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FEB 8 1968

(unclassified upon removal of basic material)

SECOND ENDORSEMENT on CG, 1stMAW ltr 3:ATH:kwn over 5750
Ser: 003A35267 of 18Dec67

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

Subj: 1st Marine Aircraft Wing Command Chronology, October
1967; submission of

1. Forwarded.

W E Deeds
W. E. DEEDS
By direction

Copy to:
CG, 1stMAW

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Ser: 00403467

2 DEC 1967

(Unclassified upon removal of enclosure (1))

FIRST ENDORSEMENT on CG 1stMAW ltr 3:ATH:kwn 5750 Ser: 003A35267
of 18Dec67

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

Subj: 1st Marine Aircraft Wing Command Chronology, October
1967; submission of

1. Forwarded.



THOMAS L. RANDALL
By direction

Copy 1 of 5 copies

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

3:ATH:kwn

5750

Ser: 003A35267

DEC 18 1967

UNCLASSIFIED

[REDACTED] Unclassified upon removal of enclosure

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,
October 1967; submission of

Ref: (a) MCO 5750.2A
(b) FMFPacO 5750.8

Encl: ✓(1) Subject report

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

2. The original copy only contains complete documentation.


FRANK C. THOMAS

[REDACTED]

FIRST MARINE AIRCRAFT WING
COMMAND CHRONOLOGY
1 OCTOBER 1967 - 31 OCTOBER 1967
REPUBLIC OF VIETNAM

ENCLOSURE (1)

PART ONE
ORGANIZATIONAL DATA

ENCLOSURE (1)

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HEADQUARTERS, 1st MARINE AIRCRAFT WING - COMMANDER & STAFF

COMMANDING GENERAL

Major General N. J. ANDERSON: 2 Jun - 31 Oct 1967

ASSISTANT WING COMMANDER

Brigadier General R. P. KELLER: 1 Apr - 31 Oct 1967

CHIEF OF STAFF

Colonel J. S. PAYNE: 4 Sep - 7 Oct 1967

Colonel F. C. THOMAS: 8 Oct - 31 Oct 1967

ASSISTANT CHIEF OF STAFF, G-1

Colonel R. BAIRD: 31 Aug - 31 Oct 1967

ASSISTANT G-1

Lieutenant Colonel H. D. STOTT: 31 Aug - 31 Oct 1967

ASSISTANT CHIEF OF STAFF, G-2

Colonel R. D. LIMBERG: 6 Jul - 31 Oct 1967

ASSISTANT G-2

Lieutenant Colonel F. L. FARRELL JR: 23 Jul - 31 Oct 1967

ASSISTANT CHIEF OF STAFF, G-3

Colonel J. E. BONNER JR: 2 Aug - 31 Oct 1967

ASSISTANT G-3

Lieutenant Colonel H. WOLF: 5 May - 31 Oct 1967

Colonel W. P. BROWN: 5 Oct - 31 Oct 1967

OPERATIONS OFFICER, G-3

Lieutenant Colonel G. H. KELLER: 18 Jul - 20 Oct 1967

Lieutenant Colonel K. C. PALMER: 21 Oct - 31 Oct 1967

ASSISTANT CHIEF OF STAFF, G-4

Colonel C. B. ARMSTRONG JR: 2 Aug - 31 Oct 1967

ASSISTANT G-4

Lieutenant Colonel G. W. VAUGHAN: 11 Aug - 31 Oct 1967

OPERATIONS & PLANS, G-4

Lieutenant Colonel E. LICHTENWALTER: 26 Aug - 31 Oct 1967

ADJUTANT

Major J. G. HALLET: 23 Apr - 31 Oct 1967

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AVIATION SAFETY OFFICER

Lieutenant Colonel R. A. SEAVER: 25 Aug - 31 Oct 1967

CHAPLAIN

Commander P. J. FERRERI, ChC USN: 26 Feb - 31 Oct 1967

COMMUNICATIONS/ELECTRONICS OFFICER

Lieutenant Colonel K. M. WORLEY: 1 Aug - 31 Oct 1967

WING SUPPLY OFFICER

Colonel R. DEWEES JR: 1 Apr - 31 Oct 1967

COMPTROLLER

Lieutenant Colonel D. W. LINDLEY: 8 Aug - 31 Oct 1967

INFORMATIONAL SERVICES OFFICER

Major A. W. REALSEN: 15 Jul - 31 Oct 1967

INSPECTOR

Colonel J. S. PAYNE: 4 Jul - 31 Oct 1967

LEGAL OFFICER

Colonel R. C. LEHNERT: 1 Aug - 31 Oct 1967

STAFF MEDICAL OFFICER

Captain O. GRAY JR, MC USN: 20 Jun - 31 Oct 1967

STAFF SECRETARY

Major D. F. KELLEY: 25 Jun - 31 Oct 1967

SPECIAL SERVICES OFFICER

Major E. G. WEATHERFORD: 1 Aug - 31 Oct 1967

2. (S) TASK ORGANIZATION/LOCATION/UNIT COMMANDERS 1-31 OCT 1967

<u>UNIT</u>	<u>LOCATION</u>	<u>COMMANDERS</u>
1ST MAW	DANANG, RVN	Major General N. J. ANDERSON 2 Jun - 31 Oct 1967
MWHG-1	DANANG, RVN	Lieutenant Colonel W. H. RODENBERGER 15 Aug - 17 Oct 1967 Colonel T. T. GENTRY 18 Oct - 31 Oct 1967
MMSG-17	DANANG, RVN	Colonel J. E. HANSEN 1 Sep - 31 Oct 1967
MAG-11	DANANG, RVN	Colonel A. O. SCHMAGEL 1 Jun - 31 Oct 1967
MAG-12	CHU LAI, RVN	Colonel D. WILKER 1 Sep - 31 Oct 1967
MAG-13	CHU LAI, RVN	Colonel E. N. LE FAIVRE 8 Aug - 31 Oct 1967
MAG-16	MARBLE MOUNTAIN, RVN	Colonel E. O. REED 5 Sep - 31 Oct 1967
MAG-36	KY HA, RVN, 1-14 Oct PHU BAI, RVN, 15-31 Oct	Colonel F. E. WILSON 2 Jul - 31 Oct 1967
MACG-18	DANANG, RVN	Colonel L. V. TOPE 1 Sep - 31 Oct 1967

3. (U) AVERAGE STRENGTH FOR OCTOBER 1967

<u>USMC</u>	<u>USN</u>	<u>TOTAL</u>
Officers: 1,737*	Officers: 73	Officers: 1,810
Enlisted: 12,929	Enlisted: 272	Enlisted: 13,201
Total: 14,666	Total: 345	Total: 15,011

* NA - 947, AGO - 790

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4. (U) The following very important persons visited elements of the 1st Marine Aircraft Wing during October:

<u>DATE</u>	<u>NAME, RANK/SERVICE</u>	<u>BILLET</u>
1	GALBRAITH, W. E. Civilian	National Commander of the American Legion
1	MARCHETTI, P. Civilian	Past Commander of the American Legion
1	NORTHAMER, K. W. Col/USAF	COMUSMACV Deputy J-3 Designee
2	MASTERS SR, J. M. LtGen/USMC	Commandant of Marine Corps Schools
9	HYLAND, J. J. VAdm/USN	COMSEVENTHFLT, CINCPACFLT (Designee)
17	ABRAMS, C. W. Gen/USA	Deputy COMUSMACV
22	KRULAK, V. H. LtGen/USMC	CG, FMFPAC
24	SMITH, A. C. Col/USA	Deputy Commandant AGOS

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PART TWO
NARRATIVE SUMMARY

ENCLOSURE (1)

DECLASSIFIED

NARRATIVE SUMMARY
1-31 OCTOBER 1967

During October 1967 a combined force of STRIKE, AECM, SHRIKE CAP, MIG CAP and air refueling aircraft took part in the first such coordinated operation of its kind by 1st MAW aircraft. One A-6A and two F-4Bs provided SHRIKE CAP and MIG CAP support, respectively, to one EA-6A AECM aircraft which was in turn providing EW support to one A-6A aircraft attacking a preassigned target in Route Package VIA. One KC-130F provided 14,000 lbs of fuel to the two F-4Bs enroute to the target area. Although shutdown of enemy radar emitter prevented launch of SHRIKE missiles and no MIG contact was made, the combined operation was a tactical success.

Marine A-6A aircraft struck the Phuc Yen Airfield in North Vietnam for the first time. The air crews penetrated the heavily defended target to successfully deliver their ordnance loads. Enroute to the target, the first A-6A sighted four SAM missiles fired simultaneously. In the "dogfight" that followed, the crew evaded each of the missiles. Intense 37/57/85mm automatic weapons fire was encountered throughout all phases of the attack and after delivering their ordnance on Phuc Yen Airfield, they evaded a fifth SAM missile while exiting the target. Approximately two hours later, a second A-6A duelled with five missiles and penetrated intense 37/57/85mm automatic weapons fire while delivering their ordnance on the airfield, utilizing the A-6A All Weather Attack System.

Although the actual cause of the CH-46A accident, occurring in September, was not determined by the on-site investigation; an accident, in which the forward transmission gear was the cause factor, occurred at 2nd MAW. Further complicating the overall CH-46 problem was the discovery by NARF, Cherry Point that certain aft transmission sun gears would require rework or replacement. Subsequent to these discoveries, a list of suspected forward and aft aircraft transmission gears was received by 1st MAW and the respective gears were subjected to investigation.

Movement of CH-46s from RVN to Okinawa into the modification program was tasked to LPH/LSD. On 7 October, the first CH-46s flew from Ky Ha, MMAF and Phu Bai as the USS Tripoli transited the coast of RVN. On 11 October, the aircraft were off-loaded at Okinawa.

[REDACTED]

The location of CH-46s assigned to 1st MAF at mid-month included 31 at Futema, 27 in-country available for operations and the remainder in a PAR/Rework status.

As the month ended, the modification program was well established with the first modified CH-46s expected to be completed during early November.

Plans for the construction of a C-130 capable airfield at Quang Tri were implemented and a 3,500 foot runway, with 300 feet over-runs at each end, was completed on 21 October. The airfield was officially opened on 23 October, when a C-130 transport landed on the newly completed runway. MATCU-70A equipment was airlifted from Phu Bai to Quang Tri on 24 October and set about preparations to provide a radar capability for the airfield. HMM-163 commenced off-loading its aircraft from the USS Okinawa on 30 October and took possession of the helo-pad. As the month ended, construction was continuing on the necessary facilities to support the runway and helo-pad.

First MAF fixed wing aircraft continued their around-the-clock operations flying 6,274 sorties in support of Southeast Asia operations. There were 578 sensor sorties, 458 administrative/liaison and other non-combat sorties and 5,238 attack sorties delivering 12,589 tons of ordnance.

U. S. Marine Corps and Republic of Korea Marine Corps forces were supported by 4,810 attack sorties, or 92.5 percent of the attack sorties flown. An attack sortie rate of 8.2 sorties per battalion (for 19 Marine and 4 ROK Battalions in-country) per day was provided in both close and direct air support. ARVN forces were supported by 39 attack sorties, U. S. Army units operating in I Corps by 151 sorties, and 7th AF/TF-77 by 238 sorties.

Inclusive in these totals were 1,543 jet fixed wing sorties in support of out-of-country operations in Laos and NVN. In the Rolling Thunder/Tally Ho areas, there were 215 attack sorties flown in support of 7th AF/TF-77 and 1,112 in support of III MAF, of which 66 strikes were flown against selected targets deep in NVN. There were 23 attack sorties flown in support of the Steel Tiger/Tiger Hound programs and 193 sensor sorties in support of 7th AF/TF-77 and III MAF.

Helicopters continued to provide their essential support to the ground forces amassing 31,619 sorties for a total of 12,371.5 hours. A total of 11,281 tasks were performed carrying 33,074 passengers and 5,788 tons of cargo.

In support of Project Delta/SOG, 1st MAW provided four Huey gunships throughout the month.

Ground operations supported by 1st MAW during October included Kingfisher, Ardmore, Fremont, Dragon Fire, Wheeler, Samurai II, Medina, Onslow, Formation Leader, Knox and Granite.

In the air, 1st MAW supported Operation Neutralize and Eradicate. These operations were a combined effort by 7th Air Force and 1st MAW to destroy the enemy artillery and mortar positions firing on Marine outposts from across the DMZ.

The accuracy of Marine pilots is attested by the following bomb damage assessment for the month. There were 127 KBA (C) and 344 (P), 1,689 structures, 512 bunkers, 121 gun positions, 72 boats/sampans, 19 bridges, 6 trucks as well as numerous other enemy emplacements destroyed or damaged. In addition, 213 secondary explosions or fires were observed, giving evidence of enemy ammunition or POL caches hit.

The 1st MAW was not without its own losses. During the month eleven aircraft were lost. One A-4E, four F-4B, one F-8E, one A-6A and four UH-34D; of which two were lost over NVN. Six of the losses were due to enemy fire while five were operational.

Air Support Radar Teams, located at Danang, Chu Lai, Dong Ha and Phu Bai controlled 2,683 sorties attacking 3,242 targets. On 13 October, an A-6A under the control of an ASRT, King Lear Alpha, made an ordnance drop on a target west of Con Thien. A number of MK-82 bombs dropped within the friendly positions of 1st Battalion, 9th Marines at Con Thien, resulting in two KIA and twenty WIA. An investigation team from 1st MAW determined that an intermittent error in the radar course direction central of the ASRT equipment was the cause factor. As a result, ASRT Alpha was restricted to controlling aircraft to within 4,000 meters of friendly positions. After several days of continuous operation and frequent calibration tests, without error, this buffer was

reduced to 2,000 meters unless ground commanders specifically requested otherwise.

On 15 October a single bomb, out of a group of 28 MK-82s which were dropped from an A-6A, fell on friendly troops of K/3/3. The explosion resulted in three KIA, one DOW and twelve WIA. The aircraft was under the control of an ASRT, Devastate Delta, at Dong Ha. The TPQ-10 equipment of Devastate Delta was immediately downed and was checked by standard test program. No errors were detected. Analysis of bomb craters in the area indicates that the single bomb followed an erratic trajectory due to an unknown and undeterminable failure mode of the fin assembly during or prior to release.

It was the opinion of the investigation board that, in both incidents, there was no evidence of intent, fault, negligence or inefficiency of any person or persons in the Naval service.

The SA-2 threat to Wing operations in the DMZ, Tally Ho and Northern I Corps area remained constant throughout the month. SAM warnings were given by Marine aircraft with self contained defensive equipment in the Tally Ho area and by Air Force aircraft in the northern portion of Route Package I. Marine ECM aircraft did not detect nor pass any SAM warnings in the DMZ, Tally Ho or Northern I Corps area. A NVN SAM Battalion was reportedly maintained in the Tally Ho area during this period.

The SA-2 and MIG threat to 1st MAF aircraft operating against assigned targets in the northern Route Packages increased in intensity with multiple firings of the SA-2 missile at 1st MAF A-6A and EA-6A aircraft, and air intercepts being attempted by MIG aircraft on 1st MAF ECM aircraft.

On 7 October, a MIG aircraft, vectored into trail on ECM aircraft EA-6A, appeared to be controlled by GCI. On 11 October, a composite flight of Marine aircraft went against targets in northern Route Package V. The flight consisted of F-4B MIG CAP, A-6A SHRIKE missile equipped aircraft and an EA-6A countermeasures aircraft to be used to direct the SHRIKE equipped aircraft on Fansong targets. One Fansong Radar was detected and the SHRIKE aircraft given directions. After this transmission over the UHF radio, the Fansong was observed to secure from the air. There were

[REDACTED]

no further emissions and negative missile sightings. On 25 October, an ECM aircraft observed the launch of five missiles, took evasive action, and missile detonation was observed high and to the rear of the aircraft. On 28 October, a SHRIKE attack on a Fansong Radar was initiated by a SHRIKE equipped A-6A with direction by ECM aircraft. The results of this attack are unknown, although the radar, located at 20/32N, 105/00E, was observed to cease emitting. On 28 October, search lights, possibly controlled by radar, were observed, and the attacking A-6A was effectively bracketed by these lights.

Air operations were severely hampered from the 1st to the 4th of October as a result of cloudy skies and restricted visibility caused by rainshowers and moderate rains. On the 8th, a tropical disturbance moved toward the southern coast of I Corps and low ceilings, heavy precipitation and gusty surface winds prevailed through the 9th. The Chu Lai area recorded 15 inches of rain and air operations were ceased during this period. During the remainder of the month, the weather had only a slight to moderate effect on air operations.

October was another month of considerable changes to the task organization. On 15 October MAG-36 CP, H&MS-36 and MABS-36 moved from Ky Ha to Phu Bai. At the same time MAG-36 assumed OpCon of HMM-164, HMM-363, VMO-3, MATCU-62 and MATCU-68, all MAG-16 units. MAG-16 assumed OpCon of HMM-265 from MAG-36. MATCU-70A arrived at Phu Bai from Kaneohe Bay on 20 October, then was air lifted to Quang Tri on 24 October. On 27 October, MASS-3A arrived at Danang and was placed under the OpCon of MASS-3, as AdCon remained with MAG-15. HMM-163 disembarked from the SLF on 30 October and was located at Quang Tri as HMM-361 chopped AdCon to 9th MAB in preparation for embarking on the USS Iwo Jima during November. Departing the Far East was HMM-263, chopping to the 3rd MAF on 31 October.

[REDACTED]

PART THREE
SIGNIFICANT EVENTS

ENCLOSURE (1)

[REDACTED]

1. MAJOR OPERATIONS SUPPORTED BY 1ST MAW AIRCRAFT

a. (S) Operation Kingfisher: A multi-regimental search and destroy operation to defend combat base areas, airfield and artillery facilities at Dong Ha and other vital installations in area of operation. Operation commenced 161601H July and terminated 312400H October. Cumulative casualties: Friendly 340 KIA, 1,461 WIA (med evac), 1,625 WIA (minor); Enemy 1,117 NVA KIA (C), 1,942 NVA KIA (P), 5 NVA PW, 138 Det, 126 IWC and 29 CSWC. For the period 1-31 October, fixed wing aircraft flew 1,049 sorties delivering 2,421.2 tons of ordnance. Reported BDA was 48 KBA (C), 117 (P), 252 structures destroyed, 102 damaged, 237 bunkers destroyed, 79 damaged, 31 secondary explosions, 22 secondary fires, 7 gun positions destroyed, 2 damaged, 10 mortar positions destroyed, 2 damaged, 21 trenches damaged, 1 tunnel destroyed, 1 road cut, 13 AW positions destroyed, 6 damaged, 5 bridges destroyed, 4 damaged, 21 sampans destroyed, 16 damaged, 1 rocket position destroyed, 55 cattle KBA, 1 supply position destroyed, 3 ARTY positions destroyed, 1 damaged and 3 rice caches destroyed. Helicopters flew 1,780 sorties for 699.3 hours, lifting 1,677 passengers and 700.1 tons of cargo.

b. (S) Operation Medina: Four battalions of the First Marines and one ARVN battalion conducted search and destroy operations to locate, destroy and capture enemy forces, installations and supplies in the vicinity of enemy base area 101, Hai Lang Forest Reserve. Operation commenced 110800H and terminated 201800H October. Cumulative casualties: Friendly 34 KIA, 149 WIA (med evac), 76 WIA (minor); Enemy 48 NVA KIA (C), 6 VC KIA (C), 27 NVA KIA (P), 26 VC KIA (P), 23 Det, 3 NVA PW, 23 IWC and 3 CSWC. For the period 11-20 October, fixed wing aircraft flew 85 sorties delivering 130.4 tons of ordnance. There was no reported BDA. Helicopters flew 501 sorties for 191.0 hours, lifting 365 passengers and 47.7 tons of cargo.

c. (S) Operation Ardmore: Third Marine Division (-), (Reinf), conducted screening, surveillance and spoiling operations to destroy enemy personnel infiltrating into and through the Khe Sanh area. Operation commenced 170001H July and terminated 312400H October. Cumulative casualties: Friendly 10 KIA, 24 WIA (med evac), 15 WIA (minor); Enemy 113 NVA KIA (C), 210 NVA KIA (P), 6 Det, 9 IWC and 1 CSWC. For the period 1-31 October, fixed wing aircraft flew 20 sorties delivering 34.9 tons of ordnance. Reported BDA was

1 bunker destroyed, 1 secondary explosion, and 8 rocket positions destroyed. Helicopters flew 1,897 sorties for 437.0 hours, lifting 2,423 passengers and 518.4 tons of cargo.

d. (S) Operation Fremont: Fourth Marines (-), (Reinf), conducted a battalion size search and destroy operation characterized by extensive patrol and ambush to interdict enemy locations and deny enemy access to rice producing coastal populated areas in Thua Thien Province. Operation commenced 100001H July and terminated 312400H October. Cumulative casualties: Friendly 17 KIA, 64 WIA (minor), 196 WIA (med evac); Enemy 123 VC KIA (C), 272 VC KIA (P), 4 VC PW, 4 NVA PW, 86 Det and 39 IWC. For the period 1-31 October, fixed wing aircraft flew 71 sorties delivering 140.6 tons of ordnance. Reported BDA was 2 KBA (C), 22 (P), 5 bunkers destroyed, 1 AW position destroyed, 1 damaged, 5 tunnels destroyed, 4 damaged, 6 sampans destroyed, 2 damaged, and 2 secondary explosions. Helicopters flew 118 sorties for 51.4 hours, lifting 162 passengers and 3.5 tons of cargo.

e. (S) Operation Dragon Fire: A search and destroy mission by the 2nd Bde ROK Marine Corps in the area of Batangan Peninsula in Quang Ngai Province. Operation commenced 050700H September and terminated 301700H October. Cumulative casualties: ROKMC 45 KIA, 200 WIA (med evac); USMC 3 WIA (med evac); Enemy 541 KIA (C), 99 KIA (P), 121 Det, 17 VC PW, 38 IWC and 7 CSWC. For the period 1-30 October, fixed wing aircraft flew 56 sorties delivering 78.0 tons of ordnance. Reported BDA was 24 KBA (C), 17 (P), 71 structures destroyed, 44 damaged, 9 bunkers destroyed, 1 damaged, 4 secondary explosions, 2 secondary fires, 4 trenches damaged, 5 tunnels damaged and 1 road cut. Helicopters flew 3,579 sorties for 851.2 hours, lifting 2,200 passengers and 781.4 tons of cargo.

f. (S) Operation Wheeler: The 1st Bde, 101st Abn Division conducts search and destroy operations into area northwest of Tam Ky in Quang Tin Province. Operation commenced 111000H September and continues through this reporting period. For the period 1-31 October, fixed wing aircraft flew 105 sorties delivering 152.0 tons of ordnance. Reported BDA was 13 KBA (C), 4 (P), 90 structures destroyed, 29 damaged, 13 bunkers destroyed, 1 damaged, 3 secondary explosions, 2 secondary fires, 1 AW position destroyed, and 3 trenches damaged.

g. (S) Operation Samurai II: A search and destroy operation, by U. S. Army Special Forces, in Quang Nam Province. Operation commenced 18 September and continues through this reporting period. For the period 1-31 October, fixed wing aircraft flew 15 sorties delivering 15.2 tons of ordnance. Reported BDA was 1 structure destroyed.

h. (S) Operation Onslow: Fifth Marines (-) conducted search and destroy operations, in Quang Nam Province, to deter enemy attack against Hoi An area during pre-election period. Operation commenced 151000H and terminated 171400H October. Cumulative casualties: USMC 4 WIA (med evac), 5 WIA (minor); Enemy 1 VC KIA (C) and 1 Det. For the period 15-17 October, fixed wing aircraft flew 6 sorties delivering 9.8 tons of ordnance. There was no reported BDA. Helicopters flew 69 sorties for 22.3 hours, lifting 30 passengers and 2.0 tons of cargo.

i. (S) Operation Formation Leader: A search and destroy operation, in area of operation, generally south and east along Route One, to suppress NVA/VC anti-election activity. Operation conducted by SLF 2/3 (Bravo) in Thua Thien Province. Operation commenced 170800H and terminated 240800H October. Cumulative casualties: No Friendlies; Enemy 1 VC KIA (P). For the period 17-24 October, helicopters flew 83 sorties for 25.0 hours, lifting 73 passengers and 1.4 tons of cargo.

j. (S) Operation Knox: Seventh Marines (-), (Reinf), in coordination with ARVN forces, conducts a multi-battalion search and destroy operation in the Phu Loc - Hai Van Pass area to capture or destroy enemy forces, supplies and facilities located therein. Operation commenced 240800H October and continues through this reporting period. For the period 24-31 October, fixed wing aircraft flew 33 sorties delivering 43.9 tons of ordnance. Reported BDA was 1 structure damaged and 1 secondary explosion. Helicopters flew 380 sorties for 132.9 hours, lifting 1,240 passengers and 22.4 tons of cargo.

k. (S) Operation Granite: Battalions 1/3 and 1/4 with artillery support by 3/26, conducts a ground and heliborne assault against suspected enemy positions, in area of operation, in Thua Thien Province. Operation commenced 251600H October and continues through this reporting period. For the period 25-31 October, fixed wing aircraft flew 39 sorties

delivering 62.6 tons of ordnance. There was no reported BDA. Helicopters flew 59 sorties for 27.9 hours, lifting 197 passengers and 4.9 tons of cargo.

1. (S) Operation Wallowa: Third Bde, First TACD relieves elements of the First Marine Division on positions at Hill 63, Que Son and Nui Loc Son in Quang Nam Province. Operation characterized by intense aerial reconnaissance and numerous small unit combat assaults to find and fix enemy forces prior to insertion of reaction forces to destroy enemy. Operation commenced 041200H October and continues through this reporting period. For the period 4-31 October, fixed wing aircraft flew 21 sorties delivering 32.7 tons of ordnance. Reported BDA was 6 structures destroyed and 4 damaged.

2. (S) DAILY SIGNIFICANT EVENTS

2 OCTOBER

(S) An F-8E, returning from a TPQ mission, was making a GCA approach to Danang Air Base. The control tower acquired visual contact with the aircraft at 2½ miles and at that time, observed the aircraft execute a right hand 90° turn, seaward. The aircraft and crew was lost and presumed crashed at sea. Air crew loss: 1stLt P. L. OTT, VMF(AW)-235, MAG-11. (Appendix 11)

8 OCTOBER

(U) Col F. C. THOMAS relieved Col J. S. PAYNE as Chief of Staff, 1st MAM.

9 OCTOBER

(C) Capt COADY, HMM-361, launched from Dong Ha under severe weather conditions to search for a downed helicopter north of Hue. After two hours of search, without air armed escort due to the weather, the downed crew was located. Capt COADY, withstood enemy small arms fire to rescue the downed crew. (Appendix 14)

9-17 OCTOBER

(S) "Engage", "birds away", were the terms used during the eight day exercise conducted by the 1st and 2nd Light Anti-Aircraft Missile battalions. The 2nd LAAM Bn, with

[REDACTED]

HAWK missile units surrounding the Marine air base at Chu Lai, was host to the 1st LAAM Bn from Danang. During the exercise, 18 HAWK missiles were fired at towed targets over the South China Sea, off the coast of Chu Lai. The term "splash", meaning a hit by a missile, was heard and exemplified the capability and effectiveness of the HAWK missile system. (Appendix 16)

13 OCTOBER

(S) An F-4B received battle damage from enemy 37mm anti-aircraft fire while conducting a strike in the Tally Ho area. Both crew members were forced to eject when the aircraft became uncontrollable. The crew is missing and presumed captured. Air crew MIA: LtCol E. W. MILLER and 1stLt J. H. WARNER, VMFA-323, MAG-13. (Appendix 13)

(C) VMO-3 completed 35 hoist pick-ups and drops while assisting a U. S. Air Force accident investigation team at a C-130 crash site. (Appendix 14)

15 OCTOBER

(C) MAG-36 relocated from Ky Ha to Phu Bai and Quang Tri. HMM-165 remained at Ky Ha until space became available at Phu Bai. (Appendix 15)

19 OCTOBER

(S) An F-4B experienced aircraft malfunction immediately after take-off from Chu Lai. The aircraft plunged to the ground as the pilot attempted to steer the aircraft toward the sea. Air crew loss: Maj G. G. JACKS and 1stLt F. E. MACGEARY, VMFA-542, MAG-13. (Appendix 13)

21 OCTOBER

(U) The new 1st MAW Telephone Exchange was activated. A new telephone number system, utilizing plain language unit designations and 3 digit telephone numbers, was instituted. (Appendix 4)

(U) Col T. T. GENTRY relieved LtCol W. H. RODENBERGER as Commanding Officer, Marine Wing Headquarters Group-One. (Appendix 9)

24 OCTOBER

(S) LtCol ABRAMS, CO, VMA(AW)-242 and Capt ANDERST, B/N followed by Maj CORIE and Capt WAGNER, B/N; successfully penetrated the heavily defended Phuc Yen Airfield to deliver their ordnance loads during an A-6A night strike deep in North Vietnam. (Appendix 11)

(S) VMFA-122 flew its first BARCAP mission in support of Marine A-6A and EA-6A aircraft on Rolling Thunder missions in North Vietnam. This marked the first time that the Marine F-4B, Phantom II aircraft, had been utilized in an air-to-air, all weather fighter role. (Appendix 11)

26 OCTOBER

(S) Capts KRETZSCHMAR and HILTBRUNNER, flew an A-6A on a night strike against a bridge complex near Hanoi. The crew flew at minimum altitudes of 400 to 600 feet for 190 miles. They encountered intense AW fire from 12 miles out to 8 miles past the target, multiple SAM warning indications were also experienced. The crew successfully "seeded" mines in the river area surrounding the bridge complex. (Appendix 11)

(C) A UH-34D was hit by enemy fire as it waved off from a landing zone during a med evac mission. The tail pylon separated, the aircraft crashed, rolled and burned. The pilot and one crew member escaped with major injury while the co-pilot and another crew member were killed. Air crew loss: Capt R. D. BENNETT and Cpl E. CLEM, HMM-363, MAG-16. (Appendix 14)

29 OCTOBER

(S) During a close air support mission immediately north of Con Thien, an F-4B took at least three rounds of heavy automatic weapons fire in the wing and fuel system. The pilot immediately climbed to 21,000 feet and headed for Danang, streaming fuel. The crew was forced to eject seven miles from Danang due to fuel exhaustion. The aircraft crashed at sea and the crew was rescued by helicopter with no injury. (Appendix 13)

30 OCTOBER

(C) H&MS-12 sounded a practice YELLOW alert at 2110H. In nineteen minutes, the 5th Provisional Rifle Company was

mustered and in position. Total effective strength was 165 men. (Appendix 12)

31 OCTOBER

(S) An A-6A was reported missing on run-out from a target deep in North Vietnam, Route Package VIB. Last contact was made at 0155H and the crew have been listed as missing in action. Air crew loss: Capt H. M. FANNING and Capt S. J. KOTT, VMA(4W)-242, MAG-11. (Appendix 11)

(C) During October, MAG-12 moved from the SATS site on East field to West field, Chu Lai. The new area features a permanent hangar, concrete taxiways and parking area, larger and better protected revetments and a new 10,000 foot concrete runway. (Appendix 12)

(C) HMM-362, from 15-31 October, handled 467 med evacs covering all of I Corps north of Danang. Often, at times supplying six day and six night med evac crews and aircraft per day. (Appendix 15)

6116
5903
211

3. AIR OPERATIONS

a. (S) Fixed Wing Jet. 1st MAF jet operations during October flew a total of 6,116 sorties. Sortie breakdown for 1-31 October is as follows: (Appendix 3)

(S) CAS	1,020	(S) ORD TONS	12,589
DAS	2,343	PHOTO	123
LZ PREP	174	EW	364
ESCORT	63	TOTALS RECON	487
R. THUNDER	1,327	GRAND TOTAL	6,116
STEEL TIGER	23	% III MAF	93
OTHER F/A	679	% 7TH AF	5
TOTALS F/A	5,629	% 7TH FLT	2

b. (S) Helicopter Operations. During October, 1st MAF helicopters flew 31,619 sorties for 12,371.5 hours. A total of 33,074 troops/passengers and 5,788.0 tons of cargo were lifted. A total of 11,281 tasks were performed. (Appendix 3)

c. (C) Electronic Countermeasures/Photo. Photographic activities of VMCF-1 varied considerably from that of September.

There were 313.4 hours logged, during which 217 sorties were flown in completing 167 missions with 70 missions cancelled and 65 missions pending. A total of 99,971 feet of paper was utilized in processing 51,952 negatives. (Appendix 2)

4. (U) Casualties. Following is a breakdown of 1st MAF casualties for October 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>
2	43*	1	5	0	3	167	221	2,156

Total medical evacuees: 62

* Includes USN

5. (U) Awards. The 1st MAF Awards Section processed 4,223 awards in October. (Appendix 1)

<u>FORWARDED TO HIGHER HQ</u>		<u>RECEIVED FROM HIGHER HQ</u>	
Silver Star	5	Silver Star	5
Legion of Merit	2	Distinguished Flying Cross	38
Distinguished Flying Cross	61	Navy Commendation	58
Bronze Star	44	Single Mission Air Medal	24
Navy Commendation	92	Cert of Comm CG, III MAF	1
Single Mission Air Medal	23	Bronze Star	18
Navy Achievement	6		
Navy and Marine Corps Medal	10		
Navy Cross	1		
Total	244	Total	144

Air Medals awarded at 1st MAF:	3,796
Purple Hearts awarded at 1st MAF:	39
	<u>3,835</u>

6. (SNF) Intelligence/Counterintelligence. During October activities of the 1st MAF G-2 consisted principally of maintaining and disseminating information and intelligence concerning fire incidents and hits involving Wing aircraft; maintenance of Air Order of Battle and air capabilities data on North Vietnam and Communist China; and maintenance of Order of Battle, target folders and other data concerning selected targets in North and South Vietnam and Laos.

(U) The majority of 1st MAF Photo Interpretation (0241) personnel continued to function under OpCon of III MAF.

[REDACTED]

(U) Coordination of intelligence efforts and exchange of information with the following units continued during the period: III MAF; 1st MARDIV; 7th AF (Saigon); 3rd MARDIV; USAF 366th Tactical Fighter Wing; Americal Division; I DASC Air Force Direct Air Support Center; and Task Force 77. (Appendix 2)

7. (U) Informational Services. All significant events occurring during the month of October, within the 1st MAF, were covered by ISO writer/photographer teams. There was one casualty among ISO personnel. SSgt W. F. SCHRIDER was wounded while on a photographic mission with 1/9 on 3 October. ISO writers/photographers accompanied helicopters on every major operation, as well as numerous medical evacuations, resupply and passenger missions.

(U) Wing ISO made 121 news releases during October while its Photo Lab processed 10,462 prints in the following categories: 8,851 prints to accompany news releases; 1,208 photos of technical matters; 403 SRB and ID prints; and 2,800 feet of motion picture film. ISO also forwarded 2,363 Fleet Home Town News stories and 27 taped interviews. (Appendix 6)

8. (U) Chaplain Activities. During the month of October, Divine Services were provided seven days per week in the 1st Marine Aircraft Wing. Chaplains of the Wing conducted 8 lectures on the Religions of Vietnam, 9 Indoctrination and 9 Moral Guidance lectures. A total of VN\$ 356,766 was donated to deserving Vietnamese institutions along with considerable amounts of food, clothing, building materials and other items. (Appendix 8)

9. (C) Logistics

a. (C) Air Freight. Marine Air Freight and Passenger Terminal at Danang Air Base, processed 31,139 passengers and 4,481 tons of cargo in October.

(C) Cargo and passengers (Navy and Marine Corps) moved in and out of Danang by the 315th Air Division and Military Airlift Command totaled 22,240 tons of cargo and 49,068 passengers.

b. (C) Embarkation. 1st MAF cargo moved in and out of Danang by surface means in October totaled 621 tons.

[REDACTED]

c. (C) Ordnance. Class VA munitions expended during October by 1st MAF tactical units was 12,572 tons.

d. (C) Tactical Airfield Fuel Dispensing System (TAFDS). The following amounts of fuel were issued during October: JP-4 12,082,627 gallons; AvGas 1,586,314 gallons. Total issued: 13,668,941 gallons. (Appendix 4)

10. (U) Supply

a. (U) The deadlined rate of Ground Support Equipment continues to be a matter of great concern. Major problem areas continue to be a lack of readily available spare parts, quality of production, environmental conditions and operating techniques.

b. (U) Heavy utilization of helicopters and problems created by operations in a sand and dust environment, plus the onset of the monsoon season, continues to result in a high failure rate of aircraft components. (Appendix 4)

11. (C) Communications/Electronics. The 1st MAF Military Affiliate Radio System handled 887 phone patches and 7,400 messages in October. Total message traffic handled by 1st MAF Communications Center in October was 116,707 of which 57,911 were outgoing and 58,796 were incoming messages. (Appendix 5)

12. (U) Weather Summary. From 1 to 4 October, strong northeasterly flow prevailed in the low level winds over I Corps. Cloudy skies, restricted visibilities, caused by rainshowers and moderate rain continued through the period. Brief periods of moderate turbulence was also reported over the mountains due to the strong winds. Air operations were severely hampered during this period.

From 5 to 7 October, the low level winds decreased and moved to a more easterly direction. Partially clearing skies and isolated rainshowers resulted to the 7th. Air operations were effected slightly by weather.

On the 8th a tropical disturbance moved toward the southern coast of I Corps. Low ceilings, heavy precipitation and gusty winds prevailed to the 9th. In the Chu Lai area 15 inches of rain was recorded. Air operations were ceased during this period.

UNCLASSIFIED

On the 10th, clearing skies and visibility increased to the 12th. Scattered showers briefly hampered air operations.

From 12 to 15 October, a moderate northeast flow in the lower level winds caused partly cloudy skies with scattered rainshowers. Air operations were slightly hampered.

On the 16th a compacting of the gradient level flow from Typhoon Carla caused slowly increasing sky conditions and rainfall. By the 18th gusty surface winds were being experienced along the I Corps coast. Rainshowers continued to be scattered through the period. Air operations were hampered slightly through the 17th and moderately from then on.

From 19 to 23 October, the gradient flow remained north-northwesterly resulting in partly cloudy skies with occasional light rainshowers. Air operations were slightly hampered by weather.

On the 24th the gradient flow started to move into the northeast, and by the 25th thru the 26th, with a strong northeasterly flow, cloudy skies and rainshowers dominated the I Corps weather. Air operations were moderately hampered during this period.

From 26 to 29 October, the gradient flow remained light northeasterly with partial clearing during the daylight hours. Shower activity was confined to night and early morning hours. Air operations were only slightly hampered during this period.

From 30 to 31 October, the gradient flow became easterly with an increase in both cloudiness and shower activity. Air operations being only slightly hampered during this period.

SECRET NOFORN

PART FOUR
SUPPORTING DOCUMENTS

ENCLOSURE (1)

SECRET NOFORN

UNCLASSIFIED

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UNCLASSIFIED

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

11RWS:rws
5750
14 Nov 1967

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

Subj: Command Chronology for the month of October 1967

Ref: (a) Wing Order 5750.1C

Encl: ✓(1) Wing Order 1050.8A
✓(2) Wing Order 1430.15G
✓(3) Wing Order 1710.2B
✓(4) Wing Order 5800.8A
✓(5) Wing Order 5720.4 Ch 2
✓(6) CG, 1stMAW ltr 1:GVF:oeK 1746 of 18Oct67
✓(7) CG, 1stMAW ltr 1:EDS:oeK 1910 of 23Oct67
✓(8) Career Advisory Newsletter
✓(9) Key G-1 Personnel

1. In accordance with reference (a), enclosures (1) through (9) are submitted.
2. As of 31 October 1967 the total number of Local National Civilians employed by the 1st Marine Aircraft Wing under both appropriated and non appropriated funds was 617. This total includes 402 persons funded by appropriated fund and 215 from non appropriated funds. The total 1st Marine Aircraft Wing Local National Civilians Payroll was approximately 2,859,882 \$RVN of this total 2,078,789 \$RVN was appropriated fund and 781,093 \$RVN non appropriated funds.
3. During October 211 officers and 1440 enlisted personnel rotated to CONUS.
4. During October 200 officers and 908 enlisted personnel joined the 1st Marine Aircraft Wing.
5. During October 6 officers and 258 enlisted personnel extended their overseas tour.
6. During October 3 officers and 128 enlisted personnel were granted special leave.
7. Reenlistment rates for the month of October were as follows:

<u>CAREER</u>	<u>FIRST TERM</u>	<u>TOTAL</u>
76.4%	31.6%	41.5%

1:RWS:rws
5750

8. Casualties for the month of October were as follows:

<u>HOSTILE</u>					<u>NON HOSTILE</u>		
<u>KIA</u>	<u>WIA</u>	<u>DOF</u>	<u>MIA</u>	<u>CPT</u>	<u>DTH</u>	<u>INJ</u>	<u>TOTAL</u>
2	43*	1	5	0	3	167	221

Total medical evacuees - 62

Cumulative total - 1967 (all types of casualties) - 2156

* Includes USN

9. Average strength total for the month of October were as follows:

	<u>MARINES</u>	<u>NAVY</u>	<u>TOTAL</u>
Officers	1737**	73	1810
Enlisted	12929	272	13201
Total	14666	345	15011

**NA-947, AGO-790

10. During October recreational tours included the following:

- a. DaNang to Chu Lai - 6
- b. Cultural and Education tour of Hue - 44
- c. Fishing Trips - 61

11. The Marine Wing Headquarters Group-1 Gift shop was enlarged and renovated.

12. Marine Aircraft Group-11 Gift shop was officially opened by CO, MAG-11 on 16 October 1967. A Tailor shop was opened in Exchange complex.

13. Marine Aircraft Group-13 - Construction of the new Exchange complex has been completed. Plans for new Exchange fixtures and lay out was completed under supervision of Assistant Wing Exchange Officer. Work is progressing satisfactorily on the Snack Bar.

14. Marine Aircraft Group-36 - A new Exchange has been opened at Phu Bai in two (2) 16X32 huts. A Health and comfort station was opened at Quang Tri.

1:RMS:rws
5750

Arrangements were made with 3rd Marine Division for support of these stations.

A handwritten signature in cursive script, appearing to read "R. Baird".

R. BAIRD

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

WgO 1050.8A
1:CEC:agr
10 Oct 1967

WING ORDER 1050.8A

From: Commanding General
To: Distribution List

Subj: Special Thirty Day Leave

Ref: (a) MCO 1050.13__
(b) FMFPacO 5512.4__
(c) BUMEDINST 6030.1__
(d) CG FMFPac 012118Z Dec66
(e) WgO 1300.14__
(f) CMC 142125Z Dec66 (NOTAL)
(g) FMFPacO 001300.13__
(h) FMFPacO 1050.4__

Encl: ✓(1) Sample Format for Subject Leave Order
✓(2) Special Leave Request
✓(3) RTD Adjustment Form

Report Required: Rotation Tour Date Adjustment (Report Symbol 1stMAW
1050-1) par 3

1. Purpose. To provide implementing instruction for the special 30 day leave authorized by reference (a).

2. Cancellation. WgO 1050.8

3. Information

a. Reference (a) authorized a 30 day leave period for personnel who extend their tour of duty in the Republic of Vietnam for six months or more, exclusive of special leave and travel time. Sergeants and above who are considered to be career Marines, who reenlist during their current RVN tour are eligible for thirty days special leave. However, these personnel must serve in Vietnam at least six months after reenlistment and the total tour in Vietnam must equal at least a normal overseas tour in accordance with current Marine Corps Directives. The term "reenlists" or "extension of term of service", apply only to reenlistments or extensions of service executed on or immediately prior to the members date of EAS which results in continued service in Vietnam for a minimum period of six months beyond the date that the Marine would have been rotated to CONUS for discharge had he not reenlisted or extended. Entitlement to Special Leave does not accrue solely on the basis of an early reenlistment.

App 1 - ENCLOSURE (1)

WgO 1050.8A

10 Oct 1967

b. Any location may be selected as the leave destination which is not restricted to military personnel traveling in a leave status. Passport and immunization requirements of the country in which leave is to be taken must be satisfied in accordance with references (b) and (c). Special Leave must be taken in one increment not earlier than ninety days before or sixty days after the individuals original rotation tour date. In the case of an extension of enlistment or a reenlistment the special leave must be taken 60 days after the effective date of extension of enlistment or reenlistment.

c. No conditional extensions of overseas tours will be entertained, specifically, extensions of overseas tours for assignment to or retention in a specific area. No cancellations of extensions will be authorized once special leave has commenced. Only in cases of verified emergency conditions will special leave be extended. Extensions of special leave will be charged as annual leave. Personnel serving on the extended portion of their tour after completion of the special leave who become eligible for transfer out of RVN due to being twice/thrice wounded or becoming a sole surviving son will be reassigned in accordance with existing regulations. No attempt will be made by WestPac Commands to recover transportation provided or charge leave to individual leave records.

d. Uniforms worn in transit by personnel authorized special leave will be as prescribed for personnel authorized R&R flights or emergency leave. Uniforms worn on leave will be prescribed by local authorities and regulations. Civilian attire is authorized for all approved leave sites outside CONUS unless prohibited by current directives. Government quarters may be utilized during transit periods in the event of delay caused by processing or by lack of government or government procured transportation. No reimbursement will be made for personally procured quarters.

e. Upon approval of an extension involving special leave a new rotation tour date will be entered into the personnel accounting system. This Headquarters will issue a Wing Special Order establishing the new RTD by computing the number of months of the extension plus thirty days leave time. Upon return to the parent command the following action will be taken by the reporting unit to ensure the rotation tour date is correctly established:

(1) Take the day, month and year departed CONUS and add 13 months for a normal tour, plus the number of months of the extension, plus 30 days for special leave, plus all travel time. If this date, month and year, is subsequent to the rotation tour date established by the Wing Special Order the subsequent date will be entered into the personnel accounting system as the new rotation tour date. A rotation tour date adjustment form, enclosure (3), will be submitted to G-1 within five working days after a man returns from special leave.

WgO 1050.8A

10 Oct 1967

f. If an individual decides not to take his leave after his request has been submitted he must make a statement in writing to this effect and this statement will be forwarded to Wing G-1 Section.

g. Each month this Headquarters will be allotted seats on the SAAM Flights to CONUS. Personnel who are scheduled on SAAM Flights are required to check in with the Marine Liaison Section at the Marine Transient Facility, DaNang, between 1300 and 1900 the day prior to the date of departure.

h. All personnel who go on special leave will be routed through the III Marine Amphibious Force Transient Facility, DaNang. Personnel requiring Commercial Air will be processed for TR's upon arrival at Okinawa.

4. Action. The instructions contained in reference (a) are amplified as follows:

a. Orders authorizing special leave will be issued by the parent Groups in accordance with the sample provided in enclosure (1).

b. The special leave request, enclosure (2), should accompany the request for extension of overseas tour date when possible. In any event special leave requests enclosure (2), will be submitted to arrive at this Headquarters not later than fifteen days prior to the desired date of departure so that appropriate accounting data may be forwarded to the Groups. Exact dates of leave cannot be guaranteed and will be dependent upon availability of transportation, however, every effort will be made to arrange departure to coincide with individual desired dates. Due to increased aircraft availability at the end of the month, personnel should be encouraged to request dates between the 20th and 30th of a given month. Fly away dates will be based on the individual's request, but priority will be based on the date the request arrives at this Headquarters.

c. Passports and immunization requirements for entry into the country of leave will be satisfied prior to the special leave request.

d. Reference (d) requires that a copy of the special leave orders be sent to Commanding Officer, Marine Barracks, Naval Station, Treasure Island, San Francisco, California 94130. It is imperative that this copy be legible.

e. Request for extension of overseas tour will be submitted in accordance with reference (e).

f. Reference (f) waived the provisions of paragraph 9151.11 MARCORPERSMAN for personnel authorized special leave, and established a requirement to report the name of personnel approved for special thirty day leave in a foreign country. Accordingly the order writing activities will submit the following information for personnel taking special leave in foreign countries prior to his departure from ESN.

WgO 1050.8A
10 Oct 1967

(1) The name, rank, serial number, country and leave address will be furnished to the Commanding General, Fleet Marine Force, Pacific via Commanding General, 1st Marine Aircraft Wing, for personnel taking special leave in the following countries:

Republic of Vietnam
Philippines
Thailand
Hong Kong
Japan
Mareanas-Bonin Island
Korea
Ryukyu Islands
Taiwan
Indonesia
Australia
New Zealand

For all other countries the above information will be furnished to the Commandant of the Marine Corps, via Commanding General, 1st Marine Aircraft Wing with a copy to the Commanding General, Fleet Marine Force, Pacific.

g. Commands will ensure that prior to departure on special leave individuals will have their pay records in their possession.

h. Under normal conditions the 6 month period of extension will in fact be served in RVN. The retention of personnel in units involved in the intra-theater rotation program, who have had their 30 day leave and are actually serving on their extension, is authorized where unforeseen and unplanned conditions arise and replacement of personnel in key billets would significantly reduce combat effectiveness.

(1) If, at the time a Marine applies for extension and his unit is not scheduled for temporary service out of country by reference (g), or other competent authority, the extension may be approved and special leave may be authorized. If a subsequent unforeseen and unplanned move is scheduled or directed, retention of the Marine in the unit is authorized provided the unit commander states, on page 11 of the SRB, that at the time of the extension the move was not foreseen or planned, the Marine is serving in a key billet, and a replacement would significantly reduce combat effectiveness.

(2) When the unit is scheduled for rotation in accordance with reference (g), or other competent authority, at the time a Marine applies for an extension in connection with the special thirty day leave, the following pertains:


(a) The Marine may be retained in the unit when the extended portion of his tour will not commence until after the scheduled return of the unit to RVN.

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10 Oct 1967

(b) When the extended portion of his tour will commence prior to the scheduled return of the unit to RVN, to be eligible for 30 day special leave, the Marine must be transferred prior to the departure of his unit from RVN, to a unit in RVN not scheduled for rotation in accordance with reference (g), or other competent authority. (This paragraph does not apply to the units of the SLF).

i. All service record book entries will be in accordance with reference (h).


FRANK C. THOMAS
Chief of Staff

DISTRIBUTION: "A"

WgO 1050.8A

10 Oct 1967

(UNIT HEADING)

47:CBG:agr
1050
(Date)

From: Commanding Officer
To:
Via: Commanding Officer

Subj: Special 30-Day Leave

Ref: (a) MCBul 1050.13
(b) WgO 1050.8A
(c) ForceO 5512.2

1. In accordance with the authority contained references (a) and (b),
on _____ you are authorized to travel to _____
and commence 30 day special leave at your leave
destination. Upon completion of this leave, unless otherwise
directed by competent authority, you will report to the Commanding
Officer, Marine Barracks, U. S. Naval Station, Treasure Island, California
for return transportation to your parent organization. Upon arrival at your
parent organization you will report to the Commanding Officer and resume your
regular duties.

2. You have given your leave address as:

and will perform all travel aboard government transportation in the
appropriate uniform for the season.

3. You are assigned SAAM Flight # _____ on _____. You
are directed to report Marine Liaison Section at the Marine Transient
Facility, Danang between 1300 - 1900 on _____.

4. Prior to your departure from the Western Pacific, you will report
to a Medical Officer for certification of your Immunization Certificate
(DD-737) to show that you have completed and up dated the necessary
innoculations and immunization.

ENCLOSURE (1)

WgO 1050.8A
10 Oct 1967

5. In the event assistance is required while on these orders, report by telephone to the nearest Marine Corps Installation or Marine Corps Representative within 50 miles. If there is no Marine Corps Installation/Representative you will contact the nearest American Red Cross Representative, U. S. Embassy, or U. S. Consulate for assistance.
6. Enlisted personnel are entitled to special leave ration at the current leave ration rates on and after the date of departure enroute to leave site through the day prior to the required date of return.
7. The only expense to the government in the execution of these orders, is transportation to and from leave site. Per Diem is not authorized. Subject member will not be entitled to government procured subsistence in the execution of these orders. Special leave will commence on the day after arrival at leave site, to expire at 2359 (local time) the 30th day after day of arrival at leave site.
8. Transoceanic travel to CONUS is directed by Government Air, MAC, or SAAM Flights. Travel outside of CONUS not serviced by MAC or SAAM Flights, Commercial Air, category II is authorized. For travel within CONUS Government Air Available, or Commercial Air, Category II is authorized by TR. If Government procured transportation is not available, cost of actual transportation will be reimbursed to you provided your orders are endorsed as such.
9. In accordance with reference (c), you are exempted from passport fees under the provisions of Title 10, U. S. Code 703 (b).
10. You are directed to report to the Disbursing Officer within three (3) working days after completion of travel to settle travel expenses.
11. Travel accomplished in the execution of these orders is chargeable to: Appn/SH 1781106.2710 ObjC1 210 BCN/SA: 11039/-; AAA: 67436; TT 2D; PAA-;

Cost Code:

TON:

Est cost:

(SIGNATURE)

Copy to:
CO, MB NS TISFRAN
Fiscal Officer 3d FSR
Wg Comptroller
Wing G-1
File
MAN-(35)

ENCLOSURE (1)

WGO 1050.8A
10 Oct 1967

(UNIT HEADING)

DATE

From:

To: Commanding General, 1st Marine Aircraft Wing

Via: (1)
(2)

Subj: Special Leave Request

Ref: (a) MCO 1050.13_
(b) Wing Special Order Number (when leave request does not
accompany an extension request)

1. In accordance with reference (a), it is requested that I be granted 30 days Special Leave. It is requested that I be allowed to depart during: (Check Appropriate Letter)

- a. _____ 1st to 10th (month) year
b. _____ 11th to 20th (month) year
c. _____ 21st to 30th (month) year

by reference (b) my overseas tour was extended _____ months. My normal rotation tour date is _____ 19 _____. The effective date of my extension of enlistment or reenlistment is _____ 19 _____, for a period of _____ months.

2. My leave location will be _____
I have acquired the necessary passport or visa and received the required immunization for entry into this country in accordance with existing regulations as specified in reference (c). Upon reaching my leave location I will notify my parent unit, and the Commanding Officer, Marine Barracks, Naval Station, Treasure Island, San Francisco, California 94130 by mail of my leave address if not known prior to departure and will keep them informed of any change.

3. I certify I have sufficient funds to defray the cost of my leave period and commercial transportation should this be necessary.

4. In submitting this request, I agree to serve in the Republic of Vietnam for at least six months, exclusive of special leave and travel time, beyond either the normal expiration of my Vietnam tour of duty or the date of expiration of my term of active duty service, whichever is earlier. I further understand that if I extend my enlistment or reenlist I must serve in the Republic of Vietnam at least a normal overseas tour in accordance with MCO 1300.8_.

(SIGNATURE)

ENCLOSURE (2)

WgO 1050.8A
10 Oct 1967

REPORT SYMBOL 1STMAW 1050-1

NAME	RANK	SER.NO.	GROUP
	DDC	(DATE) (MONTH) (YEAR)	
	TVL TIME		
	LV TIME		
	NO. MOS. EXT.		
	NORMAL O/S TOUR		
	PREV EXTENSION(S)		
	NEW RTD		

The above named man was extended on WSO _____ and his RTD was
reestablished as _____ on UD# _____
His recomputed RTD is _____ on UD# _____.

(SIGNATURE)

ENCLOSURE (3)

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

WgO 1430.15G
1:SJS:hfw
26 Oct 1967

WING ORDER 1430.15G

From: Commanding General
To: Distribution List

Subj: Meritorious Promotions and Meritorious Combat Promotions

Ref: (a) MCO 1430.15-
(b) MCO 1418.9-
(c) MCO 1414.1-
(d) AdminO FMFPAC msg 110544Z JUL67 (PASEP)

Encl: ✓(1) Common errors noted in previous recommendations

1. Purpose. To promulgate policies and procedures concerning meritorious and meritorious combat promotions.

2. Cancellation. Wing Order 1430.15F

3. General Information:

a. Meritorious Promotions (Excluding Meritorious Combat Promotions)

(1) Staff Sergeant and Gunnery Sergeant. Selection for meritorious promotion to Staff Sergeant and Gunnery Sergeant will be made only by the Commandant of the Marine Corps in accordance with enclosure (1) to reference (a).

(2) Sergeant. Selection for meritorious promotion to sergeant will be made by the Commanding General in accordance with enclosure (2) to reference (a) and additional instructions contained in this order. This authority may not be delegated.

(3) Private First Class, Lance Corporal and Corporal. Commanding Officers are authorized to meritoriously promote Privates First Class and Lance Corporals to the next higher grade in accordance with references (b) and (c).

b. Meritorious Combat Promotions.

(1) Staff Sergeant and Gunnery Sergeant. Selection for meritorious combat promotion to Staff Sergeant and Gunnery Sergeant will be made only by the Commandant of the Marine Corps.

App 1-Enclosure (2)

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(2) Lance Corporal, Corporal and Sergeant. The Commanding General will be allocated quarterly quotas for meritorious combat promotions to Lance Corporal, Corporal and Sergeant by the Commanding General, FMF, Pacific.

(3) Private First Class. In accordance with reference (d), meritorious combat promotions to private first class are unlimited.

4. Policy.

a. All meritorious promotion recommendations submitted to this Headquarters and to the Commandant of the Marine Corps, in the case of Staff Sergeants and Gunnery Sergeants, must be based on exceptional, noteworthy and commendatory performance of duty to a degree which clearly merits accelerated promotion over other qualified Marines.

b. Meritorious promotions are considered to be accelerated promotions, not promotions of additional well qualified Marines who have not been promoted because of a lack of vacancies in their official fields, or who have extended time in grade and have failed to be promoted.

5. General. A large percentage of previous promotion recommendations arriving at this Headquarters have contained errors. The most common and often repeated errors are listed in enclosure (1).

6. Action.

a. Meritorious Promotions.

(1) Staff Sergeant and Gunnery Sergeant. Recommendation will be submitted by the Marine's Commanding Officer to the Commandant of the Marine Corps (Code DHB) via the chain of command in accordance with enclosure (1) to reference (a).

(2) Sergeant. Each quarter this Headquarters will publish the quota of corporals to be nominated by each Group Commander for promotion to sergeant. Recommendations and service record books will be forwarded to this Headquarters (Attn: G-1) when requested.

b. Meritorious Combat Promotions.


(1) Staff Sergeant and Gunnery Sergeant. Recommendations for meritorious combat promotion to Staff and Gunnery Sergeant may be submitted to this Headquarters (Att: G-1) at any time. Recommendations will be in letter format and will include the individual's qualification for this promotion. Service record books will accompany all recommendations.

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(2) Sergeant. Recommendations for meritorious combat promotions to Sergeant will be requested quarterly from Group Commanders.

(3) Lance Corporal and Corporal. Quarterly quotas for meritorious combat promotion to Lance Corporal and Corporal will be allocated to Group Commanders by this Headquarters.

(4) Administrative instructions for Meritorious combat promotions are contained in reference (d).


FRANK C. THOMAS
Chief of Staff

DISTRIBUTION: "A" and "B"

WgO 1430.15G
26 Oct 1967

COMMON ERRORS NOTED IN PREVIOUS MERITORIOUS PROMOTION RECOMMENDATIONS

1. A large percentage of the recommendations arriving at this Headquarters indicate hurried, poor preparation, lack of effort in the composition and text of letter, and a tendency to deal too much in generalities instead of specifics. Recommendations must cover adequately, and in sufficient detail, the exact nature of the meritorious act or acts for which the individual is being recommended. This information is necessary, in order for this Headquarters to make a fair determination why the nominee deserves an accelerated promotion over other hard working devoted Marines of equal rank.
2. Common repetitious phrases such as, "his work is highly commendable", "Voluntarily works long hours", "Requires minimum supervision", and "performs all tasks in an exemplary manner", are broad, encompassing phrases and if used, should be further amplified by specific details of accomplishments.
3. Meritorious promotion recommendations should not be submitted on an individual when a meritorious mast from his commanding officer would be a more appropriate recognition of his achievement.
4. Recommendations are not being sent via the Chain of Command.
5. Recommendations and endorsements thereto are being forwarded without signature.
6. Previous recommendations are being resubmitted without rewriting, redating and updating the information contained therein.
7. Recommendations are being submitted by Section and Department heads with the Commanding Officer's readdressal and endorsement. All recommendations should be from the Commanding Officer of the individual being recommended.
8. Recommendations are being submitted with incorrect references and in improper format.
9. Recommendations are being submitted on individuals who do not meet the criteria prescribed in reference (a) and this Order.
10. Recommendations are not being submitted in sufficient time to arrive at this Headquarters by established deadlines.

ENCLOSURE (1)

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squadrons, location of duty, and hardships encountered during duty in the Republic of Vietnam. Group allocations will be computed monthly by the Wing Special Services Officer and submitted to the Commanding General, 1st Marine Aircraft Wing for approval. Monthly variations can be expected as strengths, circumstances, and quotas change. Quotas will not be computed for units initially reporting in-country until the month following the completion of 90 days in-country. Thus, squadrons will receive quotas not before their ninetieth (90th) day but prior to their one hundred twentieth (120th) day. Quotas for In-Country R&R will not be charged against Out-of-Country R&R allocations.

5. China Beach (In-Country).

a. The facilities at China Beach include swimming (weather and surf conditions permitting), cafeteria, snack bar, movies, PX, USO, picnic and recreational areas. Billeting at China Beach is sufficient to handle approximately 600 personnel. There is no general mess at this time. In-Country R&R quotas allocations will be announced by timely bulletins. Commanders are encouraged to make maximum use of China Beach facilities. Units assigning personnel to this program will:

(1) Issue appropriate orders as illustrated in enclosure (3).

(2) Ensure that personnel arrive at China Beach by 1300 on the date designated. Nominees will carry their T/O weapon. Units are responsible for arranging transportation to the China Beach R&R facility, and return to the unit.

(3) Ensure that personnel have sufficient clothing for the 3-day stay, since laundry facilities are limited at China Beach. Uniform of the day will be worn to and from the beach; athletic clothing may be worn at the beach as appropriate. Civilian clothing may be worn inside the recreational area.

(4) Ensure that personnel have adequate funds for food and other necessities; a minimum of \$15.00 is suggested. Only MPC currency will be used at China Beach.

(5) Ensure that each member brings one padlock.

(6) Ensure that nominees are aware of current liberty policies.

RECEIVED

23 OCT 1967 12

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

WgO 1710.2B
37:EGW:rmr
13 Oct 1967

WING ORDER 1710.2B

From: Commanding General
To: Distribution List

Subj: Rest and Recuperation Programs; information and
policies concerning

Ref: (a) ICCI 1710.5B
(b) ICCI 5840.1

Encl: (1) R&R Flight Information and Manifesting Requirements
(2) Sample Orders for Out-of-Country R&R Locales
(3) Sample Orders for R&R to China Beach (In-Country)
(4) General Information
(5) Venereal Disease Information Sheet
(6) Hawaii R&R Passenger Chit
(7) Medical Statement Required for Australia

Report Required: Nominations for R&R flights (Report Symbol
1stMAW 1710-2), pars 6.a and 6.f.

1. Purpose. To promulgate instructions concerning the Rest
and Recuperation Programs (R&R) within the 1st Marine
Aircraft Wing.

2. Cancellation. WgO 1710.2A

3. General. As provided by reference (a) current Out-of-
Country R&R trips are scheduled to Okinawa, Bangkok, Hong Kong,
Taipei, Tokyo, Manila, Kuala Lumpur, Penang, Singapore,
Hawaii, and Sydney, Australia. The In-Country R&R Program is
conducted at China Beach, located east of Da Nang. Enclosure
(1) contains flight information, manifesting requirements,
and uniform requirements for personnel participating in the
Out-of-Country R&R Program.

4. Quota Allocations. Quota allocations are based on
various circumstances such as length of tours, rotation of

Apb 1- Enclosure (3)

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6. Action. All Group Commanders will be guided by the instructions contained in references (a) and (b) and this order.

a. Groups will submit out-of-country R&R nominations directly to the Wing Special Services Officer no later than 7 days prior to the flight time for all flights. Commanders are encouraged to maintain standbys at the unit level who would be available with minimum notice.

b. Enclosure (2) contains the only approved type of Out-of-Country R&R orders. This form will be obtained from Wing Special Services.

c. Requests by nominees to alter their flight time or flight destination will not be entertained.

d. In the case of a flight cancellation, unit quotas will be considered lost. Personnel so cancelled should be given first consideration on subsequent flights by parent units. However, substitutions for nominations previously submitted are not authorized.

e. Units unable to fill quotas for certain dates will notify the Wing Special Services Officer at least 7 days prior to the flight date. Returned quotas will be reallocated to ensure maximum utilization of all seats.

f. Telephonic reports will be made to the Wing Special Services Officer on personnel failing to return from R&R. Status of personnel missing a flight will then be verified by Wing Special Services and the information reported to the unit concerned.

g. Personnel will be required to have sufficient copies (minimum 10 copies) (Hawaii 12 copies) of orders and current inoculation records up to date and on their person as outlined in enclosure (1). Identification tags will be worn and identification cards must be in the individual's possession.

h. Personnel will be required to have at least \$125.00 in their possession to defray their Out-of-Country R&R expenses as prescribed by reference (a).

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i. Personnel will be manifested from the R&R Center located at the III MAF Transient Facility on the west side of the Da Nang Airfield, near the Marine Air Freight Terminal.

j. Personnel departing on R&R will have only U. S. currency in their possession. Local Disbursing facilities should be used to convert MPC to U. S. Currency.

k. No leave or TAD will be authorized in conjunction with R&R unless authorized in accordance with the provisions of reference (a). Personnel will depart and return on the assigned aircraft.

l. Reference (a) specifies that ammunition, firearms, explosives, pyrotechnics, and knives with blades in excess of three inches, will not be carried aboard the aircraft. In addition, no member of the 1st Marine Aircraft Wing will be in possession of the above articles while at the R&R locale. Laws are strict, and punishment severe, since prosecution is conducted in the courts of the foreign power. In addition, violations of the laws of the host nation are detrimental to the future of the R&R Program. In case of violations concerning weapons and firearms, disciplinary action will be taken by the United States Marine Corps.

m. Malaria Prophylactic Tablets will be issued to personnel upon departure for R&R by the III MAF Representative or flight attendants. Tablets must be taken on regular schedule.

n. Enclosure (5) contains general information which must be disseminated prior to issuing orders to personnel.

o. Personnel will be instructed on the appropriate provisions of reference (b) and be advised that they will be required to complete MACV Form 40 for the III MAF R&R Representative prior to departing on R&R.

p. One copy of enclosure (2) will be explained to each member prior to departure on R&R out-of-country.

q. Manifests are normally completed one hour after the stated check-in time. Scheduled personnel who arrive after the prescribed check-in time will find they have been replaced by a "Standby". This procedure is necessary to

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ensure maximum utilization of R&R spaces and timely departure of aircraft.

r. Personnel must be reminded "free" mail privileges are non-existent outside RVN.

s. Personnel departing on R&R will be cautioned about possession and use of any type of narcotic.

t. Group Commanders will reproduce enclosure (6) in sufficient numbers in order that each man requesting nomination for an R&R quota to Hawaii can fill out one to be turned in to the R&R Center when reporting in for manifesting. The unit issuing the nomination will fill in items 1 through 3, the nominee will fill in items 4 through 7, sign the chit and turn the chit in to the R&R Center when checking in for manifesting on the date of his flight.

u. In compliance with Joint US/GOA agreements to use Australia as an R&R site, each person must have in his possession a medical statement signed by his unit medical officer accomplished within 24 hours of his departure from Vietnam. Attached as enclosure (7) is a sample copy of the medical statement required.

v. An appropriate entry will be made on the administrative remarks page of all Officer Qualification Records and Service Record Books indicating the period and location of all out-of-country Rest and Recuperation taken while serving in RVN.



FRANK C. THOMAS
Chief of Staff

DISTRIBUTION: "A" & "B"

WFO 1710.2B

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R&R FLIGHT INFORMATION AND MANIFESTING REQUIREMENTS

<u>DEST</u>	<u>AREA PERS</u>	<u>SHOW TIME</u>	<u>TERMINAL</u>	<u>TRAVEL UNIFORM</u>	<u>ORDERS REQUIRED</u>	<u>ADD REQUIR</u>	<u>BAG WT</u>
OKINAWA	All	Note A	Marine Air Fght	1, 2, or 3	Orig & 9	Note B	40 lb
BANGKOK	All	-do-	15th Aerial Port (Da Nang)	1 or 2	-do-	Notes B,C,D&G	-do-
HONG KONG	All	-do-	-do-	-do-	-do-	Notes B,D & G	-do-
TAIPEI	All	-do-	-do-	-do-	-do-	-do-	-do-
TOKYO	All	-do-	-do-	-do-	-do-	-do-	-do-
MANILA	All	-do-	-do-	-do-	-do-	Notes B,D,E&G	-do-
PENANG	All	-do-	-do-	4	-do-	Notes B & D	-do-
KUALA LUMPUR	All	-do-	-do-	-do-	-do-	-do-	-do-
SINGAPORE	All	-do-	-do-	1 or 2	-do-	-do-	-do-
HAWAII	All	-do-	-do-	-do-	Orig & 11	Notes B,D,F&G	66 lb
SYDNEY	All	-do-	-do-	-do-	Orig & 9	Notes B,C,D&G	40 lb

ENCLOSURE (1)

1

(Notes are on next page)

TRAVEL UNIFORMS

1. Summer Service "A" w/short sleeve shirt for enlisted is directed.
2. Summer Service "C" w/short sleeve shirt for officers is directed.
3. Clean utilities for both officer and enlisted are authorized.
4. Same as 1 and 2 except all personnel must have civilian clothing available so that they may change when so directed by proper authority.

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NOTES

- A. Promulgated by ~~separate~~ correspondence due to variation of flight departures. Show time is generally one hour before the scheduled flight departure. Manifest cut-off time is generally one hour before scheduled flight departure. Standbys will be manifested at this time.
- B. Up to date Republic of Vietnam inoculations. This also includes continuous use of malaria prophylactic tablets while on R&R. The Republic of Vietnam inoculations requirements are: (1) Small pox, within one year; (2) Typhoid within one year; (3) Typhus, within one year; (4) Plague, within four months; (5) Tetanus, within six years; and (6) Cholera, within six months. Evidence of inoculations must be carried by the individual in the form of the Department of Defense Immunization Certificate.
- C. Same as note B above with the exception that the Cholera inoculation requirement is within the last four months.
- D. Personnel subject to customs inspection at all terminal points.
- E. Manila customs officials will endorse and return a copy of each individual's orders. This copy must be retained and be in the individual's possession at all times. Personnel will be held by customs officials under a five (5) day quarantine if their inoculations are not up to date.
- F. Personnel will not be authorized to travel outside the confines of the state of Hawaii.
- G. Baggage will be weighed at the time of check in for all flights.

ENCLOSURE (1)

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

PERMISSIVE TRAVEL ORDERS FOR OUT-OF-COUNTRY R & R

SPACE REQUIRED	FLT. NO.	STANDBY	ELIG. DATE:
TO: (Last name, first name, middle initial)		Service No.	Order No.
Rank/Grade:	Branch of Svc	Organization/Unit	
Purpose: R & R in accordance with MACV Directive 28-2 and ICCI 1710.5A			
From (date)		To (date)	
Travel to be performed:			
Depart:		Destination:	AND RETURN TO VIETNAM
At: _____ hours, on _____ 1967, report to the III MAF TRANSIT FACILITY AT WEST SIDE, DANANG AIR FIELD.			
GENERAL INSTRUCTIONS			
<p>1. Upon reporting to the out-processing center, insure that you have:</p> <p>a. The equivalent of a minimum of \$150US for conversion to US currency. Facilities for cashing checks and money orders are either not available or very limited at most sites. With exception of Hawaii, there are no facilities for cashing US Savings Bonds at R&R sites.</p> <p>b. Current Armed Forces ID Card and Immunization Record (and passport if required). Lack of proper immunization causes more delays than any other item.</p> <p>2. Maximum baggage allowed is 40 pounds (Exception-Hawaii 66 pounds). Insert a copy of your orders in all baggage. You and baggage might become separated.</p> <p>3. You will perform travel in military uniform and wear civilian clothes while actually on R&R (Exception: Hawaii and Tokyo - Uniforms may be worn on site).</p> <p>4. All personnel must report on time for return flights. Personnel missing return flights will be reported to their units and may be required to return to Vietnam at their own expense.</p> <p>5. Customs regulations prohibit the following on aircraft: Narcotics, marihuana, explosives, ammunition, fireworks, knives, firearms, Vietnamese currency in excess of 500 piasters, gold or silver bullion, articles produced in Communist China, North Vietnam or North Korea, obscene or pornographic articles or literature. Items in excess of demonstrable needs, more than one bottle of unopened alcoholic beverage and more than one carton of cigarettes.</p> <p>6. Airline regulations forbid intoxicated persons from being booked on aircraft.</p> <p>7. Personnel traveling to Hawaii on R&R are not permitted to leave Hawaii for CONUS.</p> <p>8. Expenses involved in the execution of these permissive travel orders are borne by the individual traveling and are not reimbursable by the US Government.</p> <p>9. Pass and/or R&R in the Saigon/Cholon area is not authorized.</p> <p>10. Supplemental Instructions or Information (For Local Command Use)</p>			
NAME/RANK/TITLE/ORGANIZATION OF AUTH. OFF		SIGNATURE OF AUTH. OFF	

FOR THE UNIT COMMANDER :

1. This side to be completed by Unit Commander of personnel who are joining their dependent wives in Hawaii on R & R.
2. Blocks 5 and 6 must cover a fifteen day period that coincides with the time frame of sponsors authorized leave period in Hawaii.

CERTIFICATION OF ELIGIBILITY FOR REDUCED FARE					
1. Last name, first name, MI		2. Grade	3. Service Number	13.	14.
4. Organization		5. Date From	6. Date to		
7. I certify that the individual indicated above and that she is traveling at personal expense for the purpose of R&R with her husband in Hawaii. Full Name of Wife:					
8. Organization (Certifying)		10. Certifying Officers name, grade and title			
9. Station Vietnam	11. Date	12. Signature of certifying officer			
AIRLINES RESERVE THE RIGHT TO INSPECT LEAVE/PASS/FURLOUGH PAPERS/ID CARD					FOR AIRLINE USE ONLY

PERTINENT FACTS REGARDING REDUCED FARE BETWEEN THE WEST COAST AND HONOLULU

1. The reduced fare applicable only to transportation from West Coast of United States to Honolulu and return to West Coast of United States.
2. Transportation applies to economy class service only.
3. Travel to/from West Coast must be completed not later than 15 days after day of departure from West Coast.
4. Round trip ticket must be purchased prior to departure from continental United States, or if purchased in Vietnam must be forwarded to wife prior to travel.
5. Fares apply only to wife of military personnel in Vietnam on R&R leave to Honolulu.
6. At the time of ticket purchase a properly executed copy of this form must be surrendered and the dependents ID Card, DD Form 1173, must be exhibited.
7. During actual travel, the traveler must have this form and ID Card in her possession.
8. Ticket may be purchased from any airline office.
9. The round trip fare will be \$165. "Discover America" and other reduced air transportation within continental United States may be combined with this fare.
10. It is the responsibility of the military member to inform his wife and furnish necessary copies of these orders in sufficient numbers (minimum of two), one surrendered when ticket is purchased and one retained in her possession.

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FORMAT FOR R&R ORDERS TO CHINA BEACH

(HEADING)

From: Commanding Officer
To:

Subj: Temporary Additional Duty; orders to

Ref: (a) MARCORMAN, Par 1320, (or Navy Bureau of Personnel
Manual, as appropriate)

1. Pursuant to the authority contained in reference (a), you are authorized to proceed to China Beach on or about for temporary additional duty for a period of about three (3) days in connection with R&R.
2. Upon arrival you will report to the Officer-in-Charge, China Beach.
3. Upon completion of the above temporary additional duty, you will return to your present station and resume your regular duties.
4. These orders are issued with the understanding that no expense to the government for travel and/or per diem is authorized in the execution of these orders. If you do not desire to execute these orders without expense to the government for travel and/or per diem, this authorization is revoked and you will immediately return these orders to this Headquarters.
5. You will have sufficient funds in your possession to defray your expenses while at China Beach.

(SIGNATURE)

ENCLOSURE (3)

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GENERAL R&R INFORMATION

1. Your cooperation and patience is requested in order to meet the following requirements:

a. Make sure you check-in at the proper terminal and on time, preferably on the same date of the flight, whenever possible.

b. Have all your orders, (minimum 10 copies) sufficient money, I. D. Cards and Tags and your inoculation records.

c. Make sure you are in the proper uniform and that it is clean and neat.

d. Make sure you have the appropriate currency (money). No Military Payment Certificates may be taken out of the Republic of Vietnam.

e. All R&R cities have an R&R Representative or a military representative who will endorse your orders, brief you on your stay and inform you of the return flight information.

f. You have been informed that it is mandatory that you have in your possession your original orders and 9 copies. Copies of your orders will be taken from time to time by proper authority. This is necessary to maintain administrative records, facilitate customs and immigration requirements and for emergency purposes.

g. Proper decorum must be maintained by all R&R personnel. Breaches of discipline and disorderly conduct may cause a discontinuation of the R&R Program. In case of a violation of the UCMJ, appropriate action will be taken.

h. Changes of flight time will be published as soon as possible through appropriate channels. Flights to Tokyo, Hawaii, and Australia will be by Pan American 707's. Flights to Hong Kong, Taipei, Kuala Lumpur, Bangkok, Manila, and Singapore will be on Pan American DC-6B aircraft. Flights to Okinawa will utilize military aircraft.

ENCLOSURE (4)

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- i. No firearms will be taken by personnel on R&R. No firearms will be brought into country by R&R personnel.
 - j. No alcoholic beverages are authorized on R&R aircraft.
 - k. A customs fee is charged for personnel entering and leaving Hong Kong and Singapore. The fees are \$1.00 and \$1.80 respectively. The aircraft commander will collect this fee prior to arrival.
 - l. Excessive luxury items will not be taken. Excessive cameras, cigarettes, lotions, etc. make customs and immigration officials suspicious that the items are intended for resale or barter.
 - m. Personnel will wear civilian clothing in all R&R cities.
2. The below information concerning the R&R locales may be useful to you:
- a. OKINAWA. Billeting is available at Camp Hansen, if desired. U. S. Currency is used in Okinawa. Military facilities are available. Okinawa is considered an economical R&R locale. There is also limited officer billeting at MCAS, Futema, if desired.
 - b. TAIPEI. Ample hotels exist. Military facilities are available. U. S. Currency will be exchanged at the authorized U. S. Government Agencies. Taipei is considered an economical R&R city.
 - c. BANGKOK AND HONG KONG. Ample hotels exist. U. S. Currency can be exchanged for local currency. Bangkok and Hong Kong are considered expensive R&R cities.
 - d. TOKYO. Ample hotels exist. Military billeting facilities are available. Military agencies must be used for currency exchange. Tokyo is considered an expensive R&R city.
 - e. MANILA. Ample hotels exist. U. S. Currency should be exchanged at locations recommended by the R&R Representative in Manila. Extreme caution and care should be exercised by all personnel. Manila is considered an economical R&R city.

ENCLOSURE (4)

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f. SINGAPORE, PENANG, AND KUALA LUMPUR. Ample hotels exist. These cities have been recently added to the R&R Program, but are considered as inexpensive R&R cities.

g. HAWAII. Ample hotels exist. Military billeting facilities are available. R&R personnel will not be allowed to leave the state of Hawaii. Hawaii is considered an expensive R&R locale.

h. SYDNEY. Ample hotels exist. U. S. Currency can be exchanged for local currency. Sydney is considered to be an expensive R&R city.

i. Assure that personnel who have dependents visiting R&R personnel in Hawaii inform dependents to have their Uniform Services Privilege and Identification Card, DD Form 1173, in their possession prior to arrival in Hawaii.

3. Detailed information on your site will be available when you report for manifesting. You will be given a standard briefing by the III MAF R&R Representative and literature will be available on your aircraft concerning your particular R&R city.

ENCLOSURE (4)

WgO 1710.2B

13 Oct 1967

DON'T TAKE A CHANCE

Definition of Venereal Disease

Venereal - due to or propagated by sexual intercourse

Dis - a prefix denoting reversal or separation

Ease - state of being comfortable, freedom from pain

During your service with the Marine Expeditionary Forces in Vietnam, the paucity of female companionship brings a strong urge in male personnel for the fulfillment of sexual desire. The price paid by the individual in achieving this sexual release reflects itself in the high incidence of venereal disease which is detrimental to the health and welfare of the individual. About 16% of men going on Rest and Recuperation for 5 days develop venereal disease. Don't let it happen to you. Don't become a venereal disease statistic.

Venereal disease is highly contagious and infectious disease. Reports received at this command reveal numerous cases of venereal disease reportedly contracted from the Rest and Recuperation areas in the Far East as well as in the Republic of Vietnam. About 80% of casual pickups and prostitutes in every section of the Far East have one or more forms of venereal disease. She may look clean on the outside but where you touch her on the inside, she is dirty.

Rest and Recuperation is intended to allow you (military personnel) a chance to be away from the rigors of war and doldrum of work and to provide you with an opportunity to relax both mentally and physically. In safeguarding your health from venereal disease the best policy is to abstain from sexual intercourse. Such abstinence is proper and serves to strengthen your faith and the respect you possess for your loved ones back home. Your judgment is impaired when you are drinking alcoholic beverages in a dimly lit, cozy, night club. After each successive drink, Gravel Gerty looks more and more like Bridget Bardot or your favorite pin up girl.

ENCLOSURE (5)

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If you are one of the individuals who think you are unable to abstain from sexual intercourse, then the necessary precautions to protect yourself are:

1. PROTECT yourself by the proper use of condom or rubber which is readily available for purchase at the Marine Exchanges at nominal cost or in drug stores locally.
2. Immediate WASHING of the genitalia and surrounding area with soap and water. Urinate after sexual intercourse.
3. BATHE or shower immediately after intercourse using soap and water liberally.

REMEMBER, When you have sexual intercourse with a female in the Orient you are playing the game of Russian Roulette with all the chambers of the revolver loaded against you. If you play, you will pay. You can contract venereal disease and be the recipient of psychological and physical damages that follow the ravages and complications of this disease. Venereal disease can ruin your life. This is not idle talk. This unfortunate and sociological problem occurs often and gnawing regrets and guilt cannot repair the damage.

If you have any questions on venereal disease or its prophylaxis before going on Rest and Recuperation ask the advice of your doctor or other medical personnel. Their function is to render to you medical advice in order to promote the prevention of disease and to assist you in maintaining your good health.

ENCLOSURE (5)

WgO 1710.2B
13 Oct 1967

HAWAII R&R PASSENGER CHIT

1. Name _____
2. Unit _____
3. Date of R&R _____
4. Status: Regular Quota ☐ Standby Quota ☐*

* I am aware that I am not assured of a seat to Hawaii on the date(s) requested. Any plans I make for R&R on such date(s) are at my own risk.

5. Seat Confirmed: Yes ☐ No ☐**If yes, by whom _____

**I am aware that even though I have been nominated for R&R on the above date(s) by my unit, I must be assigned a seat by the R&R Center before I can board the aircraft. Until such a time as I have a confirmed seat assigned, any plans I make for R&R are at my own risk.

6. Meeting relative in Hawaii: Yes ☐*** No ☐

When _____

***I understand that my relative should not commence travel to meet me in Hawaii until I have a confirmed seat. Relatives who commence travel before confirmation do so at their own risk.

7. Has relative been notified not to commence travel until receipt of word of your confirmed seat:

Yes ☐ No ☐ By what means _____

Signed _____

ENCLOSURE (6)

WgO-1710.2B
13 Oct 1967

MEDICAL STATEMENT FOR AUSTRALIA R&R

DATE

NAME

GRADE

SER. NO.

has undergone a medical inspection on _____ and
he is free of any demonstrable disease at this time.

SIGNATURE OF MEDICAL OFFICER

ENCLOSURE (7)

RECEIVED

20 OCT 1967 17 23

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

WgO 5800.8A
17:CES:ock
19 Oct 1967

WING ORDER 5800.8A

From: Commanding General
To: Distribution List

Subj: Criminal Investigative Assistance

Ref: (a) SECNAVINSTN 5430.13B

1. Purpose. To promulgate instructions relative to criminal investigative assistance to commanding officers.

2. Cancellation. Wing Order 5800.8.

3. Background. In the past, units of this Wing have requested criminal investigative assistance from diverse investigative agencies within the Wing areas of operation; i. e. Office of Naval Intelligence, 1st Marine Division Provost Marshal, and the Armed Forces Police, DaNang. Reference (a) set forth certain categories of offenses which must be referred to the Office of Naval Intelligence for investigation.

4. Action


(a) All Commanding Officers will contact both the local Office of Naval Intelligence, phone Motely 101 or Motely 189 and the Wing Criminal Investigation Section, phone Lifesaver 127 for investigative assistance on all matters falling within the purview of reference (a). For purposes of this order contact will not be complete until one of such investigative agencies has agreed to conduct the investigation.

(b) For matters not within the purview of reference (a), requiring investigative assistance, commanding officers may contact the nearest of the following agencies:

Chu Lai Area - Americal Division Office of the Provost Marshal
Phone: Chu Lai 127

DaNang Area - Wing Criminal Investigation Section
Phone: Lifesaver 127

Phu Bai Area - 3rd Marine Division (Provost Marshal - Criminal Investigation Section) Phone: Shove 27


FRANK C. THOMAS
Chief of Staff

DISTRIBUTION: "A" & "B"

App 1- Enclosure (4)

RECEIVED
3 OCT 1967 15 55

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

WgO 5720.4 Ch 2
1:RB:oek
3 Oct 1967

WING ORDER 5720.4 Ch 2

From: Commanding General
To: Distribution List

Subj: Personal Response Project in the 1st Marine Aircraft Wing

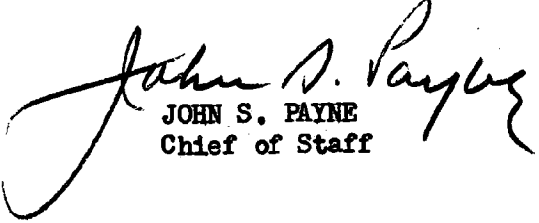
1. Purpose. To publish pen changes to the basic order.

2. Action

a. Paragraph 5.a; change "Civil Affairs/Psychological Warfare Officer" to read "Civic Action/Psychological Warfare Officer."

b. Add new paragraph 6.d:

"d. Personal Response Contact Team will be constituted within the Wing Civic Action Branch."


JOHN S. PAYNE
Chief of Staff

DISTRIBUTION: "A" & "B"

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

1:GVF:cek
1746
18 Oct 1967

From: Commanding General
To: Colonel R. D. LIMBERG, 022468 USMC

Subj: Commanding General's Mess (Closed) Advisory Group; appointment of

Ref: (a) CG, 1stMAW ltr 1:GWS:rs 1746 of 4 Feb 1967
(b) MCO P1746.13B
(c) Wing Order 1746.1

1. Reference (a) is hereby cancelled.

2. You are hereby appointed senior member of the Commanding General's Mess (Closed) Advisory Group. The Advisory Group will consist of the following members.

LtCol R. A. SEAVER, 054994 USMC	Member
1stLt L. W. FRANKS, 087072 USMC	Mess Treasurer
1stLt R. M. MULFORD, 085697 USMC	Area Auditor-Ex Officio Member
LtCol N. J. KAPETAN, 050196 USMC	Wing Clubs Officer-Ex Officio Member

3. The Advisory Group is hereby ordered to convene at the call of the senior member at least once a month and additionally as directed by the Commanding General.

4. You will be guided in your duties by references (b) and (c).

E. D. SMITH
By direction

Copy to:
Each Member Concerned
Staff Secretary
CO, MWHG-1 (2)

App 1 - Enclosure (C)

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

1:EDS:oak
1910
23 Oct 1967

From: Commanding General
To: LtCol D. W. LINDLEY, 029637 USMC

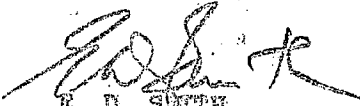
Subj: 1st Marine Aircraft Wing Hardship/Dependency Discharge Board;
appointment of

Ref: (a) CG, 1stMAW ltr 1:HDS:oak 1910 of 21Aug67
(b) MARCORPERSMAN, par 13263

1. Reference (a) is hereby cancelled.
2. You are hereby appointed senior member of the 1st Marine Aircraft Wing Hardship/Dependency Discharge Board. The Board will consist of the following members:

Maj J. G. HALLET	056385	USMC	Member
1stLt E. A. BOOREE	081494	USMC	Member
Capt W. E. FOSS	083616	USMC	Member/Recorder
1stLt R. L. CHEN	081434	USMC	Member/Recorder
SgtMaj R. S. NICHOLS	262436	USMC	Member

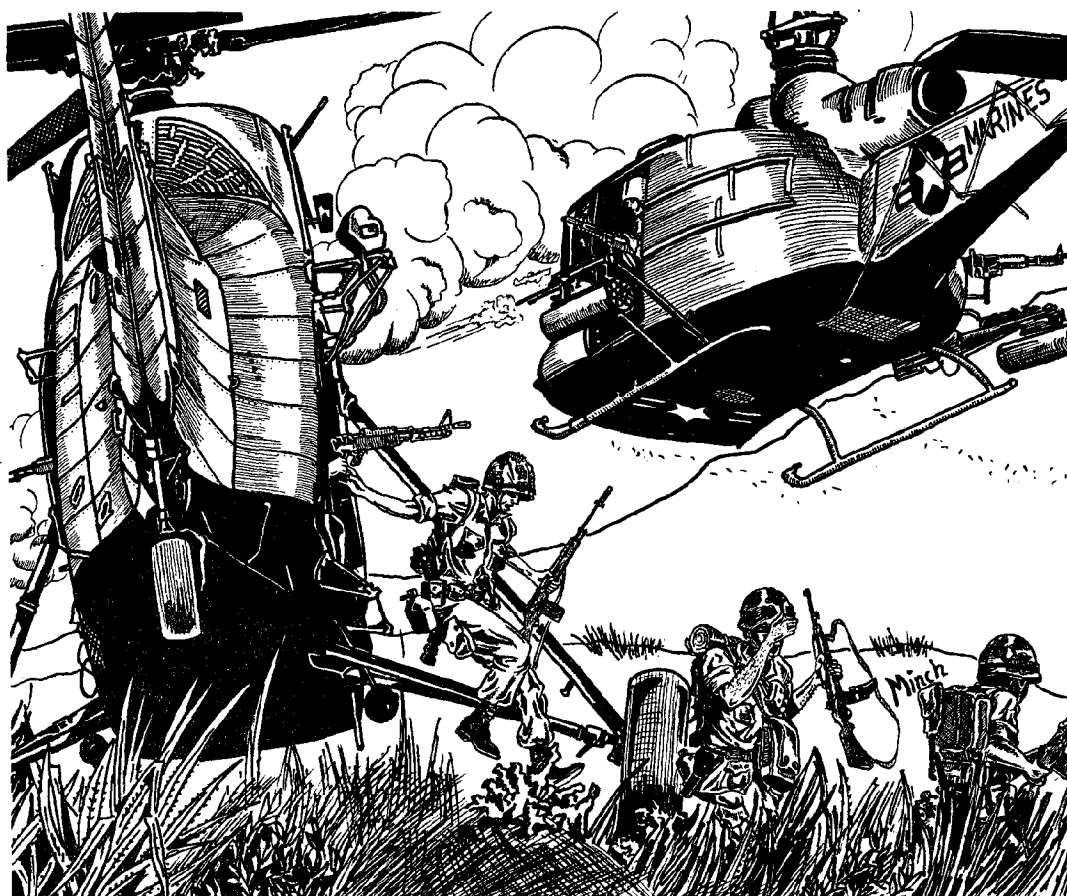
3. The 1st Marine Aircraft Wing Hardship/Dependency Discharge Board will convene at the call of the Senior Member for the purpose of processing such Hardship/Dependency Discharges as may be referred to it for action.
4. The Board will be guided in the performance of its duties by reference (b).
5. Three members, including a member/recorder, will constitute a quorum.
6. The senior officer present will serve as senior member in the absence of the permanently assigned senior member.
7. The recorder will be responsible for notifying Board members and the individual being processed of the convening time.


E. D. SMITH
By direction

Copy to:
Each member concerned
CO, NMHC-1

App L- Enclosure (7)

CAREER ADVISORY NEWSLETTER



1st MARINE AIRCRAFT WING

REPUBLIC OF VIETNAM

Atch-Enclosure (8)

1ST MARINE AIRCRAFT WING
CAREER ADVISORY AND EDUCATION NEWSLETTER
OCTOBER 1967

CAREER ADVISORY AND EDUCATION OFFICER

CAPT R. H. POWELL

CAREER ADVISORY NCO

GYSGT L. GIBSON

EDUCATION NCO

SGT J. F. SULLIVAN

ASSISTANT EDUCATION NCO

LCPL K. E. RENFROE

EDUCATION NOTES

When new personnel are checking in to the 1st Marine Aircraft Wing for duty with the different Group/Squadrons, the Education NCO should counsel all of those who have not received a High School diploma. These personnel should be made aware of the availability of obtaining this diploma through the different correspondence courses, especially USAFI. This will not only increase the educational level of the Wing, but mostly, the individual himself.

These personnel should also be encouraged to take out an off duty education course through MCI in any field they are assigned. This is especially meant for those Marines who will be working in a billet MOS that is not the MOS they were assigned. This will be a benefit to the Marine in case he is later assigned to work in his primary MOS and also when the promotion board asks questions relating to his primary MOS.

There are many other courses offered to Marines and they should be made aware of the opportunities that they offer.

EDUCATION NCO

REQUEST FOR AREA APTITUDE OR ALAT TESTING

All request for the A/A or ALAT testing are requested to be submitted via the appropriate Groups, on the Administrative Action Form to this office for scheduling. This is to insure that the individual is tested as soon as possible after the request is received. This office will return the request to the Group with a return endorsement indicating the date and time of test. It is requested that all individuals be given every opportunity to be present on the day that they are scheduled. All personnel who do not show up on the day they are scheduled will be requested to resubmit a request. If the individual has a valid reason he will be retested as soon as possible. Personnel who are requesting testing for reenlistment or schools will be given every opportunity to be tested on a priority basis. If there are any questions on this or any other Education matters, call us at Wing 274.. and we will give every attempt to get you the answers.

EDUCATION NCO

TRANSFERS BETWEEN CATEGORIES

Under the provisions of the Armed Forces Reserve Act of 1952 as amended, an individual who has completed the minimum active service and Ready Reserve participation can request transfer from the Ready Reserve to the Standby Reserve.

Also, an individual in the Standby Reserve can request transfer to the Ready Reserve. Members of the Reserve who have completed the number of years to qualify for retirement can request transfer to the Retired Reserve. However, he does not receive retirement pay until he reaches age 60 if otherwise qualified.

A member of the Army National Guard may be transferred to the Standby Reserve only with the consent of the Governor of the State concerned. In other words, he must be discharged from the National Guard of the State before he can be transferred to another category or to another component.

UNIFORMED SERVICES ALMANAC

TO ALL MARINES THAT DO NOT MIND WORK AND LIBERTY

Would you like a free thirty (30) days leave anywhere in the Free World?

Maybe you would like to go to Japan, Okinawa or any other place in the Western Pacific Area or just go from one unit to the other. Or maybe you would like to retrain in another field? Pick up that other strip; get three (3) to six (6) thousand dollars - all tax free. Maybe become an officer in the Marine Corps.

Possibly you could be looking forward 15 years from now and would like to retire at that time, all medical bills free - go on a trip with your family once a year anywhere in the Free World free except for your chow. Or maybe a better education.

And married personnel - maybe your wife and children would like to go to Japan, Okinawa or the Philippine Islands. Or maybe Guam or some other place.

YOUR CAREER ADVISOR CAN HELP YOU GET WHAT YOU WANT. DON'T WAIT. SEE YOUR UNIT CAREER ADVISOR TODAY!!

MARINE CORPS BULLETIN 1050 OF 14 SEPTEMBER 1967

Marine Corps regulations are being amended to specifically authorize emergency leave for Marines upon the death of a father-in-law, mother-in-law or foster parent-in-law. This Bulletin says that that the change is being made "to provide a more uniform and humane application of policy."

NAVY TIMES

COLLEGE HAND BOOKS

The Wing Education Office has hand-books on all of the major colleges and Universities in the States. If you wish to check the college of your choice as to what they have to offer, why not drop in and check. Due to the limited amount of books, one for each college, it is impossible to check these books out to individuals, but if the Group or Squadron Education NCO's think it would benefit their personnel, we would be glad to check them out to them on a temporary loan. Drop in anytime between the hours of 0700 to 1130 and 1300 till 1630 any Day, Monday through Sunday. These books are for your benefit, so why not use them?

EDUCATION NCO

LOOKS LIKE 5.6% HIKE NOW, MORE LATER

Military pay would be raised immediately, and raised twice again in the next 18 months, under a bill scheduled for approval this week by the House Armed Services Committee. Theoretically, the total military raise could be more than 20 percent of basic pay by April 1969. While the multi-billion-dollar cost of combined military-civilian future raises could run into considerable opposition-both in Congress and the White House-the immediate boast of 5.6% is virtually certain to be approved.

The bill, developed by chairman L. Mendel RIVERS (D., S.C.), would provide a 5.6% pay raise for everybody in uniform, retroactive to October 1, 1967. This would include Reserve pay, the pay of cadets and midshipmen and the retired pay of all servicemen whose effective date of retirement is 1 October 1967 or later.

The retroactive feature would apply only to those servicemen who are on active duty when the bill is passed. Those who have been discharged or have resigned since October 1 would not get any back payments.

The Rivers proposal provides two automatic pay raises proposed for the government's two million civil servants. The raise for the military would be automatic, if the civil servant gets them as provided in the House-passed civil service bill. There is considerable question whether the Senate will go along with the two future raises for the civilians, primarily because of the cost. It is estimated that by the time the third automatic raise would be put in effect, civil service payroll costs will have increased by more than \$2.5 billion a year. A similar automatic increase for the military would run the total payroll costs to close to \$6 billion a year higher than they are now.

The measure also provides a nine-percent increase in Dependents Assistance Act allowances paid to about 270,000 lower ranking enlisted men and it provides new bachelor allowances effective October 1. The original Defense proposal had suggested a starting date of 1 July, for the bachelor provisions, which provide quarters and dislocation pay for bachelors during a PCS, and quarters allowance for bachelors between the grades E-7 and O-3 who are allowed to live off base.

The House committee was not planning to act on a proposal to give government-paid transportation to all men going on leave after returning from combat zones.

JUST IN CASE YOU HAVE NOT HEARD!!WORLD WAR II CUT OFF DATE HAS BEEN EXTENDED

Home loan eligibility cutoff date for World War II veterans has been extended from July 25, 1967 to July 25, 1970. This, said the Veterans Administration, affords opportunity for more than 2.3 million World War II veterans to obtain house loans.

The extension provision, recently signed by the President, benefits veterans who had relatively long periods of service in World War II. Also, all World War II veterans discharged for service connected disabilities will have until July 25, 1970 to use their GI loan benefits. Eligible widows of WWII veterans or servicemen whose deaths were due to military service receive the same extension. The VA will recompute expiration dates for veterans whose Certification of Eligibility expiration date was July 25, 1967. The new legislation does not extend eligibility which expired before July 25, 1967.

THE OBSERVER Vol 6, No 25

USAFI GED/CCT TESTS

As of this writing, we have not received any word from USAFI or OMC authorizing us to resume retesting of these tests. As soon as we are permitted to resume we will set up a schedule to eliminate the back log of requests that the Groups have now. We will start testing on a seven (7) day week and if necessary will test after working hours. This will be for the convenience of those Marines who, due to operational commitments, are unable to be free during the day to take the tests. We will publish the schedule as soon as we are given the go ahead from higher headquarters.

EDUCATION NCO

PAY RAISE IS NOW LAW (ERRONEOUS)

The 5.6% pay raise that was mentioned on page 3 has been signed into law by President JOHNSON. All provisions of the measure, as indicated, were approved.

STARS AND STRIPES

Do you have a question about reenlistment bonus, duty stations, retraining in a different field, school? Or maybe you'd like some more information as to how to get a High School diploma, college correspondence courses or just want to check on the courses offered by the college of your choice? Don't wait, see your Group/Squadron Career Advisory and Education NCO - TODAY!!

***** 4 *****

ROSTER OF KEY G-1 PER

<u>BILLET</u>	<u>RANK/NAME</u>	<u>DATE</u>
ACofS, G-1	Col Robert BAIRD	1-31Oct67
Asst G-1	LtCol Harry D. STOT	1-31Oct67
Wing Clubs	LtCol N. J. KAPETAN	1-31Oct67
Per Req & Actgo	CWO S. J. SHAW	1-31Oct67
Personnel Officer	Maj Gerald F. GALLAGHER	1-31Oct67
Pers RespO	Maj Charles E. KNETTLES	1-31Oct67
Special ServicesO	Maj E. G. WEATHERFORD	1-31Oct67
Career AdvisoryO/EdO	Capt R. H. POWELL	1-31Oct67
AsstPersO	1stLt E. A. BODREE	1-31Oct67
AdminO	2ndLt Glen V. FOWLER	1-31Oct67
IRO	2ndLt Robert D. BROOKS	1-31Oct67
CCRO	2ndLt Thomas F. BINGHAM	1-31Oct67
ExchO	2ndLt Don C. LACEY	1-31Oct67
CID	2ndLt Frederick C. STILSON	1-31Oct67
AsstPersO	2ndLt C. B. COLLINS	1-31Oct67
AsstPersO	2ndLt L. J. URQUHART	1-31Oct67
WgDraftCoord	WO R. KEITH	1-31Oct67
AdminChief	MSgt Joe L. ROGERS	1-31Oct67
Personnel Chief	GySgt Martin F. BLESKEY	1-31Oct67

App 1 - ENCLOSURE (9)

G-3 Section Supporting Documents Appendix 3

- Tab 1 Wing Awards Officer Command Chronology Oct 67
- " 2 Wing Legal Officer Command Chronology Oct 67
- " 3 Civic Action Officer Command Chronology Oct 67
- " 4 Chart, 1st MAW Status Board
- " 5 Charts of 1st MAW Fixed Wing & Helo Flight Sorties & Flight Hours
- " 6 1st MAW G-3 Officer Personnel Roster
- " 7 1st MAW G-3 Enlisted Personnel Roster

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

7B:kpd/2
1650
12 Nov 1967

From: Wing Awards Officer
To: Assistant Chief of Staff, G-3 (Attn: Historian)
Subj: Command Chronology, October 1967
Ref: (a) WgO 5750

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

The Wing Awards Section processed 4223 awards during October. The types and numbers are as follows:

<u>PROCESSED AND FORWARDED TO HIGHER HEADQUARTERS</u>	<u>RECEIVED FROM HIGHER HEADQUARTERS</u>
Navy Cross 1	Silver Star 5
Silver Star 5	Distinguished Flying
Distinguished Flying	Cross 38
Cross 61	Bronze Star 18
Legion of Merit 2	Single Mission Air
Bronze Star 44	Medal 24
Single Mission Air	Navy Commendation 58
Medal 23	Certificate of Commen-
Navy Commendation 92	dation from CG, III MAF <u>1</u>
Navy Achievement	
Medal 6	TOTAL 144
Navy and Marine Corps	
Medal <u>10</u>	
TOTAL 244	
Air Medals awarded at 1st MAW	3796
Purple Hearts awarded at 1st MAW	<u>39</u>
	TOTAL 3835
	GRAND TOTAL 4223

R. W. Miller
R. W. MILLER

APP-3-TAB 1

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

17:RCL:ecm
5000/1

NOV 6 1967

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

Subj: Command Chronology

Ref: (a) WgO 5710.1B

Encl: (1) Subject Report

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

R. C. Lehnert
R. C. LEHNERT

A/p 3-TAB 2

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

LOCATION: Danang, Republic of Vietnam

REPORTING PERIOD: 1-31 October 1967

PART ONE:

1. STAFF:

Colonel Robert C. LEHNERT, USMC, Staff Legal Officer
Lieutenant Colonel Charles E. SPENCE, USMC, Assistant Staff Legal Officer
Major William H. J. TIERNAN, USMC, Assistant Staff Legal Officer
Captain David B. KING, USMCR, Trial/Defense Counsel
Captain Charles H. MITCHELL, USMC, Trial/Defense Counsel/Military Justice Officer
Captain John N. POST, USMCR, Trial/Defense Counsel
Captain Donald R. PRICHARD, USMCR, Trial/Defense Counsel
Captain Walter A. STEWART, USMCR, Trial/Defense Counsel
Lieutenant Jared O. BAUCH, USNR, Navy Law Specialist
Second Lieutenant Michael I. WALLING, USMCR, Trial/Defense Counsel
Second Lieutenant Macauley CARTER, Jr., USMCR, Trial/Defense Counsel

2. Not applicable.

3. Average Monthly Strength: 11 Officer, 7 Enlisted.

4. None.

PART TWO:

1. No significant events occurred during the reported period.

PART THREE:

1. None.

PART FOUR:

1. None.

Enclosure (1)

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

46:FKZ:mg
5750
20 Nov 1967

From: Civic Action Officer
To: Assistant Chief of Staff, 8-3

Subj: Command Chronology for the month of October

Ref: (a) Wing Order 5750

1. During the month of October the 11th Dental Company, treated 4,649 patients and had 10,115 dental procedures, at 13 different locations. In addition, 1 cleft lip surgery and 12 maxillo facial surgeries were performed.

32 Vietnamese nurses and adult civilians received English lessons 2 evenings per week. These classes were taught by 11th Dental Company personnel. 3 Vietnamese nurses continued to receive dental training, 2 at USOM Hospital and 1 at the MWHG-1 Dental Clinic. Headquarters Group One of the 11th Dental Company supported 2 Vietnamese student nurses to complete their education with monthly volunteer contributions of \$1000VN apiece. In conjunction with the 11th Dental Company's Educational Assistance Program, the Wing Supply Section contributed \$2,000VN to help 2 additional nurses through school. In progress is a project to have a nurse's dormitory built at USOM Hospital in DaNang. It will house 40 nurses. In addition, the MWHG-1 Dental Clinic held a dental sick call at 1500 each Friday for Vietnamese in the Hoa Phat area.

2. The MAG-11 Civic Action Team completed their part of the new barracks and office building at Hoa Vang Police Headquarters. The building is 90% completed and the police department will supply paint and labor with which to finish the job. MAG-11 continued its refugee housing program and during October 7 new houses were built. Six new homes are currently under construction. Two latrines and three urinals were repaired, painted and modernized at Hoa Vang Elementary School. The MAG-11 Heavy Equipment Section donated the use of a road grader and an operator in an effort to improve the main road through Ap Hoi, Hoa Cuong Village. A continuous program of road improvement has been initiated so that the roads in the area can be improved before the monsoons arrive.

A hand pump was installed at the Cao Dai Subhamlet to pump water into tanks above previously constructed shower. Also a 40 horsepower pump was overhauled and along with 100 feet of irrigation hose and a foot valve was given to the people of

AP53-783

Ap Mot for cooperative use. Also in the field of agriculture 28 bags of fertilizer were distributed to Subhamlet Chief in Ap Mot for use on rice, tobacco and other crops.

Plans have been completed for enlarging and repairing the Hoa Vang market. These plans include the construction of a well and installation of a gasoline powered pump and hose which will be employed to wash down the market place on a daily basis.

3. During the month of October H&HS-1 of MWHG-1 delivered 3 loads of lumber to families in the Hoa Cuong Refugee Camp for house repairs. Employment has been provided for 9 refugees on the MWHG-1 compound. Medical checks are made twice weekly by a PF corpsman and the H&HS-1 Civic Action Team. A Halloween party was given for the English Language Class at the Baptist Mission in DaNang at which refreshments were provided by the MWHG-1 Mess Hall. 12 students received a total of 24 hours of English instruction.

4. The MAG-12 CAO delivered lumber and cement to Ly Tin District Headquarters for use in the construction of Miss Do Thi Dong's (amputee) home and sewing shop. It is estimated that construction will be completed sometime during the month of November. In addition, the MAG-12 CAO met with the District Chief to discuss plans to finish an uncompleted 4 room school in Phu Quy Hamlet. The school was left partially completed by a Marine unit which was ordered to move out. Construction has begun on a well for the school.

In a joint project between the MAG-12 Catholic Chaplain and Civic Action Officer, four pigs, four ducks, and four geese were purchased and delivered to the Dong Cong Orphanage in An Tan. The animals were purchased to enable the Orphanage authorities to begin to raise some of their own food. Civic Action MCO, Sgt BOWMAN, while home on leave generated a great deal of interest in his hometown of Rochester, New York to adopt the Dong Cong Orphanage. Many packages bearing such items as school supplies and health and comfort items are currently being received.

The Protestant Chaplain delivered one truckload of building materials to the Protestant school in An Tan and five boxes of clothing to the Buddhist School. The Catholic Chaplain has donated lumber, food, clothing, bedding, 2 truckloads of building materials and 8,000VN\$ to the An Tan Orphanage. Another 26,000VN\$ was donated to the Orphanage by St. Peters Church in Mansfield, Ohio.

Plans are underway for a children's Christmas Program to take place on 23 December. Approximately 400 children will be brought on base and divided between each of the MAG-16 clubs. The individual squadrons have indicated a great deal of interest in a program whereby each squadron would adopt a school. The squadrons will assist their assigned schools by furnishing supplies, making blackboards, etc.

5. Within the MAG-16 area of responsibility 1,443 patients were treated by MAG-16 doctors and corpsman, 879 by MCB-7, and 135 by MCB-128.

MAG-16 held 1 hour of English instruction for 95 students and MCB-7 held 30 hours of instruction for 50 students.

Marines from MAG-16 completed the construction of a well at WEC Leprosarium and methods of water purification were demonstrated. The 5th Communications Battalion supervised weekly beach parties for children at the Sacred Heart Orphanage, MCB-128 gave a party for local villages at which 300 were in attendance, and MCB-7 gave a party for scholarship students.

Villages of My Thi Hamlet, under the MCB-7 CAO's supervision began painting the interior of their infirmary. MCB-7 also acquired a metal storage locker from MAG-16 for use in the new infirmary. An agricultural project was begun at the Dong-Giang Refugee Village in which a 50' X 50' site was leveled and fenced in. 3 loads of manure and 200 pounds of commercial fertilizer were spread over the plot. An assortment of egg plant, lettuce, cabbage, carrot, mustard and tomato seeds were planted in the plot. The refugee market place was completed during the month of October and a drainage project was begun at the Sacred Heart Orphanage. In addition, a Boy Scout Housing project is underway in Son Cha Village. Five shower heads and pipes made by MCB-7 were installed in the shower project at the ARVN Amputee Hospital.

The men of MAG-16 donated \$1,210VN to the WEC Orphanage for the schooling of 9 boys and MCB-7 collected \$10,670VN for a scholarship fund in Son-Cha Village for 50 Vietnamese students. Approximately 7,200 pounds of garbage was donated to the Sacred Orphanage for use as livestock food by MCB-7 and 165 gallons of diesel fuel was delivered by MCB-7 to the Sacred Heart Orphanage to help run the generator for the laundry.

The Civic Action Officer of MAG-16, and Dr. SMITH of the WEC held a meeting with the Village Chief of Hoa Long. MAG-16 will continue to aid the WEC Leprosarium.

6. MWSG-17 held 122 hours of English instruction at 5 different locations. On each of three Friday evenings the Chaplain showed films at the ARVN Hospital.

On 5 October the MWSG-17 Civic Action Team delivered school supplies to the Ap Ba School. Supplies were a gift of the Huffman Wolfe Company, Columbus, Ohio. A III MAF Certificate of Appreciation was sent to this company. The Civic Action team delivered a rice threshing machine, distributed 20 pounds of clothing and delivered pipe to be used as culvert material for hamlet roads. Movies were shown to the Hamlet by the 244th Psychological Operations Warfare Team.

7. The 1st LAAM Battalion has delivered several truckloads of wood to the Huong Truong IV and 5 bags of cement to a small government school in Ap Bon. Each week the Mess Hall delivered fresh milk, fruits, and food to the Sacred Heart Orphanage.

8. The 2nd LAAM Battalion completed and dedicated the Hoa Long Hospital on Ky Hoa Island (Chu Lai TAOR). The planning and labor for the building was entirely supplied by the Vietnamese. In addition, tools, cement, rock, sand, nails, and lumber were delivered to An Binh Hamlet for a school which is now 75% completed. Road improvements continues and payments were made to 9 General WALT Scholarship students. Future plans include the possible construction of a school at Hoa Thanh Hamlet and the enlargement of the pig pens in Hoa My Hamlet to accomodate anticipated new litters. The CAO also plans to rebuild the outdoor theatre and hamlet chief's office in Hoa Dong Hamlet and repair desks and benches at the Hamlet Elementary School.

Relatives of civilians and Popular Force Troops killed during the VC attack on 30 October 1967 have received condolence visits and the CAO intends to donate building materials, if available, for the repair of home damage incurred during the attack.

9. MASS-3's Commanding Officer, Lieutenant Colonel BUMPAS and Sergeant Major Lang visited Trung Toan Hamlet (Chu Lai TAOR) on several occasions. In addition, the MASS-3 CAO met with Civic Action personnel from the 16th Artillery Battalion to discuss problems concerning Sam Hai Hamlet. The CAO also attended numerous meetings with village and hamlet officials to discuss matters of general importance. Of primary concern was the construction of the Trung Toan Dispensary and the widening of roads.

Construction of the dispensary in Trung Toan continued and completion is anticipated during November. A bulldozer was obtained from the 2nd LAAM Battalion and the road from Trung Toan to Sam Hai hamlet was improved. In order to provide recreation for the children of Trung Toan Hamlet, 30 children were taken to Chu Lai Beach.

The MASS-3 medical team treated 2 pneumonia cases and 2 breast abscesses and distributed 825 bars of soap to 2475 persons.

10. MAG-36 moved to Phu Bai during the month of October and will coordinate with the G-5 of the 3rd Marine Division with regard to a new area of responsibility.

11. During the month of October, 1st MAW medical and Dental personnel treated 14,978 Vietnamese Nationals, broken down as follows:

1st LAAMBn	237	MACG-18	3,626
2nd LAAMBn	2,099	MWHG-1	1,871
MASS-2	548	MAG-11	702
MASS-3	742	MAG-12	Neg. Rpt.
MACG-18	3,626	MAG-13	1,467
		MAG-16	2,506
		MAG-36	Neg. Rpt.
		MWSG-17	337
			<u>10,509 Medical</u>
		11th Dental Company	<u>4,469</u>
			14,978 Patients Treated

J. W. Sanders
J. W. SANDERS
Major USMC

Copy To: Group CO's and CAO's 1stMAW
 Cmdr 366th TEW USAF
 Cmdr AFAT No. 5USAF
 Cmdr 41st TFW VNAF
 CO 1st MP Bn
 CO 5th CommBn
 CO MCB-7
 CO MCB-133
 CG III MAF (G-5)
 29th Civil Affairs Company (ATTN: Lt VITTARO)
 CO 11th Dental Company

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EFFECTIVE 1 NOV 1967

2553-11-27

INFORMATION SERVICES OFFICE
FOI REQUEST NUMBER WMO/
09-087 OFT MAN
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NOV 6 1967

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FIXED WING SORTIES

DAY

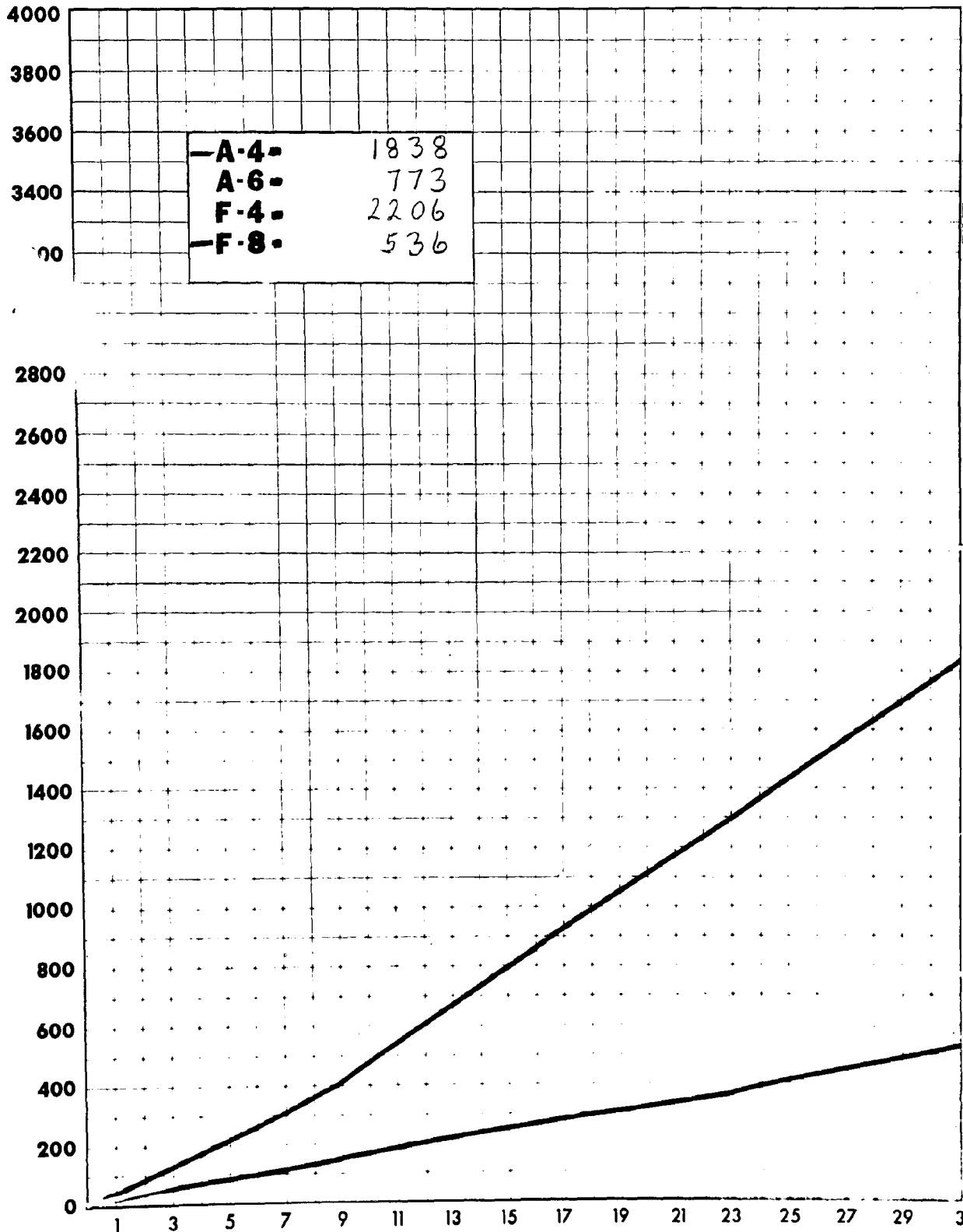
MONTH

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OCT

FIGHTER/ATTACK

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ORIGINAL
U. S. MARINE CORPS
PHOTOGRAPH

INFORMATIONAL SERVICES OFFICE
1ST MARINE AIRCRAFT WING/
MARINE LOGS VIET NAM
APO, SAN FRANCISCO, CALIF.

COPIES

DATE

NOV 3 1967

RECEIVED

HELICOPTER OPERATION

DAY 31 MONTH OCTOBER

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TASKS PERFORMED		MONTH OF August	MONTH OF Sept	THIS MONTH OCT	FLOWN YESTERDAY	REMARKS
	ARMED HELO	2616	2784	1898		
	CONVOY ESCORT	37	28	20		
	COMBAT TROOP CARRIER	2328	776	876		
	COMBAT CARGO	1103	1400	1271		
	LOGISTIC TROOP CARRIER	1341	1162	872		
	LOGISTIC CARGO	2151	1647	1068		
	COMMAND AND CONTROL	179	222	232		
	SEARCH AND RESCUE	34	12	36		
	TACTICAL MEDEVAC	2039	2102	1631		
	RECONNAISSANCE / VISUAL RECON	893/235	307/679	504/505		
	TACT AIR COORD (AIRBORNE)	137	266	89		
	TACT AIRCRAFT RECOVERY	47	71	57		
	TRAINING	38	10	43		
	MAINTENANCE	349	411	469		
	VIP	814	741	672		
	ADMIN / LIAISON	2328	1193	899		
	PSYCHOLOGICAL WARFARE	22	1	2		
	OTHER	199	136	122		

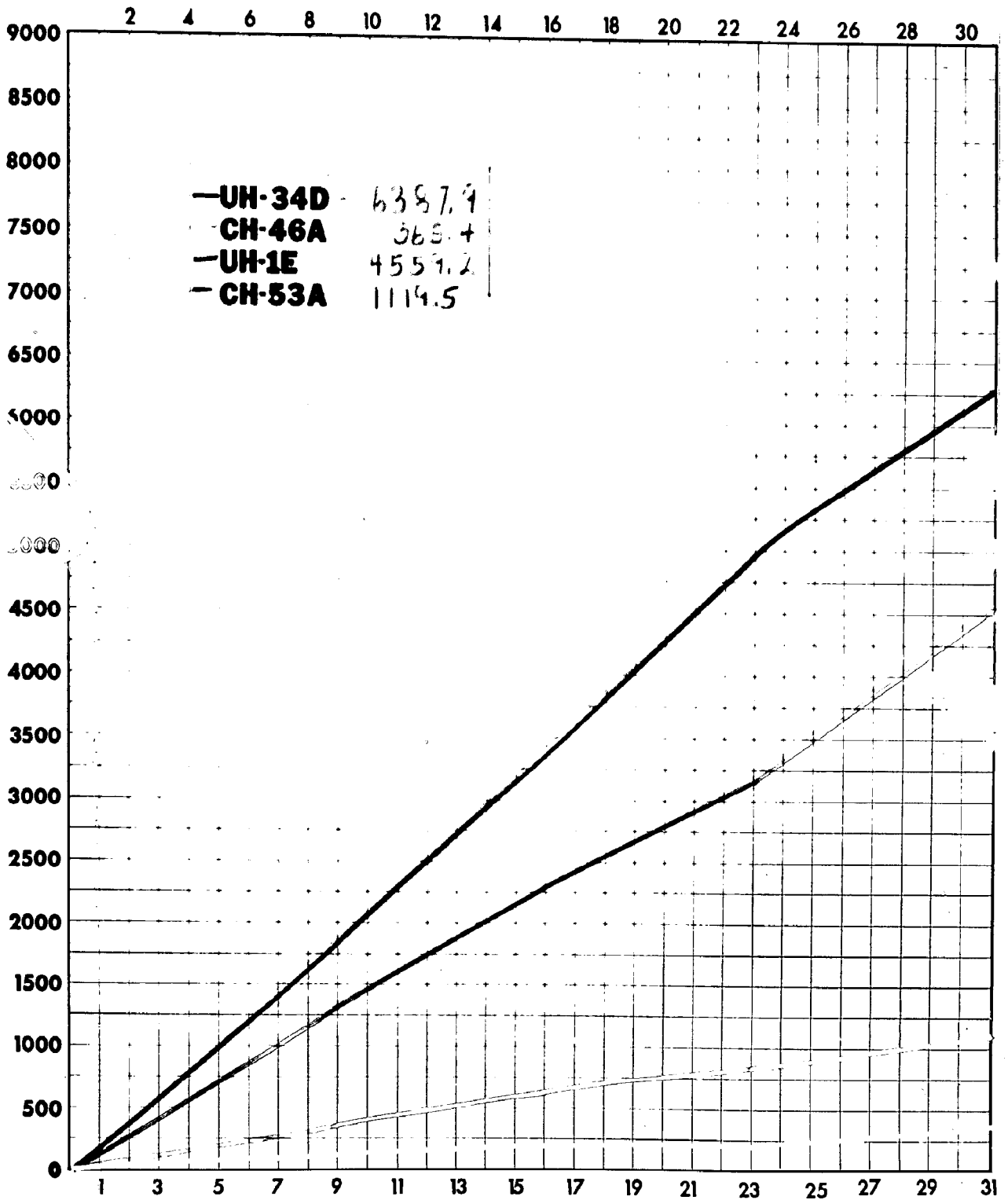
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TOTALS	TASKS	16,890	13,952	11,281
	SORTIES	44,895	39,325	31,619
	HOURS	16,877.6	14,246.1	12,371.5
	CARGO (TONS)	6,755.0	7,421.0	5788.3
	PASSENGERS	63,313	44,478	33,074

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U. S. MARINE CORPS
PHOTOGRAPH

NOV 2 1967

HELO UTILIZATION 31 DAY OCT MONTH



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PHOTOGRAPH

INFORMATIONAL SERVICES OFFICE
12 MARINE AVENUE WING/
MARINE CLUB VENT HAN
101, SAN FRANCISCO, CALIF. 96600

ORDER

DATE

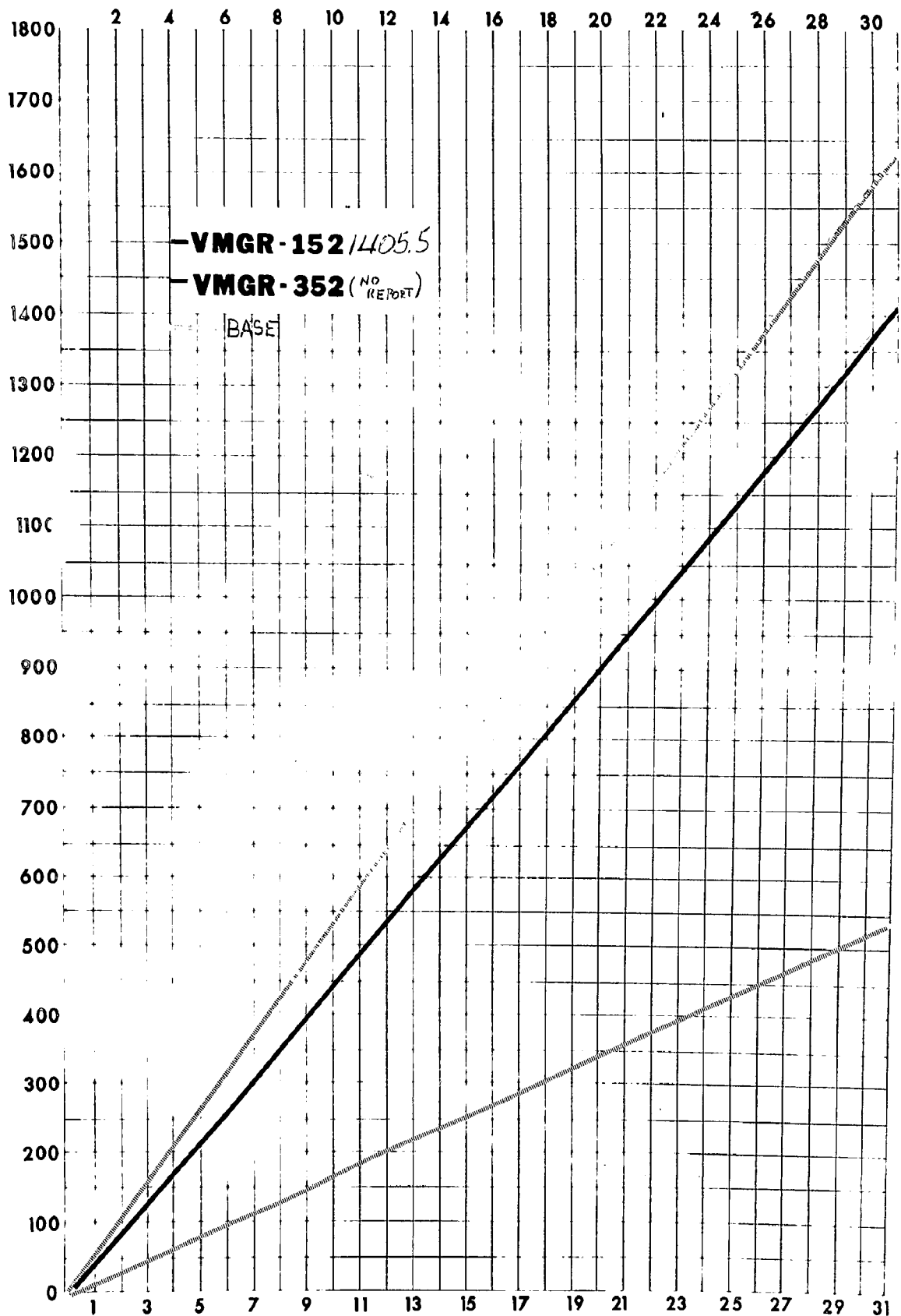
NOV 3 1967

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DAY

MONTH OCT.

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INFORMATIONAL SERVICES OFFICE
U. S. MARINE AIRCRAFT WING/
MARINE UNIT VIET NAM
400 SAN FRANCISCO, CALIF. 94201

NOV 3 1967

MAG - 11

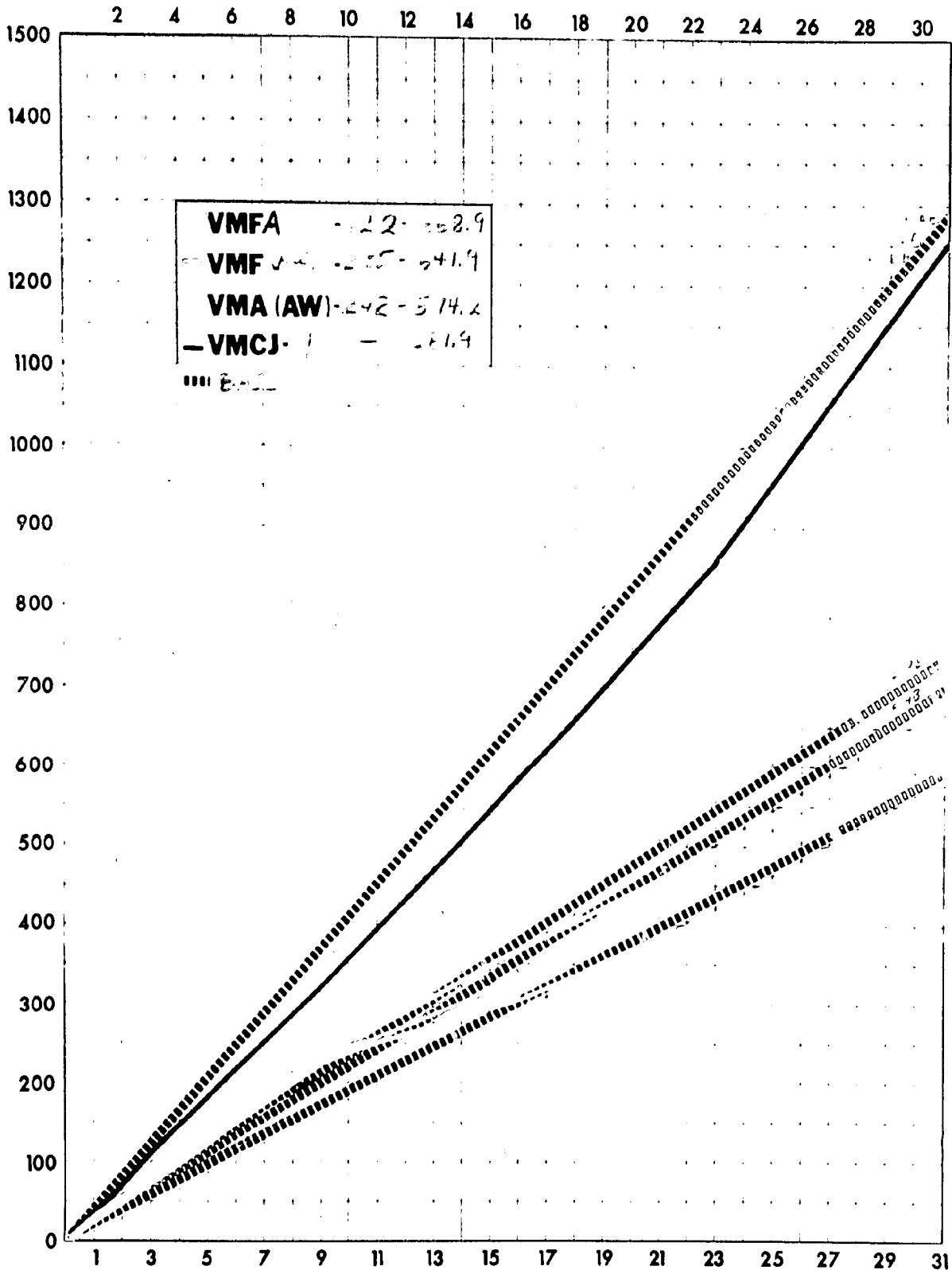
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FLIGHT HOURS



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MARINE UNIT VIET NAM
APO, SAN FRANCISCO, CALIF. 96361

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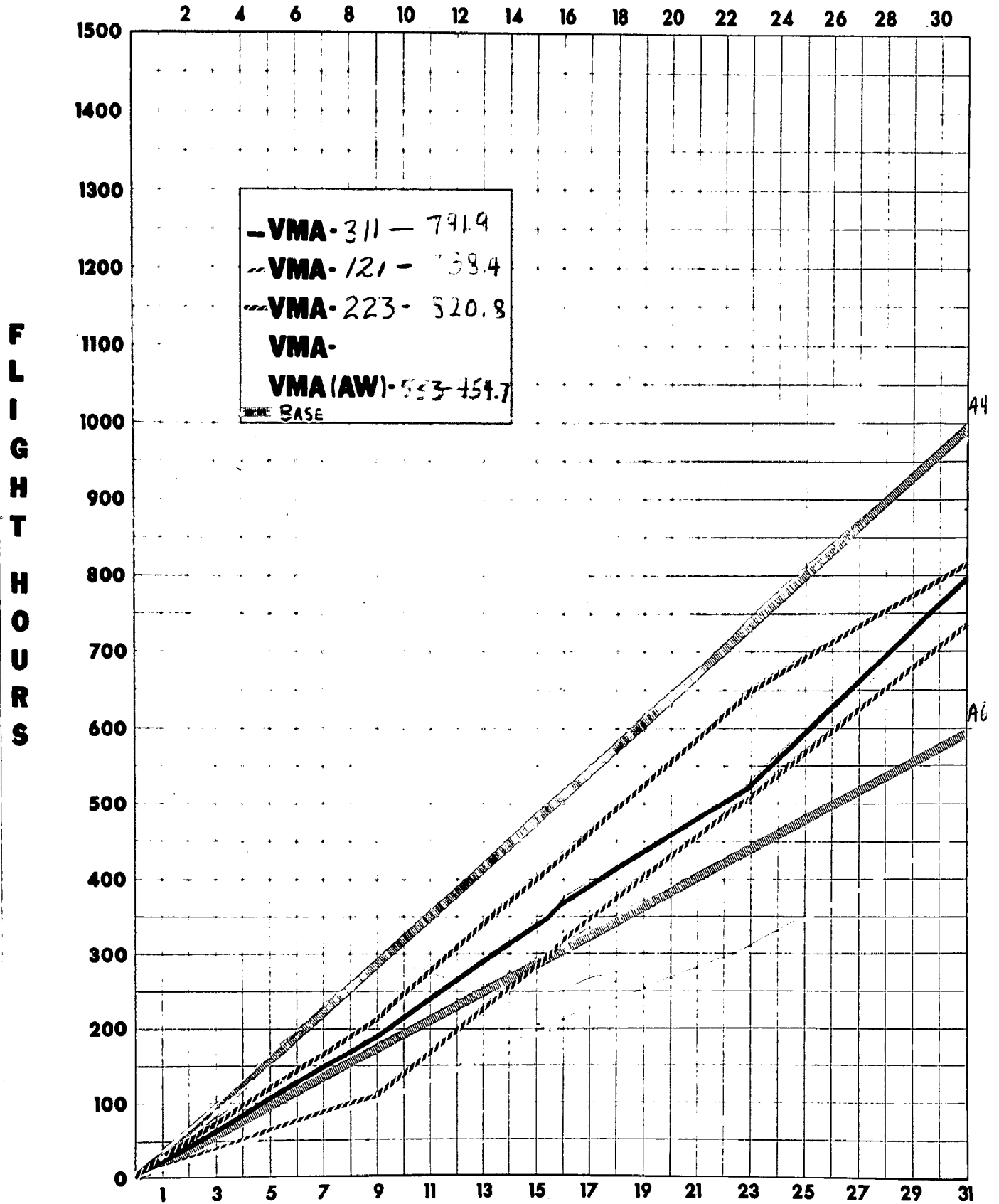
MAG-12

DAY

31

MONTH

OCTOBER



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INFORMATIONAL SERVICES OFFICE
MARINE AIRCRAFT WING/
MARINE UNIT VIET NAM
APO, SAN FRANCISCO, CALIF. 96008

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DATE NOV 3 1967

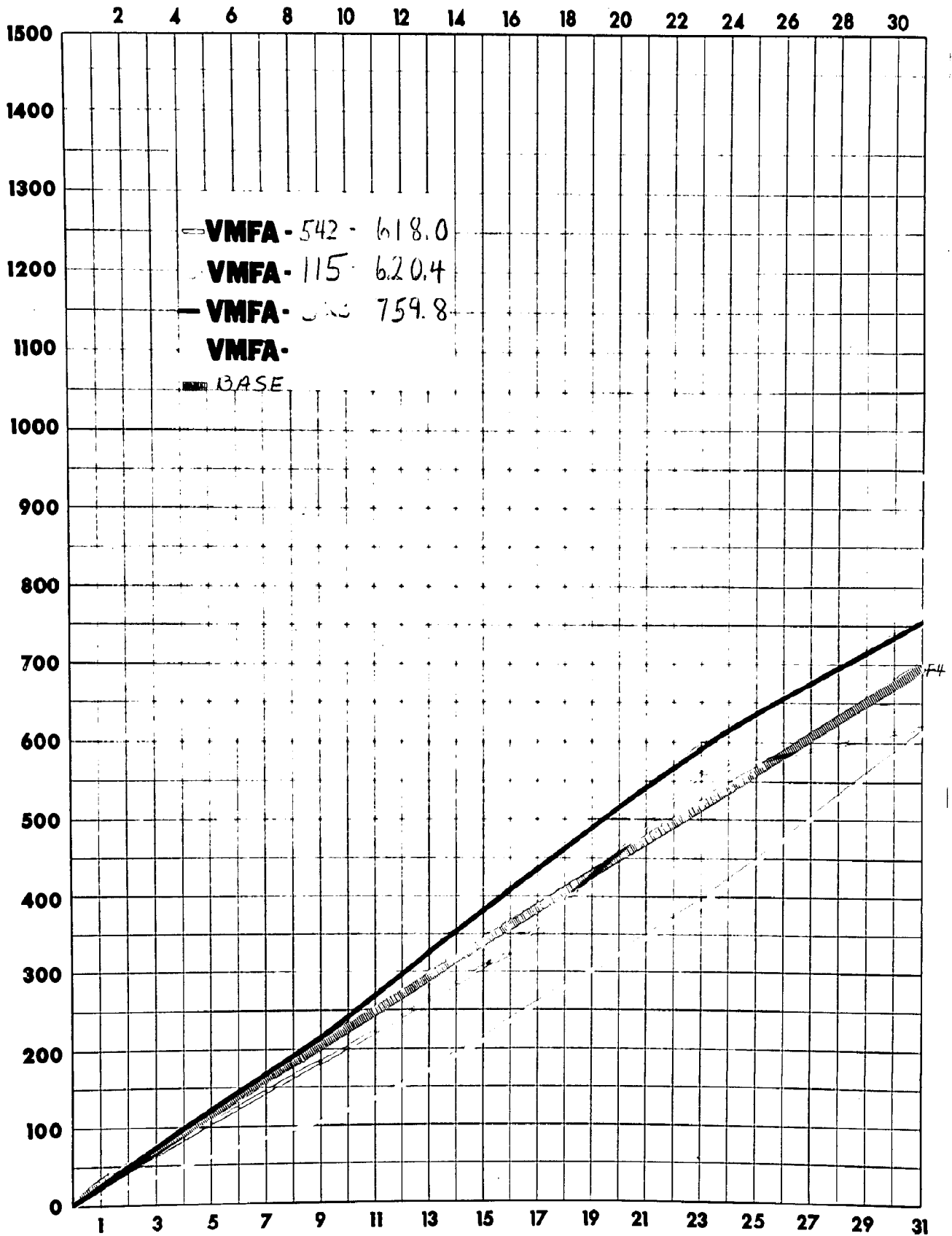
MAG - 13

DAY

31

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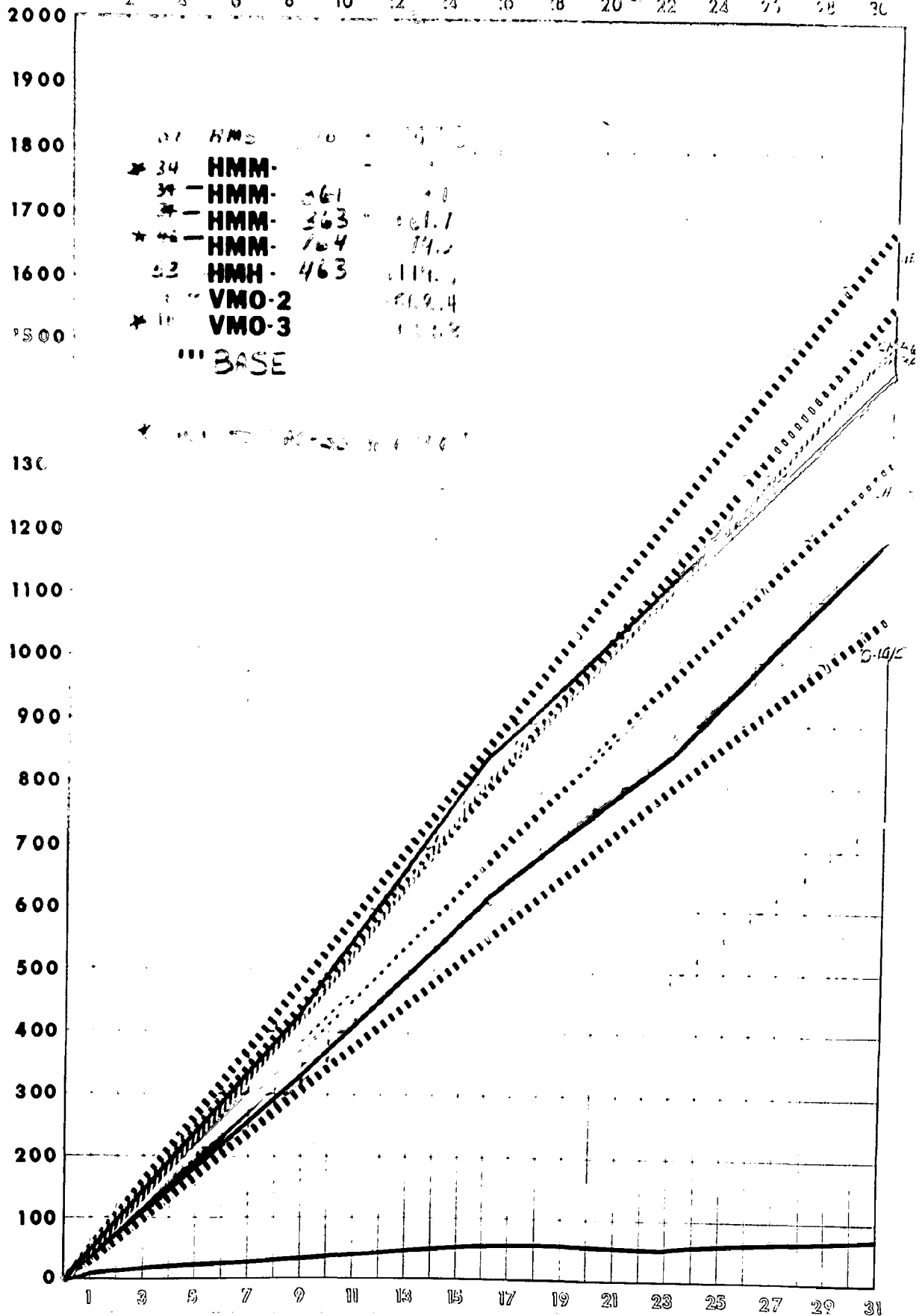
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U. S. MARINE CORPS
PHOTOGRAPH

INFORMATIONAL SERVICES OFFICE
24 MARINE AIRCRAFT WING/
MARINE FLY VIET NAM
APO, SAN FRANCISCO, CALIF. 96380

NOV 3 1967

MAG-8

31 DAY MONTH



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RECORDS AND SERVICES OFFICE,
1ST MARINE AIRCRAFT WING/
MARINE UNIT VIET NAM
220, SAN FRANCISCO, CALIF. 96000

NUMBER _____

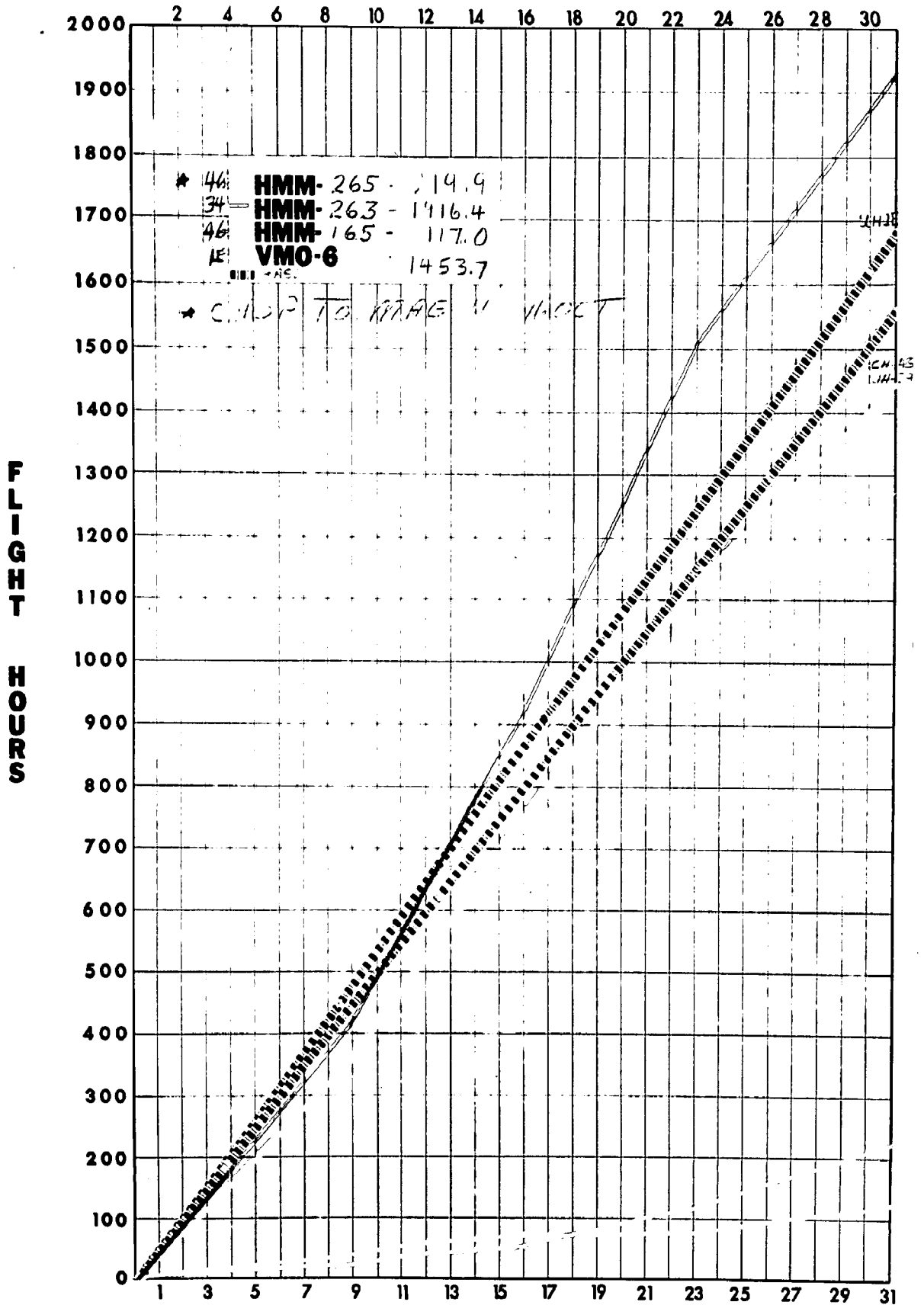
DATE _____

NOV 3 1967

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MAG-36

DAY 31 MONTH OCT



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INFORMATION SERVICES OFFICE
100 MARINE AVENUE WING/
MARINE CORPS VETERAN
APO, SAN FRANCISCO, CALIF. 96601

CUMBER

DATE

NOV 3 1967

PHOTOS

1st MAW G-3 OFFICER PERS NOV 67

Rank	Name	SerNo/MOS	BOQ/Rm	Assignment	Clnc	RTD (12+20)
Col	BONNER, J. E., Jr	018307/9907	4	ACofS, G-3	TS	16Jun68
Col	BROWN, W. P.	031530/9907	4 10	Asst G-3	TS	21Apr68
LtCol	HEMMINGWAY, R. E.	054585/7501	402 6	Plans/Stats Off	TS	7Nov67
*LtCol	HUNT, E. L.	FR39387	402 6	7thAF InO	TS	Aug68
LtCol	JERABEK, M. H.	060129/0802	302 13	Trng/NBC Off	TS	28Apr68
LtCol	MCMANUS, W. J.	056733/6702	302 3	ACO (MTDS)	TS	5Feb68
#LtCol	PAIMER, K. C.	048482/7521	4 6	Opns Off	TS	Mar68
LtCol	SHADRICK, U. W.	051601/7562	4 5	Asst Opns Off	TS	21Dec67
LtCol	WOLF, H.	036729/7511	4 12	Asst G-3	TS	11Nov67
Maj	ALLEN, E. R.	073609/7532	302 10	Reports Off	TS	13Jun68
Maj	BOTTESCH, T. M.	074913/7545	302 9	EWO	TS	7Apr68
*Maj	CONROY, M. R.	064073/7541	302 8	MCIFDC InO(Avn)	TS	Jan68
Maj	DONOVAN, O. E.	061288/7545	402 9	Asst Plans Off	TS	11Nov67
Maj	FERRINGTON, G. B.	062041/7501	302 6	WpnsEmpl Off	TS	1Sep68
Maj	LEACH, G. H.	068382/7501	302 14	NATOPS Off	TS	19Mar68
Maj	MURRAY, F. R.	061832/7561	302 14	Asst AC/ATC Off	TS	27Mar68
Maj	O'BRIEN, C. H.	060478/7562	302 13	Asst Plans Off	TS	18Jan68
Maj	THYDEN, G. W.	070141/7557	402 11	ATCO	TS	17Jan68
Maj	TOBEN, T. J.	071535/7563	402 11	Asst Opns (Helo)	TS	21Dec67
Capt	BARNARD, J. W.	091100/7532	402 8	Asst Opns (Helo)	TS	19Dec67
#Capt	BARSKY, C. A.	079405/7562	20 13	Asst NATOPS Off	TS	27Nov67
#Capt	CAROLAN, F. A.	072088/7545	302 7	Combat Reports Off	TS	Nov67
Capt	DOHRMAN, J. W.	087400/7532	MAG-11	Asst Opns (FW)	TS	6Mar68
Capt	HARTMAN, J. H.	089752/7562	302 11	Asst Opns (Helo)	S	12Mar68
#Capt	HERLOCKER, J. E.	076350/7531	Danang	I Corps DASC InO	TS	21Dec67
Capt	LINDSAY, W. W.	092661/7562		Briefing Off	S	28Feb68
Capt	MILLS, H. K.	083528/7586	402 3	Asst EWO	TS	Apr68
#1stLt	BONNETT, G. M.	092573/7501	TCQ	Asst Opns (FW)	TS	2Apr68
1stLt	HILDEBRAND, A. T.	096952/7002	TCQ	Historical Off	TS	17Sep68
1stLt	NICKELE, S. J.	095360/7564	DngHlt	Briefing Off	TS	16Jan68
1stLt	SCHNEIDER, L. F.	097814/7002	1	Admin Off	TS	29Mar68
2ndLt	KENDALL, P. C.	099668/7002	20 8	OPSTAT/COACT Off	TS	27Jan68
WO-1	CHAREST, N. J.	098499/7002	20 1	Asst MTDS Coord	TS	4Feb68

* - Denotes TAD to or from G-3

- Denotes selected for promotion

APP 3-TAB-6

1st MAW G-3 ENLISTED PERS NOV67

<u>Rank</u>	<u>Name</u>	<u>SerNo/MOS</u>	<u>Eks</u>	<u>Duty</u>	<u>RTD (12+20)</u>	<u>Clnc</u>
MGySgt	ALBRIGHT, C. W.	552752/7041	26	NC OIC	1Sep68	TS
MGySgt	MCCARTHY, A. F.	595524/7041	26	Reports	15Sep68	TS
MSgt	GILBREATH, J. E.	570284/5711	22	NBC	15Aug68	TS
GySgt	HERMAN, D. M.	1123245/7041	23	Admin	16Jun68	TS
*GySgt	KING, C. E.	1301914/7041	22	Opns	10Mar68	TS
GySgt	MARQUEZ, C. V.	1078931/0141	22	Oral Hist	2May68	TS
GySgt	OBRIEN, J. T.	592302/5711	106	Trng	13Mar68	TS
GySgt	SCOTT, F. A.	1513625/7041	23	ATCO	5Mar68	S
SSgt	FRANKLIN, J. R.	1513539/7041	307	Reports	25Nov67	S
SSgt	PHILLIPS, J. F.	1802846/7041	111	Reports	12Nov68	S
Sgt	ADAMS, H. J.	1904645/7041	104	Reports	27Aug68	TS
Sgt	DUBOIS, D. D.	2209498/7041	105	Admin	3Dec67	TS
Sgt	KRUGER, G. L.	2107943/7041	110	EW	16May68	TS
Sgt	LARSON, L. L.	1907862/6316	105	TAL	11Apr68	C
Sgt	MINICK, D. R.	2116654/7041	56	Reports	30Jul68	S
Sgt	NAGLE, K. W.	2147778/7041	104	Hist	26Jul68	S
Sgt	PARKER, G. W.	2128784/7041	104	Opns(N)	Jan68	S
Sgt	STIVERS, L. M.	2093764/7041	112	S&C	27Jul68	TS
Cpl	BRAUD OIN, R. P.	2209085/7041	104	Admin	25Jul68	S
Cpl	BONNEY, R. W.	2157259/1411	104	TAL	16Jul68	S
Cpl	BOSSARTE, R. M.	2160509/1461	67	TAL	18Mar68	S
Cpl	BROWN, R. P.	2184017/7041	104	Admin(N)	3Dec67	S
Cpl	CARISEN, N. R.	2185474/7041	104	Oral Hist	1Jul68	S
Cpl	GILBERT, S. D.	2241872/7041	104	Opns(N)	3Mar68	S
Cpl	JACKSON, L. R.	1983377/1441	105	TAL	8Dec67	C
Cpl	MIRELES, A.	2210888/7041	104	Admin	1Sep68	S
Cpl	SCHWARTZOTT, J. P.	2158096/7041	105	Msg Cen	3Dec67	S
Cpl	WAGERS, C. E.	2332861/0141	109	Oral Hist	3Apr68	S
LCpl	BURNHAM, G. T.	2274136/7041	105	Admin(N)	4Nov68	S
LCpl	SMITH, G. H.	2211087/0141	105	Admin	10Feb68	S

* - Selected for promotion

APP3-TAB-7

DECLASSIFIED

App-4

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ORIGINAL

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

4:GWC:lvr
5750
Ser: 04B31367
9 Nov 1967

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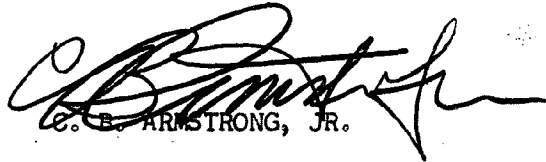
From: Assistant Chief of Staff, G-4
To: Assistant Chief of Staff, G-3

Subj: Command Chronology for October 1967 (U)

Ref: (a) WgO 5750.1C

Encl: ✓(1) Organizational Data
✓(2) Narrative Summary
✓(3) WgO P4600.1G (w/original only)
✓(4) WgO 8027.1A (w/original only)

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


C. B. ARMSTRONG, JR.

1st MAW SAC No.	Copy No.
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App-4

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1ST MARINE AIRCRAFT WING: G-4 DIVISION

Organization Data

Period Covering 1 - 31 October 1967

Location: Quang Nam Province, Republic of Vietnam

Head of Division and Principal Subordinates

Assistant Chief of Staff, G-4	Col C. B. ARMSTRONG, JR.
Assistant G-4	LtCol G. W. VAUGHAN
Administrative Officer	2ndLt D. BRADY
NAESU Ln Officer	CWO-4 F. E. BENDSCHNEIDER
Aircraft Maintenance Officer	Maj A. E. STARK
Asst Air Maint Officer	Maj C. K. SIME (to 3 Oct)
Asst Air Maint Officer	Maj R. C. JABLONSKI (from 24 Oct)
Air Frames/Power Plants Officer	Maj J. HARRISON
Fixed Wing Officer	Capt J. E. STRAWN (from 25 Oct)
Helicopter Officer	Capt P. F. CAMERON (from 27 Oct)
Avionics Officer	LtCol H. B. ELLIOTT
Asst Avionics Officer	WO C. A. ARTHUR
Briefing/Tech Pubs Officer	1stLt T. J. HANRAHAN
Flight Equipment Officer	1stLt W. M. DARNELL
IMRL Officer	1stLt F. J. TORRES
3M Analysis Officer	1stLt E. P. LOFTUS
3M Project Officer	1stLt R. R. HUMM
Base Development Officer	LtCol S. J. OSSERMAN
Asst Base Development Officer	LtCol J. S. HOLLIS (to 16 Oct)
Asst Base Development Officer	Maj H. E. JENKS
Project Officer	Maj H. T. BERWALD
Project Officer	Capt R. G. FULTON
Project Officer	Capt J. L. LUCAS
Engineer Officer	LtCol L. J. BRADLEY
Asst Engineer Officer	Capt J. H. SCHAEFER
LOX Officer	2dLt D. DAVIS (to 24 Oct)
LOX Officer	WO B. F. OWEN (from 25 Oct)
SATS Officer	WO C. W. KENISTON
Operations/Plans Officer	LtCol E. LICHTENWALTER
Embarkation/Air Freight Officer	Capt W. B. POSS
Fire Marshal	1stLt E. M. LUISA, JR.
Food Services Officer	Capt M. R. HESTER
Motor Transport Officer	Maj J. M. COLE
Asst Motor Transport Officer	1stLt G. R. O'CONNOR
TAFDS Officer	2dLt F. R. FERMINO
Ordnance Officer	Maj W. D. FARRIS
Asst Ordnance Officer	CWO-3 J. F. AILES
Asst Ordnance Officer	CWO-3 R. H. CRAWFORD (from 28 Oct)
Liaison Officer NSA Danang	CWO-4 M. M. MORGAN

Enclosure (1)

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~~CONFIDENTIAL~~NARRATIVE SUMMARY

1. Logistics

a. Air Freight and Air Delivery (C)

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

	<u>MAW</u>	<u>PAX</u> <u>DIV</u>	<u>MISC</u>		<u>MAW</u>	<u>CARGO (S/T)</u> <u>DIV</u>	<u>MISC</u>	<u>MAIL</u>
IN	2,963	11,460	0		340	688	2	0
OUT	3,630	11,979	1107		994	2457	0	0

(2) Cargo and passengers (Navy and Marine Corps) moved in and out of Danang by 315th Air Division and Military Airlift Command:

	<u>PAX</u>	<u>315th</u> <u>CARGO (S/T)</u>		<u>PAX</u>	<u>MAC</u> <u>CARGO (S/T)</u>
IN	12,890	2716		13,847	2839
OUT	8,072	8994		14,259	7691

(3) Air deliveries for the month of October were as follows:

<u>DATE</u>	<u>RECEIVING UNIT</u>	<u>CARGO DROPPED</u>	<u>TOTAL WT.</u>
1 Oct	Khe Sanh	Ammo	9.5 S/T
1 Oct	Khe Sanh	Ammo/Rats	8.0 S/T
2 Oct	Khe Sanh	Ammo/Rats	14.0 S/T
6 Oct	Khe Sanh	Ammo/POL	9.0 S/T
26 Oct	Operation Knox	MCIs	0.9 S/T
28 Oct	Operation Knox	Explosives	0.9 S/T
*31 Oct	Khe Sanh	POL	29.2 S/T
		TOTAL:	71.5 S/T

* Three lifts conducted

b. Embarkation (C)

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

Shipped from Danang:	266 S/T
Received:	355 S/T
Awaiting Shipment:	223 S/T
Scheduled for Shipment:	223 S/T

(2) Total cargo moved for the month of October 1967: 27,413.5 S/T.

Enclosure (2)

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~~CONFIDENTIAL~~
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c. 19-21 October 1967: Marine Aircraft Group 16 was inspected for embarkation readiness. The results of the inspection were unsatisfactory.

d. 30 October 1967: The Wing Embarkation Chief attended a MILSTAMP conference held at NSA, Danang.

e. Ordnance (C)

(1) Class V(A) Munitions expended during the month of October by tactical units of the 1st Marine Aircraft Wing were 12,572 tons. A total of 1,589 Fire Bombs; 57 CBU 24's; 42,870 GP Bombs; 28,404 Air to Ground Rockets; 557,314 rounds of gun ammo; 8,833 Aircraft Para-Flares and 2 SHRIKE Air to Ground Missiles were expended.

(2) Resupply of Class V(A) munitions to the 1st Marine Aircraft Wing during the month of October, both by air and surface, was 4,155 tons to Danang and 7,452 tons to Chu Lai.

f. Food Services (C)

(1) The Wing Food Service Officer and Wing Food Service Technician visited Food Service Facilities throughout the Wing. All facilities were being operated in a competent manner. A marked improvement was noted in the operation of MWSG-17 food facility.

(2) Three new Mess Management Chiefs were joined during October. MGySgt BISHOP assumed duties at MAG-12, GySgt RODGERS assumed duties at MAG-13, and GySgt PAPA assumed duty at MAG-36 (Fwd).

(3) Holiday menus for Marine Corps Birthday, Thanksgiving, and Christmas were received and issued to all Wing messes.

(4) Visits were conducted to the Quang Tri area to make recommendations on the new Food Service Facility under construction. It is now completed and it is anticipated that control by Wing will be assumed on 1 November 1967.

(5) An additional wing to the food service facility at Phu Bai is now underway. This new addition will serve as the galley, thereby releasing more seating space for the influx of personnel expected from MAG-36. This addition is a temporary measure for a duration of about four months at which time the new Mess is expected to be completed.

(6) On 21 October the Wing Food Service Officer attended a meeting at III MAF for the establishment of a West Pac Food Service Team.

Enclosure (2)

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(7) Major SOLOMONSON from FMFPac (Fwd) and 1stLt HANCOCK, the Food Service Officer at Camp Butler, visited MAG-16, MWSG-17 and MWHG-1 messes on 24 October to observe what the new Western Pacific Food Service Team would be working with when it is established 1 January 1968.

(8) The FMAW received \$272,000.00 from NSA, Danang, for garrison equipment for the Wing messes for FY-68.

g. Tactical Airfield Fuel Dispensing System (TAFDS) (C)

(1) 4 Oct - Tam Ky TAFDS removed. All equipment and personnel returned to Ky Ha.

(2) 4 Oct - Dong Ha TAFDS capacities reduced to 30,000 gallons JP-4, and 20,000 gallons 115/145.

(3) 8 Oct - MWSG-17 TAFDS capacity increased to 80,000 gallons JP-4.

(4) 12 Oct - Ky Ha TAFDS capacities reduced to 20,000 gallons JP-4, and 10,000 gallons 115/145.

(5) 18 Oct - An Hoa TAFDS turned over to MAG-16.

(6) 20 Oct - MAG-12 TAFDS capacity reduced to 150,000 gallons JP-4.

(7) 30 Oct - Ky Ha TAFDS JP-4 removed.

(8) The following amounts of Class III(A) were issued during October 1967:

<u>UNIT</u>	<u>JP-4</u>	<u>115/145</u>
MAG-11	3,431,958	430,060
MAG-12	1,577,667	
MAG-13	4,248,585	
MAG-16	557,924	248,341
Phu Bai	576,793	237,751
Dong Ha	187,283	130,505
Camp Evans	17,108	7,745
MAG-36	26,479	85,731
An Hoa	107,251	26,226
Tam Ky	66,898	1,540
ROK CP		39,420
MWSG-17	1,240,285	348,820
Khe Sanh	<u>44,396</u>	<u>30,175</u>
TOTAL	12,082,627	1,586,314

(9) Total Class III(A) issued during the month of 1967: 13,668,941 gallons.

Enclosure (2)

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(9) Total Class III(A) issued during the month: 13,668,941 gallons.

h. Avionics/3M/Aircraft Maintenance (C)

(1) 2 Oct - 3M training section opened the FMAW 3M supervisor level school at Chu Lai. The school offers 3M supervisor training as well as fundamental training.

(2) 3 Oct - The Wing Maintenance/Supply Assistance Team visited MAG-11 in connection with the 3M supply implementation.

(3) 4 Oct - Mr. J. BARBER, Sikorsky representative from MCAF Futema, made a routine in-country visit to all H34 operators.

(4) 10 Oct - Implemented the use of the IBM 1232 Optical Reader as EAM card producing media for aircraft statistical reporting in MAG-13.

(5) 10 Oct - Mr. MAGNESS, GS 11, NAVAIRSYSCOMREPAC, reported to FMAW to furnish technical assistance to FMAW units.

(6) 18 Oct - Mr. SPONZILLI from General Electric Flight Propulsion Division made an in-country staff visit.

(7) 21 Oct - Procedures were established for the utilization of DPP #10 at Phu Bai to process MAG-36 3M data.

(8) 26 Oct - Wing IMRL officer visited H&MS-36, H&MS-12 and MAG-13 on IMRL and GSE problems.

(9) 28 Oct - Lt. LOFTUS visited a Navy Aircraft Squadron at NAS, Cubi Point, in connection with a staff study of NOR reporting procedures within Marine and Navy Squadrons.

(10) 29-31 Oct - LCDR BALL, AZC MULLEN and ADJ1 RANDALL of ComFairWestPac staff visited FMAW units to provide assistance on aircraft and engine accounting procedures.

(11) 29-31 Oct - Lt. W. O. MEYER and ADRI LUCKINBILL of ComFairWestPac staff visited FMAW units to coordinate the GSE REHAB program.

(12) 31 Oct - 3M initiated a test program in MAG-11 to investigate possible improvements in AMSE reporting procedures.

i. Motor Transport (U)

(1) New Equipment. 1stMAW received four dolly trailer converter M198 USMC No's 196617, 196620, 196622, and 196626. Two were assigned to MAG-12, one to MAG-13 and one to MWSG-17.

Enclosure (2)

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(2) General Inspection. Motor Transport Administrative/Material inspection of MAG-16 was conducted on 16 Oct and found to be satisfactory with discrepancies.

(3) Visitors. Lt SHAY, HQMC Representative, visited FMAW and discussed problem areas in the Motor Transport field on 17 Oct.

(4) Services. Furnished nine M35 trucks to First Division for housekeeping runs. Furnished seven semi's to III MAF to haul cargo during the period 13-19 Oct.

(5) Provided personnel and equipment for the following Rough Rider convoys as requested by III MAF:

(a) Seven M35 and M36 trucks and 14 men, 1-12 Oct.

(b) Six M36 trucks and 12 men, 12-18 Oct.

(c) Three M36 trucks and six men, 35-29 Oct.

(d) Twenty-three M35 and M36 trucks and 46 men, 30-31 Oct.

j. Base Development (C)

(1) During October 1967, management of all phases of construction continued with particular emphasis on Quang Tri and the relocation of MAG-12 operating facilities to Chu Lai West and MAG-36 to Phu Bai.

(2) Frequent visits to the Quang Tri area were productive in required siting coordination and formulating construction priorities with 32 NCR. Horizontal construction proceeded without delay. Vertical construction beyond the initial SEA hut complex and messhall construction lagged due to the unavailability of construction materials. CG, FMAW msg 150705Z Oct 67 requested that the scope of construction be increased to provide for three helo squadrons and detachments MABS and H&MS (80 aircraft and 1,000 men). MAG-36 assigned a project officer on a permanent basis at Quang Tri as directly by this Headquarters. Additional construction requirements were established in order to provide operational and maintenance facilities for assigned units.

(3) The power situation at Chu Lai appears to be progressing well in that subsequent to a FMAW meeting with COMNAVFORV Rep, Danang, BDO and 3 NCB, required materials have been purchased to complete the interim power system utilizing two MUSE generators located at MAG-13. Provisional generators currently are supplying power to maintain hangars operational.

Enclosure (2)

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(4) Jet engine maintenance shops for MAG-12 and MAG-13 were completed.

(5) The proposed plan for repair of the runway at MMAF is to pave remainder of overrun adjacent to 1,500' of asphalt to provide a temporary strip of 2,500' of asphalt while the remainder of the strip (PSP) is withdrawn and resurfaced with asphalt vice attempting to pave over existing PSP.

(6) MAG-11 power completion is currently awaiting material as ordered by the Contractor. Suspension insulators required for the permanent power system have been placed on accelerated procurement as authorized by OICC, Saigon.

(7) Details for the installation of high speed refueling system at MAG-11 have been reconciled between the Contractor's job completion, bulk fuel and COMNAVFORV Rep, Danang, BDO. ABFC's currently on order for this project will be utilized as required at the dispensing terminal. Bulk fuel has arranged a satisfactory method of pumping the fuel and Base Development is designing a 3,000 gallon tank for inclusion within the scope of W-527B.

(8) The erosion situation at Monkey Mountain is currently under control. Approximately ten CB's will complete what little drainage is yet required during the next few weeks.

(9) Significant Events:

(a) 3 Oct - CG, III MAF msg 031232Z Oct 67 established requirements for Quang Tri Airfield Construction.

(b) 3 Oct - Shipping instructions established by COMNAVFORV Rep, Danang msg 030159Z Oct 67 concerning Tactical Air Crew Quarters.

(c) 7 Oct - III MAF meeting discussed established priorities of construction for Danang area and recorded specific tasks that NAVSUPACT PW will undertake.

(d) 11 Oct - Real estate requested for new FMAW Headquarters at Monkey Mountain by CG, FMAW ltr of 11 Oct 67. Complete Military Construction Line Item Data for MCON* Project C-581 forwarded to COMNAVFORV Rep, Danang BDO. Total project \$4.1 Mil (\$15 Mil estimate for completed contract).

(e) 12 Oct - Meeting conducted with representatives FMAW, COMNAVFORV Rep, Danang, 3 NCB concerning MAG-12 power at Chu Lai. 3 NCB to send reps to Japan for purchase of necessary wire and other material to complete project.

Enclosure (2)

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SECTION IINTRODUCTION101. GENERAL

1. The success or failure of any type of movement, whether it be by air or surface, is dependent upon proper embarkation planning and execution. In order for the 1st Marine Aircraft Wing to maintain the minimum required reaction time for any given operation, it is the responsibility of each subordinate unit Commander to maintain his unit in complete readiness for embarkation at all times. To maintain the high degree of readiness necessary to accomplish this requirement, the following are considered essential:

- a. Knowledge of embarkation techniques and procedures.
- b. Routine consciousness by Commanders at all echelons of Command of problems related to current readiness conditions.
- c. Complete familiarity, of supervisory personnel, with requirements of higher Headquarters pertaining to planning data and tactical requirements of their unit.
- d. Reliability of embarkation planning data computed by all units.

2. The qualifications of personnel to supervise embarkation matters is a factor that should be examined constantly. All reporting units that do not have a billet for an Embarkation Officer and NCO, will establish such a billet as an additional duty. Each department/section will have a responsible non-commissioned officer assigned to perform embarkation duties. Consideration must be given to officers assigned embarkation duties to insure that collateral duties will not preclude their being available at time of mount-out for full time embarkation commitments.

102. UNIT STANDING OPERATING PROCEDURES. Each Group and subordinate unit will prescribe, in writing, Standing Operating Procedures to be followed by the unit.

SECTION IIPERSONNEL - ASSIGNMENT-TRAINING - RESPONSIBILITIES-INSPECTIONS201. PERSONNEL

1. General. The state of embarkation preparedness is contingent upon the personnel assigned to embarkation duties. In addition to technical knowledge of embarkation matters, they must be of a caliber to insure a display of initiative and industry. Embarkation planning on the highest plane is only as accurate as the information compiled and submitted at the "grass roots" level.

2. Assignment. Embarkation Officers and non-commissioned officers will be assigned in writing as either a primary or additional duty billet. Assignments will be in accordance with paragraph 101.2 and the additional requirements stated below.

a. Every effort will be made to fill embarkation billets with personnel school trained in embarkation.

b. At the time of mount-out and/or contingencies the Embarkation Officer and those necessary non-commissioned officers should be relieved of all other duties.

c. Personnel assigned duties pertaining to embarkation should possess a security clearance of sufficient degree to enable them to perform duties in embarkation at time of deployment and when embarkation matters become classified.

d. A sufficient number of additional personnel should be available to insure rapid replacement in the event of untimely transfers of assigned embarkation personnel and to give assistance at the time of deployment.

202. TRAINING

1. General. Groups/Squadrons have the responsibility of maintaining an adequate number of trained embarkation personnel in each unit. Available sources of embarkation training are listed in subsequent paragraphs of this section.

2. Formal Training. Courses of instruction for both officer and enlisted, are conducted by Landing Force Training Command, for both officers and enlisted, classes may be requested through the Wing G-3 (Training).

205.1

3. Unit Training. Groups shall conduct periods of instruction for Squadron embarkation personnel, either jointly or separately, to insure correct procedures and uniformity in the areas of packing, marking, basic embarkation forms, preparation of data, and submission of reports. Squadrons are further encouraged to conduct periods of indoctrination in embarkation procedures and techniques for all personnel to insure awareness of individual responsibilities during a mount-out situation.

4. MCI Courses. All personnel working in embarkation and/or related fields are encouraged to complete the course in embarkation, MCI (04.1), offered by the Marine Corps Institute. Particulars concerning the instruction offered can be found in Marine Corps Institute Order F1550.1 (Marine Corps Institute Handbook). Enrollment may be effected through the Squadron Education Officers.

203. ASSIGNMENT OF MOS

1. Enlisted personnel, who become proficient in the performance of embarkation duties through attendance of a service school or through on-the-job training, will be assigned, as appropriate, a primary or additional MOS of 0431.

2. Recommendations for the assignment of an additional MOS (0430), for qualified officers, will be made to the Commandant of the Marine Corps in accordance with existing regulations.

204. PERSONNEL REPORTS. Each reporting unit, as indicated on pages v, and vi will submit quarterly, a letter report to this Headquarters (Attn: Embarkation Officer) of all embarkation personnel. This report will be submitted to reach this Headquarters no later than the 10th day of the month following each quarter and will indicate the following:

1. Paragraph 1. All personnel assigned embarkation duties by name, rank, MOS (primary and additional), embarkation schools attended, embarkation duties currently assigned, phone extension and degree of security clearance.

2. Paragraph 2. Individuals school trained in embarkation but not presently assigned embarkation duties. Include name, rank, MOS (primary and additional), embarkation school attended, date attended and duties presently assigned.

3. Paragraph 3. Anticipated transfer of key embarkation personnel between reporting periods by name, rank, effective date of detachment and embarkation duties presently assigned.

205. BILLET CONTINUITY FOLDERS

1. In order for any organization to be effective, its members should be fully aware of their responsibilities and functions, should understand the interrelationships existing within the organization and should ensure that there is continuity of effort.

2-2

2. Mobilization, sudden deployment, reorganization, or routine transfers often result in a high rotation rate in billet assignments. Reliefs are frequently conducted with little or no time for elementary briefing on job responsibilities, current state of projects, or other similar matters. Key positions are often necessarily filled with relatively inexperienced personnel whose job performance is below acceptable standards for considerable periods due to inadequate guidance. This situation can usually be alleviated by utilization of an adequate Billet Continuity Folder, which is prepared and maintained current by each individual occupying a supervisory embarkation billet. Several advantages of maintaining such folders are:

a. They provide a ready means of rapid job indoctrination in a manner least likely to disrupt normal operations.

b. Individuals automatically review their own status, efforts and accomplishments during the process of preparing and maintaining folders.

c. By periodic inspection of folders, supervisors and commanders are assisted in evaluating the structure and work distribution within the unit.

d. Inspection of subordinate's folders provides a ready yardstick against which to measure productivity.

3. To be of any real value, Billet Continuity Folders should contain statements concerning, but not limited to, the following:

a. Title of billet.

b. The functions involved in accomplishing the mission.

c. The unit to whom the person occupying the billet reports, and from which subordinate units he receives reports.

d. Billet mission (broad billet responsibilities).

e. List of orders or other directives pertinent to the billet.

f. List of required reports, date of submission, etc.

g. Personal contacts, within or external to the command, listing telephone number and/or address. Purpose served by the contact should be included.

h. Miscellaneous information should be included. For example, administrative or operational procedures peculiar to the billet such as dual responsibility for certain functions, or limitation in responsibility or authority within particular functions. Included also, should be any other data which might assist a relief in carrying out his responsibilities.

206.2

i. Past, pending and anticipated projects should be itemized and continually kept current. A brief outline of projects considered worthwhile for future implementation should be included.

4. Folders should be arranged in such a manner as to permit ease in changing those sections requiring frequent modification. The important consideration is that the content of folders should be directed towards rendering maximum assistance to the relief.

206. RESPONSIBILITIES

1. Embarkation Officers shall represent the Commanding Officer in matters pertaining to embarkation. In the performance of his duties he is authorized direct liaison with the Wing Embarkation Officer and subordinate counterparts. His duties will include, but will not be limited to, the following:

a. He shall prepare and maintain a Continuity Folder in accordance with paragraph 205 above.

b. He shall cause to be maintained in the files of the Unit Headquarters a complete source of all pertinent reference data, and current data from subordinate units reflecting the latest embarkation readiness posture.

c. He shall insure that adequate orders and directives are published and information disseminated to subordinate units for proper compliance with all embarkation requirements.

d. Through the means of inspections and visitations, he shall determine the state of embarkation readiness of all subordinate units, assist and instruct as necessary, and inform the Commanding Officer, by written report, of the results of such inspections/visitations.

e. He shall receive, check, correct and consolidate, as required, all reports and forward them in an accurate and acceptable format, to the requesting higher Headquarters.

f. He shall establish a program of instruction within the unit and assist in any way possible to insure adequate training for personnel at all levels.

g. He shall comply with the provisions of this Order and those pertinent orders issued by higher Headquarters. He shall be specific in such compliance as directed by supplementing directives published by the Unit Commander.

2. Enlisted assistants will be directly responsible to the Embarkation Officer in the performance of their duties. They will assist in embarkation matters as directed by Embarkation Officer and/or the orders and directives published by separate units.

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207.2

207. INSPECTIONS

1. Inspections will be conducted by Wing Embarkation Staff members in accordance with the provisions of Wing Order 5041.3, (Procedures for the Conduct of Inspections of 1st Marine Aircraft Wing Units). The Embarkation Inspection Check List (figure 2-1) will be used as a guide in preparing for and conducting inspections.

2. Group/Squadron Embarkation Officers will comply with the provisions of Wing Order 5041.3, (Procedures for the Conduct of Inspections of 1st Marine Aircraft Wing Units) and provisions of this SOP in conducting subordinate unit inspections.

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SECTION IIIPREPARATION OF SUPPLIES AND EQUIPMENT301. GENERAL

1. The proper preparation of supplies and equipment is the first phase of embarkation preparedness. This includes packing and/or crating in a manner that will preserve the contents of the container in a serviceable condition. In addition, it assures rapid identification at the debarkation point by means of tactical markings.
2. Instructions for the proper preparation of supplies and equipment are contained in FMFM 4-2 (Embarkation) and FMFPACO P4600.1 (SOP for Embarkation) and are further amplified in this section.
3. It is not intended that instructions contained herein will be construed to change or alter the provisions of any regulation concerning the administrative packaging or marking methods.

302. SUPPLIES

1. All supplies which are held by units of 1st Marine Aircraft Wing will be packed, insofar as practical, in the standard Marine Corps box (FSN 8115-685-5171). Boxes of smaller or larger dimension may be used when necessary.
2. Supplies in frequent use while in garrison shall be stored utilizing boxes for shelving whenever possible. In all cases where supplies are not boxed/crated, sufficient boxes with lids and proper markings shall be maintained on hand to facilitate rapid mount-out.
3. Boxes/crates will be constructed in a manner to withstand any normal abuse occurring in a tactical move. When necessary, additional reinforcing and/or banding will be applied. Periodic inspections will be conducted to assure serviceability of contents, containers and pallets. Replacements or repair will be made as required.
4. Containers whose contents are subject to moisture damage shall be water-proofed. The use of staples, nails and other means of securing waterproof paper in a manner that negates the purpose of waterproofing shall be prohibited.
5. Items of supplies that are not practical for packing or crating (tents, poles, cots, cans) may be banded together on pallets. These items shall have a board of sufficient size to hold all tactical markings attached in a conspicuous place. All items of this nature, not banded, will have a sufficient number of premarked boards available.
6. Expeditionary cans will be inspected periodically to insure serviceability. Particular attention will be given to gaskets to insure against leakage. Expeditionary cans will be banded in groups of five. Each bundle will have a board attached as explained in paragraph 302.5 above.

304.2

7. Pallets, crates and self-containerized items shall be constructed in such a manner to insure the use of forklifts and/or pallet slings.

8. Care shall be taken when palletizing bulk cargo to insure that sides and tops are square and flat as much as possible to conserve storage space and to allow for stacking. All pallets will be banded at least four ways with $1\frac{1}{4}$ inch steel strapping. Care shall be taken when banding to insure that the steel strapping is not positioned in the pallet recesses used by forklift blades in a manner that will cause strapping to break when lifted.

303. VEHICLES. For the purposes of embarkation, the term vehicle shall include wheeled, track laying and combined wheeled and track laying equipment. This includes weapons, both self-propelled and towed. In addition, skid mounted equipment such as generators, which require square footage of deck space, will be included.

1. Windshield crates and deep water fording kits will be carried on hand for all vehicles requiring them. Windshield crates will be constructed in such a manner that they will prevent glass damage under any foreseeable situation.

2. Units will be prepared to furnish chocking material for all organic vehicles if and when required. Instructions for chocking vehicles are contained and illustrated in figure 3-1.

3. Prior to loading in a mount-out situation, vehicles will be prepared in accordance with instructions contained in FMFM 4-2 (Embarkation).

304. CARGO MARKINGS

1. General. Tactical marking is a system of marking supplies and equipment to insure rapid identification of ownership and content during a tactical operation. Supplemented with additional informative markings, it allows for compiling complete and accurate data pertaining to embarkation. Detailed instructions to maintain uniformity of marking among aviation units are contained in MCO 4035.3 (Tactical Marking Procedures for FMF Air Units).

2. Tactical Marking. Tactical markings are designated by MCO 4035.3- (Tactical Marking Procedures for FMF Air Units) and are different for each unit. Department markings for department/sections within a unit are uniform by department and are also designated by MCO 4035.3 (Tactical Marking Procedures for FMF Air Units). If and when departmental markings are used, they will be placed directly below the tactical symbol.

a. When marking boxes/crates, consideration must be given to background to insure that required colors contrast sharply and are easily discernible.

b. All boxes/crates will have the tactical marking on at least one side, top and one end. Additional marking is authorized as long as it is done in a neat manner.

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c. Vehicles and equipment will bear the tactical marking as specified in Wing Order 4031.1 (Tactical Marking Procedures for Section "M" Equipment).

3. Additional Markings. In addition to the above tactical markings, all boxes/crates will be marked with the following information:

a. The Stowage Designator is a three inch ball placed in the upper left hand corner of the container. This ball will be yellow for cargo that will be required in transit and designated to be stowed in troop spaces aboard ship (UP&TT Line #4). All other cargo will have a white stowage designator.

b. The UP&TT Line Number will be placed in the center of the stowage designator. The UP&TT line number will be in accordance with instructions contained in paragraph 404 of this Order.

c. The Box Number will be placed to the immediate right of the stowage designator. Boxes will be numbered consecutively within units. Blocks of numbers to be used may be issued by Squadrons.

d. The Cube and Weight of each container will be marked in the upper right hand corner of the container. The cubic feet (CuFt) will be computed to the nearest tenth of a foot. Decimal equivalents of inches to feet are given in figure 3-2. The weight (Wt) will be given to the nearest full pound of the container when completely filled with contents as stated on the Packing Slip and prepared for loading.

4. Size and Color. All markings except those given specific color and size (tactical symbol and stowage designator) will be at least one inch and of a color to contrast sharply with the background. A descriptive illustration of a correctly marked box is given in figure 3-3.

SECTION IVCOMPILING DATA

401. GENERAL. Maintaining a state of embarkation readiness is an "ALL HANDS" responsibility. It is contingent upon current data, readily available, at the small unit level. The daily changes in supplies and equipment reflect on the data of the unit, and unless a method of recording these changes is in effect, the embarkation posture of the unit will suffer. This section will deal with acceptable methods of making these changes and recording the necessary data.

402. INITIAL DATA RECORDS. As soon as any item of supply is received by the unit, it becomes an embarkation responsibility. It is important to package the supplies in an acceptable manner and to record the basic information as pertains to embarkation. This is accomplished by the use of two unit level forms. These two forms and instructions for their use and preparation are given below.

1. Packing Slips. As each new box, crate or other type container is generated, a packing slip will be completed and inserted inside the box. One copy of the packing slip will be kept on file by the department/section holding the supplies. Additional copies may be made as desired or directed by unit SOPs. No exact format for packing slips will be designated by this Headquarters. However, formats used by units will include, at a minimum, the information listed below.

- a. Department/section and squadron concerned.
- b. Appropriate UP&TT Line Number. (Paragraph 404)
- c. Box number assigned.
- d. Cube and weight when filled and ready for embarkation.
- e. Complete, detailed inventory of all items to be placed in the container.

2. Unit Cargo Manifest. This form is the basis for preparing the Cargo and Loading Analysis (C&LA) and is considered to be the basic embarkation form. It is a record of all cargo less vehicles. It is, in essence, a consolidation of all the packing slips held by the unit. It is neither submitted as an embarkation form nor included as a portion of the loading plan. However, it may be requested by Commanders as a means of insuring that adequate supplies are available to support a particular operation. Instructions for completing the UCM are given below.

- a. The UCM will be maintained in the rough by the holding department/section with a smooth copy in the files of the Squadron Embarkation Officer. A system will be initiated whereby the Embarkation Officer's copy is updated at least monthly.

4-1

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b. The UCM will be in the format as shown in figure 21 of FMFM 4-2 (Embarkation) and will have a separate line entry for each box, crate, bundle, pallet or other container, showing a complete list of all supplies pertinent to the entry. Boxes that are palletized will be listed separately on the UCM. Items that are palletized and not boxed (par 302.5) will have a box number assigned for the pallet and will be entered as a single container.

c. A brief description of the type of equipment/supplies in each box or container is required. When many items are contained in one box, the entry should describe the largest number of items. It is not sufficient to indicate entries as "Other Cargo" or "Organizational Equipment". Examples of acceptable general entries are as follows:

"Cleaning Supplies"

"Stationary Supplies"

"MT Spare Parts"

d. When general descriptions are used on the UCM, packing slips on all such containers must be on file to indicate the exact contents.

e. Data will be listed in UP&TT Line Number sequence. An analysis of UP&TT Line Numbers may be found in paragraph 404 of this Order.

3. Changes. Changes in supply status that causes new boxes to be generated and/or old boxes to be eliminated will immediately be recorded on the working copy of the UCM at the department/section level.

403. PLANNING DATA. Planning data for embarkation, on the shortest notice, is paramount for contingency planning. Within the 1st Marine Aircraft Wing, such data will be maintained by use of Basic Embarkation Forms. Instructions for compiling this data are contained in Section V.

404. UP&TT LINE NUMBER ANALYSIS. The UP&TT is a consolidation of all data appearing on all other embarkation forms. The heading of the UP&TT indicates the number of personnel by rank and is self-explanatory. An analysis of the line numbers of the UP&TT appear below.

Line 1. Rations. Cubic feet and weight of all rations to be embarked.

Line 2. Water. All water including the cube and weight of such containers as cans and drums. However, for water in trailers and tank trucks, only the cube and weight of the water will be entered here. Cube and weight of the vehicles (less water) will be indicated on line 39.

Line 4. Troop Space Cargo. Troop space cargo is that cargo that will require stowage in troop billeting spaces aboard ship. It is confined to that cargo that is essential to the troops while enroute, and will be limited to the three categories listed below.

(1) Troop Baggage. Troop baggage includes sea or barracks bags, or foot lockers, and bedding. For surface shipping it is computed at an average of five cubic feet and 100 pounds per man.

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(2) Office Equipment. This is that office equipment and supplies essential to perform the administrative functions of the unit aboard ship. It does not include that equipment anticipated for early use after debarkation.

(3) Initial Combat Equipment. This includes only those items carried ashore by assault troops. It includes such items as crew served weapons, radios, medical supplies having highest priority and that must be accessible during the voyage for proper maintenance.

Line 5. Other Cargo. Includes all Class II and initial medical and dental supplies and equipment authorized by allowance lists and Tables of Equipment for the units embarked. Also included are Class IV items authorized for the operation and issued to the units prior to embarkation.

Line 7. Aviation Material. Those items that are ~~peculiar to aviation and not~~ included in the line 5 entry are indicated here. It will include all Class IIA supplies authorized by appropriate allowance lists and Class IVA supplies issued to and held by the units to be embarked.

Line 8-24. Replenishment. Cargo reflected by these lines represent that cargo that is not organic to the embarking units; but is in support of the entire landing force. It will include mount-out blocks held by Group Supply Sections and not issued prior to embarkation. It will also include such cargo that is allocated to the embarkation team for loading purposes only.

Line 25. Gasoline and Kerosene. All such items as motor gas, cooking gas, and kerosene in cans, drums or bulk. Cube and weight of containers are included except for bulk fuel, such as gasoline in tank trucks. In these instances, only the cube and weight of the gasoline is recorded.

Line 26. Other POL. All other petroleum products (except for aircraft) such as diesel fuel, lube oil and grease.

Line 28. Aircraft Fuels and Lubricants. All Class IIIA petroleum products. For packaged products the cube and weight of the containers are included.

Line 29. Small Arms. All ammunition up to and including .60 caliber and all gauges of shotgun shells.

Line 30. High Explosives. All high explosives (HE) such as artillery shells, mortar shells, grenades, demolition explosives, rockets and missiles.

Line 31. Inflammables (Pyrotechnics & Chemical Agents). All very sensitive high explosives, such as pyrotechnics, fuzes and blasting caps, which require special stowage. Included also are inflammable and chemical agents.

Line 34. Aircraft Ammunition. All Class VA aircraft ammunition such as bombs and rockets.

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Line 39. Total Vehicles. The number, square feet, cubic feet and weight of all vehicles as appears on the VS&PT.

All line numbers not mentioned above are self-explanatory and require no amplification.

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SECTION VPLANNING DATA RECORDS

501. GENERAL. It is necessary for embarkation planning data to be readily available in an accurate and concise format at all levels of command. This will be accomplished in the First Marine Aircraft Wing through the use of three embarkation forms. The Cargo and Loading Analysis (C&LA), Vehicle Summary and Priority Table (VS&PT) and the Unit Personnel and Tonnage Table (UP&TT). Although these forms are identical to required pages of a Ship Loading Plan, the manner of recording data will vary and should not be confused with data submitted at actual time of mount-out or deployment. In the interest of clarity and uniformity, these forms are discussed below.

502. ACTUAL PLANNING DATA. Actual embarkation planning data is a complete record of all property actually on hand, including vehicles. This data is maintained by utilizing the three basic embarkation forms mentioned above. When completed, one copy will be held in the files of the Squadron Embarkation Officer, one copy by the Group Embarkation Officer and one copy forwarded to this Headquarters (Attn: Wing Embarkation Officer). Actual embarkation planning data will be updated as significant changes occur and will be submitted to this Headquarters semi-annually as of the 31st of December and the 30th of June to arrive by the 20th day of the following month.

503. CARGO AND LOADING ANALYSIS (C&LA). This form is a recapitulation of all cargo, less vehicles, of the reporting unit; showing type of packaging, stowage information, square, cube, weight and other information vital to embarkation contingency planning. The C&LA should reflect, in a consolidated form, the exact same information that appears in detail on the Unit Cargo Manifest and the Packing Slips of the unit. This data will be recorded as indicated below.

1. UP&TT Line Number. Data will be listed in UP&TT Line Number sequence. An analysis of UP&TT Line Numbers may be found in Section IV of this SOP.
2. Unit. This column will indicate the department/section to which the cargo belongs. If, in consolidation, one entry is made up of cargo from more than one section, the reporting unit will be shown.
3. Description. The information entered in the description column should be detailed enough to indicate to anyone reviewing the C&LA the general type of supplies concerned. When supplies are grouped, the best possible description should be used, i.e., Motor Transport Spare Parts, Individual Equipment, Office Supplies, Avionics Parts, etc.
4. Number and Type of Container. This column indicates the type of container (box, pallet, bundle, etc.,) and the number of such containers.
5. Number of Rounds, Gallons, Rations, Etc. This column is only used when computing rations, water, ammunition and POL products. For the purposes of planning data records it need not be used.
6. Standard Cargo. The cubic feet and weight of normal packaged cargo will be entered as standard cargo. This includes such packages as boxes, cans, etc.
7. Unitized Cargo and Heavy Lifts. Cargo packaged in such a manner as to necessitate a single lift of the ship's boom to load will be considered as unitized cargo. In addition, any single piece of cargo, other than vehicles, that weighs over 10,000 pounds will be considered a heavy lift and will be

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entered in this column. The square feet, cubic feet, and weight will be entered in the appropriate sub-columns. Also indicated will be the number of lifts required to load the line entry.

8. Mobile Loaded and Where Stowed. These are the last two columns of the C&LA and will not be completed for the submission of planning data.

9. Entering Data. Data will be computed accurately in all respects and will be entered on the C&LA in the following manner.

a. Dimensions. All dimensions, (length, width, height) will be reflected as feet and inches using the appropriate symbols for each, (9'11").

b. Square Feet. Square feet (length times width) must be computed by converting inches to decimal equivalents before multiplying. The product of these computations will be entered on the C&LA in the appropriate columns to the next larger square foot. Decimal equivalent of inches are given below:

1" equal .08	5" equal .42	9" equal .75
2" equal .17	6" equal .50	10" equal .83
3" equal .25	7" equal .58	11" equal .92
4" equal .33	8" equal .67	12" equal 1.00

c. Cubic Feet. Cubic feet (length x width x height) will be computed using the same decimal equivalent as used in computing square feet. When computing cubic feet of individual boxes/containers, the length times the width times the height will be computed using the decimal equivalent for all dimensions. When computing the cubic feet of unitized cargo the square feet as recorded will be multiplied by the height. This will give a slightly larger than actual cube but is necessary due to the fact that unitized cargo must be considered as using a specific amount of actual deck space aboard ship. All cubic feet entries will be to the nearest tenth of a foot or one decimal place.

d. Weight. Weights are entered in pounds. All weights marked on boxes, entered on the packing slips and UCM, and reflected on the C&LA and other planning data forms will be actual weights rather than estimated weights.

10. Totals. As all other entries on the C&LA, the totals must be accurate in all respects. When data is entered properly and totaled correctly, the accuracy of the planning data can easily be checked. Totals appearing on the C&LA consist of the following:

a. Line Number Totals. Paragraph 503.1 directs that entries will be made on the C&LA in U&TT line number sequence. Immediately after the last entry for each line number, all columns will be totaled and the totals will be recorded in parenthesis. A double line will then be drawn completely across the page to separate line number entries.

504-3

b. Page Totals. Page totals on the C&LA include ONLY those line number totals appearing on that page. Any entries made and not showing a line number total will NOT be included in the page totals. It is entirely possible that a page of the C&LA will bear no page totals although it is filled with entries of cargo. Each column having line number totals on the page will show a page total for that page.

c. Grand Totals. Although each page of the C&LA has a line designated for Grand Totals, only the last page of the C&LA will show Grand Totals. The Grand Totals will be the sum of all page totals for each column. These entries can be checked by totaling all line number totals for each column.

d. Total Cargo. The last entry on the C&LA will be the total cargo. This will reflect the square feet of all unitized cargo and should be the same as Grand Total square feet entry. The cubic feet will be the sum of all cubic feet entries of the grand totals rounded off to the nearest whole foot. The weight will be the sum of all grand total weight entries.

504. Vehicle Summary and Priority Table (VS&PT). The term vehicle for embarkation purposes means, wheeled, track-laying and combined wheel and track-laying equipment, either self-propelled or towed. Any other equipment that requires stowage on a square foot basis aboard ship is also shown on the VS&PT. Any small item of equipment that would normally be considered a vehicle and is boxed or crated will be considered as normal cargo and will appear on the C&LA rather than the VS&PT. Data will be entered as indicated below.

1. Unloading Priority Number. Unloading priorities need not be assigned for planning purposes. This column will be used to indicate the QM-6 Item Number or the T/A number of the vehicle concerned. Vehicles will be entered in Item Number sequence.

2. Landing Serial Number, Cargo Loaded in Vehicles, Gross Weight, and Where Stowed. For purpose of planning data these columns need not be completed.

3. Type of Vehicle. This column will indicate, by nomenclature, the type of vehicle concerned. Since a single Item/TA number can include more than one model of the same vehicle, the model number must also be indicated. Different models usually have different dimensions and data must be entered accordingly.

4. Unit. Enter the department/section to which the vehicle is assigned.

5. Vehicle Registration Number. Enter the permanently assigned USMC/USN registration number of the vehicle.

6. Length, Width, Height. Enter under the appropriate columns the dimensions of the vehicle using the accepted symbols for feet and inches. For purposes of planning data the information listed in appendix A to this SOP will be used. When vehicles do not appear in appendix A, actual dimensions will be used and noted as such on the VS&PT.

5-3

505.2

7. Square Feet, Cubic Feet, Weight. These columns will be completed using the planning data found in appendix A. When vehicles do not appear in appendix A, actual square, weight, cube will be entered and so noted on the VS&PT.

8. Totals. Each page of the VS&PT will be totaled and the totals entered. The last page of the VS&PT will indicate the grand totals of vehicle data.

9. A sample of the VS&PT may be found in figure 23 of FMFM 4-2 (Embarkation).

505. Unit Personnel and Tonnage Table (UP&TT) is a consolidation of the information appearing on the C&LA and the VS&PT plus a listing, by rank, of all personnel. All entries on the UP&TT will appear on either the C&LA or the VS&PT and can be double checked if entered properly.

1. Entering Data. Data will be entered on the UP&TT in the following manner:

a. Personnel. The heading of the UP&TT will be filled out to reflect the total authorized manning level of the unit. This total will also reflect on the C&LA as a line 4 entry for troop baggage computed as five (5) cubic feet and one hundred (100) pounds per man.

b. Class I, III, V. Usage data for water, rations, POL products and ammunition will not be computed. Only those items of special lubricants actually on hand and reflected on the C&LA will be shown.

c. Line Number Entries. The cube and weight for those line number totals appearing on the C&LA will be entered as the corresponding line of the UP&TT. The cube shall be shown to the nearest whole cubic foot. Decimal places will not be shown on the UP&TT.

d. Vehicles. Line 39 on the UP&TT will reflect the Grand Totals of the VS&PT showing total number of vehicles, total cube to the nearest whole cubic foot and total weight.

e. Totals. Lines 3, 6, 7, 15, 23, 24, 27, 28, 33, 34, and 37 on the UP&TT represent totals of classes of cargo and should be shown in parenthesis. Line 38 is the total of these lines and indicates the total cargo less vehicles. These totals should be equal to the total cargo figures on the C&LA.

f. Grand Totals. The Grand Totals on the UP&TT are totals of the lines 38 and 39. These totals should equal the totals of the square feet, cubic feet and weights of the total cargo entries on the C&LA and the Grand Total entries of the VS&PT. Short tons are computed by dividing the grand total weight of the UP&TT by 2000. Measurement tons are computed by dividing the grand total cubic feet of the UP&TT by 40. Short tons and measurement tons will be shown to the second decimal place.

2. The UP&TT will show the unit and will be dated and signed by the Embarkation Officer.

5-4

506.1

3. A sample UP&TT may be found in figure 24 of FMFM 4-2 (Embarkation).

506. Special Instructions for Group Supply. The following special instructions will apply to Group Supply Sections for those Supply Officer's Stores and supplies categorized as UP&TT line numbers 8 through 24 (replenishment).

1. Packing Slips. Packing Slips as required by paragraph 402.1 will not be necessary providing an inventory card, locator deck, or other means of identifying contents is available.

2. Box Numbers. For those items of supply stated above, the Field Warehousing box numbers may be used in lieu of assigned consecutive numbers stated in paragraph 304.3 C.

3. Manifesting. Supplies of a replenishment nature may be manifested by pallet rather than by individual box utilizing assigned pallet numbers or the Field Warehousing pallet designator.

5-5

SECTION VICONTINGENCY PLANNING

601. GENERAL. This section provides guidance for embarkation planning in support of contingency operations and amphibious/air exercises. Operational planning commences when the unit is task organized for operational purposes, usually in support of contingency plans. Units must prepare data on personnel, equipment and supplies (to include operational spares and mount-out blocks) for their unit and attachments. Operation, Administrative and Embarkation Plans are normally prepared in support of contingency plans, however, fast reaction time may require use of frag orders or SOP's.

602. CONCEPT. Rapid and orderly deployment of units requires careful, detailed preplanning. In this respect, the planning data discussed in Section V becomes invaluable. Support of operations requires certain considerations not included in the context of Section V. The succeeding paragraphs of this section will outline procedures to be followed when a unit deploys operationally.

603. AMPHIBIOUS SHIPPING. Planning for operations/contingencies within 1st Marine Aircraft Wing will be in accordance with the provisions of this SOP, III Marine Amphibious Force Order P4000.5 (SOP for Logistics), FMFPACO P4600.1 (Embarkation SOP), FMFM 4-2 (Embarkation) and special directives of cognizant area Commanders.

1. Preparation of Data. Commanders are responsible for insuring that accurate embarkation data is compiled to support the mission assigned in accordance with published Operation, Administrative and Embarkation Plans. Normally an activation order is published in sufficient time to permit compilation of purified data. Instances may arise, however, where exceptionally fast reaction times are required. In these occasions, advance planning to support contingencies are of paramount importance. Immediate steps to be taken upon notification of task organization for any contingency are listed below.

a. Prepare a C&LA, VS&PT and UP&TT in accordance with FMFM 4-2 (Embarkation) for all cargo as directed by pertinent plans and orders for the operation. Actual dimensions, square, cube and weight will be used in all instances rather than the planning data discussed in Section V and contained in appendix A.

b. A weapons density will be prepared for assistance in computing Class V and VA requirements.

c. A consolidated Vehicle Table will be prepared in accordance with instructions contained in FMFM 4-2 (Embarkation) to assist in computing FOL requirements.

603.2

d. Classes I, III, V will be computed for units as directed by pertinent plans and directives. When other guidance is lacking, the planning factors found in appendix A of this SOP may be used.

e. Be prepared to submit on request, a Detailed Transportation Requirement Report giving the following information:

- (1) Number of Officers.
- (2) Number of Enlisted.
- (3) Total drums of POL.
- (4) Total gallons of bulk POL by type (III or IIIA).
- (5) Ammunition by cubic feet and short tons.
- (6) Square feet, cubic feet and short tons of vehicles.
- (7) Cubic feet and short tons of remaining cargo.

f. When required, prepare and submit an Operational Shipping Request in accordance with Force Order P4000.5 and in the format given in figure 6-1. When MSTS shipping is assigned, DD Form 1384 (Transportation Control and Movement Document) will be required.

g. Insure that one template is cut for each vehicle, heavy lift, and large containerized item to be embarked. Templates will be made to the scale of 1/8 inch equals one foot and will show, as a minimum, the following information:

(1) For vehicles: Unloading priority number, landing serial number, unit, height, gross weight, and type. This information can be obtained from the VS&PT.

(2) For heavy lifts: Unit, height, gross weight and contents. Information is obtained from C&LA.

(3) For pallets and containers: Height, gross weight and content. Unit may be shown if needed for identification. This information is available on the C&LA.

2. Organization. As soon as shipping is assigned, the senior embarkation officer will:

a. Make liaison as soon as possible with the Combat Cargo Officer and/or the First Lieutenant of the ship assigned.

6-2

b. Collect necessary embarkation data from all units/detachments assigned to the ship and insure completeness and accuracy of such data.

c. Prepare a complete loading plan in accordance with instructions contained in FMFM 4-2 (Embarkation), insuring that it is applicable to the assigned priorities in support of the assigned mission.

d. Arrange for staging areas, routes of march to the POE, escorts when required and communication nets between units and areas.

e. Insure Ship's Platoon and working parties are organized and adequate instruction and supervision is provided.

f. Insure all vehicles are prepared properly (marked with unloading priority number, serial number, hold number and deck-level, gas tank 3/4 filled and windshield crates installed).

g. Provide for adequate shoring and chocking material when required.

3. Loading. When loading commences the Embarkation Officer will continue overall responsibility for the following:

a. Adequate liaison and communication between the staging area(s), POE and ship to insure rapid and orderly loading in proper sequence for accessability and off-load priority.

b. Adequate transportation for personnel, cargo and equipment.

c. Hold checkers, properly instructed, for verification of supplies and equipment loaded.

d. Adequate chocking and/or securing of vehicles and safe and adequate shoring of general cargo.

e. Submission of Initial and Daily Loading Status Reports as required by FMFPACO P4600.1 (SOP for Embarkation) and shown in figures 6-2 and 6-3.

4. Sailing. When loading is completed the Embarkation Officer will be guided by the provisions of FMFPAC O P4600.1 (SOP for Embarkation) and special instructions that may be issued. Particular attention will be given to submission of a timely and accurate Sailing Report as required by FMFPACO P4600.1 (SOP for Embarkation) and shown in figure 6-4.

5. Unloading. After arrival at destination the unloading program will be reported on a Daily Unloading Status Report in accordance with provisions set forth in paragraph 303 of FMFPac O P4600.1 (Embarkation SOP) and figure 6-5 of this order.

604.1

6. Shipboard Accomodations. As soon as possible after the debarkation a report of shipboard accomodations shall be submitted to the next senior command. Instructions for submission of the Report of Shipboard Accomodations and Spaces for Embarked Troops are contained in paragraph 303 of FMFPACO Pl.600.1 (Embarkation SOP) The format to be used in submission is contained in figure 6-6 of this Order.

604. MILITARY SEA TRANSPORTATION SERVICES (MSTS). Military Sea Transportation Service may be required to provide administrative lifts of Wing units or to augment the sealift capacity of amphibious ships for amphibious operations. When MSTS ships are utilized for these purposes, the provisions of FMFM 4-2 (Embarkation), FMFPACO Pl.600.1 (SOP for Embarkation) and the guidance contained in this section apply.

1. Loading. Insofar as possible, MSTS ships will be loaded by tactical grouping with required organic equipment. Special considerations to be given when loading MSTS ships are listed below.

a. Because of the manner in which MSTS ships are normally utilized, much of the material and many of the facilities which are standard equipment on amphibious ships are not available, and must be supplied by the landing force or other sources. The Embarkation Officer must inquire into the availability of such things as cargo ship booms and boom operators, fork-lifts and/or pallet jacks, stowage restrictions or limitations, troop berthing and messing facilities, etc. Much of this information may be derived from the Ship's Loading Characteristics Pamphlets (SLCP). However, as a precaution to insure complete understanding, the Embarkation Officer should arrange a liaison visit with the MSTS representative in the area.

b. Current SLCP's held for MSTS nucleus fleet ships are out of date and in need of revision, SLCP's for commercial charter ships are non-existent. Until such time as revised pamphlets are received, loading planning must be based on out of date pamphlets, ship's plans, profile diagrams, etc. Although this Headquarters will provide copies of any SLCP held as soon as a tentative shipping assignment is made, the primary source of information on which to base load planning will be the cognizant MSTS command/office and/or the representative of the commercial shipping company.

c. In using profile diagrams of MSTS shipping, it must be realized that the cubic foot capacity figures represent grain vice whole cube in that it has been calculated based on the stowage of material in the wing above the height of the coaming/girders.

d. MSTS cargo ships are usually not equipped to carry passengers. There is usually only about 12 bunks available for embarked troops. The normal emergency equipment (life jackets, life rafts, boats, etc.) carried is only sufficient for the crew. The ship's capability to make fresh water and to carry fresh provisions is also based on the size of the crew.

6-4

e. Recognizing the requirement to embark some personnel aboard each ship utilized in amphibious operations, every effort will be made to insure that the capabilities of each ship to provide berthing, messing and sanitary facilities for embarked personnel are exploited to the fullest by proper advanced planning. Until such time as definite arrangements can be made, embarkation planning must proceed on the assumption that all embarked personnel must be completely self-sufficient. This means embarking with sufficient rations, potable water, bedding, housekeeping gear and mess equipment, and being prepared to improvise berthing, messing and sanitary facilities as necessary.

2. Procedure for Requesting MSTs Shipping

a. Amphibious Lift. Amphibious lift requirements will be submitted to Commanding General, Fleet Marine Force, Pacific in the format prescribed in figure 6-1. This Headquarters and cognizant coordinating commands, activities will be provided information copies of lift requirements.

b. Administrative Lift. Once it has been determined that MSTs shipping will be utilized for an administrative unit movement, lift information will be required in the following format:

- (1) The holding activity/unit.
- (2) The amount of cargo (S/T & M/T) by type.
 - (a) The ammunition by class described in Coast Guard Publication 108.
 - (b) Drummed POL by class.
 - (c) General.
 - (d) Vehicles.
 - (e) Reefer.
 - (f) Other
- (3) A description of odd sized pieces and/or heavy lifts as defined in paragraph 601.5 of FMFM 4-2 (Embarkation).
- (4) Recommended P&I and the earliest date cargo can be at POE ready to load.
- (5) Destination and required delivery date at destination.
- (6) The number of troops (officer/enlisted) to accompany cargo.
- (7) Any known conditions which will require waivers.

605.3

(8) The number of vehicles by type which will exceed 10,000 pounds when prepared for loading. This listing should include the square feet, cubic feet and approximately the gross weight of each type of vehicle.

(9) Additional guidance as required by the message requesting submission of requirements.

3. Reports Required. When MSTS commercial ships are utilized, in lieu of or in support of fleet shipping all normal reporting procedures will be followed. In addition, a complete report will be submitted to FMFPAC within thirty (30) days of completion of the operation for each MSTS commercial ship involved. This report will consist of the following:

a. A narrative description of major events, the problem areas encountered and corrective action taken which are related to the use of MSTS commercial ships during the planning, embarkation, afloat, debarkation and preliminary ashore phases of the operation/movement. An area of particular concern is the effectiveness of the Navy/Marine Corps material and personnel augmentation programs during the embarkation/debarkation phases.

b. Completed forms, figures 6-7, 6-8 as appropriate, for each MSTS/ship will be attached as enclosures to the report.

c. Detailed recommendations directed towards the development and improvement of Navy/Marine Corps doctrine, procedures and techniques involved in the utilization of MSTS ships. Photographic coverage will be included whenever possible.

605. AIR MOVEMENT. Rapid and orderly deployment of units requires careful, detailed pre-planning. It is imperative that air movement plans be more flexible than plans for surface lifts in order that they may be rapidly adjusted to last minute changes. The number and types of aircraft available for any lift are subject to fluctuation. Flexibility is achieved through the realistic grouping of troops, supplies and equipment into aircraft serials.

1. Airlift Serial. An aircraft serial is a planned grouping of troops and equipment of a fixed weight and cube. Its purpose is to allow expeditious and practicable loading aboard transport aircraft. Serials should be planned in a manner to effectively utilize the maximum capacities of available aircraft.

2. Air Lift Request. As soon as it is determined that an aircraft is to be used, the unit concerned will be prepared to submit an airlift request in the format of figure 6-9. A separate airlift request must be submitted for each echelon of the lift, (advance party, main body, etc.).

3. Unit Responsibilities. The unit to be airlifted must assume responsibility for certain duties in regard to accomplishing the lift. These include, but are not limited to, the following:

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a. Maintain accurate statistical data on all personnel, equipment and supplies that may be airlifted. Unit cargo manifests maintained by all units provide a ready source for this information.

b. Provide accurate and complete rosters of personnel embarked on each aircraft. These rosters, or passenger manifests, must comply with the standard operating procedures of the air transport lifting agency.

c. All vehicles and cargo to be airlifted must be accurately weighed and the weight recorded. Accurate weights are mandatory for safety in air movements. Cargo loaded in vehicles should not exceed the limitations established by the lifting agency.

d. Each towed vehicle will be loaded aboard the aircraft with its prime mover. Vehicles will be backed into the aircraft in 4 wheel drive under the supervision of the loadmaster.

e. Do not place bulk cargo between wheeled vehicles and the ramp exit.

f. Prepare vehicles for loading in accordance with the administrative instructions for the lift.

g. Establish and maintain, throughout the planning and embarkation phase, close liaison with representatives from the air transport lifting agency.

h. A cargo manifest must be prepared for each aircraft and must be approved by the aircraft commander. The loadmaster or crew chief is the representative of the aircraft commander in matters pertaining to embarkation. The embarkation officer of the unit being lifted and the loadmaster of the aircraft will coordinate the actual loading of the aircraft.

i. An officer or non-commissioned officer of the embarking unit must be assigned as flight or chalk commander. He will assume the responsibility for the orderly loading and unloading of troops, supplies and equipment under the supervision of the loadmaster and insure proper aircraft conduct of embarked troops in flight.

j. Maximum utilization of aircraft requires a minimum of ground time for each aircraft. To achieve this end, working parties, under the supervision of the marshalling area commander and/or aircraft loadmaster, must be assigned to ensure expeditious loading/unloading of each aircraft.

4. Unit Airlift Reports. Unit airlift reports enable this, intermediate and higher Headquarters to ascertain the deployment/embarkation status of units deploying wholly, or in part, by aircraft means. Unit airlift reports to Commanding General, Fleet Marine Force, Pacific, Commandant of the Marine Corps (Code AO4), this Headquarters, the command to which reporting and all cognate intermediate commands will be included as

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605.5

information addresses. Formats for these reports are contained in figures 6-10 and 6-11.

5. Additional Instructions/Planning Factors. The above information is given as a guide in planning air movements. Additional information pertaining to aircraft types, capacities, limitations and planning/loading may be found in FMFPACO P4600.1 (SOP for Embarkation). In all instances involving air movement, early liaison must be made with the lifting agency and all special requirements must be complied with.

6-8

CONFIDENTIAL

- (f) 17 Oct - AWC, FMAW lands in US2B at Quang Tri.
- (g) 21 Oct - 3,500' runway completed at Quang Tri.
- (h) 24 Oct - Quang Tri open for operations.
- (i) 30 Oct - CG, III MAF msg 301226Z Oct 67 established additional construction requirements North to include 17 additional SEA huts, terminal, TAFDS, Communication and MATCU area.
- (j) 31 Oct - Monkey Mountain erosion control project 90% complete to include installation of guy anchors to reinforce radar domes.

k. Engineer (C)

- (1) Repaired 1500 ft of runway at Khe Sanh by replacing base course with 8" of crushed rock.
- (2) Twenty-nine A4E catapult launches were accomplished during daylight hours in October.

Enclosure (2)

CONFIDENTIAL

Log completed change action as indicated.

[illegible]

EMBARKATION REFERENCES

The following directives pertain to embarkation and offer ready reference material when required. Those directives indicated by asterisk (*) pertain directly to Wing embarkation planning and should be kept by, or be readily available to, the unit embarkation officers.

*FMFM 4-2	Embarkation
FMFM 4-3	Shore Party and Helicopter Support Team Operations
FMFM 9-2	Amphibious Vehicles
FMFM 3-3	Helicopterborne Operations
FMFM 4-1	Logistic and Personnel Support
FMFM 4-6	Air Movement of FMF Units
LFM 4	Ship to Shore Movement
FMFM 6-3	Marine Infantry Battalion
NWP 22	Doctrine of Amphibious Operations
*MCO 3000.2_	Fleet Marine Force Operational Effectiveness Reporting Systems
*MCO 4035.3_	Tactical Marking Procedures for FMF Air Units
*FMFPACO Pl4600.1_	SOP for Embarkation
*MCO 8010.1_	Class V Logistic Procedures
Coast Guard 108	Pubs and Regulations for Military Explosives and Hazardous Munitions
*Force0 Pl4000.5_	SOP for Logistics
*Wing0 40351._	Tactical Marking Procedures for Section "M" Equipment
*Wing0 5041.3_	Procedures for the Conduct of Inspection of 1st Marine Aircraft Wing Units

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REPORTSREPORTING UNITS

1. All Groups will coordinate report submission for those units under their cognizance.

All Squadrons, LAAM Battalions, MATCUs and Medical/Dental units.

<u>REPORTS REQUIRED</u>	<u>DATE DUE</u>	<u>REFERENCE</u>
Embarkation Personnel Report (Report Symbol 1stMAW 4600-2)	Quarterly by the 10th day of the following month	Par.204
Actual Embarkation Planning Data (Report Symbol 1stMAW 4600-3)	Semi-annually by 20 January - 20 July	Par.502
Detailed Transportation Requirement Report (Report Symbol 1stMAW 4600-4)	As Required	Par.603.1e
Shipping Request	As Required	Par.603.1f
Ship Loading Plan (Report Symbol FMFPAC 4600-2)	As Required	Par.603.2c
Initial Loading Status Report (Report Symbol FMFPAC 4600-3)	As Required	Par.603.e
Daily Loading Status Report (Report Symbol FMFPAC 4600-3)	As Required	Par.603.e
Sailing Report (Report Symbol FMFPAC 4600-4)	As Required	Par.603.4
Unloading Report (Report Symbol FMFPAC 4600-9)	As Required	Par.603.5
Amphibious Shipping Shipboard Accommodations Spaces Report (Report Symbol 1stMAW 4600-5)	As Required	Par.603.6
MSTS Shipping Request	As Required	Par.604.2a

REPORTS REQUIREDDATE DUEREFERENCE

Report of Utilization of
MSTS commercial shipping
(Report Symbol FMFPAC 4600-8)

As Required

Par. 604.3

Report of Shipboard
Accommodations Spaces Report,
MSTS Shipping, TAP, TAK
(Report Symbol FMFPAC 4600-8)

As Required

Par. 604.3b

Unit Airlift Request

As Required

Par. 605.2

Unit Airlift Reports
(Report Symbol 1stMAW 4600-6)

As Required

Par. 605.4

EMBARKATION ADMINISTRATIVE/MATERIAL INSPECTION CHECK LIST

UNIT INSPECTED _____ DATE _____

INSPECTING OFFICER _____

UNIT EMBARK OFFICER _____ NCO _____

GRADE ASSIGNED _____

1. <u>ADMINISTRATION</u>	<u>YES</u>	<u>NO</u>	<u>NOTE</u>
a. Is a continuity folder maintained by the Embarkation Officer?	_____	_____	_____
b. Does it adequately describe the duties of the Embarkation Officer and cover all areas pertaining to the embarkation section?	_____	_____	_____
c. Are all pertinent references held or available to the embarkation section?	_____	_____	_____
d. Are all current changes made to the references?	_____	_____	_____
e. Does the unit have a published SOP?	_____	_____	_____
f. Does it conform to the Wing SOP and current directives of higher headquarters?	_____	_____	_____
g. Are periodic inspections of subordinate units conducted by the embarkation officer?	_____	_____	_____
h. Are the results of these inspections maintained on file and reported in accordance with current directives?	_____	_____	_____
i. Has follow-up action been taken to correct any discrepancies?	_____	_____	_____

Figure 2-1

<u>2. PERSONNEL/TRAINING</u>	<u>YES</u>	<u>NO</u>	<u>NOTE</u>
a. Are embarkation billets filled by school trained personnel?	---	---	---
b. Does the unit have sufficient qualified personnel to fill embarkation billets vacated by transfers etc?	---	---	---
c. Are quotas being utilized to train personnel in embarkation procedures?	---	---	---
d. Are additional MOS's of 0430/0431 being assigned to personnel that complete school or OJT?	---	---	---
e. Do collateral duties of the embarkation officer/NCO infringe on the time required to perform embarkation duties?	---	---	---
f. Does the unit conduct any type of training for personnel concerned with embarkation?	---	---	---
g. Is a current list of qualified embarkation personnel maintained by the embarkation officer?	---	---	---
<u>3. PLANNING</u>			
a. Are packing lists maintained in accordance with Wgo P4600.1?	---	---	---
b. Are packing lists accurate and do they agree with with data entered on the UCM?	---	---	---
c. Are Unit Cargo Manifests maintained by each section/department and the embarkation officer?	---	---	---
d. Does the UCM show accurate data?	---	---	---
e. Is a system in effect for updating the squadron UCM at least monthly?	---	---	---
f. Is data maintained to support contingency plan commitments?	---	---	---
<u>4. READINESS</u>			
a. Does the unit have sufficient boxes/crates available for rapid deployment?	---	---	---
b. Are special slings available for equipment requiring them?	---	---	---
c. Are boxes, crates and vehicles properly marked?	---	---	---

Figure 2-1 (Con't)

	<u>YES</u>	<u>NO</u>	<u>NOTE</u>
d. Are boxes waterproofed as required?	—	—	—
e. Are boxes/crates protected from the elements?	—	—	—
f. Are boxes palletized as far as practicable?	—	—	—
g. Do box markings agree with data entered on the packing lists and UCM?	—	—	—
5. <u>COMMENTS</u>			

Figure 2-1 (Con't)

METHOD OF CHOCKING VEHICLES ON ASTS SHIPS
AND WHEN CLOVERLEAFS OR PAD EYES ARE NOT AVAILABLE

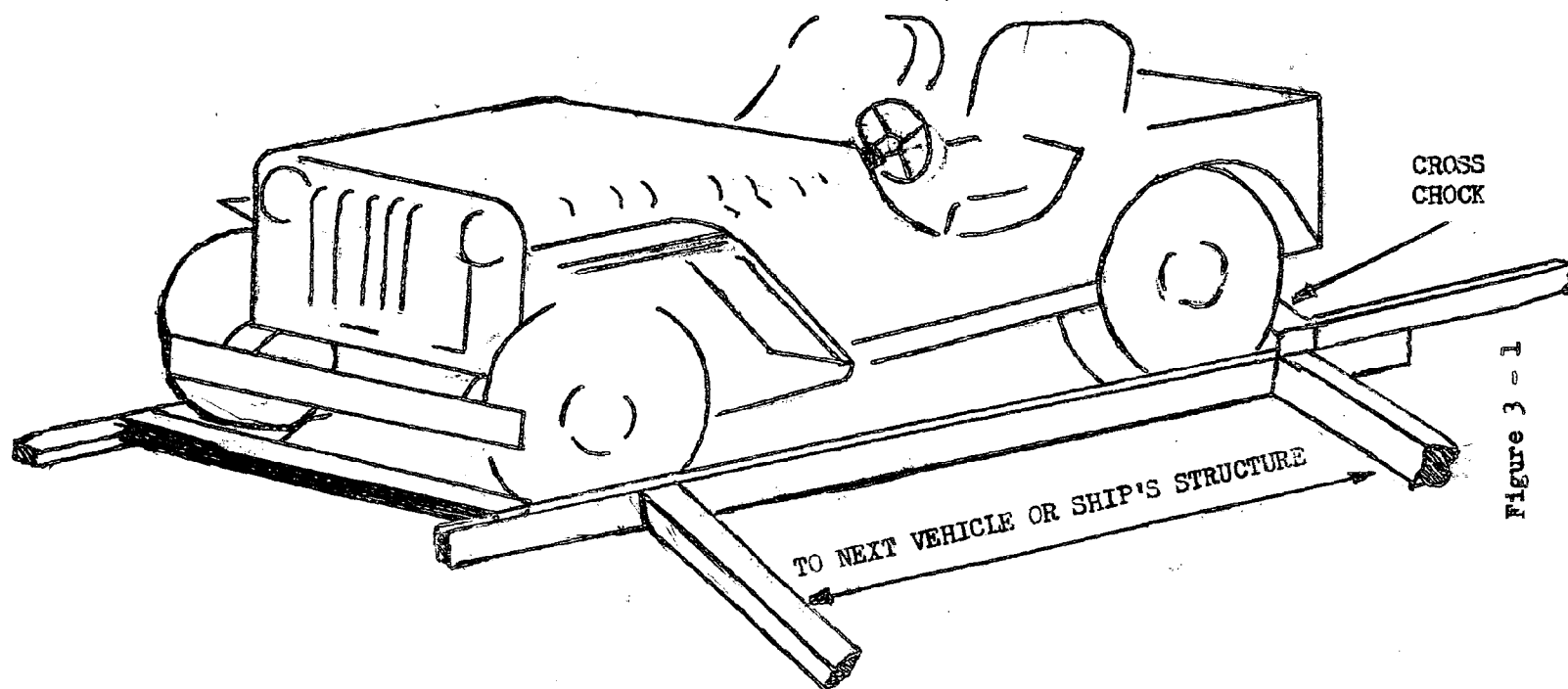


Figure 3 - 1

USE 4"x4" FOR VEHICLES UP TO FIVE TONS
USE 4"x6" FOR VEHICLES 5 TO 10 TONS
USE 6"x8" FOR VEHICLES 10 TON AND OVER

DECIMAL EQUIVALENTS OF INCHES

1" = .08	7" = .58
2" = .17	8" = .67
3" = .25	9" = .75
4" = .33	10" = .83
5" = .42	11" = .92
6" = .50	12" = 1.00

FIGURE 3-2

REPORT OF SHIPBOARD ACCOMODATIONS AND SPACES, EMBARKED TROOPS

Unit(s) _____ USS _____

Number of Officers _____ Number of Enlisted _____

Name of Operation _____

Date and Location of Embarkation _____

Date and Location of Debarkation _____

(CHECK ONE)

~~Unsatis-~~
factorySatis-
factoryGood to
ExcellentNot
Applicable

1. Troop space allocation
2. Troop messing
 - a. Food
 - b. Service
3. Troops berthing facilities
4. Troop toilet and shower facilities.
5. Troop laundry facilities.
6. Medical facilities.
7. Dental facilities.
8. Recreational facilities.
9. Ship's exchange.
10. Barber shop.
11. Stowage.
 - a. Personal gear
 - b. Organizational gear
12. Office space
13. Officer space allocation.

Figure 6-6. Report of Shipboard Accomodations and Spaces Embarked Troops Report.

UNLOADING REPORTS.

1. Unloading status reports will be submitted by embarkation team commanders to Commanding General, Fleet Marine Force, Pacific with copies to information addresses when unloading commences and as of 1600 hours (local time) each day. Unloading status reports will be submitted in the following format:

ALPHA	Name and Hull number of ship.
BRAVO	Time commenced unloading (initial report only)
CHARLIE	Percentage unloaded
DELTA	Time unloading completed (final report only).

Figure 6-5 Unloading Report

CLASS I

CU FT
WT/ST

CLASS II & IIA

CU FT
WT/ST

CLASS III & IIIA

BULK
MOGAS (NO GALS)
AVGAS (NO GALS)
JP-5 (NO GALS)
DIESEL (NO GALS)
DRUMMED
MOGAS (NO DRUMS)
AVGAS (NO DRUMS)
JP-5 (NO DRUMS)
DIESEL (NO DRUMS)
OTHER POL (NO DRUMS)

CLASS IV & IVA

CU FT
WT/ST

Figure 6-4 (Cont'd) Sailing Report

MESSAGE FORMAT FOR SAILING REPORTS

FROM: EMBARK TEAM COMDR
TO: CG FMFPAC

INFO: CMC (CODE AO4)
OTHERS (LIST)

SAILING REPORT

A. MCO 3000.2__

B. FMFPACO P4600.1__

1. FOLLOWING REPORT SUBMITTED IN ACCORDANCE WITH REFS A AND B:

A. NAME OF SHIP

B. (DATE TIME GROUP COMMENCED LOADING/DATE TIME GROUP COMPLETED LOADING)

C. ESTIMATED TIME OF DEPARTURE/PORT.

D. ESTIMATED TIME OF ARRIVAL/DESTINATION.

E. ORGANIZATION FOR EMBARKATION. (LIST IN FIVE COLUMNS FOR EACH UNIT)

(1)	(2)	(3)	(4)	(5)
UNIT	MARINE OFF/ENL	NAVY OFF/ENL	OTHER SERVICES	TOTAL PERS

F. NAMES OF COMMANDERS OF BN/SQDNS OR LARGER UNITS EMBARKED.

G. THE NUMBER BY TYPE OF CREW SERVED WEAPONS.

H. THE NUMBER BY TYPE WHEELED AND TRACKED VEHICLES.

I. THE NUMBER BY TYPE OF AIRCRAFT.

J. THE NUMBER BY TYPE OF ALL OTHER MAJOR ITEMS OF EQUIPMENT.

K. TOTAL SQUARE FEET OF VEHICLE AND EQUIPMENT EMBARKED (DO NOT INCLUDE MAJOR ITEMS OF EQUIPMENT MOBILE LOADED).

L. EMBARKED SUPPLY SUMMARY BY CLASS (INCLUDES ALL EMBARKED) READ IN FOUR COLUMNS.

SUPPLIES	M/O (MOUNT OUT)	LFORM (LANDING) FORCE OPERATIONAL RESERVE MATERIAL	O/L (OPERATING LEVELS)	T (TRAINING)
----------	--------------------	---	------------------------------	-----------------

Figure 6-4 Sailing Report

DAILY LOADING STATUS REPORT

Reference: FMFPACO P4600.1_ (par 301.4)

Instructions: This report will be submitted as of 1600 hours (local time) each day of loading. A separate report will be submitted for each ship.

Format: The following is the prescribed message format for the Daily Loading Status Report.

From: Unit to be embarked
To: CG FMFPAC

Info: CMC (Code A04)	CG, FMAW
CG FMFPAC (Fwd)	(Command from which departing)
COMPHIBRON (appropriate number)	(Command from which reporting)
CG, III MAF	(Ship concerned)

DAILY LOADING STATUS REPORT

- A. Name and hull number of ship
- B. Overall percentage loaded as of 1600 (local time)
- C. Estimated time of completion
- D. Other items of interest or concern to Commanding General, Fleet Marine Force, Pacific.
- E. Actual completion of loading time (final report only)

The above message should be sent PRIORITY with the classification SECRET

Figure 6-3 Daily Loading Status Report

SUPPLIESCUFTS/T

CLASS II & IIA

CLASS III & IVA

CLASS IV & IVA

CLASS V & VA

E. NUMBER OF VEHICLES AND SQUARE FEET OF VEHICLES.

OTHER ITEMS OF INTEREST OR CONCERN TO COMMANDING GENERAL, FLEET
MARINE FORCE, PACIFIC-----
The above message should be sent PRIORITY with the classification SECRET

Figure 6-2 (Cont'd) Initial Loading Status Report

INITIAL LOADING STATUS REPORT

Reference: FMFPACO P4600.1_ (par 301.4)

Instructions: This report will be submitted by the unit being embarked at the time embarkation commences. A separate report will be submitted for each ship being loaded.

Format: The following is the format prescribed by FMFPACO P4600.1_ showing the action and information addresses.

From: Unit being embarked
To: CG, FMFPAC

Info: CMC (Code AO4) CG, FMAW
CG, FMFPAC (Fwd) (Command from which departing)
COMPHIBRON (appropriate number) (Command to which reporting)
CG, III MAF (Ship concerned)

INITIAL LOADING STATUS REPORT (U)

A. FMFPACO P4600.1_

1. FOLLOWING REPORT SUBMITTED IAW REF A.

A. NAME AND HULL NUMBER

B. TIME COMMENCED LOADING

C. ORGANIZATION FOR EMBARKATION. LIST THE FOLLOWING DATA IN FIVE COLUMNS FOR EACH UNIT/DETACHMENT EMBARKING:

FIRST COLUMN - NAME OF UNIT OR DETACHMENT

SECOND COLUMN - MARINE OFFICERS/ENLISTED

THIRD COLUMN - NAVY OFFICERS/ENLISTED

FOURTH COLUMN - OTHER SERVICES

FIFTH COLUMN - TOTAL PERSONNEL

D. SUPPLIES TO BE EMBARKED BY CLASS

SUPPLIES

CUFT

S/T

CLASS I

Figure 6-2 Initial Loading Status Report

FORMAT FOR OPERATIONAL SHIPPING REQUEST

From: Unit Requesting Shipping
 To: CG, 1st Marine Aircraft Wing (Attn: Emb Officer)
 Via: Cognizant Group

Subj: Operational Shipping Request

Ref: (a) FMFPACO Ph600.1
 (b) FORO Ph600.5
 (c) WgO Ph600.1

1. In accordance with references (a) through (c), the following request is submitted:

- a. Requesting Unit.
- b. Port of Embarkation.
- c. Port of Debarkation.
- d. Required delivery date.
- e. Number of officers.
- f. Number of enlisted.
- g. Total drums of POL.
- h. Total gallons of bulk POL by type (III or IIIA).
- i. Total ammunition by cubic feet and short tons.
- j. Vehicles by type, dimensions (LXWXH), square feet, cubic feet, weight.
- k. Cubic feet and short tons of remaining bulk cargo (do not include POL, Ammo, vehicles or supplies preloaded in vehicles).
- l. Name and phone number of persons to be contacted.
- m. Special instructions

 The above request should be classified secret when completed.

Figure 6-1 Operational Shipping Request

CORRECTLY MARKED BOX

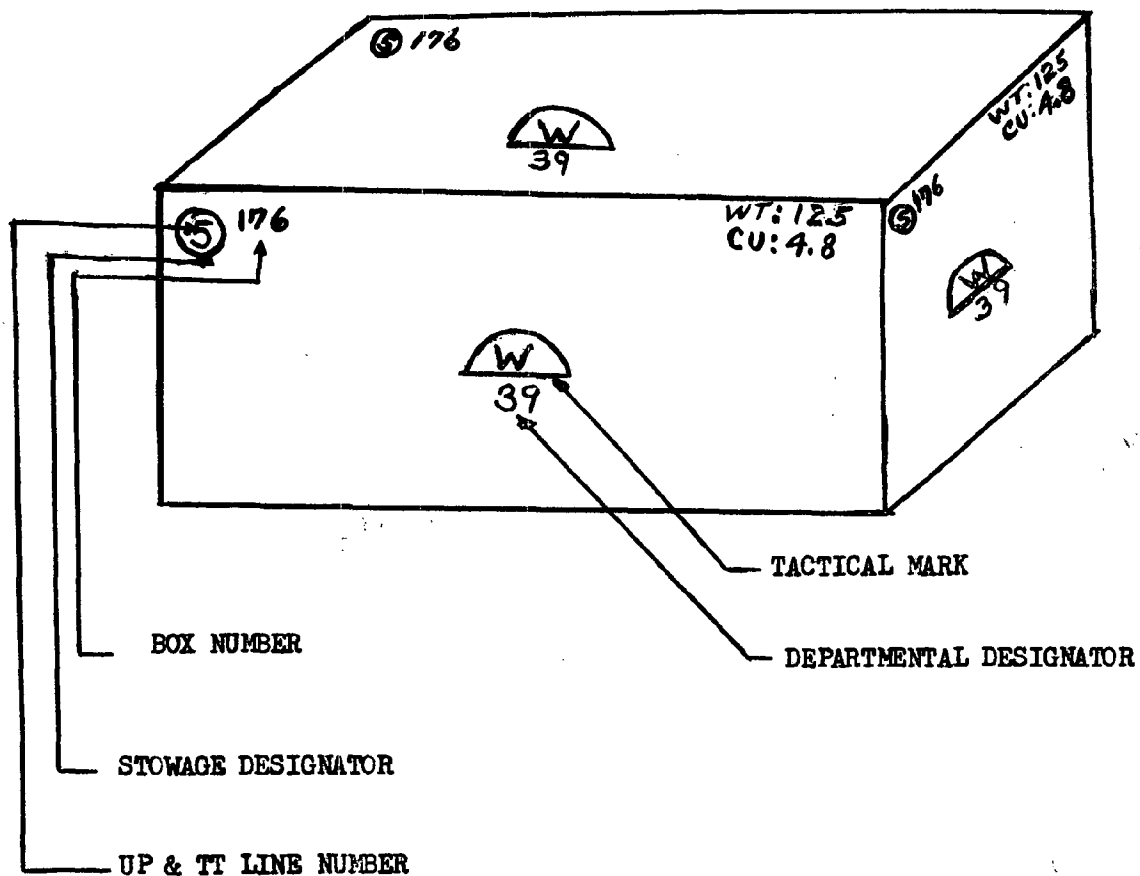


FIGURE 3-3

REPORT OF SHIPBOARD ACCOMODATIONS AND SPACES, EMBARKED TROOPS (CONT'D)

	<u>*Unsatis- factory</u>	<u>Satis- factory</u>	<u>Good to Excellent</u>	<u>Not Applicable</u>
14. Officer messing				
15. General cargo space				
16. Troop gasoline stowage				
17. Troop ammunition stowage				
18. Cargo handling gear				
a. Booms				
b. Nets				
c. Slings				
19. Troop communication facilities				
20. Troop crew relationship				
21. Condition of landing nets				
22. Does the ship conform with the Ship's Loading Characteristics Phamphlet <u>Yes or No</u> . If no, briefly explain.				
23. Additional comments not covered elsewhere in this report.				

(NAME) (RANK) (ORG)
Commanding Officer of TROOPS

*All unsatisfactory markings should be amplified in detail (dates, specific instances, etc.) on an attached sheet, using identical paragraph numbers as above, to be used as a basis for determining corrective action.

Figure 6-6 (Cont'd). Shipboard Accomodations and Spaces, Embarked Troops Report.

REPORT OF SHIPBOARD ACCOMODATIONS AND SPACES, TAP

Unit(s) _____
 Number of Officers _____ Number of Enlisted _____
 Name of Operation _____
 Date and place of embarkation _____
 Date and place of debarkation _____

(CHECK ONE)

- | | <u>*Unsatis-</u>
<u>factory</u> | <u>Satis-</u>
<u>factory</u> | <u>Good to</u>
<u>Excellent</u> | <u>Did not</u>
<u>Apply</u> |
|-----------------------------|------------------------------------|---------------------------------|------------------------------------|--------------------------------|
| 1. Troops space allocation | | | | |
| 2. Troop messing | | | | |
| a. Food | | | | |
| b. Service | | | | |
| 3. Troop bathing facilities | | | | |
| 4. Troop toilet facilities | | | | |
| 5. Troop laundry facilities | | | | |
| 6. Medical facilities | | | | |
| 7. Dental facilities | | | | |
| 8. Recreational facilities | | | | |
| 9. Ship's exchange | | | | |
| 10. Barber shop | | | | |
| 11. Stowage | | | | |
| a. Personal gear | | | | |
| b. Organizational gear | | | | |
| 12. Office space | | | | |
| 13. Office space allocation | | | | |
| 14. Officer messing | | | | |

Figure 6-7 Shipboard Accomodations and Space Report, TAP

REPORT OF SHIPBOARD ACCOMODATIONS AND SPACE, TAP (CONT'D)

	<u>*Unsatis-</u> <u>factory</u>	<u>Satis-</u> <u>factory</u>	<u>Good to</u> <u>Excellent</u>	<u>Did not</u> <u>Apply</u>
15. General cargo space				
16. Troop gasoline stowage				
17. Troop ammunition stowage				
18. Cargo handling gear				
a. Booms				
b. Nets				
c. Slings				
19. Troop communications facilities				
20. Troop-crew relationship				
21. Condition of landing nets				
22. Does the ship conform with the Ship's Loading Characteristics Pamphlets <u>Yes or No.</u> briefly explain, if no.				
23. Additional comments not covered elsewhere in this report.				
24. Ship visited prior to embarkation Yes or No. Date _____				

 (NAME) (RANK) (ORG)
 Commanding Officer of TROOPS

*All unsatisfactory markings should be amplified in detail (dates, specific instances, etc.,) on an attached sheet, using same paragraph numbers as above, to be used as a basis for determining recommended action.

Figure 6-7 (Cont'd) Shipboard Accomodations and Spaces Report, TAP

Unit(s) _____
Number of Officers _____ Number of Enlisted _____
Name of Operation _____
Date and Place of Embarkation _____

(CHECK ONE)

#Unsat Sat Good

1. Troop space allocation
2. Troop toilet facilities
3. Officer berthing
4. Troop cargo spaces
5. Troop gasoline stowage
6. Troop ammunition stowage
7. Cargo handling gear
 - a. Pallet jacks
 - b. Forklifts
 - c. Booms
 - d. Winches
 - e. Slings
 - f. Fenders
 - g. Sea Painters
8. Survival Equipment
 - a. Life Jackets
 - b. Life rafts
9. Debarkation nets
10. Troop communication facilities
11. Troop-crew relationship

DECLASSIFIED

REPORT OF SHIPBOARD ACCOMMODATIONS AND SPACES TAK (Cont'd)

Does ship conform to Loading Characteristics Pamphlet? Yes or No.
If no. Explain

13. Ship visited prior to Embarkation? Yes or No. Date _____

14. ADDITIONAL COMMENTS NOT COVERED ELSEWHERE IN THIS REPORT.

NOTE: *All unsatisfactory markings should be amplified in detail (dates, specific instances, etc.,) on an attached sheet, using same paragraph numbers as above, to be used as a basis for determining recommended action.

Figure 6-8 (Cont'd) Report of Shipboard Accomodations and Spaces Report, TAK.

AIRLIFT REQUEST FORMAT

ALFA	(Unit or agency requesting airlift)
BRAVO	(Airlift origin)
CHARLIE	(Airlift destination)
DELTA	(Date and time of load availability (ZULU))
ECHO	(Date required at destination)
FOXTROT	(Security classification if mission is classified)
GOLF	(Priority and justification, also, indicate, if applicable, code word, nickname, operations order or movement phase)
HOTEL	(Passengers - number, weight and highest rank)
INDIA	(Baggage - weight and cube)
JULIETT	(Material and equipment, less vehicles - description, weight and cube)
KILO	(Vehicles - nomenclature, dimensions in inches (L,W,H), weight and cube)
LIMA	(Excessive dimensions items - nomenclature, dimensions in inches (L,W,H), and weight of any item of material and equipment other than vehicles which measure in excess of 60 inches in any dimension)
MIKE	(Total weight and cube)
NOVEMBER	(Special instructions and remarks - indicate if cargo is classified, prohibited, or restricted and whether special handling or safeguarding is required. Include information concerning diplomatic clearance and pickup date for return airlift when applicable.)
OSCAR	(Contact officers - name, organization and telephone numbers of contacts at bases of origin and destination. Indicate contact information for return airlift, when applicable.)
PAPA	(For emergency and War Plans only. This section is to be used when applicable for emergency and War Plans requirements.)
QUEBEC	(Certify as follows: "Surface, MAC or commercial not practicable")

Figure 6-9 Airlift Request Format.

INITIAL UNIT AIRLIFT REPORT

Reference: FMFPacO P4600.1 (par 305.1)

Instructions: This report will be submitted by the unit being airlifted prior to enplaning. A separate report will be submitted for each phase of the airlift (Advance Detail, Main Body, etc.).

Format: The following is the format prescribed by FMFPacO P4600.1 showing the action and information addressees.

MESSAGE FORMAT FOR INITIAL UNIT AIRLIFT REPORT

FROM: Unit Being Airlifted
To: FMFPAC

INFO: CMC (CODE AO4)	MCAS, IWAKUNI
CG FMFPAC (FWD)	(Command from which departing)
CG NINTH MAB	(Command to which reporting)
CG III MAF	
CG FMAW	

INITIAL UNIT AIRLIFT REPORT (U)

A. MCO 3000.2
B. FMFPACO P4600.1

1. FOLLOWING REPORT SUBMITTED IN ACCORDANCE WITH REFS A AND B:

- A. (UNIT)
- B. (TOTAL PERSONNEL TO BE EMBARKED)
- C. (TOTAL CUBE AND WEIGHT OF CARGO TO BE EMBARKED)
- D. (NUMBER AND TYPE OF AIRCRAFT PROVIDING LIFT)
- E. (ESTIMATED TIME TO COMMENCE EMBARKING)

The above message should be sent PRIORITY with the classification SECRET.

When the situation indicates the necessity, additional information addressees may be included.

Figure 6-10 Initial Unit Airlift Report

DAILY UNIT AIRLIFT REPORT

References: FMFPacO P4600.1 (par 305.2)

Instructions: Reports will commence with the first day of enplaning for each phase of the airlift (Advance Party, Main Body, etc.). They will be submitted to cover the period 0001 (local time) to the cessation of daily airlift operations or 2400 (local time) whichever occurs first. Reports will continue to be submitted until the final lift deplanes at destination.

Format: The following is the prescribed format to be used in submitting reports.

MESSAGE FORMAT FOR DAILY AIRLIFT REPORT

FROM: (UNIT BEING AIRLIFTED)
TO: FMFPAC

INFO: CMC (CODE A04)	MCAS IWAKUNI
CG FMFPAC (FWD)	(Command from which departing)
CG NINTH MAB	(Command to which reporting)
CG III MAF	
CG FMAW	

UNIT AIRLIFT REPORT (U)

A. MCO 3000.2
B. FMFPACO P4600.1

1. FOLLOWING REPORT SUBMITTED IN ACCORDANCE WITH REFS A AND B.
- A. (UNIT)
- B. (DATE AND TIME INITIAL AIR MOVEMENT COMMENCED)
- C. (TOTAL PERCENT OF PERSONNEL AIRLIFTED)
- D. (TOTAL PERCENT OF CARGO AIRLIFTED)
- E. (ESTIMATED DATE AND TIME AIRLIFT WILL BE COMPLETED) THIS INCLUDES DEPLANING AT DESTINATION.
- F. (DATE AND TIME AIRLIFT ACTUALLY COMPLETED) FINAL REPORT ONLY.

The above message should be sent PRIORITY with the classification SECRET.

All information addressees appearing on the Initial Airlift Report should be indicated on the Daily Airlift Reports.

Figure 6-11 Daily Unit Airlift Report

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

WgO P4600.1G
39:VW:rn1
5 October 1967

WING ORDER P4600.1G

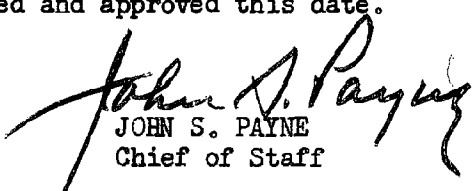
From: Commanding General
To: Distribution List

Subj: Standing Operating Procedures for Embarkation

Encl: (1) LOCATOR SHEET

Reports Required: List, Page v and vi

1. Purpose. To publish a standing operating procedure for embarkation within the 1st Marine Aircraft Wing.
2. Cancellation. Wing Order P4600.1F.
3. Scope. This standing operating procedure standardizes routine procedures pertaining to embarkation; it supplements doctrine, procedures and techniques published in the references. It also establishes procedures and techniques to be followed in cases not specifically covered by other instructions.
4. Action
 - a. Commanding Officers will ensure compliance with embarkation procedures contained in this Order and applicable references.
 - b. Subordinate units will publish standing operating procedures for embarkation as required, using this SOP as a guide and will furnish this Headquarters (Attn: G-4) one copy with changes as published.
5. Certification. Reviewed and approved this date.


JOHN S. PAYNE
Chief of Staff

DISTRIBUTION: "D" plus CG FMFPAC (Fwd) (2 copies)

APR 4 1968

WgO P4600.1G
5 October 1967

LOCATOR SHEET

Subj: Standing Operating Procedures for Embarkation

Location:

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

ENCLOSURE (1)

APPENDIX A

EMBARKATION PLANNING DATA

I. GENERAL. The reference data set forth in this appendix is published for use by all units of this Command for planning purposes. Data published herein has been gathered by researching Technical Manuals, Table of Allowances, usage data records and actual measurements and weights. Every effort has been made to compile the most accurate data available. Recipients are requested to review this reference data and inform this Headquarters by official correspondence of any errors, additions or deletions necessary, sighting the source of corrected data. Corrections to vehicle data will be determined by actually measuring and weighing of vehicles concerned.

II. MEASUREMENT CONVERSION FACTORSWEIGHT MEASURE

	<u>Short Tons</u>	<u>Long Tons</u>	<u>Metric Tons</u>	<u>Kilograms</u>	<u>Pounds</u>
1 Short Ton	1.0000	0.8929	0.9072	907.20	2000.0
1 Long Ton	1.1200	1.0000	1.0160	1016.0	2240.0
1 Metric Ton	1.1023	0.9842	1.0000	1000.0	2204.6
1 Kilogram	0.0011	0.00098	0.0010	1.0000	2.2046

CUBIC MEASURE (VOLUME)

	<u>Measurement Ton</u>	<u>Cubic Yards</u>	<u>Cubic Feet</u>	<u>Cubic Inches</u>
1 Measurement Ton	1.0000	1.4800	40.000	69120.0
1 Cubic Yard	0.6770	1.0000	27.000	46656.0
1 Cubic Foot	0.0250	0.0370	1.0000	1728.0
1 Cubic Inch	-	-	-	1.0

LIQUID MEASURE

	<u>Cubic Foot</u>	<u>U.S. Gals</u>	<u>Imperial Gallons</u>	<u>Liters</u>
1 Cubic Foot	1.0000	7.4810	6.2290	28.320
1 U. S. Gallon	0.1337	1.0000	0.8327	3.7850
1 Imperial Gallon	0.1600	1.2010	1.0000	4.5460
1 Liter	0.0353	0.2641	0.2200	1.0000
1 Barrel	5.6150	42.000	35.000	158.90

III. LOGISTIC DATA REFERENCE

A. Class I Supplies. Those items that are consumed at approximately uniform daily rates under all conditions (water, rations).

1. Rations

<u>Item</u>	<u>Unit of Issue</u>	<u>Remarks</u>
Meal Combat Individual (MCI)	Four rations per case. (Three meals for 4 men) Total of twelve (12) meals	Weight per case: 25 lbs Cube per case: 0.79
Rations; small detachment	Five rations per case (Fifteen meals)	Weight per case: 28.5 lbs Cube per case: 1.1
Ration; Operational "B"	Per man per day	Weight: 5.082 lbs Cube: 0.1194
Ration; Operational "A"	Per man per day	Weight: 6.75 lbs Cube: 0.2057
Ration; supplement Sundries Pack	One (1) pack per 100 rations	This item is designed for issue when exchange facilities are available. Packaged to support 100 men for one day. Weight: 59 lbs Cube: 2.42
Fuel; compressed trioxane	One bar per meal of ration; combat, individual.	Packaged 1200 bars per case. This is a Class III item shown here for convenience. Weight: 60 lbs. Cube: 3.1

2. Water

a. Unit of Measure Data

1 gallon (bulk)	Weight: 8.3 lbs	Cube: 0.13
5 gallon can (full)	47.1	1.0
5 gallon (empty)	5.6	1.0

b. If required, the following computations will apply:

<u>Unit</u>	<u>Conditions</u>	<u>Gallons per day</u>
One man (in combat)	Minimum	$\frac{1}{2}$ to 1
	Normal	3
	Temporary Camp	5
	Temporary Camp with bathing facilities	15
	Semi-perm Camp	30 to 60
	Permanent Camp	60 to 100
Vehicles	Level and rolling country	$\frac{1}{8}$ to $\frac{1}{2}$
	Mountainous	$\frac{1}{4}$ to 1

B. Class III, IIIA Supplies

1. Computations

<u>Type POL</u>	<u>Type Container</u>	<u>No. Gals.</u>	<u>Cu.Ft.</u>	<u>Wt. Empty</u>	<u>Wt. Full</u>
MO Gas	Bulk	1	0.13	6.11	-
MO Gas	5 Gal can	5	1.0	10.5	41.6
MO Gas	55 Gal drum (18 ga)	54	12.0	54.0	384.0
115/145	Bulk	1	0.13	5.85	-
115/145	5 Gal can	5	1.0	10.5	39.75
115/145	55 Gal drum (18 ga)	53	12.0	54.0	364.0
115/145	500 gal drum (fabric)	450	93.2	240.0	2880.
JP-4	Bulk	1	0.13	6.47	-
JP-4	55 gal drum (18 ga)	53	12.0	54.0	403.0
JP-4	500 gal drum (fabric)	450	93.2	240.0	2911
JP-5	Bulk	1	0.13	6.83	-
JP-5	55 gal drum (18 ga)	53	12.0	54.0	416.0
JP-5	500 gal drum (fabric)	450	93.2	240.0	3313

<u>Type POL</u>	<u>Type Container</u>	<u>No. Gals</u>	<u>CU.FT.</u>	<u>Wt. Empty</u>	<u>Wt. Full</u>
Diesel	Bulk	1	0.13	6.99	-
Diesel	5 gal can	5	1.0	10.5	46.0
Diesel	55 gal drum (18 ga)	54	12.0	54.0	432.0
Kerosene	Bulk	1	0.13	6.8	-
Kerosene	5 gal can	5	1.0	10.5	45.0
Kerosene	55 gal drum (18 ga)	54	12.0	54.0	421.0
Lube Oil	Bulk	1	0.13	8.0	-
Lube Oil	5 gal can	5	1.0	10.5	49.0
Lube Oil	55 gal drum	55	12.0	54.0	472.0
Grease	25 lb. pail	-	1.0	-	29.0
Grease	5 lb. cans (case of 6)	-	2.0	-	44.0

2. Fuel Consumption Factors

<u>Sect M</u> <u>T/A No.</u>	<u>Type Vehicle</u>	<u>Gallons per Hour</u> <u>Gasoline - Diesel</u>	
235	Truck, wrecker, 5T, M-62/M-543	9	-
230	Truck, 2 $\frac{1}{2}$ T, M-49	4	-
255/A/B	Truck, 2 $\frac{1}{2}$ T, M-35/M-35A1/M-35A2	4	-
280	Truck, 3/4T, M-678	-	1
105	Truck, 3/4T, M-69	-	1
901	Truck, $\frac{1}{4}$ T, M-38A1	1.5	-
21980	Radio Set, ($\frac{1}{4}$ T) Ave.	1.5	-
22190	Radio Set (3/4T) AN/MRC-62	2.8	-
22030	Radio Set (3/4T) AN/MRC-63	2.8	-
22010	Radio Set (2 Veh's) 2 $\frac{1}{2}$ T, AN/MRC-47	8.0	-
21957	Radio Set, (2 $\frac{1}{2}$ T) AN/MRC-30	4.0	-
21959	Radio Set, (2 $\frac{1}{2}$ T) AN/MRC-32	4.0	-
21990	Radio Set, AN/MRC-40 (Trlr mtd)	1.5	-

Sect. M T/A No.	Type Vehicle	Gallons per Hour	
		Gasoline	Diesel
21740	Radar Set AN/MPQ-10A	1.4	-
20820	Generator Set PU-239	-	2
20800	Generator Set 60KW	-	7
20740	Generator Set 7.5KW	-	3.5
20740	Generator Set 9.4 KVA	0.5	1.4
175	Compressor 125 CFM	2.5	-
295	HPCU	0.5	-
290	Lube Unit	0.5	-
190	Grader	-	5.0
145/150	Forklift	2.75	-
320	Floodlight	1.5	-
80	Tractor Industrial	-	16
300	Decontamination Apparatus	3.0	-
195	Mixer Concrete	1.0	-
200	Weld. Mach. ARC 400 Amps	3.0	-

a. The consumption factors listed above are average; terrain, road conditions and loads were not considered.

b. In computing fuel requirements, use eight (8) hours operation per day. For generators, radio and radar vehicles use twenty-two (22) hours per day.

C. Class V(VA) Supplies

1. Definitions

a. Class V: Ammunition, explosives, mines, fuzes, detonators pyrotechnics, chemical warfare agents and related expendable accessories.

b. Class V(A): Aviation ammunition, bombs, rockets, pyrotechnics and similar items and related expendable accessories.

c. Basic Allowance (BA): A specific quantity of ammunitions per ammunition consuming item, required to effect initial distribution within Fleet Marine Force Units preparing to enter combat.

d. Prescribed Load (PL): The Fleet Marine Force Commander may make adjustments in the basic allowance which would be embarked with deploying Fleet Marine Force Units to accomodate specific and unusual missions as well as the mode of transportation to the objective area. The term used to specify exact quantities for embarkation is "Prescribed Load". The prescribed load is not a fixed quantity and may change from day-to-day or operation-to-operation at the discretion of the Commander, as necessary under the prevailing tactical and resupply conditions.

e. Day of Ammunition (DOA): A unit of measure for ammunition expressed as a specific number of rounds, or items of bulk ammunition as may be appropriate per weapon, unit, individual, kit, set or using device required for one day of combat. For initial planning, there are three different DOA expenditure rates, each applicable to thirty day periods of combat operations.

2. Computing Data. The T/E is the source document of all crew served weapons for all Marine Units. The number of individual weapons by type authorized may be determined from the T/O of the unit concerned. In computing Class V use information set forth in MCO 8010.1 (Class V Logistical Procedures). Aviation units use factors equal to 10% of prescribed DOA rates.

D. Vehicle Data. The following vehicle data will be used by all 1st Marine Aircraft Wing Units when preparing planning data. Omissions, changes and corrections will be reported to this Headquarters by official correspondence (Attn: Embarkation Officer).

1. For acutal embarkation involving air movement, the vehicle will be physically weighed.

SEC M DESCRIPTION

OR

T/A No.	A/C SVC EQUIP	L	W	H	Sq	CU	WT(lbs)
5	Trk, A/C Refuel 5T 6x6 M63 Chassis 2000 gal. cap.	31'10"	8'0"	9'5"	257'	2398'	19200
10	Trk, Oil SVC A/C 2 1/2 T 6X6 M57 Chas- sis 500gal. cap.	25'0"	7'3"	8'2"	181'	1481'	12783
15	Trlr, Oil Salvage A/C 1 1/2 T, 4x 500 gal. cap.	16'3"	5'5"	5'6"	88'	484'	2960

SEC M DESCRIPTION

OR T/A No.	A/C SVC EQUIP	<u>L</u>	<u>W</u>	<u>H</u>	<u>SQ</u>	<u>CU</u>	<u>WT(lbs)</u>
20	Trlr=Semi A/C Re-fuel, 4w 5000 gal. cap.	34'11"	8'0"	8'10"	279'	2467'	19600
25B	Pump Centrifugal Trlr Mtd	6'3"	4'11"	4'9"	31'	146'	1235
25C	Meter, Granco Mod. 3 in.	4'6"	3'0"	2'4"	14'	31'	270
25D	Filter Separator	6'10"	2'7"	4'9"	18'	84'	1405
30	Trac, Wheeled A/C towing 4x4 8000lbs	13'7"	6'8"	5'2"	91'	468'	11450
45	Gen Set Lox Semi-Trlr 2w	32'0"	9'6"	12'4"	304'	3748'	42000
N/A	Gen NC10A	9'10"	5'4"	4'9"	52'	249'	6800
50	Pump Vacuum Lox SVC Trlr Mtd 2w	5'0"	3'1"	2'11"	15'	45'	375
55	Trlr, Tnk, Lox Storage 150 gal. cap. 4w	8'0"	6'0"	6'0"	48'	288'	2825
140	Trk Forklift 3000 lbs cap. RT	18'1"	7'5"	10'6"	134'	1409'	6521
145	Trk Forklift 6000lb. cap. (Yale)	12'7"	7'6"	5'6"	94'	519'	10970
150	Trk Forklift 15000 lb. cap. w/eng ch Adapt.	18'3"	7'9"	12'9"	141'	1803'	21505
160	Gen, PU-239 20KW	13'7"	7'0"	6'6"	95'	618'	4925
	Gen Set PU-590 30KW	13'8"	7'0"	7'0"	96'	670'	7250
165	Gen Set 60KW, 60 cycle	10'10"	7'6"	6'10"	81'	555'	7000
	Gen 75KW MB-20	15'0"	7'5"	6'8"	111'	742'	7390
170	Gen Set 60KW 400 cycle	14'0"	7'9"	7'3"	109'	787'	6275

SEC M DESCRIPTION

OR

T/A No.	A/C SVC EQUIP	<u>L</u>	<u>W</u>	<u>H</u>	<u>SQ</u>	<u>CU</u>	<u>WT(lbs)</u>
175	Compressor Air Rot. 125CFM Trlr mtd 2w	11'6"	6'3"	5'7"	72'	401'	3920
185	Crane Trk mtd 20T 6x6 w/D-318 Eng	53'3"	9'7"	14'6"	510'	7397'	55680
180	Crane Trk Med 3T RT	17'9"	8'11"	8'11"	158'	1412'	19675
190	Grader rd mtd M12 D-318 Eng	25'8"	8'2"	9'3"	210'	1940'	51756
195	Mixer Concrete, Skip loader Trlr mtd 4w 6 cuft cap.	11'0"	7'9"	7'9"	85'	661'	3240
200	Trlr Arcweld Gas Eng 4w 300 amp	12'3"	5'0"	8'2"	61'	500'	2400
205	Trac, full trac D4 w/Doz & 2 1/2 T Crane 8600-10000 lb. DBP	31'6"	8'2"	7'9"	257'	1995'	20530
60	Trlr, Tnk, Lox Storage 500 gal. cap. 4w	12'9"	7'6"	7'4"	96'	701'	3375
61	Trlr Tnk Liquid Nit- rogen Storage 500 gal. cap 4w	8'5"	5'7"	4'5"	47'	208'	2200
65	Vaporizer System Lox Trlr Mtd 2w	12'3"	6'1"	7'0"	74'	521'	2380
70	Trlr, Van. Elec Maint Expandable. 4w	20'10"	7'1"	11'3"	147'	1659'	8130
75	Trlr, Util 2 1/2 T 4w F=2A	14'3"	4'6"	2'3"	64'	144'	1078
80	Trk Pltform, In- dust 2T 4X2	13'11"	5'11"	4'6"	82'	371'	3195
85	Sweeper Magnetic Pickup Trac Mtd	11'10"	8'1"	6'10"	96'	653'	9400

SEC M OR T/A No.	DESCRIPTION A/C SVC EQUIP	<u>L</u>	<u>W</u>	<u>H</u>	<u>SQ</u>	<u>CU</u>	<u>WT (lbs)</u>
90	Trk Crash, Fire & Rescue 4x4 MB5	21'10"	7'11"	10'9"	173'	1859'	13475
95	Trk Crash, Fire & Rescue 6x6 MB-1	28'0"	7'0"	10'10"	196'	2123'	29100
100	Trk, Structural, Fire 6x6 M53QA M44 Chassis	24'6"	7'7"	8'3"	186'	1532'	17260
105	Trk, Amb 3/4T M43	16'10"	6'10"	7'8"	115'	882'	6970
105	Trk, Amb 3/4T M679	15'4"	6'6"	7'10"	100'	781'	7000
115	Trlr Bomb, 1t 4w MK 7	15'10"	3'7"	3'3"	57'	184'	723
120	Trk Bomb, CGO, 1 1/2T 4x4 MJ 3	21'0"	7'5"	7'3"	156'	1130'	8800
210	Trac, Full Trac D6 w/shovel	18'6"	8'0"	8'3"	148'	1221'	34555
215	Trk Dump 2 1/2T 6x6 M47	19'11"	7'2"	8'8"	143'	1238'	13540
220	Trlr Tnk 1 1/2T 2w 400 gal. M107A1	13'10"	6'10"	6'5"	94'	606'	2190
225	Trk, Tnk 2 1/2T 6x6 1000gal M50	21'11"	8'0"	8'2"	175'	1433'	15118
230	Trk, Tnk Util. 2 1/2T 6x6 1200gal M49	23'3"	8'0"	10'8"	186'	1985'	13823
235	Trk, Wreck Med 5T M62 w/winch	25'2"	8'7"	8'10"	216'	1907'	34480
240	Trk, Util. 1 1/2T 4x4 M422	9'1"	5'1"	4'5"	46'	204'	1750
245	Trk, crew, cab 3/4T M677	15'4"	6'6"	7'7"	100'	756'	7000
250	Trk, Cgo 3/4T C-120	17'11"	6'6"	7'10"	116'	912'	4590

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SEC M DESCRIPTION

OR T/A No.	A/C SVC EQUIP	<u>L</u>	<u>W</u>	<u>H</u>	<u>SQ</u>	<u>CU</u>	<u>WT(lbs)</u>
250	Trk, Cgo, 3/4T M-676	15'4"	6'6"	7'7"	100'	756'	7000
255	Trk, Cgo 2 1/2T 6x6 M35A1 Multi fuel eng winch	23'4"	8'1"	8'2"	188'	1535'	12673
260	Trk, Trac, 5T 6x6 M52	21'0"	8'2"	8'10"	172'	1515'	18343
265	Semi Trlr, Stake 12T 2w M127 w/o Stk	28'11"	8'2"	5'1"	236'	1200'	12050
270	Semi Trlr, Lowbed 25 T 4w M172	33'10"	9'9"	5'6"	330'	1814'	15017
275	Trlr Amph Cgo 1/4T 2w M100	9'2"	4'10"	3'8"	44'	163'	575
280	Trk, Command Util 3/4T 4x4	17'7"	6'2"	7'8"	108'	832'	5800
280	Trk, Carry all. 3/4T M678	15'4"	6'6"	7'3"	100'	723'	7000
285	Dolly converter 8T 2w M198	10'3"	8'2"	4'6"	88'	398'	3280
290	Trlr, lube 1/4T 2w M250-455	5'11"	5'1"	4'3"	30'	128'	1050
295	Trlr Stm Clean HP 1/4T 2w	7'7"	4'11"	4'5"	37'	165'	1105
300	Trlr Decontamination 2w 200 gal.	12'9"	5'6"	5'9"	70'	403'	5140
310	Trlr MachShop #1 5T 4w	18'10"	8'0"	10'0"	151'	1506'	13208
315	Trlr MachShop #2 5T 4w	20'5"	8'0"	11'6"	163'	1879'	17370
320	Trlr Floodlight 5kw 4w MC2	10'5"	5'10"	5'10"	61'	354'	2825

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DESCRIPTION		L	W	H	SQ	CU	WT(lbs)
USMC	A/C SVC EQUIP						
51570	Trk, Util $\frac{1}{2}$ T 4x4 M38A1	11'7"	5'0"	6'2"	58'	357'	2570
51060	Trk $\frac{1}{2}$ T M170 Amb	12'11"	5'1"	6'5"	66'	421'	3510
51090	Trk, CGo 3/4T M37	15'8"	6'6"	6'10"	102'	696'	5670
51120	Trk, CGo $\frac{3}{4}$ T 6x6 M35	21'8"	8'1"	8'2"	179'	1430'	12900
51650	Trk, VanShop 2 $\frac{1}{2}$ T 6x6 M109	23'4"	8'2"	10'8"	191'	2064'	20283
50940	Trlr, CGo 3/4T M101	12'4"	6'2"	6'8"	76'	507'	1410
50970	Trlr, CGo 1 $\frac{1}{2}$ T M105	13'9"	7'0"	8'3"	96'	794'	2670
31930	Distillation Unit	12'3"	6'0"	6'9"	74'	496'	5420
31940	Purification Unit	13'10"	6'11"	8'0"	94'	756'	4730
30070	Bath Unit 24 Head	14'0"	7'2"	5'1"	100'	610'	4339
45410	Laundry Unit dryer	13'11"	6'2"	7'1"	85'	604'	4845
21750	Trlr, Van 2 $\frac{1}{2}$ T 4w V85V106	21'0"	7'6"	7'4"	158'	1154'	10800
45410-A2	Laundry Unit Washer	13'7"	6'3"	6'9"	85'	573'	4550
21980-	Radio Set, AN/MRC-38	11'7"	5'2"	6'2"	60'	370'	2800
21990-	Radio Set AN/MRC- 40 Trl Mtd	13'10"	7'0"	8'3"	97'	800'	4288
21959-	Radio Set, AN/MRC- 32	23'2"	8'5"	11'1"	195'	2162'	16250
22010-	Radio Set, AN/MRC- 47 (Rec)	23'0"	8'5"	12'6"	194'	2421'	19100
22010-	Radio Set, AN/MRC- 47 (Trans)	23'2"	8'5"	12'6"	195'	2439'	21100

<u>USMC</u>	<u>DESCRIPTION</u> <u>A/C SVC EQUIP</u>	<u>L</u>	<u>W</u>	<u>H</u>	<u>SQ</u>	<u>CU</u>	<u>WT(lbs)</u>
22190-	Radio Set AN/MRC-62	15'11"	7'3"	7'4"	115'	846'	7550
22030-	Radio Set AN/MRC-63	15'11"	7'3"	7'4"	115'	846'	7620
22050-	Radio Set, AN/MRC-87	13'4"	5'1"	6'1"	68'	412'	3350
22500-	Shelter Elect, S-126/G 2 $\frac{1}{2}$ T	21'9"	8'0"	9'5"	174'	1639'	10140
20447-	Comm Central AN/TSC- 15 Trk Mtd	17'10"	6'6"	9'1"	116'	1052'	7950
22545-	Shop Maint Van AN/GRM-38	23'2"	8'5"	11'5"	195'	2228'	17750
22505-	Shelter Van AN/GRM-48	23'2"	8'5"	11'5"	195'	2228'	16250
UNK	Trk, AN/TPS-37 M-35 Ant.	23'4"	8'0"	10'11"	187'	2038'	18640
UNK	Tlr, AN/TPS-37 M-105	14'7"	7'10"	7'8"	114'	876'	5005
21750-	Trk, AN/MPS- 11A M-35	25'0"	8'0"	11'0"	200'	2200'	16556
21750-	Tlr, V-98, AN/ MPS-11A (ANT)	13'8"	6'0"	7'0"	82'	574'	5050
21750-	Tlr, D-85 AN/ MPS-11A	21'0"	7'5"	7'4"	158'	1155'	15000
21750-	Tlr, V-106 AN/ MPS-11A	21'0"	7'6"	7'4"	158'	1155'	15000
20890-	Generator Set, PU-344	14'3"	6'9"	6'6"	96'	625'	5650
20820-	Generator Set, PU-239 D/G	13'11"	7'0"	6'7"	97'	641'	5650

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<u>USMC</u>	<u>DESCRIPTION</u> <u>A/C SVC EQUIP</u>	<u>L</u>	<u>W</u>	<u>H</u>	<u>SQ</u>	<u>CU</u>	<u>WT (lbs)</u>
20820-	Generator Set PU-239 F/G	13'11"	7'0"	6'7"	97'	641'	5650
UNK	Gen Set PU- 535, Tlr Mtd	12'3"	6'2"	6'11"	76'	523'	2250
22615- 3485A	Spl. Comm Net ODTTL, M-734	28'8"	8'8"	11'1"	249'	2754'	20910
20820-	Gen Set, PU- 239 E/G	13'11"	7'0"	6'7"	97'	641'	5650
20945-	Gen Set PU-482	14'0"	6'10"	6'9"	96'	645'	5025
21760-	Radar Set MPS- 16A, Rhl	23'4"	8'0"	9'3"	187'	1762'	16120
21760-	Radar Set MPS- 16A Ant	23'4"	8'0"	10'11"	187'	2038'	18640

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

WgO 8027.1A
8:WDF:gab
28 Oct 1967

WING ORDER 8027.1A

From: Commanding General
To: Distribution List

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

Ref: (a) MCO 8027.1
(b) MCO 3571.2
(c) MACV Directive 75-1
(d) Force Order 8027.1
(e) WgO P8600.1

Encl: ✓(1) EOD Incident Report Form
✓(2) EOD Operation Report Form

- Reports Required: I Explosive Ordnance Disposal Incident Report
(Report Symbol FMAW 8027-1 par 17)
- II Explosive Ordnance Disposal Operation Report
(Report Symbol FMAW 8027-2 par 17)
- III Consolidated Monthly EOD Report (Report Symbol
MACV 4114 par 17)
- IV EOD Operation Report (Report Symbol DN 8027-1 par #17)

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

2. Cancellation. Wing Order 8027.1.

3. Information. Reference (a) delineates the responsibilities of the Marine Corps with regard to the operational, technical, material and administrative aspects of explosive ordnance disposal. Reference (b) sets forth the policy of the Commandant of the Marine Corps concerning the Explosive Ordnance Disposal Program and to provide instructions and guidance to Commanding Officers for the implementation of that policy. Reference (c) prescribes Military Assistance Command, Vietnam, policies, responsibilities and procedures for U. S. Explosive Ordnance Disposal Activities within the Republic of Vietnam. Reference (d) prescribes a Standing Operating Procedure for Explosive Ordnance Disposal and delineates responsibilities, reporting procedures and instructions

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for utilization of Explosive Ordnance Disposal Units within all major Marine Corps commands in the Republic of Vietnam. Reference (e) calls for a periodic review of Standing Operating Procedures dealing with Explosive Ordnance Disposal Operations and revision if required.

4. Organization

a. Danang Area. The 1st Marine Aircraft Wing Explosive Ordnance Disposal capability in the Danang Area will be consolidated at Marine Wing Support Group 17. Operational control of the unit shall be maintained by the Commanding Officer of Marine Wing Support Group 17, while administrative control shall be maintained by the Commanding Officer of Headquarters and Maintenance Squadron 17. The T/O for the combined teams is two officers and six enlisted technicians. The unit will maintain tools, equipment and vehicles to constitute a two team capability. The senior EOD officer present will be responsible for operations and training of the combined teams. Each officer is responsible for the maintenance and control of one team's tools, equipment, vehicle and publications.

b. Chu Lai Area. The 1st Marine Aircraft Wing Explosive Ordnance Disposal capability in the Chu Lai Area shall be provided by two separate teams, one with Marine Aircraft Group 12 and the other with Marine Aircraft Group 13. Operational and administrative control of these teams will be determined by the Commanding Officer of the group concerned. The T/O for these separate teams is one officer and three enlisted technicians each. Each officer will be responsible for the operations and training of his team and for his assigned team's tools, equipment, vehicle and publications.

c. Due to the fact that response time to an accident may be the deciding factor in the successful completion of an Explosive Ordnance Disposal operation, the EOD officer is authorized direct liaison with all units and personnel in matters pertaining to Explosive Ordnance Disposal operations. The Commanding Officer will be notified and kept informed on the progress and/or results of pertinent operations.

5. Definitions. Definitions peculiar to Explosive Ordnance Disposal are contained in reference (a).

6. Mission. The EOD mission is to provide the capability to neutralize the hazards existing in explosive ordnance, which because of unusual circumstances presents a possible threat to operations, installations, personnel or material. The role of EOD is to assure through appropriate applications of safety rules, other safeguards and EOD techniques that no undue risk or hazard is involved in handling, disassembling or transporting weapon components during the clean up phase following an EOD incident.

7. Tasks. The 1st Marine Aircraft Wing EOD teams will be prepared to perform the following specific tasks.

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a. All 1st Marine Aircraft Wing EOD teams will maintain a twenty-four hour, seven days a week, EOD watch in an area adjacent to or in close proximity to airfield operations.

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

c. Provide technical assistance in the movement of explosive ordnance.

d. Investigation and clean-up of ammunition and explosive accidents.

e. Assist in the destruction of unserviceable ammunition and explosives (Grade III).

f. Assist and advise Provost Marshals, Security Officers, Military Police, Shore Patrol and Intelligence personnel in matters involving explosive and ammunition incidents.

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

h. Assist salvage personnel in the inspection of salvaged scrap metals to remove explosive components.

i. Provide EOD support and assistance to all other EOD units as operational commitments permit.

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

9. Tools, Equipment and Transportation

a. Reference (b) lists the minimum tools, equipment and vehicles required by EOD teams. The Officer-in-Charge of the EOD team will ensure that all authorized equipment is on hand and maintained in a state of readiness at all times. Timely requisitions will be submitted to maintain equipment readiness.

b. The 3/4 ton vehicle authorized the EOD team will be assigned to the team on a 24 hours a day, seven days a week basis. It shall be declared an emergency vehicle and will be equipped with a two way radio which is on the crash net frequency. This vehicle shall be appropriately indented on the front and back bumpers.

c. The assigned EOD vehicle, one M37B1 per team, is for flightline emergency operations and watches. Under the two team combined EOD unit (Danang Area), one vehicle will be used by the duty EOD flightline watch on a 24 hour per day basis. The other vehicle will be used to answer emergency off station EOD calls, and for routine EOD operations, i.e.

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destruction of Grade III munitions, routine demolitions assignments, administrative runs of an official nature and liaison visits with adjacent or supporting units for the purpose of conducting training and/or rendering technical assistance. When only one vehicle is available to the unit, additional motor transport support must be made available to the unit on an as required basis.

10. Training

a. The Officer-in-Charge of the EOD teams will institute and supervise an active training program covering all phases of EOD operations. This training program is a unit training program and therefore the maximum emphasis should be placed on improvement of the team proficiency while at the same time maintaining individual technician proficiency.

b. The EOD teams of the 1st Marine Aircraft Wing will place special emphases on the following areas of EOD operations:

(1) Familiarization with all ordnance which US Forces and Allied aircraft are capable of employing.

(2) Familiarization with ordnance racks and ejection systems for all US Forces and Allied aircraft.

(3) Briefing to all newly arrived EOD personnel on all known foreign ordnance items being used in RVN.

c. Personnel are required to attend "1st MAW operational nuclear weapons refresher training" every six months. This training will be held at NBC Weapons Section, Iwakuni, Japan. Officer-in-Charge of EOD teams will forward request for quotas and TAD orders via appropriate unit commanders to Commanding General, 1st Marine Aircraft Wing (Attn: G-3).

11. Administration

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

b. Qualified Explosive Ordnance Disposal Technicians (MOS 2336 enlisted, MOS 2045 officer) whose qualifications are current, i.e. has attended either basic or refresher training at Explosive Ordnance Disposal School, Naval Ordnance Station, Indian Head, Maryland, within the proceeding 36 months, will be assigned EOD billets.

c. On-the-job-trainees assigned to EOD teams by competent orders to perform duty involving demolition of explosives are entitled to incentive pay provided that live explosives are used in training.

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d. Assignment of qualified EOD Officers and Enlisted Technicians (to include on-the-job trainees) to "duty involving the demolition of explosives" as a primary duty will be made by Squadron Special Order; a copy of which will be placed in the Marine's SRB/OQR and another copy forwarded to the local disbursing office.

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

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

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

12. Request for EOD Support or Assistance

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

(1) Inform the EOD team as to the existence and location of the explosive ordnance.

(2) Take all protective and security measures that may be required to protect personnel and equipment from a possible detonation and to prevent personnel and equipment from disturbing the explosive ordnance until the arrival of an EOD team.

(3) Provide security for the EOD team if required.

(4) Provide transportation to the site of the incident, if the site is not accessible by wheeled vehicle.

(5) If BW/CW, state type agent, container, and type aircraft. If SW report by Mark and Mod only and type aircraft.

(6) All flights with chemical long delay fuzing will be reported, listing type fuzes, delay, time of assembly, model number of aircraft, take-off time of aircraft and time of return.

13. Categories of Incidents

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

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(1) The categories assigned

(2) The number of incidents

b. Categories

(1) Category A. Assigned to explosive ordnance incidents that constitute a grave and immediate threat to military or civilian operations that are essential to the war effort. Disposal operations shall be conducted without delay regardless of personnel risk. Category A and higher will be assigned only by the MACV Command Center based on the recommendation of the MACV Staff EOD Officer.

(2) Category B. Assigned to incidents that would have an indirect effect on military or civilian operations that are essential to the war effort. Disposal operations shall be conducted after observing a waiting period equal to 1.5 times the maximum possible time settings of the fuze involved if the fuze has been identified; otherwise the waiting period computation is based on the longest delay fuze of current tactical significance.

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

c. Priorities

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

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

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

14. Inerting Items of Explosive Ordnance. Under no circumstances will ammunition items be made inert for war trophies or souvenirs. Requests to inert items of ordnance for unit training requirements will be justified and submitted to MACV, ACofS, J-3 (Staff EOD) for approval.

15. Airlift Priority and Emergency TAD

a. EOD personnel are authorized Priority 02 for air travel when engaged in EOD activities under the criteria of emergency TAD as stated in MACV Directive 59-3.

b. Commanders with an EOD capability will issue orders authorizing emergency TAD priority II. Reference (c) will be quoted as authority.

WgO 8027.1A
28 Oct 1967

16. Classification. All EOD procedures, to include the use of special tools, and equipment which disclose EOD applications, will be assigned a classification of at least Confidential.

17. Reports


a. Two copies of an after action EOD Incident Report will be submitted to this Headquarters, (Attn: G-4 Ordnance Officer), in the format of enclosure (1) for unusual or uncommon EOD incidents to which the team responds. Submit copy to Group Commander of EOD team which responds.

b. Each EOD team will submit a monthly report to reach this Headquarters, (Attn: G-4 Ordnance Officer), by the 5th of each month. This report will include the number of calls for assistance received and made by the team (including false alarms), amount by type and quantity of all ordnance rendered safe or destroyed. Copies to Commanding General, III Marine Amphibious Force, (Attn: G-4 Ordnance Officer), and to Group Commander of the EOD team submitting the report are required.

c. Each EOD team will submit a consolidated monthly EOD report (MACV Form 4114) to the Staff EOD Officer, Military Assistance Command Vietnam (Attn: MACCOC33) by the 5th of each month.

d. A report in the format prescribed by enclosure (2) is required to be submitted on all EOD operations during which a rendering safe procedure RSP is used. The report will be prepared by the person performing the operation immediately upon completion and forwarded immediately through command channels to the Commandant of the Marine Corps (Code AO4F) with a copy, complete with photographs, diagrams, etc., to the Marine Corps Liaison Officer, Explosive Ordnance Disposal Facility, Indian Head, Maryland 20640.

e. A report will be transmitted electrically by priority precedence reporting all new or unknown items of foreign explosive ordnance to include a description and EOD procedures employed. The report will be addressed to the Commanding Officer, U. S. Naval Explosive Ordnance Disposal Facility, Indian Head, Maryland with information copies to the Commandant of the Marine Corps (Code AO4F); Coordinator, Marine Corps Landing Force Development Center; Military Assistance Command Vietnam Staff EOD Officer (Attn: MACCOC33); Commanding General, III Marine Amphibious Force, (Attn: G-4 Ordnance Officer); and Commanding General, 1st Marine Aircraft Wing (Attn: G-4 Ordnance Officer).


FRANK C. THOMAS
Chief of Staff

DISTRIBUTION: "A" plus USMACV (2)

WgO 8027.1A
28 Oct 1967

CLASSIFICATION

EOD INCIDENT REPORT FORM

EXPLOSIVE ORDNANCE DISPOSAL TEAM _____

EXPLOSIVE ORDNANCE INCIDENT REPORT NUMBER _____

1. (a) _____ (b) _____
UNIT REQUESTING EOD ASS'T PERSONS REQUESTING RANK PHONE

2. (a) _____ (b) _____ (c) _____
TIME/DATE TIME/DATE EOD ARRIVED TIME/DATE OPERATION COM-
REQUESTING INCIDENT PLETED

3. EOD PERSONNEL INVOLVED: _____

4. LOCATION OF INCIDENT: _____

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

DIAMETER _____ LENGTH _____ MARKINGS _____

FUZING _____ UNUSUAL CHARACTERISTICS _____

(b) KNOWN _____
NOMENCLATURE

6. PROTECTIVE MEASURES TAKEN _____

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

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

9. ADDITIONAL INFORMATION: (IF APPLICABLE) _____

a. ADDITIONAL SUPPORT REQUIRED: _____

b. DIFFICULTIES ENCOUNTERED: _____

c. UNUSUAL ASPECTS OF OPERATION: _____

10. PERSON MAKING OUT REPORT: _____

CLASSIFICATION

ENCLOSURE (1)

WgO 8027.1A
28 Oct 1967

EXPLOSIVE ORDNANCE DISPOSAL OPERATION REPORT

From:

To: Commandant of the Marine Corps, Headquarters Marine Corps (Code
AO4F/23), Washington, D. C. 20380

Subj: Explosive Ordnance Disposal Operation Report
(Report Symbol DN-8027-1)

1. Reported by:
Reported to:
Date:
Time:
Location:

2. Detailed Description of ordnance (include photos, x-rays, drawings, etc):

Type:
Markings:
Weight:
Length:
Diameter:

3. Detailed description of fuzing:

Type:
Location:
Condition:

4. Rendering safe procedure (Not classified RSP, state EODB or EODL No.)
(Use additional sheets if necessary)

5. Chronological record of operation to include disposition of ordnance
(Use additional sheets if necessary:)

Signature
Typed or printed name and rank

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

21:FGH:gwg
5700
15 Nov 67

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 October 1967.

2. ORGANIZATION

Colonel R. DEWEES, JR.	Wing Supply Officer
Lt. Col R. H. AXTON	Assistant Wing Supply Officer
Major W. R. DILLOW	Marine Corps Supply Officer
Capt. F. G. HERSHLEY	Aviation Supply Officer
1stLt. F. L. DUFORE	Officer-in-Charge Management Team
2ndLt. W. H. BELL	Officer-in-Charge Management Instruction Team
2ndLt. S. E. LINDSAY	Officer-in-Charge AVCAL Team
MGySgt R. E. STEVENS, JR.	Wing Supply Chief

COMMAND CHRONOLOGY

1. Supply Situation

A. Heavy utilization of Helos and problems created by operations in a sand and dust environment plus onset of the monsoon season continues to result in a high failure rate of aircraft components.

B. System shortages of a broad spectrum of spare parts for the OLC aircraft continues to cause a critical NORS condition for these aircraft. The receipt of OLC aircraft has created support problems which are presently being investigated with a view towards estab-

APP 4-TAB 1

ishment of an "in-country" Interservice Supply Support Agreement with the U. S. Army. A 30-day packup was received for the OIG less GSE/SSE and engines.

C. The deadline rate of GSE continues to be a matter of great concern. Major problem areas continue to be a lack of readily available spare parts, quality of production, environmental conditions and operating techniques.

D. The CH-46 is continuing to maintain a relatively high NORS rate. Although flying has been somewhat curtailed, maintenance/calender checks, etc. continue to be performed resulting in a continued requirement for replacement parts.

E. The NORS rate on the CH-53A has risen to a high degree. A miscellaneous random assortment of parts has been the primary cause, with a small amount of repeat type items that have entered the picture. A part of this is attributed to the fact that components have reached maximum operating time (MOT) within the same relative time frame, due to age of the aircraft. A lack of readily available spares at the local supply source has been a contributing factor. Supply assistance requests have been initiated to COMFAIRWESTPAC and requests have been submitted for local positioning of controlled components.

F. A general shortage of BPN 08 funds continues to be a matter of concern to this Headquarters. Due to the lack of procurement funds, requisitions for material normally carried on the Group Supply Officers' account are having to be passed into higher echelon supply channels, thus increasing Supply lead time.

G. The major contributing factors to the NORS rate of the A6A/EA6A aircraft is the lack of certain RCA assets (black boxes/modules) and the inability of the IMA's to keep what assets are available in an RFI condition.

H. The NORS rate for all other aircraft supported is maintaining approximately a level rate for combat conditions and hours flown.

I. Increasing age and heavy utilization of engines, electronics/communication and expeditionary equipment, coupled with inadequate parts support and maintenance float items is causing high deadline rates. A concurrent problem is the extremely long lead time connected with the evacuation process to 4th and 5th echelon maintenance rehabilitation. These problems were discussed at the Tenth Periodic Logistics Conference at Okinawa. Full implementation of agreements arrived at during these discussions should assist in solving this long standing problem.

J. Conservation of Marine Corps funds in WestPac continues in a most satisfactory manner.

K. The jungle utility problem has improved with very few shortages existing in the more popular sizes. The impact of the cut-off on authority for modification of the regular utility shirt has not been felt yet. However, use of the NAVMC-604-SD will alleviate the problem to a great extent.

L. The Marine Corps Supply Assistance program continues to expand at an alarming rate. The major area of concern is lack of supply status within recognized time frames.

M. The HAWK major item retrograde program is almost complete. Disposition instructions have been received for the AN/MPQ-39 and a replacement item is being shipped from CONUS.

2. CLASS I, II, IIA, IV, AND IVA

- A. Class I. N/A
- B. Class II. Critical shortages in this category are discussed above and are included in reports of the FLC
- C. Class IIA. N/A
- D. Class IV. No major problems at this time.
- E. Class IVA. These stocks are located at Naval Supply Activities and are released only to satisfy contingency requirements.

3. MARINE CORPS ITEMS IN SHORT SUPPLY

A. Of those items listed in paragraph 3 of the latest III MAF monthly listing of items in short supply, only the following are considered in short supply in the Wing:

- (1) 5965-892-0972 HANDSET
- (2) 6140-057-2554 BATTERY, 6TN
- (3) 6145-160-7795 WIRE, WD 1/TT (MX306)
- (4) 6145-243-8466 WIRE, WD 1/TT (RL159)
- (5) 6810-249-9354 ELECTROLYTE ACID
- (6) 6005-846-7618 COMPASS, MAGNETIC
- (7) 6240-635-9800 LAMP, INCANDESCENT
- (8) 6830-264-6755 ACETYLENE
- (9) 2610-262-8677 TIRE, 900 X 20
- (10) 2610-269-7383 TUBE, 900 X 20
- (11) 8455-242-4804 TAG I. D.
- (12) 5960-902-0468 PLANAR TRIODE
- (13) 0000-006-1530 NAVMC 10627-SD (TRIP TICKET)
- (14) 0000-000-8605 NAVMC 604-SD (CLOTHING ISSUE)
- (15) 0000-001-4601 NAVMC 970-PD (UNIT DIARY)
- (16) 0000-005-6601 NAVMC 10526-PD (RECORD EM DATA)

B. The supply of sheets and pillowcases should improve now that the Wing has been authorized to use NSA as a supply source.

SIGNIFICANT EVENTS

1. The Wing Marine Corps Supply Officer visited 3rd FSR 1-5 Oct 67 on HAWK, SWITCHBOARD and FIXED PLANT COMMUNICATION Equipment. It was discovered that many simple supply problems are best solved at a face-to face conversation with the supply source.
2. The Wing Supply Officer, Wing Marine Corps Supply Officer, and Wing Aviation Supply Officer were in the Siagon area 9-13 Oct 1967. Visits were made to 79th Ord Det; 97th Arty Group; and USARV on the ISSA for emergency HAWK support. The ISSA was signed on 10 Oct 1967. During the Siagon trip, visits were made to the 58th Transportation Battalion and 34th General Support Group at Tan Son Nhut and to USARV at Long Binh to discuss the feasibility of entering into an Interservice Supply Support Agreement for in-country support of the OIG aircraft. The prospect was favorable to all concerned and a rough copy ISSA was drafted and subsequently forwarded to CG FMFPAC for approval. Interservice support of the UH1E was a topic of discussion also, but it was determined by all that this should be held in abeyance pending investigation into the support commonality between the Marine Corps UH1E and the Army UH1A thru D.
3. A complete requisition reconciliation for all Wing Units and 3rd FSR was completed on 14 October 1967.
4. A Wing Supply Officers Conference was held at Wing Headquarters on 20 October 1967.
5. Wing Supply Officer and Wing Marine Corps Supply Officer attended the 10th Periodic Logistic Conference 31 October 1967.


R. DEWIES JR.

C-3

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

10:WDG:wdg
5750

010830867
NOV 4 1967

CONFIDENTIAL

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

Subj: Command Chronology

Ref: (a) Wing Order 5710.10

- Encl: ✓(1) CG 1st MAW ltr 10:CJH:wdg of 2 Oct 1967, subj: SWITCHBOARD, SB-86; DAMAGE TO
- ✓(2) CEO memo 10:RFS:wdg 4441/2 of 4 Oct 67, subj: COMMENTS ON REQUEST FOR CHANGE OF ALLOWANCE
- ✓(3) CEO memo 10:REF:dlj 2305/9 of 5 Oct 67, subj: TACTICAL DIAL CENTRAL OFFICE AN/TTC-28
- ✓(4) SECOND ENDORSEMENT on CO, MACS-4 ltr 10:TJL:rk1 2000 of 25 Sep 67, subj: RADAR SETS AN/TPS-22 AND AN/UPS-1D/E; MTDS MODIFICATIONS TO
- ✓(5) CG 1st MAW ltr 10:JNM:wdg 10500/2 of 6 Oct 67, subj: AN/URN-12 UHF RADIO BEACONS
- ✓(6) CG 1st MAW ltr 10:KMW:wdg 2305 of 6 Oct 67, subj: SWITCHBOARD OPERATION
- ✓(7) CG 1st MAW ltr 10:REF:dlj 2030 of 6 Oct 67, subj: COMMUNICATIONS ASSISTANCE, REQUEST FOR
- ✓(8) CG 1st MAW ltr 10:JNM:dlj 2302/27 of 6 Oct 67, subj: CG 1st MAW LTR 10:RVA:ted 2302 OF 30 NOV 1966
- ✓(9) CEO memo 10:MJB:dlj 3722 of 9 Oct 67, subj: REORGANIZATION OF MARINE AIR TRAFFIC CONTROL UNITS (MATCU) UNDER A MARINE AIR TRAFFIC CONTROL SQUADRON (PROVISIONAL) WITHIN MARINE AIR CONTROL GROUP 18
- ✓(10) CG 1st MAW msg 091640Z, subj: MACV COMM RESTORAL PLAN
- ✓(11) SECOND ENDORSEMENT on CO, MACS-4 ltr 10:TJL:gmV 4700 of 9 Oct 1967, subj: UNSATISFACTORY EQUIPMENT REPORT 42-67; FORWARDING OF
- ✓(12) CEO ENDORSEMENT on G-3 MEMO 3:JEB:sdg 1303 of 9 Oct 67, subj: COC TELETYPE REQUIREMENT
- ✓(13) CG 1st MAW msg 140141Z OCT 67, subj: COC TELETYPE REQUIREMENT (U)
- ✓(14) CG 1st MAW msg 170041Z OCT 67, subj: COMM FOR QUANG TRI AREA
- ✓(15) CG 1st MAW msg 170450Z OCT 67, subj: FIXED PLANT TELETYPE

ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED
DATE 10-10-80 BY 1045

1st MAW CSC No.	Copy No.
4289-67	1

CONFIDENTIAL

APP-5

CONFIDENTIAL
CONFIDENTIAL10:WDG:wdg
5750

- ✓(16) CEO SECOND ENDORSEMENT on CO, MACS-4 ltr 1:TJL:rek
4400 of 10 Oct 67, subj: SUPPLY SUPPORT OF ELECTRONICS
EQUIP; INADEQUACY OF
- ✓(17) CG 1st MAW msg 190731Z OCT 67, subj: RADIOS FOR EMERGENCY
TYPE VEHICLES (U)
- ✓(18) CG 1st MAW msg 190735Z OCT 67, subj: RADAR SET AN/TPS-
22 (U)
- ✓(19) CG 1st MAW Spdltr 10:MJB:wdg 3722 of 19 Oct 67, subj:
MATCU-62 COMBAT LOSSES AND DAMAGES
- ✓(20) CG 1st MAW msg 211515Z OCT 67, subj: COMM FOR QUANG
TRI AREA (C)
- ✓(21) CG 1st MAW msg 211915Z OCT 67, subj: RETENTION OF
ELECTRONICS EQUIPMENT (U)
- ✓(22) CG 1st MAW msg 230530Z OCT 67, subj: MATCU ASSIGNMENT
RVN
- ✓(23) CEO memo 10:JNM:dij 5041 of 24 Oct 67, subj: PROGRESS
REPORT ON CORRECTION OF DISCREPANCIES BY THE 1st AND
2d LAAM BATTALIONS
- ✓(24) CG 1st MAW msg 241510Z OCT 67, subj: RADAR TEST SET,
AN/UPM-32 (U)
- ✓(25) CG 1st MAW Spdltr 10:KMW:dij 10260 of 25 Oct 67, subj:
POWER SUPPLY, PP-388
- ✓(26) CG 1st MAW msg 260101Z OCT 67, subj: COMMUNICATION-
ELECTRONICS EQUIPMENT, LOANED AND BORROWED
- ✓(27) CG 1st MAW msg 280710Z OCT 67, subj: CHANGE TO
COMMUNICATION-INSTRUCTIONS (U)
- ✓(28) CG 1st MAW msg 290645Z OCT 67, subj: CALL SIGN CHANGES (C)
- ✓(29) CG 1st MAW msg 290646Z OCT 67, subj: FREQ COORD-JOINT
- ✓(30) CG 1st MAW msg 291433Z OCT 67, subj: UHF RADIO SUPPORT;
REQUEST FOR
- ✓(31) CG 1st MAW msg 311532Z OCT 67, subj: AN/MRN-21 TACAN
SET FOR MATCU-67 (U)
- ✓(32) CG 1st MAW msg 311531Z OCT 67, subj: SPECIAL COMMUNI-
CATIONS ALLOWANCE REQUEST (U)
- ✓(33) CG 1st MAW msg 310251Z OCT 67, subj: SATS COMM SYSTEM (U)

1. In accordance with the provisions of reference (a), enclo-
sures (1) through (33) are submitted.

2. The 1st MAW MARS Radio Station traffic count for the month
of October 1967 is as follows:

	<u>Phone Patches</u>	<u>Message Traffic</u>
Outgoing:	858	4443
Incoming:	29	2957
Total:	887	7400

CONFIDENTIAL
CONFIDENTIAL

CONFIDENTIAL

10:WDG:wdg
5750

3. The total message traffic handled by the 1st Marine Aircraft Wing Communication Center for the month of October 1967 was 116,707 of which 57,911 were outgoing and 58,796 were incoming.

K M Worley
K. M. WORLEY

*Copy To:
Chief of Staff*

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

10:03H:wdg
2305/86
2 Oct 1967

From: Commanding General
To: Commanding Officer, Marine Aircraft Group 11

Subj: Switchboard, SB-86; damage to

1. On 19 September 1967 the Communications Officer of Marine Aircraft Group 11 requested use of the subject equipment to provide continued telephone service while relocating his switchboards to a new bunker.
2. A switchboard, SB-86, in complete operating condition, was made available from Communications Repair Section, Marine Wing Communication Squadron 1 for the requested purpose.
3. The subject switchboard was returned to Marine Wing Communication Squadron 1 on 27 September 1967. The following discrepancies are noted on the returned equipment:

a. SB-243

- (1) 15 bad cords
- (2) 15 lens caps missing
- (3) 7 broken lens caps
- (4) 18 bent plugs
- (5) 2 Ampere fuse inserted in place of 1 Ampere fuse
- (6) 1 malfunctioning operator's pack (TA-220)
- (7) 1 supervisory signal shoved through TA-208
- (8) 1 supervisory signal has target missing
- (9) 1 broken wire on wiring harness

b. TA-207

- (1) 1 bad drop
- (2) 6 mounting screws missing

App 5-ENCLOSURE (/)

10:GJH:wdg
2305/86

- (3) 2 carbon blocks missing
- (4) 2 designator strips missing

c. PF-990

- (1) corroded battery compartments
- (2) solder used in place of spring in fuse holder for ringing supply
- (3) corroded terminals
- (4) missing the four spare fuses
- (5) oil on components and in battery section

4. The subject equipment was used, prior to its return in the above stated condition, as a maintenance float for the wing. It also furnished a means of testing other repaired telephone equipment. In its current condition, it cannot fulfill either of these functions.

5. It is requested that the circumstances attendant to the return of the subject switchboard in the condition stated in paragraph 3., above, be investigated. Further, please advise this Command, attention Wing Communications-Electronics Officer, of the results of this investigation.

F. M. WOOLBY
By direction

Copy to:
CO, MMHC-1

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

10:RFS:wdg
4441/2
4 Oct 1967

MEMORANDUM

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

Subj: Comments on Request for Change of Allowance

Ref: (a) MMSG-17 ltr 4:HJG:shah 4441 of 28 Sep 1967

1. The following comments are submitted for the communication-electronics item contained in encl (1) of ref (a).

Pg 1 AM-598/V: Concur

Pg 2 BC-292/V: Concur

Pg 3 BL-27-B: Concur

Pg 4 7B-292/PRO-6: Concur

Pg 5 AN/GIC-1: DO NOT concur. In addition to the current allowance of two, CG FMFFAC has authorized one each TOM-20, and one each TOM-10 commercial intercoms for MMSG-17. This overall allowance should be sufficient to meet the stated requirements.

Pg 6 AN/PIQ-5: Concur

Pg 7 AN/BRA-32: Concur

Pg 8 AN/VRC-35: Concur

Pg 9 AN/VRC-109: MDO 2302.10 changed the allowance for this item from two each to one each, but added one each AN/VRC-47, which is the non-vehicular configuration of same radio set. Therefore the current allowance should be sufficient.

Pg 10 AN/VRC-6: Concur

Pg 11 AN/VRC-10: Concur

Pg 12 AN/BRA-11: Concur

Pg 13 SB-22/P: No change of allowance required. This item not listed in the current 7/E 6710.

Pg 14 SB-26/P: The need for back-up equipment is recognized. However, CG, MMSG-1 ltr 6:JWS:ddg 4700/2 of 21 Sep 1967 to CG FMFFAC requested the establishment of a wing maintenance float consisting of 3 ea. SB-26/P switch boards. The establishment of such a maintenance float will satisfy MMSG-17's requirements. Therefore, the increase requested is not recommended.

K. H. WERLEY

APP 5- ENCLOSURE (2)

HEADQUARTERS
1st Marine Aircraft Wing
First Marine Force, Pacific
APO San Francisco 96692

100MAY63
2305/9
5 Oct 1967

TO: 100MAY63

FROM: Commanding Officer, Electronics Officer
1st Marine Force, Pacific, 1st Marine Amphibious Force

SUBJECT: Technical Staff Control (TSC) 100MAY63/TSC-68

RE: (1) 100MAY63/TSC-68 of 8 March 1967 was subject NIF
(2) 100MAY63/TSC-68 of 8 March 1967 was subject NIF

1. During an inspection/visit by a member of the 100MAY63 officer in March, the modifications to the 100MAY63 were discussed. A recommendation, enclosure (1), was prepared stating that the 100MAY63 should be with a view toward opening the door to official comment or request for comment. The question was asked during a visit in August.

2. Enclosure (1) requests that the recommendation be reviewed.

3. The recommended opinion of this office remains as stated in the 8 March recommendation. The 100MAY63 is configured with no interface in most cases with technical staff control, or over radio relay circuits, and no direct communication will need an 100MAY63 or 100MAY63 as a buffer board. This office is responsible and it reserves personnel requirements, quite necessary to what should be provided from all equipment. Since the equipment does not require technical staff control, it is requested to the 100MAY63 and 100MAY63.

4. Enclosure (1) and enclosure (2) are attached to the other interested 100MAY63 for information and comment is desired.

J. H. MURPHY

Copy to:
100MAY63, 1st Marine Force
100MAY63, 1st Marine Force
100MAY63, 1st Marine Force

App 5- ENCLOSURE (3)

100-100000
10000
5 Oct 1967

SECOND ENDORSEMENT on CO, MAGS-4 for 100-100000 2000 of 25 Sep 1967

From: Commanding General, 1st Marine Aircraft Wing
To: Commandant of the Marine Corps (Code AGO)
Via: Commanding General, 1st Marine Force, Pacific

Subj: Radar Sets AN/TPS-22 and AN/TPS-12/a, MTIS Modifications to

1. Forwarded.
2. The problem of technical documentation as discussed in paragraph 2 of the basic correspondence should have been corrected by Letter Instruction, prime contractor for MTIS and sensor modifications, prior to the deployment of MAGS-4. Technical manual deficiencies must be corrected for proper support of this equipment in a field environment.
3. It is strongly recommended that action be initiated on references (a), (b), and (c) and that the information contained in paragraph 5 of the basic letter be considered as a solution to the sensor problem. The action taken, as discussed in paragraph 1 and enclosure (1) of the basic letter, is commendable; however, it is not the correct solution to this unsatisfactory equipment problem.

K. H. WHITNEY
By direction

App5-ENCLOSURE (7)

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

10:00 AM
18500/2
6 Nov 1967

From: Commanding General
To: Commanding General, III Marine Amphibious Force
Subj: AN/U-12 UHF Radio Beacons
Ref: (a) PhonGon Capt HLCUS, Command, Company C, 5th Special Forces Group and LtCol LO LEB, OLC, 1st

1. In early September one subject radio beacon was delivered to Company "B", 5th Special Forces Group for check-out and instruction of maintenance and operator personnel. Upon receipt of the set and its erection it was determined by the recipient that the AN/U-12 is unsuitable for installation at the Special Forces Camp because of its size and power requirements. This was reported in reference (a).
2. A requirement still exists for a UHF radio beacon at the Special Forces Camp as a navigational aid, however it should be small, lightweight, and operate from a small power source such as dry batteries.
3. Disposition instructions are requested for the twelve AN/U-12 UHF radio beacons on hand within this command.

K. H. LO LEB
By direction

App 5- ENCLOSURE (5)

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

100K Mawidg
2305
6 Oct 1967

From: Commanding General
To: Commanding General, III Marine Amphibious Force
Subj: Switchboard Operation

Ref: (a) CG III MAF SpEltr 10M/gg 2000 of 24 Sep 1967

Encl: - (1) CG 1st MAF msg 030458Z Oct 1967, subj: Switchboard Improvement NIF
- (2) CG 1st MAF ltr 100K Mawidg 2305 of 28 Sep 1967, same subj, NIF
less enclosure

1. Reference (a) directed correction and review of switchboard operating deficiencies within this command, and required a report of measures adopted be submitted to Headquarters, III Marine Amphibious Force by 10 October, 1967.

2. Enclosure (1) is the latest instruction of this Headquarters to its subordinate units. This instruction is based upon recommendations made to this Headquarters by a contact team from 3rd Force Service Regiment who have recently visited 1st MAF and 1st MAW units.

3. Enclosure (2) is a recent 1st MAW directive requiring an immediate and continuing effort to up-grade telephone service to all 1st MAW subscribers at all command levels.

4. Telephone services within this Headquarters will further improve when the AM/TTC-7 switchboard is installed, and/or when dial telephone service is available to the Command, either by AM/TTC-28, or through future dial services of the Air Force in the local area. Installation of the AM/TTC-7 will be accomplished at this Headquarters as soon as practical following pending rehabilitation of Bldg #701 in the local compound.

5. Finally, this Command is currently re-evaluating M/L requirements in light of both future operations and advent of more sophisticated communications equipment, and, in view of recent 1st MAW unit reorganizations. This analysis will provide for an increased number by M/L of personnel within OP 2511. Receipt of additional personnel will greatly improve 1st MAW switchboard operating capabilities.

E. M. WORLEY
by direction

Copy to:
MWS-1

APP 5-ENCLOSURE (6)

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

10:10P:dlj
2030
6 Oct 1967

From: Commanding General
To: Commanding General, III Marine Amphibious Force,
Subj: Communications Assistance, request for

1. Assistance is requested in providing a circuit via 5th Comm and 1st MarDiv cable from 1st MAW CP area to the water pumping station on the Song Yen River.
2. This circuit is required for sole user service between the pumping station and the water treatment plant at this headquarters. It is used for control of water flow. The requirement is presently filled by a field wire line (circuit number 20130) which has been very difficult to maintain and which serves as a constant source of supply of wire to unknown agencies.
3. The water plant is operated by USA Danang and provides water to 1st MAW and 1st MarDiv units in this area.

K. M. MORLEY
By direction

Copy to:
CG, 1st MarDiv
CG, 5th Comm Bn.
CG, FMCS-1

APPS-ENCLOSURE (7)

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

10-JUN-67
2302/17
6 Oct 1967

From: Commanding General
To: Commanding General, Fleet Marine Force, Pacific

Subj: CG 1st MAF ltr 10-00-0000 2302 of 30 Nov 1966

1. Reference (a) submitted comments and information on UHF radio set requirements for ground use in tactical squadrons. The comment was made that the TND transmitter AM/URR-35 receiver combination was unsatisfactory.
2. Reference (a) also recommended that radio set AM/URR-134 with associated spare parts and test equipment be made available to 1st Marine Aircraft Wing units to satisfy the subject requirements.
3. Since the submission of reference (a) the tactical squadrons within this command have been experiencing difficulty with the operation of TND-URR-35 radio sets, which stems from the lack of maintenance repair parts. Because of this difficulty and due to the requirement for ground use of UHF radio sets within the tactical squadrons, inquiry is made into the results of the action taken on the recommendation that radio sets, AM/URR-134 be issued to this command. If the recommendation was accepted, please advise the status of procurement and issue.

K. E. WOOLNY
By direction

APP5-ENCLOSURE (8)

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

10:43:41j
3722
2 Oct 1967

CONFIDENTIAL

"MORTALITY"

From: Communication-Electronics Officer
To: Chief of Staff

Subject: Reorganization of Marine Air Traffic Control Units (MATCU) under
a Marine Air Traffic Control Squadron (Provisional) within Marine
Air Control Group-18

Ref: (c) Chief of Staff, 1st MAW for MATCU reorg. 005A27007 of 5
Oct 1967

1. In response to reference (c), the following comments are submitted:

a. Paragraph 3.b.(4). North main changes to OTCU 3722.9 and
T 2000-15/3 will partially resolve supply administration and handling
of the MATCU units. MATCUs will be separated from equipments and man-
aged by the Marine Aircraft Group supply officer.

b. Paragraph 3.b.(5). Part of the equipment cited is programmed for
installation at the CHA 211 Airfield, and the remaining items are avail-
able for use in support of any airfield in the event of any emergency.
A/CU-12 UH-1Hs on hand were ordered as Special Forces beacons, but
are being not used because of unsuitability for this purpose.

c. Paragraph 3.b.(6). Marine Air Base Squadron Commanders are inter-
ested in capturing MOS 1212 diesel mechanics for their own use. To have
the author of the MAC report is not correctly defining the word "col-
lateral" in the assignment of MATCU personnel to perimeter defense.
These personnel are still basically Marines.

d. Paragraph 3.b.(7). MAC has been requested to establish appropri-
ate chains of command for the MATCU to include administrative and oper-
ational chains. Current OPNAV and MAC instructions do not recognize
the normal military chain of command.

e. Paragraph 3.b. One additional MAC would be required for the MATCU
(P). Each MATCU has its own MAC and a separate unit diary is submitted
by the MATCU Commander.

f. Paragraph 3.c.(2). Consider that an inspection of MATCU supply and
miscellaneous procedures should be conducted. Scheduled inspections could
develop more command interest in the MATCU supply problems.

AppS-ENCLOSURE (9)

CONFIDENTIAL

10:MMB:d1j
3722**CONFIDENTIAL**

g. Paragraph 6.a.(4). Although it would be nice to operate IOTZ MATCUs in the same manner as CONUS MATCUs, believe the local situation dictates the use of MATCU personnel as fillement.

h. Paragraph 6.a.(5). Concur in the basic idea of a centralized maintenance pool, however, two major objections to the implementation of a pool are:

- (1) Shortage in technical personnel
- (2) Transportation of equipment to and from the pool from outlying installations.

2. The comments relative to forthcoming changes to pertinent directives and request for established chains of command are from personal knowledge of CTO AGO MM, this office, by previous liaison with MATCU project officers at CMC, Code AAA.

K. M. GILLY

CONFIDENTIAL

ROUTINE

CONFIDENTIAL

ROUTINE

091640Z
FROM: CG III MAP

18 OCT 67

DLJ

TO: CG III MAP

CONFIDENTIAL

MACV COMBATTANTAL PLAN

3. CG III MAP 231326Z SEP 1967

1.	CC	SD	RP	TYPE	FROM	TO	JUSTIFICATION
	BZNV	K522	1B	VOICE	THAN	CG TSN	AIR OPS
	DDNC	1933	1B	TT	THAN	III MAP	CRITICISM
	BZNV	K503	1B	VOICE	THAN	DASC C	AIR SUPPORT
	BZNV	K505	1B	VOICE	THAN	DASC A	AIR SUPPORT
	BZNV	K539	2B	VOICE	THAN	DASC B	AIR SUPPORT
	BZNV	S204	2B	VOICE	THAN	MAC-12	AIR OPS
	BZNV	K506	2B	VOICE	THAN	MAC-36	AIR OPS
	BZNV	K501	2B	VOICE	THAN	MAC-36	AIR OPS
	BZNV	K505	2C	VOICE	THAN	MAC-12	AIR OPS
	BZNV	S206	3A	VOICE	THAN	MAC-12	AIR OPS
	BZNV	S207	3A	VOICE	THAN	MAC-13	AIR OPS
	BZNV	K502	1B	TT	THAN	DASC 3 DAY	DGS
	BZNV	K507	1B	TT	THAN	DASC 3 DAY	JP
	BZNV	K507	2B	TT	THAN	THAN AF	ATROPHY
	BZNV	S100	2C	TT	THAN	CAP HINDLE	INVOICED
	BZNV	K506	1B	TT	THAN	MAC-13	OP/ADMIN
	BZNV	K502	2C	TT	THAN	MAC-12	OP/ADMIN

CPK

3. 1000000000
CG III MAP 10-103. 1000000000
A/C O MAJOR
MO-10

10 OCT 67

APP 5- ENCLOSURE (10)

10:GJH:d1j
4700/1
12 Oct 1967

SECOND ENDORSEMENT on CO, MACG-4 ltr 10:7JL:gvv 4700 of 9
Oct 1967

From: Commanding General, 1st Marine Aircraft Wing
To: Commandant of the Marine Corps (Code ADMC)
Via: Commanding General, Fleet Marine Force, Pacific

Subj: Unsatisfactory Equipment Report 42-67; forwarding of

1. Forwarded.

2. It is recommended that, in addition to the corrective action cited in the subject unsatisfactory equipment report (UER), a study be performed to determine the adequacy of the design and construction of the Radome. The Radome cited in the UER was again subjected to high winds on 9 October 1967 which eventually resulted in collapse of both the Radome and the reflector. Details are cited in Commanding General's, 1st Marine Aircraft Wing message 1007304 October 1967 (Confidential).

A. M. WOLLEY
By direction

APP 5- ENCLOSURE (//)

10:JNM:sdg
2303/1
12 Oct 1967

ENDORSEMENT on G-3 MEMO 31JEB:sdg 1303 of 9 Oct 1967

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

Subj: GOC Teletype Requirement

1. Re-establishment of the GOC teletype circuit was begun in early September and took a week or so of work plus a couple of messages to accomplish the job.
2. Since the check-out of the circuit, a log book has been kept by the Technical Control Section of the Wing Communications Center. Some problems encountered have been equipment turned off, not manned on a 24-hour basis, bad equipment on net, and RFS custodian not having an access to SAC files to draw key lists. A verbal survey was made with the Group Comm Officers and only one expressed a desire for back-up equipment assistance.
3. Equipment assistance will be furnished when requested; however, other problems must be rectified by Group Commander's influence. A message will be released which should assist in this area.
4. Failure of this circuit as now established is a matter of continuing concern to this office and no effort will be spared to render proper service. In this connection, M/L surveys are in being to fix requirements for additional Marines to man these terminals; at the moment, some terminals must be manned by non-communicators.

K. M. WORLEY

App5-ENCLOSURE (12)

CONFIDENTIAL

ROUTINE

14 0141Z

FROM: CG FIRST MAW

ROUTINE

1300T67

WDG

TO: MAG-ONE ONE
 MAG-ONE TWO
 MAG-ONE THREE
 MAG-ONE SIX
 MAG-THREE SIX

CONFIDENTIAL

COC TELETYPE REQUIREMENT (U)

1. (U) THE COC TELETYPE CIRCUIT WAS ESTABLISHED FOR THE PURPOSE OF PASSING TRAFFIC TO THE GROUPS AND RECEIVING DEBRIEFING INFO FROM THE GROUPS.
2. (C) SOME OF THE PROBLEMS ENCOUNTERED ON THIS CIRCUIT HAVE BEEN EQUIPMENT TURNED OFF, NOT A 24-HOUR WATCH ON EQUIPMENT, RPS CUSTODIAN NOT ON WING S&C ACCESS TO DRAW KEY LISTS, AND BAD EQUIPMENT ON THE CIRCUIT. A VERBAL SURVEY MADE TO MAG COMM O'S REVEALED THAT ONLY ONE GROUP STILL REQUIRED ASSISTANCE FOR BACK-UP EQUIPMENT ON THIS CIRCUIT. THIS EQUIPMENT WILL BE MADE AVAILABLE UPON REQUEST TO WING.
3. (U) PURPOSE OF THIS NET IS TO EXPEDITE OPN TRAFFIC. IMPORTANCE IS EVIDENT AND YOUR ATTENTION TO ITS SPEEDY AND RELIABLE ESTABLISHMENT IS REQUESTED.

GP-4

J. N. MCCRANER
 REO

MAJOR
 MO-10

K. M. WORLEY
 CEO

LTCOL
 MO-10

G-3_____

CONFIDENTIAL

App5-ENCLOSURE (13)

CONFIDENTIAL

ROUTINE

CONFIDENTIAL

ROUTINE

170641Z
FROM: CG FIRST MAWIV17OCT67
WDG

TO: CG III MAF

CONFIDENTIAL

COMM FOR QUANG TRI AREA

A. CG III MAF 132358Z OCT 67
B. CG III MAF 010350Z OCT 671. THIS INITIAL REPLY REF A. PENDING RECEIPT
FULL REQUIREMENTS.

2. REQ 7TH COMM BN. BE TASKED:

A. TO INSTALL/OPERATE THREE AN/TRC-27 SHOTS
DONG HA-QUANG TRI AIRFIELD AND PROVIDE DONG HA
TERMINATIONS OR INTERCONNECTS.B. TO INSTALL AND MAINTAIN CABLE SYSTEM QUANG
TRI AIRFIELD.3. PERSONNEL AUGMENTATION REQUIRED BY NUMBER AND
MOB: ONE 2519, SIX 2511, SIX 2542, ONE 2549,
ONE 2814, ONE 2815.

4. EQUIPMENT AUGMENTATION.

A. ASSUME TELEPHONE SUBSCRIBERS PROVIDE OWN
INSTRUMENTS.B. REQUIRE TELETYPEWRITERS, VF TERMINAL AND
CRYPTO EQUIPMENT TO TERMINATE CIRCUITS PARAS
4 AND 7 REF B.GP-4
-----R. E. FAUVER
A/CEOMAJOR
MO-10K. M. WORLEY
CEOLTC OL
MO-10

CONFIDENTIAL

App5-ENCLOSURE (14)

ROUTINE

UNCLAS/EFPO

ROUTINE

17 0450Z

17OCT67

FROM: C/ FIRST MAW

WDG

TO: CC III MAF

UNCLAS/EFPO

FIELD PLANT TELETYPE

A. CC III MAF MSG 160714Z OCT 67

1. IAW REF A., FOLLOWING INFO SUBMITTED:

	O/H		O/H
AN/FCC-19	1	TT-47	7
AN/FCC-100	0	TT-69	0
AN/FCC-59	2	TT-171	10
AN/FCC-79	0	TT-176	0
AN/FCC-100	1	TT-187	9
AN/VGM-1	0	TT-192	21 (SEE NOTE 1)
AN/JGC-5	0	TT-253	0
AN/JGC-6	11	TT-266	10
AN/JGC-20	2	TT-331	2
AN/JGC-25	2	TT-332	2
		TT-333	4

NOTE 1: TEN OF SUBJECT ITEM ON TEMP LOAN FROM
MCAS IWAKUNI.

J. H. MCCRAWER
CEO

MAJOR
MO-10

K. M. LORLEY
CEO

LTCOL
MO-10

APP 5- ENCLOSURE (15)

ROUTINE

UNCLAS/REF TO

ROUTINE

190731Z

18OCT67

FROM: CG FIRST MAW

DLJ

TO: CG FMFPAC

INFO: CG III MAW

UNCLAS/REF TO

RADIOS FOR EMERGENCY TYPE VEHICLES (U)

A. CG FMFPAC MSG 200343Z JUN 1967

E. CG FMFPAC MAW LTR 10:RVA:DLJ 2302/7 OF 19 JUL

C. CMC MSG 011931Z SEP 1967

D. CG FIRST MAW LTR 10:RFS:WDG 2302/33 OF 24 SEP

1. REF A STATED RADIO SETS AN/VRC-60 FOR SUBJ VEHICLES WILL NOT BE AVAILABLE UNTIL FIRST QUARTER FY-69. REF A FURTHER STATED EVERY EFFORT SHOULD BE MADE TO OBTAIN ADDITIONAL EQUIPMENT COMPATIBLE WITH CURRENTLY INSTALLED FM CRASH RADIOS. REF E SUBMITTED THE REQUIREMENT FOR 103 ADDITIONAL ITEMS OF EQUIPMENT. REF C REQUESTED COMMENTS AND FEASIBILITY OF INSTALLATION OF RT-68 TRANSLIVER AND PP-112 POWER SUPPLY AS INTERIM SOLUTION TO REQUIREMENT FOR FM CRASH COMM EQUIPMENT AND ADVISED 60 SETS AVAILABLE. REF D SUBMITTED COMMENTS CONCERNING FEASIBILITY AND EQUIPMENT INSTALLATION REQUIREMENTS.

2. RADIO SETS FOR SUBJ VEHICLES REMAINS AN URGENT REQUIREMENT. IF RADIO EQUIPMENT MENTIONED IN REF C AND INSTALLATION EQUIPMENT REPORTED IN REF D CANNOT BE DELIVERED TO FIRST MAW BY 15 DEC 1967 IT IS REQUESTED THAT THIS COMMAND BE AUTHORIZED TO LEASE FM RADIOS FROM A COMMERCIAL SOURCE UNTIL DELIVERY OF AN/VRC-60 RADIO SETS. FULL REQUIREMENT OF 103 RADIO SETS CAN BE MET IF LEASE AUTHORIZED.

3. ESTIMATED COST OF 103 COMMERCIAL TYPE RADIOS FOR 10 MONTHS IS 49,000 DOLLARS. COST INCLUDES PURCHASE COST OF ANTENNAS, MOUNTING HARDWARE, CORRECTIVE MAINTENANCE, AND LEASE OF RADIO SETS.

APP5-ENCLOSURE (17)

4. IN THE EVENT THAT REQUEST CONTAINED PARA 2 IS APPROVED IT IS REQUESTED THAT THIS COMMAND BE GRANTED AN ADDITIONAL 49,000 DOLLARS O&M, NAVY PROJECT 11 FUNDS TO COVER THIS UNPROVIDED COST.

J. H. MCCRANER MAJOR
EEO NO-10

R. M. CORLEY LTCOL
EEO NO-10

COMPTROLL R

USO

PTREMANSEALL

G-4

PAGE TWO OF TWO PAGES

ROUTINE

~~CONFIDENTIAL~~

ROUTINE

190735Z
FROM: CG FIRST MAW1800T67
ELJ

TO: CG FMFPAC

INFO: MACG-ONE EIGHT
MACRON-FOUR
MACRON-SIX~~CONFIDENTIAL~~

RADAR SET AN/TPS-22 (U)

1. FIELD ENGINEER REPORTS INDICATE THAT THE SUBJECT RADAR SET AT MACRON-SIX IS IN STORAGE AWAITING ACTION RELATIVE TO RADOME.

2. ANTENNA BASE RING OF SUBJECT RADAR AT MACRON-FOUR RECEIVED DAMAGE RESULTING IN SIX BROKEN PARTS. IT IS REQUESTED THAT THE BELOW LISTED PARTS BE MADE AVAILABLE ON A TEMPORARY LOAN BASIS TO MACRON-FOUR PENDING RECEIPT OF NEW PARTS.

3. BASE SECTIONS

1-2	PN 605J286G04	FSN 5840-996-5415
9-10	G03	5414
2-3	G06	5417

SUPPORT ARMS

1	PN 605J286G12	FSN 5840-887-3802
2	G13	996-5424
10	G21	887-3802

4. IF AVAILABLE, ITEMS WILL BE PICKED UP BY MACRON-FOUR

GP-4

J. W. MCCRANER MAJOR
EEO MO-10

K. H. MORLEY LT COL
CLO MO-10

~~CONFIDENTIAL~~

APP5-ENCLOSURE (18)

UNCLASSIFIED

10HJBwdg
3722

I

19 Oct 1967

Commanding General
Fleet Marine Force, Pacific
PFO San Francisco 96610

Subj: MATOU-62 Combat Losses and Damages

Ref: (a) CG FMFPAC SpLtr 100/CHD/amt 10550 of 12 Oct 1967
(b) SIC, MATOU-62 ltr of 8 Sep 1967 (MATOU-62 Combat Losses and Damages)
(c) BUMKPS Inst 10550.11

In response to reference (a), the request contained in reference (b) to evacuate radar set, AN/UPB-1, serial A-21 is cancelled. Evacuation of the UPB-1 was requested as a means of protecting the equipment from possible severe damage. Due to the expected removal of the AN/SPN-4A, the UPB-1 is required to provide surveillance radar service at the MATOU-62 site.

The am-radio receiver R-338 cited in references (a) and (b) has been correctly identified as a R-388. Although this item is not a T/E allowance item, it is a component of the AN/MSQ-1 system which MATOU-62 uses as a maintenance shop. By copy of this letter, the Officer-in-Charge, MATOU-62 is directed to request replacement of the R-338 in accordance with instructions contained in reference (c).

K. M. WOLLEY
By direction

NR0-36
MATOU-62

Commanding General
1st Marine Aircraft Wing
Fleet Marine Force, Pacific
PFO San Francisco 96602

App5-ENCLOSURE (19)
UNCLASSIFIED

ROUTINE

217515Z

CONFIDENTIAL

ROUTINE

210036Z

DLJ

FROM: CG FIRST MAW

TO: CG III MAW

INFO: CG FIRST MAW DIV

CG THIRD MAW DIV

CONFIDENTIAL

COMET FOR QUANG-TRI AREA (C)

A. CG III MAW MSG 132358Z OCT 1967

B. FIRST MAW COMM-ELEC PLAN 1-67

1. MAW SERVICES 11TH INGR LN KELLY PLOT 2B
MADE AVAILABLE AT QUANG-TRI AIRFIELD 24 OCT 67
FOR ABOUT 4 DAYS. REPORT TO CAPT FERRIES VING
COMM REPRESENTATIVE.

2. IN VIEW INSTALLATION AN/TRC-24 AND COM
PROVIDED BY PLSC AN/TRC-97 LAW REP I REQ ADVIS
IF REQUIREMENT FOR AN/TRC-27 STILL ORIGINALLY REQUIRED.

CP-4

R. D. FAYVER MAJOR
A/CLO MO-10

R. H. MORLEY LTCOL
CLO MO-10

CONFIDENTIAL

APP5-ENCLOSURE (20)

ROUTINE

CONFIDENTIAL

RO-FILE

2100767

DLJ

FROM: CG FIRST MAW

TO: CG LHPAC

INFO: CMC

NAVAIRCOM HQ

NAVELCOM HQ

HAW-THREE SIX

HAWCU-SIX TWO

HAWCU-SIX SIXTY

COMBINED CETALE

REPLACEMENT OF ELECTRONICS EQUIPMENT (U)

A. CG FIRST MAW 087100Z SEP 1967 (C) (TOTAL)

1. CMC 152031Z SEP 1967 (C) (TOTAL)

1. REF A REPORTED EXCESSIVE DAMAGE TO A/PSA-11 SER NO. 2 AND A/CPS-4A SER NO. 1036 AND A COMPLETED EVACUATION AND REPLACEMENT OF THESE EQUIPMENTS.

2. REF E CONCERNED WITH REF A AND REQUESTED DISPOSITION INSTRUCTIONS BE ISSUED FOR THE DAMAGED EQUIPMENT.

3. IN USE POWER RADIO EQUIPMENT AT HUE-PHU BAI AIRFIELD IS OUT-DATED NOW FURNISHED EQUIPMENT SUPPLIED BY ARO-27 RADIO CABLE CABLE LIAISON BY HAWCU-68. IN THE INSTALLATION OF HAWCU-68 AT/PSA-13 AT HAWCU, NO OTHER RESULTS AVAILABLE AT HAWCU-68 TO PROVIDE NECESSARY SUPPORT. REQUESTED ARO-27 SER IS WITH TLD/URE SERIES TO PROVIDE MORE BUILT IN GROUND-AIR COMMUNICATION AT HUE-PHU BAI AIRFIELD. AS IS TLD/URE SERIES AVAILABLE IN DAMAGED PSA-11 REPORTED REF A. REQUEST ARO-27 TO RAIN TLD-9 TRANSMITTERS, URR-35 RECEIVERS WITH AUXILIARY EQUIPMENT AND WREAL SPARES FOR USE AT HUE-PHU BAI CONTROL TOWER.

4. THE CPN-4 POWER VAN ISSUED TO HAWCU-67 AT A REPLACEMENT FOR THE POWER VAN DATED 8 JUL 1967 WAS RECEIVED, MISSING ESSENTIAL ITEMS OF EQUIPMENT REQUIRED TO SUPPORT CPN-4 OPERATIONS. IT IS REQUESTED THE CMC INSTRUCT BE INSTRUCTED FROM THE INVENTORY OF CPN-4A SER NO. 1036 AND TRANSFERRED TO HAWCU-67 TO CORRECT MISSING DEFICIENCIES:

A. THREE TAPE RECORDERS:

CONFIDENTIAL

App 5-ENCLOSURE (21)

CONFIDENTIAL

L. INFO TRAILER OR WAS COVER, CS-234/CPJ.

C. REF RECTIFIER POWER SUPPLY, PP-654/CPN.

D. SYNCHROSCOPE POWER SUPPLY, PP-673/CPN.

M. SYNCHROSCOPE (SPARE), CS-24/CPN.

F. RADAR TRANSMITTER, T-209/CPN.

G. REF ANT, AN/CPN-16.

H. AMP ALBY (PARA RK), AM-514/CPJ.

I. MIX REC PWR SUPPLY, PP-653/CPN.

J. LIST SYNCHRONIZER, SO-87/CPN.

K. RADAR SET OP. (SEARCH RK), OA-276/CPN.

L. PARAT CABLES FOR AN/CPN-16.

M. G-626/ASC-27, CONTROL BOF.

GP-4

R. E. PLYNN MAJOR
A/CSC NO-10

R. H. HOLLEY LSCOL
CSC NO-10

CONFIDENTIAL

ROUTINE

CONFIDENTIAL

ROUTINE

23 0530Z

230616Z
SM

FROM: CG FLEET MAR
TO: CG JAMPAC
INFO: CMC

NAVAIRSYS COM EQ
MAG ONE SIX
MAG THREE SIX
CG MCAS CHULAI
MAGCU SIX TWO
MAGCU SIX SEVEN
MAGCU SIX EIGHT
DET MAGCU SIX ZERO

CONFIDENTIAL

MAGCU ASSIGNMENT FVM

1. FOL MAGCU ASSIGNMENTS CURRENT FVM

MAGCU

AD/OPCON

62

MAG-36

67

OPCON-CG MCAS CHULAI, ADDON-MAG-12

68

MAG-36

DET, 70

MAG-36

CPH

J. A. MCCLOSKEY MCST
RADAR CHIEF NO-10

K. D. WORLEY
CNO NO-10

App 5- ENCLOSURE (22)

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

10 JNNMdlj
5041
24 Oct 1967

MEMORANDUM

From: Communication-Electronics Officer
To: Wing Inspector

Subj: Progress Report on Correction of Discrepancies by
the 1st and 2d LAAM Battalions

Ref: (a) Force Inspector's Report 32/1jr 5041 of 5 Sep
1967
(b) CO, MACG-18 ltr 3:IMP:ghb 5040 of 11 Sep 1967
(c) CBO, III MAF MEMO 100/111 2000 of 23 Sep 1967
(d) CO, MACG-18 ltr 5:JED:ghb 5041 of 1 Oct 1967
(e) CG FIRST MAW MSG 231450Z OCT 1967

1. Reference (a) reported that the 1st LAAM Bn was satisfactory with discrepancies and 2d LAAM Bn was unsatisfactory in the area of communication-electronics. Reference (b) directed that the two battalions commence immediate corrective action and that assistance would be provided as required. Reference (c) offered the assistance of the Maintenance and Supply Officer of the Communication-Electronics Office of III MAF in covering the report with the respective units and in any manner possible. It further stated that the two units would be inspected on 1 and 2 November 1967. This office contacted the Communications Officers of these units to inform them of this available assistance and of the pending inspection. The 1st LAAM Bn requested this assistance, a staff visit was made on 10 October, and the battalion is scheduled for reinspection by III MAF on 2 November. The 2d LAAM Bn did not desire the assistance and is scheduled for reinspection on 1 November. Reference (d) reported the progress on corrections of discrepancies, however it did not present itself to communication-electronics problems except in the enclosures.

2. The topics covered by reference (a), the action taken, and the time-phased plan to eliminate the discrepancies are set forth below:

a. 1st LAAM Bn

(1) Engine Generators

(a) Fuel and oil cans have been removed from the

App 5-ENCLOSURE (23)

10JWH301J
5041

Ref (d)). (b) No smoking signs have been posted (Encl (1)

(c) A fire extinguisher is now located in the
bunker (Encl (1) Ref (d)).

(d) Generators are no longer cleaned with diesel
oil (Encl (1) Ref (d)).

(e) All discrepancies associated with generators
was to be corrected by 15 October 1967.

(2) Publications

Ref (d)). (a) SL-6s and SL-7s are up to date (Encl (1)

(b) The SL-3 for the AN/SPN-32 has been located
(Encl (1) Ref (d)).

(c) Publications have been inventoried and all
missing publications have been placed on order (Encl (1)
Ref (d)).

(d) Publications required are expected to be
received by 15 Jan 1968.

(3) Customer equipment in Maintenance Shop

(a) A quality control system has been established
(Encl (1) Ref (d)).

(b) Repaired equipment is inspected prior to re-
turn to using section (Encl (1) Ref (d)).

(c) 1st and 2d echelon maintenance has been com-
pleted on equipment in shops (Encl (1) Ref (d)).

(d) Parts not on order have been requisitioned
(Encl (1) Ref (d)).

(e) Discrepancies have been corrected.

(4) Maintenance Equipment

(a) Equipment requiring calibration has been
turned-in to PER (Encl (1) Ref (d)).

10:JNNMdlj
5041

(b) A preventive maintenance schedule has been established (Encl (1) Ref (d)).

(c) The AM/GHM-32 van has been grounded. (Encl (1) Ref (d)).

(d) Calibration of test equipment will be completed by 1 November 1967.

(e) Repair of test equipment, if possible, will be completed by 15 December 1967.

(f) Requisitioning and replacement of unrepairable test equipment will be completed by 1 March 1968.

(5) Communication Equipment

(a) AM/PBC-25 radios which are in operation are given preventive maintenance daily. Equipment in storage is given preventive maintenance weekly (Encl (1) Ref (d)).

(b) The AM/MBC-83 has been grounded (Encl (1) Ref (d)).

(c) Records required by TM-4700-15/1 for radio set AM/TBC-15 are being reviewed (Encl (1) Ref (d)).

(d) 1st and 2d echelon maintenance has been performed on all wire equipment (Encl (1) Ref (d)).

(e) The 58-86 switchboard has been turned-in to the 3d echelon maintenance facility (Encl (1) Ref (d)).

(f) Upon return of the switchboard from the 3d echelon repair facility the discrepancies will be corrected, about 1 November 1967.

c. 26 LAM En

(1) Personnel

(a) Action has been initiated by MACS-18 to 1st HAM C-1 for an increase of MOS 2815 personnel to be employed as telephone/teletype repairmen (Ref (d)).

10JNMHd1J
5041

(b) Action will be completed upon availability of personnel.

(2) Tool Sets

(a) Authorized tool sets are on requisition (Encl (2) Ref (d)).

(b) Tool boxes are properly accounted for and inventoried monthly (Encl (2) Ref (d)).

(c) Tool kits are receiving preventive maintenance (Encl (2) Ref (d)).

(d) Action will be completed by 1 February 1968.

(3) Test Equipment

(a) Equipment is receiving repair at battalion level or at PLSC-B (Encl (2) Ref (d)).

(b) Calibration is being done by PLSC-B and the Weapons Maintenance Section (Encl (2) Ref (b)).

(c) Rejected or unrepairable test equipment is being processed for replacement (Encl (2) Ref (b)).

(d) Records are being maintained in accordance with TM-4700-15/1 (Encl (2) Ref (b)).

(e) Calibration of test equipment will be completed by 15 December 1967. Replacement of unserviceable test equipment will be completed by 1 March 1968.

(4) Pre-Expended Ains

(a) Re-order levels have been established on pre-expended parts (Encl (2) Ref (d)).

(b) Continuous inventory of re-order levels will establish the usage rate (Encl (2) Ref (d)).

(c) Establishment of levels and inventory will be completed by 1 November 1967.

10:JNM:dlj
5041

(5) Radio Equipment

(a) Records are being maintained in accordance with the instructions contained in TM-4700-15/1 (Encl (2) Ref (d)).

(b) Items required are on order and a system of checking on requisitions has been established (Encl (2) Ref (d)).

(c) Items awaiting parts will be checked frequently and those items held more than 30 days will be evacuated to the next higher echelon of maintenance (Encl (2) Ref (d)).

(d) Records will be in order by 1 November 1967. Items (a) and (b) are on a continuing basis.

(6) Publications

(a) Required publications are on order (Encl (2) Ref (d)).

(b) Will be completed by 1 Jan 1968.

(7) Requisition Log

(a) Log book will be reconciled with battalion supply records on a frequent basis (Encl (2) Ref (d)).

(b) Routine inspections of the requisition log book will be made to verify validity of requisitions (Encl (2) Ref (d)).

(c) Continuing basis, however first reconciliation and inspection was to be completed by 15 October 1967.

(8) Equipment Awaiting Parts

(a) Central control over equipment awaiting parts has been established (Encl (2) Ref (d)).

(b) Control and evacuation of equipment to FLAC-B was to be completed by 15 October 1967.

3. MACO-18 has been requested y reference (a) to conduct an inspection of the communication-electronics equipment of

10:JMH:dlj
5041

the two battalions prior to 31 October 1967 and furnish this section with the results of the inspection. Particular attention being given to the Battery Control Centrals which have not been previously reported on as to the progress of the correction of discrepancies noted in Ref (a).

K. M. WOLLEY

1st Marine Aircraft Wing
 1st Marine Force, Pacific
 P.O. San Francisco 96302

10:JFM:011
 5041
 21 Oct 1967

ADDENDUM

From: Communications-Electronics Officer
 To: Wing Inspector

Subj: Progress Report on Correction of discrepancies by
 the 1st and 2d MAW Battalions; ADL-10-10

Ref: (a) GCD AWO 10:JFM:011 of 21 Oct 1967

1. Six items were missed on three inspections prior to
 Wing inspection and were not reported in reference (a), which
 are as follows:

a. 1st MAW

(1) Item 5 - Fuel hoses

(a) Wing Inspector put in his report that this
 has been done.

(2) Item 7 - Battery Fire Control equipment

(a) A battery fire control equipment on 22 October 1967
 to GCD.

(b) Spare parts inventory and records from 1st
 up to date 30 October 1967.

b. 2d MAW

(1) Item 9 - Battery Fire Control equipment

(a) Maintenance completed 15 October 1967.

(b) Spare parts are on order. Antenna blower
 motor not received.

(c) Work continuing on interconnecting cables,
 to be completed by 1 November 1967.

2. Information called to Wing Inspector 24115 Oct 1967.

3. 10:JFM:011

PRIORITY

UNCLAS//EFTO

PRIORITY

241510Z
FROM: CG FIRST MAW

24OCT67
LLM

TO: MACO ONE EIGHT

INFO: MASS TWO
MASS THREE

UNCLAS//E F T O

SUBJ: RADAR TEST SET, AN/UPM-32 (U)

1. DUE TO CRITICAL SHORTAGE OF SUBJ EQUIPMENT IT IS REQUESTED THAT THE USING UNITS OF THIS EQUIPMENT SUBMIT RECOMMENDATIONS FOR A REPLACEMENT ITEM OR SUGGESTIONS FOR ALTERNATE MEANS OF ACCOMPLISHING THE TESTS NORMALLY PERFORMED WITH SUBJ EQUIPMENT. IF ALTERNATE MEANS SUGGESTED SUBMIT LIST OF EQUIPMENT EMPLOYED.

2. REQUEST RECOMMENDATIONS OR SUGGESTIONS BE SUBMITTED RLT ~~24OCT67~~. NEGATIVE REPORTS REQUIRED.

8 NOV

GP-1

S. N. MCCRAHER MAJOR
ERO NO-10

K. N. WORLEY LTCOL
CEO HO-10

App 5- ENCLOSURE (245)

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

10:KRW:d1j
10260
25 Oct 1967

SPEEDLETTER

From: Communication-Electronics Officer
To: Commanding General, Fleet Marine Force, Pacific

Subj: Power Supply, PP-388

Ref: (a) CG FMFPAC Wirenote 140904Z OCT 1967

Encl: —(1) Copy of MAG-11 CommO, Test Results of 23 Oct 1967 *NIF*

1. Reference (a) suggested an interim solution to the inability of the subject equipment to furnish the required power for the AM/ABC-27 during channel charging and transmission time. The interim solution suggested was to place a 24 volt battery source in parallel with the PP-388.

2. Enclosure (1) is a report of a test conducted to ascertain the feasibility of the suggestion. The test provided negative results.

K. M. WORLEY

Copy to:
CG III MAF

App 5- ENCLOSURE (25)

ROUTINE

UNCLAS/EPFC

ROUTINE

260101Z

260006Z

FROM: CG FIRST MAW

LHM

TO: PAGE ONE
 PAGE ONE SEVEN
 PAGE ONE EIGHT
 PAGE ONE NINE
 PAGE ONE TEN
 PAGE ONE ELEVEN
 PAGE ONE TWELVE
 PAGE ONE THIRTEEN
 PAGE ONE FOURTEEN
 PAGE ONE FIFTEEN
 PAGE ONE SIXTEEN
 PAGE ONE SEVENTEEN
 PAGE ONE EIGHTEEN
 PAGE ONE NINETEEN
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 PAGE TWO

UNCLAS/EPFC

COMMUNICATION-ELECTRONICS EQUIPMENT, LOANED AND
 BORROWED

1. IN RESPONSE TO A REQUEST FROM ILL MAW THE
 FOLLOWING INFORMATION IS REQUESTED CONCERNING
 SURVEILLANCE EQUIPMENT, TO INCLUDE TYPE, MODEL, LOANED
 TO UNITS OF AGENCIES OUTSIDE FIRST MAW AND EQUIP-
 MENT BORROWED FROM UNITS OF AGENCIES OUTSIDE FIRST
 MAW: (READ IN FIVE COLUMNS)

IDENTIFICATION, S/N, LOANED TO/BORROWED FROM,
 DATE OF TRANSACTION, SIGNATURE OF FACILIT

2. REPORTS LHM, EMT 08001967.

3. IF BORROWED EQUIP, PARA. 1, DESCRIBED ON CON-
 TINGING BASIS CITE OF SURVEILLANCE FOR T/E CHANGE.

END

J. M. MCCREARY MAJOR
 EEO MO-10

K. M. MORLEY LTCOL
 CNO MO-10

APP5-ENCLOSURE (26)

PRIORITY

CONFIDENTIAL

PRIORITY
2800767
WDC

FROM: CG FIRST MAW

TO: FIRST MAW

INFO: CG III MAW
CG FIRST MARDIV
CG THIRD MARDIV
CTF SEVEN SEVEN

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

CHANGE TO COMMUNICATION-INSTRUCTIONS (U)

- A. III MAW COMPLAN II CHANGE 7
- B. FIRST WING COI CHANGE 1
- C. CG III MAW 241542Z OCT 67 (NOTAL)

1. REFS A. AND B. NOW IN DISTRIBUTION AND EFFECTIVE
0001Z 7 NOV 67 JAW PER C.

2. SIGNIFICANT CHANGES:

A. NEW RADIO CALL SIGNS TO BE USED EXCLUSIVELY
AC RADIO CALLS.

B. USE OF PLAIN LANGUAGE UNIT DESIGNATION FOR
SWITCHBOARD IDENTIFICATION INSTEAD OF RADIO CALL
SIGNS.

C. REVISED FREQUENCY DESIGNATORS.

3. WING UNITS SUBMIT REVISED TELEPHONE LISTINGS
TO THIS HQ (ATTN: CEO) BY 10 NOV 1967.

GP-4

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

K. M. WOLLEY
CEO

LTJG
MO-10

App 5- ENCLOSURE (27)

CONFIDENTIAL

PRIORITY

290645Z

FROM: CG FIRST MAW

PRIORITY

28 OCT 67

DLJ

TO: FIRST MAW

CONFIDENTIAL

CALL SIGN CHANGES (C)

A. CG THIRD MARDIV MSG 261003Z OCT 1967

1. REF A QUOTED FORAC QUOTE:

A. 3D MARDIV P02000.2P (COI)

1. POL RADIO CALL SIGNS CHANGES AND INSTRUCTIONS ON TELEPHONE SWED NAMES EFFECTIVE 070001H NOV 67.

A. RADIO CALL SIGNS

(1) THIRD MARDIV UNITS

UNIT

CG 3D MARDIV
 ADC 3D MARDIV
 ADC CMD GROUP 3D MARDIV
 TASK FORCE 3D MARDIV
 TASK GROUP 3D MARDIV
 3D MARDIV (COLL)
 3D MARDIV (NET)
 3D MARDIV ADOHQ
 HQ BN 3D MARDIV
 COMH CO HQEN
 MP CO HQEN
 3D MARINES
 1ST BN 3D MAR
 2D BN 3D MAR
 3D BN 3D MAR
 4TH MARINES
 1ST BN 4TH MAR
 2D BN 4TH MAR
 3D BN 4TH MAR
 9TH MARINES
 1ST BN 9TH MAR
 2D BN 9TH MAR
 3D BN 9TH MAR
 12TH MARINES
 1ST BN 12TH MAR
 2D BN 12TH MAR
 3D BN 12TH MAR
 4TH BN 12TH MAR
 1ST BN 13TH MAR
 K. LTRY 4TH BN 13TH MAR
 1ST FAG

VOICE

BEACH BOY
 BULLDOZER
 FAIRLANE
 COS MIC WAVE
 BARRISTER
 AIR FLICE
 ARMOR PLATE
 BRIGHT LIGHT
 DRIVING TEST
 CARPET
 BLEND
 FIRE RAIDER
 CANDY TUFT
 ANDREW
 FIGHTING MAD
 JOHN BROWN
 CHURCH VIEW
 DIXIE DINER
 DARTING STAR
 DRAKE POOL
 GULFWAID
 GRASSHOPPER
 CHAIN WORK
 AMERICAN BEAUTY
 BEWARE
 ISTHMIUS
 GARDEN VALLEY
 DESERT SAND
 JACKSONVILLE
 LECHORN
 HALLMARK

CW

T87L
 0Q1A
 2YZ7
 8C95
 SA7H
 7VUD
 J00X
 QB5X
 C71M
 Q262
 00L5
 Q9ZU
 6ZFI
 5SRJ
 HWK0
 9AQ7
 LY60
 HJ21
 FZ4Y
 B14R
 3QCH
 1QY9
 HM6F
 YK4E
 S39Q
 2BRS
 7PKT
 Z32L
 RA7A
 KU0V

CONFIDENTIAL

App 5- ENCLOSURE (28)

CONFIDENTIAL

26TH MARINES
 1ST BN 26TH MAR
 2D BN 26TH MAR
 3D BN 26TH MAR
 1ST 8IN HOW BTRY SP
 1ST 155MM BTRY
 PROV ARTR BN CMD GRD
 1ST ANTRAC BN
 3D TANK BN
 3D ANTI TANK BN
 3D RECON BN
 3D FORCE RECON CO
 3D FORCE RECON TEAM
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 3D FORCE RECON TEAM
 RECON BN TEAM 3D MARDIV ALTATROSS
 RECON BN TEAM 3D MARDIV BLACK BOTTOM
 RECON BN TEAM 3D MARDIV BUS STOP
 RECON BN TEAM 3D MARDIV CHECK POOL
 RECON BN TEAM 3D MARDIV CHIROPRACTOR
 RECON BN TEAM 3D MARDIV CLEMSON SONG
 RECON BN TEAM 3D MARDIV CORPORAL PETE
 RECON BN TEAM 3D MARDIV DALLA GIRL
 RECON BN TEAM 3D MARDIV DELMAR
 RECON BN TEAM 3D MARDIV DOCKLEAP
 RECON BN TEAM 3D MARDIV DUST LIGHT
 RECON BN TEAM 3D MARDIV EV RSHARP
 RECON BN TEAM 3D MARDIV FALCY DAN
 RECON BN TEAM 3D MARDIV FROSTBURG
 RECON BN TEAM 3D MARDIV HAYRIDE
 RECON BN TEAM 3D MARDIV HUNGARIAN
 RECON BN TEAM 3D MARDIV HAMBREKER
 RECON BN TEAM 3D MARDIV LEAGUE LEADER
 RECON BN TEAM 3D MARDIV MARBLE CHAMP
 RECON BN TEAM 3D MARDIV NURSE
 RECON BN TEAM 3D MARDIV PARASOL
 RECON BN TEAM 3D MARDIV PISTON ROD
 RECON BN TEAM 3D MARDIV RINGLETT
 RECON BN TEAM 3D MARDIV SBLINAS

INTRIGUE
 BLACK DUD
 HASTY FOOT
 DUNDAR COUNTY
 ISHERWOOD
 BAZAAR
 CENTIPEDS
 BADMINTON
 COMING EVENT
 AUGUST NIGHT
 ANIMINDED
 BLUE PLATE
 AMANDA
 BIG SHOT
 BOX SCORE
 COFFEE CUP
 CORAL BUSH
 CRACK MONKEY
 ICEBOAT
 KNIFE BOY
 LINE COACH
 NESTINGHOUSE
 OLD COLONEL
 SPEEDING HOME

32Y6
 2P7N
 CD1W
 5S82
 7LEP
 SGVH
 D71U
 12TK
 0T7N
 0M8K
 8L04

CONFIDENTIAL

CONFIDENTIAL

3D ENGR BN 3D DIV	KLONDIKE	H130
3D SHORE PARTY BN	DACHAR	AL92
3 MT BN	FOOTBALL STAR	CJ70
9TH MT BN	MAIL TRUCK	
3D MED BN	DUCHESS COUNTY	CLZQ
1ST CIT 3D MARDIV	BELVEDERE	1PNA
15TH CIT	CHESTERBROOK	
11TH ENGR BN 3DMARDIV	HINDRANCE	9N1X
AIR OBSERVER 3DMARDIV	BARKWOOD	
2D BN 94TH ARTY USA	COLORADO	
1ST BN 40TH ARTY USA	EARLY FLOWER	
1ST BN 44TH ARTY ANSP	IRON HAND	
8TH BN 4TH ARTY USA	ADVENTIST	
1ST FLDFOR RVN ARTY FWD	BARGROFT	
1ST SEARCHLIGHT BTRY	SNUBNOSE	
SPARROW HAWK	DEERTERN	
PRU QUANG TRI	ALEXANDER	
PRU THUA THIEN	IDA MAE	
COMM SPTCO 7TH COMM BN	APRIL SHOWERS	8AAH
BASE DEFENSE COORD PHU	FLIGHT TIME	
BAI		
DONG HA COMBAT DEFENSE	GODMOTHER	
NET		
ML NO 1	BEACH BOY HOTEL (MAF)	
ML NO 2	BEACH BOY KILO (HUE)	
ML NO 3	BEACH BOY LIMA	
ML NO 4	BEACH BOY MIKE	
ML NO 5	BEACH BOY QUEBEC	
(2) SELECTED 1ST MARDIV UNITS		
1ST MARINES	BIGFLOWER	S825
1ST BN 1ST MAR	MILLBROOK	
2D BN 1ST MAR	CAROUSEL	YU71
3D BN 1ST MAR	FLAKY SNOW	6YZA
1ST BN 11TH MAR	DESK WORK	QA7N
CO A1ST ATEN	SLATE CREEK ALFA	
CO A 1ST ENGR BN	MOVABLE ALFA	
CO E 1ST MT BN	RAZORBILL BRAVO	
3D FORRECON TEAM	PENGUIN	
3D FORRECON TEAM	EAGLE EYE	
DET 1ST SP BN	PARKER PEN	
B. TELEPHONE SWED NAMES		
TELEPHONE SWED NAMES WILL NOT BE USED ON UNIT SWED		
WITHIN III MAF.		

CONFIDENTIAL

CONFIDENTIAL

(3) OPAS WILL ANSWER CALLS AT TELEPHONE SITES WITH UNIT DESIG, SUCH AS "3D SHORE PARTY BN", "THIRD MARINE REGT".

2. CHANGES WILL BE PUBLISHED IN NEXT PRINTED CH TO REF A. UNQUOTE.

GP-4

S. HUNT MSGT
COMM CHIEF MO-10

K. M. WORLEY LTCOL
CEO MO-10

PAGE FOUR OF FOUR PAGES

CONFIDENTIAL

ROUTINE

CONFIDENTIAL

ROUTINE

29 OCT 67

WDC

FROM: 290646Z
CG FIRST MAW

TO: COMUSMACV

INFO: CG III MAW

CONFIDENTIAL

FREQ COORD-JOINT

A. COMUSMACV 190055Z OCT 67 CITE 34342 FROM MACJ6

1. POL SUBMITTED FOR FIRST MAW UNITS IAW REF A.

LOCATION	FREQ	LOCATION	FREQ	PRW	EMISSION
DNG	4505	QUANG TRI	4625	100W	1MP9
DNG	4525	PHU BAI	4955	100W	1MP9
DNG	4765	CHU LAI	4995	100W	1MP9
DNG	4585	MYM	4835	1W	1MP9
MYM	4975	CHU LAI	4775	100W	1MP9
DNG	4635	MYM	4645	3W	1MP9
MYM	4665	MYM	4755	3W	1MP9
DNG	4445	HILL 327	4635	3W	1MP9
DNG	4405	MYM 55	4595	3W	1MP9
DNG	4525	HILL 327	4715	3W	1MP9
DNG	4635	HILL 55	4645	3W	1MP9
CHU LAI	4625	CHU LAI	4815	3W	1MP9
CHU LAI	4745	CHU LAI	4935	3W	1MP9

GP-4

S. MUTT MYXBT
COM1 CHIEF NO-10R. M. WORLEY
CEOLTCOL
NO-10

App5-ENCLOSURE (29)

PRIORITY

CONFIDENTIAL

PRIORITY

2900T67

WDC

FROM: 291433Z
OO FIRST IAW

TO: CG III IAW

INFO: HACC-ONE EIGHT
FOURTH
FIRST IAW DIV
THIRD IAW DIV

CONFIDENTIAL

WHP RADIO SUPPORT; REQUEST FOR

1. PRESENT ASSETS THIS COMMAND SUW RADIOS COMMITTED TO CASE OF A/P. NO BACK-UP CAPABILITY. AN/PBC-41 UNSUITABLE.

2. REQUEST SIX SUW RADIO SETS, NOT 32 OCT 67, FOR NINETY DAY TEMP LOAN TO FILL BACK-UP ROLE. THESE EQUIPMENTS ARE REQUIRED TO SUPPORT HELICOPTER DIRECTION CONTROL FUNCTIONS IN IOTZ.

GP-4
-----J. N. MCCRAHER
EEOMAJOR
MO-10K. M. MOBLEY
CECLTCOL
MO-10

APP 5- ENCLOSURE (30)

ROUTINE

CONFIDENTIAL

ROUTINE

31 1532Z
FROM: CG FIRST MAW30 OCT 67
DLJ

TO: CG FMPPAC

INFO: CMC
CINCPACFLT
NAVAIRSYSCOMHQ
MARAIRGRU-ONE TWO
MATCU-SIX SEVEN

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

AN/MRN-21 TACAN SET FOR MATCU-67 (U)

A. CG FMPPAC 272107Z OCT 1967

1. IN RESPONSE TO REF A:

A. TACAN CHANNEL 50 ASSIGNED FOR USE MATCU-67 AT CHU-LAI.

B. PRIORITY SURFACE SHIPMENT SUBJECT MRN-21 ACCEPTABLE ALCON.

GP-4
-----M. J. BOWEN CWO-3
A/CEO NO-10K. M. WORLEY LTCOL
CEO NO-10

App 5- ENCLOSURE (31)

ROUTINE 31 15 31Z CONFIDENTIAL

FROM: CG FIRST MAW

ROUTINE
30 OCT 67
DLJ

TO: CG III MAF

INFO: CG THIRD MARDIV
CG FIRST MARDIV
MACG-ONE EIGHT

CONFIDENTIAL

SPECIAL COMMUNICATIONS ALLOWANCE REQUEST (U)

- A. CG III MAF 210642Z OCT 1967 (NOTAL)
- B. CG FMFPAC 191657Z OCT 1967 (PASEP)
- C. CG THIRD MARDIV 250131Z OCT 1967 (NOTAL)

1. REFS A AND B REQ RE-EVALUATION RQMTS EQUIPMENT FOR VHF FM TAR/HD NETS.
2. FM HELO DIRECTION REQUIRED FOR BEYOND LINE OF SIGHT, RELATIVELY LONG RANGE CONTROL OF HELOS. DOCTRINAL SOLUTION IS HF HD NET, HOWEVER H-34 HELOS EQUIPPED WITH OBSOLESCEMENT/INADEQUATE AN/ARC-39 AND H-46 HAVE PROVISION FOR BUT NO HF RADIO INSTALLED. THIS RQMT NOT APPRECIALLY SOLVED BY INTRODUCTION OF AN/TYA-11. ALSO NO SECURE HF CAPABILITY WILL EXIST IN FORSEEABLE FUTURE.
3. IN ADDITION TO COMMENTS REF C REGARDING VHF FM TACTICAL AIR REQUEST BASIC PROBLEM IS THIS NO PORTABLE HF RADIO EXISTS IN MARCORPS. AN/TYA-11 NOT APPLICABLE THIS GROUND COMMUNICATIONS RQMT.
4. REQUIREMENT RE-ITERATED AS VALID AND URGENT. OLD SERIES FM RADIOS IN USE HAVE REACH D END OF RELIABLE SERVICE LIFE. AN/PRC-253 IN USE ARE AT EXPENSE OF FUNCTIONS FOR WHICH ORIGINALLY INTENDED.

R. E. FAUVER MAJOR
A/CEO MO-10K. M. WORLEY LTCOL
CEO MO-10

APP 5-ENCLOSURE (32)

ROUTINE

31 02 512

DECLASS/NO

ROUTINE
3100267
LLP

FROM: CG 5131 TAIN

TO: CG 5131 TAIN

INFO: MAC ONE THREE

DECLASS/NO P 9

SAFE COMM SYSTEM (U)

A. TF 252045Z AUG 67
B. M. 200051Z OCT 67

1. HELMET RATION BEING USED SUCCESSFULLY FOR NIGHT RECOVERY OPERATIONS AND UNDER RESTRICTED VISIBILITY WEATHER CONDITIONS. SYSTEM PROVED INVALUABLE DURING GROUNDING OPERATIONS 3-16 SEPT 67 FOR COMM BETWEEN CREW LEADER AND CREW MEMBERS. 1,356 A/C RECOVERED DURING THIS PERIOD. MAX. RANGE OF 700 FT SUFFICIENT TO POINT MAN.

2. HAVE MODIFIED BASE STATIONS TO USE POWER FROM 24 VOLT SYSTEM OF DRIVE ENGINE.

3. ONE HELMET RADIO AND TWO BASE STATIONS DOWN. FROM AREA IS REPAIR AND MAINT BY LOCAL COMM/AVIONICS. DUE TO NON-AVAIL OF REPL PARTS AND RECD TEST EQUIP. REP A-T-B APPL.

J. HENRY 1STLT
W/O

MC-10

K. E. HOLLEY LTCOL
CWO

MC-10

APP 5-ENCLOSURE (33)

ORIGINAL

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

16:03:jd
5750
12 November 1967

From: Wing Medical Officer
To: Commanding General, First Marine Aircraft Wing, (ATTN: G-5)
Subj: Command Chronology for Medical Section; transmittal of
Ref: (a) Wing Order 5750.1C
Encl: (1) Medical Chronology for the month of October 1967
1. In accordance with reference (a), enclosure (1) is forwarded.

Oscar Gray
OSCAR GRAY, JR.

WING MEDICAL CHRONOLOGY

PART I

1. Key Staff Members:

CAPT Oscar GRAY, JR., MC, USN, Wing Medical Officer
 LCDR Donald R. LAWSON, MSC, USN, Wing Medical Administrative Officer
 LTJG Allen M. THRALL, MSC, USN, Preventive Medicine Officer
 HMCM E. M. CHITWOOD, USN, Medical Administrative Chief
 HMCS W. W. WADE, USN, Medical Supply Chief
 HMC N. CRAWFORD, USN, Preventive Medicine Chief

2. Average monthly strength of 1st MAF medical personnel:

	<u>H&HS-1</u>	<u>MAG-18</u>	<u>MWSG-17</u>	<u>MAG-11</u>	<u>MAG-12</u>	<u>MAG-13</u>	<u>MAG-16</u>	<u>MAG-36</u>
Officer	5	2	2	4	4	4	6	8
Enlisted	28	29	15	28	26	36	30	30

PART II

- On 3 October the Wing Medical Officer, as chairman of the Medical Task Committee of 1st MAF Aviation Safety Council, conducted the meeting at the CG Conference Room.
- On 5 October the same type of meeting was conducted in Chu Lai at the Conference Room of MAG-12.
- On 7 October the Wing Medical Officer conducted a meeting of all Group Medical Officers in the MWHG-1 Conference Room.
- On 7 October the Wing Medical Officer and the Wing Medical Administrative Officer attended the III MAF Senior Medical Officers Conference.
- On 7 October the Wing Medical Officer attended the I Corps Medical Society meeting in Danang.
- On 9 October the Wing Medical Officer, in company with the Wing Sanitation Officer, visited Quang Tri combat base to inspect and make recommendations concerning water supply, messing, billeting, and dispensary facilities.
- On 18 October the Wing Medical Officer went to Phu Bai to evaluate needs and provide assistance to the Wing Medical Facility of MAG-36.
- On 16 October 19 Hospital Corpamen were advanced in rating. This included three who were advanced to Chief Petty Officer: HML LAWRENCE, H&HS-1, HML JACOBSEN, MWSG-17, and HML FLEMING, MAG-12.

PART III

1. During the month of October 1967, 34 enlisted and 5 officer naval personnel were transferred having completed their tour with FIRST MAW; 29 enlisted and 5 officer naval personnel were received for duty with 1st MAW.

2. Awards. During the month of October, one Hospital Corpsman received the Navy Commendation Medal, two received the Purple Heart Medal, 32 received the Air Medal or Gold Star for subsequent awards, two received Good Conduct Medals, and 5 were qualified as Special Duty Air Crewman.

3. Casualties. Three Hospital Corpsmen received wounds while flying Med Evac missions during the month of October 1967. One of these required evacuation to CONUS for an extended period of hospitalization.

4. Sanitation.

a. An active pest and rodent control program was carried out in Tango Sector during the month of October with spraying and fogging on a weekly basis for mosquito control and traps and poison baiting for rat control.

b. Routine spraying of messing facilities, heads, and garbage receptacles was carried out weekly.

c. Weekly sanitation inspections were conducted in the Tango Sector.

d. The Sanitation Officer made visitation inspections at MAG-12, MAG-13, and MAG-36 in Chu Lai, and the Water Site at Quang Tri during October.

5. Medical Repairs. During the month of October, the medical repairman repaired medical equipment at H&HS-1, MAG-11, MAG-16, and MWSG-17.

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OFFICE OF THE WING CHAPLAIN

1st Marine Aircraft Wing, Aircraft, FMF, Pacific
c/o FPO, San Francisco, California 96601

3 November 1967

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

1. Each chaplain assigned to a Group within the First Marine Aircraft Wing, FMFPAC, is asked to submit a chronology to his own S-3. This command chronology is a composite report.

a. Divine Services. During the month of October, Divine Services were provided seven days per week in the Wing for Protestant and Catholic personnel. Jewish personnel were provided services by the III MAF Jewish chaplain. The LDS and Christian Science men were provided services at the Air Force Chapel with Lay Services for small groups. Special Orthodox, LDS, and Episcopal Communion Services were held Sundays at the Wing Chapel.

In the month of October Wing Chaplains conducted 203 Sunday Services with an attendance of 7,905. Weekday Services totaled 323 with an attendance of 2,780. 3 Memorial Services were held in the Wing with an attendance of 243. 22 Services were conducted outside the Wing with 757 attending.

b. Moral Leadership. Chaplains in the 1st Marine Aircraft Wing gave 8 lectures on the Religions of Vietnam with 533 attending. Chaplains gave 9 Indoctrination Lectures with 412 attending. Chaplains gave 9 Moral Guidance Lectures with 324 attending.

2. Civic Action. During the month of October the following donations were made in cooperation with or through the chaplains' offices:

a. 1. WEC orphanage	147,670 piasters
2. An Tan orphanage	32,800 "
3. CMA (Danang)	29,500 "
4. Southern Baptist Mission	26,600 "
5. Cu Loa Re Island Refugees	22,000 "
6. Med-Cap Assistance	15,960 "
7. Vietnamese Scholarships	14,160 "
8. Tam Ky orphanage	14,000 "
9. Stella Maris Novitiate	12,980 "
10. Binh Son orphanage	10,176 "

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11. Sacred Heart	8,260 piasters
12. Lyson Island Protestant Scholarship	8,000 "
13. Tin Lanh High School	5,900 "
14. Chu Lai Buddhist School	5,000 "
15. Bishop Chi	4,720 "

b. 1. Food	2,370 lbs
2. Clothing	280 lbs
3. Soap	240 lbs
4. Cement	5 tons
5. Building material	11 truck loads
6. School supplies	5 boxes
7. Cigarettes	2 gross
8. Paint	3 gallon
9. Refrigerator	1
10. Church Bell	1
11. Water pump	1


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