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2 DEC 1966


~~SECRET~~ (unclassified upon removal of basic correspondence)

SECOND ENDORSEMENT on CG, 1st MAW ltr 3:JEM:trs over 5750
Ser: 003A27266 of 29 Sept 66

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

Subj: 1st Marine Aircraft Wing Command Chronology, August 1966,
submission of (U)

1. Forwarded.


M. C. DALBY
By direction

301371

66-9801
SECRET NOFORN

3/htp

3480/4

Ser:

00141666

7 OCT 1966

FIRST ENDORSEMENT on CG, 1st MAW ltr 3:JEM:trs over 5750 Ser: 003A27266
of 29 Sept 66

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

Subj: 1st Marine Aircraft Wing Command Chronology, August 1966,
submission of (U)

1. Forwarded.

J. R. Chaisson
J. R. CHAISSON
By direction

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Copy 1 of 6 Copies

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

3:JEM:trs
5750
Ser: 003A27266
29 September 1966

~~SECRET NOFORN~~

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


E. J. DOYLE
Chief of Staff

1st MAW S&C No.	Copy No.
4611-66	1

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FIRST MARINE AIRCRAFT WING

COMMAND CHRONOLOGY

PERIOD COVERED:

1 AUGUST 1966 - 31 AUGUST 1966

LOCATION:

REPUBLIC OF VIETNAM

~~SECRET~~ NOFORN

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PART ONE
ORGANIZATIONAL DATA

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HEADQUARTERS, 1ST MARINE AIRCRAFT WING - COMMANDER & STAFF

1 AUGUST 1966 - 31 AUGUST 1966

1ST MARINE AIRCRAFT WING - DANANG RVN

COMMANDING GENERAL

MAJOR GENERAL LOUIS B. ROBERTSHAW

1 - 31 AUGUST 1966

ASSISTANT WING COMMANDER

BRIGADIER GENERAL HUGH M. ELWOOD

1 - 31 AUGUST 1966

CHIEF OF STAFF

COLONEL HARRY W. TAYLOR

1 - 31 AUGUST 1966

ASSISTANT CHIEF OF STAFF, G-1

LIEUTENANT COLONEL ROBERT O. CARLOCK

1 - 11 AUGUST 1966

COLONEL DAN H. JOHNSON

12 - 31 AUGUST 1966

ASSISTANT G-1

LIEUTENANT COLONEL CLIFFORD D. CORN

1 - 31 AUGUST 1966

ASSISTANT CHIEF OF STAFF, G-2

LIEUTENANT COLONEL BILLY R. BARBER

1 - 2 AUGUST 1966

COLONEL GEORGE H. DODENHOFF

2 - 31 AUGUST 1966

ASSISTANT G-2

LIEUTENANT COLONEL JOSEPH B. HARRISON

1 - 2 AUGUST 1966

LIEUTENANT COLONEL EDWARD K. KIRBY

3 - 31 AUGUST 1966

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ASSISTANT CHIEF OF STAFF, G-3

COLONEL EDWARD J. DOYLE
1 - 31 AUGUST 1966

ASSISTANT G-3

LIEUTENANT COLONEL ARTHUR R. MOONEY
1 - 31 AUGUST 1966

OPERATIONS OFFICER, G-3

LIEUTENANT COLONEL GEORGE A. GIBSON
1 - 31 AUGUST 1966

ASSISTANT CHIEF OF STAFF, G-4

COLONEL FRED J. FRAZER
1 - 21 AUGUST 1966

COLONEL HERBERT H. LONG
22 - 31 AUGUST 1966

ASSISTANT G-4

LIEUTENANT COLONEL ROLLIN F. VANCANFORT
1 - 31 AUGUST 1966

OPERATIONS OFFICER, G-4

LIEUTENANT COLONEL ALBERT E. JAMES
1 - 31 AUGUST 1966

ASSISTANT CHIEF OF STAFF, G-5

LIEUTENANT COLONEL ERNEST J. BERGER
1 - 31 AUGUST 1966

ADJUTANT

MAJOR DONALD H. WAHLSTROM
1 - 31 AUGUST 1966

AVIATION SAFETY OFFICER

LIEUTENANT COLONEL PAUL L. ALLEN
1 - 31 AUGUST 1966

CHAPLAIN

COMMANDER PAUL C. HAMMERL, USN
1 - 31 AUGUST 1966

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COMMUNICATIONS/ELECTRONICS OFFICER

LIEUTENANT COLONEL ROBERT V. ANDERSON

1 - 31 AUGUST 1966

WING SUPPLY OFFICER

COLONEL JOHN F. ROSS

1 - 31 AUGUST 1966

COMPTROLLER

LIEUTENANT COLONEL FRANK M. HEPLER

1 - 31 AUGUST 1966

INFORMATIONAL SERVICES OFFICER

SECOND LIEUTENANT LOUIS A. CHATELLE JR.

1 - 31 AUGUST 1966

CIVIL AFFAIRS/PHSYCOLOGICAL WARFARE OFFICER

MAJOR WILLIAM F. MORLEY

1 - 31 AUGUST 1966

INSPECTOR/SPECIAL PROJECTS OFFICER

COLONEL WILLIAM F. GUSS

1 - 31 AUGUST 1966

LEGAL OFFICER

LIEUTENANT COLONEL RALPH K. CULVER

1 - 31 AUGUST 1966

STAFF MEDICAL OFFICER

CAPTAIN JERRY J. ZARRIELLO, (MC) USN

1 - 31 AUGUST 1966

STAFF SECRETARY

MAJOR WILLIS E. WILSON JR.

1 - 31 AUGUST 1966

SPECIAL SERVICES OFFICER

MAJOR RICHARD A. GOVONI

1 - 23 AUGUST 1966

MAJOR CLEMENT D. TIMONEY

24 - 31 AUGUST 1966

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<u>UNIT</u>	<u>LOCATION</u>	<u>COMMANDER</u>
1ST MAW	DANANG RVN	MAJOR GENERAL LOUIS B. ROBERTSHAW
MWHG-1	DANANG RVN	COLONEL WILLIAM L. ATWATER JR.
MAG-11	DANANG RVN	COLONEL FRANKLIN C. THOMAS JR.
MAG-12	CHU LAI RVN	COLONEL JAY W. HUBBARD
MAG-16	DANANG RVN	COLONEL RICHARD M. HUNT
MWSG-17	IWAKUNI, JAPAN	COLONEL WILLIAM I. ARMAGOST 1 - 4 AUGUST 1966 COLONEL ORLANDO S. TOSDAL 5 - 31 AUGUST 1966
MAG-36	CHU LAI RVN	COLONEL WILLIAM G. JOHNSON 1 - 23 AUGUST 1966 COLONEL VICTOR A. ARMSTRONG 24 - 31 AUGUST 1966

3. (C) AVERAGE STRENGTHS FOR AUGUST 1966RVN

Officers 1473

Enlisted 9117
TOTAL 10590

IWAKUNI

Officers 98

Enlisted 678
TOTAL 676

TOTAL

Officers 1571

Enlisted 9695
TOTAL 11266

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4. (U) The following Very Important Persons visited III MAF and/or the 1st MAW on the dates indicated:

<u>DATE</u>	<u>NAME</u>	<u>RANK</u>	<u>BILLET</u>
1Aug66	B. H. BIERI, Jr	RAdm	CINPACFLT Supply Officer
1-2Aug66	Andy BORG	Mr	Commander-in-Chief, VFW
1-2Aug66	Leslie FRY	Mr	Senior Vice Commander-in-Chief, VFW
1Aug66	R. D. MEYER	LtGen	Director, J-4, OJCS
1Aug66	F. W. WHITE	BGen	AC/S Logistics, CINPAC
1Aug66	C. C. NOBEL	BGen	Staff Director, Sea Construction Division, ASD (I&L)
1Aug66	D. H. COWLES	BGen	Deputy Special Assistant for Strategic Mobility
1Aug66	D. A. RAYMOND	BGen	Director of Construction
4Aug66	Shirley C. FISK	Dr	Deputy Assistant Secretary of Defense (Health and Medical)
4Aug66	Frank E. STINCHFIELD	Dr	Professor of Orthopedic Surgery & Head of Department, Columbia Presbyterian Hospital
4Aug66	Robert H. WYLIE	Dr	Professor of Surgery and Head of Thoracic Surgery Department, Columbia Presbyterian Hospital
5Aug66	James R. REEDY	RAdm	CTF 77
7-10Aug66	A. R. KIER	MGen	Deputy Commander, FMFPac
7-9Aug66	S. MC MATH	BGen	USMCR
7-8Aug66	Harold K. JOHNSON	Gen	Chief of Staff, USA
7-8Aug66	E. H. ALMQUIST	BGen	ADCSOPS
8-12Aug66	Wallace M. GREENE, Jr	Gen	Commandant USMC
9Aug66	Chester BOWLES	Mr	U.S. Ambassador to India

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<u>DATE</u>	<u>NAME</u>	<u>RANK</u>	<u>BILLET</u>
11Aug66	G. R. DONAHO	VAdm	COMMSTS
11Aug66	L. B. MC DONALD	RAdm	COMMSTSFE
11Aug66	LEE Bong Chool	BGen	CG, 2d Brigade, ROKMC
12Aug66	John D. RYAN	Gen	CINCSAC
15Aug66	John A. HEINTGES	LtGen	Deputy COMUSMACV
15Aug66	Henry C. LODGE	Mr	U.S. Ambassador to Vietnam
15Aug66	Philip C. HABIB	Mr	Political Consul, U.S. Embassy, Saigon
15Aug66	Nguyen Cao KY	MGen	Prime Minister & Commander of VNAF, Vice Air Marshal
15Aug66	Nguyen Van THIEU	LtGen	Chairman National Leadership Council
15Aug66	Cac Van VIEN	LtGen	Chief, JGS, RVNAF
15Aug66	Hoang Zuan IAM	MGen	Acting CG, I Corps
15Aug66	Linh Quang VIEN	MGen	National Security Minister
16Aug66	William K. JONES	BGen	Director, MACV - COC
16-17Aug66	C. C. HAUG	MGen	CG, 2d Logistics Command, Okinawa
16-23Aug66	Bob SHERROD	Mr	Prominant Author
21Aug66	Michael P. RYAN	BGen	CG, 9th MAB
21Aug66	John C. F. TILLSON	MGen	MACV J-3
22-24Aug66	Joe TVEDT	Mr	Executive Director, USO Pacific Area
22-24Aug66	Sam ANDERSON	Mr	Executive Director, USO RVN
23-24Aug66	Joel S. LAWSON	Dr	Special Assistant to the Asst. Secretary of the Navy (R&D)
23Aug66	William K. JONES	BGen	Director of COC, Saigon
24-28Aug66	John H. MASTERS	MGen	CG, MCSC, Barstow, Calif.

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<u>DATE</u>	<u>NAME</u>	<u>RANK</u>	<u>BILLET</u>
26Aug66	H. HOWZE	Gen	USA (Ret'd) Vice President Bell Helicopter
26-27Aug66	Sadamu SANAGI	Gen	Member of the Japan Self- Defense Force Retired Officer Association
26-27Aug66	Kiyomi MATSUMOTO	MGen	Member of the Japan Self- Defense Force Retired Officer Association
27Aug66	William C. WESTMORELAND	Gen	COMUSMACV
27Aug66	James D. KEMP	BGen	Joint War Games Agency, Cold War JCS
29Aug66	LEE Bong Chool	BGen	CG, 2d Brigade, ROKMC
31Aug66	U.S. Grant SHARP	Adm	CINCPACFLT
31Aug66	Paul J. KREBS	Cong	D-NJ
31Aug66	Paul R. ANDREWS	Mr	Assistant to the Chief Inspector, Post Office Department

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PART TWO
NARRATIVE SUMMARY

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NARRATIVE SUMMARY
1 August - 31 August 1966

(S) 1 August -- Ten F4 and eight A4 sorties were flown in support of Operation HASTINGS, expending 22 tons of ordnance. Helicopter support for HASTINGS amounted to 36 armed and 528 transport sorties, lifting 955 passengers and 60.6 tons of cargo.

(S) At 1700H an Amtrac was reported on fire to MAG-36 and two UH-34s lifted two MAG-36 crash crewmen to the scene. On UH-34 lost tail rotor control and crashed in the zone at BT 423-049. (Appendix 9-10-11)

(S) 2 August -- Fixed wing support for Operation HASTINGS was 11 A4 sorties using eight tons of ordnance. Helicopters flew 121 transport sorties lifting 188 troops and 10.7 tons of cargo.

(S) At 0800H a stripped CH-46 lifted a downed UH-34 from BT 431-095.

(S) Two armed UH-1Es flew a fire suppression mission for a recon team at BT 252-103. Four UH-34s of HMM 364 and two additional UH-1Es were sent to retract the team. Small arms fire was received but no aircraft were hit. (Appendix 9-10-11)

(S) Colonel George H. DODENHOFF relieved Lieutenant Colonel Billy H. BARBER as Assistant Chief of Staff, G-2. (Appendix 2)

(S) Lieutenant Colonel Ralph K. CULVER relieved Major Charles W. COLLIER as 1st MAW Legal Officer. (Appendix 1)

(S) 3 August -- A F4B of VMFA - 323, operating from Chu Lai as part of a SATS evaluation, lost power and caught fire after a catapult shot. The aircraft crashed. Both crewmen ejected successfully and were recovered.

(S) 1st MAW aircraft flew 26 Rolling Thunder/Tally Ho missions after two days of bad weather.

(S) In the final day of Operation HASTINGS, MAG-16 helicopters flew

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125 armed and 94 transport sorties, lifting 230 troops and 4.7 tons of cargo.

(S) MAG-36 launched ten aircraft to retract a recon team from AT 981-376. Armed UH-1Es suppressed VC fire, aided by two F4s of MAG-11. The team was retracted without incident. (Appendix 9-10-11)

(S) Lieutenant Colonel Edward K. KIRBY reported as 1st MAW Assistant G-2. (Appendix 2)

(S) 4 August -- Fixed wing aircraft of the 1st MAW flew 174 sorties against various targets.

(S) MAG-16 helicopters flew 557 sorties from Dong Ha in support of Operation PRAIRIE.

(S) MAG-36 flew 389 sorties, lifting 329 passengers, 18.5 tons of cargo and 15 med-evacs. (Appendix 9-10-11)

(U) 1st MAW received congratulatory message from LtGen. Lewis W. WALT, USMC, Commanding General, III MAF for participation in Operation HASTINGS. (Appendix 12)

(S) 5 August -- 1st MAW fixed wing aircraft flew 183 sorties against various targets, expending 116 tons of ordnance.

(S) Helicopters of the 1st MAW flew 856 sorties in support of Marine units. (Appendix 9-10-11)

(U) Col. Orlando S. TOSDAL assumed command of MWSG-17 from Col. William I. ARMAGOST. (Appendix 13)

(S) 6 August -- 1st MAW aircraft contributed major support to Operation COLORADO, a combined USMC/Vietnamese search and destroy operation in Eastern Quang Tin Province. Twenty F4, two F8 and 63 A4 sorties were flown in support of the operation, expending 33 tons of bombs, 8.5 tons of napalm, 116 zuni,

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808 2.5" rockets and 4500 rounds of 20mm. Helicopters flew 115 armed and 1018 transport sorties. Nineteen helicopters were hit by VC fire. One CH-46 of HMM-164 was downed by enemy fire at AT 984-337. Four helicopter crewmen suffered minor wounds in support of the operation.

(S) At 1720H a UH-34 of HMM-161 had engine failure and crashed at YD 138-544. The aircraft burned, but all crewmembers escaped with minor to moderate injuries. (Appendix 9-10-11)

(S) 7 August - Fixed wing support for Operation COLORADO totaled 51A4, 6 F4 and 4 F8 sorties. Helicopters flew 124 armed and 904 transport sorties lifting 2,205 passengers and 141.6 tons of cargo in support of Operation COLORADO.

(S) Helicopter support for Operation PRAIRIE was 143 armed sorties. Two F4s of MAG-11 were credited (on 10 August) with 128 KBA (confirmed) and an unestimated number of WIA by ARVN troops in the area of the action. (Appendix 9-10-11)

(S) 8 August - A flight of 4 CH-46s, 8 UH-34s and 8 UH-1Es were taken under intense fire while trying to extract a recon patrol at YD 989-600. Seven UH-34s were hit by enemy fire. All CH-46s were hit. All 8 UH-1Es received damaging fire. A partial retraction of the patrol was accomplished. Of the 7 UH-34s, 3 were still flyable. All aircraft are in secured zones at Dong Ha. HMM-161 had 1 gunner KIA and HMM-265 had 6 WIA of which 3 were pilots and 3 were crewmembers. (Appendix 9-10-11)

(S) Helicopter support for Operation COLORADO was 613 sorties (23 armed), lifting 675 passengers and 86.6 tons of cargo.

(S) Fixed wing support for COLORADO was 52 A4, 4 F4B, 6 F8 sorties. Credits included 39 VC KBA (confirmed). Support for Operation PRAIRIE was

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10 A4 sorties.

(S) Jets from MAG-12 were credited with 39 VC KBA (confirmed).

(Appendix 9-10-11)

(S) 9 August -- 1st MAW support for Operation COLORADO was 45 fixed wing and 732 helicopter sorties. Support for Operation PRAIRIE was 28 fixed wing and 94 helicopter sorties.

(S) At 1630H a UH-34 of HMM-364 was forced down at BT 18-20 due to engine failure. An attempt to fly the aircraft out failed, and troops of K/2/5 were inserted to protect it. A maintenance crew was flown in and stripped the aircraft which was then flown out. During the subsequent troop retraction, three UH-34s were hit, wounding two pilots.

(S) At 1355H a VMFA - 115 F4 sustained minor damage from an enemy 12.7 mm weapon near YD 010-635.

(S) A VMO-2 UH-1E was damaged on a resupply run and the crew chief and gunner were wounded. The crew stripped the aircraft and were lifted out at first light. (Appendix 9-10-11)

(S) 10 August -- All A4 missions flown from Chu Lai rendezvoused with KC-130 refueling aircraft due to runway repairs which required MAG-12 aircraft to take off with as little weight as possible.

(S) Three helicopters of MAG-36 were hit by enemy fire on separate missions. There were no injuries to crewmen.

(S) At 1550H, 2 UH-34s from HMM-362 were launched on a med-evac to BT 230-235. After receiving heavy fire, three UH-1Es were launched. A heavy rain prevented the med-evac until 1710 when the evacuation was again attempted. The flight was joined by all available aircraft for supply and med-evacs. Fixed wing aircraft of MAG-12 were scrambled under the control of VMO-6. Eight helicopters were hit and 2 crewmembers wounded. (Appendix 9-10-11)

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(S) 11 August - Support from 1st MAW for Operation PRAIRIE amounted to 18 A4 and 23 F4 sorties. Helicopter support included 276 sorties. Throughout the period 5-11 August, MAG-16 UH-1Es were credited with 130 KBA (probable).

(S) 1st MAW support for Operation COLORADO was 45 A4, 8 F4 and 8 F8 sorties. Helicopters flew 710 sorties in support of the operation.

(S) Shortly after 0840H a VMO-6 UH-1E sighted a VC fleeing from friendly ground forces. The pilot pursued and knocked the VC down with the aircraft landing skid. The UH-1E immediately landed and captured the VC. (Appendix 9-10-11)

(S) 1st MAW fixed wing support for Operation PRAIRIE was 4 A4 and 2 F4 sorties. In support of Operation COLORADO, fixed wing aircraft flew 36 A4 and 12 F4 sorties. Helicopters flew 244 sorties.

(S) Jets from MAG-11 attacked variety of targets and were credited with 27 KBA (confirmed) and 30 probables. MAG-12s credits for the day included 21 KBA (probable).

(S) MAG-36's forward command post at Quang Tin was hit about 40 rounds of 82mm mortars, 3 75mm rounds and small arms. There was no damage to aircraft and no personnel were injured.

(S) MAG-16 flew two CH-46s to Dong Ha where they retrieved a down UH-1E and returned it to Marble Mountain. (Appendix 9-10-11)

(S) Colonel Dan H. JOHNSON relieved Lieutenant Colonel Robert O. CARLOCK as Assistant Chief of Staff, G-1. (Appendix 1)

(S) 13 August - Aircraft of the 1st MAW continued to fly in support of Operations COLORADO and PRAIRIE.

(S) VMFA-115 of MAG-11 was credited with 56 KBA (confirmed) during the day.

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(S) At 1600H 4 MAG-36 UH-34s launched to BT 110-331 for a med-evac. They received heavy enemy fire upon entering the zone. Two of the aircraft were hit. One UH-34 was forced to land at Thang Binh (BT 172-425). The med-evacs were moved to another aircraft and flown to Tam Ky. (Appendix 9-10-11)

(S) 14 August -- 1st MAW jets flew 29 sorties in support of Operation COLORADO and 744 helicopter sorties. On Operation PRAIRIE, jets flew 13 sorties and helicopters flew 66.

(S) About 1355H a VMF(AW)-25 F'8 experienced power failure and fire warning shortly after takeoff from Da Nang. The pilot ejected and was picked up offshore by a Coast Guard Cutter.

(S) About 1815H a HMM-362 UH-34 was forced down by enemy fire at BT 260-214 while on a re-supply mission. The crew was picked up uninjured. (Appendix 9-10-11)

(S) 15 August -- 1st MAW support for Operation PRAIRIE was 16 A4 and 12 F4 sorties. Helicopter support was 217 sorties. Support for Operation COLORADO was 32 A4 sorties and 515 helicopter sorties. Fixed wing aircraft also flew 16 F4 and 2 F8 sorties in support of Operation SWANEE.

(S) One MAG-16 aircraft was hit by enemy fire while on a flight from Dong Ha to Ca Lu. The aircraft completed its mission.

(S) At 1125H a MAG-36 UH-34 which had been downed by enemy fire on 14 August was repaired and flown out of BT 260-214. The 3/5 security force was hindered by small arms fire and one security force Marine was killed and one maintenance crewman wounded. Sniper fire during retraction was suppressed by A4s. (Appendix 9-10-11)

(S) 16 August -- Fixed wing support for Operation PRAIRIE was 4 A4s, 6 F4 and 4 F8 sorties. Helicopters flew 137 sorties. Support for Operation SWANEE was 13 F4 and 6 F8 sorties and 14 helicopter sorties.

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(S) At 1120H 2 HMM-361 UH-34s on a convoy escort mission received hits from enemy fire. No injuries were reported. (Appendix 9-10-11)

(S) 17 August -- 1st MAW support for Operation PRAIRIE was 24 A4 sorties and 27 helicopter sorties. Twenty-nine fixed wing sorties were flown in support of Operation SWANEE.

(S) At 1332H a VMF(AW)-235 F8 lost power on take-off and crashed into a village near Da Nang. The pilot ejected and was recovered.

(S) MAG-36 aircraft retracted a 12-man recon team from BT 262-049 and later retracted a 19-man recon team from BT 362-042. (Appendix 9-10-11)

(S) 18 August -- 1st MAW support of Operation PRAIRIE was 31 fixed wing sorties and 89 helicopter sorties.

(S) Two A4s were credited with 25 KBA (confirmed) following a strike at BS 769-437.

(S) An HMM-364 UH-34 was forced down following engine trouble. The crew was picked up by the wingman. A 32-man reaction force was inserted under fire. Three UH-34s were hit. At 1255H 130 more Marines of I/3/7 were inserted. One UH-34 was hit and three crewmen wounded. Two HMM-362 maintenance men were wounded while preparing the downed aircraft for evacuation. By 1825, the craft was evacuated and all troops retracted under fire. No hits were taken. (Appendix 9-10-11)

(S) 19 August -- Support for Operation PRAIRIE was 19 fixed wing and 76 helicopters sorties.

(S) About 1130H 2 A4s of VMA-214 attacked troops at BS 791-412 with rockets and 20mm. They were credited with 30 KBA (confirmed) and 17 structures destroyed.

(S) Among MAG-11s credits for the day were 83 KBA (confirmed) and 20 probables.

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(S) MAG-12 received credit for 47 KBA(confirmed) and 26 probable.

(S) A UH-34, on an ARVN med-evac, was hit six times in the pick-up zone at BS 791-411. The pick up was made, but the aircraft sustained further damage landing at Quang Ngai. (Appendix 9-10-11)

(S) 20 August -- 1st MAW support of Operation PRAIRIE consisted of 27 fixed wing sorties and 134 helicopter sorties.

(S) At 1125H two VMFA-323 F4s were credited with 25 KBA (confirmed) at BS 675-529.

(S) MAG-12 A4s were credited with 10 KBA (confirmed) at BS 675-529.

(S) At 1815H, helicopters of MAG-36, escorted by A4s of MAG-12, retracted a 22-man recon team under fire from BT 071-098. UH-1E suppression fire resulted in 9 KBA (confirmed) by the recon team leader. (Appendix 9-10-11)

(S) 21 August -- 1st MAW support of operations included 16 A4 sorties for SWANEE and 17 A4 sorties and 175 helicopter sorties for PRAIRIE.

(S) A UH-34 of MAG-36 was hit by enemy fire and made a forced landing at Dai Loc (AT 918-579). One UH-1E was hit during a recon retraction, but returned fire and was credited with 8 KBA (confirmed) and 1 probable. (Appendix 9-10-11)

(S) 22 August -- 1st MAW support of operations included 3 F4 sorties for Operation SWANEE, 2 F4 sorties for ALLEGHENY, 198 helicopter sorties for PRAIRIE and 36 helicopter sorties for OTTOWA.

(S) A MAG-16 CH-46 received 7 hits from ground fire in the vicinity of Dai Loc. It completed its mission.

(S) 23 August -- 1st MAW fixed wing aircraft flew 28 A4 sorties in support of Operation PRAIRIE, while helicopters flew 98 sorties.

(S) An aircraft of MAG-16 took one hit at BT 058-644 but was not seriously damaged.

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(S) MAG-36 helicopters inserted two recon teams at BT 238-086 and BT 055-227. No incidents. (Appendix 9-10-11)

(S) Colonel Herbert H. LONG relieved Colonel Fred J. FRAZER as Assistant Chief of Staff, G-4. (Appendix 4)

(S) 24 August -- Air support for Operation PRAIRIE consisted of 50 fixed wing sorties and 391 helicopter sorties. Five fixed wing sorties were flown for Operation PAUL REVERE.

(S) Jets of MAG-11, flying 95 sorties, were credited with 10 KBAs. MAG-12 was credited with 6 KBAs in the area of Operation PRAIRIE.

(S) Two UH-34s of HMM-361 flew a psychological warfare loudspeaker flight in area BT 43-15.

(S) Colonel W. G. JOHNSON was relieved by Colonel V. A. Armstrong as Commanding Officer, MAG-36. Col. JOHNSON received the Vietnamese Cross of Gallantry during Change of Command ceremonies. (Appendix 9-10-11)

(S) 25 August -- 1st MAW aircraft flew 36 fixed wing and 210 helicopter sorties in support of Operation PRAIRIE.

(S) At 2139H and 2303H F4s were diverted from TPQ-10 missions to attack a storage area at 1709N-10701E. One secondary explosion about 800 feet high was observed as well as six others about 500 feet high.

(S) At 1715H two UH-34s of HMM-361 were launched to recover the body of a U. S. KIA at BT 162-115. Heavy fire was received in the zone with the lead aircraft in the flight suffering: 1 passenger KIA; 1 crewman and 2 passengers WIA. All were taken to 1st Med. Bn. at Chu Lai.

(S) One HMM-263 aircraft was hit by one round of enemy small arms at BT 028-594 during a med-evac. (Appendix 9-10-11)

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(S) 26 August — 1st MAW support of operations included: PRAIRIE, 28 fixed wing and 474 helicopter sorties; PAWNEE, 4 fixed wing and 54 helicopter sorties; JACKSON, 6 fixed wing and 86 helicopter sorties.

(S) MAG-36, escorted by aircraft of MAG-11 and MAG-12 launched 16 UH-34s to insert K/3/7 into BS 469-958. Fire was received during the insertion but was immediately suppressed by fixed wing support and the mission was completed. (Appendix 9-10-11)

(S) 27 August -- MAG-36 lifted two USMC battalions to form a blocking force at BS 528-845 and BS 512-845. There were incidents and it was reported that many suspicious looking people were seen leaving the area in a SW direction.

(S) Two MAG-16 helicopters were fired on in separate incidents but no hits were taken.

(S) MAG-11 flew 79 sorties on various missions.

(S) 1st MAW support of operations included 16 fixed wing and 34 helicopter sorties for Operation PRAIRIE. Operation JACKSON was supported by 18 fixed wing and 303 helicopter sorties. (Appendix 9-10-11)

(S) 28 August — 1st MAW support for operations was: PRAIRIE, 17 fixed wing and 34 helicopter sorties; JACKSON, 18 fixed wing and 303 helicopter sorties.

(S) MAG-12 made nine simulated attacks against Chu Lai with a 100% "kill" reported.

(S) At 0431H two VMO-2 UH-1Es were scrambled to support friendly forces at Cam Lo which was under heavy attack. Condole 050 was on station and the UH-1Es relayed between ground and flare ship and escorted med-evacs. (Appendix 9-10-11)

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(S) MAG-11 flew a total of 85 sorties for 126.1 hours, expending 73 tons of ordnance. MAG-12 flew 74 sorties for 97.8 hours, expending 41.6 tons of ordnance.

(S) HMM-263 aircraft on a med-evac took automatic weapons fire from AT 981-614 receiving three hits, wounding one crew member.

(S) At 1028H a UH-34 of HMM-263 took three hits from AT 981-614, slightly wounding the co-pilot.

(S) At 0700H a MAG-36 UH-34 took four hits at BS 789-418, slightly wounding a gunner. (Appendix 9-10-11)

(S) 30 August -- 1st MAW support for Operation PRAIRIE was 16 fixed wing and 235 helicopter sorties. MAG-11 flew a total of 97 sorties, expending 51.5 tons of ordnance. Among MAG-16s 624 sorties for the day were 52 med-evacs. MAG-36 flew 450 sorties. (Appendix 9-10-11)

(S) 31 August -- 1st MAW support for Operation PRAIRIE was 34 fixed wing and 262 helicopter sorties.

(S) At 1615H 4 UH-34s of HMM-364, escorted by 2 UH-1Es of VMO-2 and 2 A4s retracted a 16-man recon team without incident.

(S) Fixed wing jets of MAGs 11&12 were credited with 3 trucks destroyed and 8 damaged. (Appendix 9-10-11)

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PART THREE
SIGNIFICANT EVENTS

3-1

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

<u>HOSTILE</u>					<u>NON-HOSTILE</u>			
<u>KIA</u>	<u>WIA</u>	<u>DOW</u>	<u>MIA</u>	<u>CPT</u>	<u>DTH</u>	<u>INJ</u>	<u>TOTAL</u>	<u>CUM TOTAL</u>
1	*43	1	0	0	0	#52	97	899

* Includes 2 USN # Includes 1 USN

Total medical evacuees - 42 Returned to duty - 0

2. (U) Awards. The 1st MAW Awards Section processed 2634 awards during August in the following types and numbers: (Appendix 1)

<u>PROCESSED AND FOWARDED TO HIGHER HEADQUARTERS</u>		<u>RECEIVED FROM HIGHER HEADQUARTERS</u>	
Silver Star	3	Silver Star	2
Distinguished Flying Cross	12	Distinguished Flying Cross	13
Bronze Star	6	Bronze Star	8
Single Mission Air Medal	5	Navy and Marine Corps Medal	1
Navy Commendation Medal	65	Single Mission Air Medal	20
Secretary of the Navy Commendation for Achievement	10	Navy Commendation Medal	18
Certificate of Commendation from the CG, FMFPac	12	TOTAL	62
TOTAL	113		
Air Medals awarded at 1st MAW			2421
Purple Hearts awarded at 1st MAW			38
		TOTAL	2459
		GRAND TOTAL	2634

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

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on North Vietnam and Communist China; and maintenance of order of battle, target folders and other data concerning selected targets in Laos and South Vietnam during August.

(U) The majority of the 1st MAW photo interpretation personnel (0241) continued to function under the operational control of III MAF. This support consisted of 1 officer and 12 enlisted at the conclusion of this reporting period. (Appendix 2)

4. (U) Informational Services. All significant events occurring during the month of August within the 1st Marine Aircraft Wing were covered by Informational Services writer/photographer teams. There was one casualty among Informational Services personnel. SSgt. John R. MAKOS, 1071272/1461, was shot in the foot while leaving a zone on the first day of Operation Colorado. The 1st MAW photo lab processed 9,723 prints during August in the following categories: 7,621 prints to accompany stories for release; 1,901 photos of technical matters (new developments, charts, etc.); 149 ID and SRB prints, 52 prints for Fleet Home Town release and 1,400 feet of motion picture camera film. (Appendix 7)

5. (U) Civic Action. The Commandant of the Marine Corps dedicated the Phuoc Quang Refugee Hamlet School in Hoa Khanh Village.

(U) On 17 August 1966 an F-8 airplane from VMF(AW) -235, MAG-11, 1st MAW crashed in Hoa Cuong Village, Hoa Vang District. 30 VN Nationals were killed and some 70 structures were destroyed. By 31 August 1966, over 65 structures had been rebuilt by USMC Shore Party and USN Seabee Units. A 4.5 mile road was completed by 2d LAAM Bn. on Ky Hoa Island.

(U) Pacification in the 1st MAW Civic Action Area of Responsibility is now at 51%.

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UNCLASSIFIED

6. (U) Base Development/Military Construction. On 10 August, the new runway at the Da Nang Air Base was completed. On 23 August, construction was begun on a 39,000 SY extention to MAG-36's helo parking apron at Ky Ha. (Appendix 5)

SECRET7. (S) AIR OPERATIONS

a. (S) FIXED WING JET. 1st MAF fixed wing jet operations showed a slight increase during the month of August as jet aircraft deployed in RVN flew a total of 5973 sorties, an increase of 193 sorties over July. Sortie breakdown for the period 1 August to 31 August is as follows: (Appendix 19)

(1) (S) III MAF SUPPORT

<u>TYPE MISSION</u>	<u>SORTIES FLOWN</u>
CAS	628
DAS	2501
LZ Prep (USMC)	142
LZ Prep (ARVN)	
Escort Helo (USMC)	624
Escort Helo (ARVN)	24
Interdiction	131
Photo	172
ECM	1
Other Tactical	225
Non-Tactical	<u>251</u>
<u>TOTAL SORTIES</u>	<u>4699</u>

(2) (S) 7TH AIR FORCE SUPPORT

<u>TYPE MISSION</u>	<u>SORTIES FLOWN</u>
DAS	2
Interdiction	221
ECM	22
Other Tactical	2

(cont'd)

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7TH AF (cont'd)

<u>TYPE MISSION</u>	<u>SORTIES FLOWN</u>
STEEL TIGER	9
Non-Tactical	13
ROLLING THUNDER	<u>793</u>
<u>TOTAL</u>	<u>1062</u>

(3) (S) TASK FORCE 77 SUPPORT

<u>TYPE MISSION</u>	<u>SORTIES FLOWN</u>
Escort Aircraft	6
ECM	204
Other	<u>2</u>
<u>TOTAL</u>	<u>212</u>

(4) (S) GRAND TOTAL SORTIES FLOWN: 5973

(5) (S) A total of 1201 of the Above listed Direct Air Support and Interdiction sorties were TPQ-10 controlled.

b. (S) HELICOPTER OPERATIONS. During August 1966, RVN based 1st MAW helicopters flew 36,160 sorties and 12,636.2 hours. A total of 43,507 troops/passengers were lifted as were 2,288 tons of cargo. The five in-country UH-34 squadrons, the two CH-46 squadrons and the CH-37C detachment flew 9631.4 hours, of which 1277.8 hours were flown in support of I Corps. (Appendix 18)

c. (S) ELECTRONICS COUNTERMEASURES/PHOTO. During the month of August, VCMJ-1 conducted 237 active ECM sorties in support of 7th Air Force and Task Force 77. VMCJ-1 RF-8A aircraft flew 175 in-country reconnaissance sorties and three out of country (N. Vietnam) photographic sorties in support of 1st MAW/III MAF.

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~~SECRET NOFORN~~8. (S) MAJOR OPERATIONS.

a. (S) Operation COLORADO, a reinforced regimental sized USMC/ARVN search and destroy operation was initiated 6 August in the area of HIEP DUC, THONG BINH, TAM KY. The center of the operation, as conducted by the 5th Marines, reinforced, was BT 055-255. ARVN commitments were 2d ARVN Division. The 1st MAW was delegated all air support responsibility. Aircraft of the 1st MAW flew in continual support of the operation during the period 6-22 August, at which time the operation officially terminated.

Contact remained light during the period 6-9 August. On 9 August, UH-1E helicopters of MAG-36 were credited with 4 KBA (conf.)

Contact on 10 August was termed moderate. Helicopters of MAG-36 moved K/3/5 into new positions at BT 230-235. More than 200 missions (fixed wing) were flown by the 1st MAW while helicopters flew more than 1,000 sorties.

On 12 August, the 5th Marine Regt. C. P. was hit by an enemy mortar attack killing 3 USMC and wounding 38. A 1st MAW flare ship illuminated the area.

On 15 August 2/5 was helilifted to BT 167-310 by 1st MAW helicopters.

From 16-17 August, contact with the enemy was light.

There was no contact reported on 17 August or 18 August. During the period 19-22 August there was no significant ground action. Aircraft of the 1st MAW continued their support of Operation COLORADO until 1200H 22 August. (Appendix 9-10-11)

b. (S) Operation MACON, a battalion sized search and destroy operation, was initiated by elements of the 9th Marines in Quang Nam Province 4 July and since that time, has been supported by aircraft of the 1st MAW.

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Contact throughout the period 1-31 August remained light.

Cumulative casualties as of 28 August were: USMC 13 KIA, 62 WIA;
 ENEMY: 279 KIA (conf.), 333 KIA (prob.), 2 VCC.

The operation continues at the end of this reporting period.

(Appendix 9-10-11)

c. (S) Operation HASTINGS, the largest Marine Corps operation to date in Vietnam commenced under the control of Task Force Delta in Quang Tri Province 15 July in Quang Tien, RVN. The operation was extensively supported by aircraft of the 1st MAW.

On 1 August the following units were engaged: 2/4, 3/4, 2/1, 3/12, 4/12, and 1/11.

At 011200H Task Force Delta Headquarters deactivated and control of the operation passed to the 4th Marine Regiment. Contact with hostile forces was light from 1-3 August.

Cumulative casualties were: USMC 126 KIA, 448 WIA; ENEMY: 824 KIA (conf.), 939 KIA (prob.), 14 NVAC. Operation HASTINGS was officially terminated 031200H August 1966. (Appendix 9-10-11)

d. (S) Operation BUCKS, officially got underway at 022300H August as the 1st Marines commenced a coordinated USMC/ARVN battalion sized search and destroy operation in Quang Nam Province. The operation was supported by aircraft of the 1st MAW.

Contact was light throughout the span of the operation which officially terminated at 1200H 8 August. Cumulative casualties were: USMC 2 KIA, 4 WIA; ENEMY: 1 KIA (conf.), 2 KIA (prob.), 17 VCS and 1 VCC. (Appendix 9-10-11)

e. (S) Operation PRAIRIE. At 1200H 3 August, elements of the 4th Marine Regiment commenced Operation PRAIRIE, a search and destroy operation

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In Quang Tri Province. Units committed include: 2/4, 3/4, 2/1 and 3/12.

Aircraft of the 1st MAW provided continual support.

Contact with the enemy remained light during the period 4-7 August. Helicopters of the 1st MAW encountered heavy fire while extracting an infantry company on 8 August. One crewman was killed and six were wounded. Three helicopters were damaged.

From 8 August to 13 August, contact ranged from none to light.

On 14 August 1st MAW aircraft were called to attack 15 gun positions at YD 035-675. Four emplacements were reported destroyed.

Contact with the enemy was reported as light during the period 14 August to 25 August. 1st MAW aircraft continued to fly in support throughout the period. On 26 August, moderate contact was reported with 1st MAW aircraft flying in close support. Casualties for the day were: USMC 10 KIA, 23 WIA; ENEMY 73 NVA KIA (conf.)

Contact remained light throughout the remainder of this reporting period. Operation PRAIRIE was still in progress on 31 August. (Appendix 9-10-11)

f. (S) Operation ALLEGHENY. At 1620H 20 August, H/2/3 made contact with the enemy at AT 817-617. At 1840H the command group and G/2/3 landed at AT 832-615 and commenced Operation ALLEGHENY, supported by aircraft of the 1st MAW.

Contact remained light until 22 August when G/2/3 engaged an unknown number of enemy troops. Casualties of the action were: 15 VC KIA (conf.), 38 VC KIA (prob.), 14 USMC WIA. 1st MAW helicopters flew med-evacs in support.

After seven days of light contact, during which time the 1st MAW continued support, Operation ALLEGHENY officially terminated at 1500 29 August. (Appendix 9-10-11)

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g. (S) Operation WILCOX. At 0630 11 August, 1/9 initiated Operation WILCOX, a search and destroy operation in a 2,000 x 2,000 meter square in AT 99-61. The operations was terminated at 1200H 12 August. Cumulative casualties were: USMC 2 WIA; ENEMY 1 KIA (conf.), 1 KIA (prob.), 7 VCC and 12 VCS. (Appendix 9-10-11)

h. (S) Operation SWANEE. On 14 August, 1/1, supported by 1st MAW, initiated a search and destroy operation in conjunction with hydro survey at song Tho Bon complex. From 14 August to 17 August contact remained light. On 18 August at 0700H, 9th Marine Regiment assumed operational control of SWANEE and continued survey in Quanh Nam Province with light contact.

Operation SWANEE was officially terminated at 2000H 21 August after two days of none to light contact. Cumulative casualties were: USMC 7 KIA, 14 WIA; ENEMY: 63 KIA (conf.), 3 KIA (prob.), 2 VCC. (Appendix 9-10-11)

i. (S) Operation OTTOWA, a battalion sized search and destroy operation was initiated 20 August in Thua Thien Province, NE of Phu Bai TAOR, supported by aircraft of the 1st MAW. At 1840H, 2/3 and command group were landed to commence Operation OTTOWA. The operation was officially terminated at 2153H on 22 August after light contact throughout the period. Cumulative casualties were: USMC 1 KIA, 22 WIA; ENEMY 19 KIA (conf.), 43 KIA (Prob.), (Appendix 9-10-11)

J. (S) Operation JACKSON. On 27 August, elements of the 7th Marines, supported by the 1st MAW, commenced Operation JACKSON, a search and destroy operation in Quang Ngai Province. The operation was officially terminated at 2240H on 29 August following two days of light contact. Cumulative casualties for JACKSON were: USMC 1 WIA; ENEMY 3 KIA (conf.), 2 DIA (prob.), 10 VCS. (Appendix 9-10-11)

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k. (S) Operation PAWNEE. On 26 August, elements of the 4th Marine Regiment, supported by aircraft of the 1st MAW, commenced Operation PAWNEE, a search and destroy operation in Thua Thien Province. During the period 26 August through 31 August, light to no contact was reported. The operation was still in progress at the end of this reporting period. (Appendix 9-10-11)

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CONFIDENTIAL9. (C) Logistics (Appendix 4)

a. (C) Air Freight. During August the Marine Air Freight and Passenger Terminal at DaNang Air Base processed the following amounts of freight and number of passengers:

DaNang

Cargo S/T	3,180
Passengers	20,988
Mail S/T	40

(C) Cargo transported to DaNang by USAF and Military Airlift Command (MAC) for the Navy and Marine Corps totaled 3566 S/T cargo and 19,434 passengers.

b. (C) Ordnance. Four additional A/S 32K-1 weapon loaders arrived at DaNang. Operation and maintenance of the weapon loaders is the responsibility of a NASEU technical representative at Chu Lai.

c. (C) Tactical Airfield Fuel Dispensing Systems. On 6 August, MAG-36 increased the storage capacities of the TAFDS at Tam Ky to 40,000 gallons of each product.

(C) MABS-17 removed the TAFDS from the KC-130 flight line on 21 August. The KC-130s are now refueled by mobile refuelers.

(C) MAG-11 TAFDS installed emergency helicopter refueling points at the north-west end of the runway on 27 August.

(C) The following amounts of fuel were issued during the month: JP-4 9,072,161 gallons; AVGAS 1,263,292 gallons. Total expended: 10,335,453 gallons. (Appendix 4)

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10. (C) Supply. During August there was an increase of 111 items on Red Ball and an increase of 13 items pending designation to the Red Ball system.

(C) The supply support situation for the UH-1E aircraft and CH-46A aircraft remains marginal.

(C) NORSG documents outstanding for UH-34D helicopter are in sharp uptrend and adversely affecting availability of this aircraft. AMO Oakland requested to accelerate shipments of outstanding NORSG requirements. (Appendix 4)

11. (C) Communications/Electronics. The 1st Marine Aircraft Wing Military Affiliate Radio System (MARS) handled the following traffic during August: Phone patches transmitted - 1550, Message traffic - 4061.

(C) Total message traffic handled by the 1st Marine Aircraft Wing Communications Center for the month of August was 67,391 of which 32,745 were outgoing and 43,646 were incoming. Total traffic handled during August represents an increase of 1,904 messages over July. (Appendix 6)

12. (C) MAG-16 Supporting Documents for month of July 1966. Supporting documents attendant upon MAG-16's command chronology for the month of July 1966 arrived at this Headquarters too late for inclusion in the 1st MAF Command Chronology for July 1966. Accordingly, they are included on this reporting period as Appendix 20. (Appendix 20)

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UNCLASSIFIED

PART FOUR
SUPPORTING DOCUMENTS

UNCLASSIFIED

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✓ APPENDIX 1 1ST MAW G-1 COMMAND CHRONOLOGY (C)
✓ APPENDIX 2 1ST MAW G-2 COMMAND CHRONOLOGY (SNF) *Filed, G-2 Sec*
✓ APPENDIX 3 1ST MAW G-3 PERSONNEL ROSTER (U)
✓ APPENDIX 4 1ST MAW G-4 & WING SUPPLY COMMAND CHRONOLOGY (C)
✓ APPENDIX 5 1ST MAW G-5 COMMAND CHRONOLOGY (C)
✓ APPENDIX 6 1ST MAW COMMUNICATION/ELECTRONICS COMMAND CHRONOLOGY (C)
✓ APPENDIX 7 1ST MAW INFORMATIONAL SERVICES COMMAND CHRONOLOGY (U) *Filed Sep*
✓ APPENDIX 8 1ST MAW MEDICAL DEPARTMENT COMMAND CHRONOLOGY (U)
✓ APPENDIX 9 1ST MAW DAILY SITUATION REPORTS - AUGUST 1966 (S) + *OPER DECK HOUSE III*
✓ APPENDIX 10 1ST MAW GROUP SITUATION REPORTS - AUGUST 1966 (S) *14-29 Filed*
✓ APPENDIX 11 1ST MAW OPERATION REPORTS - AUGUST 1966 (S)
✓ APPENDIX 12 MARINE WING HEADQUARTERS GROUP 1 COMMAND CHRONOLOGY (S)
✓ APPENDIX 13 MARINE WING SERVICE GROUP 17 COMMAND CHRONOLOGY (C)
✓ APPENDIX 14 MARINE AIRCRAFT GROUP 11 COMMAND CHRONOLOGY (S)
✓ APPENDIX 15 MARINE AIRCRAFT GROUP 12 COMMAND CHRONOLOGY (S)
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✓ APPENDIX 18 HELICOPTER SUPPORT SUMMARY - AUGUST 1966
✓ APPENDIX 19 AIRCRAFT UTILIZATION CHARTS (S) *(no pictures)*
✓ APPENDIX 20 LATE ENTRY - MARINE AIRCRAFT GROUP 16 - JULY 1966 *Filed Sep*
✓ APPENDIX 21 1st MAW Wing CHAPLAIN COMMAND CHRONOLOGY, Aug 1966 (U)

4-2 UNCLASSIFIED

✓ APPENDIX 22 CIVIL AFFAIRS OFFICE COMMAND CHRONOLOGY, Aug 1966 (U)

DECLASSIFIED

APPENDIX(1)

DECLASSIFIED

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

CONFIDENTIAL

1:CWS:jdv
5750
SEP 15 1966

CONFIDENTIAL

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

Subj: Command Chronology for the Month of August 1966

Ref: (a) WgO 5750.1B

Encl: ✓(1) WgBul 1710 of 15Aug66, "Visit of Arthur Godfrey"
✓(2) WgO 1900.1B, "Adm Separation for Unsuitability, Unfitness, Misconduct"
✓(3) WgO P3040.1D Ch 1, "SOP for Combat Casualty Reporting", 27 Aug 66
✓(4) WgO 5000.3, "Record of Emergency Data (NAVMC 10526-PD)", 1 Aug 66
✓(5) WgBul 5050.3, "Wing Personnel Conference", 17 Aug 66
✓(6) WgBul 5420 of 12Aug66, "Wing Clubs/Messes Inventory Bd", 12 Aug 66
✓(7) WgO 5420.4I Ch 3, "Recreation Council, 1st MAW", 14 Aug 66
✓(8) Aviation Personnel Situation (C)

(9) Pers Status Rpt as of 15 Aug

1. (U) In accordance with reference (a), enclosures (1) through (8) are submitted.

2. (U) As of 31 August 1966 the total number of Local National Civilians employed by the 1st MAW increased from 667 to 713. This total includes 236 employees funded by AIK and 477 paid from personal/non-appropriated funds. The total 1st MAW payroll for Local National Civilians was RVN \$2,013,181 (US\$17,060.86) of which RVN \$768,085 (US \$ 6,509.20) was paid from AIK.

3. (U) Entertainment and recreation during the month of August 1966 included the following:

- a. 10Aug66 - The Great Scot Show at MAG-36
- b. 16Aug66 - Arthur Godfrey visited 1st MAW Hq area, MAG-11, and MAG-16.
- c. During August recreational exchange tours included the following:

(1) Chu Lai to Danang - 154

(2) Danang to Chu Lai - 51

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Appendix (1)

CONFIDENTIAL

CONFIDENTIAL

1:CWS:jdv
5750

d. On 31 August, 8,500 sunglasses, donated to the 1st MAW, were distributed to all Groups and WERS-17 for distribution to enlisted personnel.

4. (C) Casualties for the month of August 1966 were as follows:

<u>KIA</u>	<u>WIA</u>	<u>HOSTILE</u>			<u>NON-HOSTILE</u>		<u>TOTAL</u>
		<u>DOW</u>	<u>MIA</u>	<u>CPT</u>	<u>DTH</u>	<u>INJ</u>	
1	*43	1	0	0	0	#52	97

*Includes 2 USN #Includes 1 USN

Total medical evacuees - 42 Returned to duty - 0

Cumulative Total (all type casualties) - 899

5. (U) On 26 August a Custom Tailor Shop opened at the Wing Exchange. This concession will provide custom tailored suits, topcoats, sport coats, slacks and shirts made from materials imported from Hong Kong. The articles will be ordered at the Exchange and made in Hong Kong and returned to the Exchange in approximately six weeks.

6. (U) The Commandant of the Marine Corps visited the 1st MAW area on 8 August 1966.

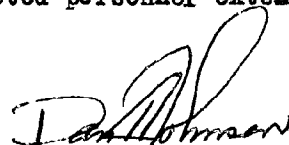
7. (U) During the month of August 1966, the following personnel rotated to CONUS:

57 officers and 955 enlisted from RVN

4 officers and 15 enlisted from Japan

8. (U) During the month of August 1966, 83 officers and 478 enlisted joined the 1st MAW.

9. (U) During the month of August, 80 enlisted personnel extended their overseas tours.


DAN H. JOHNSON
COLONEL USMC
CONFIDENTIAL

TAB A - Wing Awards Officer Command Chronology, Aug 1966

TAB B - Staff Legal Officer Command Chronology, Aug 1966

TAB C - Congratulatory Message, Operation HASTINGS, from CG III MAF

TAB D - Congratulatory Message, Operation HASTINGS, from CG TF Delta

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

7:GLI:jel
5750
9 Sep 1966

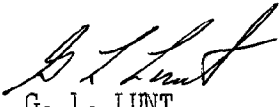
From: Wing Awards Officer
To: Assistant Chief of Staff, G-3 (Attn: Historian)
Subj: Command Chronology, August 1966
Ref: (a) WGO 5750.1

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

The Wing Awards Section processed 2634 awards during August. The types and numbers were as follows:

PROCESSED AND FORWARDED TO HIGHER HEADQUARTERS	RECEIVED FROM HIGHER HEADQUARTERS
Silver Star 3	Silver Star 2
Distinguished Flying Cross 12	Distinguished Flying Cross 13
Bronze Star 6	Bronze Star 8
Single Mission Air Medal 5	Navy and Marine Corps Medal 1
Navy Commendation Medal 65	Single Mission Air Medal 20
Secretary of the Navy Commendation for Achievement 10	Navy Commendation Medal 18
Certificate of Commendation from the CG, FMFPac 12	TOTAL 62
TOTAL 113	

Air Medals awarded at 1stMAW	2421
Purple Hearts awarded at 1stMAW	38
TOTAL	2459
GRAND TOTAL	2634


G. L. LUNT
By direction

TAB A

WING LEGAL OFFICE
1st Marine Aircraft Wing
Fleet Marine Force, Pacific
FPO San Francisco 96602

17:IAC:iac
5000
SEP 1 1966

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

Subj: Command Chronology

Ref: (a) WgO 5750.1B

Encl: ✓(1) Wing Legal Office Command Chronology Report for August 1966

1. Pursuant to reference (a), enclosure (1) is submitted.


R. K. CULVER

STAFF SECTION REPORTING: Wing Legal, 1st Marine Aircraft Wing

LOCATION: Danang, Republic of Vietnam

REPORTING PERIOD: 1-30 August 1966

PART ONE:

1. Staff:

Lieutenant Colonel Ralph K. CULVER	USMC	Staff Legal Officer
Major Charles W. COLLIER	USMC	Asst Staff Legal Officer
Captain Vincent J. ERICHS, Jr.	USMCR	Trial/Defense Counsel
Captain Robert W. MANN	USMCR	Trial/Defense Counsel
Lieutenant John S. SZYMANSKI	USNR	Law Specialist
Captain Michael J. MC HALE	USMCR	Trial/Defense Counsel

2. Not applicable.

3. Average monthly strength:

6 Officers and 7 Enlisted.

4. None.

PART TWO:

1. No significant events occurred during the reporting period.

PART THREE:

1. None.

PART FOUR:

1. None

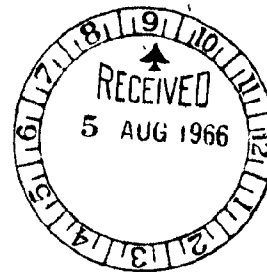
ENCLOSURE (1)

WORK COPY

for
August's
C-C
Aug 12

ACTION SECTION	DUE G-3	DUE	ACTION COMPLETED
<i>HIST</i>			

G-3
ASST G-3
OPERATION
TRNG
PLANS
REDOPS
RPTS STATUS
ATCO
SWC
ADMIN
NGOIC



TAB C

*for Avo
Narrative
Summary -*

*for
August's
CL
APP 12*

ACTION SECTION	DUE G-3	DUE	ACTION COMPLETED
HIST			

WORK COPY



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

*Comm Note:
msg ch' as rec'd.
Will sue upon receipt*

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

WgBul 1710
37:RLS:skp
15 Aug 1966

WING BULLETIN 1710

From: Commanding General
To: Distribution List

Subj: Arthur Godfrey; visit of

Encl: ✓(1) Itinerary for Arthur Godfrey

1. Purpose. To promulgate information concerning the visit of Arthur Godfrey, and to assign responsibilities for providing and coordinating support requirements.

2. Information

a. Arthur Godfrey, movie, radio, and T.V. star, will arrive at the 1st Marine Aircraft Wing Headquarters at 1000, 16 August 1966, for a limited tour of the MAG-11 and the MAG-10 areas. Mr. Godfrey will be accompanied by a Mr. Michael Zeaner, a MACV escort officer, and a III MAF escort officer.

3. Coordinating Instructions

a. Host organizations will provide the following:

- (1) Military police for adequate security and escort.
- (2) Cold drinks to be served during the visit.

b. 1st MAW escort officer is Lt R.C. Parker, Roseann 37.

4. Self-cancellation. 17 August 1966.


H. W. TAYLOR
Chief of Staff

DISTRIBUTION: "A" (less 5 6 7 8 9 10 11, and 14)

ENCLOSURE (1)

VgBul 1710
15 Aug 1966

10TH TFW
"ARTIST MODERN"

Thurs, 16 Aug 1966

<u>Time</u>	<u>Event</u>	<u>Remarks</u>
1000	Arrive 1st MAW Hq	Surface transportation assigned by III MAF
1015	Depart for MAG-11	
1025	Arrive MAG-11	
1050	Depart MAG-11	
1100	Arrive MAG-11 Enlisted Mess	
1115	Depart for CG Mess	
1150	Lunch with CG	
1245	Depart CG Mess for 1st MAW Helo Pad	
1255	Arrive at Helo Pad	
1300	Depart for MAG-16 via Helo	G-3 provide Helo
1315	Arrive MAG-16	
1430	Depart MAG-16 Area	Route of return to be announced

ENCLOSURE (1)

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

WgO 1900.1B
1:FAS:jdv
28 Aug 1966

WING ORDER 1900.1B

From: Commanding General
To: Distribution List

Subj: Administrative Separation for Unsuitability, Unfitness, and Misconduct

Ref: (a) DoD Dir. 1332.14 (as amended)
(b) SECNAVINST 1910.3
(c) MCO P5000.3, MARCORPERSMAN, par. 13265
(d) BUMEDINST 1910.3
(e) BUMEDINST 1910.2
(f) MCO P5000.3, MARCORPERSMAN, par. 13266
(g) MCO P5000.3, MARCORPERSMAN, par. 13267
(h) MCO 1626.2
(i) MCO 1910.22
(j) SECNAVINST 1900.9
(k) BUPERSNOTE 1910 of 9 Mar 1966
(l) MCBul 1910 of 18 Mar 1966

Encl: ✓(1) Letter of notification to Marine concerned of intent to recommend his discharge by reason of Unsuitability (less than 8 years service) (Form 1900/1) (8-66)
✓(2) Letter of Administrative Discharge Notification and reply sheet for reason of Unsuitability/Unfitness/Misconduct (Form 1900/2) (8-66)
✓(3) Undesirable Discharge Notification and reply sheet (Form 1900/3) (8-66)
✓(4) Information concerning the Navy Discharge Review Board (Form 1900/4) (8-66)

ENCLOSURE (2)

WgO 1900.1B
28 Aug 1966

- ✓(5) Information concerning the Board for Correction of Naval Records (Form 1900/5) (8-66)
- ✓(6) Sample ltr notifying Federal/Civilian institutions of intent to recommend discharge of a Marine in custody
- ✓(7) Sample Check-off list (Form 1900/6) (8-66)
- ✓(8) Formal notification of personal deficiencies (Form 1900/7) (8-66)

1. Purpose. To identify in one document all instructions and policies governing the administrative separation of enlisted Marines for unsuitability, unfitness, and misconduct and to include recent changes thereto as promulgated by the Department of Defense.

2. Cancellation. Wing Order 1900.1A.

3. Basic instructions and policies

a. Reference () contains the regulatory instructions governing the administrative discharge procedures to be utilized by all branches of the Armed Forces, and was distributed to the field as enclosure (1) to reference (b).

b. References (c) and (d) contain basic instructions for the processing of enlisted personnel for separation by reason of unsuitability and reference (e) lists those non-disability type medical defects which warrant an unsuitability discharge.

c. References (f) and (g) contain basic instructions, and references (h) and (i) additional instructions and policies, relative to the processing of personnel for separation by reason of unfitness and misconduct.

d. Reference (j) relates specifically to cases involving homosexual tendencies or acts. All recommendations regarding the disposition of alleged homosexuals will be prepared in strict compliance therewith. Enclosures (1) and (2) to this directive are not appropriate for use in homosexual cases. Statements will be in the format prescribed by reference (j), as modified by reference (1). A sample statement is contained in enclosure (3).

e. References (k) and (l) were promulgated as partial implementation of the instructions contained in reference (a), the contents of which are incorporated into this directive.

f. It is the policy of this Headquarters that administrative discharges involve matters of such gravity affecting the future welfare of the individual that they merit the

WgO 1900.1B
28 Aug 1966

personal attention and serious study of the commander at all echelons of command.

g. Commanders shall assume personal responsibility for recommendations and comments on such matters, and shall not delegate this responsibility. Exceptions may be made in rare cases where a prolonged absence of the commander will cause undue delay in processing a case. In that event, the acting commander may submit the recommendation.

4. Background

a. The existence of deficiencies in previous recommendations for administrative discharges has demonstrated the need for supplemental instructions within the Wing. They are required to insure a timely and proper decision in each case and the existence of a record which will support the subsequent actions that may be required of the Navy Discharge Review Board.

b. The greatest number of deficiencies in previous recommendations has been a lack of detailed attention to the provisions of the Marine Corps Personnel Manual, supplemental instructions, and insufficient detail regarding dates, times, places, identification of persons present including their official capacities or relationship to the case, actions taken, and events observed or experienced. Medical and psychiatric reports have been, on occasion, so brief or vague about character, behavior, personality, intelligence or other disorders that determination of the type of action most appropriate to the case (disciplinary or discharge as unsuitable or undesirable) is difficult to establish.

5. Supplemental policies. For the processing of administrative discharges under this directive, the following policies will apply:

a. Notwithstanding the fact that civil authorities have disposed of a case as a misdemeanor, those cases in which there has been a conviction by civil authorities or action taken which is tantamount to a finding of guilty for which the maximum penalty under the Uniform Code of Military Justice is death or confinement in excess of one year; or which involves moral turpitude; or where the offender is adjudged a juvenile delinquent, wayward minor, or youthful offender or is placed on probation or punished in any way as the result of an offense involving moral turpitude, will be processed in accordance with reference (g).

WgO 1900.1B

28 Aug 1966

b. In each case presented, the commanding officer exercising Special Courts-Martial jurisdiction will make a positive recommendation for separation or retention of the Marine concerned, whichever, in his judgement, is in the best interests of the Marine Corps.

c. Cases are to be completed as expeditiously as possible, delays explained in the record, and the recommendation should reflect the date it is forwarded to this Headquarters. Board and staff actions are to be completed in time to permit the Commanding General to complete his action within 15 days from the date of the commander's recommendation. When counsel is requested and assigned, he will determine his readiness to represent the individual before the Board far enough in advance to ensure the 15 day period referred to herein is not exceeded unless specifically authorized by the Commanding General.

d. Commanders will be informed of the action taken on their recommendations:

(1) By receipt of a Wing Special Order directing the transfer of the individual concerned to CONUS for discharge when final action is discharge.

(2) By copy of the Commanding General's endorsement, forwarding the case to the Commandant of the Marine Corps for final determination or review in all other instances.

6. Action. Commanding Officers will:

a. Read and comply with all references and this directive in processing personnel subject to consideration for an administrative discharge in order to serve the best interests of the Marine Corps and to safeguard the rights of the individual.

(1) Processing for discharge under paragraphs 13265.1a, e, and f and paragraphs 13266.2b, c, and e of the Marine Corps Personnel Manual will not be commenced until the individual has been given a reasonable opportunity to overcome his deficiencies. When it is determined that an individual may come within the purview of these specific categories, the individual shall be notified of his deficiencies in writing, acknowledged by him, and shall be counselled concerning his deficiencies. All such measures taken shall be recorded on page 11 of the individual's service record. If no improvement is forthcoming within a reasonable time, the individual should then be processed for the appropriate type of discharge.

WgO 1900.1B

28 Aug 1966

b. Cause a preliminary inquiry to be made to determine the facts and circumstances upon receipt of information indicating that the conduct or physical defect of a Marine places him within the purview of references (c), (f), (g), or (j)(i).

c. Advise the Marine concerned, in writing, and at office hours if he is available, of the following:

(1) The action contemplated in his case.

(2) The type of discharge for which he is being considered.

(3) The evidence upon which the contemplated action is based, except in cases where the information is from an ONI report. In such cases, notify this Headquarters so that action may be initiated to obtain a resume for the record and for the information of the Marine and his counsel.

(4) His rights as set forth in enclosure (1), (2) or (3), as applicable.

d. In appropriate cases, request and/or assign counsel. Furnish directly to the officer-lawyer appointed as counsel, a copy of the report and recommendation, with enclosures and attachments, when the original is forwarded to this Headquarters.

e. Submit in duplicate, a report and recommendation addressed to the Commanding General which contains, insofar as possible, a complete statement of facts and circumstances with supporting documents in sufficient detail to permit a proper decision in each case and to support the action taken in event of later consideration by the Navy Discharge Review Board. A separate report is required for each Marine concerned. Cases involving homosexuality or sexual perversion should be addressed to the Commandant of the Marine Corps (Code DK), via this Headquarters.

f. Complete a check-off list (enclosure (7)) and attach it to the service record book.

g. Forward the service record book and health record of the Marine concerned with, but not as enclosures to, the recommendation. They will be returned by this Headquarters upon completion of the Commanding General's action on the case.

WgO 1900.1B
28 Aug 1966

7. Information

a. Enclosure (1) is a sample letter of notification and reply form to be utilized only for those personnel recommended for an unsuitability discharge who have LESS than eight years continuous active military service.

b. Enclosure (2) is a sample letter of notification and reply form to be utilized only for those personnel recommended for discharge or retention under Marine Corps Personnel Manual paragraphs:

(1) 13265 - Unsuitability, and member has eight years or more of continuous active military service.

(2) 13266 - Unfitness, except subparagraph 13266.2a (sexual perversion).

(3) 13267 - Misconduct.

c. Enclosure (3) is a sample letter of notification and reply form to be utilized only for those personnel recommended for discharge or retention under Marine Corps Personnel Manual paragraph 13266.2a (unfitness - sexual perversion) and reference (j) who have been classified as Class II offenders, or a Class I offender when the commanding officer considers that the best interests of the service will be served thereby.

d. Enclosures (4) and (5) will be submitted in all cases wherein personnel are recommended for discharge or retention, EXCEPT when a Marine is recommended for an unsuitability discharge and has LESS than eight years of continuous active military service. Copies of enclosures (4) and (5), when required to be completed, will be furnished the individual member for his personal retention.

e. Enclosure (6) is a sample letter to federal or civilian penal institutions or youth correction authorities and is considered self-explanatory. This enclosure is not stocked for requisition and procurement but will be reproduced by local using units as required.

f. Enclosure (8) is to be completed in duplicate in those instances wherein consideration is being given an individual towards initiating action for his separation from the service under the provisions of Marine Corps Personnel Manual paragraphs:

WgO 190011B
28 Aug 1966

- (1) 13265.1a - Inaptitude.
- (2) 13265.1e - Apathy, defective attitude, etc.
- (3) 13265.1f - Alcoholism.
- (4) 13266.2b - Frequent involvement of a discreditable nature with civil or military authorities.
- (5) 13266.2e - An established pattern showing dishonorable failure to pay just debts.

The original of this notification form will be retained in the files of the Marine's parent organization. The duplicate will be given to the individual concerned for his personal retention.

H W Taylor
H. W. TAYLOR
Chief of Staff

DISTRIBUTION: "A" & "B"

WGO 1900.1B
28 Aug 1966

(Form 1900/1) (8-66)

UNIT HEADING

(date)

From: Commanding Officer
To: (Marine concerned)

Subj: Recommendation for Discharge by Reason of Unsuitability,
notification of

1. You are hereby notified that it is my intention to recommend you for an unsuitability discharge in accordance with the provisions of the Marine Corps Personnel Manual, paragraph 13265, for the following reasons:

(brief statement of reasons for recommendation)

2. You are advised that an unsuitability discharge is under honorable conditions and you are entitled to all rights and privileges received by a Marine awarded an Honorable Discharge, except the right to retain your outer uniform clothing and wear your uniform home.

3. You may make a statement in your own behalf if you so desire. Prior to making such a statement, you are advised that, in accordance with Article 31, Uniform Code of Military Justice, you are not required to make any statement and that any statement made by you may be used as evidence against you.

(typed name & signature of CO)

FIRST ENDORSEMENT

(date)

From: (Marine concerned)
To: Commanding Officer, (Unit designation)

1. I fully understand the type of discharge for which I am being recommended and the provisions of Article 31, Uniform Code of Military Justice.

2. I (do) (do not) desire to submit a statement in my own behalf. (Line out in own handwriting, and initial, that portion which is not applicable).

(Signature of individual Marine

1

ENCLOSURE (1)

WGO 1900.1B

28 Aug 1966

(Form 1900/2) (8-66)

UNIT HEADING

NOTE: Line out all portions not applicable

- - - - -
(date)From: Commanding Officer
To: (Marine concerned)Subj: Administrative Discharge Notification and Reply Sheet,
for reason of Unsuitability/Unfitness/Misconduct

1. Pursuant to the provisions of the Marine Corps Personnel Manual, paragraph (1326) (13266) (13267) you are hereby notified that you are (subject to) (being recommended for) an (Honorable) (General) (undesirable) discharge from the U. S. Marine Corps (Reserve) by reason of (unsuitability) (unfitness) (misconduct) on the basis of the following:

(brief statement of reasons for recommendation)

2. In connection with this recommendation, you are advised that you have the provisions listed below, any or all of which you must request or waive in writing:

a. To present your case before an Administrative Discharge Board, which will consist of not less than three officers.

b. To appear in person before such Board, subject to your availability (that is, if you are not confined by civil authority, etc.)

c. To be represented by military counsel who will be a lawyer within the meaning of Article 27(b)(1) of the Uniform Code of Military Justice. If it is certified that a lawyer so qualified is not available, then the qualifications of the substituted nonlawyer will be set forth. You may also retain civilian counsel at no expense to the Government.

d. To be represented by military counsel of your choice (regardless of whether he is a lawyer or not), if he is reasonably available.

e. To submit statements in your own behalf after you have had the provisions of Article 31, Uniform Code of Military Justice, read and explained to you, or statements from other persons in your behalf.

WgO 1900.1B
28 Aug 1966

(Form 1900/2) (8-66)

3. By endorsement hereon, you will acknowledge receipt of this notification and expressly waive or request the above privileges.

4. You are hereby advised that it would be to your advantage to consult with counsel prior to waiving any of the above privileges. You are hereby afforded such opportunity.

(typed name & signature of CO)

FIRST ENDORSEMENT on CO, ---

(date)

From: (Marine concerned)
To: Commanding Officer, (Unit designation)

1. Returned, receipt acknowledged this date.

2. I hereby certify that I was afforded an opportunity to consult with counsel prior to waiving any, or all of the below listed privileges, and I chose:

☐ Not to consult with counsel.

☐ To consult with counsel, who is _____
(Rank)(Name)(SerNo)

(Component)

His legal qualifications are: -----

3. I have had explained to me the reason for this recommendation; the type of discharge to which I am subject; the contents of this letter; the provisions of Article 31, Uniform Code of Military Justice, and my privileges as listed below, and I hereby request: (line out in own handwriting, and initial, those portions which are not applicable)

a. To (have) (waive having) my case heard by an Administrative Discharge Board of not less than three officers.

ENCLOSURE (2)

2

WgO 1900.1B
28 Aug 1966

(Form 1900/2) (8-66)

b. To (appear) (waive appearance) in person before an Administrative Discharge Board.

c. To (be represented) (waive representation) by counsel appointed by the Commanding General.

d. (To be) (Not to be) represented by civilian counsel retained at my own expense.

e. (To be) (Not to be) represented by counsel of my own choice. (If affirmative) The name of the counsel desired is _ _ _ _ _.

f. To (submit) (waive submission of) statements in my own behalf.

(Typed name & signature of witness) _ _ (Signature) _ _ _

WgO 1900.1B
28 Aug 1966

(Form 1900/3) (8-66)

UNIT HEADING

NOTE: Line out all portions not applicable - - - - -
(date)

From: Commanding Officer
To: (Marine concerned)

Subj: Undesirable Discharge Notification and Reply Sheet

1. Pursuant to the provisions of the Marine Corps Personnel Manual, paragraph 13266, you are hereby notified that you are (subject to) (being recommended for) an Undesirable discharge from the U. S. Marine Corps (Reserve) by reason of Unfitness on the basis of the following:

(brief statement of reasons for recommendation)

2. In connection with this recommendation, you are advised that you have the privileges listed below, any or all of which you must request or waive in writing:

a. To present your case before an Administrative Discharge Board, which will consist of not less than three officers.

b. To appear in person before such Board, subject to your availability (that is, if you are not confined by civil authority, etc.)

c. To be represented by military counsel who will be a lawyer within the meaning of Article 27(b)(1) of the Uniform Code of Military Justice. If it is certified that a lawyer so qualified is not available, then the qualifications of the substituted nonlawyer will be set forth. You may also retain civilian counsel at no expense to the Government.

d. To be represented by military counsel of your choice (regardless of whether he is a lawyer or not), if he is reasonably available.

e. To submit statements in your own behalf after you have had the provisions of Article 31, Uniform Code of Military Justice, read and explained to you, or statements from other persons in your behalf.

3. You are informed that the offense described in paragraph 1, above, is in violation of the Uniform Code of Military

WFO 1900.1D
28 Aug 1966

(Form 1900/3) (8-66)

Justice. However, you are offered an opportunity to request separation to escape trial by court-martial. You are further advised that if such request is accepted you may receive a discharge under other than honorable conditions without Board action, and, that by nature of the type of discharge you may receive that you may be deprived of virtually all rights as a veteran under both Federal and State legislation; and that you may expect to encounter substantial prejudice in civilian life in situations wherein the type of service rendered in any branch of the Armed Forces or the character of discharge received may have a bearing.

4. By endorsement hereon, you will acknowledge receipt of this notification and expressly waive or request the above privileges.

5. You are hereby advised that it would be to your advantage to consult with counsel prior to waiving any of the aforementioned privileges.

(Typed name and signature of CO)

FIRST ENDORSEMENT

(date)

From: (Marine concerned)
To: Commanding Officer, (Unit designation)

1. Returned, receipt acknowledged this date.

2. I hereby certify that I was afforded an opportunity to consult with counsel prior to waiving any, or all of the below listed privileges or prior to submitting a request for discharge for the good of the service and escape trial by court martial, and I chose:

☐ Not to consult with counsel.

☐ To consult with counsel, who is _____
(Rank) (Name)

(SerNo) (Component)

His legal qualifications are: _____

ENCLOSURE (3)

WgO 1900.1B

28 Aug 1966

(Form 1900/3) (8-66)

3. I have been informed that I have been initially classified as a Class (I) (II) offender as described in Secretary of the Navy Instruction 1900.9.

4. I have been given a summary of my reported offense and informed that the offense described is in violation of the Uniform Code of Military Justice.

5. I have been offered an opportunity to request separation to escape trial by court-martial.

6. I hereby voluntarily desire to make the following statement: (Check the appropriate box and line out in own handwriting, and initials, the subparagraph which is not applicable).

☐ I do not request an undesirable discharge for the good of the service and to escape trial by court-martial.

☐ I hereby request an undesirable discharge for the good of the service and to escape trial by General Court-Martial. I understand that my separation from the naval service effected by an undesirable discharge will be under conditions other than honorable; that I may be deprived of virtually all veterans benefits based on my current period of active service; and that I may expect to encounter substantial prejudice in civilian life in situations wherein the type of service rendered in any branch of the Armed Forces or the character of the discharge received therefrom may have a bearing.

7. I have been further advised that since I am being considered for a possible discharge as undesirable, I am entitled to request or waive, in writing, the following privileges. In this regard, I elect to: (line out in own handwriting, and initial, those portions which are not applicable).

a. To (have) (waive having) my case heard by an Administrative Discharge Board of not less than three officers.

b. To appear (waive appearance) in person before an Administrative Discharge Board.

c. To (be represented) (waive representation) by counsel appointed by the Commanding General.

d. ~~(To be)~~ ~~(Not to be)~~ represented by civilian counsel retained at my own expense.

ENCLOSURE (3)

WgO 1900.1B
28 Aug 1966

(Form 1900/3) (8-66)

e. (To be) (Not to be) represented by counsel of my
own choice. (If affirmative) The name of the counsel
desired is _ _ _ _ _

f. To (submit) (waive submission of) statements in
my own behalf.

(Typed name & signature of witness) . (Signature) -

ENCLOSURE (3)

WgO 1900.1B

28 Aug 1966

(Form 1900/4) (8-66)

INFORMATION CONCERNING THE REGULATIONS AND PROCEDURES
GOVERNING THE NAVY DISCHARGE REVIEW BOARD
(NAVEXOS P-70)

-(date)-

1. All discharges except that given by a sentence of a General Court-Martial may be reviewed by subject Board upon its own motion or upon the motion of the individual so discharged.
2. The scope of the review shall be to determine whether, under reasonable standards of naval law and discipline as defined in pertinent regulations, the type and nature of the discharge or dismissal should be changed, corrected or modified, and, if so, to decide what change, correction or modification should be made.
3. The Board has no authority to revoke any discharge or dismissal; to restate any person in the military service subsequent to discharge or dismissal, or to recall any person to active duty.
4. The Board may make recommendations for reenlistment as a part of its decision in any case of which it has legally taken jurisdiction.

PROCEDURES FOR REQUEST FOR REVIEW:

1. The discharged person should submit a petition for a review to the Board with the certificate of discharge or dismissal in question, if available, and such other statements or affidavits as he desires to present.
2. The petition or request for review of discharge should be submitted on Form DD 293 and signed by the discharged person.
3. No request for a review of a discharge or dismissal shall be valid unless filed with the Board within fifteen (15) years after the date of the discharge or dismissal.
4. Forms and procedures may be obtained from the following address:

WgO 1900.1B
28 Aug 1966

(Form 1900/4) (8-66)

Navy Discharge Review Board
Department of the Navy
Washington, D. C.

Statement of Individual:

I have been advised of the purpose and procedure
for making application to the Navy Discharge
Review Board.

(Typed name & signature of
witness)

(Typed name & signature
of individual)

ENCLOSURE (4)

2

WgO 1900.1B
28 Aug 1966

(Form 1900/5) (8-66)

INFORMATION CONCERNING THE REGULATIONS AND PROCEDURES OF
THE BOARD FOR CORRECTION OF NAVAL RECORDS
(NAVEXOS P-473)

- - - - -
(date)

1. The secretary of a military department, under procedures established by him, and approved by the Secretary of Defense, may correct any military record of the department when he considers it necessary to correct an error or remove an injustice.
2. No correction may be made unless the individual files for a correction within three (3) years after he discovers the error or injustice. The three (3) year limit may be waived in exceptional circumstances.
3. An application for correction should be submitted on DD Form 149 (Application for Correction of Military or Naval Records).
4. Forms and procedures may be obtained from the following address:

The Secretary of the Navy
Board for Correction of Naval Records
Washington, D. C.

Statement of Individual:

I have been advised of the purpose and procedures
regarding the Board for Correction of Naval Records.

- - - - -
(Typed name & signature of witness)

- - - - -
(Typed name & signature
of Individual)

WgO 1900.1B
28 Aug 1966

UNIT HEADING

- - - - -
(date)

Warden
(Name of Penal Institution)
(Address)

Dear Sir:

The discharge of _ (Grade) _ (First, Middle, Last Name) _ _ _
(Service Number), U. S. Marine Corps, who is confined in
your institution, has been directed. In effecting the dis-
charge from the U. S. Marine Corps of personnel convicted
by civilian authorities, a separation physical examination
is required. The examination and reporting may be accom-
plished by a penal institution physician; or, in the event
the services of a physician are not available, a statement
signed by the Warden of the penitentiary or reformatory to
the effect that the person to be discharged is physically
and mentally qualified for discharge and is not in need of
hospitalization will suffice.

Accordingly, it is requested that the enclosed Standard
Form 88 be completed by your institution's physician, or a
statement executed by you that the above named person is
physically and mentally qualified for discharge and is not
in need of hospitalization, be furnished this activity in
order to effect the discharge of this man from the U. S.
Marine Corps.

Your assistance in this matter will be greatly appreciated.

Very truly yours,

/s/ - - - JOHN DOE - - -
Colonel, U. S. Marine Corps
Commanding

Encl:
(1) Standard Form 88

WgO 1900.1B
28 Aug 1966

(Form 1900/6) (8-66)

CHECK OFF LIST FOR ADMINISTRATIVE DISCHARGE RECOMMENDATION

	<u>Yes</u>	<u>N/A</u>	<u>Wg</u> <u>G-1</u>
Case of: _____			
1. Original & one copy - <u>including all enclosures</u> - of ltr with facts, circumstances & recommendation for forwarding to CG (Attn: G-1). Additionally, copy has been furnished directly to lawyer counsel if requested and appointed.	_____	_____	_____
2. Recommendation for discharge or retention <u>originated, signed & submitted</u> by commanding officer exercising Special Courts-Martial authority.	_____	_____	_____
3. Ltr of recommendation for <u>one</u> person only.	_____	_____	_____
4. Ltr of recommendation includes type and <u>specific subparagraph</u> of appropriate authority of MARCORPERSMAN.	_____	_____	_____
5. Signed & <u>dated</u> statements of officers & NCO's under whose observation Marine has been performing duties, expressing opinions as to character, performance of duty & general value to the service of the Marine concerned (13265 , 13266 & 13267)	_____	_____	_____
6. Medical/Psychiatric evaluation report of reasons in paragraphs 13265.1a thru g, 13266.2a thru e, 13267.2b(6). Original report contained in Health Record; <u>certified true copies submitted with letter of recommendation.</u>	_____	_____	_____
7. Does the Medical Officer's consultation report contain the appropriate diagnostic code number? (BUMED INST 1910.3)	_____	_____	_____

WgO 1900.1B
28 Aug 1966

(Form 1900/6) (8-66)

	<u>Yes</u>	<u>N/A</u>	<u>Wg</u> <u>G-1</u>
8. Certified copies of SRB pages 3, 11, 12, 13 (13266 & 13267), <u>including</u> entry of recommendation for discharge/retention on <u>certified copies of Pg 11</u> .	___	___	___
9. If processed under 13265.1a, e, f; 13266.2b, c, or e, has the individual:			
a. Been given notice in writing of his deficiencies?	___	___	___
b. Has he acknowledged receipt of this notice?	___	___	___
c. Has he been accorded a reasonable period of time to correct these deficiencies? If so, how many months_____	___	___	___
d. Was he given counselling during this period?	___	___	___
e. Are there entries on Pg 11 of the individual's SRB recording these measures?	___	___	___
f. If Pg 11 does not contain a record of these actions is there an explanation in the letter of recommendation as to this omission?	___	___	___
10. Maximum punishment for the offense authorized by the civil court included in the ltr of recommendation? (MCPM Par 13267.5)	___	___	___
11. Subject Marine available to appear before the Board?	___	___	___
12. Name of appointed Lawyer counsel -----			
13. Name of Asst Counsel appt by this squadron/battalion_ _ _ _ _			

ENCLOSURE (7)

2

<u>Yes</u>	<u>N/A</u>	<u>Wg</u> <u>G-1</u>
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Year	1990	1995	2000
1990	1990	1995	2000

1. *Journal of the American Medical Association*, 1997; 278: 1039-1044.

NOTE: Check list to be completed only by Squadron/Bn AdminChf, or persons senior to him.

WgO 1900.1B
28 Aug 1966

..(Form 1900/7) (8-66)

UNIT HEADING

-- (date) --

From: Commanding Officer
To: (Marine concerned)

Subj: Formal Notification of Personal Deficiencies

1. The purpose of this letter is to formally notify you that you have been found to be lacking in certain areas of personal behavior, aptitude, or attitude which cast doubts as to the desirability of your retention in the U. S. Marine Corps. It is suggested that you immediately take the necessary steps to correct these deficiencies. Continued failure on your part to do so will result in a recommendation for your discharge from the U. S. Marine Corps in accordance with the provisions of the Marine Corps Personnel Manual, paragraph (13265.1) (13266.2), by reason of (state reason in full as given in the specific subparagraph of the MARCOPERSMAN).
2. You are advised that approval of a recommendation for your discharge may result in your separation from the U. S. Marine Corps under conditions other than honorable and, that by nature of the type of discharge you may receive that you may be deprived of virtually all rights as a veteran under both Federal and State legislation; and that you may expect to encounter substantial prejudice in civilian life in situations wherein the type of service rendered in any branch of the Armed Forces or the character of discharge received may have a bearing.
3. In addition to this official notification of your deficiencies, I will discuss with you in detail the remedial steps which must be taken by you to correct or improve your deficiencies. You will then be given a reasonable period of time in which to do so, and every possible assistance will be given you to assist you in this endeavor.
4. Upon completion of our discussion you will acknowledge receipt of this notification by completing the first endorsement hereon. An entry will also be made in your service record book to record this action and you will be provided with a copy of this letter for your personal retention.

-- (Typed name & signature) --

WgO 1900.1B
28 Aug 1966

(Form 1900/7 (8-66))

-- (date) --

FIRST ENDORSEMENT on CO, --

From: (Marine concerned)

To: Commanding Officer, (Unit designation)

1. Returned, receipt acknowledged this date.

2. I have read and had explained to me the above notification of personal deficiencies. I understand that unless these deficiencies are corrected I may be recommended for administrative separation from the U. S. Marine Corps prior to the normal expiration of my enlistment.

-- (signature of Marine) --

ENCLOSURE (8)

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

WgO P3040.1D Ch 1
1:FAS:gsc
27 Aug 1966

WING ORDER P3040.1D Ch 1

From: Commanding General
To: Distribution List

Subj: Standing Operating Procedures for Combat Casualty
Reporting

Encl: (1) New page inserts to Wing Order P3040.1D.

1. Purpose. To transmit new page inserts and direct pen changes to the basic Order.

2. Action

a. Remove the present pages 3-1, 3-2, 3-3, 3-4, 4-1, 4-2, A-5, A-6, and A-7 and replace them with corresponding pages in enclosure (1) hereto.

b. Insert new pages 1-3, 3-5, and A-17.

c. On promulgation page change reference (d) to read "FMFPacO P3040.2.".

d. On promulgation page add a new reference (e) as follows:

"(e) FORLOGCOMD msg 091320Z Aug66 (NOTAL)."

e. On page iv, line 10, change "Daily Evacuation Report" to read "Report of Casualty Evacuation."

f. On page v, after the last line add:

"Report of Casualty Evacuation 10 A-17."

g. On page vii, line 12, change "Daily Evacuation Report" to read "Report of Casualty Evacuation."

h. On page A-3, line 14, delete "HANDS BN" and add a new line 19, "COMSEVENFLT."

i. On page A-4, number present Supplementary Note as "1" and add new note as follows:

WgO P3040.1D Ch 1
27 Aug 1966

"2. In cases of TAD/attached personnel, their parent organization will also be made an information addressee. For Navy personnel consult NAVPERS 15791A (BUPERSMAN)."

3. Certification. Reviewed and approved this date.


H. W. TAYLOR
Chief of Staff

DISTRIBUTION (C): 10000

DISTRIBUTION: "D"

SECTION III301. OPERATION1. REPORTING PROCEDURES (MANUAL SYSTEM)a. MARINE CORPS PERSONNEL

(1) When a casualty occurs, hostile or non-hostile, the squadron commander will report immediately the information listed in Appendix A, Figure 1, to the group commander. The group commander shall then relay this information to the Combat Casualty Reporting Center by telephone (MOMENT 137) and confirm by message. Groups within the immediate area of Wing Headquarters may, in lieu of a confirmation message, submit a signed written report utilizing the same format.

(2) A message report of critical, serious, or incapacitated Marine Corps casualties shall be prepared by the group commander (or independent squadron commanders) in accordance with MARCORPERSMAN, paragraph 12155, and Appendix A, Figure 2 of this Order.

(3) A message report of death shall be prepared by the group commander (or independent squadron commander) in accordance with MARCORPERSMAN, paragraph 12154, and Appendix A, Figure 3 of this Order.

(4) Personnel who are missing will be reported to this Headquarters as soon as details and circumstances are known (see Appendix A, Figure 3). In no case however, will the initial message report of missing be delayed more than 12 hours. Additional information as it becomes known will be reported in the form of a "supplement" to the initial report. Supplementary reports relative to results of search shall be submitted during each 24 hour period subsequent to the initial report until the casualty is found or the search is terminated. Not later than 15 days after submission of the initial report of missing, if the individual has not returned to military control or conclusive evidence of death has not been received or established, a written report will be submitted in accordance with MARCORPERSMAN, paragraph 12160 to the Commandant of the Marine Corps (Code DNA) via this Headquarters, with a copy to the Commanding General, Fleet Marine Force, Pacific.

b. NAVY PERSONNEL. Casualties will be reported in accordance with paragraphs 1a(1), (2), (3), and (4) above except that the Wing Navy Personnel Officer will submit reports of all casualties depicted in paragraphs 1a(2) and (3).

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Ch. 1

c. ATTACHED PERSONNEL. Personnel attached (TAD, etc.) to organizations of the 1st Marine Aircraft Wing who become casualties will be reported in accordance with paragraph 301.1a. Commanding officers will insure that the parent organization is an "INFO ADDEE" on all messages. Close liaison and reporting procedures must be maintained in these cases.

d. CIVILIANS. Reports of death of civilian personnel performing service directly for the Secretary of the Navy because of employment by an agency under contract with the Secretary of the Navy (e.g., TECH REPS) shall be reported in accordance with Part B, Article 302, DECEDENT AFFAIRS MANUAL (BUMEDINST 5360.1A).

2. REPORTING PROCEDURES (MECHANIZED SYSTEM)

a. GENERAL INSTRUCTIONS. The mechanical system employs the casualty card (NAVMC 10453-PD, Rev. 12-60). When a person becomes a casualty as defined in paragraph 101.4 of this Order, unit commanders will insure that an appropriate casualty card is accurately completed and promptly submitted. It should be noted that the mechanized system will be employed with the manual system. One is not a substitute for the other. Commanders should verify that reports do not conflict and that necessary steps are taken to insure that correct information is submitted. A detailed checklist and guide for completion of these cards is contained in Appendix A, Figure 4 of this Order. The casualty card (copy) is forwarded by the most expeditious means to this Headquarters (Attn: CCRO). The original (flimsy) will be retained by the unit for record purposes.

b. MEDICAL UNITS AND FACILITIES. The casualty card is prepared by medical personnel on all casualties passing through the medical or evacuation chain of command as follows:

- (1) When initially admitted for treatment.
- (2) When treated and simultaneously returned to duty (hostile casualties only).
- (3) When treated, processed, and evacuated.
- (4) When returned to duty after admission, treatment, or hospitalization.
- (5) When evacuated.
- (6) When death occurs after admission.
- (7) When KIA.
- (8) Whenever the status of the casualty changes.

c. REPORTING UNITS. Unit commanders will submit casualty cards when one of the following occurs:

- (1) Missing.
- (2) Captured.
- (3) Killed in action and body not recovered.
- (4) Receives superficial wounds in action which did not result in loss to unit.
- (5) Buried in temporary or isolated grave.
- (6) Loss to the unit in excess of 24 hours as a result of being injured or ill in non-hostile status.
- (7) Status of a casualty is known to change, i.e., MIA to KIA, etc.

d. GRAVE REGISTRATION. Unit commanders will insure that the casualty card, when utilized as a temporary burial card, for casualties buried in other than designated cemeteries within the operational area, is prepared and submitted by the graves registration units of supporting medical battalions by the most expeditious means.

e. DUPLICATE REPORTS. Unit commanders are responsible for submitting information on any casualties they become aware of at any time, including any changes in condition or status, unless it is specifically known that such information has already been submitted by another source. All duplications of reports will be sorted by the Combat Casualty Reporting Center.

f. APPLICABILITY TO OTHER ARMED FORCES. Casualties from other U. S. Armed Forces and those of friendly nations that may be processed through the medical or evacuation chain will be reported in the same manner as Marines.

3. ADMINISTRATIVE PROCEDURES

a. DEATH. In addition to the personnel accounting procedures required by Chapter 16, MARCORPERSMAN, commanding officers of reporting units, upon notification of death of a member of their unit, will:

- (1) Furnish the medical battalion or hospital where the remains are located with original and five copies of PERSONAL DATA OF DECEASED (MACV Form 6). See Appendix A, Figure 5.

(2) Inventory and forward personal effects directly to Personal Effects and Baggage Center, MCB, Camp Pendleton, California in accordance with Chapter 11, MARCORPERSMAN. When notified of a death of a casualty, Personal Effects and Baggage Center, 3rd Force Service Regiment, will automatically collect and forward personal effects of the deceased stored on Okinawa to the Personal Effects and Baggage Center, MCB, Camp Pendleton, California.

(3) Close out and forward SRB/OQR to CMC as outlined in Chapter 15, MARCORPERSMAN. Close out and forward pay record to CMC as outlined in Chapter 4, Volume IV, NAVCOMPTMAN. Health and dental will be terminated and forwarded to BUMED as outlined in the Manual for the Medical Department.

(4) Within three days after the date of occurrence, the unit commander will write a letter of condolence to the primary next of kin, or if the member was married, to both the wife and parents. Condolence letters will be written in accordance with MARCORPERSMAN, paragraph 12156, (see Appendix A, Figure 6) and will be submitted through the chain of command by courier to the Commanding General (Attn: CCRO) for review and mailing to the next of kin and/or parents as appropriate. An addressed AIR MAIL envelope will accompany each letter and sufficient copies will be prepared to provide a file copy for the Commanding General and the Commandant of the Marine Corps (Code DNA).

b. INJURY OR ILLNESS

(1) For casualties remaining in-country:

(a) No immediate steps are necessary except for an appropriate entry on the unit diary in accordance with Chapter 16, MARCORPERSMAN.

(2) For casualties evacuated out of country, the Commanding Officer, Force Logistic Command, by reference (e), established collection points at Chu Lai, Phu Bai, and Danang. All personal effects and service records, together with proper documentations, will be turned over, within 72 hours after receipt of the Wing directive transferring the patient or casualty, to the Force Logistic representatives as listed below:

(a) Chu Lai. Personal effects and service records office located in the Headquarters, FLSG-B/1st Service Battalion area.

(b) Phu Bai. Personal effects and service records office located in the Headquarters, FLSU-2 area.

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Ch. 11

SECTION IV401. DUTIES OF THE WING CCRO

1. RECORDS AND FILES. The Wing CCRO will maintain a permanent file of Casualty Status Cards (Appendix A, Figure 7) on all reported Wing casualties. He will ensure that necessary casualty information is gathered and posted to casualty status cards from various sources, e.g., casualty cards, reports, messages, etc., from aid stations, unit and organization commanders, medical units and facilities, hospitals, hospital ships, and graves registration sections.

2. CASUALTY CARDS. The Wing CCRO will review for accuracy, post, and submit casualty cards to DPP #16, FLSG(A), FLC for processing, coding, and preparation of reports as required by higher headquarters. All reports emanating from DPP #16 which involve Wing personnel will include the Commanding General, 1st Marine Aircraft Wing (Attn: CCRO) as a "copy to" addressee. The Wing CCRO will maintain close liaison with DPP #16 to ensure that necessary information is timely and accurate.

3. REPORTS

a. DAILY CASUALTY REPORT. A Daily Casualty Report will be prepared and submitted by 1500 each day to the Adjutant, III MAF. Information contained in this report will be as shown on the format (Appendix A, Figure 8). Negative reports are required.

b. MONTHLY HOSTILE AND NON-HOSTILE CASUALTY REPORT. This report is prepared and submitted to the Commanding General by the 10th day of each month for the preceeding month. Information contained in the report will be as shown on the format (Appendix A, Figure 9). Cumulative totals will be by calendar year.

c. REPORT OF CASUALTY EVACUATION. The CCRO will prepare a message to the Commanding General, Fleet Marine Force, Pacific and the Commandant of the Marine Corps, listing Wing personnel evacuated for treatment at hospitals "out of country," less those to hospital ships. Information contained in this report will be as indicated in Appendix A, Figure 10. This report will direct groups to transfer the casualty by service records to the Commanding Officer, Camp S. D. Butler, USMC, FPO San Francisco 96673.

d. DAILY CONSOLIDATED MESSAGE REPORT. A daily consolidated message report of persons injured or stricken with illness due to hostile and non-hostile causes will be prepared and sent to the Commandant of the Marine Corps

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Ch. 1

(Code DNA) by immediate/priority message. The report will include name, rank, service number and MOS, organization, date of occurrence, location, circumstances, diagnosis, condition, prognosis, present disposition, and estimated period of hospitalization of each casualty. This report will be numbered consecutively by the calendar year (e.g., 1-66, 2-66, etc.) and will also show total number of casualties for the report, subdivided by total hostile and total non-hostile (e.g., "Total number of casualties this casrep 3 (1 hostile, 2 non-hostile).").

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Ch. 1

MESSAGE FORMAT GUIDE FOR REPORT OF DEATH OR MISSING

IMMEDIATE/PRIORITY

FROM: (GROUP OR INDEPENDENT REPORTING UNIT)

TO: SECNAV (IN CASE OF DEATH)
CG FIRST MAW (IN CASE OF MISSING)

INFO: CMC (INFO COPIES NOT REQUIRED IN CASE OF MISSING
BUMED PERSONNEL)
CG FIRST MAW
(PARENT UNIT OR SQUADRON - AS APPROPRIATE)
COM _____ NAVDIST
DIR _____ MCD
COMUSMACV
CINCPACFLT
CG FMFPAC
CG III MAF
NMCC WASH DC
CMDR SEVENTH AIR FOR
DPP ONE SIX FLSCA
EIGHT FLD HOSP NHA TRANG
USAF HOSP CLARK AB PI
CAMP BUTLER
CG MCB CAMPEN
FIRST MAR BRIG (WHEN NOK RESIDES IN HAWAII)
MARBKS NAVB PEARL (WHEN NOK RESIDES IN HAWAII)
COMSEVENFLT

UNCLAS E F T O

REPORT OF DEATH NON-HOSTILE - _____-66 (OR REPORT OF MISSING -
HOSTILE - _____-66, AS APPROPRIATE, TO INCLUDE HOSTILE OR NON-
HOSTILE AND CONSECUTIVE NUMBER OF REPORT IN THESE CATEGORIES,
E.G., REPORT OF DEATH - NON-HOSTILE 1-66, REPORT OF MISSING -
2-66, ETC.)

A. MARCOPERSMAN PAR 12154

1. IAW REF A FOL INFO IS SUBMITTED:

A. (RANK, FULL NAME (SURNAME LAST), SERVICE NUMBER/MOS,
BRANCH OF SERVICE, AND PARENT COMMAND)

B. (STATUS, I.E., ACDU, ETC. SEE PAR 12154.2B, MARCOR-
PERSMAN.)

C. (TYPE OF CASUALTY, I.E., DEAD OR MISSING. SEE PAR
12160, MARCOPERSMAN WHEN REPORTING PERSONS MISSING.)

Figure 3. Message format guide for report of death or missing

D. (DTG OF OCCURRENCE (LOCAL TIME), PLACE (DO NOT GIVE GRID COORDINATES - USE GENERAL LOCATION OR VICINITY, E.G., DANANG, QUANG NAM PROVINCE, RVN OR 10 NM SW CHU LAI AF, QUANG NGAI PROVINCE, RVN, ETC) AND CIRCUMSTANCES OF DEATH OR MISSING STATUS. GIVE CONCISE BUT AMPLE EXPLANATION OF THE FACTS. SEE PAR 12154.2D, MARCORPERSMAN.)

E. (LOCATION AND DISPOSITION OF REMAINS. IF REMAINS HAVE NOT BEEN RECOVERED, SO STATE, AND ADVISE STATUS OF SEARCH.)

F. (FULL NAME, RELATIONSHIP, AND ADDRESS OF NOK. IF ADDRESS IS DIFFERENT FROM THAT LISTED ON LATEST RECORD OF EMERGENCY DATA SHOW SOURCE OF ADDRESS AND DATE, I.E., PEN CHANGE MADE (DATE) ON RECORD OF EMERGENCY DATA.)

G. (STATE WHETHER NOK AND OTHER PERSONS (E.G., WIFE, PARENTS, ETC.) LISTED ON RECORD OF EMERGENCY DATA HAVE BEEN OFFICIALLY NOTIFIED.)

H. (DATE LATEST RECORD OF EMERGENCY DATA WAS SIGNED BY MARINE.)

I. (STATE WHETHER OR NOT INVESTIGATIVE REPORT WILL BE SUBMITTED IN ACCORDANCE WITH PARAGRAPH 12160.2, MARCORPERSMAN.)

J. (PAY DATA REQUIRED)

(1) PAY GRADE

(2) MONTHLY RATE OF BASIC PAY AND ANY INCENTIVE, SPECIAL, AND PROFICIENCY PAY TO WHICH THE SERVICE MEMBER WAS ENTITLED ON DATE OF DEATH. REPORT EACH ITEM SEPARATELY. IF AVIATION PERSONNEL STATE WHETHER CREW OR NON-CREW.

(3) TOTAL SERVICE FOR PAY PURPOSES (YEARS, MONTHS, AND DAYS).

(4) SOCIAL SECURITY NUMBER (WHEN NOT AVAILABLE, REPORT AS "UNKNOWN" OR WHEN APPROPRIATE, "NOT RECEIVED.")

(5) NAME AND ADDRESS OF DESIGNATED BENEFICIARY(IES) FOR DEATH GRATUITY, IF OTHER THAN PERSON SHOWN IN SUBPARAGRAPH F. ABOVE. IF SAME, SO STATE.

(6) STATEMENT WHETHER OR NOT DEATH GRATUITY HAS BEEN OR WILL BE PAID BY PARENT UNIT OR OTHER FIELD ORGANIZATION. (SEE PAR 12154.2J(6)(a), MARCORPERSMAN)

(7) NAME AND ADDRESS OF DESIGNATED BENEFICIARY FOR UNPAID PAY AND ALLOWANCES IF OTHER THAN THE PERSON SHOWN IN

SUBPARAGRAPH F. ABOVE. IF SAME, SO STATE.

(8) AMOUNT OF SGLI IN FORCE.

(9) DESIGNATED BENEFICIARY & SETTLEMENT FOR SGLI.

K. (INDICATE SPECIFIC RELIGIOUS PREFERENCE, IF KNOWN. IF ROMAN CATHOLIC, EASTERN ORTHODOX, OR EPISCOPALIAN, STATE WHETHER LAST RITES WERE ADMINISTERED AND GIVE NAME OF CHAPLAIN OR PRIEST.)

L. (STATE CONDOLENCE CALL HAS NOT BEEN MADE AND REQUEST COGNIZANT MARINE CORPS DISTRICT OR APPROPRIATE COMMAND TO COMPLY WITH PARAGRAPH 12156.1, MARCOPERSMAN.)

M. (IF OTHER PERSONS WERE INVOLVED IN THE SAME INCIDENT, ALSO INCLUDE IN THE INITIAL REPORT SUBMITTED THE FOLLOWING DATA: GRADE, FULL NAME, SERVICE NUMBER, BRANCH OF SERVICE, AND CASUALTY STATUS.

NOTE: 1. When any information required above must be omitted by the reporting command pending investigation or determination, the initial report including available data will be sent promptly and will state that a supplementary message will follow. All supplementary messages will contain the same subject data and number as the initial report preceded by the word "Supplementary" i.e., "Supplementary report of death hostile - 5-66." Such messages will reference the DTG initial message and will identify the casualty by name.

2. In case of TAD/attached personnel, their parent organization will also be made an addressee. For Navy personnel consult NAVPERS 15791A (BUPERSMAN).

101.4

b. PERSONAL EFFECTS/BAGGAGE

(1) GROUP 1. Group 1 personal effects/baggage are those personal effects/baggage that a man has with him or stored with his parent command in the Republic of Vietnam Theater of Operations.

(2) GROUP 2. Group 2 personal effects/baggage are personal effects/baggage that are stored for a man outside of the Vietnam Theater of Operations. In most cases this represents a seabag stored at the 3rd Force Service Regiment Baggage Facility on Okinawa.

1-3
Ch. 1

(c) Danang Central. Personal effects and service records office located at the transit facility in the vicinity of the Marine Air Freight Terminal.

(3) Each collecting point will receipt for all personal effects and service records delivered. The collecting points at Chu Lai and Phu Bai will further effect delivery of baggage and records to the central office located at Danang. Daily couriers from these enclaves to Danang will be utilized.

REPORT OF CASUALTY EVACUATION

FROM: CG FIRST MAW

TO: CMC
CG FMFPAC
GROUP(S) CONCERNED

INFO: PARENT ORGANIZATION
INTERMEDIATE POINT(S)
HOSPITAL TO WHICH EVACUATED
CAMP BUTLER
*MARBKS TISFRAN

UNCLAS E F T O

REPORT OF CASUALTY EVACUATION 1-66

A. FMFPACO P3040.2

1. IN ACCORDANCE WITH REF A THE FOLLOWING INFORMATION
SUBMITTED FOR PATIENTS EVAC DANANG AB, RVN. ETD: 301130H
JUL66; ETA 301430HJUL66, CLARK AB, PI.

- A. NAME, RANK, SERNO, MOS
 - B. PARENT ORGANIZATION (SQDN & GRU)
 - C. HOSPITAL DESTINATION (IF KNOWN)
 - D. HOSTILE/NON-HOSTILE; PURPLE HEART AWARDED (YES/NO)
 - E. OTHER PERTINENT INFORMATION DEEMED APPROPRIATE.
- DIAGNOSIS/PROGNOSIS.

A. CONTINUE LISTING OTHER PERSONNEL EVACUATED, IF MORE
THAN ONE, IN THE ABOVE FORMAT.

*NOTE: IF MARINE EVACUATED TO CONUS DESTINATION INCLUDE
MARINE BARRACKS, TREASURE ISLAND AS INFO ADDEE.

Figure 10. Report of Casualty Evacuation

A-17

Ch. 1.1

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

WgO 5000.3
1:CLH:gsc
1 Aug 1966

WING ORDER 5000.3

From: Commanding General
To: Distribution List

Subj: Record of Emergency Data (NAVMC 10526-PD)

Ref: (a) MARCORPERSMAN, par 15118.3

1. Purpose. To establish policy and procedures to be followed concerning the updating of Record of Emergency Data (NAVMC 10526-PD).

2. Background. It has come to the attention of this Headquarters that individual Record of Emergency Data Forms are not, in all cases, being maintained in a current status.

3. Information. Reference (a) sets forth instructions regarding completing and maintaining the subject forms.

4. Action. After reporting to a unit and until such time as an individual's Record of Emergency Data is brought up to date, that individual will not be permitted to board any aircraft in either a "crew member" or "passenger" status. The following steps will be taken to insure correctness of the form:

a. Immediately upon reporting to his administrative unit, each individual will be required to verify the contents of his Record of Emergency Data (NAVMC 10526-PD); such verification will be noted on the reverse of the form, signed, and dated.

b. If an individual's Service Record/Qualification Record is not available at the time of reporting, a new Record of Emergency Data (NAVMC 10526-PD) will be prepared immediately, in accordance with reference (a).

ENCLOSURE (4)

WgO 5000.3
1 Aug 1966

c. All Records of Emergency Data. (NAVMC 10526-PD) will be verified each three months, on a schedule to be implemented by commanding officers.



H. W. TAYLOR
Chief of Staff

DISTRIBUTION: "A" (less 1, 2, 10 & 11)

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

WgBul 5050
1:BJ:jdv
17 Aug 1966

WING BULLETIN 5050

From: Commanding General
To: Distribution List

Subj: Wing Personnel Conference; announcement of

1. Purpose. To announce the scheduling of a Wing Personnel Conference to be held at 0845, 24 September 1966, in the 1st Marine Aircraft Wing Conference Room.
2. Background. A Personnel Conference has been scheduled to discuss and resolve mutual problems, to standardize administrative procedures and publish information of general interest.
3. Action
 - a. Group S-1's are required to attend the subject conference. All in-country squadron administrative officers are invited to attend.
 - b. Commanding Officers are invited to submit agenda items for discussion. It is requested that agenda items be submitted to this Headquarters (Attn: G-1) by 15 September 1966.
4. Self-cancellation. 25 September 1966.


H. W. TAYLOR
Chief of Staff

DISTRIBUTION: "F" Less 8 through 10

ENCLOSURE (5)

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

WgBul 5420
1:GSC:gsc
12 Aug 1966

WING BULLETIN 5420

From: Commanding General
To: Distribution List

Subj: Wing Clubs/Messes Inventory Board; appointment of

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

1. Purpose. To appoint a Wing Clubs/Messes Inventory Board.

2. Cancellation. Wing Bulletin 5420 of 13 May 1966.

3. Composition of the Board

Lieutenant Colonel R. R. VANDALSEM	MWHG-1 Senior Member
Major R. D. BOLES	MAG-12 Member
Major J. L. DILLON	MWHG-1 Member
Major M. T. GARRISON	MAG-11 Member
Major G. KIRALY	MWHG-1 Member
Major G. W. LUTES, JR.	MWHG-1 Member
Major B. W. MCCAULEY	MAG-16 Member
Major D. J. MUELLER	MWHG-1 Member
Major J. L. NORTON	MWHG-1 Member
Major R. D. PURCELL	MAG-36 Member
Major J. R. YATES	MAG-16 Member
Master Sergeant M. J. THORNBUR	MWHG-1 Member
Gunnery Sergeant F. L. CRANE	MAG-36 Member
Gunnery Sergeant P. C. FRYE, JR.	MWHG-1 Member
Gunnery Sergeant R. L. KOFFORD	MAG-11 Member
Gunnery Sergeant J. L. MARION	MAG-36 Member
Gunnery Sergeant R. MCCARTY	MWHG-1 Member
Gunnery Sergeant D. R. ROACH	MWHG-1 Member
Gunnery Sergeant G. W. ROWE	MAG-12 Member
Gunnery Sergeant C. R. SANTOS	MWHG-1 Member
Gunnery Sergeant L. H. SMITH	MAG-16 Member
Gunnery Sergeant K. YARRINGTON	MWHG-1 Member
Staff Sergeant D. R. BOOK	MAG-16 Member
Staff Sergeant D. L. CARR	MWHG-1 Member
Staff Sergeant L. M. CENTORE	MAG-12 Member

ENCLOSURE (6)

WgBul' 5420

12 Aug 1966

Staff Sergeant R. G. DEBLARE	MAG-11 Member
Staff Sergeant C. R. ELDRIDGE	MWHG-1 Member
Staff Sergeant D. E. LEHNER	MAG-12 Member
Staff Sergeant F. L. MILLER	MWHG-1 Member
Staff Sergeant D. D. OVERTON	MWHG-1 Member
Staff Sergeant G. P. RUNIONS	MAG-16 Member
Staff Sergeant L. SANDOVAL	MAG-12 Member
Staff Sergeant A. F. STEVENS	MAG-16 Member
Staff Sergeant D. B. WINDISCH	MAG-12 Member
Sergeant T. A. ROBINSON	MAG-12 Member


4. Action

a. When directed by this Headquarters and on call of the Senior Member, the Board will conduct audits and inventories of the Wing Clubs/Messes system. The Board will be guided in the execution of its duties by the provisions of reference (a).

b. The Senior Member will insure that prior to each inventory an indoctrination by the Wing Area Auditor on the duties required of an inventory team is completed.

c. Group commanders will notify this Headquarters (Attn: G-1) when personnel listed above have been transferred or reassigned. A qualified replacement will be furnished at that time.

5. Self-cancellation. 1 January 1967.


H. W. TAYLOR
Chief of Staff

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plus each member concerned (1)
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1st Marine Aircraft Wing
Fleet Marine Force, Pacific
FPO San Francisco 96602

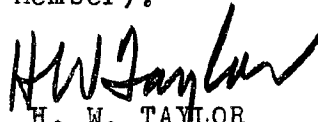
WgO 5420.4I Ch 3
1:DEG:gsc
14 Aug 1966

WING ORDER 5420.4I Ch 3

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 3a delete "G-3 Special Projects Officer (Colonel R. J. GRAHAM)" and after "Assistant Chief of Staff, G-1" add "(Senior Member)."


H. W. TAYLOR
Chief of Staff

DISTRIBUTION: "B" & "E" (less 4, 8, 9 & 10)
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1A4666
FMW/G-1

SUBJECT: AVIATION PERSONNEL SITUATION

1. FACTS: ON 29 APRIL 1966, THE COLONEL COMMANDING GENERAL SUBMITTED TO CG, FMFPAC, A RECOMMENDATION FOR AN INCREASE IN M/L BASED UPON REQUIREMENTS PROVEN BY ALMOST A YEAR OF COMBAT OPERATIONS. THE ONLY SIGNIFICANT INCREASE SINCE THE DEPLOYMENT OF THE WING TO VIETNAM HAS BEEN THE AUTHORIZATION FOR 388 SECURITY PERSONNEL. ON 15 APRIL 1966 THE WING LOST ADMINISTRATIVE CONTROL OF MAG-13 (REIN); MCAS, IWAKUNI AND MCAF, FUTEMA. THE REALLOCATION OF THE WESTPAC AIR FORCES M/L AT THE TIME RESULTED IN A NET LOSS OF THE WING OF 27 OFFICERS AND 572 ENLISTED. MINOR INCREASES WERE RECEIVED WITH PUBLICATION OF THE FINAL FY 66 M/L ON 11 JULY 1966. THE 1ST QUARTER FY 67 M/L IS EXPECTED ANY DAY. 1 AUGUST 1966 STRENGTH VERSUS CURRENT AND RECOMMENDED MANNING LEVEL IS SHOWN BELOW:

	<u>O/H</u>	<u>CURRENT M/L</u>	<u>RECOMMENDED M/L</u>
OFFICER	1431	1348	*1471
ENLISTED	9348	9819	*11683

*ADJUSTED FOR ONE ADD-ON VMFA SQUADRON.

AN IMBALANCE IN THE OFFICER/ENLISTED RATIO EXISTS BECAUSE OF THE RECENT PROMOTION OF 212 STAFF NCO'S TO 2NDLT OR WO.

2. DISCUSSION:

A. THE PRESENT MANNING LEVEL IS BASED UPON A T/O DEVELOPED TO SUPPORT COMBAT OPERATIONS OF THE SHORT AMPHIBIOUS TYPE. SOME OF THE MORE SIGNIFICANT FUNCTIONS REQUIRING ADDITIONAL PERSONNEL ARE:

(1) PROVIDING PERIMETER SECURITY FOR THE WIDELY DISPERSED GROUPS, SQUADRONS, BATTALIONS AND BATTERIES WHICH HAS GENERATED A REQUIREMENT FOR 729 ADDITIONAL ENLISTED.

(2) TWENTY-FOUR HOUR A DAY OPERATIONS REQUIRING ADDITIONAL OPERATIONAL TYPE PERSONNEL, PARTICULARLY AVIATION ORDNANCEMEN.

(3) THE REQUIREMENT FOR AN ADDITIONAL HELICOPTER CREWMAN QUALIFIED IN AERIAL GUNNERY.

(4) THE CLIMATIC AND TERRAIN CONDITIONS WHICH MATERIALLY INCREASE THE REQUIREMENT FOR MAINTENANCE PERSONNEL IN ALL FIELDS.

(5) THE INCREASED SPAN OF CONTROL OVER THE MANY EXTRA UNITS ASSIGNED TO THE WING WHICH GENERATES A REQUIREMENT FOR ADDITIONAL ADMINISTRATIVE PERSONNEL AT BOTH WING AND GROUP LEVELS.

(6) OPERATIONS SUCH AS HASTINGS WHICH REQUIRE SUBORDINATE UNITS

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ENCLOSURE (8)

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FMAW/G-1

TO OPERATE SIMULTANEOUSLY FROM TWO, THREE OR POSSIBLY MORE LOCATIONS. THE PERSONNEL ECONOMY OF CENTRALIZED SUPPORT FUNCTIONS IS LOST.

B. INITIALLY VERY LITTLE PERSONNEL ATTRITION WAS FELT AFTER THE 15 APRIL 1966 READJUSTMENT OF THE WESTPAC AIR FORCES M/L. DURING JULY, HOWEVER, ENLISTED STRENGTH DECREASED RAPIDLY. SEVEN-HUNDRED NINETEEN ENLISTED ROTATED TO CONUS, BUT ONLY 283 REPLACEMENTS WERE RECEIVED. AN ADDITIONAL 45 CASUALTIES AND MEDICAL EVACUATIONS RESULTED IN A NET LOSS OF 481. OFFICER INPUT WAS SOMEWHAT GREATER THAN LOSSES. SOME PERSONNEL REDUCTIONS WERE CAUSED BY:

(1) THE LOSS OF 21 COMPANY GRADE GROUND OFFICERS TO WESTPAC GROUND FORCES.

(2) THE REASSIGNMENT OF 12 NEWLY PROMOTED 2ND LIEUTENANTS AND WARRANT OFFICERS TO OTHER WESTPAC COMMANDS.

(3) THE REASSIGNMENT OF 16 JUNIOR NAVAL AVIATORS TO WESTPAC GROUND FORCES FOR FAC/ALO DUTY. ONLY 6 OFFICERS HAVE BEEN JOINED IN EXCHANGE.

(4) ONE OFFICER AND 35 ENLISTED TAD TO UNITS OUTSIDE THE WING.

C. ROTATION LOSSES DURING AUGUST AND SEPTEMBER ARE PROJECTED TO BE 344 OFFICERS AND 1879 ENLISTED. THE DEPLOYMENT OF MAG-36 AND THE 2DIAAM BN DURING AUGUST OF LAST YEAR IS CAUSING THIS UNUSUALLY HIGH 60 DAY RATE OF ATTRITION. INFORMAL INFORMATION FURNISHED BY THE FMFPAC PERSONNEL ASSIGNMENT SECTION INDICATES THAT ABOUT 257 OFFICERS AND 2083 ENLISTED REPLACEMENTS SHOULD BE RECEIVED DURING THIS PERIOD.

D. CRITICAL SHORTAGES EXIST IN THE FOLLOWING MOS'S :

<u>TITLE</u>	<u>M/L</u>	<u>PROPOSED</u>		<u>OH</u>	<u>LOSSES</u> <u>THRU AUG</u>	<u>SHORTAGES</u>		<u>PROPOSED</u> <u>M/L</u>
		<u>M/L</u>	<u>M/L</u>			<u>KNOWN</u> <u>GAINS</u>	<u>M/L</u>	
AC/AAWOFF	6702	22	16	4	0	UNK	18	12
AIRCONTOFF	6703	16	18	4	1	UNK	13	15
ADMINMAN	0141	302	387	300	76	3	75	160
ENGEQUIPMECH	1341	105	139	92	20	UNK	33	67
AVNSUPMAN	3071	328	323	313	57	3	69	64
FDSERVTECH	3349	10	10	5	0	UNK	5	5
RECIPHELMCH	6422	645	636	559	85	2	169	160

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TITLE	M/L	M/L	OH	LOSSES THRU AUG	SHORTAGES		PROPOSED M/L
					KNOWN GAINS	M/L	
AVNORDMAN 6511	357	444	316	50	UNK	91	178
NAVIGENL 6761	5	8	2	0	UNK	3	6
CRYEQUIPMENT 7114	15	57	27	1	UNK	+11	31
GUARD 8151	388	729	395	30	UNK	23	364

3. RECOMMENDATIONS:

A. THAT EVERY EFFORT BE MADE TO EXPEDITE APPROVAL OF THE RECOMMENDED MANNING LEVEL WHEN FORWARDED BY CG, FMFPAC AND THAT PERSONNEL BE PROVIDED ACCORDINGLY.

B. THAT 60 DAY PROJECTED PERSONNEL INPUT FIGURES BE PROVIDED BY CG, FMFPAC. *vide p*

C. THAT SPECIAL ATTENTION BE GIVEN TO THE IMMEDIATE REDUCTION AND THE EVENTUAL ELIMINATION OF THE CRITICAL SHORTAGES LISTED IN 2.D ABOVE.

4. ACTION BEING TAKEN:

A. THE FOLLOWING ACTION HAS BEEN TAKEN OR IS BEING TAKEN BY THE 1ST MARINE AIRCRAFT WING:

(1) CRITICAL PERSONNEL SHORTAGES ARE REPORTED MONTHLY AS THE LAST PARAGRAPH OF THE PERSONNEL STATUS REPORT.

(2) FMFPAC IS KEPT ADVISED OF CRITICAL SHORTAGES.

(3) EVERY EFFORT IS MADE TO REDUCE CRITICAL SHORTAGES BY THE ASSIGNMENT OF PERSONNEL WITH APPROPRIATE ADDITIONAL MCS'S.

(4) PERSONNEL ARE REASSIGNED WITHIN THE WING AS REQUIRED.

B. THE FOLLOWING ACTION HAS BEEN TAKEN OR IS BEING TAKEN AS APPROPRIATE BY FMFPAC:

(1) REVIEWING AND FORWARDING OF THE PROPOSED M/L FOR THE 1ST MARINE AIRCRAFT WING.

(2) INCREASED THE M/L AND PROMULGATED SAME ON 11 JULY 1966. THE MOST IMPORTANT INCREASES WERE IN NAVIGATORS (6761) FROM ONE TO FIVE AND AN INCREASE OF 19 AVIATION ORDNANCEMEN (6511).

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FMAW/G-1

(3) THE 1ST QUARTER FY 67 M/L IS BEING PREPARED AND SHOULD BE PROMULGATED PRIOR TO MID AUGUST. INDICATIONS ARE THAT THE WING WILL RECEIVE ADDITIONAL INCREASES.

(4) DETAILED 60 DAY PROJECTED REPLACEMENT INFORMATION HAS BEEN PREPARED AND SHOULD BE RECEIVED IN THE MAIL BY THIS HEADQUARTERS PRIOR TO MID AUGUST. ESTIMATES OF TOTAL OFFICERS AND ENLISTED INPUT HAVE BEEN FURNISHED THIS HEADQUARTERS BY FMFPAC VIA TELEPHONE.

5. ACTION REQUIRED BY HIGHER AUTHORITY: FAVORABLE ACTION ON THE RECOMMENDATIONS CONTAINED IN 3 ABOVE.

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

18 AUG 1966

190043Z

006 FROM: CG FIRST MAW

TO: CMC

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

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PERS STATUS LFT AS OF 15 AUG

A. MCO 3000.2A

1. IAW REF A THE FOL RPT IS SUBMITTED:

2. ON BOARD STRENGTH AND LOCATION OF UNITS:

UNIT/COMMANDER	USMC OFF		USMC	USN	ENL	LOCATION
	NA	AG				
A. MHC-1						
COL W L ATWATER	88	250	2175	28	88	DANANG
(1) H&HS-1						
MAJ C C FOSTER	65	116	888	11	30	DANANG
(2) 2DLAAMBN						
LTCOL T I GUNNING	0	42	467	2	13	CHU LAI
(3) H&HSBTRY 2DLAAMBN						
CAPT D H DINWIDIE	(0)	(29)	(259)	(2)	(7)	CHU LAI
(4) BTRY A 2DLAAMBN						
CAPT J W GALLAWAY	(0)	(3)	(71)	(0)	(2)	CHU LAI
(5) BTRY B 2DLAAMBN						
1STLT D J CHRISTENSEN	(0)	(6)	(67)	(0)	(2)	CHU LAI
(6) BTRY C 2DLAAMBN						
CAPT J D KOPPANG	(0)	(4)	(70)	(0)	(2)	CHU LAI
(7) MASS-2						
LTCOL E M JONES	11	42	195	0	2	CHU LAI
(8) HQ MASS-2						
LTCOL E M JONES	(9)	(19)	(105)	(0)	(2)	DANANG
(9) ASST A MASS-2						
CAPT J P FOX	(0)	(3)	(10)	(0)	(0)	CHU LAI
(10) ASST B MASS-2						
CAPT L J HORTON	(0)	(2)	(9)	(0)	(0)	DANANG
(11) ASST C MASS-2						
1STLT K W TURCK	(0)	(2)	(8)	(0)	(0)	PHU DAI
(12) ASST D MASS-2						
CAPT T H QUINLAN	(0)	(3)	(10)	(0)	(0)	DONG HA
(13) DASC DET A MASS-2						
CAPT C W OLSON	(2)	(6)	(25)	(0)	(0)	CHU LAI

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ENCLOSURE (9)

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UNIT/COMMANDER	USMC OFF		USMC	USN		LOCATION
	NA	AG	ENL	OFF	ENL	
(14) DASC DET C MASS-2 CAPT J J DEENEY JR	(0)	(7)	(23)	(0)	(0)	PHU BAI
(15) 1STLAAMBN LTCOL C L EYER	1	28	440	1	14	DANANG
(16) H&SBTRY 1STLAAMBN CAPT L M SILVA	(1)	(15)	(195)	(1)	(14)	DANANG
(17) BTRY A 1STLAAMBN CAPT H J FIELAN	(0)	(4)	(87)	(0)	(0)	DANANG
(18) BTRY B 1STLAAMBN CAPT B G BROWN	(0)	(4)	(82)	(0)	(0)	DANANG
(19) BTRY C 1STLAAMBN CAPT R E GARCIA	(0)	(5)	(76)	(0)	(0)	DANANG
(20) 11TH DEINT CO CAPT C E KAILER	0	0	0	14	26	DANANG
(21) MAGS-7 LTCOL C E SHOWALTER	11	22	185	0	3	
(22) HQ MAGS-7 LTCOL C E SHOWALTER	(10)	(21)	(168)	(0)	(3)	CHU LAI
(23) DET A MAGS-7 CAPT J C PILLEY	(1)	(1)	(17)	(0)	(0)	PHU BAI
B. MAG-11 COL F C THOMAS JR	126	133	1855	4	19	DANANG
(1) H&MS-11 LTCOL F C OPEKA	19	24	341	0	0	DANANG
(2) MABS-11 MAJ G R CAMPO	6	14	458	1	19	DANANG
(3) VMCJ-1 MAJ R W TUCKER JR	21	17	197	0	0	DANANG
(4) VMF(AW)-235 MAJ D A NICKLE	21	10	170	1	0	DANANG
(5) VMFA-115 MAJ L R VANDEUSEN	21	23	227	1	0	DANANG
(6) VMFA-323 LTCOL A W TALBERT	18	24	224	1	0	DANANG
(7) VMFA-314 LTCOL D E BJORKLUND	20	21	238	0	0	DANANG
C. MAG-12 COL J W HUBBARD	127	79	1663	6	23	CHU LAI
(1) H&MS-12 MAJ R E HAVES	26	27	377	0	0	CHU LAI
(2) MABS-12 LTCOL W G MCCOOL	7	25	581	2	23	CHU LAI
(3) MATCU-67 CAPT J C BEVER	0	8	63	0	0	CHU LAI
(4) VMA-214 LTCOL R D WALLACE	23	5	158	1	0	CHU LAI

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UNIT/COMMANDER	USMC NA	OFF AG	USMC LNL	USN OFF	USN LNL	LOCATION
(5) VMA-223 LTCOL R B SINCLAIR	24	6	159	1	0	CHU LAI
(6) VMA-224 LTCOL J BROWNE	24	5	168	1	0	CHU LAI
(7) VMA-311 LTCOL P G MCMAHON	23	3	157	1	0	CHU LAI
(8) 7TH CIT (NOT INCLUDED IN TOTALS)	(2)		(14)			
D. MAG-16 COL R M HUNT	269	77	1641	9	16	DANANG
(1) H&MS-16 MAJ L L DARBYSHIRE	17	20	276	0	0	DANANG
(2) MABS-16 LTCOL R D MCKITRICK	5	17	413	3	2	DANANG
(3) H&M-161 LTCOL S F MARTIN	53	3	152	2	3	PHU BAI
(4) H&M-263 LTCOL J L GOEBEL	52	5	168	1	3	DANANG
(5) H&M-164 LTCOL W C WATSON	42	5	180	1	0	DANANG
(6) H&M-265 LTCOL H E MEIDLHALL	50	6	184	1	3	DANANG
(7) VMO-2 LTCOL A W BARDEN	35	9	140	1	4	DANANG
(8) SU#1 H&MS-16 CAPT J C BROKAW	15	4	49	0	1	DANANG
(9) MATCU-68 CAPT K V BERCHIOLLI	0	8	79	0	0	PHU BAI
E. MUSG-17 COL O S TOSDAL	20	34	562	3	16	IWAKUNI
(1) H&MS-17 MAJ L D HIGHHOUSE	6	13	87	0	0	IWAKUNI
(2) MAMS-17 LTCOL J J LEOGUE	6	9	114	0	0	IWAKUNI
(3) SU#1 MAMS-17 MAJ C G REEDMAN	3	1	27	0	0	DANANG
(4) MABS-17 LTCOL L P HART	3	9	243	0	1	DANANG
(5) SU#1 MABS-17 MAJ K A ZIMLEMAN	2	2	92	3	15	IWAKUNI
F. MAG-36 COL W G JOHNSON	189	65	1340	7	26	KY HA
(1) H&MS-36 LTCOL T G MOONEY	18	24	302	0	0	KY HA

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UNIT/COMMANDER	USMC OFF		USMC	USN	USN	LOCATION
	NA	AG	ENL	OFF	ENL	
(2) MABS-36 LTCOL W C CARLSON	5	15	459	3	26	KY HA
(3) HMT-361 LTCOL M D TWEED	49	3	163	1	0	KY HA
(4) HMT-362 LTCOL A F GARROTTO	46	6	166	1	0	KY HA
(5) HMT-364 LTCOL D A SOMERVILLE	47	7	128	1	0	KY HA
(6) VNO-6 MAJ W R MALONEY	24	10	122	1	0	KY HA
TOTAL FIRST MAW	819	638	9236	57	188	

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

A. ENLISTED SHORTAGES

MOS	M/L	O/H	60 DAY LOSS	60 DAY GAIN	SHORT/REQ
0141	302	182	78	21	77
1341	105	90	17	8	24
1371	147	134	22	8	27
2157	18	12	9	1	14
2361	80	60	17	1	36
3041	146	127	24	9	34
3071	328	297	56	7	80
3349	10	6	1	UNK	5
3371	239	210	49	30	48
3516	397	347	103	20	133
3531	643	655	138	15	111
6412	621	595	92	45	73
6422	645	515	196	25	301
6511	315/444*	322	43	40	125
6761	5	2	0	UNK	3
7041	141	117	30	3	51
7114	15/57*	20	0	UNK	137

THE TWO SETS OF M/L FIGURES AFTER MOS'S 6511 AND 7114 REPRESENT THE CURRENT WING M/L AND THE 1STMAW RECOMMENDED M/L (29 APR 66) RESPECTIVELY. IT IS REALIZED THAT REPORTING OF CRITICAL SHORTAGES SHOULD BE COMPARED WITH THE AUTHORIZED M/L; HOWEVER, THE CURRENT WING M/L IS NOT ADEQUATE. THE RECOMMENDED M/L FOR THESE PARTICULAR MOS'S IS CONSIDERED MINIMUM REQUIREMENTS FOR 24 HOUR A DAY ~~CONTINUOUS~~ OPERATIONS IN COMBAT.

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18 AUG 1966

b. AUTHORIZED STRENGTH FIGURES ARE THOSE AUTHORIZED BY THE
CURRENT FY67 MANNING LEVEL OF 11 JULY 1966.

4. COPIES OF THIS REPORT WILL BE MAILED TO CMC AND CG FMFPAC.

GP-4

DIST: G-1(6)/PERS/S/S/G-3

[Signature]
MAJ C J LIVERSOLE USMC
PEREO MOMENT 201

[Signature]
csc COL DAN H JOHNSON USMC
ACOPS G-1 MOMENT 1

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7

~~APPENDIX(3)~~
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1ST MAINT BN OFFICER ROSTER AS OF 12 SEPTEMBER 1966

<u>RANK/NAME/SERNO/AGE</u>	<u>DOQ</u>	<u>ASSIGNMENT</u>	<u>CLNC</u>	<u>RTN LC US</u>
Col R. J. QUAMM 032364/9907	BLDG 4 Room 4	SPES PROJ	TS	OCT 66
Col A. A. LUND 09029/9907	BLDG 4 Room 10	ACFT G-3	TS	SEP 67
LtCol K. T. DIKES 031316/9302	BLDG 2 Room 4	ASST G-3	TS	SEP 67
LtCol A. H. BORLEY 011851/7335	BLDG 4 Room 16	AIR CONTROL O	TS	OCT 66
LtCol C. A. GIBSON 029751/7305	BLDG 4 Room 8	OPERATIONS O	TS	FEB 67
Maj D. B. CARPENTER 061746/7308	BLDG 1 Room 11	ATCO	TS	OCT 66
Maj L. DEMOLF 066770/7333	BLDG 602 Room 14	NATOPS O	TS	FEB 67
Maj R. G. FARRARD 056011/7302	BLDG 1 Room 12	TRAINING O	TS	FEB 67
Maj W. D. KELLOGG 052918/7335		UN O I CORPS TOC	TS	SEP 66
Maj W. S. REAP 068335/7325	BLDG 1 Room 4	ASST OPNS O	S	MAR 67
Maj H. A. STILES 052540/6502	BLDG 2 Room 10	WPNG LIP O	TS	JUL 67
Capt T. J. CHITTENDEN 085235/7307	TOQ	ASST OPNS O FIXED WING	TS	MAR 67
Capt J. L. LEE 035574/7335	TOQ	ASST OPNS O HELICO	S	MAY 67
Capt A. D. FOLEY 082014/7305	BLDG 2 Room 8	ASST OPNS O FIXED WING	TS	MAR 67
Capt M. T. MOUTAIN 069892/7333	BLDG 2 Room 8	PLANS O	TS	MAR 67
Capt G. E. JACKSON 070273/7304	BLDG 302	ENG	TS	MAR 67
Capt W. J. JOHNSON 073062/7335	BLDG 2 Room 7	ASST OPNS O HELICO	S	MAR 67
Capt J. D. NELSON 004318/7333	BLDG 20 Room 11	RPTS O	TS	FEB 67
Capt L. J. RAY III 012327/7333	BLDG 1 Room 5	ASST RPTS O	TS	NOV 66
Capt O. C. SWIDLER III 076192/7305	BLDG 202 Room 10	ASST OPNS O FIXED WING	TS	MAR 67
1st Lt P. W. KOSMIC 039515/6802	BLDG 305	WEATHER O	S	JUL 67
1st Lt J. C. WILSON 068157/7335	BLDG 20 Room 5	ASST OPNS O HELICO	TS	JAN 67
1st Lt L. F. WILLIAMSON 090724/7333	BLDG 1 Room 5	ASST RPTS O	TS	APR 67
2d Lt D. J. PINKER 096772/7002	BLDG 20 Room 13	CMDS O	TS	MAR 67
2d Lt J. A. HICKAM 097376/4602	BLDG 2	HIST O	TS	AUG 67
7TH AIR FORCE LIAISON OFFICER				
LtCol. E. R. HENLEY FV 1909598/1846	BLDG 1 Room 9		TS	JUL 67

Appendix (3)

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APPENDIX(4)

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

04:DAM:eln
5750
Ser: 04 AGSSTC
SEP 12 1966

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

Subj: Command Chronology for August 1966 (U)

Ref: (a) WgO 5750.1

Encl: ✓(1) Organizational Data (U)
✓(2) Narrative Summary
✓(3) G-4 Journal of Events (w/Original only)
*(4) WgBul 11270 dtd 27 August 1966 (w/Original only)
*(5) WgO 8027.1 (w/Original only)
*(6) WgO P11240.1G (w/Original only)
*(7) WgO P10340.2A (w/Original only)
(8) Wing Supply Officer Command Chronology, Aug 1966

1. In accordance with provisions of reference (a), enclosures (1) thru (7) are submitted as the G-4 Command Chronology for the month of August 1966.

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

A. E. James
A. E. JAMES
By direction

- *(4) "Calibration of Cranes"
- (5) "Employment and Orgzn of Explosive Ord Disposal Units of the 1st MAW",
24 Aug 66
- (6) "SOP for MOTOR TRANSPORT", 25 Jul 66
- (7) "SOP for Tactical Airfield Fuel Dispensing Systems", 8 Aug 66

1st MAW S&C No.	Copy No.
4424-66	1

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

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Appendix (4)

1ST MARINE AIRCRAFT WING - G-4 DIVISION

Organization Data

Period Covered: 1-31 August 1966

Location: Danang, Quang Nam Province, Republic of Vietnam

Head of Division and Principal Subordinates

Assistant Chief of Staff	Col F. J. FRAZER (to 21Aug66)
Assistant Chief of Staff	Col H. H. LONG (from 21Aug66)
Assistant G-4	LtCol R. F. VAN CANTFORT
Assistant G-4 (Opns/Plans)	LtCol D. CONROY (to 10Aug66)
Assistant G-4 (Opns/Plans)	LtCol A. E. JAMES
Assistant G-4 (Opns/Plans)	LtCol VAN DALSEM (from 8Aug66)
Assistant G-4 (Opns/Plans)	LtCol W. E. DEEDS (from 29Aug66)
Assistant G-4 (Opns/Plans)	Capt D. A. MAHONEY
Administrative Officer	2nd/Lt T. E. KELLY
Ordnance Officer	Maj O. C. LOCKE
Assistant Ordnance Officer	1st/Lt S. M. IRELAND
Motor Transport Officer	Capt G. E. SHOCKLEY
Engineer Officer	2nd/Lt E. O. BELL
Assistant Engineer Officer	WO S. L. SWAFFORD
Embarkation/Air Freight Officer	Capt J. G. WENDT
Aircraft Maintenance Officer	LtCol W. W. FLEETWOOD
Assistant Aircraft Maintenance Officer	Maj J. S. CLEGG
Avionics Officer	Maj C. D. CATES
Assist Avionics Officer	1st/Lt R. M. KOWALCZYK
Food Service Officer	Capt B. J. NICHOLS
Flight Equipment Officer	2nd/Lt A. J. KENT
TAFDS Officer	2nd/Lt L. C. HASSEN
3M Analysis Officer	2nd/Lt J. C. WATTS
LOX Officer	WO C. O. MARTIN
Logistics Chief	MGySgt R. A. MACGREGOR

NARRATIVE SUMMARY**CONFIDENTIAL**1. Logisticsa. (C) Air Freight and Air Delivery

(1) During the month of August, 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>MAR DIV'S</u>	<u>MISC</u>	<u>MAIL</u>
Cargo S/T	314	529	106	30
Passengers	1928	6422	504	
<u>OUT</u>				
Cargo S/T	563	1498	170	10
Passengers	2823	7958	1353	

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

<u>IN</u>	<u>315TH</u>	<u>MAC</u>
Cargo S/T	1047	1514
Passengers	1679	8204
<u>OUT</u>		
Cargo S/T	659	346
Passengers	2916	6635

(3) The following Air Delivery Missions were conducted:

<u>DATE</u>	<u>RECEIVING UNIT</u>	<u>ITEMS</u>	<u>WEIGHT IN LBS</u>
9Aug	Special Forces (BaTo)	Cement, barbwire, stakes	15,600
9Aug	Special Forces (BaTo)	Cement, barbwire, stakes	15,400
10Aug	Special Forces (Mai Lahn)	Cement, barbwire, stakes	14,000
10Aug	Special Forces (Thong Duc)	Cement, barbwire, stakes	15,760
11Aug	Special Forces (Thong Duc)	Cement, barbwire, stakes	14,000
23Aug	2/3	Ammo	2,310
24Aug	2/3	Ammo & rations	3,800
25Aug	2/3	Ammo, rations, clothing	9,797
27Aug	Special Forces (Thong Duc)	Barbed wire	28,800
28Aug	Special Forces (Ming Cong)	Barbed wire & stakes	27,585
31Aug	Special Forces (Tra Bong)	Barbed wire	7,000

b. (6) Embarkation

(1) 1st MAW cargo moved on and out of Danang by surface means is as follows: (Totals do not include Class VA received or transhipped direct).

ENCLOSURE (2)

CONFIDENTIAL

CONFIDENTIAL

	<u>IN</u>	<u>OUT</u>	<u>AWAITING SHIPMENT</u>
General Cargo S/T	657	320	176

c. (C) Ordnance

(1) Four (4) additional A/S 32K-1 weapon loaders arrived at Danang and were shipped to MAG-12 making a total of seven presently held by MAG-12 at Chu Lai and a total of fifteen held by MAG-11 at Danang. Mr. ROBSON, the NASEU technical representative, has conducted technical training on maintenance and operation of the loaders to Ordnance and support personnel at Chu Lai. All loaders are presently on administrative deadline at MAG-12 in accordance with FMFPAC Directives.

(2) Class VA munitions expended during the month of August by tactical units of the 1st Marine Aircraft Wing set an all time high with a total expenditure of 6359.2 tons of Ordnance.

(3) Approximately 3415.4 S/T Class VA munitions received at Danang and 3139.6 S/T received at Chu Lai.

d. (U) Food Services

(1) "A" rations were available to all Wing units during August.

(2) Wing FSO visited Food Service facilities at Chu Lai, Phu Bai and MAG-16 during the month of August.

e. (U) Motor Transport

(1) During the month of August, FMAW received one (1) Ambulance Truck and one (1) five passenger sedan.

(2) Twenty-seven (27) items of equipment were shipped to the Fifth echelon repair program at 3dFSR and Public Works Center, Yokosuka.

(3) LtCol McMAHON, FMFPAC Motor Transport Officer and Maj TONNACLIFF, III MAF Motor Transport Officer visited the FMAW. Discussion topics included the Combat Essential Deadline Report, FMFPAC Equipment Rebuild Program, and problems associated with the Willy-Cerlist vehicles.

(4) Capt G. E. SHOCKLEY attended the FMFPAC Equipment Rebuild Program conference on 19 August 1966.

f. (U) Engineer

(1) Eighteen (18) items of equipment were shipped to Public Works Center, Yokosuka for 5th echelon repair and eleven (11) items were returned to the FMAW during August.

CONFIDENTIAL

CONFIDENTIALg. (C) Tactical Airfield Fuel Dispensing System

(1) On 6 August MAG-36 increased the storage capacities of the TAFDS at Tam Ky to 40,000 gallons of each product. Previous capacity was 20,000 gallons of JP-4 and 20,000 gallons of av-gas.

(2) MABS-17 removed the TAFDS from the KC-130 flight line on 21 August. This is a temporary measure until completion of the runways. The KC-130's are now refueled by mobile refuelers.

(3) On 27 August MAG-11 TAFDS installed helicopter refueling points at the north-west end of the runway. These refueling points are for emergency resupply of HH1E helicopters only.

(4) The following amounts of aviation fuel were issued during August 1966:

	<u>JP-4</u>	<u>115/145</u>
MAG-11	4,840,723	362,357
MAG-12	2,979,653	59,150
MAG-16	211,110	204,293
MAG-36	50,710	235,899
MWSG-17	599,575	
Quang Ngai	47,814	64,905
Tam Ky	94,963	99,022
Phu Bai	162,699	114,501
Dong Ha	<u>84,914</u>	<u>123,165</u>
	9,072,161	1,263,292

The total Class III VA issued by the 1st Marine Aircraft Wing during August was 10,335,453 gallons.

h. (U) Avionics

(1) Staff visits and informal inspections: Avionics officer visited MAG-16.

(2) 2 August 1966: Calibration Field Team for DPM 7/9/14 Sparrow Missile Testers arrived and was sent to MAG-11. Team consisted of Mr. Eddie FUTRELL, supervisor, Mr. Carl ROBINSON, and Mr. Clark JEW.

(3) 10 August 1966: Mr. Waldo S. GATES, GS-12 NAVAIRSYSCOMREPPAC visited Qualification Vans on Metrology matters.

(4) A-60 air conditioner modification team has completed modifications at MAG-12, MAG-16, and MAG-36. They are in the process of finishing MAG-11.

(5) 22 August 1966: Avionics Officer made trip to Cubi Point, P.I. as 1st Marine Aircraft Wing Shoehorn Coordinator.

CONFIDENTIAL

CONFIDENTIALi. (U) Aircraft Maintenance

(1) On 10 August, 19 helicopters were flown off the USNS CARD to Marble Mt. Air Facility. Eleven of these were UH-1E and eight were UH-34D. These aircraft were additions to 1stMAW in-country inventory.

(2) On 12 August, 4 TF-9J aircraft were transferred from MAMS-17 to H&MS-11.

(3) On 18 August, LtCol FLEETWOOD, W/AMO, made staff visit to H&MS-11 and VMF(AW)-235. Purpose was to discuss aircraft maintenance and J-57 after-burner problems in particular.

(4) On 19 August, Maj CLEGG, Asst W/AMO departed on emergency leave.

(5) On 21 August, 2nd/Lt KENT made liaison visit to USS CORPUS CHRISTI BAY. Purpose to discuss repair of UH-1E/CH-46A parts. On 21 August six O-1C aircraft arrived via airlift from CONUS. Aircraft assigned to H&MS-16.

(6) On 28 August, a meeting was held in the Aircraft Maintenance Office. Purpose was to discuss support equipment for the A-6 aircraft. Meeting was attended by Col GUSS, A-6 Coordinator and Representatives from MAG-11, MAG-12 and this Headquarters.

(7) On 30 August two US-2B aircraft were accepted by MAMS-17.

j. LOX

(1) (U) MAG-11 received a replacement refrigeration compressor for the LCN-5 LOX plant on 24 August. Installation was completed on 28 August. The LCN-5 plant is now down for parts.

(2) It was not necessary to procure LOX from outside sources during the month of August.

APPENDICES:

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

CONFIDENTIAL

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

Date 9 Sep 1966

MONTHLY LOX SECTION ACTIVITY REPORT. MONTH OF AUG 66

1. GENERATING PLANT STATUS

a. LOX PLANT NO. 97- <u>14459</u>	OPERATED <u>1337</u> HOURS
	DEADLINED <u>0</u> HOURS
b. LOX PLANT NO. 97- <u>12534</u>	OPERATED <u>930</u> HOURS
	DEADLINED <u>0</u> HOURS
c. LOX PLANT NO. 97- <u>14464</u>	OPERATED <u>517</u> HOURS
	DEADLINED <u>4</u> HOURS

2. PRODUCTION RECORD

a. LOX PRODUCED	<u>6315</u> GALLONS
b. LOX DRAWN FROM OUTSIDE SOURCE	<u>NONE</u> GALLONS
c. LN ₂ PRODUCED	<u>NONE</u> GALLONS
d. GASEOUS NITROGEN PRODUCED	<u>NONE</u> CUFT
e. GASEOUS OXYGEN PRODUCED	<u>61,000</u> CUFT
f. HOURLY LOX PRODUCTION REQUIRED TO SUPPORT ONE FLIGHT HOUR (GALLONS ISSUED VERSUS HOURS FLOWN)	<u>1.28</u> GPH

3. ISSUE RECORD

a. LOX ISSUED TO SQUADRONS

LIST SQUADRONS:	<u>VMA 323</u>	<u>210</u>	GALLONS
	<u>VMA 214</u>	<u>1280</u>	GALLONS
	<u>VMA 223</u>	<u>1325</u>	GALLONS
	<u>VMA 224</u>	<u>1310</u>	GALLONS
	<u>VMA 311</u>	<u>1220</u>	GALLONS
	TOTAL LOX ISSUED	<u>5345</u>	GALLONS

b. LN₂ ISSUED TO SQUADRONS

LIST SQUADRONS AND AMOUNTS IN GALLONS

NONE

c. GASEOUS OXYGEN ISSUES

LIST SQUADRONS OR ORGANIZATIONS AND AMOUNTS IN CUFT

NSF	4800	MABS-12 (MT)	1200
7TH COMM HDQ CO	400	FLSG	34600
MCB #3	6800	MABS-12 (MATCU)	200
B-MED	2800	4TH BN, 11 MARINES	1400
MCB #40	3400	SHORE PARTY	600

d. GASEOUS NITROGEN ISSUES

LIST SQUADRONS OR ORGANIZATIONS AND AMOUNTS IN CUFT

NONE

4. COMMENTS

TOTAL OPERATING TIME EXCLUDES DEFROST TIME.

/s/ R. E. BATTON SSGT.
(SIGNATURE)

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

Date 9 Sep 1966

MONTHLY LOX SECTION ACTIVITY REPORT. MONTH OF AUGUST

1. GENERATING PLANT STATUS

a. LOX PLANT NO. 97- <u>14462</u>	OPERATED <u>616</u> HOURS
	DEADLINED <u>128</u> HOURS
b. LOX PLANT NO. 97- <u>14463</u>	OPERATED <u>620</u> HOURS
	DEADLINED <u>124</u> HOURS
c. LOX PLANT NO. 97- <u>12535</u>	OPERATED <u>586</u> HOURS
	DEADLINED <u>158</u> HOURS
d. LON - 5	OPERATED <u>130</u> HOURS
	DEADLINED <u>614</u> HOURS

2. PRODUCTION RECORD

a. LOX PRODUCED	<u>17,100</u> GALLONS
b. LOX DRAWN FROM OUTSIDE SOURCE	<u>0</u> GALLONS
c. LN ₂ PRODUCED	<u>0</u> GALLONS
d. GASEOUS NITROGEN PRODUCED	<u>0</u> CUFT
e. GASEOUS OXYGEN PRODUCED	<u>273.200</u> CUFT
f. HOURLY LOX PRODUCTION REQUIRED TO SUPPORT ONE FLIGHT HOUR (GALLONS ISSUED VERSUS HOURS FLOWN)	<u>1.8</u> GPH

3. ISSUE RECORD

a. LOX ISSUED TO SQUADRONS

LIST SQUADRONS: <u>235</u>	<u>1700</u> GALS
<u>323</u>	<u>2100</u> GALS
<u>542</u>	<u>350</u> GALS
<u>115</u>	<u>2000</u> GALS

SQUADRONS:	<u>VMJ</u>	<u>450</u>	GALS
	<u>H+MS</u>	<u>300</u>	GALS
	<u>1314</u>	<u>1350</u>	GALS
	<u>USAF</u>	<u>9750</u>	GALS
TOTAL LOX ISSUED		<u>18000</u>	GALS

b. LN₂ ISSUED TO SQUADRONSLIST SQUADRONS AND AMOUNTS IN GALLONS : NONE

c. GASEOUS OXYGEN ISSUES

LIST SQUADRONS OR ORGANIZATIONS AND AMOUNTS IN CUFT

ENG MAINT FLSC	6000	cubic feet	MCB-11	7000	cuft
MCB-10	39000	do	1st 8" HOW.	3000	do
VMFA 115	3000	do	35th FIELD MAINT SQ	3600	do
MCB-1	22000	do	CES	2000	do
9TH ENG	1600	do	DCH USAID	13600	do
VMFA 314	4200	do	"B" Co 3rd ENG	800	do
FLSG	5000	do	VNCR - 152	1200	do
"A" Co 7th ENG	3400	do	41 AD	10000	do
MCB - 11	9800	do	USS REPOSE	39800	do
FLSG MED SUP	5500	do	F4C DE	2400	do
TRUCK Co	2200	do	37th ATRS	1600	do
RNK	50000	do	35th TRANS	1600	do
VMCJ - 1	25700	do	COMENG US ARMY	1800	do
H+MS - 11	2200	do	MAG-16	1800	do
C5D MACV	1400	do	VMFA 323	2400	do

TOTAL 273,200 Cubic Feet

d. GASEOUS NITROGEN ISSUES

LIST SQUADRONS OR ORGANIZATIONS AND AMOUNTS IN CUFT : NONE4. COMMENTS : NONE

/s/ J. C. McROBERTS
 (SIGNATURE)

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

G-4 Journal of Events

Month of August 1966

- 010700H LOX Reports: MAG-11 has 1750 gallons of LOX on hand, produced 355 gallons and issued 350 gallons during the past 24 hours. Three HT-1 LOX plants are operating. MAG-12 has 1580 gallons of LOX on hand, produced none and issued 250 gallons. All equipment down for scheduled maintenance. (LOX)
- 020700H LOX Reports: MAG-11 has 1940 gallons of LOX on hand, produced 390 gallons and issued 200 gallons during the past 24 hours. Three HT-1 plants are operating. MAG-12 has 1590 gallons of LOX on hand, issued 175 gallons and produced 175 gallons during the past 24 hours. Two HT-1 plants are operating. (LOX)
- 030700H LOX Reports: MAG-11 has 1980 gallons of LOX on hand, produced 440 gallons and issued 400 gallons during the past 24 hours. Three HT-1 plants are operating. MAG-12 has 1615 gallons of LOX on hand, produced 155 gallons and issued 130 gallons during the past 24 hours. Two HT-1 plants are operating. (LOX)
- 040700H LOX Reports: MAG-11 has 1740 gallons of LOX on hand, produced 325 gallons of LOX and issued 200 gallons. Two HT-1 LOX plants are operating. No report received from MAG-12. (LOX)
- 050700H LOX Reports: MAG-11 has 3850 gallons of LOX on hand, produced 630 gallons and issued 650 gallons during the past 24 hours. MAG-12 has 1690 gallons of LOX on hand, issued 230 gallons and produced 180 gallons during the past 24 hours. (LOX)
- 060700H LOX Reports: MAG-11 has 4130 gallons of LOX on hand, issued 350 gallons and produced 730 gallons during the past 24 hours. Three HT-1 and three A1A (USAF) plants are operating. MAG-12 has 1665 gallons of LOX on hand, produced 190 gallons and issued 215 gallons during the past 24 hours. Two HT-1 LOX plants are operating. (LOX)
- 060800 MAG-36 TAFDS has installed at Tam Ky two additional 10,000 gallons JP-4 and two additional gallon Av Gas tanks to make a total of 40,000 gallons each. JP-4 and Av Gas tanks also installed at Tam Ky have the capability to refuel 8-CH-34's, 4-UH-1E's and 4-CH-46's. (TAFDS)

ENCLOSURE (3)

- 070700H LOX Reports: MAG-11 has 4225 gallons of LOX on hand, produced 795 gallons and issued 700 gallons. Three HT-1 and three A1A (USAF) LOX plants are operating. MAG-12 has 1665 gallons of LOX on hand, issued 195 gallons and produced 160 gallons during the past 24 hours. 2 HT-1 plants are operating. (LOX)
- 070820 NSA unable to issue Av Gas due to fuel in the berm of the 115/145 tank. MAG-11 receiving Av Gas from the Air Force. (TAFDS)
- 071100 Lt. HASSEN and SSgt SUTTON visited MAG-36 TAFDS at Tam Ky. The TAFDS now has a capacity for 40,000 gallons each of 115/145 and JP-4 and also dispensing points for 8-CH-34's, 8-UH-1E's and 4-CH-46's. (TAFDS)
- 080700H LOX Reports: MAG-11 has 4570 gallons of LOX on hand, issued 350 gallons and produced 685 gallons during the past 24 hours. Three HT-2 and three A1-A (USAF) plants are operating. MAG-12 has 1630 gallons of LOX on hand, issued 180 gallons and produced 160 gallons during the past 24 hours. Two HT-1 plants are operating. (LOX)
- 081040 Food Service Officer and Asst. Food Service Technician visited MAG-16 mess. Condition of the mess was generally good. Personnel questioned had no complaints about the food. The mess is experiencing some problems with procurement of spare parts for field stove burner units. There was also some problem with waste water disposal due to high ground water level. The unit has a project underway to handle this area of difficulty. The Food Service Officer will check with FLSG-A to ascertain the procurement status of spare parts for field messing equipment. (FSO)
- 090700H LOX Reports: MAG-11 has 4600 gallons of LOX on hand, produced 600 gallons of LOX and issued 570 gallons. Three HT-1 LOX plants and three A1-A LOX plants are operating. No report received from MAG-12. (LOX)
- 100700H LOX Reports: MAG-11 has 4770 gallons of LOX on hand, produced 720 gallons and issued 600. Three HT-1 plants and three A-1A (USAF) are operating. MAG-12 has 1840 gallons of LOX on hand, produced 185 gallons and issued 165 gallons. Three HT-1 plants are operating. (LOX)
- 110700H LOX Reports: MAG-11 has 4980 gallons of LOX on hand, produced 590 gallons and issued 350 gallons. Three HT-1 plants are operating and three A-1A plants are operating (USAF). MAG-12 has 2085 gallons of LOX on hand, produced 420 gallons and issued 175 gallons. Three HT-1 plants are operating. (LOX)
- 120700H LOX Reports: MAG-12 has 2205 gallons of LOX on hand, produced 280 gallons and issued 155 gallons during the past 24 hours. Three HT-1 plants are in operation. MAG-11 has 5025 gallons of LOX on hand, produced 595 gallons and issued 550 gallons. Three HT-1 and three three A-1A LOX plants are operating. (LOX)

ENCLOSURE (3)

- 130700H LOX Reports: MAG-11 has 4635 gallons of LOX on hand, produced 415 gallons and issued 650 gallons during the past 24 hours. One HT-1 and one A-1A (USAF) LOX plants are operating; MAG-12 has 2400 gallons of LOX on hand, produced 90 gallons and issued 170 gallons of LOX during the past 24 hours. All plants are down for scheduled maintenance. (LOX)
- 140700H LOX Reports: MAG-11 has 4870 gallons of LOX on hand, produced 695 gallons and issued 850 gallons. One HT-1 and 2 A-1A plants are operating. (LOX)
- 150700H LOX Reports: MAG-12 has 2220 gallons of LOX on hand, produced none and issued 160 gallons during the past 24 hours. Two HT-1 plants are being put into operation at 0800 after shutdown for scheduled maintenance. No report received from MAG-11. (LOX)
- 160700H LOX Reports: MAG-11 has 4145 gallons of LOX on hand, produced 420 gallons and issued 450 gallons during the past 24 hours. Two HT-1 and two A-1A plants are in operation. No report received from MAG-12. (LOX)
- 171130H Food Service Officer and Asst. Food Service Technician visited the food service facilities of HMM-161 at Phu Bai. The food service facilities were in very good condition. There was continued evidence of self-help improvement throughout. No adverse comments were received from personnel questioned about food quality and quantity. The NCOIC indicated some difficulty obtaining certain items of subsistence. A check will be made with FLSG-A concerning the items in question. A replacement Box is needed for one (1) ME-10 reefer although the refrigeration unit is in good condition. MAG-16 has been notified. (FSO)
- 170700H LOX Reports: MAG-11 has 4070 gallons of LOX on hand, produced 485 gallons and issued 550 gallons; produced 16000 cuft of gaseous oxygen during the past 24 hours. Two HT-1 and two A-1A LOX plants are in operation. MAG-12 has 2045 gallons of LOX on hand, produced 260 gallons and issued 170 gallons during the past 24 hours. Two HT-1 LOX plants are in operation. (LOX)
- 180700H LOX Reports: MAG-11 has 4145 gallons of LOX on hand, produced 575 gallons and issued 500 gallons during the past 24 hours. Two HT-1 and three A-1A LOX plants are operating. No report received from MAG-12. (LOX)
- 190700H LOX Reports: MAG-11 has 4235 gallons of LOX on hand, produced 490 gallons of LOX and 16000 cuft gaseous oxygen. Issued 450 gallons of LOX during the past 24 hours. Two HT-1 and three A-1A LOX plants are operating. MAG-12 has 2075 gallons of LOX on hand, produced 120 gallons and issued 175 gallons during the past 24 hours. One HT-1 LOX plant is operating.

ENCLOSURE (3)

- 190800 Food Service Officer & Asst Wing Food Technician visited all food service facilities operated by Wing units in the Chu Lai Raor. Condition of food service facilities ranged from good to very good, with much evidence of unit self-improvement projects. There was concern about the imminent shortage of food service personnel, and the lack of ice for issue to Chu Lai based units.
- 200700H MAG-11 has 3840 gallons of LOX on hand, issued 650 gallons and produced 250 gallons during the past 24 hours. Two HT-1 and three A1-A LOX plants are operating. MAG-12 has 2030 gallons of LOX on hand, issued 185 gallons and produced 140 gallons during the past 24 hours. (LOX)
- 210700H LOX Reports: MAG-11 has 3390 gallons of LOX on hand, produced 150 gallons and issued 600 gallons during the past 24 hours. All plants are down for scheduled maintenance. MAG-12 has 1875 gallons of LOX on hand, produced 18000 cuft of gaseous oxygen and issued 165 gallons of LOX during the past 24 hours. All plants are down for scheduled maintenance. (LOX)
- 211100H Capt G. E. SHOCKLEY returned from conference at FMFPAC (FWD) concerning the various facets of the FMFPAC equipment rebuild program including 3dFSR repair/rebuild control center responsibilities and operational procedures. (MTO)
- 230700H LOX Reports: MAG-11 has 2750 gallons of LOX on hand, produced 410 gallons, issued 700 gallons. Produced 16000 cuft of gaseous oxygen. Three HT-1 and three A1-A (USAF) LOX plants are operating. MAG-12 has 1550 gallons of LOX on hand, produced 40 gallons and issued 190 gallons during the past 24 hours. One HT-1 plant is operating. (LOX)
- 240700H LOX Reports: MAG-11 has 2700 gallons of LOX on hand, produced 500 gallons of LOX and 10,000 cuft of gaseous oxygen and produced 550 gallons of LOX during the past 24 hours. Three HT-1 and three A1-A LOX plants are operating. MAG-12 has 1515 gallons of LOX on hand, produced 125 gallons and issued 160 gallons during the past 24 hours. Two HT-1 plants are operating. (LOX)
- 240900H Received New Refrigeration Compressor for LON-5 LOX plant as requested from NAVAIRSYSCOMHQ. (LOX)
- 250700H MAG-11 has 2300 gallons of LOX on hand, produced 300 gallons and issued 700 gallons, during the past 24 hours. One HT-2 and and three A1-A LOX plants are operating. MAG-12 has 1485 gallons of LOX on hand, produced 135 gallons and issued 150 gallons during the past 24 hours. Two HT-1 plants are operating. (LOX)
- 260700H LOX Reports: MAG-11 has 2350 gallons of LOX on hand, produced 650 gallons and issued 550 gallons during the past 24 hours. Two HT-1 LOX plants and two A1-A plants are operating. MAG-12 has 1560 gallons of LOX on hand, produced 245 gallons and issued 170 gallons during the past 24 hours. Two HT-1 LOX plants are operating. (LOX)

ENCLOSURE (3)

- 270800 Wing Food Service Officer accompanied the new III MAF Food Service Officer to Chu Lai. Visited MAG-12 messing facilities, and site of new camp for MAG-13. Discussed plans for construction of MAG-13 messing facilities with Officer-in-Charge of MAG-13 advance party. (FSO)
- 271830 MAG-11 has made available for emergency refueling of UH-1E's three (3) dispensing points at the VMCF/VMF TAFDS as requested by MAG-16, S-4. (TAFDS)
- 270700H LOX Report: MAG-11 has 2050 gallons of LOX on hand, produced 450 gallons and issued 750 gallons during the past 24 hours. Three HT-1 LOX plants are operating. No report received from MAG-12. (LOX)
- 280700H LOX Reports: MAG-11 has 2250 gallons of LOX on hand, produced 700 gallons and issued 500 gallons during the past 24 hours. Three HT-1 LOX plants operating. MAG-12 produced 250 gallons of LOX and issued 120 gallons during the past 24 hours and has 1750 gallons on hand. Two HT-1 plants operating. (LOX)
- 290700H LOX Reports: MAG-11 has 2200 gallons of LOX on hand, produced 550 gallons and issued 600 gallons during the past 24 hours. Three HT-1 LOX plants are operating. MAG-12 has 1855 gallons of LOX on hand, issued 115 gallons and produced 220 gallons of LOX during the past 24 hours. Two HT-1 LOX plants are operating. (LOX)
- 291200H LQN-5 (5tons/day) plant now operating (MAG-11). (LOX)
- 300700 LOX Reports: MAG-11 has 2350 gallons of LOX on hand, produced 700 gallons and issued 550 gallons during the past 24 hours. One HT-1 and LQN-5 LOX plant operating. MAG-12 has 1845 gallons of LOX on hand, produced 245 gallons and issued 180 gallons during the past 24 hours. Two HT-1 LOX plants operating. (LOX)
- 300900 Wing Food Services Officer & Asst Wing Food Technician accompanied the new III MAF Food Services Officer & the III MAF Food Technician on a visit to the food service facilities of "B" Battery, 1st LAAM Bn. and NAVSUPACT food storage and ice making facilities at Tien Sha Beach. (FSO)
- 310700H LOX Reports: MAG-11 has 2450 gallons of LOX on hand, produced 600 gallons and issued 500 gallons during the past 24 hours. Three HT-1 LOX plants are operating. MAG-12 has 2025 gallons of LOX on hand, produced 355 gallons and issued 175 gallons during the past 24 hours. Two HT-1 LOX plants are operating. (LOX)

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

WgZul 11270
15:102:eln
27 AUG 1966

WgZul 11270

From: Commanding General
To: Distribution List

Subj: Cranes; calibration of

Ref: (a) MCO 5100.17
(b) FMCO 11260.1

1. Purpose. To provide instructions for the testing and calibrating of First Marine Aircraft Wing truck mounted cranes.

2. Background. Reference (a) requires annual testing and calibration of all cranes. Reference (b) has directed FMAG/units to provide the necessary testing facilities by 1 Sep 1966.

3. Action


a. First Marine Aircraft Wing units will submit requests for testing and calibrating of all crane and K-62 wreckers to the appropriate FMAG/unit.

b. Testing and calibrating will be completed prior to 15 December.

c. Inspect all cables for proper size and serviceability prior to testing.

d. When testing has been completed, enter the results in the respective vehicle jackets and notify this Headquarters.

4. Self-cancellation. 31 December 1966.


H. W. TAYLOR
Chief of Staff

NOTE: "A"

ENCLOSURE (4)

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

WgO 8027.1
8:00L:eln
24 Aug 1966

WING ORDER 8027.1

From: Commanding General
To: Distribution List

Subj: Employment and Organization of Explosive Ordnance Disposal Units of
the 1st Marine Aircraft Wing within RVN

Ref: (a) MCO 8027.1
(b) MACV Directive No. 75-1
(c) ForO 8027.1
(d) LCBul 8027 of 15 Apr 1966

Encl: ✓(1) EOD Incident Report Form
✓(2) Letter of Identification for EOD, SWD Personnel

Reports Required: I. After Action EOD Incident (Report Symbol W-8027-1) par. 12
II. EOD Monthly Report (Report Symbol W-8027-2) par. 12
III. Description of New and/or Unknown Ordnance (Report Symbol W-8027-3) par. 12
IV. EOD Technical Intelligence Report (Report Symbol W-8027-4) par. 12

1. Purpose. To promulgate instructions for the organization, employment and reporting procedures of Explosive Ordnance Disposal units of the 1st Marine Aircraft Wing within RVN.

2. General Information. Reference (a) assigns responsibility to Marine Corps Explosive Ordnance Disposal units for the disposal of explosive ordnance within those areas under Marine Corps control, or in the physical possession of Marine Corps units, at the time of the incident. Reference (b) outlines III MAF Explosive Ordnance Disposal responsibilities within the RVN. Reference (c) outlines the responsibilities of Marine Corps Explosive Ordnance Disposal units within the III MAF area of responsibility.

3. Organization

a. Danang Area. The 1st Marine Aircraft Wing Explosive Ordnance Disposal capability in the Danang area will be consolidated in Marine Wing Service Group 17. The Commanding Officer, Marine Air Base Squadron 17 will have administrative and operational control of the unit. The unit will consist of two officers and six enlisted, and will maintain tools, equipment and vehicles to constitute

ENCLOSURE (5)

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a two team capability. The senior EOD officer present will be responsible for operations and training of the teams. Each officer will be responsible for his assigned teams, tools, equipment, vehicle, and publications.

b. Chu Lai Area. The 1st Marine Aircraft Wing Explosive Ordnance Disposal capability in the Chu Lai area will be consolidated in Marine Aircraft Group 12. The Commanding Officer, Marine Air Base Squadron 12 will have administrative and operational control of this unit. The unit will consist of two officers and six enlisted and will maintain tools, equipment and vehicles to constitute a two team capability. The senior EOD officer present will be responsible for operations and training of the teams. Each officer will be individually responsible for his assigned teams, tools, equipment, vehicles and publications.

4. Definitions

a. Explosive Ordnance. Bombs and warheads; guided missiles; artillery; mortar and rocket ammunition; all mines; demolition charges; pyrotechnics; grenades; torpedoes and depth charges; and all similar or related items or components, explosive in nature, designed to cause damage to personnel or material. This definition includes all munitions containing high explosives; nuclear fission or fusion materials; biological and chemical agents.

b. Explosive Ordnance Disposal (EOD). The detection, identification, rendering safe, recovery, and field evaluation of explosive ordnance which has been fired, dropped, or placed in such a manner as to constitute a hazard to installations, personnel, or material. It may include the disposal of explosive ordnance rendered hazardous by damage or deterioration when the disposal of such items is determined to be beyond the capabilities of personnel normally assigned the responsibility for routine disposition.

c. Explosive Ordnance Incident. The suspected or detected presence of unexploded ordnance which constitutes a hazard to operations, installations, personnel, or material.

d. Explosive Ordnance Reconnaissance (EOR). Initial reconnaissance involving the detection, investigation, location, verification, initial evacuation of personnel, marking, identification, and reporting of suspected explosive ordnance in order to determine further action by EOD personnel.

e. Special Explosive Ordnance Disposal Tools and Equipment. Those tools and equipment maintained primarily for utilization by qualified explosive ordnance disposal units or personnel in the performance of render safe procedures.

f. Render safe Procedures. The application by EOD personnel of special EOD methods and tools to explosive ordnance to prevent an unacceptable detonation.

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g. Physical Possession. As used herein, possession at the time of the first event leading to an incident constitutes physical possession.

h. Misfire. A misfire occurs when an attempt is made to fire a round, and nothing occurs, except that the firing pin impinges the primer, or an electrical impulse is sent to the igniter. Misfires do not constitute an explosive ordnance incident.

5. Mission of 1st Marine Aircraft Wing Explosive Ordnance Disposal Teams

a. General. The primary mission of 1st Marine Aircraft Wing Explosive Ordnance Disposal Teams is to detect, identify, render safe, recover, evaluate, and dispose of unexploded ordnance both foreign and domestic which has been fired, dropped or placed so as to constitute a hazard to personnel, installations or material and to furnish support and assistance to all Marine aircraft, Navy aircraft, Marine aviation units and attached elements stationed aboard the air facility where the team is located.

b. Specific Tasks. In addition to their primary mission, 1st Marine Aircraft Wing Explosive Ordnance Disposal Teams will be prepared to perform the following tasks for unit support as directed:

(1) Marine Air Base Squadron 17 and Marine Air Base Squadron 12 will maintain a 24 hour, seven day a week, EOD watch in an area adjacent to or in close proximity of airfield operations. Under no circumstances will the distance be greater than that allowed for a 10 minute reaction time from the air strip.

(2) Provide EOD support to assist Crash Crew personnel whenever an aircraft carrying ordnance is involved in an emergency situation.

(3) Provide technical assistance in the movement of explosive ordnance.

(4) Investigation and clean-up of ammunition and explosive accidents.

(5) Destruction of unserviceable ammunition and explosives (Grade III).

(6) Assist Provost Marshals, Security Officers, Military Police, Shore Patrol, and Intelligence Personnel in matters involving explosives and ammunition incidents.

(7) Provide technical assistance in preparing for destruction, or conducting declassification of classified ordnance material.

(8) Assist salvage personnel in the inspection of salvaged scrap metals to remove explosive components.

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(9) Provide EOD support and assistance to Marine Corps EOD ground teams operating within the tactical area of responsibility wherein the team is located.

c. Miscellaneous. In accordance with reference (b), lateral exchange of information, equipment, and assistance between U. S. Forces and ARVN EOD is authorized and recommended.

6. Tools, Equipment and Transportation

a. Reference (d) lists the tools, equipment and vehicles required by EOD teams. Officer in Charge of the EOD team will insure that all authorized equipment is on hand and maintained in a state of readiness at all times. These special tools and equipment required for work on nuclear weapons may be maintained and stowed to allow for a "48 hours alert" lead time.

b. The 3/4 ton vehicle authorized the EOD team will be assigned to the team on a 24 hours per day, seven days per week basis. It shall be declared an emergency vehicle and be equipped with a two way radio which is on the crash net frequency. This vehicle shall be appropriately identified by mounting signs on the front and back. This identification sign, will consist of a white background with superimposed three inch block letters in red reading "EXPLOSIVE ORDNANCE DISPOSAL".

c. The assigned EOD vehicle, one M37B1 per team, is for flightline emergency operations and watches. Under the two team per EOD unit concept, one vehicle will be used by the duty EOD flightline watch on a 24 hours per day basis. The other vehicle will be used to answer emergency off station EOD calls, and for EOD operations of a routine nature, i.e. destruction of Grade III munitions, routine demolitions assignments, administrative runs of an official nature and liaison visits with adjacent or supporting units for the purpose of conducting training and/or rendering technical assistance. When only one vehicle is available to the unit, additional motor transport support must be made available to the unit on an as required basis to support its operations as stated above.

7. Training

a. The Officer in Charge of the EOD team will institute and supervise an active on the job training program covering all phases of EOD operations, placing special emphasis on the following:

(1) All EOD personnel are current and familiar with render safe procedures for all U. S. ordnance normally carried aboard squadron aircraft.

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(2) All EOD personnel are familiar with ordnance racks and ejection systems for all Marine Corps and U. S. Navy combat aircraft.

(3) All EOD personnel are briefed on all known foreign ordnance being used in the area upon their arrival in RVN.

b. Personnel are required to attend "1st MAW operational nuclear weapons refresher training" every 6 to 9 months. This training will be held at NBC section, Iwakuni, Japan. OIC of EOD teams will forward request for quotas and TAD orders via appropriate unit commander to the CG, 1st MAW (Attn: G-3).

8. Administration

a. Details on the assignment of EOD personnel to duty involving the demolition of explosives are prescribed in paragraph 4014, Marine Corps Personnel Manual.

b. Only qualified Explosive Ordnance Disposal Technicians (MOS 2336 enlisted, MOS 2045 officer) whose qualification is current, i.e. has attended either basic or refresher training at the Explosive Ordnance Disposal School, U.S. Naval Propellant Plant, Indian Head, Maryland, within the preceding 36 months, will be assigned to EOD duty.

c. EOD teams shall maintain an EOD operations log, to include an entry on all calls made, including false alarms, ordnance rendered safe, and/or destroyed.

d. Assignment of qualified EOD officers and enlisted technicians to "duty involving the demolition of explosives" as a primary duty will be made by Squadron Special Order, a copy of which will be placed in the Marine's SRB/QOR and another copy forwarded to the local disbursing office.

e. Once each month, Squadron Commanders will prepare a DD-114 for those qualified personnel for EOD pay for the month. This document will be supported by an EOD operations log entry showing ordnance rendered safe or destroyed, the names and dates, and the individuals engaged in such operations.

f. In the past incidents have occurred where EOD and SWD personnel have been encumbered in their duties due to lack of proper identification. Commanding Officers of units having an EOD and/or SWD capability will prepare a letter in the format of enclosure (2) for each EOD, SWD Officer and man in his command for signature by the Chief of Staff. EOD, SWD Officers will ensure that all personnel are in possession of this letter at all times when engaged in the performance of their duties.

g. All EOD personnel shall have a valid "Explosive Drivers License" in their possession.

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9. Request for EOD Support or Assistance

a. It is the responsibility of the command which becomes aware of an explosive ordnance incident to:

- (1) Inform the EOD team as to the existence and location of the explosive ordnance.
- (2) Take all protective and security measures that may be required to protect personnel and equipment from a possible detonation and to prevent personnel and equipment from disturbing the explosive ordnance until the arrival of an EOD team.
- (3) Provide security for the EOD team if required.
- (4) Provide transportation to the site of the incident, if the site is not accessible by wheeled vehicle.
- (5) If BW/CW, state type agent, container, and type aircraft. If SW report by Mark and Mod only and type aircraft.
- (6) All flights with chemical delay fuzing will be reported, listing type fuzes, delay, time of assembly, model number of aircraft, take-off time of aircraft and time of return.

10. Categories of Incidents

a. General. On the basis of the location of the incident, the type of operations conducted in the vicinity, and the item or items involved, the responsible operational command will assign or recommend a category to the incident and report it to the EOD organization for action. EOD action in response is governed by:

- (1) The categories assigned.
- (2) The number of incidents.

b. Categories

(1) Category A. Assigned to explosive ordnance incidents that constitute a grave and immediate threat to military or civilian operations that are essential to the war effort. Disposal operations shall be conducted without delay regardless of personnel risk. This category will only be assigned by CG, 1st MAW with info to MACV J-3.

(2) Category B. Assigned to incidents that would have an indirect effect on military or civilian operations that are essential to the war effort.

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24 Aug 1966

Disposal operations shall be conducted after observing a waiting period equal to 1.5 times the maximum possible time settings of the fuze involved if the fuze has been identified; otherwise, the waiting period computation is based on the longest delay fuze of current tactical significance.

(3) Category C. Assigned to incidents which would have little or no effect upon military or civilian personnel and no effect on operations that are essential to the war effort. Disposal operations will be conducted as workload permits, and with minimum risk to personnel.

c. Priorities

(1) The sole purpose of categorization is to assign priorities of work in the order in which that work will be started or conducted on a particular incident.

(2) EOD personnel should not hesitate to recommend changes in assigned categories on the basis of EOD reconnaissance and protective measures taken to reduce the hazard.

(3) When two or more incidents are given the same category, then the responsible command will assign priorities of disposal to the incidents.

11. Responsibilities of EOD team commander

a. The EOD team commander (OIC or NCOIC) is responsible for the performance of all EOD activities assigned to the team. Technical specialists in other fields will render technical advice as required.

b. The EOD team commander (OIC or NCOIC) when assigned responsibility for an incident, retains sole and personal responsibility for determining the EOD procedures to be followed.

c. The EOD team commander (OIC or NCOIC) will insure that the two man rule in all EOD operations is adhered to. The decision to deviate from this rule under extreme emergency conditions shall be his alone.

12. Reports required

a. Five copies of an after action EOD Incident Report will be submitted to this Headquarters, attention Ass't C/S, G-4 (Wing Ordnance Officer), in the format of enclosure (1) for unusual or uncommon EOD incident to which the team responds.

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b. Each ACV team will submit a monthly report to reach this Headquarters, (Attn: Asst C/O, C-4) by the 5th of each month. This report will include the number of calls for assistance received and made by the team (including false alarms) amount by type and quantity of all ordnance rendered safe or destroyed.

c. A description of new and/or unknown ordnance encountered by ACV units will be reported by priority message to MACV J-3 info this Headquarters.

d. ACV technical intelligence reports will be prepared on all new or unknown foreign ordnance to include photographs, technical information, and render safe procedures and/or disposal. These reports will be submitted to MACV J-3 via the CG, 1st LAF.

H. W. Taylor
H. W. TAYLOR
Chief of Staff

DISTRIBUTION: "A" plus USAFV (2)

NGO 8027.1
24 Aug 1966

CLASSIFICATION

EOD INCIDENT REPORT FORM

EXPLOSIVE ORDNANCE DISPOSAL TEAM, _____

EXPLOSIVE ORDNANCE INCIDENT REPORT NUMBER, _____

1. (a) _____ (b) _____
UNIT REQUESTING EOD ASSIST PERSONS REQUESTING RANK PHONE2. (a) _____ (b) _____ (c) _____
TIME/DATE TIME/DATE EOD ARRIVED TIME/DATE OPERATION
REQUESTING INCIDENT

3. EOD PERSONNEL INVOLVED: _____

4. LOCATION OF INCIDENT: _____

5. EXPLOSIVE ORDNANCE INVOLVED: (a) UNKNOWN: (Described) _____

DIAMETER _____ LENGTH _____ MARKINGS _____

FUZING _____ UNUSUAL CHARACTERISTICS _____

(b) KNOWN

NOMENCLATURE

6. PROTECTIVE MEASURES TAKEN: _____

7. DISPOSITION: (RSP - DISPOSAL - PRESENT LOCATION) _____

8. TECHNICAL INTELLIGENCE REPORT NUMBER: (IF APPLICABLE) _____

9. ADDITIONAL INFORMATION: (IF APPLICABLE) _____

(a) ADDITIONAL SUPPORT REQUIRED: _____

(b) DIFFICULTIES ENCOUNTERED: _____

(c) UNUSUAL ASPECTS OF OPERATION: _____

10. PERSON MAKING REPORT: _____

WGO 8027.1
24 Aug 1966

(ORGANIZATIONAL FINDING)

From: Commanding General
To:

Subj: Authority, Qualification and Identification for Performing Explosive
Ordnance Disposal/Nuclear Weapons Disposal and/or Recovery Duties

1. This letter, when accompanied by a valid Armed Forces Identification Card (DD Form 240), shall be used to identify yourself in the event of emergency when you may be verbally directed to proceed to the location of unexploded explosive ordnance or to the scene of a nuclear weapon incident to perform such disposal and/or recovery work as may be required and which you are qualified to perform.
2. Upon arrival at the scene you will report to the senior officer present. If no officer senior to you is present, or if previously directed by the Commanding Officer to do so, you will take complete charge of all phases of the operation until completed or until relieved by competent authority. Your responsibilities include security of classified information and material and recovery thereof, safety of personnel, disposal of unexploded explosive ordnance and investigation of the circumstances involved. In the performance of this duty you will be guided by the effective directives promulgated by competent authority.
3. All military organizations are requested to give such assistance as may be required. Personnel, equipment, communication facilities, and transportation may be requested from any military or civilian sources and may be utilized as necessary.
4. Written orders may not be issued due to the urgency of the situation. However, if orders are required they will be issued at a later date by competent authority.
5. This authority expires upon your detachment from your present duty as EOD Officer or EOD Technician, of the 1st Marine Aircraft Wing, Fleet Marine Force, Pacific.

ENCLOSURE (2)

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

*Extra
Copy for Chron Post.*

WgO P11240.1G
35:GES:rsc
25 Jul 1966

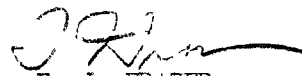
WING ORDER P11240.1G

From: Commanding General
To: Distribution List

Subj: Standing Operating Procedure for Motor Transport

Encl: (1) LOCATOR SHEET

1. Purpose. To establish guidance for the operation, administration and maintenance of automotive vehicles within the 1st Marine Aircraft Wing.
2. Cancellation. Wing Order P11240.1F
3. Certification. Reviewed and approved this date.


F. J. FRAZER
Chief of Staff

DISTRIBUTION: "D"

ENCLOSURE (6)

WgO P11240.1G
25 Jul 1966

LOCATOR SHEET

Subj: Standing Operating Procedure for Motor Transport

Location: _____

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

ENCLOSURE (1)

RECORD OF CHANGES

Log completed change action as indicated.

Change Number	Date of Change	Date Recei ved	Date Entered	Signature of Person Entering Change

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SECTION I

GENERAL

101. GENERAL. This order is applicable to all organizations within the 1st Marine Aircraft Wing. Should the provisions of this SOP conflict with directives of higher authority, the latter shall prevail.

102. ACTION. All groups, squadrons and battalions of the 1st Marine Aircraft Wing will prepare and maintain an SOP for Motor Transport. All personnel concerned will be familiar with, and comply with, the provisions of this order.

103. RESPONSIBILITY

a. Command. Each commanding officer is responsible for all phases of motor transport within his organization. The commanders' responsibilities are outlined in references (a), (b) and (c).

b. Staff. The Wing Motor Transport Officer is responsible to the Commanding General for all phases of motor transport within the Wing as outlined in reference (b).

c. Unit. Unit motor transport officers are responsible to their respective commanding officers for all phases of motor transport operation and maintenance within their units.

104. SCOPE. The instructions contained herein pertain to all automotive equipment listed in part I BUWEPS Allowance List, Section "M", (NAVWEPS OO-35QM-6) and to automotive equipment and the automotive portions of equipment authorized by applicable Marine Corps Tables of Equipment. Aeronautical Maintenance material and equipment authorized by other allowance lists, as well as engineer items, are specifically excluded from the provisions of this directive.

SECTION II

OPERATIONS

201. MOTOR POOLS

a. A motor pool, as used herein, is defined as the facility at which place automotive equipment is customarily parked when not in use, serviced, and/or maintained within the limits of organizational maintenance. When squadrons are physically located with their parent groups, a single group pool will be established. The pool will not include field maintenance facilities although both may be located contiguously. Squadrons will be assigned appropriate parking, servicing, and maintenance areas within the group motor pool.

b. Under normal conditions each squadron will operate its own dispatching facility. This facility will be so organized as to provide dispatching and record keeping services for the vehicles of the squadron. Operation of such facilities should be under the direct supervision of the squadron motor transport officer.

202. DISPATCHING PROCEDURES

a. Military vehicles will be dispatched only by personnel specifically detailed for that purpose.

b. No vehicle will be dispatched for other than official purposes as defined by Marine Corps Order P11240.46__.

c. Only vehicles which are in safe operating condition will be dispatched.

d. Vehicles will be dispatched only to qualified personnel as evidenced by possession of a current government operator's permit (Standard Form 46) for the type of vehicle concerned.

e. Each vehicle operator must, while operating any government vehicle, have the following documents in his possession.

(1) Current vehicle operator's permit (SF-46).

(2) Properly filled out trip ticket (Vehicle and Equipment Operational Record DD-110).

(3) Vehicle Accident Report Form (SF-91).

f. Trip tickets (Vehicle and Equipment Record DD-110) and dispatcher's daily logs (NAVMC 10031) will be filled out and used in accordance with the instructions contained in USMC TM-11240-1. Disposition of these records will be accomplished in accordance with the instructions contained in Section X.

g. Each vehicle will be dispatched to a designated driver. No dispatch will be for a period in excess of 24 hours beginning at the time of issue.

203

Each driver, enlisted or officer, will perform the before, during, and after operation checks required by USMC TM-11240-1 each day a government vehicle is operated.

203. TRAFFIC REGULATIONS

a. Compliance with all traffic regulations established by military and/or civilian authorities within their respective jurisdiction is mandatory for operators of all government vehicles.

b. No vehicle will be operated at a speed greater than that which is reasonable and prudent under the existent conditions, posted speed limits not withstanding.

c. No vehicle shall be operated at a speed greater than the maximum authorized in the appropriate operator's manual for that type vehicle.

d. No government vehicle shall be backed until the driver has positively ascertained that the maneuver can be accomplished in safety. When backing or operating in close quarters or under conditions wherein the operator's vision is obscured or hampered, the operator shall require a helper or passenger, if any, to dismount and guide him and control traffic as required. If no helper or passenger is available, this order constitutes authority for the operator to require such assistance as is needed from any enlisted bystander or passerby. Under no circumstances will any operator attempt any maneuver without absolute assurance that it can be made safely. Maximum speed in reverse is 5 miles per hour.

e. Warning flags (daytime) and/or lanterns (night) shall be displayed on all loads protruding beyond the body of the vehicle.

f. No vehicle shall be towed at a distance exceeding 16 feet behind another. Pushing of one disabled vehicle with another is prohibited. Vehicles with faulty or inoperable brakes shall be towed only with the use of a properly rigged tow bar or similar device so installed as to prevent the disabled vehicle from overrunning the towing vehicle.

g. Subordinate commanders are authorized to promulgate such additional traffic regulations as circumstances may require.

h. Materials Handling Equipment and Flight Line Equipment will not exceed ten (10) miles per hour.

i. When operating under blackout conditions, through areas which may be occupied by troops, or off roads, each vehicle will be led by one man on foot walking in the roadway that the vehicle will cover.

j. The maximum speed limit for Wing tactical vehicles on unimproved roads shall be twenty miles per hour, unless otherwise posted. Commanders to whom vehicles are assigned, shall be responsible for the enforcement of this restriction.

2-2

204. PASSENGERS AND CARGO LOADS

a. Each operator of a government owned vehicle is responsible for the proper cargo loading, distribution, and unloading of his assigned vehicle. If ordered to operate an overloaded or improperly loaded vehicle by persons in authority over him, the operator will comply but will make a written report of the incident to his immediate commanding officer setting forth the time and place, name and rank of the person directing the improper load, and such other details as may be pertinent. Commanding officers receiving such reports will cause an investigation to be made of the circumstances and take appropriate corrective measures.

b. Government vehicles will not be loaded to exceed the following passenger limits which includes the driver:

(1) $\frac{1}{2}$ -ton, 4x4, truck, radio	
(a) AN/MRC 38, 83, 87	2
(2) $\frac{1}{2}$ -ton, truck, utility, M38A1	4
(3) $\frac{1}{2}$ -ton, truck, utility, M151, M151A	4
(4) $\frac{3}{4}$ -ton, 4x4, truck radio	3
(5) $\frac{3}{4}$ -ton, 4x4 trucks (C120) (M677)	10
(6) $2\frac{1}{2}$ -ton, 6x6, truck, cargo	22 (up to 50 miles)
	20 (in excess of 50 miles)
(7) Staff cars, sedans, and station wagons as rated.	50 miles)
(8) Truck, command, $\frac{3}{4}$ -ton, 4x4, M678	7
(9) Truck, cargo, 2 door, $\frac{3}{4}$ -ton, 4x4, M676	10

c. Not more than one person, in addition to the operator, will ride in the front seat of any government vehicle with a stick shift on the floor except the M37 (Radio), in which case two (2) passengers are authorized.

d. No person will ride in or on any government vehicle in such a manner that any portion of his body protrudes beyond the cab or cargo space thereof.

e. No person will ride in or on any trailer or semi-trailer except those specifically designed for transportation of passengers.

f. Radio vehicles and ambulances will not be used for administrative purposes or as cargo vehicles.

205. ACCIDENT REPORT

a. Drivers involved in accidents will:

- (1) Render any assistance possible to the injured.
- (2) Notify civil and military authorities.
- (3) Insure that the vehicle is not moved until permission has been received from appropriate military or civil authority.

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(4) Complete Standard Form 91. In the event the SF91 cannot be prepared by the driver because of injury or death, the report will be completed by the next senior person directly responsible for motor vehicle operations.

(5) Comply, as required, with local laws, rules, and regulations governing the reporting of vehicle accidents. Official reports will be submitted through channels to the appropriate claims officer for review to insure that the rights of the United States Government are not prejudiced by any admission of liability which will obligate the government.

b. Drivers will not express opinions (orally or in writing) to claimants or their agents as to liability, investigation findings, or the possibility of a claim approval. Drivers will not complete insurance company accident report forms, except where the driver is the insured. This procedure will afford the United States Government reasonable protection against claims filed in accordance with the Federal Tort Claims Act. (28 USC 2671-2680)

c. Drivers will not make official accident investigation reports available to a claimant or to any individual or representative of any non-military organization.

d. Stapled to the SF91 should be DD Form 518 (Accident Identification Card). The purpose of the DD Form 518 is to give any persons involved in an accident all the information they require from the driver. The driver will complete the form at the scene of the accident or as promptly as possible and give it to the person directly concerned. Both forms mentioned in this paragraph will be kept in all vehicles. Instructions for completing these forms may be found in paragraphs 105 and 106 of the Manual for Wheeled Vehicle Drivers (TM-21-305).

e. The driver will deliver the completed SF91 to his immediate superior as soon as possible.

f. Failure to report any accident may result in disciplinary action.

206. PERSONAL USE OF GOVERNMENT VEHICLES

a. Employment of government vehicles for personal use is prohibited. Marine Corps Order P11240.46 provides instructions relative to definitions of "official use". The term "official purpose" shall not include the transportation of officers, enlisted, and employees between their domiciles and places of employment unless prior approval has been received from the Commandant of the Marine Corps except in the following specific instances:

(1) Transportation may be furnished to medical officers in the line of duty, professional calls at patient's residence or when trips to local hospitals and dispensaries are necessary to administer medical services.

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(2) Government vehicles may be used to provide transportation for personnel on temporary duty for travel between lodging and/or duty stations where existing public transportation is inadequate or non-existent and the user is in the process of accomplishing travel in accordance with the orders placing him on temporary duty. Temporary duty status of an individual does not, in itself, justify furnishing transportation.

(3) Emergency situations may arise requiring immediate transportation between domicile and place of employment. Activity commanders may authorize such transportation for the duration of the emergency. This privilege will be exercised only under the most compelling circumstances and the mere fact that an officer or employee may encounter such a situation does not entitle him to have a government vehicle at his domicile.

(4) In an active combat zone.

b. Transportation between domicile and places of employment is further authorized in the following specific instances when such cases have been approved by the Commandant of the Marine Corps, prior to the initiation of the usage if possible.

(1) Home to work bus service may be established in accordance with paragraph 806 of MCO P11240.46.

(2) Personnel residing on board an activity who are assigned designated defense alert, key safety and security billets, may be authorized such transportation and retain a vehicle at their domicile after normal working hours to discharge assigned responsibilities. Possible defense alert designated billets may be the Commanding General, Chief of Staff, key personnel billets within a fighter squadron with an air defense alert commitment, key billets within an attack squadron with a classified mission, key personnel within a helicopter squadron with a medical evacuation or rescue mission. Key safety and security positions may be the security officer, ordnance disposal officer, and similar billets.

(3) Personnel engaged in "field work" may be authorized transportation between domicile and place of duty under certain conditions. An individual is engaged in "field work" when he does not report regularly to the same place before entering upon his official duties. A person who reports to a regular office before embarking on his daily work is not engaged in "field work" within the definition. He may be entitled to government transportation from his post to places in the field where his presence is required, but he could not be entitled to transportation between his domicile and post. The "field work" must be of such character that the duties involved make such transportation necessary. In this connection, where there is other reasonably adequate transportation between domicile and points of destination an individual would not be qualified for this exempted category. In addition, it is not sufficient to represent that the applicant is on call constantly or that he must be prepared to leave at any moment in the event of an emergency.

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c. If situations exist, other than those described in paragraphs 205a and 205b above, wherein government vehicles are to be used between domicile and place of duty, commanders will ensure that a request for approval of such use is submitted to the Commandant of the Marine Corps via the chain of command. Each request must describe the duties of the billet for which the transportation is required and contain sufficient information and justification for the requirement. Each request will be reviewed carefully to assure that the spirit and letter of the law is carried out. These instructions are applicable to all vehicles of the Wing.

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SECTION III

FIRE AND SAFETY PRECAUTIONS

301. FIRE AND SAFETY PRECAUTIONS

a. The provisions of references (x) and (y), and the following safety precautions will be observed for highway operations.

(1) Liquid flammables will be carried only in sealed drums, safety or expeditionary cans. The use of open containers is prohibited.

(2) All government vehicles operating over public highways will be equipped with emergency flares or reflector kits and such other equipment as may be required by State Law, Federal ICC Regulations and/or laws of the country in which operating.

(3) When vehicles must stop on a traveled portion of a highway, or shoulder adjacent thereto, the following will be complied with immediately:

(a) Every reasonable effort will be made to remove the vehicle from the traveled portions of the highway to the shoulder and beyond if practical.

(b) When lights are required, a flasher light, lighted flare or reflector kit will be immediately placed on the obstructed lane, or on the shoulder if the vehicle is on or over the shoulder of the road, at a point between the vehicle and the direction from which traffic using that lane will approach. This will be done before any attempt is made to repair the vehicle. Lighted flares will not be used near explosive/flammable material.

(c) Flasher lights, lighted flares or reflector kits will be placed around stalled vehicles in the following manner: One in the center of the lane of traffic occupied by the vehicle, placed not less than 40 paces (100 feet) distant from the vehicle in the direction of traffic approaching in that lane. If the vehicle is on or over the shoulder, and does not occupy a traffic lane, the warning device will be placed on the edge of the roadway to avoid obstructing the traffic lane as follows:

1. One placed not less than 40 paces from the vehicle in the opposite direction. One on the traffic side of the vehicle, four paces (10 feet) rearward thereof, in the direction from which traffic using that lane would approach. If a vehicle is stopped within 120 paces (300 feet) of a curve, corner, crest of a hill or other obstruction of view, the warning device in that direction will be placed to afford ample warning to users of the highway. In no case will it be less than 40 paces nor more than 120 paces from the vehicle. During times that lights are not required, red flags or reflectors will be placed as prescribed above.

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(d) When convoys or any components thereof must be stopped under conditions outlined above, the convoy commander or person in charge will be responsible for insuring that adequate or emergency warning devices are placed.

b. The following precautions will be observed:

(1) Garages, shops and other enclosures used for vehicle maintenance and repair, as well as vehicles with engines running, will be well ventilated as a precaution against gases from engines and space heaters. Doors, windows or exhaust systems in garages, shops and other enclosures will be opened to remove exhaust gases.

(2) Artificial light other than electrical lamps will not be used in connection with the examination or repair of vehicles. Artificial lights will have an approved type of protection to prevent accidental breakage of the bulb in the presence of flammable vapor or other flammable materials.

(3) Smoking will not be permitted in shops, garages, or parking areas except in specially designated areas or rooms where such a practice is safe. Smoking will not be permitted in, or within fifty feet of, a vehicle when transporting flammable liquids, ammunition or other materials of similar or greater fire hazard, while the vehicle is in the presence of flammable vapors, such as at the time of gasoline filling operations, during periods of examining or repairing the engine or fuel system or when the vehicle is inside a building. NO SMOKING signs will be displayed in areas where smoking presents a hazard..

(4) Ground conductors will be provided to neutralize charges of electricity before and during transfer of flammable liquids. In fueling vehicles the nozzle of the hose or expeditionary can should be brought into solid contact with the filler opening.

(5) Vehicles being filled with gasoline or not in use and untended will have the engine turned off and the parking brake applied.

(6) Gasoline or other flammables will not be used for cleaning purposes. Only authorized cleaning solvents may be used.

(7) Every vehicle powered by an internal combustion engine will be equipped with a serviceable, approved fire extinguisher of the dry chemical, gas pressure, carbon dioxide or other type suitable for extinguishing flammable liquid fires. Extinguishers will be protected from damage, securely mounted in an accessible place, and kept in good operating condition at all times.

c. The following general safety precautions will be observed on the storage and handling of storage batteries.

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(1) General

(a) Only authorized personnel instructed in the hazards and precautions connected with the handling of acids will be utilized in battery shops.

(b) Flames and sparks will be kept away from the vicinity of batteries.

(c) Care will be exercised to prevent short circuiting battery terminals when using metal tools in the vicinity of batteries.

(d) Batteries will never be opened except in well ventilated spaces.

(e) All battery storage spaces will be conspicuously marked with signs designating them as hazard areas.

(2) Charging Storage Batteries

(a) Repairs to the battery connections will not be made while the charging circuit is engaged.

(b) Charging current will be turned off before batteries are connected on the charging lines.

(c) Extreme care will be exercised to keep open flames and sparks, including smoking materials, away from batteries while they are being charged, because hydrogen gas given off during this operation is highly flammable and may cause flash explosions. Appropriate warning signs will be posted.

(3) Handling of Battery Acid

(a) Water will NEVER be poured into acid. Acid will be poured slowly into water.

(b) Eyes and skin will be protected from splashing acid. Approved protectives such as goggles, boots and aprons will be worn when handling electrolyte.

(c) Sulfuric acid will not be stored in places where freezing temperatures are possible.

(d) Electrolyte will be kept at a level above the tops of the separators.

(e) Once the battery has received initial filling of electrolyte, clean water will be used to maintain electrolyte level above the separators.

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(f) A source of running water will be provided near the battery shop.

(g) Approved first aid material will be provided for neutralization of acid spilled on the body. A clear water shower facility should be installed in the near vicinity of the battery room to facilitate washing of spilled acid. Posters and labels will clearly indicate the specific application of each first aid material.

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SECTION IV

REPORTS

401. REPORT OF VEHICLES AND EQUIPMENT RECEIVED

a. Subordinate groups and equivalent activities will report receipts of new equipment items on a twice-a-month basis. Reports will be made on NAVDOCKS Form 2422 (original and 4) and will be submitted to the Commander, Naval Air Systems Command, via the Commanding General, 1st Marine Aircraft Wing (Attn: WMTO) on the first and fifteenth day of each month. Negative reports are not required.

b. Data required for this report can normally be obtained from a physical inspection of the equipment concerned and/or examination of the shipping documents accompanying the equipment. Detailed instructions for completion of the form are contained in NAVDOCKS P-300.

c. The Wing Motor Transport Officer will compile the submission and forward the original and one copy of each to the Commander, Naval Air Systems Command and one copy of each to the Commanding General, Fleet Marine Force, Pacific.

402. VEHICLE REGISTRATION (NAVY)

a. Navy equipment normally has a registration number already assigned to it when received. This number may be painted on the exterior of the equipment, stamped on the data plate, or included in the shipping documents.

b. When equipment is received with a USN number painted on the exterior, a registration form (NAVDOCKS Form 2421) should accompany the shipping documents. If no such form is found, fill out NAVDOCKS Form 2421. File the original in the vehicle jacket and forward one copy to Commanding General, 1st Marine Aircraft Wing (Attn: WMTO).

c. When equipment is received with no Navy number assigned and no registration card, fill out NAVDOCKS Form 2421 completely and submit in triplicate to Commanding Officer, U. S. Naval Construction Battalion Center, (Code 140), Port Hueneme, California, via the Commanding General, 1st Marine Aircraft Wing (Attn: WMTO).

d. Instructions for completing NAVDOCKS Form 2421 are contained in NAVDOCKS P-300, Part V, Section I.

e. Upon receipt of the USN Number, affix it to the vehicle in accordance with the instructions contained in MCO P4750.3__.

403. EQUIPMENT SURVEY REPORTS

a. Surveys of Navy furnished vehicles will be conducted in accordance with the appropriate paragraphs of BUSANDA Manual, Vol II.

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b. Requests of survey of Navy furnished vehicles will be forwarded to the Commander, Naval Air Systems Command Headquarters, Washington D. C. 20360 via (1) Commanding General, 1st Marine Aircraft Wing (2) Commanding General, Fleet Marine Force, Pacific (3) Commandant of the Marine Corps. Surveyed vehicles will be retained by the surveying organization until disposition instructions have been received from the Commander, Naval Air Systems Command. When required, follow-up action to obtain disposition instruction will be taken by the Wing Motor Transport Officer 45 days after the initial request has been forwarded from the Wing Headquarters.

c. A completed limited technical inspection form setting forth repairs required and cost of required material for such repairs must accompany the report of survey for Navy furnished vehicles. Four copies of the LTI must accompany the survey report.

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

e. Unserviceable Marine Corps furnished vehicles requiring repair beyond the capability of using units will be evacuated to the units performing the next higher echelon of repair. Those requiring repair beyond 3d echelon will be evacuated to Force Logistical Command.

404. UNSATISFACTORY EQUIPMENT REPORT

a. The Unsatisfactory/Deficient Equipment Report or UER is one of the most important methods that can be employed to assist in the correction of equipment deficiencies. The responsibility for submission of UER's rests with the commander of the unit in which a reportable failure of deficiency is detected. The following provisions apply for submission of UER's in the 1st MAW.

(1) The condition for reporting and the guidelines established in TM-11240-1 and MCO 4700.1__ apply in preparation of the UER.

(2) NAVMC 10293-SD (Rev 8-59) will be utilized and is considered to satisfy the requirements as established in BUWEPS Instruction 11240.2 to submit deficiency reports. Care must be taken to insure that the completed UER contains all of the information as required for deficiency reports in BUWEPS Instruction 11240.2 for all Navy furnished Motor Transport equipment.

(3) The UER (NAVMC 10293-SD) (Rev 8-59) will be prepared and submitted as follows:

(a) For Marine Corps vehicles, such as located in LAAM Battalions and the motor transport portion of Comm-Elect equipment, the provisions of reference TM-11240.1 and MCO 4700.1__ apply in total. The original and three copies of the UER will be forwarded in triplicate, including enclosures, direct to the Commandant of the Marine Corps (Code CSY). A fourth

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copy of each report will be forwarded to the Commandant of the Marine Corps (Code AO4) through command channels, (Via CG 1st MAW and CG FMFPAC)

(b) For Navy furnished but considered as Marine Corps peculiar (all motor transport vehicles) the original and five copies of the UER (NAVMC-10293-SD) (Rev 8-59) will be completed and submitted to this Headquarters (Attn: WMT0). The original will then be submitted by the 1st MAW, after comment, to Commander, Naval Air Systems Command. Copies will be provided by this Headquarters to Commandant of the Marine Corps (Code CSY) (Code AO4) and CG FMFPAC with one copy retained on file.

405. Stolen/Missing Vehicle Report

a. Units will report stolen/missing vehicles to the Provost Marshal immediately.

b. Group commanders will forward an official report to the Commanding General (Attn: WMT0) of the U. S. vehicle registration number, type of vehicle, and other information appropriate to assist in locating the stolen/missing vehicle.

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SECTION V

MAINTENANCE

501. GENERAL

a. The primary purpose of motor transport maintenance is to meet military transportation requirements with a minimum of lost time from avoidable repairs. To accomplish this objective, commanders at all echelons must employ a systematic method of detection and correction of incipient vehicle failures before they develop into major defects. The entire maintenance spectrum is dependent on the success or failure of the preventive maintenance program.

b. Several ingredients are required if using units are to have an effective maintenance program. Chief among these are:

(1) Command Interest and Supervision. These normally take the forms of frequent and intelligently conducted command inspections and staff visits. Although all commanders and members of their staffs are not expected to possess the detailed knowledge of the specialist personnel assigned to operate and maintain automotive equipment, a degree of enlightenment of sufficient scope and depth for the appraisal of operational readiness of motor transport equipment is essential. Department of the Army Pamphlet 750-1 provides excellent guidance in this respect.

(2) Training. It is pointless to expect or hope that the technical personnel assigned to any organization will be completely trained upon reporting or that any expenditure of training effort will achieve a maximum of proficiency among these personnel. Technical training must therefore be planned and conducted on a continuing basis for drivers and mechanics alike. (See also Section IX)

(3) Facilities. No maintenance program worthy of the name can be conducted without adequate facilities. Commanders must make every possible effort to ensure that required tools and allied equipment are available in serviceable condition; pertinent publications and directives are complete, current and readily accessible to persons requiring them; that suitable shop space is provided and maintained in an adequate state of police and repair; and that required stock levels of repair parts and supplies are on hand.

(4) Time. Proper care and maintenance of motor transport equipment requires that adequate time be set aside daily for the accomplishment of that portion of maintenance performed by the vehicle operator. As a rule of thumb, this can be expected to involve an average of one man-hour per vehicle per day. To facilitate supervision and minimize time wastage, the scheduling of time periods of appropriate duration as a part of organizational daily routine is recommended. Work performed during such periods should be closely supervised.

c. Maintenance of motor transport equipment is a command responsibility. Experience has established beyond dispute that the condition of equipment of any organization is a direct reflection of the degree of command interest and supervision exercised by the commander.

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Commanders at all echelons are therefore enjoined to devote personal attention to the care and maintenance of assigned motor transport equipment to ensure a high degree of efficiency within their commands.

502. SPECIFIC MAINTENANCE RESPONSIBILITIES

a. Definitions of the several echelons of maintenance are set forth in Marine Corps Technical Manual 11240-1. It is the policy of this Headquarters that each unit perform only the maintenance functions prescribed in the echelons of maintenance assigned by the appropriate Table of Organization. It is recognized however, that unusual circumstances may occasionally arise which warrant departure from this policy. Such cases will be referred to this Headquarters for decision prior to implementation by subordinate commands.

b. Specific maintenance responsibilities for subordinate elements of the Wing are set forth below:

ORGANIZATION	ECHELONS			
	1	2	3	4
MWHG				
H&HS	X	X		
MACS	X	X	(5)	
MASS	X	X	(5)	
VMCJ	X	X	(6)	
MWSG				
H&HS	X	X		
MAMS	X	X		
MABS	X	X	X(1)	X(2)
MAG (VF/VA)				
H&MS	X	X		
MABS	X	X	X(3)	
VMA/VMF/VMF(AW)	X	X		
MAG (HR)				
H&MS	X	X		
MABS	X	X	X(3)	
HMM/HMH/VMO	X	X		
LAAM BN	X	X	(4)	

NOTES:

1. Provide 3d echelon support for all squadrons of MWSG and those elements of MWHG in same locality.
2. Provide all 4th echelon maintenance support for Wing

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3. Provide 3d echelon maintenance support for parent MAG and attached squadrons.
4. Field maintenance supporting agency will be prescribed by this Headquarters.
5. 3d echelon support will be provided by nearest MABS when detached from MWHG.
6. 3d echelon maintenance support provided by MABS of MAG to which attached when separated from MWHG.
7. 5th echelon maintenance will be coordinated by this Headquarters, and is a planned requirement used to insure maximum programmed life cycle is achieved.

503. PREVENTIVE MAINTENANCE

a. Preventive maintenance is defined as being the systematic care, inspection, and servicing of equipment for the purpose of keeping it in serviceable condition and detecting and correcting minor failures before they develop into requirements for more expensive and time consuming repairs.

b. Marine Corps Technical Manual 11240-1 prescribes the procedures to be followed in implementation of the preventive maintenance program for motor transport equipment. These procedures will be utilized by all elements of this Wing.

c. Paragraph 403 of this directive sets forth procedures to be followed in submission of unsatisfactory equipment reports.

d. Certain items of motor transport equipment provided by current allowance lists require inspections, servicing, and other care not provided for by Marine Corps Technical Manual 11240-1. Typical of these are re-fueling equipment and crash trucks. Additional services and inspection procedures for equipment of these types are prescribed by the Chief of Naval Material Command and other appropriate authorities. A partial listing of these directives is appended hereto as Annex "A". (See also Section XII of this directive). Additional instructions are set forth in the technical publications for the operation, maintenance, and lubrication of each item of equipment.

504. MODIFICATION

a. Modification of Navy furnished equipment will be performed in accordance with instructions promulgated in Ship's Parts Control Center Modification Work Orders.

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b. Modification of Marine Corps furnished equipment will be performed in accordance with instructions contained in Marine Corps Modification Instructions and Marine Corps Technical Instructions.

c. Receipt of the above types of modification instruction constitutes proper authority for the receiving command to effect prescribed modification. If modifications require the employment of facilities and/or skills beyond those authorized the using unit, it is the responsibility of the using unit to make appropriate arrangements for the accomplishment of the required work by a higher maintenance activity.

d. When modifications are accorded an URGENT priority, the equipment concerned will be deadlined until the prescribed modifications have been completed.

505. CANNIBALIZATION

a. Cannibalization is defined as the removal, without authority, of any part or parts from an item of equipment. Authority for this action can normally be granted only by the Commandant of the Marine Corps for Marine Corps furnished equipment and the Commander, Naval Air Systems Command for Navy furnished equipment.

b. No motor transport equipment assigned to this Wing will be subjected to cannibalization without prior written approval from this Headquarters.

506. PAINTING OF VEHICLES

a. Within the limitations imposed by individual unit facilities and capabilities, painting of vehicles is an organizational maintenance function.

b. Repainting of vehicles will be done only as necessary to preserve the vehicle and maintain a satisfactory appearance. Repainting of an entire vehicle will not be done, except during rehabilitation at a fifth echelon maintenance activity, when spot-painting of small areas will serve the purpose of preservation. As a general rule, repainting should not be undertaken unless more than ten percent of the exterior surface of the vehicle requires paint. When spot-painting portions of any vehicle, every reasonable effort must be made to blend paint to the appropriate shade to match the remainder of the vehicle.

c. Detailed instructions for the painting of vehicles are contained in Marine Corps Order P4750.3__. These are applicable to all items of motor transport equipment within this Wing whether Marine Corps or Navy furnished.

d. Registration numbers will be placed upon vehicles of this Wing in accordance with the instructions contained in Appendix B of Marine Corps Order P4750.3__ using the designated USMC or USN as appropriate for the vehicle concerned.

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(1) MB-1 and MB-5 Crash Trucks and all Willys-Cerlist vehicles will have the registration numbers placed upon the front doors and on the highest portion of the rear of the vehicle that will accomodate the required numbers and letter in a straight line.

(2) Motor vehicles not covered by other instructions will have registration numbers conspicuously located on the side and back in such spaces as may be available.

e. Tactical marking of vehicles will be applied in accordance with the instructions contained in Marine Corps Order 4035.3_. Since the prescribed markings are not uniform as to size or shape, no standardized marking is practical at Wing level. Each group (or equivalent organization) will issue appropriate instructions in order to provide standardization at that level. Each vehicle must be so marked as to render organizational identification from front, rear, and both sides.

f. Other special markings.

(1) The use of unit and individual identification plates is authorized but not mandatory. Plates, when used, will be of dimensions 6"x12", red in color with yellow lettering, and will be mounted on the bumper only.

(2) The name of the assigned operator (or other person assigned responsibility for performing operator maintenance functions on the vehicle) will be stenciled in yellow on a red rectangular plate 3"x18" in dimension and mounted on the grille of each motor transport type vehicle.

(3) The words "DIESEL ONLY" will be stenciled in 2" letters on all Willys-Cerlist vehicles. This marking will be placed behind the right rear fender and centered above the fuel tank filler cap.

(4) No markings, except as prescribed herein or in applicable directives promulgated by higher authority, will be applied to motor transport vehicles of this Wing.

507. DEADLINING VEHICLES

a. Quarterly/3000 mile and annual/12000 mile services shall be performed as scheduled or the vehicle concerned will be deadlined until the required inspection and repairs have been performed. Exceptions to the foregoing are as follows:

(1) Vehicles aboard ship.

(2) Vehicles involved in a combat situation which precludes performance of the required inspection and servicing. Preventive maintenance on these vehicle will be performed as soon as circumstances will allow.

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b. Vehicles deadlined at the parent unit for any purpose will receive scheduled weekly preventive maintenance. Those that have been evacuated to a higher echelon for repair will be given such preventive maintenance service as required to prevent deterioration.

508. MAINTENANCE ALLOCATION CHART

a. Purpose. The purpose of this chart is to serve as a guide in the performance of equipment repair by defining the extent of 2d, 3d and 4th echelon maintenance. Allocation of maintenance operations is made on the basis of time, tools and skills normally available in a combat situation.

b. Application. This chart must be flexible in its application. For example: The replacement of large assemblies is shown in most cases as a 3d echelon function and repair thereto as a 4th echelon function. If the repair of such an assembly would be manifestly more practical to accomplish in a third echelon shop than to send the complete assembly to MWSG-17, then the former action should prevail. The point is that 3d echelon shops are not to be in the overhaul business for major assemblies but may, depending upon the circumstances in each case, make limited repairs thereto.

COMPONENT AND RELATED OPERATIONS	ECHELONS			REMARKS
	2d	3d	4th	
<u>ENGINE</u>				
Engine				
Replace _____		*X		
Repair _____			X	
Cushion, engine mounting				
Replace _____	X			
Head, cylinder				
Replace _____	X			
Crankshaft and bearings				
Replace _____			X	
Pulley, drive				
Replace _____		X		
Flywheel				
Replace _____		X		
				*Replaced component to be shipped to 4th echelon for repair.

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COMPONENT AND RELATED OPERATIONS	ECHELONS			REMARKS
	2d	3d	4th	
<u>ENGINE (Con't)</u>				
Gear, ring, flywheel Replace _____		X		
Bearing, connecting rod Replace _____			X	
Pistons Replace _____			X	
Pins, piston Replace _____			X	
Rods, connecting Repair _____			X	
Replace _____			X	
Guides, valve Replace _____			X	
Seats, valve Replace _____			X	
Grind _____		X		
Springs, valve Replace _____		X		
Valves, exhaust and intake Adjust clearance _____	X			
Replace _____		X		
Reface _____		X		
Arm, rocker Repair _____		X		
Replace _____		X		
Rods, push Replace _____		X		
Rings, piston Replace _____			X	

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COMPONENT AND RELATED OPERATIONS	ECHELONS			REMARKS
	2d	3d	4th	
<u>ENGINE (Con't)</u>				
Shaft, rocker arm Replace _____		X		
Tappets and valve Replace _____		X		
Bearings, camshaft Replace _____			X	
Camshaft Replace _____			X	
Gears, timing Replace _____		X		
Pump, oil Replace _____		X		
Element, oil, filter Replace _____	X			
Filter, oil Replace _____	X			
Cooler, oil Replace _____		X		
Valve, crankcase breather Replace _____	X			
Lines and connections (external) Replace _____	X			
Repair _____	X			
Lines and connections (internal) Replace _____			X	
Pan oil Replace _____		X		

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COMPONENT AND RELATED OPERATIONS	ECHELONS			REMARKS
	2d	3d	4th	
<u>ENGINE (Con't)</u>				
Manifolds, exhaust and intake Replace _____	X			
<u>CLUTCH</u>				
Bearing, pilot Replace _____		X		
Disk, driven, clutch Replace _____		X		
Repair _____		X		
Plate, pressure Replace _____		X		
Repair _____			X	
Bearing, release, clutch Replace _____		X		
Controls and linkage, clutch Adjust _____	X			
Repair _____	X			
<u>FUEL SYSTEM</u>				
Carburetor Adjust _____	X			
Replace _____	*X			
Clean _____		X		
Repair _____		X		
Pump, fuel Replace _____	*X			
Repair _____		X		
Cleaner, air Service _____	X			
Replace _____	X			
Repair _____	X			
				*Replaced component to be shipped to the appropriate echelon for repair.

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COMPONENT AND RELATED OPERATIONS	ECHELONS			REMARKS
	2d	3d	4th	
<u>FUEL SYSTEM (Con't)</u>				
Lines, and connections vent				
Replace _____	X			
Repair _____	X			
Valve, vent				
Replace _____	X			
Tank, fuel				
Replace _____	X			
Repair _____		X		
Lines and fittings, fuel				
Replace _____	X			
Repair _____	X			
Valve, shut-off, fuel				
Replace _____	X			
Governor				
Adjust, seal, and replace _____	X			
Repair _____	X			
Element, fuel filter				
Replace _____	X			
Filter, fuel				
Replace _____	X			
Controls and linkage, accelerator				
Repair _____	X			
Controls, choke and throttle				
Replace _____	X			
Repair _____	X			

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COMPONENT AND RELATED OPERATIONS	ECHELONS			REMARKS
	2d	3d	4th	
<u>EXHAUST SYSTEM</u>				
Muffler				
Replace _____	X			
Pipe, exhaust and tail				
Replace _____	X			
<u>COOLING SYSTEM</u>				
Radiator				
Replace _____	X			
Repair _____		X		
Shroud, radiator fan				
Replace _____	X			
Repair _____		X		
Hose, radiator				
Replace _____	X			
Thermostat				
Replace _____	X			
Housing, water outlet				
Replace _____	X			
Pump, water				
Replace _____	X			
Repair _____		X		
Belt, fan				
Replace _____	X			
Blade, fan				
Replace _____	X			

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COMPONENT AND RELATED OPERATIONS	ECHELONS			REMARKS
	2d	3d	4th	
<u>ELECTRICAL SYSTEM</u>				
Generator				
Replace _____	*X			
Armature				
Replace _____		X		
Repair _____		X		
Bearings				
Replace _____		X		
Brushes				
Replace _____		X		
Capacitor				
Peplace _____		X		
Seals				
Replace _____		X		
Coil, field				
Replace _____			X	
Regulator				
Replace _____	*X			
Repair _____		X		
Starter				
Replace _____	*X			
Armature				
Replace _____		X		
Repair _____		X		
Bearings				
Replace _____		X		
Brushes				
Replace _____		X		
Seals				
Replace _____		X		
				*Replaced component to be shipped to the appropriate echelon for repair.

*Replaced component to be shipped to the appropriate echelon for repair.

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COMPONENT AND RELATED OPERATIONS	ECHELONS			REMARKS
	2d	3d	4th	
<u>ELECTRICAL SYSTEM (Con't)</u>				
Drive, starter Replace _____		X		
Coil, field Replace _____			X	
Control starter Repair _____	X			
Switch, starter, solenoid Replace _____ Repair _____	X	X		
Switch, starter, manual Replace _____ Repair _____	X X			*Replaced component to be shipped to the appropriate echelon for repair.
Distributor Replace _____ Repair _____	X X			
Point Set Replace _____	X			
Cap Replace _____	X			
Capacitor (condenser) Replace _____	X			
Rotor Replace _____	X			
Shaft Replace _____		X		
Coil, ignition Replace _____	X			

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COMPONENT AND RELATED OPERATIONS	ECHELONS			REMARKS
	2d	3d	4th	
<u>ELECTRICAL SYSTEM (Cont'd)</u>				
Plugs, spark				
Replace _____	X			
Clean _____	X			
Wiring, ignition				
Replace _____	X			
Repair _____	X			
Buzzer, warning signal				
Replace _____	X			
Instruments				
Replace _____	X			
Light, indicator				
Replace _____	X			
Switch, ignition				
Replace _____	X			
Switch, light				
Replace _____	X			
Switch, miscellaneous				
Replace _____	X			
Lights (bulbs and complete units)				
Replace _____	X			
Repair _____	X			

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COMPONENT AND RELATED OPERATIONS	ECHELONS			REMARKS
	2d	3d	4th	
<u>ELECTRICAL SYSTEM (Cont'd)</u>				
Unit sending				
Replace _____	X			
Horn				
Adjust _____	X			
Replace _____	X			
Repair _____		X		
Battery				
Service _____	X			
Recharge _____	X			
Replace _____	X			
Cables, battery				
Replace _____	X			
Harness, wiring, chassis				
Replace _____		X		
Repair _____	X			
Harness, generator to regulator				
Replace _____	X			
Repair _____	X			
Receptacle, trailer coupling				
Replace _____	X			
<u>TRANSMISSION</u>				
Transmission				
Replace _____			X	
Repair _____			X	
Bearing, input shaft				
Replace _____			X	
Seal, output shaft				
Replace _____		X		

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COMPONENT AND RELATED OPERATIONS	ECHELONS			REMARKS
	2d	3d	4th	
<u>TRANSMISSION (Con't)</u>				
Shaft, input Replace _____			X	
Gears, bearings and synchronizers Replace _____			X	
Shaft, output Replace _____			X	
Countershaft Replace _____			X	
Shaft, reverse idler Replace _____			X	
Gears and bearings Replace _____			X	
Cover, shifter Repair _____		X		
<u>TRANSFER</u>				
Transfer Replace _____		*X		*Replaced components to be shipped to the appropriate echelon for repair.
Repair _____			X	
Shaft, input Replace _____			X	
Bearings and gears Replace _____			X	
Shaft, intermediate Replace _____			X	
Bearings and gears Replace _____			X	

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COMPONENT AND RELATED OPERATIONS	ECHELONS			REMARKS
	2d	3d	4th	
<u>TRANSFER (Con't)</u>				
Shaft, output, front axle Replace _____			X	
Bearings, gears and clutch Replace _____			X	
Shaft, output, rear axle Replace _____			X	
Controls and linkage transfer Repair _____	X			
Fork, shifter shaft Replace _____			X	
Seals Replace _____		X		
Cylinder, air shift Replace _____			X	
Shafts, shifter Replace _____			X	
Lines and connections, air shift Replace _____ Repair _____	X X			
Valve, control Replace _____ Repair _____		X X		
Valve, breather Replace _____	X			
Shaft, propeller Replace _____	X			
Joint, universal Repair _____	X			

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COMPONENT AND RELATED OPERATIONS	ECHELON			REMARKS
	2d	3d	4th	
<u>FRONT AXLE</u>				
Axle, assembly				
Replace _____		*X		
Repair _____			X	
Spindle, assembly				
Replace _____		X		
Differential carrier assembly				
Replace _____		X		
Repair _____			X	
Seal, pinion				
Replace _____		X		
Steering and seals				
Replace _____		X		
Bearings and seals				
Replace _____		X		
Boot, flange				
Replace _____	X			
Knuckle (Flange steering)				
Replace _____		X		
Valve, breather				
Replace _____	X			
Flange, drive				
Replace _____	X			
Shaft, axle				
Replace _____	X			
<u>REAR AXLE</u>				
Axle assembly				
Replace _____		*X		
Repair _____			X	

*Replaced components to be shipped to the appropriate echelon for repair

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COMPONENT AND RELATED OPERATIONS	ECHELONS			REMARKS
	2d	3d	4th	
<u>REAR AXLE (Con't)</u>				*Replaced components to be shipped to appropriate echelon for repair.
Differential, cover assembly				
Replace _____		*X		
Repair _____			X	
Shaft				
Replace _____	X			
Valve, breather				
Replace _____	X			
<u>BRAKES</u>				
Drum, handbrake				
Replace _____	X			
Repair _____		X		
Linkage				
Adjust _____	X			
Repair _____	X			
Shoe, handbrake				
Replace _____	X			
Reline _____		X		
Shoe, brake, service				
Replace _____	X			
Reline _____		X		
Cylinder, master				
Replace _____	X			
Repair _____		X		
Cylinder, wheel				
Replace _____	X			
Repair _____		X		
Lines and fittings, brake				
Replace _____	X			

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COMPONENT AND RELATED OPERATIONS	ECHELON			REMARKS
	2d	3d	4th	
<u>BRAKES (Con't)</u>				
Cylinder, air hydraulic				
Replace _____	X			
Repair _____		X		
Controls and linkage brake				
Adjust _____	X			
Repair _____	X			
Lines and fittings, air system				
Replace _____	X			
Repair _____	X			
Valve, safety, air system				
Replace _____	X			
Compressor, air				
Replace _____	X			
Bearing, ball crankshaft				
Replace _____			X	
Bearings, connecting rod				
Replace _____			X	
Belt, drive				
Replace _____	X			
Crankshaft				
Replace _____			X	
Governor, air				
Replace and adjust _____	X			
Repair _____			X	
Head, cylinder, compressor				
Replace _____		X		
Repair _____			X	
Pistons				
Replace _____			X	

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COMPONENT AND RELATED OPERATIONS	ECHELONS			REMARKS
	2d	3d	4th	
<u>BRAKES (Con't)</u>				
Compressor, air (con't)				
Rings, piston				
Replace _____			X	
Rods, connecting				
Replace _____			X	
Repair _____			X	
Strainer, air compressor				
Service _____	X			
Reservoir, air				
Replace _____	X			
Valves and fittings, air system				
Replace _____	X			
Connections and fittings, trailer brake				
Replace _____	X			
Coupling, trailer brake				
Replace _____	X			
Valve, hand control				
Replace _____	X			
Repair _____		X		
<u>WHEELS, HUBS AND DRUMS</u>				
Bearings				
Replace _____	X			
Drum, brake, service				
Replace _____	X			
Repair _____		X		
Hub, wheel				
Replace _____	X			

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COMPONENT AND RELATED OPERATIONS	ECHELONS			REMARKS
	2d	3d	4th	
WHEELS, HUBS AND DRUMS (Cont'd)				
Ring, retaining, tire Replace _____	X			
Seals Replace _____	X			
Wheels Replace _____	X			
Tires Replace _____	X			
Tubes Replace _____	X			
Repair _____	X			
<u>CONTROLS</u>				
Link, drag Replace _____	X			
Repair _____		X		
Seals, drag link Replace _____	X			
End, tie rod Replace _____	X			
Rod, tie Replace _____	X			
Arm, pitman Replace _____	X			
Gear, steering Replace _____		X		
Repair _____			X	
Wheel, steering Replace _____		X		

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COMPONENTS AND RELATED OPERATIONS	ECHELONS			REMARKS
	2d	3d	4th	
<u>CONTROLS (Cont'd)</u>				
Valve, control, power steering				
Replace _____		X		
Repair _____			X	
Cylinder, power				
Replace _____		X		
Repair _____			X	
Reservoir, oil				
Repair _____		X		
Lines and fittings, hydraulic				
Replace _____	X			
Repair _____	X			
Pump, hydraulic				
Replace _____		X		
Repair _____			X	
Valve, relief				
Replace _____		X		
Repair _____		X		
<u>SPRINGS AND SHOCK ABSORBERS</u>				
Spring, front				
Replace _____	X			
Repair _____	X			
Shackles and bolts				
Replace _____	X			
Seat, spring				
Repair _____	X			
Spring, rear				
Replace _____	X			
Repair _____	X			

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COMPONENT AND RELATED OPERATIONS	ECHELONS			REMARKS
	2d	3d	4th	
<u>SPRINGS AND SHOCK ABSORBERS</u> (Cont'd)				
Absorbers, shock Replace _____	X			
Rod, torque Replace _____ Repair _____	X		X	
<u>WINCH AND POWER TAKEOFF</u>				
Winch Replace _____	X			
Band, automatic brake Adjust and replace _____ Reline _____	X		X	
Cable, winch Replace _____	X			
Disk, brake Replace _____			X	
Joint, universal Replace _____ Repair _____	X X			
Power takeoff Replace _____ Repair _____		X	X	
Seals, power takeoff Replace _____		X		
Controls and linkage power takeoff Repair _____		X		

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COMPONENT AND RELATED OPERATIONS	ECHELONS			REMARKS
	2d	3d	4th	
<u>MISCELLANEOUS BODY AND ACCESSORY</u> <u>ITEMS</u>				
Motor, windshield wiper Replace _____	X			
Arm and blade, windshield wiper Replace _____	X			
Mirror, rear view Replace _____	X			
Valve, Control, windshield wiper Replace _____	X			
Adapter, speedometer drive Replace _____	X			
Shaft, flexible, speedometer Replace _____	X			
Core, flexible shaft Replace _____	X			
Speedometer Replace _____	X			
Adapter, tachometer drive Replace _____	X			
Shaft, flexible, tachometer Replace _____	X			
Core, flexible shaft Replace _____	X			
Tachometer Replace _____	X			
Plates, vehicle data Replace _____	X			

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COMPONENT AND RELATED OPERATIONS	ECHELONS			REMARKS
	2d	3d	4th	
<u>BODY</u>				
Painting	X			Extensive body work to 5th Ech.
Body Repair		X		
Seats, racks, bows and windows				
Replace	X			
Repair	X			
Decking, wooden				
Replace and repair		X		
Canvas				
Replace and patch	X			
Cushions, seat				
Replace and patch	X			Where available
Cover manufacture				
Glass				
Replace	X			Where available
Cut and grind				
<u>DIESEL FUEL SYSTEM</u>				
Nozzle assembly (fuel injector)				*Replaced component to be shipped to appropriate echelon for repair.
Replace	*X			
Repair		X		
Pump, fuel, primary				
Replace	X			
Repair		X		
Pump, diesel injection				
Replace	X			
Repair		X		
Rebuild			X	

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COMPONENT AND RELATED OPERATIONS	ECHELONS			REMARKS
	2d	3d	4th	
<u>DIESEL FUEL SYSTEM (Cont'd)</u>				
Governor, engine speed				
Adjust _____	X			
Replace _____	* X			
Rebuild _____			X	
Repair _____			X	
<u>TRACTOR, FULL TRACKED</u>				
<u>CLUTCH</u>				
Clutch assembly				
Adjust _____	X			
Replace _____		X		
Repair _____		X		
Rebuild _____			X	
Clutch, release mechanism (master)				
Fork, shaft, lever				
Adjust _____	X			
Replace _____		X		
Replace (lever) _____	X			
Repair _____		X		
Clutch coupling				
Replace _____		X		
Clutch, brake				
Replace or repair _____		X		
<u>TRANSMISSION</u>				
Transmission assembly		*		
Replace _____		X		
Repair _____			X	
<u>REAR AXLE</u>				
Gears, shafts, final drive				
Replace _____		X		

*Replaced component to be shipped to appropriate echelon for repair.

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COMPONENTS AND RELATED OPERATIONS	ECHELONS			REMARKS
	2d	3d	4th	
<u>WHEELS AND TRACKS</u>				
Track frames & diagonal braces				
Replace _____		X		
Repair _____		X		
Rollers and brackets track support				
Replace (rollers) _____	X			
Replace (brackets & shaft) _____		X		
Repair _____			X	
Track idler and brackets				
Adjust _____	X			
Replace _____		X		
Repair _____			X	
Sprockets, track drive				
Replace _____		X		
Track, assembly				
Replace (pads & assembly) _____	X			
Rebuild _____			X	
Replace (master pin) _____	X			
<u>STEERING</u>				
Brake band assembly				
Adjust _____	X			
Replace (band & linkage) _____		X		
Repair (reline) _____		X		
Clutch assembly, steering				
Replace _____			X	
Repair _____			X	
Adjust (linkage) _____	X			
Hydraulic pump assembly				
Replace _____	X			
Rebuild _____			X	
Hose, lines and fittings				
Replace _____	X			

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COMPONENT AND RELATED OPERATIONS	ECHELONS			REMARKS
	2d	3d	4th	
<u>STEERING (Cont'd)</u>				
Hydraulic tank				
Replace _____	X			
Repair _____		X		
<u>FRAME</u>				
Side members				
Replace _____			X	

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SECTION VI

EMBARKATION OF MOTOR VEHICLES

601. GENERAL. The following instructions apply to vehicles embarked aboard either amphibious or MSTs shipping. These instructions are in addition to those which may be contained in an administrative or embarkation directive for specific operations. When the below instructions conflict with either the administrative or embarkation directives for a specific operation, the latter instructions govern.

- a. Prior to embarkation, vehicles will be thoroughly checked for faulty or ill-fitting gaskets, lines, seals, and/or plugs.
- b. Bell housing plugs will not be installed on vehicles prior to staging at the embarkation point.
- c. Fuel, lubricating, cooling, ignition, and exhaust systems will be inspected and deficiencies corrected prior to embarkation.
- d. Vehicles to be landed across beaches will be waterproofed.
- e. Cargo loaded in vehicles will be securely lashed.
- f. Batteries will be disconnected and leads taped after embarkation.
- g. Vehicle engines should be operated for ten minutes every other day while embarked. Permission from the ship must be obtained and appropriate ventilation provided before any engine is started. This procedure should not be utilized for the purpose of recharging batteries. Arrangements should be made for this purpose for the use of the ship's battery charging facilities.
- h. Tank type vehicles which are embarked aboard LST or other ships in which negotiation of ramps is required must carry reduced loads so that cargo will not spill when negotiating ramps.
- i. Vehicles exposed to salt water in the course of embarkation or debarkation will be thoroughly flushed down with fresh water within 12 hours after such exposure.
- j. All vehicles that have been deep-forded will be given a preventive maintenance inspection at the earliest practicable date thereafter. The annual inspection form will be used as a guide for this inspection. The form used will be annotated "DEEP FORDING CHECK" and will be filed in the vehicle jacket until the next regularly scheduled annual inspection has been completed.

SECTION VII

INSPECTIONS

701. GENERAL

a. Wing Order 5041.3_ establishes the basic inspection program within this Command. Wing Order 5041.4_ provides the schedule for major inspections.

b. In addition to the major inspections discussed in Wing Order 5041.3_, this Headquarters will conduct technical inspections at irregular intervals on approximately a quarterly basis. These inspections will be conducted without formal advance notice. Detailed reports of findings will be provided to commanders of units so inspected. Serious discrepancies noted in the course of such inspections will also be brought to the attention of the Commanding General or the general staff officer concerned, as appropriate. The purposes of these inspections are to:

(1) Insure that management procedures and practices employed conform to those prescribed by appropriate authority.

(2) Recommend improvements where necessary.

(3) Insure that personnel charged with maintenance and operational management functions for motor transport understand current instructions and have available all necessary orders and publications.

(4) Identify undesirable trends and practices in unit motor transport maintenance programs and assist in the correction thereof.

WING MOTOR TRANSPORT MAINTENANCE MANAGEMENT ASSISTANCE TEAM

SECTION VIII

801. MISSION. The mission of the Wing Motor Transport Maintenance Management Assistance Team is to assist in the improvement of motor transport maintenance management throughout the Wing.

802. COMPOSITION. There is no standard composition for this team. Each will be specifically organized for the specific task at hand. Personnel from the Wing Motor Transport Section will be used for this purpose to the maximum extent possible. However, on some occasions it will be necessary to draw upon personnel assigned to one or more of the groups in order to provide the technical knowledge needed.

803. DUTIES. The duties of the Motor Transport Maintenance Management Assistance Team include, but are not limited to:

a. Assistance to subordinate commands at group and squadron level in the conduct of inspections of assigned motor transport equipment.

b. Provision of instructors for use in connection with training related to Wing organization for maintenance, preventive maintenance and related subjects.

c. Technical assistance in overcoming repair problems which lie within the scope of the maintenance mission of subordinate commands but for which specific skills and knowledge are not immediately available.

d. Provision of instruction of a technical nature in the techniques involved in test and repair of items of new and/or peculiar equipment.

e. Provision of advisory services to subordinate commands in matters pertaining to the reduction and/or elimination of management problems pertaining to motor transport equipment.

804. METHOD OF OBTAINING ASSISTANCE. Subordinate commands may obtain the services of the Wing Motor Transport Maintenance Management Assistance Team through either a written request addressed to the Commanding General (Attn: WMTO) or by telephone (MOMENT 35). Requests should contain a detailed description of the duties or services desired of the team, the date such services are required and an estimate of the time required for the provision of such services. When requirements are anticipated for the use of special tools and/or equipment in connection with team activities, the items required should be included in the request.

SECTION IX

TRAINING

901. GENERAL. The basic Marine Corps program for the technical training of motor transport personnel envisions extensive use of on-the-job training for the development of skills and technical knowledge of drivers and mechanics alike. The fact that certain automotive vehicles are used solely by aviation organizations adds to, rather than detracts from, requirements for effective and continuing on-the-job training within the Wing. To be effective, such training must necessarily involve appropriate measures of planning, organization, and supervision. Adequate time and facilities must be made available on a regularly scheduled basis. Instructors must be selected, trained, assigned specific blocks of material, and afforded the required time for preparation of instruction. As with other training, the establishment and maintenance of a file of lesson plans reduces considerably the amount of time required for preparation. Cross training in the subject material pertaining to drivers and mechanics respectively is highly desirable. Training in the requirements of individual vehicle types for preventive maintenance services, as well as the techniques involved in the performance thereof, is particularly necessary for incidental operators. The provision of and supervision over technical training is a command responsibility which must not be neglected.

902. CORRESPONDENCE COURSES. The several available correspondence courses pertaining to motor transport operations and maintenance provide an excellent source of supplemental training. Participation in such courses should be actively encouraged for all OF 35 personnel. Despite the merits of these courses, they are not, and must not be considered to be, a suitable substitute for properly planned and presented formal technical training.

903. SPECIFIC TRAINING REQUIREMENT. In order to meet the requirements discussed in paragraph 901 above, it is directed that each commander of a Wing element operating and/or maintaining motor transport equipment schedule and conduct not less than one 2 hour period of formal technical training for motor transport personnel each week. Although considerable latitude must necessarily be afforded in the selection of subject material for this instruction, appropriate planning and scheduling must be arranged to prevent unnecessary repetition and to provide the required degree of continuity.

SECTION I

FOURTH ECHELON REPAIR

1001. GENERAL

a. The principle mission of fourth echelon maintenance is the repair of assemblies, sub-assemblies and major components not repairable at the lower echelons. This mission is fulfilled by Marine Wing Service Group for all 1st Marine Aircraft Wing units. The support furnished by Marine Wing Service Group 17 consists primarily of a repair cycle asset pool. The following items are included in the pool.

- (1) Engine Assemblies
- (2) Transmission Assemblies
- (3) Transfer Assemblies
- (4) Differential Assemblies
- (5) Steering Assemblies
- (6) Auxiliary Power Units (Example: MB-1, MB-5)

b. The exact range and depth of the pool will be determined by Marine Wing Service Group 17, based on the following criteria:

- (1) Pool components must have a repetitive issue velocity of at least one item per six months.
- (2) Pool items will not include assemblies/sub-assemblies which are repairable by the third echelon maintenance activities.

1002. ACTION BY THIRD ECHELON

a. Upon determination by a third echelon facility that fourth echelon repairs are required on an assembly/sub-assembly, a replacement component will be immediately requested by message from Marine Wing Service Group 17 (Attn: Organic Supply Officer). This message will include the Commanding General, 1st Marine Aircraft Wing and the Commanding Officer, Marine Air Base Squadron 17 as information addressees. Requests for replacement items will contain the following information.

- (1) FSN/MPN and nomenclature of assembly/sub-assembly.
- (2) End item application.

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(3) Shipping method and priority desired (always government air).

(4) Consignee unit.

(5) Transportation control number on which assembly requiring repair was shipped to Marine Wing Service Group 17.

b. Prior to air shipment to Marine Wing Service Group 17, assemblies/sub-assemblies will be drained of all lubricants, cleaned, inspected for completeness, and crafted to prevent damage and discourage pilferage enroute. Emphasis is placed on the completeness of assemblies to prevent excessive delay in repair. Activities are not authorized to cannibalize assemblies prior to shipment to repair facilities without prior approval from this Headquarters. Should an activity be unable to ship a complete assembly, the aforementioned message should include a list of the missing parts and the reason for the item being shipped incomplete.

c. A tag listing the following information will be secured to the shipping container as well as the assembly prior to shipment to Marine Wing Service Group 17:

(1) Unit designation

(2) FSN and nomenclature

(3) End item application.

(4) Repair required (If engine assembly, include compression reading).

(5) Name and signature of Officer/NCO inspecting item prior to shipment.

(6) DTG of message requesting replacement item.

d. Units in the Danang area may conduct transaction with Fourth Echelon by using the Requisition and Invoiced/Shipping Document (DD-1149).

e. Assemblies which are obviously beyond repair will also be processed in accordance with paragraph 1001 a, b, and c. Indicate in paragraph 1 of the message request for the replacement assembly, on the shipping container, and on the assembly tag, "AVAILABLE BEYOND REPAIR".

1003. ACTION BY FOURTH ECHELON

a. Upon receipt of message request for replacement assembly/sub-assembly, Marine Wing Service Group 17 will determine the availability and arrange air shipment of the replacement component to the using unit. If a replacement assembly is neither available for issue

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from the pool nor in the final reassembly stage in the Fourth Echelon Repair Facility, and is a pool item, Marine Wing Service Group 17 will inform the supported unit by message and a replacement assembly will then be requisitioned by the requiring unit. If the assembly requiring fourth echelon maintenance is a non-pool item, it will be repaired and returned by the Fourth Echelon Facility to the activity from which received.

b. Should an activity be unable to requisition a replacement item due to lack of funds, complete information should be furnished this Headquarters for the proper adjudication of the matter.

1004. REPORTS

a. Marine Wing Service Group 17 will prepare and submit the following reports:

(1) Funds Expended for Fourth Echelon Maintenance. This report will be prepared and submitted the first Monday of each month depicting the total expenditures for fourth echelon maintenance of the preceding month as well as a cumulative total for the current quarter and fiscal year. Distribution: Commanding General, 1st Marine Aircraft Wing (Attn: Wing Comptroller and Wing Motor Transport Officer).

(2) Monthly Status of Equipment Undergoing Fourth Echelon Repair. This report will be prepared and submitted on the first Monday of each month. Distribution: Commanding General, 1st Marine Aircraft Wing (Attn: Wing Motor Transport Officer); Commanding Officer, Marine Wing Service Group 17 (Attn: Motor Transport Officer); Commanding Officer, Marine Aircraft Groups; separate Squadrons/Battalions (Attn: Motor Transport Officer).

1005. THIRD ECHELON BACK-UP SUPPORT

a. The Fourth Echelon Maintenance Facility has a capability of performing a limited quantity of third echelon back-up support. Units requiring third echelon back-up support will notify the Commanding General, 1st Marine Aircraft Wing, of the specific items requiring repair. Justification will be outlined indicating the inability of the requesting unit to perform the maintenance required.

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SECTION XI

FIFTH ECHELON REPAIR

1101. GENERAL

a. The principle mission of Wing Fifth Echelon Maintenance is to conserve series "M" vehicles and equipment in WestPac by timely rebuild at FWC, NSD Yokosuka, NAS Atsugi, Japan and selected Army depots under cross-service agreement as prescribed in BUWEPS Instruction 11240.2.

b. Requirements for this level of maintenance are generated as the result of usage in normal operations and it is not intended to extend life beyond that established in BUWEPS Instruction 11240.2. Normally this level maintenance will be accomplished on the following schedule:

<u>Years</u> <u>Life Expectancy</u>	<u>Age</u> <u>Due Rehabilitation</u>
6	4
7	5
8	6
10	7
12	8

1102. PROCEDURES

a. Subordinate groups and equivalent activities charged with custody of section "M" equipment shall be responsible for the nomination of equipment requiring fifth echelon maintenance. A completed Tactical Equipment Repair Order NAVMC 10245-SD, and Limited Technical Inspection Form NAVMC 10284-SD submitted in duplicate will be forwarded to the Commanding General, 1st Marine Aircraft Wing (Attn: WMTO) who will provide shipping instructions.

b. Any item of section "M" equipment requiring major repairs and the vehicle is approaching its normal rehabilitation period is eligible for the rehabilitation program.

1103. SHIPPING

a. In order to identify Wing equipment in the fifth echelon rebuild program each item will be identified "FMFPAC M - (insert M-series of equipment), REBUILD PROGRAM (activity)".

b. Each item evacuated or returned will have the appropriate title painted in three inch letters across the vehicle's front bumper by the shipper. Additionally, the word "WING" will be painted below the title to identify all Wing items. A copy of the Limited Technical Inspection Form will be placed within a waterproof envelope in the vehicle glove box. The Limited Technical Inspection Form will be mailed to the appropriate work center.

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c. Vehicles to be evacuated will be as complete as possible and subject to the following instructions:

(1) Cannibalization and/or selective replacement of unserviceable parts for serviceable parts is not authorized.

(2) Tires, tubes, troop seats, side racks, bows and other collateral equipment of vehicles evacuated may be exchanged, to retain the best condition items on operating equipment. Care must be exercised to ensure that all collateral equipment and components are included with, and securely attached to, the evacuated vehicle.

(3) Tools, cargo body tarpaulins, cab tops and other canvas items will not be evacuated with vehicles.

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SECTION XI

AIRCRAFT REFUELING

1201. REFUELER POOLS

a. Commanding officers will pool refuelers administratively and physically in a refueler pool to secure maximum efficient operation and economical use. Vehicles dispatched from this pool will be suited for the mission for which they were dispatched.

b. Organic refuelers of all organizations within the Wing will be available to meet commitments of the 1st MAW that require augmentation. Such augmentation will be accomplished on order of the Commanding General.

1202. GENERAL

a. One of the most important duties of ground personnel at air activities is the proper handling of aviation fuels; therefore, the training of personnel involved in aircraft refuelers and inspection procedures must be a continuous process.

b. References (z) through (bbb) are the directives pertaining to refueler aircraft, aviation fuel handling and quality surveillance. Except as modified herein, these directives shall be followed closely and brought to the attention of all interested personnel.

(1) Reference (z) requires a refueler crew of at least two. Plane captains or other personnel designated by operating units shall handle the hose and nozzles during the actual fueling of aircraft.

(2) In order that persons concerned with aircraft refueling will have appropriate information readily available, references (z) through (bbb) will be put into binders and held by the following: (a) Officers/NCOIC Mobile Refueler Pools, (b) Group (except B/HG-1) Motor Transport Officers.

(3) It is the responsibility of each commanding officer to insure that all operating personnel assigned to aircraft refueling are properly trained in the inspection and operation of refuelers.

c. Separate parking areas shall be set forth for mobile aircraft refuelers, minimum distance between vehicles shall be 25 feet in groups of not more than three with 100 foot intervals between groups.

1203. SAFETY IN FUEL HANDLING

a. The following procedures will prevent fires by reducing or controlling vapor generation:

(1) Do not refuel, drain aircraft, or conduct fuel handling operations in a hangar or confined area.

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(2) Keep all fuel containers, such as aircraft fuel tanks, closed except for those periods when necessary to open for actual operation.

(3) Avoid spilling fuel during fuel handling operations. This is extremely important, for spills present one of the greatest sources of vapor generation.

(4) Take immediate action to clean up the spill if one occurs. Wipe up or absorb small spills with rags or absorbents. Follow local air station emergency procedures for large spills.

(5) Never drive or move a refueler or defueler with a leak in the tank piping or other systems.

(6) Remember that empty or apparently empty cans or containers which formerly held aircraft fuels will still contain vapors and will remain dangerous for long periods after they have been emptied.

(7) Aircraft fuel vapors are heavier than air and will collect in low places such as pits, sumps, and open sewers. Be especially careful in such areas.

(8) Dispose of oily waste or rags immediately after using by placing them in self closing metal containers. This also eliminates a source of ignition due to spontaneous combustion.

b. The elimination of all sources of ignition is the most important method of preventing fires and explosions in fuel handling operations. The following are specific precautions to avoid ignition sources:

(1) Never wear shoes with exposed nails or metal plated heels and soles.

(2) Do not carry loose metal objects, such as knives, keys or other objects which might produce sparks if dropped.

(3) Check exhaust piping on mobile refuelers daily to be sure that there are no holes, cracks or breaks. Also check regularly to be sure that there are no large particles of carbon which might burn or glow.

(4) Keep all grounding connections clean, unpainted and in good condition.

(5) Never begin any fuel handling operations until all equipment is properly grounded and bonded.

(6) Be careful not to kink fuel hose. A kink can break the ground wire in the hose which will allow a static electrical charge to build up and cause sparks when the hose is used.

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(7) Do not use flashlights or droplights except those approved by proper authority for use in hazardous locations.

(8) Be certain that aircraft radio and radar equipment is switched off before refueling or defueling is begun.

(9) Do not conduct a refueling operation within 300 feet of ground radar equipment.

(10) For night refueling operations, use approved flashlights rather than aircraft lights.

1204. HEALTH HAZARDS

a. The principle dangers from a health standpoint of aviation gasoline and jet engine fuels are toxic or harmful effect of vapors, lead poisoning, injury to skin and eyes and toxic effect of swallowing fuels:

(1) Vapor Toxic Effect. One of the greatest health hazards to fuel handling personnel is the toxic effect of fuel vapors. These vapors when inhaled in sufficient quantities cause nausea, dizziness and even death. The percentage of petroleum vapors in the air necessary to cause harmful effects is extremely small. Consequently, personnel handling aircraft fuels must be extremely careful not to inhale the fuel vapors. The first symptoms of the toxic effect of breathing fuel vapors are nausea, dizziness and headaches. In the event of any of these symptoms occurring while conducting fuel handling operations, personnel should immediately stop the operation and move to a fresh air location. If personnel are overcome by vapors they should receive prompt medical attention. First aid procedures for personnel overcome by vapors include removal to fresh air, treatment of shock, and administering artificial respiration if breathing has stopped.

(2) Lead Poisoning. The tetraethyl lead which is added to aviation gasoline is an extremely toxic compound. It is harmful if the vapors are breathed or if the compound enters the body through the mouth or by contact with the skin. The principle danger of lead poisoning occurs when it is necessary to enter or repair containers which have been used for aviation fuels. Refueling and defueling personnel will normally not do such work, however, it is important that they be aware of the danger. The toxic effect of tetraethyl lead may also occur from prolonged exposure to gasoline vapors or liquids and therefore such exposure must be avoided.

(3) Injury to Skin and Eyes. Both aviation gasoline and jet engine fuel may cause skin irritation if brought in contact with the skin. In preventing skin irritation personnel should avoid spilling aircraft fuels on the skin and clothing. If these fuels should come in contact with the skin they should be promptly removed with soap and water. If a person gets aviation fuel in his eyes, the fuel should be removed by washing with water and medical attention should be promptly secured.

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1205. CONTAMINATION OF AIRCRAFT FUELS

a. Aircraft engine failure or poor performance may be caused by incorrect or contaminated fuels. The correct fuel must be delivered to the aircraft. An engine designed for high performance aviation gasoline will not operate on jet engine fuel or aviation gasoline with a low octane number. Similarly, a jet engine adjusted for JP-5 fuel will not usually perform properly with aviation gasoline. The delivery of the wrong fuel is one of the most serious mistakes which can be made, but it can easily be avoided by constant alertness and attention on the part of the handling personnel.

b. Contamination of aircraft fuel is a very serious problem but it can be prevented by the use of proper equipment and by careful and proper operation of the equipment. The best equipment however is unsatisfactory unless it is properly operated and maintained.

1206. PREVENTIVE MAINTENANCE BY OPERATORS

a. Proper operation of the equipment is one of the most important factors in maintaining the equipment in good working condition. All machinery and mechanical equipment must be designed for certain restrictive operations and conditions. Fuel handling personnel must know the proper operating conditions and procedures for all equipment. The following are some general operating instructions for refueling equipment:

- (1) Open and close valves slowly except in case of emergency.
- (2) Be sure that all equipment is properly lubricated.
- (3) Use only designated hoses, greases, gaskets, and equipment for refueling service.
- (4) Never operate a pump for more than a few seconds without any liquid in the pump.
- (5) Never operate a pump for a long period of time without liquid flowing through it, that is, against a closed discharge valve.
- (6) Do not kink hose.
- (7) Do not drag hose and nozzle on ground or pavement.
- (8) Never drop nozzle to ground or pavement and never throw hose and nozzle from aircraft.

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- (9) Keep all equipment and premises clean.
- (10) Gauge valves shall be kept closed except when taking gauge readings.
- (11) All cabinet doors must be kept closed except when necessary to open them for actual operation.
- (12) Refuelers shall not be pushed or pulled by any other vehicle.
- (13) Refueler truck engines shall never be operated on aviation fuel.
- (14) Aviation fuel shall never be dispensed into any automotive vehicle.

b. Another important phase of preventive maintenance which refueler personnel shall perform is the testing and inspection of equipment at regular intervals. The purpose of such tests and inspections are:

- (1) To assure that equipment will function properly.
- (2) To detect any condition which indicates that the equipment is not functioning or will not function properly. To assure performance of all tests and inspections at regular intervals a check off list for refueling equipment shall be used. This check off list must be checked and signed each day by operating personnel. A sample check off list is shown on page 12-9 and 12-10. In adapting this sample check off list at the group level it may be necessary to make slight modifications. In such a case the same general form will be followed and the same items will be used where applicable. The individual items of this check off list are discussed and explained below.

c. Daily Operations. These are operations which must be performed at the beginning of each day before the refueler is moved. Some of these operations may also be performed during refueling operations or during defueling operations.

d. During Pumping Operations. This section includes preventive maintenance to be performed by refueling operators during aircraft refueling or defueling operations.

- (1) Pumps and Meters. Observe equipment during operations to be sure that it is operating properly.
- (2) Fuel Color Check. Check the color of the aircraft fuel to be sure that it agrees with the fuel marker signs on the refueler and also with the type of fuel required for the aircraft.

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(3) Pressure Drop Across Filter. Check and record the pressure drop across the filter following the operating procedures for each specific filter. When the pressure drop reaches or exceeds 15 pounds the filter elements must be replaced. In order to carry out the above procedure it is necessary to maintain a daily log of pressure drop from filter change to filter change on each refueler. Pressure drop should normally build up. Any fall off of pressure drop indicates by-passing and should be investigated. Filter/separator elements shall be changed at least once a year or when pressure drop reaches 15 psi, whichever occurs first.

(4) Leaks. During operation of the refueling equipment check carefully all tanks, piping, valves, pumps, and other equipment for leaks. If a leak is found, stop the refueling operation and report leak immediately to supervisor.

(5) After Filling Operations at Truck Stand. After filling a refueler tank, park the refueler in a parking area or other designated area and allow the tank to settle for at least 15 minutes. Then open the tank manual drain valve and check for water.

(6) Observation of Abnormal Operating Conditions. The final phase of the preventive maintenance program which refueling operators perform is the observation and reporting of abnormal or unusual operating conditions. Refueling personnel should not attempt to determine the exact cause of any abnormal or unusual operating conditions, but they must report these conditions at once to the proper authority.

(7) Check-off-List. The check off list shown on page 12-9 and 12-10 will be filed in folder with pressure drop record and be maintained for a period of one month or until filter change is made regardless of reason for filter change, and all discrepancies as noted are corrected.

1207. DUTIES AND RESPONSIBILITIES OF REFUELER PERSONNEL

a. Refueler personnel shall be primarily responsible for the safety and performance of refueling and defueling vehicles. They will spot the equipment and ground and bond equipment and aircraft, check area for ignition sources, operate refueling equipment, control filling rate and secure equipment upon completion of filling operation.

1208. DUTIES AND RESPONSIBILITIES OF AIRCRAFT PERSONNEL

a. The aircraft personnel shall be primarily concerned with the operations associated directly with the aircraft. They will be sure that all aircraft electrical and radar equipment is off, that the aircraft is grounded and bonded and that the fuel delivered is that required for the aircraft.

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1210

1209. QUALIFICATION OF MOBILE REFUELER OPERATIONS

a. Because mobile refuelers are a highly specialized type of equipment and since there is the ever present danger of fire or delivering contaminated fuel, this equipment will be operated only by specifically designated personnel, properly indoctrinated and thoroughly familiar with its operations. The following are minimum qualifications:

(1) Operators of mobile refuelers must possess a valid motor vehicle operators permit (Standard form 46) with qualifications for aviation fuel carrying vehicles and explosives as required by reference (ccc).

(2) Operators must be thoroughly familiar with station traffic and vehicle regulations and with normal safe driving practices.

(3) Operators must be familiar with the location and operation of valves and mechanical drives of mobile refuelers.

(4) Operators must be thoroughly trained by competent personnel.

(5) Operators must be familiar with safety devices and fire fighting equipment.

1210. AIRCRAFT DEFUELING

a. In addition to delivery of fuel to aircraft, fuel handling personnel must also occasionally remove fuel from aircraft. This operation, known as defueling, must be performed before any major maintenance is performed on the aircraft. In the event of delivery of the wrong kind of fuel or the delivery of contaminated fuel and for other reasons, the operating procedures and equipment used for defueling operations are very similar to those used for refueling operations. Also hazards involved in defueling are just as great.

b. The procedures listed below will be followed when defueling aircraft. In addition, all safety precautions and procedures that apply to refueling will be strictly observed in the operation of defuelers:

(1) Before beginning any defueling operations, the necessary preventive maintenance should be performed by operating personnel and the applicable parts of the check off list should be completed.

(2) The supervisor of the section or the defueler operator should be certain that the aircraft is properly located away from all possible ignition sources. If not, defueling must be delayed until the aircraft is moved or the ignition sources eliminated. The hazards involving defueling can be as critical as during fueling.

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1211. DAILY AND WEEKLY PREVENTIVE MAINTENANCESection VI
Table I

NAVAER 06-5-502

TABLE I

MOBILE REFUELER

DAILY AND WEEKLY PREVENTIVE MAINTENANCE

DATE		MAKE&MODEL	U.S.N. NO.	
ACTIVITY		METER READINGS		
		Right	Left	
Start of Shift				
End of Shift				
Item No.	I. DAILY OPERATIONS	OK	Adjust	Needs Repair
1	Fire Extinguishers (In place, filled, operable)			
2	Static Grounding and Bonding Cables (In place and good condition)			
3	Static Strap (In contact with ground)			
4	Fuel Color Check (Agrees with Fuel Marker Signs)			
5	Fuel Marker Signs (In place)			
6	Hose (Check entire length for cracks cuts, breads)			
7	Hose Nozzles (Remove, inspect and clean strainer and comment on impurities found. Be sure nozzle spout cap is in place)			
8	Refueler Truck Engine Exhaust Piping (Inspect for leaks and cracks)			
9	Auxiliary Pumping Engine: (Oil level leaks, battery water, etc)			
10	Engine Shrouding (Secure and in place)			
11	Engine Exhaust Piping (Leaks and cracks)			
12	Muffler - Flame Arrestor (Leaks and noise)			
13	All Tank Drains (Drain sample and test for water; drain until free of water)			
14	All Separators (Drain sample and test for water; drain until free of water)			
15	Leaks (Tanks, piping, valves, pumps, etc) Remarks:			
16	Emergency Valves (Check for proper operation of controls)			

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II. DURING PUMPING OPERATIONS

17	Pumps (Leaks, noise, and overheating)			
18	Meters (Leaks and noise)			
19	Fuel Color Check			
20	Enter Pressure Drop On Refueler Daily Pressure Drop Log (Do not operate if more than 15 lbs)			
21	Leaks (Tanks, Piping, valves, pumps, etc.)			
	III. AFTER FILLING REFUELER			
22	Water Check (Allow to settle for 15 min. and then check for water by operating tank water drains)			
	IV. WEEKLY SERVICES			
1	Separator Automatic Drain Valve (Shall not be restricted)			
2	Line Strainer Screens (Remove, Inspect and Replace)			
3	General Inspection (Includes all of daily operations plus operating checks of equipment)			
	V. GENERAL			
1	(List here any deficiencies not itemized above)			

GENERAL REMARKS: This check-off list shall be delivered daily to refueler supervisors who shall indicate what action has been taken to correct listed deficiencies.

This is to certify that I have personally performed all of the above services and that I have completed and filled a work order for indicated repairs.

Operators Signature

Rank

Remarks:

Supervisors Signature

Rank

12-10

SECTION XIII AIRCRAFT CRASH, ~~FIRE FIGHTING AND~~ RESCUE VEHICLES1301. SPECIAL INSTRUCTIONS FOR AIRCRAFT CRASH, FIRE FIGHTING AND RESCUE TRUCK

a. While definite inspection and/or service routines may be assigned to a particular member of the crash fire organization, it is essential that each member of the crew be instructed in the operation and function of all components of the apparatus.

b. The below provides information for the Daily Inspection and Preventative Line Maintenance Record Form to be used for each type aircraft crash fire and rescue truck currently in use by Wing units. Also provided are listings of publications which contain additional information to be used in servicing, operating and repairing the truck, and applicable Ships Parts Control Center allowance lists.

(1) Type MB-1

(a) Form NAVWEPS 11135/2, Daily Inspection and Preventative Line Maintenance Record Form, Aircraft, Fire and Rescue Truck - type MB-1

(b) Applicable publications:

1. Handbook of Operations, Service and Repair Instructions NA-19-75AAB-501
2. Illustrated Parts Breakdown, NA19-75AAB-502

(c) Applicable Allowance Lists:

1. SPCC Initial Outfitting List F63734-001-00
2. SPCC Initial Outfitting List F63734-001-01
3. SPCC Initial Outfitting List F63734-001-02

(2) Type MB-5

(a) Form NAVAER-3075A or NAVWEPS Form 11135/4, Daily Inspection and Preventive Line Maintenance Record Form, Aircraft Fire Fighting and Rescue Truck - type MB-5

(b) Applicable Publications:

1. Handbook of Operations, Service and Repair instructions with Illustrated Parts Breakdown, NA19-25A-501 (Last revision 15 Nov 57)

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2. Maintenance Manual for Chrysler V-8 Industrial Engines, NA19-45C-503
 3. Operation, Service, Repair and Parts Manual for Automatic Transmission Assembly, NA19-25AA-4 (20 MAY 61).
 4. BUWEPS Instructions 11320.5 type MB-5 Crash Fire Truck, Ward LaFrance and Marmon Harrington Manufacturer, engine governor.
- (c) "The Yards and Docks Supply Office, Cross Reference List of Repair Parts for the MB-5 Fire and Rescue Truck." YDSO System Notice 4410, Ser 848 of 29 April 63.
- (d) Applicable Allowance Lists
1. SPCC Initial Outfitting List F70920-001-00
 2. SPCC Initial Outfitting List F70920-001-01
 - 3.. SPCC Initial Outfitting List F70920-001-02
- (3) Truck Structural Fire M-530B
- (a) Although there is no specific form for daily inspection and maintenance of this vehicle, it is desirable that the pumps and other special equipment be checked weekly. One solution would be to include the special equipment on the vehicle weekly inspection form used for cargo type vehicles.
- (b) Applicable Publications
1. MPL 8009 MT 8 Fire Fighting Lead Truck CL 530B
 2. SL3-02955A Fire Fighting Equipment Set
 3. TM 9-2320-209-20P Organizational Repair Parts, Special Tools

c. In accordance with instructions contained in Daily Inspection and Preventive Line Maintenance, records and spare parts support of Aircraft Crash, Fire Fighting and Rescue Trucks, requirements for (BUWEPS Instructions 1135.2_) when difficulty is encountered in securing spare parts for the subject trucks, the Commanding Officer, U. S. Navy Ships Parts Control Center, Mechanicsburg, Pa. 17055 (Code 740), shall be notified by airmail letter. The following information shall be provided.

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- (1) Type of equipment
- (2) Date deadlined for lack of parts
- (3) USN number (when applicable)
- (4) Equipment (make, model and serial number)
- (5) Component name plate data
- (6) Parts required (requisition number, date of requisition, FSN, or code and part number, description, quantity, activity request forwarded to)
- (7) Activity support recommendations

SECTION XIV

DRIVER SELECTION, TRAINING AND LICENSING

1401. GENERAL

a. The proper selection, training, qualification and supervision of drivers is essential to the effective accomplishment of assigned missions.

b. A carefully planned and implemented driver training program insures the selection of personnel with physical and mental qualities that will enable them to become competent drivers, the thorough training of selected personnel in every phase of military driving and the licensing of only those of proven qualifications.

c. The cumulative efforts of poor driving habits are recognized sources of numerous vehicle breakdowns and accidents. An active and efficient program of training and supervision will materially reduce the burden on maintenance personnel and logistical problem of resupply of parts and vehicles.

d. Programs for selection, training and qualification of selected personnel will be under the direct supervision of the unit motor transport officer.

e. Commanding officers may impose additional requirements, not in conflict with the provisions of this Order, when necessary because of local traffic conditions, civil restrictions and/or accident experience data to enhance standards of driver performance and preventive maintenance.

f. No person will operate a government vehicle until such person has been examined and found to be qualified to operate government vehicles in accordance with current directives and has a valid Motor Vehicle Operators Identification Card (SF-46) in his possession.

1402. SELECTION

a. The proper selection of personnel is of paramount importance to the safe and efficient operation of motor vehicles. While it is recognized that the skills of highly qualified personnel are urgently required in many fields, extreme care must be exercised in the selection of driver personnel in order to minimize the potential for loss of life, injury, pecuniary liability, property damage and adverse public opinion from accidents. Aptitude and attitude are of primary importance in selecting personnel. Improper attitude is one of the greatest contributors to vehicle accidents.

1403. TRAINING

a. Driver training will be accomplished by qualified driver training instructors. They may be officers or noncommissioned officers who, by formal training and experience, are familiar with operator examining procedures, standards, devices, records, training methods and are highly qualified to operate the types of vehicles assigned to the units.

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- b. Organizational commanders will conduct a systematic and progressive course of instruction in the operation and maintenance of motor vehicles.
- c. All recipients of a vehicle operator's permit must have received a minimum of 60 hours of instruction.
- d. The basic driver training course will be organized to provide adequate classroom and vehicle operating instructions consisting of the following as a minimum:

(1) CLASSROOM INSTRUCTION

- (a) Purpose of the course.
- (b) Operator responsibilities.
- (c) Rules, regulations and traffic laws. (Military and civil)
- (d) Traffic control-signs, signals, markings, etc.
- (e) Accident prevention through safe driving practices.
- (f) Accident reporting procedures.
- (g) Forms and reports.
- (h) Proper use of vehicles.
- (i) Types of vehicles and their characteristics.
- (j) Functions of major assemblies.
- (k) Preventive maintenance. (Minimum 20 hours)
- (l) Mental fitness of the driver.
- (m) Fundamentals of vehicle operation.
- (n) Natural laws affecting motor vehicle operations.

(2) VEHICLE OPERATING INSTRUCTIONS

- (a) Driving procedures.
- (b) Operator courtesy.
- (c) Observance of regulations.
- (d) Driving under adverse road, weather and traffic conditions.
- (e) Defensive driving and emergency procedures.
- (f) Inspection and preventive maintenance.
- (g) Skill and road tests.
- (h) Special equipment training. Additional time as required for special equipment operators (such as tractor trailer combinations, fire trucks, ambulance, wreckers, forklifts, etc.)

1404. LICENSING

- a. Prior to the issuance of a Government Motor Vehicle Operator's Identification Card (SF-46) appropriate testing will be accomplished. The SF-46 will be issued early to personnel who meet these qualifications. This applies to all personnel, officer and enlisted.

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b. Learner's permits will be issued only to those persons undergoing a formal course of driver training. The word "LEARNER" will be stamped on the face of the Identification Card (SF-46) and will only be valid when:

- (1) A qualified instructor/examiner accompanies the trainee in the vehicle.
- (2) The vehicle is operated within a controlled driving range or training area.
- (3) The vehicle is operated in a controlled convoy in connection with driver training.

c. SF-46 will be authenticated for each type of vehicle the holder is authorized to operate. Normally a person will be qualified to drive vehicles of the chassis type up to and including those of the weight class on which he passed the road test.

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SECTION XV

WING ROADMASTER PROGRAM

1501. GENERAL

1. The Wing Roadmaster is a direct representative of the Commanding General, 1st Marine Aircraft Wing.
2. The Wing Roadmaster will be assigned by, and be responsible to, the Wing Motor Transport Officer in the performance of his duties. His duties are as follows:
 - a. Patrolling the road networks within the area of 1st Marine Aircraft Wing operations.
 - b. Conducting periodic checks and road block inspections. Road blocks will be established for the purpose of determining the mechanical condition of vehicles and to check compliance with current operating and preventive maintenance directives. An inspection or traffic citation form, outlined in paragraph 1502 and 1503, noting discrepancies will be completed for each vehicle inspected. One copy of the form will be given to the driver to return to his Commanding Officer and one copy will be forwarded to the Commanding Officer via the chain of command. The Commanding Officer is requested to advise this Headquarters (Attn: WMTO) within five days following receipt of the form, and the corrective action taken.
3. The Wing Roadmaster will use sound judgement in the performance of his duties so as not to interfere with the mission of either personnel or equipment during periodic spot check inspections.

1502. MOTOR VEHICLE SPOT CHECK INSPECTION FORM

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

X Satisfactory XXX Require repair or adjustment
 XX Unsatisfactory XXXX Condition requires immediate deadline

Inspector _____

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1503. TRAFFIC CITATION

To: Commanding Officer

Vehicle No. _____ Type Vehicle _____

Operator _____ Time _____ Location _____

Trip Ticket None Improperly Filled Out

Speeding _____ MPH in _____ MPH Zone

Overloading _____ Tons Cargo _____ Passengers

Signal Improper None

Operator License None Expired

Operator Signature _____ Roadmaster _____

SECTION XVI

AMMUNITION AND EXPLOSIVE HANDLING

1601. AMMUNITION AND EXPLOSIVE HANDLING

a. Ammunition, explosives, gasoline, or other dangerous articles will be transported in strict compliance with instructions contained in current Interstate Commerce Commission Revised Safety Regulations, NAVWEPS Pamphlet 2239, dated 15 July 1964, and all local laws and regulations.

b. Motor vehicles transporting explosives will be plainly marked with reflecting type, EXPLOSIVES signs. The lettering of these signs shall be at least eight (8) inches in height on a contrasting background. Such signs will be secured to the front, rear, and to each side of the vehicle.

c. Commanding Officers, officers and noncommissioned officers in charge of government vehicles transporting ammunition, explosives, and gasoline will insure drivers operating the vehicles are licensed to transport such items and that they are thoroughly familiar with instructions set forth in the above listed publications, laws, and regulations.

d. Drivers of vehicles detailed to transport chemicals, explosives and ammunition will be instructed by the parent organization in hazards pertaining to such items prior to loading.

e. No person other than the authorized driver and one helper shall be permitted to ride on a vehicle transporting explosives.

f. Vehicles used for transporting explosives shall not be loaded beyond the manufacturer's rated capacity and in no case shall the explosives containers be loaded higher than the closed sides and ends of the body. Vehicles preloaded with ammunition may be parked in magazine area or approved ready service areas only.

g. When trucks with ferrous beds are used for handling ammunition and explosives, such ammunition and/or explosives must be placed or replaced in original wooden or fiberboard containers. If the ammunition to be hauled is not in wooden or fiberboard containers, wooden planking or dunnage must be used to cover the metal bed of the transporting vehicles.

h. Compatible loads of ammunition and/or explosives may be transported in the bed or body of tactical vehicles and cargo trailers provided:

(1) Off station transportation of ammunition/explosives in tactical vehicles will be authorized by this Headquarters only as required in special or unusual circumstances.

(2) Ammunition and/or explosives are for the conduct of field training, to be delivered to the flight line/red line area for loading aboard aircraft.

1601

(3) Ammunition in cargo trailers must be in original containers.

(4) Trucks towing such trailers will be routed from magazine area directly to training or loading areas.

(5) The maximum number of trailers to be towed by one prime mover is as follows:

MK-7 Bomb Trailer	3	SATS Rough Terrain Trailer	2
F2A Utility Trailer	2	Transporter Loader (SATS)	2
MK-3 Bomb Trailer	1	Cargo Trailer	1

The maximum speed limit for towing a loaded trailer is 15 MPH, when more than one (1) trailer is being towed the speed limit is 5 MPH.

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SECTION XVII

RECORDS

1701. GENERAL. Marine Corps Order P5212.1__ provides instructions for disposition of records.

APPENDIX A

LIST OF READY REFERENCES

- a. MARCORMAN Chapter 4
- b. Marine Corps Supply Manual, Vol I (MCO P4400.19)
- c. Marine Corps Supply Manual, Vol II (MCO P4400.20)
- d. Ground Aviation Logistic Support Manual (NAVWEPS 19-1280)
- e. Tactical Motor Transport Vehicles (TM-11240.1)
- f. USMC Staff Manual (Chapters 3 and 4)
- g. Speed limits and Payloads for Semi-trailer M-172 and M-172A1 (MCO 11240.44__)
- h. Manual for Wheeled Vehicle Drivers (TM-21-305)
- i. U. S. Navy Safety Precautions (OPNAV 34P1)
- j. Management of Transportation Equipment (NAVDOKS P-300)
- k. Bureau Supplies and Accounts Manual, Vol II (Chapter 5, SubSec 4)
- l. Automotive, Construction, and Mobile Ordnance Equipment for Deployable AIRFMF Units, Instructions for (BUWEPSINST 11240.2__)
- m. Maintenance of Engineer Equipment (TM 11275.1)
- n. Painting and Registration Marking of Marine Corps Tactical and Combat Equipment (MCO P4750.3__)
- o. Embarkation (FMFM-11)
- p. Records Disposal Manual (MCO P5212.1__)
- q. Conventional and International Roadsigns (FMFM 55-15)
- r. Engineer Equipment Retirement Program (MCO 4710.2__)
- s. Standard Overseas Marking Procedures for FMF Aviation Units (MCO 4035.3__)
- t. Driver Selection and Training (TM 21-300)
- u. Tactical Equipment Record Procedures (TM-4700-15/1)
- v. FMFPACO 11240.2B (Weekly P. M. Check List)
- w. MCO 3900.3A (Research and Development)
- x. MCO P11240.46 (Joint Procedures for Management of Administrative use of Government Vehicles)
- y. FM55-30 (Motor Transport Operations)
- z. NAVAER 06-5-502 (Handbook for Aircraft Refueling)
- aa. NAVER 00-80T-74 (Fuel Contamination Information Manual)
- bb. BUAERINST. NAVAER 6-15 (Aviation Fuel Contamination Visual Quality Standards)
- cc. BUWEPSINST 10300.1B (Aviation Fuels, Lubricants and Speciality Products used by NATO Armed Forces)
- dd. BUWEPSINST 10340.1 (Aircraft Fuel System, Elimination of Free Water and Contaminants; Instructions Concerning)
- ee. WgO 10340.1B (Standard Operating Procedures for the Procurement and Issuing of Aviation Fuel other than by rapid jet refueler)
- ff. BUWEPSINST 10340.2A (Contaminated Fuels; Policy and Procedure for Handling)
- gg. ASO 103406A (Contaminated Fuels; Policy and Procedure for Handling)
- hh. BUWEPSINST 10340.3 (Quality control and Surveillance of Aviation Fuels)
- ii. ASO 10340.4C (Aviation Fuels; Quality Control and Surveillance of)

Figure 1. List of Ready References

A-1

- jj. BUWEPSINST 10340.5 (Aviation Fuel Contamination and Visual Quality Laboratories, List of)
- kk. ASO 10340, 10340.5 (Establishment of Special 203 for the inventory of control of liquid bulk fuels; procedures for)
- ll. BUWEPSINST 10340.6 (JP-5 Aviation Fuel NATO Symbol F-44)
- mm. BUWEPSINST 10340.7 (Aviation Fuel Cleaness; test methods and reporting of)
- nn. COMNAVAIRLANTINST 10341.1B (Aviation Fuel Contamination; control of)
- oo. BUWEPSINST 10341.2A (JP-4 Jet Fuel; safe handling of)
- pp. BUAERINST 10345.1 (Aircraft Refueling and Petroleum handling)
- qq. BUWEPSINST 10345.2 (Aircraft Pressure Refueling; hazards concerning)
- rr. BUWEPSINST 10345.3 (Fuel Nozzle Grounding Equipment)
- ss. BUAERINST 10345.4 (High Speed Refueling System)
- tt. BUAERINST 10345.6 (Refueling Hose)
- uu. BUAERINST 10345.7 (Safety Precautions Applicable Gasoline and Jet Fuel Tank Vehicles Undergoing Repairs and Storage)
- vv. BUAERINST 10350.1 (Aviation Lubricating Oil; handling and storing of)
- ww. BUWEPSINST 10350.1A (Aviation Engine Lubricating Oil)
- xx. BUAERINST 11240.5B (Defueling of Aircraft with Mobile Pumping Equipment)
- yy. BUAERINST 11240.6A (Electrostatic Discharge, stock # FSN #5920-280-4106-SNSN Y8-D-5300-200. Yards and Docks Catalog)
- zz. BUAERINST 11240.17 (Handbook, aircraft refueling, NAVAER 06-5-502)
- aaa. BUAERINST 11240.23 (Aircraft Refuelers, type and grade of aviation fuel)
- bbb. BUAERINST 11240.24 (Pressure Refueling Nozzle, stock # G4730-313-8986; repair parts for)
- ccc. NAVWEPS OP-2239 (2d Rev. Ch.1)-Drivers Handbook, Ammunition, Explosives and Dangerous Articles.

Figure 1. List of Ready References (Continued)

APPENDIX B

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

ADMINISTRATIVE/MATERIAL INSPECTION

PART
SECTION:

UNIT INSPECTED _____ DATE _____

INSPECTING OFFICER _____

GRADE ASSIGNED: U S G E O NUMERICAL
 (0-61) (62-79) (80-89) (90-94) (95-100) GRADE _____

Organization _____ Date _____

Personnel: T/O _____ M/L _____ Assigned _____ Effective _____

Equipment Allowance: USN _____ USMC _____ Total _____

Equipment on Hand: USN _____ USMC _____ Total _____ Deadlined _____

Equipment Deadlined on inspection date for lack of:

Part _____ Mechanics _____ Shop Space _____ Other _____

INSPECTION CHECK-OFF LIST

<u>Operation and Administrative Matters</u>	<u>Yes</u>	<u>No</u>
1. Is responsibility established for the correct operation, preventive maintenance and servicing of all organic motor vehicles, electronic vehicles and other Section "M" equipment?	_____	_____
2. Are trips coordinated and daily vehicle assignments held to a minimum?	_____	_____
3. Is the practice of administrative deadline being complied with in accordance with current directives?	_____	_____
4. Are frequent command or informal command inspections conducted by the organizational commanding officer or his designated representative?	_____	_____

Figure 2. Motor Transport Inspection Form

B-1

- | | | |
|---|-----|-----|
| 5. Is there a current organizational motor transport SOP? | ___ | ___ |
| 6. Is the security of vehicles adequate? | ___ | ___ |
| 7. Do drivers and mechanics possess the desired basic knowledge of motor transport practices? | ___ | ___ |
| 8. Are formal instructions conducted on motor transport subjects in accordance with current training orders? | ___ | ___ |
| 9. Are pertinent orders and instructions promulgated to the dispatchers, drivers, mechanics and NCO's? | ___ | ___ |
| 10. Are instructions provided for the recording and reissue of the operator's permit, Standard Form 46? | ___ | ___ |
| 11. Are modification and technical instructions available to maintenance personnel, and are these instructions current? | ___ | ___ |
| 12. Are personnel familiar with the Technical Publications System? | ___ | ___ |
| 13. Have urgent modifications been accomplished? | ___ | ___ |
| 14. Are Unsatisfactory Equipment Reports NAVMC 10293-SD being submitted promptly and in accordance with current directives? | ___ | ___ |
| 15. Is a current file maintained at the motor pool on motor transport matters? | ___ | ___ |
| a. Pertinent group, squadron, and station directives? | ___ | ___ |
| b. Pertinent FMFPAC and Marine Corps Orders? | ___ | ___ |
| c. Marine Corps Modification Directives? | ___ | ___ |
| d. SPCC Modification Instruction Orders? | ___ | ___ |
| 16. Are the following forms maintained in accordance with TM 11240-1 and current directives? | ___ | ___ |
| a. DD-314, Preventive Maintenance Schedule? | ___ | ___ |
| b. NAVMC 10245, Vehicle Repair Order? | ___ | ___ |
| c. NAVMC 10490, 3000 mile P. M.? | ___ | ___ |
| d. NAVMC 10491, 12000 mile P. M.? | ___ | ___ |

Figure 2. Motor Transport Inspection Form (Continued)

- | | | |
|--|-------|-------|
| e. DD-110, Trip Tickets? | _____ | _____ |
| f. Weekly Preventive Maintenance forms? | _____ | _____ |
| g. NAVMC 696-SD, (Rev 7-54) Vehicle Record Folder? | _____ | _____ |
| h. NAVMC 10031-SD, Daily Dispatching Record? | _____ | _____ |
| 17. Have motor vehicle safety directives been promulgated? | _____ | _____ |
| 18. Are accident preventive lectures scheduled and held? | _____ | _____ |
| 19. Is the accident rate or traffic violations rate excessive? | _____ | _____ |
| 20. Are safety precautions observed in the use of flammables? | _____ | _____ |
| 21. Are provisions made for fighting fire in the assigned parking area and shop space? | _____ | _____ |
| 22. Are tactical markings applied to all vehicles in accordance with current directives? | _____ | _____ |

Repair and Preventive Maintenance Practices:

- | | | |
|---|------------|-----------|
| | <u>Yes</u> | <u>No</u> |
| 1. Are the drivers proficiently performing their preventive maintenance responsibility? | _____ | _____ |
| 2. Are mechanics proficient in their duties? | _____ | _____ |
| 3. Are organizational repairs and preventive maintenance service being expeditiously accomplished? | _____ | _____ |
| 4. Are vehicles expeditiously evacuated for necessary field maintenance repairs? | _____ | _____ |
| 5. Have required modifications been completed expeditiously on vehicles? | _____ | _____ |
| 6. Is anti-freeze maintained in the vehicles and checked frequently? | _____ | _____ |
| 7. Is tire discipline practiced? (rotation and air pressure) | _____ | _____ |
| 8. Is lubrication being accomplished proficiently on vehicles? | _____ | _____ |
| 9. Are all standard practices of proficient organizational preventive maintenance being accomplished? | _____ | _____ |

Figure 2. Motor Transport Inspection Form (Continued)

	<u>Yes</u>	<u>No</u>
10. Are assigned shop spaces maintained in an orderly, clean and safe condition?	—	—

Conservation and Supply Procedures

1. Is the current stock level of spare parts in conformance with current directives?	—	—
2. Is all OEM material on hand within current allowances?	—	—
3. Are mechanics' tool kits complete and inventoried?	—	—
4. Are provisions made for the check out of tools for drivers?	—	—
5. Is security adequate for OEM material, spare parts, tools and etc?	—	—
6. Are required spare parts expeditiously requisitioned?	—	—
7. Is fording equipment for all vehicles on hand and complete for each vehicle? (where required)	—	—
8. Are camouflage nets available for vehicles and properly garnished?	—	—
9. Are sufficient kits, warning reflectors on hand and provisions made for the check out by drivers when required?	—	—
10. Are there any outstanding requisitions that affect the capability of the motor vehicles?	—	—
11. Is field echelon maintenance support adequate?	—	—
12. Is a driver training program scheduled continuously?	—	—
13. Does the unit have an economy and management program for motor transport equipment and supplies?	—	—
14. Does unit practice "Spark Plug Discipline"?	—	—

The overall rating of motor transport matters is: _____

REMARKS: All items marked "No", except Item #19 under Operation and Administrative Matters, will be explained in this section:

Figure 2. Motor Transport Inspection Form (Continued)

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

*Extra
Copy for Chron Rpt*

WgO P10340.2A
4:LGH:jeb
8 Aug 1966

WING ORDER P10340.2A

From: Commanding General
To: Distribution List

Subj: Standing Operating Procedures for Tactical Airfield Fuel Dispensing Systems

Encl: (1) Locator Sheet

Reports Required: List, Page V

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

2. Cancellation. Wing Orders P10340.2 and 4750.1.

3. Certification. Reviewed and approved this date.

HW Taylor
H. W. TAYLOR
Chief of Staff

DISTRIBUTION: "D"

ENCLOSURE (7)

WgO P10340.2A
8 Aug 1966

LOCATOR SHEET

Subj: Standing Operating Procedures for Tactical Airfield Fuel Dispensing
Systems

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

Enclosure (1)

RECORD OF CHANGES

Log completed change action as indicated.

CHANGE NUMBER	DATE OF CHANGE	DATE RECEIVED	DATE ENTERED	SIGNATURE OF PERSON ENTERING CHANGE

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- I Equipment Registration (Report Symbol W-10340-1) Par. 501
- II Equipment Survey Report (Report Symbol W-10340-2) Par. 502
- III Unsatisfactory Equipment Report (Report Symbol W-10340-3) Par. 503
- IV Report of Equipment Received (Report Symbol W-10340-4) Par. 504
- V TAFDS Inventory (Report Symbol W-10340-5) Par. 505
- VI Daily Fuel Status (Report Symbol W-10340-6) Par. 505

SECTION I

GENERAL

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

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

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

SECTION II

OPERATIONS

201. INSTALLATION

1. The site on which the TAFDS is to be installed requires a certain amount of preparation prior to the installation of the system. The area should be reasonably level and of sufficient size to accommodate all of the equipment associated with the TAFDS.
2. Each tank will be installed in a separate berm of sufficient size to contain 150 percent of the completely filled tank. Sand bags may be utilized as berm material. Berms should be of sufficient height to protect a completely filled 10,000 gallon tank from small arms fire and other flat trajectory missiles.

202. TAFDS OPERATION PRIOR TO INITIAL ISSUE

1. After the TAFDS has been assembled and fuel received into it there are certain procedures to be followed before fuel is dispensed to aircraft. The product to be used will be recirculated through all parts of the system to flush out any foreign objects that might have been picked up in the line during installation.
2. During this recirculating period, all components will be carefully checked for proper operation, leaks, or other malfunctions.
3. Upon completion of the recirculation of the product through the hose lines, the dispensing nozzles will be reconnected to the dispensing hoses and final checks will be made. Each nozzle will be tested for proper operation and the nozzle screens removed and cleaned. The strainer basket on the meter manifold will be removed and cleaned.
4. Fuel introduced into the storage tanks must be allowed a settling period to allow water and sediment to settle out of the fuel prior to issue. The period of settling is dependent upon the specific gravity of the fuel being handled. The heavier the fuel, the longer the settling period. Settling time for aviation gasoline is one hour per foot of tank depth; for jet fuels allow two hours per foot of tank depth.
5. After the required settling period a fuel sample will be obtained from each dispensing point and given a color and appearance test, API gravity test, and checked for sediment using the AEL MK III Contaminated Fuel Detector. To be suitable for issue, a product must be bright clear in color and contain no free water or sediment. If the situation permits a sample will be analyzed at the nearest petroleum testing laboratory.

203

203. TAFDS DAILY OPERATION

1. Prior to starting pumps for first operation of the day all equipment will be checked for proper grounding and bonding.
2. All nozzle screens will be removed and cleaned daily. The basket strainers on the meter manifold will be cleaned and checked on a weekly basis.
3. Nozzle sample will be obtained from each dispensing point and given a color and appearance test, API gravity test, and checked for sediment by using the AEL MK III contaminated fuel detector. An additional sample will be taken from each nozzle and retained until completion of the day's flight operations.
4. The filter/separator will be checked daily and the pressure drop across the filter elements recorded. The manual drain on the filter/separator will be drained of accumulated water and sediment prior to operations daily. BUWEPS INSTRUCTION 11240.3_ establishes criteria for maximum allowable drop across filter elements.
5. When the product has remained static in the hose for a period of twenty-four hours or more, it will be recirculated to prevent gum from forming. Circulate only that amount of fuel needed to displace the fuel already in the hose.
6. All tanks will be checked for water bottoms daily. Any existing water will be stripped prior to dispensing.
7. Fuel will be issued on a first in, first out basis.
8. Whenever fueling operations are in process there will be an aircraft towing tractor in the immediate area of the TAFDS for emergency removal of aircraft.

2-2

SECTION III

QUALITY CONTROL AND SURVEILLANCE OF AVIATION FUELS

301. SCOPE

1. Quality surveillance is the aggregate of measures applied to determine and maintain the physical and chemical quality of bulk and packaged fuels and lubricants in order that these products may be in a condition suitable for immediate use. Quality surveillance is successful only when an intelligent and constant program of operation, sampling, and testing is carried out. It is the responsibility of those activities storing, issuing, and consuming the fuels to exercise due caution to maintain the material suitable for use. Military handbook MIL-HDBK-200 describes quality surveillance principles applicable to the overseas area.
2. Modern aircraft require fuel of such chemical and physical properties and state of cleanliness that extraordinary measures must be taken to protect these properties and achieve the required cleanliness.
3. When the TAFDS is used in support of aircraft units, it represents the final phase of the military fuel quality surveillance process. It is essential that fuel dispensed by the TAFDS meet all pertinent military specifications.

302. MIXING OF DIFFERENT PRODUCTS

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

303. SPECIFICATIONS

1. Any fuel which does not meet the military specifications for that particular grade of fuel, or is suspected of being contaminated, will not be used without authorization from this Headquarters.

115/145

MIL-G-5572

JP-4

MIL-J-5624F

JP-5

MIL-J-5624F

304. TESTING

1. The following tests will be performed on all fuel prior to issue to aircraft.

305

- a. API Gravity Test
- b. Visual, for water and sediment
- c. Mark III Contaminated Fuel Detector

305. SAMPLES

1. Prior to the first issue of the day a sample will be taken from each dispensing point and held until the days flight operations are secured.
2. Only sample containers obtained through the supply system are authorized for use. Dark colored sample bottles are to be used for aviation gas. Clear bottles may be used for jet fuels.
3. All other sampling will be done in accordance with BUMEPSINST 10340.3_ and CINCPACINST 4020.6_.

306. SUMMARY

1. It must be reemphasized that personnel responsible for delivery of fuel must take all steps necessary to ensure the fuel delivered to aircraft is clean, bright, on specification, and contains no free water. Samples may be taken as frequently as necessary and inspected visually. If use limits are exceeded, it is obvious that some improvements in fuel handling procedures or changing elements in the filter/separator is urgently needed. Departure from these standards should be brought to the attention of responsible personnel promptly so that corrective measures may be taken immediately to ensure the safe operation of aircraft.

3-2

SECTION IV

MAINTENANCE

401. GENERAL

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

2. Maintenance of the TAFDS will be in accordance with all current technical and maintenance publications on each component of the system.

402. CATEGORIES OF MAINTENANCE

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

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

403. ASSIGNMENT OF MAINTENANCE FUNCTIONS

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

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

Maintenance of TAFDS Equipment

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

404

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

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

404. MAINTENANCE COSTS

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

405. MODIFICATIONS

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

406. PAINTING, REGISTRATION, AND MARKING

1. MCO P4750.3_ governs painting of all the subject equipment. In addition, NAVMPS OO-35QM-6 directs that all deployable aviation ground support equipment be painted Marine Corps green.

2. Registration numbers will be placed on equipment as indicated in MCO 4750.3_ and MCO 4035.3_.

3. The design and placement of organizational tactical markings will be as prescribed in MCO 4035.3_.

4-2

SECTION V

REPORTS

501. EQUIPMENT REGISTRATION (NAVY)

1. Navy equipment normally has a registration number already assigned to it when received. This number may be painted on the exterior of the equipment, stamped on the data plate, or included in the shipping documents.
2. When equipment is received with a USN number painted on the exterior, a registration form (NAVDOKS Form 2421) should accompany the shipping documents. If no such form is found, fill out NAVDOCKS Form 2421. File the original in the equipment jacket and forward one copy to Commanding General, 1st Marine Aircraft Wing (Attn: TAFDS O).
3. When equipment is received with no Navy number assigned and no registration card, fill out NAVDOCKS Form 2421 completely and submit it to Commanding Officer, U. S. Naval Construction Battalion Center (Code 140) Port Hueneme, Calif., via Commanding General, 1st Marine Aircraft Wing (Attn: TAFDS O).
4. Instructions for completing NAVDOCKS Form 2421 are contained in NAVDOCKS P-300, Part V, Section I.
5. Upon receipt of the USN number, affix it to the equipment in accordance with the instruction contained in MCO P4750.3.

502. EQUIPMENT SURVEY REPORT

1. Surveys of Navy furnished equipment will be conducted in accordance with the appropriate paragraphs of BUSANDA Manual, Vol III.
2. Reports of surveys of Navy furnished equipment will be forwarded to the Commander, Naval Air Systems Command via the Commanding General, 1st Marine Aircraft Wing (Attn: TAFDS O). Surveyed systems will be retained by the surveying organization until disposition instructions have been received from the Commander, Naval Air Systems Command. When required, follow-up action to obtain disposition instructions will be taken by the Wing TAFDS Officer 45 days after the initial request has been forwarded from Wing Headquarters.
3. A completed limited technical inspection form setting forth repairs required and cost of required material for such repairs must accompany the report of survey for Navy furnished equipment.
4. After disposition instructions have been received for Navy furnished equipment, the equipment and all records will be invoiced to the designated activity. The Commanding General, 1st Marine Aircraft Wing (Attn: TAFDS O) will be advised when disposition has been made. Reports must include the identity of the activity to which the equipment has been invoiced.

503

503. UNSATISFACTORY EQUIPMENT REPORT

1. It must be emphasized that submission of unsatisfactory equipment reports is one of the most vital tools that can be employed to assist in the correction of equipment difficulties. Personnel at all levels are responsible for the reporting of unsatisfactory equipment.
2. Marine Corps furnished equipment will be reported on NAVDOCKS Form 10293 in accordance with the instructions contained in USMC TM 11240-1 and Marine Corps Technical Instruction TI-4700-15/8.
3. Navy furnished equipment will be reported in conformance with the instructions set forth in BUWEPs Instructions 11240.2 Paragraph III-5, **except** that an information copy will be provided the Commanding General, 1st Marine Aircraft Wing (Attn: TAFDS O).

504. REPORT OF EQUIPMENT RECEIVED

1. Subordinate groups will report receipts of new equipment items on a twice-a-month basis. Reports will be made on NAVDOCKS Form 2422 (Original and 4) and will be submitted to the Commander, Naval Air Systems Command via the Commanding General, 1st Marine Aircraft Wing (Attn: TAFDS O) on the first and fifteenth day of each month. Negative reports are not required.
2. Data required for this report can normally be obtained from a physical inspection of the equipment concerned and/or examination of the shipping documents accompanying the equipment. Detailed instructions for completion of this report are contained in NAVDOCKS P-300.
3. The Wing Motor Transport Officer will compile the submission and forward the originals and one copy of each to the Commander, Naval Air Systems Command and one copy of each to the Commanding General, Fleet Marine Force, Pacific.

505. TAFDS INVENTORY, PERSONNEL REPORT, AND DAILY FUEL STATUS

1. Inventory and status report will be submitted to reach this Headquarters not later than the fourth day of each month. Included in this report will be the following information:
 - a. Location of Equipment
 - b. Condition of Equipment
 - c. Deadlined Equipment
 - d. Shortage and Overages
2. All pumps will be reported by serial number.

5-2

505

3. Report number of personnel on hand by pay grade to this Headquarters not later than the fourth day of each month. This report may be included with the TAFDS inventory.

4. Report daily fuel status to Wing Headquarters (Attn: TAFDS O). Fuel report to include amount of fuel received, issued, and balance on hand as of 0600 daily. Fuel report may be verbal or written.

5-3

SECTION VI

FIRE PREVENTION

601. GENERAL

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

2. Everyone concerned with the handling of fuels and lubricants should be suitably trained and fully competent to perform his duties, and be familiar with all appropriate safety regulations and measures. Although the handling of fuels and lubricants presents many hazards, both bulk and packaged products can be handled safely if the product characteristics are understood and proper precautionary measures are taken. There are available many instructional publications on this subject. Good housekeeping practices will insure order and cleanliness as well as promote safety.

602. PRIMARY HAZARDS

1. Storms.
2. Static electricity.
3. Sparks.

603. PREVENTATIVE MEASURES

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

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

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

604

- a. Smoking within 100 feet of the TAFDS is strictly prohibited.
- b. Personnel will not carry lighters or matches within the TAFDS.
- c. Only ~~vapor~~-proof lights or explosion-proof lanterns and flash-lights will be permitted within the TAFDS.
- d. Periodically check the mufflers on the pump engines. Replace any defective mufflers.
- e. No fuel will be dispensed until the receiving unit is grounded, the nozzle grounded to the receiving unit, and all electrical switches are off. (Except those required for refueling certain aircraft).
- f. When connecting the service nozzle, the grounding wire will be connected prior to placing the nozzle in position and the nozzle will remain in contact with the fuel opening at all times while dispensing fuel.
- g. Every precaution should be taken to prevent spillage of fuel. In case there is an excessive amount of spillage the crash crew will be called to wash down the area with water.
- h. Do not wear shoes with exposed nails, metal plates, or hobnails. Shoes with exposed metal parts will produce sparks when walking on pavement.
- i. Keep all bonding and grounding connections clear, unpainted and in good condition.
- j. Do not conduct fuel handling operations within 300 feet of ground radar operations.
- k. Do not perform any repair work during fuel handling operations.

604. FIRE FIGHTING EQUIPMENT

1. All TAFDS installations will have at least three 150 lb PKP fire extinguishers in the immediate vicinity of the tanks. Each fuel dispensing point will have either a 30 lb PKP, or a carbondioxide extinguisher readily available.
2. The following general rules should be observed in connection with all fire fighting equipment:
 - a. Know proper operation and application.
 - b. Properly maintain, and recharge immediately after use.
 - c. ~~Examine~~ and test at prescribed intervals.

6-2

SECTION VII

TECHNICAL PUBLICATIONS

701. REQUIRED PUBLICATIONS. The following Technical Publications will be maintained by each TAFDS Section.

1. BUWEPINST 10300.1_: Aviation fuels, lubricants, and specialty products used by the NATO Armed Forces.
2. BUWEPINST 10340.1_: Aircraft fuel systems, elimination of free water and contaminants; instructions concerning.
3. BUWEPINST 10340.2_: Petroleum testing laboratories.
4. BUWEPINST 10340.3_: Quality control and surveillance of aviation fuels.
5. BUWEPINST 10340.5_: Aviation fuel contamination and visual quality standards.
6. BUWEPINST 10340.6_: JP-5 Aviation Jet Fuel.
7. BUWEPINST 10340.7_: Aviation fuel cleanness and reporting of.
8. BUWEPINST 10341.1_: Aircraft engine fuels; utilization of.
9. BUWEPINST 10341.2_: JP-4 fuel; safe handling of.
10. BUWEPINST 10345.2_: Aircraft pressure refueling; hazards concerning; instructions for.
11. BUWEPINST 10345.3_: Fuel nozzle grounding equipment; installation and use of.
12. BUWEPINST 10345.4_: Aircraft ground refueling hose, preparation for use; procedures for.
13. BUWEPINST 10350.1_: Aircraft engine lubrication oils; utilization of.
14. BUWEPINST 11240.3_: Filter/Separators, aviation fuels.
15. BUWEPINST 10345.2_: Aviation fuels, receipt, storage, distribution, and issue systems at naval air activities; criteria for solids and water contamination control.
16. BUWEPINST 10345.7_: Safety precautions applicable to gasoline and jet fuel tank vehicle undergoing repairs and storage.

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17. BUABERINST 11240.5_: Defueling of aircraft with mobile pumping equipment; regulations concerning.
18. BUABERINST 11240.23_: Aircraft refuelers, type and grade of aviation fuel; change of, instructions for.
19. NAVABR-00-80T-74: Fuel contamination information manual.
20. NAVWEPB-06-5-502: Handbook on aircraft refueling.
21. NAVWEPB-15-03-500: Packaging and handling of dangerous materials for transportation by military aircraft.
22. NAVPERS-10301-A: Aviation Boatswain's Mate F 3&2.
23. NAVPERS-10304: Aviation Boatswain's Mate F 1&C.
24. MIL-HDBK-200B: Military handbook on quality surveillance for fuels and lubricants (overseas areas).
25. MIL-HDBK-201A: Military standardization handbook petroleum operations.
26. MIL-HDBK-210: Military standardization, conversion factors and logistics data for petroleum planning.
27. CINCPAC INSTRUCTION 4020.6_: Quality control surveillance manual for military petroleum products in the Pacific Command.
28. ASTM TABLE 5: Reduction of observed API Gravity to API Gravity at 60°F.
29. ENG-TM-50: Amphibious Assault Fuel Systems M-58 and Tactical Airfield Fuel Dispensing Systems.

7-2

702

702. PROCUREMENT INSTRUCTIONS

1. BUAER and BUWEPS Instructions will be procured in accordance with instructions contained in 1st Marine Aircraft Wing letter 35:RWT:ga over 11240 of 8 August 1965.
2. NAVAER Publications may be obtained from Aeronautical Supply Points in accordance with instructions contained in NAVWEPS 00-500, Naval Aeronautic Publications Index.
3. The NAVPERS Publications may be obtained from the forms and publications segment of the Navy Supply System in accordance with NAVSANDA Publication 2002.
4. The Handbook, H200, may be obtained from Military Petroleum Supply Agency, Washington 25, D. C.. The Handbooks, H201 and H210, may be requested from Commander, Naval Supply System Command (N22) via Commanding Officer, Navy Fuel Supply Officer.

7-3

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

21:JFR:eok

Ser: ~~021A25566~~

5700 021A25566

SEP 12 1966

CONFIDENTIAL

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

Subj: Command Chronology (U)

Ref: (a) Wing Order 5750.1B

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

2. Organization:

Colonel J. F. ROSS
Major H. T. COOK
Major R. L. FRASER
CWO-3 J. E. TINSLEY
2ndLt J. M. O'DONNELL
MGySgt G. H. SMITH

Wing Supply Officer
Assistant Wing Supply Officer
Marine Corps Supply Officer
Aviation Supply Officer
Assistant Marine Corps Supply Officer
Wing Supply Chief

3. Critipak. No Critipaks were received by 1st MAW units during the month of August.

4. LAAM Battalions. 1st MAW immediate message 211423Z April 1966 reported to CG, FMFPac those items required to place both LAAM Battalions Hawk equipment in full operation. Following updated status for month of August is furnished.

a. 1st LAAM Battalion received an additional 15 line items. A total of 161 of original 193 items have been received.

b. 2nd LAAM Battalion received an additional 6 line items. A total of 76 of the original 93 line items required have been received.

5. During August CG FMFPac message 240236Z August 1966 approved for immediate negotiation the proposed interservice support agreement for Hawk repair parts support with the 97th Artillery Group (AD) submitted by CG, 1st MAW ltr 21:RLF:rb over 4220 of 31 July 1966. CG, 1st MAW ltr 21:RLF:rb over 4220 of 31 August 1966 forwarded proposed ISSA to the Commanding Officer, 97th Artillery Group (AD) for approval and execution.

1st MAW S&C No.	Copy No.
4408-66	1

CONFIDENTIAL

ENCLOSURE (2)

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6. During July 1st MAW immediate message 190320Z reported to CG, FMFPac 88 line items required by Second LAAM Battalion to attain CREQP-02. During August 17 line items were received. A total of 30 of the original 88 items required have been received. (C)

7. Non-Depot repairable items. CG 1st MAW ltr 21:RLF:gac over 4423 of 14 July 1966 forwarded to CG, FMFPac the recommended allowances for Non-Depot repairable maintenance float items. CG, FMFPac ltr 2:F/MLP over 4441 of 15 August 1966 approved the recommended allowances for requisitioning, operation and management within 1st MAW.

8. During August there was a increase of 111 items on Red Ball and an increase of 13 items pending designation to the Red Ball system. As of 31 August the following is the status by unit within the 1st MAW for the number of documents designated and nominated for Red Ball.

UNIT	DESIGNATED/NOMINATED
MAG-11	21/2
MAG-12	14/0
MAG-16	2/0
MAG-36	22/0
H2HS-1	28/5
MASS-2	24/29
MACS-7	84/9
1st LAAM Bn	116/62
2nd LAAM Bn	112/24

9. The supply support situation for the UH-1E aircraft and CH-46A aircraft remains marginal. This headquarters continues in efforts to keep higher headquarters informed of deficiencies and assistance in their resolution.

10. NORSG documents outstanding for UH-34D helicopter are in sharp uptrend and adversely affecting availability of this aircraft. AMO Oakland requested to accelerate shipments of outstanding NORSG requirements.


J. F. ROSS

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APPENDIX(S)

DECLASSIFIED

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

52:IEJB:jhd
5750
25 SEP 1966

SECRET

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

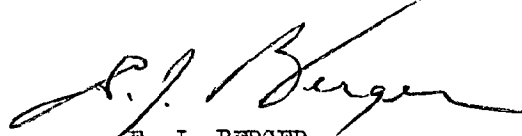
Subj: Command Chronology

Ref: (a) WGO 5750.1B

Encl: ✓(1) Organizational Data
✓(2) Narrative Summary
✓(3) Significant Events

1. Enclosures (1), (2) and (3) are submitted in accordance with reference (a).

2. This letter is downgraded to UNCLASSIFIED upon removal of enclosures (2) and (3).


E. J. BERGER

SECRET

Appendix (5)

ORGANIZATIONAL DATA

G-5

1 August 1966 - 31 August 1966

ACofS, G-5

Colonel Fred J. Frazer 1 - 20 Aug 66

Lt. Colonel Ernest J. Berger 21 - 31 Aug 66

Asst. G-5

Lt. Colonel Ernest J. Berger 1 - 20 Aug 66

Major Richard Perez 1 31 Aug 66

NCOIC

Sergeant Joseph H. Denet 1 - 31 Aug 66

Enclosure (1)

SECRETNARRATIVE SUMMARY

G-5, 1st MAW

The month of August 1966 was highlighted by several meetings at various commands in an effort to refine design requirements for funded MCON line items, determine arrival dates of critical incoming pre-engineered structures, establish a means of funding and accomplishing urgent minor construction and repairs of facilities at airfields utilized by the 1st MAW and update the FY-67 MCON Program. Construction of the 10,000 ft. parallel runway at Da Nang Air Base was completed, construction commenced on a helo parking apron at Ky Ha and a new crosswind SATS runway at Chu Lai, plus major progress on the new 10,000 ft. concrete runway at Chu Lai. Also, a repair program was established for maintenance of airfields. Much was accomplished, much more remains to be done.

Enclosure (2)

SECRET

SECRET

SIGNIFICANT EVENTS

G-5, 1st MAW

1 Aug 66 - MCB-3 commenced construction of a crosswind SATS runway at Chu Lai. Estimated BOD - 1 Oct 66. (S)

2 Aug 66 - MCB-10 commenced construction of an interim airfield terminal parking apron (30,000 SY) at the southwest end of Da Nang Air Base. Requested BOD - 1 Sep 66. Type of construction: 6-8 inch soil cement stabilization with a 2 inch overlay of asphalt concrete. This will provide a partial sub base for the 63,000 SY FGC apron to be constructed under C-501 which is not funded. Funding for the interim apron was accomplished by excessing 13,000 SY of C-33 (MAG-13 A/C parking apron) as needed for urgently required but not yet funded construction on the West side of Da Nang. (U)

2 Aug 66 - G-5 visited the Director of Construction, North (DirCon North) for information on arrival dates of critical construction items, e.g., hangars, revetments, butler buildings etc. Shipping information very indefinite. Location of ships not known in many cases, or their estimated dates of arrival. Shipping manifests do not accurately indicate the actual cargo on board. Information will be provided to the 1st MAW as soon as available. (U)

2 Aug 66 - G-5 visited the Base Development Officer at ComNavForV Rep Da Nang and brought attention to CG, III MAF msg 181046Z Jul 66 which provided for 13,000 SY of C-33 to remain at Da Nang. (U)

1

Enclosure (3)

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3 Aug 66 - G-5 visited DirCon North and emphasized that the southwest parking apron must be completed before the new parallel taxiway. (U)

3 Aug 66 - G-5 visited the Base Development Plans Office and delivered and discussed plans for MAG-12 and 13 construction at Chu Lai. (S)

3 Aug 66 - G-5 visited MAG-11 regarding plans for the construction of hardstands for H&MS-11 and VMJ avionics van complexes in support of the EA-6B and RF-4B aircraft. (S)

4 Aug 66 - G-5 met with the CofS, 1st MAF, and the CO & XO of MAG-13, regarding details of MAG-13's direct deployment from Iwakuni to Chu Lai (S)

5 Aug 66 - G-5 visited 3ONCR and received confirmation that the SeaBees would construct MAG-13's cantonment at Chu Lai. (S)

5 Aug 66 - DirCon North advised that the new runway at Da Nang would be completed at 1630 on 5 Aug and the overrun by 7 Aug 66. (U)

6 Aug 66 - MAG-12, S-4 reported that 2520 bundles of AM-2 matting were received at Chu Lai on 261200H Jul 66, for construction of the crosswind SATS runway and maintenance of the existing SATS runway. (S)

8 Aug 66 - Wing Engr reported that 150 x 4000 ft. of the northwest end of the new concrete runway at Chu Lai was complete. Estimated that the entire runway (150 x 10,000 ft.) would be complete by 15 Sep 66. Also, that repairs to the old SATS runway are underway by MCB-4. (U)

9 Aug 66 - G-5 visited MAG-16 at MMAF and reviewed cross section drawings of the 90,000 SY helo parking apron extension, funded under MCON Line

Enclosure (3)

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Item C-70. (U)

9 Aug 66 - G-5 attended briefing at NAVSU PACT, Da Nang, on "Expanded Facilities Support Concept" as presented by a team representative (Lt. Johnson) from DIRPACDOCKS. COMNAVSUPPACT, Da Nang staff officers were present plus representatives from III MAF and all units thereof. G-5 pointed out that the expanded concept was not timely for current urgent minor construction and repairs and requested a message be sent requesting immediate funding for the interim period. Lt. Johnson agreed to draft a message for ^{release}~~release~~ by NSA. (U)

10 Aug 66 - New runway at Da Nang Air Base completed. (U)

11 Aug 66 - The Public Works Officer of NSA (Capt Pinkerton) released msg 110328Z Aug 66 to DIRPACDOCKS recommending one million dollars for urgent minor construction and repairs in support of the 1st MAW. (U)

12 Aug 66 - DIRCON, North advised by phone call that three Dudley hangars were being unloaded and two were for MAG-16 and one for MAG-36. (U)

13 Aug 66 - G-5 visited the Special Forces Camp at Da Nang and was advised that Det. C-1 should vacate the area by 15 Sep 66. Discussed co-location during the interim but internal security requirements of Det. C-1 negated. (U)

16-17 Aug 66 - G-5 (LtCol Berger) attended meeting at COMUSMACV Hdqrs on MCON Program. Also visited OICC, RVN regarding status of NTF's on existing funded MCON line items. Visited BDO of COMNAVFORV (Capt. Kaluopek, USN) who advised that resiting of MCON funded under 403 must

Enclosure (3)

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be approved by OSD and Congressional Committee. (U)

19 Aug 66 - G-5 attended meeting at COMNAVFORV Rep, Da Nang on airfield upgrading. Attendees included III MAF, COMNAVFORV & COMNAVFORV, Rep Da Nang representatives. Agreed that MCON funds were not appropriate for this requirement due to prior commitment and existing overruns. Therefore O&MN funds would be sought. Matting to be ordered and funded by individual services but MACV would determine priority of allocation. (S)

22 Aug 66 - MCB-3 commenced construction of a 39,000 SY extension to MAG-36's helo parking apron at Ky Ha. (U)

23 Aug 66 - G-5 updated MAG-12 MCON Program with representatives of MAG-12 and BDO. (U)

24 Aug 66 - G-5 visited by COMNAVSUPACT, Da Nang representatives requesting aircraft parking space for two C-47 acft on west side of Da Nang. (U)

25 Aug 66 - G-5 briefed the Commanding General and Staff on the 1st MAU MCON Program. (U)

26 Aug 66 - G-5 accompanied the Commanding General on a visit to Chu Lai for noise studies in relation to MAG-13's cantonment area at Chu Lai. (S)

27 Aug 66 - G-5 submitted comments on COMUSMACV construction criteria. (U)

27 Aug 66 - MCB-4 commenced repairs of the west helo parking apron of MAG-36 at Ky Ha. (U)

29 Aug 66 - G-5 attended meeting at BDO on security fencing at Da Nang. (U)

29 Aug 66 - G-5 attended debriefing at COMNAVSUPACT, Da Nang regarding

Enclosure (3)

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result of the PACNAVFACENGCOM (Lt. Johnson) teams visit on the expanded PW concept. Attendees: Adm. Weschler, Capt. Pinkerton, Capt. More (BDO), Capt. Hazlett (S.C.), Col. Quilty, Col. Long, LtCol's Hepler and Deeds. Resume: NSA would eventually expand to 4020 personnel for maintenance of over 16 million SF of bldgs, 38,000 KW, 6 million SF surfaced areas, 7500 tons refrigeration, 3760 telephone lines stretching 320 miles, support of 53,000 personnel, 230 miles of roads, 65 tons of ice plants and 750 million barrels of POL storage. Adm. Weschler stated that the 1st MAW can expect NSA P/ to take action as necessary, now, for all emergency flight safety repairs which they will accomplish or turn over to the SeaBees. (U)

30 Aug 66 - G-5 briefed the Commanding General and staff on the 29 Aug meeting at COMNAVSUPPACT, Da Nang. (U)

Enclosure (3)

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APPENDIX(6)

DECLASSIFIED

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

10:JJG:dwe
5750
13 Sep 1966

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

Subj: Command Chronology (U)

Ref: (a) WgO 5710.1G

- Encl: ✓(1) Significant CEO Events during the month of August 1966
✓(2) CG 1st MAW ltr 10:RVA:swm 2305 ser 010A22466 of 12 Aug 66, to CG, FIEPac via CG III MAF, subj: Telecommunication improvement; recommendation for
✓(3) 1st MAW CEO memo 10:CAG:dwe 3000/2 of 16 Aug 1966 to ACofS, G-3, subj: Commander's Combat Readiness Report for 2d Quarter, FY67
✓(4) 1st MAW CEO memo 10:RVA:swm 5041 of 18 Aug 1966 to Wing Inspector, subj: Inspection of Marine Aircraft Group-11
✓(5) 1st MAW CEO memo 10:RVA:swm 1000 of 23 Aug 1966 to ACofS, G-1, subj: First MAW personnel assignments, OF 25/28/59
✓(6) Personnel of the Wing CEO Branch as of 31 Aug 1966

1. In accordance with reference (a), enclosures (1) through (6) are herewith forwarded.


R. V. ANDERSON

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

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Appendix (6)

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Significant Communication-Electronics Events during the month of August 1966

1. 1st MAW GEO memorandum 10:RCF:swm 4000 of 1 Aug 1966 to ACofS, G-4, quoted for information,

"Subj: Logistics Summary Report

Ref: (a) Your memo 4:RJG:ld 4000 of 27Jun66

1. The following information is submitted for the subject report in accordance with reference (a):

a. Maintenance was completed on twenty major end items of communication-electronics equipment during the last half of July 1966. This reduces the deadline rate of these equipments to 19.9% from the previous period's percentage of 21.1%.

b. 228 items of communication-electronics equipment remain deadlined for 984 parts.

c. Continuing follow-up action to acquire parts for these 228 deadlined items has resulted in 195 Red Ball requisitions with an additional 73 pending. The cumulative total to date on parts requested through the Red Ball system, for all types of Communication-Electronics equipments, is now over 800.

2. The most notable improvement in maintenance of critical equipments has occurred in MWHG-1 with a removal of 86 items from deadline in the past 8 weeks."

2. CG 1st MAW 020822Z Aug 1966 to FIRST MAW (SVN) info CG III MAF, CG FIRST MARDIV, CG THIRD MARDIV. This message announced the scheduled visit to 1st MAW units of a Communication-Electronics Contact Instruction Team. This team will visit Wing units between the period 8 Aug - 30 Aug 1966. The team will conduct instructions on the KW-7, KW-26, KY-8, AN/PRC-25, AN/GRC-125, AN/MRC-109/110, AN/PRC-41/47, AN/MRC-83/87, AN/TSC-15, and AN/TRC-27B. Instructions will be conducted at the using unit level with emphasis on practical application by operators and technicians. However, third and fourth echelon maintenance support instructions will be conducted for applicable units.

3. CG 1st MAW 030655Z Aug 1966 to CG FMFPAC, info CMC, MCAS, Quantico, MAG-16, quoted for information,

"CONFIDENTIAL

AN/GRC-99 SERIAL NR ONE (U)

A. CMC 151803Z (C) JUL (NOTAL)

B. CO MAG-16 SPDLTR 4:AM:DDV 2300 OF 31JUL66 (NOTAL)

1. REF A DIRECTED SUBJ EQUIP BE SHIPPED TO 1ST MAW FROM MCAS QUANTICO.

2. REF B REPORTED THE FOL MISSING COMPONENTS UPON RECEIPT ON 23JUL66.

POWER SUPPLY 624-D

INTERCONNECTING CABLES FOR AN/VRC-33 AND OTHER EQUIPMENTS

3. EQUIP URGENTLY REQ FOR OPN COMMITMENT. REQ ADVISE REPL INSTNS."

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Enclosure (1)

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4. 1st MAF CEO memorandum 10:RMF:dwe 10500/1 of 4 Aug 1966 to the Commanding General, quoted for information,

"Subj: KY HA site preparation for AN/URN-5

1. By reference (a), the Commanding General wanted to know when the necessary site preparation for the AN/URN-5 low frequency homer would be finished.
2. The Operations Officer of the Ninth Engineer Battalion was contacted on Monday 1 August and was requested to expedite site preparation for the AN/URN-5 low frequency homer at KY HA.
3. Although the Ninth Engineer Battalion has a heavy workload, they assured us that Work Order 8011 for the site preparation would be completed as soon as possible."

5. CG III MAF 050251Z Aug 1966 to CG FMFPAC, info CG 1ST MAF, quoted for information,

"CONFIDENTIAL

MATCU REQUIREMENTS FOR SVN (U)

- A. CG FMAW SPDLTR SER 003A12366 OF 3MAY66
- B. COMUSMACV 301305Z JUL PASEP
- C. CG FMFPAC 042214Z JUN

1. REF A ADDRESSED GENERAL MATCU REQUIREMENTS FOR SVN AND INCLUDED SPECIFIC RECOMMENDATIONS FOR THE AUGMENTATION OF IN-COUNTRY MATCUS FOR THE PURPOSE OF OPERATING OUTLYING AIRFIELDS IN ACCORDANCE WITH EXISTING COMUSMACV INSTR (SUB PARA I, I, REF A). REF B STRESSES THE IMPORTANCE OF THE QUALITY OF OPN PROVIDED AT THESE AIRFIELDS.
2. DURING OPN HASTINGS ELEMENTS OF MATCU 68 AUGMENTED BY USAF CCT AND FIRST MOBILE CONTROL TEAM PROVIDED SUPPORT FOR 24 HOUR VFR OPNS AT DONG HA AIRFIELD. THIS AIRFIELD PROVIDED THE NECESSARY TERMINAL FOR VITAL AIR LOGISTIC SUPPORT TO THE OPN. THE CONTINUED USE OF DONG HA AIRFIELD WILL REQUIRE OPERATIONS BELOW VFR WEATHER MINIMUMS. THIS EMPHASIZES THE NEED FOR THE MATCU SATELLITE CAPABILITY EXPRESSED IN REF A.
3. IT IS REQUESTED THAT THE ACTION INITIATED BY REF C BE ACCOMPLISHED AS A MATTER OF EXTREME URGENCY DUE FORTHCOMING MONSOON."

6. 1st MAF CEO memorandum 10:RVA:dwe 10500/1 of 6 Aug 1966 to the Commanding General, quoted for information,

"Subj: Ky Ha site preparation for AN/URN-5

1. Work Order 8011 is the subject of CG, III MAF letter of 22 July 1966, to Commanding Officer, 9th Engineer Battalion, and directs engineer support for subject site prepared with Priority 3 assigned. Actual installation of URN-5 will be accomplished by MATCU-67 with assistance from Wing CEO, if required.
2. Status, as of Friday, 5 August: Estimate and initial survey completed. 9th Engineer Battalion equipment committed to higher priority tasks.
3. Copies of our request to CG, III MAF, and Work Order 8011, attached."

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7. CG 1st MAW 080535Z Aug 1966 to CG III MAF, info CG THIRD MARDIV, quoted for information,

"CONFIDENTIAL

AREA COMM COORD FOR DONG HA (U)

A. CG THIRD MARDIV 050801Z AUG 66 PASIF

1. NO OBJECTION PROPOSAL CONTAINED REF A, EXCEPT SUBPARA 1E, PROPOSED MSG.

2. COMMENTS/RECOMMENDATIONS

A. UTILIZATION OF DCS CIRCUITRY ASSIGNED TO DONG HA SHOULD REMAIN A RESPONSIBILITY OF REQUESTING UNIT.

B. CONSIDER PRIMARY FUNCTION OF AREA COMM COORD TO BE A COLLECTING POINT OF AREA COMM PROBLEMS WHICH SHOULD THEN BE DIRECTED TO THE APPROPRIATE STAFF COMM W/RECOMMENDATIONS.

C. RECOMMEND FOL PHRASE BE ADDED TO SUBPARA 1E, PROPOSED MSG QUOTE BY PARENT COMMAND UNQUOTE. GP-4"

8. On 8 August 1966, Colonel J. A. BLAKELY, USMC former 1st MAW CEO rotated to CONUS.

9. On 9 August 1966, Lieutenant Colonel R. V. ANDERSON, USMC assumed duties as 1st MAW CEO.

10. CG 1st MAW 091120Z Aug 1966 to H&HS-1, VM CJ-1, MABS-17, MASS-2, 1st LAAM Bn, MWHG-1, MAG-11, quoted for information,

"UNCLAS E F T O

COMM IMPROVEMENT

1. 1ST MAW COMMUNICATION CENTER RECEIVES DAILY A HEAVY VOLUME OF OUTGOING MESSAGES DURING A CERTAIN PERIOD FROM 1600-2400H. DURING THIS TIME MESSAGES WHICH REQUIRE SPECIAL HANDLING ARE ALSO PROCESSED. DUE TO THE PRECEDENCE AND IMPORTANCE OF THESE SPECIAL (OPERATIONAL) TYPE MESSAGES RECEIPT OF A LARGE VOLUME OF OUTGOING MESSAGE TRAFFIC RESULTS IN UNTIMELY DELAY OVERALL.

2. FROM OBSERVATION IT IS EVIDENT UNITS/STAFF SECTIONS WAIT UNTIL THE END OF NORMAL WORKDAY FOR RELEASE AND DELIVERY OF MESSAGES TO THIS FACILITY. THIS DIRECTLY AFFECTS QUALITY AND SPEED OF SERVICE. IN ADDITION, PRECEDENCE OF SOME MESSAGES PARTICULARLY ADMIN AND LOGISTIC TRAFFIC LOSES ANY REAL SIGNIFICANCE FOR SEVERAL HOURS.

3. UNITS/STAFF SECTIONS ARE ADVISED TO MAKE FREQUENT, EXPEDIENT DELIVERY TO THE COMMUNICATION CENTER OF ALL MESSAGES UPON RELEASE. BULK DELIVERY IS DISCOURAGED."

11. Major L. A. GUBB, USMC joined the CEO section as a relief for Major W. H. STOTZER (due rotation during September 1966).

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12. CG 1st MAF ltr 10:RVA:swm 2305 ser 010A22466 of 12 Aug 1966 to CG, FMFPac via CG, III MAF, subject: Telecommunications improvement; recommendation for. See enclosure (2).

13. 1st MAF CEO memorandum 10:RVA:swm 1000 of 12 Aug 1966 to CO, MWHG-1, copy to ACofS, G-1, quoted for information,

"Subj: Temporary reassignment for personnel; request for
1. In response to a request from Assistant Chief of Staff, G-1, it is requested that three enlisted, any MOS except 2543/2541/2561, with a SECRET clearance, be temporarily reassigned to the Adjutant Section for duty with the Message Distribution Section.
2. This temporary reassignment will be terminated when the current personnel shortage in the Adjutant Section is alleviated."

14. 1st MAF CEO memorandum 10:RVA:dwe 2000 of 13 Aug 1966 to the Chief of Staff, copy to CO, MWHG-1 and OIC, Wg CommGen, quoted for information,

"Subj: Communication Center Operation
1. The reputation of a communication center is based largely upon how well it serves the command; but there is also another measure - how well it performs in a military communication system.
2. In the latter respect, I am pleased to report that, from a review of a report from the major DCS relay station, Nha Trang, the Wing Communication Center has an outstanding rating.
3. During the month of July, Nha Trang relayed over 30,000 messages from CG 1st MAF, nearly three times the amount of any other station served by the relay. The Wing has the lowest percentage of procedural services (re-run requests), the lowest percentage of procedural violations and no communication operations discrepancies."

Note: See Item 31 - Commendation from Commanding General.

15. 1st MAF CEO memorandum 10:CAG:dwe 3000/2 of 16 Aug 1966 to ACofS, G-3, subject: Commander's Combat Readiness Report for 2d Quarter, FY67. See enclosure (3).

16. 1st MAF CEO memorandum 10:WHS:swm 4000/3 of 17 Aug 1966 to ACofS, G-3, quoted for information,

"Subj: Combat Readiness Report
Ref: (a) WgO 3000.2B
1. Pursuant to instructions contained in reference (a), the following report is submitted:
a. Part I. The 1st Marine Aircraft Wing Communication-Electronics posture permits continued support of combat operations."

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b. Part II. During this reporting period, the 1st Marine Aircraft Wing does not have any of its units in an ineffective Communication-Electronics posture."

17. 1st MAW CEO memorandum 10:RCF:swm 4000 of Aug 1966 to ACoS, G-4, quoted for information,

"Subj: Logistics Summary Report

Ref: (a) Your memo 4:RJG:ld 4000 of 27 Jun 1966

1. The following information is submitted for the subject report in accordance with reference (a).

a. Maintenance was completed on eleven major end items of communication-electronics equipment during the first half of August 1966. This reduced the deadline rate of this equipment to 19.5%, the lowest deadline rate since January 1966.

b. As improvement of supply support continues via the Red Ball and priority two requisition systems, maintenance of communication-electronics items continues to improve; however, supply and maintenance support of all types of generators continues to cause serious power shortages in all units of the Wing.

c. Of the remaining 359 end items of all types of electronics equipment deadline for parts, 174 of these items are generators.

2. The most notable improvement in maintenance during this reporting period occurred in the two LAAM Battalions, they removed eleven items from deadline, but remain in critical condition for generators."

18. 1st MAW CEO memorandum 10:RVA:fdm 1306 of Aug 1966 to ACoS, G-1, quoted for information,

"Subj: Temporary re-assignment of personnel; request for

Ref: (a) My memo 10:RVA:swm 1000 of 12 Aug 1966, same subj; to CO, MWHG-1

1. It has been determined, by liaison with CO, MWHG-1, that personnel are not available to satisfy the request contained in reference (a).

2. From the observations of the undersigned during the period 172330H-180200H, it would seem that supervision, not additional personnel, is required in the Message Distribution Section."

Note: For Reference (a), see item 13 herein.

19. 1st MAW CEO memorandum 10:RVA:swm 5041 of ¹⁸Aug 1966 to the Wing Inspector, subject: Inspection of Marine Aircraft Group-11; report of. See enclosure (4).

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20. 1st MAW CEO memorandum 10:RVA:dwe 2305/8 of 22 Aug 1966 to Wing Supply Officer, copy to SupO, MMEG-1, GEO, III MAF, quoted for information,

"Subj: Supply support for manual switchboard, AN/MTC-1
Encl: (1) Requisition status, AN/MTC-1 repair parts
1. Subject equipment has been installed as the heart of the Wing telephone system by special allowance from CMC. This equipment is not peculiar to the Marine Corps and supply support is not available within Marine Corps stores system.
2. It is understood that CG III MAF directed FLC to execute a cross service agreement with Army Logistics Command, RVN, for supply support of this equipment. This agreement, if affected, is completely ineffectual.
3. Enclosure (1) portrays the status of attempts to obtain repair parts for this equipment. Normally, requisitions are immediately returned by FLSG "A" with the notation "NIS" or "incomplete data"; others are held for up to 30 days, and then returned; still others apparently just die on the vine. Tracer actions receive the same type of response. It is significant to note that, to date, no repair parts support has been received for the AN/MTC-1.
4. The situation has now reached a critical stage; the repair parts listed on enclosure (1) are urgently required.
5. Your advice and/or assistance is requested."

21. 1st MAW CEO memorandum 10:RVA:swm 1000 of 23 Aug 1966 to ACoFS, G-1, subject: First MAW personnel assignments, OF 25/28/59. See enclosure (5).

22. 1st MAW CEO memorandum 10:RVA:dwe 3100/5 of 24 Aug 1966 to CO, MMEG-1, quoted for information,

"Subj: T/E Deficiencies, MASS-3

Ref: (a) CG FMFPAC 012352Z JULY 1966

1. A comparison of your personal correspondence with T/E M-8640 reveals following possible shortages in MASS-3 T/E:

<u>T/A</u>	<u>ITEM</u>	<u>QTY</u>
20120	RC-292	2
20915	PU-346	8

2. Further actual shortages (not T/E) may develop, depending on what equipment is actually brought in-country.
3. It appears that a request for a special allowance for MASS/RVN is in order; for example, you have indicated a requirement for twenty three (23) AN/GRC-48; the authorized T/E allowance is seven (7).
4. I believe a special allowance MASS/RVN can be justified, but as I have indicated earlier, some of the equipment simply is not available. It is recommended that MASS-2 determine basic requirements, based on current modus operandi and submit these to Wing CEO; I will then look at available substitutions and off-the-shelf procurement and get this package off to CG FMFPac.
5. Reference (a) apparently not distributed; this is being corrected."

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23. 1st MAW CEO memorandum 10:RVA:dwe 2030 of 25 Aug 1966 to the Commanding General, via (1) AGoS, G-3, (2) Chief of Staff, quoted for information,

"Subj: CAS comm for ROK Brigade

1. The following comm support has been installed to the ROK Brigade;

- a. Sole user telephone circuit, Brigade FSCC to Chu Lai DASC.
 - b. Sole user telephone circuit, Brigade FSCC to 1st Div FSCC.
 - c. Sole user telephone circuit, Brigade COC to 1st Div COC.
 - d. Sole user telephone circuit, Brigade COC to MAF COC.
 - e. O/L teletype circuit, Brigade COC to MAF COC.
 - f. O/L teletype circuit, Brigade CommGen to 1st Div CommGen.
 - g. Common user telephone circuit, Brigade swb to 1st Div swb.
2. Direct (sole user) telephone circuits, Brigade to 1st MAW, are not available due to saturation of DCS circuits between Danang and Chu Lai (III MAF took the last to put in above circuits to the Brigade).
3. Brigade FSCC and FAC's enter TAR #2, TADs and HD's, as required. A Force ANGLICO will be assigned to the Brigade on or about 1 Sept 1966.
4. Brigade voice call signs have been requested from CEO, 1st Div.
5. Messages for the Brigade will be relayed through CG 1st MarDiv."

24. CG 1st MAW 260802Z Aug 1966 to CG FMFPAC info CG 3D MARDIV, MAG-12, MAG-16, MATCU-67, MATCU-68, quoted for information,

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MATCU EQUIP (U)

- A. CG THIRD MAW 222346Z AUG 66 NOTAL
 - B. CG FIRST MAW 100955Z JUL 66 NOTAL
 - C. CG FMFPAC 050442Z AUG 66 NOTAL
 - D. CG FMFPAC 162213Z AUG 66 NOTAL
 - E. CG FIRST MAW LTR 10:FMF:gao 4710 OF 13 JAN 66 NOTAL
1. IN RESPONSE REF A, AN/TSA-11, SER NO 5, HAS NOT BEEN SHIPPED. REF B APPLIES. THIS TWR PROVIDES VFR LOCAL CONTROL AT MARBLE MOUNTAIN AIR FAC AND NO REPLACEMENT IS AVAIL. AN/GRC-99 SER NO ONE, REPLACEMENT FOR AN/TSA-11, SER NO 5, WAS RECEIVED IN UNSERVICEABLE CONDITION AND REPORTED BY REF C.
2. WHEN AN/GRC-99, SER NO ONE, IS OPERATIONAL, OR REPLACED BY AN/TRC-131, AS PROGRAMMED BY CMC SPDLTR AAW-3B-MSS OF 16AUG66, RECOMMEND THAT AN/TSA-11, SER NO FIVE BE SHIPPED CG THIRD MAW, VICE MATCU 65, FOR INDUCTION REHAB PROGRAM. PAPA 7, REF D APPLIES.
3. THIS HQ ANTICIPATES A REQUIREMENT FOR AN ADDITIONAL CONTROL TWR AT CHU LAI. IN THIS EVENT, REF E APPLIES. AD HOC COMMITTEE CURRENTLY REVIEWING LOCAL AIR TRF CONTROL PROBLEMS AT CHU LAI. CP-4"

25. CG 1st MAW ltr 10:RVA:swm 2070 of 28 Aug 1966 to CG III MAF, quoted for information,

"Subj: Armed Forces Radio Station, Danang

1. The Armed Forces Radio Station, Danang, rebroadcasts an AM and FM signal received via IWCS (DCS) from the Armed Forces Radio

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Station, Saigon. This signal exhibits distortion, low signal strength and a high noise level.

2. The relay of this signal from AFRS, Saigon, and the television signal programmed for this fall, should materially contribute to the morale of personnel stationed in the Danang area and provide informational and educational benefits. These goals and benefits are not attained with present signal quality.

3. It is recommended that this matter be addressed to COMUSMACV with the following areas recommended for investigation:

a. Quality of signal received at Danang Relay. (Circuit DRSVJ-105, DCA (SAM) Directory of 20 July 1966).

b. Elimination of channel noise, to include adjacent channel separation.

c. Modulation techniques utilized at Danang Relay.

d. Increased effective radiated power at Danang Relay, to include re-engineering of antenna installation."

26. 1st MAW CEO memorandum 10:LAG:dwe 3722 of 29 Aug¹⁹⁶⁶ to Chief of Staff, quoted for information,

"Subj: GCA Capabilities in 1st MAW

Ref: (a) Your memo same subj of 27 Aug 1966

(b) CG FMFPAC 060444Z Aug 1966

1. In reply to reference (a), CG FMFPac did go to the Commandant of the Marine Corps on this matter in reference (b).

2. In response to a request from MAG-12 this office has recommended to CG FMFPAC the use of an additional UPS-1 Radar. Pending approval of this request an UPS-1 can be made available to MAG-12 from MASS-2 on a temporary basis.

3. It is recommended that any further action or follow-up on this matter be held in abeyance pending the outcome of an AD HOC Committee studying this overall problem."

27. CG 1st MAW ltr 10:LAG:dwe 5041 of 31 Aug 1966 to CO, MWHG-1 (Attn:CEO), quoted for information,

"Subj: Inspection assistance; request for

Ref: (a) CO, MWHG-1 ltr 10:AFP:sjw 5041 of 30 Aug 1966

1. In accordance with the request contained in reference (a) the 1st Marine Aircraft Wing Communication-Electronic's office will provide such assistance as mutually agreed necessary between the Wing CEO and MWHG-1, CEO in the inspection of MWHG-1 units located at Chu Lai.

2. Direct liaison between MWHG-1 CEO and the 1st MAW, CEO is authorized."

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28. CG 1st MAW 310030Z Aug 1966 to CG FMFPAC, info 3d FSR, MWHG-1, MASS-2, quoted for information,

"UNCLAS E F T O

AN/TPQ-10 AIR CONDITIONERS

A. CMC 150804Z JUN 66 NOTAL

1. REF ADVISED DELIVERY DATE OF 18 JULY 1966 OF SUBJECT AIR CONDITIONERS. IT FURTHER AUTHORIZED INTERIM USE OF AN/GRM-32 AIR CONDITIONERS HELD BY THIRD FSR.

2. SUBJ AIR CONDITIONERS NOT RECEIVED TO DATE. REQUEST INFORMATION AND ASSISTANCE IN THIS MATTER."

29. The 1st MAW MARS Radio Station traffic count for the month of August 1966 is as follows:

	<u>Phone Patch</u>	<u>Message Traffic</u>
Incoming	4	196
Outgoing	<u>1546</u>	<u>3865</u>
Total	1550	4061

30. The total message traffic handled by the 1st Marine Aircraft Wing Communication Center for the month of August 1966 was 67,391 of which 32,745 were outgoing and 34,646 were incoming. There was an increase of 1,904 messages handled during August over July.

31. On 28 August 1966, Commanding General, 1st Marine Aircraft Wing ltr 7:GLL:jel 1650 of 28Aug66 to CO, MWHG-1 forwarded a Certificate of Commendation for the 1st Marine Aircraft Wing Communication Center for their Outstanding work performed in the past few months.

32. See enclosure (6), Personnel of the 1st Marine Aircraft Wing CEO Branch as of 31 August 1966.

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CG 1st MAW ltr 10:RVA:swm 2305 Ser 010A22466 of 12 Aug 1966 to CG, FMFPAC
via CG, III MAF

Subj: Telecommunications improvement; recommendation for

Ref: (a) CG 1st MAW 180648Z Dec 65
(b) CG III MAF spdltr 10/FCD/jhd 2000 ser 046765 of 11 Dec 1965

1. Action completed in response references (a) and (b) has resulted in significant improvement in telecommunications capability of this Command. The Central Office Telephone Manual, AN/MTC-1 has proven adequate accomodation for subscriber/trunk capacity and the fixed plant communication center equipment has demonstrated the ability to process in excess of sixty five thousand messages per month.

2. Significant as this improvement may appear, serious deficiencies remain; these dificiencies may be categorized, in general, as a lack of a "real time" capability and are specifically defined as follows:

a. Subscriber-to-subscriber telephone service is not responsive to needs. Good to excellent quality DCS circuitry is available, in many instances, to satisfy long haul requirements, thus circumventing the outmoded techniques of pressing tactical equipment to this requirement and beyond its' capability. However, in each case, this DCS circuitry is terminated in a manual switching mode for subscriber service. This mode is time consuming and effectively degrades an otherwise acceptable system.

b. Fixed plant communication center equipment, as currently employed, does not improve the speed with which incoming messages are distributed within the headquarters. Determinations of routing, filing/logging procedures and the reproduction process create effective time delays and seriously detract from the "real time" requirement.

3. The following recommendations are forwarded for consideration:

a. Procure, from off-the-shelf communication-electronics industry assets, an automatic dial telephone exchange system.

b. Concurrently with this procurement, arrange for direct manufacturer maintenance support, to include on-site field service contract engineers. Adjust applicable T/O's to include the necessary operating/maintenance personnel. Include ancillary equipment/devices, such as 25/50/100 pr cable, terminal boxes, x-connect frames, conduit, etc. as class II, type 2, electronics items.

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

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Enclosure (2)

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2305**CONFIDENTIAL**

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c. Investigate the feasibility of computer-aided routing of messages within the headquarters along the general lines of the Digital Data Communication System (DIDAC) under study, at one time, by the MCLFDA. A small desk-type, magnetic core printer for each staff section is visualized, with routing effected through programming procedures. Routing may be general or selective in accordance with the commanders requirements. Western Union, Government Communications Systems, is currently marketing such a system which provides automatic logging, daily suspense readout, assignment of DTG (cite numbers), multiple transmission by computer and automatic routing.

4. It is emphasized that the deficiencies cited in paragraph 2, above, exist now and that the various systems in the Marine Corps RDT and T programs do not represent an immediate solution.

5. The Wing Communication-Electronics Branch can provide statistical rationale and general engineering requirements for the recommendations contained herein if required.

. . .

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1st MAW CEO memorandum 10:CAG:dwe 3000/2 of 16 Aug 1966 to Assistant Chief of Staff, G-3

Subj: Commander's Combat Readiness Report for 2nd Quarter, Fiscal year 1967

Ref: (a) WgO 3000.2B

1. This report is submitted in accordance with reference (a).

PART I- The Communication-Electronics situation still remains marginally satisfactory for the Wing.

(a) The majority of the new family of F1 radio equipments have been received by the using organizations. After initial problems of supply support and maintenance personnel training are solved, considerable improvement is expected on circuits utilizing this equipment.

(b) Introduction of new complex radar equipments continue to be plagued by lack of repair parts supply support.

(c) Prolonged round the clock operation is still causing a high deadline rate of communication-electronics equipment. Long lead times in obtaining required repair parts continue to compound the maintenance problem, however continued improvement of the "REDBALL" system is definitely responsible for a declining deadline rate. The current deadline rate is the lowest experienced since 15 January 1966.

(d) Deadline generators continue to be a major problem throughout the Wing impairing operations of all units to some degree.

PART II- MACS-7

(a) Lack of repair parts supply support continues to prevent MACS-7 from placing two new items of radar equipment, the AN/TPS-22 and the AN/TPS-34, in service.

MASS-2

(b) Due to heavy commitment this units capability to adequately perform it's mission will continue to be limited. Considerable outage has been experienced with the AN/TPC-10 serial number 14 located at Dong Ha. This is currently being replaced with AN/TPQ-10 serial number 12 which should alleviate this problem.

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Enclosure (3)

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1st MAW CEO memorandum 10:RVA:swm 5041 of 18 Aug 1966 to the Wing Inspector

Subj: Inspection of Marine Aircraft Group-11; report of

Ref: (a) WgO 5041.3B

1. A Part V, General Inspection; was conducted at Marine Aircraft Group-11 on 17 August 1966. The inspecting party consisted of:

LtCol R. V. ANDERSON
Major W. H. STOETZER
Major L. A. GUBB

MGySgt J. J. CRUSIE
MSgt C. A. GRAVES

2. The results of this inspection are summarized below:

a. Assigned grade: Satisfactory with discrepancies.

b. Noteworthy items:

(1) The communication-electronics preventive maintenance program, and the associated records indicate a degree of thoroughness and supervision beyond that which would be expected in this environment and which exceeds the minimum requirements contained in TI 4700-1/5.

(2) The radio/maintenance section demonstrated an operational proficiency with newly-received voice ciphony equipment which was indicative of industry and professionalism.

c. Discrepancies

(1) Accountability of SECRET messages is vested in the Group Message Center. Group S&C never sees SECRET messages which are delivered to subordinate units. It is recommended that all classified messages received by the Group Message Center be delivered to Group S&C for further controlled distribution; as required. It is further recommended that paragraph 0608, Wing Order P5511.2B be modified to place accountability for classified messages within the command S&C files. Further guidance is contained in Chapter 4, Wing Order P2100.4C.

(2) Delayed supply support of assigned communication-electronics equipment is contributing to excessive deadline of equipment which is required for daily operations. It is recommended that Priority 02 requisitioning and Red Ball nominations be afforded for communication-electronics repair ^{PARTS} for this equipment.

(3) The Group does not have an established on-line/off-line crypto capability, as outlined in TSEC KAG-1C and NWP-16(A); however, since the Group communication and crypto guard is provided by the Wing Communication Center, the attainment of this capability within the Group is a responsibility of the Wing CEO.

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Enclosure (4)

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5041

(4) Operating space for the Group radio control is crowded and exposed to dust and rain. It is noted, however, that plans exist for moving this facility into a building to be erected on-site.

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1st MAW GEO memorandum 10:RVA:swm 1000 of 23 Aug 1966 to Assistant Chief of Staff, G-1

Subj: First MAW personnel assignments, OF 25/28/59

Ref: (a) CG, FMFPac 300515Z Jun66
(b) CG, 1st MAW ltr 1:FHW:gb1 5410 of 24 Apr 1966

Encl: (1) Proposed M/L breakdown, 1st MAW

1. The 1st Quarter, FY67 M/L has been reviewed and is summarized against current on-hand and known 90-day attrition below:

a. MACS-7

<u>MOS</u>	<u>O/H</u>	<u>M/L</u>	<u>KNOWN LOSSES</u>
5941 (TPS-34/22)	5	9	5
5942 (UPS-1)	2	2	1
5943 (TPS-37)	2	3	2
5944 (Radar Relay)	1	2	-
5949 (Radar Tech)	8	7	3

b. MASS-2

5942 (UPS-1)	0	4	-
5961 (TPQ-10)	15	26	2

c. MATCU-67/68

5941 (TSQ-18)*	4	4	1
5942 (UPS-1)	1	4	-
5949 (Radar Tech)	8	4	4
5951 (CCA Tech)	12	14	3

d. 1st MAW

2511	141	125	52
2529	16	12	1
2531	103	105	28
2532	64	101	9
2533	78	82	23
2539	11	8	5
2541**	46	42	12
2543**	53	34	8
2561	21	11	1

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Enclosure (5)

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1000

- * MOS is primary surveillance radar, but in MATCU, maintains AN/TSQ-18.
- ** Includes thirty MOS 2541/2543 TAD from 7th Communication Battalion as authorized by reference (a).

2. Specific areas of concern include:

- a. The known loss of all radar mechanics in MACS-7.
- b. The absence of AN/UPS-1 technicians and the existing shortage of AN/TPQ-10 technicians in MASS-2.
- c. A shortage of communication center personnel in the Wing and the pending termination of TAD authorized by reference (a). Reference (b) included a recommended Wing M/L (in MOS 2543/2541/2561) of 146; this recommendation, in the light of subsequent requirements, was not adequate; actual requirements total 179. The current M/L plus the 30 augmentees totals 117. The requirements to serve two new groups (one with an AUTODIN requirement) widens the gap between assets and requirements even further. It is noted that the 1st MAW originates over four times the amount of traffic of any other Force unit and total messages processed by the Wing, during August, is expected to exceed 70,000. This takes people; the alternative is back-logs and delays.

3. Recommendations

- a. That an application for an immediate increase in M/L authorization of MOS 2541/2543/2561, from 87 to 179 be submitted to CMC.
- b. That MOS's 5941, 5942 and 5961 be reported as critical in the 1st MAW monthly personnel report for September 1966.
- c. That enclosure (1) be distributed as the M/L assignments, OF 25/28/59, within the 1st MAW.

Copy to:
CFO, FMFPAC
CFO, III MAF

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Proposed M/L Breakdown, 1st MAJ

MOS	Wing CT-Br	H&HS-1	MASS-2	MACS-7	1st LADM	2d LADM	MAG-11	MAG-12	MAG-16	MAG-36	MSG- 17
2511	-	22	8	13	14	14	11	11	11	11	10
2529	2	1	1	1	1	1	1	1	1	1	1
2531	-	15	15	15	10	10	6	6	11	11	6
2532	-	73	-	-	14	14	-	-	-	-	-
2533	-	22	7	8	8	8	5	5	6	6	7
2539	-	1	1	1	1	1	-	-	1	1	1
2541	-	26	-	-	-	-	4	4	4	4	-
2543	-	7	3	3	3	3	3	3	3	3	3
2561	-	3	-	1	1	1	1	1	1	1	1
2811 *	-	6	-	-	-	-	-	-	-	-	-
2821 **	-	13	-	-	-	-	2	2	2	2	2
2831	-	18	-	-	3	3	-	-	-	-	-
2841	-	8	2	2	2	2	2	2	2	2	2
2851	-	14	3	3	3	3	3	3	3	3	3
2857	-	1	-	-	-	-	-	-	-	-	-
2861	1	13	7	7	7	7	7	7	7	7	7
2862	-	4	-	-	-	-	-	1	1	1	-
2863	-	1	-	-	-	-	-	-	-	-	-
2867	-	1	-	-	-	-	-	-	-	-	-
5911	-	-	-	-	10	10	-	-	-	-	-
5912	-	-	-	-	11	11	-	-	-	-	-
5913	-	-	-	-	28	28	-	-	-	-	-
5917	-	-	-	-	10	10	-	-	-	-	-
5941	-	-	-	9	-	-	-	-	2 ¹	2 ²	-
5942	-	-	4	2	1	1	-	-	1 ¹	1 ²	-
5943	-	-	-	3	-	-	-	-	-	-	-
5944	-	-	2	-	-	-	-	-	-	-	-
5949	1	-	2	7	3	3	-	-	2 ¹	2 ²	-
5951	-	-	-	-	-	-	-	-	7 ¹	7 ²	-
5995	-	-	-	-	1	1	-	-	-	-	-
5961	-	-	26	-	-	-	-	-	-	-	-

* Includes MOS's 2812, 2813 and 2814

** Includes MOS's 2822 and 2823

1 MATCU-68

2 MATCU-67

Enclosure (1)

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Personnel of the CEO Branch as of 31 August 1966

<u>NAME</u>	<u>RANK</u>	<u>SERNO/MOS</u>	<u>DUTIES</u>	<u>RTD</u>
ANDERSON, Robert V.	LtCol	048854/2502/0805	CEO	Aug67
STOETZER, William H.	Major	053124/2502	A/CEO	Sep66
GUBB, Lester A.	Major	052867/2502/5905	A/CEO	Aug67
CERNEY, William F.	Capt	080720/2502	A/CEO	Feb67
HOWO, John Y. S.	Capt	084285/2502	Sp1Pro0	May67
CRUSIE, James J.	MGySgt	843664/2529	Wing Comm Chief	Dec66
FULTON, Richard C.	MSgt	455219/5949	Avn Rd Tech	Oct66
GRAVES, Charles A.	MSgt	634239/2861	Elect Chief	Mar67
ROSENBERG, Bernard	GySgt	1425293/2861	NCOIC MARS	Oct66
HENKEL, James S.	GySgt	859591/2529/5711/0431	A/Wing Comm Chief	Jul67
SMITH, Roger A.	Sgt	1934820/2861	MARS Operator	May67
MELLOTT, Sheldon W.	Sgt	2026120/0141	Clerk Typist	Sep66
MILLS, Frank D.	PFC	2103786/0311	Draftsman	Jun67
BARBER, Robert M.	PFC	2095933/3261	MARS Operator	Dec66

UNCLASSIFIED
Enclosure (6)

DECLASSIFIED

APPENDIX(8)

DECLASSIFIED

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

16:JJZ:dlf
5750
11 SEPT 66

From: Wing Medical Officer
To: Commanding General (Attn: ACofS, G-3)

Subj: Medical Chronology for the month of August 1966

Ref: (a) WgO 5750.1B

Encl: (1) Roster of Key Personnel
(2) Letter recommending surplus A/C Carriers to be converted to hospital ships
(3) Copy of Wing Medical Newsletter #49

1. Captain J. J. ZARRIELLO, MC, USN, Wing Surgeon, appeared as a witness on 1 August 1966, before a board of inquiry investigating an aircraft accident which occurred on 25 July 1966.

2. Conferences and visits made by the Wing Surgeon during the month.

a. On 4 August 1966, Wing Surgeon to NSA Hospital to attend the first I Corps Medical meeting.

b. On 7 August 1966, Wing Surgeon, LCDR M. S. P. FERNANDEZ, MSC, USN, Wing Medical Administrative Officer, and HMCM C. W. PARKER, USN, Wing Medical Administrative Chief, visited the HOA KHANH Childrens Hospital, near Danang.

c. On 18 August 1966, Wing Surgeon briefed the Commanding General on pilot flight activity pertaining to aeromedical factors.

d. On 19 August 1966, Wing Surgeon in company with Captain C. T. DOUDNA, MC, USN FMFPAC Force Medical Officer visited the Chu Lai complex in regards to the Aviation Safety Council meeting to be held in Danang.

3. On 16 August 1966, Wing PMS Unit journeyed to Chu Lai to give Food Service Training lectures to food service people stationed at MAG-12, MAG-36, MACG 7, and 2ND LAALS BN. A six hour course was given and certificates were awarded.

4. Medical Administrative and Material inspection was conducted on FMHG-1 activities during the month of August 1966.

Appendix (8)

5. Examinations for advancement in rating were administered to Navy personnel eligible for advancement on the following dates:

E-4 2 AUG 1966

E-5 4 AUG 1966

E-6 9 AUG 1966

E-7 11 AUG 1966

6. On 31 August 1966, Wing Medical Newsletter number 9 was published. The publication provided information of interest to Wing units.

7. On 9-12 August 1966, a mild outbreak of diarrhea was reported in the Tango Sector of FMAV. A total of 25 cases were treated during a three day period in H&HS-1 dispensary and all were returned to duty the same day.

8. A letter was submitted by the Commanding General to CG III MAF, upon recommendation of the Wing Surgeon, for feasibility study on the utilization of a surplus A/C carrier for conversion to a hospital ship.

9. The Wing Surgeon accompanied WFM L. B. TOBERTHAW, CG, 13T AW, to investigate noise level hazard to personnel billeted in MAG-13 cantonment by the airstrip in Chu Lai on 23 August 1966.

J. J. Zarrillo
J. J. ZARRILLO

8

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APPENDIX (18)

DECLASSIFIED

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

3:JVR:jah
3480
2 Sep 66

~~CONFIDENTIAL~~

From: First Marine Aircraft Wing Liaison Officer, I Corps TOC
To: Assistant Chief of Staff, G-3

Subj: Helicopter Support provided I Corps during the Month of July; summary of

a. <u>TASKS</u>	<u>NUMBER</u>
Armed Helo	1271
Combat Escort	128
Combat Troop	2310
Combat Cargo	1102
Logistic Troop	1601
Logistic Cargo	1711
Command/Control	21
Search and Rescue	29
Med Evac Tactical	1207
Recon	427
Tactical Air Coordinator (Airborne)	171
Tactical Aircraft Recovery	12
Training	43
Maintenance	351
VIP	521
Admin/Liaison	952
Psych War	27
Other	175

b. Total Sorties	36,160
c. Total Flight Time	12,636.2
d. Total Cargo (Tons)	2,288.0
e. Total Troops and Pax	43,507

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Appendix (18)

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During this same period the Five in-country UH-34 squadrons, two CH-46 squadrons and the CH-37 detachment flew 9631.4 hours of which 1277.8 hours were flown in support of I Corps. This is approximately 13.3% of the total transport helo flight hours which compares to 12.2% in July and 17.2% in June. I Corps utilized their 1277.8 hours by carrying 7083 passengers and 672 tons of cargo. This is further itemized by user as follows:

<u>A. UNIT</u>	<u>HOURS</u>	<u>TONS</u>	<u>PASSENGERS</u>
1st ARVN Division			
Assault	73	22	1581
Logistics	60	56	187
Med Evac	<u>91</u>	<u>—</u>	<u>155</u>
Totals	224	77	1923
2nd ARVN Division			
Assault	243	24	2280
Logistics	354	302	697
Med Evac	<u>42</u>	<u>1</u>	<u>132</u>
Totals	639	327	3109
Quang Nam Sector			
Assault	66	1	711
Logistics	273	254	908
Med Evac	<u>19</u>	<u>N/A</u>	<u>18</u>
Totals	357	255	1637
Other			
Assault (USSF)	39	N/A	348
Logistics	<u>19</u>	<u>13</u>	<u>66</u>
Totals	58	13	414
TOTALS	1278	672	7083

3. The total Fixed wing sorties flown during August was 5780. 2.4% (141) were used for helicopter escort and landing zone prep for I Corps missions.

J. W. RIDER

Copy to:
III MAF G-3
HHC 3d AF
HHC 3d AF

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APPENDIX(19)

OFFICE OF THE WING CHAPLAIN

1st Marine Aircraft Wing, Aircraft, FMF, Pacific
c/o FPO, San Francisco, California 96601

4 Sep 1966

From: Wing Chaplain
To: Assistant Chief of Staff G-3

Subj: Command Chronology for August 1966

Ref: Wing Order 5750.1A

1. Each Chaplain assigned to a group within the 1st MAW, FMF, Pac, is asked to submit a Chronology to his own S-3. This Command Chronology is a composite report.

a. Divine Services. During the month of August, Divine Services were provided seven days per week in the Wing for Protestants and Catholics. Jewish personnel were covered in the Wing by the Jewish Chaplain from Division. The LDS and Christian Science men were provided services at the Air Force Chapel with lay services on the group level. Special Orthodox, RLDS, Episcopal Services and Lutheran Communion are held each Sunday at Marine Chapel. In the month of August Wing Chaplains conducted 157 Sunday services with an attendance of 5,974. Weekday services numbered 271 with an attendance of 2,642. Two (2) memorial services were held with 86 attending. Services conducted for units outside the Wing totaled 46 with 1,702 attending.

b. Moral Leadership. Chaplains in the FMAW gave 7 lectures with 301 attending.

2. Civic Action.

a. During the month of August the following donations were made in piastres through or in cooperation with the Chaplains' offices:

1) Catholic Technical Training Center (E. DaNang)	62,000	piastres
2) Vietnamese Education Scholarship Fund (DaNang)	54,000	piastres
3) An Tan Protestant Church (Chu Lai)	11,800	piastres
4) Baptist Youth Center (DaNang)	5,900	piastres
5) Binh Son Refugee School (Chu Lai)	5,800	piastres
6) Catholic Convent (E. DaNang)	3,000	piastres
	142,500	total
b. Clothing:	430	lbs.
c. Food:	3,160	lbs.
d. School Supplies:	305	lbs.
e. Scrap wood:	22	loads
f. Soap:	295	lbs.
g. Cement:	170	bags

- h. Religious Materials (for indigenous Churches): 65 lbs.
- i. Miscellaneous:

- 75 lbs of medical supplies
- 80 lbs of screen
- 3 bicycles
- 2 coleman lanterns
- 50 lbs of nails
- 20 gallons of paint
- 200 tooth brushes

Paul C. Hammerl
PAUL C. HAMMERL
CDR, CHC, USN,
Wing Chaplain

CIVIL AFFAIRS OFFICE
 Headquarters, 1st Marine Aircraft Wing FMF
 FPO, San Francisco Calif. 96602


46:WFM:dmt
 12 September 1966

From: Civil Affairs Officer, 1st Marine Aircraft Wing
 To: Assistant Chief of Staff G-3, 1st Marine Aircraft Wing
 Subj: Command Chronology for period 1-31 August 1966,
 submission of

1. The Commandant of the Marine Corps dedicated the Phuoc Quang Refugee Hamlet School in Hoa Khanh Village (AT955787). Also attending were CG, III MAF, CG, 1stMAW, AWC, 1stMAW, CO, MUHG-1, and CO, 1stLAAM Bn. This 6 room school was a project of the 1stLAAM Bn. MUHG-1. Distinguished Vietnamese attending were the Quang Nam Province Chief, the Hoa Vang District Chief and the Hoa Khanh Village Chief. Approximately 1,000 villagers attended the ceremony.
2. At Wing Headquarters the Commandant inspected a static display of audio/visual equipment, including a mobile loud-speaker system, from the 244th Psychological Operations Co., USA which has supported 1stMAW's civic action activities.
3. An F-8 airplane from VMF(AW)-235, MAG-11, 1stMAW crashed in Hoa Cuong Village, Hoa Vang District (AT017748) on 17 August 1966. Over 30 VN Nationals were killed, 15 injured and some 70 structures destroyed. Wing CAO and MAG-11 CAO were on scene within 45 minutes of crash with a rescue party. Food, clothes, bedding and other supplies were distributed at once. Representatives of 3rdMarDiv G-5, 29th Civil Affairs Co., the Sub-Sector Advisor and other USMC/USN units were also on scene. Wing CAO secured coffins for the deceased and they were buried early on 18 August 1966. On the same date, Wing CAO made condolence payments to relatives of victims. USMC Shore Party and USN Sea bee units, in cooperation with 1stMAW working parties, completed rebuilding over 65 structures by 31 August 1966.
4. 2ndLAAM Bn., MUHG-1 completed a 4.5 mile road on Ky Hoa Island (vic. BT483139) in the Chu Lai area. They are continuing with other projects on the same island including a dispensary/maternity clinic the size of 2½ standard class rooms at Hoa My Hamlet (BT483139).

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12 September 1966

5. MACS-7 is continuing with its rehabilitation of a school at Trung Toan in the Chu Lai area (BT522110) and delivered 50 school kits to the students.
6. MASS-2 delivered 250 CARE School kits to Hoa My Hamlet School (AT975769) and continued with the construction of two additional rooms to the school building.
7. The Wing CAO addressed a meeting of Group and Squadron CAO's from MAG-11 which was also attended by the Group Chaplain, Group Medical Officer and Group Dental Officer.
8. Pacification in the Wing's area of Civic Action responsibility (MAG-16's Marble Mountain area) is now 51%.
9. 1stMAW Doctors gave medical treatment to 9,022 Vietnamese men, women, and children during the month of August. Wing Dentists treated 1,229 Vietnamese patients during the same time.
10. During August Wing units distributed 770 bars of soap, 6,820 pounds of food, 220 lbs of clothing, 16 truck loads of scrap lumber and 55 gallons of paint.
11. Construction work continued on three primary schools in the Danang area and three primary schools in the Chu Lai area other than those mentioned above.


William F. MORLEY
Major USMCR