	36	Apron	1,080,000 SF \$2160
82	C-123	Da Nang ✓	MMHC	Cantonment	IS \$350
		Chu Lai			
96	C-540	Chu Lai	36	Apron	39,000 SF 712
				Maint Hangar	52,000 SF 1040
				Ammo Pads	13,150 SF 74
				Operations Bldg	4,000 SF 60
				Headquarters	16,000 SF 240
				POL Facilities	10,000 BBL 160
				Squadron Ops Bldg	16,000 SF 240
				Auto Maint & Supply Bldg	8,000 SF 120
				TOTAL	\$2646

{45,000 SF

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<u>I CORPS</u> <u>REPORT</u>	<u>ITEM</u>	<u>LOCATION</u>	<u>DOC/REF</u> <u>DOC REF</u>	<u>ESTIMATED COST (\$1,000)</u>
98	C-507(a)	2nd USARV Firing Sites & Cantonments (Photoreviewing requested to receive same Sector.)	IS	\$365
99	C-511	Chu Lai Da Mang	17 (17) 13 17 (17) 13	\$1920

ENCLOSURE(2)
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1st Marine Aircraft Wing Fiscal Year 1966 Military Construction Projects
ENDING 30 SEPTEMBER 1966

<u>1 CORPS</u> <u>PRIORITY</u>	<u>ITEM</u>	<u>LOCATION</u>	<u>MOA/UNIT</u>	<u>DESCRIPTION</u>	<u>ESTIMATED COST (\$1,000)</u>
102	C-501	Da Nang	MAW	Air Freight Facilities	\$4428
110	C-121(a)	Da Nang	11	Cantonment & Utilities	\$1850
111	C-121(c)	Da Nang	13	Cantonment & Utilities	\$1850
112	C-125	Marble Mt	15	Cantonment & Utilities	\$1612
113	C-126	Chu Lai	12	Cantonment & Utilities	\$1850
114	C-122(b)	Chu Lai	36	Cantonment & Utilities	\$1500
133	C-509	Da Nang	MAWC	Community Facilities & Utilities	\$4868
134	C-506	Da Nang Marble Mt Chu Lai	MASS-2	Cantonment & Facilities	\$496
135	C-503	Da Nang	13	Hi-speed taxiways & Group Operating Tacs	\$3312
136	C-546	Phu Bai	16	Apron, Hangar, & Cantonment	\$10 408
141	C-545	Chu Lai	MAW	Air Freight Facilities	\$329
142	C-507	Marble Mt	LAAM	Cantonment & Alternate Wing CP	\$1687
145	C-543	Chu Lai	LAAM	Cantonment & Operating Facilities	\$1237
153	C-544	Chu Lai Phu Bai	MACS-7	Cantonment & Operating Facilities	\$448

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SECRET REPORT JAN 1966 (Cont.)

<u>I CORPS</u> <u>PRIORITY</u>	<u>ITEM</u>	<u>LOCATION</u>	<u>MAC/UNIT</u>	<u>DESCRIPTION</u>	<u>ESTIMATED COST (\$1,000)</u>
154	C-500	Marble Mt	16	Crosswind Runway & Group Oper Facs	\$1470
158	C-500(a)	Marble Mt	16	Apron 40,000 SY	\$720
159	C-502	Da Nang	11	Hi-speed Taxiway & Group Operating Fac	\$3129
164	C-541	Chu Lai	12	Crosswind runway, Support Facilities	\$9484
169	C-505	Da Nang	MWSO	Flight Line, Cantonment, Operating Fac	\$4750
172	C-508	Da Nang	MACS-6	Cantonment, Utilities	\$610
175	*C-542	Chu Lai	USAF	Facilities to support Parallel Runway	\$5079
177	C-561	Tam Ky Quang Ngai Dong Ha Quang Tri	MAW	Billeting & POL Storage	\$358
183	C-510	Da Nang Chu Lai	MAW	Dispensary & Dental Clinics	\$73
188	C-560	Qui Nhon	36	Apron & Fuel Facilities	\$1160
	**C-255		MAW	Marine Airfield	\$5000
	*C-156	Chu Lai	USAF	Parallel Runway with Facilities	\$13,962
	***C-547	Chu Lai	36	MAW Ops Sup Fac	\$1232

ENCLOSURE(3)
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APPENDIX(5)

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HEADQUARTERS
1st Marine Aircraft Wing
Fleet Marine Force, Pacific
FPO San Francisco 96602

10:JJC:swm
5750
13 Jun 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 CEO Events during the month of May 1966
✓ (2) CG, 1st MAW msg 012321Z May 1966 to MAG-12, MAG-36, MATCU-67, MATCU-68 info Danang DCA, subj: Non-tactical Flight Plan/Flight Following Communications
✓ (3) 1st MAW CEO memo 10:WFC:dwb 10551 of 5 May 1966 to CG, 1st MAW, subj: Reported Discrepancies on Radar Evaluation of MACS-7.
✓ (4) 1st MAW CEO memo 10:RMF:swm 4441 of 6 May 1966 to G-4, subj: Problems and recommendation of the maintenance and supply support of radar equipment and LAAM Battalions.
✓ (5) CG 1st MAW ltr 10:WHS:dwb 5310 of 8 May 1966 to CG III MAF, subj: Augmentation Personnel for the 1st MAW Communication Center; replacement of
✓ (6) CG 1st MAW ltr 10:CAG:swm 2000/3 of 13 May 1966 to CG III MAF, subj: Silver-zinc battery problems
✓ (7) CG 1st MAW ltr 10:RCF:swm 12306 of 13 May 1966 to CMC via CG, FMFPac, subj: Commercial Technical Services Personnel; request for
✓ (8) 1st MAW CEO memo 10:RMF:swm 5050 of 15 May 1966 to Wing Inspector via the Chief of Staff, subj: Communication-Electronics Conference on 13 May 1966
✓ (9) 1st MAW memo 10:JAB:swm 5511 of 24 May 1966 to G-1, subj: Assignment of Communication-Electronics Officer as Responsible Officer for Registered Publications; non-concurrence of
✓ (10) 1st MAW CEO memo 10:WHS:swm 4000 of 29 May 1966 to the Chief of Staff, subj: Marine Corps Logistic Evaluation Team
✓ (11) CG 1st MAW ltr 10:JJC:swm 1550 of 30 May 1966 to CG III MAF, subj: Communication Equipment Waterproofing Course
✓ (12) CG 1st MAW ltr 10:WFC:swm 2305 of 31 May 1966 to CG III MAF, subj: Cable requirements for Danang Enclave
✓ (13) 1st MAW Circuit Diagram of 1 May 1966
✓ (14) Personnel of the Wing CEO Section as of 31 May 1966

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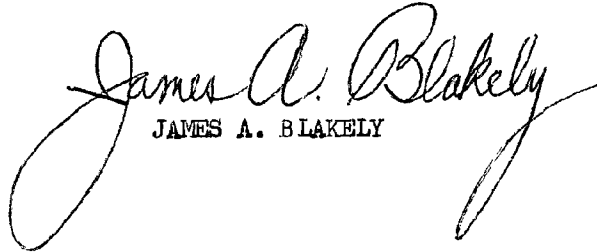
Appendix (5)

10:JJG:swm
5750

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1. In accordance with reference (a), enclosures (1) through (14) are herewith forwarded.


JAMES A. BLAKELY

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Significant Communication-Electronics Events during the month of May 1966

1. CG 1st MAW message 012321Z May 1966 to MAG-12, MAG-36, MATCU-67 and MATCU-68 info Danang DCA, Subj: NON TACTICAL FLIGHT PLAN/FLIGHT FOLLOWING COMMUNICATIONS. See enclosure (2).

2. At 011600Z May 1966, the Wing Command Net No. 1 was secured.

3. CG 1st MAW spdltr 10:JJC:dwb 2110 ser 010A12466 of May 1966 to CG, FMFPac, subj: Message reduction (U), quoted for information,

"In accordance with reference (a), the following total of outgoing messages transmitted by electrical means for the months of March and April 1966 are reported:

March - 33,069

April - 32,804"

Note: Reference (a) above, CG, FMFPAC message 090039Z Apr66 requested a monthly report on the total message traffic transmitted electrically. The first report was submitted in April and is to be submitted by the 10th of each month.

4. 1st MAW Communication-Electronics Officer memorandum 10:WFC:dwb 10551 of 5 May 1966 to the CG, 1st MAW, subj: Reported Discrepancies on Radar Evaluation of MACS-7. See enclosure (3).

5. CG 1st MAW ltr 10:RMF:dwb 5041 of 5 May 1966 to CO, MAG-12, subj: Administrative and Material Inspection of MATCU-67. This letter announced that an Administrative and Material Inspection was scheduled for MATCU-67 on 16-17 May 1966. This will be a working inspection with a minimum disruption of operations.

6. 1st MAW Communication-Electronics Officer memorandum 10:RCF:dwb 4000 of 5 May 1966 to G-4, subj: Logistics Summary Report. Quoted in part for information.

"1. There has been no significant changes in the maintenance of Marine Corps Communication-electronics equipments during the past reporting period.

2. All major Wing units are unable to perform maintenance on large numbers of end items of communication-electronics equipments because of a shortage of repair parts."

7. CG 1st MAW message 060612Z to CG 9th MAB info CG FMFPAC, MAG-13, MWHG-1, subj: AN/TRC-27 RADIO SET. Quoted for information.

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Enclosure (1)

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"1. SIX SUBJ RADIO SETS PROPERTY OF H&HS-1, MWHG-1 HELD FOR CONTINGENCY OPS BY MAG-13.

2. REQ RETURN TO MWHG-1 ALL AN/TRC-27 HELD FOR CONTINGENCY OPS BY MAG-13 AND NOT IN USE.

3. HIGH DEADLINE RATE SUBJ RADIO SETS IN FIRST MAW HAS REDUCED BACK-UP CAPABILITY TO ZERO.

4. SUBJ RADIOS CAN BE RETURNED EXPEDITIOUSLY TO MAG-13 SHOULD NEED ARISE."

8. 1st MAW Communication-Electronics Officer memorandum 10:RMF:swm 4441 of 6 May 1966 to G-4, subj: Problems and recommendation of the maintenance and supply support of radar equipment and LAAM Battalions. See enclosure (4).

9. CG 1st MAW ltr 10:WHS:dwb 5310 of 8 May 1966 to CG, III MAF, subj: Augmentation Personnel for the 1st MAW Communication Center; replacement of. See enclosure (5).

10. CG 1st MAW ltr 10:WFC:dwb 2000 ser 0010A12966 of 9 May 1966 to CG III MAF, subj: Communication Circuit and Equipment Request for Alternate Control and Reporting Center (U). This letter deals with circuits and equipments required by MACS-7 (Alternate Control and Reporting Center) in the event the CRC at Monkey Mountain becomes inoperative.

11. CG 1st MAW ltr 10:RCF:swm 2000/3 of 13 May 1966 to CG III MAF, subj: Silver-zinc battery problems. See enclosure (6).

12. CG 1st MAW ltr 10:RCF:swm 12306 of 13 May 1966 to GMC via CG FMFPAC, subj: Commercial Technical Services Personnel; request for. See enclosure (7).

13. CG 1st MAW message 150113Z May 1966 to MATCU-66 info CG FMFPAC, CG 9th MAB, MAG-13. Quoted for information.

"CONFIDENTIAL

MATCU SIX SIX EQUIP SUBCUSTODY FMAW (U)

A. MATCU SIX SIX 110210Z

1. LAW WITH REF A BELOW LISTED EQUIP RECEIVED AND CONSIGNED TO UNIT DESIGNATED.

AN/GRC-99 SER 2: MAG THREE SIX, KY HA

(2) HD 574 A/C AND (1) GENERATOR PU-482; MWHG ONE, TADC

AN/TSA-13 SER NR 2: MATCU SIX EIGHT, PHU BAI

2. AN/GRC-99 WILL BE RETURNED UPON COMPLETION OF LOCALLY FABRICATED TOWER BY MAG-36. NO REPLACEMENT WILL BE REQUESTED FROM BUWEPs.
GP-4"

14. III MAF ForBul 1500 of 9 May 1966 announced a Communication Equipment Waterproofing Course would be conducted for FMF units in South Vietnam during May 1966. The team came from the Landing Force Training Unit, Pacific.

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Captain J. A. MOORE, USMC was the OIC of the team. Wing units in the Chu Lai area participated with the 1st Marine Division and those at Phu Bai with the 4th Marines. This course was conducted in the Wing Headquarters area on 21 and 28 May 1966. Participants came from MWHG-1, MAG-11 and MAG-16. This course was presented in an excellent manner and those who attended benefited considerably from the instruction.

15. 1st MAW Communication-Electronics Officer memorandum 10:RMF:swm 5050 of 15 May 1966 to the Wing Inspector via the Chief of Staff, subj: Communication-Electronics Conference on 13 May 1966. See enclosure (8).

16. On 16 May 1966 LtCol James A. BLAKELY, 1st MAW Communication-Electronics Officer departed on TAD to attend the Senior Communication Officers Conference at MACV Headquarters, Saigon and to make a 7th AF Communication liaison visit in connection with the preparation, handling and transmission of FRAG messages.

17. LtCol J. A. BLAKELY returned from TAD on 19 May 1966.

18. Communication-Electronics Inspector memorandum 10:RMF:swm 3722 of 19 May 1966 to OIC, MATCU-67 via CO, MAG-12 and CO, MABS-12, subj: Communication-Electronics Inspection of MATCU-67 on 16-17 May 1966. Quoted in part.

"1. The overall grade is excellent with a numerical mark of 90%.

2. The unit is well organized with a good training program for new controllers.

3. Liaison between unit maintenance personnel and unit supply personnel is excellent. Thorough, complete records are kept on all requisitions and follow-up action is frequent. The maintenance capability is hampered by long lead times in obtaining priority 05 and 02 spare parts requisitions.

4. Maintenance working areas are adequate, however storage areas for spare parts and equipments are marginal.

5. A replacement AN/TSA-13 tower has been received. The old, unsafe AN/TSA-13, presently in use, is to be returned for needed rehabilitation.

6. Radio communications within the AN/TSQ-18 shelter are marginal. This is a result of non-receipt of spare parts and modules for repair of the AN/ARC-52 UHF radio sets."

19. 1st MAW Communication-Electronics Officer memorandum 10:RMF:swm 3000/2 of 20 May 1966 to G-3, subj: Commander's Combat Readiness Report for 1st Quarter, FY67, quoted for information.

"1. This report is submitted in accordance with WgO 3000.2B.

Part I - The communication-electronics situation remains marginally satisfactory for the Wing. The introduction of new complex radar equipments and the new family of FM radio equipments should improve our status after the initial problems of supply support, and maintenance

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personnel training are solved. Prolonged round-the-clock operation has caused a high deadline rate of communication-electronics equipment. Long lead times in obtaining required repair parts have compounded the maintenance problems.

Part II - MACS-7 - Lack of repair parts supply support has prevented MACS-7 from placing two new items of radar equipment, the AN/TPS-22 and the AN/TPS-34, in service.

MASS-2 - This unit has been tasked to operate four ASRTs and three DASCs. However, the capability of this unit to adequately perform it's mission will remain limited until their requested special allowance of radio equipment is received."

20. 1st MAW Communication-Electronics Officer memorandum 10:JAB:swm 5511 of 24 May 1966 to G-1, subj: Assignment of Communication-Electronics Officer as Responsible Officer for Registered Publications; non-concurrence of. See enclosure (9).

21. 1st MAW Chief of Staff memorandum 10:JAB:swm 2070 of 24 May 1966 to Chief of Staff III MAF, subj: Armed Forces Radio Station, Danang quoted for information.

"1. The Armed Forces Radio Station (AFRS) at Danang should be a prime-vehicle both for contributing to the high morale of military personnel stationed in the Danang enclave by providing entertaining programs as well as for disseminating information of a general informational and educational nature.

2. However, currently these morale, informational, and educational benefits are being lost due to excessive distortion and low signal to noise level of the broadcasted signal. This condition causes the quality of reception of the broadcasted signal to be extremely marginal and results in personnel not being able to enjoy listening to AFRS.

3. It is requested that appropriate action be initiated to improve the quality of present re-transmitted signal and to expedite the installation of a permanent broadcasting station in the I Corps area."

22. 1st MAW Communication-Electronics Officer memorandum 10:WHS:swm 13110 of 25 May 1966 to G-3, subj: Introduction of O-1 Aircraft into 1st MAW; LOI for, quoted for information.

"Ref: (a) Asst CofS, G-3 memo 3:RHG:rwk 3100 of 10 May 1966

1. Reference (a) was not received by this Section, however, Captain HENRY did bring the memorandum to the attention of the CEO Section.

2. There is no information concerning communication-electronics for inclusion in the subject LOI.

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3. As of a matter of interest, an allowance of equipments for airborne radio retransmissions has been requested for each Helicopter Group. When this allowance is approved and the equipment is on-hand, it is anticipated that it will be usable in O-1 Aircraft."

23. CG 1st MAW message 270710Z May 1966 to CG III MAF quoted for information.

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SECURE VOICE COMMUNICATIONS (U)

A. YOUR 250730Z

B. COMUSMACV 232146Z

1. REF A REQ PROVIDE EXAMPLES BY REF B.

2. THE FOLLOWING ARE SPECIFIC EXAMPLES OF PAST SITUATIONS WHERE SECURE VOICE COULD HAVE BEEN USED TO ALLEVIATE A PROBLEM OR PROVIDE NEEDED SECURITY.

3. A. REQUESTS FOR PLANNED AIR STRIKES INITIALLY IN OPERATIONS WHEN DIRECT SECURE TT NOT AVAILABLE. EXAMPLE OPERATIONS: BLUE MARLIN, DOUBLE EAGLE, HARVEST MOON.

B. FRAG ORDERS TO TAC/MOBILE DASC IN OPN PRIOR INSTALLATION DIRECT SECURE NET.

C. BRIEFING OF PILOTS IN SCRAMBLED AIRCRAFT. PRIME EXAMPLE IS RECENT TENSION PERIOD DANANG AREA.

D. DIRECTIONS TO PILOTS OF BOTH ROTARY AND FIXED WING AIRCRAFT FOR SAR, PATROL EXTRACTION, MED EVAC AND OBSERVATION.

E. TACTICAL AIR REQUESTS.

F. CONTROL AND MISSION INFORMATION PASSED ON HD, TAD NETS."

24. CG 1st MAW message 270025Z May 1966 to CG FMFPAC info CG III MAF, MAG-13, MATCU-60, MAG-16, MATCU-68 quoted for information.

"UNCLAS E F T O

MATCU TOWER AN/TSA-13 SER NR 5

A. YOUR 192352Z

1. REF A STATED SUBJ TOWER READY FOR SHIPMENT TO MATCU 60 AND REQUESTED AVAILABILITY PU-239 GENS FOR ASSIGN TO MATCU 60 FROM MATCU 68 WHEN TSA-11 SER 5 IS SHIPPED FROM MATCU 68 TO YUMA.

2. RECOMMEND PU-239 GENS REMAIN MATCU 68 WHEN TSA-11 SER 5 SHIPPED TO YUMA. MATCU 60 USING STATION POWER ON MAJORITY OF EQUIPMENT. NO URGENT REQUIREMENT EXISTS MATCU 60 FOR PU-239S. MATCU 68 UTILIZING PU-239 FOR AIRFIELD LIGHTING WHEN UNRELIABLE COMMERCIAL POWER DISRUPTED.

3. ALTHOUGH EACH TOWER RATES TWO PU-238, MATCU 68 HAS GREATER REQUIREMENT THAN MATCU 60 FOR GENERATORS. IN EVENT MATCU 60 IS DEPLOYED, GENERATORS WILL BE EXPEDITIOUSLY RETURNED.

25. CG 1st MAW ltr 10:RMF:swm 2200 ser 0010A14866 of 28 May 1966 to CG III MAF, subj: Secure Voice Equipment (U). This letter indicated the 1st MAW's requirements for the subject type of equipment.

26. On 27 May 1966 1stLt J. Y. S. HOWO departed TAD COMUSMACV, Saigon to attend AUTODIN conference.

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27. 1st MAW Communication-Electronics Officer memorandum 10:WHS:swm 4000 of 29 May 1966 to the Chief of Staff, subj: Marine Corps Logistic Evaluation Team. See enclosure (10). This memorandum was approved by the Chief of Staff and the enclosures were delivered to Lt Col F. X. RUDENAUER on 2 June 1966.

28. CG 1st MAW ltr 10:JJC:swm 1550 of 30 May 1966 to CG III MAF, subj: Communication Equipment Waterproofing Course. See enclosure (11).

29. CG 1st MAW message 311343Z May 1966 to CG 9th MAB info MAG-13, MWHG-1, VMGR-152, MASS-2 quoted for information.

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AIRBORNE DASC (U)

A. FONECON CO MASS-2 AND WING CEO ON 30 MAY

1. IAW REF A REQ DIRECT LIAISON BE AUTHORIZED MASS-2 REPS TO VISIT VMGR-152 AT FUTEWA FOR PURPOSE OF DISCUSSING POSSIBLE IMPROVEMENTS TO AIRBORNE DASC PACKAGE.

2. NO CHANGES IN AIRBORNE DASC PACKAGE ARE TO BE IMPLEMENTED AS RESULT OF THIS EXPLORATORY VISIT UNLESS REQ BY THIS HQ.

3. UPON APPROVAL, NAMES, CLEARANCES, AND ETA WILL BE PROVIDED ALCON.
GP-4"

30. CG 1st MAW message 311344Z May 1966 to CG III MAF info CG 1st MARDIV quoted for information.

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AIRBORNE AUTOMATIC RADIO RELAY (U)

A. MY 300017Z APR

B. MY 200012Z APR NOTAL

C. YOUR 252232Z

1. REF A PROVIDED ALCON WITH FMAW AIRBORNE RETRANSMISSION CAPABILITIES.

2. BY REF B, FMAW RECOMMENDED ALLOWANCES OF FOUR (4) EACH AN/ARC-121 AND AN/ARC-122 FOR EACH MABS IN HELO GROUP (TE 8920) AND THREE (3) AN/ARC-121 FOR MASS-2 (TE 8640) AS ADEQUATE FOR SUBJ FUNCTION.

3. UNTIL EQUIPMENT REQ IN REF B IS FURNISHED, FMAW POSSESSES NO RPT NO AIRBORNE AUTOMATIC RADIO RELAY CAPABILITY COMPARABLE TO AN/PRC-25 FREQ RANGE.

4. IN ORDER TO PROVIDE SOME TYPE OF INTERIM CAPABILITY IN SPT OF III MAF, TWO ARC-44 INSTALLATIONS, LOCALLY FABRICATED, HAVE BEEN INSTALLED IN C-117 ACFT TO PROVIDE LIMITED AIRBORNE RADIO RELAY (SINGLE CHANNEL) IN FREQ RANGE OF 24 TO 51.9 MCS. ONE INSTALLATION IS AUTOCAT AND ONE IS MANOCAT. PARA 7 REF A REFERS.

5. IN VIEW PARA 3 ABOVE, C-117S TIME ON STATION OF ABOUT EIGHT HOURS AND EXPERIMENTAL NATURE OF ONE IMPROVISED ARC-44 AUTOCAT INSTALLATION, WHICH IS DEPENDENT ON OP STATUS OF SINGLE ACFT WITH NO AVAL BACK-UP, REQUIREMENT FOR TWO CHANNEL AUTOMATIC AIRBORNE RADIO RELAY ON STATION 24 HOURS CONTINUOUSLY FOR PERIOD 16-30 JUN CANNOT BE MET AS REQ BY REF C.

GP-4"

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31. CG 1st MAW ltr 10:WFC:swm 2305 of 31 May 1966 to CG III MAF, subj: Cable requirements for Danang Enclave. See enclosure (12).
32. See enclosure (13) 1st MAW Circuit Diagram of 1 May 1966.
33. See enclosure (14) Personnel of the 1st MAW CEO Section as of 31 May 1966.
34. 1stLt J. Y. S. HOWO returned from AUTODIN conference in Saigon on 31 May 1966.
35. The 1st MAW MARS Radio Station did the following business during the month of May 1966.

	<u>Phone Patches</u>	<u>Message Traffic</u>
Incoming	19	1363
Outgoing	<u>929</u>	<u>1948</u>
Total	948	3311

36. The total message traffic handled by the 1st MAW Communication Center for the month of May 1966 was 60,814 of which 31,819 were incoming and 28,995 were outgoing messages. There was a total increase (incoming and outgoing) of 6,904 messages over April.
37. Following is a switchboard check of two specific days of incoming telephone calls through the 1st MAW Switchboard during the month of May. On 9 May; 0830-1130, 1284 calls; 1130-1600, 1631 and between 1800-2300 there were 763 calls. On 10 May between 0830-1130 there were 1465; 1130-1600, 1592; and during 1800-2000, there were 738 calls.

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CG 1st MAW msg 012321Z to MAG-12, MAG-36, MATCU-67, MATCU-68 info Danang DCA

UNCLAS E F T O

NON TACTICAL FLIGHT PLAN/FLIGHT FOLLOWING COMMUNICATIONS

- A. MAG 12 180318Z (NOTAL)
- B. MY 230213Z (NOTAL)
- C. MAG 12 270330Z (NOTAL)

1. REF A REQ COMM ASSISTANCE AND EQUIPMENT TO SUPPORT ADEQUATE FLIGHT PLAN SERVICE.

2. REF B RECOMMENDED POSSIBLE SOLUTION TO REF A WITHIN MAG 12 ASSETS.

3. REF C STATES TWO AN/ARC 94 RADIOS ASSIGNED MATCU 67 PRESENTLY IN DOWN STATUS AND REQ TRANSFER SUBJ RADIOS TO MAG 12 FOR RESPONSIBILITY AND MAINTENANCE.

4. FOR MAG 12

A. REQ FOR TRANSFER AN/ARC 94 RADIOS DENIED. SUBJ RADIOS ARE INTEGRAL PART OF AN/TSQ 18 AND ARE NOT TO BE REMOVED.

B. AN/ARC 94 RADIOS TO BE REPAIRED BY MAG 36. UPON REPAIR THESE RADIOS OR MAG 12 ASSETS CAN BE USED TO SATISFY HF/SSB SHIP TO SHORE NET (OUTCRY).

C. REF A REQ HOTLINE BASEOPS CHU LAI TO DCA DANANG. NO SPARE CIRCUITS AVAILABLE TO SATISFY THIS REQ. DURING MAY OR JUNE FMAW WILL RECEIVE NEW RADIO RELAY EQUIP. THIS REQ TO BE SATISFIED UPON INSTALLATION NEW RADIO RELAY.

5. FOR MAG 36

A. MATCU 67 RADIOS AN/ARC 94 IN DOWN STATUS DUE TO LACK OF TEST SET (COLLINS TYPE 678-1).

B. TEST SET NOT AVAILABLE MAG 12. (SINCE NO AN/ARC 94'S ASSIGNED THAT GROUP.)

C. ABOVE TEST EQUIP AVAILABLE HMS 36 AVIONICS SECTION.

D. MAG 36 WILL BE RESPONSIBLE FOR MAINTENANCE AND REPAIR OF AN/ARC 94 ASSIGNED MATCU 67 ONLY TILL SUCH TIME MATCU 67 RECEIVE SUFFICIENT TEST EQUIP.

6. FOR MATCU 67 AND 68

A. IF SUFFICIENT TEST EQUIPMENT IS NOT ON HAND TO SUPPORT AN/ARC 94 RADIOS, ORDER SAME IAW BUWEPS 10550.11.

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Enclosure (2)

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1st MAF CEO memo 10:WFC:dwb 10551 of 5 May 1966 to CG, 1st MAF

Subj: Reported Discrepancies on Radar Evaluation of MACS-7

Ref: (a) Your ltr 3RCH:jgc 3433 of 30Apr66
(b) PACAF Radar Evaluation Detachment 1, 51st FIW, Station
Evaluation Report on MACS-7 of 28Feb66 (S&C No. 1612-66)
(c) 2AD ltr DOPR-AD of 3Feb66
(d) My ltr 10:WFC:gao 2000 010B5066 of 19Feb66
(e) My 100726Z APR
(f) 7thAF Comm Note DOPR-AD 06487 Apr66

1. Reference (a) directed cognizant Staff Sections to investigate the recommendations contained in indicated paragraphs of reference (b).
2. The responsibility for positioning communications equipment necessary to support an Alternate Control and Reporting Center (CRC) has been recognized by the Seventh Air Force as indicated in paragraph 2 of reference (c). The pre-emption recommended in reference (c) has the concurrence of the First Marine Aircraft Wing in reference (d), providing no First Marine Aircraft Wing circuits are pre-empted.
3. Reference (e) requested if the pre-emption system had been established with a plan of execution.
4. Reference (f) indicates that coordination is being effected between the Seventh Air Force and COMUSMACV.
5. Liaison with the CRC at Monkey Mountain resulted in a U. S. Air Force recommendation that certain circuits listed in reference (c) be made available at MACS-7 on a full time basis. As a result of this recommendation made by Colonel H. W. CHRISTMAN, USAF, Commander, Danang Air Defense Sub-Section, communication equipment to support an alternate CRC is being requested from III MAF.

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Enclosure (3)

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1st MAW CEO memo 10:RMF:swm 4441 of 6 May 1966 to G-4

Subj: Problems and recommendation of the maintenance and supply support of radar equipment and LAAM Battalions

1. Facts: On 15 April 1966, 29 major radar sets of the 1st Marine Aircraft Wing were deadlined awaiting repair parts.
2. Discussion: These major radar equipments are high-dollar, low density items. Using units, such as the LAAM Battalions, MASS, and MACS, have the personnel, facilities, tools, and test equipments to perform all repairs required to return these radars to an operational status. The items lacking in all cases are repair parts.
3. Recommendations
 - a. That FMFPAC solicit from using units their detailed recommendations for a 180-day level of spare parts for each major radar equipment. Upon receipt of these recommendations, the 180-day level of spare parts be determined, procured and issued to units operating major radar equipments.
 - b. That sufficient additional personnel, with experience in supply and electronics, be added to the T/O of those units receiving the spare parts package.
 - c. That supply personnel continue their efforts to find an improved method of re-supplying spare parts needed for low density high cost radar sets.

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Enclosure (4)

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CG 1st MAF ltr 10:WHS:dwb 5310 of 8 May 1966 to CG, III MAF

Subj: Augmentation Personnel for the 1st Marine Aircraft Wing Communication Center; replacement of

Ref: (a) CG, 1st MAF ltr 1:FHW:gpf 5410 of 29Apr66

1. Reference (a) is the submission to the Commanding General, Fleet Marine Force, Pacific of the Recommended Manning Level for the 1st Marine Aircraft Wing. Included is the recommendation for a manning level of 4 officers and 72 enlisted men for operation of the 1st Marine Aircraft Wing Communication Center.
2. Presently the 1st Marine Aircraft Wing Communication Center is marginally operating on a three section watch basis with 2 officers and 53 enlisted men. This number includes the 5th Communication Battalion augmentation of 9 men without whose services our 53,669 message load could not be handled. It is noted that the original augmentation by III MAF was for 10 men.
3. The augmentation by III MAF (5th Communication Battalion) personnel has been vitally instrumental in the ability of this facility to provide necessary continuing service to the command. In view of the pending rotation of these personnel during May and June, it is requested timely replacements be furnished.

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Enclosure (5)

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CG 1st MAW ltr 10: CAG:swm 2000/3 of 13 May 1966 to CG, III MAF

Subj: Silver-Zinc Battery Problems

Ref: (a) CG III MAF ltr 10C/gg of 21 Apr 1966

1. The following comments on enclosure (1) to reference (a), subject silver-zinc batteries BB-451, are submitted in accordance with reference (a).
2. While it is agreed that a requirement does exist for a more satisfactory power source for the AN/PRC-41 and AN/PRC-47, it is believed that proper charging and maintenance procedures will greatly improve the present power source. The proper procedures are thoroughly explained in TM-04072A-15/1A. Contrary to the statement made in paragraph 4, enclosure (1), of reference (a), slight variations in quantity of electrolyte will not seriously affect the number of cycles of life.
3. A 3-channel charger and a multi-channel charger trailer are being evaluated at the Marine Corps Landing Force Development Center. It is not believed that the dry cell proposal set forth in paragraph 5, enclosure (1), of reference (a), is an economical solution to this problem. However, the weight reduction of the AN/PRC-41 is considered desirable. In addition, it is not believed that an improvement program initiated on the AN/PRC-47 would extend the battery life significantly.
4. The following recommendations are submitted for consideration:
 - a. A vigorous and continuing education program should be initiated on the charging and maintenance procedures necessary for proper operation of batteries BB-451. These are clearly defined in TM-04072A-15/1A.
 - b. The multi-channel battery charger should be procured for field use.
 - c. A suitable power source should be developed by the Marine Corps Landing Force Development Center to replace the BB-451.

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Enclosure (6)

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CG 1st MAW ltr 10:RCF:swm 12306 of 13 May 1966 to CMC via CG, FMFPac

Subj: Commercial Technical Services Personnel; request for

Ref: (a) MCO P12306.1A

Encl: ✓(1) List of 1st MAW Fixed Plant Communication Center Equipment

1. In accordance with reference (a), it is requested that a field engineer be assigned to this Headquarters. It is desired that the services of this engineer be made available at the earliest date, to continue for an estimated twelve months.
2. This command is in the process of establishing a fixed plant communication center, utilizing the equipment listed in enclosure (1). All of the equipment was manufactured and distributed by the Teletype Corporation, 5555 Touhy Ave. Skokie, Illinois.
3. Our communication center is planned to be operational in June 1966. The message volume will be approximately 55,000 messages per month based on the current traffic volume.
4. Present on hand repair personnel are as follows: 14 technicians from rank of PFC to SSgt in military occupational specialties 2811, 2821, 2822, 2823, and 2863. Four of these technicians have 3 weeks each on the job training using the type of equipment listed in enclosure (1). This is the extent of experienced personnel on hand to maintain this equipment.
5. The services of the field engineer are urgently needed to train, assist, and advise in the maintenance and operation of all the fixed plant communication center equipment listed in enclosure (1).

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Enclosure (7)

INVENTORY OF FIXED PLANT COMMUNICATION CENTER EQUIPMENT ON HAND

<u>QUANTITY</u>	<u>NOMENCLATURE/DESCRIPTION</u>
2 each	AN/FGC-59 Model 28 Teletype Equipment
2 each	TT-331A/UG Teletypewriter
2 each	TT-332A/UG Teletypewriter
4 each	TT-333A/UG Teletypewriter
1 each	AN/FGC-100 Teleprinter Set
8 each	AN/UGC-6K Teletypewriter Set
3 each	AN/UGC-6F Teletypewriter Set
3 each	TT-47J/UG Teletypewriter Set
9 each	TT-171/UG Teletypewriter Set
4 each	TT-187 Distributor-Transmitter
5 each	TT-192 Reperforator
2 each	AN/UGC-25 Teletypewriter Set
1 each	AN/FGC-38 Voice Frequency Telegraph Terminal
1 each	AN/GGM-2 Test Set Telegraph and Teletype
4 each	PP-1646B Power Supply
2 each	SB-2405 Patch Panel
2 each	SB-1210A/UGQ Patch Panel

Enclosure (1)

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1st MAW CEO memo 10:RMF:swm 5050 of 15 May 1966 to Wing Inspector via the Chief of Staff

Subj: Communication-Electronics Conference on 13 May 1966

Ref: (a) WgBul 5041 of 20 Apr 1966
(b) CG 1st MAW ltr 10:RMF:dwb 5050 of 3 May 1966

Encl: ✓(1) Report of the minutes of the Communication-Electronics Officers Conference of 13 May 1966

1. In accordance with paragraph 3, reference (a), a functional conference concerning communication-electronics discrepancies uncovered during the Fleet Marine Force Pacific Assistance Team Visit of February 1966 was scheduled by reference (b) and conducted on 13 May 1966.
2. Enclosure (1), a report of the minutes of the subject conference, is forwarded for approval.

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Enclosure (8)

Report of the Minutes of the 1st Marine Aircraft Wing Communication-
Electronics Officer Conference on 13 May 1966

1. The conference was convened at 1300, 13 May 1966 with the following attendees:

MAG-11	Capt BAER	H&HS-1, MWHG-1	Lt COLLINS
MAG-12	Lt PATTON	2d LAAM	Capt BRIGHT
MAG-16	Capt ROGERS	MASS-2	Capt AYERS
MAG-36	Capt MEEKS	MACS 7	Maj KARELLI
H&HS-1, MWHG-1	Maj JARMAN	Wing CEO Sect	Maj STOETZER, Chairman
H&HS-1, MWHG-1	Capt PIRACCHI	Wing CEO Sect	Capt FITZGERALD, Recorder
H&HS-1, MWHG-1	Capt HAVEL		

2. The purpose of the conference was to:
- Develop plans to correct cited deficiencies.
 - Improve current wing policies and establish new ones, if appropriate.
 - Recommend action required of higher headquarters, if appropriate.

3. Agenda Item. The necessity for a maintenance section in each unit's Communication-Electronics Standard Operating Procedure.

Discussion: All attendees were agreed on the desirability of including a Maintenance Section in the Communication-Electronics SOP.

Action to be taken: Each unit will review and revise their Communication-Electronics SOP, as necessary, to include a maintenance section by 15 June 1966.

4. Agenda Item: Proper use of maintenance check lists, NAVMC Form 10559.

Discussion: The subject forms are in short supply throughout the Wing.

Action to be taken: All units will re-order the required forms and upon receipt will ensure their correct use.

5. Agenda Item: Improvement of present first and second echelon maintenance procedures:

Discussion: It was the general consensus of opinion that a small amount of dust on a piece of equipment at the time of inspection is more indicative of soil and climatic conditions than of a lack of first echelon maintenance. There is presently an established, scheduled first and second echelon maintenance program in each unit.

Enclosure (1)

Action to be taken: Each unit will review their scheduled preventive maintenance program and revise, if necessary, to ensure closer supervision of low echelon maintenance.

6. Agenda Item: Adequate upkeep of maintenance/modification cards whenever maintenance is performed.

Discussion: There is a shortage of pre-printed maintenance/modification cards in all units.

Action to be taken: Maintenance/Modification cards will be locally reproduced and properly used whenever pre-printed forms are not available.

7. Agenda Item: Reconciliation of repair parts requisition log maintained by the maintenance section, and records maintained by the unit supply officer.

Discussion: All units are conducting frequent liaison between electronic maintenance and supply. However, in some cases, a less than complete record is being maintained on requisitions for repair parts correlated to a particular end item.

Action to be taken: All unit maintenance officers will review requisition log books and update as required.

8. Agenda Item: Electronic technicians are operating unit supply stock issue points.

Discussion: Due to a lack of supply personnel, technicians are operating supply issue points in four Wing units. Knowledge of technical maintenance parts and procedures is highly desirable for the operator of the stock issue point.

Action to be taken: Applicable units will request the assignment of supply personnel to operate the stock issue point.

9. Agenda Item: Fire extinguishers have not been checked for operational serviceability.

Action to be taken: Communication-electronics officers will coordinate with unit Fire Marshal to ensure that all fire extinguishers are inspected and scheduled for refill, or recharge, as required.

10. Agenda Item: Present supplies of dry cell batteries are not being stored in cold storage reefers, which will reduce battery life.

Discussion: Lack of cold storage space for dry cell batteries has been a long standing problem. Dry cell batteries have been properly assigned a lower priority for cold storage, than fresh food and morale items. Headquarters III Marine Amphibious Force has been notified of space requirements for dry cell battery cold storage of all wing units.

Action to be taken: None.

11. Agenda Item: Lack of proper battery charging facilities.

Action to be taken: All units will review present battery charging facilities and will incorporate changes required in accordance with applicable technical manuals and instructions.

12. There is no requirement for changes or additions to present Wing policy. However, closer supervision and guidance by all echelons of command was agreed upon by all attendees. A follow-up conference was tentatively scheduled prior to 1 August. The conference was adjourned at 1530 on 13 May 1966.

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1st MAW CEO memo 10:JAB:swm 5511 of 24 May 1966 to G-1

Subj: Assignment of Communication-Electronics Officer as Responsible Officer for Registered Publications; non-concurrence of

Ref: (a) Wing Adjutant's memo. of 22 May 1966 to Chief of Staff
(b) Para 201, RPS 4 F
(c) WgO 5400.10 of 25 Sep 1962
(d) FMFPacO PO2000.2C, para 4013.3
(e) U. S. M. C. Staff Manual 1955, para 315

1. Reference (a) requested that a senior staff officer, other than the Adjutant, be assigned the duties of Responsible Officer for Registered Publications in accordance with paragraph 201 of reference (b).
2. The Communication-Electronics Officer has not performed these functions, nor did his predecessor. It is not known how this duty was originally incorporated in reference (c). On review of a proposed change to reference (c), those duties of "Responsible Officer" were interpreted to mean the staff supervisory duties assigned by references (d) and (e) concerning registered publications. This Section was not even aware that a "Responsible Officer", as defined for the assignment of a senior staff officer in paragraph 201 of reference (b), was assigned in the command.
3. The Custodian of Registered Publications is a part of the Adjutant Section in accordance with paragraph 207 of reference (b). It would follow that the superior of this Section, i.e., Adjutant, would be the "Responsible Officer". This Section has the direct control and resources to perform most of the specific detailed duties of the "Responsible Officer".
4. Further, there is the consideration that it is not desirable to appoint a "in-house policeman". Inasmuch as communication's elements are the large user of registered publications, e.g., crypto systems, KAG's etc, it is not a good security practice to appoint the user to be the "policeman", or in this case the "Responsible Officer". This is contrary to all accepted practices. Along this line, it is to be noted that the 3d Marine Division Adjutant is also the Responsible Officer.
5. Certainly consideration should be given to changing the Responsible Officer during the quarterly inventory, if feasible. However, this seldom would be possible due to rotation schedules. For example, this officer is due to rotate in August 1966, a date prior to the next quarterly inventory and in the same quarter as the Adjutant.
6. A change to reference (c) will be recommended to delete paragraph 4d.(1) as a specific duty of the Communication-Electronics Officer.

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Enclosure (9)

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1st MAW CEO memo 10:WHS:swm 4000 of 29 May 1966 to the Chief of Staff

Subj: Marine Corps Logistic Evaluation Team

Encl: ✓(1) Marine Corps Logistic Evaluation Team Question sheet for
Communication-Electronics
✓(2) Summary of discussion with members of Marine Corps Logistic
Evaluation Team

1. LtCol F. X. RUDENAUER and Mr. FLYNN, GS-14, of the Marine Corps Logistic Evaluation Team visited this Section on two occasions for the purpose of discussing Communication-Electronics matters.
2. The team members requested that informal notes or minutes be submitted to them concerning the discussion, and that enclosure (1) was to be considered only as a guide. Further, we were to take any latitude we desired and not necessarily confine our remarks to matters that pertain to the present era. This was to possibly aid them in developing General Operational Requirements (GOR) for requirements of the future.
3. Enclosure (2) is a summary of the various salient points discussed and will be furnished to LtCol F. X. RUDENAUER, subject to your approval.

UNCLASSIFIED
Enclosure (10)

MARINE CORPS LOGISTIC EVALUATION TEAMCOMM/ELEC

1. What type of fixed plant equipment would you recommend for comm/elec mission in RVN type operations - non deployed versus deployed - Why
 - a. Air Force, Army, Navy, Commercial - Items - Density.
 - b. More of present tactical equipment - Items - Density.
 - c. Comments and recommendations on supply and maintenance of any of the above equipment.
2. What are requirements for crypto equipments in semi-perm comm centers versus tactical comm centers?
 - a. Are they being met?
 - b. What more can be done in this area?
 - c. Give examples of effectiveness of fixed plant items over tactical items.
 - d. What special environmental conditions to be considered?
 - e. Volume traffic monthly increase or decrease - classified versus unclassified.
3. What comm/elect now of necessity being employed are enhancing or retarding mobility and flexibility of forces - Why?
4. Comment and recommendations on effectiveness of maintenance floats for comm/elect end items and repairable secondary items.
5. What comm/elec equipment has significant high failures?
 - a. Random or trend?
 - b. Difficulty to repair - lack of spares and/or MOS.
 - c. Number deadlined - weekly/monthly spread.
 - d. FSN and nomenclature of spares difficult to obtain.
 - e. ISSA support available - effectiveness.
 - f. What spare parts purchased from civilian sources.
6. Are comm/elec techs and ops adequately school trained - OJT required to what extent - examples of soft areas.

Enclosure (1)

7. What controls for accountability of comm/elec equip "with high attraction value" are in effect. Are they effective - new approaches.
8. Would provision of low RPM, high capacity generators for use in areas of high density comm/elec equipment be desirable - e.g., one special generator per 5 AN/TRC-75, TSC-15, etc., in addition to standard generator allowance.
 - a. What capacities?
 - b. What makes?
Army _____
Air Force _____
Navy _____
Commercial _____
USMC _____
 - c. What densities?
9. What are underlying reasons for comm/elect generator failures?
 - a. Design - examples.
 - b. Lack of spares - FSN's.
 - c. PM Problems.
 - d. Lack of MOS - Which
 - e. Tactical vs semi-perm. missions.
10. Impact of data processing on comm/elect community.
 - a. Interface problems.
 - b. Channel availability.
 - c. Comm systems reliability.
 - d. Error rates being encountered.
 - e. Other.

ITEM: Tactical teletype equipment has proven unsatisfactory when subjected to high speed, high volume twenty-four hour operation in SVN.

DISCUSSION:

1. There is no fixed plant teletype equipment on the T/E for the Marine Aircraft Wing. In the event of deployment, the tactical equipment is expected to handle the traffic loads imposed on it. However, the present teletype equipment will not stand up under the heavy usage, high volume traffic loads, and adverse weather conditions of Southeast Asia. The situation in SVN demands a system designed for high speed reliable communications. It is considered that fixed plant teletype equipment should be authorized to the Marine Aircraft Wing for use at both the Wing and Group level. The current T/E equipment could then be set aside for back-up and contingency operations. The density of items required at the Group level will have to be sufficient to provide for a full duplex 100 wpm circuit back to the Wing. Spare equipment should be held by the Wing for replacement and repair. The amount of equipment at the Wing level must be sufficient to support the following FDUX 100 wpm circuits. (FMAW circuits used as example)

4 MAG's
2 DCS
1 NAVCOMOPNET

7 th Air Force
III MAF

2. Factory technical representatives should be made available to the field until such time that Marine Corps personnel are adequately trained. With the addition of fixed plant equipment, no additional tactical equipment would be required.

3. The recommended crypto requirements to support the above circuits are as follows:

- a. All internal Wing circuits, KW-7
- b. All external Wing circuits, KW-26

4. Since the KW-7 is a lighter more transportable device, it is considered better suited for the Marine Air Group. Also, it is less susceptible to temperature variations and does not demand an air conditioned environment.

5. The KW-26 is recommended for all external circuits. The additional security afforded by this device and its ease of operation are its best qualifications, however, the temperature environment must be controlled for proper operation. Since the Wing Communication Center is a permanent installation, air conditioning is provided. However, the Wing Headquarters should have a sufficient allowance of KW-7's for internal circuits and expeditionary use.

Enclosure (2)

ITEM: What improvements to present equipment are desired?

DISCUSSION:

1. Radios. The present radio equipment (HF-SSB-UHF) is highly adequate, however, a permanent housing must be provided so that these radios can be centralized and protected from climatic environment. In the UHF, the AN/TYA-11 type equipment should replace the AN/MRC-47. The MRC-47 has HF equipment as well as UHF but the HF is not compatible with other SSB radios. Due to its bulkiness, MRC-47 UHF equipment is usually removed from vans and installed in a radio central.

2. Antenna: There is a continuing requirement for an antenna compatible with SSB type equipment which will give reliable transmission in the short medium ranges. Generally, utilizing SSB equipment with conventional whip or long wire antenna, reliable communications can be maintained at distances less than 30 miles or more than 300 miles. However, at ranges between 30-300 miles the conventional whip or long wire antenna do not always give the desired transmission characteristics. A horizontally polarized, rugged expeditionary type antenna designed to give effective coverage in the 30-300 mile range would solve many intermediate range problems. A large percentage of FMAW HF communications are within this range.

3. Telephone. The present tactical telephone switchboards, SB-86, held by Wing and Groups are not adequate. These switchboards are neither designed for sustained operation nor capable of handling the quantity of lines needed at Wing or Group level. It is recommended that:

a. Wing Headquarters: Have a switching central/switchboard capable of the following:

- (1) 300 drop capacity capable of conversion to 500 with four operator/panel display.
- (2) Dial system capability
- (3) Ground mobile equipment (capable of being vehicular mounted on low boy).
- (4) Capable of operation on conventional power sources. (50-60 cycle power with organic battery emergency power)

b. MAGS:

- (1) 200 drop capacity with max conversion to 300
- (2) Two operator display with conversion capability to three
- (3) Dial conversion capability
- (4) Ground mobile equipment
- (5) Conventional power operation with battery back up.

The helicopter transportability for Wing or MAG headquarters telephone switchboards is not a requirement in a semi-fixed environment.

4. Radio Relay: The present tactical equipment (AN/TRC-27) is not adequate for semi-fixed operation. The generators (PU-278) are not large or rugged enough to maintain sustained operation. It is recommended that longer range equipment, with a minimum 12 channel capacity expandable to 24 channels, be considered to replace our present tactical equipment. However, it is not recommended that all our tactical radio relay be replaced but that the allowance be reduced when new equipment is added. An ideal radio relay equipment to be considered is the TRC-97 troposcatter radio relay. Any new equipment must have a power source capable of sustained operation.

5. Wire: The present use of slash wire is not efficient. We should adopt a pair cable system with associated junction box. Also our TA-312 telephone should be supplemented with TP-6 and dial equivalents. It is recommended that all new equipment be accompanied with an adequate supply inventory and trained technicians and operators.

ITEM: What communication/electronics equipments now of necessity being employed are enhancing or retarding mobility and flexibility of forces?

DISCUSSION: The Marine Aircraft Wing is not a highly mobile air transportable unit. Reliability of equipment and power sources for outweighs the limited advantages of light weight mobility.

We have experienced no difficulties with mobility of equipment. In fact, there have been some complaints from users of radar equipments that the design, construction, and performance of new radar equipments has been derogated due to the necessity for helicopter transportability. But this is not entirely true. Since the Wing is here for a long tour, certain fixed plant items of equipment have been requested and are being utilized in the place of tactical equipment. The AN/MTC-1 telephone switching central and new fixed plant teletype equipment for use in the Wing Communication Center are particular examples. This use of fixed plant vice tactical equipment was required to provide 24 hour per day service after one year in operation of tactical equipment. This new equipment is required for sustained operations, even though it is larger and less mobile than tactical T/E equipment.

ITEM: Comments and recommendations on effectiveness of maintenance floats for communication-electronics items.

DISCUSSION: Communication-electronics floats are adequate for those items for which they are presently established. The 1st Marine Aircraft Wing is presently evaluating all allowances for maintenance floats, and will submit recommendations to FMFPAC by 1 July 1966.

ITEM: What communication-electronics equipment has significant high failures?

DISCUSSION: Over a period of several months, communication-electronics equipments employed by units of the 1st Marine Aircraft Wing in Vietnam that have experienced high failure rates generally fall in the following categories:

1. Equipment that was old and over-age when brought in-country by using units. i.e. AN/GRC-48 UHF Radios, AN/TRD-12 UHF D/F Sets, etc.
2. Equipments that are highly sensitive to extremes of temperatures and to dust and moisture. i.e. PU-608 generators, TT-297 teletypes, etc.
3. Items having had high usage during training periods and field exercises by using and holding units before arriving in country. i.e. all types of generators, radios, etc.

No particular items of communication-electronics equipments create a maintenance problem as repair parts are difficult to obtain for all items. However, repair parts are more difficult to obtain for new items of equipment, than older items. Examples: Radome sections for AN/TPS-34 Radar System, Transmitter Sub Assembly for Radar Set AN/UPS-1, Compressors for HD-610 Air Conditioners, etc. No general problems exist as to OF 28 and OF 59 MOS shortages over any extended period of time. ISSA support has not been available to in country Wing units during the past several months. Spare parts purchases from local sources are negligible.

ITEM: Are communication-electronics technicians and operators adequately school trained?

DISCUSSION: Presently all personnel are adequately school trained. However, when new equipment is introduced in the Wing it should be accompanied by trained technicians. An example of this was the receipt of the AN/MFC-1 without trained personnel. Fortunately, the FMAW was able to OJT technicians with III MAF prior to the arrival of equipment.

ITEM: Would provisions of low RPM, high capacity generators for use in areas of high density communication/electronics equipment be desirable?

DISCUSSION: In addition to the present generator allowance; an additional allowance of sixty KW, 60 cps generators is recommended for a high density, semi-fixed environment. Additional 60 cycle to 400 cycle converters, are recommended for flexibility in operating radio equipment in the same environment. The total density of additional generators required in a high density, semi-fixed environment is dependent upon the availability of low rpm, high capacity generators, i.e. 750 - 1000 KW, for camp power.

ITEM: What are underlying reasons for communication electronics generator failures?

DISCUSSION: An important factor in the failure of generators is the lack of spare units to adequately rotate generators for preventive maintenance on a regular basis. Increased complexity of generators and electronic controls have created the need for a specialized MOS for generator repair. Increased numbers of different types on-hand has out paced the training level of large numbers of on-hand repair personnel. Wing unit power requirements in-country are far beyond the capability of expeditionary type generators on-hand. The rated life of on-hand assets has been exceeded, in some cases two times over. In order to continue to provide power to in-country units with the type of equipment on-hand, a rapid rebuild and exchange program must be set up and maintained for all models and types of on-hand power producing equipment. Increased power demands by all in-country units have created an immediate need for new, longer life, and more dependable power sources.

An additional reason for communication-electronics problems is design malfunction. The existing concept has always called for a power source to fit the exact need for each new item of communication-electronics equipment. It is easily determined that we now have an almost countless variety of generators, each specifically designed to power a specific item of equipment. In this concept the error lies in the complete absence of flexibility. To design generators capable of an output barely sufficient to power a small portable communication item for a limited number of hours or minutes is impractical. The fact that small portable "putt putt" generators are good for limited period of operation only, is well known by all using units. For extended field operations the generator concept should be "the bigger the generator, the more reliable the power". The Marine Corps needs only a small number of highly mobile limited KW generators. We need to standardize our power sources. By using generators of standard KW output for multiplicitious uses, power availability would be greatly increased. An example of this is that (2) 20KW generators provide much more reliable power than an aggregate total 40KW output of PE-75, PU-347, etc. If generators could be limited by type to perhaps four 60 cycle generators of 10KW, 30KW, 50KW, and 150KW, and three 400 cycle generator of 10KW, 30KW, 100KW, the overall reliability and availability of power would increase many times. If such a generator system were existent parts support and technician training would not be the problem it is today. Until we adopt a standardized system, we are forced to store and maintain dozens to hundreds of limited use "putt putt" noisemakers which are not capable of sustained operation.

ITEM: Consolidation of MOS 2561, 2543, and 2541.

DISCUSSION: Today the requirement for off-line cryptographers (MOS 2561) is extremely limited. Message Center Man (MOS 2543) without the capability to type or operate, teletype equipment, is useless in most communication centers. In almost all units, these three MOS's are used interchangeably; therefore, the requirement for three distinct MOS's no longer exists.

ITEM: Excessive deadline rate of ground radar systems employed by Marine Air Control Squadrons and Light Anti-Aircraft Missile Battalions in the 1st Marine Aircraft Wing.

DISCUSSION: For the purposes of this discussion, search radar systems used in the GCA units and the Marine Air Support Squadron are included. The deadline rate of highly complex low density radar systems has been such that all types of missions involving radar have been seriously curtailed. In units of the 1st Marine Aircraft Wing, over the past 7 months, 20 to 28 such systems have been constantly deadlined for as many as 365 individual parts and components. Based on records of past performance the single, most crippling defect in our radar maintenance and repair program is the lack of adequate repair parts. Radar systems frequently are repaired, modified, rebuilt or overhauled on site, and seldom at factories of manufacture, or at Marine Corps Supply Centers. Using units have fourth echelon maintenance capability, tools, test equipment and trained personnel available. Some method of equipping should be established to reduce this high deadline rate. Marine Air Traffic Control Units operating via the Navy supply chain have a 180 day supply of parts on hand for their radar systems. The MASS operating the AN/TPQ-10 Radar course directing central have a well tailored maintenance float package. These units have experienced a much lower deadline rate than other units operating radar systems over the same period. For example, two AN/TPS-37 radar sets in Marine Air Control Squadron 7 have been deadlined since September 1965 for a total of 27 parts. Five of seven AN/UPS-1B radar sets in MACS-7, 1st and 2d LAAM Battalions are deadlined. One of these five has been deadlined since May 1965. A total of 63 parts are now required to restore these five AN/UPS-1B radar sets to an up status. Two new items of radar equipment in MACS-7, the AN/TPS-34 and the AN/TPS-22, are both deadlined. Over 60 parts are now needed to make these systems operable. In contrast, only two parts are needed to restore two AN/TPQ-10 sets in MASS-2 to an up status. In both MATCUs only one radar set of a total of seven is inoperable for one part. The stockage of numerous parts would cause supply accounting problems. However, the improvement of vital radar systems maintenance will more than offset this disadvantage.

ITEM: Requirement for a standardized family of air conditioners.

DISCUSSION: In the present environment, air conditioning is required in many situations, not for operator comfort but for proper equipment operation. These situations include, avionics repair vans, communication centers, radar sets and enclosed shelters such as the AN/TSQ-5 and 6. A standardized family of air conditioners, with sufficient spare part stockage within the supply system would alleviate much of the deadlined "down" time the Wing is now experiencing with air conditioners such as the HD-610 and A-60.

ITEM: A definite need exists to establish a Table of Allowance for inter-communication system for deployed Fleet Marine Force units.

DISCUSSION: No standard intercomm system exists within the Marine Corps structure. Presently, most units conduct coordination of staff functions through heavily over-taxed field telephone installations. An intercomm system would relieve this situation and accelerate the flow of information between staff sections, greatly improving this vital function. Such a system could be developed by the Marine Corps Landing Force Development Center. It should be designed with specifications assuring reliable, maintenance free, twenty-four hour operation under extreme environmental conditions. Particular attention should be given to cable considerations. Basically two type of master units should be developed, a 24 station master and a 12 station master. Additionally a slave unit should be available, capable of being utilized with either master. If these type units were available as standard stock items, a system could be constructed to satisfy most any requirement.

UNCLASSIFIED

CG 1st MAW ltr 10:JJC:swm 1550 of 30 May 1966 to CG, III MAF

Subj: Communication Equipment Waterproofing Course

Ref: (a) ForBul 1500 of 9 May 1966

1. Reference (a) published instructions and a schedule for a communication equipment waterproofing course to be conducted for Fleet Marine Force organizations in South Vietnam.

2. Subparagraph 3b(7) of reference (a) requested an evaluation report of the effectiveness of the training. The following comments are submitted relative to the subject course of instruction:

a. 1st Marine Aircraft Wing organizations in the Phu Bai and Chu Lai areas participated with units of the 1st Marine Division and the 3d Marine Division.

b. The team instructed units of the 1st Marine Aircraft Wing in the Danang area on 21 May and then again on 28 May 1966. Danang area organizations participating in this training were; MMHG-1, MAG-11 and MAG-16 for a total of 40 students. Only a few students participated on 21 May due to Yellow Alert.

c. The presentation was most effective and will be beneficial for all units represented. Radio equipments covered were AN/PRCs 6, 10, 25, 41 and 47; AN/MRCs 36, 37, 38, and 83/87. Instructions were given on wire equipment and communication vans. The overall evaluation of the course is excellent.

d. It is assumed that the reports submitted by the 1st Marine Division and the 3d Marine Division will include any comments of 1st Marine Aircraft Wing participants.

3. It is recommended that this course of instruction be conducted approximately twice yearly and that the 1st Marine Aircraft Wing be allotted a minimum of five days.

UNCLASSIFIED
Enclosure (11)

UNCLASSIFIED

CG 1st MAW ltr 10:WFC:swm 2305 of 31 May 1966 to CG, III MAF

Subj: Cable requirements for Danang Enclave

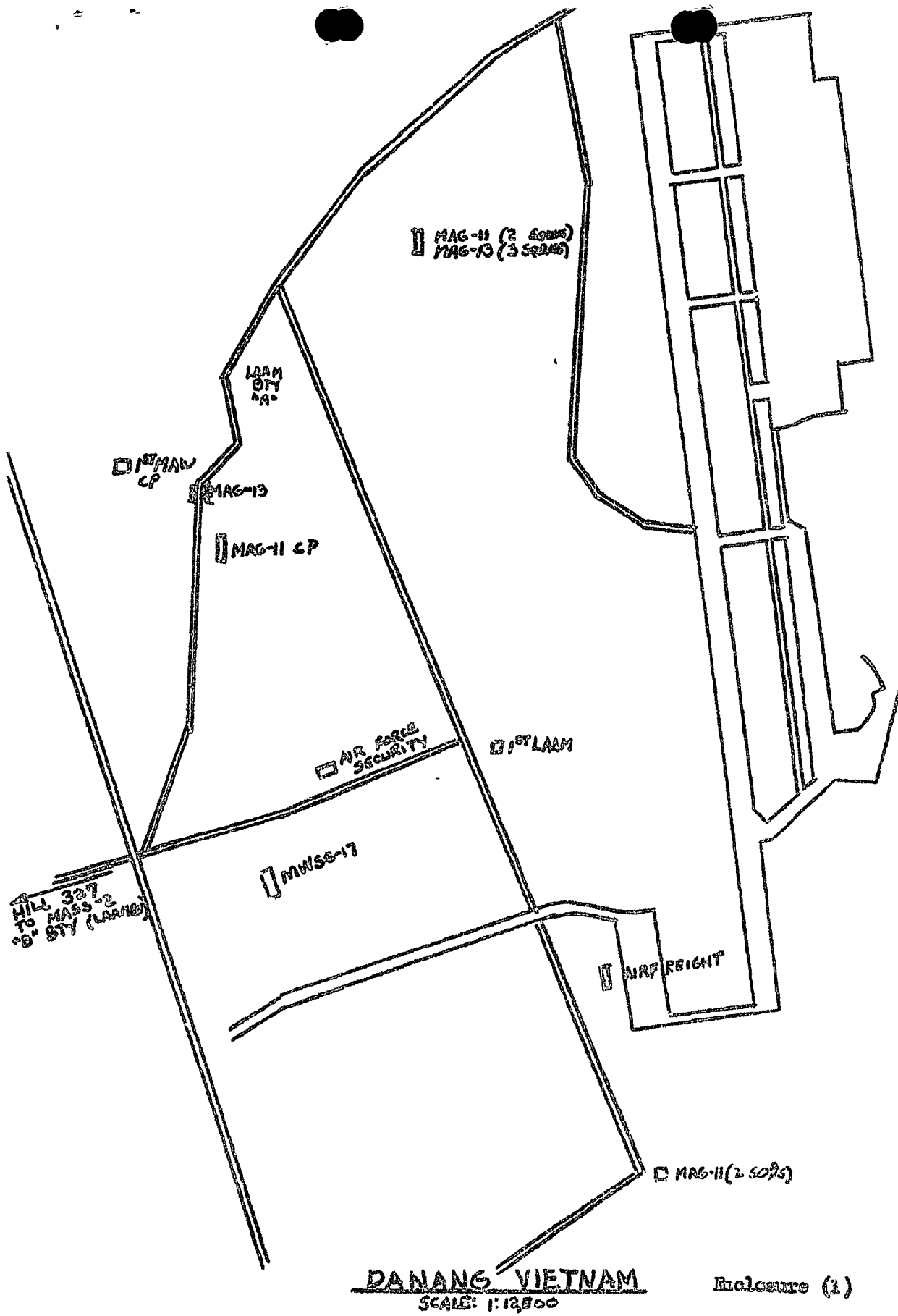
Ref: (a) Conference of 20 May 1966 between III MAF Ass't CEO and 1st MAW Representative

Encl: ✓ (1) Overlay of Unit locations with terminal points

1. As requested by the reference, the following report is hereby made.
2. Enclosure (1) is a map overlay showing general locations where the cable pair will be picked up by 1st Marine Aircraft Wing units. First Marine Aircraft Wing units concerned will designate the exact position for cables to terminate when construction teams are in their respective areas.
3. Shown below is a list of the required number of cable pair at each unit location:

<u>FROM</u>	<u>TO</u>	<u>NUMBER CABLE PAIR</u>
MASS-2	FMAW	15 pr
MASS-2	3D MED Bn	2 pr
1st LAAM BN	"C" Btry (Hill 327)	4 pr
1st LAAM BN	FMAW	5 pr
1st LAAM BN	AF Security Area	4 pr
1st LAAM BN	"A" Btry (Danang Strip)	7 pr
MAG-11	FMAW	15 pr
MAG-11	South End Runway	18 pr
MAG-11	VMF 235 Area	18 pr
MAG-11 (Dial Lines)	AF Security Area	8 pr
FMAW	AF Security Area	55 pr
AF Security Area	Marine Air Freight	12 pr
FMAW	Hill 327 (Radio relay)	12 pr
FMAW	MSWG-17	15 pr
FMAW	MAG-13	15 pr
MAG-13	235 Area	25 pr
MAG-13 (Dial Lines)	AF Security Area	8 pr
MSWG-17 (Dial Lines)	AF Security Area	8 pr

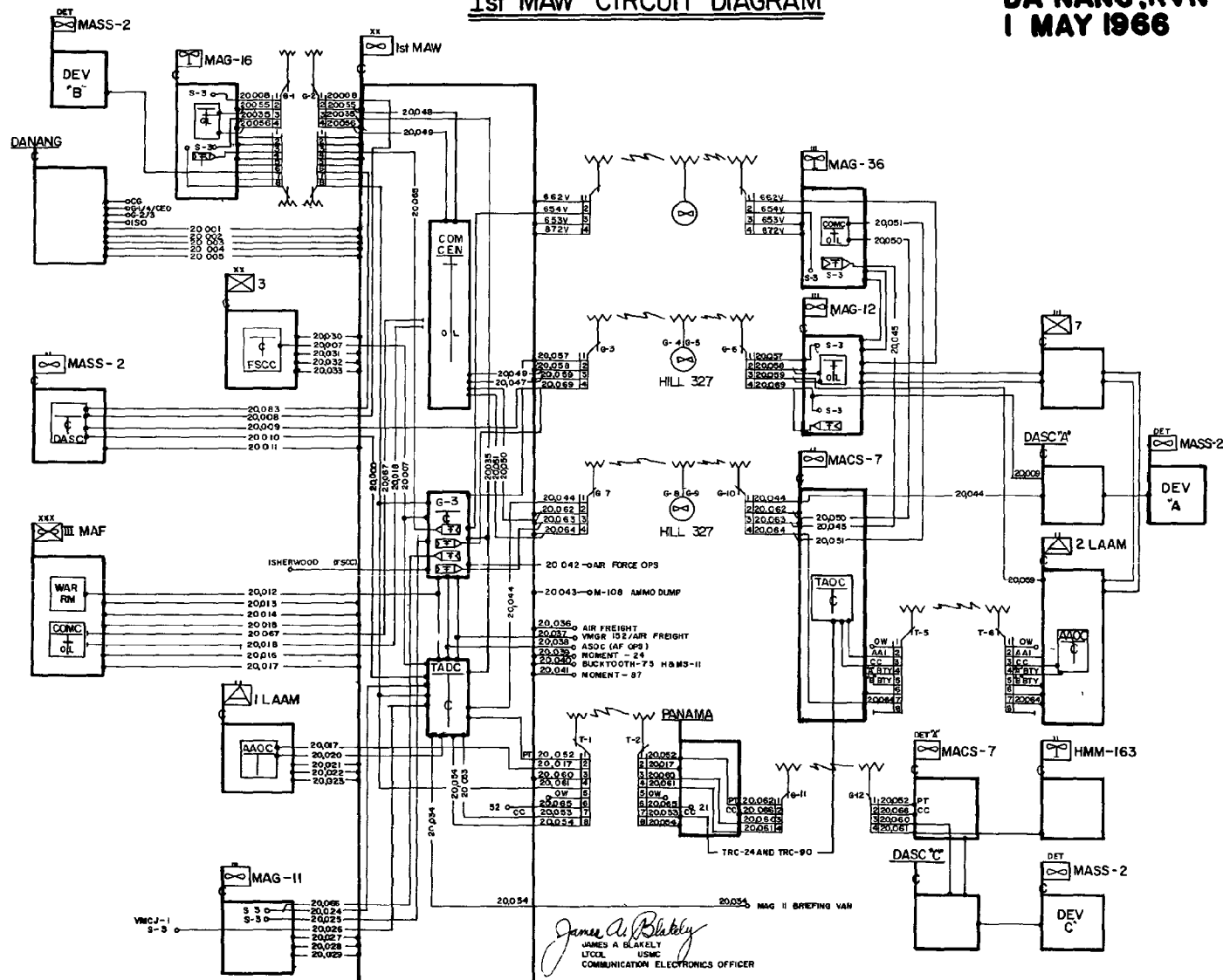
UNCLASSIFIED
Enclosure (12)



CONFIDENTIAL

1st MAW CIRCUIT DIAGRAM

III MAF
DA NANG, RVN
1 MAY 1966



James A. Blakely
JAMES A. BLAKELY
LTJG USMC
COMMUNICATION ELECTRONICS OFFICER

CONFIDENTIAL

DECLASSIFIED

ENCLOSURE (13)

DECLASSIFIED

UNCLASSIFIED

Personnel of the 1st MAW Communication-Electronics Section as of 31 May 1966

<u>NAME</u>	<u>RANK</u>	<u>SERNO/MOS</u>	<u>DUTIES</u>	<u>RTD</u>
BLAKELY, James A.	Lt Col	021967/2502	GEO	Aug66
STOETZER, William H.	Major	053124/2502	ACEO	Sep66
NIELSEN, William J.	Major	060676/2502/0430/ 5720	ACEO	Jun67
CERNEY, William F.	Capt	080720/2502	ACEO	Feb67
FITZGERALD, Robert M.	Capt	076925/7335/5903	ACEO	Aug66
HOWO, John Y. S.	1st Lt	084285/2502	Spl Pro O	May67
CRUSIE, James J.	MSGySgt	843664/2529	Wing Comm Chief	Dec66
FULTON, Richard C.	MSGt	455219/5949	Avn Rd Tech	Oct66
LEMONS, Chester F.	MSGt	1097411/2529	A/Comm Chief	Feb67
ROSENBERG, Bernard A.	SSgt	1425293/2861	NCOIC MARS Station	Oct66
GRAVES, Charles A.	MSGt	634239/2861	Elect Chief	Mar67
SMITH, Roger A.	Sgt	1934820/2861	MARS Operator	May67
MELLOTT, Sheldon W.	Sgt	2026120/0141	Clerk Typist	Dec66
STROM, Richard L.	Cpl	2052409/1441	Draftsman	Jul66
BISHOP, David W.	Pvt	2129806/0141	Clerk Typist	Jul66

UNCLASSIFIED
Enclosure (14)

DECLASSIFIED

APPENDIX (16) - 30 -

DECLASSIFIED

DECLASSIFIED

APPENDIX(18)

DECLASSIFIED

HEADQUARTERS
1st Marine Aircraft Wing
Fleet Marine Force, Pacific
FPO San Francisco 96602

16: REM: vph
5750
4 June 1966

From: Wing Medical Officer
To: Commanding General (Attn: ACoFS, G-3)

Subj: Medical Chronology for the month of May 1966

Ref: (a) WgO 5750.1B

Encl: ✓(1) Roster of Key Personnel
✓(2) Wing Order 6200.2 Ch-1
✓(3) Wing Order 6240.3 Sanitation Instructions for Food Handlers
✓(4) Wing Order 6260.1B Salt Tablets and Heat Casualties,
information concerning
✓(5) Investigation of Food - borne Disease, report of (dtd 30 May
1966)

1. Captain C. T. DOUDNA, MC, USN, the FMFPAC Surgeon visited the 1st Marine Aircraft Wing from 20 - 23 May 1966 to discuss Medical Problems.

2. A change in The Treatment of Rabies Cases was published as Wing Order 6200.2 Change 1. See enclosure (2).

3. Another of a series of Wing Orders on proper sanitation procedures was published on 10 May 1966. It is Wing Order 6240.3, enclosure (3), which deals specifically with personnel serving as food handlers.

4. With the hot weather a renewed emphasis was placed on heat casualties and their prevention. Wing Order 6260.1B, enclosure (4) was published. It represents a revision of the former Wing Order 6260.1A, and it is felt to be an excellent guide for Wing units in the I Corps Area.

5. The Wing Preventive Medicine Section investigated a food-borne disease outbreak during the period 22 - 25 May 1966. A copy of the report is attached as enclosure (5).


R. E. MITCHEL
CAPT MC USN

Appendix (18)

HEADQUARTERS
1st Marine Aircraft Wing
Fleet Marine Force, Pacific
FPO San Francisco 96602

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 Administ- rative Assistant
JOHNSON, E. J.	HMCM USN	Wing Medical Administ- rative Chief
KERSEY, W. A. Jr.	HMC	Wing Preventive Medicine Chief

ENCLOSURE (1)

HEADQUARTERS
1st Marine Aircraft Wing
Fleet Marine Force, Pacific
FPO San Francisco 96602

WgO 6200.2 Ch 1
16:REM:vph
23 May 1966

WING ORDER 6200.2 Ch 1

From: Commanding General
To: Distribution List

Subj: Control of Mascots (Dogs, Cats, Monkeys, etc.)

1. Purpose. To transmit change to basic Order.

2. Action

a. Add: Ref (b) Force/SA I Corps O 6400.1.

b. Delete paragraph 3e and insert new paragraph as follows:

"e. Bites by any animal will be reported to the nearest U. S. Military Medical Facility immediately. The patient will be required to report to the nearest Anti-Rabies Board within 24 hours for treatment. The Anti-Rabies Boards are convened at the 1st Medical Battalion for the Chu Lai enclave and at the Preventive Medicine Unit, Naval Support Activity, for the DaNang units. The Anti-Rabies Board will make the reports required by reference (b)."



H. W. TAYLOR
Chief of Staff

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

ENCLOSURE (2)

HEADQUARTERS
1st Marine Aircraft Wing
Fleet Marine Force, Pacific
FPO San Francisco 96602

WFO 6240.3
16:REM:vph
10 May 1966

WING ORDER 6240.3

From: Commanding General
To: Distribution List

Subj: Sanitation Instructions for Food Handlers

Ref: (a) NAVMED P-5010, Manual of Naval Preventive Medicine

1. Purpose. To promulgate sanitation regulations for food handlers.
2. Objective. To prevent contamination of the food and spread of disease by infected personnel.
3. Definition. The term "food handlers" shall apply to all personnel working in any of the messing facilities, or assigned to the Post Exchange, whose duties include preparation or serving of food or drinks.
4. Action. The below listed preventive measures shall be followed:

a. Physical Examination

(1) All food handlers shall be free from communicable diseases, pustular lesions of exposed surfaces, intestinal infestations, or respiratory infections before they are assigned to such duty. Certification by a medical officer shall be required for assignment as a food handler.

(2) The health of the food handlers shall be closely supervised by the Medical Department and all food handlers with communicable diseases or pustular lesions of exposed parts shall be excluded from further duty in the mess until released by a medical officer for resumption of mess duties.

(3) Food handlers shall visit sick bay immediately, without regard to sick call hours, upon noticing any open sores or lesions on the face, neck, arms, and hands or any symptoms of intestinal or respiratory diseases.

b. Personal Hygiene

- (1) All food handlers shall be bodily clean and wear clean

ENCLOSURE (3)

Wing Order 6240.3
10 May 1966

garments when working in the mess.

(2) The nails shall be trimmed short and special attention shall be directed to the cleanliness of the hands. Hands will be washed with soap and water after each visit to the head.

(3) The hair shall be neatly trimmed at all times.

c. Indigenous personnel

(1) The use of indigenous personnel shall be in accordance with Wing Order 6240.2.

5. Inspections

a. The Mess Officer shall provide for the inspection of each watch or section by a responsible NCO.

b. The Medical Officer or his representative shall conduct inspections of all messes and food handlers in accordance with Wing Order 6240.1.



H. W. TAYLOR
Chief of Staff

DISTRIBUTION: "A" (Less 9, 10, 11, 12, and 14)

HEADQUARTERS
1st Marine Aircraft Wing
Fleet Marine Force, Pacific
FPO San Francisco 96602

WgO 6260.1B
16:REM:vph
19 May 1966

WING ORDER 6260.1B

From: Commanding General
To: Distribution List

Subj: Salt tablets and heat casualties; information concerning

Ref: (a) BuMedInst 6200.7
(b) BuMedInst 6260.2
(c) MCO 6200.1A
(d) MCO 6200.2

Encl: ✓(1) Guide for water/salt requirements and prevention of heat casualties.
✓(2) "How to Avoid Becoming a Heat Casualty"

1. Purpose. This Order contains up-to-date information and guidance for proper use of table salt, salt tablets, the prevention of heat casualties, and requirements for personnel in hot environments and hot climates, as provided in references (a), (b), and (c).

2. Cancellation. WgO 6260.1A

3. Background. The summer months of each year produce a certain number of heat casualties resulting in loss of time from duty and in some cases death. Many of these casualties result in prolonged or permanent impairment of the ability of affected personnel to withstand heat. Most of these casualties are preventable and occur because of disregard for fundamental heat casualty prevention principles.

4. Action

a. Enclosure (1) will serve as a guide for:

(1) The indoctrination of all officers and enlisted men in the prevention of heat casualties.


(2) Specific measures of prevention to be employed as applicable and feasible.

b. Report of heat casualties shall be submitted in accordance with reference (d).

ENCLOSURE (4)

WFO 6260.1B
19 May 1966

c. Commanding Officers will insure that enclosure (2) is given wide dissemination within their commands.


H. W. TAYLOR
Chief of Staff

DISTRIBUTION: "A" (less 1 & 2); "B"

WgO 6260.1B

19 May 1966

GUIDE FOR WATER/SALT REQUIREMENTS AND PREVENTION OF HEAT CASUALTIES

1. General Information. Body comfort in hot climates depends upon balancing heat gains with heat losses. Heat gains arise from ordinary metabolism, the hot environment, and exertion. Heat is lost in normal body excretions, by conduction and convection, and by the production of sweat and its evaporation from the skin. Factors which influence comfort are the type of climate, acclimatization, clothing, and the alterations man makes to the physical state of his environment (fans, etc.).

a. The I Corps area has a hot and humid climate, such that evaporation is limited.

b. Evaporation of sweat from the skin is the most effective way of easing heat and it is the physical factors altering the rate of evaporation which have the greatest effect on body comfort. In areas where the humidity is high, as in this area, less water is accepted from the skin by the air and the air in close contact with the body becomes saturated; in such circumstances air movement is very important for comfort (prevailing winds, fans).

c. Acclimatization is partially achieved by most individuals in about ten days and fully achieved in about three weeks. A few have excellent heat regulatory mechanisms and become fully acclimatized in under a week; another few seem incapable of acclimatization.

2. Nature of Heat Injuries. The most serious types of heat injury are heat prostration (heat exhaustion) and heat stroke (sun stroke). In heat prostration the heat dissipating mechanisms of the body are overactive; in heat stroke they are completely overwhelmed. Heat prostration may progress into heat stroke.

a. Heat Prostration. Shortness of breath, feeling of illness, headache, weakness, dizziness, blurred vision, nausea, and muscle cramps may occur. After onset, the casualty will have a pale, cool, wet skin.

b. Heat Stroke. Lack of sweating, weakness, headache, dizziness, loss of appetite, nausea, shortness of breath, faintness or even collapse may occur before onset. ONSET IS SUDDEN, and will be recognized by convulsions, delirium, or loss of consciousness. The skin will be flushed, hot and dry. DEATH WILL OCCUR IF BODY TEMPERATURE IS NOT LOWERED.

3. Susceptibility of Personnel. Personnel who are not accustomed to physical activity under conditions of high temperature, especially when high temperature is accompanied by high humidity, are particularly susceptible to heat injury. This is especially true of individuals who

ENCLOSURE (1)

Wg O 6260.1B
19 May 1966

are 10 or more pounds over standard weight. A period of approximately 2 weeks, with gradually increasing exertion or physical training, is necessary for conditioning and acclimatization. During this period, the physical workload should be increased gradually, but should not be such as to lead to exhaustion. Until acclimatized, greater-than-normal quantities of water and salt are lost as perspiration, and particular attention must be paid to their replacement.

4. Preventive Measures. The following measures are of value in the prevention of heat injury. Use of any or all of them may be necessary during periods of heat stress.

a. Meals. The heavy meal of the day should be served in the evening and following a rest period, rather than at noon, unless activities involving considerable physical exertion are scheduled following the evening meal. An hour of rest following the noon meal is beneficial.

b. Water. Water and salt are required in quantities sufficient to replace amounts lost in sweat and urine. The belief that individuals can be taught to adjust to decreased water intake is incorrect. Under conditions of heavy sweating, 1 pint or more of water per individual per hour will be required. This is best taken in small quantities at rather frequent intervals, such as every 20 or 30 minutes. The optimum temperature for this drinking water is 65°- 70° F.

c. Salt. While the diet ordinarily provides 10-15 grams (2-3 level teaspoons) of salt daily, increased intake is almost certainly necessary under elevated temperatures where there is excess sweating. (This may not apply equally in some individuals, particularly in older age groups, who may tend to retain excessive salt in the body.) This is best supplied at mealtime. However, it may be furnished by provision in drinking water as a 0.1 percent solution or by supplying salt tablets. Excess salt should be avoided as it may cause increased thirst, nausea, diarrhea, and vomiting.

d. Rest Periods. When conditions are severe or activity strenuous, and particularly when personnel are not yet fully conditioned, short periods of work alternated with short periods of rest are to be followed, except under emergency conditions.

e. Predisposition. One attack of heat stroke presages the occurrence of a second. Individuals who have been affected should be re-exposed to the precipitating conditions with caution, and especially observed during exposures. Severe prickly heat results in decreased ability to perspire in the afflicted skin areas for an indefinite period of time. Such individuals are more prone to develop heat stroke.

ENCLOSURE (1)

WgO 6260,1B
19 May 1966

f. General Health. Maintenance of good physical condition and avoidance of undue fatigue are important. Mild illnesses such as respiratory infections, diarrhea, or reactions to immunizations which do not ordinarily interfere with duty may increase susceptibility to heat injuries. Also, poor physical condition, lack of muscular firmness, overweight, alcoholic indulgence, lack of sleep, and relatively poor cardiovascular response to exertion (manifested as unduly rapid pulse rate or poor pulse rate response to exercise) tend to increase susceptibility to heat injury and constitute warning signs requiring special individual attention and possibly a slowing up in the individual's activities.

5. First Aid. It is essential that leaders of small units carefully observe their personnel when under conditions of heat stress. Flushing of the skin is often the first sign noted, and while it may not signify that injury is imminent, men presenting this appearance should be carefully observed. If, in addition, dizziness, headache, stumbling or other signs of weakness, undue fatigue, stomach upset, or changes of the skin such as those mentioned in paragraphs 2a and b, appear, the person affected should be removed from further exposure and receive rest, and if necessary, first aid. Mild cases will become serious if continued activity is permitted.

a. First Aid for Heat Prostration:

- (1) Send for medical aid.
- (2) Place casualty in a cool shady place with circulating air.
- (3) Lay casualty down with head level or lower than feet.
- (4) Loosen clothing and equipment.
- (5) If casualty is conscious, give liberal quantities of salted water in small sips. (Four salt tablets or $\frac{1}{2}$ teaspoon per canteen cup full of water, is the proper ratio.)

b. First Aid for Heat Stroke:

- (1) Send for medical aid.
- (2) THE PRIMARY ITEM IS TO LOWER BODY TEMPERATURE AS QUICKLY AS POSSIBLE.
- (3) Move casualty to a cool shady place with circulating air. Do NOT attempt to make him drink.

ENCLOSURE (1)

WgO 6260.1B
19 May 1966

- (4) Loosen clothing and equipment.
- (5) Apply cool water or ice water to entire body. Be careful to avoid the nose and mouth.
- (6) Fan patient constantly to promote cooling of body by evaporation of applied water.
- (7) Individuals suffering from heat prostration ~~or~~ heat stroke should be handled as litter cases.

c. Fixed medical installations should be prepared to render prompt emergency care to heat-injury patients evacuated to them.

6. All personnel should receive periodic instruction from the medical officer concerning the prevention, recognition, and emergency treatment of heat casualties.

7. Essential Information Regarding Salt and Water

ITEM	SALT	WATER
a. Best time for administration.	At mealtime and during rest periods especially at night.	During work, whenever thirsty.
b. Probable optimal amounts for average man working hard enough to sweat profusely.	For each hour of work, 2 grams. For each hour of rest, $\frac{1}{2}$ gram.	Enough to keep the thirst quenched at all times (as much as 12 quarts a day may be required). Take in small amounts.
c. Effect of dehydration during the day's work.	No symptoms and no measurable effects unless men are already low in salt.	Excessive thirst and fatigue, increasingly unfavorable pulse rate and rise in temperature as work continues; exhaustion or hyperpyrexia.
d. Excess during the day's work.	Excessive thirst, often gastrointestinal upsets, characterized by nausea and even by vomiting and diarrhea; relatively high pulse rate and temperature.	Occasionally uneasiness of gastrointestinal tract if iced water is used. Excessive amount of urination.

ENCLOSURE (1)

WgO 6260.1B
19 May 1966

8. General Recommendations. Those working in a hot environment will need an average of 15 to 20 grams of sodium chloride (salt) per day. Since the average diet contains only from 10 to 15 grams a day, from 5 to 10 grams (1 to 2 level teaspoons or at least six of the 10-grain tablets) must be taken in addition. Preferably this salt should not be administered during the evening. Some may fail to take sufficient salt with meals, thus facilities for the ingestion of salt during or between watches may be necessary. In this connection, it should be noted that salt tablets frequently cause irritation of the stomach with distress and nausea.

a. Excessive amounts of salt should be avoided, since they lead (a) to unpleasant symptoms of thirst, and frequently gastrointestinal irritation with nausea and occasional diarrhea or vomiting, and (b) to a measurable decrease in efficiency.

b. Water should, if possible, be made available at all times during the day for those working in hot weather. They should be strongly encouraged to drink small quantities frequently. Water moderately in excess of the amount required to quench thirst is more beneficial than merely the amount necessary to quench thirst.

c. When the water supply is limited, personnel so affected should be advised that a hard day's work may result in being uncomfortable but can be tolerated, although efficiency decreases progressively throughout the day. They should be encouraged to consume their limited ration in small sips throughout the day.

9. Procedure to Make 0.1% Solution of Salt. In order to make a 0.1% solution of salt water for drinking, add one (1) teaspoonful of table salt to one (1) gallon of water, or add three (3) salt tablets to two (2) quarts of water. (Note: Pulverize salt tablet to powder and stir vigorously to aid dissolving.)

ENCLOSURE (1)

WgO 6260.1B
19 May 1966

HOW TO AVOID BECOMING A HEAT CASUALTY

1. General

a. The human body contains a great deal of water and considerable salt. Sweating causes the body to lose these items and they must be replaced. The body cannot be "weaned" away from water or trained to do without salt.

b. Food, to the body, is like fuel to a fire. Consequently, there is less need for food in hot weather than in cooler times.

2. Prevention. Here are a few simple rules to avoid heat exhaustion and heat stroke during hot weather.

a. Your leaders will encourage you to drink water frequently and to drink as much as you need. When working on your own, drink water when you need it and drink all you need. You may need from two quarts to three gallons a day. Remember that a "desire" for water may not necessarily be a "need", and that an immoderate intake of water may over load the stomach and cause stomach cramps.

b. Stay away from "cold drinks" while still sweating.

c. Take the equivalent of up to six salt tablets (1 teaspoon) above what you normally use with food, this will replace the body salt lost by sweating.

d. Keep your headgear on in the sun and remember that a little clothing will actually keep out the sun's heat.

e. If you feel sick or dizzy when heated, take it easy for awhile. DON'T OVER-DO YOURSELF.

f. If you stop sweating- GET PROMPT MEDICAL AID.

g. Eat lightly in hot weather and especially eat fewer sweets.

ENCLOSURE (2)

161RM: vak
6220
30 May 1966

MEMORANDUM

From: Staff Medical Officer, First Marine Aircraft Wing
To: Commanding Officer, Marine Aircraft Group Eleven

Subj: Investigation of a food-borne disease outbreak by PMS, 1st MAW;
report of.

Ref: (a) BANGORINST 7220-3
(b) NAVMED P-5012 Manual of Naval Preventive Medicine

1. Background. The Preventive Medicine Section (PMS) of the 1st MAW was notified on 20 May 1966, of the occurrence of a great number of cases of diarrhea among personnel of Marine Aircraft Group Eleven. Investigations were conducted on 22, 23, and 25 May 1966, with the findings as noted below.

2. Clinical aspects: The illness was characterized by severe cramps, diarrhea and mild to normal temperatures; very few patients experienced vomiting. Patients were seen at MAG-11 sick call starting at 2200 on 17 May 1966. They were treated conservatively with the following medications:

- a. Kopectate, one teaspoonful with each loose BM.
- b. Probanthin or metopine, one tablet four times a day for cramps.
- c. A few patients were placed on tetracycline 250 mg tablets, four times a day.

3. Laboratory studies: The following laboratory studies were accomplished:

Type Specimen	Source	Results
a. Stool specimens	Patients and two mess cooks	One positive for <i>C. aureus</i> .
b. Water samples	Water point and Coliform count negative. distribution points	
c. Sterile swab samples	Pots and pans	Positive for coliform and other bacteriological growth.

4. Epidemiology and discussions: Upon notification on 20 May 1966 that a large number of individuals with diarrhea had reported to MAG-11 sick call subsequent to the evening of 17 May 1966, PMS started an investigation to determine the specific agent and most probable source of the causative organism. Since PMS was not notified until three days after the initial outbreak, only regular channels such as the base water supply and mess hall could be checked. The following is a summary of the inspection of these facilities:

ENCLOSURE (5)

a. The water plant and distribution systems: PH-6.0 and Chlorine residual of 4.0. Records and examination of the plant discovered no discrepancies. Bacteriological samples obtained from the water point and from the distribution system on May 16, were negative for coliform.

b. Inspection of the MAG-11 mess hall revealed the pot washing facilities to be adequate, but not operated correctly or in accordance with accepted sanitation standards. There was no hot water being used at any point in the washing, rinsing, or sanitizing of the pots or pans. No burners were in evidence to keep the water hot. Canned butter was left uncovered on shelves; this is a possible source of contamination by flies. The noon meal was still being served at 1:30 PM, during which time food on the line was exposed to the many flies in the area. The washing area for the trays, knives and forks also had the problem of no, repeat no, boiling or sanitizing water.

c. There was a tendency to blame the San Miguel beer for the symptoms of this outbreak. Epidemiologic testing revealed that the beer definitely was not the causative agent of the outbreak.

5. Control:

a. Upon inspection of the galley the mess supervisor was informed of the deficiencies in sanitation and asked to correct them.

b. A recommendation as to more and closer supervision of his men in their duties of pot and utensil washing was made.

6. Conclusions: One hundred and twelve cases were treated. Since the outbreak was reported so long after the initial symptoms (three days), it would be hard to definitely pinpoint any one specific causative agent. However it is felt that the deficient sanitation in the mess hall contributed to this outbreak.

R. E. MITCHEL
CAPTAIN MC USN

Copy to:
OIC PMU G-18 NSA Da Nang RVN
MO MAG-11
Mess Officer MAG-11
File

DECLASSIFIED

APPENDIX (19)

DECLASSIFIED

G-3 SECTION FOR JUNE 1966

<u>BOQ</u>	<u>NAME</u>	<u>ROOM</u>	<u>RANK</u>	<u>SERNO/MOS</u>	<u>ASSIGNMENT</u>	<u>CLNC</u>	<u>RTD</u>
*	DOYLE, E. J.		COL	07822/9907	ACofs G-3	TS	MAY67
2	GRAHAM, R. J.	1	COL	032884/9907	SPEC PROJ	TS	OCT66
20	CHILDERS, L. F.	3	LTCOL	034968/7335	NATOPS	TS	JUN66
1	MOONEY, A. R.	3	LTCOL	049894/0302	ASST G-3	TS	JUN67
2	JARRETT, C. R.	5	LTCOL	027449/7307	OPNS O	TS	JUL66
2	CORLEY, R. H.	1	LTCOL	031851/7335	AIR CONTROL O	TS	OCT66
	KELLOGG, W. D.		MAJ	052918/7335	LN O I CORPS TOC	TS	SEP66
1	SKINNER, B. B.	10	MAJ	055014/7332	EWO	TS	JUL66
1	HAGGARD, R. G.	12	MAJ	056011/7302	TRNG O	TS	FEB67
**	RICHARDS, I. S.	11	MAJ	058868/6802	WEATHER O	TS	SEP66
1	MUTH, H. F.	13	MAJ	060668/7335	HELO O	TS	SEP66
	BROWN, G. L.	17	MAJ	060531/7335	ASST OPNS O	TS	SEP66
1	CARPENTER, D. R.	17	MAJ	061746/7308	ATCO	TS	OCT66
1	POWELL, R. R.	14	MAJ	064520/7307	WPNS EMP O	TS	FEB67
**	HENRY, H. B.	6	CAPT	069439/7335	PLANS O	TS	JUN66
2	BEAVERS, F. W.	8	CAPT	071913/7335	RPTS O	S	SEP66
2	DANE, D. W.	8	CAPT	069687/7333	VMA O	TS	SEP66
2	ACKERMAN, L. M.	8	CAPT	073519/7335	TOC LN O	S	JUN66
2	ORR, A. L.	8	CAPT	079555/0302	HISTORIAN O	TS	APR67
2	FOREMAN, R. D.	8	CAPT	082014/7305	VMFA O	TS	MAR67
1	RAY, R. C. III	5	CAPT	082327/7333	ASST RPTS O	TS	NOV66
***	TICKLE, D. R.	17	CAPT	083750/7335	ASST HELO O	S	SEP66
TR	JACKSON, C. A.		CAPT	078273/7354	ASST EWO	TS	MAY67
***	OTTO, J. W.	17	1/LT	088507/7335	ASST RPTS O	ITS	SEP66
***	SORDELLO, V. A.	3	2/LT	097936/5702	OPSTAT/NBC O	TS	AUG66
***	GILMOUR, D. C.	3	2/LT		MDCS O	TS	MAR67
***	MYRON, R. L.	16	MGYSGT	576204/7041	NGOIC G-3	TS	FEB67
***	BLOOM, M. R.	7	MSGT	657080/7041	ADMIN CHIEF	TS	MAR67
***	BLAIR, C. J.	20	MSGT	1093029/7041	OPNS CHIEF	TS	JUN67
54	ARAUJO, E.		SGT	1812557/7041	ATC NCO	S	FEB67
54	EMERY, M. W.		SGT	1976325/7041	S&C NCO	TS	AUG66
105	CASKEY, J. G.		CPL	2012943/0141	HIST CLK	S	SEP66
54	GREGG, C. E.		CPL	2036686/7041	OPNS MAN	S	NOV66
105	HOWELL, J. D.		CPL	2087659/7041	OPNS MAN	TS	NOV66
54	VANCE, R. G.		LCPL	2090427/0141	ADMIN MAN	ITS	JAN67
54	KARVOSKI, R. W.		LCPL	2117349/7041	EW/OPNS CLK	TS	JUL66
54	BELCHER, S. JR		LCPL	2090302/7041	OPNS/MSG CLK	ITS	AUG66
54	HUNT, R. M.		LCPL	2097587/0141	ADMIN MAN	TS	OCT66
54	WURTZ, G. R.		LCPL	2085872/7041	OPNS MAN	S	OCT66
54	MUNKITTRICK, R. P.		LCPL	2093048/7041	OPNS MAN	S	JAN67
105	SANDERS, R. S.		PFC	2107612/1461	TRNG AIDS		NOV66
*	SENIOR BOQ						
**	BILLETED IN III MAF QUARTERS						
***	BILLETED IN TENT AREA						

Enclosure (19)

DECLASSIFIED

APPENDIX(20)

DECLASSIFIED

HEADQUARTERS
3d Marine Division (Rein) FMF
FPO San Francisco, 96602

DivBul 5060
7/WFF/rwb
26 May 1966

DIVISION BULLETIN 5060

From: Commanding General
To: Distribution List

Subj: Memorial Day Ceremony

Ref: (a) ForBul 1730 of 14 May 1966

Encl: (1) Sequence of Events
(2) Layout of FLSG-A Parade Ground

1. Purpose. To publish information and instructions concerning Memorial Day Ceremony to be held in the Danang TAOR.

2. Background. Monday, 30 May is Memorial Day and appropriate Memorial Services will be held to pay honor to the Men of III MAF who have been lost during the past year.

3. General. In accordance with reference (a), a single combined Memorial Service will be held in each TAOR at 1000. All unit colors will be massed and maximum representation, commensurate with tactical requirements, is desired from units.

4. Action. The Commanding General, 3d Marine Division has been given the responsibility for the organization and execution of the Memorial Day Ceremony in the Danang TAOR.

- a. The ceremony will be held at FLSG-A parade ground.
- b. Commander of Troops - Colonel to be designated.
- c. Band and Bugler to be provided by 1st Marine Aircraft Wing.
- d. Firing squad to be furnished by Headquarters Battalion.
- e. Sequence of Events - Enclosure (1).
- f. Unit participation as follows:
 - (1) 3d Marines - one company of 125 men.
 - (2) 9th Marines - one company of 125 men.
 - (3) 12th Marines - one company of 125 men

Appendix (2) #1

DivBul 5060
26 May 1966

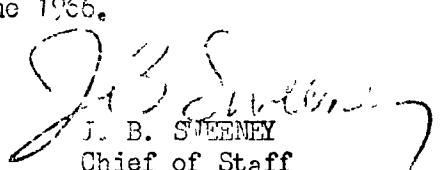
- (4) 3d Reconnaissance Battalion - one company commander and guidon bearer, one platoon of 41 men.
- (5) 3d Anti-Tank Battalion - one platoon of 41 men.
- (6) 3d Tank Battalion - one platoon of 41 men.
- (7) 3d Motor Transport Battalion - one company commander and guidon bearer, one platoon of 41 men.
- (8) 3d Engineer Battalion - one platoon of 41 men.
- (9) 3d Shore Party Battalion - one company commander and guidon bearer, one platoon of 41 men.
- (10) 3d Medical Battalion - one platoon of 41 men.
- (11) Headquarters Battalion - one platoon of 41 men.
- (12) 9th Motor Transport Battalion - one platoon of 41 men.
- (13) 7th Engineer Battalion - one platoon of 41 men.
- (14) 5th Communication Battalion - one platoon of 41 men.

g. 1st Marine Aircraft Wing requested to furnish one company of 125 men.

h. Force Logistic Command requested to furnish one company commander, guidon bearer, and one platoon of 41 men.

i. The uniform will be Marine Corps utilities with short or rolled up sleeves, normal arms and helmet with camouflage cover.

5. Self-cancellation: 15 June 1966.


J. B. SWEENEY
Chief of Staff

DISTRIBUTION: "B" & "D" (5) plus
107/115/117 (10)

DivBul 5060
26 May 1966

SEQUENCE OF EVENTS

All participating units in position by 0930

Band prelude 0945- 1000

Honors - Arrival of Lieutenant General L. W. WALT and party

National Anthem

Invocation - Chaplain

Memorial Tribute - Lieutenant General L. W. WALT

Band Music - "The Lord's Prayer"

Memorial Prayers - Catholic, Jewish and Protestant Chaplains

Chaplin's Memorial Remarks - Chaplain GARRETT

Band Music - The Navy Hymn

Benediction - Chaplain

Commanding Officer of Troops conducts remainder of ceremony

Massing of the Colors

Present Arms

Firing of three volleys

Sounding of Taps

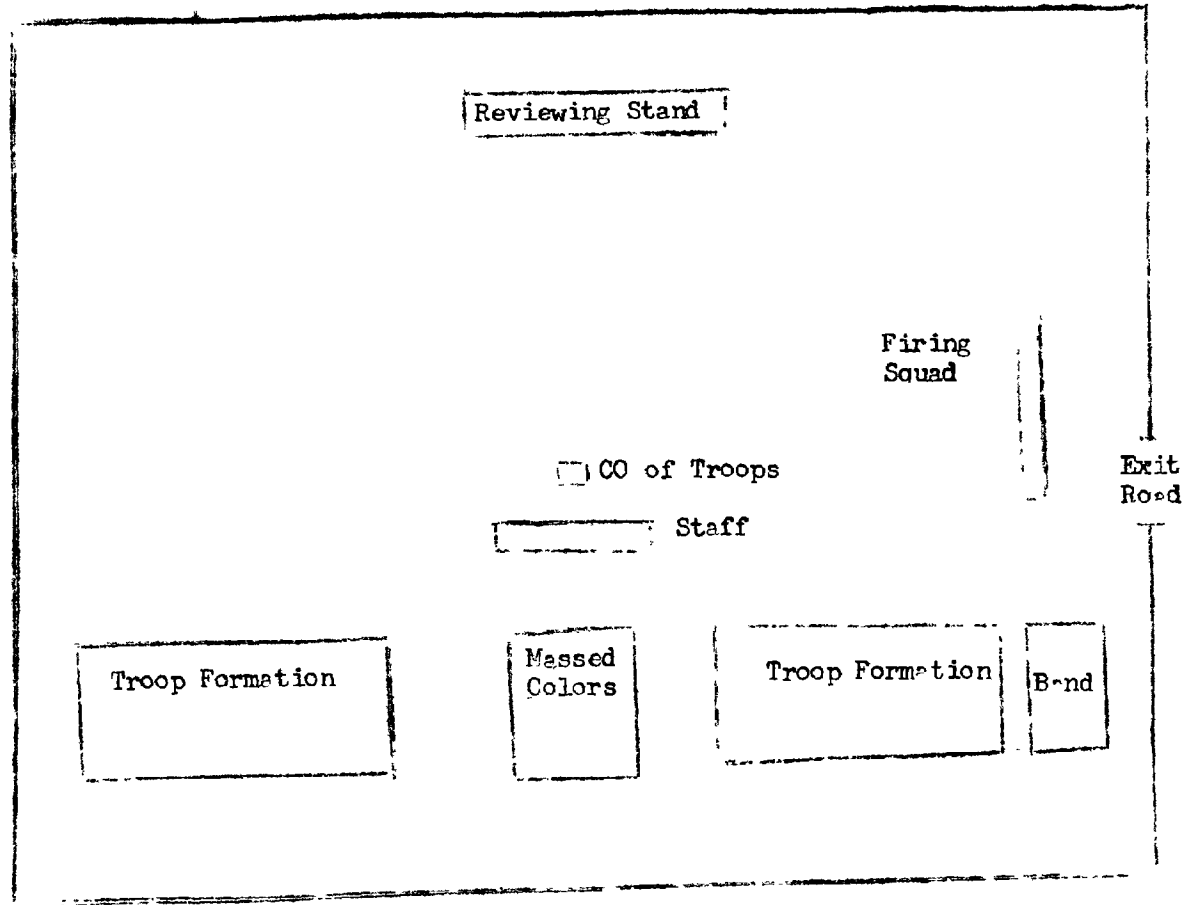
Retreat the Colors

Dismiss the formation

ENCLOSURE (1)

DivBul 5060
26 May 1966

LAYOUT OF FLSC-A PARADE GROUND



ENCLOSURE (2)

HEADQUARTERS
1st Marine Aircraft Wing
Fleet Marine Force, Pacific
FPO San Francisco 96602

WgBul 8000
8:CCL:jeb
26 May 1966

WING BULLETIN 8000

From: Commanding General
To: Distribution List

Subj: TAT-101 Armament System for UH-1E

1. Purpose. To publish information on the TAT-101 Armament System for the UH-1E.
2. Information. Four (4) TAT-101 Armament Systems are presently being installed in 1st Marine Aircraft Wing UH-1E helicopters; two (2) each in Marine Aircraft Group 36 and Marine Aircraft Group 16.
3. Background. The need for a flexible gun system in helicopters was developed through experience in the Republic of Vietnam. The inability to bring fire on a target without heading directly toward it was pointed out. The capability to continue suppressive fires after completing a rocket and strafing run, for example, requires a swivel and turreted weapons system. The TAT-101 "chinmounted" turret is one means of providing this flexible capability.
4. General
 - a. Description of TAT-101 Armament System.
 - (1) The system consists essentially of four (4) major components.
 - (a) A hydraulically driven remotely operated "chin" turret.
 - (b) A gunner's sighting station.
 - (c) A control panel.
 - (d) Two gun charge assemblies.

1st G-3	2
OPERATION	
COPIES	
STATUS	
TO	
DATE	
BY	
HISTORICAL	

Appendix (20)^{#2}
Request copy for
chronology

WgBul 8000
8:OCL:jeb


(2) The turret is suspended under the nose of the helicopter. The UH-1E must have received factory modifications to accept the turret. An elevation cradle supported by trunnions in the turret structure provides parallel mounting of the two M-60C machine guns. The turret rotates about the bearing ring gear to provide azimuth travel 110 degrees left and right of the center forward positions. Elevation of the gun cradle allows a travel of 45 degrees depressive and 15 degrees elevation.

(3) The turret, including the sighting station and control panel, weighs 183 pounds. The total weight of the armament system is 248 pounds with 1000 rounds of 7.62MM ammunition.

(4) Each M-60C weapon is fed from a contoured three (3) compartment ammunition storage box of 500 rounds capacity. TAT-101 installation will eventually be installed in all UH-1E helicopters.

5. Operational Experience. On 17 May two (2) TAT-101 equipped UH-1E's from Marine Aircraft Group 36 were credited with 20 KBA confirmed by body count. The significant number of KBA's is attributable to the increased flexibility that the TAT-101 system affords the pilots. Initial pilot response for the system has been favorable.

6. Self Cancellation. 31 October 1966


H. W. TAYLOR
Chief of Staff

DISTRIBUTION: "A" Less 10, 11, 12, 13, 14, 15 plus G-2, G-3, G-4

DECLASSIFIED

APPENDIX(21)

DECLASSIFIED



AVIATION SAFETY BULLETIN

Appendix (2.1)

First Marine Aircraft Wing Aviation Safety Officers as of 15 May 1966

LtCol P. L. ALLEN	1st Marine Aircraft Wing
Major A. C. BAUGHMAN	Marine Aircraft Group-11
Capt J. M. STOFER	Marine Fighter/Attack Squadron-542
Capt P. M. BUSCH	Marine Composite/Recon Squadron-1
Capt T. W. ELSER	Marine Fighter (AW) Squadron-235
Major R. H. CAGLE	Marine Fighter/Attack Squadron-115
Major A. R. HICKLE	Marine Aircraft Group-12
Capt D. D. PAGE	Marine Attack Squadron-211
Major R. B. SPREIER	Marine Attack Squadron-223
Capt P. B. LEE	Marine Attack Squadron-214
Capt D. Y. HEALY	Marine Attack Squadron-311
Major G. I. HOLSTEAD	Marine Aircraft Group-16
Capt G. T. LEONHARDT	Marine Medium Helicopter Squadron-163
Capt W. J. SELLERS	Marine Medium Helicopter Squadron-164
Capt G. C. ODGERS	Marine Medium Helicopter Squadron-263
Major F. A. MATHEWS	Marine Observation Squadron-2
Capt R. B. CHAPMAN	Marine Medium Helicopter Squadron-161
Major R. A. BONNEY	Marine Aircraft Group-36
Capt F. P. KOLBE	Marine Medium Helicopter Squadron-261
Major P. C. SCAGLIONE	Marine Medium Helicopter Squadron-362
Capt T. W. AMIS	Marine Medium Helicopter Squadron-363
Capt W. P. PETTIGREW	Marine Observation Squadron-6
Major H. J. HARKEY	Marine Wing Service Group-17
Major H. J. HARKEY	Marine Aircraft Maintenance Squadron-17

Notify FMAW Aviation Safety Office of any changes to above list

DON'T BE A HEAT CASUALTY

By

CAPTAIN R. E. MITCHEL MC USN
Senior Medical Officer FMAWIntroduction

Body comfort in hot climates depends upon balancing heat gains with heat losses. Heat gains arise from ordinary metabolism (the body's use of food, etc.), the hot environment, and exertion. Heat is lost in normal body excretions, by conduction and convection (the movement of air), and by the production of sweat and its evaporation from the skin. Factors which influence comfort are the type of climate, acclimatization, clothing, and the alterations man makes to the physical state of his environment (fans, etc.).

Evaporation from the skin is nature's most efficient way of controlling the body's reaction to a hot environment and it is the physical factors altering the rate of evaporation which have the greatest effect on body comfort. In areas where the humidity is high, as in the I Corps area, less water is accepted from the skin by the air and the air in close contact with the body becomes saturated. It is under such circumstances that air movement is very important for comfort and for prevention of heat injury.

Acclimatization

Men will vary in susceptibility to heat. Those who are not accustomed to physical activity under conditions of high temperature, especially when the heat is accompanied by high humidity, are particularly susceptible to heat injury. This is especially true of individuals who are ten or more pounds over standard weight.

A period of approximately two weeks, with gradually increasing exertion, is necessary for conditioning and acclimatization. During this period the physical workload should be increased gradually, but should not be such as to lead to exhaustion. Until acclimatization, greater than normal quantities of water and salt are lost as perspiration thus particular attention must be paid to their replacement.

Prevention of Heat Injury

Prevention is most important, as one attack increases the susceptibility to another. Maintenance of good physical condition and avoidance of fatigue are necessary. Poor physical condition, overweight, alcoholic indulgence, lack of sleep, and mild illnesses tend to increase the susceptibility to heat injury.

The following specific preventive measures should be practiced:

1. Eat the heavy meal of the day in the evening.

2. Water should be sufficient to replace that lost in the sweat and urine. Under conditions of heavy sweating, one pint or more per hour will be required. This should be taken in frequent small quantities, and is best taken at temperatures of 65° to 75°.

3. Salt is also lost in the sweat and the urine and must be replaced. This is best taken at mealtime but may have to be supplemented. The diet does not provide an adequate amount for one who is sweating excessively, thus salt should be added to the food plus taking salt tablets between meals. The additional salt should be an amount equal to one or two level teaspoons or at least six of the tablets.

4. When conditions are severe or activities strenuous, and particularly when personnel are not yet fully conditioned, short periods of work alternated with short periods of rest should be the rule.

Recognition of Heat Injury

If heat injury does occur, the two most serious types are heat prostration (heat exhaustion) and heat stroke (sun stroke). In heat prostration the heat dissipating mechanisms of the body are overactive; in heat stroke they are completely overwhelmed. Heat prostration may progress into heat stroke.

Heat prostration may cause shortness of breath, a feeling of illness, weakness, dizziness, blurred vision, nausea, and muscle cramps. After the onset of the condition the patient will have a pale, cool, wet skin.

Heat stroke may produce essentially the same complaints as those above just before the onset of the stroke: shortness of breath, weakness, dizziness, and nausea. Additionally, there may be loss of appetite, headache, and faintness or even collapse. Sweating is absent. The onset of the stroke itself is sudden and is recognized by convulsions, delirium, or loss of consciousness. The skin will be hot, flushed, and dry. Death will occur if the body temperature is not lowered.

First Aid (Heat Prostration)

1. Send for medical aid.
2. Place the casualty in a cool shady place where the air is circulating.
3. Have the casualty lying with his head level or lower than his feet.
4. Loosen clothing and equipment.
5. If the casualty is conscious, give him liberal quantities of salted water in small sips (four salt tablets or $\frac{1}{2}$ teaspoon per canteen cup of water).

First Aid (Heat Stroke)

1. Send for medical aid.
2. Handle as a litter case.
3. The primary thing is to lower the body temperature as quickly as possible.
4. Move the casualty to a cool shady place where the air is circulating.
5. Do not attempt to make him drink.
6. Loosen clothing and equipment.
7. Apply cool water (or ice water, if it is available) to the entire body. Be careful to avoid the nose and mouth.
8. Fan the casualty constantly, to promote cooling of the body by evaporation of the applied water.

IN SUMMARY: MODERATION, WATER, AND SALT MAY PREVENT YOU FROM BECOMING A HEAT CASUALTY.

WING ORDER 6260.1"5. Action

a. Noise hazardous areas will be designated by the group commander and posted as such.

b. Individuals working routinely in the designated areas will use ear protectors when noise levels are obviously high, as when jet or turbine engines are operating.

(1) Ear protectors may be either the muff or plug type. If the latter are used, they will be fitted by medical department personnel."

FLASH REPORTS ARE REQUIRED ON ALL REPEAT ALL AIRCRAFT MISHAPS.

WING ORDER 3750.1 OF APPLIES

NO SWEAT

By

Captain G. T. LEONHARDT
ASO - HMM-163

As we begin to operate in the hot summer months ahead, we need to spend a brief moment taking stock of the environment we are likely to encounter. What lessons can we draw from our past experiences and what precautions would be wise to consider?

In the months ahead temperatures will approach the 100 degree mark by the late morning hours every day. We may very well find after a prolonged period that we are fighting the heat as much as the Viet Cong. It seems as though a patient, calculated approach is in order.

The reason I say patient is quite simple. All too often we find the irritating trickle of sweat can coerce us into cutting corners and taking unnecessary risks. This can take many forms. Perhaps the boredom of daily routine operations leads us into short sketchy briefings and hasty pre-flights. We might disregard the checklist or go booming out onto the duty runway without first having gained proper clearance. We pick-up the habit of flying with our sleeves rolled up or argue that its just too hot to wear a protective flak vest or Mae West. All of these errors occur and become habitual with us in our rush to get upstairs where its cool.

Add a little sweat and nerves get on edge. Tempers become short and hair trigger. The multitude of routine "foobahs" which exist in any operation become a real pain and we act irresponsible and pop off easily.

On the other hand, the hot weather may lead us into the doldrums where we plod along without really contributing materially to the successful conduct of the operations at hand. Our radio discipline becomes shabby and unprofessional.

While these things may occur to us, some drastic changes are simultaneously taking place with respect to the performance characteristics of our "flying machines". Just as we humans find ourselves getting "hot n bothered" so the great "winged bird" feels the heat too. In no uncertain terms the aircraft just doesn't handle the same.

In helicopter operations we find payloads reduced tremendously by combinations of high temperatures, little or no wind, increased humidity and reduced engine/rotor efficiency. It becomes necessary to "feel" the load out more. In most instances we are not likely to have a great deal of extra power upon which to rely. With air temperatures exceeding normal limitations it is necessary to reduce the maximum allowable manifold pressure to avoid damaging overboosts.

Meanwhile, in fixed wing the amount of runway required for landings and take-offs lengthens alarmingly. If we are unaware of these increased

requirements it is conceivable that airplane may remain earthbound and go scampering off the end of the runway in a great cloud of smoke. Similarly hot brakes become more of a problem to those poor unfortunates whose stead was manufactured without the colorful orange and white drag chute. The pilots familiarity with the airfield arresting apparatus takes on increased importance also.

In every respect it is essential to maintain the proper perspective toward operational safety. There is still no substitute for careful, unhurried planning and execution of any mission.

Be cool, men! Put the slow, steady, unrelenting squeeze play on Victor Charlie. Let's face it, at least we don't have to sweat being hit with napalm while we are out sunbathing!!

AERO SPACE MAINTENANCE

TAKE CARE! Gasoline is manufactured for one purpose - to EXPLODE. Ordinarily, the explosion is confined within the cylinders of a gasoline engine. If the fuel is not handled properly, however, an explosion may result in serious injuries and fatal burns. Be careful when handling this volatile fuel.

Always store gasoline in an approved type of container. The container should have a top that closes automatically, to prevent vapors from escaping and igniting.

Be extremely careful when transferring gasoline. Static electricity can build up while pouring gas from one can to another, or while fueling an aircraft or vehicle. If a can is used to fill a gasoline tank, be sure that the can is in contact with the tank.

Transfer gasoline only in areas free of open fires, matches, or other ignition source. Clean up any spilled fuel to prevent vapors from forming and possibly igniting.

Never attempt to solder or weld on "empty" gasoline tank or drum until it has been purged of all fuel and vapors.

Avoid inhaling gasoline fumes. Stand on the windward side when pouring.

Do not use gasoline to wash your hands. The fuel may remove grease, but it may also cause rashes and skin irritations that can become infected.

Never use gasoline as a cleaning agent. Using gas to wash clothing is particularly hazardous. Sloshing the clothing up and down in a pan of gasoline is an invitation to the hospital.

WEATHER OUTLOOK FOR THE MONTH OF JUNE

By

Major I. S. RICHARDS
FMAW Meteorologist

Low Level Operations: The mean number of favorable days for low level operations is greater than 25 along the coastal section of the I Corps. From 15 miles inland to the Laotian border the average is 17 days. Along the coastal section of the panhandle of North Vietnam and northward to the Red River thence northwest to 100 miles inland, low level operations are favorable on 25 to 27 days. This is all lowland area. In the hill or mountainous regions of North Vietnam the average is 15 to 17 days.

High Level Operations: There are less than 20 favorable days for high level operations throughout both countries.

Upper Wind: Over the I Corps and the panhandle to North Vietnam southwesterly wind prevails to 20,000 feet. Through the first 10,000 feet the force averages 10 knots except at 2,000 to 3,000 feet the average is 15 knots. At 20,000 feet the force has lowered to 5 knots. Northward of 20° N over North Vietnam the low level wind is southerly at 10 knots becoming southwesterly at 5,000 feet with a force of 15 to 20 knots. From 10,000 feet through 20,000 feet southwesterly wind continues to prevail, however, the force is 10 knots. Over the I Corps and North Vietnam at 25,000 feet light southeasterly wind predominates and as altitude is gained to 30,000 feet the wind gradually veers to easterly and remains light. At 40,000 feet the direction is northeasterly at 25 knots.

Rain: In the coastal area of the I Corps the average rainfall is 2 to 4 inches. From 10 miles inland to 20 miles inland the average is 4 to 8 inches. From 20 miles inland westward the average is 8 to 12 inches, except 12 to 16 inches along the Laotian border. In North Vietnam from the DMZ northward to 18° N, 2 to 4 inches of rain occurs along the coast, while 4 to 8 inches is recorded inland. From 18° N to 20° N the average is near 6 inches while north of 20° N, 10 inches normally accumulates, except in the northwest portion where 12 to 16 inches is the average. Most stations along the coast of the I Corps to 25 miles inland average 8 days of rain. The rest of the I Corps averages 10 to 15 days except the southwest section averages 17 days and as much as 25 days along the Laotian border. The panhandle of North Vietnam and the coastal region north to Thanh Hoa region average 5 to 10 days with rain. West of Thanh Hoa the area experiences 12 rainy days while north of that city most of the country experiences 15 to 20 days during which rain is recorded. Thunderstorms occur 3 days or less in the I Corps coastal region, however, inland such storms occur on an average of 10 to 15 days. In the southern portion of the North Vietnam panhandle, an average of 6 days are classified as thunderstorm days. From 18° N to 21° N there are 10 thunderstorm days while north of 21° N the average drops to 5 to 6 days.

Temperature: In the low country throughout the I Corps, the average maximum temperature is 93 to 95 degrees and the average minimum temperature is 77 degrees. Naturally in the higher terrain of the I Corps average temperatures will be less, also, maximum temperatures along the shore line and for a few miles inland will be 5 to 10 degrees less due to the sea breeze effect.

Relative Humidity: The relative humidity is slightly less than May averaging 77%.

Sea: Sea surface temperatures average 85 degrees east of the southern portion of I Corps becoming 84 degrees near 16° N. Through the Tonkin Gulf the average temperature is 82 to 84 degrees except north of 20° N the average is 80 to 82 degrees.

Currents: A light southerly current exists from 14.5° N to 16° N. Throughout most of the Gulf of Tonkin there is no dominate current indicated except at 19° N a southwesterly current exists. The force of all currents is less than one knot.

Moon Phases - June: 3, Full; 11, Last Qtr; 19, New; 25, First Qtr.

PARAGRAPH FROM CHIEF, BOWERS ENDORSEMENT ON HMM JH-34 ENGINE FAILURE AAR

In view of the problems currently being encountered with the R-1820 engine it is strongly recommended that all operators carefully review and monitor engine operating and maintenance procedures to ensure strict adherence to prescribed maintenance and operating procedures in order to preclude engine failures.

All helicopter pilots of this command are expected to exercise good judgement operating in the close quarters and many confined landing sites encountered in the execution of assigned missions. Good judgement and prudence requires that a pilot avoid flying low over the many headquarters, camps, hospitals, schools, ammunition storage areas, radar installations and heavily populated zones found in local operating areas. A minimum altitude of 500 feet in such areas will be maintained when it is feasible to do so.

FLASH REPORTS ARE REQUIRED ON ALL REPEAT ALL AIRCRAFT MISHAPS.

WING ORDER 3750.10F APPLIES



ORDNANCE RE-ARMING SAFETY

SATS weapons loaders and transporter loaders are being received within the Wing. As soon as adequate spare parts are available for support, allocation to tactical units will commence.

In order to ensure safety to both personnel and aircraft, operators will require instructions and licensing.

The weapons loader if not properly utilized can cause serious structure damage to the aircraft. Ordnance officers are encouraged to exercise SNCO supervisors during all rearming operations.

ORD SAFETY GRAM: If you receive a reading on your meter prior to rocket/missile plug in 'Don't Let Her Go'. Stray voltage will kill you and the pilot.

MK-4 GUN POD - CAUTIONS AND WARNINGS

Do not charge after clearing because a link jam will occur. During clearing, the links in the loader do not advance. If the loader is re-engaged after clearing, there will be no rounds in the revolver to eject into and decouple these extra links.

Make sure all four forward latch pins are engaged on each feed chute.

The empty lead link must be positioned directly aft of the hand-loaded round.

Before disconnecting pneumatic lines or removing pneumatic components; pneumatic tubes and reservoir must be bled.

Weight of the gun mechanisms (minus loader) is approximately 190 pounds. During removal from the pod body, the gun mechanism must be supported.

FLASH REPORTS ARE REQUIRED ON ALL REPEAT ALL AIRCRAFT MISHAPS.

WING ORDER 3750.10F APPLIES

WHAT IS PILOT ERROR?

By

Captain Frank P. KOLBE Jr.
ASO - HMM-261

The UH-34 in Vietnam is slowly becoming an extinct breed due to "combat" losses. But examine these so called "combat" losses. Many can be attributed to pilot error rather than enemy contact. So that pilot error is not a muted term, let's define it for our case. Combat fatigue, complacency, hypocracy and non-standard procedures are all reputed to contribute to pilot error in Vietnam.

Combat fatigue is not necessarily caused by two hundred (200) combat missions or six (6) to ten (10) months in a combat area. The immediate source of fatigue is the individual and what he makes of his environment. That may sound like a paradox to some of the combat weary but a God given privilege of every man is that of free thought. He alone controls his mind. It is true that his thoughts are influenced by his environment. If he is physically tired he may lose control sooner than his contemporary depending on his comparative physical stamina. Many of us become more cautious under stress. Some drop their guard. All pilots need releases from the stress environment of combat flying, but cases can be cited where men have not succumbed to combat fatigue under worse conditions than we are forced to contend with. The German saying, "That you make your own bed for you have to sleep in it", applies here. Perhaps we are too ready to blame our foibles on combat fatigue when the blame might be better placed elsewhere.

Complacency is probably the most hackneyed term used in relation to flying in Vietnam. The frequent useage is, perhaps, justified for there is a tendency to overestimate one's abilities when you have the experience of combat flying that others do not have. However, there is not one pilot who cannot afford to take a step backward and critically assess his abilities and experiences. A young boy once asked General Billy Mitchell, "When can a pilot tell he is the best?" The General replied, "A pilot is like an apple. As long as it is green it will continue to get ripe, but after it is ripe it can only turn rotten." We can take advantage of other's misfortunes by applying them to ourselves. That is, learn and benefit by other's mistakes. Some people have said that every different kind of aircraft mishap has happened at least once and you can only repeat what someone else has already done.

Hypocrisy touches a few tender spots and is not a label often seen in print, but it often crops up in bull sessions. There is talk of not launching unless you can hover, i.e. do not overload. Operational necessity is the tired excuse given for over loading. However, if you pancake the aircraft into the drop zone you defeat your original purpose anyway. Hypocrisy rears its ugly head from upper levels when policies set can in no way be complied with. Sometimes homework is not done when policies are drawn and worse yet, proponents of the policy set an inverse example.

Instead of revision it is accepted and disregarded in the same breath. This may effect morale, but can never serve as an "out" for those who strive to comply. Otherwise, we prostitute our individualism and personal judgement as a pilot.

NATOPS procedures can be complied with in almost every situation in Vietnam and if changes are needed they can be made with a minimum of red tape. Lip service must not be the standard vehicle for NATOPS. Standardization is invaluable and there is no need to write two books, one for combat and one for training. Standardization provides the pilot with the best tools to fly his machine providing he contributes to the compilation of those tools. Even experts can err so it is up to us to help write the book. The use of nonstandard procedures or the pilot incorrectly applying his tools is at the far end of the spectrum. The use of r.p.m. (critical in the H-34) is given less than meticulous attention. A 3000 hour tail rotor system may last 300 hours when NATOPS taxi r.p.m. is not used. An 800 hour engine may last 200 hours with sufficient abuse. It's true these are not total answers and operational environment in RVN is not conducive to long life. It is also true that when we are up against the wall we want everything going for us. Our training teaches us the right and wrong way to fly the aircraft. Often the more experienced pilot deviates from his original training and the sound procedures he has been taught, for one of two reasons. His refresher training has been apathetic or infrequent and cursory. Or very often an emergency situation, which comes frequently to the helo in combat, may dictate a deviation from standard procedures. When these deviations become standard practice due to frequent useage, a hazard to aircraft, passengers and self is always present rather than only during the emergency.

Combat helo flying can be both exciting and terrifying. As in manipulating an automobile on the Los Angeles Freeway, many of the hazards are self induced and can be avoided by persistent application of the mind and body to the job at hand.

KNOW YOUR SWITCHES

Since 19 September 1965 units of this command have accidentally, inadvertently, unintentionally or mistakenly dropped centerline tanks, MERs and TERs worth \$36,100.00!

This figure was reached by the simple method of multiplying all the reported drops by the cost of each item (centerline tank \$950.00, TER \$4200.00, and MER \$7000.00).

ENEMY GROUND FIRE AND HELICOPTERS

(FMAW G-2)

The world of statistics has many critics who will usually challenge that the ratios, percentages, trends and such can be manipulated to prove almost anything desired. However, the vast accumulation of operational and intelligence data for almost a year of USMC helicopter experiences in I Corps will convince even the most skeptical that the pilots and crewmembers of our helicopter squadrons are indeed earning their hostile fire pay this season.

For an eye-opener, try the matching type quiz below:

- | | |
|---------|---|
| A. 50% | 1. Number of helo fire incidents. |
| B. 1600 | 2. Number of helicopters hit. |
| C. 50 | 3. Aircraft hit below 500 feet. |
| D. 650 | 4. Hit rate per 100 sorties. |
| E. .300 | 5. Number of helo's downed by enemy fire. |

Answering in the narrative, of the approximately 1600 reported enemy ground fire incidents, almost 650 helicopters have sustained hits. Granted, we have doubled the monthly sortie rate within the last 10 months, providing "Charlie" with an increasing bounty of potential targets, and can thus expect more incidents and hits. The effectiveness of VC ground fire is at a current level of .300 aircraft hits per 100 sorties. The number 50 in C. above lines up on the records with #5. Impressed now?

One more answer to go... and the moment of truth: 50%, yes, exactly half of all helicopters hit have been at altitudes below 500 feet (AGL). Of course some of these are in the landing phase, but many are being hit while enroute. To rephrase an old question, "Is this trip necessary, AT THIS ALTITUDE?"

Also as a matter of statistical record, you can pick up an additional 20% of free anti-AA insurance with the simple premium of climbing to one thousand feet AGL.

The message, then, is to deny VC gunners "Double the Pleasure" (and Hits) by staying above 500 feet and preferably 1000 feet....when possible.

FROM THE FMAW AMO

Chief of Naval Operations cited the sharp increase in aircraft accidents in which material failure and/or maintenance errors were primary or contributing factors. Material/maintenance was the primary factor in 32% of CY-65 aircraft accidents compared to 47% through March of CY-66.

Considering both primary and contributing factors, material and maintenance accounted for 58% of accidents in March 1966 and appeared to have equaled that figure for April 1966.

It is imperative that this increased trend in maintenance and material caused accidents be counteracted by an aggressive Quality Control program.

A case in point involves an A-4C that received "Charlie" damage as a result of the left brake bottoming out after a normal landing. Investigation of aircraft records revealed that the A-4C had two previous left brake malfunctions within a five day period prior to the day of the accident.

The recent round of A&M Inspections conducted by the Wing Aircraft Maintenance Office, indicate that the squadron quality control divisions are properly established and are functioning. Teamwork must be achieved before benefits can be obtained from any quality control program. To be effective, quality control functions must blend with the interest of the total organization and must have command support and attention.

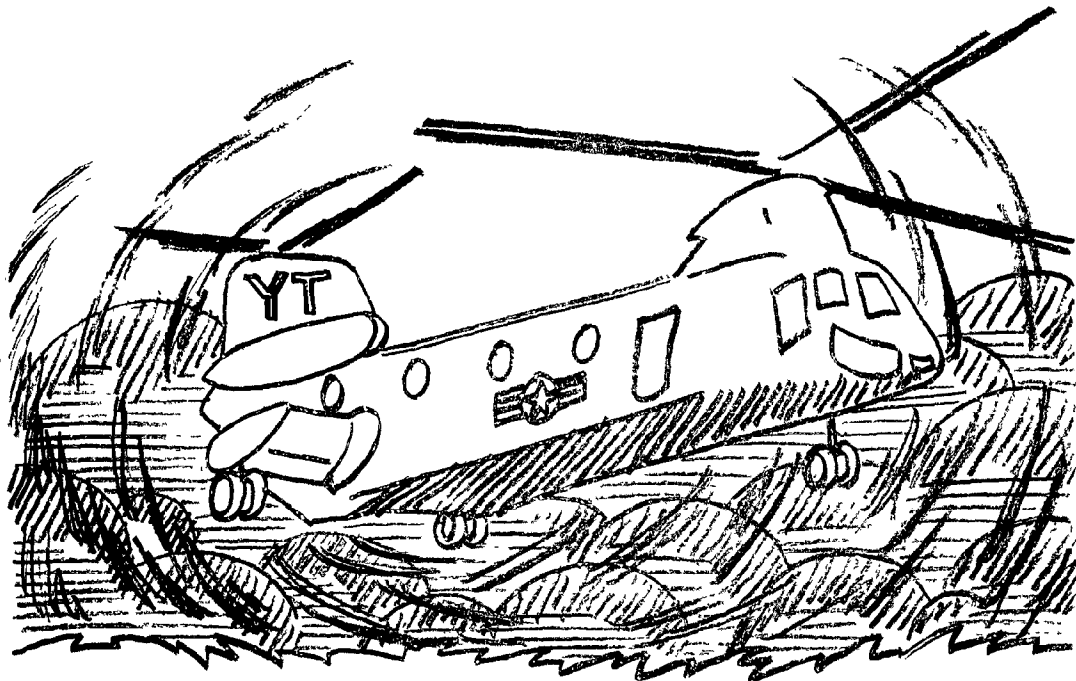
It is recommended that squadrons and group ASO's and AMO's review the quality surveillance procedures to ensure that the emphasis is upon prevention of the occurrence of defects or errors as well as upon the maintenance requirements and the acceptance phases of quality control.

GROUND ACCIDENT REPORT

1. Ordnance crew was unloading MK-83 1000 pound bomb. After release from lugs on #4 Station, bomb tilted on MK-7 bomb trailer and bomb fin punched a one inch hole in underside of wing one foot aft of #4 rack. Suspect crew haste and lack of proper support of MK-83.

2. Endorsement by CO:

Ordnance crewmen have been re-instructed to observe all applicable safety precautions in the handling of ordnance. Had the straps been securely fastened around the bomb it might have precluded this mishap. The ordnance crewmen have been instructed to insure that the bomb trailer is centered beneath the CG. of any ordnance that is being removed and to have the holding straps tightened firmly to prevent slippage.



RESULTS OF THE ANNUAL PHU BAI

DUST BLOWIN CONTEST

GRAND CHAMPION

HMM-164

(JET)

RUNNER UP

3D

4TH

5TH

6TH

ALSO RAN

HMS-16 (SU-1) (RECIP)

VMO-2 (JET)

HMM-263 (RECIP)

HMM-161 (RECIP)

HMM-163 (RECIP)

FOURER NATURE

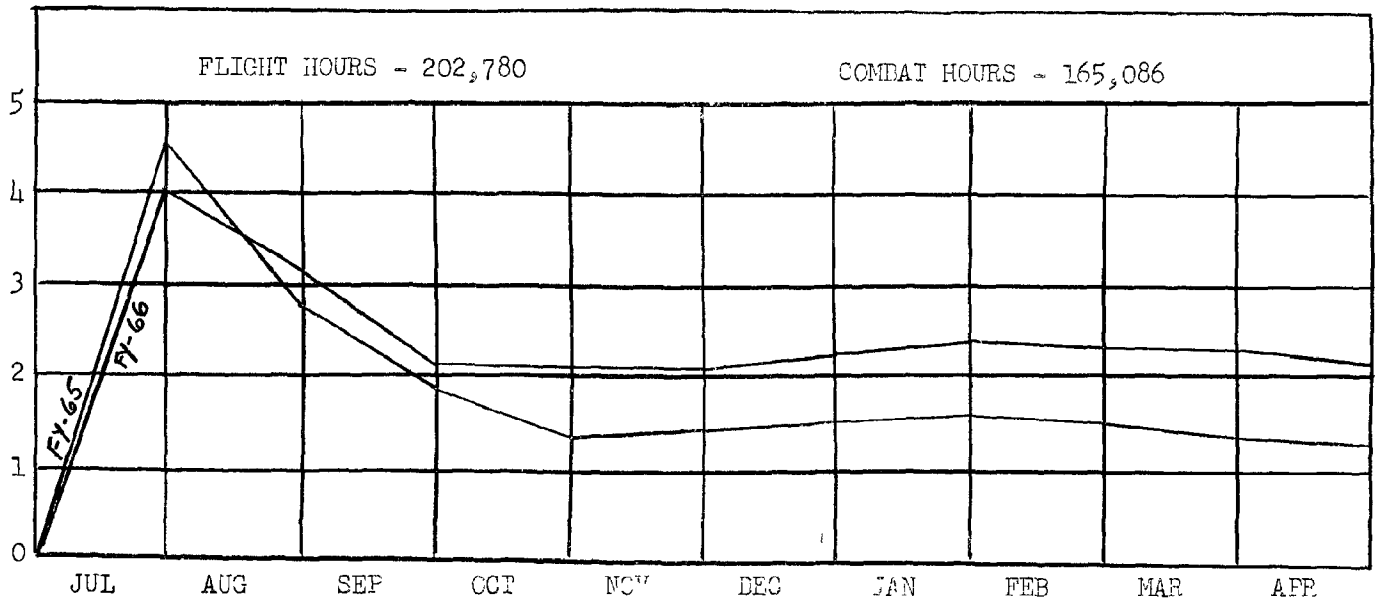
CONGRATULATIONS TO THE BRAND NEW CHOPPER SQUADRON
HMM-164 (JET) ON THEIR FIRST ENTRY IN THE ANNUAL
PHU BAI DUST BLOWIN CONTEST AND WALKING AWAY
WITH ALL THE HONORS.

NICE TRY TO SUB-UNIT 1 (RECIP). WE KNOW YOU'RE HAND-
ICAPPED WITH ONLY ONE MAIN ROTOR, BUT YOU STILL HAVE
TWO MOTORS TO TAKE UP THE SLACK.

VMO SHOULD NOT EVEN BE IN THE CONTEST AS LATEST RULES
CHANGES SPECIFY ONLY CHOPPERS WITH WHEELS ARE ELIGIBLE FOR
QUALIFICATION, BUT CONGRATS ON BEING THERE ANYHOW.

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	2.31	2.19	2.38	2.38	2.16
CUMULATIVE FY-65 RATE	4.68	2.83	1.97	1.97	1.67	1.71	1.78	1.71	1.50	1.30
NUMBER OF ACDTS FY-66	7	4	1	4	3	7	7	0	6	1
NUMBER OF ACDTS FY-65	4	1	0	0	2	2	2	1	0	0
HOURS FLOWN FY-66	17,448	17,304	18,909	19,005	18,533	19,578	21,247	23,114	25,362	22,280
HOURS FLOWN FY-65	8,555	9,146	7,746	8,656	8,929	9,627	9,073	8,464	9,667	12,193
	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR

DECLASSIFIED

APPENDIX(22)

DECLASSIFIED