

3/LWB/mla
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SECRET - UNCLASSIFIED upon removal of the basic letter

FIRST ENDORSEMENT on CG, 1st MAW ltr 3:TRN:kkm over 5750
Ser: 003A16971 of 18 June 1971

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

Subj: 1st Marine Aircraft Wing (Rear) Command Chronology
for period 1 January 1971 through 14 April 1971 (U)

1. Forwarded, noting the following discrepancies:

a. Tab F; MAG-12 Command Chronology, Part IV (Supporting Documents), MAG-12 S-1 Command Chronology incomplete, Part II (Narrative Summary) not provided.

b. Tab G; MAG-15 Command Chronology:

(1) Index of Part IV (Supporting Documents) not provided. [Rear/NSR-40]

(2) VMFA-334 Command Chronology for the period 1 January 1971 - 9 March 1971 not provided. [Rear/NSR-40]

c. Tab J; MAG-36 Command Chronology, HMM-462 Command Chronology illegible.

2. By copy of this endorsement, the Commanding General, 1st Marine Aircraft Wing, is requested to submit the documents cited above directly to CMC (Code HD) within 30 days, with notification of submission provided this headquarters.

F. X. Quinn
F. X. QUINN
By direction

Copy to:
CG, 1st MAW

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71 4040

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

3:TRH:kkm
5750
Ser: 003A16971
18 June 1971

SECRET (Unclassified when enclosure (1) is removed)

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

Subj: 1st Marine Aircraft Wing (Rear) Command Chronology for Period
1 January 1971 through 14 April 1971 (U)

Ref: (a) MCO P5750.1
(b) FMFPacO 5750.8

Encl: (1) 1st Marine Aircraft Wing (Rear) Command Chronology (S)

1. (U) As required by references (a) and (b), enclosure (1) is hereby submitted.

G. W. Morrison
G. W. MORRISON
Chief of Staff

1st MAW (Rear)
(Encl)

DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.1

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1st MAW SAC No.	Copy No.
1978-71	1 of 4

Jan - 14 Apr 71

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

COMMAND CHRONOLOGY

1 January 1971 to 14 April 1971

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PART IORGANIZATIONAL DATA1. (U) DESIGNATIONCOMMANDER

1ST MARINE AIRCRAFT WING (REAR)

BRIGADIER GENERAL R. F. CONLEY
1JAN-14APR1971SUBORDINATE UNITS

MARINE AIRCRAFT GROUP-12

COLONEL R. L. MCELROY
1JAN-14APR1971

MARINE AIRCRAFT GROUP-15

COLONEL R. R. MILLER
1JAN-14APR1971

MARINE WING SUPPORT GROUP-17

COLONEL T. E. MULVIHILL
1JAN-14APR1971

MARINE AIR CONTROL GROUP-18 (REAR)

COLONEL C. T. WESTCOTT
1JAN-14APR1971

MARINE AIRCRAFT GROUP-36

COLONEL R. T. MILLER
1JAN-3FEB1971
COLONEL R. J. ZITNIK
4FEB-14APR1971HEADQUARTERS AND HEADQUARTERS
SQUADRON-1 (REAR)LTCOL P. S. FRAPPOLLO
1JAN-14APR19712. (U) LOCATION

1JANUARY THROUGH 14 APRIL 1971:

MCAS IWAKUNI, JAPAN

3. (U) STAFF OFFICERS

ASSISTANT WING COMMANDER

COLONEL A. W. NEHF, JR.
1JAN-14APR1971

CHIEF OF STAFF

COLONEL D. L. RITTER
1JAN-14APR1971

ASSISTANT CHIEF OF STAFF, G-1

LTCOL C. C. CHISHOLM, JR.
1JAN-14APR1971

ASSISTANT CHIEF OF STAFF, G-2

MAJ W. F. REBSTOCK
1JAN-31JAN1971
LTCOL W. C. SERVICE, III
1FEB-14APR1971

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ASSISTANT CHIEF OF STAFF, G-3	COLONEL W. C. STEWART, JR. 1JAN-14APR1971
ASSISTANT CHIEF OF STAFF, G-4	LTCOL W. A. TYKSINSKI 1JAN-14APR1971
ASSISTANT CHIEF OF STAFF, COMPTROLLER	CAPT J. H. GUELICH 1JAN-14APR1971
ASSISTANT CHIEF OF STAFF, MANAGEMENT	CWO-2 P. C. KENDALL III 1JAN-31MAR1971 MAJ G. A. OLSON 1APR-14APR1971
STAFF SECRETARY	CAPT R. G. GULLEY 1JAN-14APR1971
AIDE-DE-CAMP	CAPT R. TAIT 1JAN-14APR1971

SPECIAL STAFF

ADJUTANT	CAPT J. E. EASTMAN 1JAN-14APR1971
AIR COMBAT INTELLIGENCE OFFICER	CAPT W. B. MESTON 1JAN-14APR1971
AIRCRAFT MAINTENANCE OFFICER	LTCOL R. SCHANTEK 1JAN-14APR1971
AIR TRANSPORTATION COORDINATION OFFICER	MAJ C. B. WHEELER 1JAN-11MAR1971 MAJ A. ZEIKUS 12MAR-14APR1971
AVIATION ORDNANCE OFFICER	CAPT J. E. MOODY 1JAN-22JAN1971 CAPT G. H. CONNER 23JAN-14APR1971
AVIATION SAFETY OFFICER	MAJ C. S. TUBBS 1JAN-24MAR1971 LTCOL R. P. SPREIER 25MAR-14APR1971
AVIATION SUPPLY OFFICER	CAPT F. M. STITCHER 1JAN-14APR1971

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AVIONICS OFFICER

MAJ C. D. GATES
1JAN-13FEB1971
CAPT J. F. DULLAGHAN
14FEB-14APR1971

AWARDS OFFICER

CAPT K. C. HOUSTON
8FEB-14APR1971

CAREER PLANNING OFFICER

CAPT R. J. MAIKIS
1JAN-15FEB1971
MAJ D. V. STOWELL
16FEB-14APR1971

CAREER RETENTION OFFICER

CAPT R. J. MAIKIS
1JAN-14APR1971

CHAPLAIN

COMMANDER M. W. HOWARD
1JAN-21JAN1971
COMMANDER D. F. ZELLER
22JAN-14APR1971

CLASSIFIED MATERIAL CONTROL OFFICER

CWO-4 P. E. CLAUSEN
1JAN-14APR1971

COMMUNICATION-ELECTRONICS OFFICER

LTCOL R. H. HARTER
1JAN-14APR1971

DRUG ABUSE CONTACT OFFICER

CAPT R. V. SCOBIE
1FEB-14APR1971

EDUCATION OFFICER

CAPT F. L. PFEIFFER
1JAN-15FEB1971
MAJ D. V. STOWELL
16FEB-14APR1971

ELECTRONIC WARFARE OFFICER

CAPT H. W. WHITTEN
1JAN-14APR1971

EMBARKATION OFFICER

CWO-4 J. L. BACKO
1JAN-14APR1971

ENGINEER OFFICER

CAPT W. J. GLEESON
1JAN-14APR1971

FACILITIES OFFICER

CAPT C. P. ACKERMAN
1JAN-14APR1971

FIXED WING OFFICER

CAPT T. Y. HUNDLEY
1JAN-14APR1971

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GROUND SAFETY OFFICER

CWO-4 J. L. BACKO
1JAN-4MAR1971
CAPT F. L. HARLAN
5MAR-14APR1971

GROUND SUPPORT EQUIPMENT OFFICER

2LT R. L. YOERK
1JAN-31JAN1971
CWO A. N. GRAHAM
3FEB-14APR1971

HEADQUARTERS COMIANDANT

LTCOL P. S. FRAPPOLLO
1JAN-14APR1971

HISTORICAL OFFICER

CAPT H. E. JENSEN III
1JAN-31MAR1971
CAPT T. R. HOOK
1APR-14APR1971

HUMAN RELATIONS OFFICER

COLONEL A. F. MCCALED
1Jan-14APR1971

INSPECTOR

COLONEL A. F. MCCALED
1JAN-14APR1971

MEDICAL OFFICER

LCDR R. WASSON
1JAN-14APR1971

MOTOR TRANSPORT OFFICER

MAJ J. W. MCCULLOUGH
1JAN-15FEB1971
CAPT C. D. SMITH
16FEB-25MAR1971
MAJ L. W. HYATT
26MAR-14APR1971

NATOPS SUPERVISOR

MAJ V. D. STEELE
1JAN-14APR1971

NBC DEFENSE OFFICER

CAPT L. R. MINIMUM
1JAN-24JAN1971
MAJ K. L. AMMONS
25JAN-14APR1971

NUCLEAR SAFETY OFFICER

CAPT G. H. CONNER
5MAR-14APR1971

OPERATIONS OFFICER

MAJ R. F. GORE
1JAN-14APR1971

PERSONNEL OFFICER

CAPT J. W. JACKSON
1JAN-14APR1971

PHOTO IMAGERY INTERPRETATION OFFICER

CAPT L. J. SPRINGER
1JAN-14APR1971

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PLANS OFFICER

LTCOL J. E. KEHRLE
1JAN-14APR1971

POSTAL OFFICER

CWO-4 P. E. CLAUSEN
1JAN-14APR1971

PUBLIC AFFAIRS OFFICER

CAPT D. P. BROOKMAN
1JAN-14APR1971

ROTARY WING OFFICER

CAPT D. L. FOGG
1JAN-14APR1971

SIOP OFFICER

MAJ H. J. MILLER
1JAN-14APR1971

SPECIAL SECURITY OFFICER

CWO-2 J. C. LYLE, JR.
1JAN-14APR1971

SPECIAL SERVICES OFFICER

LTCOL W. R. LIMBACH
1JAN-14APR1971

SPECIAL WEAPONS EMPLOYMENT OFFICER

MAJ H. J. MILLER
1JAN-14APR1971

STAFF JUDGE ADVOCATE

LTCOL R. A. ST. AMOUR
1JAN-14APR1971

SUPPLY OFFICER

MAJ D. MUFFI
1JAN-14APR1971

SUPPLY MAINTENANCE OFFICER

CAPT F. G. HERSHLEY
1JAN-14APR1971

TRAINING OFFICER

CAPT L. R. MINIUM
1JAN-25JAN1971
MAJ K. L. AMMONS
26JAN-14APR1971

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4. (U) AVERAGE MONTHLY STRENGTH

USMC			USN	
<u>OFFICERS</u>	<u>ENLISTED</u>		<u>OFFICER</u>	<u>ENLISTED</u>
799	6026	JANUARY	26	65
816	6088	FEBRUARY	25	64
800	6503	MARCH	25	62
852	6942	14 APRIL	24	70

AVERAGE DURING THE REPORTING PERIOD

817	6390		25	65
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PART IINARRATIVE SUMMARY1. (C) PERSONNEL

a. At the beginning of the reporting period, the subordinate units of the 1st Marine Aircraft Wing (Rear) were:

HEADQUARTERS AND HEADQUARTERS SQUADRON - ONE (REAR)

7th Counter Intelligence Team
Detachment, 11th Force Dental Company

MARINE AIRCRAFT GROUP - TWELVE

Headquarters and Maintenance Squadron - 12
Marine Air Base Squadron - 12
Marine Air Traffic Control Unit - 62
Marine Attack Squadron - 211
Marine All-Weather Attack Squadron - 533
Marine Composite Reconnaissance Squadron - 1

MARINE AIRCRAFT GROUP - FIFTEEN

Headquarters and Maintenance Squadron - 15
Marine Air Base Squadron - 15
Marine Air Traffic Control Unit - 60
Marine Fighter/Attack Squadron - 232
Marine Fighter/Attack Squadron - 334

MARINE WING SUPPORT GROUP - SEVENTEEN

Headquarters and Maintenance Squadron-17
Sub Unit #1, H&MS-17 (Marine Wing Weapons Unit)
Wing Equipment Repair Squadron - 17
Sub Unit #1, WERS-17 (Short Airfield for Tactical Support)

MARINE AIR CONTROL GROUP - EIGHTEEN (REAR)

Headquarters and Headquarters Squadron - 18 (Rear)
Marine Air Control Squadron - 8
Marine Air Support Squadron - 2

MARINE AIRCRAFT GROUP - THIRTY SIX

Headquarters and Maintenance Squadron - 36
Marine Air Base Squadron - 36

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Marine Observation Squadron - 6
 Marine Air Traffic Control Unit - 66
 Marine Aerial Refueler/Transport Squadron - 152
 Sub Unit #1, VMGR - 152
 Marine Medium Helicopter Squadron - 164
 Marine Medium Helicopter Squadron - 165
 Marine Heavy Helicopter Squadron - 462

b. On 1 March 1971 VMFA-115 joined MAG-15 from the Republic of South VietNam. VMFA-334 redeployed to the 3rd Marine Aircraft Wing on 9 March 1971. On 1 April 1971 the Marine Wing Weapons Unit was transferred from MWSG-17 to MAG-12.

c. The Fifth Increment of Keystone Robin was in effect during the reporting period. Increasing monthly strengths throughout the period were a direct result of redeployments.

d. At the end of the reporting period the 1st Marine Aircraft Wing (Rear) was at 90% of its Naval Aviator manning level, 90% of its Aviation Ground manning level and 98% of its Enlisted manning level.

e. During the reporting period fifteen applications for augmentation to regular officer in the Marine Corps were forwarded to CMC. Eight applications were approved. The following table contains the re-enlistment data for enlisted members:

Recommended and Eligible for Reenlistment

<u>1st TERM</u>	<u>CAREER</u>	<u>TOTAL</u>
358	64	422

Reenlisted

<u>1st TERM</u>	<u>CAREER</u>	<u>TOTAL</u>
58	55	113

Percent

<u>1st TERM</u>	<u>CAREER</u>	<u>TOTAL</u>
13.3%	87.5%	24%

2. (U) LEGAL ADMINISTRATION

a. From 1 January 1971 to April 1971 the 1st Marine Aircraft Wing (Rear) processed a total of 97 courts-martial. There were seven General Courts-Martial, 22 Special Courts-Martial (non-BCD cases), seven Special Courts-Martial (BCD cases), and 64 Summary Courts-Martial.

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b. The Office of the Staff Judge Advocate also processed 322 legal assistance cases. One hundred and fifty of these cases were in relation to 1970 Income Tax Returns, and the remaining 172 were in such areas as powers of attorney, claims, domestic relations, and wills.

3. (C) INTELLIGENCE

a. During the reporting period a total of 113 security clearances were issued. Of Top Secret Clearances there were 16 interim and 42 final. Of the Secret Clearances issued one was interim and 54 were final.

b. During January the 7th CIT concluded a joint operation with the Naval Investigation Service against subversive sabotage. The ten month operation resulted in one man being convicted by court-martial. Two team members were nominated for awards for their work in the investigation. The team also conducted 12 after-hour inspections during the reporting period. All the inspections were graded satisfactory with three minor discrepancies. In addition, the team held eight classified material control center inspections, nine technical surveillance countermeasure inspections and 13 armory security inspections. During the latter part of the reporting period 7th CI Team members provided counter intelligence assistance to 1st MAW (Rear) units in preparation for the Inspector Generals Inspection. The security and counterintelligence portion of the inspection was graded satisfactory with minor discrepancies.

c. Throughout the reporting period the Special Security Officer was supported by off-line equipment located at Fleet Air Wing - 6. Detailed inspections in January and February were held by CINCPAC (physical security), FMFPac (inter-management), NIS (TSCM), and NAUSEEACT (Tempest). All inspections were passed without waivers or exceptions, and the installation was accredited on 15 February 1971 by the Commander, Naval Intelligence Command, Washington, D. C. In the latter part of February SPINTCOMM installation for 1st MAW (Rear) began. The installation was completed on 29 March 1971 and became fully operational on 14 April 1971, with a capability of 50,000 words perday.

d. The Air Combat Intelligence section provided much support throughout the reporting period to units preparing for deployment and operations.

4. (U) TRAINING

a. From 1 January to 14 April, 208 1st MAW (Rear) personnel attended WestPac schools. Marine Air Weapons Training Unit, Pacific, also conducted training during the period.

b. On 6 January 1971 Wing Order 6710.4/Air Station Order 6710.3 established a Joint Wing/Air Station Drug Abuse Control Council. The order directed that a Drug Abuse Education Contact Team be established.

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Wing Order 6710.5 was promulgated on 11 January 1971, and it established a team consisting of one OIC, one SNCO, one NCO and one clerk. On 2 February Captain R. V. SCOBIE was appointed OIC of the Drug Abuse Education Contact Team. After a month of research and preparation, classes commenced on 1 March utilizing additional instructors from Station Medical Training, the Naval Investigation Service, and the Criminal Investigation Division. During March 1250 persons received instruction on Drug Abuse, of which 1058 were 1st MAW (Rear) personnel. During April more instruction was given to station personnel and units of MAG-36 on Okinawa. Further efforts of the team included distribution of pamphlets, a series of radio "spots" on drug abuse aired on Iwakuni Far East Network, and a "Hotline" program in conjunction with the radio station. The following is a record of new drug incidents (The chart does not include MAG-36):

New Drug Incidents - 1st MAW (Rear)

	<u>Marijuana</u>	<u>LSD</u>	<u>Other</u>	<u>Total</u>
January	10	13	4	27
February	12	15	0	27
March	No new incidents			

New Drug Incidents - MCAS Iwakuni

January, February, March - No new incidents

5. (C) SPECIAL OPERATIONS. On 5 March 1971, the Nuclear Safety Office was established with the assignment of Gunnery Sergeant R. T. SMALLWOOD as the Nuclear Safety NCOIC. Captain G. H. CONNER was assigned as Wing Nuclear Safety Officer. During March and April a complete inventory and update was accomplished on all 1st MAW (Rear) orders and publications concerning Nuclear Safety. Wing Order 5510.2A was published to establish a Personnel Reliability Program, and Wing Order 003401.1 established a Nuclear Safety Plan for 1st MAW (Rear).

6. (S) READINESS

a. Due to shortages of personnel and Combat Essential Equipment, 1stMAW (Rear) opened the reporting period in a marginal state of readiness. These deficiencies also had a bearing on readiness in the areas of Equipment and training. On 1 January 1971 1st MAW (Rear) had 28 reporting squadrons, of which 53% were C3/C4 in Personnel, 25% were C3/C4 in Equipment/Supplies on hand and 72% were C3/C4 in Equipment and Training readiness.

b. On 13 February 1971, Headquarters Marine Corps message 131633Z indicated the desires of the Commandant of the Marine Corps, that 1st MAW (Rear) be brought to a combat ready status (C-2) as soon as possible. At

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that time some progress had been made on the readiness posture of the wing, with 46% of the 28 squadrons C3/C4 in Personnel, 25% C3/C4 in Equipment/Supplies on hand, 75% C3/C4 in Equipment Readiness, and 57% C3/C4 in Training Readiness. Throughout the next two months progress continued and on 13 April 1971, 1st MAW (R) was only seven days away from going into a Combat Ready Status (C2X). The following chart outlines the overall readiness reporting for 1st MAW (R), based on 28 reporting squadrons:

OVERALL READINESS	NUMBER OF UNITS 1JAN71	NUMBER OF UNITS 13APR71	TOTAL
C-1	1	0	-1
C-2	3	10	+7
C-3	6	10	+4
C-4	18	8	-10

c. On 5 April 1971, the concept of a Management Division as developed by the 1st Marine Aircraft Wing (RVN) was approved by the Commanding General for full implementation. The Management Division was patterned like the same organization within the FMFPac Headquarters. It is headed by the Assistant Chief of Staff, Management who is the principal staff assistant in matters pertaining to Management Engineering Services, Operation Research, Data Processing, Systems Engineering, MARES FORSTAT, Reports Coordination, and Force Information Systems.

7. (U) COMMUNICATION - ELECTRONICS

a. A Transportable Telephone System (AN/TTC-28) was provided on temporary loan to MCAS Iwakuni to augment the station telephone service until completion of cable and plant projects.

b. Unit training was conducted to provide a nucleus of instructors for operation and maintenance of the AN/TRC-166 and AN/MRC-134/135. Further instruction was conducted to train instructors in communications security.

c. A liaison SNCO was assigned to Camp Foster, Okinawa to expedite and coordinate shipments of communication equipment between this Command and the 3rd Force Service Regiment. In addition MSgt BOTSFORD was assigned to MCAS, Iwakuni to provide an experienced man for supervision of telephone plant and cable projects.

8. (U) FISCAL. First Marine Aircraft Wing (Rear) received operating funds in the amount of \$15,933,981 for operations from 1 July 1971 through 14 April 1971. This amount was sufficient to fully fund all 1st MAW (Rear) requirements for this period. The average estimated cost per day for 1st MAW (Rear) flight operations during this period of time was \$31,378.

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9. (U) MEDICAL. Medical equipment and supplies received from RVN deployed units returning to Iwakuni were inventoried and returned to a state of readiness for redeployment.

10. (U) COMMUNITY RELATIONS

a. Personnel from 1st MAW (Rear) joined with Air Station personnel to provide aid and assistance to some nine orphanages in Iwakuni and the surrounding area during the reporting period. Many hours of work were provided to help orphanages in building construction and renovation. All was not work, however, for the Marines and Sailors were also willing supervisors and playmates for the children as they organized recreation programs. (See Tab A)

b. Membership in the Japanese-American Cultural Friendship Association has provided many members of this command the opportunity to study Japanese culture and language. Many 1st MAW (Rear) Marines and Sailors have also given English lessons to groups of Japanese Nationals.

11. (U) CHAPLAIN

a. During January, and again in April, pre-marital clinics were held by the Chaplain's section. Given in conjunction with the American Red Cross and the Legal, Medical and Disbursing Offices, the clinics were designed to aid American Servicemen who were marrying Japanese Nationals.

b. In January the Protestant Congregation at Iwakuni commenced informal Sunday evening services which have been attended by 40-75 men. During February the Chaplains section sent a representative to a Drug Abuse Seminar held by the Army in Korea. Since March the Chaplains have conducted a monthly professional training seminar.

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PART III

SEQUENTIAL LISTING OF SIGNIFICANT EVENTS

January	To increase combat readiness VMFA-334 deployed to NAF Naha Okinawa on three weekends for intensive Air Combat Maneuvering (ACM) and Radar Intercept Training.
4Jan-7Apr	An officer from MASS-2 joined the USS Iwo Jima in an Air Support Control Officer cross-training program.
4-9 January	Representatives attended a planning conference for the proposed VMJ deployment to support the Royal Australian Navy. The meeting was hosted by the Commander, Australian Fleet, Sydney, Australia.
5-11 January	A Force Planning Conference was held at MCAS(H) Futenma for the purpose of distributing aircraft received from the Republic of South Vietnam.
6 January	Representatives went to Taipei, Taiwan, for a planning conference on the Eagle Exercise.
6 January	A Product Improvement Program was initiated by MAG-15 to increase full weapons system availability.
7 January	LtGen W. K. JONES, CG FMFPac, visited 1st MAF (R).
8 January	Representatives went to a Targeting Conference at Osan, Korea.
9 January	MACS-8 conducted a joint TADIL A link with the USS Gridley off the Coast of Okinawa.
11 January	HMM-165 CH-46 aircraft lost at sea after losing power. All personnel egressed safely and all were recovered safely from the water (see HMM-165 AAR 2-71A, 11 Jan 1971, CH-46D, BUNO 153356, Pilot HERTHER, PASEP to CMC, Code AAP)
11 January	VMJ-1 participated in Lark Exercise, a test of the Taiwan Radar Defense System in an Electronic Counter Measures (ECM) Environment.
12 January	VMJ-1 EA-6A aircraft participated in operation Commando Hobo, an ECM exercise, with the 51st Fighter Interceptor Wing (USAF).

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12 January The Japanese Minister of Defense viewed a MAG-12 static display.

13-14 January General L. F. CHAPMAN, CMC, visited 1st MAW (R).

14 January LtCol A. H. BLOOM assumed command of VMO-6.

15 January LtCol J. L. DRIEFER assumed command of MABS-12.

16-22 January Representatives went to a conference at the 3rd FSR on the subject of the effect and impact of scheduled transfer of Section "M" repair parts from aviation accounts.

18 January VMCG-1 EA-6A aircraft flew ECM flights against the USS Gridley.

19 January VMCG-1 completed its 13,000th accident free flight hour.

19 January Squadrons from MAG-12 and MACG-18 (R) TACC participated in Operation Commando Jade Alpha, a Korean Air Defense Exercise. (See Tab B)

19-20 January RAdm FOWLER visited CG 1st MAW (Rear).

24 January VMFA-334 F-4J lost a ram air turbine in flight on a test hop. The aircraft was recovered without further incident.

25 January Representatives went to a SIOP Planning Conference at NAS Cubi Point, Republic of the Philippines.

25-30 January The CG and representatives went to the 7th Fleet Fourth Quarter Scheduling Conference in Baguio, Republic of the Philippines.

26 January A McDonnell-Douglas test pilot presented an F-4 spin recovery lecture to pilots from MAG-12 and MAG-15.

27 January The quarterly aircrew and operations facilities task committee meeting was held locally.

28 January VAdm ANDO, Commander, Fleet Air Force, visited the CG, 1st MAW (Rear).

28 January Mr. TAKEBAYSHI, the Chief of Police of Iwakuni, visited the CG, 1st MAW (Rear).

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28-29 January Maj HANNA and Capt CAFAUZARO from VX-4 briefed MAG-12 and MAG-15 on the F-14 and new fighter tactics. The brief was well received by this command.

29 January A Westinghouse representative gave an AWG-10 Maintenance Management brief to MAG-15.

29 January Supply representatives attended a conference at PWC, Yokosuka, Japan, to determine the distribution of excess assets. It was decided that repair parts for the Rehabilitation Program were to be shipped to MWSG-17 to fill deficiencies within the Wing and retrograde the remainder to 3rd FSR.

1 February Capt F. A. TOVAL assumed command of H&MS-18 (R).

1 February AN/TTC-28 commenced operation.

2 February LtCol D. G. GASCOIGNE assumed command of VMA-211.

2 February An Ecumenical Presidential Prayer Breakfast was held. The Commanding General participated.

3-6 February The CG, 1st MAW (R) went to Okinawa for the MAG-36 change of Command and liaison visits with the CG, I MAF and RAdm FOWLER at NAF Naha.

3 February Colonel R. J. ZITNIK assumed command of MAG-36.

3 February Major J. A. RAMIREZ assumed command of H&MS-17.

3 February Major W. T. SINNOTT assumed command of WERS-17.

7-13 February A Supply representative went TAD to the 1st MAW to conduct liaison and establish procedures affecting Keystone Robin aircraft movement and supply support.

8 February Representatives went to a Planning Conference for PX-43, a SEATO Exercise, NAS Cubi Point, Republic of the Philippines.

8 February RAdm RIERA visited the CG, 1st MAW (R).

8-11 February VMCJ-1 EA-6A aircraft participated in Eagle Exercise, a Taiwan Radar Defense Exercise.

10 February First Monthly meeting of the 1st MAW(R)/MCAS Iwakuni Joint Drug Abuse Council.

13 February A field team from NAS North Island completed an Egress Modification on 42 F-4 aircraft.

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16-26 February VMA(AW)-533 aircrews attended the NAWTUPAC Nuclear Weapons Delivery Course.

17 Feb-6 Mar Operator and maintenance training on the AN/TRC-166, AN/MRC-134 and AN/MRC-135 equipment conducted.

17 February BGen MEREDITH, USA, visited the CG, 1st MAW (R).

19 February Maj M. P. CADY assumed command of H&MS-15.

22 February LtCol E. W. GILBERT assumed command of H&MS-17.

22 February BGen SPIELMAN visited the CG, 1st MAW (R).

22 February VAdm UCHIDA paid a courtesy call to the CG, 1st MAW (R).

22-25 February VMJ-1 EA-6A aircraft deployed to NAS Nowra, Australia to provide ECM support for strike aircraft of the Royal Australian Air Force against ships of the Royal Australian Navy.

22 Feb-27 Mar A Communications Security Instructors Course was conducted to provide a nucleus of trained instructors.

23 February LtCol R. E. SKINNER assumed command H&MS-36.

24 February VMA(AW)-533 flew missions in support of Commando Jade Bravo, a Korean Air Defense Exercise.

24-26 February LtGen W. K. JONES, CG FMFPac, visited 1st MAW (R) and presented MAG-12 with its third award of the Navy Unit Commendation.

25 February MASS-2 DASC participated in a Battalion Tactical Air Control Party Exercise with 3/4.

25 February Maj W. A. MCINTYRE assumed command of H&MS-12.

25-26 February Wing SIOP Conference held at MCAS Iwakuni, Japan.

26 February VMA(AW)-533 A-6A sustained "Charlie" damage after an inadvertant arrestment of an unriggered E-28 arresting gear (See VMA(AW)-533, AAR 3-71A, 26 February 71, A-6A, BUNO 155659, Pilot LUNDY, PASEP to CMC, Code AAP).

1 March VMFA-115 joined MAG-15 from DaNang, Republic of South VietNam.

1-5 March Supply representatives attended the JOMFAIRWESTPAC Aviation Supply and Maintenance Conference.

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1-5 March HMM-462 supported the 3rd MarDiv Combat Readiness Test at Camp Fuji Training Area, Japan.

3-4 March Representatives attended an ELINT coordination meeting and PARPRO conference at Fuchu, Japan.

3-4 March Representatives went to the 5th Air Force WestPac North Coordination Conference.

3-5 March Nuclear Technical Proficiency Inspection of the MWWU held by CINCPACFLT Inspectors.

4 March LtCol R. R. POWELL assumed command of VMFA-115.

4 March The Fleet Chaplain, RAdm H. J. ROTRIGE, visited 1st MAW (R).

5 March LtCol C. A. HOUSEMAN assumed command of VMCJ-1.

5 March The Wing Nuclear Safety Office was established.

5 March VMCJ-1 flew pre-strike photo reconnaissance missions in support of Commando Jade Charlie, A Korean Air Defense Exercise.

5 March LtCol R. W. DUPHINEY assumed command of VMGR-152.

5-11 March MACS-8 performed joint TADIL A link with USS Gridley and USS Truxton.

6-7 March VMFA-115 launched 8 F-4B aircraft from Cubi to Guam on Transpac Key Paper.

6-25 March VMCJ-1 EA-6A aircraft deployed in support of CTF 77.

7 March VMA-211 participated in an Air Show at Manila International Airport.

9 March Maj J. M. KRUTHERS assumed command of VMFA-334. The squadron launched 20 F-4J aircraft on Operation Transpac Key Paper. Command of VMFA-334 passed to CG 3rd MAW effective upon arrival at NAS Agana, Guam.

9-12 March Representatives attended a NEACC Conference at Taipei, Taiwan.

9-31 March Representatives went to Itazuke, Japan for WestPac North Technical Orientation Coordination.

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9-10 March MASS-2 DASC in Okinawa deployed to participate in a CPX with the 4th Marine Regiment.

11 March SNCO symposium held by 1st MAW (R).

12 March A Jet Engine Test Area Taxiway was completed. 30,000 square foot of M8A-1 matting were laid in the project.

15-19 March Representatives went to NAF Naha, Okinawa, for a SIOP Support Coordination Conference.

17 March The USS St. LOUIS debarked VMFA-115 at MCAS Iwakuni, HMH-364 at MCAS(H) Futema and embarked VMFA-334 enroute to CONUS.

19-26 March Capt HARKINS, CO of MARF, NAS North Island, visited 1st MAW(R) to review supply and maintenance problems.

20 March LtCol T. G. DAVIS assumed command of MASS-2.

20-21 March Bgen D. L. FAW, Judge Advocate General of the Marine Corps, visited 1st MAW(R).

22 March The Commanding General went to Okinawa for the I MAF/3rd MarDiv change of command.

22 March MAG-36 provided an aircraft fly-by for the change of command ceremony as MajGen METGZER assumed command of I MAF/3rd MarDiv.

22 March Helicopters from the MAG-36 Fuji Detachment assisted Japanese firefighters in extinguishing a brush fire near Kama Kura, Japan.

23 March MajGen A. H. ADAMS visited MAG-36 and MACS-8 at MCAS (H) Futema, Okinawa.

23 March LtCol K. L. BATT assumed command of H&MS-12.

23 March An Industrial Safety Class was conducted for Iwakuni based Unit Ground Safety Officers.

24 March MajGen A. H. ADAMS visited 1st MAW (R).

24 Mar - 21 Apr VMO-6 deployed two aircraft to NAS Atsugi, Japan to support the 12th Marines with Airborne Forward Control and Close Air Support at Camp Fuji, Japan.

SECRET

24-25 March Representatives went to NAF Naha, Okinawa for a SIOP Support Coordination Conference.

25 March VMCG-1, VMA(AW)-533, H&MS-12, VMFA-115, VMFA-232, VMGR-152, and H&MS-15 flew sorties in support of Commando Jade Charlie, a Korean Air Defense Exercise. MACG-18 (R) also supported the exercise.

25 Mar-8 Apr PROVMAG-10, VMA-211, MASS-2 and VMO-6 operated from NAS Cubi Point, Republic of the Philippines, to support PX-43, a SEATO Exercise (See Tab B)

26 March LtCol D. G. KEAST assumed command of MABS-15.

29 March Representatives met in an Air Control Conference with JASDF Officers, headed by Col INQUE, and representatives from MCAS Iwakuni in a meeting held locally.

30 March HMH-462 provided a CH-53 aircraft to transport ten USCAR officials to the Island of Daito-Shima, 200 miles east of Okinawa. The purpose of the visit was to inspect a nearly completed runway.

31 March Bgen SPEILMAN, Deputy Director of PX-43, visited VMA-211 at NAS Cubi Point, Republic of the Philippines.

April H&MS-12 and VMCG-1 received FMFPac Aviation Safety Awards for the Fiscal Year 1970.

1 April Capt MEY, COMFLTAIRWGPAC, acting, visited 1st MAW (R).

1 April NWWU transferred to MAG-12.

1-14 April MAG-36 supported the 3rd MarDiv, I MAF and MCB Butler during the labor work stoppage.

1-14 April VMO-6 deployed to support the 12th Marines at Camp Fuji.

4-7 April BGen R. F. CONLEY went to NAS Cubi Point, Republic of the Philippines, to observe PX-43.

5-14 April VMCG-1 EA-6A aircraft deployed in support of CTF 77 and 7th Air Force.

7 April MajGen METGZER visited MACS-8 at Okinawa.

7-10 April Representatives attended the FMFPac Force Planning Conference at MCAS (H) Futema.

10 April An airlift was commenced to begin moving the NWWU to NAF Naha, Okinawa.

SECRET

11 April An Ecumenical Sunrise Service was held for 1st MAW (R) and MCAS personnel.

13-14 April MAG-36 flew missions in support of MCB Butler Contingency Plans.

14 April SPINTCOM installation became completely operational with a capacity of 50,000 words per day.

14 April The First Marine Aircraft Wing (Rear) was deactivated and the colors retired in a ceremony held at MCAS Iwakuni, Japan. It was the first time since World War II that a Marine Aircraft Wing had been activated and deactivated. H&HS-1(R), MACG-18 (R), and H&HS-18(R) were also deactivated. Command of all other 1st MAW (R) units was transferred to the First Marine Aircraft Wing as it deployed to MCAS Iwakuni, Japan from DaNang, Republic of South Vietnam. (See Tab (D)).

SECRET

PART IV

SUPPORTING DOCUMENTS

Tab A - Press releases of Community Relations projects. *(11 pages)*

Tab B - TG 79.3 Operations Order 2-71.

Tab C - Pacific Stars & Stripes coverage of SEATO Exercise PX-43 dated 13 April 1971.

Tab D - Photo of deactivation ceremony.

CHRONOLOGIES OF SUBORDINATE COMMANDS

Tab E - Headquarters and Headquarters Squadron - One (Rear) (U)

Tab F - Marine Aircraft Group - Twelve (S)

Tab G - Marine Aircraft Group - Fifteen (S)

Tab H - Marine Wing Support Group - Seventeen (C)

Tab I - Marine Air Control Group - Eighteen (Rear) (C)

Tab J - Marine Aircraft Group - Thirty-Six (C)

PUBLICS AFFAIRS OFFICE
U.S. Marine Corps Air Station
FPO, Seattle, Wash. 98764

ORPHANAGE VISIT
Release No: 63-71
By: PFC Frank Cole

FOR IMMEDIATE RELEASE

U.S. MARINE CORPS AIR STATION, IWAKUNI, Japan, April 20--Sundays are for parents to spend time with their children, but who spends time with those children who have no father or mother?

Every two weeks Marine mostly from VMFA-232 and VMFA-115, visit the Shinsei-Gakuen Orphanage in Hiroshima, and they do indeed go well together with the children. Usually they play games or just wrestle with the children, something most fathers and their children would do. It may not seem like so much, yet both parties get so much out of it.

About three weeks ago the children began moving to new and much better facilities about 22 miles north of Hiroshima. The new orphanage, which is a consolidation of the Shimsei-Gakuen and several other orphanages, will house 150 to 200 children, from three to 18 yrs. old. The old orphanage housed approximately 90 boys and girls.

Naturally, the Marines were on hand to tear down the buildings of the old orphanage and haul any salvagable material to the new one. It seems Marines are natural house wreckers. It took them only 45 minutes to tear down three of the 11 old buildings.

Because the orphanage is supported by the government, any cash donated to the orphanage would be deducted from their budget. Gifts however, can be given. Much of the orphanages playground equipment was donated by Marines. They also have supplied linen and blankets to the orphanage. The Marines use contributions to acquire these gifts.

First Lieutenant Steven D. Fenton, VMFA-232, is in charge of the "Orphanage Detail". He is assisted by SSgt Mike Lynn, H&MS-15, and SSgt Darryl Wisnefski, VMFA-232. On their last visit approximately 50 Marines and two corpsmen went. Sometimes as many as 100 people show up. The corpsmen have just recently started going to treat splinter injuries from tearing down buildings. However, once in a while, one of the children requires their skill.

What makes them give up their Sundays? Basically, of course, they all just like kids. For some, the orphans remind them of their own children, whom they miss so much. "Many of them are VietNam veterans who would not hesitate to kill in combat," said Mike Lynn, "but when they look at these children, they just turn to mush."

Mr. and Mrs. Yorito Kamikuri, the directors of the orphanage are very

Tab A-21

grateful to them, but the only thanks the men need is knowing that the children get so much joy out of their visits.



FIREWOOD FOR THE KIDS - A Marine from VMFA-232 loads wood onto a truck at the old site of the Shinsei-Cakuen orphanage in Hiroshima. The wood will be used as firewood at the orphanages new site 22 miles north of Hiroshima. (U.S. Marine Corps Photo by Sgt John Ames)



WEEKEND DADDY - SSgt Jim Burton of H&MS-15 frolics with two Hiroshima orphan children of the Shinsei-Gakuen Orphanage. Jim averages two trips a month to the orphanage where he and nearly 50 fellow Marine from MCAS Iwakuni have been working to help the children move to their new site 22 miles north of Hiroshima. (U.S. Marine Corps Photo by Sgt. John Ames)



A VIEW FROM THE TOP - PFC Stanley "Stosh" Bernard, VMFA-115, and his young friend Naoko Iwata share a good look at Naoko's new home. PFC Bernard is one of nearly 50 MCAS Iwakuni Leathernecks who are lending a helping hand during their off-duty hours to a group of Hiroshima orphans. (U.S. Marine Corps Photo by Sgt. John Ames)

PUBLIC AFFAIRS OFFICE
Marine Corps Air Station
FPO, Seattle, Wash. 98764

GARDEN OF LIGHT
Release No: 4-71
By Sgt. Gary Mosley

FOR IMMEDIATE RELEASE

MARINE CORPS AIR STATION, IWAKUNI, Japan, Feb. 23 (PAO)--Seven young children. standing near a small stone fence, wave excitedly to the two trucks making their way up the narrow dirt road to the crest of a large hill and the Garden of Light Orphanage.

At the top of the hill, Marines attached to the Motor Transport section Marine Air Base Squadron (MABS)-15, 1st Marine Aircraft Wing (Rear), undergo a strange transformation from "lean and mean" Marines to friendly, smiling companions. Weekend parents to the 70 children of the orphanage.

Each week Sister Elizabeth, one of six Japanese nuns of the Sisters of the Light of the Gospel, who staff the orphanage along with 15 teachers, makes out a work sheet listing needed repairs and various jobs required around the orphanage and its grounds.

Rooms are repaired, walls are painted and unwanted underbrush cleared away to keep the orphanage clean and safe. The Garden of Light, like most of the other nine orphanages supported by units from the Air Station, has no doctor and no transportation, with the nearest medical being in Hiroshima 13 miles to the north.

Situated some 18 miles from Iwakuni, the orphanage receives much of its needed assistance through the efforts of the men of MCAS Iwakuni.

Eighty percent of the institution's financial support comes from the Japanese government with the Hiroshima Prefectural government making up the remaining 20 percent. Food costs at the orphanage run about 200 yen (56¢) daily per child, with about 100 yen a day for personnel articles.

"Usually we have about 15 men who go out with us each week, giving up their entire weekend to work on the orphanage and, most important, keep the children happy," commented Captain Delvin Williams, officer-in-charge of the MABS-18 Motor Transport Section.

"These men are really something," related Master Sergeant Matthew Scaturro, section Non-commissioned Officer-in-charge. "Each payday it's my job to collect the money for the orphanage supplies and food for the parties. I have never had to go to the men and ask, they come to me."

Of course, the weekend isn't all work for the children and their once-a-week visitors. There are dragons to be slain, races to run and

hot dogs and hamburgers to be eaten.

But all too soon the day draws to a close with a few exhausted children being put to bed by the Sisters while the other accompany the departing Marines to the waiting trucks where Sister Elizabeth and the children bid "Sayonara" to their friends until next weekend.





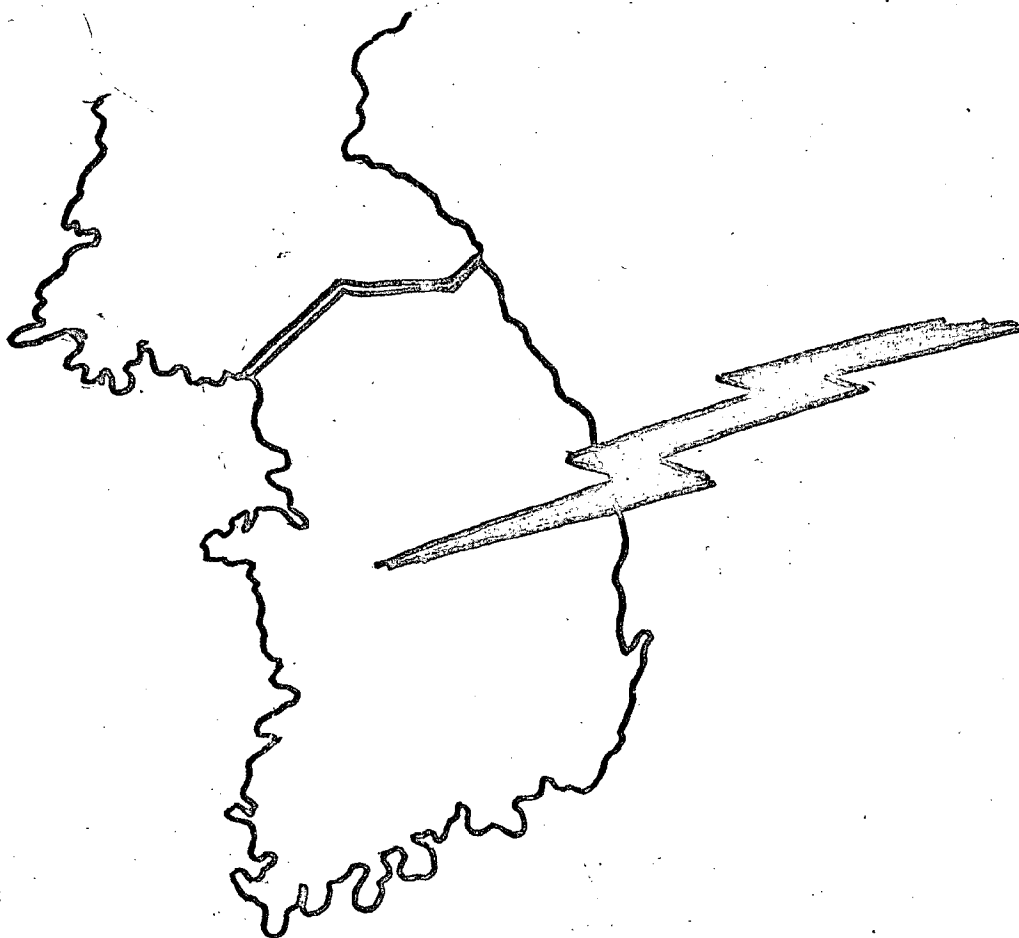




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TASK GROUP 79.3

OPORD 2-71



COMMANDO JADE

CTG 79.3 SEC No.	Copy No.
R555-71	18 of 35

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Tab B

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

3/RFG/tjb
Serial: 03A04271
12 February 1971

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From: Commanding General
To: Distribution List

Subj: Task Group 79.3 Operation Order 2-71, promulgation of

Ref: (a) Air Forces Korea OPOD 71-4

1. (U) This order provides for the participation of Task Group 79.3 in the Monthly South Korean Air Defense Exercises when requested by Air Forces Korea, and approved by Commander, SEVENTH Fleet and Commander, Task Force 79. This plan supports and augments reference (a).
2. (U) Although this plan provides for full scale offensive air operations, it is not envisioned that all the tasks listed in this Order will be executed for a given exercise. Depending upon forces available and the desired level of participation, only those forces listed in the monthly Warning Order will participate.
3. (C) Reproduction of this document, less Annex A (AIR/SAM/GCI Order of Battle), is authorized for the preparation of supporting plans. Because Annex A provides actual data on friendly order of battle, it is classified SECRET and will be distributed separately.


R. F. CONLEY

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

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Copy 18 of 35 copies
Task Group 79.3
MCAS IWAKUNI, JAPAN
12 February 1971

OPERATION ORDER 2-71 (COMMANDO JADE)

Ref: (a) Commander SEVENTH Fleet OPORD 201-YR
(b) 314 Air Division OPORD 71-4
(c) CINCPAC Secret letter 614 Serial 00718 of 9 Mar 70
(d) CINCPACFLT INST 002380.1G
(e) CINCPAC Secret letter 614 Serial 00326 of 2 Feb 70
(f) 314 ADIV 260445Z May 70

Time Zone: INDIA

Task Organization. No change.

1. (U) SITUATION.

During the Northeast Asia Coordinating Committee (NEACC) Conference of October 1970, the FIFTH Air Force requested USMC participation in the monthly South Korean air defense exercises, code named COMMANDO JADE. This participation would involve providing faker (bogie) aircraft for simulated attacks against the South Korean air defense system. These faker aircraft would augment other faker tracks provided by Air Force and Naval units. It was resolved at the conference that the 314 Air Division (314 ADIV/Air Forces KOREA) would request USMC participation from the Commander SEVENTH Fleet, with information copies of the request going to Task Force 71 (Special Force SEVENTH Fleet) and Task Force 79 (Fleet Marine Force SEVENTH Fleet) and Task Group 79.3 (First Marine Aircraft Wing (Rear)). When directed by Commander, SEVENTH Fleet, Task Group 79.3 will participate in accordance with references (a) and (b) and this operation order.

a. Enemy Forces.

- (1) Annex A (AIR/SAM/GCI Order of Battle) (Issued Separately)
- (2) For purposes of these exercises, the South Korean air defense system is considered hostile.
- (3) Task Force 71 may provide naval forces to augment the South Korean air defense system and when this occurs, those elements of Task Force 71 so designated shall be considered hostile.

b. Friendly Forces.

- (1) Commander 314 ADIV, Osan, Korea controls the exercises through his Exercise Director, DOTX.

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- (2) First, Tenth, and Eleventh Tactical Fighter Wings provide additional faker aircraft as directed by 314 ADIV.
- (3) 556th Reconnaissance Squadron provides tactical electronic warfare support to faker forces within its capabilities. (EB-57 aircraft)
- (4) Det. 13, 41st Aerospace Rescue and Recovery Wing provides Joint Rescue Coordination Center at Osan AB, Korea and controls all SAR operations within Korean ADIZ.
- (5) Faker Identification Operators (FIO) located within the Korean GCI sites will be familiar with the faker routes, and will provide navigation assistance as required.
- (6) Japanese GCI sites within the Western Japan ADIZ will provide faker aircraft with radar assistance if requested. First Marine Aircraft Wing (Rear) TACC will coordinate all faker routes with the Japanese air defense system.

c. Attachments and Detachments. No changes.

2. (U) MISSION

On order, Task Group 79.3 conducts simulated air strikes into South Korea to provide realistic training for all forces.

3. (U) EXECUTION.

a. (U) Concept of Operations. See Annex B (Concept of Operations)

b. (U) Marine Aircraft Group 12 (TU 79.3.6)

- (1) Prepare strike folders for faker routes contained in Annex C (Faker Routes).
- (2) On order, launch up to twelve (12) attack aircraft to fly faker routes designated in the frag order.
- (3) On order, provide one (1) attack aircraft (armed with captive SHRIKE) to suppress enemy fire control radars in the target area.
- (4) Be prepared to provide two (2) aircraft configured for buddy tanking along the return routes.
- (5) Be prepared to provide the Strike Commander.

c. (U) Marine Air Group 15 (TU 79.3.3)

- (1) Be prepared to provide two sections of F4 aircraft for fighter escort of strike aircraft.

- (2) Be prepared to launch up to four (4) F-105 aircraft on faker routes to be designated in the frag order.
- (3) Be prepared to provide Strike Commander.
- d. (U) Marine Air Control Group 18 (Rear) (TU 79.3.4)
 - (1) Establish and operate the First Marine Aircraft Wing (Rear) TACC in accordance with current directives, TACC shall coordinate faker ADIZ penetration points/times with JASDF GCI sites.
 - (2) Be prepared to operate a Direct Air Support Center (Airborne) from KC-130 aircraft.
- e. (U) Marine Composite Reconnaissance Squadron 1 (TE 79.3.6.6)
 - (1) Be prepared to provide two EA-6A aircraft for active ECM operations to assist the faker force in penetrating the air defense system.
 - (2) Be prepared to provide passive ECM support for faker aircraft in the target area to include simulated SHRIKE attacks against enemy missile sites.
 - (3) Be prepared to conduct pre-strike route/target photographic reconnaissance.
 - (4) Be prepared to conduct post-strike photographic coverage of assigned targets.
- f. (U) Marine Aerial Refueling/Transport Squadron 152 (TE 79.3.5.7)
 - (1) Be prepared to provide one (1) KC-130 for aerial refueling along the return faker routes.
 - (2) Be prepared to provide one (1) KC-130 to operate as a Direct Air Support Center (Airborne).
- g. (U) Coordinating Instructions.
 - (1) (U) Exercise Dates. The primary and alternate exercise dates will be published in the Warning Order.
 - (2) (U) Flight Plans. All aircraft participating in these exercises shall file an ICAO VFR or VFR ON TOP flight plan for that portion of the flight within the Japanese ADIZ. ADIZ penetration points and times shall be included in the flight plan, however the remarks sections will request that this data NOT be passed to the Korean ADCC. Additionally the remarks section shall list the flight as a COMMANDO JADE aircraft.
 - (3) (U) Weather Criteria. All flight operations within the Korean ADIZ shall be conducted VFR or VFR ON TOP. If aircraft are unable to continue the flight in VFR conditions, they should turn their IFF/SIF ON and contact the FIO or ARTCC for an IFR clearance.

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All aircraft should plan their fuel reserves for an IFR approach to MCAS Iwakuni plus an alternate.

- (4) (C) IFF/SIF Procedures. To ensure realism during the tactical portion of the flight, all faker aircraft shall place their IFF/SIF to STANDBY upon entering the Korean ADIZ. Anytime the IFF/SIF is ON within the Korean ADIZ all intercept activity against that aircraft will cease and it will be considered non-tactical. Enroute to the penetration point, the IFF/SIF will be ON squawking all modes. Mode 1 squawk taken from the effective table of reference (c). Mode 2 squawk from effective table of reference (d). Mode 3 squawk will be assigned in the frag order and will be used by the FIO to pick up faker aircraft and identify them enroute to the penetration point. Upon leaving the Korean ADIZ, the IFF/SIF shall again be turned ON using all modes. The mode 3 squawk will now be the Orbit Code of the Day taken from the effective table of reference (e).
- (5) (U) Faker Check-in Procedures. After takeoff, aircrews of faker aircraft shall RIO with First Marine Aircraft Wing (Rear) TACC on assigned frequency. If the aircrew anticipates that they will be more than 5 minutes late in penetrating the Korean ADIZ, the TACC shall be notified so that Korean ADCC FIO can be advised of the revised penetration times. Upon entering the Korean ADIZ, the IFF/SIF shall be placed to STANDBY and the FIO contacted on assigned frequency. If unable to establish contact, continue to fly the assigned route. Report to the FIO whenever:
- (a) Delays, aborts become apparent
 - (b) Altitude change is made
 - (c) Upon entry to Korean ADIZ
 - (d) ECM/Chaff employed
 - (e) Upon being intercepted
 - (f) Upon reaching assigned target
 - (g) Upon leaving the Korean ADIZ
- (6) (U) Flight Altitudes. For purposes of these exercises the following altitude structure will be used in the Frag Order:
- | | |
|--------|-----------------------|
| LOW | Surface to 3,000 feet |
| MEDIUM | 3,000 to 40,000 feet |
| HIGH | Above 40,000 feet |
- (7) (U) Jinxing. It is anticipated that some faker aircraft will be intercepted by South Korean air defense units and limited jinxing is authorized. This includes thirty degree banked turns for a maximum of thirty degrees then returning to the base course. Altitude changes of 1,000 feet at 1,000 feet per minute. DECM is authorized in accordance with paragraph 3.g.(8) below. Air combat maneuvering or "dog fighting" is NOT authorized.

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- (8) (C) Electronic Warfare Operations. Reference (f) provides guidance on ECM operations within the Korean area. Chaff (RR-111, RR-114, and RR-125) may be used anywhere on the route as long as the prevailing winds will not drift the chaff over communist territory. Jamming between 1250-1350 MHz and 8000-10500 MHz is authorized as far north as latitude 37-20. Jamming between 2700-3500 MHz is authorized as far north as latitude 36-00. Strike folders shall be annotated with appropriate ECM limitations.
- (9) (U) KOON-NI Range Procedures. Faker aircraft will normally be fraged to conduct a single pass multiple bomb release on the KOON-NI target. A4/F4 aircraft shall use the conventional target and the A6 aircraft with operational systems shall attack the Nuclear weapons target. Normal range entry procedures shall be used.
- (10) (C) TOK-SAN Electronic Warfare Range. When feasible, faker aircraft will be scheduled to attack KOON-NI target via TOK-SAN EW range to provide aircrews with simulated AAA threats on their DECM equipment. Some faker aircraft may be fraged for simulated SHRIKE attacks against the TOK-SAN EW emitters. For ease of control, the TOK-SAN EW range will monitor the KOON-NI target frequency. Due to the lack of surveillance radars at TOK-SAN, faker aircrews will provide the tracking site with data on when they are receiving AAA threats.
- (11) (C) Authentication. All aircrews shall carry the effective edition of KAA-38 and be prepared to authenticate as required.
- (12) (U) Recall. In the event that the exercise is cancelled, the F10 will broadcast "HOMESICK" over all faker frequencies. Upon receiving this call all faker aircraft shall contact the F10 for further instructions.
- (13) (U) Radio Failures. In the event of radio failure prior to entering the Korean ADIZ, faker aircraft shall abort their mission and return to base using normal "lost radio" procedures. In the event of lost radio after commencing the tactical portion of the flight, faker aircraft will continue to fly their route, however the IFF/SIF shall be turned ON, squawking Mode 3 code 7600. Faker aircraft shall NOT enter the KOON-NI target area. Five minutes prior to re-entering the Japanese ADIZ, the IFF/SIF shall be changed to mode 3 orbit code of the day. Five minutes after entering the Japan ADIZ, the IFF/SIF mode 3 shall be returned to 7600.
- (14) (U) Reports. In order to assist the 314 Air Division in reconstructing and analysing the exercise, it is necessary that complete records be kept of penetration times, time of intercept, ECM/DECM employed, etc.... The Strike Force Commander will collect and correlate all aircrew data and provide First Marine Aircraft Wing (Rear) G-3 with the following data within 24 hours after the exercise:

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- (a) Callsign/Number aircraft in flight
- (b) KADS Track Number (Request from FIC)
- (c) Time at IP and Position
- (d) ECM/DECM employed and time
- (e) Time of intercept and type aircraft
- (f) Deviations from established route
- (g) Effectiveness of TOKSAN AAA threats
- (h) Comments/recommendations

4. (U) ADMINISTRATION AND LOGISTICS. No changes.

5. (C) COMMAND AND COMMUNICATIONS-ELECTRONICS.

a. Command Posts. No change.

b. Callsigns and Frequencies.

<u>Unit</u>	<u>Callsign</u>	<u>Frequency</u>
TACC, TG 79.3	MONKEY PUZZLE	307.6
JASDF ADCC	DIALECT	278.4
FIO	BIG NOSE	343.3 (P) 278.4 (S)
TARGET	KOON-NI RANGE	295.0
TOKSAN EW	MORNING MOBILE	MONITOR KOON-NI
FAKER AIRCRAFT	HELLBORNE JADE (PLUS ROUTE NUMBER)	

BY COMMAND OF BRIGADIER GENERAL CONLEY

D. L. Ritter
 D. L. RITTER
 Colonel, U.S. Marine Corps
 Chief of Staff

ANNEXES:

- A - AIR/SAM/GCI Order of Battle (Limited Distribution)
- B - Concept of Operations
- C - Faker Routes
- D - Distribution

DISTRIBUTION: Annex D (Distribution)

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Task Group 79.3
MCAS IWAKUNI, JAPAN
12 February 1971

Annex B (Concept of Operations) to Operation Order 2-71

Time Zone: INDIA

1. MISSION.

On order, Task Group 79.3 conducts simulated air strikes into South Korea to provide realistic training for all forces.

2. CONCEPT.

- a. In order to provide maximum training and realism, this operation order covers the entire spectrum of offensive air operations to include active and passive ECM employment; long range, low level penetrations; DECM employment; fighter escort tactics; aerial refueling; simulated SHRIKE attacks; and the employment of an air-borne DASC. Seldom will all of these tasks be conducted in a given COMMANDO JADE exercise. Depending on assets available and the desired level of participation, the warning order will alert those forces to actually participate in a given monthly exercise.
- b. Upon receipt of the 314 Air Division EXERCISE INTENT MESSAGE, Task Group 79.3 G-3 will issue a warning order, direct pre-strike reconnaissance operations, arrange range times for KOON-NI target and TOKSAN electronic warfare ranges, and designate which group will provide the Strike Commander.
- c. The Strike Commander and parent Group Staff will then select which faker routes will be used, times on targets, ECM employment techniques, escort tactics, etc... and submit a coordinated strike plan to Wing G-3 at least 96 hours prior to the exercise.
- d. Annex C (faker routes) to this order lists the approved faker routes for these exercises based on using the TOKSAN EW range for simulated AAA threats and the KOON-NI target for actual practice ordnance delivery. In reality, other routes can be used and need only be completely specified in the Strike Plan. Additionally, other targets within Korea can be used if desired. For example for a given Commando Jade exercise, if the Strike Commander would prefer to run a simulated, coordinated air strike against a dam/hydro-electric plant, this could be arranged through prior planning with 314 Air Division. If desired, the complete strike force could penetrate as a group. The intent of this order is to provide realistic training for all forces and provide the Strike Commander/Group Staff with a reasonable amount of flexibility.
- e. Upon completion of planning, Wing G-3 will issue the Strike Plan and Frag Order. The Strike Plan must arrive at 314 Air Division not less than 72 hours prior to the exercise.

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- f. The Strike Commander/Group Staff shall ensure complete aircrew briefs and debriefs and provide Wing G-3 with the required reports within 12 hours after completion of operations.

BY COMMAND OF BRIGADIER GENERAL CONLEY



D. L. RITTER
Colonel, U.S. Marine Corps
Chief of Staff

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Task Group 79.3
MCAS IWAKUNI, JAPAN
12 February 1971

Annex C (Faker Routes) to Operation Order 2-71

Ref: (a) MAPS

- (1) USAF Pilotage Charts 1:500,000 Sheets G-103, G-10C, G-11A, G-11D
- (2) USAF Operational Navigation Charts 1:1,000,000 Sheets G-10, G-11

(b) Commander SEVENTH Fleet OPOD 201-YR.

1. BACKGROUND.

The routes included in this annex have been submitted to Commander SEVENTH Fleet for inclusion in reference (b). These routes are not the only available routes. New routes may be planned and employed for any given exercise, provided they are submitted in the Strike Plan and approved by 314 Air Division. Route coloring/numbering is in consonance with reference (b). These routes show only the tactical portion of the route within the Korean ADIZ.

2. FAKER ROUTES.

a. Route Purple 41 (A4/F4).

<u>LAT</u>	<u>LONG</u>	<u>GEOREF</u>	<u>REMARKS</u>
34-19N	128-37E	JE3719	INITIAL POINT (IP)
34-51N	127-29E	HE2951	COAST IN POINT (CIP)
35-33N	127-06E	HFO633	
36-37N	126-48E	GG4837	
37-02N	126-53E	GH4402	TARGET (TGT)
37-06N	126-53E	GH5306	
36-13N	128-22E	JG2213	
35-28N	129-25E	KF2528	COAST OUT POINT (COP)
35-18N	129-52E	KF5218	EXIT

b. Route Purple 42 (A4/F4)

<u>LAT</u>	<u>LONG</u>	<u>GEOREF</u>	<u>REMARKS</u>
35-09N	129-42E	KF4209	IP
35-16N	129-15E	KF1516	CIP
35-45N	128-23E	JF2345	
36-11N	127-09E	HGO911	
36-37N	126-48E	GG4837	
37-02N	126-44E	GH4402	TGT
37-06N	126-53E	GH5306	
36-13N	128-22E	JG2213	
35-28N	129-25E	KF2528	COP
35-18N	129-52E	KF5218	EXIT

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c. Route Purple 43 (A4/F4)

<u>LAT</u>	<u>LONG</u>	<u>GEOREF</u>	<u>REMARKS</u>
34-37N	129-02E	KE0237	IP
34-58N	128-44E	JE4458	CIP
35-14N	128-08E	JF0814	
35-51N	127-45E	HF4551	
36-37N	126-48E	GG4837	
37-02N	126-44E	GH4402	TGT
37-06N	126-53E	GH5306	
36-15N	128-22E	JG2213	
35-28N	129-25E	KF2528	COP
35-18N	129-52E	KF5218	EXIT

d. Route Purple 44 (A4/F4)

35-24N	129-57E	KF5724	IP
35-40N	129-27E	KF2740	CIP
35-52N	129-15E	KF1552	
36-34N	128-18E	JG1834	
36-37N	126-48E	GG4837	
37-02N	126-44E	GH4402	TGT
37-06N	126-53E	GH5306	
36-13N	128-22E	JG2213	
35-28N	129-25E	KF2528	COP
35-18N	129-52E	KF5218	EXIT

e. Route Purple 51 (A6)

35-23N	129-56E	KF5623	IP
36-05N	129-33E	KG3305	CIP
36-35N	128-18E	JG1835	
36-36N	127-20E	HG2036	
36-37N	126-48E	GG4837	
37-02N	126-44E	GH4402	TGT
37-06N	126-33E	GH3306	
36-35N	126-42E	GG4235	
36-11N	127-10E	HG1011	
36-07N	128-07E	JG0707	
35-57N	128-56E	JF5657	
35-32N	129-23E	KF2332	COP
35-18N	129-52E	KF5218	EXIT

f. Route Purple 52 (A6)

35-18N	129-52E	KF5218	IP
35-29N	129-25E	KF2529	CIP
35-45N	128-24E	JF2445	
35-59N	128-24E	JF2459	
36-37N	127-21E	HG2137	
36-37N	126-48E	GG4837	
37-02N	126-44E	GH4402	TGT
37-06N	126-33E	GH3306	

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36-09N	126-59E	GG5909	
34-47N	126-23E	GE2347	COP
34-32N	128-54E	JE5432	EXIT

g. Route Purple 53 (A6)

34-30N	128-52E	JE5230	IP
34-28N	127-08E	HE0828	CIP
34-37N	126-46E	GE4637	
35-04N	126-31E	GF3104	
35-33N	126-52E	GF5233	
36-17N	126-55E	GG5517	
36-45N	127-01E	HG0145	
36-37N	126-48E	GG4837	
37-02N	126-44E	GH4402	TGT
37-06N	126-33E	GH3306	
36-59N	127-20E	HG2059	
36-58N	127-56E	HG5658	
36-58N	129-24E	KG2458	
36-05N	129-34E	KG3405	COP
35-55N	130-25E	LF2555	EXIT

h. Route Purple 54 (A6)

34-32N	128-55E	JE5532	IP
34-57N	127-29E	HE2957	CIP
35-24N	127-23E	HF2324	
35-47N	127-26E	HF2647	
36-01N	127-15E	HG1501	
36-37N	126-48E	GG4837	
37-02N	126-44E	GH4402	TGT
37-06N	126-33E	GH3306	
36-09N	126-30E	GG3009	
36-01N	127-15E	HG1501	
35-33N	128-09E	JF0933	
35-18N	128-18E	JF1818	
35-01N	128-50E	JF5001	COP
34-54N	129-23E	KE2354	EXIT

BY COMMAND OF BRIGADIER GENERAL CONLEY

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 Colonel, U.S. Marine Corps
 Chief of Staff

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Task Group 79.3
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12 February 1971

Annex D (DISTRIBUTION) to Operation Order 2-71

1. Internal Distribution

<u>UNIT</u>	<u>Copy Numbers</u>	
	<u>BASIC PLAN</u>	<u>ANNEX A</u>
CTG 79.3 (G-3)	1	1
CTG 79.3 (G-2)	2	2
CTG 79.3 (EWO)	3	3
CTU 79.3.3	4-6	4-6
CTU 79.3.6	7-10	7-10
CTE 79.3.6.6	11-12	11-12
CTU 79.3.5	13	
CTE 79.3.5.7	14	
CTU 79.3.4	15	
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2. External Distribution

CG, MCDEC	21
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BY COMMAND OF BRIGADIER GENERAL CONLEY

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GEN QUINN RETURN/COLORS RETIRE
Release No: 62-71
By: PFC Frank Cole

FOR IMMEDIATE RELEASE

U.S. MARINE CORPS AIR STATION, IWAKUNI, Japan- - April 13 and 14 were special days for the 1st Marine Aircraft Wing and the 1st Marine Aircraft Wing (Rear).

Brigadier General William R. Quinn, Assistant Wing Commander of 1st MAW arrived at MCAS Iwakuni, April 13 from Danang, Republic of VietNam, where he has been since August, 1970. BrigGen Quinn was accompanied by his chief of staff, aide, and the Wing Sergeant Major.

The following day, the colors of the 1st Marine Aircraft Wing (Rear) were officially retired at a ceremony held at the former 1st MAW (R) Headquarters. This was the first time since World War II that an air wing headquarters was formed and then deactivated. The 1st MAW(R) headquarters has become the headquarters of the 1st MAW.

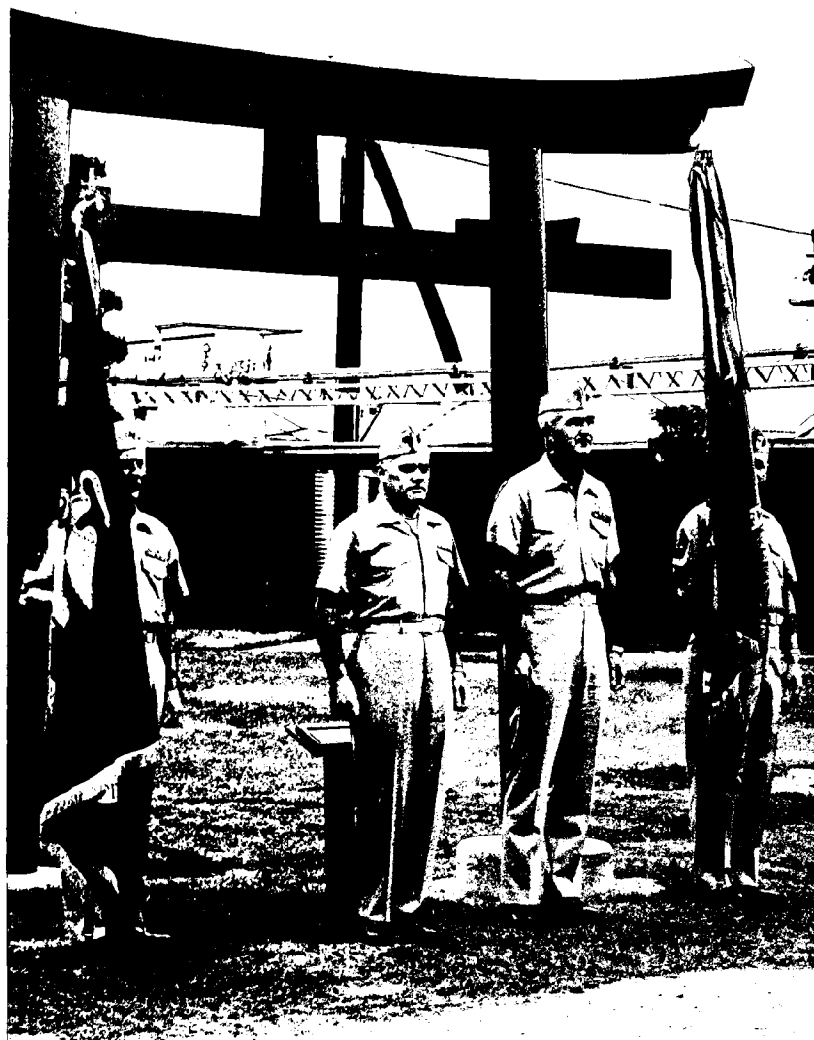
The former CG of the 1st MAW (R), BrigGen Robert F. Conley, is now CG of the 1st MAW. BrigGen Quinn, who was the CO of MCAS before attaining his present rank, will continue to be the Assistant Wing Commander.

With the partial withdrawal of Marine aviation units from VietNam, those units assigned to the 1st MAW were stationed at MCAS Iwakuni, and MCAS Futema, Okinawa. This division of the 1st MAW brought about the establishment of the 1st MAW(R), with headquarters at Iwakuni.

The mission of the new organization was to conduct air operations in support of Fleet Marine Force Pacific units outside VietNam. The major units attached to the 1st MAW (R) at Iwakuni prior to its retirement were MAG-12, MAG-15, MWSG-17, and MACG-18.

BrigGen Quinn, a native of Marrick, N.Y., was advanced to one-star rank on Aug 31, 1970. His decorations include three Distinguished Flying Crosses, Bronze Star with Combat "V", and 10 Air Medals.

Table



RETIREMENT OF COLORS - U.S. MARINE CORPS AIR STATION, IWAKUNI, Japan, April 21 - Brigadier General Robert F. Conley (second from left), Commanding General of the 1st Marine Aircraft Wing and former CG of 1st MAW (Rear), stands at attention beside Brigadier General William R. Quinn, Assistant Wing Commander of 1st MAW, during the official retirement ceremony of the 1st MAW(R) colors, which marked the deactivation of the 1st MAW(R). (Official USMC Photo by LCpl Rich Longhofer)