

UNCLASSIFIED
[REDACTED] NOFORN

5/MCD/gl
00531-67

6 JUN 1967

SE [REDACTED] NOFORN (unclassified upon removal of basic material)

SECOND ENDORSEMENT on CG 1stMAW ltr 3:TGK:fkf over
5750 Ser: 003A9367 dtd 3Apr67

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

Subj: 1st Marine Aircraft Wing Command Chronology, February
1967, submission of (U)

1. Forwarded.


M. C. DALBY
By direction

UNCLASSIFIED
[REDACTED] NOFORN
[REDACTED] NOFORN

309 967

FEB 1967

UNCLASSIFIED

S&C FILES
HEADQUARTERS III MAF3/SBC
3480
Ser:

UNCLASSIFIED


10 APR 1967

0092767

[REDACTED] - NOFORN - Unclassified upon removal of basic material

FIRST ENDORSEMENT on CG 1STMAW ltr 3:IGK:fkf 5750 Ser: 003A9367
of 3 April 1967From: Commanding General, III Marine Amphibious Force
To: Commandant of the Marine Corps (Code A03D)
Via: Commanding General, Fleet Marine Force, PacificSubj: 1st Marine Aircraft Wing Command Chronology, February
1967, submission of

1. Forwarded.


D. J. BARRETT, JR.
By directionCopy 1 of 7 copies[REDACTED]
UNCLASSIFIED
[REDACTED] NOFORN

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

3: TKG: fkb
5750
Ser: 003A9367
3 April 1967

UNCLASSIFIED

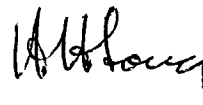
~~SECRET~~ NOFORN

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, February 1967,
submission of

Ref: (a) MCO 5750.2A

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



H. H. LONG
CHIEF OF STAFF

NO. NO.	COPY NO.
1259-67	1

UNCLASSIFIED
~~SECRET~~ NOFORN

DECLASSIFIED

SECRET NOFORN

FIRST MARINE AIRCRAFT WING
COMMAND CHRONOLOGY
1 FEBRUARY 1967 - 28 FEBRUARY 1967
LOCATION:
REPUBLIC OF VIETNAM

SECRET NOFORN

DECLASSIFIED

DECLASSIFIED

SECRET

PART ONE
ORGANIZATIONAL DATA

SECRET

DECLASSIFIED

UNCLASSIFIED

HEADQUARTERS, 1ST MARINE AIRCRAFT WING - COMMANDER & STAFF

1 FEBRUARY 1967 - 28 FEBRUARY 1967

COMMANDING GENERAL

MAJOR GENERAL LOUIS B. ROBERTSHAW

1 - 28 FEBRUARY 1967

ASSISTANT WING COMMANDER

BRIGADIER GENERAL ROBERT G. OWENS JR.

1 - 28 FEBRUARY 1967

CHIEF OF STAFF

COLONEL EDWARD J. DOYLE

1 - 28 FEBRUARY 1967

DEPUTY CHIEF OF STAFF

COLONEL HERBERT H. LONG

4 - 28 FEBRUARY 1967

ASSISTANT CHIEF OF STAFF, G-1

COLONEL DAN H. JOHNSON

1 - 4 FEBRUARY 1967

COLONEL JAY W. HUBBARD

5 - 28 FEBRUARY 1967

ASSISTANT G-1

LIEUTENANT COLONEL HARRY D. STOTT

1 - 28 FEBRUARY 1967

ASSISTANT CHIEF OF STAFF, G-2

COLONEL GEORGE H. DODENHOFF

1 - 28 FEBRUARY 1967

ASSISTANT G-2

LIEUTENANT COLONEL EDWARD K. KIRBY

1 - 13 FEBRUARY 1967

MAJOR LARRY R. VAN DEUSEN

14 - 28 FEBRUARY 1967

ASSISTANT CHIEF OF STAFF, G-3

COLONEL GUY M. CLOUD

1 - 5 FEBRUARY 1967

COLONEL DOUGLAS D. PETTY JR.

6 - 28 FEBRUARY 1967

UNCLASSIFIED

ASSISTANT G-3

COLONEL GUY M. CLOUD

6 - 28 FEBRUARY 1967

LIEUTENANT COLONEL KENNETH T. DYKES

1 - 28 FEBRUARY 1967

OPERATIONS OFFICER, G-3

LIEUTENANT COLONEL GEORGE A. GIBSON

1 - 6 FEBRUARY 1967

LIEUTENANT COLONEL AUBREY W. TALBERT JR.

7 - 28 FEBRUARY 1967

ASSISTANT CHIEF OF STAFF, G-4

COLONEL HERBERT H. LONG

1 - 3 FEBRUARY 1967

COLONEL FRANKLIN C. THOMAS JR.

4 - 28 FEBRUARY 1967

ASSISTANT G-4

LIEUTENANT COLONEL ALBERT E. JAMES

1 - 28 FEBRUARY 1967

OPERATIONS OFFICER, G-4

LIEUTENANT COLONEL WILLIAM E. DEEDS

1 - 15 FEBRUARY 1967

LIEUTENANT COLONEL JACK W. EVANS

16 - 28 FEBRUARY 1967

ASSISTANT CHIEF OF STAFF, G-5

LIEUTENANT COLONEL ERNEST J. BERGER

1 - 28 FEBRUARY 1967

ADJUTANT

MAJOR DONALD H. WAHLSTROM

1 - 28 FEBRUARY 1967

AVIATION SAFETY OFFICER

LIEUTENANT COLONEL WILLIAM L. WALKER

1 - 28 FEBRUARY 1967

CHAPLAIN

COMMANDER PAUL C. HAMMERL, USN

1 - 25 FEBRUARY 1967

COMMANDER PETER J. FERRERI, USN

26 - 28 FEBRUARY 1967

UNCLASSIFIED

UNCLASSIFIED

COMMUNICATIONS/ELECTRONICS OFFICER

LIEUTENANT COLONEL ROBERT V. ANDERSON
1 - 28 FEBRUARY 1967

WING SUPPLY OFFICER

COLONEL ROBERT R. FAIRBURN
1 - 28 FEBRUARY 1967

COMPTROLLER

LIEUTENANT COLONEL WILLIAM C. SIMANIKAS
1 - 28 FEBRUARY 1967

INFORMATIONAL SERVICES OFFICER

MAJOR THOMAS M. D'ANDREA
1 - 28 FEBRUARY 1967

INSPECTOR

COLONEL RICHARD M. HUNT
1 - 28 FEBRUARY 1967

LEGAL OFFICER

LIEUTENANT COLONEL RALPH K. CULVER
1 - 28 FEBRUARY 1967

STAFF MEDICAL OFFICER

CAPTAIN JERRY J. ZARRIELLO, (MC) USN
1 - 28 FEBRUARY 1967

STAFF SECRETARY

MAJOR DAVID A. CAYLOR
1 - 28 FEBRUARY 1967

SPECIAL SERVICES OFFICER

MAJOR CLEMENT D. TIMONEY
1 - 28 FEBRUARY 1967

SECRET NOFORN

2. (S) TASK ORGANIZATION/LOCATION/UNIT COMMANDERS 1 - 28 FEBRUARY 1967

<u>UNIT</u>	<u>LOCATION</u>	<u>COMMANDERS</u>
1ST MAW	DA NANG, RVN	MAJOR GENERAL LOUIS B. ROBERTSHAW
MWHG-1	DA NANG, RVN	COLONEL WILLIAM L. ATWATER JR.
MWSG-17	DA NANG, RVN	COLONEL ORLANDO S. TOSDAL
MAG-11	DA NANG, RVN	COLONEL FRANKLIN C. THOMAS JR. 1 - 3 FEBRUARY 1967 COLONEL WILLIAM F. GUSS 4 - 28 FEBRUARY 1967
MAG-12	CHU LAI, RVN	COLONEL JAY W. HUBBARD 1 - 15 FEBRUARY 1967 COLONEL BAYLOR P. GIBSON JR. 16 - 28 FEBRUARY 1967
MAG-13	CHU LAI, RVN	COLONEL DOUGLAS D. PETTY JR. 1 - 4 FEBRUARY 1967 COLONEL DAN H. JOHNSON 5 - 28 FEBRUARY 1967
MAG-16	MARBLE MOUNTAIN, RVN	COLONEL FRANK M. HEPLER
MAG-36	KY HA, RVN	COLONEL VICTOR A. ARMSTRONG

3. (C) AVERAGE STRENGTH FOR FEBRUARY 1967

<u>USMC</u>		<u>USN</u>		<u>TOTAL</u>	
Officers	1,756	Officers	71	Officers	1,827
Enlisted	14,344	Enlisted	270	Enlisted	14,614
TOTAL	16,100	TOTAL	341	TOTAL	16,441

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

<u>DATE</u>	<u>NAME</u>	<u>RANK/SERVICE</u>	<u>BILLET</u>
6 Feb	Thomas J. WALKER	RAAdm. USN	COMCARDIV III
10 Feb	John G. TOWER	R.-Tex.	U.S. Senator
18 Feb	Horman J. REAM	GS-18	Asst to SecNav
20 Feb	G. W. JOHNSON	Dr.	Dir., Navy Labs
21 Feb	Darold W. SILKWOOD	Civilian	Systems Analyst OASD
21 Feb	Thomas P. CHEATHAM	Dr. GS-18	CinCPac Advisor
27 Feb	Paul R. TYLER	MAJGen. USMC	QM General

SECRET

PART TWO
NARRATIVE SUMMARY

SECRET

SECRET

NARRATIVE SUMMARY

1 FEBRUARY - 28 FEBRUARY 1967

(S) 1 Feb: 1st MAW aircraft provided support for Operations DE SOTO, PRAIRIE and INDEPENDENCE with 42 fixed wing and 447 helicopter sorties. (Appendix 9-10-11)

(U) LtCol. C. D. CORN, former Assistant G-1, relieved Maj. F. B. Ellis as CO, HMM-265. (Appendix 17)

(S) 2 Feb: An HMM-463 CH-53A inadvertently dropped a road grader, being carried externally, when the holding straps broke.

(S) A MAG-16 O-1C landed on Highway 1, two miles south of Chu Lai, when the aircraft developed engine trouble. (Appendix 17)

(U) 3 Feb: Maj. F. L. FARRELL Jr. relieved LtCol. D. L. MAY as CO, VMFA-542, MAG-13. (Appendix 16)

(U) 4 Feb: Following the crash of a Vietnamese Air Force plane in Hamlet 1, Hoa Cuong Village (in MAG-11's area of Civic Action responsibility), the 1st MAW Contingency Reactionary Force responded instantly and assisted in rescue efforts. No one was killed and there were only five Vietnamese injured in the accident. (Appendix 1)

(S) Two VMFA-115 F-4Bs on a DAS mission at BS 804447, accounted for 12 VC KBA, 17 structures destroyed and seven damaged. (Appendix 9)

(C) 6 Feb: Members of the WERS-17 Heavy Equipment Section received a one-day course of maintenance instruction from the FMFPac Rough Terrain Fork Lift Contact Team. (Appendix 13)

(C) 7 Feb: An HMM-362 UH-34D received intense automatic weapons fire in a LZ near Nui Dau while attempting to make a medevac pick up. Three crewmen were WIA before the pilot was able to get his aircraft into the air. He flew it to a secure zone in the LSA at Nui Dang and a squadron maintenance team was flown from Ky Ha to repair the helo. It was safely returned to Ky Ha the next day. (Appendix 18)

(U) 11 Feb: Hq., 1st MAW published Operation Plan III-67 establishing the 1st MAW Contingency Reaction Force (Air Mobile) to provide emergency relief in disaster areas to Vietnamese Nationals. The force is available for use anywhere in the I CTZ. (Appendix 1)

SECRET

SECRET

(S) With the Tet Holiday truce in effect, 1st MAW A-6A aircraft flew eight sorties (six night) expending no ordnance. Numerous moving targets were sighted throughout the Route Package 1 area during five armed reconnaissance sorties and no targets were attacked.

(S) A C-117D flare ship was controlled by ASRT on an illumination mission over Da Nang. (Appendix 9)

(S) 12 Feb: 1st MAW aircraft resumed operations with fixed wing aircraft flying 106 missions and expending 99.3 tons of ordnance, while helicopters flew 536 sorties for 221.3 hours, lifting 309 passengers and 19.1 tons of cargo. (Appendix 9)

(S) 13 Feb: Four VMF(AW)-232 F-8Es hit VC positions at BT 006552 and AT 939365 accounting for 10 KBA (confirmed), three structures destroyed and seven damaged. (Appendix 9)

(S) 14 Feb: Four F-4Bs (two each from VMFA-314 and VMFA-542) hit a VC position near BT 002545 and accounted for 17 structures destroyed and 12 damaged with 10 KBA (probable). (Appendix 9)

(C) The 1st MAW Band returned to Da Nang from TAD to 9th MAB, Okinawa. (Appendix 12)

(S) 15 Feb: VMF(AW)-235 joined MAG-11 from MAG-15 at Iwakuni, Japan, and VMFA-115 departed MAG-11 for MAG-15. (Appendix 14)

(S) LtCol. R. D. MCKITRICK relieved LtCol. W. C. WATSON as CO, HMM-164.

(S) MAG-16 S-2 and S-3 officers journeyed to Phu Bai to take part in initial planning for Operation CHINOOK II, Phase I, which envisioned a heliborne assault in the "Finger Lakes-Street Without Joy" (YD 3753) area.

(C) VMO-2 aircraft provided transportation for Miss Jayne MANSFIELD in the Da Nang area. (Appendix 17)

(S) 16 Feb: Operation DECKHOUSE VI, a US Seventh Fleet amphibious landing in Quang Ngai Province was launched with 1st MAW fixed wing aircraft flying two CAS, six DAS and 14 LZP sorties with an expenditure of 25.1 tons of ordnance. (Appendix 9)

(S) HMM-361 joined MAG-16 at MMAF and HMM-263's flag was shifted

SECRET

SECRET

to Okinawa.

(C) LtCol. William E. DEEDS, former G-4 Operations Officer, relieved LtCol. Jack E. EVANS as OIC, O-1C Det., MAG-16. (Appendix 17)

(C) Col. Baylor P. GIBSON Jr. relieved Col. Jay W. HUBBARD as CO, MAG-12. (Appendix 15)

(S) 17 Feb: 1st MAF aircraft supported Operations PRAIRIE II, RIO GRANDE, DE SOTO, CHINOOK, STONE, DECKHOUSE VI, GIANT DRAGON and LIEN KET with fixed wing aircraft expending 91.9 tons of ordnance; helicopters flew 1,257 sorties in 367.7 hours lifting 3,721 passengers and 156.5 tons of cargo. (Appendix 9)

(S) An HMM-362 UH-34D was damaged when the aircraft's main rotor blades struck a building while landing at the Quang Ngai ARVN hospital. Repair at the site was impractical. Arrangements were made to retrieve the helicopter by a CH-53A at a later date. (Appendix 18)

(S) 18 Feb: Two VMA-311 A-4Es struck a VC position at BS 530827 accounting for 15 KBA (confirmed), three bunkers destroyed, three structures destroyed and two damaged. (Appendix 9)

(S) 19 Feb: A CH-53A carried the UH-34D from Quang Ngai ARVN hospital to Ky Ha. (Appendix 18)

(S) 20 Feb: ASRT "D" established a new record for a 24 hour period, dropping 210 tons of bombs on targets in northern I Corps. (Appendix 12)

(S) A VMA-211 A-4E, flown by Capt. R. B. BOOHER, was shot down. The uninjured pilot was rescued by boat. (Appendix 15)

(S) 22 Feb: HMM-463's CH-53As retrieved three UH-34Ds and one CH-46A. (Appendix 17)

(U) LtCol. S. A. HERMAN relieved Maj. C. C. FOSTER as CO, H&HS-1. (Appendix 12)

(S) 23 Feb: Four HMM-265 CH-46As retracted 37 Special Forces members at 2200H, west of Phu Bai. Four VM0-3 UH-1E gunships provided cover while six HMM-265 and HMM-164 CH-46As were in the area, ready to insert additional troops if the retraction was unsuccessful. All four CH-46As which conducted the retraction incurred rotor blade damage while landing in the pick up zone. (Appendix 17)

SECRET

SECRET

(U) Col. Allen L. PHILLIPS, Executive Officer, MAG-36, received the Vietnamese Cross of Gallantry with Palm. (Appendix 18)

(C) MWSG-17 provided an Engineer Platoon plus a rifle squad with machine gun section to the 1st MAW's Task Group "A," Civil Disaster Reaction Force. (Appendix 13)

(S) 24 Feb: Operation DE SOTO was supported by 23 A-4C/E, 12 F-4B and four F-8Es flying 10 CAS and 29 DAS sorties expending 37.4 tons of ordnance. Helicopters flew 285 sorties for 81.7 hours lifting 556 passengers and 63.9 tons of cargo. (Appendix 9)

(S) An HMM-163 UH-34D medevac aircraft crashed and burned while on an emergency mission near Phu Bai, killing all five crewmembers. (Appendix 17)

(S) A three aircraft flight from HMM-164 transported an 80 member Vietnamese civilian burial party from Que San to Duc Duc. (Appendix 17)

(S) 25 Feb: Two VMFA-323 F-4Bs hit VC snipers at BS 654576 expending 12 Mk-81SEs and seven Mk-77s with a reported BDA of eight structures destroyed. (Appendix 9)

(S) 26 Feb: Two VMA-214 A-4Cs struck a VC position at BS 730891 expending 16 Mk-82s and 150 20mm rounds for 30 VC KBA (probable), two bunkers and 17 structures destroyed, and nine structures damaged. (Appendix 9)

(U) LtCol. Knolton P. RICE relieved LtCol. William G. MCCOOL as CO, VMA-211, MAG-12. (Appendix 15)

(S) 27 Feb: Operation DE SOTO/DECKHOUSE VI was supported by 22 A-4C/Es and seven F-4Bs flying 13 CAS, 14 DAS and two LZP sorties expending 55.3 tons of ordnance; helicopters flew 472 sorties for 156 hours lifting 1,112 passengers and 192.3 tons of cargo. (Appendix 9)

(S) At 0315H, Da Nang Air Base came under attack by an enemy rocket unit about five miles south of the airdrome. The 140mm rockets did little damage to 1st MAW property although there was one USMC KIA and one USMC WIA. The attack did temporarily knock out two 1st MAW communications systems: (1) All teletype circuits (except that to the 3rd MarDiv) including all entries to world-wide systems; and (2) All

SECRET

SECRET

dial trunks to DA NANG exchange except 6199 (Assistant Chief of Staff, G-3) and 6384 (Chief of Staff). (Appendixes 2, 6, 7, 12, 13, 14 and 20)

(S) 28 Feb: New portion of airfield parking ramp adjacent to the Marine Air Passenger Terminal at Da Nang Air Base, opened for use allowing 44,000 sq. yds. for aircraft operations. (Appendix 13)

(S) A-6As flew 20 sorties (18 night) expending 118 tons of ordnance with a reported BDA of two secondary explosions. Three sorties attacked four targets north of 17°20'N with no reported BDA. (Appendix 9)

-0-

ADDITIONAL INFORMATION

(C) During February, VMCJ-1 pilots flew 1,103 hours thereby exceeding the previous MAG-11 record by 79.9 hours. (Appendix 14)

(C) Capt. G. W. BROKATE gave one hour weekly briefings to the MAG-13 Group Guard on the general situation in Vietnam and, in more specific detail, the situation in the Chu Lai TAOR. (Appendix 16)

(C) Over the 24 hour period of 25-26 February, VMA-311, MAG-12, flew a record-breaking 93 combat sorties. Also in this period, they flew their 11,000th combat sortie. (Appendix 15)

(C) VMFA-542, MAG-13, completed its 6,000th combat sortie and 8,000th combat hour in Vietnam during the month. (Appendix 16)

(S) MATCU-62 assumed responsibility for air control operations at Khe Sanh during February. MATCU-68 established control tower facilities at An Hoa and operates on 247.0 mc (UHF) and 30.7 mc (FM). (Appendix 17)

(S) An HMM-164 helicopter removed two KIAs from a LZ in the Operation CHINOOK area 21 Feb. One of the two was Mr. Bernard FALL, civilian writer and author of "Street Without Joy." (Appendix 17)

(S) 1st MAW ASRT totals for February utilized 2,120 aircraft on 1,857 missions hitting 3,302 targets. (Appendix 9)

DECLASSIFIED

SECRET

PART THREE
SIGNIFICANT EVENTS

SECRET

DECLASSIFIED

SECRET NOFORN

1. (C) Casualties. The following is a breakdown of 1st MAW casualties for February 1967. (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>
7	46	0	1	0	2	164	220	398
Total medical evacuees - 50					Returned to duty - 0			

2. (U) Awards. The 1st MAW Awards Section processed 2,884 awards during February. (Appendix 1)

<u>FORWARDED TO HIGHER HEADQUARTERS</u>		<u>RECEIVED FROM HIGHER HEADQUARTERS</u>	
Silver Star	2	Silver Star	1
Distinguished Flying Cross	35	Distinguished Flying Cross	6
Bronze Star Medal	7	Bronze Star Medal	1
Navy Commendation Medal	73	Navy Commendation Medal	10
Single Mission Air Medal	11	Single Mission Air Medal	17
CG, FMFPac Commendation	5	TOTAL	35
TOTAL	133		
Air Medals awarded at 1st MAW	2,671		
Purple Hearts awarded at 1st MAW	45		
TOTAL	2,716	GRAND TOTAL	2,884

3. (SN) Intelligence/Counter Intelligence. Activities of the 1st MAW 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 of North Vietnam and Communist China; and maintenance of data concerning selected targets in North and South Vietnam and Laos.

(U) The majority of the 1st MAW Photo Interpretation personnel (0241) continued to function under operational control of III MAF. This support consisted of 12 enlisted men at the end of February.

(U) Coordination of intelligence efforts and exchange of information with the following units continued during the period: III MAF; 1st MarDiv; 3rd MarDiv; 7th AF (Saigon); USAF 35th Tactical Fighter Wing; Det. C-1, Special Forces; Command Task Unit 77.1; and organic Marine Aircraft Groups. (Appendix 2)

4. (U) Informational Services. All significant events occurring during February within the Wing were covered by ISO writer/photographer teams. There were two casualties among the 42 ISO personnel when

SECRET NOFORN

SECRET

2ndLt. H. E. MINCH 099759/6502, combat artist wounded in left hand by a rifle bullet, and Sgt. J. E. BOYD 1855340/4631, photographer wounded in right lower jaw and neck by a rifle bullet. Both men were involved with coverage of Operation STONE, 22 Feb. ISO writers and photographers accompanied helicopters on every major operation, as well as numerous medical evacuations, resupply and passenger missions. The 1st MAW Photo Lab processed 7,771 prints during February in the following categories: 6,611 prints to accompany news releases; 644 photos of technical matters; 105 SRB and ID prints; 32 photos for Fleet Home Town release; 1,600 feet of motion picture film; and 379 color slides. ISO also sent out 1,929 FHTN stories and 113 taped interviews. (Appendix 7)

5. (U) Chaplain Activities. Divine Services were provided seven days a week in the 1st MAW. A total of 179,422 piasters (US\$1,520.52) were donated to ~~deserving~~ Vietnamese institutions along with considerable amounts of clothing, food and other items. (Appendix 12)

6. (S) AIR OPERATIONS

a. (S) Fixed Wing Jet. 1st MAW fixed wing jet operations showed a marked increase during February, flying a total of 6,437 sorties -- up 628 from January totals. Sortie breakdown for the period 1 - 28 February is as follows: (Appendix 19)

(S) III MAF SUPPORT

CAS/LZP	838/164
DAS	2795
ESCORT	391
PHOTO/ECM	202/91
OTHER TAC/NON-TAC	466/287
TOTAL SORTIES	5234

(S) ARVN SUPPORT

DAS	66
OTHER	1
TOTAL SORTIES	67

(S) US ARMY SUPPORT

CAS/DAS	2/15
OTHER	2
TOTAL SORTIES	19

(S) 7TH AF SUPPORT

SL/TH	371
RT/TA	448
ECM	59
BLUE BLAZER	44
ESCORT	2
OTHER	48
TOTAL SORTIES	972

(S) ROKMC SUPPORT

CAS/DAS	2/2
TOTAL SORTIES	4

(S) 7TH FLT SUPPORT

ECM	141
TOTAL SORTIES	141
GRAND TOTAL SORTIES	6,437

(S) Of DAS and ID sorties listed, 1,956 were TPQ-10 controlled and there were 89 Red Blazer flights.

SECRET

b. (S) Helicopter Operations. During February 1967, RVN-based 1st MAW helicopters flew 34,738 sorties for 12,614.9 hours. A total of 52,263 troops/passengers and 5,854.7 tons of cargo were lifted. The three UH-34D, four CH-46A squadrons and CH-37C detachment flew 9,441.6 hours of which 616.6 hours were flown in support of I Corps. (Appendix 19)

c. (S) Electronic Countermeasures/Photo. Photographic measures of VMCJ-1 increased as a total of 396.3 hours were logged as 104 missions were completed and 260 sorties flown. A total of 86,905 feet of paper was used in processing 53,556 negatives. (Appendix 2)

7. (S) MAJOR OPERATIONS SUPPORTED BY 1ST MAW AIRCRAFT

a. (S) Operation PRAIRIE II: A multi-battalion search and destroy engagement in Quang Tri Province began 010001H Feb 67 as a continuation of Operation PRAIRIE (longest USMC operation in RVN to date — 3/8/66 — 31/1/67), and continues through this reporting period.

b. (S) Operation CHINOOK: A 3/26(Rein) search and destroy operation in Thua Thien Province, 19 Dec 66 — 16 Feb 67.

c. (S) Operation CHINOOK II: A continuation of the above operation in Thua Thien Province, began 170001H Feb 67 and continues through this reporting period.

d. (S) Operation DE SOTO: A 7th Marines(-) search and destroy operation in Quang Ngai Province, which began 26 Jan 67 and continues through this reporting period.

e. (S) Operation SHARK: This combined USMC (1/7) and ROKMC search and destroy operation in Quang Ngai Province, ran from 300815H Jan to 011200H Feb 67. Cumulative Casualties: USMC 4 WIA; Enemy 3 KIA (conf), 1 KIA (prob). (Appendix 20)

f. (S) Operation SEARCY: Two ARVN companies and USMC 3/1 held a search and destroy operation 010730H — 091000H Feb 67 in Quang Nam Province. Cumulative Casualties: USMC 16 WIA; Enemy 7 KIA (conf), 1 KIA (prob).

g. (S) Operation CLAY: In an area NW of the Chu Lai TAOR (Quang Tin Province), 1/5(-)(Rein) held a search and destroy operation 010815H — 031800H Feb 67. Cumulative Casualties: USMC 10 WIA; Enemy 1 KIA (conf),

SECRET

SECRET

2 KIA (prob).

h. (S) Operation INDEPENDENCE: The 9th Marines held a search and destroy operation 011000H - 090900H Feb 67 in Quang Nam Province. Cumulative Casualties: USMC 9 KIA, 35 WIA; CIDG 3 WIA; Enemy 139 KIA (by USMC), 6 KIA (by CIDG) (both confirmed) and 184 KIA (prob).

i. (S) Operation STONE: Two battalions of the 1st Marines and one 4th Marines battalion combined assets for this massive search and destroy operation in Quang Nam Province 120700H - 221300H Feb 67. Cumulative Casualties: USMC 9 KIA, 77 WIA; Enemy 291 KIA (conf) and 112 KIA (prob). 1st MAW fixed wing aircraft flew 53 sorties and expended 96.9 tons of ordnance; helicopters flew 142 sorties for 82.3 hours lifting 496 passengers and 6.4 tons of cargo.

j. (S) Operation RIO GRANDE: A search and destroy operation by elements of the 7th Marines in Quang Ngai Province 170715H - 221930H Feb 67. Cumulative Casualties: USMC 4 KIA, 16 WIA; Enemy 7 KIA (conf), 7 KIA (prob) and 8 WIA (prob). 1st MAW fixed wing support consisted of 99 sorties (36 in support of helos) which expended 117.0 tons of ordnance and 3,388 rounds of 20mm; helicopters flew 777 sorties for 239.7 hours lifting 1,985 passengers and 35.7 tons of cargo. The rotary wing aircraft expended 78 2.75-inch rockets and 20,335 rounds of 7.62mm ammunition.

k. (S) Operation DECKHOUSE VI: Basically an amphibious operation of Commander, Task Group 76.5 in Quang Ngai Province, this maneuver was begun 160700H Feb 67 after a one day postponement. USMC ground units involved were: A, B, C, D/1/4 and G/3/12. Due to the close proximity of Operation DE SOTO, air support figures of the two operations were combined as of 25 Feb 67. 1st MAW support of DECKHOUSE VI prior to that date totaled: fixed wing - 55 sorties expending 56.5 tons of ordnance; helicopter - 853 sorties for 211.9 hours lifting 380 passengers and 77.0 tons of cargo. The operation continues through this reporting period.

l. (S) Operation PULASKI: A 2/4 search and destroy operation in Quang Nam Province 240630H - 271500H Feb 67. Cumulative Casualties: USMC 3

SECRET

SECRET

KIA, 4 WIA; Enemy 1 KIA (conf), 1 WIA (conf). 1st MAW fixed wing aircraft flew eight sorties and delivered 2.6 tons of ordnance.

m. (S) Operation LANOKE: A 2/5 search and destroy operation in Quang Nam Province 260700H - 281600H Feb 67. Cumulative Casualties: USMC 5 WIA; Enemy 1 WIA (prob).

n. (S) Operation LAFAYETTE: A search and destroy operation held by A, C/1/1 and K, M/3/1 in Quang Tin Province. It was begun 260700H Feb 67 and continues through this reporting period.

8. (C) LOGISTICS

a. (C) Air Freight. During February 1967, the Marine Air Freight and Passenger Terminal at Da Nang Air Base processed the following amounts of freight and passengers:

Cargo S/T	3,570
Passengers	29,173
Mail S/T	12

(C) Cargo and passengers moved through Da Nang Air Base by USAF and MAC for Navy and Marine Corps totaled 8,125 S/T cargo and 35,665 passengers.

(C) Air Delivery. A total of 52.6 tons of bunker logs were delivered to 3/7 in four drops.

b. (C) Embarkation. 1st MAW cargo moved in and out of Da Nang by surface means in February totaled 19,726 S/T.

c. (C) Ordnance. Class VA munitions expended during February by Wing tactical units totaled 9,630 tons. Chu Lai received 7,985.3 tons of Class VA munitions and Da Nang received 3,552.6 tons.

d. (C) Tactical Airfield Fuel Dispensing System (TAFDS). Following amounts of fuel were issued during February: JP-4 10,828,850 gallons; Av/Gas 968,640 gallons. Total issued was 11,797,490 gallons. (Appendix 4)

9. (U) Supply. The FMFPac Special Engineer Critipak for critical repair parts for engineer equipment proved to be a successful program. The 1st MAW received 78 per cent of requested items, many of which were difficult to obtain. (Appendix 4)

SECRET

SECRET NOFORN

10. (C) Communications/Electronics. The 1st MAW Military Affiliate Radio System handled 864 phone patches and 4,278 messages during February.

(C) Total message traffic handled by 1st MAW Communications Center for February was 103,677 of which 52,213 were outgoing and 51,464 incoming messages. There was a decrease of 854 messages from those handled in January. (Appendix 6)

SECRET NOFORN

DECLASSIFIED

UNCLASSIFIED

PART FOUR
SUPPORTING DOCUMENTS

UNCLASSIFIED

DECLASSIFIED

UNCLASSIFIED

TABLE OF CONTENTS

✓APPENDIX 1	1ST MAW G-1 COMMAND CHRONOLOGY (C)	<i>Filed w/ Cmd Chron</i>
✓APPENDIX 2	1ST MAW G-2 COMMAND CHRONOLOGY (SN)	<i>Filed Sep</i>
✓APPENDIX 3	1ST MAW G-3 WEATHER SUMMARY & PERSONNEL ROSTER (U)	
✓APPENDIX 4	1ST MAW G-4 & WING SUPPLY COMMAND CHRONOLOGY (C)	<i>Filed w/ Cmd Chron</i>
✓APPENDIX 5	1ST MAW G-5 COMMAND CHRONOLOGY (S)	
✓APPENDIX 6	1ST MAW COMMUNICATIONS/ELECTRONICS COMMAND CHRONOLOGY (C)	<i>Chron</i>
✓APPENDIX 7	1ST MAW INFORMATIONAL SERVICES COMMAND CHRONOLOGY (U)	<i>Filed Sep</i>
✓APPENDIX 8	1ST MAW MEDICAL DEPARTMENT COMMAND CHRONOLOGY (U)	<i>Filed w/ Cmd Chron</i>
✓APPENDIX 9	1ST MAW DAILY SITUATION REPORTS - FEBRUARY 1967 (S)	
✓APPENDIX 10	1ST MAW GROUP SITUATION REPORTS - FEBRUARY 1967 (S)	<i>Filed</i>
✓APPENDIX 11	1ST MAW OPERATION REPORTS - FEBRUARY 1967 (C)	
✓APPENDIX 12	MARINE WING HEADQUARTERS GROUP - 1 COMMAND CHRONOLOGY (S)	
✓APPENDIX 13	MARINE WING SUPPORT GROUP - 17 COMMAND CHRONOLOGY (C)	
✓APPENDIX 14	MARINE AIRCRAFT GROUP - 11 COMMAND CHRONOLOGY (S)	<i>sep</i>
✓APPENDIX 15	MARINE AIRCRAFT GROUP - 12 COMMAND CHRONOLOGY (S)	
✓APPENDIX 16	MARINE AIRCRAFT GROUP - 13 COMMAND CHRONOLOGY (S)	
✓APPENDIX 17	MARINE AIRCRAFT GROUP - 16 COMMAND CHRONOLOGY (S)	
✓APPENDIX 18	MARINE AIRCRAFT GROUP - 36 COMMAND CHRONOLOGY (S)	
✓APPENDIX 19	AIRCRAFT UTILIZATION CHARTS - FEBRUARY 1967 (S)	<i>Filed w/ Cmd Chron</i>
✓APPENDIX 20	MISCELLANEOUS SUPPORTING DOCUMENTS (S)	<i>Filed w/ Cmd Chron</i>

UNCLASSIFIED

G-1

FEB 1967

APPENDIX(1)

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

1:RS:oek
5750

MAR. 14, 1967

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

Subj: Command Chronology for the month of February 1967

Ref: (a) Wing Order 5750.1B

Encl: ✓(1) R&R quotas for the month of March 1967
✓(2) Modifications of R&R quotas for the month of March 1967
✓(3) Rotation of personnel during March 1967
✓(4) Appointment of Marriage Counsel Board
✓(5) Wing Order P12000.1
✓(6) Wing Order 5120.3
✓(7) Career Advisory News Letter
✓(8) Roster of Key G-1 Personnel

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

2. As of 28 February 1967 the total number of Local National Civilians employed by the 1st Marine Aircraft Wing decreased from 1052 to 841. This total includes 348 funded by AIK and 493 paid from personal or non-appropriated funds. The total 1st Marine Aircraft Wing payroll for Local National Civilians was RVN \$2,648,882 (US \$22,448.15) of which RVN \$1,360,833 (US \$10,915.67) was paid from AIK.

3. During February 62 officers and 444 enlisted personnel rotated to CONUS.

4. During February 91 officers and 914 enlisted personnel joined the 1st Marine Aircraft Wing.

5. During February 7 officers and 353 enlisted personnel extended their overseas tour

6. Reenlistment rates for the month of February were as follows:

	<u>CAREER</u>	<u>FIRST TERM</u>	<u>TOTAL</u>
Eligible	45	33	78
Reenlisted	11	26	37
Percentage	24.4%	78.7%	47.4%

App-1

1:RS:oek
5750

7. Casualties for the month of February were as follows:

<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>
*7	#46	0	1	0	2	164	220

Total medical evacuees - &50

Total returned to duty - 0

Cumulative Total-1967 (all types of casualties) - 398

* Includes 1 USN

Includes 2 USN

& Includes 3 USN

8. Average strength totals for the month of February were as follows:

	<u>MARINES</u>	<u>NAVY</u>	<u>TOTAL</u>
Officers	*1,756	71	1,827
Enlisted	14,344	270	14,614
Total	16,100	341	16,441

* NA-1,003; AGO-753

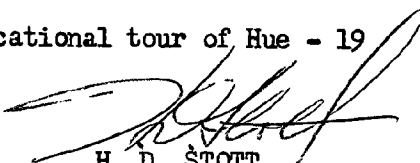
9. Entertainment and recreation during February included the following:

- a. 11Feb67 - The Ken Knoyles Show appeared in MWHG-1 area.
- b. 14Feb67 - The Louis Cottrell Show appeared in the MAG-11 area.
- c. 15Feb67 - Impromptu appearance by Miss Jayne Mansfield in MAG-16 area.
- d. 16Feb67 - The Black Patches #3 Show appeared in the 1st LAAM Bn area.

1:RS:ock
5750

e. During February recreational tours included the following:

- (1) Danang to Chu Lai - 21
- (2) Chu Lai to Danang - 20
- (3) Cultural and Educational tour of Hue - 19



H. D. STOTT
Assistant G-1

ASST G-1	ADMIN O	PERO O	SEL PROJ O	ASST PERSO	ASST PERSO	DRAFT O	ADMIN CHIEF
----------	---------	--------	------------	------------	------------	---------	-------------

HEADQUARTERS
1st Marine Aircraft Wing
Fleet Marine Force, Pacific

37:CDT:log
1710/1
20 Feb 1967

From: Commanding General

To: Commanding Officer, Marine Wing Headquarters Group 1
Commanding Officer, Marine Wing Support Group 17
Commanding Officer, Marine Aircraft Group 11
Commanding Officer, Marine Aircraft Group 12
Commanding Officer, Marine Aircraft Group 13
Commanding Officer, Marine Aircraft Group 16
Commanding Officer, Marine Aircraft Group 36

Subj: R&R quotas, month of March 1967

Ref: (a) WgO 1710.2A

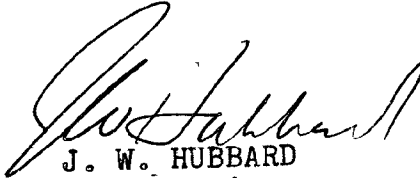
Encl: ✓(1) R&R quotas, month of March 1967
✓(2) R&R formula

1. Enclosure (1), which contains the R&R quotas for the month of March 1967, is forwarded.
2. Quotas were allocated by the formula contained in enclosure (2).
3. The information and policies concerning the administration of the program are contained in reference (a). Personnel are required to report to the III MAF Transient Facility by the show times listed in enclosure (1). Attention is called in particular to reference (a) which announces the requirements that must be met by the nominees as to inoculations, financial status, and uniforms.
4. Nominations will be submitted to the R&R Section, Wing Special Services (MOMENT 237), no later than eight days prior to the flight date. Personnel reporting to the III MAF R&R Center with orders, who have not been manifested through Wing Special Services, will be returned to their parent units.
5. Standby nominations are no longer permitted since this command is allowed only to fulfill 100% of the quotas assigned. Standbys are encouraged at the unit level to replace cancellations of regular quotas. Standby nominations will not be submitted to Wing Special Services R&R Section. Should standby nominations be permitted, units will be contacted.

App 1- ENCLOSURE (1)

37:CDT:log
1710/1
20 Feb 1967

6. It is recommended that Group Commanders request subordinate units to maintain a file of personnel desiring R&R who would be available with minimum notice. This action will permit maximum utilization of supplementary seat allocations.


J. W. HUBBARD
By direction

Copy to:
R&R Center III MAF (2 copies)
ACofS G-1 1stMAW (2 copies)

37:CDT:log
1710/1
20 Feb 1967

HAWAII Show Time 0530

DATE	MWHG-1	MAG-11	MAG-12	MAG-13	MAG-16	MWSG-17	MAG-36	Daily Quota
1	4	4	3	3	6	1	3	24
2	4	3	4	3	6	1	3	24
8	4	4	3	4	5	1	3	24
9	4	4	4	3	6	1	2	24
15	4	3	4	3	5	2	3	24
16	5	3	3	3	6	1	3	24
22	4	4	3	3	6	1	3	24
23	4	3	4	3	5	2	2	23
29	4	3	3	3	5	1	3	22+1CG
Total	37	31	31	28	50	11	25	214

OKINAWA Show Time 0930

DATE	MWHG-1	MAG-11	MAG-12	MAG-13	MAG-16	MWSG-17	MAG-36	Daily Quota
1	2	2	2	1	3		2	12
7	2	2	2	2	3	1		12
13	2	2	1	2	3		2	12
19	2	2	2	2	2	1	1	12
25	2	1	2	1	3	1	2	12
31	2	2	1	2	3	1	1	12
Total	12	11	10	10	17	4	8	72

ENCLOSURE (1)

37:CDT:log

1710/1

20 Feb 1967

TAIPEI Show Time 1025

DATE	MWHG-1	MAG-11	MAG-12	MAG-13	MAG-16	MWSG-17	MAG-36	Daily Quota
1	2	2	2	2	3	1	1	13
3	2	2	2	2	3		2	13
5	2	2	1	2	3	1	2	13
6	2	1	2	2	3	1	2	13
8	2	1+2	2	1	1+2	1	1	9+4ASP
10	2	2	1	2	3	1	2	13
11	2	2	2	1	3	1	2	13
13	2	1	2	2	3	1	1	12
15	2	2	1	2	4	1	1	13
16	3	2	2	1	3		1	12
18	2	1	2	2	3	1	1	12
20	2	3	2	1	3		1	12
21	3	2	1	2	3		1	12
23	2	2	2	1	3	1	1	12
25	2	2	1	2	2	1	2	12
26	2	2	2	1	3		2	12
28	2	1	2	2	3	1	1	12
30	2	2	2	2	3		1	12
31	2	2	2	1	3		2	12
Total	40	34	33	31	55	12	27	236

ENCLOSURE (1)

37:CDT:log

1710/1

20 Feb 1967

HONG KONG Show Time 1030

DATE	MWHG-1	MAG-11	MAG-12	MAG-13	MAG-16	MMSG-17	MAG-36	Daily Quota
1	2	2	2	2	2		1	11
3	2	2	1	2	2	1	1	11
4	2	1	2	1	3		2	11
5	2	1	2	1	3	1	1	11
6	2	1	2	2	3	1	1	12
8	2	2	1	2	3	1	1	12
9	2	2	2	2	2		2	12
10	2	1	2	2	3	1	1	12
13	2	2	1	1	3	1	2	12
14	2	2	2	1	3		2	12
15	2	2	2	1	3	1	1	12
18	2	1	2	2	2	1	2	12
19	2	1+2	1	2	1+2		1	8+4ASP
20	2	2	1	2	3	1	1	12
23	2	2	2	1	3		2	12
24	2	2	1	1	4	1	1	12
25	2	2	2	2	2	1	1	12
28	2	2	1	2	3	1	1	12
29	2	2	2	1	3		2	12
30	2	2	2	1	4		1	12
Total	40	34	33	31	55	12	27	236

ENCLOSURE (1)

37:CDT:log

1710/1

20 Feb 1967

SINGAPORE Show Time 1000

DATE	MWHG-1	MAG-11	MAG-12	MAG-13	MAG-16	MWSG-17	MAG-36	Daily Quota
1	2	2	2	1	4	1	2	14
6	2	2	2	2	3		2	13
11	2	2	2	2	3	1	1	13
16	2	1+2	1	1	3+2		1	9+4ASP
21	3	2	2	2	2	1	1	13
Total	11	9	9	8	15	3	7	66

BANGKOK Show Time 0815

DATE	MWHG-1	MAG-11	MAG-12	MAG-13	MAG-16	MWSG-17	MAG-36	Daily Quota
2	2	2	2	2	2		2	12
4	2	2	2	1	3	1	1	12
5	2	2	2	2	3		1	12
7	2	2	2	1	3	1	1	12
9	2	2	2	2	2		2	12
10	2	2	2	1	2	1	2	12
12	2	1	2	2	2		2	11
14	2	2	2	1	3	1	1	12
15	2	2	2	2	3		1	12
17	2	2+2		1	2+2	1		8+4ASP
19	2	2	2	2	3		1	12
20	2	1	1	1	3	2	1	11
22	2	1	2	2	2		3	12

ENCLOSURE (1)

37:CDT:log
1710/1
20 Feb 1967

BANGKOK Show Time 0815 (Continued)

DATE	MVHG-1	MAG-11	MAG-12	MAG-13	MAG-16	MSG-17	MAG-36	Daily Quota
24	2	1	2	1	2	1	3	12
25	2	1	1	2	3		2	11
27	2	2	1	1	3	1	1	11
29	2	2	1	2	4			11
30	2	1	2	1	4	2		12
Total	36	30	30	27	49	11	24	211

MANTLA Show Time 0930

DATE	MVHG-1	MAG-11	MAG-12	MAG-13	MAG-16	MSG-17	MAG-36	Daily Quota
4	1	1		1	1	1	1	6
5		1	1	1	2		1	6
9	1	1	1	2	1			6
10		1	1	1	1	1	1	6
14	1	1	1	1	1			5
15	1	2ASP			2ASF			1+4ASP
19	1	1	1		1		1	5
20	1	1	1		1		1	5
24	1		1		2	1		5
25	1	1			2		1	5
29	1		2	1	1			5
30	1	1		1	1		1	5
Total	10	9	9	8	14	3	7	64

ENCLOSURE (1)

37:CDT:log

1710/1

20 Feb 1967

KUALA LUMPUR

Show Time 1030

DATE	MWHG-1	MAG-11	MAG-12	MAG-13	MAG-16	MWSG-17	MAG-36	Daily Quota
4	2	2	2	2	2	1	2	13
9	2	1+2	2	2	1+2		1	9+4ASF
14	2	2	2	1	3	1	2	13
19	2	1	2	2	4	1	1	13
24	2	3	1	2	3	1	1	13
29	2	2	2	1	4		1	12
Total	12	11	11	10	17	4	8	77

TOKYO Show Time 1400

DATE	MWHG-1	MAG-11	MAG-12	MAG-13	MAG-16	MWSG-17	MAG-36	Daily Quota
1	4	4	3	3	5	1	3	23
2	4	3	4	3	5	2	2	23
8	4	4	3	3	6	1	2	23
9	4	3	4	3	5	1	3	23
15	4	3	3	3	6	2	2	23
16	3	5	3	3	5	1	3	23
22	4	3	3	3	6	1	3	23
23	4	2+2	3	3	4+2	1	2	19+4ASF
29	4	3	4	3	6	1	2	23
30	4	3	3	3	6	1	4	24
Total	39	33	32	30	54	12	26	231

ENCLOSURE (1)

37:CDT:log
1710/1
20 Feb 1967

R&R FORMULA

Formula used for quota allocations

1. Factor of 1.0 for H&HS-1, MATCU, VNCGJ, MACS, LAAM Bns, WERS, MABS, and H&MS.
2. Factor of 1.2 for VML and VMLA.
3. Factor of 1.4 for VMT(AW).
4. Factor of 2.0 for MM, PM1, and VMO.
5. Factor multiplied by the eligible in-country strength equals Group corrected strength.
6. Organizations reporting in-country will not be allocated for quotas during the first three months of their current tour in-country.

Group Allocations

		RAW	CKJ	PAI	LA	SING	PK	MAN	KI	IK	TOTAL
MANG-1	17.2	37	12	40	40	11	36	10	12	39	237
MAG-11	14.5	31	11	34	34	9	30	9	11	33	202
MAG-12	14.4	31	10	33	33	9	30	9	11	33	199
MAG-13	13.2	28	10	31	31	8	27	8	10	30	183
MAG-16	23.6	50	17	55	55	15	49	14	17	54	326
MUSC-17	5.3	11	4	12	12	3	11	3	4	12	72
MAG-36	11.5	25	8	27	27	7	24	7	8	26	159
CG&ASP		<u>10G</u> 214	<u>72</u>	<u>4</u> 236	<u>4</u> 236	<u>4</u> 66	<u>4</u> 211	<u>4</u> 64	<u>4</u> 77	<u>4</u> 231	<u>29</u> 1407

ENCLOSURE (2)

37:CDT:log
1710/1
20 Feb 1967

Aviation Safety Program

1. Winners of the Aviation Safety Program for the month of January are shown below with their scheduled seats:

<u>MAG-11</u>	<u>MAG-16</u>	<u>Location</u>	<u>Date</u>
2	2	Taipei	8
2	2	Hong Kong	19
2	2	Singapore	16
2	2	Bangkok	17
2	2	Manila	15
2	2	Kuala Lumpur	9
<u>2</u>	<u>2</u>	Tokyo	23
14	14		

ENCLOSURE (2)

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

37:JLR:rnr
1710/1
24 Feb 1967

From: Commanding General
To: Commanding Officer, Marine Wing Headquarters Group 1
Commanding Officer, Marine Wing Support Group 17
Commanding Officer, Marine Aircraft Group 11
Commanding Officer, Marine Aircraft Group 12
Commanding Officer, Marine Aircraft Group 13
Commanding Officer, Marine Aircraft Group 16
Commanding Officer, Marine Aircraft Group 36

Subj: R&R quotas, month of March 1967; modification of


Ref: (a) CG 1stMAW ltr 37:CDT:log 1710/1 dtd 20Feb67
(b) WgO 1710.2A

1. Reference (a) is hereby cancelled.
2. Enclosure (1), which contains the R&R quotas for the month of March 1967, is forwarded.
3. Quotas were allocated by the formula contained in enclosure (2).
4. The information and policies concerning the administration of the program are contained in reference (b). Personnel are required to report to the III MAF Transient Facility by the show times listed in enclosure (1). Attention is called in particular to reference (b) which announces the requirements that must be met by the nominees as to inoculations, financial status, and uniforms.
5. Nominations will be submitted to the R&R Section, Wing Special Services (MOIENT 237), no later than eight days prior to the flight date. Personnel reporting to the III MAF R&R Center with orders, who have not been manifested through Wing Special Services, will be returned to their parent units.
6. Standby nominations are no longer permitted since this command is allowed only to fulfill 100% of the quotas assigned. Standbys are encouraged at the unit level to replace cancellations of regular quotas. Standby nominations will not be submitted to Wing Special Services R&R Section. Should standby nominations be permitted, units will be contacted.

App 1- ENCLOSURE (2)

37:CDT:rmr
1710/1
24 Feb 1967

7. It is recommended that Group Commanders request subordinate units to maintain a file of personnel desiring R&R who would be available with minimum notice. This action will permit maximum utilization of supplementary seat allocations.


J. W. HUBBARD
By direction

Copy to:
R&R Center III MAF (2 copies)
ACofS G-1 1stMAW (2 copies)

37:CDT:log
1710/1
24 Feb 1967

HAWAII Show Time 0530

DATE	MWHG-1	MAG-11	MAG-12	MAG-13	MAG-16	MWSG-17	MAG-36	Daily Quota
1	4	4	3	3	6	1	3	24
2	4	3	4	3	6	1	3	24
8	4	4	3	4	5	1	3	24
9	4	4	4	3	6	1	2	24
15	4	3	3	3	5	2	4	24
16	4	3	3	3	6	1	4	24
22	4	4	3	3	6	1	3	24
23	4	3	4	3	5	2	2	23
29	4	2	3	3	4	1	5	22+1CG
Total	36	30	30	28	49	11	29	214

OKINAWA Show Time 0930

DATE	MWHG-1	MAG-11	MAG-12	MAG-13	MAG-16	MWSG-17	MAG-36	Daily Quota
1	2	2	2	1	3		2	12
7	2	2	2	2	3	1		12
13	2	2	1	2	3		2	12
19	2	2	2	2	2	1	1	12
25	2	1	2	1	3	1	2	12
31	2	1	1	1	3	1	3	12
Total	12	10	10	9	17	4	10	72

ENCLOSURE (1)

37:CDT:log
1710/1
24 Feb 1967

TAIPEI Show Time 1025

DATE	MWHG-1	MAG-11	MAG-12	MAG-13	MAG-16	MWSG-17	MAG-36	Daily Quota
1	2	2	2	2	3	1	1	13
3	2	2	2	2	3		2	13
5	2	2	1	2	3	1	2	13
6	2	1	2	2	3	1	2	13
8	2	1+2	2	1	1+2	1	1	9+4ASP
10	2	2	1	2	3	1	2	13
11	2	2	2	1	3	1	2	13
13	2	1	2	2	3	1	1	12
15	2	2	1	2	4	1	1	13
16	3	2	2	1	3		1	12
18	2	1	2	2	3	1	1	12
20	2	3	2	1	3		1	12
21	3	2	1	2	3		1	12
23	2	2	2	1	3	1	1	12
25	2	2	1	2	2	1	2	12
26	2	2	2	1	3		2	12
28	2	1	2	2	3	1	1	12
30	2	1	2	1	2		4	12
31	1	2	2	1	2		4	12
Total	39	33	33	30	53	12	32	236

ENCLOSURE (1)

37:CDT:log
1710/1
24 Feb 1967

HONG KONG Show Time 1030

DATE	MWHG-1	MAG-11	MAG-12	MAG-13	MAG-16	MWSG-17	MAG-36	Daily Quota
1	2	2	2	2	2		1	11
3	2	2	1	2	2	1	1	11
4	2	1	2	1	3		2	11
5	2	1	2	1	3	1	1	11
6	2	1	2	2	3	1	1	12
8	2	2	1	2	3	1	1	12
9	2	2	2	2	2		2	12
10	2	1	2	2	3	1	1	12
13	2	2	1	1	3	1	2	12
14	2	2	2	1	3		2	12
15	2	2	2	1	3	1	1	12
18	2	1	2	2	2	1	2	12
19	2	1+2	1	2	1+2		1	8+4ASP
20	2	2	1	2	3	1	1	12
23	2	2	2	1	3		2	12
24	2	2	1	1	4	1	1	12
25	2	2	2	2	2	1	1	12
28	1	2	1	2	3	1	2	12
29	2	1	2		3		4	12
30	2	2	2	1	2		3	12
Total	39	33	33	30	53	12	32	236

ENCLOSURE(1)

37:CDT:log
1710/1
24 Feb 1967

SINGAPORE Show Time 1000

DATE	MWHG-1	MAG-11	MAG-12	MAG-13	MAG-16	MWSG-17	MAG-36	Daily Quota
1	2	2	2	1	4	1	2	14
6	2	2	2	2	3		2	13
11	2	2	2	2	3	1	1	13
16	2	1+2	1	1	3+2		1	9+4ASP
21	2	2	2	2	1	1	3	13
Total	10	9	9	8	14	3	9	66

BANGKOK Show Time 0815

DATE	MWHG-1	MAG-11	MAG-12	MAG-13	MAG-16	MWSG-17	MAG-36	Daily Quota
2	2	2	2	2	2		2	12
4	2	2	2	1	3	1	1	12
5	2	2	2	2	3		1	12
7	2	2	2	1	3	1	1	12
9	2	2	2	2	2		2	12
10	2	2	2	1	2	1	2	12
12	2	1	2	2	2		2	11
14	2	2	2	1	3	1	1	12
15	2	2	2	2	3		1	12
17	2	2+2		1	2+2	1		8+4ASP
19	2	2	2	2	3		1	12
20	2	1	1	1	3	2	1	11
22	2	1	2	2	2		3	12

ENCLOSURE (1)

37:CDT:log
1710/1
24 Feb 1967

BANGKOK Show Time 0815 (Continued)

DATE	MWHG-1	MAG-11	MAG-12	MAG-13	MAG-16	MWSG-17	MAG-36	Daily Quota
24	2	1	2	1	2	1	3	12
25	2	1	1	2	3		2	11
27	2	2	1	1	3	1	1	11
29	1	1	1		4		2	11
30	2	1	1	1	3	2	2	12
Total	35	29	29	27	48	11	28	211

MANILA Show Time 0930

DATE	MWHG-1	MAG-11	MAG-12	MAG-13	MAG-16	MWSG-17	MAG-36	Daily Quota
4	1	1		1	1	1	1	6
5		1	1	1	2		1	6
9	1	1	1	2	1			6
10		1	1	1	1	1	1	6
14	1	1	1	1	1			5
15	1	2ASP			2ASP			1+4ASP
19	1	1	1		1		1	5
20	1	1	1		1		1	5
24	1		1		2	1		5
25	1	1			2		1	5
29	1		1	1	1		1	5
30	1	1		1	1		1	5
Total	10	9	8	8	14	3	8	64

ENCLOSURE (1)

37:CDT:log

1710/1

24 Feb 1967

KUALA LUMPUR Show Time 1030

DATE	MWHG-1	MAG-11	MAG-12	MAG-13	MAG-16	MWSG-17	MAG-36	Daily Quota
4	2	2	2	2	2	1	2	13
9	2	1+2	2	2	1+2		1	9+4ASP
14	2	2	2	1	3	1	2	13
19	2	1	2	2	4	1	1	13
24	2	2	1	2	3	1	2	13
29	2	2	1	1	4		2	12
Total	12	10	10	10	17	4	10	77

TOKYO Show Time 1400

DATE	MWHG-1	MAG-11	MAG-12	MAG-13	MAG-16	MWSG-17	MAG-36	Daily Quota
1	4	4	3	3	5	1	3	23
2	4	3	4	3	5	2	2	23
8	4	4	3	3	6	1	2	23
9	4	3	4	3	5	1	3	23
15	4	3	3	3	6	2	2	23
16	3	5	3	3	5	1	3	23
22	4	3	3	3	6	1	3	23
23	4	2+2	3	3	4+2	1	2	19+4ASP
29	3	2	4	3	5	1	5	23
30	4	3	2	2	6	1	6	24
Total	38	32	32	29	53	12	31	231

ENCLOSURE (1)

37:CDT:log
1710/1
24 Feb 1967

R&R FORMULA

Formula used for quota allocations

1. Factor of 1.0 for H&HS-1, MATCU, VMCJ, MACS, LAAM Bns, WERS, MABS, and H&IS.
2. Factor of 1.2 for VMA and VMFA.
3. Factor of 1.4 for VIF(AM).
4. Factor of 2.0 for HTT, HTH, and VMO.
5. Factor multiplied by the eligible in-country strength equals Group corrected strength.
6. Organizations reporting in-country will not be computed for quotas during the first three months of their current tour in country.

Group Allocations

		HAW	OKI	TAI	HK	SING	BK	MAN	KL	TK	TOTAL
MWHG-1	16.8	36	12	39	39	10	35	10	12	38	231
MAG-11	14.2	30	10	33	33	9	29	9	10	32	195
MAG-12	14.1	30	10	33	33	9	29	8	10	32	194
MAG-13	12.9	28	9	30	30	8	27	8	10	29	179
MAG-16	23.2	49	17	53	53	14	48	14	17	53	318
MAG-17	5.2	11	4	12	12	3	11	3	4	12	72
IAC-36	13.6	29	10	32	32	9	28	8	10	31	189
CC/ASP		100		4	4	4	4	4	4	4	29
		214	72	236	236	66	211	64	77	231	1407

ENCLOSURE (2)

37:CDT:log
1710/1
24 Feb 1967

Aviation Safety Program

1. Winners of the Aviation Safety Program for the month of January are shown below with their scheduled seats:

<u>MAG-11</u>	<u>MAG-16</u>	<u>Location</u>	<u>Date</u>
2	2	Taipei	8
2	2	Kuala Lumpur	9
2	2	Manila	15
2	2	Singapore	16
2	2	Bangkok	17
2	2	Hong Kong	19
2	2	Tokyo	23
<u>14</u>	<u>14</u>		

ENCLOSURE (2)

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

1:LES:jfs
4622
25 Feb 1967

From: Commanding General
To: Commanding Officer, Marine Wing Headquarters Group 1
Commanding Officer, Marine Aircraft Group 11
Commanding Officer, Marine Aircraft Group 12
Commanding Officer, Marine Aircraft Group 13
Commanding Officer, Marine Aircraft Group 16
Commanding Officer, Marine Wing Service Group 17
Commanding Officer, Marine Aircraft Group 36

Subj: Rotation of personnel during March 1967

Ref: (a) CG, 1stMAW ltr 1:WDW:cjs 1330 of 19Mar66
(b) CG, 1stMAW ltr 1:WDW:rjn 1330 of 11Apr66
(c) WgO 1300.10E
(d) CG, FMFPac msg 050457Z/Nov66

Encl: ✓(1) Seat Allocations per aircraft for each group in RVN.

1. Using references (a) and (b) as guides, Commanding officers of groups station in the Republic of Vietnam, have been authorized seats on CAM/SAAM flights during the month of March 1967 as shown on enclosure (1).

a. Group commanders will be guided by reference (c) in writing orders for those personnel without PCS orders.

b. In compliances with reference (d), group commanders will ensure that rotation dates of officers eligible for rotation during a given month are distributed throughout the month.

c. All orders must have a detachment endorsement. The effective date of this endorsement will be the day the individual is scheduled to depart Danang, not the date of check-in at the Transient Center.

2. Group commanders must notify this Headquarters of the names of personnel assigned each aircraft at least five days prior to the date of departure. This must be done to insure pre-manifesting of personnel with FMFPac Liaison at the Marine Transient Center, Danang.

App 1- ENCLOSURE (3)

1:LES:jfs
4622
25 Feb 1967

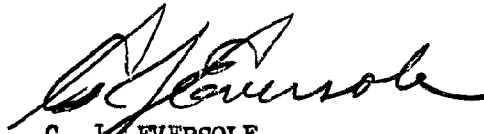
3. All personnel rotating from RVN to CONUS will check in with the Marine Liaison at the Marine Transient Center, Danang between 1300-1900 the day prior to departure.

4. Insure that all personnel have at least 35 copies of their PCS orders. If group travel orders are issued, insure that the person in charge has ample copies of orders to deliver 35 copies to any individual being separated from the group. Insure that all orders have appropriation data and the customs identification numbers (CIC) are contained therein. In regards to assigning personnel in charge of a group, your attention is invited to the provisions of paragraph 5007, MARCORPERSMAN, and Article 1608, U.S. Navy Regulations.

5. All personnel traveling from Okinawa to CONUS during March must travel in the winter service uniform.

6. Group commanders will insure that all PCS personnel have in their possession the following prior to reporting to the Marine Transient Facility, Danang.

- (1) Health and Dental Records
- (2) Pay Records
- (3) Service Record Book


C. J. EVERSOLE
By direction

SEAT ALLOCATION FOR THE MONTH OF MARCH 1967

DATE	MWHG-1	MAG-11	MAG-12	MAG-13	MAG-16	MAG-36	MWSG-17	USN	S/L	TOTAL
2Mar	1	1	1	1	1	1	1	1	0	8
3Mar	2	2	2	2	3	2	1	1	2	17
5Mar	2	2	1	2	3	2	1	1	0	14
6Mar	5	3	3	3	6	3	2	1	3	29
7Mar	5	3	3	3	7	3	2	1	2	29
8Mar	5	4	3	3	7	5	3	0	2	32
9Mar	5	4	3	3	7	3	2	0	2	29
10Mar	2	2	1	2	3	3	1	0	0	14
11Mar	5	3	3	3	6	3	2	1	3	29
12Mar	7	5	5	5	9	6	3	1	5	46
13Mar	5	4	3	3	6	5	2	0	3	31
14Mar	9	6	6	5	11	7	4	0	10	58
15Mar	5	4	3	3	7	5	2	0	2	31
16Mar	5	3	3	3	7	3	2	1	2	29
17Mar	5	3	3	3	8	3	2	0	2	29
18Mar	7	4	5	5	8	5	5	0	5	44
19Mar	6	3	3	3	9	3	2	0	0	29
20Mar	9	5	5	2	8	9	1	0	4	43
21Mar	6	3	3	3	8	3	2	1	0	29
22Mar	5	3	3	3	3	6	1	1	3	28
23Mar	6	3	3	3	5	8	0	0	0	28
24Mar	10	2	2	1	4	8	1	0	0	28
25Mar	6	6	6	6	6	2	0	0	10	42
26Mar	6	3	3	3	9	3	2	0	0	29
27Mar	6	3	3	1	9	5	2	0	0	29
28Mar	6	3	4	0	9	7	0	0	0	29
29Mar	12	8	1	0	11	8	1	0	17	59
TOTALS	153	95	84	74	180	121	47	10	77	842

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

1:CWS:rs
1752
28 Feb 1967

From: Commanding General
To: LtCol H. D. STOTT 023114/7302 USMC (G-1)
Subj: Marriage Counsel Board; appointment of
Ref: (a) WgO 1752.2D

1. All previous appointments to the 1st Marine Aircraft Wing Marriage Counsel Board are hereby cancelled.

2. You are hereby appointed senior member of the 1st Marine Aircraft Wing Marriage Counsel Board. The Board shall consist of the following members.

- a. Cdr P. J. FERRERI 571225/4100 USN (Chaplain)
- b. Maj D. D. JOHNS 071887/7333 USMC (G-1)
- c. Capt V. J. ERICHS Jr. 080596/4405 USMCR (Legal)
- d. Capt R. W. MANN 082717/4405 USMCR (Legal)
- e. Lt W. J. WINSLOW 633014/4105 USNR (Chaplain)

3. The 1st Marine Aircraft Wing Marriage Counsel Board is hereby ordered to convene for the purpose of counseling those persons brought before them who contemplate marriage within the Western Pacific area.

4. Each member of the Board is charged with the responsibility of becoming familiar with matters under their cognizance which impact on a serviceman's marriage to a foreign national.

5. The Board will be guided in the performance of its duties by reference (a). A minimum of one representative from each section will be present while the Board is in session.

J. W. HUBBARD
By direction

Copy to:
Each Board Member
MWHG-1

APB: -ENCLOSURE (4)

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

WgO FI2000.1
53:RHG:jab
9 Feb 1967

WING ORDER FI2000.1

From: Commanding General
To: Distribution List

Subj: Standing Operating Procedures for Industrial Relations

Ref: (a) MACV J-1 ltr ser 3905 of 17 Sep 1965
(b) ComNavSuppActDngInst FI200.1


Encl: ✓(1) LOCATOR SHEET

Reports Required: I. Monthly Wage Report (Report Symbol 1st MAW-12000-1)
par. 401.4
II. Monthly LNC Strength Report (Report Symbol 1st
MAW-12000-2) par. 501.2
III. Semianual LNC and Table of Distribution Review
(Report Symbol 1st MAW-12000-3) par. 501.3

1. Purpose. To promulgate standard operating procedures which provide for maximum utilization of local national employees administered by the 1st Marine Aircraft Wing.

2. Action. All Industrial Relations Offices in the 1st Marine Aircraft Wing will be administered in accordance with this Order, references (a) and (b) and other pertinent directives issued by the Commanding General or higher authority.

3. Certification. Reviewed and approved this date.


E. J. DOYLE
Chief of Staff

DISTRIBUTION: AC/S G-1 (5); AC/S Compt (5); CO, MWHG-1 (15); CO, MWSG-17
(5); CO, MAG-11 (5); CO, MAG-12 (5); CO, MAG-13 (5); CO,
MAG-16 (10); CO, MAG-36 (5)

Appr-ENCLOSURE (5)

WgO P12000.1
9 Feb 1967

LOCATOR SHEET

Subj: Standing Operating Procedures for Industrial Relations

Location: (Indicate the location (s) of the copy (ies) of the Publication)

ENCLOSURE (1)

RECORD OF CHANGES

Log complete change action as indicated

[illegible]

TABLE OF CONTENTS

	<u>Paragraph</u>	<u>Page</u>
Section I		
General	101	1-1
Responsibility	101.1	1-1
Organization	101.2	1-1
Scope	101.3	1-1
Section II		
Recruitment and Employment	201	2-1
Standards	201.1	2-1
Naval Support Activity, Industrial Relations	201.2	2-1
Department	201.3	2-1
Section III		
Security	301	3-1
General	301.1	3-1
Body Search Requirements	301.2	3-1
Section IV		
Payrolls	401	4-1
General	401.1	4-1
Pay Period	401.2	4-1
Time and Attendance Sheets	401.3	4-1
Monthly Report of Wages	401.4	4-1
Section V		
Labor Distribution	501	5-1
Current Ceiling and Breakdown	501.1	5-1
Monthly Report of Personnel and Funds	501.2	5-1
Semiannual Report of Personnel and Funds	501.3	5-1
Section VI		
Industrial Health Program	601	6-1
Workman's Compensation	601.1	6-1

APPENDIX A

	<u>Figure</u>	<u>Page</u>
Format for Monthly Report of Wages (Report Symbol 1st MAW-12000-1) par. 401.4	1	A-1
Format for Monthly Report of Labor Breakdown (Report Symbol 1st MAW-12000-2) par. 501.2	2	A-2
Format for Semiannual Report of Personnel and Funds (Report Symbol 1st MAW-12000-3) par. 501.3	3	A-3

SECTION I101. GENERAL

1. RESPONSIBILITY. The Industrial Relations Officer, 1st Marine Aircraft Wing is responsible for the implementation of basic policies to be applied in the appointment, pay, utilization, administration, and separation of direct-hire local national employees as set forth in Military Assistance Command Vietnam J-1 letter serial 3905 of 17 September 1965.

a. The Industrial Relations Officer 1st Marine Aircraft Wing shall be further guided in the performance of his duties by the procedures set forth in Commander Naval Support Activity Da Nang Instruction FI2000.1 of 15 July 1966, a copy of which shall be retained at each 1st Marine Aircraft Wing subordinate command utilizing an Industrial Relations Office.

2. ORGANIZATION. The Industrial Relations Office, 1st Marine Aircraft Wing is a special staff section coming under the cognizance of the Assistant Chief of Staff, G-1. All 1st Marine Aircraft Wing subordinate commands will establish Industrial Relations Office billets as necessary to meet their individual local national civilian labor requirements.

3. SCOPE. This Order applies to all 1st Marine Aircraft Wing units employing Local National Civilians funded from appropriated fund sources. In the interest of uniform treatment of local national employees by all 1st Marine Aircraft Wing units, the procedures established by this Order and other such activities as may employ local nationals under other funding arrangements. This Order does not apply to personal service employees employed by an individual, i.e., domestics.

SECTION II201. RECRUITMENT AND EMPLOYMENT

1. STANDARDS. All recruiting and hiring will conform to the standards set forth in Commander Naval Support Activity Da Nang Instruction P12000.1 of 15 July 1966.

2. NAVAL SUPPORT ACTIVITY, INDUSTRIAL RELATIONS DEPARTMENTS. All 1st Marine Aircraft Wing units will utilize the service of the Naval Support Activity, Industrial Relations Department located adjacent to their respective areas.

- a. Da Nang. Phone: Motley 139
Location: 1A Quang Truong St., Da Nang
- b. Chu Lai. Phone: Earthworm - Ask for IRO
Location: Check point # 5 on VN Route # 1
- c. Phu Bai. Phone: Sheve 446
Location: The old Heng Keng bar on Airport
Road near intersection VN Route # 1
- d. Dong Ha. Phone: Sheve Forward ask for IRO
Location: NW Corner of the perimeter of Airbase

SECTION III301. SECURITY

1. GENERAL. The Industrial Relations Departments listed in paragraph 207.2a-d are equipped to assist local 1st Marine Aircraft Wing units in obtaining security clearances for all prospective local national employees.

2. BODY SEARCH REQUIREMENTS. All male and female workers will be body searched upon entry and exit to their respective bases of employment. It is important that the women are searched out of public view by a security matron. All males will be searched by the gate guards, and ARVN/MSS personnel if assigned, at the Industrial Relations Office.

a. It is important to repeatedly emphasize the necessity for a complete search and the maintaining of orderly entering and exit conditions.

SECTION IV401. PAYROLLS

1. GENERAL. All time and attendance sheets will be kept at the departmental level, i.e., mess hall, utilities, etc. in duplicate.

2. PAY PERIOD. The 1st Marine Aircraft Wing payroll period runs from the 21st of the month to the 20th of the next month. At the end of the payroll period the department head will total and verify the payroll record by signing at the bottom, and forwarding one copy to his unit Industrial Relations Office, retaining one copy for his records.

a. All payroll time and attendance sheets will be computed in accordance with Commander Naval Support Activity Da Nang Instruction P12000.1 of 15 July 1966 as regards sick leave, leave without pay, lost time, and annual leave.

3. TIME AND ATTENDANCE SHEETS. All department heads will turn in their time and attendance sheets to the unit Industrial Relations Officer who will turn them into the Naval Support Activity Fiscal Office. The designated paying officer will pick up the payroll from the Naval Support Activity Fiscal Office approximately five to seven days later. At the actual paycall, two copies of the payroll will be initialed by the payee, one to be returned to the Naval Support Activity Fiscal and the other to be retained by the Industrial Relations Office.

4. MONTHLY REPORT OF WAGES. In accordance with Wing Order 7302.1, all Commanding Officers employing Local National Civilians will submit a report for the preceding month. These piaster expenditures will be broken down into appropriated and nonappropriated fund sources to include domestics, and club waitresses. See Figure 1, Appendix A.

SECTION V501. LABOR DISTRIBUTION

1. CURRENT CEILING AND BREAKDOWN. The current 1st Marine Aircraft Wing appropriated fund labor ceiling is established by Commanding General, III Marine Amphibious Force message 180038Z November 1966 (NOTAL) at 373. The breakdown by individual 1st Marine Aircraft Wing units is established by Commanding General, 1st Marine Aircraft Wing message 220305Z November 1966 (NOTAL) as follows:

MAG-11.....	43
MAG-13.....	36
MAG-16: MMAF.....	73
Phu Bai.....	28
Dong Ha.....	19
MAG-36.....	36
MWHG-1.....	107
MWSG-17.....	17
1st LAAM Bn.....	<u>14</u>
TOTAL	373

2. MONTHLY REPORT OF LABOR BREAKDOWN. All commanding officers employing Local National Civilians will submit a monthly labor breakdown report by the second of each month, for the preceeding month. See figure 2, appendix A.

3. SEMIANNUAL REPORT OF PERSONNEL AND FUNDS. All commanding officers will submit a semiannual review of their table of distribution on the 1st of May and the 1st of November. See figure 3, appendix A.

a. This review will include the anticipated piaster expense per month for the following six month period, and will include an allowance for raises, TET bonuses, and family allowances.

b. This review will also make recommendations for a change in the unit's authorized ceiling. These changes will be accompanied by sufficient justification. The primary justification being the replacement of Marines in a critical MOS by Local National Civilians.

c. These reviews will be compiled by the 1st Marine Aircraft Wing Industrial Relations Office, and a summary of anticipated needs for Local National Civilian personnel and funding for the following six month period will be forwarded to the Assistant Chief of Staff, G-1, and Assistant Chief of Staff, Comptroller, respectively.

SECTION VI601. INDUSTRIAL HEALTH PROGRAM

1. WORKMAN'S COMPENSATION. Special attention must be given to employee injuries. The supervisor must complete a Form CA-2, Official Superior's Report of Injury, as soon as possible after the injury and send it to Industrial Relations Department, NAVSUPPACT. Form CA-1, Employee's Notice of Injury or Occupational Disease, should be completed by the employee or someone on his behalf and forwarded to Industrial Relations Department, NAVSUPPACT. This action must be taken promptly, not only to expedite payment of medical expenses, but also to alleviate claims against the U.S. Embassy.

APPENDIX A

FORMAT FOR MONTHLY REPORT OF WAGES

From: Commanding Officer, (Parent Unit)
To: Commanding General, 1st Marine Aircraft Wing (Attn: IRO)
Subj: Monthly Report of Wages (Report Symbol 1st MAW-12000-1)
Ref: (a) WgO FI2000.1

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

a. Total \$VN paid: Appropriated Funds \$VN _____

b. *Total \$VN paid: Nonappropriated Funds \$VN _____

* To include salaries of housemaids/houseboys, waitresses, and janitors.

Figure 1

A-1

FORMAT FOR MONTHLY REPORT OF LABOR BREAKDOWN

From: Commanding Officer, (Parent Unit)
 To: Commanding General, 1st Marine Aircraft Wing (Attn: IRO)
 Subj: Monthly Report of Labor Breakdown (Report Symbol 1st MAW-12000-2)
 Ref: (a) WGO P12000.1

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

a. Appropriated Fund Employees

(1) <u>Job Description</u>	<u>Number</u>
----------------------------	---------------

Total _____

b. Nonappropriated Fund Employees

(1) <u>Job Description</u>	<u>Number</u>
----------------------------	---------------

Total _____

Figure 2

A-2

FORMAT FOR SEMIANNUAL REPORT OF PERSONNEL AND FUNDS

From: Commanding Officer, (Parent Unit)
To: Commanding General, 1st Marine Aircraft Wing (Attn: IRO)
Subj: Semiannual Report of Personnel and Funds (Report Symbol 1st MAW - 12000-3)
Ref: (a) WgO F12000.1

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

a. Appropriated Fund Employees

(1) Job Description On Hand Authorized Requested Increase/Decrease

(2) Justification for Increase/Decrease

B. Nonappropriated Fund Employees

(1) Job Description On Hand

c. Anticipated Piaster Expense per month for the following six month period. (Appropriated fund only.)

Figure 3

A-3

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

WgO 5120.3
1: CMB:nr
26 Feb 1967

WING ORDER 5120.3

From: Commanding General
To: Distribution List

Subj: Savings Deposit Program; deposits based on payroll money list

Ref: (a) SECNAVINST 7220.55 (NOTAL)
(b) CMC ltr CD-NKH over 7221 of 15 Dec 1966 (NOTAL)

1. Purpose. To institute procedures for deposits under the Savings Deposit Program through the medium of the Advance Copy of the Payroll Money List.
2. Background. Reference (a) promulgated the procedures for accepting Savings Deposits under the new ten percent Savings Deposit Program and provided two methods of effecting deposits, i.e., cash deposits or by registration of a "J" allotment. While it is appreciated that the registration of an allotment provides a more convenient and systematic method of deposits, it has been recognized by this Command that there are many individuals who do not desire to make regular deposits nor wish to restrict themselves to a set monthly amount. A system to accept "Cash Deposits" through the medium of the Advance Copy of the Payroll Money List is desired and hereby instituted within the 1st Marine Aircraft Wing. This will additionally afford those members located in remote areas an opportunity to participate in the Savings Deposit Program.
3. Action. In view of the above, the following procedures will be incorporated:
 - a. On the advance copy of the Payroll Money List, a column headed "SAV DEP" will be added under which a member can indicate the amount he wishes to deposit, within the limitations of reference (a).
 - b. Upon return of the Advance Copy, the disbursing officer will prepare a "Cash Savings Deposit Receipt" in the normal manner. A separate page of the regular payroll, headed "Savings Deposits" is added with the names of the depositors entered thereon and the amount they wish to deposit shown in the cash column. On payday, the unit paying officer obtains a member's signature on the separate money list in the same manner as for a cash payment, but in lieu of an actual cash transfer, the member is given the signed duplicate "Cash Savings Deposit Receipt".

App 1 ENCLOSURE (6)

WgO 5120.3
26 Feb 1967

Assuming a member was due \$150.00, he could conceivably be paid \$50.00 cash, \$50.00 in check and \$50.00 deposited in his Savings Account. The total amount (\$150.00) would be posted to his pay account in the prescribed manner.

4. Limitations. Procedures outlined above as authorized by reference (b) are subject to the following limitations:

a. The money representing the amount of the deposit of any member must remain in the possession of the disbursing officer, i.e., the unit paying officer receives only the "deposit money list" and duplicate Savings Deposit receipts.

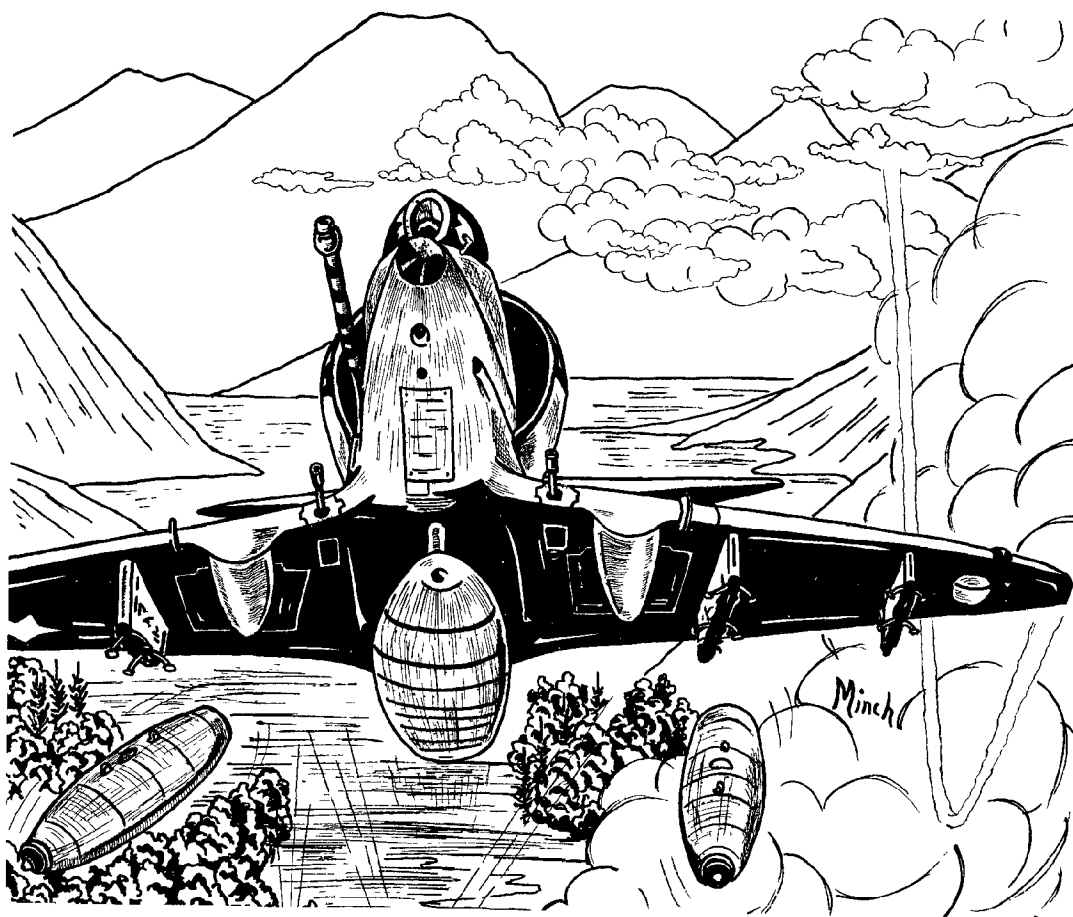
b. The date on the "Cash Savings Deposit Receipt" shall not antedate the member's signing the "Savings Deposits" payroll. This requirement must receive compliance if the system is to be considered legally sound.

c. It complicates pay record reconstruction and audit processes for a member to appear more than once on a regular payroll. Accordingly, it would be desirable for a parenthetical annotation to appear immediately after a depositor's name to indicate that an additional payment to him appears on the payroll, e.g., (Sav Dep p.7).


E. J. DOYLE
Chief of Staff

DISTRIBUTION: "A" and "B"

CAREER ADVISORY NEWSLETTER



1st MARINE AIRCRAFT WING

REPUBLIC OF VIETNAM

1551- ENCLOSURE (7)

MARCH 1967

The Wing Career Advisory Newsletter is published primarily for Career Advisory personnel. This Newsletter is not intended for general distribution nor is it directive in nature, although the information contained should be disseminated as quickly as possible. Any information, questions or suggestions concerning the Career Advisory Program are welcomed by this office, which is located in Building 70, Da Nang AB, telephone "Moment 337."

Wing Career Advisory/Education Officer Major C. M. Bengeler

Assistant Wing Career Advisory/Education Officer Captain M. T. Dominguez

Wing Career Advisory Chief GySgt B. G. Lewis

Wing Education NCO Sgt N. M. Roberson

MARINE CORPS LEAVE TIME CUT ON CHANGE OF STATION

The Marine Corps has clamped a temporary lid on the amount of leave which will be allowed on permanent change of station orders directing transfers after January 31.

From February 1 on, the maximum leave allowable on PCS orders is 20 days. Until now, most order-writing activities have been allowing 30 days as a general practice on permanent transfers.

In taking the action, the Corps emphasized that it "is a temporary measure to increase personnel availability for activation schedules"--speeding up the pipeline.

The announcement (ALMAR 4 of January 20) concurrently urged commanders in the continental U.S. to grant as much liberty and leave as possible to the affected people before their actual transfer or after reporting aboard, as the case might be. In particular, said the directive, leniency should be the byword for those people transferring to or from WestPac forces who should be given enough time off from work to attend to their personal affairs.

NAVY TIMES

BOOST IN PRO-PAY BACKED BY GREENE

If the Commandant of the Marine Corps had his "druthers," the Corps would increase the three proficiency pay levels to the \$50, \$100 and \$150 statutory limit, instead of the \$50, \$75 and \$100 payments now authorized.

continued

He predicted that the Marine Corps would make good use of many class-IV inductees--although at more cost--and disclosed that he had supported the plan, now believed to have been brought by the Secretary of the Navy, for promotion of officers and enlisteds who are prisoners of war.

NAVY TIMES

ADVANCE PAY FOR TOP EM GIVEN OFFICIAL DEFENSE OKAY

The proposal to allow senior non-commissioned and petty officers to draw advances in basic pay without command approval has been officially okayed by top-level Defense officials.

Under the new system, a man in the grades E-7 and above may get as much as a three month advance in pay if he is departing for duty at a distant station. Normally, the amount of the advance will be limited to a single month's basic pay.

All men who get the advance must have enough time left on their current enlistments to pay the money back.

A Defense directive on the new system will be distributed soon.

NAVY TIMES

JOURNEYING SERVICEMEN MUST USE NEW FORM

Beginning February 13, 1967, any serviceman who intends to travel by commercial airline at half fare, standby prices, must have a form signed by his commanding officer before purchasing his airline ticket.

The DoD regulation states that DoD form 1580 will be used--an original and four copies--but that NAVPERS form 4632/1 may be used until the new 1580s are distributed.

The regulation is stringent in its confines--original orders will not suffice nor will forms filled out at the airline ticket counter--for discount fares.

For the benefit of the traveling serviceman, there is a space on the new form where the airline will stamp his exact check-in time at the ticket counter. This gives the serviceman a semi-official priority time, either on the airline originally intended, or, if "bumped," another airline will consider the time he originally checked in at the airport and be guided by it.

The regulation applies to all commercial airline flights within CONUS or to Hawaii, Alaska, Puerto Rico or the Panama Canal Zone.

CHEVRON

'CIVILIAN LIFE' MAY NOT BE AS GOOD AS IT SOUNDS. . .

A recent survey of personnel who did not intend to reenlist in the Marine Corps indicated they were leaving the service with the impression that civilian starting wages are much higher than military pay.

The wise man is going to be sure he has firm footing before he steps from one career to another. And thinking that civilian wages are high enough to improve a standard of living is often erroneous.

A recent brochure of a telephone company shows the following wage scales:

Splicer's helper and coin box collector - \$114 per week after 48 months
Storekeeper - \$122 per week after 60 months
Frameman - \$128 per week after 60 months
Installer-repairman - \$142 per week after 72 months
Central office repairman and PBX installer-repairman - \$152 per week after 72 months

Of course 20 to 25 percent of this salary will be deducted for taxes before you see it. Then there are deductions for union dues, retirement funds, health insurance and death benefits, not to mention food, clothing and housing.

Another brochure contains these "added incentives:"

Two weeks annual vacation after 10 months employment; three weeks annual vacation after 10 years employment and a month annual vacation after 25 years employment.

There are many things to consider before deciding to terminate one career and start another.

Get the facts straight concerning civilian and military service--see your Career Advisory NCO today.

CHEVRON

RIVERS' HIGHER MOVING-PAY BILL DEBATED BY DEFENSE DEPARTMENT

The Defense Department will most likely support the higher moving-pay bill introduced by Rep. L. Mendel Rivers with some exceptions according to Navy Times.

For more than one year Defense has been working on a proposal to boost the benefits going to military families when they move - including dislocation allowance. But Rivers, chairman of the House Armed Services Committee,

beat Defense by introducing a bill of his own which would give military men benefits equal to those given civilian government employees.

Defense has just about decided to back most of the Rivers bill as the vehicle on which to base its own action.

The Rivers bill which Defense will probably not support is the one which would give military families per diem for a house-hunting round trip when they are reassigned. Defense may also balk at the provision which would give 12 cents a mile when they are transferred, since military families may now draw up to 24 cents a mile.

Other provisions of the Rivers bill would: (1) pay subsistence to military dependents during a PCS trip; (2) liberalize temporary lodging allowance rules; (3) provide for two weeks' basic pay additional instead of the present dislocation allowance; and (4) reimburse members for expenses incurred in selling their houses when they are permanently reassigned.

* * * * *

SGT TO SSGT PROMOTION IN CERTAIN CRITICAL FIELDS

Your attention is invited to CMC message 020909Z/MAR 67 (MCBul 1430) the subject of which is "Nominations for Promotion to SSgt and Retraining in Selected Occupation Fields."

This message sets forth procedures to eliminate shortages in SSgt ranks, on a one-time-only basis, in the following OFs: 02, 04, 28, 32, 57, 59 and 68.

Commanding Officers are directed to screen all sergeants currently serving in those OFs with a date of rank of 1 Jan 1966 or later who are considered qualified and recommended for promotion to staff sergeant, and sergeants in any other OF, regardless of date of rank, who are considered otherwise qualified for promotion to staff sergeant and who are recommended for reclassification and promotion into a critical OF listed above.

Recommendations must be submitted to CMC (Code DHB) by 15 March 1967 in order that they may be considered by the SSgt selection board currently in session. To insure prompt receipt of nominations, major commands may consolidate recommendations and submit by message report.

Time in grade for those recommended under these instructions is waived.

Recommendations concerning sergeants not serving in the above listed OFs need not be based on a demonstrated performance in the particular field for which their reclassification and promotion is recommended. Recommendations will include field or fields to which their reclassification is recommended and if the individual desires such reclassification.

ROSTER OF KEY G-1 PERSONNEL

<u>BILLET</u>	<u>RANK/NAME</u>	<u>DATES</u>
ACofS, G-1	Col Jay W. HUBBARD	1-28Feb67
Asst: G-1	LtCol Harry D. STOTT	1-28Feb67
Wing Clubs	LtCol Charles E. DOVE	1-28Feb67
Career AdvisoryO/EdO	Maj Charles M. BENGLE, Jr.	1-28Feb67
Personnel Officer	Maj Carl J. EVERSOLE	1-28Feb67
Pers Req and ActgO	Maj John A. ROGERS	1-28Feb67
SSO	Maj Clement D. TIMONEY	1-28Feb67
Admin Officer	Capt Christopher J. CURRAN, Jr.	1-28Feb67
IRO	Capt Richard H. GLASS	1-28Feb67
CCRO	2ndLt Thomas F. BINGHAM	1-28Feb67
Draft Coordinator	2ndLt Lloyd E. SHELKEY	1-28Feb67
Personnel Chief	GySgt Clarence L. HAMILTON	1-28Feb67
Admin Chief	GySgt Charles W. STEHLIK	1-28Feb67

App 1-ENCLOSURE (8)

DECLASSIFIED

APPEND. X(3)

DECLASSIFIED

G-3 Section Supporting Documents Appendix 3 & Appendix 19

- Tab 1 Wing Awards Officer Command Chronology Feb 1967
- " 2 Office of the Wing Chaplain Command Chronology Feb 1967
- " 3 Civil Affairs Office Command Chronology Feb 1967
- " 4 Wing Legal Office Command Chronology Feb 1967
- " 5 1st MAW Aviation Safety Bulletin #19, 20 Feb 67
- " 6 1st MAW G-3 Officer Roster
- " 7 1st MAW G-3 Enlisted Personnel Roster

Appendix 19

- Tab 1 1st MAW Status Board Chart
- " 2 Ltr 3 Feb 67 Subj: Helicopter Support Provided I Corps During the Month of December; Summary of
- " 3 1st MAW Fixed Wing & Helo Flight Sorties & Flight Hours Charts

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

7:WBG:rer
5750
9 Mar 1967

From: Wing Awards Officer
To: Assistant Chief of Staff, G-3 (Attn: Historian)
Subj: Command Chronology, February 1967
Ref: (a) WgO 5750.1

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

The Wing Awards Section processed 2884 awards during February. The types and numbers are as follows:

PROCESSED AND FORWARDED TO HIGHER HEADQUARTERS		RECEIVED FROM HIGHER HEADQUARTERS	
Silver Star	2	Silver Star	1
Distinguished Flying		Distinguished Flying	
Cross	35	Cross	6
Bronze Star Medal	7	Bronze Star Medal	1
Single Mission Air		Single Mission Air	
Medal	11	Medal	17
Navy Commendation	73	Navy Commendation	
Commendation from		Medal	10
CG, FMFPac	5	TOTAL	35
TOTAL	133		

Air Medals awarded at 1st MAW	2671
Purple Hearts awarded at 1st MAW	45
TOTAL	2716
GRAND TOTAL	2884

W. B. Guyn
W. B. GUYN

App 3 - TAB 1

OFFICE OF THE WING CHAPLAIN

1st Marine Aircraft Wing, Aircraft, FMF, Pacific

c/o FPO, San Francisco, California 96601

3 March 1967

From: Wing Chaplain
 To: Assistant Chief of Staff G-3
 Subj: Command Chronology for February 1967
 Ref: Wing Order 5750.1A

1. Each chaplain assigned to a group within the First Marine Aircraft Wing, FMF, PAC is asked to submit a chronology to his own S-3. This command chronology is a composit report.

a. Divine Services. During the month of February, Divine Services were provided seven days per week in the Wing for Protestant and Catholic personnel. Jewish personnel were provided services by the Wing Jewish Chaplain on a circuit rider basis. The LDS and Christian Science men were provided services at the Air Force Chapel with Lay Services on a group level. Special Orthodox, LDS, and Episcopal Communion Services were held Sundays at the Wing Chapel.

In the month of February Wing Chaplains conducted 175 Sunday Services with an attendance of 8,520. Weekday Services totaled 225 with an attendance of 3,163.

Three memorial Services were held in the Wing with 267 attending. 29 Services conducted outside the Wing with 809 attending.

b. Moral Leadership. Chaplains in the FMAW gave 13 lectures on Religions of Vietnam with 707 attending. Chaplains in the FMAW gave 6 Indoctrination Lectures with 472 attending. Chaplains of 1st MAW gave 6 lectures on Moral Guidance with 234 attending.

2. Civic Action

During the month of February the following donations were made in cooperation with or through the chaplain's office:

a. 1. Bishop Chi	30,900 piasters
2. Phuoc Quang School	8,000 piasters
3. Thanh Duc School	4,700 piasters
4. Phuoc Thanh School	13,900 piasters
5. Phuoc Tuong School	8,000 piasters
6. Sacred Heart School	8,000 piasters
7. Binh Son School	7,000 piasters
8. Baptist Mission	5,900 piasters
9. CMA	42,442 piasters
10. WEC	30,340 piasters
11. Misc Protestant Missions	16,000 piasters
12. Vietnamese Education Fund	4,240 piasters

P# 179,422
 US\$1520.52

App 3-TAB 2

- | | | |
|-------|----------------------------|----------|
| b. 1. | Loads of Wood | 26 loads |
| 2. | Food | 835 lbs. |
| 3. | Clothing | 385 lbs. |
| 4. | Medical Supplies | 10 lbs. |
| 5. | Soap | 60 lbs. |
| 6. | School Supplies | 30 lbs. |
| 7. | One box atheletic gear | |
| 8. | Assorted building material | 75 tons |



PETER J. FERRERI

OFFICE OF THE WING CHAPLAIN
1st Marine Aircraft Wing, Aircraft, FMF, Pacific
c/o FPO, San Francisco, California 96602

8 February 1967

From: Wing Chaplain
To: Commanding General, 1st Marine Aircraft Wing
Subj: Weekly Situation Report

1. Status of Chaplain Personnel

- a. Chaplain F.W. McDonnell, LCDR arrived 2 Feb 1967 for duty with MAG 12.
- b. Chaplain C.F. Jordan Jr., LTJG arrived 3 Feb 1967 for duty with MAG 12.
- c. Chaplain H.W. Bentley, LT arrived 2 Feb 1967 for duty with MAG 16.
- d. Chaplain D.K. Dwyer, LCDR arrived 2 Feb 1967 for duty with MWSG 17.

2. Religious Services and Lectures

- a. Chaplains in FMAW conducted 44 Sunday Services with 2140 attending.
- b. Chaplains in FMAW conducted 58 Weekday Services with 605 attending.
- c. The Jewish Chaplain conducted 7 services with 55 attending.
- d. Chaplains of FMAW conducted 9 services outside the Wing, 316 attending.
- e. Chaplains of FMAW gave 3 lectures on "Religions in Vietnam" with 52 attending.

3. Civic Action

(All Civic Action coordinated with and reported to respective Group CAO's for statistical purposes and further forwarded by them to J11 MAF G-5 via 1st MAW CAO. The projects listed below are not necessarily carried out by the chaplains themselves, but under their cognizance.)

- a. Wing Chaplain, Chaplain Hammerl donated 4 loads of wood to Fr. Lois's housing project. 1200 doughnuts were distributed as TET goodwill gesture.
- b. Chaplain Amidon, 1st MAW, 3 loads of wood to Sacred Heart; 3 loads of wood to Phuoc Thung School; 3 loads of wood to Phuoc Quang Refugee camp; 1500 lbs. of food to Phuoc Quang Refugee Camp; 25 boxes of clothes to Phuoc Quang Refugee Camp.
- c. Chaplain Milosek gave 5,900 plasters to Bishop Chi; 5,900 plasters to Phuoc Thanh Refugee Village; 4,700 plasters and 20 lbs. candy to Thanh Duc School for TET; 2,600 plasters to Sacred Heart Orphanage and school for TET; & 20 lbs. of candy to Phuoc Thanh Refugee Village.
- d. Chaplain Davis, MAG 11, delivered box of supplies to CMA mission from Pineville Methodist Church, Memphis Tennessee and Visited Ap Mot community for future Civic Action projects;
- e. Chaplain McCue, MAG 12 donated 100 lbs. of food, clothing and building supplies to the orphanage at Binh Son and 8,300 plasters.
- f. Chaplain Niederhuth, MAG 13 delivered 5 loads of lumber to protestant and catholic Churches in An Tan.
- g. Chaplain Jeffers, Assistant Wing Chaplain, MAG 36 gave 95 lbs. of food to Lyson Island Church.
- h. Chaplain Witting, MAG 36 gave 1 load of lumber to Cu La Re Island Catholic School and 1 box of clothing to Sisters at Sam Hai School.
- i. Chaplain Weaver MWSG 17 donated 5,900 plasters to WEC; 5,900 to Danang Baptist Mission; 2 loads of scrap wood to CMA and 3 dozen candles, kool-aid and cookies to Hao Phat Buddhist school.

W. J. Winslow, Jr.
W. J. WINSLOW, Jr.
By Direction

OFFICE OF THE WING CHAPLAIN
 1st Marine Aircraft Wing, Aircraft, FMF, Pacific
 c/o FPO, San Francisco, California 96602

15 February 1967

From: Wing Chaplain
 To: Commanding General, 1st Marine Aircraft Wing

Subj: Weekly Situation Report

1. Status of Chaplain Personnel

- a. Chaplain J.F. Weaver, LT departed Feb 8, 1967 for CONUS, and duty at Naval Hospital, San Diego, California
- b. Chaplain C.G. Smith, LT reported Feb 11, 1967 for duty with MWHG-1.
- c. Chaplain M.J. Witting, LT departed on R & R Feb 11, 1967.

2. Religious Services and Lectures

- a. Chaplains in FMAW conducted 45 Sunday Services with 2243 attending.
- b. Chaplains in FMAW conducted 62 Weekday Services with 1018 attending.
- c. The Jewish chaplain conducted 6 services with 47 attending.
- d. Chaplains of FMAW conducted 6 services outside the Wing; 260 attending.
- e. Chaplains of FMAW gave 5 lectures on "Religions In Vietnam" with 235 attending.
- f. Chaplains of FMAW held 1 memorial service with 40 attending.

3. Civic Action

(All Civic Action is coordinated with and reported to respective Group CAO's for statistical purposes and further forwarded by them to III MAF G-5 via 1st MAF CAO. The projects listed below are not necessarily carried out by the chaplains themselves, but under their cognizance.)

- a. Wing Chaplain; Chaplain Hammerl donated 1 semi-trailor load of wood to Fr. Sachs at Wak An Refugee Camp.
- b. Admin-Assistant, Chaplain Winslow donated 60 lbs. of soap to Baptist Mission in Danang.
- c. Chaplain McCue, MAG 12 gave 5000 piasters to Binh Son Orphanage, Chu Lai.
- d. Chaplain Niederhuth, MAG 13 donated three loads of wood to An Tan Churches, \$80.00 to WEC and \$50.00 to the following:
 Cardinal Cushing Charity Fund; Pope John XXIII Seminary Guardian Angels Church, Karale State India; Social Welfare Centre, Madras, S. India.
- e. Chaplain Jeffers, MAG 36 donated 25,000 piasters to Lyson Island Church, Chu Lai.
- f. Chaplain Davis, MAG 11 delivered 60 lbs. of candy to Tinh Lanh School and 5,900 piasters. Also 5,900 piasters were given to CMA Mission.
- g. Chaplain Graham, MAG 16 donated 700 piasters to Civil Affairs MEDCAP.
- h. Chaplain Wishard, MAG 16 donated 11,000 piasters to Bishop Chi.

Paul C. Hammerl
 PAUL C. HAMMERL

OFFICE OF THE WING CHAPLAIN
1st Marine Aircraft Wing, Aircraft, FMF, Pacific
FPO, San Francisco, California 96602

22 February 1967

From: Wing Chaplain
To: Commanding General, 1st Marine Aircraft Wing
Subj: Weekly Situation Report

1. Status of Chaplain Personnel

- a. Chaplain R. T. McCue, LT departed Feb 15 for CONUS and duty at Arlington, Mass.
- b. Chaplain M. J. Witting, LT reported back from R & R Feb 16th, 1967.

2. Religious Services and Lectures

- a. Chaplains in FMAW conducted 43 Sunday Services with 2028 attending.
- b. Chaplains in FMAW conducted 64 Weekday Services with 872 attending.
- c. The Jewish Chaplain conducted 3 services with 41 attending.
- d. Chaplains of FMAW conducted 5 services outside the Wing, 163 attended.
- e. Chaplains of FMAW gave 8 lectures with 472 attending.
- f. Chaplains of FMAW held 1 funeral service, 40 attending.

3. Civic Action

(All Civic Action is coordinated with and reported to respective Group CAO's for statistical purposes and further forwarded by them to III MAF G-5 via 1st MAW CAO. The projects listed below are not necessarily carried out by the chaplains themselves, but under their cognizance. Certain donations are specifically designated by congregation in CONUS.)

- a. Wing Chaplain, Chaplain Hammerl donated 1 load of wood, Fr. Loi's school, 1 crate of Paper to Fr. Loi's school; one crate of paper to Fr. Chau's school, and 1 crate of paper to Pope John school.
- b. Admin-assistant, Chaplain Winslow gave 17,700 piasters to CMA to support a high school student.
- c. Chaplain Davis, MAG 11 gave one box of athletic gear to Tin Lanh Christian High School and 4,543 piasters to Tin Lanh Elementary School.
- d. Chaplain Dwyer, MSG 17, gave 25 gal food stuff to WEC orphanage.
- e. Chaplain Jeffers, MAG 36 donated 1 LCM load (75 tons) of building material to Lyson Island Church.
- f. Chaplain Graham, MAG 16, taught two English classes and gave \$30 to Vietnamese Educational Program.

Paul C. Hammerl
PAUL C. HAMMERL

OFFICE OF THE WING CHAPLAIN
 1st Marine Aircraft Wing, Aircraft, FMF, Pacific
 FPO, San Francisco, California 96602

8 March 1967

From: Wing Chaplain
 To: Commanding General, 1st Marine Aircraft Wing
 Subj: Weekly Situation Report

1. Status of Chaplain Personnel

- a. Chaplain P.C. Hammerl, CDR departed for CONUS on March 1, 1967.

2. Religious Services and Lectures

- a. Chaplains in FMF conducted 37 Sunday Services with 1562 attending.
 b. Chaplains in FMF conducted 59 Weekly Services with 660 attending.
 c. The Jewish Chaplain conducted 4 services with 174 attending.
 d. Chaplains of FMF gave 4 lectures with 268 attending.
 e. Chaplains of FMF held 5 memorial services with 265 attending.

3. Civic Action

(All Civic Action is coordinated with and reported to respective Group CAO's for statistical purposes and further forwarded by them to III MAF G-5 via 1st MAW CAO. The projects listed below are not necessarily carried out by the chaplains themselves, but under their cognizance. Certain donations are specifically designated by congregations in CONUS).

- a. Chaplain Winslow, Admin-assistant gave 17,700 piasters to the Da Nang Baptist Mission.
 b. Chaplain Smith, FMF-1, donated two loads of wood to CMF Missions.
 c. Chaplain Amidon, 1st LAAN, donated 500 lb. of food, 130 boxes of soap and 97 school books to Hoa Cong Village.
 d. Chaplain Wishard, MAG 16, donated 20,000 piasters to Bishop Chi and 3,000 piasters to Sacred Heart.
 e. Chaplain Graham, MAG 16, taught two English classes.
 f. Chaplain McDonnell MAG 12, gave 20 lbs of medical supplies to Binh Son.
 g. Chaplain Jeffers, assistant Wing Chaplain gave 1000 lbs of food and 7500 piasters to Cu La Ray.
 h. Chaplain Davis, MAG 11, gave 68,440 piasters to Tinh Lanh CMF School; also delivered 1 load of wood, five cases of light bulbs to Tinh Lanh school.
 i. Chaplain Milosek, MAG 11, gave 5,900 piasters to Mhat-Le School, four boxes of clothes to Thanh Duc School and four boxes of light bulbs to Sacred Heart Orphanage.

123,540 P

458 1038.47

PETER J. FERRERI

CIVIL AFFAIRS OFFICE
 Headquarters, 1st Marine Aircraft Wing FMFPac
 FPO, San Francisco, Calif. 96602

46:WFM:jr
 12 Mar 1967

From: Civil Affairs Officer, 1st Marine Aircraft Wing
 To: Assistant Chief of Staff G-3, 1st Marine Aircraft Wing
 Subj: Command Chronology for February 1967 (covering period
 ending 28 Feb 1967)

1. On 4 February a VNAF plane crashed in Hamlet 1, Hoa Cuong Village, RVN, which is in MAG-11's area of Civic Action responsibility. 1st MAW Contingency Reaction Force responded instantly and assisted in rescue efforts. No one was killed and 5 VN Nationals were injured.

2. On 27 February Viet Cong rockets hit the Da Nang Air Base and parts of Hamlet 3, Hoa Cuong Village, RVN, as well as the city of Da Nang. 1st MAW CRF responded to the scene and assisted in rescue efforts. Naval Support Activity, Da Nang was later designated as area coordinator and this command assisted them in further relief efforts.

3. On 11 February, 1st MAW Headquarters published Operation Plan III-67 formally establishing the 1st Marine Aircraft Wing Contingency Reaction Force (Air Mobile) to provide emergency relief in disaster area to VN Nationals. This Force is available for use anywhere in the I Corps Tactical Zone. On Feb III MAF/I Corps Coordinator published their SOP for Emergency Relief. This SOP utilized the Contingency Reaction Force as the III MAF initial relief Force.

4. MWSG-17 commenced a road building program in Hamlet 3, Hoa Cuong Village. When completed in March 1967, this project will provide, for the first time, vehicular access to Hamlet 3 from the main road to the east. The project will enhance the economic life of the Hamlet and increase the ability to provide for security. Of the projects endorsed by the Hoa Cuong Village Chief and the Chief of Hamlet 3, first priority was given to this project.

5. A Hoa Cuong Village Joint Coordinating Council was established and held its first meeting on 15 February. Membership is composed of the Village Chief as Chairman the 5 Hamlets Chiefs the chief of the refugee camp, the police chief, the Wing CAO, CAO's of MAG-11, MWHG-1, MWSG-17, 1st LAAM's and 1st MPBn, representatives of 41st TFW, VNAF: 366th TFW, USAF: AFAT No. 5, DaNang Air Base, the OCO representative at Hoa Vang District Headquarters, and a representative of 29th Civil Affairs Co. USA.

App 3-TAB 3

The meeting was mostly organizational but the hamlet chiefs indicated their primary need was for roads.

6. In Hamlet 2, Hoa Cuong Village a Civic Action visit was planned for 7 Feb during the Tet Holidays. Col Rankin, USAF 366th TFW Commander and Lt. Col KHANK VNAF, 41st TFW Commander made opening speeches for the ceremony. After the speeches distribution of food packages began. Over 100 poor families received canned goods, powered drink and soap powder.

7. USAF/VNAF are continuing with their MEDCAP program in Hamlet 2. These figures are reported through USAF Civic Action channels and are not included in 1st MAF figures given below in order to prevent any duplication. Their program is stressing plague shots as several possible cases of plague have been reported in Hoa Cuong Village. They are also continuing to improve the school in Hamlet 2.

8. In the Hoa Long Village (Marble Mountain) area where MAG-16 is CA coordinator, the MEDCAP program is continuing with assistance from MCB-133 and MCB-5. Doctors from these units are seeing an increasing number of patients and are currently concentrating on giving plague shots to VN nationals. The Preventative Medicine Section has given over 8,000 shots in the DaNang area. 5th Comm Bn. continues with its English language classes.

9. MACS-7 is continuing with its Civic Action Program in Trung Toan Hamlet (Chu Lai TAOR). A seed corn project is continuing. Health and sanitation films have been shown to the villagers. The Squadron MEDCAP program is continuing.

10. 2nd LAAMBn is continuing with its Civic Action Program on Ky Hoa Island (Chu Lai TAOR).

11. MAG-12 and MAG-13 are continuing with their programs at An Tan Hamlet and Ly Tin District High School (Chu Lai TAOR). Additional improvements are continuing at the high school.

12. MAG-36 is continuing their work at Lyson Island (Chu Lai TAOR). A current problem involves some 200 refugees on the Island that seem to be receiving no support from the Vietnamese Government. The Wing CAO is discussing this matter with OCO officials in DaNang. In addition, the Civic Action Fund is being utilized to purchase small boats, fishing gear and nets to distribute to these families to assist them in earning a living.

13. MACS-2 is continuing construction work in Hoa My Hamlet (DaNang TAOR) with two schools as well as carrying on a MEDCAP program.

14. MAG-11's Civil Affairs Officer returned from JUSPAO school in Saigon and is establishing a small Civic Action Team that will eventually live in the hamlet and provide small scale engineering, public health and public works assistance.

15. During February 1967 Wing, Medical personnel gave 7698 medical treatments to VN Nationals, broken down as follows:

MWHG-1	3464
1st LAAM's	1170
2nd LAAM's	1026
MASS-2	58
MACS-7	203
H&HS-1	927
MAG-11	174
MAG-12	188
MAG-13	80
MAG-16	3064
MAG-36	253
MWSG-17	232
11th Dental (Med Treatments)	291
	<u>7,746</u>

Wing Dentists treated 1490 VN Nationals during the same period.

16. A practice drill for Da Nang based elements of the Contingency Reaction Force was held on 26 Feb on the Wing Parade Ground.

W. F. MORLEY

Copy To: Group CO's and CAO's 1st MAW
 Cmdr 366th TFW USAF
 Cmdr AFAT No. 5 USAF
 Cmdr 41st TFW VNAF
 CO 1st MPBn.
 CO 5th Comm Bn.
 CO MCB-5
 CO MCB-133

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

17:WDM:wdm
5000/1
1 Mar 1967

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

Subj: Command Chronology

Ref: (a) WqO 5710.1B

Encl: ✓(1) Subject Report

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


R. K. CULVER

Copy to:
ACofS, G-1

App 3 - TAB A

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

LOCATION: DaNang, Republic of Vietnam

REPORTED PERIOD: 1-28 February 1967

PART ONE:

1. STAFF

Lieutenant Colonel Ralph K. CULVER	USMC	Staff Legal Officer
Lieutenant Colonel Charles E. SPENCE	USMC	Asst Staff Legal Officer
Captain Michael B. COTTON	USMCR	Trial/Defense Counsel
Captain Vincent J. ERICHS, Jr.	USMCR	Trial/Defense Counsel
Captain Robert W. MANN	USMCR	Trial/Defense Counsel
Lieutenant Jared O. BAUCH	USNR	Law Specialist
Lieutenant John S. SZYMANSKI	USNR	Law Specialist

2. Not applicable.

3. Average Monthly Strength: 7 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)

1ST
MARINE
ACFT
WING

AVIATION SAFETY BULLETIN

NUMBER 19
20 Feb 67

FOR OFFICIAL USE ONLY

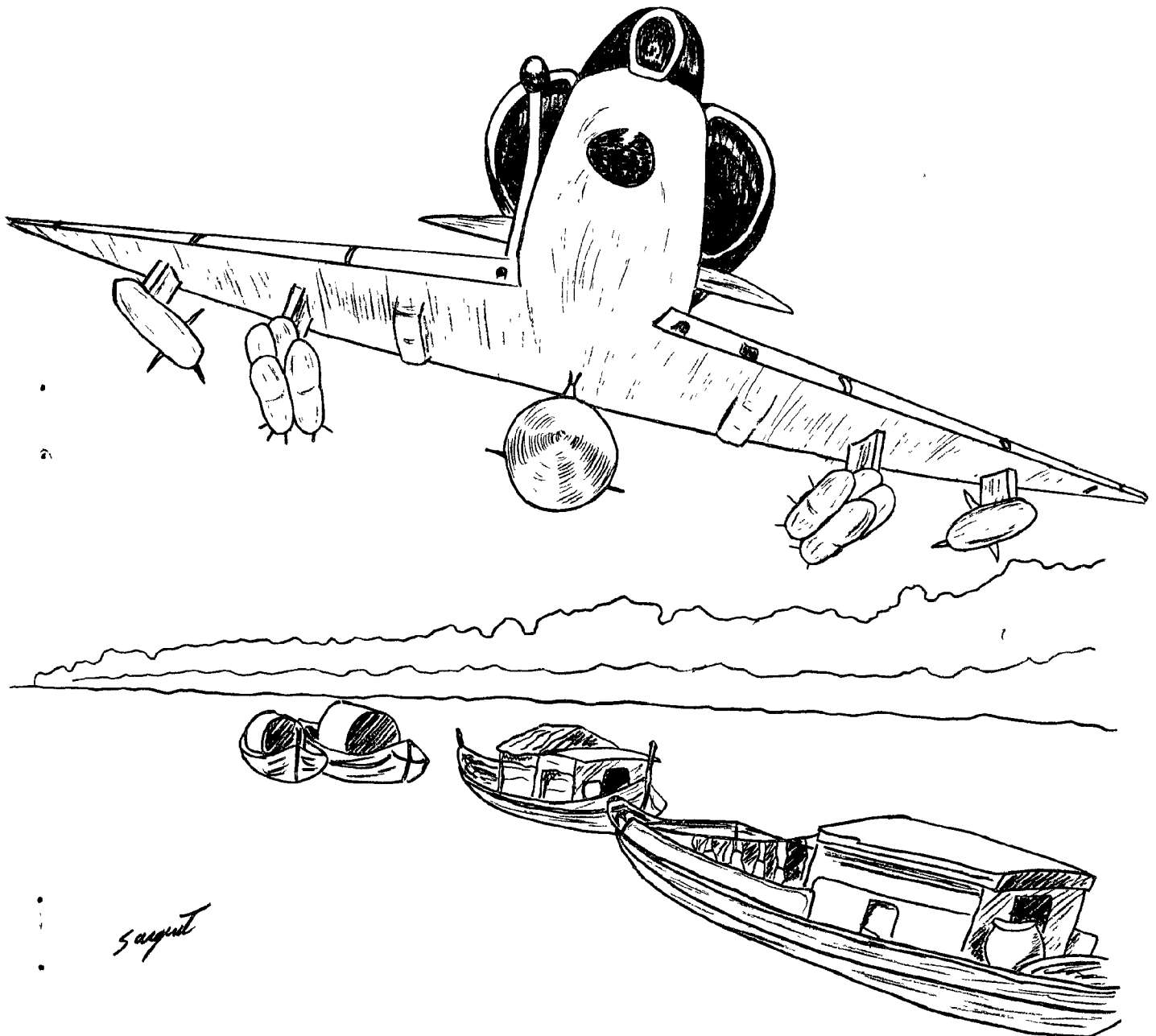


Abb 3-TAB 5

**** SHORT CUTS ****

By

Major General L. B. ROBERTSHAW
Commanding General

"We'll take a short cut and head'em off at the pass." Yes, there is nothing more tempting than a short cut. It looks like a thrifty way of getting the job done, and being thrifty in the expenditure of effort is appealing to us all. But, short cuts have no place in aviation.

Short cuts have no place in aviation, because each step in a process has been reviewed and found necessary for the safety and soundness of the operation. By leaving out or shortening a step, and all short cuts basically do just that, you have decreased the safety and soundness of whatever you are doing.

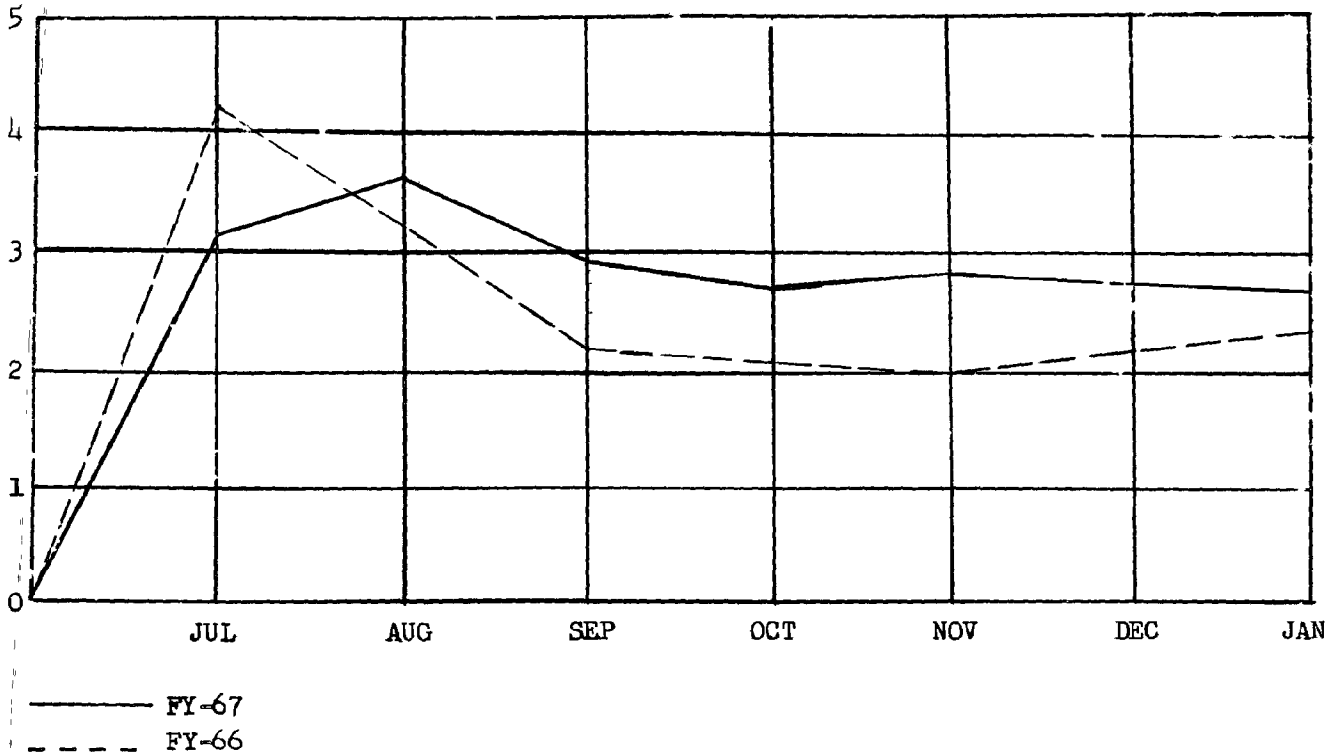
Examples of short cuts are not hard to find. You are faced with their possibilities daily. Every preflight and postflight inspection give you the opportunity to omit at least some of the items. Every briefing provides the same opportunity. Pilots are not the only ones who have daily opportunities for short cuts. Ordnance men can skip putting on nose cones, omit wiring checks, leave off one detonator from a napalm tank, skip using the napalm mixer and just mix it in the tank, and skip the recording of fuse lots. Mechanics can likewise skip such steps as coating gaskets that should be coated, failing to record the oil consumption for each flight, checking low oleos by merely inflating them when the particular model is supposed to be deflated and checked for oil level and then reinflated, or omitting something so everyday as attaching the grounding wire during refueling. In a similar manner, all the aviation specialties could be mentioned.

While short cuts have no place in aviation, we can and should seek better ways of doing a job. The important thing is that, when you have such an idea, do not immediately start to practice it. In aviation we have established procedures for getting a job done. If you think of a better way of doing the job, the procedures can be changed. Your proposal must be reviewed, because not one of us has all the knowledge of the total effect that a proposed change would make. The proposal must be reviewed to determine its effect on logistics, various environments, personnel requirements and a whole lot more. When your proposal stands up in the light of review, it will be adopted. Then it can be practiced, but not before.

Take a look at the way you operate. Ensure that no short cut stands between you and the operational effectiveness of your unit.

STATISTICS

FMAW ACCIDENT RATE/10,000 HOURS



FMAW ACCIDENT/HOURS STATISTICS

CUMULATIVE FY-67 RATE	3.21	3.64	2.95	2.73	2.87	2.80	2.73
CUMULATIVE FY-66 RATE	4.16	3.22	2.21	2.12	2.00	2.21	2.38
NUMBER OF ACDTS FY-67	8	9	3	4	*7	5	5
NUMBER OF ACDTS FY-66	6	4	1	4	3	7	7
HOURS FLOWN FY-67	24,896	21,778	21,170	20,187	19,816	20,515	21,660
HOURS FLOWN FY-66	14,407	16,585	18,558	21,039	19,120	22,931	21,673
	JUL	AUG	SEP	OCT	NOV	DEC	JAN

* One November accident downgraded to an incident, and one accident reclassified to Direct Enemy Action.

1st MAW
ACCIDENT BRIEFS
JANUARY

1. A-4E / ALFA damage / minor injury

As the pilot rolled in for a rocket run, he felt an impact and subsequent vibration. Looking in his mirrors, he saw holes in the edge of his intakes. Turning toward less hostile country, he tried manual fuel control, which didn't improve the situation. With the TPT increasing and RPM decreasing, he finally ejected at 1000 feet, 120 knots. Rescue was by Marine chopper 15 minutes after he landed. DIRECT ENEMY ACTION/ENEMY FIRE.

Comment: Subsequent analysis indicated this aircraft was most probably hit by .50 calibre fire. With the increase of moderately high altitude hits recently, it has become apparent that either Charles has started employing more high calibre automatic weapons, or he's getting more accurate, or both. The word of the day is JINX, JINX, JINX. Don't forget it!

2. UH-34 / ALFA damage / no injury

While flying at 600 feet below an overcast, the aircraft was hit by small arms fire. The engine quit, and the pilot autorotated successfully. The aircraft was subsequently destroyed by enemy action while on the ground. DIRECT ENEMY ACTION/ENEMY FIRE

3. UH-34 / ALFA damage / ten fatal injuries

As wingman on a liaison/administrative flight, the pilot orbited over the water while the leader made a pick-up of passengers at a landing site. The weather was 500 feet overcast, visibility $\frac{1}{2}$ to 1 mile in rain with 25 knot winds. The pilot reported loss of both VGIs and then loss of his static system, stating that he was returning to base. Just before he crossed the beach, the engine failed due to unknown causes. The aircraft went into the water in a nose high attitude. It then turned over in the heavy surf, ending up inverted. One survivor was sighted swimming toward the beach but he was lost from sight before he could be assisted.

Comment: This was truly a tragic accident. The question that immediately comes to mind is: Why was the pilot orbiting over the water when friendly dry land was right at hand, especially since no one on board was wearing a life preserver? It was not possible to recover the engine for DIR, but the problem of engine failure in the H-34 is well known. The solutions are quite another thing.

4. A-4E / ALFA damage / minor injury

Aircraft was number three of a four plane direct air support flight. While flying in a tactical cruise formation at 2,500 feet under a 3,000 foot overcast, the aircraft was hit by at least two enemy rounds. Fuel

FOR OFFICIAL USE ONLY

began streaming from the aircraft and fire was noted on the starboard wing. A napalm tank left the number 5 (starboard wing) station without being released. The pilot attempted to jettison the remaining napalm, but only the centerline tank dropped. With the fire increasing in intensity, the pilot decided to eject. His first attempt failed when the face curtain came out in the pilot's hand. He then tried the secondary ejection handle successfully. Ejection was from 1200 feet, 250 knots. The pilot was picked up by Marine helo within one minute of touchdown. DIRECT ENEMY ACTION/ENEMY FIRE

Comment: The squadron reported that the failure of the primary ejection handle was probably due to improper maintenance procedures. "If less than the prescribed three and one half to four turns are taken on the rewinding crank of the canopy control jettison and catapult control pulley mechanism (P/N 5078662-503) the cable fittings of the face curtain will slip out of the pulley detents, releasing the face curtain prematurely, and preventing initiation of the ejection sequence." RAPEC users take heed.

5. F-8E / CHARLIE damage / no injury

The pilot was dropping Mk-82 SNAKEYE bombs on a Direct Air Support mission when intense ground fire was received. On one run, the pilot felt a small shudder, but nothing else unusual was noted. Upon return to home plate, it was discovered that about a foot of the UHT had been sheared off, requiring replacement of the UHT. DIRECT ENEMY ACTION/ENEMY FIRE

6. UH-1E / ALFA damage / one serious, two moderate & one minor injury

The aircraft was on an escort mission for a flight of two H-46 when struck by enemy fire in the tail cone area. The aircraft pitched and rolled 20-30 degrees in each direction and continued straight ahead with full left rudder application. It was necessary to land in a heavily wooded area because of inability to control the aircraft. As collective was applied to flare, the tail cone failed and the aircraft began to break up. Rescue information is not available. DIRECT ENEMY ACTION/ENEMY FIRE

7. A-4E / ALFA damage / minor injury

At 150 knots during takeoff roll for a night TPJ, the left main gear struck a mk-82 bomb which had been previously dropped on the runway by another aircraft. The pilot continued the takeoff. When he discovered an unsafe gear indication with the gear handle in either the up or down position, he declared an emergency. He jettisoned his external stores at sea and asked for a visual check by another A4. This check showed that his port wheel was missing and the port strut was trailing. He was not able to retract the remaining gear because of utility hydraulic failure. The pilot made a controlled ejection from 1500 feet, one half mile from the beach. He was rescued by helo a few minutes after touchdown.

Comment: The pilot later related considerable difficulty during the survival phase. His decision to eject over water was induced by the presence of unfriendly forces on the land surrounding the airfield. However,

FOR OFFICIAL USE ONLY

this decision placed him in very heavy surf at night. He was tossed into his chute just moments after touchdown by a large wave. He said that he was unable to release his Koch fasteners immediately upon touchdown because his hands were on his Mk-3C toggles. He also said that he'd inflate the Mk-3C on the way down next time, like NATOPS says.

8. CH-46 / ALFA damage / four minor injuries

Upon liftoff on an emergency troop retraction, the aircraft received intense enemy fire, causing the aircraft to roll uncontrollably to the right. The right fuel cell ruptured and the aircraft was consumed by fire. The pilot and co-pilot were pulled out through the co-pilot's windscreen and the remaining crew and the passengers exited through the aft hatch. It is suspected that multiple rounds caused extensive damage to the rotors, causing the loss of control. DIRECT ENEMY ACTION/ENEMY FIRE

9. CH-46 / ALFA damage / one serious, three minor injuries

On a night approach to a hot zone where two other helos had previously been shot down, pilot was blinded by flares. The aircraft came to a hover short of the zone and settled. The pilot made a sharp, nose high, no air-speed 180 degree left turn, losing about half of one forward rotor blade against a tree during the maneuver. Vibration and decreasing RPM required an autorotation onto the opposite hillside. The aircraft landed onto a 15 degree upslope. The vibration increased, so the pilot intentionally broke off the remaining rotor blades against the hillside by rolling the aircraft to the left. About 20 seconds later, the aircraft began to burn and was subsequently totally destroyed by fire. DIRECT ENEMY ACTION/EVASION OF FIRE

10. CH-46 / ALFA damage / one moderate injury

The aircraft was touching down in a hostile zone when it was hit by automatic weapons fire. Fire ensued and the aircraft was totally destroyed. DIRECT ENEMY ACTION/ENEMY FIRE

11. CH-46 / ALFA damage / no injury

The aircraft made a downwind approach at night to the side of a hill to avoid enemy fire. Power was lost and the aircraft settled into the side of the hill. The aircraft was totally destroyed by fire. It is suspected that it was hit by enemy fire in the latter portion of the approach. DIRECT ENEMY ACTION/EVASION OF FIRE

12. CH-46 / ALFA damage / one minor injury

The aircraft was on a GCA approach on an emergency ammunition resupply mission. The weather was reported as 400 feet broken, one and one half miles visibility. The controller asked the pilot if he saw the UH-1E parked to the left of the runway. The pilot looked in the normal parking area and reported negative contact. As the helicopter was correcting to

FOR OFFICIAL USE ONLY

centerline and transitioning through 20 knots and 15 feet, it struck the UH-1E, which had been parked about 30 feet left of the runway. The UH-1E received BRAVO damage. The CH-46 pitched up, settled onto the runway, and burned on impact.

Comment: The pilot, the GCA controller, the tower operator and the gent who parked his Huey so close to the runway all have a share in this *fiasco*. What a perfect example of the well-worn saying, "Aviation Safety is everybody's business."

13. UH-1E / ALFA damage / one FATAL, two minor injuries

The flight was returning from a night TACA mission for refueling when it encountered unexpected IFR conditions in the form of a fast-moving fog bank. Low fuel states dictated landing at the nearest friendly refueling zone. The section leader made a successful approach and landing in very marginal visibility. The wingman, following about 90 seconds behind, went IFR in a fog bank at approximately 20 feet of altitude with a very low airspeed. The pilot became disoriented and the aircraft contacted the ground and broke up. The co-pilot received fatal injuries as he was thrown from the aircraft, still strapped to his seat.

Comment: These gents had tried a GCA at the originally intended refueling spot, but it was just about zero-zero and they were forced into trying to land just about anywhere. Though the weather wasn't really great, the urgency of the mission required their presence. Add to that the fact that the weather at their intended refueling base went from an honest VFR to zero-zero in just seven minutes, and you can see the mousetrap. An additional factor that might or might not have contributed was that the pilot involved in the accident had been on duty for better than 21 hours prior to the accident. Unfortunately, when the mission was called out, there was no one else available who was both qualified and who had received more recent rest. We can't call this one direct enemy action, but it sure was enemy-induced.

14. UH-34 / ALFA damage / no injury

The aircraft was lifting out of a landing zone on a resupply mission when the engine lost power. To avoid landing on troops, the pilot made a turn to the left and landed in a 20 foot deep ravine. The specific cause of the engine failure is unknown pending DIR of the engine and carburetor.

15. A-4C / BRAVO damage / no injury

On an emergency CAS mission, the pilot flew through the top of a dead tree approximately one second after dropping napalm. Clouds and visibility made the target extremely hard to locate, since the FAC was not able to mark the target. The pilot had made one 10 degree run previously, but had experienced difficulty in acquiring the target. He decided to make a level run, which required a lower pullout than desirable due to the terrain. The emergency nature of the mission dictated an attempt to deliver the ordnance under conditions which would not have otherwise been acceptable. DIRECT ENEMY ACTION/EVASION OF FIRE

Three "ATTABOYs" and a "GOOD GUY" to

Major T.K. DUFFY

&

Major J.H. VANDEVER

... the crew of an F-4 which was cruising about one dark night when - the right fire warning light illuminated. The pilot retarded the right throttle to idle and the light went out. All engine indications were normal, and the fire warning circuit was checked and found to be operating. They started a turn back toward the field and the right fire warning light illuminated again. The pilot secured the right engine with the throttle and turned the engine master switch off, and the light went out again. After declaring an emergency, the pilot noted that the right fire warning light was illuminated once again. When he retarded the LEFT throttle to about 90%, the light went out once again. He jettisoned his load of bombs and set up a glide. Meanwhile, the RIO handled all communications, obtaining the assistance of approach control and declaring a "MAYDAY". The pilot retarded the left engine to idle when the warning light came on once again. He found that the right fire warning light would come on whenever he advanced the left engine to 80% or above. The crew continued the precautionary approach with the warning light flickering on and off all the way. On touchdown, the light came on and stayed on. The pilot shut down the remaining engine and both crewmembers stepped out to greet the assembled crash crew and rescue chopper.

The cause of the whole mish-mash was the failure of the engine bleed air duct assembly. The crew's quick response very likely saved the aircraft, since the hot bleed air leaking from the duct can cause catastrophic wing and flap damage. Also, the combination of a dark night and a stubborn fire warning light could easily have induced a section ejection. Well done to a pair of cool heads!

The following squadrons have operated without an operational accident during the current fiscal year while attached to the 1st MAW. Hours indicated were flown during the period they were attached to 1st MAW.

HMM-361	-	9,845
VMO-6	-	9,349
VMA-214	-	6,531
VMCJ-1	-	5,396
VMA-223	-	5,283
HMM-165	-	4,402
VMFA-542	-	2,573

NOBODY PAYS ANY ATTENTION TO ME

Are you one of those persons who gets the job of briefing the passengers on transport aircraft? If you are, the title of this bit expresses the way you often feel. It appears that most passengers are completely indifferent to what you are saying. Such is NOT TRUE.

Human nature is a funny thing. No one really expects to be in an accident. But even further, on the subconscious level, no one wants to admit that there is a possibility that he might have to use some of the emergency equipment. As a consequence the passenger is inclined to ACT blase about the whole thing, look out the window or fuss with his gear.

Just the opposite is really going on. As they look out the window they are listening to every word. For some it is their very first airplane ride. They are looking for someone in authority to tell them what is expected in an emergency.

Other crewmembers can give a hand with passenger briefs. Pilots in particular should know when the briefing is being conducted and refrain from starting engines in the middle of things. Other crewmembers can help point out features of the aircraft as they are explained.

So give that briefing. Give it well. Make it clear and precise. Show confidence. The passengers response in an emergency can be a life or death matter.

WHO'S IN CHARGE HERE?

A recent flap at one of our fields pointed out a lesson that we all need to take to heart. That lesson is that it is essential that one agency control all air traffic around an airfield, and that all aircraft must abide by his instructions. It is not a question of the tower operator's experience and judgment versus that of the pilot. It is simply that without a central control agency the pattern will become a many headed monster. Throw in language difficulties of different nationals, weather, and mixed types of aircraft and the monster will soon destroy itself.

Give the tower operator your utmost in cooperation and discuss your differences on the ground. You'll find he's a pretty conscientious gent trying to give you good service.

"All NavAirPac reporting custodians are requested to add the NAVAIR SYSCOMHQ to the distribution for combat zone message reports (para 28d of OPNAVINST 3750.6E) wherein material failure was a cause or contributing cause factor."

(ComNavAirPac Note 3750 dtd 28Oct66)

PREFS - WEATHER INFO ?Call METRO

PFSV Pilot to Forecaster Service Channel 13: 344.6 (except KORAT -369.1)

The following stations have PFSV available:

Vietnam

An Khe (21-12Z)

Bien Hoa

Danang

Nha Trang

Pleiku

Soc Trang

Tan Son Nhut

Philippines

Clark

Cubi

Mac Tan

Okinawa

Kadena

Guam

Andersen

Thailand

Korat (369.1)

Takhli

Ubon

Udon

Taiwan (Formosa)

Ching Chuan Kang (Kung Kuan)

Tainan

Japan

Chitose

Itazuke

Iwakuni

Miho

Misawa

Nyuta

Yokota

AIRMANSHIP VS SHOWOFFMANSHIP

When you've had a good mission and get back to home plate do you get a little urge to do something snappy to show the troops a bit? Yes, they worked hard humping the bombs, completing the checks, refueling the birds. They are a part of the team that made that a good mission. You do appreciate their efforts and are proud of them. But something snappy around homeplate is NOT the way to show it. That's showoffmanship and not airmanship.

It is easy to be against something. That's why the minority of draft-card burners have such an easy time of it. But how about being for something? That's something else. It takes real thought and work.

How about a positive program to let the men know what their work is accomplishing. If you can get them together it's easier to present, but the work schedule often will not permit it. A squadron paper, bulletin, scandal sheet, or what will you call it is a possibility. Keep it informal, name names, cite instances of fine performance, keep it unclassified so it can be distributed.

Airmanship we need but showoffmanship will eventually bury you.

COMPARED TO WHO?

There's a story about a man who was asked, "How's your wife?". His reply was, "Compared to who?" The English isn't quite correct, but the idea is.

A quick and dirty glance at the 1st MAW accident rate gives the uninformed observer quite a shock. It looks pretty grim. But it's necessary to look a bit further to get a true picture.

The 1st MAW has the highest proportion of tactical aircraft versus transport, training, patrol, etc. aircraft of any major command in the naval service. Comparing the 1st MAW accident rate with the all-Navy accident rate is somewhat like comparing apples and oranges. The most widely used accident rate is the one which indicates the number of accidents experienced during 10,000 flight hours. The aircraft which experience the lowest accident potential are the very ones which are flown many, many hours more than the fighter/attack types, i.e. patrol, transport, etc. The overall Navy accident rate is very much affected by these hours.

In order to get a true picture of the effectiveness of the operational readiness/aviation safety program within the 1st MAW, it is much more meaningful to compare the accident rates of the individual aircraft operated by the Wing with the Navy-wide rates for those individual types. For fiscal Year '66, for example, the following rates were recorded:

<u>Classification:</u>	<u>Rate per 10,000 hours</u>
1st MAW units:	
MAG-11 (VF Jet) (F-4, F-8)	2.12
MAG-12 (VA Jet) (A-4C/E)	2.18
Pacific Fleet:	
VF (Jet)	4.40
VA (Jet)	3.90
Navy-wide:	
VF (Jet)	2.86
VA (Jet)	2.37
Navy-wide by acft type:	
F-8	3.26
F-4	2.72
A-4 A/B/C	1.78
A-4E	3.24

As you can see, when you compare apples with apples, the statistics aren't so grim. Matter of fact, they look pretty good when you consider the facilities, weather and other operating conditions the Wing had to contend with during the period.

With the rotary-wing statistics, we have a more difficult situation. No other major command in the naval service is operating helicopters in similar circumstances. The Navy-wide accident rate for helicopters was 1.61 in FY'66. During the same period, MAG-16 experienced a rate of 2.11, while MAG-36 had a rate of 2.08. Unfortunately, there aren't any other apples to compare our apples with.

Operations in a combat environment provide many exceptional challenges to both pilots and commanders. The goal of the safety program is "Operational Readiness Through Aviation Safety". We are well on our way to realizing this goal. Just don't be discouraged by inadequate statistics, and remember the opening remarks of your Economics professor in Statistics I, "Figures lie, and liars figure".

FLIGHT EQUIPMENT SHORTAGES

We keep hearing, through the grapevine, about shortages that exist here and there in the Wing. Of course, we take particular interest in any shortages in the flight equipment field. Unfortunately, when we chat with G-4 about the rumors we hear, they point to their files and tell us that they have no record of any complaints in this regard.

Material shortages of any kind are a source of very serious concern at this headquarters. However, we have no way of correcting these shortages unless we know about them.

If you have trouble getting proper flight gear, or anything else for that matter, get your supply folks to report the problem to G-4, via your regular chain of command.

If the problem isn't one of supply, but rather one of suitability, try the UR/ Safety UR route. We haven't seen one regarding the suitability of the Z-5 G suit, for example, but everyone we talk to has some pretty definite opinions on the matter.

So, use the established reporting procedures. If you want us to slay dragons, you've got to supply ammo.

DUAL VISOR KIT FOR THE SPH-3 HELMET

A bit of information regarding the use of the dual visor kit with the SPH-3 helmet came to this office recently. The Naval Air Engineering Center experimented, at the request of NAVAIRSYSCOM, with mating the APH type dual visor kit with the SPH-3 helmet. This was done by positioning a silicone shim between the helmet and the visor assembly to make up for the difference in the shape of the helmet and the curvature of the visor assembly.

It was found that the assembly is unsatisfactory for use with the SPH-3 because it shifts the balance of the helmet, causing the helmet to rotate forward. In addition, substantial modification of the visor assembly is necessary in order to make it work at all with the SPH-3. NAVAIRENGCEN recommended that consideration be given to a new dual visor housing designed specifically for the SPH-3 helmet shell.

As new developments come out on this subject, we will endeavor to keep our readers advised.

(Ref: CO, NAVAIRENGCEN ltr C-633:ARC:alr/10126(3)/(8357) of 12 Jan 1967

BODY ARMOR FLAMMABILITY

NAVAIRSYSCOM has advised that the cotton-nylon blend carrier for T-65-2 Body Armor (NATICK DESIGN) and the nylon fabric facing on the ceramic plates are flammable and burn readily if ignited. The plastic-glass cloth backing on the ceramic is difficult to ignite and burns very slowly at normal temperatures.

It appears, in view of this information, that users of this type body armor had better be prepared to ditch the stuff in a big hurry if exposed to fire. FMFPac and the Systems Command are both aware of this, and we certainly hope they're doing something about it. In the meantime - BEWARE!!!

AIR FORCE LPU-2/P LIFE PRESERVER INFO

The following information has been provided by the Naval Air Systems Command in reply to a query from MAG-12:

Subj: Request for Authorization for use of Air Force LPU-2/P Life Preserver; comments concerning

Ref: (a) CO MAG-12 letter 6:RAM:lfd 4000 dated 15 October 1966
(b) CO NAEC letter C-62:JJM:alr 006 AE-23-46 (8332) dated 21 Dec 1966

1. The problem, reported in reference (a), of pilot discomfort and fatigue attendant to the MK-3C preserver is realized. However, the USAF type LPU-2/P preserver also has certain disadvantages including an unacceptable problem of the fabric cracking and causing leakage due to the cold discharge of the carbon dioxide.
2. Action is currently in process to evaluate a new type life preserver, designated the MK-6, as set forth in reference (b), with a view of replacement of both the MK-2 and MK-3C life preservers.
3. In view of the above stated reasons and the evaluation work being performed, the use by your activity of the USAF type LPU-2/P life preserver is not recommended. A limited quantity of the MK-6 preservers have been forwarded to fleet units for evaluation. Provided they are acceptable, immediate action will be taken to procure production quantities.

* * * * *

VISOR VISION

We have had two more incidents in which flight crew personnel have received injury to the facial area when enemy fire shattered the canopy or windshield plexiglass. Here is a quote from one of them:

"The pilot had his visor down during the maneuver and was not injured. The NFO had his visor down approximately two inches, leaving an open area between the bottom of the visor and the top of the oxygen mask of approximately two inches. Debris from canopy hit NFO around the bridge of the nose causing minor scratches. The NFO's visor was partially up to aid in visibility due to working under an overcast. It is recommended that procurement and distribution of dual visors be made ASAP to afford the aircrews with maximum face protection during day and night operations."

Dual visors kits are being received and distributed to Groups. There are not enough for everyone yet, but more should be forthcoming. They look like the greatest thing since sliced bread.

* * * * *

CORROSION

A quote from a recent O & R report:

"Fractographic examination disclosed that corrosion initiated the failure on all of the submitted arm assemblies. There were two types of failure modes noted, corrosion fatigue and stress corrosion cracking. The assembly removed from BuNo ... displayed both modes, the upper arm exhibiting stress corrosion, the lower arm corrosion fatigue. The fracture planes of the other two assemblies exhibited the typical stress corrosion fracture pattern. The corrosion originated on the inside surface at the arm to bushing juncture as the result of the failure of the protective coating of both the arm and bushing in a marine environment.

What did the man say George? Well it says you gotta keep touchin' up the spots where the paint gets knocked off and be extra careful that you don't dig up the paint. It gets weak when you do and the darn thing will break.

"JUS' RIGHT"

A story from the deep south in a bygone era has a message which can be applied to aviation safety. It seems that Rastus, a good worker, had an employer who was rather canny in parting with this world's goods. One day Rastus was most surprised when his employer offered him a bottle of moonshine - no strings attached. Rastus accepted with alacrity.

The next day Rastus was none too lively and his employer paused by Rastus' place of work to inquire how he enjoyed the moonshine. Rastus paused, looked around and thought for a bit before he answered. Then he said, "Jus' right, boss, jus' right".

Now his employer desired to make the most of his rare donations and so pressed Rastus as to what he meant by the term, "Jus' right". Finally Rastus saw there was no way out so he gave this reply, "Boss, if it had been any wusser ah couldn't o'drunk it an' if it 'ud been any better, you'd a' drunk it yo'self".

The message which applies to aviation safety is that there are some things in aviation that must be done "Jus' right". In fact when you look at our tasks it turns out that nearly all of them must be done correctly to be safe - not too much and not too little.

A lot of the failures to be "Jus' right" are denoted by the word, 'over'. For example overtorque, overboost, and overstress. Also such words as overweight, overindulgence, and overcontrol are examples. In each one of these the right amount of force, energy or control must be exercised. In torquing a nut neither overtorque or undertorque is satisfactory. Overboosts and underboosts of engines should be avoided as the **plague**. Overstresses lead to failures, overweight to heart troubles or failure to get airborne depending upon what is overweight, and **overindulgence** will be paid for the next morning, or perhaps forever.

To be "Jus' right" in aviation is to be professional. The pro knows the limits of his equipment. He knows his personal limits. He combines this knowledge with discipline and control to give execution that is "Jus' right".

* * * * *

600 FT AND 6 MILES

An aircraft recently was hit by small arms fire while at 600 ft. Closer inquiry disclosed that the aircraft involved was on a 6 mile final on a hung ordnance approach. Why was he at 600 feet was the next question. It seems that there was a cloud layer at 700 feet near the field that did not extend beyond about ten miles. In order to remain VFR the pilot chose to drop down. Normally this might not be so bad, but it's known here as a good hit zone. GCA was available and at 6 miles the 3 degree glide slope gives a more comfortable clearance.

HIGHER THAN A KITE

You are going to be flying higher in the months ahead than you have for the preceeding three or four months. Higher, that is, on takeoffs and landings. Even though home plate hasn't moved an inch, the density altitude will increase as our temperatures warm up, and warm up they will!

The effects on you, the pilot, are numerous. Many are obvious; some are the kind that even your best friend won't tell you. As it warms up your need for fluids rise, your need for salt increases, your need for calories decreases, and your general discomfort increases. You get tired quicker. Your helmet drips moisture which is yours. Your gloves get clammy and smell. You are inclined not to wear them when you know you should. Yes, even your temper will fray more easily and you will be more inclined to make rash judgments.

Change in density altitude will also affect your machine. Less dense air means increased take off roll, decreased power, and decreased maximum gross loads, particularly for the rotary wing operators.

Looking at the fixed wing aircraft first, it is noted that our runway lengths and power available are such that most of us really do not have to worry about getting off save perhaps the Cougar and Whale operators. Skyhawks on the short runway will have to watch it too. Heat from tires and brakes will dissipate more slowly and we will probably have a few more blown tires.

For the rotary wing operators the picture is quite different.. Take off run is not the problem so much as the maximum gross load that can be carried. In determining the maximum gross load that can be carried, the pilot must consider the density altitude of the take off site and the landing site as well. The philosophy that, "if I can get off with it, I can land with it" can truly get one into trouble. Last year the number of hard landings we encountered as the warm weather broke proved that the old saw was not true.

Knowledge is the key. The pilot must know his machine and its limitations. He must know himself and be able to recognize when his efficiency is impaired. Landings are the portion of every flight that consistently require the most in pilot skills. As aircraft performance deteriorates it is more important than ever to set up a good approach, on speed, on altitude, and smoothly executed.

Now is the time. Things are looking up in density altitude. Take a look at the charts and see how the performance of your machine is degraded by our temperatures out here. Mentally review how you will set yourself up and make a good approach no matter how bushed you feel.

WEATHER OUTLOOK FOR THE MONTH OF MARCH

By

1ST LT. P. V. KOSMO
1ST MAW METEOROLOGIST

LOW LEVEL OPERATIONS (1000 Ft, 2½ Miles): During the month of March there are 16-20 days favorable for low level operations in I Corps from 0400-1200H. From 1200-2000H there are 22-26 favorable days.

MID LEVEL OPERATIONS (5000 Ft, 5 Miles): Throughout I Corps there are 8-12 days favorable for mid level operations from 0400-1200H and 17-21 favorable days from 1200-2000H.

WINDS: During March, the prevailing 2,000 foot flow is northeasterly to easterly over I Corps. Over most of Southeast Asia, traces of the southwest monsoon begin to appear at low levels, producing prevailing winds with a southerly component.

Northeast monsoonal flow extends aloft to a little over 10,000 feet over I Corps, gradually veering until above 25,000 ft the prevailing winds are southerly to southwesterly.

PRECIPITATION: Although March is a dry season month over Southeast Asia and the winds of the northeast monsoon become lighter and more variable, the northeastern coast of RVN remains exposed to "crachins" during which morning drizzle contributes light, but significant, precipitation.

The mean number of days with measurable precipitation varies from 5 to 10 days throughout I Corps. Along coastal I Corps from Hue northward precipitation, usually in the form of morning drizzle, can be expected on 1 of 3 days. As many as 18 days with measurable rainfall have been reported at Hue during March.

Mean monthly precipitation amounts are less than 3 inches throughout I Corps, with a value of 0.9 inch for the Danang area.

Monthly maximum values range from 5 inches in southern I Corps to 10 inches in the northeast corner of I Corps, with Danang recording a maximum rainfall of 5.7 inches for the month. Minimum monthly precipitation amounts are zero over most of I Corps.

Maximum 24 hour precipitation values are 4 to 6 inches over most of I Corps, except for the region about Hue, where one-day rainfalls of 7 to 8 inches have occurred.

TEMPERATURE: Mean daily maximum temperatures range from 80° to 85° throughout I Corps with the lowest mean maximum, 78°, occurring at Tien Tcha, on Cape Tourane just northeast of Danang.

Mean minimum temperatures are in the mid sixties to low seventies, with Danang recording a mean of 70°.

RELATIVE HUMIDITY: The humidity begins its decline toward a mid summer minimum over I Corps with mean humidities in the mid eighties. The area around Hue records the highest value - 90%, with Danang's mean being 85%.

SEA TEMPERATURE: The average sea surface temperature off the coast of I Corps during March is 75°.

CURRENTS: The average speed of the southward flowing current along the coast of I Corps ranges from 0.5 to 1.0 knot.

TROPICAL DISTURBANCES: During the period from 1947 through 1965 three typhoons and three tropical storms were reported in the western Pacific. None of these storms moved further west than 120°E. Although a tropical storm may form or move into the South China Sea, such an occurrence would be rare.

MOON PHASES DURING MARCH: 3, Last Quarter; 11, New Moon; 19, First Quarter; 26, Full Moon.

Lunar Fraction Illuminated (%):

1. 76	9. 5	17. 27	25. 98
2. 65	10. 1	18. 37	26. 100
3. 54	11. 0	19. 46	27. 99
4. 43	12. 1	20. 57	28. 95
5. 33	13. 3	21. 67	29. 88
6. 24	14. 7	22. 77	30. 80
7. 16	15. 12	23. 86	31. 70
8. 9	16. 19	24. 93	

NOTES OF WISDOM FROM VMO-2 ASO

Pilot error is the greatest single cause of aircraft accidents. These accidents can usually be traced to lack of knowledge, lack of skill or lack of discipline.

COMPLACENCY - The greatest obstacle to accident prevention.

EDUCATION - The most effective tool in accident prevention.

Data received by the Naval Aviation Safety Center confirms that Marine Corps Squadrons have 87% more accidents in the first 6 months of a new CO's tour than in the second 6 month period.

CONFLICTING PATTERNS

Hounds Tooth Checks and Polka Dots! The well dressed gent would avoid that combination. Helicopters and jets in the same traffic pattern do not mix any better. The phrase, the same traffic pattern, does not refer to an orderly racetrack pattern as unmanageable as that might be. The casual mixing that comes from a jet swooping low across the helicopters area or the helicopter clumbing through the downwind leg of the jet pattern is the type of undersireable mixture that should be avoided.

How does a pilot avoid someone else's pattern? First of all he must know what kind of pattern is in use at that field. He should observe the direction of the wind and the direction of landing. Likewise he should know the altitudes of the normal pattern. After this he should be familiar with the instrument approaches to the field. Although not restricted areas per se, they are certainly good areas to avoid.

Regulations about control areas, departure routes, and course rules in general are necessary reading for all pilots. They do not replace the need, however, for headwork. Think ahead to plan your flight to avoid pattern conflicts.

IMAGINUITY

How's that for a word? It's simply a combination of the words "imagination" and "ingenuity". An example? How about the unknown gent in MAG-12 who came up with the idea of putting a small strip of Scotch-lite reflective tape on the edge of each aircraft revetment. It sure makes night taxiing a whole lot easier. Safer, too.

Do YOU have an idea of how to do something better? Has your command come up with a unique way of dealing with a problem? Well, how about the "Lessons Learned" report? We've seen a great deal of 'imaginity' around the Wing, but month after month we see **negative** reports submitted.

Your ideas are important. The ones that have been proven are particularly important. They can add to comfort, convenience or safety. They can save Uncle money. More important, they can often contribute to the accomplishment of our mission. But ideas, like experiences, are wasted if they're not shared. So, pass the word. Help another Marine do his job better.

CH-34 STATIONARY SCISSORS

A CH-34 pilot from another service recently discovered that the stationary scissors on the rotor head of his aircraft was installed upside down. The aircraft had flown this way for several hours. A check of other CH-34's in his unit showed that three additional aircraft had stationary scissors improperly installed. How about yours?

U. S. Army Monthly Maint Summary

1st Marine Aircraft Wing Aviation Safety Officers as of 20 February 1967

* LtCol W. L. WALKER	1st Marine Aircraft Wing
* Capt P. B. LEE	1st Marine Aircraft Wing
* Capt M. F. STONE	Marine Aircraft Group 11
Capt C. D. HATFIELD	Marine Fighter/Attack Squadron 115
* Major J. A. REESE	Marine Fighter (AW) Squadron 232
* Capt J. K. ENGSTROM	Marine Fighter (AW) Squadron 242
* Capt P. J. FARRELL	Marine Composite/Reconnaissance Squadron 1
* Major D. D. PAGE	Marine Aircraft Group 12
* Major H. D. MAINES	Marine Attack Squadron 211
* Major G. HARLAN	Marine Attack Squadron 214
* Capt R. G. BLACKINGTON	Marine Attack Squadron 121
* Capt D. Y. HEALY	Marine Attack Squadron 311
* Capt C. M. LACROIX	Marine Aircraft Group 13
* Capt L. A. WHIPPLE	Marine Fighter/Attack Squadron 314
* Capt L. K. GRISSET	Marine Fighter/Attack Squadron 323
* Capt T. J. PROSCH	Marine Fighter/Attack Squadron 542
* Major R. B. CHAPMAN	Marine Aircraft Group 16
* Major J. E. CARROLL	Marine Medium Helicopter Squadron 163
* Major G. HOLSTEAD	Marine Medium Helicopter Squadron 164
Capt R. D. BLANTON	Marine Medium Helicopter Squadron 263
Capt T. C. MCALLISTER	Marine Medium Helicopter Squadron 265
Major E. REICHERT, Jr.	Marine Observation Squadron 2
Major J. PIPPA	Marine Observation Squadron 3
Capt D. FERRIS	Marine Heavy Helicopter Squadron 463
* Major F. L. YOHE	Marine Aircraft Group 36
Capt B. R. MASSEY	Marine Medium Helicopter Squadron 165
* Major B. T. LADD	Marine Medium Helicopter Squadron 262
Major J. BARRY	Marine Medium Helicopter Squadron 362
Capt G. A. OLSON	Marine Observation Squadron 6
Major R. T. SPENCER	Marine Wing Service Group 17 Headquarters & Maintenance Squadron 17

* Indicates USC School Trained

Notify 1st MAW Aviation Safety Office of any change to the above list.

1ST MAW G-3 OFFICER ROSTER AS OF 1 MARCH 1967

<u>RANK/NAME/SERNO/MOS</u>	<u>BOQ/ROOM</u>	<u>ASSIGNMENT</u>	<u>CINC</u>	<u>RTD</u>
COL D. D. PETTY JR 034157/9907/7302	4 7	ACOFs, G-3	TS	AUG67
COL G. M. CLOUD 025355/9907/7307	4 10	ASST G-3	TS	MAY67
LTCOL K. T. DYKES 031816/7305	4 13	ASST G-3	TS	SEP67
LTCOL J. BROWNE 038984/7307	4 3	PLANS/STATS OFF	TS	APR67
LTCOL H. A. STILES 052540	2 3	WPNS EMPL/TGTS OFF	TS	JUL67
LTCOL A. W. TALBERT 050667/7302	1 6	OPS OFF	TS	JUL67
LTCOL L. F. WILLIAMS 031361/7302	4 9	AIR CONT/OFF	TS	OCT67
*LTCOL E. R. HENLEY FV1909598/1896	1 9	7TH AF LNO	TS	OCT67
MAJ R. L. BOYER 068661/7308	1 8	PLANS OFF	S	JUL67
MAJ M. J. BURNS 070304/7305	2 9	TRNG/NBC OFF	TS	AUG67
MAJ H. COLLINS 072604/7307	13	NATOPS OFF	TS	AUG67
MAJ R. F. DAAS 072118/7308	1 11	ATCO OFF	TS	JAN68
MAJ W. J. MCMANUS 056733/6702	1 8	ASST ACO(MTDS)	TS	FEB68
MAJ J. B. PARKER 071041/7333	1 10	ASST OPS OFF(FW)	TS	JUN67
MAJ D. A. MCCAUGHEY 063589/7305	1 10	MCLFDA LNO, III MAF	TS	JUN67
MAJ J. P. REICHERT 064568/7332	1 12	EWO	TS	OCT67
MAJ T. S. REAP 068325/7335	1 4	ASST OPS OFF(HELO)	S	MAR67
MAJ J. L. THIESSE 063582/7332	1 12	COMBAT RPTS OFF/STATO	TS	OCT67
MAJ N. R. VANLEEUEWEN 072141/7335	1 2	ASST OPS OFF(HELO)	TS	AUG67
MAJ C. F. WALLACE 058681/7332	2 3	ASST AC/ATC OFF	TS	OCT67
*MAJ L. J. ZILKA 069929/7332		I CORPS DASC LNO OFF	TS	APR67
CAPT L. A. BACKUS 087271/7305	2 10	ASST RPTS OFF	TS	JUL67
CAPT C. A. BARSKY 079405/7335	20 13	NATOPS OFF	S	DEC67
CAPT T. J. CHITTENDEN 085235/7307	2 8	ASST OPS OFF(FW)	TS	MAR67
CAPT R. L. DANIELS 078237/7307	2 4	BRIEFING OFF	S	MAY67
CAPT J. M. DYE 072920/7333	2 14	ASST PLANS OFF	TS	JUN67
*CAPT F. C. FRACKER JR 090488/7335		2D ARVN DIV LNO	S	MAR68
CAPT J. L. EYRE 085574/7335	2 8	I CORPS TOC LNO(HELO)	TS	MAY67
CAPT R. D. HEARNEY 083894/7305	MAG-11	ASST OPS OFF(FW)	TS	SEP67
CAPT W. O. GRUBBS 075272/7305	20 11	ASST RPTS OFF	TS	MAR68
CAPT J. L. HUGHES 078699/7335	2 5	ASST OPS OFF(HELO)	S	OCT67
CAPT C. A. JACKSON 078273/7354	303 -	ASST EWO	TS	MAY67
CAPT W. B. JOHNSON 073862/7335	2 7	ASST OPS OFF(HELO)	S	MAR67
CAPT T. P. KANE 088260/7335	2 8	ASST OPS OFF(HELO)	TS	SEP67
CAPT G. A. KING 084492/7333	2 7	ASST OPS OFF(FW)	TS	MAR67
CAPT H. POORE 076203/7332	2 10	ASST OPS OFF(FW)	TS	JUL67
*CAPT D. W. SOPER 082145/7335		1ST ARVN DIV LNO	TS	MAR67
CAPT M. F. WILLIAMSON 090494/7333	2 5	ASST RPTS OFF	TS	APR67
CAPT N. R. WINKLEBAUER 087368/7307	2 7	ASST OPS OFF(FW)	TS	OCT67
1/LT P. V. KOSMO 089515/6802	305 -	WEATHER OFF	TS	JUN67
2/LT D. C. GILMOUR 096733/7002	20 13	OPSTAT/COACT OFF	TS	MAR67
2/LT P. C. KENDALL 099668/7002	303 -	OPSTAT/COACT OFF	S	FEB68
*2/LT B. K. MOORE 091364/6802	303 -	ASST WEATHER OFF	S	OCT67
WO 1 N. J. CHAREST 098499/7002	20 1	ASST MTDS COORD	S	OCT67
WO 1 T. G. KERR 098912/4302	301-1	HISTORICAL OFF	S	MAR68

* DENOTES TAD TO OR FROM G-3

Apb 3-TAB 6

1ST MAW G-3 ENLISTED PERSONNEL ROSTER AS 1MAR67

<u>RANK/NAME/SERNO/MOS</u>	<u>QTRS</u>	<u>ASSIGNMENT</u>	<u>CLNC</u>	<u>RETURN TO U.S.</u>
MSgt. C. J. BLAIR 1093029/7041	BKS 24	NCOIC	TS	JUN67
MSgt. G. J. KRYGIER 645275/7041	BKS 24	ADMIN	TS	MAR68
GySgt. J. P. BRENNAN 1071983/0369	BKS 24	TRNG CHIEF	TS	OCT67
GySgt. J. T. OBRIEN 592302/5711	TENT 6	NBC	TS	MAR68
GySgt. H. L. HARBERSKI 459687/14161	BKS 22	TAL	TS	AUG67
GySgt. C. E. KING 1301914/7041	TENT 9	OPNS	S	MAR68
SSgt. F. A. SCOTT 1513625/7041	BKS 111	ATCO	S	MAR68
Sgt. D. F. BATES 2093131/7041	BKS 54	S&C NCO	TS	JUL67
Sgt. F. K. BURKE 1109152/4312	BKS 104	HLST NCO	S	AUG67
Sgt. M. D. DWYER 1880620/7041	BKS 54	ATCO	C	NOV67
Sgt. C. A. TOWERS 2047640/1443	BKS 104	TAL	S	JUN67
Cpl. C. P. COPELAND 2168621/7041	BKS 54	OPNS MAN	S	JUN67
Cpl. L. R. JACKSON 1983377/1441	BKS 54	TRNG AIDS	C	DEC67
Cpl. K. J. LESEURE 2100455/3041	BKS 104	TAL	-	SEP67
Cpl. J. J. MONTAGUE 2109809/7041	BKS 54	OPNS MAN	TS	APR67
Cpl. G. W. PARKER 2128784/7041	BKS 54	OPNS MAN	C	JUL67
Cpl. P. E. PASTWIK 2145732/7041	BKS 54	OPNS MAN	S	OCT67
Cpl. J. F. POLAN 2146711/7041	BKS 54	OPNS MAN	S	JUN67
LCpl. R. P. BROWN 2184017/7041	BKS 54	OPNS MAN	S	DEC67
LCpl. D. D. DUBOIS 2209498/7041	BKS 105	OPNS MAN	S	DEC67
LCpl. S. D. GILBERT 2241872/7041	BKS 54	OPNS MAN	C	MAR68
LCpl J. P. SCHWARTZOTT 2156096/7041	BKS 105	OPNS MAN	C	DEC67
LCpl C. B. TRACY 2232981/7041	BKS 54	OPNS MAN	S	DEC67

App 3-TAB 7

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

X
FILE

3:JLE:jjm
3480
3 Jan 67
FEB

CONFIDENTIAL

From: 1st 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 December;
summary of

1. For the month, I Corps forces were provided 679.7 hours of transport helicopter support. This is 6% of the total helo transport support provided by the wing. The 4936 passengers carried represent 10% of the total passengers carried. The 488.5 tons of cargo represent 14% of the tonnage carried.

2. A complete breakdown of support provided follows:

A. UNIT	PASSENGERS	TONS	HOURS
1st ARVN Division			
Med Evac	215		26.8
Logistics	223	121.7	51.0
Assault	—	—	—
TOTAL	438	121.7	77.8
2nd ARVN Division			
Med Evac	218		62.0
Logistics	1882	258.3	309.4
Assault	1198	—	71.0
TOTAL	3298	258.3	442.4
Quang Nam Sector			
Med Evac			
Logistics	460	105.5	114.2
Assault	—	—	—
TOTAL	460	105.5	114.2

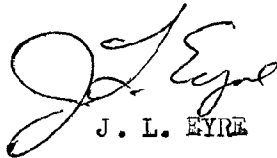
CONFIDENTIAL

App 19 - TAB 2

CONFIDENTIAL

Special Forces

Assault	<u>740</u>	<u>3.0</u>	<u>45.3</u>
TOTAL	4936	488.5	679.7


J. L. EYER

Copy to:
III MAF G-3
I Corps TOC
Historian

CONFIDENTIAL

DECLASSIFIED

APPENDIX(4)

DECLASSIFIED

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

4:DB:gab
5750
Ser:04A7267
17 Mar 1967

CONFIDENTIAL (Unclassified upon removal of classified enclosures)

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

Subj: Command Chronology for February 1967 (U)

Ref: (a) WgO 5750.1C

Encl: ✓(1) Organizational Data
✓(2) Narrative Summary
-(3) WgBul 11240 (w/original only)

1. In accordance with provisions of reference (a), enclosures (1) through (3) are submitted as the G-4 Command Chronology for the month of February 1967.

F. C. Thomas Jr.
F. C. THOMAS JR.

CONFIDENTIAL

1stMAW CONTROL NO.	COPY NO.
1076-67	1

App-4

1ST MARINE AIRCRAFT WING : G-4 DIVISION

Organization Data

Period Covering: 1-28 February 1967

Location: Quang Nam Province, Republic of Vietnam

Head of Division and Principal Subordinates

Assistant Chief of Staff	Col H. H. LONG
Assistant G-4	Col F. C. THOMAS JR. (From 4 Feb)
Assistant G-4	LtCol A. E. JAMES
Operations & Plans Officer	LtCol W. E. DEEDS (To 15 Feb)
Operations & Plans Officer	LtCol J. W. EVANS (From 16 Feb)
Base Development Officer	LtCol R. R. VAN DALSEM
Base Facilities & Real Estate Officer	Capt D. A. MAHONEY
Administrative Officer	2d Lt D. BRADY
Ordnance Officer	Maj O. C. LOCKE
Assistant Ordnance Officer	CWO-3 J. F. AILES
Motor Transport Officer	Maj G. E. SHOCKLEY
Engineer Officer	LtCol L. J. BRADLEY
Assistant Engineer Officer	Capt L. D. BURNETT
Utility Officer	WO S. L. SWAFFORD
SATS Officer	2d Lt R. C. CLAUSEN (To 11 Feb)
Embarkation/Air Freight Officer	Capt J. G. WENDT
Aircraft Maintenance Officer	LtCol W. E. FLEETWOOD (To 16 Feb)
Aircraft Maintenance Officer	LtCol W. J. VAN LIEW (From 17 Feb)
Avionics Officer	Maj C. D. CATES
Assistant Avionics Officer	Capt R. M. KOWALCZYK
Air Frame/Engine Officer	Maj C. K. SIME
Flight Equipment Officer	CWO-2 H. E. GORE
Wing Allowance Officer	2d Lt F. J. TORRES
Food Services Officer	Maj B. J. NICHOLS
TAFDS Chief	GySgt D. R. BUNDROCK
3M Analysis Officer	2d Lt J. G. WATTS
3M Project Officer	2d Lt R. R. HUMM
Fire Marshal	2d Lt L. A. LUCIA JR.
Logistics Chief	MGySgt R. A. MAC GREGOR (To 9 Feb)
Logistics Chief	MGySgt G. W. COLBERT (From 12 Feb)

ENCLOSURE (1)

NARRATIVE SUMMARYCONFIDENTIAL1. Logistics

a. (c) Air Freight and Air Delivery

(1) During the month of February 1967, the following amounts of cargo and passengers were transported by Marine aircraft into and from DaNang:

		<u>PAX</u>			<u>CARGO S/T</u>		
	<u>MAW</u>	<u>DIV</u>	<u>MISC</u>	<u>MAW</u>	<u>DIV</u>	<u>MISC</u>	<u>MAIL</u>
IN	2988	9289	115	551	479	0	10
OUT	4547	11389	845	1251	1282	7	2

(2) Cargo and passengers (Navy and Marine Corps) moved in and out of DaNang by the 15th Aerial Port and by Military Airlift Command is as follows:

	<u>PAX</u>	<u>15TH</u>	<u>CARGO S/T</u>		<u>PAX</u>	<u>MAC</u>	<u>CARGO S/T</u>
IN	6906		924	13103			4054
OUT	3503		2648	12153			499

(3) Air Deliveries for the month of February 1967 were as follows:

<u>DATE</u>	<u>RECEIVING UNIT</u>	<u>ITEM DROPPED</u>	<u>WEIGHT</u>	
3 Feb 1967	3rd Bn 7th Mar	Bunker Logs	29,700 lbs	
6 Feb 1967	3rd Bn 7th Mar	Bunker Logs	25,500 lbs	
9 Feb 1967	3rd Bn 7th Mar	Bunker Logs	24,525 lbs	52 6 Tons
10 Feb 1967	3rd Bn 7th Mar	Bunker Logs	25,465 lbs	

b. (C) Embarkation

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

Shipped from DaNang:	9976.5 M/T	1375.5 S/T
Received:	1572.0 M/T	812.9 S/T
Awaiting Shipment:	167.0 M/T	60.5 S/T
Scheduled for Shipment:	167.0 M/T	60.5 S/T

(2) Total cargo moved for the month of February 1967 was: 19,726 S/T

c. (C) Ordnance

(1) 9,630 tons of Class VA munitions was expended during the month of February 1967 of units of 1st Marine Aircraft Wing.

(2) Resupply of Class VA during February 1967 was as follows:

DaNang	3552.6 tons
Chu Lai	7985.3 tons
	<u>11537.9</u>

ENCLOSURE (2)
CONFIDENTIAL

CONFIDENTIAL

d. (C) Food Services

(1) The initial production of ice at Chu Lai iceplant began during February. This plant has the capacity of producing 15 tons of ice daily. All messes in the Chu Lai area will be serviced by this plant.

(2) Fresh locally grown vegetables (for salads) procured by 1st FSR Ration Dump, are being flown three times a week to Chu Lai for distribution to Marine messes by FLSG-B Ration Dump.

(3) The 1st Marine Aircraft Wing is now operating twenty-one (21) messes subsisting an average total of 13,500 men daily. The ration cost has been approximately \$1.62 per man per day.

e. (C) Tactical Airfield Fuel Dispensing System

(1) On 20 Feb 1967. 10,000 gal tank destroyed by flying object going through tank resulting from down draft of CH53 at Duc Pho. Flying object was tank chest lid for 10,000 gal TAFDS tank. 85% of fuel was saved.

(2) On 27 Feb 1967. During enemy rocket attack at DaNang, enemy round hit MAG-11 TAFDS tent, Air Force side. Small fire occurred, quickly extinguished, one man seriously wounded. One 10,000 gal bag hit, but patched and put into service, (10) pieces of fuel hose destroyed.

(3) The following amounts of Class IIIA were issued during February 1967:

UNIT	JP-4	115/115
MAG-11	2,987,416	293,574
MAG-12	2,300,794	N/A
MAG-13	3,481,058	N/A
MAG-16	332,554	170,582
MAG-36	379,774	137,818
MWSG-17	816,703	76,819
Quang Ngai	198,959	95,994
Tam Ky	16,235	3,962
Phu Bai	212,660	95,381
Dong Ha	102,627	94,410
TOTAL:	10,828,850	968,640

(4) Total Class IIIA issued by the 1st Marine Aircraft Wing during February 1967 was 11,797,490 gallons.

h. (U) Avionics

(1) On 15 Feb - Mr. G. SMITH, Naval Air Systems Command Hq. representative arrived for familiarization with problems related to air conditioners for avionics facilities and ground servicing of aircraft.

CONFIDENTIAL

(2) On 21 Feb - Mr. R. W. HELD and Mr. R.R. BUVER, NAESU representative for ComNavAirPac, arrived to discuss the implementation of "Shoehorn" and the support of air to air and air to ground missiles.

(3) On 24 Feb - Mr. Gordon W. MORRIS, representative for Columbus Scientific, reported in to assist MAG-16 in the repair of engine test cells for a period of about 7 days.

(4) On 28 Feb - Major CLINE, Avionics Officer Headquarters Marine Corps, met with G-4 Avionics Officer to discuss current avionics and support equipment problems and plans for the future. Gave advanced information on the following items of interest:

(a) A new type "Stratos" air conditioner for avionics maintenance facilities.

(b) Corrections to the QM-6 allowance list necessitated by errors in printing and by the increases need for standard avionics maintenance vans by helicopter Groups.

(c) Revision to the MOS structure for avionics maintenance personnel to better utilize the training received.

(d) The addition of an MOS for the personnel to man Marine Corps test equipment calibration facilities and added T.O. for these facilities which will result in an increase of Marine Corps strength of approximately 180 men.

i. (U) Aircraft Maintenance

(1) On 12 Feb, Lt HUMM, FMAW 3M Project Officer, visited Chu Lai to establish contact with the DPI Section.

(2) On 13 Feb, MAG-12 commenced 3M documentation.

(3) Mr. F. MANLEY, Boeing/Vertol WestPac Project Manager arrived on 13 Feb. His assignment consisted of a review of the material support situation for CH-46A aircraft in RVN.

(4) On 18 Feb, 3M representatives from Headquarters Marine Corps, headed by Col GREWNE and FMFPac led by Major WALL, held a conference with FMAW Headquarters 3M personnel to discuss DPI support for Chu Lai and Ky Ha based squadrons.

(5) On 23 Feb, FMAW 3M team members conducted a liaison visit with MAG-36 personnel to locate future training sites and to position 3M supplies and equipment.

(6) On 23 Feb, a FMFPac Maintenance/Material Program Review Team headed by Col J. P. TREADWELL, Force Inspector, arrived at Danang. The review team will inspect selected wing units and will depart this area on 7 March.

CONFIDENTIAL

(7) On 23 Feb, FMAW 3M Team representatives visited MAG-16 to discuss plans and establish a tentative date for implementation of the 3M reporting system.

(8) On 24 Feb, Mr. C. W. MORRIS, NAESU Representative, arrived this Headquarters. The purpose of his visit is to render assistance as required in operation and maintenance of the T58 Test Cells at MAG-16/35.

(9) On 25 Feb, FMAW 3M representatives presented instruction on the use of 3M forms for MAG-16 personnel at Marble Mt.

4

ENCLOSURE (2)
CONFIDENTIAL

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

21:RWM:eok
5700
15 Mar 1967

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

Subj: Command Chronology

Ref: (a) Wing Order 5750.1C

1. In accordance with the instructions contained in reference (a) the following is submitted for inclusion in the Command Chronology for February 1967.

2. ORGANIZATION:

Colonel R. R. FAIRBURN
LtCol H. T. COOK
Major R. W. MCINNIS
1stLt J. M. O'DONNELL
2ndLt T. W. RAY
WO H. E. GURNEY

Wing Supply Officer
Assistant Wing Supply Officer
Marine Corps Supply Officer
Assistant Marine Corps Supply Officer
Officer-In-Charge Management Team
Aviation Supply Officer

3. The test project for instituting a new requisitioning channel for NORS items was completed on 28 February. Because of the successful test a revised requisitioning channel will be instituted on 1 March by COMNAVAIRPAC directing all NORS Requisitions for standard stock items be submitted to NSD Subic vice AMO Oakland. The revised procedures are expected to reduce the lead time from the date the requisition is submitted until the time of receipt.

4. The FMFPac Special Engineer Critipak for critical repair parts for engineer equipment proved to be a successful program. The Wing received 78% of requested items, many of which were difficult to get items.


R. W. MCINNIS
By direction

App 4-THB1

DECLASSIFIED

APPENDIX (5)

DECLASSIFIED

SECRET

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

52:JSH:jch
5750
28 MAR 1967

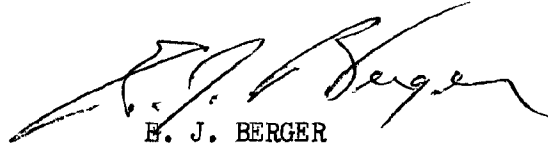
From: Assistant Chief of Staff, G-5
To: Assistant Chief of Staff, G-3 (Attn: Historian)

Subj: Command Chronology

Ref: (a) WgO 5750.1B

Encl: ✓(1) Organizational Data
✓(2) Narrative Summary
✓(3) Significant Events

1. Enclosures (1) through (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
App-5

ORGANIZATIONAL DATA

G-5

1 February 1967 - - 28 February 1967

AC of S, G-5

Lt Colonel Ernest J. BERGER 1 - 28 Feb 1967

Asst. G-5

Major John S. HOLLIS 1 - 28 Feb 1967

Major Richard PEREZ 1 - 28 Feb 1967

Draftsman

Cpl Daniel A. KOVACH 1 - 28 Feb 1967

Clerks

Cpl George W. MITCHENER 1 - 28 Feb 1967

Pfc James C. HAAHR 16 - 28 Feb 1967

Enclosure (1)

SECRETNARRATIVE SUMMARY

The month of February 1967, was marked by numerous meetings and staff visits with and by various external commands and agencies concerned with the integrated planning, programming, coordination, and execution of the FY 66(S) and FY 67(S) MCON Program as-well-as the minor construction program. Particular emphasis was placed upon prosecution of plans to meet the scheduled in-country arrival of Marine Air Control Squadron-4 (MTDS) on 30 May 1967 (revised from 17 May 1967), and VMA(AW) 533 with A6A type aircraft on 1 April 1967. (S)

A synopsis of planning actions for siting and construction of facilities for MACS-4 (MTDS) includes: submission of initial and revised DD form 1391, along with arithmetical and narrative back-up justification, for the construction of facilities (estimated at \$248,000) to COMNAVFORV, Rep DaNang; submission of preliminary siting plans to COM 30 NCR; determination by COMNAVFORV, Rep DaNang, that reprogramming within I Corps was not reasonably feasible; establishment of an estimated BOD for operational facilities ten (10) weeks after COM 30 NCR receives a construction directive and funds; considerable message traffic concerning an analysis of the effect of MTDS at Hill 647 on the USAF CRC at the nearby Panama site on Monkey Mt, and COMUSMACV's subsequent siting approval. The two major problems which remain to be resolved are funding and site approval. These are being actively pursued. (S)

In summary, active planning and programming action continued for the provision of facilities at Chu Lai to accept VMA(AW) 533 on 1

1.

Enclosure (2)

SECRET

SECRET

April 1967. In response to CG, 1st MAW's request, DirConNorth, provided information on cost, material and time estimates for constructing the urgently required support facilities. With the exception of permanent hangars and electrical power all essential facilities will be available on 1 April 1967, barring any unforeseen constraints. (S)

At Chu Lai, the MAG-12 parking apron of 99,000 SY is 98% complete. The 1st hangar for MAG-12 is 5% complete. Three hangars for MAG-13 are 85%, 50% and 30% completed respectively; the 1st of these hangars was partially occupied on 20 February 1967 with BOD's for the remaining two established for 20 April and 9 May 1967. The covered storage for MAG-13 is 50% complete with a BOD of 4 April 1967. The two hangars for MAG-36 are 95% and 5% complete respectively, with a BOD of June 1967 for the second hangar. MAG-36's covered storage project is about 75% complete with a BOD for 16,000 SF in March 1967, and the remaining 16,000 SF during April 1967. (U)

In the DaNang area the 23,000 SY extension to the southwest air terminal apron was completed on 27 February and the west taxiway was cleared of aircraft and used as a taxiway for the first time since it was completed. 33,000 SY parking apron for MWSG-17 is estimated at 15% complete. Work on the Tango Sector rehabilitation project continued to improve with the overall project estimated at 30% complete. Some constraints have been the availability of certain material and installed equipment. In the MAG-11 area the five hangars are 85% complete with all in use; the Headquarters building is 20% complete with a BOD of

SECRET

CONFIDENTIAL

May 1967; the open storage is 25% complete with a BOD of May 1967; the paraloft is 25% complete with a June BOD; utilities, roads, and sewage projects are estimated to be 23% complete with a June 1967 BOD. (U)

At Marble Mountain Air Facility (DaNang East), the 90,000 SY parking apron extension was completed except for soil cement on the shoulders; the 1,500' runway extension is 98% complete with seeding of the shoulders remaining to be done; the four hangars are 72% complete with a BOD of early April 1967; the utilities (water supply and distribution) project is progressing slowly due to lack of design for grading work and the extent of the total system. (U)

Construction effort at Phu Bai picked up some momentum. The 75,000 SY soil cement apron is 70% complete; the 34,000 SY T-17 apron extension is estimated to be 50% complete and strongback SEA huts are about 35% complete. (C)

During the latter half of the month planning for, and actual preparation commenced, on development of facility requirement data in support of the 1st MAW FY 67(S) MCON Program line items. This requirement was established by COMNAVFORV, Rep DaNang and although entailing considerable work will provide a more realistic basis for determining program requirements. (U)

CONFIDENTIAL

SECRET

SIGNIFICANT EVENTS

G-5, 1st MAW

1 Feb 67 - CG, 1st MAW ltr 52:EJB:gwm 11010 of 1 Feb 67 to CG, III MAF, submitted comments and recommendations on the report of the development of advance base functional components in support of a Marine Corps expeditionary force. (U)

2 Feb 67 - CG, 1st MAW ltr 52:EJB:gwm 11000 of 2 Feb 67 to COMNAVFORV, Rep DaNang, transmitted comments and changes to the proposed revisions to the currently funded FY66(S) MCON Program, and to the reductions proposed for the FY67(S) MCON Program. (U)

3 Feb 67 - G-5 visited the Base Development Office of COMNAVFORV, Rep DaNang, to arrange for reprogramming one of the three (3) hangars scheduled for construction at Ky Ha, under line item C-540, to Phu Bai. Also to determine status of runway overruns at Chu Lai West, action being taken on CG, 1st MAW 311202Z Jan 67 msg on the MTDS funds request, and the change of construction agent from the contractor to the CB's for MAG-11's ammo pad. (C)

G-5 accompanied the AWC to a meeting at COMNAVFORV, Rep DaNang, MIC, on determination of construction priorities in the DaNang area. RADM WESCHLER presided. After priority list was determined, RADM WESCHLER provided information that firm guidance on the FY67(S) MCON Program is expected in late March 67, and anything left over from FY66(S) will have priority in the FY67(S) program; further, some FY66(S) line items must be deferred due to overruns and will be funded from top of FY67(S) funds. (U)

4 Feb 67 - AdminO FMFPAC 040503Z Feb 67 (S) requested CINCPACFLT to give high priority to funding the unfunded items listed in CG, 1st MAW 270805Z Jan 67 (S). (S)

5 Feb 67 - CG, 1st MAW ltr 52:JSH:gwm 11000 of 5 Feb 67 to COM 30 NCR advised of the necessity to complete the facilities for project "Ice Cube" with a BOD of 1 Mar 67. (U)

OICC, RVN 051141Z Feb 67 recommended a conference at 1st MAW Hq with representatives from COMNAVFORV, Rep DaNang and COMNAVFORV at 1600, 7 Feb 67 to discuss funding and requirements posed by CG, 1st MAW 270805Z Jan 67 (S). (S)

6 Feb 67 - Liaison visit by Ass't G-5 to Base Development Office, COMNAVFORV, Rep DaNang for purpose of discussing the master station development plan drawing for the Marble Mt. Air Facility. (U)

CG, 1st MAW ltr 52:RP:gwm 11000 of 6 Feb 67 to COMNAVSUPACT, DaNang, advised of the modification and scope reduction to SPR Cl2-3.3-67 for a power check pad for MAG-12. (U)

CG, 1st MAW ltr 52:EJB:gwm 11010 of 6 Feb 67 to COMNAVFORV, Rep DaNang, requested that the real estate presently allocated to 1st

SECRET

SECRET

MED Bn., be re-allocated to the 1st MAW for the use of MAG-36. (U)

G-5 attended briefing for Radm T. J. WALKER, USN, COMCARDIV-3.

G-5 sponsored a pre-review conference at 1st MAW Hq to evaluate the operational adequacy of the final design drawings for the NSA POL facilities for DaNang and DaNang East. Representatives included, MAG-11, MAG-16, MWSG-17, and BDO COMNAVFORV, Rep DaNang. (U)

OICC, RVN, 061249Z Feb 67 (S) stated OICC will forward a CWE by 14 Feb 67 to enable reprogramming action for VMA(AW) 533 facilities as appropriate. (C)

7 Feb 67 - CG, 1st MAW ltr 52:JSH:gwm 11000 of 7 Feb 67 to COMNAVSUPPACT, DaNang submitted SPR C1-1.5-67 for construction of a storage building for MWHG-1. (U)

CG, 1st MAW ltr 52:JSH:gwm 11000 of 7 Feb 67 to COMNAVSUPPACT, DaNang, advised that construction of a 10,000 gallon septic tank, previously submitted on 26 Sep 66 as SPR C16-1-67 had become a critical sanitation requirement and expeditious construction was requested. (U)

CG, 1st MAW ltr 52:JSH:gwm 11000 of 7 Feb 67 to COMNAVSUPPACT, DaNang, submitted MWSG-17's SPR C17-23-67 for construction of additional head and shower facilities for project "Ice Cube" personnel. (U)

G-5 attended conference at 1st MAW to discuss funding problems in RVN and specifically those for the 1st MAW at Chu Lai. Attendees were MGen ROBERTSHAW, BGen OWENS, 1st MAW Staff members from G-4, G-5, representatives from DirConNorth, OICC, RVN, ROICC at Chu Lai, COMNAVFORV, Rep DaNang, 30 NCR, and III MAF Engineer Office. OICC, RVN made the following points:

a. Earliest date for arrival of materials for approach lights for Chu Lai West is 25 Jun 67.

b. There is presently a two million dollar backlog of work for RMK/BRJ.

c. FY66(S) money was lump sum and not for a specific scope to be accomplished. CWE's were too low and the money is now gone. Scope remaining will have to be dropped as latest guidance is that no more money is available from out-of-country to pay for the scope which is yet to be issued on NTP's.

d. Money can be shifted within country, however, very little remains that could be reprogrammed.

e. The scope described in CG, 1st MAW ltr 52:EJB:jhd 11000 Ser No. 0052A281-66 of 8 Oct 66, is technically correct for Chu Lai and DaNang, however, overruns have exhausted all funds. (C)

9 Feb 67 - G-5 attended conference at 1st MAW Hq to discuss siting for VMA(AW) 533. Attendees were MGen ROBERTSHAW, Col DOYLE, (C/S), and Col LONG, (G-4). All agreed that VMA(AW) 533 should go directly to Chu Lai (West) on the SE apron on 1 April when the squadron closes RVN. Points made by the Commanding General were as follows:

a. Give first construction priority to the avionics van pad.

b. 533 can share hangar with MAG-13.

c. 533 can use H&MS-12 engine shop.

SECRET

SECRET

Col LONG suggested a project officer. Capt BURNETT was selected. He will be assigned to G-5 for this project.

G-5 made the following points:

a. Permanent power and MAG-12 engine shop would not be available on 1 Apr 67.

b. Other requirements could be satisfied. (S)

CG, 1st MAW 091603Z Feb 67 provided CG, FMFPAC with current planning and milestones to date for facilities for VMA(AW) 533. (U)

10 Feb 67 - G-5 attended briefing for Senator TOWER. (U)

OICC, RVN 101150Z Feb 67 (S) replied to CG, 1st MAW 270805Z Jan 67 (S). This msg reiterated information provided at the 7 Feb 67 conference. Present funding situation does not allow construction by the contractor of the required facilities at Chu Lai for VMA(AW) 533. (S)

11 Feb 67 - CG, 1st MAW ltr 52:EJB:gwm 11000 of 11 Feb 67 Ser No. 0052A42-67 to COMNAVFORV, Rep DaNang, submitted DD Form 1391 for construction of facilities on Hill 647, Monkey Mt in support of MACS-4 (MTDS). (S)

12 Feb 67 - CG, 1st MAW 3d endorsement (52:EJB:gwm 11000 of 12 Feb 67) on ROICC, West DaNang, ltr 50:MLS:wmt of 31 Oct 66, to COMNAVSUPACT, DaNang, requested the addressee to sign the Transfer and Acceptance of Military Real Property (DD Form 1354) since this Command is not charged with the responsibility to accept military real property or staffed to maintain the plant account records thereof. (U)

13 Feb 67 - G-5 met with Cdr BERDAN of BDO and Cdr RANDALL of MACDC on the VMA(AW) 533 requirements and reprogramming action. (C)

14 Feb 67 - G-5 attended 1st MAW Base Development Board meeting on Special Project Requests. The AWC directed that action be taken to improve procedure for expediting project construction and for obtaining material on self-help projects. (U)

The Chu Lai Construction Priority List was approved. (U)

G-5 (Maj PEREZ and Capt BURNETT) met with LCdr LEWIS of 30 NCR on VMA(AW) 533 facilities. Wing requirements were outlined and 30 NCR would provide information after analyzing construction requirements

G-5 (Maj PEREZ and Capt BURNETT) met with Maj SHIELHAB of 1st MarDiv Eng Office to discuss possibility of relocating 25 - 30 strongbacks at Chu Lai for use of MAG-12. Maj SHIELHAB was going to discuss with Task Force X-Ray and advise. (U)

G-5 attended briefing at the Base Development Board Office of COMNAVFORV, Rep DaNang, regarding the requirement to determine and provide Facility Requirement Sheets for each 5 digit category code item to be constructed. (U)

15 Feb 67 - G-5 attended meeting at 1st MAW Hq concerning interim power for MAG -12 at Chu Lai West. Attendees were Maj PEREZ, (Ass't G-5), Maj SHERLOCK (Base Development Office), LtCol BRADLEY (Wing Engineer), Maj CATES (Wing Avionics Officer), Capt BURNETT (Project Officer), and Mr FRYDEN (Electrical Engineer from the Base Development Office). Interim power was decided not to be practical because: time involved

SECRET

SECRET

to construct interim power would exceed 1 Apr 67 desired date; construction time for interim power would put it almost into Aug BOD of permanent power; presently not funded; and, materials are not on hand. (S)

16 Feb 67 - CG, 1st MAW 160632Z Feb 67 (c) to CG, FMFPAC requested seven (7) - 60 kw, 60 cycle generators be provided by 1 Apr 67 for VMA(AW) 533. (S)

G-5 visited with representatives of 30 NCR to discuss SEABEE participation in construction of facilities for VMA(AW) 533. It was agreed that 1st MAW will send a ltr to 30 NCR requesting cost and material estimates and estimated time for construction. (S)

17 Feb 67 - CG, 1st MAW ltr 52:EJB:gwm 11000 of 17 Feb 67 to COMNAVFORV, Rep DaNang, provided a priority list for horizontal and vertical construction requirements for the 1st MAW at the Phu Bai Combat Base. (U)

CG, 1st MAW ltr 52:JSH:gwm 11000 of 17 Feb 67 to COMNAVSUPPACT, DaNang, submitted twelve SPR's for minor construction which were approved by the 1st MAW Base Development Board on 14 Feb 67. (U)

18 Feb 67 - CG, 1st MAW ltr 52:JSH:jch 11000 of 18 Feb 67 to DirConNorth, NFECC, RVN, requested an engineer survey be made to determine the feasibility of reclaiming for beneficial use that portion of the MAG-11 cantonment area which is swampland. (U)

CG, 1st MAW ltr 52:LDB:gwm 11000, Ser No. 0052B49-67 of 18 Feb 67 to COM 30 NCR, requested cost and material estimates and an indication of 30 NCR's ability to construct certain critically required facilities at the Chu Lai (West) Airfield for an additional A6A squadron due to deploy to Chu Lai (MAG-12) on 1 Apr 67. (S)

Ass't G-5, and the Project Officer (Capt BURNETT) visited MAG-11 to determine minimum storage and operating hut requirements for an A6A squadron. Minimum requirements were determined to be 3 - 40' x 100' buildings and 8 - 16' x 32' strongbacks.

19 Feb 67 - G-5 met with Base Development Office representatives to discuss reprogramming of MAG-12, Chu Lai (West) requirements. Attendees were: Capt WYNNE, Cdr DUNN, Cdr BERDAN, Maj SHERLOCK, (all of Base Development Office COMNAVFORV, Rep DaNang) and LtCol BERGER, Maj PEREZ, and Capt BURNETT of G-5, 1st MAW. As a result of this meeting the following course of action was determined:

a. The following items would be funded by O&MN funds.

1. Avionics Van Pad
2. Avionics Van Environmental Control Structure
3. Ground Support Equipment Slab
4. Operating Huts
5. LOX Storage Pad
6. Ready Ammo Pad
7. Billeting Huts

B. The following items could be programmed for SEABEE construction.

SECRET

SECRET

1. Covered Storage
2. Engine Shop
3. Open Storage
4. Aircraft Compass Calibration Pad (S)

CG, 1st MAW ltr 52:LDB:jch 11000 of 19 Feb 67 to the Chu Lai Installation Coordinator inquired as to the availability of excess strongbacks in the Chu Lai area that could be relocated to MAG-12. (C)

20 Feb 67 - G-5 attended meeting at MCB-62 at Phu Bai to determine construction priorities of projects in the Phu Bai area. (U)

G-5 attended briefing for Dr JOHNSON, Director of Naval Laboratories. (U)

CG, 1st MAW's 200150Z Feb 67, in reply to NAVAIRSYSCOMREPAC's 180031Z Feb 67, advised that BOD for the "in-country calibration complex (Project "Ice Cube")" was 1 Mar 67 for all facilities. (U)

21 Feb 67 - G-5 visited NSA Public Works and discussed the requirements for VMA(AW) 533 which will be funded by Special Project Requests. (S)

G-5 attended 1st MAW Base Development Board meeting. DirConNorth briefed the Board on the status of construction. (U)

22 Feb 67 - CG, 1st MAW ltr 52:LDB:jch 11000, Ser No. 052B53-67 of 22 Feb 67 to COM 30 NCR, requested cost, material, and construction time estimates to complete certain minimal support facilities for the A6A squadron due to arrive MAG-12, Chu Lai, on 1 Apr 67. (C)

23 Feb 67 - The G-5 attended a meeting at Phu Bai, held at MCB-62, to discuss proposed construction priorities. Representation was provided by, 3d MarDiv, FLSG-A, 30 NCR, FLC, BDO of COMNAVFORV, Rep DaNang, NSA, and MAG-16. It was generally agreed that additional SEABEE personnel would be required to accomplish all work within a reasonable time. Priorities were reviewed and were to be submitted to the Phu Bai Installation Coordinator for concurrence and then to CG, III MAF for approval. (U)

24 Feb 67 - G-5 and Ass't G-5 participated in a conference held at BDO, COMNAVFORV, Rep DaNang, to determine the most expeditious means of obtaining approval and funding for the facilities required for MACS-4 (MTDS) upon their arrival in-country. (S)

CG, 1st MAW ltr 52:EJB:gwm 11010 of 24 Feb 67 to COMNAVSUPPACT, DaNang, submitted SPR's C12-4.2-67, C12-24-67, and C12-23-67 for urgent minor construction of certain facilities for MAG-12 at Chu Lai which are needed by 1 Apr 67. (U)

CG, FMFPAC msg 240346Z Feb 67 to NAVAIRSYSCOM requested seven 60 kw 60 cycle generators be provided to 1st MAW by 1 Apr 67. (C)

COMNAVFORV 242355Z Feb 67 to COMUSMACV requested that construction directives be amended to change from contractor to SEABEE accomplishment of the following facilities:

- a. Covered Storage
- b. Open Storage

SECRET

SECRET

- c. Engine Maintenance Building
- d. Compass Calibration Pad (S)

G-5 met with Base Development and 30 NCR representatives to review the action being taken to provide facilities for VMA(AW) 533 and the MTDS and insure there was a clear understanding by all concerned of what was required. (C)

CG, 1st MAW ltr 52:EJB:gwm 11010 of 24 Feb 67 to COMNAVSUPACT provided NSA with SPR's for the avionics van pad, avionics van environmental control structure, eight operating huts, and twenty billeting huts. (U)

26 Feb 67 - The 23,000 SY air terminal apron extension was completed at DaNang Air Base. This extension provides a total of 53,000 SY of 2" asphaltic concrete over a 6" - 8" soil cement base. (U)A

G-5 hand delivered CG, 1st MAW spdltr 52:JSH:jch 11000 of 25 Feb 67 and discussed with representatives of 30 NCR and Base Development Office, COMNAVFORV, Rep DaNang, relocation of the 1st LAAM Bn⁴H&S Battery at West DaNang to allow construction of the new flight line facilities for MWSG-17. (U)

CG, 1st MAW ltr 52:EJB:jch 11000 of 26 Feb 67 to CG, III MAF, provided information for allocation and construction of ten Butler Buildings from within III MAF assets for the 1st MAW. (U)

28 Feb 67- COMNAVFORV, Rep DaNang, ltr BD/RD/dmf 11000/3 of 28 Feb 67 to DirConNorth, requested that the site for MAG-12's covered storage be filled as soon as possible on a priority basis.

COM 30 NCR ltr 03:LAF:dag 11100 of 28 Feb 67 to CG, 1st MAW stated that 30 NCR has not been requested to provide assistance to the contractor in constructing the first MAG-12 hangar. Also that cost and material estimates requested by CG, 1st MAW ltr 52:EJB:gwm 11010 of 24 Feb 67 would be provided upon completion of material estimates. (S)

The 23,000 SY air terminal apron extension at DaNang, had cooled sufficiently by 27 Feb 67 to allow its use. Thus, on 28 Feb 67, all of the aircraft that had been parked on the 10,000' west taxiway were now on the parking apron and for the first time since its completion in Nov 66, the taxiway was used as a taxiway for its entire length. (U)

SECRET

DECLASSIFIED

APPENDIX (6)

DECLASSIFIED

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

10:JSH:dlj
5750
15 Mar 1967

CONFIDENTIAL

CONFIDENTIAL

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

Subj: Command Chronology

Ref: (a) WgO 5710.10

- Encl: ✓(1) Significant CEO events during the month of Feb 1967.
✓(2) CG 1st MAW ltr 10:WBL:dwe 2305 of 1 Feb 1967, subj: Communication Assistance; request for
✓(3) 1st MAW CEO memo 10:EWM:dwe 4000 of 1 Feb 1967, subj: Monthly Logistics Summary Report
✓(4) 1st MAW ACEO ltr 10:JSH:dlj 1000 of 1 Feb 1967, subj: Monthly personnel Roster.
✓(5) CG FIRST MAW MSG 010820Z FEB 1967, subj: EXCESSIVE CIRCUIT OUTAGE
✓(6) CG 1st MAW spdltr 10:WBL:dwe 2110 ser 010A03367 of 2 Feb 1967, subj: Message Reduction Report (U)
✓(7) CG 1st MAW spdltr 10:WRM:dwe 2302/33 of 2 Feb 1967, subj: Allowances of AN/TYA-11 Communication Centrals
✓(8) 1st MAW CEO memo 10:WRM:wdg 1550/3 of 2 Feb 1967, subj: Lesson Learned (Report Symbol W-3840-1)
✓(9) 1st MAW CEO memo 10:WRM:dwe 10551/10 of 2 Feb 1967, subj: Availability of AN/TPQ-10 radar set
✓(10) CG FIRST MAW MSG 030609Z FEB 1967, subj: WING CMD NET NUMBER 2
✓(11) CG 1st MAW ltr 10:CAG:wdg 4441/1 of 3 Feb 1967, subj: Ground Electronics Equipment Allowance; request for modification of
✓(12) CG 1st MAW ltr 10:WRM:dwe 10551 of 3 Feb 1967, subj: Radar Reflectors for the Chu Lai Runway
✓(13) CG FIRST MAW MSG 060710Z FEB 1967, subj: ROUTING INDICATOR FOR OA87 (JP-87) CKT
✓(14) CG FIRST MAW MSG 080053Z, subj: MTDS AT MONKEY MOUNTAIN
✓(15) CG 1st MAW Staff memo 10:RVA:dlj 2030/6 of 7 Feb 1967, subj: AUTODIN (Automatic Digital Network)
✓(16) CG 1st MAW ltr 10:RVA:dwe 2000 of 7 Feb 1967, subj: Criteria and requirements Standards for long lines Communications
✓(17) 1st MAW CEO memo 10:RVA:wdg 2300/6 of 8 Feb 1967, subj: Rotation of MACS-7
✓(18) CG FIRST MAW MSG 080326Z FEB 1967, subj: TEMPORARY FREQUENCY ASSIGNMENTS
✓(19) CG FIRST MAW 090246Z FEB 1967, subj: REVISED AIR CONTROL FREQUENCIES

CONFIDENTIAL
App-6

10:JSH:dlj
5750CONFIDENTIAL
CONFIDENTIAL

- ✓(20) CG FIRST MAW 090740Z FEB 1967, subj: DAMAGED GCA RADAR
- ✓(21) 1st MAW CEO ltr 10:WBL:wdg 1550 of 10 Feb 1967, subj: Communication Training Requirements Conference
- ✓(22) CG 1st MAW spdltr 10:EWM:wdg 4441/1 of 11 Feb 1967, subj: Long Range Antenna for use with Radio Set AN/MRC-109 and Voice Security Equipment
- ✓(23) 1st MAW CEO ltr 10:CAG:wdg 4000/3 of 13 Feb 1967, subj: Commander's Combat Readiness Report for 4th Quarter; Fiscal Year 1967
- ✓(24) 1st MAW CEO ltr 10:WBL:ted 1650 of 15 Feb 1967, subj: 1st MAW Certificate of Achievement; Case of Corporal Donald W. EDMONDS 2060665/2541/0141 U. S. Marine Corps
- ✓(25) CG FIRST MAW MSG 151025Z FEB 1967, subj: FREQUENCY ASSIGNMENTS
- ✓(26) CG FIRST MAW MSG 160004Z FEB 1967, subj: 400 Cycle Communication Power Unit Shipping Instructions
- ✓(27) 1st MAW CEO memo 10:RVA:ted 1650 of 17 Feb 1967, subj: Presidential Unit Citation
- ✓(28) CG 1st MAW ltr 10:WRM:ted 2070/1 of 18 Feb 1967, subj: Armed Forces Radio Station in Danang; unsatisfactory performance of
- ✓(29) CG FIRST MAW MSG 180906Z FEB 1967, subj: WING SUPPLY COMM SUPPORT
- ✓(30) CG FIRST MAW MSG 190243Z FEB 1967, subj: FLIGHT CLEARANCE COMMUNICATIONS
- ✓(31) CG FIRST MAW MSG 190244Z FEB 1967, subj: FLIGHT CLEARANCE COMMUNICATIONS
- ✓(32) CG FIRST MAW MSG 190226Z FEB 1967, subj: DCS CKT RESOTRATION PRIORITY
- ✓(33) 1st MAW CEO memo 10:RVA:ted 2000 of 1967, subj: Flight Clearance Communications
- ✓(34) 1st MAW CEO memo 10:JSH:wdg 2302/2 of 19 Feb 1967, subj: Sky-Wave propagation Charts, request for distribution of
- ✓(35) CG FIRST MAW MSG 191217Z FEB 1967, subj: NAVAIDS FOR SPECIAL FORCES CAMPS ICTZ
- ✓(36) CG 1st MAW FIRST ENDORSEMENT on CO, MMSG-17 ltr 10:JYSH:rem 2305 of 21 Feb 1967, subj: Request for use of Telephone poles
- ✓(37) CG 1st MAW ltr 10:WRM:ted 2000/2 of 21 Feb 1967, subj: Communication Requirements from Danang to Phu Bai and Dong Ha
- ✓(38) 1st MAW CEO memo 10:RVA:wdg 4441 of 21 Feb 1967, subj: Modification of Allowances
- ✓(39) 1st MAW CEO memo 10:RVA:ted 7110 of 25 Feb 1967, subj: Budget submission, O&M, Marine Corps, Phase II
- ✓(40) CG FIRST MAW MSG 251116Z FEB 1967, subj: CONTRACT TECK REP FOR PU-608

CONFIDENTIAL
CONFIDENTIAL

10:JSH:dlj
5750

CONFIDENTIAL

CONFIDENTIAL

- ✓(41) CG 1st MAW ltr 10:WBL:dlj 5040 of 26 Feb 1967, subj: Monthly Report of Inspections Scheduled and Completed (Report Symbol 5041-1)
- ✓(42) 1st MAW GEO memo 10:RVA:wdg 2000 ser 010A5867 of 27 Feb 1967, subj: Communication Failure and Restoration
- ✓(43) CG 1st MAW ltr 10:WBL:dlj 2000 of 28 Feb 1967, subj: Communication Problems
- ✓(44) CG FIRST MAW MSG 280322Z FEB 1967, subj: MAVAL MSGS.

1. In accordance with reference (a), enclosure (1) through (44) are submitted.



R. V. ANDERSON

CONFIDENTIAL
CONFIDENTIAL

CONFIDENTIAL

CONFIDENTIAL

Significant CEO events during the month of Feb 1967.

1. CG 1st MAW ltr 10:WBL:dwe 2305 of 1 Feb 1967, subj: Communication Assistance; Request for. See Enclosure (2).
2. 1st MAW CEO memo 10:EMM:dwe 4000 of 1 Feb 1967, subj: Monthly Logistics Summary Report. See Enclosure (3).
3. 1st MAW CEO ltr 10:JSH:dlj 1000 of 1 Feb 1967, subj: Monthly Personnel Roster. See Enclosure (4).
4. CG FIRST MAW MSG 010820Z FEB 1967, subj: EXCESSIVE CIRCUIT OUT-AGE. See Enclosure (5).
5. CG 1st MAW spdltr 10:WBL:dwe 2110 of 2 Feb 1967, subj: Message Reduction Report. See Enclosure (6).
6. CG 1st MAW spdltr 10:WRM:dwe 2302/33 of 2 Feb 1967, subj: Allowances of AN/TYA-11 Communications Centrals. See Enclosure (7).
7. 1st MAW CEO memo 10:WRM:wdg 1550/3 of 2 Feb 1967, subj: Lesson Learned (Report Symbol W-3840-1). See Enclosure (8).
8. 1st MAW CEO memo 10:WRM:dwe 10551/10 of 2 Feb 1967, subj: Availability of AN/TPQ-10 Radar Set. See Enclosure (9).
9. CG FIRST MAW MSG 030609Z FEB 1967, subj: WING CMD NET NUMBER 2. See Enclosure (10).
10. CG 1st MAW ltr 10:CAG:wdg 4441/1 of 3 Feb 1967, subj: Ground Electronics Equipment Allowance; Request for Modification of. See Enclosure (11).
11. CG 1st MAW ltr 10:WRM:dwe 10551 of 3 Feb 1967, subj: Radar Reflectors for the Chu Lai Runway. See Enclosure (12).
12. CG FIRST MAW MSG 060710Z FEB 1967, subj: ROUTING INDICATOR FOR OA87 (JP-87) CKT. See Enclosure (13).
13. CG FIRST MAW MSG 080053Z FEB 1967, subj: MTDS AT MONKEY MOUNTAIN. See Enclosure (14).
14. CG 1st MAW Staff memo 10:RVA:dlj 2030/6 of 7 Feb 1967, subj: AUTODIN (Automatic Digital Network). See Enclosure (15).
15. CG 1st MAW ltr 10:RVA:dwe 2000 of 7 Feb 1967, subj: Criteria and Requirements Standards for Long Lines Communication. See Enclosure (16).

CONFIDENTIAL
 CONFIDENTIAL
 App Enclosure (1)

~~CONFIDENTIAL~~ CONFIDENTIAL

16. 1st MAW CEO memo 10:RVA:wdg 2300/6 of 8 Feb 1967, subj: Rotation of MACS-7. See Enclosure (17).
17. CG FIRST MAW MSG 080326Z FEB 1967, subj: TEMPORARY FREQ ASSIGNMENTS. See Enclosure (18).
18. CG FIRST MAW MSG 090246Z FEB 1967, subj: REVISED AIR CONTROL FREQUENCIES. See Enclosure (19).
19. CG FIRST MAW MSG 090740Z FEB 1967, subj: DAMAGED GCA RADAR. See Enclosure (20).
20. 1st MAW CEO memo 10:WBL:wdg 1550 of 10 Feb 1967, subj: Communication Training Requirements Conference. See Enclosure (21).
21. CG 1st MAW spdltr 10:EWM:wdg 4441/1 of 11 Feb 1967, subj: Long Range Antenna for use with Radio Set AN/MRC-109 and Voice Security Equipment. See Enclosure (22).
22. 1st MAW CEO ltr 10:CAG:wdg 4000/3 of 13 Feb 1967, subj: Commander's Combat Readiness Report for 4th Quarter, Fiscal Year 1967. See Enclosure (23).
23. 1st MAW CEO ltr 10:WBL:tcd 1650 of 15 Feb 1967, subj: 1st MAW Certificate of Achievement; case of Corporal Donald W. EDMONDS 2060665/2541/0141 U. S. Marine Corps. See Enclosure (24).
24. CG FIRST MAW MSG 151025Z FEB 1967, subj: FREQUENCY ASSIGNMENTS. See Enclosure (25).
25. CG FIRST MAW MSG 160004Z FEB 1967, subj: 400 CYCLE COMMUNICATION POWER UNIT SHIPPING INSTRUCTIONS. See Enclosure (26).
26. 1st MAW CEO memo 10:RVA:tcd 1650 of 17 Feb 1967, subj: PRESIDENTIAL UNIT CITATION. See Enclosure (27).
27. CG 1st MAW ltr 10:WRM:tcd 2070/1 of 18 Feb 1967, subj: Armed Forces Radio Station in Danang; unsatisfactory performance of. See Enclosure (28).
28. CG FIRST MAW MSG 180906Z FEB 1967, subj: WING SUPPLY COMM SUPPORT. See Enclosure (29).
29. CG FIRST MAW MSG 190243Z FEB 1967, subj: FLIGHT CLEARANCE COMMUNICATIONS. See Enclosure (30).
30. CG FIRST MAW MSG 190244Z FEB 1967, subj: FLIGHT CLEARANCE COMMUNICATIONS. See Enclosure (31).

CONFIDENTIAL
 CONFIDENTIAL
 Enclosure (1)

CONFIDENTIAL

CONFIDENTIAL

31. CG FIRST MAW MSG 190226Z FEB 1967, subj: DCS CKT RESTORATION PRIORITY. See Enclosure (32).
32. 1st MAW CEO memo 10:RVA:ted 2000 of 19 Feb 1967, subj: Flight Clearance Communications. See Enclosure (33).
33. 1st MAW CEO memo 10:JSH:ted 2302/2 of 19 Feb 1967, subj: Sky-Wave Propagation Charts, request for Distribution of. See Enclosure (34).
34. CG FIRST MAW MSG 191217Z FEB 1967, subj: NAVAIDS FOR SPECIAL FORCES CAMP ICTZ. See Enclosure (35).
35. CG 1st MAW FIRST ENDORSEMENT on CO, MWSG-17 ltr 10:JYSH:rem 2305 of 21 Feb 1967, subj: Request for use of Telephone Poles. See Enclosure (36).
36. CG 1st MAW ltr 10:WRM:ted 2000/2 of 21 Feb 1967, subj: Communications requirements from Danang to Phu Bai and Dong Ha. See Enclosure (37).
37. 1st MAW CEO memo 10:RVA:wdg 4441 of 21 Feb 1967, subj: Modification of Allowances. See Enclosure (38).
38. 1st MAW CEO memo 10:RVA:ted 7110 of 25 Feb 1967, subj: Budget Submission, O&M, Marine Corps, Phase II. See Enclosure (39).
39. CG FIRST MAW MSG 251116Z FEB 1967, subj: CONTACT TECH REP FOR PU-608. See Enclosure (40).
40. CG 1st MAW ltr 10:WBL:dlj 5041 of 26 Feb 1967, subj: Monthly Report of Inspections Scheduled and Completed (Report Symbol 5041-1). See Enclosure (41).
41. 1st MAW CEO memo 10:RVA:wdg 2000 of 27 Feb 1967, subj: Communication Failure and Restoration. See Enclosure (42).
42. CG 1st MAW ltr 10:WBL:dlj 2000 of 28 Feb 1967, subj: Communication Problems. See Enclosure (43).
43. CG FIRST MAW MSG 280322Z FEB 1967, subj: NAVAL MSCS. See Enclosure (44).
44. The 1st MAW MARS Radio Station traffic count for the month of Feb 1967, is as follows:

	<u>Phone Patches</u>	<u>Message Traffic</u>
Outgoing	864	3386
Incoming	000	892
Total	864	4278

CONFIDENTIAL

CONFIDENTIAL

45. The total message traffic handled by the 1st Marine Aircraft Wing Communication Center for the month of Feb 1967 was 103,677 of which 52,213 were outgoing and 51,464 were incoming.

CONFIDENTIAL

CONFIDENTIAL
Enclosure (1)

10:44:5 am
2305
1 Feb 1967

Subj: Communication Appliances; request for

1. In compliance with paragraph 602 of reference (a), the following solo user telephony records is submitted:

2. This circuit is required to enable the dispatch of supplies for immediate evacuation of casualties. Contact Captain A. J. WAGEL, DOWNS 10.

R. F. Allen
By direction

App 6- ENCLOSURE (2)

HEADQUARTERS
1st Marine Aircraft Wing
Fleet Marine Force, Pacific
APO San Francisco 96344

101-111-111
4000
2 Nov 1967

MEMORANDUM

From: Communication-Electronics Officer
To: Assistant Chief of Staff G-4

Subj: Monthly Logistics Summary Report

Ref: (a) FORCE O 4000.1E
(b) CG III MAF ltr AB/JRW 4000.1 of 16 Jan 1967

1. The following input information is submitted in connection with reference (a) and in accordance with reference (b).

SECTION I SUPPLY1. Communication-Electronics Supply Situation

(1) Since last report AN/TRF-27B on hand quantities have not changed. Components of the missing 7 Radio Sets are being put on requisition.

(2) As reported last month only of twelve rated AN/GR-155 test Sets has been received by the Wing. This is beginning to seriously impair maintenance on the new AN/PRC-25 Radios.

(3) All vehicles and generators for the Wings' 6 AN/MC-62A have been received.

b. Spare part supply support is covered below

SECTION II MAINTENANCE

6. As reported in January supply support is being received for items that are common in the Marine Corps. Problem areas exist in supporting aviation peculiar equipment, equipment recently introduced into the Marine Corps, and equipment procured from other services.

a. Critical Major Items of Equipment

(a) Communication-Electronics

(1) Radar

App 6- ENCLOSURE (3)

10:30M:wdg
4000
1 Feb 1967

<u>EQUIP</u>	<u>AUTH</u>	<u>OH</u>	<u>OR</u>	<u>NORS</u>	<u>NORM</u>
AN/UPS-1B	7	7	5	2	-0-
AN/UPS-1C	7	5	3	2	-0-
AN/TPS-22	1	1	-0-	1	-0-
AN/TPS-34	1	1	-0-	1	-0-
AN/TPS-37	2	2	1	1	-0-

Radar supply support has improved and is reflected by lower deadlined rates. However, several radars that are reported as operational are in fact seriously impaired. As the hot season approaches spare parts usage is expected to increase. Current requisitions reflect this increase in an effort to position more spare parts at the using unit level.

(2) Radio

<u>EQUIP</u>	<u>AUTH</u>	<u>OH</u>	<u>OR</u>	<u>NORS</u>	<u>NORM</u>
AN/GRC-4B	22	25	15	9	1

Spare parts have become more readily available through assets being internally redistributed within the Wing. However, peculiar parts for this radio continue to be a problem. Critical items are as follows:

<u>NOMEN</u>	<u>FSN</u>	<u>COMPONENT</u>
Switch	5930-615-9376	R-278
Capacitor	5910-583-1473	R-278
Relay	5945-284-3133	T-217
Relay	5945-259-6576	T-217
Coil	5950-237-1534	3 ea R-278
Relay	5945-258-7651	R-278
Fuse	5920-199-9502	MD-129
Coil	5950-237-1534	2 ea MD-129
Capacitor	5910-270-9327	MD-129
Relay	5945-259-0975	R-278
Switch	5930-623-4088	C-1336
Capacitor	5910-164-7449	T-217

<u>EQUIP</u>	<u>AUTH</u>	<u>OH</u>	<u>OR</u>	<u>NORS</u>	<u>NORM</u>
AN/TSC-15	15	14	11	3	-0-

Equipment deadline remains essentially the same as last report.

<u>EQUIP</u>	<u>AUTH</u>	<u>OH</u>	<u>OR</u>	<u>NORS</u>	<u>NORM</u>
AN/MRC-83	11	15	35	8	2

Deadline rates have increased since last report. Spare part support has slowed during the last month. Critical items are:

10:45M: dwe
4000
1 Feb 1967

<u>NOMEN</u>	<u>FSN</u>
Terminal Stud	5940-259-5743
Shunt Instrument	6625-225-7637
Antenna Leadin Assy	5985-527-6146
Resistor	5905-755-2571

<u>EQUIP</u>	<u>AUTH</u>	<u>OH</u>	<u>OR</u>	<u>WORS</u>	<u>WORN</u>
AN/MRC-62	12	11	9	2	-0-
AN/MRC-62A	6	6	-0-	-0-	-0-
AN/MRC-63	3	3	2	1	-0-

Provisioning for Radio Sets AN/MRC-62A is completed. Critical spare parts for all AN/MRC-62 and AN/MRC-63 are as follows:

<u>NOMEN</u>	<u>FSN</u>	<u>COMPLIMENT</u>
Resistor	5905-295-3853	MRC-62 R-125
Coil	5950-395-9233	MRC-62 T-235
Transformer	5950-536-3440	MRC-62
Capacitor	5910-667-5291	MRC-62
Relay	5945-255-6437	MRC-62
Resistor	5905-295-3853	MRC-62
Resistor	5905-195-6800	MRC-62
Resistor	5905-279-3515	

<u>EQUIP</u>	<u>AUTH</u>	<u>OH</u>	<u>OR</u>	<u>WORS</u>	<u>WORN</u>
AN/TRC-97	6	1	1	-0-	-0-

No assets of the AN/TRC-97 are currently considered desolved. However, serious support difficulties are foreseen. In country supplies of spare parts are almost exhausted. FMC and FSI are being asked for stock status reports on the following critical items:

<u>NOMEN</u>	<u>PART NO</u>	<u>SL FOR</u>	<u>ITC NO</u>
Switch	91089	404041A	L705
Printed Ckt Board	8355806-1	404041A	K601
Electron Tube Tut	3031965-1	404041A	G092
Blower	109074	404041A	P250
Centrifugal Fan	8424K7L6	404041A	L672
Klystron	SK32369	404041A	K781

(3) Telephone Switchboards

<u>EQUIP</u>	<u>AUTH</u>	<u>OH</u>	<u>OR</u>	<u>WORS</u>	<u>WORN</u>
SB-86	23	23	16	6	1

10:5W: dwe
4000

Supply support for the SB-86 continues marginal. A high failure rate drains spare part support for the following items:

Cord & Reel Assy	FSN 5805-607-0356
Signal Drops	FSN 5805-503-3328
Lens Indicators	FSN 6210-500-2299

This month the 1st Marine Aircraft Wing requested 5 AN/TGC-7A Switchboards as a one time special allowance for use at each Group Headquarters. This Switchboard would give each Group a vastly increased telephone switching capability and relieve the over commitment of the SB-86 at that level.

<u>EQUIP</u>	<u>AUTH</u>	<u>OH</u>	<u>OR</u>	<u>NORS</u>	<u>NORM</u>
MTG-1	1	1	60%	10%	

Supply support for the AN/MTG-1 remains non-existent. Proposed inter service support agreement has not produced any support. The switchboard has deteriorated to such a degree that one of the three operator positions is inoperative. The switchboard at this time is considered to be 60% effective. Critical spare parts are:

Cord	FSN 5995-173-8828
Cord	FSN 5995-173-8829
Cord	FSN 5995-173-8830
Rectifier Metallic	FSN 6130-330-9817
Teleringer	FSN 5805-162-6256

(4) MATCU EQUIPMENT

<u>EQUIP</u>	<u>AUTH</u>	<u>OH</u>	<u>OR</u>	<u>NORS</u>	<u>NORM</u>
AN/TRM-14	6	7	5	1	1
AN/UPS-1C	3	3	3	-0-	-0-

Heavy commitment of these equipments continues to cause part usage to exceed supply support capabilities.

(5) TELETYPE EQUIPMENT

<u>EQUIP</u>	<u>AUTH</u>	<u>OH</u>	<u>OR</u>	<u>NORS</u>	<u>NORM</u>
AN/TGC-14(V)	44	36	33	3	-0-
AN/GOC-3	18	14	13	1	-0-

Relatively low usage of this equipment accounts for low deadline rates. Parts on requisitions have been slow in arriving at the using unit level. Deficiencies in On Hand quantities of TGC-14(V) have been requisitioned to bring the Wing up to authorized allowances.

10: EAT: dwe
4000

EQUIP	AUTH	ON	OR	WORS	NORM
AM/UGC-6	11	11	9	2	-0-
AM/UGC-20	2	2	1	1	-0-
AM/FGC-100	1	1	1	-0-	-0-
TT-333A	3	3	2	1	-0-

Supply support for fixed plant teletype has improved. Currently the shortage of 32 teletype parts are deadlining 1st Marine Aircraft Wing Fixed Plant Equipment. This still remains critical due to the heavy commitment of this equipment. The AM/FGC-100 is not listed as deadlined but it is operating in an impaired condition. All requirements held on valid O2 requisition by NMIC-1 Supply. Critical items are as follows:

NOMEN	PN	PN
Casting, Dist Frame	195369	
Cover, Keyboard	195303	5815-923-4954
Window	154497	5815-729-6059
Tape Guide	193983	
Shaft	158839	5815-701-0482
Can	176566	5815-872-9166
Can	176566	5815-872-9166
Can	176566	5815-872-9166
Gear	158716	5815-705-6003
Shaft	161787	5815-712-9478
Shaft	161779	5815-712-9473
Gear	158716	5815-705-6003
Clutch, Stop	158762	5815-701-7903
Plug	161594	
Armature	194251	5815-066-4393
Post	305678	
Lever	158833	5815-701-0481
Shaft	156017	5815-677-7805
Post	156618	5815-784-4198
Gear	156949	5815-706-6612
Motor	193958	
Rope	150225	5815-370-1113
Wheel	150251	5815-370-0418
Post	156172	
Gear	176072	
Gear	145390	IN 5815-760-0079
Cam Shaft	156836	
Guide	156090	92 5305-677-4895
Spring	150241	IN 5815-664-2139
Spring	151728	IN 5815-663-3355

10: EMM: dwe
1000

NOMEN
Screw
Levor

PN
151737
158762

PSN
9Z 5305-208-6105
1N 5815-701-7983

R. V. ANDERSON

File 1000

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

10:JSH:dlj
1000
1 Feb 1967

From: Assistant Communication-Electronics Officer
To: Commanding Officer, Headquarters and Headquarters Squadron-1
Subj: Monthly Personnel Roster
Ref: (a) SqdnO 1080.2

1. In accordance with reference (a), the following report of personnel assigned to this section as of 31 January 1967 is submitted:

Name	Rank	SerNo/MOS	Duties	DOB
ANDERSON, Robert V.	LtCol	818854/2502/0805	CEO	Aug 1918
FAUVER, Ron E.	Maj	060566/2502/5905	A/CEO	Feb 1921
MURRAY, William R.	Capt	073671/2502/5903	CEO	Aug 1921
MACCORKLE, Emmett W.	1stLt	090694/2502/3002	A/CEO	Aug 1921
MUTT, Samuel	MOySgt	520182/2529	Wing Comm Chief	Feb 1921
LUNDQUIST, Wesley B.	MSgt	876905/2529	Asst Comm Chief	Jan 1921
GRAVES, Charles A.	MSgt	634239/2867	Elect Chief	Mar 1921
SHAUL, Roy F.	MSgt	1008176/2861/8062	Asst Elect Chief	Feb 1921
LEHINO, Robert D.	MSgt	1126305/5949	Radar Chief	Feb 1921
HENKEL, James S.	OySgt	859581/2529	Asst Wing Chief	Jul 1921
DAVIS, Nathan E.	SSgt	1649574/2539	NGOIC MARS	Mar 1921
SMITH, Roger A.	Sgt	1934820/2861	MARS Operator	Nov 1921
EDMONDS, Donald W.	Cpl	2060665/2541/0111	Clerk Typist	Feb 1921
DEAN, Thomas C.	Cpl	2137637/0111	Clerk Typist	Oct 1921
BARBER, Robert E.	LCpl	2095933/3261	MARS Operator	Jan 1921
MILLS, Frank D.	LCpl	2103786/1411/0311	Draftsman	Jan 1921
JENNINGS, Doyle L.	Pfc	2197207/0111	Clerk Typist	Jan 1921
GALLAGHER, William D.	Pfc	2307492/2543	Clerk Typist	Feb 1921

R. E. FAUVER

APG6- ENCLOSURE (4)

PRIORITY

010820Z

UNCLAS/REF

PRIORITY

Feb 01 17

FROM: CG FIRST TTY

TO: MAG ONE THREE

UNCLAS E F T O

EXCESSIVE CIRCUIT OUTAGE

1. RECORDS OF COMM TECH CONTROL THIS HQ INDICATE VITAL TTY CAP BETWEEN MAG ONE THREE AND 1ST MAG HAS BEEN INOPERATIVE SINCE 1020 ON 29 JAN 1967.

2. INVESTIGATION REVEALS POSSIBLE SOURCE OF TROUBLE TO BE FAULTY GOVERNOR ON GENERATOR AT MAG ONE THREE CORCEN.

3. REQUEST ADVISE ASAP IF ASSISTANCE REQUIRED TO RESTORE CRITICAL TTY CIRCUIT.

DIST: C-4, ASO

W. R. LURRAY CAPT
ACED NO-10

R. V. ANDERSON LTCOL
CEM NO-10

C-4 _____

App 6- ENCLOSURE (5)

COMMAND CHRONOLOGY

CONFIDENTIAL

10:00L: dms
2110
Ser: 010A03367

2 February 1967

Commanding General
Fleet Marine Force, Pacific
APO San Francisco 96602

Subj: Message Reduction Report (U)

Ref: (a) CG III MAF 090039Z APR 66

The following totals are submitted in compliance with reference (a):

MONTH	COMMING	OUTGOING	TOTAL
DEC 66	46,215	46,813	93,028
JAN 67	39,333	25,363	64,696

The traffic count contained in paragraph (1) above was transmitted/received via COM, III MAF, AF, JMWOP, JMWOP, 1ST MA DIV and 3rd MA DIV circuits.

The total traffic count transmitted and received for the month of Jan 1967 is as follows:

Transmitted: 52,093
Received: 52,438
Total: 104,531

R. V. [illegible]
By direction

CG III MAF

Commanding General
1st Marine Aircraft Wing
APO San Francisco 96602

Appb- ENCLOSURE (6)

CONFIDENTIAL

CONFIDENTIAL

CONFIDENTIAL

20: 1:30pm
23/02/33

2 February 1967

Commanding General
1st Marine Aircraft Wing, FPO
San Francisco 96302

Subj: Allowances of AF/FA-11 Communications Centrals

Ref: (a) IG Dal 007100, Field Budget Guidance

Reference (a) indicates that the AF/FA-11 TWP Communications Centrals would be issued during the fourth quarter of 66, on the basis of two centrals per WASS and one central per REMS.

The 1st Marine Aircraft Wing currently has one Tactical Air Direction Center in operation at Danang. Four TWP radio nets are operated on a continuous basis, with a fifth net frequently established for VP flights or special operations. The total commitment of AF/FA-11 allocated to REMS-1, without a second AF/FA-11 for back-up in the event of serious damage or complete system failure, is a potentially dangerous situation.

The Wing also operates four Direct Air Support Centers in support of ground operations. These DASC's are separated geographically and must be supported independently. Each of these DASC's operates three or four TWP radio nets, currently using AF/FA-11 or AF/FA-13 equipment.

Based upon the above employment requirements, it is requested that the initial allowances of the AF/FA-11 centrals be adjusted as follows:

Unit	Ref (a) Auth	Requested Auth
WASS-1	1	2
WASS-2	2	4
REMS-3	2	3

Appb6-ENCLOSURE (7)
CONFIDENTIAL

CONFIDENTIAL~~CONFIDENTIAL~~

It is further requested that maintenance facilities be programmed for three locations within the 1st Wing. Transportation between TAO's will not permit continued maintenance at only one site within the wing. Hengung, Chu Lai and Phu Bai are the currently proposed maintenance locations.

R. V. ANDERSON
By direction

Copy to
CS, III MAF
100-1

DOWNGRADING AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS
DOD CIR 5200.10

Commanding General
1st Marine Aircraft Wing
APO San Francisco 96402

~~CONFIDENTIAL~~
CONFIDENTIAL

COMMAND CHRONOLOGY

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

10:WMH:wdg
1550/3
2 Feb 1967

MEMORANDUM

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

Subj: Lesson Learned (Report Symbol W-3840-1)

Ref: (a) WGO 3480.2A

1. In accordance with reference (a), the following report is submitted for the month of February, for possible inclusion into "Tactical Trends and Training Tips".

a. Greater Range and reliability for KY-8/MRC-109, 110 radio circuits has been achieved through the use of yagi antennas, which are components of radio sets AN/MRC-62 and 63. These antennas can be placed on an RC-292 or any other available mast. The yagi antennas can be disassembled and carried in the radio vehicle to be erected as necessary.

b. Problems have been encountered in using the AN/TRC-97 radio relay sets with the AN/MTC-1 telephone switchboard centrals. The 20 cps ringing circuits on the output side of the AN/TRC-97 require relatively noise-free, properly terminated wire lines to operate switchboard drops. When some drops on the AN/MTC-1 do not present the required output to the AN/TRC-97, C-161 coils have been successfully employed on the lines. Putting the coil in the line between the switchboard and the radio relay van isolates the AN/MTC-1 input relay from the AN/TRC-97 and permits proper ringing operation.

R. V. ANDERSON

App 6- ENCLOSURE (P)

*Command
Chron*

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

10:45H:das
10551/10
2 February 1967

MEMORANDUM

From: Communication-Electronics Officer
To: Commanding Officer, Marine Wing Headquarters Group 1

Subj: Availability of AN/TPQ-10 radar set

1. A review of the performance of certain AN/TPQ-10 radar sets, plus the command attention devoted to these radars, has created the need for a program of improving AN/TPQ-10 reliability.
2. This program should commence with an intensive study effort to include at least the following:
 - a. The maintenance environment.
 - b. The operating environment.
 - c. Rehabilitation and evacuation.
3. It is proposed that a small working group, composed of personnel from MASS-2, MASS-3, MMHQ-1 CNO and Wing CNO, accomplish this study. Two or three working days should be sufficient for the working group to study the situation and suggest possible solutions.
4. The Wing CNO will assume the responsibility of compiling the results of the working group and forwarding recommendations to CME and CG FMFPAC. Results will be made available to all concerned.
5. The point of contact in the Wing CNO office is Capt. W. R. MURRAY.

Respectfully,

R. V. ANDERSON

App 6-ENCLOSURE (73)

*Checked
chronology
3 FEB 67*

ROUTINE

030609

FROM: CG FIRST MAW

TO: CG NINTH MAB

UNCLAS/E F T O

COMMO TO COMMO LTCOL GUBB FROM LTCOL AND SGT

WING CMD NET NUMBER 2

A. YOUR 270657Z JAN 67

1. RESEARCH OF RADIO OPERATOR LOGS FOR SUBJ NET FOR PERIOD 15 DEC TO DATE INDICATES NO RELUCTANCE ON PART OF LOS TO ONE SET IN ORDER TO MAINTAIN CONTACT. RECORDS INDICATE THAT ONE SET WHEN IS LOUD AND CLEAR IMMEDIATELY BEFORE AND AFTER SECOND SET GOES AWAY. PROCEDURE HAS BEEN TO LEAVE ONE RADIO SET ON FRINGE OF CONTACT WHILE ANOTHER SET IS USED TO SEARCH THROUGH ALTERNATE FREQ.

2. THE FOLLOWING PROCEDURE WILL BE FOLLOWED BY NCS IN ALL CASES CONTACT IS LOST:

A.

A. ONE RADIO SET WILL GUARD THE FOLLOWING FREQUENCIES DURING THE TIME PERIODS INDICATED:

2100Z TO 1200Z	M-257
1200Z TO 1600Z	M-241
1600Z TO 2100Z	M-135

B. THE ABOVE LISTED TIMES AND FREQUENCIES WILL BE USED WHEN PROPAGATION CONDITIONS INDICATE.

C. A SECOND RADIO SET WILL BE ACTIVATED TO SEARCH THE APPROPRIATE FREQUENCIES. THE FREQ WILL BE CHANGED EVERY 10 MINUTES ON THE FOLLOWING SCHEDULE:

00-10	M-135
10-20	M-174
20-30	M-241
30-40	M-257
40-50	M-267
50-60	M-281
SPARE	M-285

D. THE SPARE FREQ WILL BE SUBSTITUTED FOR THE FIRST SET. EXAMPLE: IF CONTACT IS LOST AT 2000Z THE SET WILL OPERATE ON M-285 BETWEEN 2000Z AND 2010Z.

ENCLOSURE (14)

3. OTHER THAN ONE INCIDENT DURING DECEMBER WHEN A BROADCAST ROOM WAS OPERATING IN A VAN, THERE HAVE BEEN NO REPORTS OF PERIS, SIGNALS OR OTHER PROCEDURAL VIOLATIONS. REQUEST THAT ANY FUTURE REPORTS OF SUCH INCIDENTS INCLUDE PREDESIGNATOR, TIME AND DETAILS OF THE INCIDENT.

R. E. PAIVIER MAJOR
A/CEO MO-10

R. V. ANDERSON LT COL
CEO MO-10

HEADQUARTERS

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

10: CAG:wdg
4411/1
3 Feb 1967

Candy

From: Commanding General
To: Commander, Naval Air Systems Command
Via: (1) Commanding General, Fleet Marine Force, Pacific
(2) Naval Shore Electronic Engineering Activity, Pacific
(3) Commandant of the Marine Corps

Subj: Ground Electronics Equipment Allowance; request for modification of

Ref: (a) CG FMFPAC 1st Bd MAT/NPM/gn over 4411/8 of 26 Jan 1967 on CG
1st MAW ltr 10: CAG:dwe over 4411/1 of 17 Dec 1966
(b) BUWEPs INSTRUCTION 10550.11 of 21 July 1964

1. In accordance with the guidance contained in reference (a) the requirement for a modification of allowances of communication equipment for crash/fire trucks and ambulances has been reviewed, adjusted, and is resubmitted in accordance with reference (b).

2. Within the 1st Marine Aircraft Wing, the deficiency of aeronautical crash communication equipment is widespread, ranging from a thirty per cent deficiency in end items (AN/VRC-32/33) to complete ERPAL complements and ancillary test equipment. That equipment which is on hand, by virtue of use and age, presents a maintenance problem.

3. In consideration of the critical requirements for this type equipment in the 1st Marine Aircraft Wing, the following request for a modification to ground communication equipment allowances is forwarded for consideration:

Equipment	On Hand	Desired Allowance
Radio Set, AN/VRC-32/33	22	0
Radio Set, AN/VRC-60 or equivalent	0	100

The following additional allowance of test equipment is considered necessary to maintain the desired allowance of radio sets:

	MWHG-1 T/E REQ	MAG-11 T/E REQ	MAG-12 T/E REQ	MAG-13 T/E REQ	MAG-16 T/E REQ	MAG-36 T/E REQ	MMSG-17 T/E REQ
AN/URM-48	1 2	1 2	1 2	1 2	1 2	1 2	1 2
AN/URM-43	0 1	0 1	0 1	0 1	0 1	0 1	0 1
TS-505	5 6	1 2	1 2	1 2	1 2	1 2	1 2
TS-1294A/U		0 1	0 1	0 1	0 1	0 1	0 1

App 6- ENCLOSURE (11)

4. JUSTIFICATION

a. The following vehicles of the 1st Marine Aircraft Wing have a requirement for a mobile radio:

VEHICLE	MWHG-1	MAG-11	MAG-12	MAG-13	MAG-16	MAG-36	MWSG-17
AMBULANCE, M-679	2	0	3	2	3	3	4
CRASH TRUCK, MB-1	0	3	3	2	0	0	0
CRASH TRUCK, MB-5	0	5	3	4	7	7	0
COMMAND TRUCK, UTILITY/EOD	9	2	6	2	0	0	2
FIRE TRUCK 530-A	1	2	1	1	1	1	0

b. In addition to the above listed mobile installations and in order to establish the self-sufficiency of using organizations, the following additional equipment would be required:

PURPOSE	MWHG-1	MAG-11	MAG-12	MAG-13	MAG-16	MAG-36	MWSG-17
ROTATABLE SPARE	1	1	1	1	1	1	1
TEST BENCH SET-UP	1	1	1	1	1	1	1
MATCU TOWER	-	-	3	-	4	-	-

c. This recommended modification is considered to embody significant advantages in reliability improvement and reduction in maintenance costs.

d. Sufficient personnel are available to support this recommended equipment allowance and operating and maintenance funds (Budget Project 40) will be included in future budget estimate requirements.

5. In the event of approval of this request, it is recommended that logistic support of the equipment be provided by an ESO, Great Lakes, determination of an ERPAL and Stockage of this listing at the using Group level.

6. Pending approval of this request and in the event excessive delay is anticipated in delivery of equipment, it is requested that a type of equipment such as the AN/VRC-32/33 be provided as an interim measure to support vital requirements existing in the 1st Marine Aircraft Wing.

R. V. Anderson
R. V. ANDERSON
By direction

Copy to:

CO, MWHG-1	CO, MAG-16
CO, MAG-11	CO, MAG-36
CO, MAG-12	CO, MWSG-17
CO, MAG-13	

HEADQUARTERS
1st Marine Aircraft Wing
Fleet Marine Force, Pacific
APO San Francisco 96302

10:00 AM
10551
3 February 1967

From: Commanding General
To: Commanding Officer, Marine Wing Support Group 17
Subj: Radar Reflectors for the Chu Lai Runway

Encl: (1) Diagram and picture of radar reflector *NIF*

1. Several air bases in Vietnam, including the Danang air base, have radar reflectors installed along the runway. These reflectors, which present an excellent reflective surface to airborne X band radars, assist pilots in making accurate airborne radar approaches.
2. Your assistance is requested in fabricating an initial quantity of four of the subject reflectors, similar to those depicted in Enclosure (1) and on the Danang runway.
3. The cognizant project officer in the Wing Headquarters is Capt. W. E. MURRAY, COMBENT 10/110.

R. V. ANDERSON
By direction

Copy to:
CJ, MAC-13 w/o enclosure

Appb6 - ENCLOSURE (12)

IMMEDIATE**CONFIDENTIAL**~~CONFIDENTIAL~~
060710~~CONFIDENTIAL~~
6 FEB 67

FROM: CG FIRST MAW

DWE

TO: DCA DAM RVN

INFO: CINCPAC
CG III MAF
DCS PHULAN**CONFIDENTIAL**

ROUTINE INDICATOR FOR #487(JP-07) CRT

A. CINCPAC 192332Z OCT 66

1. #487 ACTIVATED 28 JAN 67 AS 1ST MAW ENTRY INTO THE JP NET WORK.
ROUTING INDICATOR ASSIGNED TO THIS CRT IS RUMF RPT RUMF.2. SINCE RUMF IS SERVED DIRECTLY FROM RUMS RPT RUMF (PHULAN RELAY),
IT WOULD APPEAR THAT A CORRECT ROUTING INDICATOR FOR JP-ROUTING TO
1ST MAW SHOULD BE RUMF--.3. REQUEST AN APPROPRIATE RUMS RPT RUMS ROUTING INDICATOR BE ASSIGNED,
VICE RUMF.4. REF A INDICATED A STUDY WAS BEING CONDUCTED TO DETERMINE THE
FEASIBILITY OF ASSIGNING ALL JP NET WORK STATIONS ROUTING INDICATORS
DERIVED FROM THE NET CONTROL INDICATOR (RUMK). REQUEST INFORM
OUTCOME OF THIS STUDY.

GP-4

S. MITT LOYSON
VINE COM CHIEFR. V. ANDERSON LTCOL
CRD NO-10

Appb ENCLOSURE (13)

CONFIDENTIAL

0800537
PRIORITY/ROUTINE

CONFIDENTIAL

PRIORITY/ROUTINE

FROM: CG FIRST MAJ

7 FEB 67

TO: COMUSMACV

INFO: CMC
CG FIRST MAJ
CG III MAJ
CIDER 7TH AF
15TH CG
MACRON FOUR

CONFIDENTIAL

CIB FOR AAM

COMUSMACV FOR J6

HIDS AT HICKORY MOUNTAIN

A. CG 1ST MAJ 300043Z JAN 67

B. COMUSMACV J6 CITE NO 03963 OF 020550Z FEB 67 PASSE

1. REF A FURNED A CONCEPT FOR EMPLOYMENT OF HIDS AT HICKORY MT
TO CDR 7TH AF FOR COMMENT AND TO COMUSMACV FOR APPROVAL.2. FURTHER DEVELOPMENT OF HIDS EMPLOYMENT PLAN, TO INCLUDE
SEATACCS CONT. PRESENTATIONS, AND SITE PREPARATION IS CONTINGENT
UPON THIS APPROVAL.3. REF B, IN PART, SUMMARIZED HIDS COORDINATING ACTION AT
RECENT COMUSMACV. REQUEST ADVISE IF PARA 3, REF B, CONSTITUTES
APPROVAL OF CONCEPT PRESENTED REF A.

GP-4

B. V. ANDERSON LTCOL
CMC 11-20B. J. BOYLE COL
CHIEF OF STAFF

CONFIDENTIAL

App 6- ENCLOSURE (14)

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

10:RVA:dlj
2030/6
7 Feb 1967

STAFF MEMORANDUM

From: Communication-Electronics Officer
To: Distribution List

Subj: AUTODIN (Automatic Digital Network)

Ref: (a) CNO ltr OP-94V5012H/gm ser 15169P94 of 12 Sep 1966.
(b) CG III MAF 290016Z Sep 1966
(c) CNO 202159Z Jan 1967
(d) CG III MAF ltr 10C/YCS over 2000 ser 018167 of 22 Jan 1967

1. PURPOSE. To introduce AUTODIN to the Wing Staff Sections and provide a planning base for Wing AUTODIN installation.

2. BACKGROUND.

a. AUTODIN is an automatic, fully electronic computer controlled data communication system designed to provide high speed, world-wide data communications. It represents a sophisticated upgrade of existing world wide teletype systems and will eventually absorb all common user world-wide teletype circuitry.

b. The salient feature of AUTODIN is the capability to accept input data from magnetic tapes, computer interfaces, paper tapes and punched cards; conversion of this data to binary form; and virtually error-free transmission of the data via a computer controlled communications system.

c. DCS and service teletype relay centers in CONUS have been converted to AUTODIN configurations and an interim AUTODIN system exists in RVN. The 1st Marine Aircraft Wing, through the capabilities of an organic Data Processing Platoon, now has the means for preparing information data for AUTODIN processing by means of punched cards. These cards are now transceived through the AUTODIN terminal of the 1972nd Comm Sqd; similar terminal facilities exist at FLC.

3. INFORMATION.

a. Reference (a) promulgated a Southeast Asia AUTODIN

App 6- ENCLOSURE (15)

10:RVA:dlj
2030/6

installation plan which specified the installation of AUTODIN subscriber service for MAG-12 at CHU LAI and Wing G-3 and Wing Comm Center at DANANG; the switching centers servicing these subscriber terminals were scheduled for activation by 31 Jul 1967.

b. In response to reference (a), CG III MAF, by reference (b), requested technical assistance to develop the architectural and engineering criteria for III MAF AUTODIN subscriber terminals. This request is pending DCA/CNO action. The coordinator for Navy/Marine Corps AUTODIN installations in RVN is COMNAVFORV.

c. Reference (c) addressed the status of AUTODIN planning with the following specifics germane:

(1) Slippage has occurred in procurement of Subscriber Terminal Equipment.

(2) Subscriber terminal and site preparation funds should be available in FY-68, through the cognizant Field Technical Authority Office.

d. Reference (d) promulgated a revised subscribers terminal configuration as follows:

(1) MAG-12 terminal from SAIGON AUTODIN SWITCH (SAIGON SWITCH now scheduled for activation 15 Sep 1967)

(a) Duplex synchronous teletypewriter (100 WPM)
(AN/FGC-58, or equivalent)

(b) Teletypewriter control unit.

(c) Modem and Crypto (KW-26).

(d) A secure, sterile, air-conditioned area, approx 16' X 11' is required.

(2) G-3 (Operations) terminal from SAIGON AUTODIN SWITCH

(a) A 200 WPM teletypewriter/25CPM Card Terminal.

(b) Common Control Unit, Page Printer, Modem, Crypto (KG-13), Printing Card Punch, Card Reader, Printing Paper Tape Punch, Paper Tape Reader and Universal Keyboard.

(c) A secure, sterile, air conditioned area, approx 33' X 11' is required.

10 RVAS:dlj
2030/6

(3) Wing Communications Center terminal from NHA TRANG
AUTODIN SWITCH

- (a) A 1500 WPM teletypewriter/25 CPM Card Terminal.
- (b) Common Control Unit, Page Printer, two Modem, Crypto (KG-13), Printing Paper Tape Punch, Paper Tape Reader, Universal Keyboard, Printing Card Punch, Card Reader.
- (c) A secure, sterile, air conditioned area approx 35' X 25' is required.

e. In view of the slippage in procurement of the above terminal equipment, CMC has procured a number of UNIVAC 1004/DL7-L card and paper tape terminals which could be on site by 1 July 1967. CG III MAF has informed CG FUEPAC that the Wing does not now have the required space for a UNIVAC terminal. The desire to implement AUTODIN in Southeast Asia is strong and it is possible that terminal equipment may be forced upon the subscribers at an advanced date.

4. ACTION REQUIRED. It is recommended that cognizant staff sections include the forthcoming AUTODIN installations, as outlined above, in current building/space assignment planning.

R. T. Anderson
 R. T. ANDERSON

Distribution:

C/S

ACofS, G-1

ACofS, G-3

ACofS, G-4

ACofS, G-5

WFO

CC, NMHG-1

CC, MAG-12

HEADQUARTERS
1st Marine Aircraft Wing
Marine Corps Air Station
San Francisco 96332

10 JAN 1967
207
7 10 1967

From: Commanding General
To: Commanding General, 1st Marine Amphibious Force

Subject: Criteria and requirements standards for long line communications

Ref: (a) JMWTF Long Line Communications Channel Requirements in WVN, dated 1 Jan 1967
(b) JMWTF (JG) Ltr of 16 Jan 1967; subject: Review of criteria and requirements standards for long line communications

1. Reference (a) cites a JMWTF policy of satisfying all long line communications requirements in WVN by the use of an inter rated wideband communication system, thereby releasing tactical equipment which has been pressed to this service.
2. Reference (b) contains the criteria and requirements standards which shall govern the determination and application of these long line communications requirements. A review of Annex C, reference (b), reveals an omission of criteria and requirements standards for command and air control communications of Marine Corps aviation organizations.
3. It is recommended that the following criteria and requirements standards for Marine Corps aviation units in WVN be considered for inclusion in Annex C, reference (b):

a. Marine Aircraft Wing

(1) Two GS/V to each subordinate Marine Aircraft/Support Group.

(2) Two GS/V to each subordinate Marine Aircraft Group (TAC-3-31 6-3 - 6-9).

(3) Two GS/V to each subordinate Marine Aircraft/Support Group.

(4) One GS/V to each TAC/ATC/ACC, MAC and MTC.

(5) One GS/V to each TAC/ACC, MAC, MTC and MTCU.

(6) One GS/V to each independently deployed unit.

App 65 ENCLOSURE (16)

10:RTA:One
2000

- (7) One CI/V to each independently deployed unit.
- (8) One CI/V to other service air control agencies, as required.

b. Marine Aircraft Group

- (1) Two CI/V to each detached squadron or Group element.
- (2) One CI/V to each detached squadron or Group element.
- (3) One CI/V to each air control agency which has scramble authority.
- (4) One CI/V, MATC - MATC.
- (5) One CI/V, each MATC - MATC.
- (6) One CI/RTI MATC, each MATC - Wx Facility.
- (7) One CI/RTI MATC, MATC - MATC.

c. MACC/AACC/AAC

- (1) One CI/V to each lateral MACC/AACC.
- (2) Two CI/V to other Service air defense agencies, as required.

d. MACC

- (1) One CI/V to each organic MACC.
- (2) One CI/V to each lateral MACC.
- (3) One CI/V medical collecting/clearing stations, as required.

R. V. ALEXANDER
By direction

Copy to:
CSC, IEL VLP

*Cmd
Shaw*

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

10:15A:rdg
2300/6
3 Feb 1967

MEMORANDUM

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

Subj: Rotation of MACS-7

Encl: (1) CO, MACG-1 ltr 3:25P:shjc 3100 ser 03A03567 of 4 Feb 1967

1. Enclosure (1) has been reviewed and the following comments are offered for consideration:

a. It is not recommended that the radar systems of MACS-7 be retained in country for the following reasons:

(1) All systems are prime candidates for rehab.

(2) None of MACS-7 radar systems are compatible with MTDS.

(3) Maintaining "hangar queen" radar systems will overtax the maintenance capability of MACS-4.

b. It is recommended that all items of MACS-7 radar maintenance float be retained for transfer to MACS-4.

c. It is recommended that all 400 cycle generators of MACS-7, with less than 2500 hours, be retained for transfer to MACS-4.

d. It is recommended that all of the switchboards and telephone equipment of MACS-7 be retained for transfer to MACS-4.

R. V. ANDERSON

4/2/67 ENCLOSURE (17)

Confidential

PRIORITY

8902463

FROM: CG FIRST DIV

CONFIDENTIAL

PRIORITY

TO: FIRST DIV
CG III CORPS
CG FIRST MARINE
CG THIRD MARINE
THIRD MARINE (FWD)
CG TANK FORCE BRAY
COMBAT ENGINEER
COMB SEVEN AF
CTF SEVEN HAWK
CTF SEVEN HAWK SIX FIVE
CTF SEVEN HAWK
CTF SEVEN HAWK SIX FIVE
I CORPS DEPT
FIFTH SQ DET JAWING
DET SEVEN RAD IN (OWN)
THIRD RAD IN UNIT

INFO: COMUSMACV
CG MACV
CTF SEVEN HAWK SIX FIVE
620TH TACRON BATTAL

CONFIDENTIAL

REVISED AIR CONTROL PROCEDURES (U)

1. FIRST DIV P02000,62 (1ST MAR COR, MACV)
2. REF A. EFFECTIVE 130000H FEB 67.
3. REVISED AIR CONTROL PROCEDURES CONTAINING REF A. WILL BECOME EFFECTIVE 130000H APR 130000H FEB 67.
4. NEW AND COLOR RANGES UNCHANGED NIGHT OPERATIONAL VIEW NOTED.
5. NEW 130000H REVISED AIR CONTROL PROCEDURES.

REF	WAVE	COLOR	DESIGNATOR
TAC-1	305.1	GREEN	R-1200
TAC-2	304.5	VIOLET	R-1225
TAC-3	375.2	RED	R-1292
TAC-4	309.5	ORANGE	R-1223
TAC-5	325.3	WHITE	R-1176
TAC-1	303.5	BLACK	R-1297
TAC-2	303.0	GRAY	R-1280

CONFIDENTIAL

256-ENCLOSURE (19)

5. COL. HENRY ARTHUR LEITCH, YANKEE. REBEL. DEPUTY.

20

A. B. 111/5004 4203.
C20 111/5004 4203-10

CONFIDENTIAL

ROUTINE

UNCLAS//E F T O

ROUTINE

090740
FROM: CG FIRST MAW09YLB67
D.I.J.

TO: CG FFFAC

INFO: MAG ONE TWO
MATCU SIX SEVEN

UNCLAS//E F T O

DAMAGED GCA RADAR

1. DURING RECENT DEPLOYMENT OF TWO AN/FPN-36, SET NO 28 AND 19, BOTH ANTENNA SYSTEMS WERE DAMAGED.
 2. DETAILED REPORT IS UNDER PREPARATION BY MATCU SIX SEVEN AND WILL INCLUDE PHOTOS.
 3. FIRST MAW STILL HAS THREE OPERATIONAL AN/FPN-36.
 4. IN VIEW OF ABOVE DAMAGE AND GENERAL CONDITION OF GCA RADARS, MATCU 67 WILL RECOMMEND BOTH SYSTEMS FOR REHAB.
-

W. B. MURRAY CAPT
END MG-11F. V. FAUVEL MAJOR
A/CEO MC-11

4-16- ENCLOSURE (20)

HEADQUARTERS
1st Marine Aircraft Wing
Fleet Marine Force, Pacific
APO San Francisco 96002

10:45Lwdy
1550
10 Feb 1967

From: Communication-Electronics Officer
To: Assistant Chief of Staff, G-3 (Trng O)

Subj: Communication Training Requirements Conference

Ref: (a) CG III MAF 081011Z FEB 67
(b) CG FMFAC (FPO) 210115Z JAN 67

1. In compliance with reference (a), the following items are submitted to be included in the agenda of the forth-coming Communication Training Requirements Conference:

a. Switchboard Operators Course: This command has a great need for this special training and this course should be conducted on a requested basis for major Commands. e.g., If the 1st MAF desires and requires this course, a two weeks course would be conducted for personnel of 1st MAF.

b. Communication Center Course: This course would greatly enhance the ability of this command to increase the reliability of Communications internal and external to the 1st MAF. This command handles and processes in excess of 100,000 messages per month and personnel must have adequate training to be able to perform their jobs in the proper manner.

c. Emphasis in Communication Security: Numerous incidents of Communication Security violations within III MAF indicate that personnel are not properly trained in this essential topic. All courses conducted by FMFAC (FPO) Communication Schools should contain adequate training in this subject.

d. Pole Line Construction, Cable Installation and Outside Plant Maintenance: Training in pole line construction, cable installation and maintenance is essential to enable units to fulfill their missions in the Republic of Vietnam. The entire concept of communications within III MAF is that the primary means of communications is the integrated wire, radio and system. To enable it to function, installers and maintenance personnel must be properly trained.

e. Communication General, 14/101-15 Course: A course of this

Appb-ENCLOSURE (21)

type would enhance multi-radio channel communications throughout 1st AF. Because of the lack of density of equipment at C-3 Battalion, 103rd, San Diego students attending Radio Telegraph Operators Course are unable to receive more than a familiarization of this equipment. These Communication Centers are unable to receive their full communications capabilities due to the lack of trained operators to employ them. If a course on this equipment were established, the present situation would be alleviated.

1. Cross Training of Personnel: Any communication worth his salt is able to function in allied specialties and carry with the task in an acceptable manner. If the opportunity arises that would enable 103rd (RQ) Communication School to cross-train personnel within the 103rd Field, the resultant training would more than compensate for the investments required to accomplish this training.

2. The above recommended agenda items are based on the courses contained in reference (b) and the projected future requirements of this command.

A. J. RUTHER
by direction

I

UNCLASSIFIED

General
 III MAF Operations Force
 3000000000 76602

Subj: Long Range Antenna for use with Radio Set AN/MSC-109

Ref: (a) HQ 1st MAF 10:00:00 AM 1411 of 28 Jan 1967
 (b) HQ 1st MAF 10:00:00 AM 1411 of 28 Jan 1967

In enclosure (1) of ref (a) HQ 1st MAF requested a one time
 for about 50 antenna groups OA-2h9/OSC-10 for use with the
 the K-1.

In a recent field test conducted by this headquarters, antenna
 groups were used to have the properties of any antenna available
 the range and availability of the AN/MSC-109 using the K-1.

The OA-2h9/OSC-10 is restrictive in frequency range. The OA-
 only provide gain from 50 to 75 megacycles and the gain
 of the AN/MSC-109 is 30 to 75 megacycles. Currently available
 antennas are better than between III MAF CMC and IX MAF. This
 would provide better communications than the OA-2h9/OSC-10 is
 adaptable to the frequency range of the AN/MSC-109. However,
 availability of the long Periodic Antennas, the OA-2h9/OSC-10
 an available substitute.

Reference (b) requested suggested allowances for Antenna to
 be submitted to HQ 1st MAF. In reply to reference (b) quantity
 enclosure (1) to reference (a) are considered adequate and are
 follows:

ENCLOSURE (22)

1

UNCLASSIFIED

101st Hwde
M41/1

11 Feb 1967

Commanding General
III Marine Amphibious Force
APO San Francisco 96602

<u>UNIT</u>	<u>SUG</u>	<u>QUANTITY</u>
MAH-1	00027	2
MAH-11	00011	1
MAH-12	00012	1
MAH-13	00013	1
MAH-16	00016	1
MAH-35	00036	1

R. E. FAUVER
By direction

Commanding General
1st Marine Aircraft Wing
APO San Francisco 96602

UNCLASSIFIED

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

LOICAG:rdg
4000/3
13 Feb 1967

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

Subject: Commander's Combat Readiness Report For 4th Quarter, Fiscal Year 1967

Ref: (a) AGO 3000.2B

1. The report addresses the Communication-Electronics situation within the 1st Marine Aircraft Wing and is submitted in accordance with the provisions of reference (a).

2. The communication-electronic systems of the 1st Marine Aircraft Wing continue to be marginally satisfactory.

a. Responsive repair parts support continues to degrade the telephone system. All telephone assets are committed, thus hampering the preventive maintenance effort. The system lacks the amount and reliability required to provide daily responsive direct telephone service.

b. Some improvement has been evident in the repair parts support for Field Plant Teletype Equipment and random failures, necessitates circuit down time until repairs can be effected.

c. Long lead time in the procurement of radar and radar associated repair parts continues to contribute to a high deadline pattern for radar assets.

d. The radio equipment of the Wing is totally committed; vitally required back-up equipment for air control radio circuits is not available.

e. Power generating equipment is not available in quantity and type required to provide a reliable, continuously available electric power source.

PAGE 12. /

App 6- ENCLOSURE (23)

2000 10/1 11/4

10:00:00
1000/3

11. 10:00:00
Direction

(1) Consulate General, Mexico City
 (2) Consulate General, San Antonio, Texas
 (3) Consulate General, San Diego, California
 (4) Consulate General, Los Angeles, California
 (5) Consulate General, Houston, Texas
 (6) Consulate General, New Orleans, Louisiana
 (7) Consulate General, Miami, Florida
 (8) Consulate General, San Juan, Puerto Rico
 (9) Consulate General, San Pedro de Macoris, Dominican Republic
 (10) Consulate General, Santo Domingo, Dominican Republic
 (11) Consulate General, Tegucigalpa, Honduras
 (12) Consulate General, Toluca, Mexico
 (13) Consulate General, Veracruz, Mexico
 (14) Consulate General, Yucatan, Mexico
 (15) Consulate General, Zacatecas, Mexico

Page (6) of 1000 1 Jan 1997

1. In accordance with the provisions of (b), the Government of the United States of America, hereinafter referred to as the "Government," has agreed to provide the following information to the Government of the United Kingdom of Great Britain and Northern Ireland, hereinafter referred to as the "United Kingdom":

Co. 2nd Regt. 1st U.S. Art. 20th 5/31/21 U.S. Corp.

3. After the completion of the trial.

00-000000 7-20-2000 10:00 AM 10-10-2000 10:00 AM

100-443887-100

~~SECRET~~ [REDACTED] - 1800-1900 (S) Only, & date: 6-2-40
[REDACTED] + 2000-1900 (S) Only. The [REDACTED] is [REDACTED]

CONFIDENTIAL

Law

DECLASSIFIED

10:00 AM
10:00

- 2. The photo captioned in the proposed release is hereby held to be true.
- 3. Captain [redacted] has no previous record.
- 4. Captain [redacted] has not been recommended for any award previously.
- 5. No other trip involving military action in connection with this action.

R. E. FAUVER
By direction

For information of the Bureau, it is requested that you advise the Bureau of any change in the status of the above-named individual.

Sincerely,
Special Agent in Charge

SECRET (U)

~~CONFIDENTIAL~~

THIRTY

157267

De

INFO: CS THE CAPT
CO FIRST MARCH
CO TANK FORCE STAY
CO SECOND REG MARCH

CONFIDENTIAL

INTELLIGENCE ASSIGNMENTS (U)

1. BRANCHES NOT BATH (LANDMARK ZUL) T. REP. OF RIO GRANDE

DATE	TIME	REPORT	COLON
328.9	TAB 10	1-1330	2-1330
308.9	TAB 11	1-1331	2-1331
266.1	TAB 12	1-1332	2-1332
11.2	TAB 13	1-1333	2-1333
(P) 2227	TAB 14	1-1334	2-1334
(S) 3105	TAB 15	1-1335	2-1335

Figure 1

S. LOFT-MORGAN
-LOFT-MORGAN-10

W. A. PAUTER MAJOR
A/GSO ID-10

CONFIDENTIAL

APP 6- ENCLOSURE (25)

160004

UNCLAS/100

DATE: 15 JUL 87

TO: CC FORWARDED

INFO: WING-ONE

WING-ONE

WING-ONE

WING-ONE

WING-ONE

WING-ONE

WING-ONE

UNCLAS/100

400 CYCLES OF LOGGING POWER UNIT & IMPROVE LOGGING POWER

A. CC FORWARDED 130350Z JUN 67.

1. IN R. (A) THE FOLLOWING ARE THE LOGGING POWER UNIT & IMPROVE LOGGING POWER

FE 352

WING

WING-ONE

1ST WING IN

2ND WING IN

WING

01027

21960

22730

WING

6

3

3

FE 352

WING

WING-ONE

1ST WING IN

WING-ONE

WING-ONE

WING-ONE

WING-ONE

WING-ONE

WING-ONE

WING-ONE

WING-ONE

WING-ONE

WING-ONE

WING-ONE

WING-ONE

WING-ONE

E. W. WACOMBE 1STLT

A/CCO

FD-10

3. WING-ONE

A/CCO

FD-10

App 6 ENCLOSURE (2)

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

10: FVA: ted
1650
17 Feb 1967

MEMORANDUM

From: Communication-Electronics Officer
To: Wing Awards Officer
Subj: Presidential Unit Citation

Ref: (a) Chief of Staff memo 7:JND:jdg 1650 of 13 Feb 1967

1. Reference (a) requested information from the Wing Staff Sections which could be compiled to support an award of the Presidential Unit Citation to the 1st Marine Aircraft Wing.

2. The Communication-Electronics activities of the 1st Marine Aircraft Wing, during the period 11 May 1965 to 31 January 1967, would not appear to have a significant impact upon a recommendation for a unit award. It is my personal opinion that whatever results were achieved by the Wing during this period could have been greater if the supporting Communication-Electronics system had been more reliable, more responsive.

3. However, in support of the project, the following information is forwarded for consideration:

a. A Communication-Electronics system, in the support of the Command/ Administrative and air control requirements of the 1st Marine Aircraft Wing, was engineered, installed, operated and maintained under deleterious effects of an adverse environment, which encompassed an operating area of 10,317 square miles.

b. Highlighted by imagination and flexibility, this system incorporated Defense Communication Agency assets in achieving a message processing capacity in excess of 100,000 per month; established a means for controlling a record number of 2068 GCA approaches during one month at a major ICF airfield; provided the means for conducting radar controlled bombing on 210 targets during a twenty four hour period and served over 1300 telephone subscribers.

D. V. ANDERSON

Copy to:
Chief of Staff

App 6 ENCLOSURE (27)

188906 Z
ROUTINE

UNCLAS/EFTO

ROUTINE

18 FEB 67

DLJ

FROM: CG FIRST MAW

TO: CG PMFFAC

UNCLAS/E F T O

WING SUPPLY COMM SUPPORT

A. CG IMPFAC 152143Z FEB 67

B. CDR R. B. WEBSTER, SC, USN, LTR CNAP 42 OF 19 DEC 66

1. REF A REQUESTED ADVISE IF EXISTING WING ASSETS WERE ADEQUATE TO PROVIDE A RELIABLE COMM NET BETWEEN WING SUPPLY OFFICE AND OUT SUPPLY DEPARTMENTS.

2. COMM-ELIC ASSETS AUTH BY THE RESPECTIVE AVIATION UNITS T/O(M/L) AND T/E ARE LIMITED TO A GENERAL APPLICATION OF THE COMM CONCEPT EXPRESSED IN FMFM 10-1. DEPARTURES FROM THIS CONCEPT WHICH INCLUDE THE DIVERSION OF ASSETS TO SOLE USER SYSTEMS VICE COMMON USER SYSTEMS DICTATE COMPARABLE INCREASE TO FEES M/L AND EQUIPMENT DOCUMENTS.

3. THIS HQ HAS TAKEN ITEM 73, ENCL (2), REF B, FORAC AND DETERMINED THAT THE REQUIREMENT CAN BEST BE SATISFIED BY A RECORD COMM LOOP SERVING WG SUPPLY ACTIVITIES. IN THIS CONNECTION THIS HQ HAS SCHEDULED A DEVELOPMENT TEST OF A TTY LOOP (UTILIZING AN/TC-11A (V)) BETWEEN WG SUFO, MAG ONE ONE SUFO AND MAG ONE THREE SUFO, ROUTED VIA CABLE AND AN/TC-97. OBJ OF TEST ARE:

A. DETERMINE ADEQUACY OF TTY TO SATISFY REQUIREMENTS EXPRESSED ENCL (2), REF B.

B. DETERMINE EQUIP AND FEES REQUIREMENTS FOR INTRA-WING SOLE USER (SUPPLY) TTY COMM.

C. ACHIEVE A REDUCTION IN THE PROCESSING OF COMPAID LEGS CONCERNING SUPPLY MATTERS.

4. TEST BEGINS WEEK OF 26 FEB 67 FOR PERIOD ABOUT 30 DAYS. WILL REPORT RESULTS BY 1 APR 67.

DIST: WING-ONE, WG SUFO, CEO.

R. E. FAUVER MAJOR
A/CEO NO-10

R. V. ANDERSON LTCOL
CEO NO-10

AP/26 ENCLOSURE (27)

PRIORITY

190243

UNCLAS/E F T O

PRIORITY

18FEB67 TCD

FROM: CG FIRST MAW

TO: MAG ONE SIX
MATCU SIX EIGHT
MATCU SIX TWO

UNCLAS/E F T O

FLIGHT CLEARANCE COMMUNICATIONS

1. EXISTING DCS CKT KY98 BETWEEN PHU BAI AND DONG HA TOWER PROVIDES UNSAT SERVICE. THIS HQ HAS INITIATED ACTION TO IMPROVE RESTORATION PRIORITY THIS CKT. REQUEST YOUR ASSISTANCE IN IMPROVING THE SERVICE OF THIS CKT BY:

A. PROVIDE DIRECT ACCESS FROM PHU BAI TWR TO CU TRUNK BETWEEN PHU BAI SUB AND MAG ONE SIX DET ALFA. PROVIDE DIRECT ACCESS FROM DONG HA TWR TO CU TRUNK BETWEEN MAG ONE SIX DET ALFA AND PHU BAI SUB. AFFORD MATCU SIX TWO PRIORITY OVERRIDE ON THIS CKT FOR FLIGHT CLEARANCE TRF.

B. INFORM THIS HQ (MOMENT 69) WHEN SIGNIFICANT OUTAGES OCCUR ON CKT KY98.

2. THIS HQ IS REQUESTING ASSISTANCE IN IMPROVING THE SERVICE AFFORDED BY CKT KZ04.

R. V. ANDERSON LTCOL
CEO MC-10E. J. DOYLE COLONEL
CHIEF OF STAFF

App 6 ENCLOSURE (30)

ROUTINE

UNCLAS/E F T O

ROUTINE

18FEB67 TCD

FROM: CG FIRST MAW

TO: 1972D COMM SGO

INFO: MAC ONE SIX
MATCU SIX EIGHT

UNCLAS/E F T O

FLIGHT CLEARANCE COMMUNICATIONS

1. MATCU SIX EIGHT REPORTS DIFFICULTY IN FILING IFR FLIGHT CLEARANCES FROM PHU BAI VIA DCS GKT KZOL.
 2. REQUEST YOUR ASSISTANCE AND/OR ADVICE IN IMPROVING THIS SERVICE.
-

R. V. ANDERSON LTCOL
CEO MO-10E. J. DOYLE COLONEL
CHIEF OF STAFF

App 3 - ENCLOSURE (3/)

C.C.
190226Z
PRIORITY

UNCLAS/E F T O

PRIORITY
197267 TGD

FROM: CG FIRST MAW

TO: CG III MAW

INFO: COMUSMACV
DCA SAM
MAG ONE SIX
MATOU SIX TWO
MATOU SIX EIGHT
1972D COMM SEC

UNCLAS/E F T O

COMUSMACV FOR J6

DCS CRT RESTORATION PRIORITY

A. USMACV CEOI

1. BRAVO MIKE CHARLIE VICTOR KILO YANKEE NINE EIGHT PROVIDES ONLY
SOLE USER FOR AIR TRAFFIC CONTROL BETWEEN DONG HA-PHU BAI.2. ^{DELTA} ~~ZULU JULIET~~ ^{VICTOR KILO} ZULU ZERO FOUR PROVIDES ONLY SOLE USER ^{CNT}
FOR AIR TRAFFIC CONTROL BETWEEN PHU BAI-DANANG.3. RESTORATION PRIORITIES ARE 2E, 2F. PROLONGED OUTAGES/PREEMPTIONS
SINCE ACTIVATION PREVENT PASSAGE VITAL AIR TRAFFIC CONTROL MESSAGES.

4. REQUEST ASSIGN RP IF IAW REP A.

R. E. FAUVER MAJOR
ACEO NO-10R. V. ANDERSON LTCOL
CEO NO-10

A/p 6- ENCLOSURE (32)

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

10:RVA:ted
2000
19 Feb 1967

MEMORANDUM

From: Communication-Electronics Officer
To: Commanding General
Via: (1) Assistant Chief of Staff, G-3
(2) Chief of Staff

Subj: Flight Clearance Communications

1. The Commanding General has requested a report concerning action taken to improve flight clearance communications in the PHU BAI/DONG HA area.

2. As of 1 Dec 1966, the following flight clearance communications (non-radio) existed:

a. Solo user telephone circuit from PHU BAI tower to DANANG RAPCON, terminated in a field telephone at DANANG RAPCON. This was a DCS circuit, restoration priority 2P.

b. Field telephone in DONG HA tower which had access to MAG-16 Det A switchboard.

3. On 15 Dec 1966, DCS circuit 8708, from PHU BAI tower to DONG HA GCI was re-terminated at DONG HA to DONG HA tower. Restoration priority 2E. A direct line was established from DONG HA tower to DONG HA GCI.

4. On 4 Jan 1967, a direct, solo user telephone circuit was established, via line tactical equipment, from PHU BAI tower to KHE SANH tower and from DONG HA tower to KHE SANH tower, thus providing an alternate route between PHU BAI tower and DONG HA tower. At the same time, the DCS circuit from PHU BAI tower to DANANG RAPCON was placed in the Call Director at DANANG RAPCON.

5. OpnsO, MACV-68, advises that the major problem which now exists in filing flight clearances from PHU BAI/DONG HA is the reluctance of DANANG RAPCON to accept same. Communications, per se, cannot solve this problem and it has been addressed to 19720 Communication Squadron on the command level.

6. During the week of 13 Feb., Wing GCO office investigated the reliability of the DCS circuits from PHU BAI to DANANG RAPCON and from PHU BAI to DONG HA tower. This investigation revealed excessive circuit outages and one case of unwarranted pre-emption. Wing GCO has requested an upgrade of circuit restoration priority to 1P from COMUSMACV and has requested CO, MAG-16, to make MAG-16 common user telephone circuits directly available to PHU BAI and DONG HA tower as additional alternate routes.

App. ENCLOSURE (33)

10:RVA:ted
2000

7. CO III MAF, 170312Z Feb 67 advises that an upgrade of DCS circuitry serving PHU BAI/DONG HA will be completed in the near future. Wing CEO is now preparing revised requirements for this DCS circuitry, based on the programmed upgrade, which will improve circuit reliability.

Very respectfully,

R. V. ANDERSON

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

10:JSH:wdg
2302/2
19 Feb 1967

From: Communication-Electronics Officer
To: Commanding General, U. S. Army Strategic Communications Command,
Washington, D. C. 20315 (Attn: Communications Engineering Department)

Subj: Sky-wave Propagation Charts, request for distribution of

1. This office is presently on distribution for six of the "Intermediate Distance Sky-wave Propagation Charts."
2. An additional distribution of six "Short Distance Ground and Sky-wave Propagation Charts" would be appreciated.
3. Please address to the attention of the Communication-Electronics Officer.

R. V. ANDERSON

HEADQUARTERS
1st Marine Aircraft Wing
(Attn: CEO)
Fleet Marine Force, Pacific
FPO San Francisco 96602

4363 - ENCLOSURE (34)

CONFIDENTIAL

PRIORITY

CONFIDENTIAL

PRIORITY

19 FEB 67

DLJ

FROM: CG EMEAC

TO: CG EMEAC

INFO: MAG-ONE TWO
 MAG-ONE SIX
 MATCH-SIX TWO
 MATCH-SIX SEVEN
 MATCH-SIX EIGHT

CONFIDENTIAL

NAVALS FOR SPECIAL FORCES CAMPS ICT2 (U)

A. CG EMEAC 082153Z FEB 67 NOTAL

1. RUMBA REQUESTED FREE ASSIGNMENT OF AN/UH-12 BEARING FOR SPECIAL FORCES CAMPS, AN EVAL OF USE OF JUNGLE BUOY AS INTERIM MEASURE AND STATUS OF ADD FREE REQUEST FOR AN/UH-12 EQUIP OF RUMBA MATCHES.

2. FREE REQUESTED FOR RUMBA FOR UH-12 HOMER SUBMITTED TO CG III MAP THIS DATE, COPY TO CG EMEAC. FREE ASSIGNMENT WILL BE FIDED UPON RECEIPT.

3. JUNGLE BUOY NOT VAL AS INTERIM UHF HOMER FOR SPECIAL FORCES CAMPS FOR FOL REASONS:

A. INABILITY OF CRAFTING A/C TO KEY UHF HOMER BY FM.

B. LIMITATION OF DEFINITIVE TERMINAL IDENTIFICATION. CORRELATION OF UHF FREQ TO SPEC FOR CAMP LOCATION IS ONLY MEANS.

C. INABILITY TO CONTINUOUSLY KEY UHF AND BATTERY POWER DEPLETION.

4. UHF HOMER FREE FOR MATCH SIX TWO LONG HA NOT RECEIVED. REQUEST WAS FIDED 7 JAN 67. UHF HOMER FREE FOR MATCH SIX SEVEN PHU BAY SE-INTEN THIS DATE. UHF HOMER FREE FOR MATCH SIX SEVEN AT CHU LAI IS 277.2 RPT 277.2 MGS.

5. TWO AN/UH-12 LESS S-77/001-5 SHELTERS RECEIVED BY MATCH SIX EIGHT. ONE SEVERELY DAMAGED IN SHIPMENT. LETTER AND LISTEN FOLLOW. PORTALS OF ONE AN/UH-12 RECEIVED BY MATCH SIX SEVEN.
 OP-4

R. E. FAUVER MAJOR
 A/CEO MD-10

R. V. ANDERSON LTCOL
 CEO MD-10

CONFIDENTIAL

776- ENCLOSURE (35)

HEADQUARTERS
 Marine Wing Support Group 17
 1st Marine Aircraft Wing, III F, Pacific
 110 San Francisco 96602

10: JYSH:rem
 2305
 21 Feb 1967

From: Commanding Officer
 To: Commanding General, III Marine Amphibious Force
 Via: Commanding General, 1st Marine Aircraft Wing, (attn: CEO)

Subj: Request for use of telephone poles

Encl: (1) line route of poles requested NIF

1. It is requested that this unit be authorized use of telephone poles in encl (1) for installing a 25 pair cable from the MSG-17 switchboard terminating in the Staff NOC living area.
2. This cable will replace BDI/TT presently installed.
3. It is further requested that installation of this cable be done by this unit. For further information concerning this request contact SSgt NICHOLS Flying Disc 10.

J. Y. S. HOWO
 By direction

 10:RVA:ted
 2305
 24 Feb 1967

FIRST ENCLOSURE on CO, MSG-17 ltr 10:JYSH:rem 2305 of 21 Feb 67

From: Commanding General, 1st Marine Aircraft Wing
 To: Commanding General, III Marine Amphibious Force

1. Forward, recommending approval.

B. V. ANDERSON
 By direction

4/26- ENCLOSURE (36)

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

10:48Mtd
2000/2
21 Feb 1967

From: Commanding General
To: Commanding General, III Marine Amphibious Force

Subj: Communications requirements from Danang to Phu Bai and Dong Ha

Ref: (a) CG III MAF msg 170312Z Feb 67

Encl: (1) Diagram of 1st MAF radio relay dated 18 Feb 67 *NIF*
(2) Diagram of proposed 1st MAF radio relay plan *NIF*

1. The phase I upgrading of the IWCS is scheduled to provide 72 voice channels from Danang to Phu Bai approximately 20 March 1967.
2. Enclosure (1) illustrates the present 1st MAF radio relay establishment in the Danang area. Four AN/TRC-27, two AN/MRC-62 and one AN/TRC-97 circuits are active.
3. In response to reference (a), this Headquarters is preparing a consolidated circuit plan for Danang to Phu Bai requirements over the IWCS equipment of paragraph 1, above. This cutover to IWCS is contingent, however, upon having additional channels made available in the Danang area.
4. Specifically, as illustrated in Enclosure (2), twelve additional radio relay channels are required from the Marble Mountain Air Facility to Danang tech control. These twelve channels, together with cable pair to the AN/TRC-66 site and the 1st MAF area, will permit the closing down of the tactical radio relay equipment in paragraph 2 and redeployment of the AN/TRC-97 radio relay sets.
5. Assistance is requested in obtaining twelve additional radio relay channels from MMAF to Danang tech control by 20 March 1967 to permit effective use of the IWCS capability and reduced dependence on tactical radio relay equipment.

R. V. ANDERSON
By direction.

App 6-ENCLOSURE (37)

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

10:RVA:wdg
4441
21 Feb 1967

MEMORANDUM

From: Communication-Electronics Officer
To: Assistant Chief of Staff, G-4

Subj: Modification of allowances

Encl: (1) CO, MACG-1 ltr 4:DVS:jel, 4441 of 16 Feb 1967, w/encl 1/1

1. Concur in the modification of allowances request contained in enclosure (1).
2. CG 1st MAW ltr 10:RVA:dwe, 3000/2 of 5 Jan 1967 requested augmentation from Comm Support Co., Comm Battalion, pending action on subj request. This letter was addressed to CG III MAF and, as of this date, there has been no response.
3. Further justification/rationale for the requested modifications contained in enclosures (1) through (3), encl (1), has been forwarded to CEO, ETAPAC by CG 1st MAW memo 10:EH:dwe 1000 Ser 010A04567 of 14 Feb 1967.
4. The UHF Comm Central, AN/TYA-11, is scheduled to replace AN/MRC-40/AN/GRC-48 during 4th Qtr, FY 1967. CG 1st MAW spd ltr 10:WRM:dwt 2302/33 of 2 Feb 1967 recommended an increase to the planned allowances of this equipment which is compatible with the rationale expressed in enclosure (1).

Respectfully

R. V. ANDERSON

Copy to:
CO, MACG-1

APPENDIX ENCLOSURE (38)

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

10:RVA:ted
7110
25 Feb 1967

MEMORANDUM

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

Subj: Budget Submission, O&M, Marine Corps, Phase II

Ref: (a) ACoS, Comptroller memo to CEO, same subj, of 14 Feb 1967
(b) CG 1st MAW ltr 50:JLC:jlf 7110/11 (undated), Phase I Budget Submission
(c) CEO memo to ACoS, Comptroller 10:RVA:dwa 7110 of 29 Dec 1966

1. Reference (a) requested submission of Wing-level Phase II Budget Project Highlights, as related to the comm-elec commodity area.
2. Reference (b) has been reviewed and analyzed in conjunction with known plans and programs for the remainder of FY-67, FY-68 and FY-69.

3. Comm-Elec Budget Project Highlights

a. Remainder FY-67

(1) Operational Highlights

(a) Communication-Electronics support of the Wing command/administrative and air control system has been influenced by continually expanding requirements and an over-commitment of assets.

(b) Significant impact exists in the area of processing record communications; the average monthly volume of messages processed within the 1st Marine Aircraft Wing has increased from 35,000, during July 1966 to over 100,000 during January 1967.

(c) Tactical teletypewriter equipment was placed in service during January 1967 to augment fixed plant equipment.

(2) Maintenance Highlights

(a) Funded maintenance programs have been developed which recognize the deleterious operating environment and a continuous use of equipment.

(b) The major impact upon this funded maintenance program will be the induction of the AN/TYQ-2 (MTDS) during the 4th quarter.

ENCLOSURE (37)

10:RVA:tc
7110

(3) Procurement Highlights. Comm-Elec procurement during FY-67 is highlighted by special one time allowances. A special procurement of multi pair telephone cable was effected during Dec 1967 and special one time allowances for intercommunication systems, switchboards and UHF radio equipment are pending action by higher authority.

(4) Replenishment Highlights. Comm-Elec replenishment during the remainder of FY-67 is devoted to replacing combat essential T/E items which, due to continuous, prolonged service have exhausted their useful life. These items so programmed include switchboards and test equipment.

b. Comm-Elec budget project highlights for FY-68 and FY-69 remain as stated in enclosures (3) and (4), reference (c).

R. V. ANDERSON

PRIORITY

UNCLAS/EFTO

PRIORITY
25 FEB 67
JEC

FROM: CG FIRST MAW

TO: CG FIETAC

INFO: CAC
CG III MAW
MHC ONE
THIRD FSE

UNCLAS/EFTO

CNC FOR CODE CSY

CONTACT TECH REP FOR FU-608

A. CG FIRST MAW 2013103 FEB 67

B. DDO FI2306.1A

1. REP A REQUESTED ADVISE STATUS OF FIRST MAW REQUEST FOR THIRTY DAY EXTENSION OF MR. CHARLES FREZALUR, CONDENSED TECH REP, IN RVN.
2. IN COUNTRY TIME OF MR. FREZALUR HAS EXPIRED BUT MR. FREZALUR HAS AGREED TO REMAIN UNTIL 28 FEB 67.
3. SERVICES OF FU-608 TECH REP FOR MARCORPS FURNISHED GENERATORS CONSIDERED ESSENTIAL IN IMPROVING PERFORMANCE OF THIS VITAL 400 CYCLE FAE SOURCE. DENSITY OF NAVY FURNISHED FU-608 REQUIRED FULL TIME SERVICE OF NAVY GEN TECH REP.
4. THIS HQ IS PREPARING FORMAL REQUEST FOR FULL TIME SERVICE OF SPECIFIC SERVICE FIELD CONTRACT ENGR FOR MARCORPS FURNISHED ENGINE GEN IAW FPOV OF PARA C10, REF B.

U. B. LUNDQUIST FSGT
A/COM CHIEF NO-10R. V. ANDERSON LTCOL
CEO NO-10

C-4

ENCLOSURE (40)

100-100000
 100-100000
 100-100000
 100-100000

100-100000
 100-100000
 100-100000

From: Commanding General
 To: Commanding General, Marine Aircraft Group 12
 Commanding General, Marine Aircraft Group 16

Subject: Monthly Report of Inspections Scheduled and Completed (Report
 Serial 100-100000)

Ref: (a) 100-100000

1. In accordance with reference (a), an administrative and material inspection of the Communications-Electronics Section of Marine Aircraft Group 12 and 16 is scheduled for 27 March 1967. This will be a working inspection, with emphasis on inspection of operations, and will cover topics listed in part V of the general administrative and material inspection form.

2. The senior inspectors will be Major N. V. [Name] and Major [Name].

N. V. [Name]
 By direction

Copy to:
 Wing Inspector

App 6 ENCLOSURE (4/1)

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

10:00A:mdg
2000
Scr: 010A5867
27 Feb 1967

CONFIDENTIAL
CONFIDENTIAL

MEMORANDUM

From: Communication-Electronics Officer
To: Commanding General
Via: Chief of Staff

Subj: Communication failure and restoration

1. The attack on DANANG AB on 27 Feb 1967 caused a failure of the following Wing communication facilities:

a. All teletype circuits external to the Wing except the circuit to 3d Marine Division. This includes all entries to world-wide systems.

b. All dial trunks to DANANG exchange except 6199 (Assistant Chief of Staff, G-3) and 6384 (Chief of Staff).

2. As of 270600H, the following restoration had been effected:

a. Ckt #787, teletype circuit from Wing Comm Center to 7th AF Comm Center, TSN. 7th AF will relay to Joint Pacific address.

b. Wing 880 teletype circuit to III MAF.

c. Dial lines 6385, 6351, and 6672.

d. Emergency teletype circuit, Wing Comm Center to III MAF Comm Center. III MAF dedicated circuit to PACAF Comm Center is working.

3. Following emergency actions are in progress by 1st MAW:

a. Re-route Wing DCS circuits from Wing Comm Center direct to major relay, BNA TRANG, by-passing DANANG Relay, estimated completion by 271600H.

b. Restricting processing of electrically transmitted messages

DOWNLOADED BY 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS
DDO LRP 5200 10

CONFIDENTIAL

CONFIDENTIAL

App 6- ENCLOSURE (4/2)

10:RVA:wig
2000
Ser: 010A5867

CONFIDENTIAL
CONFIDENTIAL

to out-of-country addressees.

4. In general, essential communication service to provide command and control has been restored. Common-user routing to 1st Marine Division is available through III MAF.

Very respectfully,

R. V. ANDERSON

CONFIDENTIAL
CONFIDENTIAL

(1) Within period of army service, as noted in column 2, the next thirty days reported in column six also include release of up to thirty days leave from employment, time to receipt of service record, etc.

(3) Commentation. All personnel involved in processing for release, upon receipt of this authorization, should be advised that the records will be released to a certain number of people, for whom that will make him for a security reason, upon completion of a review and then.

SECRET

1. The following are the positions
 2. The following are the positions
 3. The following are the positions

13. "I, [redacted] do hereby certify that the foregoing is a true and correct copy of the original as the same appears in the files of the [redacted] Department of the [redacted] Government."

(2) paper, etc. support in tranquility due to a drop of up to 750 mm in level of water. This spring was created by loss of large amount of water, followed by a 10% water level reduction.

(U) A lot of anti equipment (see also intelligence,
of 19-18 and 19-17) received from the U.S. for a medical
use of defense. The equipment has been destroyed.

f. ~~Excluded as "technical material" and hence~~ ~~used to~~ ~~report~~
of ~~circles~~ ~~concerned~~ ~~in~~ ~~the~~ ~~process~~ ~~of~~ ~~a~~ ~~large~~ ~~of~~
arrangements ~~and~~ ~~also~~ ~~includes~~ ~~the~~ ~~will~~ ~~they~~ ~~and~~ ~~the~~ ~~only~~ ~~technical~~
workings, ~~over~~ ~~the~~ ~~operation~~ ~~of~~ ~~these~~ ~~machines~~ ~~and~~ ~~other~~ ~~equipment~~.

[illegible]

THE UNIVERSITY OF CHICAGO

[illegible]

100

10
 9
 8
 7
 6
 5
 4
 3
 2
 1

[illegible][illegible]

10

[illegible][illegible][illegible][illegible]

280322 Z

PRIORITY

CONFIDENTIAL
CONFIDENTIALPRIORITY
28 FEB 67 TCD

FROM: CG FIRST IAW

TO: FIRST IAW

RMT HIN 363

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

NAVAL MSGS (U)

A. CG FIRST IAW 270315Z FEB 67

B. LMG P2100.40 W/CH 1

1. MSG PROCESSING RESTRICTIONS EST REF A ARE CANCELLED 281800H FEB 67.
2. RESTORAL OF TTY CKTS INCORPORATES ROUTING VIA ALTERNATE CKT PATHS AND REL AND RELAY THRU FACILITIES WHICH ARE NOT STRUCTURED FOR HEAVY TRF LOADS.
3. ALL RELEASING OFFICERS REQUESTED TO STRICTLY COMPLY WITH MSG CRITERIA SPECIFIED REF B IN ORDER TO PRECLUDE THE RE-ESTABLISHMENT OF MSG PROCESSING RESTRICTIONS.

GP-4
-----R. V. ANDERSON LTCOL
CNO MC-10E. J. BOYLE COLONEL
CHIEF OF STAFF

CONFIDENTIAL

App 6 - ENCLOSURE (44)

~~APPENDIX (8)~~

HEADQUARTERS
1st Marine Aircraft Wing
Fleet Marine Force, Pacific
APO San Francisco, 96302

16:JJ:1w1
6000
7 Mar 1967

From: Wing Medical Officer
To: Commanding General (Attn: AcofS, G-3)
Subj: Medical Chronology for February 1967

1. The following is a summary of the Wing Surgeon's activities including conferences and visits made during the month of February 1967.

(a) On 1 Feb 1967 LCDR N. S. I. FERNANDEZ, USN, Wing Medical Administrative Officer attended a budget conference for Project 70 sponsored by FMFAC at JTF Headquarters.

(b) CAPT J. J. FARRINGTON, MC, USA, Wing Surgeon visited NSA Hospital and made hospital rounds with the staff daily from 1 thru 2 Feb 67.

(c) On 3 Feb 1967 MAG 16's mess hall sewerage system was evaluated by the Wing Preventive Medicine Officer and a primary treatment system was recommended.

(d) On 4 Feb 1967 the Wing Surgeon and Wing Medical Administrative Officer attended the I Corps Medical Society meeting in Danang.

(e) The Navy-wide advancement in rating examinations were administered on 7, 9, 14 and 16 Feb 1967 to eligible personnel.

(f) On 8 Feb 1967 the Wing Surgeon and HMCM C. W. PARKER, USN, Wing Medical Administrative Chief visited 1st Med Bn.

(g) On 9 and 12 Feb 1967 the Wing Surgeon visited USAID Hospital, Danang.

(h) The Wing Preventive Medicine Team visited Wing units in Chu Lai on 6-11 Feb and 15-17 Feb 1967 for observation and consultation on Preventive Medicine Programs.

(i) On 17 Feb 1967 the MWSG 17 mess hall sewerage system was evaluated and a primary treatment system was recommended.

(j) On 17 Feb 1967 a mosquito survey was initiated at MWSG 17. The swamp area adjacent to the camp area was larvacided with good results.

(k) On 19 Feb 1967 the Wing Preventive Medicine Team visited Wing Units at Phu Bai for observation and consultation on Preventive Medicine Programs.

APP-8

- (l) On 25 Feb 1967 the Wing Surgeon departed on TAD to Taiwan.
- (m) Several inspections of the MWHG-1 Water Plant were conducted throughout the month with the recommendation that proper holding times be maintained in the chlorination and flocculation tanks.
- (n) One hundred forty-seven water samples were examined during the month from MAG 11, M'G 16, MWSG 1, MASS 2, MWHG-1, 1st IAA Bn and VMGR 152.
- (o) On 26 Feb 1967 FIC requested a consultation with Wing Sanitation on various problems at that camp. The assistance was given and a program for further consultation was implemented.
- (p) On 28 Feb 1967 a rodent survey was made at "C" Battery, 1st IAA Bn. Personnel were instructed on procedures for baiting and trapping rodents and supplied with additional bait boxes.
- (q) on 10 Feb 1967 the Wing Preventive Medicine Team visited Wing Units at Phu Bai for observation and consultation on Preventive Medicine Programs.


J. J. ZARPIELO

*See G-3 for
Documents*

APPENDIX(19)

DECLASSIFIED

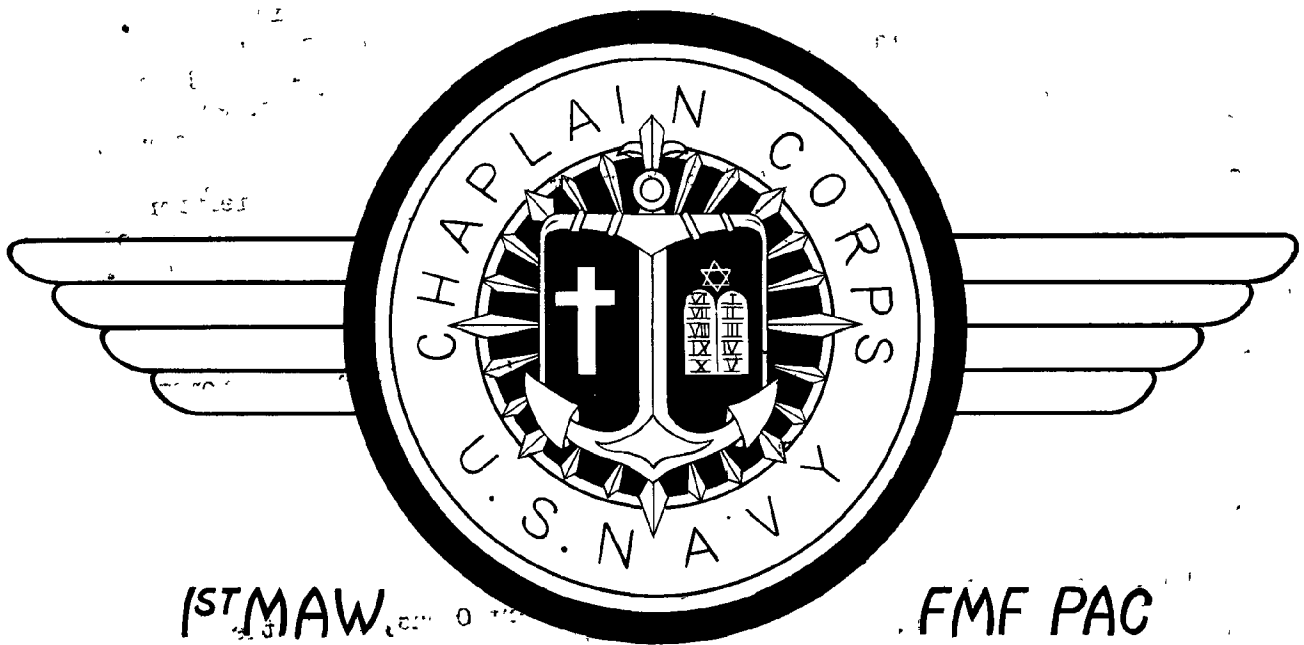
APPENDIX (20)

DECLASSIFIED

Miscellaneous Supporting Documents Appendix 20

Tab	1	Cht	undtd	Subj:	Chart Allies	USARV-10	3-67
"	2	Nltr	03 Feb 67	Subj:	1st MAF Wing Chaplain's Newsletter	"THE MARINAIR"	
"	3	Ltr	10 Feb 67	Subj:	Telephone Listing w/1 Encl:	G-3 Listing	
"	4	Msg	140400Z	Subj:	Change of Command		
"	5	Msg	171700Z	Subj:	1st MAF Frag Order 02-18	(Incomplete)	
"	6	Msg	260333Z	Subj:	III MAF Historical Summary	#56	
"	7	Msg	270855Z	Subj:	1st Mar Div INTSUM	#58	
"	8	Msg	282001Z	Subj:	1st Mar Div SITREP	335	

THE MARIN AIR



1ST MAW

FMF PAC

WING CHAPLAIN'S NEWSLETTER

App 20-TAB 2

OFFICE OF THE WING CHAPLAIN
1st Marine Aircraft Wing, Aircraft, FTR, Pacific
c/o FPO, San Francisco, California 96602

3 February 1967

WING CHAPLAIN'S NEWSLETTER 2/67

I PERSONNEL

There have been many changes in the First Wing this past few weeks. Chaplains Wright, Fullilove and Christmann departed for COMUS and their new duty stations. We wish them well and a happy reunion with their families. They can be proud of the service they have rendered in Vietnam.

Chaplain Niederhuth reported aboard on 17 Jan 1967 and is now with MAG 13. Two more chaplains reported to the Wing on 2 February. Chaplain (LCDR) R.K. Dwyer reports to MWSG 17 as relief for Chaplain Weaver and Chaplain (LT) Lawrence Bentley reports to MAG 16 for duty with the squadrons at Phu Bai and Dong Ha.

Chaplain Jordan reported in on 3 February 1967 and is the relief for chaplain Abel at MAG-12. Chaplain McGue leaves the same group and is to be relieved by Chaplain McDannell, who reported to the Wing on 2 February 1967.

II CONGRATULATIONS

Congratulations are in order for Wing Chaplains who have been promoted to LCDR - Chaplain Bill Winslow
Chaplain Ken Abel
Chaplain Jack Graham
Chaplain Frank McDannell
Chaplain C.F. Jordan Jr.
to LT - Chaplain Larry Bentley

On Tuesday 25 January, Brigadier General Robert Owens, USMC, the Assistant Wing Commander, administered the oath to Chaplains Winslow, Abel and Graham in the presence of all the Wing Commanders. We are proud to have so many advanced among our chaplains.

III MEETINGS

The FMAW Chaplains meeting will be held on 22 February in the Wing Chapel at 1000.

On the same day, the supervisory chaplains will meet at the III MAF Chaplains Office at 1500.

The Catholic Chaplains will hold their next Day of Recollection on 23 February at the Seminary, East Danang with the first conference starting at 1130. Colonel (Chaplain) Harold O. Prudell, USA, MACV Chaplain and the military delegate for Vietnam for His Eminence, Cardinal Spellman, will give the conferences.

On 23 February, just prior to the Day of Recollection, mass will be offered in the Seminary Chapel at 1030 for the repose of the soul of Chaplain Al Gibbons, who died on Sunday, 15 January 1967. You are asked to remember his family in your prayers. A letter to his mother would be in order: Mrs. Mary J. Gibbons, 59 Adams St, Revere, Massachusetts 02151.

All Baptist Chaplains meet every first Friday in the home of Reverend Myers in Danang.

IV PROTESTANT CHAPLAINS DAY

At the kind and thoughtful invitation of the Protestant Chaplains of Headquarters 366th Combat Support Group (Danang Air Force Base), (Dave Jordan and Harold Elliott), many protestant chaplains of the area gathered in their men, the DOOM Club on 30 January for luncheon at 1300. Afterwards they met in the chapel for a service of worship. Chaplain (Colonel) Paul TOMASOVIC, 7th Air Force Staff Chaplain, was the guest speaker. It provided those in attendance the opportunity to strengthen each other through prayer and fellowship. It is hoped there may be more of the same in the future with others acting as host.

V VISITORS

Coming to Vietnam in February are:

- 31 Jan - 4 Feb Rev. R.C. SPAIN, Church of God, Cleveland, Tenn.
- 9-13 Feb Bishop T.H. Wright, Episcopal Bishop from Wilmington, N.C.
- 15-22 Feb Rev. Dr. Harry WOOD, Executive Secretary of the Department of Chaplains and Service Personnel of the United Presbyterian Church of the USA.
- 27 Feb - 4 Mar. Bishop R.S. Dean, Anglican Executive Officer, London, England.

If these visits should include stops at any of your areas, you will be so informed. It is expected that the chaplains of these particular denominations will get together to meet with their representatives. Notification of this will be made as soon as possible.

VI SERVICES

Men of the Christian Science Church meet every Sunday evening at 2030 in the Air Force Chapel, Danang Air Base. For further information, call Sgt. John Harden at Danang 6194 or 6452.

Greek Orthodox services are held every 1st and 3rd Sunday at 1100 in the Wing Chapel and at 1330 in the MAG-16 Chapel.

Jewish Services are held in the Wing Chapel at 1930 every Friday and 0830 every Saturday.

VII PROTESTANT MONTHLY RALLY

The last PMR was held at MAG 11. Over two hundred were in attendance. EQMC Hansen of MCB 10 gave the message. Once again Major Caylor, Staff Secretary, 1st MAW, sang several hymns. Chaplains Winslow and Ferguson are now the co-chairman of these meetings. Thanks expressed to Chaplain Bill Davis of MAG 11 who did an outstanding job as host.

The next PMR will be held on 26 February. Services will be conducted at 1st Div Chapel at First Marine Division with a picnic after the service! First Marine Division is the host and all personnel are requested to gather at the chapel.

VIII CHAPEL FUNDS

Through the generosity of our individual Marines and Navymen, many purchases and donations have been made with the Wing Chapel Funds. In various groups and units items were secured to enhance the beauty of the house of God which could not be procured in any other manner. It is difficult to estimate the numerous projects that have been assisted through these donations. In the month of December alone 343,074 piasters were given to local charities. In this way and in many others we demonstrated to the Vietnamese our will to assist them improve their way of life.

It is recommended that each chaplain make a donation to the Vietnamese Education Scholarship Program by cash or check to the III MAF Chaplains Civic Action Fund. These donations will be wisely used to give deserving boys and girls a higher education and to provide future teachers for the local schools. Encourage your men and groups at home to make individual donations to this worthy cause.

Literature is an open door to a man's mind and soul. Our men spend long and tedious hours in the field and in the air and in the offices and shops, but they still have many hours to themselves. Make every effort to purchase and distribute good reading material in as many areas as possible.

IX MISCELLANEOUS NOTES

The Chaplains Division is always on the outlook for pictures and stories that tell what the chaplains are doing. Don't be bashful. Let's get in some pictures and stories every month. If you wish, send them direct or give them to the Wing Chaplain for further action. For any pictures sent please include all necessary information plus the names of those in the picture.

Congratulations to LT Stan Beach who has been awarded the Bronze Star Medal and to LT Brian Kane who has been awarded the Navy Commendation Medal.

X A PERSONAL NOTE

A - Around 20 February, Chaplain Peter J. Ferreri will report in as relief for Chaplain Hammerl and the new Wing Chaplain, Chaplain Ferreri comes from the Naval Station, Newport, Rhode Island. He hails from New Jersey, attended Seton Hall University and Immaculate Conception Seminary, Darlington, New Jersey and was ordained 5 May 1945. He was commissioned a Navy Chaplain on 11 May 1953.

B - Chaplain Hammerl says:

"On the occasion of my departure from Vietnam, I want to express my sincere appreciation to everyone who has helped me do the job as Wing Chaplain. A word of thanks to Chaplains Craven and Grace, to Chaplain Tubbs, to the supply boys at 3rd FSR, to the III MAF Chaplains and least of all to the chaplains of the divisions and especially the Wing. This gratitude goes to all those who have been here and are here at this time. Our chaplains have been outstanding. Not a week goes by but that some commander, sergeant or private first class expresses his admiration for your work. Mine has been the easy job, trying to assist as you do the work. Its been fun with the cooperation given. I always said this is the best billet in Vietnam and perhaps in the Corps. I wish all of you the best in the years ahead and sincere greetings to your families. May we serve happily together again. And now - I look ahead to Newport. Do stop in and see me. Room and board will be provided. May God be with you! "

PAUL C. HAMMERL

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

3:JMD:cpc
2000
10 Feb 67

From: Assistant Chief of Staff, G-3
To: Distribution List

Subj: Telephone Listing

Encl: (1) G-3 Telephone Listing

1. Enclosure (1) is transmitted for your information.


G. M. CLOUD

DISTRIBUTION: "B" & "E" plus CG, III MAF (15), CG, 1st MarDiv (15),
CG, 3rd MarDiv (15), Task Force X-RAY (15)

App 20-TAB 3

	Moment Line	Danang Line
Assistant Chief of Staff, G-3	3	6699
Assistant G-3	3	6699
Administration	3	
Air Control/Defense Officer	203	6199
Flight Facilities	203	
MTDS Coord	203	
7th Air Force Liaison	203	6199
Inspector	3	6699
NATOPS	103	
NCOIC	3	
Operations Officer	51	6699
Air Transport	103	6199
Assistant Operations	51	6699
Electronic Warfare	103	
Operations Briefer	51	6699
Weapons Employment	51	6699
Weather	203	
Plans/Statistics Officer	3	6699
Ground Defense	23	
Inspector	3	6699
Plans/Liaison	303	
Statistics/Reports	23	
COACT	23	
OPSTAT	23	
SITREP	23	
Historical	23	
Tactical Air Direction Center (Joyride)	22	6699
Training/NBC	103	

Histories

G-3
ASST G-3
OPERATIONS
TRAINING
NATOPS
RPTG/INT
SWG/ISO
OP-1A
HIST
ACC/ATC
ATCO
WED
EWO
WEATHER
ADMIN
NCOIC

1. N/CO
 2. N/CO
 3. N/CO
 4. N/CO
 5. N/CO
 6. N/CO
 7. N/CO
 8. N/CO
 9. N/CO
 10. N/CO
 11. N/CO
 12. N/CO
 13. N/CO
 14. N/CO
 15. N/CO
 16. N/CO
 17. N/CO
 18. N/CO
 19. N/CO
 20. N/CO
 21. N/CO
 22. N/CO
 23. N/CO
 24. N/CO
 25. N/CO
 26. N/CO
 27. N/CO
 28. N/CO
 29. N/CO
 30. N/CO
 31. N/CO
 32. N/CO
 33. N/CO
 34. N/CO
 35. N/CO
 36. N/CO
 37. N/CO
 38. N/CO
 39. N/CO
 40. N/CO
 41. N/CO
 42. N/CO
 43. N/CO
 44. N/CO
 45. N/CO
 46. N/CO
 47. N/CO
 48. N/CO
 49. N/CO
 50. N/CO
 51. N/CO
 52. N/CO
 53. N/CO
 54. N/CO
 55. N/CO
 56. N/CO
 57. N/CO
 58. N/CO
 59. N/CO
 60. N/CO
 61. N/CO
 62. N/CO
 63. N/CO
 64. N/CO
 65. N/CO
 66. N/CO
 67. N/CO
 68. N/CO
 69. N/CO
 70. N/CO
 71. N/CO
 72. N/CO
 73. N/CO
 74. N/CO
 75. N/CO
 76. N/CO
 77. N/CO
 78. N/CO
 79. N/CO
 80. N/CO
 81. N/CO
 82. N/CO
 83. N/CO
 84. N/CO
 85. N/CO
 86. N/CO
 87. N/CO
 88. N/CO
 89. N/CO
 90. N/CO
 91. N/CO
 92. N/CO
 93. N/CO
 94. N/CO
 95. N/CO
 96. N/CO
 97. N/CO
 98. N/CO
 99. N/CO
 100. N/CO

UNCLAS E F T O

CHANGE OF COMMAND

1. CHANGE OF COMMAND MARINE AIRCRAFT GROUP ONE TWO THREE FOUR FIVE SIX SEVEN EIGHT NINE TEN ELEVEN TWELVE THIRTEEN FOURTEEN FIFTEEN SIXTEEN SEVENTEEN EIGHTEEN NINETEEN TWENTY TWENTY ONE TWENTY TWO TWENTY THREE TWENTY FOUR TWENTY FIVE TWENTY SIX TWENTY SEVEN TWENTY EIGHT TWENTY NINE THIRTY THIRTY ONE THIRTY TWO THIRTY THREE THIRTY FOUR THIRTY FIVE THIRTY SIX THIRTY SEVEN THIRTY EIGHT THIRTY NINE FORTY FORTY ONE FORTY TWO FORTY THREE FORTY FOUR FORTY FIVE FORTY SIX FORTY SEVEN FORTY EIGHT FORTY NINE FIFTY FIFTY ONE FIFTY TWO FIFTY THREE FIFTY FOUR FIFTY FIVE FIFTY SIX FIFTY SEVEN FIFTY EIGHT FIFTY NINE SIXTY SIXTY ONE SIXTY TWO SIXTY THREE SIXTY FOUR SIXTY FIVE SIXTY SIX SIXTY SEVEN SIXTY EIGHT SIXTY NINE SEVENTY SEVENTY ONE SEVENTY TWO SEVENTY THREE SEVENTY FOUR SEVENTY FIVE SEVENTY SIX SEVENTY SEVEN SEVENTY EIGHT SEVENTY NINE EIGHTY EIGHTY ONE EIGHTY TWO EIGHTY THREE EIGHTY FOUR EIGHTY FIVE EIGHTY SIX EIGHTY SEVEN EIGHTY EIGHT EIGHTY NINE NINETY NINETY ONE NINETY TWO NINETY THREE NINETY FOUR NINETY FIVE NINETY SIX NINETY SEVEN NINETY EIGHT NINETY NINE
2. COL J. U. HUBBARD WILL BE NAMED BY CG AS PG 1234567890
3. ALL INTERESTED PERSONNEL OF DEPT. OF DEFENSE

303/01315/0126
 303/01315/0126
 303/01315/0126

A6620 TAB 4

SECRET

171706Z 1st MAW Frag Order

02-18 for 18 Feb 67

IMMEDIATE

SECRET

IMMEDIATE

1. BASE REF ALTITUDE FOR 18 FEB IS 8,000 FT. BASE REF HEADING IS 090 DEG. BASE REF TIME 0900H. PRI FREQ 344.7 SEC 278.4
AUTHENTICATION CODE WORD: BACARDI

2. FOR ALL CONCERNED:

ARC LIGHT TGT. THUA THIEN 306 (ALFA THREE EIGHT) VICINITY YD720020 IS USED AS AN ALTERNATE ARGET FOR ARC LIGHT STRIKES BOTH IN AND OUT OF I CORPS. EFFORT WILL BE MADE TO NOTIFY ALL CONCERNED OF PENDING TOTS. HOWEVER, IT MUST BE UNDERSTOOD THAT THUA THIEN 306 (ALFA THREE EIGHT) CAN BE STRUCK AT ANYTIME WITHOUT PRIOR NOTICE. REQUEST ABOVE INFORMATION BE PASSED TO ALL AIRCREWS OPERATING IN AFFECTED AREA.

3. BLUE BIAZERS FOR 18 FEB 67:

- A. DEMON 71, 2 F-4, BT 0706, 1200H.
- B. SHARKBAIT 21, 2 F-4, BT 1126, 0930H.
- C. HAMMER 51, 2 F-4, AT 9121, 1700H.

4. REMINER: ALL FIXED WING AIRCRAFT MUST RIO (TAKE OFF AND LANDING) WITH JOYRIDE ON GREEN. FAILURE TO DO SO RESULTS IN NEEDLESS PHONE CALLS TO CHECK THE WHEREABOUTS OF THE ACFT. UNDER VFR CONDITIONS, PILOTS MAY REQUEST OTHER AIR CONTROL AGENCIES TO PASS RIOS TO JOYRIDE ONLY WHEN JOYRIDE CANNOT BE CONTACTED DIRECTLY.

5. NOTE TO ALL MAGS:

ALL FLIGHTS FRAGGED TO RIO LANDSHARK YANKEE OR LANDSHARK ZULU, CONTACT LANDSHARK ALFA IF UNABLE PRIMARY RIO.

6. FLIGHT HAZARD:

DURING PERIOD 18 THRU 24 FEB ANTICIPATE HIGH INCIDENCE ARTY FIRE ROUTE ONE BETWEEN FIFTEEN (YD638294) AND TWENTY SEVEN (YD453425) MILES NORTHWEST OF HUE/PHU BAI TACAN. ORDNATE SURFACE TO MAX 11,000 FT TO TEN MILES EITHER SIDE OF HIGHWAY.

FOREGOING ENTER INTO LOCAL SAV-A-PLANE CHANNELS AND FOR FURTHER DISSEMINATION AS MAY BE DEEMED NECESSARY.

7. FOR WALNUT HILL:

A. FOLLOWING TGT CLEARED FOR A6 BOMBING DURING PERIOD 180600-182400H FEB 67 (SPECIAL FORCES TARGETS)

- BS 462496 - BS 491385
- BS 485580 - BS 504383
- BS 481469 - BS 501369
- BS 515473 - BS 508374
- BS 505454 - BS 518380
- BS 519447 - BS 536376

B. NO FRIENDLIES WITHIN 4000 METERS.

8. CHANGE TO FIRST MAW STANDARD FRAG ORDER 02-12

DELETE MAG-36 H0212-58 PHU BAI SPARROW HAWK

DELETE MAG-36 H0212-64 PHU BAI BALD EAGLE/RESUPPLY

ADD MAG-16 H0212-31 PHU BAI SPARROW HAWK

ADD MAG 16 H0212-32 PHU BAI BALD EAGLE/RESUPPLY

PAGE 2 OF 24

SECRET

App 20-TAB 5

SECRET

ZCZC MFW 2-1
 OO RUCIHOA RUA/QL RUMFAAK
 DE RUMHMF 1913 0571022
 ZNY SSSSS
 O P 260333Z FEB 67
 FM CG III MAF
 TO ZEN/CG FMFPAC
 INFO RUCIHOA CMC
 RUA/QL/CG FMFPAC (FWD)
 ZEN/CG FIRST MARDIV
 ZEN/CG THIRD MARDIV
 ZEN/CG FIRST MAW
 ZEN/CG FORL CGCMD
 RUABQL/CG NINTH MAR
 RUMFUAK/CTG 79.5
 RUAZ QL/CTG 79.2
 BT

COG/ 6-3
 3/ 9/5
 6-2

695/26/2370/Full

SECRET SECTION ONE OF FIVE
 III MAF DAILY HISTORICAL SUMMARY NR 56 FOR PD 250001H TO 252400H
 FEB 67

(U) REPORT SYMBOL FMFPAC 5750-26
 A. FMFPACO 5750.10N
 1. THE FOL RPT IS SUBMITTED IAW PEF A.
 A. MA OR UNIT OPERATION

PAGE TWO RUMHMF 1913 SECRET

(1) OP LAFAYETTE
 (A) TACTICAL COMMANDER: 1ST MARINES
 (B) USMC UNITS: 1/1, 2/1, 3/1
 (C) ARVN UNITS: NONE
 (D) ENEMY SITUATION: MAIN FORCE VC UNITS
 OPERATING IN AREA.
 (S) AREA OF OPERATION: AREA BOUNDED ON N BY E-W
 GRID LINE (BT 67), ON E BY THE SEA, ON S BY E-W GRID LINE
 (BT 58) AND ON WEST BY SONG VINH DIEN.
 (F) DTG INITIATED: 260700H FEB 67
 (G) TYPE OF OPERATION: S&D
 (H) PURPOSE: TO SEARCH OUT AND DESTROY OR
 CAPTURE ENEMY PERSONNEL AND MAT IN AREA
 (2) OP LANOKE
 (A) TACTICAL COMMANDER: 2ND BN, 5TH MAR
 (B) USMC UNITS: 2D BN (-) (REIN) 5TH MAR; CO'S
 E, F, AND G(-).
 (C) ARVN UNITS: NONE
 (D) OTHER UNITS: NONE
 (S) ENEMY SITUATION: MAIN FORCE VC UNITS

7

App 20-TAB 6

SECRET

SECRET

PAGE THREE RUMHMF 1913 S E C R E T

OPERATING IN AREA.

(F) AREA OF OPERATION: W/IN TAOR ASTRIDE LIBERTY

ROAD FM VIC AN HOA COMBAT BASE *AT 875476) TO PHU LOC (6)

(UT 927527)

(G) DTG INITIATED: 260-00H FEB 67

(H) TYPE OF OPERATION: S&D

(I) PURPOSE: TO SEARCH OUT AND DESTROY OR
CAPTURE ENEMY PERSONNEL AND MATERIAL IN AREA.

(3) OP CHINOOK II

(A) 4TH MAR CONT S&D OP IN THUA THIEN PROV

WITH MODERATE CONTACT FOR PD. AT 242300H A/1/9 SQD

AMB OBSR 8-10 VC W/WPNS. AT 25M PTL ENGAGED EN. ANOTHER 25-

30 VC WERE OBSR MOVING S TOWARD AMB. AMB PTL WITHDREW AND CALLED

ARTY MSN: 13 VC KIA (PROB). AT 250920H A/1/9 VIC (YD 595398)

DET MINE BELIEVED TO BE M-16 2 USMC WIA (MED EVAC), 1 USMC KIA.

AT 251008H A/1/9 VIC (YD 595398) DURING MED EVAC RECD SA FIRE.

RTND SA AND AM FIRE. SQD SEARCHED: 7 DET. AT 231230H CO

K/3/26 VIC (YD 582277) APPREH 1 DET. AT 251235H A/1/9 UNIT

VIC (YD 598393) WHILE CROSSING OBSTACLE STEPPED ON MINE:

3 USMC WIA (2 MED EVAC). AT 252125H K/3/26 VIC (YD 569232)

PAGE FOUR RUMHMF 1913 S E C R E T

OBSR 7 VC VIC (YD 552296) ARTY MSN CALLED: 1 VC KIA (CONF),

1 VC KIA (PROB). AT 251320H A/1/9 UNIT V C (YD 598393)

MOVING TO SECURE LZ AREA FOR MED EVAC DET MINE: 1 USMC WIA

(MED EVAC). AT 251325H C/1/9 VIC (YD 588116) APPREH 1 DET.

AT 251215H M/3/26 VIC (YD 451345) OBSR 12 VC ON TRAIL.

SPRUNG AMB. RES: 1 USMC WIA MED EVAC, 10 VC KIA (CONF), 2 PW/VC,

ONE AK-47, TWO B-40, TWO PPD-56 LIGHT MACHINE GUNS, 20 CHICO.

GRENADES, 750 RDS 7.62MM AMMO, 2 BELTS WITH SILVER STARS,

AND DOCUS. AT 251235H A/1/9 PTL VIC (YD 598393) TRIPPED M-16

TYPE MINE: 2 USMC WIA (MED EVAC). IN AN ATTEMPT TO LOCATE

LZ FOR MED EVAC, DISPATCHED A REIN SQUAD TO ASSIST:

FD A 60MM PRESSURE TYPE MINE AND LARGE MAN TRAPS. BLEW

IN PLACE AND APPREH 3 DET. FD EXTENSIVE BUNKER AND TRENCHLINE

COMPLEX IN ZIG ZAG FASHION ABOUT 500M LONG FROM VIC (YD 599

392) TO (YD 599397). AT 252555H K/3/26 VIC (YD 556296)

DET 2 M-26 TRIP WIRED TO "C" RATION CAN: 3 USMC WIA

(MED EVAC). AT 251640H K/3/26 VIC (YD 549281) OBSR 3 VC AT

(YD 552258). ARTY MSNS CALLED: 1 VC KIA (PROB). AT 251530H

D/1/9 VIC (YD 488417) APPREH 2 DET. AT 251625H K/3/26 V C

(YD 554294) DET CHICOM CREW RIGGED WITH TRIP WIRE: 2 USMC

SECRET

SECRET

PAGE FIVE RUMMF 1913 SECRET

WIA (MINOR). AT 251900H M/3/26 OBR 5 VC STANDING IN TRAIL AT (YD 439344) AND AT (YD 451335). FIRED SMALL ARMS AND CALLED ARTY MSN. GOOD EFFECT ON TGT, HEARD DIGGING, CALLED ILLUM. SEARCHED AREA: 2 VC KIA (PROB). AT 252145H C/1/9 UNIT VPC (YD 575418) APPREN 2 DET. AT 240200H HQ CO 4TH MAR PER DEF AT (YD 538322) OBR MOVEMENT TO FRONT AND RPTD GREN SIZE EXPLOS IN FRONT OF WIRE. AT 251040H A/1/9 AMB VIC (YD 599394) RECD 2 RDS SA FIRE. NO FIRE RTND. AT 251212H CO K/3/26 V C (YD 587378) RECD 20 RDS SA FIRE FM V C (YD 585285) AND YD 592284). RTND FIRE AND CALLED ARTY MSN, RES UNK. AT 251350H D/1/9 UNIT VIC (YD 570423) DET USMC M-26 GREN WITH TRIP WIRE. NO CAS. RECD 4 SMALL ARMS RDS FM V C (YD 576423). RTND FIRE W/UNK RES. AT 252150H TPS-21 WITH L/3/26 AT (YD 538352) EST 12 TO 14 VC CL SING ON L/3/26 POS, MAINTAINED SURVEILLANCE, MOVEMENT MOVED TO VIC (YD 533351), (UT 252245) MOVEMENT AT (YD 536353) POSSIBLY 15 VC, ARTY AND 81'S FIRED MSN, WILL SEARCH AT FIRST LIGHT. AT 252200H C/1/9 UNIT VIC (YD 572426) RECEIVED 5 RDS OF FIRE WHILE SEARCHING THROUGH VLL (YD 572421). NO FIRE RTND BECAUSE OF FRIENDLY UNIT IN AREA.

PAGE SIX RUMMF 1913 SECRET

AT 252225H C/1/9 UNIT VIC (YD 564426) RECD 3 60MM RDS AND SPR RDS FM VIC (YD 563434). CALLED 60MM MORTARS, RES UNK. DUR PD 1 RETNEE CLASS AS 1 PW/VC.

(R) CUM RES: USMC ENEMY
 8 KIA (UDJ) 44 KIA (CONF)
 106 KIA (PROB)
 50 WIA (UDJ) 91 DET (UDJ)
 14 PW/VC
 40 INCIV
 21 WPNS

(C) CUM HEL SORTIES: 14
 (D) CUM TAC AIR SORTIES: 6
 (3) CUM NGF:

(1) MSNS: 6

(2) AMMO EXPD: 67

(F) CUM ARTZ:

(1) MSNS: 1, 135

(2) AMMO EXPD: 3, 895

(4) OP PULASKI.

(U) 9TH MAR CONT S&D OP IN QUANG NAM

BT

SECRET

DECLASSIFIED

CONFIDENTIAL

DE RUMHLA 3295E 0580855

ZNY CCCCC

O P 270835Z FEB 67 270855Z

FM CG FIRST MARDIV

TO CG III MAP

CG FIRST MAW

MAG 11

MAG 12

MAG 13

MAG 06

MAG 36

RUMNVH/SIA QUANG DA SZ

FIRST MARDIV (REIN) OPCON

INFO CG THIRD MARDIV (GUARD MAIL)

CG FLC (GUARD MAIL)

XMT DET 3RD ENGR

DET 3RD SP BN

1ST DENTAL

3RD DENTIA

BT

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

SECTION ONE OF TWO SECTIONS

1. FIRST MARDIV INTSUM NR 58

PAGE TWO RUMHLA 3295E C O N F I D E N T I A L

2. 270001H TO 271200H FEB 1967

3. SUMMARY OF ENEMY ACTIVITY

A. GROUND ACTIVITY

(2) DANANG. 11 INCIDENTS. 7 VC INITIATED; 2 GRENS. 1 SABOTAGE, 1SA/GREN, 1 PUNJI PIT, 1 HARASSING SA, 1 RKT BARRAGE. (DELAYED ENTRY)

(A) 261645H: CAC D-1-1 BLKG FORCE (BT 160599) ALPREH 9 DETAINEES & FWD THEM TO BN CP WHEN THEY ATTEMPTED TO LEAVE CORDONW

(B) 2 0830H: (D/1/1 SQD CMB PTL (BT 013574) APPREH 2 VN FEMALES W/ID CARDS IN RESTRICTED ZONE & FWD THEM TO BN CP. 2 DETAINEES.

(C) 270900H: D/1/1 SQD CMB PTL (BT 015569) MAR STEP-PED ON PUNJI STAKE. MAR TREATED BY CORPSMAN & AND CONTD PTL. 1 USMC WIA (NON EVAC).

(D) 270915H: D/1/1 SQD CMB PTL (BT 015575) 2 RECD 15 RDS SA FM EST 4 EN (BT 012578). RETD 75 RD SA & 8 IMM MSN. SEARCHED AREA FD 1 VC KIA (CONF).

(E) 261000H: (DELAYED ENTRY) 2H&S/1/2 SCOUT SNIPER TM (AT 004548) OBS 3 EN W/CART BELT APPROACH R VERA ALSO OBS 1 VC FEMALE PLACED IN WATER CAN WHAT APPEARED TO BE A GREN. FIRED 4 RDS SA (AT

CONFIDENTIAL

CONFIDENTIAL

CONFIDENTIAL FINAL SECTION OF TWO SECTIONS
 (1) 2 FEB 67: M/2/5 F.O. RPTS: VILLAGE CHIEF RPTD FM AN HOA
 (BS 473868) THAT 200 HARD CORE VC NOW OCCUPYING AN PHONG (BS 4 42

PAGE TWO RUMHLA 3296E CONFIDENTIAL
 879). ALSO RPTD THAT THE 20 VC HAVE TAKEN THE FORT AT AN PHONG &
 INTEND TO ATK THE VILLAGE OF AN HOA & M/2/4 OP USING 70 CAPTR VIL-
 LGERS AS SHIELDS. THE VC RPTD TO HAVE UNK QUANTITY OF MORTS. AT 2
 1830H: VC WERE RPTD AT (BS 486875). AT 2 2000H: 3 VC WERE RPTD IN
 VILLAGE OF AN HOA. G/2/TF XRAY) CMT: F/3-2ND REGT R ID IN THIS
 AREA 5 FEB 67. 21ST REGT RPTD THIS ARE 11 FEB 67.

9. NEGATIVE

10. WEATHER & TERRAIN

A. WEATHER

GENERAL:

RAINSHOWERS

TEMPERATURE:

HI 76, LO 69

VISIBILITY:

7 MILES

HUMIDITY:

75 PER CENT

WIND:

NW 5 KTS

PRECIP:

0 INCHES

TOTAL PRECIP THIS MONTH:

.31 INCHES

B. TERRAIN - NEGATIVE

C. ASTRONOMICAL DATA: SEE CURRENT 1ST MARDIV PER NTREP

11. - 12. SEE CURRENT 1ST MARDIV PERINTREP

13. NEGATIVE

PAGE THREE RUMHLA 3296E CONFIDENTIAL

14. OTHER

A. OPN PULASKI CONTD W/LGT CONTACT

CUMULATIVE ENEMY LOSSES: NO CHANGE

B. OPN LAFAYETTE I CONTD W/LGT CONTACT

CUMULATIVE ENEMY LOSSES: NO CHANGE

C. OPN LANOKE CONTD W/LGT CONTACT

CUMULATIVE ENEMY LOSSES: NO CHANGE

D. OPN DESOTO CONTD W/LGT CONTACT

CUMULATIVE ENEMY LOSSES:

(1) KIA CONF - 199/ KIA PROB - 4 2

(2) DETAINEES - 43

(3) CIV DEF - 26/ INNOCENT CIV - 7

E. OPN DECKHOUSE VI CONTD W/LGT CONTACT

CUMULATIVE ENEMY LOSSES:

(1) KIA CONF - 204/ KIA PROB - 159

(2) DETAINEES - 20

(3) PW (VC) - 1

DO NOT SERV THIS MSG. FOLLOW UP AIR MAIL COPY TO ALL ADDEES.

GP-4

BT

CONFIDENTIAL

CONFIDENTIAL

PAGE THREE RUMHLA 3295E C O N F I D E N T I A L
 092549) RES IN 1 EN KIA (CONF) & 1 KIA (PROB). OTHER 2 ESCAPED. AT
 091045 1 EN RETD. FIRED 1 RDS SA W/INCONCLUSIVE RES. AT 21100H ANOTHER
 EN CAME BACK. FIRED 1 RDS SA RES IN 1 VC KIA (CONF). CUM CAS: 2 VC
 KIA (CONF), 1 VC KIA (PROB).

(F) 261920H: B/1/26 PERIM DEF (DELAYED ENTRY) (AT 954
 564) RECD 2 GRENS. 1 GREN WAS DUD. GREN CAME FM CANEFIELD N.E. OF
 PERIM 40-50 METERS FM POSN. GREN THAT DETONATED, DETONATED IN AIR
 OVER A FIGHTING HOLE RES IN 1 USMC KIA, 1 USMC W A (NON EVAC) & 1
 PF WIA (NON EVAC). RETD 120 RDS SA, 6 RDS M-29. CALLED ARTY IN ON
 LOCAL EXCAPE ROUTE. SEARCHED AREA W/INCONCLUSIVE RES.

(G) 262200H: (DELAYED ENTRY) H/2/4 (AT 878577) RECD
 10 RDS SA & 1 GREN FM (AT 875578). RETD 150 RDS SA, 21 RDS M-79,
 9 M-26 GREN, 2 LAWS, 20 RDS 60MM ILLUM, 8-8 RDS 81MM ILLUM. DUR-
 ING ILLUM OBS 3 EN WHO RAN INTO AN EMPLACEMENT. EMPLACEMENT DESTR.
 AREA SEARCHED W/INCONCLUSIVE RES. 3 VC KIA (PROB)

(H) 262315H: (DELAYED ENTRY) 2/4 CAC B 3-4 OBS 2 M-26
 GREN EXPLODING OUTSIDE ARVN POSN (AT 930707). ARVN RETD 10 RDS SA.
 SEARCHED AREA W/INCONCLUSIVE RES.

(I) 270001H: H/2/4 CO PERIM DEF (REAR) (AT 876578) OBS
 MVMT IN FRONT OF POSN. FIRED 5 RDS 81MM ILLUM, 1 RD 3.5 WP, 15 RDS

PAGE FOUR RUMHLA 3295E C O N F I D E N T I A L
 M-79. SEARCHED AREA W/INCONCLUSIVE RES.

(J) 2 2120H: (DELAYED ENTRY) B/7TH ENGR (AT 971622)
 M-36 CRANE SABOTAGED W/SATCHEL CHARGE CAUSING EXTENSIVE DAMAGE. SEAR HED
 AREA W/INCONCLUSIVE RES.

(K) 270310H: 8-15 RDS OF HIGH VELOCITY, LOW TRAJECTORY
 PROJECTILES SUSPECTED OF BEING 140MM RKT'S WERE FIRED FROM THE
 VIC OF (AT 965699) AT THE DANANG AIRBASE COMPLEX. MOST RDS LANDED
 IN THE AIR FORCE QUARTERS COMPOUND. 3 A RCRA T, THE TELETYPE RELAY
 VAN & THE TACAN WERE DAMAGED. US CAS WERE 12 KIA & 17 WIA. 1 MARINE
 WAS KIA & 1 MARINE WIA. (MORE TO FOLLOW)

(3) CHU LAI. NEGATIVE INCIDENTS

G. OTHER

(1) RECON SIGHTINGS/CONTACTS

(A) DANANG -- FTL'S OPERATING (NEGATIVE SIGHTINGS)

(B) CHU LAI -- 5 FTL'S OPERATING

1. DONOHUE, 251040H: (DELAYED ENTRY) -FTL HAD 1
 SIGHTING OF APPROX 100 VC (AS GS1374) IN BLK PJ'S, PKS & RIFLES W/
 1 MG. 1 FIRE MSN & 3 A R STRIKES CONDUCTED. ARTY & AIR COVERAGE WAS
 EXCELLENT. 40 VC KIA (CONF), 10 VC KIA (PROB), 20 STRUCTURES DESTR,
 8 BUNKERS DESTR, 1 TUNNEL DESTR, & 16 SECONDARY EXPLOSIONS.

CONFIDENTIAL

CONFIDENTIAL

PAGE FIVE RUMMLA 3295 C O N F I D E N T I A L

2. CLUBCAR, 261100H-261105H (DELAYED ENTRY) HAD 2 SIGHTING OF 25 VC MUG N.E. (BS 659375) W/RIFLES & PKS. 1 FIRE MSN & 2 AIR STRIKES CONDUCTED RES IN 15 VC KIA (CONF) & 1 SECONDARY EXPLOSION.

3. ANTIFREEZE, 261150H-261250H: (DELAYED ENTRY) PTL HAD 3 SIGHTINGS OF 44 VC (BS 748383) W/PKS & RIFLES. NO FIRE MSN CALLED EUE TUE TO AIRCRAFT & FRIENDLY ES IN AREA.

4. HONG KONG, -261150H-261200H: (DELAYED ENTRY) PTL HAD 3 SIGHTINGS OF 22 VC (BS 759383), KHAKIES & BLK PJ'S. AO NOTIFIED & HUIE'S LAYED DOWN SUPPRESSIVE FIRE W/INCONCLUSIVE RES.

(2) AO SIGHTINGS

(A) DANANG--

1. 261350H: AN AO RECD SA FIRE FM 3 VC (BT 252470) WHO THEN RAN INTO A BUNKER. AO CONTROLLED 2 AIRSTRIKES W/GOOD COVERAGE ON THE BUNKER. 5 STRUCTURES DESTR 3 VC KIA (PROB). AT 261600H AN AO RETD & REC 20-30 RDS SA FIRE FM THE SAME AREA. THE CONTROLLED 4 AIRSTRIKES, UNCOVERING A TUNNEL COMPLEX & EXPOSING ADDITIONAL BUNKERS. AREA IS HEAVILY FORTIFIED. THE AIR STRIKES ALSO DESTR 5 STRUCTURES. 1 BUNKER & 130 METERS OF TUNNEL & TRENCH, 1 BUNKER DAMAGED & 1 SECONDARY EXPLOSION.

PAGE SIX RUMMLA 3295 C O N F I D E N T I A L

(B) CHU LAI - NO SIGHTING RPTD

4. ENEMY PERSONNEL LOSSES

A. BY U.S.

(1) KIA CONF - 96 (4 FM OPN DESOTO, 34 FM OPN DECKHOUSE VILLAGE)
KIA PROB - 2 (1 FM OPN DESOTO, 4 FO OPN DECKHOUSE VILLAGE)

(2) DETAINEES - (1)

D. EQUIP CAPTR OR DESTR

(3) FACILITIES

MLIKKL PARA 3.G.(1)(B)1. THIS INTSUM

(B) PARA 3.G.(1)(B)2. THIS INTSUM

(C) PARA 3.G.(2)(A)2. THIS INTSUM

5. -7. NEGATIVE

6. ENEMY MOVEMENT

A. MOVEMENT

(1) 2 FEB 67: M/2/4 RPTD: AT AN HOA (BS 473868) A VILLAGE CHIEF RPTD THAT 1 VC CO MVD FM NY LOC (BS 495891) TO VILLAGES THACH AN DONG NR 1 & NR 3 LOC AT BS 510875 & BS 500880. VC NOW OCCUPYING 3 VILLAGES & WILL REMAIN UNTIL 2724 ON: TF XRAY G-2 CMT: F/3 UNIDENTIFIED CO'S & BS PREVIOUSLY LOC IN AREA.

B. LOCATION

BT

CONFIDENTIAL

CONFIDENTIAL

UU RUMNVH
 DE RUMHLA 3331 E 081731
 ZNY CCCCC
 MAF-T-IIIMAF @
 C
 OP 271731Z FEB67
 FM CG FIRSTMARDIV REIN
 O ZEN/CG III MAF
 ZEN/CG FIRS MAW
 ZEN/MAG ONE ONE
 ZEN/MAG ONE TWO
 ZEN/MAG ONE THREE
 ZEN/MAG ONE SIX
 ZEN/MAG THREE SIX
 RUMNVH/SIA QUANG DA SZ
 ZEN/FIRS MARDIV (REIN) OPC
 INFO G THIRD MARDIV (GD MAIL)
 CG FLC (GD MAIL)
 XMT: DETTHIRD ENGR
 DE DET THIRD SP BN
 FIRSTDENTAL
 THIRD DE TAL
 B

C O N F I D E N T I A L FINAL SECTION OF TWO
 & GRAY UNIFORMS, G-2 CMT: MORT MENTIONED ABOVE PROB 140 MM RKT'S USED

Art 5-3
6-3
17-11
1st MAF
666/287el

LAGE TWO RUMHLA 3336E C O N F I D E N T I A L
 TO ATK DANANG AIR BASE NIGHT OF 27 FEB. TIME AND LOC ARE SAME. APPR

X

SAME AS THIS HQ HAS RERORDED.

14. OTHER

A. OPN ULASKI CONTD A/LG CONTACT

CUM EN LOSSES: NO CHANGE

ED OPN LAFAYETTE I CONTD W/LG CONTACT

SSES: EN LO

(1) KIA CONF - 4 / KIA PROB - 1

(2) DEAINES - 7

(3) INNOCENT CIV - 3

C. OPN LANOKE CONTD W/LG ONTACT

CUM EN LOSSES: NO CHANGE

DO OPN DES

TO CONTD W/LG CONTAC

CUM EN L

SSES:

(1) KIA CONF - 201 / KIA PROB 432

(2) DEAINES - 43

(3) CIV DEF - 26 / INNOCENT CIV - 1

E. OPN DECK OUSE VI CONTD W/LG CONTACT

: 7. 3. 193: NO CHANGE

DO NOT SERV THIS MSG. FOLLOW UP AIR MAIL COPY TO ALL ADDEES

GP-4

BT

CONFIDENTIAL

CONFIDENTIAL*Appendix 20*

DE RUMHLA 3454E 0592001
 ZNY CCCCC
 R 282001Z FEB 67
 FM CG FIRST MARDIV REI
 TO ZEN/CIII MAF
 INFO ZEN/CG FIRST MAW
 ZEN/CG F
 RLOGCMD
 ZEN/CG SECOND ROX MAR BDE
 RUMVU/CG FIRST AIR CAV DIV LZ HAMMOND RVN
 ZEN/FIRS MARDIV REIN (OPCON)
 RUMNVH/SA SECOND ARVN DIV
 ZEN/MAG ONE ONE
 ZEN/MAG ONE OW
 ZE /MAG ONE THREE
 ZEN/MAG ONE SIX
 ZEN/MAG THREE SIX
 XMT: FIRST MED BN
 HIRD DENT CO
 FIRS MT BN
 ELEVENTH MT BN
 BT
 C O N F I D E N T I A L

COG/G-3
3
542
M-11
1ST MP BN

487/1/1230/1/1/1

PAGE TWO RUMHLA 3454E C O N F I D E N T I A L
 SITREP 335FOR 280001H TO 282400H FEB 67

1. MAJOR OPN SUMMARY:

A. DESOTO

B. THRU J. NO CHANGE

NO CUM LOSSES: USMC

31 KIA

299 WIA

2 NBC

3 DOW

EN

218 KIA

495 KIA (PROB)

48 WIA (PROB)

7 DET

21 CIVIL DEF

7 INNOCENT CIV

10 ARTY SUPPORT:

NR OF MSNS

SUPPORTING

OBS UNOBS H&I TOTAL

MAF ARVN OTHER

125H

50

15

41

106

106

0

0

AMMUNITION EXPENDED

105

1183 HE, 175 WP, 23 ILLUM

M. NGF SUPPORT: USS TURNER JOY DD 951

TOTAL MSNS: 3

OBS: 3

*App 20-TAB-8***CONFIDENTIAL**

CONFIDENTIAL

PAGE THREE RUMHLA 342E C O N F I D E N T I A L
AMMUNITION EXPENDED

37/50 2

HE

57/4 30 HE

N. IMPACT OF WEATHER ON OPN: NO ADVERSE EFFECTS.

A. DECKHOUSE VI

B. THRU J. NO C ANGE.

K. CUM LOSSES: USMC

KIA
64 WIA

EN

24 KIA

165 KIA (PB)

) B

4 WIA (PROB)

1 PV

20 DET

L. ARTY SUPPORT: NONE

NO NGF SUPPORT: NONE.

N. IMPACT OF WEATHER ON OPN: NO ADVBG SZ EFFECTSJM

A. LANOKE

B. THRU O NO CHANGE.

H. 240630 / 281600H FEB 67

I. AND J. NO CHANGE

K. CUM LOSSES: USMC

L.I

PAGE FOUR RUMHLA 3454E C O N F I D E N T I A L

5 WIA

1 WIA (PROB)

2 DET

L. ARTY SUPPORT: NONE

M. NGF SUPPOR: NONE

N. IMPACT OF WEATHER ON OPN: NO ADVERSE EFFECTS.

A. LAFAYETE

B. THRU J. NO CHANGE

D. CUM LOSSES: USMC

1 KIA

4 WIA

EN

37 KIA

1 KIA (PROB)

25 DET

3 INNOCENT CIV

1 PV

L. ARTY SUPPORT:

NR OF MSNS

OBS UNOBS H&I

TOTAL

SUPPORTING

MAF ARVN OTHER

105

7

2

2

9

9

0

0

AMMUNITION EXPENDED

10 37 HE, 4 WP, 12 ILLUM, 2 C

N. NGF SUPP

R NONE

. IMPACT OF WEATHER ON OPN: NO ADVERSE EFFECTS.

CONFIDENTIAL

CONFIDENTIAL

PAGE FIVE RUMHLA 344E C O N F I D E N T I A L
 2. SIGNIFICANT EVENTS: NONE.

3. MAINS SUMMARY:

- A. D. SOTO: CONT SØ IN ASSIGNED AOR.
- B. DECK OUSE VI: CONT SØ IN ASSIGNED AOR.
- C. LAFAYETE: CONT SØ IN ASSIGNED AOR.
- 4. SPCL OPNE: CLUNTY FAIR 5-12 POSTPONED DUE TO WEATHER
 WILL ADVISE.

o SMALL UNIT OPNS:

AD DA NANG

(1) FIRST MARDIV (-)(REIN)

(A) FIRST MAR:

1. 1/1: 28140, CO D SQD OMB PLT (BT 21334) APPREH
 ONE VN FEMALE W/SIX NOSE ASEEM9LIES FOR 81MM RDS. DET POINTED
 OUT TWO M-26 GRENS RIGGED AS MINES, MINES DESTR. DET AND
 NOSE ASSY FWD TO BN CP.

2. 2/1: (LATE ENTRY) 271823, CO G SPARR
 HAWM

(BT 06724) FD TEN HOLES 8-10 INCHES DEEP, ONE FT DIA RUNNING
 N-S. HOLES 8-10 FT APART. BLEW HOLES I CHECK FOR FALSE
 BOTTOMS. PROVED NEG.

3. 3/1: : 280800, CO I SQD SCTY PLT (BT 044678)M RECD
 BT

CONFIDENTIAL

CONFIDENTIAL

OO RUMV/G RUMV
 DE RUMHLA 3455E 00200.
 ZNY CCCCC
 O R 282001Z FEB 67
 FM CG FIRST MARDIV REIN
 TO ZEN/CG III MAF
 INFO ZEN/CG FIRST MAU
 ZEN/CG FORLOGCMD
 ZEN/CG SECOND ROK MAR BDE
 RUMV G/CG FIRST AIR CAV DIV LZ HAMMOND RVN
 ZEN/CG FIRST MARDIV PRIN (OPCON)
 RUMVH/SA SECOND ARVN DIV
 ZEN/MAG ONE ONE
 ZEN/MAG ONE TWO
 ZEN/MAG ONE THREE
 ZEN/MAG ONE SIX
 ZEN/MG THREE SIX
 MMT FIRST MED BN
 THIRD DENT CO
 FIRST MT BN
 ELEVENTH MT BN
 BT
 C O N F I D E N T I A L SEC II OF IV SEC

ACT / ~~SECRET~~
 ①
 157 107
 m-11
 896/1/2145

PAGE TWO RUMHLA 3455E C O N F I D E N T I A L
 40-50 RDS SA (BT 046678) RES IN ONE USMC KIA. RETD 100 RDS
 SA, TEN RDS M-79, FOUR RDS, 126 RDS, MANEUVERED TWO FLANK. (MALE
 TO REGAIN CONTACT NO EVID OF EN CAS.

281230, CO A, 9H ENGR BN (BT 066670) MAR WE T O MAKE HEAD
 CALL BEHIND HEDGEROW. AFTER APPROX 38 MIN, ENGRS INITIATED
 SHORT RANGE SEARCH. A APPROX 03TEF REQ ASSISANCE FM 3/1
 CAC D-2 AND ELEM OF CO L WERE DISPATCHED. SEARCHED UNTIL DARK.
 ESTAB AMBS IN AREA. WILL CONT SEARG FIRST LIGHT. ONE USMC
 KIA.

281305, CO I SQD SCTY PL (BT 085590) APPREN THREE VN
 MALES W/TAMPERED ID CARDS. RECD 150 RDS SA/AW RES IN TWO
 USMC WIA (EVAC). RETD 200 RDS SA, TWO 106MM RDS, FIVE 81MM
 RDS. OBS THREE EN FLEEING SO ONE APPEARED TO BE HIT. FWD
 THREE DET TO BN S-2. ONE VC WIA (CR)

281310, CO A, FIRST AMTRAC BN (BT 066670) LVTF-3DET
 DIRECTIONAL TYPE MINE RES IN ONE USMC WIA (EVAC). MEMPH OF
 DETUNK.

281400, C
 L PLAT SCTY PL (BT 049678) APPREN ONE VN MALE
 W/O ID CARD. ONE DE FWD BN OF.

281715, CO L SQD SCTY PTL (BT 038681) MAR STEPPED IN

CONFIDENTIAL

CONFIDENTIAL

PAGE THREE RUMHLA 3405E C O N F I D E N T I A L
 FUNJI PIT RES IN ONE USMC WIA (EVAC). PIT DESR.
 (B) NINE H MAR:

1. 1/26: 280730, CO B SQD CMB PTL (AT 913537)
 FD AND DESR BUNKER 7 X 3 X 25 FT REIN W/BAMBOO.
 280755, CO C SQD ROAD SWEEP (AT 938900) FD M-16 AP MINE W/PRESSURE
 TYPE FUZZ. DESR IN PLACE W/ONE LB TNE.
 280800, CO C SQD SCTY PTL (AT 942583) FD "L" SHAPED BUNKER
 10 X 10 X 25 FT REIN W/BAMBOO. SEARCHED AND DESR
 280920, CO A PTH SCTY (AT 936617) RECD ONE RD SNIPER FIRE
 RES IN ONE USMC WIA (EVAC). UNABLE TO LOCATE SNIPER PSN.
 280
 50, CO B SQD CMB FL (AT 932556) FD TWO BAMBOO REIN
 BUNKERS 7 X 3 X 3 FT AND CONCRETE REIN BUNKER 4 X 4 X 3
 FT. DESR W/20 LBS EXPLS.
 281020, H&S CO SS TW (AT 930621) OBS TW
 ARMED E (AT 978
 615). FIRED TWO RDS 90MM RES IN TWO VC KIA (PROB).
 281345 CO A SWEEP FOR E (AT 995637) FD ABANDONED WELL TEN
 FT DEEP W/LADDER. HAD THREE FT OPE ING AT BOTTOM LEADING TO
 A TEN FT TUNNEL. DESR TUNNEL AND WELL.
 281855, CO B SQD AMB (AT 946548) MVG TWO AMP SITE. RECD 65
 RDS SA. RECD 12 RDS SA. ASSAULTED EN PSN FD ONE CARBINE,

PAGE FOUR RUMHLA 3405E C O N F I D E N T I A L
 ONE CHI COM BOL ACTION RIFLE. NO EVID OF EN CAS, ONE USMC
 WIA (EVAC) (4102LE BLASTBROKE EARDRUM).
 2. 2826: (LAE ENCR) 272010, CO H PER (AT 893823)
 OBS WHAT APPEARED TO BE SIGNAL LIGHTS (AT 908840). FIRED
 SEVE RDS: 1 RED LIGHTS WENT OUT. SEARCHED AT FIRST LIGHT.
 NO EVID OF EN CAS.
 3. 2/4: 280830, CO H PLAT CMB PTL (AT 827568) FD ONE
 60MM DUD. DESR W/ ONE LB C-4.
 280930, CAC B2-2 (A 365573) RECD FOUR RDS SA (A 264562).
 RECD FOUR RDS SA, THREE RDS 106 E. SEARCHED, NO EVID OF EN
 CAS.
 281100, CO G SQD CMB FL (AT 944662) FD TW
 M-26 GRENS RIGGED
 AS MINE. DESR IN PLACE. APPREH ONE VN FEMALE IN AREA. FD
 0
 NE 8MM ILLUM RD IN HER HOUSE. FWD ONE DET TO BN S-2.
 281538, CO H PLAT CMB PTL (AT 826472) FD AND DESR ONE
 155 MM DUD
 (C) SECOND BN, FIFTH MAR: 281200, CO E PER (AT 92527)
 OBS FOUR SMALL BOAS (AT 93881) W/UNK IN LN. TKS FIRED.
 TE RDS
 0MM HED OBS ONE DIRECT AT RDS IN THREE TO KIA
 WILL SEARCH FIRST LIGHT

CONFIDENTIAL

CONFIDENTIAL

PAGE FIVE RUMHLA 3455E
 TROOP FIRST RECON BN: NO
 (E) NORTHERN SECTOR DEF CMD:
 (F) SOUTHERN SECTOR DEF CMD:
 (G) ELEVENTH MAR: NO C

UNCLASSIFIED

TACB

(ADD TO 1/26) (LAE ENTRY) 271645, CO A SQD CMB PL (A 976
 6 98) DE UNK TYPE MINE RES IN ONE KCS WIA (MINOR).

ARTY MSN FIRED:

	NUMBER OF MISSION SUPPORTING						
	OBS	UNOBS	HQ	TOTAL	MAF	ARVN	OTHER
105MM	40	8	75	123	106	8	9
107MM	2	0	14	16	16	0	0
155MM HOW	3	0	8	11	11	0	0
155MM GUN	0	0	3	3	3	0	0
8" HOW	2	0	0	2	2	0	0

AMMUNITION EXPENDED:

105MM 697 HE, 58 ILLUM, 77 WP, 24 HC
 107MM 8 HE, 14 WP
 155MM HOW 44 HE, 10 ILLUM, 12 WP
 155MM GUN 3 HE
 8" HOW 16 HE

PAGE SIX RUMHLA 3455E

() NAVAL GUNFIRE SUPPORT: NONE
 (I) WEATHER HAD NO SIGNIFICANT EFFECTS ON OPNS
 (J) SCOUT SNIPER OPNS:

UNIT NR TMS NR EMPLOYED RES

W1/1	3	3	NEG
2/1	2	2	NEG
3/1	2	2	NEG
1/26	5	3	2 KIA (PROB)
2/4	5	5	NEG
2/5	4	3	NEG

(K) KI CARSON SCOUTS:

UNIT NR INDIV NR ENBL

V1 3 3

C,

ONE WITH CO A, ONE WITH C

ONE WITH CO D AS TRAIL GUIDES
 FOR PTLs, NO CONTACT

2/1 2 0

N/A

3/1 1 1

SCREEING POTENTIAL KCS

1/26 4 4

TW

ON HILL NR 5 EMPLOYED IN

PSY-OPNS. ONE WITH CO A SWEEP
 IM LOCATING MINES AND BOOBY TRAPS

IGIQ DE

WLNb

ET

ONE WITH CO A SWEEP FORCE, KCS

UNCLASSIFIED

CONFIDENTIAL

UNCLASSIFIED

~~CONFIDENTIAL~~ FINAL SEC OF IV SEC

ARCTICUM 300000 OWN FPI DEEN E I ROL P

8" HOW	1	5	0	6	6	0	0
175 GUN	2	0	0	2	2	0	0

AMMUNITION EXPENDED:

125MM 1,413 HE, 52 ILLUM, 179 WP,

107MM 11 HE

2" ILLUM

15MM HOW 257 HE, 10 ILLUM, 71 HC

15MM GUN 17 HE, 9 HC

1" HOW 25 HE,

175 GUN 10 HE

(G) NAVAL GUNFIRE SUPPORT: NONE

() WEATHER HAD NO SIGNIFICANT EFFECTS ON OPNS

(I) SCOUT SNIPER OPNS:

UNIT NR TMS NR EMPLOYED RES

1/7 3 3 NEG

(J) KIT CARSON SCMXZSJ

UNIT NR INDIV NR EMPLOYED RES

1/7 2 2

ATTACHED TO CO C S & C OPN
CONDUCTING CHIEU HOI MEETINGS

8 0

8, 06

73

UNCLASSIFIED

CONFIDENTIAL

CONFIDENTIAL

PAGE THREE RUMHLA 3457
2/7 1 .4 2; &

UNCLASSIFIED
OPNTO TURNED HIMSELF INTO
BINH SON DIST HQS AS A RES
OF LETTER GIVEN TO HIM BY KCS
EMPLOYED WITH OPN DESOTO
N/A

Y5 1 1
3/5 1 0
(K) RECAP OF BN OPNS:

PAR
LS AMBUS ES LP SS S2D OPNS
UNI FT S2D PLA FT S2D PLAT FT FT CO BN
1/ 50 2 3P 7 3 0 11 0 0 1
3/5 45 3 0 16 0 0 55 0 0 0
1/7 39 22 0 28 3 0 41 6 0 0
2/7 25 15 0 8 3 0 21 0 0 0
3/7 0 0 0 0 0 0 0 0 0 1
1/4 0 0 0 0 0 0 0 0 0 1
CLDC 8 1 0 6 2 0 0 0 0 0
IST RECN 3 0 13 0 0 0 0 0 0 0
CHU LAI
TOTALS 167 43 13 65 11 0 138 6 0 3

(1) DIV SMALL UNIT CONTACTS:

PROVINCE/ DTG ACTION FROLY NI/ ENEMY UNIT: INI

PAGE FOUR RUMHLA 3457E
COORDINATES
QUANG NGAI

UNCLASSIFIED
SIZE TYPE LOSSES

LOSSES BY

COORDINATES	DTG	ACTION	TYPE	LOSSES	BY
B 662014	28074	S2D	CMB	0/1/7 NONE	UNK US
BS 482932	271750	S2D	CMB	G/2/7 1 KIA, 1 WIA	UNK EN
BS 11948	280650	FT	AMB	G/2/7 3 WIA	UNK EN
BS 665959	280720	S2D	SCTV	B/1/7 NONE	UNK US
BS 57948	280930	S2D	SCY	G/2/7 2 WIA	UNK EN
BS 520948	281030	S2D	CMB	G/2/7 NONE	UNK US
BS 495946	281125	S2D	CMB	G/2/7 NONE	UNK EN
BT 647042	281500	S2D	CMB	A/1/7 NONE	UNK US
BS 44885	28	PLAT	RCN	1ST FORCE FOR NONE	UNK US

6204
G

UNCLASSIFIED
CONFIDENTIAL