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# *First Marine Aircraft Wing*

UNCLASSIFIED



**COMMAND CHRONOLOGY**

**1 JAN - 30 JUN 1972**

*MCAS Iwakuni, Japan*

**VOLUME 1**

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3/HLV/mkp

00418

[REDACTED] UNCLASSIFIED upon removal of enclosure 14 SEP 1972

FIRST ENDORSEMENT on CG, 1st MAW ltr 3P:AFL:ces over 5750  
Ser: 003PA23672 of 23 August 1972

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

Subj: Command Chronology for the Period 1 January 1972  
through 30 June 1972

1. Forwarded.

*R. E. Haebel*  
R. E. HAEBEL  
By direction

Copy to:  
CG, 1st MAW

1st MAW

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

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3P:AFL:ces  
5750  
Ser: 003PA23672  
23 Aug 1972

[REDACTED] (Unclassified upon removal of enclosure)

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

Subj: Command Chronology for the Period 1 January 1972  
through 30 June 1972 (U)

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

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

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

*J. V. Hanes*  
J. V. HANES  
Chief of Staff

CLASSIFIED BY 1ST MAW  
SUBJECT TO GENERAL DECLASSIFICATION  
SCHEDULE OF EXECUTIVE ORDER 11652  
AUTOMATICALLY DOWNGRADED AT TWO-YEAR  
INTERVALS  
DECLASSIFIED ON 31 DECEMBER 1980

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1st MAW SIC No.	Copy No.
2327-72/104	1

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1ST MARINE AIRCRAFT WING

COMMAND CHRONOLOGY

1 January 1972 to 30 June 1972

Volume I of II Volumes

PARTS I, II, III, and IV

Enclosures A through K

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

COMMAND CHRONOLOGY

1 January 1972 to 30 June 1972

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CLASSIFIED BY 1ST MAW  
SUBJECT TO GENERAL DECLASSIFICATION  
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AUTOMATICALLY DOWNGRADED AT TWO-YEAR  
INTERVALS  
DECLASSIFIED ON 31 DECEMBER 1980

ENCLOSURE (1)  
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PART IORGANIZATIONAL DATA1. (U) DESIGNATIONCOMMANDER

1st Marine Aircraft Wing

Major General R. G. OWENS  
1 Jan - 24 Apr 72  
Major General L. E. BROWN  
25 Apr - 30 Jun 72

SUBORDINATE UNITS

Marine Wing Headquarters Squadron-1

LtCol R. E. HAWES  
1 Jan - 30 Jun 72

Marine Aircraft Group-12

Col E. J. RUTTY  
1 Jan - 27 Apr 72  
Col D. C. MACHO  
28 Apr - 30 Jun 72

Marine Aircraft Group-15

Col K. O'KEEFE  
1 Jan - 30 Jun 72

Marine Wing Support Group-17

Col W. G. McCOOL  
1 Jan - 22 Jun 72  
Col J. L. GOEBEL  
23 Jun - 30 Jun 72

Marine Air Control Group-18

Col E. M. JONES  
1 Jan - 30 Jun 72

Marine Aircraft Group-36

Col A. F. GAROTTO  
1 Jan - 30 Jun 72

Task Force Delta

BGen A. W. O'DONNELL  
22 May - 30 Jun 72

1st MAW LNO w/7th Air Force

Col J. W. KIRKLAND  
8 Apr - 28 Jun 72  
Col W. B. FLEMING  
29 Jun - 30 Jun 72

2. LOCATION

First Marine Aircraft Wing

Iwakuni, Japan  
1 Jan - 30 Jun 72

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Task Force Delta

Nam Phong, Thailand  
22 May - 30 Jun 72

1st MAW LNO w/7th Air Force

Saigon, Vietnam  
8 Apr - 30 Jun 72

1st MAW LNO

Suwon, Korea  
9 Jun - 30 Jun 72

Marine Aircraft Group-12

MCAS Iwakuni, Japan  
1 Jan - 30 Jun 72

Marine Aircraft Group-12 (FWD)

Bien Hoa, Vietnam  
16 May - 30 Jun 72

Marine Aircraft Group-15

MCAS Iwakuni, Japan  
1 Jan - 15 Jun 72  
Nam Phong, Thailand  
16 Jun - 30 Jun 72

Marine Aircraft Group-15 (FWD)

Danang AB, RVN  
12 Apr - 15 Jun 72

Marine Wing Support Group-17

MCAS Iwakuni, Japan  
1 Jan - 30 Jun 72

Marine Air Control Group-18

MCAS Iwakuni, Japan  
1 Jan - 30 Jun 72

Marine Aircraft Group-36

MCAS Futema, Okinawa  
1 Jan - 30 Jun 72

## 3. (U) STAFF OFFICERS

Assistant Wing Commander

BGen A. W. O'DONNELL  
1 Jan - 30 Jun 72

Chief of Staff

Col G. W. MORRISON  
1 Jan - 29 May 72  
Col J. A. BLAKELY  
30 May - 30 Jun 72

Assistant Chief of Staff, G-1

Col M. B. PORTER  
1 Jan - 23 Jun 72  
Col C. D. CORN  
24 Jun - 30 Jun 72

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Assistant Chief of Staff, G-2	LtCol W. C. SERVICE III 1 Jan - 15 May 72 LtCol R. H. CAGLE 15 May - 30 Jun 72
Assistant Chief of Staff, G-3	Col R. L. SIMMONS 1 Jan - 30 Jun 72
Assistant Chief of Staff, G-4	Col W. C. WATSON 1 Jan - 30 Jun 72
Assistant Chief of Staff, G-5	LtCol A. E. JENSEN 1 Jan - 30 Jun 72
ACS, Comptroller	Col J. W. KIRKLAND 1 Jan - 30 Jun 72
ACS, Management	Maj J. M. TUTTLE 1 Jan - 23 May 72 Maj W. D. ALEKSIC 24 May - 30 Jun 72
Staff Sec	Maj H. L. TRIMBLE 1 Jan - 30 Jun 72
Aide-De-Camp	Capt J. N. MELGAARD 1 Jan - 15 Apr 72 Capt J. E. MCELROY 16 Apr - 30 Jun 72
Sergeant Major	SgtMaj E. C. MORTIMER 1 Jan - 13 Jan 72 SgtMaj S. M. WEAVER 14 Jan - 30 Jun 72
Special Staff	
Adjutant	Capt D. T. TAKER 1 Jan - 30 Apr 72 Capt L. R. ROBERTS 1 May - 30 Jun 72
Area Auditor	Capt A. H. RAINES 1 Jan - 17 Jun 72 Lt M. D. THOMPSON 18 Jun - 30 Jun 72



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Wing Chaplain

CDR D. F. ZELLER, CHC, USN  
1 Jan - 11 Jan 72  
Capt D. K. VELTMAN CHC, USN  
12 Jan - 30 Jun 72

CEO

Col J. A. BLAKELY  
1 Jan - 24 May 72  
LtCol J. H. BIRD JR  
25 May - 29 Jun 72  
Col H. L. FOGARTY  
30 Jun -

Wing Inspector

LtCol J. L. SHANAHAN  
1 Jan - 6 Jan 72  
Col P. G. MCMAHAN  
28 Jan - 30 Jun 72

PAO

Capt H. S. GAZAWAY  
1 Jan - 16 Mar 72  
Capt H. J. COLLINS  
6 Apr - 30 Jun 72

Director of Safety

LtCol R. P. SPRIER  
1 Jan - 16 Mar 72  
Maj W. J. NEVINS  
17 Mar - 27 Apr 72  
Maj H. D. MAINES  
28 Apr - 30 Jun 72

SJA

LtCol C. W. COLLIER  
1 Jan - 26 Jun 72  
Lt Col R. W. EDWARDS  
27 Jun - 30 Jun 72

Wing Supply

LtCol A. G. WAITE  
1 Jan - 30 Jun 72

Wing Surgeon

Crđ F. C. LEISSE, MC, USN  
1 Jan - 20 Feb 72  
Capt E. C. REED, JR. MC, USN  
21 Feb - 30 Jun 72

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## PART II

## NARRATIVE SUMMARY

1. (C) Within the 1st MAW, the first half of 1972 represented a period of transition - from a time of relative quiescence and steady progress towards stabilization after the lengthy retrograde from RVN, to a time of sweeping demands occasioned by the rapid redeployment of tactical units back into combat in Southeast Asia. 1 January saw the 1st MAW located principally at MCAS Iwakuni, Japan and MCAS Futema, Okinawa. By 30 June, however, the 1st MAW was fully committed to combat and combat support operations across a 3000 mile arc from Atsugi and Iwakuni, Japan through Futema, Okinawa and Cubi Point, R.P.I., to the Gulf of Tonkin, Bien Hoa AB, RVN, and Nam Phong, Thailand.

2. (C) In the initial weeks of this period the 1st MAW continued its role as a force in readiness. Problem areas in overcrowded living conditions, maintenance deficiencies, and supply shortages continued but were gradually being alleviated. Training exercises of the Marine Air-Ground team concept were conducted with HMM-164 and HMM-165 from MAG-36 utilized as the aviation support element of the 31st MAU. HMM-164 also participated in a feasibility study as part of the Marine Amphibious Element (MAE) aboard USS DENVER (LPD 19). The purpose of this study was to explore the feasibility of a 4 plane detachment of CH-46D helicopters, embarked on an LPD, operating as the air component of a MAE. Also during this period, MACG-18 continued to maintain a Tactical Data Communications Center (TDCC), at Son Tra, RVN. This unit provided the vital tactical data link interface between the 620th Tactical Air Control Squadron (USAF), Danang, and the 7th Fleet's Tactical Data System on ships in the Gulf of Tonkin. Additionally, MACS-4 provided Air Defense Controllers to augment the 7th Fleet ships operating in the Gulf of Tonkin.

3. (U) At the outset of January, the 1st MAW, located at MCAS Iwakuni, was deeply involved in internal disturbances. These disturbances had racial overtones. Before they subsided, sixteen persons had been injured; all except one of the injuries were classed as minor. As a result of these disturbances the Wing Civil Disturbance Units were reorganized and extensive training initiated. Each group and MWHS-1 organized security platoons and at least one platoon was placed on a ten-minute standby status during the peak liberty hours. The Wing Security Command Duty Officer was given overall command of these units.

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Reaction drills were conducted on an unannounced basis. The various units were radio equipped and a Command Center was established at the TACC. The Assistant Chief of Staff, G-2, issued a daily intelligence summary to provide a constant update on possible insurgent, riotous or racial problem areas.

4. (U) The 1st MAW Human Affairs Division was established on 1 February. This special staff was tasked with planning and supervising all programs involving personnel, their problems, and their welfare. "PEOPLE" training seminars were scheduled on a weekly basis to produce more understanding and mutual respect by improving leadership and communications skills. The Wing Human Relations Office provided counseling services responsive to complaints in those areas where practices or policies are potentially discriminatory. These programs, designed to remove friction between those of different races and backgrounds, proved to be a valuable deterrent to potential internal problems in the 1st MAW.

5. (SNF) The 1st MAW continued its commitment to the SIOP. MAG-12 provided the delivery forces required and NAF, Naha, Okinawa was utilized as the advanced staging base. MAG-12 kept a permanent composite detachment of A-4 and A-6 aircraft at Naha for training and to relieve some of the problems associated with the need for rapid deployment of the SIOP strike forces if the need arose. The 1st MAW maintained this commitment until 9 March 1972 when a "stand down" was authorized due to the impending reversion of Okinawa to the Government of Japan. The advanced staging base was to be relocated at Suwon AB, Korea, with planned resumption of the SIOP commitment effective 1 July 1972.

6. (S) In the latter part of March 1972 the North Vietnamese commenced an overt invasion of South Vietnam. On 5 April 1972, the 1st MAW received a warning order from FMFPAC to be prepared to deploy two tactical aircraft squadrons to RVN. The decision was made to use the F-4 squadrons of VMFA-115 and VMFA-232 from MAG-15. On the morning of 6 April the 1st MAW received word that the JCS had issued an execute order for the deployment of the two tactical squadrons to RVN. Immediate action was taken to stage the two squadrons to NAS Cubi Point to await the execute order from COMSEVENTHFLT. At noon, the first elements of the two squadrons were airborne on their way to NAS Cubi Point. At 1744I on 6 April the execute order was received from COMSEVENTHFLT and was immediately passed to NAS Cubi Point. The lead element of VMFA-232 arrived at Danang AB, RVN at 2133I with the lead element of VMFA-115 arriving just minutes later. This

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operation to rapidly deploy the two squadrons into Vietnam was marred by the loss of an F-4J on departure from NAF Naha enroute to NAS Cubi Point. Both crewmembers were lost in the accident.

7. (S) The total time required for the deployment of MAG-15 (Fwd), with two F-4 squadrons (VMFA-115, w/12 F-4B aircraft and VMFA-232, w/15 F-4J aircraft), along with support elements from H&MS-15 and MABS-15, was just 2 days. The last increment of follow-on cargo to the initial lift arrived on the fourth day. The total lift of MAG-15 (Fwd), including supporting elements, totaled 984 Marines, 2,099,702 lbs of cargo (187,020 cubic feet) and was provided by the Pacific Command Transportation Management Agency (PATMA), the Military Airlift Command (MAC), and Marine KC-130F (VMGR-152) assets. After COMUSMACV imposed a two day stand down for aircrew orientation, the first combat sorties were flown on 9 April. The command element of MAG-15 deployed to RVN with the squadrons was designated MAG-15 (Fwd). Operational control of MAG-15 (Fwd) remained with CG, 1st MAW. However, mission direction authority was vested with COMUSMACV's Deputy for Air Operations, the Commander, 7th Air Force. Combat missions were flown primarily in Military Regions one and two (MR-1 and MR-2). Initially only MK-82 "free-fall" bombs were used, but later ordnance loads were expanded to include SNAKEYES and ROCKEYES.

8. (S) Meanwhile, VMFA-212 with 12 F-4J aircraft, located at MCAS Kaneohe Bay, Hawaii, was ordered on 10 April to deploy to Danang AB, RVN. The squadron arrived on 14 April bringing total USMC F-4 assets in RVN to 27 F-4J and 12 F-4B aircraft. In addition, five TA-4F's were deployed to Danang from MCAS Iwakuni at the direction of COMSEVENTHFLT, to provide airborne spotting for naval gunfire support missions. This TA-4F detachment lost one aircraft to enemy action while flying 85 combat sorties for 395 hours prior to the end of the commitment and their departure for MCAS Iwakuni on 30 June 1972.

9. (S) The increasing tempo of operations in response to the enemy offensive in RVN resulted in the activation of the 33rd MAU. This activation required additional helicopter forces from MAG-36. MAG-36 had the majority of its assets (50 helicopters) deployed with PHIBRON's Five and Seven. HMM-165 remained afloat aboard USS TRIPOLI (LPH 10) with 14 CH-46D's, 6 CH-53's, and 4 UH-1E's. During the month of April, USS TRIPOLI with the rest of Amphibious Ready Group (ARG) Alpha, was positioned off the coast of Vietnam in the event Marine ground forces might be required ashore. HML-367 maintained

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a detachment of two UH-1E aboard USS DENVER for Naval Gunfire Spotting and Search and Rescue missions. Another detachment of two UH-1E helicopters from HML-367 was maintained aboard USS BLUE RIDGE (LCC 19) to provide command and control for ARG Bravo. HMM-164, formed as the second composite helicopter squadron with 14 CH-46's, 4 CH-53's, 2 UH-1E's, and 2 AH-1J's, deployed aboard USS OKINAWA (LPH-3) on 20 April 1972, to form the aviation component of the 33rd MAU. On 28 April 1972 USS OKINAWA with HMM-164 embarked arrived off the coast of Vietnam.

10. (S) At the direction of COMSEVENTHFLT, a detachment of 3 EA-6's from VM CJ-1 deployed to NAS Cubi Point, R.P.I. on 3 April 1972 to provide ECM support to CTF 77 operations against North Vietnam. In addition, a KC-130 from VMGR-152 was dedicated to support the EA-6A operations. The EA-6's flew their first combat mission off the coast of NVN on 7 April, after an enroute fuel stop at Danang, RVN. On 8 April 1972, the detachment was increased to 5 EA-6A's and on 19 April 1972 it was further increased in size and became a composite EA-6A detachment with the addition of 4 EA-6A's from VM CJ-2 of the 2nd MAW. Effectiveness of the ECM operations flown by the Marine EA-6A's was attested to by US Navy strike pilots and the USAF Special Communications postmission reconstruction analysis.

11. (U) This period also saw a change of command of the 1st MAW. On 25 April 1972, Major General L. E. BROWN assumed command of the 1st MAW from Major General R. G. OWENS, Jr.

12. (C) The logistic support demands of the VM CJ detachment and MAG-15 (Fwd) resulted in the establishment of a special supply and maintenance support program at NAS Cubi Point. The personnel strength ceilings imposed on units located in RVN required shifting some maintenance personnel from Danang to NAS Cubi Point. As a result, Detachment 'B' of H&MS-15 was established at Cubi Point on 29 April to conduct all scheduled maintenance (calender inspections) and IMA support.

13. (C) Because of the extensive logistic requirements to support the operations in which the 1st MAW was now involved, it became necessary for the 3rd MAW to augment 1st MAW's KC-130 force with 3 aircraft and crews. These aircraft were used in support of RVN operations and TransPac operations of units deploying from MCAS Kaneohe Bay. Additionally, a daily MARLOG flight from Iwakuni to Danang and return (with enroute stops at Futema and Cubi Point) was established.

14. (C) On 2 May 1972, VMFA-122 arrived at MCAS Iwakuni, Japan, from MCAS, Kaneohe Bay, Hawaii. This TransPac completed the WestPac augmentation. The squadron was assigned to MAG-15 for operational control. The squadron arrived with seven F-4B aircraft

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and received three more which were reassigned from other 1st MAW assets. VMFA-122 provided the air defense force in readiness for 1st MAW contingencies.

15. (S) On 5 May, the 1st MAW received logistic planning information from FMFPAC relating to a possible deployment of MAG-12 to Nam Phong, Thailand. This action was the first alert to the possible deployment of MAG-12.

16. (C) An F-4J of VMFA-212, MAG-15, was downed by enemy fire on a combat mission out of Danang AB, RVN on 7 May. The RIO was rescued the following day but the pilot was not recovered and remains listed as missing in action (MIA).

17. (S) On 12 May 1972 the CG, 1st Marine Aircraft Wing, received a warning order from CG, III Marine Amphibious Force to deploy two A-4 squadrons and supporting detachments of H&MS-12 and MABS-12 to Bien Hoa, AB, RVN. VMA-211, with 17 A-4E aircraft, and VMA-311, with 15 A-4E aircraft, reported the capability to deploy within 12 hours after ordered to execute. The next day, 13 May, 10 A-4E from the Naha detachment flew to NAS Cubi Point to await the execute order. On the evening of 16 May 1972, final plans were made for the deployment of 22 A-4's from Iwakuni and 10 A-4's from NAS Cubi Point. The execute order was received that night. At 0609I on 17 May, the first flight of A-4's departed NAS Cubi Point for Bien Hoa, RVN and landed there at 0818I. By 1750I that evening, 27 A-4 aircraft had arrived at Bien Hoa. On the following day, 18 May, the final tactical aircraft arrived. The first combat missions were flown on the 19th. MAC C-141 aircraft supported the logistics move with seventy-three plane loads of personnel and equipment. In accordance with COMUSMACV/7th Air Force directives, the 8th Special Operational Squadron of the USAF provided area check outs to MAG-12 pilots in the right seat of the A-37 aircraft.

18. (S) On 13 May, HMM-164 of the 31st MAU, participated in Operation Song Thanh 5-72. This operation included a vertical assault by Vietnamese Marines lifted by USMC helicopters. The operation took place near Hue, RVN, and represented the first counter-offensive action taken by the South Vietnamese since the NVN invasion began in March. HMM-164 launched 12 CH-46's, 5 CH-53's, and 2 UH-1E's from USS OKINAWA (LPH-3). The assault was comprised of approximately 1100 Vietnamese Marines landing in two waves in two separate landing zones. One CH-53 was hit by enemy fire and ordered destroyed after a crash landing in the landing zone. Two CH-46's also received battle damage

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and one crewmember was wounded. One UH-1E was lost over the side of the LPH while repositioning for further operations. The entire crew was recovered with no injuries. HMM-164 provided resupply and medevac support for the operation for a period of 48 hours.

19. (S) The 1st MAW was tasked to provide a schedule for the development of Nam Phong as a relocation base for MAG-15. This was necessitated by an impending reduction in combat forces located in RVN. On 17 May, a USMC/USN survey team headed by BGen O'DONNELL, the Assistant Wing Commander, conducted an on-site inspection of Nam Phong. On 22 May, the Commanding General designated the Assistant Wing Commander as Commander, Task Force Delta. This command included MAG-15, and supporting units. Upon receipt of authorization on 23 May, an advance party headed by LtCol HAWES departed MCAS Iwakuni to open Nam Phong Air Base.

20. (S) HMM-164, the composite helicopter squadron providing the aviation element to the 31st MAU, participated in Operation Song Thanh 6-72 on 24 May 1972. This operation was the second helicopter-borne assault in support of the Vietnamese Marines.

21. (S) In early June, preparations for the relocation of MAG-15 to Nam Phong, Thailand, were well underway. As country clearances were received from COMUSMACTHAI, personnel assigned to Task Force Delta were incrementally deployed to Nam Phong. The development of the base was hampered by heavy monsoon rains which slowed earth moving operations required for more ramp space and curtailed construction of the cantonment and working areas.

22. (S) A H&MS-36 detachment of 4 CH-46 aircraft was airlifted to Nam Phong on 11 June to provide the search and rescue capability (SAR). These aircraft were transported by C5A's, an operation which in itself posed a problem. There was no established loading doctrine. Two hours were required to load the first helo but only eleven minutes for the subsequent ones. Twenty-four hours after delivery to Nam Phong, the first helicopter was ready to assume the SAR role. Additional helicopters became available each succeeding 24 hour period.

23. (S) On 15 June lead elements of MAG-15 arrived at Nam Phong AB to complete preparations for the arrival of tactical aircraft. After completion of missions flown enroute from Danang, VMFA-115, with 11 F-4B aircraft, arrived at its new, austere home. This squadron flew the first combat operations

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from Nam Phong AB on 17 June. Detachment "D" from VMGR-152, with four KC-130F's, was positioned at Nam Phong to provide the tanker support required by the long range missions. On 18 June, VMFA-232 arrived with 15 F-4J aircraft, completing the MAG-15 relocation from Danang. Rear elements of MAG-15, relocating from Iwakuni, left only a detachment of H&MS-15 behind. VMA(AW)-533 with 12 A-6 aircraft, reassigned from MAG-12, Iwakuni, Japan, to MAG-15, deployed to Nam Phong on 20 June and commenced combat operations immediately.

24. (S) In addition to the rain and heat and lack of suitable living and working spaces, there were many other serious problems encountered by Task Force Delta which threatened the accomplishment of its mission. Not the least of these problems was the lack of sufficient dependable electrical power. Initial base electrical power requirements indicated a need for 250KW MUSE generators. These were not immediately available and 5 to 60 KW field units were substituted. A myriad of problems developed as a result of insufficient power and the inherent erratic performance of these generators. Additional technicians and generators were made top priority to correct this serious deficiency. Insects proved to be an annoyance not only to personnel but also to equipment. The liquid oxygen generator could be put out of service by insects clogging the filters. As a result, a special screened cover had to be build around the unit. A shortage of AM 2 matting and building material slowed the completion of ramp space and on-site personnel were forced to adjust to extremely austere living conditions. The Pacific Air Transport Movement Agency's (PATMA) airlifts were unable to keep abreast of the logistic requirements of Task Force Delta. Revised airlift schedules and the dedication of more airlift helped to alleviate this problem.

25. (S) During the relocation of MAG-15, VMFA-212 and the H&MS-15 TA4 Detachment remained at Danang. On the 18th of June VMFA-212 received orders to TransPac to MCAS Kaneohe Bay, Hawaii.

26. (SNF) The combined VMCJ detachment of six VMCJ-1 and four VMCJ-2 EA-6A's flew 266 combat/combat support sorties for a total of 494.7 hours during the month of June. The standard EA-6A ALQ-76 jammer configuration was modified to include 2 Band 8A, "I" band jammers, to provide support countermeasures against a new fire control radar recently introduced into the NVN Electronic Order of Battle. VMCJ was the only unit in SEASIA with an I-band support capability and therefore, was heavily relied upon to support 7th Fleet air operations. This VMCJ detachment provided critically needed support for the intensive SEVENTHFLT air campaign mounted against North Vietnam.

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27. (S) VMGR-152 had 12 aircraft on hand. Five aircraft were dedicated to refueling operations in support of Task Force Delta and the VMCJ-1 Detachment, the remaining were heavily taxed fulfilling a variety of support requirements.

28. (S) The 31st MAU with composite squadron HMM-164 remained on station off the coast of RVN providing support for 9th MAB contingency plans. The 33rd MAU with its composite squadron HMM-165 also on station off the coast of RVN participated in operation Song Thanh 9-72 (LAM SON 72) on the 29th of June. The drive to rid Quang Tri Province of NVA had begun with the landing of two RVNMC battalions into LZ's HAWK and FLAMINGO. The initial results were 416 NVA killed, 2-130mm guns and 3 tanks destroyed.

29. (S) Early in the month of June planning commenced for the use of Marine Corps Huey Cobras (AH-1J) on board an LPD for surveillance, interdiction and destruction of enemy water-borne logistic craft (WBLC). These water-borne craft were off-loading and ferrying supplies from PRC merchant shipping to counteract US mining and blockade operations. On 16 June, HMA-369 deployed with 7 Cobras aboard USS Denver (LPD-19) for this new mission, code-named MARHUK. Flying their first combat mission on 22 June, the Cobras logged 34 sorties and 27 combat hours by 30 June, providing valuable surveillance and interdiction of the enemy WBLC's.

30. (U) The Commanding General, 1st Marine Aircraft Wing, Major General L. E. BROWN departed Iwakuni on the 30th of June with a party of ten staff officers to visit combat units of the 1st MAW at Danang and Bien Hoa, Air Bases RVN, Nam Phong AB, Thailand, and MCAS Futema, Japan.

31. (U) A more detailed historical account of the combat operations conducted by 1st MAW units during the months of April through June 72 may be found in the 1st MAW Monthly Command Chronologies.

32. (C) During April, May and June, the 1st MAW completed an extensive relocation of tactical units. In addition to flying combat missions, the Wing converted a bare runway at Nam Phong into an active USMC air base, initiated Marine Cobra's into MARHUK operations, landed RVNMC units in Quang Tri Province, RVN from USMC helicopters, and continued to support the 7th Fleet with ECM. These are some of the typical examples of

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the 1st MAW's versatility and capability. Examples of recognition rendered to units and personnel of the 1st MAW for performance of duty during this period are cited below:

ACTIVATION OF NAM PHONG

"The expeditious establishment of an operational air base at Nam Phong, Thailand, under adverse conditions has been recognized at the highest levels. Such an achievement was made possible only through the team work of dedicated professionals and numerous personal sacrifices. This matter is of considerable pride to me and should be a source of great individual self-satisfaction. Please convey my congratulations and sincere appreciation to the members of your command." ROBERT E. CUSHMAN, JR., GENERAL, US MARINE CORPS, COMMANDANT OF THE MARINE CORPS.

CINCPACFLT Admiral B. A. CLAREY, USN sends:

"The superlative performance of all involved in the activation of Nam Phong, under a tight deadline, is sincerely appreciated. The coordination and cooperation exercised, and the hard work of many individuals demonstrated an outstanding motivation and dedicated performance of duty. Highly effective combat employment of Marine TacAir assets will be the result.

Please extend my congratulations to all those who participated. Well done."

TO THE 9TH MAB FROM THE COMMANDANT RVNMC:

"Operation Song Thanh 9-72 has been successfully initiated as a Military Region I Corps operation to retake the major portions of Quang Tri Province.

The Commandant RVNMC is greatly appreciative of the superlative support provided the RVNMC which enabled their offensive to be launched with such a success. The devastating accurate prep fires by Naval gunfire immeasurably aided the RVNMC attack. The multi-battalion heliborne assaults were supported by the 9th MAB with their professional skill, courageous performance, and timeliness which allowed VNMC forces to aggress.

The Commandant RVNMC expresses a warm thank you and well done to all those US forces whose skills made the launching of this major offensive possible."

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FROM LTGEN JONES TO VMFA-212:

On 29 March 1972 the North Vietnamese launched an offensive into South Vietnam, the initial surge placing the future survival of South Vietnam in jeopardy.

The immediate US response was planned counteroffensive actions utilizing primarily air and NGF. Within days Marine air was deploying into RVN in support of the ARVN/US effort. It was at this point that VMFA-212 became directly involved. On short notice, "The Lancers" deployed from MCAS Kaneohe to Danang, arriving on 14 April 1972 and flying combat missions only hours later.

VMFA-212 had made significant contributions toward reversing the Communist's early success in RVN and should be justifiably proud of a job well done. The immediate response to a short-fuzed deployment to a combat environment was executed flawlessly. The highly professional and effective performance in country is a matter of record and has been noted with pleasure. I also want you to know I am acutely aware of the personnel sacrifices that have been made by the squadron's Marines and their families during this deployment.

By your expeditious deployment to RVN you have dramatically represented one of the hallmarks of our Corps -- readiness. By your dedication to duty you have honored Corps and country. Welcome home and well done."

THESE MESSAGES EXEMPLIFY THE VIBRANT SPIRIT AND VERSATILITY OF THE 1ST MAW.

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PART IIISEQUENTIAL LISTING OF SIGNIFICANT EVENTS

1 Jan Severe internal disturbances involving 1st MAW personnel and caused by racial incidents occurred at MCAS Iwakuni.

The 1st MAW internal security reaction platoon was reorganized and extensive training commenced.

Jan - Mar Twelve courts-martial were held for cases related to incidents on New Years weekend.

7 Jan VMA-211 lost an A-4E during a nuclear weapons delivery practice mission near Koon-Ni range Korea. The aircraft impacted with the water and the pilot, First Lieutenant V. F. DORNAN, was fatally injured.

11 - 17 Jan FMFPAC Inspection Team inspected the units of 1st MAW.

16 Jan MajGen ANDERSON, G-4 HQMC, met with CG, 1st MAW, ACofS, G-4, and the Wing Supply Officer to discuss problems relating to maintenance and upkeep of mount out/mount out augmentation supplies and equipment.

20 Jan The Amphibious Warfare Presentation Team from Quantico briefed 250 officers and 412 enlisted men.

MajGen WILSON and the Amphibious Warfare Presentation Team presented to personnel of MCAS Iwakuni and the 1st MAW the yearly presentation of the current Amphibious Warfare Study developed by MCDEC.

30 Jan 1st MAW Engineers completed the installation of M-21 arresting gear at NAF NAHA, Okinawa.

3 Feb MATCU 60 (-) (Rein) deployed aboard USS WASHTENAW COUNTY (LST-1166) for training exercise ISCARUS.

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4 Feb The 1st MAW SNCO Academy was officially opened. A total of 25 SNCOs attended the first class.

14 - 17 Feb The Electronics Warfare Presentation Team from 1st Radio Bn, FMFPAC briefed 77 Officers and 134 Enlisted.

The MAG-36 field hospital was erected for training of MAG-36 medical personnel.

6 Mar The 1st MAW Word Processing Center became operational.

The first class to attend the 1st MAW SNCO Academy graduated. Honor Man was SSgt J. R. FRANKLIN.

21 Mar BGen C. R. MANN, USMC, Director, Judge Advocate Division, made an official visit to 1st MAW.

1 Apr HMA-369 was activated at MCAS Futema, Okinawa.

3 Apr An EA-6A detachment with three aircraft from VMCJ-1 was deployed to NAS Cubi Point for electronic warfare operations in support of CTF 77 (CTF 79 msg 030400Z Apr 72 (A)).

Two (2) KC-130 aircraft were assigned in support of the VMCJ-1 detachment.

4 Apr VMCJ-1 Det (3 EA-6A and 1 KC-130) chopped OpCon to CTF 77. The second KC-130, not being required, was released from the commitment. (040230Z Apr 72 (S)).

5 Apr FMFPac passed warning order by telephone (050730I) alerting 1st MAW to prepare two tactical aircraft squadrons for deployment into RVN. CG, 1st MAW, decided to deploy two F4 squadrons, VMFA-232 and VMFA 115.

6 Apr Telecon from FMFPac informed 1st MAW of JCS execute order at 060845I (JCS 052241Z APR 72 (TS)).

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CG 1st MAW Concept of Operations was published 060900I. Action was taken to marshall aircraft from Iwakuni and Okinawa at NAS Cubi Point to await the execute order from COMSEVENTHFLT.

PATMA/MAC logistic support notification received by 1st MAW 061100I.

The first elements from VMFA-115 and VMFA 232 were airborne enroute to NAS Cubi Point at 061220I.

Telecon with FMFPac at 061300I, reported CINCPACFLT execute order in hand. FMFPac directed 1st MAW to respond to COMSEVENTHFLT execute order to deploy 2 F4 squadrons to Danang AB, RVN.

COMSEVENTHFLT execute order received by 1st MAW at 061744I and passed to units standing by at NAS Cubi Point.

1st MAW initiated augmentation for MAG-15 in the areas required. MACG-18 and MAG-12 provided communications and ordnance personnel. Fifty-two Marines TAD from MAG-15 to MCAS Iwakuni in support of the Fleet Assistance Program were recalled and deployed with MAG-15. Internal security augmentation required transfer of an additional 50 Marines from 1st MAW assets.

An advance party composed of MAG-15 and 1st MAW staff representatives were flown by KC-130 to RVN to coordinate preparations for receiving 1st MAW units at Danang.

The PATMA/MAC Loading Team arrived at MCAS Iwakuni 061824I.

The lead element of VMFA-232 arrived Danang AB 062133I.

The lead element of VMFA-115 arrived Danang AB 062158I.

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VMFA-232 lost an F4J on an instrument departure out of NAF Naha enroute to Cubi Point at 062140I. The pilot, Lt J. F. WEED and RIO, Capt E. A. HIGHERS were listed as missing and presumed dead.

7th CIT formed Detachment "B" and prepared it for deployment in support of MAG-15 at Danang, RVN.

7 Apr

Liaison was established with the 1972nd Communication Squadron, USAF at Danang. Communication Guard List, UHF tactical frequencies for clearance and general requirements for telephone service were established.

First active ECM support missions flown by VMCJ Detachment. Major J. D. CARLTON led three missions in support of Navy Alpha strikes in North Vietnam.

8 Apr

Two (2) EA-6A aircraft arrived at NAS Cubi Point increasing the VMCJ-1 detachment to a total of 5 aircraft.

HF communications from MAG-15 (Fwd) command post to MCAS Iwakuni, Japan were established.

Col J. W. KIRKLAND was designated 1st MAW representative to 7th Fleet Coordination Group, 7th Air Force at Saigon (CTG 79.3 msg 090501Z).

9 Apr

The entire airlift of MAG-15 (Fwd) to Danang AB was completed.

After completing a two day stand-down for SEA aircrew orientation in accordance with COMUSMACV requirements, at 0754H the first MAG-15 combat mission was flown by LtCol J. L. GREGORCYK, CO VMFA-232. The mission was flown in Military Region I.

10 Apr

VMFA-212 received the execute order for deployment from MCAS Kanehoe to Danang, A.B., RVN.

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A daily MARLOG flight was established using KC-130 aircraft for support of Marine operations at Danang and support elements on Okinawa, and Cubi Point, R.P.I.

A KW-7 covered teletype circuit was activated with MAG-15 (Fwd).

Classified courier service was initiated between MCAS Iwakuni, NAS Cubi Point and Danang, RVN.

- 12 Apr FMFPac msg 120602Z (S) directed establishment of Headquarters, MAG-15 (Fwd) at Danang, RVN.
- 13 Apr VMCJ-1 lost an EA-6A in the Gulf of Tonkin while supporting CTF 77 RVN operations. Pilot, Capt D. L. LEET, and EWO, 1/Lt J. M. CHRISTIANSEN were both listed as missing in action (CG 1st MAW 030807Z APR72 (S)).
- 14 Apr VMFA-212 chopped OpCon to MAG-15 (Fwd) on arrival at Danang. (FMFPAC msg 120602Z Apr 72 (C)).
- H&MS-15 deployed a detachment of 5 TA-4F's to Danang, AB to provide airborne spotting for NGF support missions.
- 16 Apr H&MS-15 TA-4F detachment support gear arrived Danang, RVN. Three TA-4F's arrived on the afternoon of the 15th and the last two TA-4F's arrived at 160900H.
- COMUSMACV initiated action to establish a USMC TDY personnel space account for RVN. Allocation of 984 spaces were provided for 1st MAW personnel. (CG FMFPAC 162126Z Apr 72 and CG III MAF 180933Z).
- The scheduled turnover between MAG-36 composite squadrons (HMM-164 for HMM-165) supporting the 31st MAU was postponed. HMM-165 remained in support of the 31st MAU.
- 17 Apr HMM-164, a composite squadron of 14 CH-46, 2 CH-53 and 2 UH1E helicopters was task organized in support of 33rd MAU and ARG Charlie (33rd MAU 171017Z Apr (S)).

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1st MAW NCO Leadership School at Iwakuni was officially opened. A class of 25 NCO's commenced the first course.

19 Apr 1st MAW submitted rationale for additional personnel spaces above the 984 that had been authorized for RVN. Total spaces requested was 1171 (Admin 1st MAW msg 191945Z Apr 72 (TS)).

VMCJ-2 Det 'A' arrived at Cubi Pt with 4 EA-6A's to augment VMCJ-1 Detachment.

22 Apr The MK-21 arresting gear became operational at Danang A.B., RVN.

24 Apr 1st MAW received authority from CMC to approve voluntary overseas tour extensions on an interim basis to meet operational commitments (CTG 79.3 msg 240407Z Apr (C)).

A Wing Staff briefing was given to Major General L.E. BROWN, incoming CG 1st MAW. Tab D to enclosure (1).

25 Apr MajGen L. E. BROWN assumed command 1st MAW from MajGen R. G. OWENS at a Change of Command parade. Gen BROWN arrived from MCAS El Toro where he was CG, 3rd MAW. Gen OWENS departed to await retirement at MCAS El Toro on 30 June.

Action was initiated to authorize TAD orders for MAG-15 (Fwd) personnel for payment of Per Diem.

26 Apr In anticipation that a lower in-country (RVN) personnel ceiling than requested would be imposed, action was initiated to shift maintenance personnel to NAS Cubi Point, with the requirement for all F-4 maintenance calendar inspections to be performed out of country.

27 Apr A VMFA-115 F-4B was lost in a midair collision with a Vietnamese light observation aircraft approximately three miles east of Danang. The pilot, Maj T. K. DUFFY, suffered fatal injuries; the RIO, Capt D. F. DZIEDZICK, survived the accident.

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VMFA-122 departed MCAS Kanehoe for 1st MAW augmentation.

28 Apr COMUSMACV levied a personnel ceiling of 1035 USMC and 6 Navy spaces for 1st MAW, RVN. Action was continued to reduce MAG-15 (Fwd) strength to within the authorized limit (CG 1st MAW msg 280121Z Apr (TS)).

A logistic support radio net was established between 1st MAW and NAS Cubi Point by high frequency single side band voice circuit.

Maj Gen BROWN departed Iwakuni and arrived at Danang to visit MAG-15 (Fwd).

29 Apr H&MS-15 Det "B" was established at NAS Cubi Point to consolidate existing maintenance augmentation personnel in support of 1st MAW aircraft operations in RVN.

The advanced elements of VMFA-122 arrived at MCAS Iwakuni 290639Z.

2 May VMFA-122 completed TransPac to MCAS Iwakuni with seven (7) F-4B, and chopped OpCon to MAG-15 020604Z May 72. (CF FMAW msg 030829Z May 72 (S)).

7 May VMFA-212, located at Danang Air Base, lost one F-4J aircraft to AAA fire during a combat mission in MR-1. The pilot, Capt J. W. COMSOLVO Jr., is missing in action; the RIO, CWO3 J. J. CASTONGUAY, was recovered. (VMFA-212 071340Z May 72 (S)).

12 May FMAW received Admin FMFPAC msg 121014Z May 72 (TS/LIMDIS) warning order to prepare for the deployment of MAG-12 to Bien Hoa, AB, Vietnam.

FMAW msg 120637Z May 72 (S) "Attained (12 hours) readiness to deploy MAG-12 after receipt of order to execute at 120625Z May 72."

A briefing was presented to CG FMFPAC, LtGen W. K. JONES, at 1st MAW Headquarters, MCAS Iwakuni, Japan.

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CO MAG-12 was authorized by CG 1st MAW to move 10 A4E aircraft and an advance maintenance party of 65 personnel and equipment from NAF Naha to NAS Cubi Pt., R.P.I.

13 May

HMM-164 lost one CH-53A helicopter to AAA fire while participating in Operation Song Thanh 5-72. All crew-members were rescued but due to the enemy situation the helicopter was destroyed in place. (HMM-164 131038Z May 72 (S)).

MAG-12 field hospital was erected to provide training for all wing medical personnel.

One MAG-15 F-4 received minor shrapnel damage during 122mm rocket attack on Danang (no personnel injuries).

15 May

Okinawa reverted to the control of the government of Japan.

16 May

FMAW received CTF 79 msg 160816Z May 72 (S) authorizing CTG 79.3 to execute MAG-12 (Fwd) move to Bien Hoa AB, RVN upon receipt of CINCPACFLT to COMSEVENTHFLT execute message.

FMAW received CINCPACFLT deployment execute msg 160905Z May 72 (TS).

CG FMAW msg 16225Z May 72 (TS) directed deployment of MAG-12 (Fwd), comprised of H&MS-12 Det A, MABS-12 Det A, VMA-211, and VMA-311, to Bien Hoa, AB, RVN.

The advance echelon of MAG-12 (Fwd) composed of maintenance personnel and equipment, departed NAS Cubi Point at 162139I (161239Z May 72) and landed at Bien Hoa, RVN at 170131I (161630Z May 72) and were ready to receive the incoming tactical aircraft of MAG-12 (Fwd).

17 May

USMC/USN survey party departed for Nam Phong, Thailand. The team was led by BGen A. W. O'DONNELL with 20 officers and 5 enlisted (CINCPAC msg 170627Z May 72 (S)).

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Three KC-130 tankers and two cargo configured KC-130's refueled 19 MAG-12 A-4E aircraft enroute to Cubi Point.

FMAW received COMSEVENTHFLT 161620Z May 72 (TS) directing CTG 79.3 take CINCPACFLT 160905Z May 72 (TS) for action, thus ordering the deployment of 2 USMC A-4 squadrons to Bien Hoa, RVN.

First flight of 4 A-4E (VMA-311) took off from NAS Cubi Point at 170609I, (162318Z May 72) and landed Bien Hoa, AB, RVN at 170818I (162318Z May 72). Twentyseven A-4E's had arrived Bien Hoa, AB by 171750I (170850Z May 72).

First mission of C-141 MAC airlift supporting MAG-12 (Fwd) movement from Iwakuni, took off enroute Bien Hoa 1722I.

18 May

CG FMAW was advised by C/S FMFPAC (telecon) to allow only 32 A-4's into RVN.

Representatives from USS Kitty Hawk briefed MAG-15 aircrewman on SAM evasion tactics.

Final A-4E aircraft of MAG-12 (Fwd) arrived Bien Hoa by 181740I (180840Z May 72).

19 May

RVN troop ceiling for MAG-12 (Fwd) was established at 1150 Marines, to include required security elements.

The first mission C-130 of PATMA airlift, supporting MAG-12 (Fwd) movement from Naha AB, took off enroute to Bien Hoa AB at 0830I.

First A-4E combat sortie was flown by MAG-12 (Fwd) 190445Z May 72 from Bien Hoa, AB Vietnam.

COMCBPAC directed Commander 30th NCR to provide construction support and assistance as required at Nam Phong, AB Thailand. (COMCBPAC msg 190325Z May 72 (S)).

20 May

H&MS-15 Det "A" (TA-4F aircraft) commenced Naval Gunfire spotting operations from Danang AB, RVN.

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21 May

First mission (C-141) of MAC airlift supporting MAG-12 (Fwd) movement of security force from Kadena AB, Okinawa took off 0600I enroute Bien Hoa AB, RVN.

Last mission (C-141) of MAC airlift supporting MAG-12 (Fwd) movement from Iwakuni, Japan took off 0640I enroute Bien Hoa. Total lift data was 73 C-141's and 2 727 aircraft moving 622 passengers and 1,372 short tons of cargo.

Last mission of C-130 PATMA airlift supporting MAG-12 (Fwd) movement from Naha AB took off at 1310I enroute Bien Hoa, AB. Total lift data was 16 C-130's moving 31 passengers and 130 short tons of cargo.

Last mission of C-141 MAC airlift supporting security force movement took off at 1700I Kadena enroute Bien Hoa. Total lift data was 5 C-141 aircraft moving 177 passengers and 55 short tons of cargo.

22 May

CG FMFPAC authorized deployment of 350 base opening personnel to Nam Phong, Thailand (CG FMFPAC msg 222204Z May 72 (TS)).

23 May

Task Force Delta designator was established as CTU 79.3.9 (FMAW msg 260921Z May 72 (S)).

A new MARLOG schedule was established utilizing three KC-130's to provide additional logistic support for MAG-12 deployment.

COMUSMACTHAI notified CINCPAC that in country clearances had been obtained for 653 personnel for Nam Phong Base opening (COMUSMACTHAI msg 230450Z May 72 (TS)).

CG III MAF issued LOI 3-72 establishing CG 1st MAF as command agency for Nam Phong activation and authorized deployment on order (CTF 79 msg 230755Z May 72 (TS)).

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III MAF authorized the deployment of base opening personnel to Nam Phong (CTF 79 msg 232241Z May 72 (TS)).

CG 1st MAW established Task Force Delta (CTU 70.3.9) with LtCol R. E. HAWES as on-scene commander and BGen A. W. O'DONNELL, as commander. (CG FMAW msg 230159Z May 72 (TS)).

24 May HMM-164 participated in operation Song Thanh 6-72 in Quang Tri Province, RVN.

26 May At Iwakuni, BGen A. W. O'DONNELL accepted a memorial Torii and monument "in memory of all those who, while serving with the First Marine Aircraft Wing, gave their lives for freedom in Vietnam."

MajGen L. E. BROWN and staff members commenced a liaison tour to NAS Cubi Point, R.P.I., Danang and Bien Hoa, Vietnam, and Nam Phong, Thailand.

Task Force Delta Headquarters, CTE 79.3.9.0 was established at Nam Phong, AB, Thailand. (CTG 79.3 msg 260921Z May 72 (S)).

H&MS-15 Det "A" located at Danang Air Base, RVN, lost one TA-4F aircraft to AAA fire during a combat mission. Both the pilot, Capt W. E. RANSBOTTOM and the naval gunfire spotter, CW03 B. E. BOLTZE, ejected near Danang and were rescued. The aircraft crashed at sea. See H&MS-15 Det A 261315Z May 72 (S).

27 May MATCU-60, was reassigned from MAG-15 to MAG-12 and MATCU-62 was reassigned from MAG-12 to MAG-15 in preparation for Task Force Delta's relocation (FMAW msg 270521Z May 72 (C)).

FMAW OPORD 1-72; Deployment of Task Force Delta, was published. (FMAW msg 270911Z May 72 (S)).

28 May HML-367 Det "B" with 2 UHIE's returned to Okinawa after serving aboard USS Denver since 19 Oct 1971.

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30 May MATCU-62 deployed to Nam Phong, AB, Thailand at 280900Z May 72 (CG FMAW msg 300747Z May 72 (S)).

Logistic Support Group, CTE 79.3.9.5, chopped OpCon to Task Force Delta, Nam Phong 303000Z (CG FMAW msg 100459Z Jun 72 (S)).

MACG-18 Det "D", CTE 79.3.9.4 was activated at Nam Phong (MACG-18 msg 300742Z May 72 (S)).

1 June CINCPACFLT gave the initial authorization for deployment of 4 CH-46 helicopters and 6 KC-130F tankers to Nam Phong, AB. (CINCPACFLT 010305Z (TS)).

3 June CG FMFPAC directed that 7 officers and 1 SNCO TAD from 3rd MAW augment 1st Wing Staff. (CG FMFPAC 032136Z (S)).

The daily MARLOG flight utilizing VMGR-152 aircraft was discontinued 3 June and the first PATMA Air Force C-130 assumed the support task on 4 June.

4 June VMFA-212 lost an F-4J aircraft due to AAA fire while on a mission in MR1. (CTU 79.3.0 041503Z (S)). The pilot, Capt B. L. TEBAULT, USMC, and the, RIO 1/Lt M. J. CONOW, USMCR, were killed in action.

5 June COMSEVENTHFLT authorized CTF 79 to deploy four CH-46 helicopters to Nam Phong, AB, Thailand. (CTF 79 050825Z (TS)).

CTF 79 issued relocation plans for MAG-15 including tentative dates for the possible deployment of VMA(AW)-533 to Nam Phong AB, Thailand. (CTF 79 050825Z (TS)).

MAG-15 was moved from Iwakuni to Nam Phong AB, Thailand, during the period 5-9 June 1972 using 77 C-141 and 3 C-5A airlifts.

7 June 1st MAW requested III MAF provide 65 TAD personnel spaces at Danang for VMCJ-1 and MAG-15 aircraft refueling and rearming turnaround. (CG 1st MAW 070905Z).

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- H&MS-15, arrived Nam Phong at 0630Z. (CG 1st MAW 081247Z (S)).
- 8 June CINCPAC issued the execute message to transfer MAG-15 to Nam Phong, Thailand, pending country clearance. (CINCPAC 080600Z (TS)).
- 9 June 1st MAW established an EAC at Suwon, Korea to support the 1st MAW SIOP contingency mission.
- 1st MAW received 7 officers and 10 enlisted (TAD) personnel for Wing augmentation from the 3rd MAW.
- COMUSMACTHAI issued the country clearance for MAG-15 and VMGR-152 Det Delta, to a ceiling of 1035 personnel. (COMUSMACTHAI 090355Z (TS)).
- 10 June 1st MAW received the III MAF execute of MAG-15 move to Nam Phong, Thailand. (CTF 100259Z (TS)).
- 1st MAW requested assistance on VMFA-212 TransPac to MCAS Kaneohe, Hawaii, due to the heavy 1st MAW KC-130 commitment. (CG 1st MAW 100903Z (TS)). TransPac was code-named KEY BEAST.
- BGen A W. O'DONNELL assumed duties as Commander, Task Force Delta. (CG 1st MAW 091017Z (S)).
- 11 June Planning began for use of AH-1J helicopters of HMA-369 against Water-Borne Logistic Craft (WBLC's). (MARHUK) (CTF 79 111235Z (TS) (SPECAT))
- COMNAVFORV requested COMUSMACV continue 933 USMC spaces in RVN for MAG-12 and MAG-15 Det. (COMNAVFORV 111235Z).
- HMM-164, UH-1E lost at sea near Hue, RVN due to power loss, crew rescued. (CTG 79.4 110637Z (S)).

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12 June CG III MAF designated the 3rd MAW as Trans Pac Commander for VMFA-212 move to MCAS Kaneohe. (CTG 79.4 110637Z (S)).

CG 1st MAW submitted the planning document for HMA-369 MARHUK operations. (CTG 79.3 121003Z (TS)).

13 June CG 1st MAW requested infrared countermeasures equipment for AH-1J and latest tactical defensive doctrine against SA-7's (CTG 79.3 130901Z (TS)).

14 June CG 1st MAW issued the warning order to Task Force Delta for the MAG-15 move to Nam Phong AB, Thailand. (CTG 79.3 141539Z (TS)).

14-16 June Gen R. E. CUSHMAN, Jr., Commandant USMC, made official visit to 1st MAW, MCAS Iwakuni, Japan.

15 June Received CINCPACFLT execute for MAG-15 (minus TA-4 Det and VMFA-212) to deploy to Nam Phong, Thailand. (CINCPACFLT 150245Z (TS)).

Received III MAF execute message for MAG-15 move. (CTF 79 150255Z (S)).

CG 1st MAW transmitted the execute order to MAG-15. (CTG 79.3 150411Z (S)).

Task Force Delta reported the initial fragmentary orders for combat missions for VMFA-115 issued out of Nam Phong, (CTU 79.3 150830Z (TS)).

Task Force Delta requested an inflight refueling check of VMFA-212 aircraft enroute to Cubi Point. (CTU 79.3.0 151005Z (TS)).

CG 1st MAW approved aerial refueling operations for VMFA-212. (CTG 79.3 170729).

Twenty five hundred pallets of AM-2 runway matting were shipped to Nam Phong from Futema; ETA 17 June.

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The move to redeploy MAG-15 (Fwd) from Danang to Nam Phong commenced using C-130 aircraft. Total move estimated was 699 passengers and 2,254,000 lbs cargo.

16 June

JCS sent the execute on VMA(AW)-533 and VMFA-212 move. (JCS 162009Z (S)).

VMFA-115 with 11 F-4B aircraft arrived Nam Phong 0200Z. (CG 1st MAF 160901Z (S)).

17 June

III DASC at Bien Hoa requested a USMC air support radar team. (III DASC 170316Z (S)).

MAG-36 reported HMA-369 on board USS Denver for MARHUK operations. (MAG-36 170041Z (C)).

Guidance issued to assist subordinate commanders in identification, utilization and the timely return to parent commands those personnel assigned TAD from CONUS as part of augmentation forces to support SEA operations. Ref: CG FIRST MAF 170703 Jun72 (C).

CINCPAC sent the execute for VMA(AW)-533 and VMFA-212 moves. (CINCPAC 170120Z (TS)).

Task Force Delta reported that the first combat sorties were flown out of Nam Phong and the base was fully operational. (CTU 79.3.9 171501Z (TS)).

CG FMFPAC's execute on VMFA-212's move to Kaneohe, Hawaii was received. (CG FMFPAC 171907Z (TS)).

CG III MAF sent the schedule for VMFA-212 and VMA(AW)-533 move. CTF 79 171311Z (TS)).

CINCPAC sent approval to retain MAG-12 (Fwd) in RVN. (CINCPAC 162230Z (TS)).

Two KC-130F's arrived at Nam Phong at 0530Z as part of VMGR-152 Det Delta. (CG 1st MAF 190749Z (S)).

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18 June CG 1ST MAW sent execute and schedule for VMFA-212 and VMA(AW)-533 move to CG Task Force Delta. (CTG 79.3 181235Z (TS)).

19 June III MAF sent extension approval of MAG-12 (Fwd) to CG 1st MAW (CTF 79 190039Z (TS)).

1st MAW received 51 TAD personnel from 3rd MAW for duty with MAG-15 at Nam Phong AB.

4 A-6A aircraft of VMA(AW)-533 departed Iwakuni at 2100Z for Nam Phong AB, Thailand. (CG 1st MAW 200631Z (S)).

20 June Admiral B. A. CLAREY, USN, CINPACFLT sent congratulations on Nam Phong activation. (CINPACFLT 201818Z (S)).

4 A-6A of VMA(AW)-533 arrived Nam Phong at 0540Z and 8 A-6A departed Iwakuni 2100Z (CG 1st MAW 200631Z (S)).

VMFA-232 arrived Nam Phong with 15 F-4J aircraft at 0022Z. (CG 1st MAW 200629Z (S)).

21 June Wing Surgeon and preventive medical team from FMFPAC Hawaii departed Iwakuni, Japan, to inspect Nam Phong.

Last 8 A-6A's of VMA(AW)-533 arrived at Nam Phong 0800Z. (CG 1st MAW 200631Z (S)).

22 June VMFA-212 with 10 F-4B aircraft departed NAS Cubi Point at 0020Z for MCAS Kaneohe, Hawaii. (CG 1st MAW 230123Z (S)).

HMA-369 flew first MARHUK missions off USS Denver at 0908H. (CTU 77.0.7 221327Z (S)).

VMGR-152 provided two KC-130 aircraft to VMGR-352 TransPac Key Beast in connection with VMFA-212 redeployment from Danang to MCAS Kaneohe Bay, Hawaii, during the period 22-24 June.

23 June VMA(AW) 533 airlift completed; 313 passengers and 1,188,200 lbs cargo were lifted by 36 C-141 airlifts.

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24 June CG FMFPAC sent congratulations to VMFA-212 for performance during operations at Danang AB, RVN. (CG FMFPAC 241900Z).

25 June VMFA-212 with 10 F-4B's arrived Kaneohe Bay, Hawaii 0200Z. (MAG-24 250355Z (S)).

29 June Col W. B. FLEMING relieved Col J. W. KIRKLAND as Marine Corps Liaison Officer, to Chief, Fleet Cordination Group, USMACV, Saigon.

30 June CG III MAF passed thanks from RVNMC Commandant to HMM-165 for outstanding operations in Song Thanh 9/72.

4 TA-4F's departed Danang 0216Z as part of RVN force reductions and arrived at Cubi Pt., RPI 0950Z. (CG 1st MAF 021001Z (S)).

MGen BROWN, CG 1st MAF, departed MCAS Iwakuni 1425Z to visit 1st MAF deployed units.

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PART IVSUPPORTING DOCUMENTS

- Filed  
sep*
- A. - Command Chronology; Task Force Delta, 24 May - Jun 72
  - B. - Command Chronology; Marine Aircraft Group-12
  - C. - Command Chronology; Marine Aircraft Group-15
  - D. - Command Chronology; Marine Wing Support Group-17
  - E. - Command Chronology; Marine Air Control Group-18
  - F. - Command Chronology; Marine Aircraft Group-36
  - G. - Command Chronology; Marine Wing Headquarters Squadron-1
  - H. - Command Chronology; Wing Inspector
  - pt 1 of 4* I. - Command Chronology; Wing Chaplain
  - J. - Command Chronology; Staff Judge Advocate
  - K. - Command Chronology; Wing Communication-Electronics Officer
  - L. - Command Chronology; Wing Electronic Warfare Officer
  - M. - Command Chronology; Management
  - N. - Command Chronology; Human Affairs Division (former G-5)
  - pt 2 of 4* O. - Command Chronology; Wing Safety Director
  - P. - 1st MAW OpOrder 1-72: *Deploy TF Delta*
  - Q. - G-2 report of 1 Jan incident (*Disturbance at MCAS, Leakey*)
  - R. - WgO 5541.1C (Special Security)
  - S. - WgO P1650.1A (SOP for Awards)
  - pt 3 of 4* T. - WgO P4790.2 (SOP for Maintenance)
  - U. - Newspaper Articles
  - (pt 4 of 4)* V. - Photos of Nam Phong (18 pp)
  - W. - Command Directories
  - X. - Public Affairs Office: News Releases
  - Y. - Local Publications

1. The Professional Jan/Feb 72.

2. Wing Word Jan; Feb; Mar 72.

Torii Teller. Removed. Cy 111 WD Library.

\* Command Directories

1. 22 Dec 71
2. 23 Jan 72
3. 13 Feb 72
4. 24 Mar 72
5. 19 May 72
6. 22 Jun 72

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

32:PGM:rpk  
5700  
5 July 1972

From: Wing Inspector  
To: Commanding General, 1st Marine Aircraft Wing (ATTN: AC/S, G-3)

Subj: Historical Report for period 1 January to 30 June 1972

Ref: (a) WgO 5750.1B

Encl: (1)-CG, FMFPac ltr 44/bkh 62P-1 5041 of 18 Feb 1972  
(2)-CG, 1st MAF ltr 32/PGM/ces 5041 of 29 Apr 1972

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

#### CHRONOLOGY OF SIGNIFICANT EVENTS

Colonel Paul G. McMAHON	Wing Inspector	28Jan-30Jun72
Major W. B. ROURKE	Asst Wing Insp	1Jan-18May72
SSgt V. LACAPA	NCOIC	1Jan-10Jun72
LtCol J. L. SHANAHAN	Wing Inspector	1Jan-6Jan72
SSgt R. P. KASARDA	NCOIC	10Jun-30Jun72
Sgt T. A. PINKERTON	Admin Clerk	1Jan-29Jan72

3Dec-28Mar72 CG, 1st Marine Aircraft Wing Personnel Inspections held.

11-17Jan72 CG, FMFPac Inspection Team conducted inspections on H&MS-12, VMA(AW)-533 and the following MAG-36 units:

H&MS-36  
VMO-6  
VMGR-152

Enclosures (1) and (2) are the CG, FMFPac report of inspection and the CG, 1st MAF corrective action report, respectively.

11-13May72 CG, FMFPac visited 1st MAF.  
13-14Jun72 CG, III MAF visited 1st MAF.  
14-15Jun72 CMC visited 1st MAF

2. During this period 74 requests mast cases were interviewed and investigated prior to appearing before the Commanding General.

*Paul G. McMahon*  
PAUL G. McMAHON

TAB-H



UNITED STATES MARINE CORPS  
HEADQUARTERS, FLEET MARINE FORCE, PACIFIC  
FPO, SAN FRANCISCO 96610

IN REPLY REFER TO:  
44/bkh 62P-1  
5041  
18 Feb 1972

From: Force Inspector  
To: Commanding General, Fleet Marine Force, Pacific  
Via: Assistant Chief of Staff, G-4 *LAK*  
Subj: Force Inspection within 1st Marine Aircraft Wing;  
report of

Ref: (a) FMFPacO 5041.1G  
(b) Admin FMFPac 040002Z Jan '72

Encl: ✓ (1) Aviation Safety/NATOPS  
(2) Aviation Supply  
(3) Aircraft Maintenance Control/Avionics  
(4) Ground Support Equipment/IMRL  
(5) Flight Equipment/Safety and Survival Equipment/  
Cryogenics

1. In accordance with reference (a), and as announced by reference (b), a Force Inspection of specific functional areas for selected units within the 1st Marine Aircraft Wing was conducted during the period 11-27 January 1972.

2. The following units were inspected in one or more functional areas:

H&MS-36  
VMGR-152  
VMO-6  
H&MS-12  
VMA(AW)-533

3. Noteworthy Matters. The following items were considered to be especially noteworthy and reflect favorably upon personnel and unit(s) concerned:

a. The condition of Corporal F. S. BRIFFA's (VMA(AW)-533 supply expediter) records and overall expediting procedures on outstanding requisitions.

b. The professionalism and knowledge exhibited by the officers and enlisted maintenance management supervisors of the Aircraft Maintenance Department of VMA(AW)-533.

c. The interest in and usage of Maintenance Data Collection System (MDCS) data within 1st Marine Aircraft Wing.

Enclosure (1)

44/bkh 62P-2

Subj: Force Inspection within 1st Marine Aircraft Wing;  
report of

d. The professionalism of the VMGR-152 Quality Assurance Section.

e. The Corrosion Control Program within VMO-6.

4. Aviation Safety/NATOPS

a. Detailed notes are contained in enclosure (1).

b. The Aviation Safety Programs within VMGR-152, VMO-6 and VMA(AW)-533 are sound and well executed. One major problem, hangar fire lanes, was discovered in all units visited and inspected except VMGR-152. Hangar fire lanes are nonexistent in most aircraft hangars of the 1st Marine Aircraft Wing. Due to the redeployment from RVN and storage of embarkation boxes and equipment, the fire lanes are not being utilized as required by fire regulations.

c. The NATOPS Programs within VMGR-152, VMO-6 and VMA(AW)-533 are being conducted in an acceptable manner with the following exceptions:

(1) The lack of water survival training records being maintained by the respective squadrons. No method was available to ascertain the currency or deficiency of air crews concerning this training.

(2) Naval Flight Officers (NFO) within 1st MAW are not completing the written instrument examination on an annual basis as required by OPNAVINST 3710.7F.

5. Aviation Supply

a. Detailed notes are contained in enclosure (2).

b. High cost repairable aeronautical components were being ordered from the Naval Supply System on priority 02 NORs requisitions when the capability existed at the IMA level to repair the non-RFI component locally.

c. Outstanding material requisitions were not being reconciled between maintenance control and the work centers requiring the material.

d. Critical rotatable pool items were being cannibalized at the IMA level and the required parts were not being requested from group supply on a timely basis.



44/bkh 62P-3

Subj: Force Inspection within 1st Marine Aircraft Wing;  
report of

e. Pre-expended bins were not maintained or properly established within work centers to adequately support the 3M Maintenance Program.

f. Non-RFI repairable components were not being picked up by group supply from the work center in accordance with the 3M time standards. The delays were due to the shortage/nonavailability of truck drivers being assigned to group supply departments to drive the 3M vans.

6. Aircraft Maintenance Control/Avionics

a. Detailed notes are contained in enclosure (3).

b. In the area of aircraft maintenance control and avionics, the units of 1st Marine Aircraft Wing inspected were considered capable of accomplishing their assigned missions. Command attention in those areas encompassed by the Naval Aircraft Maintenance Program would enhance the overall readiness of the aviation units.

7. Individual Material Readiness List (IMRL)

a. Detailed notes are contained in enclosure (4).

b. In the area of IMRL, the 1st MAW is capable of carrying out its assigned missions. If committed to combat, the 1st MAW would deploy with overages and shortages of GSE, due to the validity of material master records, compared with equipment on hand.

c. The lack of command attention and nonassignment of well-qualified IMRL officers and NCO's has precluded any significant improvement in the combat readiness of the 1st MAW for the immediate future.

8. Ground Support Equipment (GSE)

a. Detailed notes are contained in enclosure (4).

b. In the area of GSE, the 1st MAW is capable of carrying out its assigned mission.

c. The conditions of GSE have improved greatly since redeployment from RVN. This being attributed to recent receipt of rehab equipment, local rehab/corrosion programs established and receipt of new equipment.

44/bkh 62P-4

Subj: Force Inspection within 1st Marine Aircraft Wing;  
report of

9. Flight Equipment/Safety and Survival Equipment/Cryogenics

a. Detailed notes are contained in enclosure (5).

b. In the areas of flight equipment and safety and survival, the 1st MAW was considered to be capable of accomplishing their assigned missions. However, in the area of cryogenics, MAG-12, 1st MAW was not considered to be capable of accomplishing their assigned mission. Command attention in those areas encompassed by the NAMP is required to facilitate the overall readiness of the MAG-12's cryogenic equipments.

  
R. L. MARTIN

1ST MARINE AIRCRAFT WING

13-21 JANUARY 1972

## AVIATION SAFETY/NATOPS

INTRODUCTION: The NATOPS/Aviation Safety Programs of inspected units were examined for compliance with existing directives. NA/NFO qualification jackets, aviation flight logbooks, NATOPS manuals and associated directives were checked for accuracy, currency and completeness. An inspection of selected areas was accomplished to ascertain existence of unsafe practices with particular attention directed toward completeness of the pre-mishap plan.

1. The following trends and/or significant problems were noted:

a. Absence of water survival training records for naval aviators.

b. OPNAVINST 3710.7F authorizes pilots to receive aviation physiology training at USAF facilities, with prior approval of Chief, Bureau of Medicine and Surgery. Fifteen pilots attached to inspected units received physiology training at an Air Force facility not approved by Chief, BUMED. Schedule these pilots at the locally approved facility (Kadena Air Base) as soon as possible.

62P-5/bkh

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Enclosure (1)

1ST MARINE AIRCRAFT WING  
VMGR-152

11-26 JANUARY 1972

AVIATION SAFETY/NATOPS

1. TOPIC: Enlisted Aviation Safety Committee

a. DISCUSSION: The Enlisted Aviation Safety Committee meets once a quarter and usually during the safety stand down. The last meeting was held 10 Jan 1972 and covered the "Back-in-the-Saddle" Program. This committee is not officially designated by a squadron bulletin or special order.

b. RECOMMENDATION: Recommend the Enlisted Aviation Safety Committee be designated in a squadron order as the Aviation Safety Committee is by Squadron Order 3750.11 dtd 14 Oct 1970.

2. TOPIC: Pre-Mishap Plan

a. DISCUSSION: The date on current pre-accident plan is July 1969. Although it fits the requirements of OPNAVINST 3750.6H, the scheduled turnover of aviation safety officers would merit an update.

b. RECOMMENDATION: With the current aviation safety officer scheduled for rotation in Feb, recommend he and his relief update the current mishap plan prior to the scheduled safety survey by Navy Safety Center and FMFPac.

3. TOPIC: Aircraft Accident Board

a. DISCUSSION: The present AAR Board is assigned by Squadron Bulletin 3750 of 1 Jan 1972. This bulletin matches the names to the billets listed in the pre-accident plan, Squadron Order 3750.1G. With the deployable mission requirements of VMGR-152, if an accident should happen, the appointed board members could be deployed throughout the Far East.

b. RECOMMENDATION: To ensure availability of AAR Board members, recommend alternate members be listed on Squadron Bulletin 3750 to cover primary members, should they be deployed when needed. Although not required by OPNAVINST 3750.6H, recommend the squadron NATOPS officer be added to the Pre-Mishap Board.

4. TOPIC: Designation of Post Maintenance Test Pilots (PMTP's)

a. DISCUSSION: PMTP's are designated by squadron bulletin, with an entry in the pilot's logbook. There are no permanent letter designations made for PMTP's. Squadron bulletin designation is not considered adequate since it is of a temporary nature, contains a cancellation date, and is changed

a number of times each year. Once an aviator is designated, it is not necessary to redesignate his qualification nor to have a cancellation date of the qualification.

b. RECOMMENDATION: Prepare individual letter designations from the commanding officer to the pilots concerned and file in appropriate section of the NA/NFO qualification jacket.

5. TOPIC: Water Survival Training Records

a. DISCUSSION: Water survival training not recorded in individual pilot records.

b. RECOMMENDATION: Record water survival training dates in the NA/NFO qualification jackets.

6. TOPIC: Pilots who have completed initial Aviation Physiology Training at an Air Force Facility

a. DISCUSSION: OPNAVINST 3710.7F authorizes pilots to receive aviation physiology training at USAF facilities, with prior approval of Chief, Bureau of Medicine and Surgery. Eight aviators attached to VMGR-152 received physiology training at an Air Force facility not approved by Chief BUMED.

b. RECOMMENDATION: Schedule these pilots at the locally approved facility (Kadena Air Base) as soon as possible.

7. TOPIC: Overall Condition of NA/NFO Qualification Jackets

a. DISCUSSION: The overall condition of the NA/NFO qualification jackets is considered excellent. It was readily apparent that a continuous effort was taken by Major SHUMSKY to ensure currency and completeness of subject jackets.

b. RECOMMENDATION: None.

1ST MARINE AIRCRAFT WING  
VMO-6

AVIATION SAFETY/NATOPS

1. TOPIC: Aircraft Mishap Plan

a. DISCUSSION: On the night of 19 Jan 1972, a simulated aircraft accident drill was held. The ODO/SDO was notified at 1918. The ODO, 1stLt LIVINGSTON, took the call and initiated the aircraft mishap plan. The XO was notified by 1924 and the CO, XO, MaintO, and Asst MaintO were in the ready room by 1930. Only discrepancies in the drill were that one AAB member was not notified and the flight surgeon did not arrive until 1958.

b. RECOMMENDATION:

(1) That a flight surgeon be maintained on the base during all scheduled flight operations. Night flying was scheduled until 2030 and the surgeon had to be notified off-station and return. A corpsman and attendant did come with the ambulance by 1936 plus the chaplain.

(2) The squadron ODO, 1stLt LIVINGSTON, handled this drill very well; and the aviation safety officer, Capt YOUNG, has a monthly review of this plan to keep all pilots current. Last review was three weeks ago.

2. TOPIC: Designation Dates as Post Maintenance Inspection Pilots (PMIP's)

a. DISCUSSION: PMIP designation dates that appear in the qualification portion of the aviator's logbook do not correspond with the letter of designation filed in the NA/NFO qualification jacket.

b. RECOMMENDATION: Reflect on the qual page of the pilot's logbook the designation date as PMIP that appears on the individual letter of this designation.

3. TOPIC: Flight Leader, Division Leader, Section Leader, NATOPS Instructor and Instrument Check Pilot Designations

a. DISCUSSION: The above designations are being made by squadron bulletin with a self-cancellation date. Once a designation is attained, it is not necessary to cancel and redesignate periodically. Additionally, a time lapse could result between the cancellation of one bulletin and the promulgation of a new one, resulting in all designations being cancelled for this period.

b. RECOMMENDATION: Designate these qualifications by individual letter from the commanding officer to the pilot concerned.

4. TOPIC: NATOPS Open and Closed Book Exams

a. DISCUSSION: The open and closed book exams on file within the NA/NFO qualification jackets have no heading indicating type of test. In some cases, dates test completed are missing.

b. RECOMMENDATION: Indicate "VMO-6 NATOPS Open/Closed Book Exam OV-10" on applicable examinations and record date of completion on each.

5. TOPIC: The Only Record On Hand within the Squadron for Their Flight Surgeon, LCdr PRUTSOK, is a Logbook with no Qualifications Entered

a. DISCUSSION: Squadron flight surgeon has flown 5.9 hours with the squadron since joining. No records of physio training, medical clearance, etc., are maintained by the squadron.

b. RECOMMENDATION: Determine and maintain record of flight qualification currency items in accordance with OPNAVINST 3710.7F.

6. TOPIC: Condition of Records for Non-Squadron Pilots

a. DISCUSSION: Four pilots did not have current instrument rating recorded in pilot's logbook. Two had no record of current physio training in qualification jackets. One does not possess a current NATOPS evaluation.

b. RECOMMENDATION: Time needs to be spent in updating records on non-squadron pilots as well as ensuring currency of required qualifications.

7. TOPIC: Squadron NATOPS Instruction

a. DISCUSSION: Current squadron order is dated 24 Apr 1970, a time when the unit possessed both the OV-10 and UH-1E.

b. RECOMMENDATION. Update and promulgate a current NATOPS order reflecting current status of the squadron.

8. TOPIC: Pilots completing Physio Training at an Air Force Facility not approved by Chief, BUMED

a. DISCUSSION: OPNAVINST 3710.7F authorizes pilots to receive aviation physiology training at USAF facilities, with prior approval of Chief, Bureau of Medicine and Surgery. Seven pilots attached to VMO-6 have received their physio training at an Air Force facility not approved by Chief, BUMED.

b. RECOMMENDATION: Schedule these pilots at the locally approved facility (Kadena Air Base) as soon as possible.

9. TOPIC: Flight Equipment

a. DISCUSSION: During a post-flight inspection of eight pilot/AO crewmen, the following discrepancies were noted:

- (1) One completely without ID tags.
- (2) One with ID tags in sleeve pocket of flight suit.
- (3) One with ID tags attached to zipper of flight suit.
- (4) Three without anti-blackout (G) suits.

b. RECOMMENDATION: That pilot/AO crewmen be instructed to observe OPNAVINST 3710.7F, par 701, concerning personal flying equipment. On missions requiring gunnery, dive bombing, rockets, strafing, air-combat maneuvering and acrobatic flight, that air crews wear the "G" suit as required by OPNAVINST 3710.7F, par 706.

10. TOPIC: Fire Extinguishers

a. DISCUSSION: An inspection of the VMO-6 working area, flight line, and the HML-367/VMO-6 hangar resulted in four fire bottles on the hangar and six on the flight line with overdue inspections. One large PKP rollaway fire extinguisher stationed near the flight line was inoperable, it had been used by HML-367 earlier and reported to VMO-6 that it was in a down status.

b. RECOMMENDATION: That a squadron representative accompany the MCAS fire station representative who makes the monthly inspection to ensure all fire extinguishers are inspected. When an extinguisher is reported inoperable, that it be removed from the flight line/hangar area and be labelled unserviceable. For those fire extinguishers located on or near the flight line, be marked with a number and a file maintained by the ground safety officer on inspection dates. This will eliminate the replacement of tags that are blown away by prop wash and wind.



11. TOPIC: Hangar Fire Lanes

a. DISCUSSION: During inspection of the combined HML-367/VMO-6 hangar, no designated fire lanes were observed or being used. This hangar, which is utilized by two squadrons with two different aircraft, is like all other hangars at MCAS (H) Futema, except the one used by VMGR-152, lacks the marking of designated fire lanes.

b. RECOMMENDATION: That each hangar mentioned above be organized and fire lanes installed to improve hangar safety and eliminate fire hazards.

1ST MARINE AIRCRAFT WING  
VMA(AW)-533

AVIATION SAFETY/NATOPS

1. TOPIC: Hangar Fire Lanes

a. DISCUSSION: An inspection of the VMA(AW)-533 hangar showed worn fire lanes which are practically obscured. Some parts of the hangar has blocked fire lanes due to the storage of gear. The VMA-311 hangar, which has just been rehabilitated, lacks the marking of fire lanes.

b. RECOMMENDATION: Capt PORCARI (ASO) and 1stLt ALLEN (GSO) plan to paint new fire lanes in the VMA(AW)-533 hangar on 27 Jan. Other units whose hangars lack fire lanes should take appropriate action to meet the fire-lane requirement.

2. TOPIC: Fire Extinguishers

a. DISCUSSION: In the inspection of the hangar and flight line, the following discrepancies were noted:

(1) Three fire extinguishers overdue for inspection and removed from the flight line sitting near the hangar door with no "bad" or "inoperable" markings.

(2) Four fire extinguishers in offices were missed during regular inspections due to their location.

(3) A box of fire extinguishers, with current inspections, sitting in the rain and not properly stored.

This squadron has a good system for marking fire extinguishers on the flight line for night operations.

b. RECOMMENDATION: That the ground safety officer make arrangements with the fire department to be available when inspections are made so all extinguishers can be located.

3. TOPIC: Aircraft Mishap Plan

a. DISCUSSION: A review of the squadron aircraft mishap plan resulted in the following discrepancies:

(1) Date of the order was 12 Nov 1969. The order has had many changes since then and a rewrite and update are needed.

(2) The only phone numbers listed in the order are those of the Aircraft Accident Board. Recommend the ODO/SDO instructions page be updated to include phone numbers of pertinent aviation offices and squadron personnel.

(3) No Enlisted Aviation Safety Committee is appointed by squadron bulletin or order. They have been performing the job as the Ground Safety/Safe Driving Council.

b. RECOMMENDATION: Capt PORCARI has a sound Safety Program. Recommend 1stLt MORLEY, on his assignment to the ASO billet, update the present aircraft mishap plan to include the above problem areas.

4. TRENDS:

a. No records of water survival training on hand within squadron in accordance with OPNAVINST 3710.7F, par 720f.

b. Naval Flight Officers (NFO's) have not completed written instrument examination in accordance with OPNAVINST 3710.7F, par 1210.

5. TOPIC: Physiology Training Records

a. DISCUSSION: Presently, there are three different forms utilized for the recording of physiology training within the NA/NFO qualification jackets. The majority of entries are not certified or signed.

b. RECOMMENDATION: That a standard form for physiology training recording, containing the NATOPS officer's certification, be made and placed in individual qualification jackets.

6. TOPIC: Expired and Unrelated Items Maintained within NA/NFO Qualification Jackets

a. DISCUSSION: Numerous cancelled, expired and unrelated items are currently filed in the miscellaneous section of the qualification jackets.

b. RECOMMENDATION: Maintain items within individual qualification jackets in accordance with MCO 3500.8C.

7. TOPIC: Designation of Taxi and Turn-Up Personnel

a. DISCUSSION: OPNAVINST 4790.2, Vol II, par 1210(b), sets forth the procedures for the qualification of taxi and turn-up personnel. The unit NATOPS officer is tasked with running the program. The quality assurance officer of the squadron was making all issuances of taxi/turn-up personnel as well as running the program. Out of seven personnel currently holding these authorizations, only two completed exams were on hand.

b. RECOMMENDATION: That the unit NATOPS officer establish a comprehensive program in accordance with OPNAVINST 4790.2 and 3710.7F. That the commanding officer make all designations upon successful completion of requirements. That appropriate entries be made in the individual service records and that appropriate qualification jackets be maintained by the NATOPS officer on all designated taxi and turn-up personnel.

8. TOPIC: Designation of Section Leader, Flight Leader, etc.

a. DISCUSSION: Designations are made by squadron bulletin, with an entry in the pilot's/battalion's logbook. There are no permanent letter designations. Squadron bulletin designation is not considered adequate since it is of a temporary nature, contains a cancellation date and changed a number of times each year. Once an individual attains a qualification, it is not necessary to periodically requalify him nor place a cancellation date on the attainment.

b. RECOMMENDATION: Prepare individual letter designations from the commanding officer to the individual concerned and file in the appropriate section of the NA/NFO qualification jacket.

9. TOPIC: Qualification Jacket Audit Records

a. DISCUSSION: No individual audit records are available for the NA/NFO qualification jackets.

b. RECOMMENDATION: Produce a standard audit form and enter in each qualification jacket, recording and conducting jacket audits when the individual joins, annually and upon detachment.

10. TOPIC: Instrument Examinations

a. DISCUSSION: Par 1210 of OPNAVINST 3710.7F requires all naval flight officers to complete the written instrument examination on an annual basis. This has not been complied with. Only four NFO's within the squadron are now current by virtue of taking the exam prior to arrival in VMA(AW)-533.

b. RECOMMENDATION: Administer subject exam as soon as possible.

11. TOPIC: Water Survival Training Records

a. DISCUSSION: Water survival training not recorded in individual pilot records.

b. RECOMMENDATION: Record subject training dates in the NA/NFO qualification jacket.

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Enclosure (1)

4-①

1ST MARINE AIRCRAFT WING

13-21 JANUARY 1972

## AVIATION SUPPLY

INTRODUCTION: An inspection covering the following areas of supply was conducted: stock control procedures, 3M supply and component control procedures, pre-expended bins procedures, requisitioning/follow-up procedures, reconciliation procedures, and NORS control procedures.

1. The following trends and/or significant problem areas were noted at MAG-36 group supply, VMGR-152 and VMO-6 in aviation supply:

a. Rotatable pool repairables were being ordered from the supply system on NORS requisitions when the actual requirement could have been repaired (ER) within the IMA.

b. Non-RFI repairable components were not being picked up by group supply from the work centers in accordance with the 3M time standards.

c. Outstanding requisitions were not being reconciled between the squadron expeditors, material/maintenance control sections and the appropriate work centers.

d. Pre-expended bins were not maintained or properly established within work centers to adequately support the 3M Maintenance Program.

e. Supply assistance requests were not always being submitted for NORS and AWP requisitions which had unsatisfactory supply status or unacceptable delivery dates.

f. The daily NORS listings did not include components undergoing ER and their appropriate status, i.e., AWP, AWM or IN WORK.

g. A review of critical rotatable pool items must be conducted to determine the proper allowance to support the various detachment deployments that are being considered/accomplished.

2. The following trends and/or significant problem areas were noted at MAG-12 group supply and VMA(AW)-533 in aviation supply:

a. Items were being ordered NORS "N" against A10 status aircraft vice utilizing the appropriate project code for planned maintenance requirements.

62P-3B

1

Enclosure (2)

N-①

b. Outstanding material requisitions were not being reconciled between maintenance control and the appropriate work centers.

c. Critical rotatable pool items were being cannibalized at the IMA level and the missing parts were not being requested by the work center on a timely basis.

d. The daily NORS listing did not include components undergoing ER within the rotatable pool and their appropriate status, i.e. AWP, AWM or IN WORK.

62P-4B

2

Enclosure (2)

N-①

1ST MARINE AIRCRAFT WING  
MAG-36

AVIATION SUPPLY

1. TOPIC: Ordering Pool Items on a NORS Requisition

a. DISCUSSION: Two ARN-14's were ordered from NSD Subic on document numbers R09136-2010-G128 and R09136-2010-G129 as NORS against VMGR-152 aircraft bureau numbers 148892 and 148895 on 10 Jan 1972. At the same time, group supply had three ARN-14's in the pool awaiting maintenance. Two of these were repaired and furnished VMGR-152 on 13 Jan 1972.

b. RECOMMENDATION: Group supply should ensure pool items are not requisitioned from the system as NORS when repair capability exists. COMNAVAIRPACINST 4700.17 and OPNAVINST 4790.2 refer.

2. TOPIC: Pick-Up Procedures for Non-RFI Pool Material

a. DISCUSSION: An ARN-14, JCN G13-2012/59D, was not picked up by the group supply CCS/SSS for over 48 hours. This item was available for pick up at VMGR-152 on 12 Jan 1972 and was not picked up until 14 Jan 1972. During this 48-hour period, the supply deliveryman made at least four trips to VMGR-152 and all times he did not pick it up.

b. RECOMMENDATION. That all non-RFI pool components be picked up from the work centers by group supply within 24 hours in accordance with OPNAVINST 4790.2, Vol II, Chapter 9, par 904b.

3. TOPIC: Pre-expended Bin Support from Group Supply

a. DISCUSSION: PEB items checked at VMO-6 that were depleted were checked at group supply for availability.

(1) 5330-585-1064 "O" Rings - none on hand at VMO-6, two on hand group supply, low limit 20 each, none on order. Squadron orders "A" NORS on document number 2011-G-411 and received same day.

(2) 5315-839-5820 Cotter Pins - none on hand at VMO-6, none on hand group supply, low limit eight HD with none on order. This item has had recent NORS demand history.

(3) 2915-781-8695 Filter Elements - none on hand VMO-6, group supply stock record indicates three on hand, two each ordered on NORS "G" document number R09136-2011-G413.

b. RECOMMENDATION: That group supply replenish out-of-stock PEB items carried by VMO-6 on a timely basis in accordance with 1st MAW Order P4400.16 and that group supply perform timely stock replenishment action on items that are below low limit in accordance with NAVSUPMAN P485.

4. TOPIC: Pick-Up Procedures for Non-RFI Repairables

a. DISCUSSION: A Beta Valve Assembly, 2R1610-017-2393-AV, JCN GCA1293-034, was removed from the aircraft and placed in the proper pick-up area at VMO-6 on day 2014. This item was not picked up by group supply until 1015 on day 2018. A delay of four days.

b. RECOMMENDATION: That all non-RFI repairable components be picked up from the work centers by group supply within 24 hours in accordance with OPNAVINST 4790.2, Vol II, Chapter 9.

5. TOPIC: Supply Assist on NORS Requisitions

a. DISCUSSION: Requisition R09136-1349-G419 for a Pitot Static Tube, FSN 1RD6610-06610-069-5593-EV, had status provided by ASO Philadelphia on 10 Jan 1972 that this item would be provided off-contract on day 2093 or 2 Apr 1972. This delivery date was unsatisfactory response to a priority 02, NORS "N" requisition but no assistance has been requested.

b. RECOMMENDATION: That supply assist requests be submitted on unsatisfactory requisition status in accordance with FASOINST 4235.15 and FMFPACO 4400.9D.

6. TOPIC: Outstanding NORS Listing

a. DISCUSSION: A daily NORS listing was being provided by group supply to VMO-6. This listing only shows NORS "G" and "N" requisitions that have been passed into the supply system. This listing did not show NORS requirements that were back ordered against rotatable pool due out of IMA.

b. RECOMMENDATION: That all outstanding NORS requirements be shown on the daily listing including components undergoing ER and their appropriate status, i.e., AWP, AWM or IN WORK. This data would provide the supported OMA a complete picture of all his NORS requirements and their particular status.

7. TOPIC: Rotatable Pool Assets to Support Deployed Detachments

a. DISCUSSION: A review of critical pool items was conducted on the ARN-52V and the ARC-51AX in support of VMO-6 deployments. The established allowance of 11 each ARN-52V's



and two each ARC-51AX's was adequate to support day-to-day operations based on eight days turnaround time and six months issue history. However, an additional requirement of eight each ARN-52V's and two each ARC-51AX's exists to support a two-detachment deployment of OV-10's.

b. RECOMMENDATION: That additional ARN-52V's and ARC-51AX's be requested to support detachment deployments in accordance with 1st MAW Order P4400.16, Chapter 6.

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1ST MARINE AIRCRAFT WING  
VMGR-152

AVIATION SUPPLY

1. TOPIC: Requisition Reconciliation Procedures

a. DISCUSSION: A review of outstanding requisitions was conducted between material/maintenance control and the squadron expediter; and of the 15 requisitions reviewed, 10 (or 66%) were invalid due to bad status, already completed, lost in shipment or cancelled. A review of five outstanding requisitions between material/maintenance control and the work centers revealed three of these have already been received by the work center but still carried as outstanding by material/maintenance control.

b. RECOMMENDATION: That outstanding requisitions be reconciled between the squadron expediter, material/maintenance control and the work centers daily for NORS/NFE, weekly for AWP, and at least monthly for all others. NAVSUPMAN P485, COMNAVAIRPACINST 4700.17 and 1st MAW Order P4400.16 refer.

2. TOPIC: Outstanding Requisition Status

a. DISCUSSION: The latest status on outstanding requisitions, other than NORS, was not provided to the squadron material/maintenance control center by the squadron expediter. Due to the lack of this status, maintenance control was not able to make timely management decisions.

b. RECOMMENDATION: That status on all outstanding requisitions be provided to the material/maintenance control center in accordance with OPNAVINST 4790.2, Vol II, Chapter 9, and the NAVSUPMAN P485.

3. TOPIC: Requisition Priorities and Project Codes

a. DISCUSSION: No requisitions were being submitted for planned/forecasted maintenance requirements on a priority 05 project code AK5 or AL4. Requirements were ordered priority 02, utilizing a NORS or a work stoppage project code, when the actual requirement exists.

b. RECOMMENDATION: That planned requirements be ordered priority 05, in advance of requirement date, in accordance with OPNAVINST 4614.1D and NAVSUPMAN P485.

4. TOPIC: Pre-expended Bin (PEB) Material

a. DISCUSSION: To support the 3M procedures, the supporting supply officer should establish and maintain PEB's in departmental

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work centers for ready accessibility to maintenance personnel. Very limited PEB support was available at VMGR-152. A program was recently started by group supply to establish PEB's but the end result will not be seen in the near future.

b. RECOMMENDATION: That in the interim, until group supply establishes and maintains PEB's at VMGR-152, the work center supervisors should establish and replenish PEB's in accordance with NAVSUPMAN P485, par 6169.3a.

1ST MARINE AIRCRAFT WING  
VMO-6

AVIATION SUPPLY

1. TOPIC: Excess RFI Turn-In Procedures

a. DISCUSSION: The following items were staged at squadron supply since 30 Oct 1971 awaiting group supply turn-in instructions:

GCA 1190-090	5831-061-1577	- Intercom Control Box
9136-1305-9378	5340-855-1837	- Main Landing Gear Door
9136-1305-9379	1560-897-6880	- Nose Landing Gear Door
9136-1305-9380	1560-824-2711	- R/H Rear Window
9136-1305-9381	1560-824-6538	- R/H Cockpit Access Door
9136-1305-9382	1560-225-9038	- Battery Cover

It is mandatory that all repairable items that are excess to squadrons be returned to supply as soon as possible.

b. RECOMMENDATION: That liaison be conducted with the group supply officer to ensure rapid turn in of above excess material is accomplished. NAVSUPMAN P485 refers.

2. TOPIC: Requisition Reconciliation Procedures

a. DISCUSSION: A review of outstanding requisitions was conducted between Work Center 220 and the requisition expediter. Of 20 requisitions reviewed, nine (or 45%) were invalid due to bad status, already completed, lost in shipment or not required. A review of 10 outstanding requisitions was conducted between material control and Work Center 220 and four of these have already been received by the work center but still carried on the VIDS board as outstanding in maintenance control.

b. RECOMMENDATION: That outstanding requisitions be reconciled between the squadron expediter, maintenance control and the work centers daily for NORS/NFE, weekly for AWP, and at least monthly for all others in accordance with NAVSUPMAN P485, COMNAVAIRPACINST 4700.17 and 1st MAW Order P4400.16.

3. TOPIC: Pre-expended Bin (PEB) Material

a. DISCUSSION: To support the 3M procedures, the supporting supply officer should establish and maintain PEB's in departmental work centers for ready accessibility to maintenance personnel. Very limited amount of PEB items were carried at VMO-6. A program was recently initiated by group supply to increase the PEB support for VMO-6 but the end result did not appear to be in the immediate future.

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b. RECOMMENDATION: That in the interim, until group supply establishes and maintains the PEB at VMO-6, the work center supervisor should establish and replenish the PEB in accordance with NAVSUPMAN P485, par 6169.3a.

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Enclosure (2)

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1ST MARINE AIRCRAFT WING  
MAG-12

AVIATION SUPPLY

1. TOPIC: Outstanding NORS Listing

a. DISCUSSION: A daily NORS listing was being provided by group supply to VMA(AW)-533. This listing only shows NORS "G" and "N" requisitions that have been passed into the supply system. This listing should also show NORS requirements that are owed to squadrons from the rotatable pool. It is realized that a weekly pool briefing is conducted by MAG-12 at which time all NORS owed by the pool are verified by the requiring squadrons.

b. RECOMMENDATION: That as a good management practice, group supply should list NORS items that are back ordered at the rotatable pool and their appropriate status, i.e., AWP, AWM or IN WORK.

1ST MARINE AIRCRAFT WING  
H&MS-12

AVIATION SUPPLY

1. TOPIC: Cannibalization of Rotatable Pool Components

a. DISCUSSION: A review of the rotatable pool revealed two critical items, RT601A/APN-14(V), had been totally cannibalized at IMA prior to being returned to an AWP status. JCN GE3-1268-A09 had been held in AWM for 90 days prior to notifying the pool that parts were required.

b. RECOMMENDATION: That if cannibalization action is taken that the required parts be immediately placed on order with group supply to afford proper turnaround time. OPNAVINST 4790.2 refers.

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Enclosure (2)

1ST MARINE AIRCRAFT WING  
VMA(AW)-533

AVIATION SUPPLY

1. TOPIC: NORS NFE Requisitions Ordered Against A-10 Aircraft

a. DISCUSSION: There were seven NORS "N" requisitions ordered against A-10 aircraft. The items requested were cable assemblies that had a previous failure rate. The reason given by Work Center 220 was that these items would possibly be required in the future. A stock check was made of MAG-12 group supply on 25 Jan 1972 and these items were available. They were issued within one hour. These items were shipped/received at group supply under one lead TCMD R09112-1378-G503 vice the nine individual documents.

b. RECOMMENDATION: That planned maintenance requirements be ordered under appropriate project codes, i.e., AK5 or AL4, vice NORS "N" which is for an aircraft not fully capable of performing its mission. NAVSUPMAN P485 refers.

2. TOPIC: Reconciliation of Outstanding Material Requirements

a. DISCUSSION: There was a reconciliation being conducted on outstanding requisitions between the squadron supply expediter and maintenance control, but a spot-check of 10 requisitions revealed little or no reconciliation was being conducted between the work centers and maintenance control.

b. RECOMMENDATION: That periodic reconciliations be conducted by maintenance control/work centers in accordance with COMNAVAIRPACINST 4700.17.



1ST MARINE AIRCRAFT WING

11-26 JANUARY 1972

## AIRCRAFT MAINTENANCE CONTROL/AVIONICS

INTRODUCTION: The inspection consisted of a review of aircraft maintenance control, avionics, and the management procedures utilized in compliance with established policy. Areas included in the inspection were the Visual Information Display System (VIDS), avionics, aircraft cannibalization, aircraft logbooks and associated records, training conducted within the aircraft maintenance department, corrosion prevention/control, aircraft and engine accounting, Maintenance Data Collection System (MDCS) and quality assurance including those programs monitored by the quality assurance division.

1. The following trends and/or significant problem areas were noted:

a. Adequate reproduction equipment was not available within the maintenance departments or units to ensure sufficient quantities of messages, correspondence and other data could be provided to personnel who require it in the day-to-day performance of assigned duties. Xerox equipment was available in the Marine aircraft group headquarters sections, however, guidance for its use by subordinate commands had not been provided.

b. Directives considered essential to efficient management of the Naval Aircraft Maintenance Program (NAMP) were not available within the aircraft maintenance department's master files nor were they referenced by cross-reference locator sheets. Requests submitted to Headquarters, 1st Marine Aircraft Wing for COMNAVAIRPAC directives in accordance with COMNAVAIRPACINST 5216.4R by two of the five units inspected had not received a response.

c. Cancelled or obsolete directives were contained in the work center files.

d. Attention to detail is required in the maintenance and upkeep of aircraft logbooks, aeronautical equipment service records, and associated records. Significant errors noted were in the upkeep of Weight and Balance logbooks, Scheduled Removal Component Cards (SRCC), logging of scheduled and conditional aircraft inspections, and the certification of entries in the aircraft and engine records.

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e. Distribution of correspondence, messages, technical manuals, and other pertinent data to the personnel within the maintenance department who require it in the day-to-day performance of assigned duties is inadequate and not controlled.

f. The Visual Information Display System (VIDS) Program was not efficiently managed which detracted from the maintenance department's control of its productive effort. Significant problem areas noted were:

(1) Work center VIDS boards were not being reconciled with maintenance control on a scheduled basis.

(2) VIDS registers were not fully annotated and unauthorized forms were being utilized.

(3) Maintenance control was not being notified when the status of maintenance action changed resulting in maintenance actions not being displayed in applicable columns.

g. Maintenance control is not reconciling priority 05 requisitions for material required to complete flyable non-downing discrepancies with the unit expeditors, resulting in maintenance actions being carried as awaiting parts when in fact the requisition has been cancelled, completed without maintenance control being notified, or the part was never ordered.

h. Maintenance requirements cards were not being utilized in the day-to-day completion of scheduled maintenance.

i. Aircraft Part Removal Form COMNAVAIRPAC 13850/1 was not being utilized in some cases to monitor and control aircraft cannibalization and to visually display this information on the VIDS boards.

j. Maintenance instructions such as Technical Information Maintenance Instructions (TIMI's) and Continuing Action Maintenance Instructions (CAMI's) are outdated and reference cancelled directives.

k. Turnover jackets in the maintenance work centers are weak and, in some cases, nonexistent.

l. Maintenance Data Collection System (MDCS) training is almost nonexistent at the organizational level. The unit 3M analyst is not being utilized to conduct scheduled MDCS training. The Wing NAMP School is satisfactory for initial and refresher training or indoctrination; however, it is not considered capable of replacing unit level training in MDCS documentation.

m. Hangared aircraft were not properly grounded.

n. Inadequate number of avionics personnel are assigned to Marine Aircraft Group-36.

## 1ST MARINE AIRCRAFT WING

## AIRCRAFT MAINTENANCE CONTROL/AVIONICS

1. TOPIC: Assignment of Aircraft Maintenance Personnel

a. DISCUSSION: Personnel within MAG-36 are assigned as shown in the following examples:

(1) GySgt SEEKER, VMO-6 avionics, school-trained on CH-46 and has most experience on that aircraft, assigned to OV-10A aircraft.

(2) Sgt GIVING, HMM-164 avionics, school-trained and work experience on OV-10A aircraft; periodically borrowed by VMO-6 to assist on OV-10's, assigned to CH-46D aircraft.

(3) Cpl DEMEO, VMO-6 avionics, school-trained and work experience on CH-53 aircraft, assigned to OV-10A aircraft.

(4) MSgt L. W. ROBERTS, 6281, was assigned to group training versus the avionics section which is undermanned.

(5) LCpl COUTURE, VMO-6 hydraulics, school-trained and work experience on C130 aircraft, assigned to OV-10A aircraft.

It is felt that the misassignment of personnel, as in the above examples, undermines the intent and purpose of sending Marine Corps personnel to schools on specific aircraft. It also results in less utilization of personnel as a lengthy transition period is necessary to train in the systems of an unfamiliar aircraft.

b. RECOMMENDATION: That presently assigned personnel and future incoming personnel records be screened for experience and training and that they be assigned/reassigned as dictated.

1ST MARINE AIRCRAFT WING  
MAG-36

AIRCRAFT MAINTENANCE CONTROL/AVIONICS

1. TOPIC: 3M Analysis Personnel

a. DISCUSSION: It has been noted that there is a lack of qualified analysis personnel within MAG-36. This shortage of qualified personnel places an excessively heavy burden on the day-to-day functioning of the MDCS. Further, it eliminates the usefulness of 3M data at the organizational level, as the analyst is the only person in a unit that is trained to manipulate raw 3M data into a useful management tool. Further investigation revealed that 1st MAW has assigned qualified analysis personnel as instructors in the 1st MAW 3M schools system. Inasmuch as the instruction of MDCS documentation is concerned, it is submitted that all aviation personnel in the staff NCO ranks are supposed to be thoroughly familiar with documentation procedures, and that they could feasibly, with the use of lesson plans and guides, fulfill the requirement for instructors within the 1st MAW 3M schools system.

b. RECOMMENDATION: That 1st MAW review the requirement of utilizing qualified analysis personnel as instructors and evaluate possible reassignment of qualified analysts to operating activities.

1ST MARINE AIRCRAFT WING  
H&MS-36

AIRCRAFT MAINTENANCE CONTROL/AVIONICS

1. TOPIC: 3M Transportation

a. DISCUSSION: In order to have an effective MDCS, it is essential that source data be turned into and received from the supporting ASC on a daily basis, as specified in OPNAVINST 4790.2. Further, because of the unique situation of MAG-36 being supported by an ASC located some distance away, and the fact that extremely close coordination between ASC and group analysis is required in order to establish and maintain an effective 3M system, it is essential that the group analysis section have a means of transportation to and from the supporting ASC at Camp Foster on as as-required basis.

b. RECOMMENDATION: That the group analysis section be assigned a vehicle or is provided with "on-call" transportation in connection with 3M matters.

2. TOPIC: ASC Support of MAG-36

a. DISCUSSION: A review of ASC support revealed the following:

(1) Daily 3M reports are not being received on a timely basis as specified in Appendix R of OPNAVINST 4790.2, also source documents were not returned to the submitting unit with the applicable daily report.

(2) ASD summary data cards, card-type 79 have not been forwarded to applicable commands, as specified in OPNAVINST 4790.2, Vol IV, for the last two months.

(3) Several monthly 3M machine-produced reports have been received in error (specifically MDR-10 and ASD-3); and on numerous occasions, monthly reports must be rerun in order to obtain an acceptable report.

(4) The time frame for receiving 3M reports, as contained in OPNAVINST 4790.2, Appendix R, is invalid due to problems specified in par (3) above.

(5) The MAG-36 Analysis Section is taking physical possession of all MDCS data requiring AUTODIN and transporting subject data to the MCAS (H) Futema communications facility for AUTODIN to appropriate commands. This procedure causes an unacceptable time gap and opens the system to possible loss of data, as it must be physically moved from the processing site to the AUTODIN transmission site.

(6) There is no written correspondence evident to substantiate MAG-36's efforts to resolve problems relating to its supporting ASC.

(7) ASC, Camp Foster is not receiving error listings published by the Maintenance Support Office.

b. RECOMMENDATION: As a result of the aforementioned findings, a conference was convened on 17 Jan 1972 by FMFPac Inspection Staff between the Director, ASC, Camp Foster and MAG-36 Analysis Officer to discuss possible solutions to problem areas. The following recommendations are submitted as a result of that conference:

(1) That a qualified analyst be assigned to ASC, Camp Foster on a temporary basis to assist programmers in establishing acceptable MDCS reports, ensuring proper validity of data and to act as liaison between the MAG-36 Analysis Section and ASC, Camp Foster, while assigned.

(2) That written correspondence be initiated between MAG-36 Analysis Section and ASC, Camp Foster regarding all problem areas discovered and all special requests regarding the MDCS.

(3) That ASC, Camp Foster establish procedures to effect the AUTODIN transmission of required MDCS data.

3. TOPIC: Collateral Duty Inspectors

a. DISCUSSION: Collateral duty inspectors are assigned and Service Record Book (SRB) entries have been made, but "By direction" signature is in all SRB's.

b. RECOMMENDATION: That S-1 submit a change to the IRAM Manual so future SRB entries will be for commanding officer's signature only, as required by OPNAVINST 4790.2, Vol II, Chapter 10, par 1004b(3).

4. TOPIC: Standard Operating Procedures (SOP's)

a. DISCUSSION: The standard operating procedures and desktop procedures are outdated and lack required information. The NCOIC has started to rewrite the SOP, but considerable work still remains before completion.

b. RECOMMENDATION: That attention be given to the rewriting of H&MS-36 Quality Assurance SOP and desktop procedures, as per FMFPacO 5210.3.

5. TOPIC: Certification of Aircraft Welders

a. DISCUSSION: Volume III, Chapter 10 of OPNAVINST 4790.2 requires that aircraft welders be recertified every six months. Two welders are presently assigned one of which is current but his certification will expire within 30 days. The second aircraft welder's certification has been expired for at least 60 days and reason stated for not being current was lack of TAD funds.

b. RECOMMENDATION: That the Welder's Recertification Program be monitored and necessary funds to keep personnel current be provided.

6. TOPIC: Designation of Collateral Duty Inspectors (CDI's)

a. DISCUSSION: QA inspectors are designated by a TIMI as per NAMP Manual 4790.2. The TIMI 39-71 should be rewritten and updated. A large portion of the CDI's on the TIMI have returned to CONUS.

b. RECOMMENDATION: That TIMI 39-71 be rewritten to include present CDI's assigned.

7. TOPIC: Facts Manual

a. DISCUSSION: No "Facts Manuals" (NARP Report Symbol 4730-1) have been received in the QA Section of this squadron. Consequently, the information available in these manuals of problems occurring in the assigned type aircraft is not available to the work centers.

b. RECOMMENDATION: That the QA Section of H&MS-36 submit a letter to NAVAIRSYS COMREPAC (Code 331) requesting they be added to the mailing list.

8. TOPIC: Shop Test Bench Standards

a. DISCUSSION: Shop test bench standards, utilized for repairing modules and for OJT, were not being maintained in a RFI condition.

b. RECOMMENDATION: That shop test bench standards be maintained in a RFI condition.

9. TOPIC: MMF Corrosion Control Program

a. DISCUSSION: No MMF Corrosion Control Program was in effect. A previous program was cancelled due to water shortage and higher priorities. The group avionics officer stated a Corrosion Control Program will be implemented upon completion of the MMF Mod Program scheduled to commence in late Jan 1972.



b. RECOMMENDATION: None, submitted for information only.

10. TOPIC: Maintenance Publications

a. DISCUSSION: All publications required to support the group's avionics systems were not on hand and no records were available indicating the publications were on order. (Example ARM-83 and AAV-21 publications for the AH-1J.)

b. RECOMMENDATION: That a system be maintained to ensure all required publications are on hand or on order.

11. TOPIC: Personnel Shortages

a. DISCUSSION: The IMA avionics shop was functioning with approximately 45 people on hand. With the number of systems supported (39 in COM/NAV alone) and a tremendous backlog (345 AWM and 348 AWP), this number was considered inadequate.

b. RECOMMENDATION: That higher headquarters be advised of the capabilities/limitations of the avionics shop with its present/projected strength and assistance requested, as required, subsequent to a review of all assist directives (supply, maintenance, personnel, etc.).

1ST MARINE AIRCRAFT WING  
VMGR-152

AIRCRAFT MAINTENANCE CONTROL/AVIONICS

1. TOPIC: Safety of Flight Discrepancy TIMI

a. DISCUSSION: Chapter 10, Vol II of OPNAVINST 4790.2 requires that a squadron issue a TIMI listing those discrepancies that the unit considers a safety of flight discrepancy. No such TIMI was available in maintenance control.

b. RECOMMENDATION: That the unit comply with Chapter 10, par 1011e, Vol II of OPNAVINST 4790.2

2. TOPIC: Aircraft Logs and Records KC-130F BuNo 150684

a. DISCUSSION: A detailed review of aircraft logs and records reflected numerous discrepancies. Some Accessory Record Cards (ARC's), as required by the KC-130F Periodic Maintenance Requirements Manual (PMRM), were not available or in existence, replacement intervals on ARC's were not compatible with PMRM, calendar maintenance inspections were improperly logged, authenticating signatures were missing in some cases, and inspection pages in aircraft log were incorrectly identified.

b. RECOMMENDATION: That a comprehensive review of applicable aircraft logs and records for each aircraft be made to ensure current configuration is accurate, maintenance performed is accurately identified, and all required entries are available within the aircraft records.

3. TOPIC: Reconciliation of Material Requirements between Material Control, Maintenance Control and Work Centers

a. DISCUSSION: Of ten requisitions checked in material control that were carried as outstanding against pending maintenance action JCN's, group supply had no record of them. Eight of the 10 were not outstanding on maintenance control VIDS board. Four of the 10 JCN's were carried in aircraft discrepancy/flight records as still outstanding/valid maintenance actions, one JCN had been previously completed.

b. RECOMMENDATION: That maintenance control reconcile material requirements for all outstanding maintenance actions with the work centers, material control and the squadron expediter at group supply. That procedures be implemented to ensure material requirements for outstanding maintenance actions are kept current and all material received by the squadron that

is identifiable to a specific maintenance requirement is routed through maintenance/material control in order that maintenance control VIDS boards are updated.

4. TOPIC: Weight and Balance Records for Assigned Aircraft

a. DISCUSSION: Vol II, Chapter 7, par 711, OPNAVINST 4790.2 sets forth general policy for weight and balance control in aircraft. Aircraft log for KC-130F BuNo 150684 had not been authenticated as correct. Further, no officer had been designated as the weight and balance officer for the unit.

b. RECOMMENDATION: That a special order designating one officer as the unit weight and balance officer be issued and that weight and balance logbooks for assigned aircraft be reviewed and authenticated as correct as required by OPNAVINST 4790.2.

5. TOPIC: Visual Information Display System (VIDS) Boards

a. DISCUSSION: VIDS boards were present and in good format in Work Center 131, however, the board was not being utilized.

b. RECOMMENDATION: That the WC 131 supervisor and pertinent personnel become familiar with the contents of COMNAVAIRPACINST 4790.3 and utilize VIDS boards accordingly.

6. TOPIC: Collateral Duty Inspectors

a. DISCUSSION: The assignment of collateral duty inspectors is being accomplished as per Chapter 10, Vol II of the NAMP Manual with the exception of Service Record Book (SRB) entries. Of the eight SRB's checked, all entries contained "By direction" signatures. OPNAVINST 4790.2 states all entries will have commanding officer's signature only. The problem being that the "IRAM" (S-1 Bible) does not reflect commanding officer's signature only. Future entries for this squadron will be correct.

b. RECOMMENDATION: That a change be made to the IRAM Manual (MCO P1070.12). A recommended change is presently being written-up by S-1 VMGR-152 to revise page 11 of the IRAM Manual.

7. TOPIC: Technical Information Maintenance Instructions (TIMI's)

a. DISCUSSION: This squadron has well-written TIMI's covering hydraulic contamination, fuel contamination, and the Calibration Program for torque wrenches and tensiometers.

A problem area is reported with the return time of tensiometers from calibration, with the units being due for calibration the week after its return to the squadron.

b. RECOMMENDATION: That contact be made with the calibration laboratory to see why these tensiometers cannot be calibrated. MAG-36 does not calibrate tensiometers. MAG-36 sends them to Naha Calibration Laboratory.

8. TOPIC: 3M Daily Reports

a. DISCUSSION: OPNAVINST 4790.2, Vol III, Chapter 3, page 8, and Appendix Q, provides for daily 3M reports and source documents to be returned from the data services to the submitting activity on the next working day, following the date of submission. It has been noted that VMGR-152 is receiving the source documents and the daily 3M reports at varying intervals, up to three days apart. As a result of the aforementioned, work centers must maintain an excessive amount of data on hand in order to screen daily reports when they are received. Further, it multiplies the workload of the work center supervisor inasmuch as he is required to screen up to three days data at one time, vice only one day's submission.

b. RECOMMENDATION: That assistance be requested from the group, in writing, to alleviate the disparity in the reporting time sequence.

9. TOPIC: MDR Documentation

a. DISCUSSION: Reviewing source documents indicates that personnel do not know how to document troubleshooting properly. They are using no defect codes for malfunction code and action taken code.

b. RECOMMENDATION: Personnel be made aware of proper procedures for documenting troubleshooting in accordance with OPNAVINST 4790.2, Vol III.

10. TOPIC: Problem Referral Memorandums

a. DISCUSSION: OPNAVINST 4790.2, Vol IV, par 206a, page 2-29, provides the analyst with the use of a problem referral memorandum to be used as a means of communicating problem areas, not of general interest, to appropriate personnel. These problem referral memorandums provide a means of monitoring trouble areas, as well as a means of checking against corrective action taken. It was noted that the problem referral memorandum is not being utilized to record problem areas either within the unit, or as a means of bringing attention/assistance items to

the attention of the group analysis section. As a result, there are no records regarding problem areas or corrective action taken.

b. RECOMMENDATION: That all problem areas and attention/assistance items be recorded on problem referral memorandums, with the original going to the appropriate personnel, and one copy being retained on file.

11. TOPIC: 3M Technical Training

a. DISCUSSION: Shops inspected show training records reflecting relatively recent 3M training, however, none of the shops inspected could produce lesson plans or syllabus to support 3M training.

b. RECOMMENDATION: That lesson plans and training syllabus be initiated regarding 3M documentation and reporting procedures.

12. TOPIC: 3M System Operation

a. DISCUSSION: Work center supervisors queried were not familiar with uses of monthly 3M reports or general operation of the entire 3M system.

b. RECOMMENDATION: That work center supervisors become familiar with reports received and their uses. Further, that they become familiar with the basic paperwork flow and theory of the 3M system.

Rationale: If they understand the system better, they should be more willing to accept and use the 3M system more vice consider it as an administrative burden.

13. TOPIC: Aircraft Grounding

a. DISCUSSION: KC-130 aircraft BuNo 149799 was located in the hangar but not properly grounded.

b. RECOMMENDATION: That hangared aircraft be properly grounded.

14. TOPIC: Avionics Personnel Clearance/Access

a. DISCUSSION: Sgt D. E. COVERT, MOS 6242 (aircraft electrician, transports and helicopters), was working in the avionics shop but had not been granted a security clearance, nor access, necessary to support the assigned avionics systems. (R&D 17 Feb, had been there 11 months.)

b. RECOMMENDATION: That all avionics personnel be granted adequate clearance/access necessary to support the squadron's avionics systems.

15. TOPIC: Maintenance Publications

a. DISCUSSION: Although new publications and changes to on-hand publications were on order, existing publications located in the avionics shop were outdated. All required publications were not on hand readily available for use by avionics maintenance personnel.

b. RECOMMENDATION: That a system be maintained to preclude above situation from manifesting itself in the future.

1ST MARINE AIRCRAFT WING  
VMO-6

AIRCRAFT MAINTENANCE CONTORL/AVIONICS

1. TOPIC: Certification of Aircraft as Safe for Flight

a. DISCUSSION: CO, VMO-6 ltr 53:HKS:mac 4790 of 28 Dec 1971 designates certain maintenance personnel as authorized to certify on the VIDS (Visual Information Display System) Form COMNAVAIRPAC GEN Form 4790/1 that an aircraft is safe for flight. Discrepancy control VIDS Forms completed on 20 Jan 1972 reveal that other than designated personnel are certifying aircraft as "safe for flight."

b. RECOMMENDATION: That the maintenance officer designate, in writing, those personnel who can sign as his representative in the "certification of safe for flight condition" block of the VIDS register and ensure that it is complied with.

2. TOPIC: Cannibalization of Aeronautical Components from Aircraft

a. DISCUSSION: COMNAVAIRPACINST 4700.17 and 4790.3 require that COMNAVAIRPAC GEN Form 13850/1 be utilized by maintenance control in the control of cannibalization of components from aircraft. Forms were not available and being utilized by this activity.

b. RECOMMENDATION: That maintenance control obtain COMNAVAIRPAC GEN Form 13850/1 and utilize it in the control of cannibalization maintenance actions as required by COMNAVAIRPACINST 4700.17 and 4790.3

3. TOPIC: Reproduction and Distribution of Incoming Messages, Correspondence, and Other Data

a. DISCUSSION: Chapter 4, Vol I of OPNAVINST 4790.2 assigns the responsibility of assuring the distribution of sufficient quantities of incoming messages, correspondence, and other data to the maintenance administrative section. No reproduction capability existed within the aircraft maintenance department. Failure to accurately document maintenance actions under the Maintenance Data Collection System (MDCS) could be attributed to the lack of reproduction equipment. An example is COMNAVAIRPAC Notice 4790 of 13 Aug, which published a revised list of support action codes to be used in documenting expeditious support functions. A copy should have been distributed to each work center of the maintenance department for use as immediately available reference material to the work center supervisor. It was noted the unit S-1 Section possessed ditto mat and

mimeograph machines, S-3 had a ditto mat machine, and the material section had an archaic thermofax machine. It was also noted that Xerox capability existed at the MAG-36 staff level but procedures for use of such equipment in reproducing required copies were not available. Further, statements made to the inspector were that MAG Xerox equipment could be used on a personal favor basis.

b. RECOMMENDATION: That reproduction equipment be budgeted for and procured for use within the maintenance department. That, as an interim, MAG-36 be requested to establish simple procedures for use of group Xerox equipment by group squadrons in reproducing required copies of messages, correspondence, and other maintenance data.

4. TOPIC: Work Center Assistance Documentation

a. DISCUSSION: Review of night crew documentation revealed that no work center assist Maintenance Action Forms (MAF's) are being submitted by work centers who assist another work center in completing a maintenance action, as required by Chapter 3, Vol III of OPNAVINST 4790.2. An example is Job Control Number (JCN) GCA-2020-025 issued for a landing gear discrepancy which required cycling of the landing gear. Completion of the maintenance action as per documentation that was accomplished indicates it took one man 45 minutes to position the aircraft, jack and cycle the landing gear, and reposition the aircraft on the flight line. Group orders require that a minimum of five people be utilized when moving an aircraft in a congested area. Navy regulations require two people present at any time a system is being utilized and power is applied to the aircraft.

b. RECOMMENDATION: That all manhours expended by a work center in support of another work center be documented in accordance with Chapter 3, Vol III of OPNAVINST 4790.2.

5. TOPIC: Aircraft Logs and Records

a. DISCUSSION: An inspection of the aircraft logbooks and Aeronautical Equipment Service Records (AESR's) and associated records for OV-10A BuNo 155453 revealed that more attention to detail procedures are required in the upkeep of aircraft records. Double entries for components requiring accessory record cards was evident, the date 2-7-72 was evident throughout the AESR of T76 engine serial number 00330, actual date of action was 1-7-72, explosive devices were not logged in accordance with OPNAVINST 4790.2, Chapter 6, par 610a.

b. RECOMMENDATION: That more attention to detailed procedures be taken and a review of all newly assigned/



reassigned aircraft engines or components be made a standard procedure.

6. TOPIC: Control of Technical Information Maintenance Instructions (TIMI's)

a. DISCUSSION: A review of TIMI's held in maintenance control indicated that: four TIMI's were in existence for the Corrosion Control/Prevention Program within the unit (T-9-72, T-8-72, T-12-71 and T-7-71), two TIMI's for the Hydraulic Contamination Program existed (T-10-72 and T-6-72), two TIMI's and one CAMI existed for Oil Contamination Program (T-11-72, T-15-70 and C-2-71). T-13-71 issued in accordance one with BUWEPSINST should be changed to reflect OPNAVINST 4790.2 as the applicable directive and TIMI's were being issued that should have been made a part of the Maintenance Requirements Cards (MRC's).

b. RECOMMENDATION: That a TIMI or some other method for disseminating information be published indicating what TIMI's are still effective. That TIMI's duplicating the same program be combined into one TIMI.

7. TOPIC: Visual Information Display System (VIDS) Forms

a. DISCUSSION: OPNAV Form 4790/6 was being utilized by the squadron work centers as a work center register vice the proper VIDS Form COMNAVAIRPAC 4790/1 as required by COMNAVAIRPACINST 4790.3.

b. RECOMMENDATION: That only those forms, as authorized by COMNAVAIRPACINST 4790.2, be utilized in the control of maintenance actions in process within the squadron.

8. TOPIC: Completed Maintenance Action Documentation under Maintenance Data Collection System (MDCS)

a. DISCUSSION: Observation of flight-line operations revealed that manhours expended in performing aircraft inspections by flight-line personnel was being documented on Support Action Forms (SAF's) based upon an average requirement per type inspection vice the documentation of actual manhours expended in completing the aircraft inspection as required by OPNAVINST 4790.2, Chapter 3, Vol III.

b. RECOMMENDATION: That, as an extreme measure, all inspections performed by plane captains be documented on individual SAF's to ensure actual manhours expended are documented, or that a method be developed and utilized to keep an accurate record of actual manhours expended and subsequently documented on a multiple items processed SAF.

9. TOPIC: Aircraft Fuel Surveillance Program

a. DISCUSSION: An inspection of fuel samples drawn from aircraft utilized by the activity in their daily flight operations revealed that free water and loose sediment was visible. Operating on the premise that plan captains are properly trained in fuel surveillance techniques and the fuel samples were repeated until the best sample possible was available, unit aircraft should have been grounded pending further investigation. For example, fuel samples retained for OV-10A BuNo 155430 revealed free water standing in the fuel sample, however, the aircraft had completed one flight since the fuel sample was taken and was airborne at the time the free water was called to the attention of the maintenance officer.

b. RECOMMENDATION: That plane captains be thoroughly trained in inspection and sampling of fuel taken from unit aircraft utilizing OPNAVINST 4790.2, Chapter 7, par 706, Vol II, as a guide. Pending completion of required training, that maintenance management personnel inspect/scrutinize all fuel samples drawn from aircraft that are to be utilized in completion of the daily flight schedule.

10. TOPIC: Technical Library in Quality Assurance (QA)

a. DISCUSSION: OPNAVINST 4790.2, Chapter 10, Vol II, states that quality assurance shall maintain a master file of all publications necessary to complete the assigned functions of the maintenance department. Of 66 directives considered essential for operation of the maintenance department, 19 were held by the QA section. An adequate technical library provides a control source of up-to-date information for use by personnel in the performance of their work as well as an excellent source of reference information to facilitate personnel training and individual improvement.

b. RECOMMENDATION: That the unit obtain current 5215 directive checklists and purge the technical library of obsolete directives and that the 5215 series checklists of cognizant major commands be reviewed for applicable directives and those directives ordered. That directives removed from the technical library and utilized as a ready reference on an individual desk or in a work center be cross-referenced to that desk or work center through the use of a suitable locator sheet inserted into the technical library file.

11. TOPIC: Requisitioning of Letter-Type Directives

a. DISCUSSION: COMNAVAIRPACINST 5216.4R, par 4, directs that CG, 1st MAW will be provided sufficient copies of applicable

instructions for distribution to subordinate commands as well as for stocking for additional requirements. A letter from the QA Officer, VMO-6, on VMO-6 stationery, requested COMNAVAIRPAC to provide certain COMNAVAIRPAC directives to the squadron.

b. RECOMMENDATION: That the squadron cancel this request to COMNAVAIRPAC of 12 Jan 1972 and request required COMNAVAIRPAC directives from proper source - CG, 1st MAW.

12. TOPIC: Post Maintenance Check Flights

a. DISCUSSION: Par 1112c, Chapter 11, Vol II of OPNAVINST 4790.2 established procedures to be utilized in performing post maintenance check flights. Observation of OV-10A squadron aircraft Side #14 being cleared from a calendar inspection, subsequent preflight and launch revealed the following:

(1) Maintenance control placed the aircraft in an "up" status prior to reviewing applicable paper work. For example, the aircraft was placed in an "up" status upon receipt of the control Maintenance Action Form (MAF) and VIDS forms that were utilized to document the inspection. However, numerous pending discrepancies (VIDS pink copies) were evident in the aircraft flight book for which the control VIDS form had been turned over to the calendar inspection supervisor by maintenance control and were not returned to maintenance control upon completion of the aircraft calendar inspection.

(2) Preflight of the aircraft was accomplished by a plane captain without the aid of the applicable preflight inspection MRC cards.

(3) No brief of the test pilot was observed during the signing out of the aircraft and subsequent launch of the aircraft, as required Chapter 11, par 1112c(2), Vol II of OPNAVINST 4790.2. A question directed by the FMFPac inspector and the statement reply made by the quality assurance NCOIC indicated that he had directed maintenance control to inform him when the test pilot was ready to sign the aircraft out and he would provide the necessary briefing.

(4) Upon turn-up of the aircraft by the test pilot for launch, a discrepancy necessitated that a maintenance mechanic be obtained to correct the discrepancy. No inspection of the maintenance action performed was observed being conducted by a quality assurance inspector or collateral duty inspector. Further, no Maintenance Action Form (MAF) or other source document was observed as being completed to document the maintenance action performed.

b. RECOMMENDATION: That all post maintenance check flights be performed in accordance with Chapter 11, par 1112, Vol II of OPNAVINST 4790.2. That applicable MRC cards be utilized in the completion of preflights by plane captains. That all maintenance performed on aircraft be properly inspected by quality assurance or collateral duty inspectors.

13. TOPIC: Utilization of Maintenance Requirements Cards (MRC'S) for Daily/Preflight/Turnaround Inspections

a. DISCUSSION: MRC cards daily/preflight/turnaround inspections were published for use by personnel performing subject inspections. Observation of turnaround inspections revealed that unit plane captains were performing subject inspections from memory.

b. RECOMMENDATION: That all daily/preflight/turnaround inspections of assigned aircraft be accomplished utilizing applicable MRC decks.

14. TOPIC: Aircraft Discrepancy Books

a. DISCUSSION: A review of aircraft discrepancy books revealed that copy #3 (pink) of the VIDS forms is not being removed from the discrepancy book by maintenance control in some cases and is not being maintained as required by COMNAVAIRPACINST 4790.3. OV-10 BuNo 155425 aircraft discrepancy book contained four copy #3 VIDS forms indicating that four maintenance actions were pending against that aircraft when actually only one maintenance action was pending; one had been previously completed and maintenance control had no record of the other two. OV-10 BuNo 155482's aircraft discrepancy book contained six copy #3 VIDS forms indicating six maintenance actions were pending. No record of the six was available in maintenance control or the applicable work center (four in WC 110, one in WC 121 and one in WC 141).

b. RECOMMENDATION: That maintenance control reconcile the aircraft discrepancy books for each aircraft with the maintenance control VIDS board and the work center VIDS boards. That COMNAVAIRPACINST 4790.3 be complied with pertaining to the maintenance of pending maintenance actions on assigned aircraft.

15. TOPIC: Qualification and Duties of Plane Captains

a. DISCUSSION: OPNAVINST 4790.2, Chapter 12, Vol II, sets forth procedures and guidance for qualification of plane captains. Observation of unit flight operations and necessary turnaround inspections by plane captains revealed that unqualified plane captains were certifying part "A" of the

aircraft yellow sheet and launching unit aircraft. Further, the unqualified plane captains were performing turnaround inspections without applicable Maintenance Requirement Card (MRC) deck as a guide for the aircraft inspection.

b. RECOMMENDATION:

(1) That Chapter 12, par 1209, Vol II of OPNAVINST 4790.2 be adhered to for qualification of plane captains.

(2) That only qualified plane captains be utilized in the inspection, launch and recovery of unit aircraft.

(3) That MRC cards be utilized by plane captains in the performance/completion of applicable inspection on unit aircraft.

16. TOPIC: Work Center Audit

a. DISCUSSION: The last work center audit was conducted 10 Dec 1971. Each work center was audited and discrepancies were well written, with one exception, "no follow-up action is recorded." Further, there is no TIMI issued on work center audit.

b. RECOMMENDATION: That a TIMI establishing the work center audit program be initiated to cover frequency of audits. That follow-up action be recorded on all discrepancies with copies of discrepancies and completed action routed to the maintenance officer.

17. TOPIC: Quality Assurance Plan

a. DISCUSSION: Quality assurance plan should be written to include what the squadron does and not so much on quoting the 4790.1 (NAMP Manual). QA plan should be in each work center and used as a guide for aircraft maintenance. TIMI's should be a part of the QA plan.

b. RECOMMENDATION: That the QA plan be revised to make it a more workable directive.

18. TOPIC: Automatic Distribution of Publications

a. DISCUSSION: Form 5605/2 dtd 8 Sep 1970 is the last automatic distribution list submitted. It includes the UH-1E aircraft, while the squadron only has OV-10A aircraft assigned.

b. RECOMMENDATION: That unit update their automatic distribution list for aeronautical publications by submission of OPNAV Form 5605/3 which replaces the 5605/2.

19. TOPIC: Trend Analysis

a. DISCUSSION: NAMP Manual 4790.2 states a trend analysis should be established within the squadron to reflect discrepant areas and spot pending troubles. This squadron does not have a Trend Analysis Program set up.

b. RECOMMENDATION: That a Trend Analysis Program be established and monitored by QA.

20. TOPIC: Filling Out of Flight Data Source Documents

a. DISCUSSION: On 18 Jan 1972, approximately seven ASD flight data OMPR forms were screened in the squadron ready room. Four of these documents were found to contain erroneous data, e.g., Julian dates 2048 and 1017, type landing code for two aircraft on same flight did not coincide, one had code F the other code 6 and both landed within the same five-minute time frame, total flight time recorded as 2.4, but takeoff and landing time on right side of form was 1250 to 1315, causing possible confusion.

b. RECOMMENDATION: That a training program be effected for squadron pilots to familiarize them with proper documentation procedures of the ASD, OMPR form, in accordance with MCO 3760.1E. OPNAVINST 4790.2 and COMNAVAIRPACINST 5442.2K.

21. TOPIC: OPNAVINST 4790.2 (NAMP Manual)

a. DISCUSSION: A review of squadron spaces revealed that 15 copies of OPNAVINST 4790.2 (NAMP) were authorized and on hand within the unit; however, of these 15 copies, only one contained either errata sheet 2 or Change 1 to the basic instruction. Further investigation revealed that a written request was submitted to QA, Technical Publications, Section from the squadron Analysis Section, dated 21 Sep 1971 requesting that OPNAVINST 4790.2, w/changes, COMNAVAIRPACINST 5442.2 w/changes, and OPNAVINST 05442 w/changes, be placed on order. QA has no records indicating that the requested publications were placed on order. A check with the squadron S-4/Material Section revealed that to date, these publications have not been placed on order.

b. RECOMMENDATION: That the publications, as requested by Analysis Section memorandum dated 21 Sep 1971 as discussed above, be placed on order immediately and that appropriate follow-up action be initiated as required.

22. TOPIC: Organizational VIDS Registers

a. DISCUSSION: A review of VIDS procedures revealed that organizational VIDS registers are not being properly filled out. Examples are as follows. Pink copies in aircraft discrepancy books do not have aircraft status indicated, nor priority, some have WUC missing, pilots are not recording when discovered codes, maintenance control is careless in the assignment of when discovered codes in that they try to assign them from memory instead of using a gauge sheet which is available to them, resulting in erroneous codes sometimes being assigned.

b. RECOMMENDATION: That personnel become aware of the contents of COMNAVAIRPACINST 4790.3 and that gauge sheets be posted in appropriate spaces to assist pilots in determining proper when discovered codes to be utilized in filling out the organizational VIDS registers.

23. TOPIC: Correspondence/Publication Control

a. DISCUSSION: Publication distribution within the aircraft maintenance department is not controlled or monitored; e.g., when queried, maintenance control stated that they had no knowledge of nor had they received a copy of COMNAVAIRPAC Notice 4790 of 13 Aug 1971. Other work centers, specifically, flight line, flight equipment and QA responded in the same manner. Further investigation revealed that the metal shop had a copy of subject notice in their desk-top procedures and that they have had it for approximately two months. This notice reflected changes in support action codes used by aircraft maintenance in their documentation.

b. RECOMMENDATION: That aircraft maintenance take immediate positive steps to ensure the control of and proper distribution of all correspondence and publications pertinent to aircraft maintenance and maintenance procedures.

24. TOPIC: 3M Training

a. DISCUSSION: All work centers inspected revealed that no 3M lesson plans were available.

b. RECOMMENDATION: That the publication of 3M lesson plans be effected in accordance with FMFPacO 1500.3E.

25. TOPIC: Aircraft Grounding

a. DISCUSSION: OV-10 aircraft BuNo 155418 was located in the hangar but not properly grounded.

b. RECOMMENDATION: That all hangared aircraft be properly grounded.

26. TOPIC: Avionics Shop Security

a. DISCUSSION: Access to the avionics shop could be gained by climbing over the wall (which did not reach the ceiling) or breaking a window (approximately 3'x 3') located in the avionics office.

b. RECOMMENDATION: That adequate security be maintained on all avionics shop spaces and equipment.

27. TOPIC: Maintenance Publications

a. DISCUSSION: All required publications were not on hand in the avionics shop. A TPL Cardex system was not being maintained.

b. RECOMMENDATION:

(1) That a TPL Cardex system be maintained showing technical publications on hand, location, quantity and latest change dates.

(2) That all required publications be maintained in the avionics shop.

28. TOPIC: Avionics VIDS Board

a. DISCUSSION: The avionics VIDS board did not agree with the maintenance control VIDS board.

b. RECOMMENDATION: That a constant cross-check/reconciliation of the avionics and maintenance control VIDS boards be initiated to ensure accurate aircraft status is displayed.

29. TOPIC: Turnover Jackets

a. DISCUSSION: The avionics NCOIC's turnover jacket was inadequate in that it lacked information necessary to ensure a smooth turnover of the avionics shop to a new NCOIC.

b. RECOMMENDATION: That the requirements for a turnover jacket be reviewed and the jacket updated to reflect these requirements (FMFPacO 5210.3).



1ST MARINE AIRCRAFT WING  
MAG-12

AIRCRAFT MAINTENANCE CONTROL/AVIONICS

1. TOPIC: Distribution of Message Correspondence to  
Subordinate Commands

a. DISCUSSION: No instruction or directive was available within the group to provide guidance in the distribution of message correspondence to subordinate commands. The result was that in VMA-533, a review of message correspondence received indicated that the aircraft maintenance department could receive from one to eight copies of a message. Applicability of the message to unit did not always influence the number of copies the unit would receive. Additionally, distribution of message traffic to units listed on an AIG does not always occur. A specific example is COMNAVAIRPAC 130112Z Jan 72 addressed to AIG 7605, which should have been received as an action addee by all activities who have J52 engines installed in assigned aircraft. VMA-533 had not officially received the above message, however, on 25 Jan 1972 a copy was provided to unit by the group maintenance officer.

b. RECOMMENDATION: That MAG-12 provide specific guidance regarding the distribution of message correspondence to subordinate commands.

1ST MARINE AIRCRAFT WING  
H&MS-12

AIRCRAFT MAINTENANCE CONTROL/AVIONICS

1. TOPIC: Directives and Instructions Applicable to  
Aircraft Maintenance

a. DISCUSSION: COMNAVAIRPAC, OPNAV and NAVAIR Instructions considered essential for efficient management of the programs covered by the Naval Aircraft Maintenance Program were missing from the aircraft maintenance master files. In the case of COMNAVAIRPACINSTN's, a letter had been submitted to CG, 1st MAW requesting the missing instructions.

b. RECOMMENDATION: That the quality assurance section review applicable 5215 Notices and checklists for directives/instructions applicable to aircraft maintenance and request those needed by the unit.

2. TOPIC: Reconciliation of Production Control with the  
Awaiting Parts (AWP) Section of the Group Aviation  
Supply Support Center (GASSC)

a. DISCUSSION: A check of six items or components contained in the AWP (Awaiting Parts) section of the CCS for non-pool items revealed that one of six of the components did not have a VIDS card located on the production control center VIDS boards nor was there a record of the component in the work center (PCN 610-1284-316). A check of four additional components or items from production control to the AWP section revealed that in three of four cases checked, material required to effect repair of the component was not being ordered by CCS but was being requisitioned direct from the H&MS-12 expediter by the applicable work centers (Work Centers 710, 820 and 541).

b. RECOMMENDATION: That production physically reconcile VIDS cards contained on the production control VIDS boards with the AWP section of CCS. That all components or units requiring material to effect repair processed by H&MS-12 IMA be requisitioned through the CCS AWP section, as required by 1st MAW Order P4400.16A, Chapter 6, par 604.4.

3. TOPIC: Corrosion Control Program

a. DISCUSSION: A TIMI, as required by COMNAVAIRPACINST 4750.2, had been published and was well written. Sufficient quantities of qualified personnel were not available to sustain an adequate Corrosion Control Program as required by COMNAVAIRPACINST 4750.2.

b. RECOMMENDATION: That additional personnel be trained in corrosion control in accordance with COMNAVAIRPACINST 4750.2.

1ST MARINE AIRCRAFT WING  
VMA(AW)-533

AIRCRAFT MAINTENANCE CONTROL/AVIONICS

1. TOPIC: Aircraft Flight Record OPNAV Form 3760/2 (Rev 9-69)

a. DISCUSSION: Part "A" of the Aircraft Flight Record OPNAV Form 3760/2 (Rev 9-69) was being utilized by the unit in violation of MCO 3760.1E, CMC 231348Z Oct 70 and CG FMFPac 070104Z Jan 72.

b. RECOMMENDATION: That the unit comply with MCO 3760.1E and CG FMFPac 070104Z Jan 72 regarding the use of NAVMC Form 10846 as Part "A" of the aircraft flight record.

2. TOPIC: Reconciliation of Aircraft Discrepancy Books with Maintenance Control

a. DISCUSSION: The unit was not reconciling the aircraft discrepancy books with the maintenance control VIDS boards in some cases as required by COMNAVAIRPACINST 4790.3. The result was that #3 VIDS copies were located in the aircraft discrepancy books for which the maintenance action had been completed.

b. RECOMMENDATION: That the unit ensure the removal of copy #3 of the VIDS form from the aircraft discrepancy book when maintenance action has been completed.

3. TOPIC: Aircraft Logs and Records

a. DISCUSSION: Review of aircraft logbooks, aeronautical equipment service records, and associated records revealed minor errors such as:

(1) No scheduled removal component cards for the outer wing panel hinge fittings and outer panel wing fold webs as required by NA 01-85ADA-6.

(2) No periodic inspection record pages being maintained in the aeronautical equipment service records for the installed ejection seats.

(3) Incorrect part number listed on accessory record cards for anti-icing valve.

b. RECOMMENDATION: That scheduled removal components cards be initiated and maintained on components as required by NA 01-85ADA-6. That pages, as required by Chapter 6, Vol II of OPNAVINST 4790.2, be maintained for units requiring aeronautical equipment service records. That part number

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129865 listed on scheduled removal component cards be changed to reflect those as listed in NA 01-85ADA-6 for the anti-icing valve.

4. TOPIC: Designation of Corrosion Control Officer

a. DISCUSSION: COMNAVAIRPACINST 4750.2 requires that the unit aircraft division officer be designated as the corrosion control officer for the squadron. No special order had been promulgated by the squadron designating the aircraft division officer as the corrosion control officer.

b. RECOMMENDATION: That the unit comply with COMNAVAIRPACINST 4750.2 regarding the designation of a corrosion control officer.

5. TOPIC: Instructions Available within the Aircraft Maintenance Department

a. DISCUSSION: The aircraft maintenance master file for instructions, directives and notices did not contain applicable instructions considered necessary for efficient management of the Naval Aircraft Maintenance Program nor were the cross-reference/locator sheets inserted in the file indicating that an instruction was being retained elsewhere. Of 84 Marine Corps, OPNAV, NAVAIR, COMNAVAIRPAC, NAVAIRSYSCOMREPAC and CG FMFPac Instructions considered essential, the unit held in the master file 28 or 34 percent.

b. RECOMMENDATION: That current 5215-series Notices be reviewed by unit and applicable directives be requisitioned.

6. TOPIC: Reproduction Equipment within the Aircraft Maintenance Department

a. DISCUSSION: OPNAVINST 4790.2, Vol I, Chapter 4, requires that the aircraft maintenance administrative office ensure the distribution of sufficient quantities of incoming messages, correspondence, and other data to the aircraft maintenance department and its work centers. It was noted that there was no reproduction equipment available within the maintenance department for easy compliance with this requirement. It was noted that the squadron possessed one mimeograph machine located within the squadron administrative office; however, it was unserviceable and had been for approximately two weeks. It was further noted that the group headquarters staff sections had Xerox capability, however, no guidance had been promulgated by the group regarding its availability to attached units.

b. RECOMMENDATION: That VMA-533 budget for and obtain reproduction equipment for the aircraft maintenance department.

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That MAG-12 provide guidance to attached units regarding the use of and availability of group Xerox equipment.

7. TOPIC: Corrosion Control/Prevention Training of Aircraft Maintenance Personnel

a. DISCUSSION: Corrosion control training was not being scheduled and conducted as required by COMNAVAIRPACINST 4750.2.

b. RECOMMENDATION: That corrosion control/prevention training be scheduled as part of the Aircraft Maintenance Training Program as required by COMNAVAIRPACINST 4750.2.

8. TOPIC: Reconciliation of Pending Maintenance Actions that Require Material with Supply

a. DISCUSSION: A review of the maintenance control VIDS boards with material control and the unit supply expediter revealed that reconciliation initiated by maintenance control to supply was not occurring. The result was that maintenance actions were being carried by maintenance control as awaiting parts (AWP) when, in fact, the document in some cases had been completed, had been cancelled, or was not on order. Specific instances are: JCN's 1263-A01, 1144-012, 1207-029, 1140-0431, 1307-035.

b. RECOMMENDATION: That all outstanding material requirements for completing a maintenance action be reconciled with the unit expediter periodically, as required by COMNAVAIRPACINST 4700.17. This should be accomplished for priority 05 as well as priority 02 material.

9. TOPIC: Corrosion Control Teams

a. DISCUSSION: Two teams, A and B, were originally established with two metalsmiths on each. Recent rotation to CONUS of two men brought the Corrosion Control Program to one team. Two newly assigned metalsmiths are programmed to Yokota in February for corrosion control school. Most corrosion prevention is accomplished while aircraft is in check.

b. RECOMMENDATION: Assign more (6042) metalsmiths to MAG-12 for a better Corrosion Control Program.

10. TOPIC: Turnover Jackets (Shops)

a. DISCUSSION: Some shops have devoted considerable time to turnover jackets; however, two shops, power plants, and check crew did not have turnover jackets.

b. RECOMMENDATION: That shops without turnover jackets establish same.

11. TOPIC: Maintenance Instructions

a. DISCUSSION: Technical Information Maintenance Instructions (TIMI's) and Continuing Action Maintenance Instructions (CAMI's) contain references which have been cancelled or are obsolete. No TIMI had been issued for items considered as safety of flight as required by OPNAVINST 4790.2, Chapter 10, Vol II.

b. RECOMMENDATION: That maintenance instructions in effect be reviewed and updated to reflect current references. That a TIMI be issued to identify safety of flight items/ discrepancies as required by Chapter 10, Vol II of OPNAVINST 4790.2.

12. TOPIC: Collateral Duty Inspectors (CDI's)

a. DISCUSSION: There are 24 assigned as CDI's. Ten service record books were checked for entry, of the ten, four had no entry in the SRB. Master list of CDI is not current; personnel check out and remain on the list.

b. RECOMMENDATION: That the master list of CDI's be updated and taken to S-1 to ascertain SRB entry for each man assigned. Further suggest that a TIMI be written to include present CDI assigned with a statement included whereby the TIMI will be updated quarterly.

13. TOPIC: MDR Documentation/Correction Procedures

a. DISCUSSION: Review of MDR-1 dated 17 Jan 1972 revealed an erroneous type equipment code of AAEW vice AAEA. A SNCO in the work center was asked about how to correct it and he stated that he did not know how to correct it. Further investigation revealed that MDR-1 daily reports were not being screened properly because this SNCO did not know how to properly screen them.

b. RECOMMENDATION: That adequate training be conducted to familiarize all personnel with proper documentation and correction procedures.

14. TOPIC: 3M Training

a. DISCUSSION: There are no 3M lesson plans available within the unit. Training is being conducted directly from OPNAVINST 4790.2 which is good, however, lesson plans would add to the training effort inasmuch as ensuring that all pertinent points are covered.

b. RECOMMENDATION: That lesson plans regarding the 3M system be established and distributed as appropriate, as soon as practical/possible.

15. TOPIC: COMNAVAIRPAC Notice 4790 of 13 Aug 1971

a. DISCUSSION: COMNAVAIRPAC Notice 4790 of 13 Aug 1971 contains a shred-out of support action codes to be used in MDR, SAF documentation. It is not located in the work centers, the only copy found was materials copy.

b. RECOMMENDATION: That COMNAVAIRPAC Notice 4790 of 13 Aug 1971 be reproduced and distributed to appropriate work centers.

16. TOPIC: MDR Documentation

a. DISCUSSION: OPNAVINST 4790.2 requires documentation of all repair and service actions. Repair actions are to be documented on a MAF with the assignment of a JCN. This work center is documenting repair actions discovered during pre/post flight on a SAF, without a JCN.

b. RECOMMENDATION: That work center supervisors and maintenance control be made aware of the proper requirements regarding issuance of JCN's and the usage of MAF's and SAF's.

17. TOPIC: Compass Compensation

a. DISCUSSION: Aircraft logbook for A6A aircraft BuNo 155702 revealed the aircraft compass system had not been compensated in accordance with COMNAVAIRPACINST 13900.1c.

b. RECOMMENDATION: That aircraft compasses be compensated in accordance with COMNAVAIRPACINST 13900.1c.

18. TOPIC: VIDS Boards

a. DISCUSSION:

(1) Avionics VIDS boards did not agree with maintenance/material control VIDS boards.

(2) Avionics VIDS cards were not properly annotated.

b. RECOMMENDATION:

(1) That a constant cross-check/reconciliation of avionics'/maintenance control's VIDS boards be maintained to ensure accurate aircraft status is displayed.

(2) That VIDS cards be annotated to reflect current status.

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1ST MARINE AIRCRAFT WING

11-26 JANUARY 1972

## GROUND SUPPORT EQUIPMENT/IMRL

INTRODUCTION: The FMFPac IMRL/GSE inspection checklists were utilized as a guide to inspect IMRL/GSE management procedures, records and condition. The objective of this inspection was to determine if authorized allowances were on hand, with master records verifying quantities, to ensure combat readiness, and to ensure current accounting procedures were being accomplished.

1. The following trends and/or significant problem areas were noted:

- a. Lack of AMSE transactions being submitted.
- b. Lack of trained qualified IMRL personnel and assignment of IMRL officer not in writing.
- c. Lack of technical training being accomplished.
- d. Lack of current directives on hand and being utilized.
- e. Lack of current turnover jackets/desk-top procedures.
- f. Incorrect follow-up action/procedures for outstanding IMRL items.
- g. Lack of timely submission and long delays in receipt of budget requests for required IMRL items.
- h. Not reinstating cancelled documents for required IMRL items.
- i. Not accomplishing survey action correctly or timely.
- j. Not justifying on-hand quantities of unmatched or unauthorized IMRL items.
- k. Not requesting timely disposition of excesses.
- l. Long delays in subordinate units receiving correspondence, messages, and IMRL's in order to take timely and current action.
- m. Annual inventories, reports not being accomplished.
- n. Master inventories do not agree with quantities of IMRL items actually on hand.

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Enclosure (4)

o. Gains and losses of IMRL items not being reported to the IMRL officers for record adjustments by the work centers.

p. Updated records of actual equipment on hand not being maintained by work center.

q. Lack of daily inspection being accomplished and cards not attached on in-use GSE.

r. Equipment being signed off as RFU and is in fact non-RFU.

1ST MARINE AIRCRAFT WING

11-16 JANUARY 1972

GROUND SUPPORT EQUIPMENT/IMRL

1. TOPIC: Annual Inventory

a. DISCUSSION: Subject inventory not submitted in accordance with COMNAVAIRPACINST 4440.8B and FMFPacO 4441.5D.

b. RECOMMENDATION: Submit annual inventory report in accordance with COMNAVAIRPACINST 4440.8B and FMFPacO 4441.5D.

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3

Enclosure (4)

H-①

1ST MARINE AIRCRAFT WING  
H&MS-36

11-26 JANUARY 1972

GROUND SUPPORT EQUIPMENT/IMRL

1. TOPIC: Excesses - H&MS-36 IMRLO ltr 21/GRG:grg 4570 of 20 Jan 1971, and H&MS-36 IMRLO ltrs of 20 Feb 1971, 25 Feb 1971, 2 Mar 1971 and 17 Mar 1971

a. DISCUSSION: Subject excesses, as listed above, have been declared by H&MS-36, with follow-up action CO, H&MS-36 ltr 21/RCK:jwp 4570 dtd 2 Jun 1971 and H&MS-36 IMRLO ltr 21:TAM:tam 4500 of 23 Dec 1971. No action was taken on above. H&MS-36 was requested to reinventory all excess and resubmit. (H&MS-36 IMRLO ltr 21:TAM:tam 4500 of 10 Jan 1972, IMRLO ltr 21:TAM:tam 4500 of 14 Jan 1972 and H&MS-36 IMRLO ltr 21:TAM:tam 4500 of 14 Jan 1972 refer/reflect latest action/inventory.) H&MS-36 now has 433 IMRL items, plus 67 additional items received 18 Jan 1972 on hand requiring disposition. One year has now elapsed since first excess was submitted. Majority of the excesses are helicopter IMRL items and are required to fill FMFPac deficiencies.

b. RECOMMENDATION:

(1) That command attention be given to expedite immediate disposition instructions.

(2) Investigation be held to determine cause for one-year elapsed time in relocating 433 IMRL assets to prevent future occurrences.

Note: COMNAVAIRPAC/NAVAIRSYSCOMREPACINST/FMFPacO require that excess be made timely so deficiencies can be filled to preclude unnecessary purchase of like items.

Repeated discrepancies from previous inspection.

2. TOPIC: IMRL Line Item #1358 PN TSEC ST28

a. DISCUSSION: H&MS-36 IMRL WC 050 shows four each subject items on order document #1170-8065, two each subject items on hand (RPS officer's safe). Authorized allowance now one each. CG 1st MAW 010509Z Nov 71 (S) refers.

b. RECOMMENDATION:

(1) That document #1170-8065 be cancelled.

(2) That one each excess now on hand be declared excess or authorized allowance be changed.

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Enclosure (4)

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Note: IMRL officer, avionics and RPS officer have not previously discussed subject item.

3. TOPIC: IMRL Line #850, Page 106, PN CPWA30804-50, Sling Engine Assembly

a. DISCUSSION: Two each subject items required since 25 Aug 1971. To date, item has not been budgeted for or ordered.

b. RECOMMENDATION: That a close review of new IMRL's be made and all newly added IMRL items be budgeted for and ordered timely.

4. TOPIC: Directives - COMNAVAIRPACINST 4440.8B w/Ch 3 of 8 Oct 1970  
COMNAVAIRPACINST 4500.4 of 7 Oct 1970

a. DISCUSSION: The above directives are not on hand at H&MS-36 IMRL office. COMNAVAIRPACINST 4500.4 dtd 7 Oct 1970 is the current survey instruction.

b. RECOMMENDATION:

(1) That updated instructions be obtained and utilized.

(2) That current copies of all 5215 Bulletins be obtained/screened and all current orders/instructions be ordered and maintained on hand.

5. TOPIC: GSE Officer Assignment

a. DISCUSSION: No officer assigned as OIC in writing.

b. RECOMMENDATION: That OIC be designated in writing.

6. TOPIC: IMRL Items Requisitions for GSE Shortages

a. DISCUSSION: No record of GSE IMRL items on order.

b. RECOMMENDATION: That GSE officer/NCO maintain current records of IMRL shortage with documents, with follow-up status.

7. TOPIC: FMFPacO 5210.3

a. DISCUSSION:

(1) No FMFPacO 5210.3 on hand.

(2) Turnover jacket/desk-top procedures not in accordance with subject order.

b. RECOMMENDATION: Obtain FMFPacO 5210.3 and write turnover jacket/desk-top procedures in accordance with subject order.

8. TOPIC: IMRL Item Budget 3d Qtr FY-72 (MAG-36 171327Z Nov 71 refers)

a. DISCUSSION: Budget submitted 17 Nov 1971. To date, no approval has been received.

b. RECOMMENDATION: That budget request be approved expeditiously so critical IMRL items can be placed on order in a timely manner. Two months for approval appear excessive as IMRL is dated 25 Aug 1971.

9. TOPIC: Four each Items were Budgeted for on Emergency (H&MS-36 21/TAM/ae 7000 of 19 Nov 1971, MAG-36 104/CBM/jme 7000 of 3 Dec 1971) for H&MS-36, Sub Unit-2 - Total \$702

a. DISCUSSION: The subject emergency budget was submitted. To date, budget not approved for critical maintenance items required in support of Sub Unit-2, H&MS-36.

b. RECOMMENDATION: That emergency budgeted items be approved so items can be ordered. (One and one-half months considered excessive for emergency budgeted items.)

10. TOPIC: IMRL Document Numbers 1074-8038, 1170-8044, 1170-8046, 1170-8049 and 1170-8050

a. DISCUSSION: Follow-up action/reinstating of cancelled/long outstanding documents for required IMRL items has not been accomplished to ensure that required items are on hand/order. (Some items were ordered 15 Mar 1971.)

b. RECOMMENDATION:

(1) That timely review of all IMRL requirements be made and timely corrective action be taken to ensure that authorized allowance of IMRL items are on hand.

(2) That a full time IMRL OIC/NCO be assigned.

11. TOPIC: Unmatched AMSE Transaction Tr No. 1200-1205, 1234-1238, 1259-1260, 1271-1274, 1308-1312, 1350-1357, 1402, 1417-1422, 1438-1440, 1446, 1465, 1477-1479, 1482, 1494-1498, 1501, 1509, 1511, 1514, 1515, 1517, 1522, 1524, 1527-1528, 1530-1534, 1549-1551, 1573, 1585, 1593-1594, 1596, 1620, 1625, 1632, 1638, 1648, 1702, 1727-1728, 1770-1773

a. DISCUSSION: The above listed AMSE transaction cards were typed and passed through chain of command to correct H&MS-36 activity asset reports. The subject reports were returned to H&MS-36 because an excess list did not accompany transaction cards.

b. RECOMMENDATION:

(1) That all AMSE transactions be made in accordance with COMNAVAIRPACINST 4440.8B w/Ch 3 and FMFPacO 4441.5D.

(2) That newly printed IMRL's be reviewed timely and all unmatched/unauthorized items be declared excess so items can be relocated or redistributed to fill FMFPac shortages.

Note: CG FMFPac 120109Z Jan 72 was released because H&MS-36 held (UNM) unmatched items/unauthorized items. Unnecessary research/manhours are now being wasted due to nonsubmittal of 73 AMSE transaction cards.

12. TOPIC: AMSE Transactions Lost by Inventory (LBI) and Gain by Inventory (GBI)

a. DISCUSSION:

(1) Out of 1,799 AMSE transactions, 296 (LBI) and 1,028 (GBI) cards/unidentified cards were returned to H&MS-36 for the following reasons:

(a) (LBI) Were not allowed (group IMRL returned).

(b) (GBI) No document number on cards, if deficient and if over, required excess list letter number (group IMRL returned).

(2) At the present time, H&MS-36 is reprocessing 1,598 cards in order to correct their activity asset report. No existing instructions contain the above justifications/reasons for returning previously submitted AMSE transactions.

b. RECOMMENDATION:

(1) That all AMSE transactions be submitted in accordance with COMNAVAIRPACINST 4440.8B w/Ch 3 and FMFPacO 4441.5D.

(2) That no deviations from above instruction/order be made without prior approval from COMNAVAIRPAC/CG FMFPac.

1ST MARINE AIRCRAFT WING  
VMGR-152

11-26 JANUARY 1972

GROUND SUPPORT EQUIPMENT/IMRL

1. TOPIC: VMGR-152 IMA IMRL Responsibility/Requirements

a. DISCUSSION: At the present time, IMA is being accomplished at H&MS-36 yet VMGR-152 IMRL has all IMA authorized allowances, vice H&MS-36, with H&MS-36 having subcustody of VMGR-152 assets.

b. RECOMMENDATION: That H&MS-36 (or H&MS-17 pending relocation) IMRL reflect new IMA requirements, and VMGR's IMRL have IMA items removed from current IMRL.

Note: Recommendation should originate at VMGR via the current chain.

2. TOPIC: IMRL Budget

a. DISCUSSION: IMRL budget submitted on VMGR-152 ltr 21:LEM:lem 7300 of 16 Nov 1971 for PN 1285EAV14210-3, Calibration Kit - Air. To date, no approval to order IMRL item that is required.

b. RECOMMENDATION: That budget be approved for IMRL item and subject kit be requisitioned. (Time for approval too excessive - approximately two months.)

3. TOPIC: Budget Requirements

a. DISCUSSION: VMGR-152 submits quarterly budgets in accordance with WGO P7000.1 for IMRL deficiencies. No official correspondence is ever received by VMGR-152, approving or disapproving budget requests.

b. RECOMMENDATION: That VMGR-152 receive official correspondence in answer to budget letters vice verbal approval. This is to provide record and authority for submitting requisition for IMRL deficiencies. Example - VMGR-152 has submitted requisition for \$14,740 without written authority. VMGR-152 ltr 21:LEM:dcn 7300 of 12 Aug 1971 refers. Additionally, letter will provide squadron reason for nonapproval of an individual IMRL item. Example - four each IMRL items PN 402500 were budgeted for 12 Aug 1971 and rebudgeted for 16 Nov 1971 (unit price \$1,406; total price \$5,628), dolly wheel removal. VMGR-152 has an authorized allowance for four each with four each required.



4. TOPIC: IMRL

a. DISCUSSION: One each FIIN 339-1189 has been reported as alternate to PN A9174 since Julian date 69146. Prime item nor alternate items is on hand.

b. RECOMMENDATION:

(1) That survey action be taken to correct actual inventory and AMSE transaction be submitted to reflect a "0" balance.

(2) Determine if prime or alternate items are required. If not, submit change to IMRL.

5. TOPIC: Directive Checklist

a. DISCUSSION: Changes 1, 2 and 3 to COMNAVAIRPACINST 4440.8B and COMNAVAIRPACINST 4500.4 are not on hand.

b. RECOMMENDATION: That current 5215 checklist be obtained and utilized and all applicable instructions/orders be on hand and utilized in the IMRL section.

Note: Material officer reproduced copies from inspector's copies.

6. TOPIC: FMFPacO 5210.3 - Turnover Jacket/Desk-Top Procedures

a. DISCUSSION: IMRL OIC and NCO turnover jacket and desk-top procedures are in accordance with subject order, but have not been updated to include current instructions.

b. RECOMMENDATION: That both OIC and NCO IMRL turnover jacket/desk-top procedures be updated to include current instructions and information.

7. TOPIC: Technical Training - GSE

a. DISCUSSION: Two each lesson guides on hand.

b. RECOMMENDATION: That lesson guides be written for GSE training syllabus to include all GSE supported.

1ST MARINE AIRCRAFT WING  
VMO-6

11-26 JANUARY 1972

GROUND SUPPORT EQUIPMENT/IMRL

1. TOPIC: IMRL Item #10 FIIN 012-0863, Adapter Fork Wpn Del

a. DISCUSSION: Transaction report (TR) 1015 gained one each, bringing total on hand to six each - four each shipped as excess on Pac excess 44-71 - balance on hand two each - records NASCRP shows five each on hand as of 3 Jan 1972. No TR submitted.

b. RECOMMENDATION: That timely AMSE TR be submitted in accordance with FMFPACO 4441.5D.

2. TOPIC: IMRL Item #8 FIIN 012-0859, C Bar - Engine

a. DISCUSSION: Two each subject items were gained on 1265, two each required from Pac excess 44-71. Document 0318-8014 shows six each on order still.

b. RECOMMENDATION: That MILSTRIP modification be made to document #0318-8014 reducing quantity to four each, then on receipt of two each from Pac excess 44-71, reduce quantity to two each.

3. TOPIC: IMRL Item #6 FIIN 012-0856 and 012-0857

a. DISCUSSION:

(1) One each subject item gained on 1280. No transaction report (TR) submitted.

(2) On Julian date 1335, item shipped (two each) 012-0857 TR not submitted.

b. RECOMMENDATION: That timely IMRL transaction reports be submitted. Three months considered excessive time in submitting TR. FMFPACO 4440.5D applies.

4. TOPIC: IMRL Excess

a. DISCUSSION: COMNAVAIRPAC 190456Z Nov 71 provided disposition instructions for 21 items. Equipment has not been shipped yet. To date, no AMSE transactions have been submitted.

b. RECOMMENDATION:

(1) That AMSE transactions be submitted timely. Three months considered excessive.

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(2) That a full-time IMRL NCO be assigned.

5. TOPIC: IMRL Line Item #67 El3857, Adapter Cable (Angle of Attack)

a. DISCUSSION: Subject item was added to IMRL 9423 8-25-71. It was not budgeted for until 16 Nov 1971. Budget not approved to date. Item required in support of Angle of Attack System 283.

b. RECOMMENDATION:

(1) That new IMRL's be screened promptly and cost items be budgeted for or ordered as appropriate in a timely manner, if required. If not, action be taken to change IMRL allowance.

(2) That budget procedures be reviewed, as two months for approval considered excessive.

Note: Item required for maintenance. It was added to VMO's IMRL 8-25-71. Item not on order.

6. TOPIC: Annual Inventory Report (in accordance with COMNAVAIRPACINST 4440.8B w/Ch 1, 2 and 3 and FMFPacO 4441.5D)

a. DISCUSSION: Annual inventory report not submitted in accordance with subject instruction.

b. RECOMMENDATION: Submit subject report to COMNAVAIRPAC by 15 Feb 1972.

7. TOPIC: COMNAVAIRPACINST 4440.8B w/Ch 3 (Ch 3 not on hand) COMNAVAIRPACINST 4500.4

a. DISCUSSION: Subject instructions not on hand.

b. RECOMMENDATION: That current instructions be obtained from MAG-36 and checklist 5215 be reviewed to obtain update on current instructions.

8. TOPIC: GSE Equipment Hoisting Assembly, FIIN 872-6150

a. DISCUSSION: Subject hoist located at GSE storage area had no daily record. GSE NCO was unaware that equipment belonged to GSE shop.

b. RECOMMENDATION:

(1) That GSE NCO obtain listing of all GSE on hand from VMO's IMRL section.

(2) That daily inspection cards OPNAV Form 4790/52 be made out for subject equipment and maintained on equipment in accordance with OPNAVINST 4790.2.

9. TOPIC: GSE Officer Assignment

a. DISCUSSION: Chapter 14 of OPNAVINST 4790.2 requires that GSE officer be assigned in writing by the commanding officer.

b. RECOMMENDATION: That a squadron order be issued to cover GSE officer assignment.

10. TOPIC: First-Aid Kit

a. DISCUSSION: No first-aid kit on hand or available.

b. RECOMMENDATION: That subject kit be drawn from sick bay and maintained.

11. TOPIC: In-Use Non-RFU Equipment On Hand

a. DISCUSSION: GSE on hand and being utilized and signed off as being RFU as of 18 Jan 1972 is, in fact, non-RFU; i.e., B-5 stands have no tow bars installed, B-4 stands have warped/bent wheel and no rubber bumpers.

b. RECOMMENDATION: That all equipment in use be RFU, daily inspection be performed and reports attached.

12. TOPIC: NC-10 Serial #3982

a. DISCUSSION: Daily inspection form in operator's panel different than records in GSE office, i.e., record in subject unit shows 8 Jan 1972 as last daily inspection and shop records show 18 Jan 1972.

b. RECOMMENDATION: That current daily inspection form remain with GSE.

1ST MARINE AIRCRAFT WING  
H&MS-12

11-26 JANUARY 1972

GROUND SUPPORT EQUIPMENT/IMRL

1. TOPIC: GSE Officer Assignment

a. DISCUSSION: No officer designated as GSE officer.

b. RECOMMENDATION: That a squadron order be updated to include GSE officer assignment.

2. TOPIC: UR's/NAVAIR Forms 13070

a. DISCUSSION: Unsatisfactory reports not being submitted in accordance with OPNAVINST 4790.2 (three each submitted past six months).

b. RECOMMENDATION: That UR's be submitted on faulty equipment and incorrect publications.

3. TOPIC: Daily Equipment Cards

a. DISCUSSION:

(1) All in-use GSE does not have subject cards attached to equipment.

(2) Some items of GSE are signed off as RFI/RFU and are not in fact RFI/RFU.

b. RECOMMENDATION:

(1) That GSE have daily cards attached.

(2) That GSE be RFI/RFU prior to being signed off.

4. TOPIC: Pre-Expended Bins (PEB's)

a. DISCUSSION: PEB not being resupplied by group supply.

b. RECOMMENDATION: That PEB's be resupplied in accordance with current instruction.

5. TOPIC: GSE Licensing Program/Training Program

a. DISCUSSION: Licensing for GSE not in accordance with OPNAVINST 4790.2 and COMNAVAIRPACINST 3500.34D.

b. RECOMMENDATION: Establish Licensing Program in accordance with current instructions.

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6. TOPIC: Maintenance Requirement Cards (MRC's)

a. DISCUSSION: MRC's not available to personnel accomplishing maintenance.

b. RECOMMENDATION: That MRC's be obtained and made available to maintenance personnel.

7. TOPIC: Turnover Jackets/Desk-Top Procedures (FMFPacO 5210.3)

a. DISCUSSION: Subject turnover jacket/desk-top procedures not in accordance with FMFPacO 5210.3.

b. RECOMMENDATION: Obtain FMFPacO 5210.3 and comply with same.

8. TOPIC: Master Inventory Records

a. DISCUSSION: IMRL work center records do not agree with quantities of IMRL assets that are on hand in work centers (especially SACE complex).

b. RECOMMENDATION:

(1) That a complete and accurate inventory be completed and reported.

(2) That all SSE/AMSE be reported to the H&MS-12 IMRL officer.

(3) That modifications to IMRL allowances be accomplished to indicate actual quantity required to perform aircraft maintenance.

9. TOPIC: IMRL Training

a. DISCUSSION: No IMRL Training Program in progress.

b. RECOMMENDATION:

(1) That Training Program be written with lesson plans/guides.

(2) That IMRL training be added to training schedule to include all work centers.

10. TOPIC: Change 3 to COMNAVAIRPACINST 4440.8B Not On Hand  
Change 1 to (NAMP) OPNAVINST 4790.2 On Hand (Not Incorporated)  
COMNAVAIRPACINST 4500.4 Not On Hand

a. DISCUSSION: Subject instructions not on hand. They are required to manage IMRL assets.

b. RECOMMENDATION: That directive checklists be obtained and requisition/obtain all missing directives and comply with same.

11. TOPIC: TSEC ST-28 Test Set IMRL Line Item #1139 - Two Each On Hand

a. DISCUSSION: Two each subject test sets (RPS officer controls) never reported to IMRL officer. Work Center 610 has on hand. IMRL officer has one each on order, document #1301-8086.

b. RECOMMENDATION:

(1) That all AMSE/SSE be inventoried and reported.

(2) Cancel document #1301-8086.

(3) Declare one excess as one each A/A. (CG 1st MAW 010509Z Nov 71 (S) refers.)

12. TOPIC: IMRL Line Item #1123, Sweep Oscillator System 080, APN-153

a. DISCUSSION: Subject item required since new IMRL 8-25-71. To date, subject item not budgeted for nor on order.

b. RECOMMENDATION: That timely review of newly received IMRL be accomplished and newly added item be budgeted for and ordered.

13. TOPIC: IMRL Line Item #848 Ordered on Document #1048-9371, Required for Maintenance was Cancelled H&MS-12 130054Z Oct 71

a. DISCUSSION: Subject IMRL item was previously ordered and cancelled (ordered Feb 1971 and cancelled Oct 1971). No justification for cancellation.

b. RECOMMENDATION:

(1) Rebudget for subject item.

(2) Order as required.

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14. TOPIC: IMRL Item #852, PN 128SEAV14176-5, Alt 058-0374

a. DISCUSSION: No prime subject item on hand; one each alternate on hand 058-0374. Authorized allowance of two each not budgeted for and not on order to fill allowance.

b. RECOMMENDATION:

(1) Review requirement for two each. Request change to allowance if one each only required.

(2) If required, budget for and order.

15. TOPIC: IMRL Item #412, FIIN 999-5171, Test Stand GTC

a. DISCUSSION: Subject test stand authorized allowance of one each reported not on hand. Not reported by AMSE transaction or latest (AAR) activity asset report marked up on Nov 1971.

b. RECOMMENDATION:

(1) That all work centers ensure that items on hand are inventoried and signed for and reported.

(2) That a full-time IMRL officer and NCO be assigned with no additional duties.

16. TOPIC: IMRL Item #4, PN SE0039

a. DISCUSSION: Subject spline tester no longer required according to aircraft maintenance.

b. RECOMMENDATION:

(1) That IMRL officer be advised when items are not required.

(2) That request/tailoring changes to IMRL quantities be made timely and reported.

17. TOPIC: IMRL Item 710-0119 Reports 3 Each On Hand and is Alternate to 912-4029; Pac Inventory Dated 3 Jan 72 Reports 5 Each 710-0119; Report On Hand Julian Dated 70153

a. DISCUSSION: All prime items should be screened along with all suitable substitutes and determine all usable assets and report as prime and alternate.



b. RECOMMENDATION:

(1) That all prime listings be screened for total on-hand assets and correctly reported.

(2) That all alternates for IMRL items be reported by correct FIIN's.

(3) Report correct quantities by FIIN on Pac IMRL inventory.

18. TOPIC: IMRL Item #851, PN 128SEAV14175-7, Alternate 178-1129 and 058-0373

a. DISCUSSION: No prime subject item on hand; one each second alternate 058-0373 on hand; authorized allowance of two each. None budgeted for or on order.

b. RECOMMENDATION:

(1) That subject item be reviewed and confirm authorized allowance. If only one is required, submit change to authorized allowance (cost of item is \$439,000).

(2) If required, budget for and requisition.

19. TOPIC: Follow-Up Status on Outstanding Documents for IMRL Items

a. DISCUSSION: Follow-up status on outstanding documents should be submitted timely for IMRL requirements.

b. RECOMMENDATION: Submit timely follow-ups on outstanding documents and request assistance from higher headquarters to obtain required AMSE.

1ST MARINE AIRCRAFT WING  
VMA(AW) -533

11-26 JANUARY 1972

GROUND SUPPORT EQUIPMENT/IMRL

1. TOPIC: Directives - OPNAVINST 4790.2 w/Ch 1  
COMNAVAIRPACINST 4500.4  
COMNAVAIRPACINST 4440.8B w/Ch 1, 2 and 3  
(Changes 2 and 3 Not Held)  
FMFPacO 4441.5D  
FMFPacO 5210.3

a. DISCUSSION: Subject directives not on hand in VMA(AW)-533's Work Center 050.

b. RECOMMENDATION: That directive checklist (current 5215's) be obtained and checked against directives that are on hand. Order directives not on hand.

2. TOPIC: IMRL Line Numbers 262, 355, FIIN Numbers 105-9377 and 106-4770, Respectively

a. DISCUSSION: Subject items not on order, one each FIIN 105-9377 and 106-4770. Two each FIIN 106-4770 received 9-7-71, no AMSE TR ever submitted.

b. RECOMMENDATION:

(1) That authorized allowance of required IMRL items be placed on order timely.

(2) That AMSE TR's be submitted timely.

3. TOPIC: Turnover Jackets/Desk-Top Procedures IAW FMFPacO 5210.3

a. DISCUSSION: VMA(AW)-533 does have a desk-top procedure, but not in accordance with FMFPacO 5210.3.

b. RECOMMENDATION: That FMFPacO 5210.3 be obtained and complied with.

4. TOPIC: IMRL Training

a. DISCUSSION: No current IMRL training being accomplished.

b. RECOMMENDATION:

(1) That a current IMRL Training Program be established.

- (2) That lesson plans/guides be written and utilized.
- (3) That IMRL training schedule be published and presented.

5. TOPIC: IMRL Meeting 1300, 24 Jan 1972, CG's Conference Room (CG FMFPac/ComMarCorBasesPac 060405Z Jan 72, Admin 1st MAW 110447Z Jan 72)

a. DISCUSSION: IMRL officer/NCO was not notified of subject IMRL meeting.

Note: Group ltr 4:RDB:dp 4440 of 18 Jan 1972 received by IMRLO at 1150, 24 Jan 1972, after FMFPac inspection officer mentioned there was a meeting at 1300 today.

b. RECOMMENDATION: That timely information be received by requiring personnel.

6. TOPIC: IMRL Item #37, FIIN 072-4510

a. DISCUSSION: Subject item gained by inventory on Julian date 1328 as reported on custody cards. However, AMSE TR records show that one each was gained by inventory on Julian date 1286 TR #1095. Item was declared excess on CO, VMA(AW)-533 ltr 4:MJK:gap 4570 of 21 Jan 1972.

b. RECOMMENDATION:

- (1) That correct and timely AMSE TR's be submitted.
- (2) That items in excess of A/A be submitted timely, i.e., item gained on 13 Oct 1971 declared excess 21 Jan 1972 (three months excessive time).
- (3) That accurate records be kept on hand and custody cards reflect current and previous gains and losses.

7. TOPIC: IMRL Item #409, FIIN 033-4313

a. DISCUSSION: Two each subject items were reported excess on CO, VMA(AW)-533 ltr 4:RLH:drj 4570 of 1 Jun 1971; disposition instructions provided on CO, MAG-12 ltr 4:AAP:dp 4570 of 14 Jul 1971. Two each items still on hand VMA(AW)-533. Additionally, two excess items were never reported by AMSE TR.

b. RECOMMENDATION:

- (1) That items in excess of authorized allowance be relocated timely.

(2) That accurate inventory be maintained and reported.

8. TOPIC: IMRL Item #19, FIIN 011-9225, Screen Intake Duct

a. DISCUSSION: Eight each items are reported on hand Julian date 1131 (NASCRP, VMA(AW)-533 AAR 8-25-71) and current inventory records Julian date 1149 show four each on hand (VMA(AW)-533 custody records.) No record of survey or AMSE transaction can be provided by VMA(AW)-533 records.

b. RECOMMENDATION:

(1) That copies of survey actions be maintained on hand.

(2) That accurate and timely AMSE transactions be made.

9. TOPIC: IMRL Item #388, PN CT10251A116D216, Tailored from 3 to 0 A/A VMA(AW)-533 130540Z May 71, CG 1st MAW 170605Z May 71, VMA(AW)-533 TR Ser 1013 Julian date 1126

a. DISCUSSION: Three each subject items were on hand prior to subject TR. Item was tailored to 0 from 3 each subject VMA(AW)-533 message and approved by subject CG 1st MAW message and requested that VMA(AW)-533 declare excesses of three each. Squadron has no record of survey, did not declare excess and states they were lost due to inventory.

b. RECOMMENDATION:

(1) Survey subject IMRL items.

(2) Resubmit AMSE transaction report in accordance with current instructions.

10. TOPIC: IMRL Item #249, E13857, Adapter Cable, A/A of One Each (for Angle of Attack)

a. DISCUSSION: Subject item required by VMA(AW)-533 for maintenance support. Not on hand, not budgeted for, not on order. Current IMRL dated 8-25-71.

b. RECOMMENDATION: That required IMRL items be budgeted for and ordered timely.

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1ST MARINE AIRCRAFT WING

13-21 JANUARY 1972

## FLIGHT EQUIPMENT/SAFETY AND SURVIVAL EQUIPMENT/CRYOGENICS

INTRODUCTION: The inspection of the flight equipment, safety and survival and cryogenics within the 1st Marine Aircraft Wing consisted of inspections of three flight equipment, one cryogenic, and two safety and survival work centers.

1. The following trends and/or significant problems were noted:

a. Emphasis is required in the training of work center supervisors/officers-in-charge in 3M procedures as set forth in OPNAVINST 4790.2.

b. Record keeping and documentation were lacking and/or inadequate for flight equipment and cryogenics equipment.

c. There was no effective Corrosion Control Program in effect for expeditionary cryogenic equipment.

d. Liquid oxygen surveillance was not being accomplished in accordance with the provisions of paragraph 707, page 7-47 of OPNAVINST 4790.2.

e. Desk-top procedures and turnover jackets were lacking and/or inadequate.

62P-5G

1

Enclosure (5)

4-①

1ST MARINE AIRCRAFT WING  
MAG-36

13-21 JANUARY 1972

FLIGHT EQUIPMENT

1. TOPIC: 14-Day Inspections of Personnel Parachutes

a. DISCUSSION: NAVAIR 13-1-6.2 requires that parachute assemblies assigned to VR-type aircraft be inspected every 14 days. A random inspection of parachutes in VMGR-152 disclosed that the subject inspections were not being accomplished at prescribed intervals on all parachute assemblies. Additionally, OPNAV Form 4790/38 was not being utilized to record completion of 14-day inspections in accordance with paragraph 3-21, Chapter 3, page 3-15 of NAVAIR 13-1-6.2.

b. RECOMMENDATION: That VMGR-152 accomplish 14-day inspections of parachute assemblies at prescribed intervals. That OPNAV Form 4790/38 be utilized to record completion of the subject inspections.

2. TOPIC: Verification of Daily MDR Readouts

a. DISCUSSION: An inspection of VMO-6 flight equipment disclosed that the work center did not maintain a temporary file for completed work center registers until verification of daily MDR readouts is accomplished as required by COMNAVAIRPACINST 4790.3. The inspector was advised that MDR readouts are received on the average of every 10 days vice daily. Additionally, the NCOIC stated that he was not completely trained in 3M procedures.

b. RECOMMENDATION: That a temporary file for completed work center registers be established until verification of daily MDR readouts is accomplished as required by COMNAVAIRPACINST 4790.3. That the work center supervisor be afforded the opportunity to attend a 3M Work Center Supervisor's Course. That daily MDR readouts be delivered to the work center as expeditiously as possible vice every 10 days.

3. TOPIC: Air Crew Personal Protective Equipment

a. DISCUSSION: The 91-day inspections of air crew personal protective equipment within VMO-6 were inadequately documented. A local format vice the history card prescribed by NAVAIR 13-1-6.7 was being utilized. Additionally, inspections of the subject equipment were accomplished at 30-day intervals vice the 91-day cycle stipulated by NAVAIR 13-1-6.7. While more frequent inspections of the subject equipment is an excellent method of ensuring the correction of discrepancies,

62P-6G

2

Enclosure (5)

H-①

the productive manhours available to the work center does not appear to justify overinspection of this equipment.

b. RECOMMENDATION: That the history card specified by NAVAIR 13-1-6.7 be utilized to record all modifications, repairs and inspections of air crew personal protective equipment. That periodic inspections of the subject equipment be accomplished at the intervals prescribed by NAVAIR 13-1-6.7.

4. TOPIC: SAMI's, CAMI's and TIMI's

a. DISCUSSION: CAMI's, SAMI's and TIMI's available in the Flight Equipment Work Center of VMGR-152 were contained on one display/clipboard. Attached Required Reading and Maintenance Information Records (OPNAV Form 4790/34) were not current.

b. RECOMMENDATION: That CAMI's, SAMI's and TIMI's be filed/displayed separately and Required Reading and Maintenance Information Records, as appropriate, be maintained in a current status.

1ST MARINE AIRCRAFT WING  
MAG-12

13-21 JANUARY 1972

CRYOGENICS/SAFETY AND SURVIVAL

1. TOPIC: Liquid Oxygen Surveillance

a. DISCUSSION: Paragraph 707, Chapter 7, Volume II of OPNAVINST 4790.2 provides the surveillance requirements for activities assigned functions to receive, store, manufacture and issue liquid oxygen. LOX storage tanks functioning as storage containers for either Navy or Marine Corps-generated LOX, or as storage tanks used for LOX obtained from commercial sources require testing at 90-day intervals. During the course of the inspection of H&MS-12 Cryogenics Section, it was noted that testing of storage tanks had not been accomplished since July 1971. Additionally, paragraph 707g, Volume II, page 7-56 of OPNAVINST 4790.2 provides a recommended schedule for purging storage tanks when no routine historical testing data is available on the condition of the tank. Tank capacities of 500 gallons or less should be purged once each six months. Inspection of records available for five subject tanks disclosed that these tanks had never been purged. Lastly, the cryogenics section did not have a purging unit assigned.

b. RECOMMENDATION: That a Liquid Oxygen Surveillance Program be established in accordance with the provisions of paragraph 707, Chapter 7, Volume II of OPNAVINST 4790.2. That appropriate action be initiated to procure a purging unit for the cryogenics section.

2. TOPIC: Corrosion Control Program for Cryogenics Equipment

a. DISCUSSION: An inspection of GB-1A liquid oxygen/liquid nitrogen generating plants and 500-gallon storage tanks assigned to the H&MS-12 Cryogenics Section revealed heavy corrosion to the extent of these units soon becoming unserviceable. There was no Corrosion Control Program in effect. Undercarriages, panels, instruments, control devices and interiors of both GB-1A's were corroded, rusted and/or dirty. Spare tools and rags were adrift in all compartments. It was also noted that 40 percent of the section's personnel were assigned duties outside of the work center.

b. RECOMMENDATION: That an effective Corrosion Control Program be immediately initiated for cryogenic equipment. That assignment of cryogenic equipment operators to tasks outside of the work center be reviewed for possible reassignment to assist in this program. That all rolling stock be programmed in the monthly maintenance plan.

62P-8G

4

Enclosure (5)



3. TOPIC: Cryogenic Equipment Records

a. DISCUSSION: Aeronautical equipment service records were not available or maintained for gas turbine engines applicable to GB-1A's in accordance with paragraph 613, Chapter 6, Volume II of OPNAVINST 4790.2.

b. RECOMMENDATION: That cryogenic equipment records be established and/or maintained in accordance with the provisions of OPNAVINST 4790.2, Chapters 6 and 11.

4. TOPIC: Desk-Top Procedures and Turnover Folders

a. DISCUSSION: The H&MS-12 Cryogenics Section did not maintain desk-top procedures or a turnover folder in accordance with FMFPacO 5210.3. Additionally, the VMA(AW)-533 Safety and Survival Work Center did not have desk-top procedures available. However, a partial turnover folder was on hand.

b. RECOMMENDATION: That desk top-procedures and turnover folders be established and maintained in a current status in accordance with FMFPacO 5210.3.

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

32/WBR/ces

5041

29 APR 1972

From: Commanding General  
To: Commanding General, Fleet Marine Force, Pacific  
Subj: Force Inspection of Selected Units of the 1st Marine Aircraft Wing; report of corrective action  
Ref: (a) CGFMFPac ltr 44/cc NN-22 over 5041 of 20Mar72  
(b) Force Inspector Report 44/bkh 62P-1 over 5041 of 18Feb72  
(c) OPNAVINST 3710.7F  
(d) MCO P3500.8C  
(e) OPNAVINST 4790.2  
(f) FMFPACO 5210.3  
(g) OPNAVINST 11320.15  
(h) NAVDOCK DM-8 Fire Protection Engineering  
(i) NAVDOCK P-309 Applications of Color to Shore Establishment  
(j) NAVMAT P-5100 Safety Precautions for Shore Activities  
(k) MCASO P11320.7F

1. In accordance with reference (a), the report of action taken, and progress achieved in correcting discrepancies reported in reference (b) is submitted.
2. Each commander has reported completed action, within their authority, to correct the discrepancies noted under Aviation Safety and NATOPS programs.
3. Officers who received physiology training at Craig AFB report that training to be virtually identical with what is provided by the approved facility at Kadena AFB. Your efforts to insure WESTPAC predeployment training requirements are conducted in CONUS will assist me greatly. To avoid training duplication, and resultant lost operational effectiveness, I would request that you query BUMED to include Aviation Physiology Training provided at other Air Force training bases, not now listed, in the approved list utilized by your inspectors.
4. The Wing NATOPS Supervisor has directed all units to ascertain the status of Water Survival Training, and indicate each individuals status in the health record, and in a local-

TAB-H, Enclosure (2)

ly prepared form suggested by your inspector for the Qualification Folder, as per references (c) and (d).

5. The failure of some NFOs to have completed an instrument examination has been corrected. The requirement for all NA and NFO personnel to complete periodic instrument examinations has been reiterated and included as a part of regular NATOPS inspection procedures.

6. The subject areas of requisitioning and reconciliation of outstanding requisitions, are being addressed by Wing Supply Officer Staff Visits to all units, now in progress, and scheduled through June. The establishment and maintenance of Pre-expended bins has been effected or corrected as appropriate. Additionally, steps have been taken to repair at the IMA those items within their repair capability.

7. By the time of arrival of your inspection team, my G-1 had initiated a program of review of assignment of certain enlisted aviation MOSS that are common to more than one model of aircraft. This is but one step toward keeping technically proficient personnel in the maintenance department, utilizing assets to their fullest potential. Additionally, I have in existence continuous training to enhance the NAMP. A Basic Course of 40 hours of instruction for junior enlisted; a Supervisor Course of 80 hours of instruction for Work Center personnel; a Material Management Course of 80 hours of instruction form the basic training program.

8. The functional areas of Maintenance Control, Quality Assurance, and others within the Naval Aircraft Maintenance Program, are being addressed by the Wing Maintenance Officer in conjunction with the Staff Visit schedule mentioned previously.

9. Command attention has been, and will continue to be, directed toward the program of adjusting Wing GSE assets as indicated by IMRL and the FMFPAC Area Inventory System.

10. Wing Order 5210.4 has been issued, which details format and content desired in the Turnover Folder and Desk Top Procedures. A systematic review procedure is incorporated which will allow particularly useful items to be reissued with Wing wide distribution, and updated as changes are required or desired.

11. The MAG-12 cryogenic equipment is now combat ready. A purging unit, not previously on hand, has been received. The Liquid Oxygen Surveillance Program is in effect. Additionally, action is underway to correct each specific discrepancy categorized as a corrosion control problem in the inspection report. Cryogenic Equipment Records and operational directives do exist as per reference (e) and (f).

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12. References (g) through (k) provide general guidance only on the subject of access aisles and lanes suitable for fire fighting equipment. In the absence of definitive instructions, this headquarters issued a directive providing specific instructions on delineating and marking lanes for fire fighting equipment access in all hangar spaces. MAG-36 units have been directed to comply with MCAS Futeema instructions covering this subject.

13. Each of the detailed items, in enclosures (1) through (5) of reference (b), either has been corrected, or is being addressed by my staff in scheduled Staff Visits, and will be the subject of subsequent Wing inspections.





OFFICE OF THE CHAPLAIN  
FIRST MARINE AIRCRAFT WING  
FPO SAN FRANCISCO 96602



DKV/mlb  
5750  
20 July 1972

(UNCLASSIFIED)

From: Wing Chaplain  
To: Commandant of the Marine Corps (Code HD)  
Via: (1) Commanding General, First Marine Aircraft Wing  
(2) Commanding General, Fleet Marine Force, Pacific

Subj: Command Chronology for period 1 January 1972 to 30 June 1972

Ref: (a) MCO 5750.1B  
(b) FMFPacO 5750.8B  
(c) ForO 5750.1A  
(d) WgO 5750.1B

Encl: (1) Wing Chaplain's Command Chronology

1. In accordance with the provisions of references (a) through (d), enclosure (1) is submitted.

*Dean K. Veitman*  
Dean K. VEITMAN  
CAPT CHC USN

*Wing Chaplain, 1st MAW*

*Jan-June 1972*

TAB-9



OFFICE OF THE CHAPLAIN  
FIRST MARINE AIRCRAFT WING  
FPO SAN FRANCISCO 96602



(UNCLASSIFIED)

COMMAND CHRONOLOGY

1 January 1972 TO 30 June 1972

INDEX

PART I - ORGANIZATIONAL DATA

PART II - NARRATIVE SUMMARY

ENCLOSURE (1)

2

2

(UNCLASSIFIED)

## PART I

ORGANIZATIONAL DATA1. DESIGNATIONCOMMANDER

Wing Chaplain

CDR Dwight F. ZELLER, CHC, USN  
 (Reformed Episcopal)  
 1-11 January 1972  
 MCAS Iwakuni, Japan

Wing Chaplain

CAPT Dean K. VELTMAN, CHC, USN  
 (United Presbyterian Church)  
 8 January - 30 June 1972  
 MCAS Iwakuni, Japan

Assistant Wing Chaplain  
 Marine Wing Headquarters Squadron One

LCDR William G. OLSON, CHC, USN  
 (Lutheran)  
 1 January - 7 June 1972  
 MCAS Iwakuni, Japan

Marine Aircraft Group - 12 Chaplain

LCDR Thomas W. KUHN, CHC, USN  
 (Roman Catholic)  
 1 January - 22 May 1972  
 MCAS Iwakuni, Japan

Marine Aircraft Group - 36 Chaplain

LCDR Walter J. BLANK, CHC, USNR  
 (Roman Catholic)  
 1 January - 30 June 1972  
 MCAS Futema, Okinawa

Marine Aircraft Group - 15 Chaplain

LCDR James R. von MEYSENBUG, CHC, USNR  
 (Roman Catholic)  
 1 January - 8 April 1972  
 MCAS Iwakuni, Japan

Marine Aircraft Group - 15 Chaplain  
 (MWHS-1 Chaplain 31 May - 30 June 1972)

LT Thomas A. SCHULTZ, CHC, USNR  
 (The Brethren Church)  
 1 January - 7 April, 15 May-  
 30 June 1972

Marine Wing Support Group -17 Chaplain  
 Marine Air Control Group - 18 Chaplain

LT Fredrick W. RYDER, CHC, USNR  
 (Roman Catholic)  
 1 January - 15 March 1972  
 24 April - 30 June 1972  
 MCAS Iwakuni, Japan

(UNCLASSIFIED)

Marine Aircraft Group - 36 Chaplain

LT Ernest G. MARSH, CHC, USNR  
 (Disciples of Christ)  
 15 March - 30 June 1972  
 MCAS Futema, Okinawa

Marine Aircraft Group - 36 Chaplain

LT Edward E. SNOW, CHC, USNR  
 (Lutheran)  
 1 January - 14 March 1972  
 MCAS Futema, Okinawa

Marine Aircraft Group - 15 Chaplain

LT Victor H. SMITH, CHC, USNR  
 (Christian Scientist)  
 28 June - 30 June 1972  
 MCAS Iwakuni, Japan

2. AVERAGE MONTHLY STRENGTH  
     USMC                      USN

Off Enl  
 0 8

Off Enl  
 8 0



## PART II

NARRATIVE SUMMARY

I. MEMORIAL PARK -- Chaplain RYDER was instrumental in promoting a memorial park, dedicated "In memory of all those who while serving with the First Marine Aircraft Wing gave their lives for freedom in Vietnam." On 26 May 1972, Brigadier General A. W. O'DONNELL accepted a Memorial Torii and monument constructed by the Kajima Corporation. The park is located next to the "Zero" hangar between the Officers Closed Mess and Gate One, MCAS, Iwakuni, Japan. The name plates were formerly located in Danang, Republic of Vietnam.

II. AUTOCLAVE/STERILIZER -- On or about 27 June 1972, a 700 pound autoclave used for instrument sterilization was delivered by 1st MAW marines to:

Dr. Robert G. LONG, M. D. 045 30 66 06  
Hoa Khanh Children's Hospital, Danang  
HQ DET, MACV Team #1 (FRAC)

Hoa Khanh Children's Hospital in Danang, RVN, has been popular with Marines. General WALT and our present Marine Commandant, General CUSHMAN, have both visited this children's hospital. In 1971, the chief hospital nurse received a special award from President Nixon. In her office are pictures of General WALT and the past Commandant, General CHAPMAN. Thus, Marines have played a major role in the development of Hoa Khanh Children's Hospital. The autoclave was obtained by the Wing Medical Officer, First Marine Aircraft Wing. The medical department and chaplains of 1st MAW were instrumental in delivering this very needed sterilizer. Doctor LONG is extremely grateful in receiving this gift.

III. OPERATION ANGEL -- Sacred Heart Orphanage on the outskirts of Danang was adopted by the Larchmont, New York Community through the efforts of LCDR James R. von MEYSENBUG, MAG-15 Chaplain. When members of his former parish wrote and asked him what he would like for his birthday, Chaplain von MEYSENBUG replied by urging them to help the 265 war orphans. This has the support of over 20 merchants and a host of teenagers in the New York Community. The future donations of money, clothes, and other assistance will be handled by USAF Chaplains in Danang.

IV. ORPHANAGES AND REFUGEE CAMP -- Local orphanages received considerable assistance from MAG-12 personnel, under the supervision of Chaplain Thomas W. KUHN. This was accomplished in the form of working parties, material aid, financial support and in providing recreation for the orphans.

②

a. Ke Sat Orphanage comprised of 115 orphans is located about five miles from Bien Hoa Air Base. Working parties were instrumental in providing a covered recreational area as well as painting and many minor repairs. Several times groups of orphans were brought to the base to view movies; all were treated with snacks.

b. Dong Ho Orphanage housing some 60 orphans is located about two miles from Bien Hoa Air Base; it was moved from Quang Tri Province when threatened by the invasion of the North in April. On several occasions food was donated and basic needs supplied. Plans are presently underway for VMA-211 to take this orphanage as its special project. Surplus wood crating has been made available through Group S-4 and construction work has now been planned and begun.

c. St. Paul's Orphanage is located in downtown Bien Hoa. Since this orphanage is comparatively well of assistance has been limited to food and clothing.

d. Refugee Camp Assistance: Shortly after MAG-12's arrival in Bien Hoa news was received by Chaplain KUHN of the needs of some 780,000 refugees throughout Vietnam. Since then several trips have been made to Long Thanh Refugee Camp which has a population of some 18,000 and is located about 15 miles from Bien Hoa Air Base. These trips are fulfilling a twofold purpose---to take basic material needs to the refugees such as wood for cooking, used lumber, food and candy for the children and to acquaint the men of MAG-12 with the sad plight of these refugees. The Group Chaplain was instrumental in obtaining \$200.00 from the Wing Catholic Chapel Fund and \$250.00 from the Wing Protestant Chapel Fund in Iwakuni for aid to the refugees and orphans. In addition to this sum \$400.00 has been made available from the Wing Comptroller for the same purposes.

- V. PROTESTANT CHAPEL RETREAT -- On 25 May Chaplain William G. OLSON and an Air Force Chaplain, Major Mark SMITH conducted a four day religious retreat to Hagi, Japan. Under their supervision twenty-six Marine and Naval personnel participated in the activities. The retreat was held mainly in a retreat house operated by Father Horvath, a Hungarian priest. Bible studies were held in the afternoon and prayer and fellowship meetings were conducted in the evening. On the Sunday Morning before their departure a baptismal service was held in the ocean where in five men were baptised.

VI. GIFT OF WIRELESS MICROPHONE/AMPLIFIER -- It was learned that the Bishop of Chejudo's voice was becoming weak with age. Captian A. K. BENNETT, USN, FAW-6 suggested a gift to the Bishop. A wireless microphone with accompanying amplifier was purchased to present to a missionary, Father Croft, who would present this to the Bishop as a joint Protestant-Catholic gift from the two Wing Chapel Funds.

VII. ELECTRIC ORGAN -- In June the Catholic Chapel Fund at MCAS Futema donated an electric organ to the Catholic Grammar School. Those attending the presentation ceremony were Colonel A. F. GAROTTO, Commanding Officer, MAG-36 and Colonel G. L. LILLICH, Commanding Officer, MCAS Futema, Chaplains W. G. BLANK and H. L. LILLY and officials of the school.

VIII. DEPLOYMENT SCHEDULES

LCDR William G. OLSON -- Deployed 7 June 1972 to Nam Phong, Thailand with MAG-15

LCDR Thomas W. KUHN -- Deployed 22 May 1972 to July to Bien Hoa, RVN with MAG-12

LCDR James R. VON MEYSENBUG -- Deployed 8 April 1972 to Danang, RVN. Transferred to Nam Phong, Thailand, on 24 June 1972

LT Thomas A. SCHULTZ -- Deployed 7 April - 15 May 1972 to Danang, RVN (VMFA 232) with MAG-15

LT Fredrick W. RYDER -- Deployed on Golden Dragon Exercise 15 March - 24 April 1972

IX. STATISTICAL SUMMARIES

1. No. of services at which Chaplains presided	1143
2. Total No. of persons attending in Item one	27,277
3. No. of services in other military activities at which Chaplains presided	64
4. Total No. of persons attending in Item three	2456
5. No. of services in civilian communities	28
6. Total No. of persons attending in Item five	849
7. No. of Baptisms	29
8. No. of Professions of Faith/Decisions/Confirmations	73

OFFICE OF THE STAFF JUDGE ADVOCATE  
1st Marine Aircraft Wing  
Fleet Marine Force, Pacific  
FPO, San Francisco 96602

17/RWE/ljl  
5750  
18 July 1972

From: Staff Judge Advocate  
To: Commandant of the Marine Corps (Code HD)  
Via: (1) Commanding General, First Marine Aircraft Wing  
(2) Commanding General, Fleet Marine Force, Pacific  
  
Subj: Command Chronology for period 1 January 1972 to 30 June 1972  
  
Ref: (a) WgO 5750.1B  
  
Encl: (1) Law Center, 1stMAW Command Chronology  
  
1. In accordance with the provisions of reference (a), enclosure (1)  
is submitted.

  
J. L. RODAK  
By direction

*Staff Judge Advocate, 1st MAW*

*Jan - June 1972*

*TAB-7*

OFFICE OF THE STAFF JUDGE ADVOCATE  
1st Marine Aircraft Wing  
Fleet Marine Force, Pacific  
FPO, San Francisco 96602

C O M M A N D C H R O N O L O G Y

1 Jan 1972 to 30 June 1972

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| PART II  | - NARRATIVE SUMMARY                           |
| PART III | - SEQUENTIAL LISTING OF<br>SIGNIFICANT EVENTS |
| PART IV  | - SUPPORTING DOCUMENTS                        |

## PART I

## ORGANIZATIONAL DATA

1. DESIGNATION

First Marine Aircraft Wing Law Center

COMMANDERLtCol C. W. COLLIER  
(1Jan72 - 26Jun72)LtCol R. W. EDWARDS  
(26Jun72 - Present)SUBORDINATE UNITSFirst Marine Aircraft Wing Law Center,  
Futema Branch, Futema, OkinawaCaptain R. D. SULLIVAN  
(1Jan72 - 15May72)Captain W. J. BAKER  
(15May72 - Present)GySgt C. E. ROBERTS  
(Jan72 - Present)ATTACHED UNITS

None.

2. LOCATION

1 January 1972 to 30 June 1972: Marine Corps Air Station, Iwakuni, Japan

3. STAFF OFFICERS

Staff Judge Advocate

LtCol C. W. COLLIER  
(1Jan72 - 26Jun72)LtCol R. W. EDWARDS  
(26Jun72 - Present)

Deputy Staff Judge Advocate

Major A. F. MIELCZARSKI  
(21Jun72 - Present)

Director Law Center

Major L. J. MINER  
(1Jan72 - 20Jun72)

Lawyer Counsels

Captain M. C. WARLOW  
(18Feb72 - Present)

Lt J. C. MYERS, JAGC, USN  
(1Jan72 - Present)

Captain R. D. SULLIVAN  
(16May72 - Present)

Captain D. J. FISKE  
(1Jan72 - 22Apr72)

Captain J. T. JOHN  
(1Jan72 - Present)

Captain W. T. ENSLEN  
(1Jan72 - Present)

Captain W. J. BAKER  
(1Jan72 - 14May72)

Captain W. D. BLUNK  
(1Jan72 - Present)

Captain J. S. EDWARDS  
(1Jan72 - 4Apr72)  
(24Jun72 - Present)

Legal Admin Officer

WO R. L. PHILLIPS  
(1Jan72 - 17Jun72)

WO J. L. RODAK  
(23Jun72 - Present)

Legal Chief

MGySgt G. ADKINS  
(1Jan72 - Present)

Admin Chief

GySgt J. L. NELSON  
(1Jan72 - 17Jun72)

Review/Promulgation Chief

SSgt G. BIRMINGHAM  
(1Jan72 - Present)

Docket Chief

SSgt L. LUMBRA  
(1Jan72 - Present)

Admin Discharge Chief

Sgt R. LOPES  
(1Jan72 - May72)Sgt D. BOLINGER  
(30May72 - Present)4. AVERAGE MONTHLY STRENGTH

<u>USMC</u>		<u>USN</u>		<u>OTHER</u>	
<u>OFF</u>	<u>ENL</u>	<u>OFF</u>	<u>ENL</u>	<u>OFF</u>	<u>ENL</u>
11	19	1	0	0	0

## PART II

NARRATIVE SUMMARY

During the period January thru March, there were several courts-martial cases related to a racial incident occurring over the New Year's weekend both on the Station and in the town of Kawashimo adjacent to the Station.

During June 1972, there was a large changeover in key personnel at the Law Center, this being the departure and arrival of a new Staff Judge Advocate, Deputy Staff Judge Advocate, and Legal Administration Officer.

Also during the month of June 1972 two lawyer counsel and one legal chief were assigned to Marine Aircraft Group-15 and one legal clerk to Marine Aircraft Group-12, both of which were deployed.

Other significant events are attached as Significant Legal Events within the Office of the Staff Judge Advocate for the Months of January thru June 1972 (see supporting documents).

Below is a breakdown of General, Special and Summary Courts-Martial cases and non-judicial punishment during this period.

1stMAW, less	<u>GCM</u>	<u>SPCM</u>	<u>SCM</u>	<u>NJP</u>
MAG-36	6	54	71	332
MAG-36	3	17	22	235
Total	9	71	93	567



Administrative discharges for this period were as follows:

Unsuitability	9	(2 retained - 7 discharged)
Unfitness	35	(4 retained - 31 discharged)
Misconduct	1	(1 discharged)
Good of Service	26	(5 retained - 21 discharged)
Convenience of Government	1	(forwarded to CMC res-approval)

## PART III

SEQUENTIAL LISTING OF SIGNIFICANT EVENTS

	<u>NAME</u>	<u>RANK</u>	<u>UNIT</u>	<u>TYPE</u>	<u>TRIAL DATE</u>
a.	ROBINSON, R. L.	SSgt	H&MS-15	SPCM	10, 11Jan72
b.	RICHARD, R. L.	PFC	MABS-12	SPCM	11Jan72
c.	HELLYER, T. E.	GYSGT	H&MS-15	SPCM	14Jan72
d.	JACKSON, E. (USN)	FIREMAN	H&HS	SPCM	26Jan72
e.	GARCIA, R. J.	PFC	H&HS	SPCM	24, 27Jan72
f.	CLEVELAND, D. M.	LCPL	MACG-18	GCM	3Feb72
g.	BELK, G. R.	LCPL	MABS-15	SPCM	3Feb72
h.	HEATH, C. G.	PVT	MWHS-1	SPCM	5, 7Feb72
rr.	LAWSON, B. C.	L/Cpl	MAG-36	GCM	9 Feb 72
i.	SCHOENBORN, E. C.	PVT	MWHS-1	SPCM	12Feb72
j.	MADER, L.	PVT	H&MS-12	SPCM	18Feb72
k.	IRVINE, W. W.	SGT	VMA-211	SPCM	22Feb72
l.	ROBERTSON, T. C.	LCPL	H&MS-12	SPCM	26Feb72
m.	SCRIBNER, J. E.	LCPL	MWCS-18	SPCM	1Mar72
n.	DINKINS, D. E.	SGT	MWSG-17	SPCM	6Mar72

o. HUNT, C. G.	LCPL	MWHS-1	SPCM	2,3,6-9Mar72
p. SAWYER, B. K.	PFC	MABS-12	SPCM	13Mar72
q. ALMANZA, J.	LCPL	MWHS-1	SPCM	11, 14Mar72
r. ANDERSON, C. A.	LCPL	MWCS-18	SPCM	18Mar72
s. AVILA, T. C.	PVT	MWHS-1	SPCM	24Mar72
t. PARTIDA, G. M.	PFC	MWCS-18	SPCM	25, 27Mar72
u. CORKINS, A. R.	PVT	H&HS	SPCM	28Mar72
v. CONKLIN, M. L.	PVT	H&HS	SPCM	15Feb-10,13,15Apr72
w. HORNE, C.	PVT	WERS-17	SPCM	15Apr72
x. MITCHELL, R. A.	LCPL	H&MS-15	GCM	17Apr72
y. LEE, R. E.	LCPL	MAG-12	GCM	18Apr72
z. APONTE, H.	LCPL	H&MS-12	SPCM	21Apr72
aa. HEADD, S. A.	PFC	H&MS-12	SPCM	1-2May72
bb. FRANKLIN, E. G.	LCPL	WERS-17	SPCM	6May72
cc. GRAYER, E.	CPL	H&MS-12	GCM	9-10May72
dd. COX, R. G.	PFC	H&MS-15	SPCM	12May72
ee. MOORE, W. H.	PVT	MABS-12	SPCM	17May72
ff. TAYLOR, A. G.	PFC	VMGJ-1	SPCM	18May72
gg. MCMILLER, R. W.	LCPL	MWHS-1	SPCM	22, 26May72
hh. DAVIS, E. W.	LCPL	H&MS-15	GCM	5-6Jun72
ii. WALLACE, P. A.	LCPL	MASS-2	SPCM	7-8Jun72
jj. ORSINO, V. J.	LCPL	VMFA#122	SPCM	12Jun72
kk. BROCHU, J. E.	PFC	H&MS-15	SPCM	14Jun72
ll. HUNTER, E. C.	PFC	MWHS-1	SPCM	16Jun72

<i>mon.</i>	SAWYER, J. W.	LCPL	H&MS-15	GCM	20-21 Jun 72
<i>nn.</i>	FIELD, C. E.	LCPL	H&HS	SPCM	23 Jun 72
<i>so.</i>	KUHNS, J. T.	LCPL	H&HS-18	SPCM	26 Jun 72
<i>pt.</i>	OUTHOUSE, T. T.	SGT	H&HS	SPCM	27 Jun 72
<i>sf</i>	DAVIS, C. D.	SGT	MWHS-1	SPCM	29 Jun 72

Each case is documented by the attached "Results of Trial". (see supporting documents).

PART IV  
SUPPORTING DOCUMENTS

1. Significant Legal events within the Office of the Staff Judge Advocate for the month of January 1972
2. Significant legal events within the Office of the Staff Judge Advocate for the month of February 1972
3. Significant legal events within the Office of the Staff Judge Advocate for the month of March 1972
4. Significant legal events within the Office of the Staff Judge Advocate for the month of April 1972
5. Significant legal events within the First Marine Aircraft Wing for the month of June 1972

Tabs a-z, aa-rr

As listed in Part III

1435A  
OFFICE OF THE STAFF JUDGE ADVOCATE  
1st Marine Aircraft Wing  
Fleet Marine Force Pacific  
FPO San Francisco 96602

17/DWH/rlf  
5800

22 FEB 1972

From: Staff Judge Advocate  
To: Commanding General, 1st Marine Aircraft Wing  
Subj: Significant legal events within the Office of the Staff Judge Advocate for the month of January 1972

1. Courts-Martial:

a. A PFC from MAG-12 was tried by Special Court-Martial on 11 January 1972 for Unauthorized Absence from 16 July 1971 until 8 October 1971. He pleaded guilty to the charge and was sentenced to confinement at hard labor for four months, forfeiture of \$50.00 pay per month for four months, reduction to pay grade E-1 and a bad conduct discharge.

b. A PFC who had refused office hours and demanded a Special Court-Martial from H&HS, MCAS was tried on 24-27 January 1972 for assaulting a Staff Sergeant on Shore Patrol. He pleaded not guilty, but was found guilty of the assault and was sentenced to confinement at hard labor for four months, forfeiture of \$150.00 pay per month for six months and reduction to pay grade E-1.

c. An FN (USN) from H&HS, MCAS was tried by Special Court-Martial on 26 January 1972 for using provoking words and for assault. He pleaded not guilty to using provoking words and guilty to the assault. He was found not guilty of using the provoking words and guilty of the assault. He was sentenced to confinement at hard labor for two months, forfeiture of \$100.00 pay per month for two months and reduction to pay grade E-2.

d. A GySgt from MAG-15 was tried by Special Court-Martial on 14 January 1972 for an assault and battery and being drunk and disorderly in quarters. He pleaded not guilty and was found not guilty of all charges.

e. A SSgt from MAG-15 was tried by Special Court-Martial on 10 and 11 January 1972 for introducing drugs into a military station for the purpose of use. He pleaded not guilty but was found guilty and sentenced to 60 days restriction to the limits of MCAS and reduction to pay grade E-3.

①-#1

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f. A SSgt from MAG-36 was tried by Special Court-Martial on 5 January 1972 for Unauthorized Absence from 9 August 1971 until 18 October 1971 and issuing bad checks. He was found guilty and sentenced to forfeiture of \$405.00 pay per month for six months and reduction to pay grade E-4.

g. A Cpl from MAG-36 was tried by Special Court-Martial on 5 January 1972 for Unauthorized Absence from 4 August 1971 until 24 September 1971. He was found guilty and sentenced to confinement at hard labor for four months, forfeiture of \$192.00 pay per month for six months and reduction to E-1.

h. A Pvt from MAG-36 was tried by Special Court-Martial on 28 January 1972 for possession of a false ID and breaking restriction on 16 December 1971. He was found guilty and sentenced to forfeiture of \$197.00 pay per month for two months.

i. A Cpl from MAG-36 was tried by Special Court-Martial on 28 January 1972 for issuing bad checks and escape from custody on 23 October 1971. He was found guilty and sentenced to forfeiture of \$190.00 pay per month for six months and reduction to pay grade E-1.

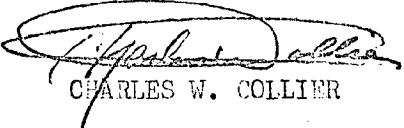
2. Commanding General's NJP: None.

3. Article 32 Investigations: Two (2) Article 32's. One a Lance Corporal from MACG-18 for disobedience of a lawful general order and assault with a dangerous weapon and the other a Private First Class from MAG-12 for resisting apprehension, assault upon a Military Policeman and disobeying a lawful order.

4. Administrative Discharges:

23 Administrative Discharges were processed during the month of January 1972. The breakdown is as indicated below:

Unsuitability	-	2 (1-Retained)
Good of the Service To escape trial	-	6 Undesirable Discharges
Unfitness	-	15 (10 drug related cases discharged, 1 drug related case retained) (4 other categories discharged.)

  
CHARLES W. COLLIER

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7 MAR 1972

From: Staff Judge Advocate  
To: Commanding General, 1st Marine Aircraft Wing

Subj: Significant legal events within the Office of the Staff Judge Advocate  
for the month of February 1972

1. Courts-Martial:

a. A LCpl from MAG-36 was tried by General Court-Martial on 9 February 1972 for conspiring to commit an offense under the UCMJ, escape from lawful confinement, stealing 160 combat knives, a carton containing a number of blankets, 33 green nylon flight jackets, 8 leather flight jackets and 128 combat knives. He pleaded guilty and was found guilty. He was sentenced to be discharged from the service with a Bad Conduct Discharge, to be confined at hard labor for a period of 2 years, to forfeit all pay and allowances and to be reduced to the pay grade of E-1.

b. A LCpl from MAG-18 was tried by General Court-Martial on 8 February 1972 for failing to obey a lawful general order by having a knife with a blade longer than 3 inches, assault on a LCpl by stabbing him in the right side and assault on a PFC by stabbing him in the neck. He pleaded guilty and was found guilty. He was sentenced to be discharged from the service with a Bad Conduct Discharge, to be confined at hard labor for a period of 2 years, to forfeit all pay and allowances, and to be reduced to the pay grade E-1.

c. A LCpl from MAG-15 was tried by Special Court-Martial on 3 February 1972 for negligently damaging one TA-75 Tow Tractor, for operating in a reckless manner a TA-75 Tow Tractor, leaving his post before properly being relieved and for wrongful appropriation of one TA-75 Tow Tractor. He pleaded guilty and was found guilty. He was sentenced to be discharged from the service with a Bad Conduct Discharge, to forfeit \$100.00 pay per month for 4 months, to be confined at hard labor for a period of 4 months, and to be reduced to the pay grade E-2.

d. A Pvt from MAG-15 was tried by Special Court-Martial on 5 and 7 February 1972 for stealing one metal field safe which contained a total of \$290.15 in U. S. and Japanese Currency. He pleaded not guilty and was found guilty. He was sentenced to be discharged from the service with a Bad Conduct Discharge, to be confined at hard labor for a period of 3 months, and to forfeit \$192.00 per month for a period of 3 months.

e. A LCpl from MAG-12 was tried by Special Court-Martial on 26 February 1972 for possessing a switchblade knife, assault upon a LCpl by striking him on the head with his fists, assault upon a Japanese National by striking him in the face with his hands, and assault against a LCpl by holding at his chin

2

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a dangerous weapon to wit: a switchblade knife. He pleaded guilty and was found guilty. He was sentenced to be reduced to the pay grade E-1, and to be confined at hard labor for a period of 3 months.

f. A Pvt from MAG-12 was tried by Special Court-Martial on 18 February 1972 for unauthorized absence from 30 December 1971 until 8 January 1972 and 29 January 1972 until 5 February 1972. He pleaded guilty and was found guilty. He was sentenced to be confined at hard labor for a period of 2 months and to forfeit \$75.00 pay per month for 2 months.

g. A Sgt from MAG-12 was tried by Special Court-Martial on 22 February 1972 for stealing one blue star sapphire ring, two pearl rings, ¥46,000 in Japanese currency, ¥22,000 in Japanese currency, two diamond rings, one red star sapphire ring, one watch, and one gold necklace. He pleaded not guilty and was found not guilty.

h. A Pvt from MWHS-1 was tried by Special Court-Martial on 12 February 1972 for disrespect toward a Chief Warrant Officer and disobedience of a lawful order from a Sergeant. He pleaded not guilty and was found not guilty.

## 2. Commanding General's NJP:

a. An officer from MWHS-1 was awarded Commanding General's NJP for submitting a false and fraudulent statement concerning the status of his dependent in Japan. He was awarded a letter of reprimand.

## 3. Article 32's:

Seven (7) Article 32's were held. One on a LCpl from MWSG-17 which was held on 23 February 1972. One on a LCpl from MAG-12 which was held on 17 and 25 February 1972. One on a Cpl from MAG-12 which was held on 17 and 25 February 1972. One on a LCpl from MAG-12 which was held on 1 February 1972. One on a LCpl from MAG-15 which was held on 16 February 1972. One on a Cpl from MAG-15 which was held on 16 February 1972. One on a Cpl from MAG-15 which was held on 16 February 1972.

## 4. Administrative Discharges:

10 Administrative Discharges were processed during the month of February 1972. The breakdown is as indicated below:

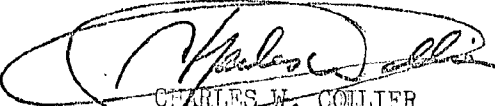
Unsuitability	-	1 - Retained
Good of the Service	-	4 Undesirable Discharges
To escape trial		



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Unfitness

- 5 (3 drug related cases discharged)  
(1 other category discharged, 1  
frequent involvement case retained)

  
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12 APR 1972

From: Staff Judge Advocate  
To: Commanding General, 1st Marine Aircraft Wing

Subj: Significant legal events within the Office of the Staff Judge Advocate for the month of March 1972

1. Courts-Martial:

a. A Private from MWHS-1 was tried by Special Court-Martial on 24 March 1972 for inflicting a severe laceration by use of a beer bottle which disfigured a Private First Class at building 1590 at 2230 hours on 12 December 1971. He pleaded guilty, was found guilty, and was sentenced to be confined at hard labor for three months, to be discharged from the service with a Bad Conduct Discharge and to forfeit \$165.00 pay per month for three months.

b. A Private from H&HS was tried by a Special Court-Martial on 28 March 1972 for; Striking a Corporal in the head with his fists; 5 specifications of wrongful communication of a threat to kill; possession of a dangerous weapon; assault on a Lance Corporal by striking him in the jaw; and 2 specifications of drunk and disorderly. He pleaded not guilty to all the Charges and Specifications, was found guilty of all Charges and Specifications except 3 specifications of communicating a threat and one specification of drunk and disorderly. He was sentenced to five months confinement at hard labor, forfeiture of \$192.00 pay per month for five months and to be discharged from the service with a Bad Conduct Discharge.

c. A Lance Corporal from MACG-18 was tried by Special Court-Martial on 18 March 1972 for violating a general order by operating a motor vehicle without an operator's license, reckless driving of a motor vehicle, and prejudice to the good order and discipline of the armed forces by leaving the scene of a motor vehicle accident. He pleaded guilty, was found guilty, and was sentenced to be confined at hard labor for three months, to be reduced to pay grade E-2 and forfeit \$175.00 pay per month for five months.

d. A Private First Class from MACG-18 was tried by Special Court-Martial on 27 March 1972 for wrongful participation in a breach of the peace by engaging in a fight involving other individuals. He pleaded not guilty was found guilty, and was sentenced to be reduced to the pay grade of E-1, forfeiture of \$150.00 pay per month for a period of two months and to be restricted to the limits of place of work, worship, mess and living quarters for a period of 60 days.

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e. A Private First Class from MAG-12 was tried by Special Court-Martial on 13 March 1972 for wrongful communication of a threat towards a Corporal, to wit: "the first time I see those three whites by themselves I'm going to do them in" or words to that effect and disorderly conduct. He pleaded not guilty was found guilty, and was sentenced to be confined at hard labor for a period of three months, and to forfeit \$200.00 pay per month for three months.

f. A Lance Corporal from MWCS-18 was tried by Special Court-Martial on 14 March 1972 for one specification of possession of marijuana and one specification of use of marijuana. He pleaded guilty to specification 1 and not guilty to specification 2. He was found guilty of specification 1 and not guilty of specification 2, and was sentenced to be confined at hard labor for four months, to forfeit \$190.00 pay per month for four months and to be reduced to the pay grade E-1.

g. A Lance Corporal from MACG-18 was tried by a Special Court-Martial on 1 March 1972 for the wrongful use of marijuana. He pleaded not guilty and was found not guilty.

h. A Lance Corporal from MWHS-1 was tried by Special Court-Martial on 14 March 1972 for having in his possession a knife with a blade length of 3 5/8 inches and assault upon a Private and Private First Class. He pleaded not guilty and was found not guilty.

i. A Lance Corporal from MWHS-1 was tried by Special Court-Martial on 9 March 1972 for assault upon a Warrant Officer by lunging at him with a dangerous weapon, a means likely to cause bodily harm, to wit: a bayonet. He pleaded not guilty and was found not guilty.

j. A Lance Corporal from MWCS-18 was tried by Special Court-Martial on 14 March 1972 for possession and use of marijuana. He pleaded not guilty and was found not guilty.

2. Commanding General's NJP:

a. An officer from MWSC-17 was awarded Commanding General's NJP for submitting a false and fraudulent statement on two occasions concerning the status of his dependent in Japan. He was awarded a letter of reprimand and to forfeit \$310.00 pay per month for one month.

b. An officer from MWCS-18 was awarded Commanding General's NJP for compromising Secret information by discussing it with a person not authorized to receive such information at a public place. He was awarded a letter of reprimand.

c. An officer from MWHS-1 was awarded Commanding General's NJP for discussing Secret information in a public place with another person not authorized to receive such information. He was awarded a non-punitive letter of reprimand.

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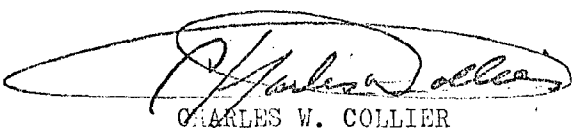
## 3. Article 32's:

None

## 4. Administrative Discharges:

11 Administrative Discharges were processed during the month of March 1972. The breakdown is as indicated below:

Unsuitability	-	3
Good of the Service		
To escape Trial	-	2 Undesirable Discharges
Unfitness	-	5 (1 drug related case discharged) (3 other category discharged, 1 frequent involvement case retained)
Convenience of the Government -		1

  
CHARLES W. COLLIER

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2 May 1972

*Thames*  
*VB*

From: Staff Judge Advocate  
To: Commanding General, 1st Marine Aircraft Wing  
Subj: Significant legal events within the Office of the Staff Judge Advocate for the month of April 1972

1. Courts-Martial:

a. A Lance Corporal from MAG-12 was tried by General Court-Martial on 18 April 1972 for striking his superior commissioned officer in the head with his fists and assault upon a Major by striking him about the head and body with his fist and feet and did thereby inflict grievous bodily harm upon him. He pleaded guilty and was found guilty. He was sentenced to be confined at hard labor for five (5) years, to be dishonorably discharged from the service, to forfeit all pay and allowances for five (5) years, and to be reduced to the pay grade E-1.

b. A Lance Corporal from MAG-15 was tried by General Court-Martial on 17 April 1972 for conspiring to commit a robbery of the H&MS-15 payroll by putting the payroll officers in fear. He pleaded guilty and was found guilty. He was sentenced to be confined at hard labor for ten (10) years, total forfeitures of pay and allowances, reduction to pay grade E-1, and to be discharged from the service with a Dishonorable Discharge.

c. A Lance Corporal from MAG-12 was tried by Special Court-Martial on 21 April 1972 for resisting apprehension, escape from lawful apprehension, causing a breach of peace by wrongfully assaulting a Corporal, unlawfully striking a Lance Corporal and three Corporals, with his feet and fists and breaking restriction. He pleaded not guilty to Charge I and all specifications thereunder, Charge III, Specifications 2 and 3 and was found guilty of all Charges and Specifications. He was sentenced to confinement at hard labor for 3 months, to forfeit \$150.00 pay per month for 3 months, and to be reduced to the grade of E-2.

d. A Private from H&MS was tried by Special Court-Martial on 15 April 1972 for making a false official statement with the intent to deceive, for possessing two false and unauthorized Armed Forces Identification Cards and for stealing a Polaroid Automatic Land Camera of a value of about \$100.00. He pleaded not guilty to all charges and specifications and was found guilty of Charge I and the Additional Charge. He was sentenced to be restricted for 60 days, to pay the U. S. Government a fine of \$200.00 and to be discharged from the service with a Bad Conduct Discharge.

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2 May 1972

e. A Private from MWSG-17 was tried by Special Court-Martial on 15 April 1972 for assault on a Private First Class and a Lance Corporal. He pleaded not guilty and was found not guilty.

2. Commanding General's NJP:

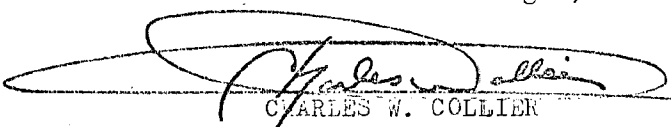
None

3. Article 32's:

Three (All waived)

4. Administrative Discharges were processed during the month of April 1972. The breakdown is as indicated below:

Unsuitability	-	1 (Retained)
Good of the Service To escape Trial	-	0
Unfitness	-	2 (1 drug related case discharged) (1 frequent involvement case discharged)

  
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10 July 1972

From: Staff Judge Advocate  
To: Commanding General, 1st Marine Aircraft Wing

Subj: Significant legal events within the First Marine Aircraft Wing for the month of June 1972

1. Courts-Martial:

a. A LCPL from MAG-15 was tried by GCM on 20 & 21 June 1972 for conspiracy to commit robbery, stealing by putting in fear, the H&MS-15 pay-roll officer, U. S. Currency in the amount of \$79,003.00, the property of the U. S. Government. He pleaded not guilty but was found guilty. He was awarded confinement at hard labor for 2 years, forfeiture of all pay and allowances, reduction to E-1, and a Dishonorable Discharge.

b. A LCPL from MAG-15 was tried by GCM on 5 & 6 June 1972 for conspiracy to commit robbery, stealing by putting in fear, the H&MS-15 pay-roll officer, U. S. Currency in the amount of \$79,003.00, the property of the U. S. Government, and failure to obey a lawful order. He pleaded not guilty but was found guilty. He was awarded confinement at hard labor for 4 years and 6 months, forfeiture of all pay and allowances, reduction to E-1, and a Dishonorable Discharge.

c. A PFC from MAG-15 was tried by SPCM on 14 June 1972 for violating a lawful general order, resisting apprehension, operating a vehicle in a reckless manner, and wrongful appropriation of a motorcycle. He pleaded guilty and was found guilty. He was awarded confinement at hard labor for 3 months, forfeiture of \$190.00 pay per month for 3 months, reduction to E-1, and a Bad Conduct Discharge.

d. A LCPL from MAG-24 was tried by SPCM on 12 June 1972 for attempted theft of a wallet, theft of a wallet, and possession of a false Identification Card. He pleaded guilty and was found guilty. He was awarded confinement at hard labor for 4 months, forfeiture of \$195.00 pay per month for 4 months, reduction to E-1, and a Bad Conduct Discharge.

e. A LCPL from MAG-18 was tried by SPCM on 7 & 8 June 1972 for failing to go at the time prescribed to his appointed place of duty, consuming alcoholic beverages in the barracks area, willfully destroying 3 windows,

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and wrongful appropriation of about \$100.00. He pleaded guilty to Charges 1, 2, and 3, and not guilty to Charge 4. He was found guilty of all Charges. He was awarded confinement at hard labor for 3 months, forfeiture of \$190.00 pay per month for 3 months, reduction to E-1, and a Bad Conduct Discharge.

f. A LCPL from H&HS was tried by SPCM on 23 June 1972 for seven specifications of unauthorized absence, and 2 specifications of disobedience of a lawful order. He pleaded guilty and was found guilty. He was awarded confinement at hard labor for 4 months, forfeiture of 2/3's pay per month for 4 months, reduction to E-1, and a Bad Conduct Discharge.

g. A LCPL from MACG-18 was tried by SPCM on 26 June 1972 for wrongful possession of a controlled substance (optalidon), and breaking restriction. He pleaded guilty and was found guilty. He was awarded confinement at hard labor for 3 months and reduction to E-1.

h. A PFC from MWHS-1 was tried by SPCM on 16 June 1972 for disrespect to a superior NCO, drunk and disorderly, and unauthorized absence. He pleaded guilty and was found guilty. He was awarded confinement at hard labor for 45 days, reduction to E-1, and forfeiture of \$150.00 pay per month for 2 months.

i. A SGT from MWHS-1 was tried by SPCM on 29 June 1972 for conspiracy, selling dangerous drugs, (LSD), and willfully disobeying a general order. He pleaded guilty and was found guilty. He was awarded confinement at hard labor for 3 months, forfeiture of \$150.00 pay per month for 3 months, and reduction to E-1.

j. A SGT from H&HS was tried by SPCM on 27 June 1972 for willfully suffering a flight jacket to be unlawfully sold. The defense counsel made a motion to dismiss the charges due to a denial of speedy trial, which was granted.

k. A SGT from H&HS was tried by SPCM on 23 June 1972 for willfully suffering a flight jacket to be unlawfully sold. The defense counsel made a motion to dismiss the charges due to a denial of speedy trial, which was granted.

2. Commanding General's NJP:

None

3. Article 32 Investigations:

None

②-5



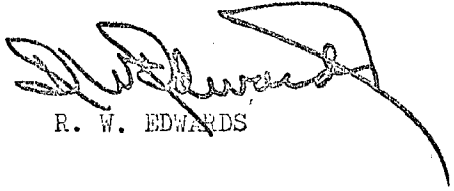
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## 4. Administrative Discharges:

a. Twelve Administrative Discharges were processed during the month of June, 1972. The breakdown is as indicated below:

BASES	NO. RECOM.	NO APVD.	NO. DISAPVD.	NO. SUSP.
6016 (unsuitability)	1	1	-	-
6017 (unfitness)	3*	3	-	-
6018 (misconduct)	-	-	-	-
6021 (good of service)	8	6	2	-
TOTAL	12	10	2	-

\* drug related

  
R. W. EDWARDS

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OFFICE OF THE STAFF JUDGE ADVOCATE  
1st Marine Aircraft Wing  
Fleet Marine Force, Pacific  
FPO, San Francisco 96602

Date 11 Jan 1971

MEMORANDUM

From: Trial Counsel  
To: Commanding Officer,

Subj: Results of trial, General/Special Court-Martial, case of United States  
v. SSBT R. L. ROBINSON, 429 84 59 51, H&MS-15, MAG15, 1st MAW  
(RANK NAME SSAN UNIT)

1. In the foregoing case tried on 10-11 January, 1972, the accused pleaded as follows:

To the Charge and the Specification thereunder: Not Guilty.

2. The accused was found (guilty/~~NOT GUILTY~~) of the following offenses (give summary of specifications):

Charge: Viol of the UCMJ, Article 134

Spec: In that he did, at MCAS, Iwakuni, Japan, on or about 18 Oct 71 wrongfully introduce sixty-one tablets, more or less of a restr drug, to wit: racemic amphetamine, into a military station, to wit: MCAS, Iwakuni, for the purpose of use.

3. The following sentence was imposed by the court:

To be reduced to the pay grade E-3 and to be restricted for 60 days to the limits of his place of duty, place of worship, billeting area and messing facility.

4. The pretrial agreement in the case provided for the following:

Not Applicable.

*William T. Enslen*  
WILLIAM T. ENSLEN, CAPT, USMC  
TRIAL COUNSEL

Copy to: SJA  
TC  
Files (2)  
~~Files~~

*D-a*

OFFICE OF THE STAFF JUDGE ADVOCATE  
1st Marine Aircraft Wing  
Fleet Marine Force, Pacific  
FPO, San Francisco 96602

Date 11 January 1972

MEMORANDUM

From: Trial Counsel  
To: Commanding Officer,

Subj: Results of trial, ~~General~~/Special Court-Martial, case of United States  
v. ~~Private First Class Robert L. RICHARD, SSAN: 042 36 0671 USMC, MARS-12~~  
(RANK NAME SSAN UNIT)

1. In the foregoing case tried on 11 January, 1972, the accused pleaded as follows:

To the charge and the specification: Guilty.

2. The accused was found (~~guilty/not guilty~~) of the following offenses (give summary of specifications):

Of the charges: Violation of the Uniform Code of Military Justice, Article 66; and the specification thereunder: UA from 16 July 1971 until 8 October 1971: Guilty.

3. The following sentence was imposed by the court:

To be discharged from the Marine Corps with a Bad Conduct Discharge,  
To be confined at hard labor for a period of four (4) months,  
To be reduced to the pay grade of E-1, and  
To forfeit \$50.00 pay per month for a period of four (4) months.

4. The pretrial agreement in the case provided for the following:

None.

WILLIAM T. ENSLEY  
Capt. USMC  
TRIAL COUNSEL

Copy to: SJA  
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Brig

OFFICE OF THE STAFF JUDGE ADVOCATE  
1st Marine Aircraft Wing  
Fleet Marine Force, Pacific  
FPO, San Francisco 96602

14 January 1972

MEMORANDUM

From: Trial Counsel

To: Commanding Officer, Marine Aircraft Group 15

Subj: Results of trial, Special Court-Martial, case of United States  
v. GySgt Thomas E. HELLYER, USMC 234604306, H&MS-15, MAG-15.

1. In the foregoing case tried on 14 January, 1972, the accused  
pleaded as follows:

To Charge I and the specification thereunder: Not guilty.

To Charge II and the specification thereunder: Not guilty;

2. The accused was found not guilty of the following offenses (give  
summary of specifications):

Charge I: Viol Art. 128, UCMJ, and the specification thereunder,  
assault and battery on GySgt Franklin GRAY.

Charge II: Viol of Art. 134, UCMJ, and the specification there-  
under; drunk and disorderly in quarters.

3. The following sentence was imposed by the court:

N/A

4. The pretrial agreement in the case provided for the following:

N/A

*William T. Enslan*  
WILLIAM T. ENSLEN  
Capt USMCR  
TRIAL COUNSEL

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Convening Authority

OFFICE OF THE STAFF JUDGE ADVOCATE  
 1st Marine Aircraft Wing  
 Fleet Marine Force, Pacific  
 FPO, San Francisco 96602

26 January 1972

MEMORANDUM

From: Trial Counsel  
 To: Commanding Officer, H&NS

Subj: Results of trial, Special Court-Martial, case of United States v. Fireman Earlee JACKSON, USN, 380 58 5421, H&NS

1. In the foregoing case tried on 26 January, 1972, the accused pleaded as follows:

Of Charge I and the specification thereunder: Not guilty.  
 Of Charge II and the specification thereunder: Guilty.

2. The accused was found not guilty of the following offenses (give summary of specifications):

Of Charge I, violation of Article 117, UCMJ, and the Specification thereunder, wrongfully use provoking words: Not guilty.

Of Charge II, violation of Article 128, UCMJ, and the Specification thereunder, did unlawfully strike in the face with his fist: Guilty.

3. The following sentence was imposed by the court:

To be confined at hard labor for a period of two (2) months,  
 To forfeit \$100.00 per month for a period of two (2) months, and  
 To be reduced to the pay grade of E-2.

4. The pretrial agreement in the case provided for the following:

None

WILLIAM T. ENSLEN  
 Capt USMC  
 TRIAL COUNSEL

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OFFICE OF THE STAFF JUDGE ADVOCATE  
1st Marine Aircraft Wing  
Fleet Marine Force, Pacific  
FPO, San Francisco 96602

Date: 27 Jan 1972

MEMORANDUM

From: Trial Counsel  
To: Commanding Officer,

Subj: Results of trial, ~~General~~ Special Court-Martial, case of United States  
v. ~~PO Richard J. GARCIA~~ NAME, ~~WAS, Iwakuni~~  
(RANK NAME SSAN-1 UNIT)

1. In the foregoing case tried on ~~1 through 27 Jan~~, 1972, the accused pleaded as follows:

To the Charge and Specification thereunder: Not Guilty.

2. The accused was found ~~(guilty/not guilty)~~ of the following offenses (give summary of specifications):

Charge: Violation of the Uniform Code of Military Justice, Article 123  
Spec: In that PFC GARCIA, did at Iwakuni City, Japan, on or about 0230, on or about 26 Sep 1971, assault SSGT Franklin R. ALLEN, a person then having & in the execution of CP duties & known by the said PFC GARCIA to have & be in the execution of CP duties, by lunging at him & by unlawfully striking SSGT ALLEN on the chest with his hands while grabbing his shirt.

3. The following sentence was imposed by the court:

To forfeit \$150 pay per month for six months; to be confined at hard labor for four months; and to be reduced to the grade of pay grade E-1.

4. The pretrial agreement in the case provided for the following:  
Not Applicable.

W. T. EBBLEN, Capt, USMC  
TRIAL COUNSEL

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OFFICE OF THE STAFF JUDGE ADVOCATE  
1st Marine Aircraft Wing  
Fleet Marine Force, Pacific  
FPO, San Francisco 96602

Date 8 Feb 1972

MEMORANDUM

From: Trial Counsel  
To: Commanding Officer, MAC C-18

Subj: Results of trial, General ~~XXXXXX~~ Court-Martial, case of United States  
v. LCPL David M. CLEVELAND 332 18 3302, MACC-18  
(RANK NAME SSAN UNIT)

1. In the foregoing case tried on 3 February, 1972, the accused pleaded as follows:

To all charges and specifications; Guilty.

2. The accused was found (guilty ~~XXXXXX~~) of the following offenses (give summary of specifications):

Chg I. Spec: Viol Art 92, failing to obey lawful gen. order by having a knife with a blade longer than 3 inches

Chg II, Viol Art 128. Spec 1: assault LCPL MITCHELL by stabbing him in the right side w/ a knife and did inflict grievous bodily harm upon him, to wit: deep cut in lower right abdomen approximately 3/4" wide.

Spec:2: Assault PFC POWERS by stabbing him in the neck w/ a knife thereby intentionally inflict grievous bodily harm upon him, to wit: a deep cut in the neck approximately 3/4" wide.

3. The following sentence was imposed by the courts:

To be discharged from the service with a BCD; confinement at hard labor for 2 years; forfeiture of all pay and allowances; and reduction to the grade of pay grade E-1.

4. The pretrial agreement in the case provided for the following:

Confinement at hard labor not to exceed 15 months; B.D; forfeitures as awarded by the court; and reduction as awarded by the court.

W. T. ENGLISH, CAPT, USMC  
TRIAL COUNSEL

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OFFICE OF THE STAFF JUDGE ADVOCATE  
1st Marine Aircraft Wing  
Fleet Marine Force, Pacific  
FPO, San Francisco 96602

Date 3 Feb 1972

MEMORANDUM

From: Trial Counsel  
To: Commanding Officer, MARS-15, MAG-15, 1st MAW  
Subj: Results of trial, ~~XXXXXX~~/Special Court-Martial, case of United States  
v. George R. BELK SSAN 242 92 73 05, MARS-15  
(RANK NAME SSAN UNIT)

1. In the foregoing case tried on 3 February, 1972, the accused pleaded as follows:

Guilty to all specifications and charges.

2. The accused was found (guilty ~~XXXXXX~~) of the following offenses (give summary of specifications):

See attached charge sheet.

3. The following sentence was imposed by the court:

To be discharged from the service with a BCD; forfeiture of \$100 pay per month for 4 months; to be confined at hard labor for 4 months; and to be reduced to the grade of pay grade E-2.

4. The pretrial agreement in the case provided for the following:

Suspend BCD for period of confinement and six months thereafter; 3 months confinement at hard labor; Forfeitures as awarded by the court; and reduction as awarded by the court.

*W. T. Enslen*  
W. T. ENSLEN, CAPT, USMC  
TRIAL COUNSEL

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Charge I : Violation of the Uniform Code of Military Justice, Article 111.

Specification : In that Lance Corporal George R. BELK, U. S. Marine Corps, Marine Air Base Squadron-15, Marine Aircraft Group-15, 1st Marine Aircraft Wing, Fleet Marine Force, Pacific, Fleet Post Office, San Francisco 96602, did, at or near Building #1310, Marine Corps Air Station, Iwakuni, Japan, on or about 0230, 28 November 1971, without proper authority, ~~cause~~ damage by driving into a cement embankment, the TA-75 Tow Tractor, Serial #8504, of a value of about \$6,000, military property of the United States, the amount of the said damage being in the sum of about \$20.00.

Charge II: Violation of the Uniform Code of Military Justice, Article 111.

Specification: In that Lance Corporal George R. BELK, U. S. Marine Corps, Marine Air Base Squadron-15, Marine Aircraft Group-15, 1st Marine Aircraft Wing, Fleet Marine Force, Pacific, Fleet Post Office, San Francisco 96602, did, at or near Building #1310, Marine Corps Air Station, Iwakuni, Japan, on or about 0230, 28 November 1971, operate a vehicle, to wit: TA-75 Tow Tractor, Serial #8504, in a reckless manner by operating the said vehicle at a high rate of speed, and by causing the front wheels of the said vehicle to leave the ground.

Charge III: Violation of the Uniform Code of Military Justice, Article 113.

Specification 1: In that Lance Corporal George R. BELK, U. S. Marine Corps, Marine Air Base Squadron-15, Marine Aircraft Group-15, 1st Marine Aircraft Wing, Fleet Marine Force, Pacific, Fleet Post Office, San Francisco 96602, at Marine Corps Air Station, Iwakuni, Japan, on or about 1700, 27 November 1971, being posted as a sentinel on Post Number 11, Marine Aircraft Group-15 Guard, 1st Marine Aircraft Wing, did leave his post before he was regularly relieved.

Specification 2: In that Lance Corporal George R. BELK, U. S. Marine Corps, Marine Air Base Squadron-15, Marine Aircraft Group-15, 1st Marine Aircraft Wing, Fleet Marine Force, Pacific, Fleet Post Office, San Francisco 96602, at Marine Corps Air Station, Iwakuni, Japan, on or about 0230, 28 November 1971, being posted as a sentinel on Post Number 11, Marine Aircraft Group-15 Guard, 1st Marine Aircraft Wing, did, leave his post before he was regularly relieved.

Charge IV: Violation of the Uniform Code of Military Justice, Article 121.

Specification: In that Lance Corporal George R. BELK, U. S. Marine Corps, Marine Air Base Squadron-15, Marine Aircraft Group-15, 1st Marine Aircraft Wing, Fleet Marine Force, Pacific, Fleet Post Office, San Francisco 96602, did, at Marine Corps Air Station, Iwakuni, Japan on or about 0230, 28 November 1971, wrongfully appropriate one TA-75 Tow Tractor, Serial #8504, of a value of about \$6,000, the property of the U. S. Government.

## ADDITIONAL

Charge I: Violation of Uniform Code of Military Justice, Article 6

Specification : In that Lance Corporal George R. BELK, U. S. Marine Corps, Marine Air Base Squadron-15, Marine Aircraft Group-15, 1st Marine Aircraft Wing, Fleet Marine Force, Pacific, Fleet Post Office, San Francisco 96602, did, at Marine Corps Air Station, Iwakuni, Japan, on or about 1800, 1 January 1972, resist being lawfully apprehended by Corporal George R. JORDAN, U. S. Marine Corps, an armed forces policeman.

ADDITIONAL CHARGE II: Violation of the Uniform Code of Military Justice, Article 111

Specification 1: In that Lance Corporal George R. BELK, U. S. Marine Corps, Marine Air Base Squadron-15, Marine Aircraft Group-15, 1st Marine Aircraft Wing, Fleet Marine Force, Pacific, Fleet Post Office, San Francisco 96602, did, in the vicinity of Building #1641, Marine Corps Air Station, Iwakuni, Japan, on or about 1800, 1 January 1972, operate an M151A1 Jeep, in a reckless manner by driving at a speed in excess of 50 miles per hour in a 19 mile per hour zone.

Specification 2: In that Lance Corporal George R. BELK, U. S. Marine Corps, Marine Air Base Squadron-15, Marine Aircraft Group-15, 1st Marine Aircraft Wing, Fleet Marine Force, Pacific, Fleet Post Office, San Francisco 96602, did, in the vicinity of Barracks #1641, Marine Corps Air Station, Iwakuni, Japan, on or about 0100, 19 January 1972, operate a M151A1 Jeep, in a reckless manner causing the vehicle to go out of control.

ADDITIONAL CHARGE III: Violation of the Uniform Code of Military Justice, Article 121

Specification 1: In that Lance Corporal George R. BELK, U. S. Marine Corps, Marine Air Base Squadron-15, Marine Aircraft Group-15, 1st Marine Aircraft Wing, Fleet Marine Force, Pacific, Fleet Post Office, San Francisco 96602, did, on board Marine Corps Air Station, Iwakuni, Japan, on or about 1800, 1 January 1972, wrongfully appropriate one M151A1 Jeep, of a value of about \$3000, the property of the U. S. Government.

Specification 2: In that Lance Corporal George R. BELK, U. S. Marine Corps, Marine Air Base Squadron-15, Marine Aircraft Group-15, 1st Marine Aircraft Wing, Fleet Marine Force, Pacific, Fleet Post Office, San Francisco 96602, did, on board Marine Corps Air Station, Iwakuni, Japan, on or about 0100, 19 January 1972, wrongfully appropriate one M151A1 Jeep, of a value of about \$3000, the property of the U. S. Government.

ADDITIONAL CHARGE IV: Violation of the Uniform Code of Military Justice, Article 134

Specification: In that Lance Corporal George R. BELK, U. S. Marine Corps, Marine Air Base Squadron-15, Marine Aircraft Group-15, 1st Marine Aircraft Wing, Fleet Marine Force, Pacific, Fleet Post Office, San Francisco 96602, having been duly restricted to the limits of assigned billeting area, messhall, place of worship and the PX once a week, did on board Marine Corps Air Station, Iwakuni, Japan on or about 2000, 1 January 1972, break said restriction.



OFFICE OF THE STAFF JUDGE ADVOCATE  
1st Marine Aircraft Wing  
Fleet Marine Force, Pacific  
FPO, San Francisco 96602

Date 12 Feb 72

MEMORANDUM

From: Trial Counsel  
To: Commanding Officer, MMAS-1, 1st MAW

Subj: Results of trial, General/Special Court-Martial, case of United States  
v. PVT Everett C. SCHENCKORN, L75 62 82 272 MMAS-1  
(RANK NAME SSAN UNIT)

1. In the foregoing case tried on 12 February, 1972, the accused  
pleaded as follows:

To the Charges and specifications thereunder: Not Guilty.

2. The accused was found ~~guilty~~ not guilty of the following offenses (give  
summary of specifications):

Chg I, Viol Art 69, at Bldg 1672, MCAS, Iwakuni, on or about 26Dec71, behaves  
w/disrespect toward CWO-2 E. W. HUMPHREY, USMC, his superior commissioned officer,  
by contemptuously stating to him when told to go to his cube & get to sleep, "I  
have already been there and back," or words to that effect & when asked where,  
stated, "to hell and back," or words to that effect.

Chg II, Viol Art 91, having recd a lawful order from Sgt D. E. BLUMA, USMC,  
his superior NCO, to return to his cube, did at Bldg 1672, MCAS, Iwakuni, Japan,  
on or about 2330, 26Dec71, willfully disobey the same.

3. The following sentence was imposed by the court:

Not Applicable.

4. The pretrial agreement in the case provided for the following:

Not Applicable

W. T. ENSLEN, CAPT, USMC  
TRIAL COUNSEL

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OFFICE OF THE STAFF JUDGE ADVOCATE  
 1st Marine Aircraft Wing  
 Fleet Marine Force, Pacific  
 FPO, San Francisco 96602

18 February 1972

MEMORANDUM

From: Trial Counsel  
 To: Commanding Officer, HAMS-12

Subj: Results of trial, Special Court-Martial, case of United States v. Private Lester MADER, USMC, 517 64 9064, HAMS-12

1. In the foregoing case tried on 18 February, 1972, the accused pleaded as follows:

To the Charge and the specification thereunder: Guilty.  
 To the Additional Charge and the specification thereunder: Guilty.

2. The accused was found guilty of the following offenses (give summary of specifications):

Of the Charge, violation of Article 86, UCMJ, and the specification thereunder, UA: Guilty.

Of the Additional Charge, violation of Article 86, UCMJ, and the specification thereunder, UA: Guilty.

3. The following sentence was imposed by the court:

To be confined at hard labor for a period of two (2) months, and  
 To forfeit \$75.00 pay per month for a period of two (2) months.

4. The pretrial agreement in the case provided for the following:

None.

WILLIAM T. ENSLEN  
 Capt USMC  
 TRIAL COUNSEL

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OFFICE OF THE STAFF JUDGE ADVOCATE  
1st Marine Aircraft Wing  
Fleet Marine Force, Pacific  
FPO, San Francisco 96602

Date 23 Feb 1972

MEMORANDUM

From: Trial Counsel  
To: Commanding Officer, MAG-12

Subj: Results of trial, General/Special Court-Martial, case of United States  
v. Sgt Warren W. IRVINE 025 38 13 60 VMA211  
(RANK NAME SSAN UNIT)

1. In the foregoing case tried on 22 February, 1972, the accused pleaded as follows:

To the Charge and all specifications: Not Guilty.

2. The accused was found ~~guilty~~/not guilty of the following offenses (give summary of specifications):

Chg: Viol Art 121, UCMJ.

Spec 1: Did in Iwakuni City, steal one blue star Sapphire ring of a value of \$40,000, one pearl ring of a value of \$17,500, & one pearl ring of a value of \$17,500, on 20 Oct 71.

Spec 2: Did in Iwakuni City, on 20 Oct 71, steal \$46,000 in Japanese currency.

Spec 3: Did in Iwakuni City, on 23 Oct 71, steal \$22,000 in Japanese currency.

Spec 4: Did in Iwakuni City on 23 Oct 71, steal one diamond ring of a value of \$30,000, one diamond ring of \$50,000, one red star sapphire ring of a value of \$40,000, one watch of a value of \$20,000, & one gold necklace of a value of \$18,000.

3. The following sentence was imposed by the court:

Not Applicable

4. The pretrial agreement in the case provided for the following:

Not Applicable

JOHN S. EDWARDS, CAPT, USMC  
TRIAL COUNSEL

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OFFICE OF THE STAFF JUDGE ADVOCATE  
 1st Marine Aircraft Wing  
 Fleet Marine Force, Pacific  
 FPO, San Francisco 96602

26 February 1972

MEMORANDUM

From: Trial Counsel  
 To: Commanding Officer, Headquarters and Maintenance Sq-12

Subj: Results of trial, Special Court-Martial, case of United States v. Lance Corporal Thomas C. ROBERTSON, SSAN: 369 56 2589, Headquarters and Maintenance Squadron-12 Marine Aircraft Group-12, 1st Marine Aircraft Wing, U. S. Marine Corps

1. In the foregoing case tried on 26 February 1972, the accused pleaded as follows:

To all Charges and Specifications thereunder: Guilty.

2. The accused was found guilty of the following offenses (give summary of specifications):

Ch I, Viol of Article 92, UCMJ: violation of a lawful general order by having in his possession a switchblade knife.

Ch II, Sp 1, Viol of Article 128, UCMJ: Dismissed  
 Sp 2, Viol of Article 128, UCMJ: Assault  
 Sp 3, Viol of Article 128, UCMJ: Assault

3. The following sentence was imposed by the court:

To be reduced to the pay grade of E-1, to be confined at hard labor for a period of three (3) months.

4. The pretrial agreement in the case provided for the following:

Confinement at hard labor, to be suspended for six months.

Forfeitures - as awarded by the court.

Reduction - as awarded by the court.

William J. BAKER  
 Capt USMC  
 TRIAL COUNSEL

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OFFICE OF THE STAFF JUDGE ADVOCATE  
 1st Marine Aircraft Wing  
 Fleet Marine Force, Pacific  
 FPO, San Francisco 96602

Date 1 MARCH 72

MEMORANDUM

From: Trial Counsel  
 To: Commanding Officer,

Subj: Results of trial, General/Special Court-Martial, case of United States  
 v. LCpl / SCRIBNER, John E. III 449 98 1883 MWCS-18, MACG-18  
 (RANK NAME SSAN UNIT)

1. In the foregoing case tried on 1 March, 1972, the accused  
 pleaded as follows:

To the Charge and the Specification thereunder: Not Guilty.

2. The accused was found (~~guilty~~/not guilty) of the following offenses (give  
 summary of specifications):

Ch, Violation of the Uniform Code of Military Justice, Article 134.  
 Wrongfully use marihuana.

3. The following sentence was imposed by the court:

N/A

4. The pretrial agreement in the case provided for the following:

N/A

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*W. T. Enslen*  
 TRIAL COUNSEL  
 W. T. ENSLEN  
 Capt USMCR



OFFICE OF THE STAFF JUDGE ADVOCATE  
 1st Marine Aircraft Wing  
 Fleet Marine Force, Pacific  
 FPO, San Francisco 96602

Date 6 March 1972

MEMORANDUM

From: Trial Counsel  
 To: Commanding Officer, MMSG-17, 1st MAW.

Subj: Results of trial, General/Special Court-Martial, case of United States  
 v. Sgt. Don E. DINKINS 585 18 7400 MMSG-17  
 (RANK NAME SSAN UNIT)

1. In the foregoing case tried on 6 March, 1972, the accused  
 pleaded as follows:

To both Charges and the Specifications thereunder: Not Guilty.

2. The accused was found (~~guilty/not guilty~~) of the following offenses (give  
 summary of specifications):

Charge I, In that, the accused absented himself from his appointed place of work, at  
 0800 hours, 29 January 1972. And at which time he was required to be present at  
 Building #445, MCAS, Iwakuni, Japan.

Charge II, in that, the accused was disrespectful towards First Lieutenant Brian J.  
 HAHN, U. S. Marine Corps, by contemptuously turning from and leaving him, while he ,  
 the said First Lieutenant HAHN, was talking to him, the said Sergeant DINKINS.

3. The following sentence was imposed by the court:

To be restricted for a period of 30 days,  
 and to be reduced to the pay grade of E-4.

4. The pretrial agreement in the case provided for the following:

N/A.

WILLIAM T. ENSLEN, Capt, USMC.  
 TRIAL COUNSEL

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OFFICE OF THE STAFF JUDGE ADVOCATE  
 1st Marine Aircraft Wing  
 Fleet Marine Force, Pacific  
 FPO, San Francisco 96602

Date 9 March 1972

MEMORANDUM

From: Trial Counsel  
 To: Commanding Officer,

Subj: Results of trial, ~~REMIAT~~/Special Court-Martial, case of United States  
 v. Lance Corporal Clifford C. HUNT, SSAN: 357 AS 5720, USMC, MARS-1, 1st MAW  
 (RANK NAME SSAN UNIT)

1. In the foregoing case tried on 2,3,6,7,8,9 March, 1972, the accused pleaded as follows:

To the Charge and the Specification thereunder: Not Guilty.

2. The accused was found ~~guilty~~/not guilty of the following offenses (give summary of specifications):

Violation of the Uniform Code of Military Justice, Article 123.

Specification: Assault upon Dale R. TOWNSEND, by lunging at him with a dangerous weapon, a means likely to produce bodily harm, to wit: a bayonet.

3. The following sentence was imposed by the court:

N/A

4. The pretrial agreement in the case provided for the following:

N/A

*William T. Enslin*  
 TRIAL COUNSEL  
 William T. ENSLIN  
 Capt USMC

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OFFICE OF THE STAFF JUDGE ADVOCATE  
1st Marine Aircraft Wing  
Fleet Marine Force, Pacific  
FPO, San Francisco 96602

Date 13 March 1972

MEMORANDUM

From: Trial Counsel  
To: Commanding Officer,

Subj: Results of trial, General/Special Court-Martial, case of United States  
v. Private First Class Bernard K. SAWYER, SSN 48 612, MARS-12, MAG-12, 1st  
(RANK NAME SSAN UNIT) PAW

1. In the foregoing case tried on 13 March 1972, 1972, the accused pleaded as follows:  
To Charge I, Violation of Article 128, UCMJ, and specifications 1 and 2 thereunder: Not Guilty.  
To Charge II, Violation of Article 134, UCMJ, and the specifications 1 and 2 thereunder: Not Guilty.

2. The accused was found (~~guilty~~/not guilty) of the following offenses (give summary of specifications):  
See Attached.

3. The following sentence was imposed by the court:  
To be confined at hard labor for a period of three(3) months and  
To forfeit \$200.00 per month for three(3) months.

4. The pretrial agreement in the case provided for the following:  
N/A

WILLIAM J. BAKER  
Captain, USMC  
TRIAL COUNSEL

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PROCEEDS in the case of the United States against Private First Class  
Bernard E. SAWYER, SSAN: OAS AA 6412, U. S. Marine Corps:

Of Specification 1 under Charge I, Guilty, except for the words, "a  
person then having and in the execution of military police duties," of  
the excepted words: Not Guilty; of the Specification as amended: Guilty;

Of Specification 2 to Charge I, this court finds you: Not Guilty;

Of Charge II: Guilty;

As to Charge II, Specification 1, this court finds you guilty, except  
for the words, "wrongfully communicate to Corporal John M. THOMAS, U. S.  
Marine Corps, a threat to injure Corporal John M. THOMAS, U. S. Marine  
Corps, Corporal Max M. NELSON, U. S. Marine Corps, Corporal Coy L.  
STRAIGHT, U. S. Marine Corps, by saying, to wit: "the first time I see  
these three white fuckers by themselves I'm going to do them in" or words  
to that effect; substituting therefor the words, "wrongfully use provoking  
words, to wit: "the first time I see these three white fuckers by themselves  
I'm going to do them in" or words to that effect towards Corporal John  
M. THOMAS, U. S. Marine Corps; Of the excepted words: Not Guilty; Of  
the substituted words: Guilty.

This court also finds you of Specification 2 under Charge II: Guilty,  
except for the words, "drunk and," of the excepted words: Not Guilty;  
Of the Specification as amended thereby: Guilty;

And therefore of Charge II: Guilty.

William J. HARRIS  
Capt USMC  
TRIAL COUNSEL

OFFICE OF THE STAFF JUDGE ADVOCATE  
1st Marine Aircraft Wing  
Fleet Marine Force, Pacific  
FPO, San Francisco 96602

Date 14 MARCH 72

MEMORANDUM

From: Trial Counsel  
To: Commanding Officer,

Subj: Results of trial, General/Special Court-Martial, case of United States  
v. 1st Lt ALANCA, John 405 74 5044 FMF-1, 1st MAW

(RANK	NAME	SSAN	UNIT)
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1. In the foregoing case tried on 11, 14 March, 1972, the accused pleaded as follows:

To the Charges and Specifications thereunder: Not Guilty.

2. The accused was found (~~guilty~~/not guilty) of the following offenses (give summary of specifications):

Ch, Violation of the Uniform Code of Military Justice, Article 92.  
Violation of lawful general order, by having in his possession a knife, with a blade length of 3 5/8 inches.

Ch, Violation of the Uniform Code of Military Justice, Article 126.  
Assault upon Private Bernard K. LA-YE, U. S. Marine Corps.  
Assault upon Private First Class James L. WIND, U. S. Marine Corps.

3. The following sentence was imposed by the court:

N/A

4. The pretrial agreement in the case provided for the following:

N/A

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TRIAL COUNSEL  
W. J. MAKIN  
Capt USMC

OFFICE OF THE STAFF JUDGE ADVOCATE  
1st Marine Aircraft Wing  
Fleet Marine Force, Pacific  
FPO, San Francisco 96602

Date 18 March 1972

MEMORANDUM

From: Trial Counsel  
To: Commanding Officer, MWCS-18, MACG-18

Subj: Results of trial, ~~XXXXXX~~ Special Court-Martial, case of United States  
v. LCpl ANDERSON, Craig A. 393 56 8951 MWCS-18  
(RANK NAME SSAN UNIT)

1. In the foregoing case tried on 18 March, 1972, the accused pleaded as follows:

To the charges and specifications thereunder: Guilty

2. The accused was found (guilty, ~~not guilty~~) of the following offenses (give summary of specifications):

CH I: Viol of Art 92, UCMJ: Violation of a general order on 1 Jan 72, by operating a motor vehicle without a operator's license

CH II: Viol of Art 11, UCMJ: Reckless driving of a motor vehicle on 1 Jan 72

CH III: Viol of Art 134, UCMJ: Prejudice to the good order and discipline of the armed forces by leaving the scene of a motor vehicle accident on 1 Jan 72

3. The following sentence was imposed by the court:

To be confined at hard labor for 3 months;  
To be reduced to pay grade E-2; And  
To forfeit \$175.00 pay per month for 5 months.

4. The pretrial agreement in the case provided for the following:

No punitive discharge;  
Suspension of confinement for 5 months;  
Restriction as awarded;  
Forfeitures as awarded; and  
Reduction to be suspended for 5 months.

*TRIAL COUNSEL*

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W. J. BAKER, Capt., USMC

OFFICE OF THE STAFF JUDGE ADVOCATE  
1st Marine Aircraft Wing  
Fleet Marine Force, Pacific  
FPO, San Francisco 96602

Date 24 March 1972

MEMORANDUM

From: Trial Counsel  
To: Commanding Officer, ~~3043-1~~, 1st MAW  
Subj: Results of trial, General/Special Court-Martial, case of United States  
v. Private Thomas B. AVILA 327 62 1755 BMF-1  
(RANK NAME SSAN UNIT)

1. In the foregoing case tried on 24 March, 1972, the accused pleaded as follows:

To the charge and specification thereunder: Guilty.

2. The accused was found (guilty/not guilty) of the following offenses (give summary of specifications):

CHARGE: Viol of art 134, UCMJ: In that the accused inflicted a serious laceration by use of a beer bottle which disfigured PO Steven B. PRICH at building 1540 at 2200 hours on 12 December 1971.

3. The following sentence was imposed by the court:

To be confined at hard labor for a period of three months;  
To be discharged from the service with a Bad Conduct Discharge; and  
To forfeit \$165.00 pay per month for a period of three months.

4. The pretrial agreement in the case provided for the following:

Suspension of confinement in excess of three months for 6 months;  
Suspension of punitive discharge for the period of confinement plus 6 months; forfeitures as awarded by the court; and no reduction as it does not apply to this case.

TRIAL COUNSEL

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W. F. WELCH, Capt., USMC

OFFICE OF THE STAFF JUDGE ADVOCATE  
1st Marine Aircraft Wing  
Fleet Marine Force, Pacific  
FPO, San Francisco 96602

Date 27 March 1972

MEMORANDUM

From: Trial Counsel  
To: Commanding Officer,

Subj: Results of trial, ~~General~~ Special Court-Martial, case of United States  
v. ~~APC~~ Case No. ~~PA111A~~ 460 84 6906 ~~MACS-18, MAOC-18~~  
(RANK NAME SSAN UNIT)

1. In the foregoing case tried on 25 & 27 March, 1972, the accused pleaded as follows:

To Charge I and Specification thereunder: Not Guilty;  
To Additional Charge and Specification thereunder: Not Guilty;

2. The accused was found (guilty/~~not guilty~~) of the following offenses (give summary of specifications):

Charge I, Specification thereunder: Violation of UCMJ, Article 116;  
Wrongfully participate in a breach of the peace by engaging  
in a fight involving numerous other individuals.

3. The following sentence was imposed by the courts:

To be reduced to the paygrade of Private, E-1, to forfeit \$150 pay per month for a period of two (2) months, and to be restricted to the limits of place of work, worship, meals, and living quarters for a period of 60 days.

4. The pretrial agreement in the case provided for the following:

N/A

TRIAL COUNSEL  
William J. BLAIR  
Capt GSNCR

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OFFICE OF THE STAFF JUDGE ADVOCATE  
1st Marine Aircraft Wing  
Fleet Marine Force, Pacific  
FPO, San Francisco 96602

Date 20 March 1972

MEMORANDUM

From: Trial Counsel  
To: Commanding Officer, ~~NAME~~,  
Subj: Results of trial, General/Special Court-Martial, case of United States  
v. ~~XXXXXXXXXX~~  
~~(Name of Accused: R. FURMAN, USMC SSANB 54 72 20, 10000 UNIT)~~

1. In the foregoing case tried on 20 March 1972, 1972, the accused pleaded as follows:

To Charge I and the specification thereunder: Not Guilty.  
To Charge II and the specification thereunder: Not Guilty.  
To Additional Charge I and the specification thereunder: Guilty.  
To Additional Charge II and the specification thereunder: Not Guilty.  
To Additional Charge III and the specifications thereunder: Not Guilty.

2. The accused was found (guilty/not guilty) of the following offenses (give summary of specifications) ~~XXXXXXXXXXXXXXXXXXXX~~

Of Charge I and the specification thereunder: Guilty.  
Of Charge II and specification 1 thereunder: Guilty.  
Of Charge II and specification 2, 3 and 5 thereunder: Not Guilty.  
Of Charge II and specification 4 thereunder: Guilty.  
Of Charge II: Guilty.  
Of Additional Charge I and the specification thereunder: Guilty.  
Of Additional Charge II and the specification thereunder: Guilty.  
Of Additional Charge III, specification 1: Guilty.  
Of Additional Charge III, specification 2: Not Guilty.  
Of Additional Charge III: Guilty.

3. The following sentence was imposed by the court:

Five months confinement at hard labor;  
Forfeiture of \$192.00 per month for a period of five months; and  
Bad Conduct Discharge.

4. The pretrial agreement in the case provided for the following:

None.

WILLIAM T. ENLEN  
Capt USMC  
TRIAL COUNSEL

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OFFICE OF THE STAFF JUDGE ADVOCATE  
1st Marine Aircraft Wing  
Fleet Marine Force, Pacific  
FPO, San Francisco 96602

Date 15 Feb 72

MEMORANDUM

From: Trial Counsel  
To: Commanding Officer, ~~1st MAW, MCAS, Iwakuni~~  
Subj: Results of trial, General/Special Court-Martial, case of United States  
v. ~~1st MAW, MCAS, Iwakuni, 556 76 11 62, 1st MAW, MCAS, Iwakuni, 1st MAW, MCAS, Iwakuni~~  
(RANK NAME SSAN UNIT)

1. In the foregoing case tried on 15 Feb 72 & 10, 13, 15, 1972, 1972, the accused pleaded as follows:

To all Charges and specifications thereunder; Not Guilty.

2. The accused was found (~~guilty/not guilty~~) of the following offenses (give summary of specifications):

Of Chg I & the spec thereunder, Guilty except for the words, "two" and "and No. 1625480 bearing the rank of Lance Corporal," & substituting therefore the word "one" Of the excepted words, not guilty; of the substituted word and spec, guilty. Of Chg I, guilty. Of Chg II & the spec thereunder, not guilty. Of Chg II, not guilty. Of the additional Chg and the spec thereunder, guilty. Of the additional charge, guilty.

3. The following sentence was imposed by the court:

To be restricted to the limits of the MCAS, for a period of 60 days, to pay the U. S. Government a fine of \$200.00 and also to be discharged from the service with a DD.

4. The pretrial agreement in the case provided for the following:

N/A.

W. T. ENLEN, CAPT, USMC  
TRIAL COUNSEL

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OFFICE OF THE STAFF JUDGE ADVOCATE  
1st Marine Aircraft Wing  
Fleet Marine Force, Pacific  
FPO, San Francisco 96602

Date 15 April 72

RJ: FISKE

TC: BAKER DC: BLUNT

REPT: VAUGHN

MEMORANDUM

From: Trial Counsel

To: Commanding Officer, WMS-17, NMCG-17

Subj: Results of trial, General/Special Court-Martial, case of United States

V. <u>Pvt. BOREN, Curtis Jr.</u>	<u>267 02 4614</u>	<u>WMS-17</u>
(RANK NAME)	SSAN	UNIT)

1. In the foregoing case tried on 15 April, 1972, the accused pleaded as follows:

Not guilty to the Charge and both specifications thereunder.

2. The accused was found (guilty/not guilty) of the following offenses (give summary of specifications):

CHG: Viol of Art 123.

Spec 1: Assault on PFC D. J. BRANNICAN at bldg 1642 at 2130 on 1 April 1972.

Spec 2: Assault on LCPL R. L. WERNY at bldg 1462 at 2130 on 1 April 1972.

3. The following sentence was imposed by the court:

N/A

4. The pretrial agreement in the case provided for the following:

N/A

TRIAL COUNSEL  
W. J. BAKER, Capt., USMC

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OFFICE OF THE STAFF JUDGE ADVOCATE  
1st Marine Aircraft Wing  
Fleet Marine Force, Pacific  
FPO, San Francisco 96602

17 April 1972

MEMORANDUM

From: Trial Counsel  
To: Commanding General, First Marine Aircraft Wing  
Subj: Results of trial, General Court-Martial, case of United States v. Lance Corporal Roy A. MITCHELL, USMC, 396 50 1259, H&MS-15

1. In the foregoing case tried on 17 April, 1972, the accused pleaded as follows:

To all charges and specifications: Guilty.

2. The accused was found guilty of the following offenses (give summary of specifications):

Charge I: Violation of Article 81; conspiracy with Cpl E. W. DAVIS and Cpl J. W. SAWYER to commit a robbery of the H&MS-15 payroll officers.

Charge II: Violation of Article 122; commission of the robbery of the H&MS-15 payroll on 28 January 1972, by putting the payroll officers in fear.

3. The following sentence was imposed by the court:

Confinement at hard labor for ten (10) years; total forfeitures of pay and allowances, reduction to pay grade E-1; and to be discharged with a Dishonorable Discharge.

4. The pretrial agreement in the case provided for the following:

Bad Conduct Discharge; confinement at hard labor not to exceed 18 months; forfeitures not to exceed two-thirds pay per month; and reduction as adjudged.

*Michael C. Warlow*  
MICHAEL C. WARLOW  
Captain USMC  
TRIAL COUNSEL

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OFFICE OF THE STAFF JUDGE ADVOCATE  
1st Marine Aircraft Wing  
Fleet Marine Force, Pacific  
FPO, San Francisco 96602

18 April 1972

MEMORANDUM

From: Trial Counsel  
To: Commanding Officer, Marine Aircraft Group-12  
Subj: Results of trial, GENERAL Court-Martial, case of United States v. Lance Corporal Robert E. LEE, U. S. Marine Corps, 333 46 4670

1. In the foregoing case tried on 18 April, 1972, the accused pleaded as follows:

To all Charges and Specifications thereunder: Guilty.

2. The accused was found guilty of the following offenses (give summary of specifications):

Charge I: Violation of UCMJ, Article 90. Sp: strike Major Donald E. CATHCART, USMC, his superior commissioned officer, who was then in the execution of his office, in the head with his fist.

Charge II: Violation of UCMJ, Article 128. Sp: assault upon Major Joseph J. MCCAFFREY, USMC by striking him about the head and body with his fist and foot and did thereby intentionally inflict grievous bodily harm upon him, to wit: multiple lacerations of the face and head.

3. The following sentence was imposed by the court:

To be confined at hard labor for a period of five (5) years, to be dishonorably discharged from the service, to forfeit all pay and allowances for five (5) years, and to be reduced to the grade of pay grade E-1.

4. The pretrial agreement in the case provided for the following:

Bad Conduct Discharge; Seven months confinement at hard labor, with credit to be given for all pretrial confinement served; Forfeitures as awarded by the court; and Reduction as awarded by the court

WILLIAM T. ENSLEN  
Capt USMC  
TRIAL COUNSEL

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OFFICE OF THE STAFF JUDGE ADVOCATE  
1st Marine Aircraft Wing  
Fleet Marine Force, Pacific  
FPO, San Francisco 96602

Date 21 April 1972

MEMORANDUM

From: Trial Counsel  
To: Commanding Officer, H&MS-12, MAG-12

Subj: Results of trial, General/Special Court-Martial, case of United States  
v. LCpl Hector APONTE 029 40 92 52 H&MS-12 MAG-12

(RANK	NAME	SSAN	UNIT)
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1. In the foregoing case tried on 21 April, 1972, the accused pleaded as follows:

To Charge I and the Specifications thereunder: Not Guilty,  
to Charge II and the Specifications thereunder: Guilty.  
to Charge III and Specification 1 and 4: Guilty,  
to Charge III and Specifications 2 and 3: Not Guilty, and  
to Charge IV and the Specification thereunder: Guilty.

2. The accused was found (~~guilty~~/~~not guilty~~) of the following offenses (give summary of specifications):

Charge II and the Specifications thereunder:

The accused had caused a breach of peace by wrongfully assaulting  
Corporal Michael R. DONAVAN

Charge III and the Specifications thereunder:

Spec 1 That the accused struck Lance Corporal Robert A. VAUDRY, on the head  
with his fist.

Spec 4, that the accused struck Corporal DONAVAN on the left shoulder with  
his fist.

Charge IV, and the Specification thereunder:

That the accused unduly broke restriction.

3. The following sentence was imposed by the court:

To be confined at hard labor for a period of three months;  
to forfeit \$150.00 per month for three months; and  
to be reduced to the pay grade of E-2.

4. The pretrial agreement in the case provided for the following:

1. No bad conduct discharge.
2. No confinement over two months.
3. Forfeiture or fine as adjudged by court.
4. Reduction as adjudged by court.

TRIAL COUNSEL

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*William J. Baker*  
WILLIAM J. BAKER  
CAPT USMC

OFFICE OF THE STAFF JUDGE ADVOCATE  
1st Marine Aircraft Wing  
Fleet Marine Force, Pacific  
FPO, San Francisco 96602

Date 2 May 1972

MEMORANDUM

From: Trial Counsel  
To: Commanding Officer, H&MS-12, MAG-12

Subj: Results of trial, ~~XXXXXX~~/Special Court-Martial, case of United States  
V. PEC HEADD, Stanley A. 347 44 31 78 H&MS-12, MAG-12  
(RANK NAME SSAN UNIT)

1. In the foregoing case tried on 26, 27, 28 April and, 1972, the accused  
pleaded as follows: 1 and 2 May 1972

To the Charges and specifications thereunder: Not guilty.

2. The accused was found (~~guilty~~/not guilty) of the following offenses (give summary of specifications):

CHG I: Viol of Art. 91, UCMJ: Disobedience of a lawful order on 1 Jan 72.

CHG II: Viol of Art. 95, UCMJ: Resisting apprehension on 1 Jan 72.

CHG III: Viol of Art. 128, UCMJ: Assault on an MP on 1 Jan 72.

3. The following sentence was imposed by the court:

N/A

4. The pretrial agreement in the case provided for the following:

N/A

*W. J. Baker*

W. J. BAKER, Capt., USMC

TRIAL COUNSEL

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*Dep*

OFFICE OF THE STAFF JUDGE ADVOCATE  
1st Marine Aircraft Wing  
Fleet Marine Force, Pacific  
FPO, San Francisco 96602

Date 6 May 1972

MEMORANDUM

From: Trial Counsel  
To: Commanding Officer, Wing Equipment and Repair Squadron 17  
Subj: Results of trial, General/Special Court-Martial, case of United States  
v. Lance Corporal Edward C. FRANKLIN, 433 76 5420, USMC, MSG-17  
(RANK NAME SSAN UNIT)

1. In the foregoing case tried on 6 May 1972, 1972, the accused pleaded as follows:

To all charges and all specifications: Guilty.

2. The accused was found (guilty/~~not guilty~~) of the following offenses (give summary of specifications):

Of Charge I, violation of Art 116, USMJ, and both specifications, causing a breach of the peace: Guilty.

Of Charge II, violation of Art 128, USMJ, Specification 1, unlawfully striking in the face with his fists; and Specification 2, committing an assault by cutting on the arm with a dangerous weapon, a means likely to produce grievous bodily harm, to wit: a knife: Guilty.

3. The following sentence was imposed by the court:

To be reduced to the pay grade of E-1;

To be confined at hard labor for a period of three (3) months; and

To forfeit \$196.00 per month for a like period.

4. The pretrial agreement in the case provided for the following:

1. Punitive Discharge - Bad Conduct Discharge, Suspend.
2. Confinement - Four (4) months less period of pretrial confinement.
3. Forfeitures - As awarded by the court.
4. Reduction - As awarded by the court.

*William J. Baker*  
WILLIAM J. BAKER, Capt., USMC  
TRIAL COUNSEL

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Convening Authority



MJ: WANDER TC: ENSLEN DC: MYERS/SEITZ REPT: VAUGHN  
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OFFICE OF THE STAFF JUDGE ADVOCATE  
1st Marine Aircraft Wing  
Fleet Marine Force, Pacific  
FPO, San Francisco 96602

10 May 1972

Date

MEMORANDUM

From: Trial Counsel  
To: Commanding Officer, HZMS-12, MAG-12

Subj: Results of trial, General/XXXXXXX  
v. CPL. Elmer GRAY Special Court-Martial, Case of United States?

(RANK NAME SSAN UNIT)

9 & 10 May 1972

1. In the foregoing case tried on \_\_\_\_\_, 1972, the accused pleaded as follows:

To the Charge and the Specification thereunder: Not guilty.

2. The accused was found (guilty/not guilty) of the following offenses (give summary of specifications):

CHG: Viol of Art 128, UCMJ:

Spec 1: Assault with a brick upon CWO-2 SPILSON on 1 Jan 1972.

Spec 2: Striking of NIS agent, Dale R. TOWNSEND on 1 Jan 1972.

3. The following sentence was imposed by the court:  
To be discharged with the service with a Dishonorable Discharge;  
To be confined at hard labor for a period of three years;  
To forfeit all pay and allowances; and  
To be reduced to Private, E-1.

4. The pretrial agreement in the case provided for the following:

N/A

TRIAL COUNSEL

W. T. ENSLEN, Capt., USMC

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OFFICE OF THE STAFF JUDGE ADVOCATE  
1st Marine Aircraft Wing  
Fleet Marine Force, Pacific  
FPO, San Francisco 96602

12 May 1972

MEMORANDUM

From: Trial Counsel  
To: Commanding Officer, Marine Aircraft Group-15  
Subj: Results of trial, Special Court-Martial, case of United States v. Private First Class Randall G. COX, U. S. Marine Corps, Headquarters and Maintenance Squadron-15, Marine Aircraft Group-15, First Marine Aircraft Wing

1. In the foregoing case tried on 12 May, 1972, the accused pleaded as follows:

To the Charge and the Specification thereunder: Guilty.

2. The accused was found guilty of the following offenses (give summary of specifications):

Charge I: Violation of the Uniform Code Of Military Justice, Article 121. Spec: On 26 February 1972, wrongfully appropriate one clock-radio of a value of about \$27.95, the property of Corporal Ronald F. FARR, U. S. Marine Corps.

3. The following sentence was imposed by the court:

To be confined at hard labor for a period of one (1) month, to forfeit \$144 pay per month for a period of one (1) month, and to be reduced to the paygrade of E-1.

5. There was no pretrial agreement in connection with this case.

William T. ENSLEN  
Capt USMCR  
TRIAL COUNSEL

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OFFICE OF THE STAFF JUDGE ADVOCATE  
1st Marine Aircraft Wing  
Fleet Marine Force, Pacific  
FPO, San Francisco 96602

Date 17 May 1972

MEMORANDUM

From: Trial Counsel  
To: Commanding Officer, Marine Aircraft Group-12

Subj: Results of trial, General/Special Court-Martial, case of United States  
v. Private E. H. BUCHER 375 60 05 92 1000-12, 1000-12

(RANK	NAME	SSAN	UNIT)
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1. In the foregoing case tried on 17 May, 1972, the accused pleaded as follows:

To the Charge and the Specification thereunder: Guilty.

2. The accused was found (guilty/~~not guilty~~) of the following offenses (give summary of specifications):

~~Article~~ Charge, Violation of the UCMJ, Article 121.

Spec: That on or about 2250, 10 March 1972, wrongfully appropriate an automobile, of a value of about \$1,000.00, the property of Mr. Masao TAKAHARA, a Japanese National.

3. The following sentence was imposed by the court:

To forfeit \$10.00 pay per month for a period of four (4) months and to be confined at hard labor for a period of two (2) months.

4. The pretrial agreement in the case provided for the following:

N/A

William T. HALEM  
Capt USMC

TRIAL COUNSEL

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OFFICE OF THE STAFF JUDGE ADVOCATE  
1st Marine Aircraft Wing  
Fleet Marine Force, Pacific  
FPO, San Francisco 96602

Date 10 May 1972

MEMORANDUM

From: Trial Counsel  
To: Commanding Officer, Marine Aircraft Group 15  
Subj: Results of trial, General/Special Court-Martial, case of United States  
v. William F. Engelen, 1st Lt, USMC, 1000-1  
(RANK NAME SSAN UNIT)

1. In the foregoing case tried on 10 May 1972, 1972, the accused pleaded as follows:

To the Charge and the Specification thereunder: Guilty.

2. The accused was found (guilty/not guilty) of the following offenses (give summary of specifications):

Of the Charge, violation of Art. 121, UCMJ, and the Specification, wrongful appropriation; Guilty

3. The following sentence was imposed by the court:

To be confined at hard labor for a period of one month;  
To forfeit \$125.00 pay per month for a like period; and  
To be reduced to the pay grade of E-1.

4. The pretrial agreement in the case provided for the following:

None.

WILLIAM F. ENGELEN  
Capt. 1000-1  
TRIAL COUNSEL

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① PR

OFFICE OF THE STAFF JUDGE ADVOCATE  
1st Marine Aircraft Wing  
Fleet Marine Force, Pacific  
FPO, San Francisco 96602

Date 26 May 1972

MEMORANDUM

From: Trial Counsel  
To: Commanding Officer,

Subj: Results of trial, General/Special Court-Martial, case of United States  
v. LCpl Ronald W. McMillan 383 46 6675 NMIC-1, 1st MAW  
(RANK NAME SSAN UNIT)

1. In the foregoing case tried on 22 - 26 May, 1972, the accused pleaded as follows:

To all Charges and Specifications thereunder: **Not Guilty.**

2. The accused was found (~~guilty~~/not guilty) of the following offenses (give summary of specifications):

Ch I, Sp: Viol. Art. 91, disrespectful in language toward Cpl Franklin E. WHITFIELD, USMC, his superior noncommissioned officer, who was then in the execution of his office.

Ch II, Sp: Viol. Art. 128, unlawfully strikes Cpl Michael MOORE, USMC, on the head with his hand.

3. The following sentence was imposed by the court:

To be confined at hard labor for a period of six (6) months, to forfeit 2/3 of pay per month for a period of six (6) months, to be reduced to the paygrade of E-1, and to be discharged from the service with a Bad Conduct Discharge.

4. The pretrial agreement in the case provided for the following:

N/A

William T. ZIEGLER  
Capt USMC

TRIAL COUNSEL

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OFFICE OF THE STAFF JUDGE ADVOCATE  
1st Marine Aircraft Wing  
Fleet Marine Force, Pacific  
FPO, San Francisco 96602

6 June 1972

MEMORANDUM

From: Trial Counsel  
To: Commanding Officer, Marine Aircraft Group-15

Subj: Results of trial, General Court-Martial, case of United States v. Lance Corporal Elbert W. DAVIS, Junior, U. S. Marine Corps, 338 38 1320, Headquarters & Maintenance Squadron-15, Marine Aircraft Group-15.

1. In the foregoing case tried on 5 & 6 June, 1972, the accused pleaded as follows:

To all Charges and Specifications thereunder: Guilty.

2. The accused was found guilty of the following offenses (give summary of specifications):

Charge I: Viol of the Uniform Code of Military Justice, Article 81.  
Sp: Conspiracy to commit an offense under the Uniform Code of Military Justice, to wit: robbery of the H&MS-15 Payroll Officers.

Charge II: Viol of the Uniform Code of Military Justice, Article 122.  
Sp: By putting 1st Lt SPRING and 1st Lt RUCKER, U. S. Marine Corps, in fear steal from the possession and presence of both 1st Lt SPRING and 1st Lt RUCKER against their will, U. S. Currency in the amount of \$79,003.00, the property of the U. S. Government.

Add Charge I: Viol of the Uniform Code of Military Justice, Article 92.  
Sp: Failure to obey a lawful order issued by Corporal C. S. DAVIS, U. S. Marine Corps.

3. The following sentence was imposed by the court:

To be discharged from the service with a Dishonorable Discharge, to forfeit all pay and allowances, to be confined at hard labor for a period of four (4) years and six (6) months, and to be reduced to the paygrade of Private, E-1.

4. The pretrial agreement in the case provided for the following:

- (1) Dishonorable Discharge
- (2) Sixteen (16) months confinement at hard labor, with credit for pretrial confinement.
- (3) Forfeiture or fine as the court awards.
- (4) Reduction as the court awards.

*William T. Enslin*  
William T. ENSLEN  
Capt USMCR  
TRIAL COUNSEL

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① 22/

OFFICE OF THE STAFF JUDGE ADVOCATE  
1st Marine Aircraft Wing  
Fleet Marine Force, Pacific  
FPO, San Francisco 96602

Date 3 June 1973

MEMORANDUM

From: Trial Counsel

To: Commanding Officer, MARS-2, MACG-18, 1st MAW

Subj: Results of trial, General/Special Court-Martial, case of United States  
v. 1st Lt. Patrick A. WALLACE 404 43 7641 Page 2 of 2

(RANK	NAME	SSAN	UNIT)
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1. In the foregoing case tried on 7 and 8 June, 1972, the accused pleaded as follows:

To Charge I and the Specification thereunder: Guilty,  
To Charge II and the Specification thereunder: Guilty,  
To Charge III and the Specification thereunder: Guilty,  
To Charge IV and the Specification thereunder: Not Guilty.

2. The accused was found (guilty/not guilty) of the following offenses (give summary of specifications):

Charge I, Specification thereunder: The accused failed to go at the time prescribed to his appointed place of duty.

Charge II, Specification thereunder: Having knowledge of MCAS Order 1746.1B, Paragraph 7e, dated 5 May 1970, failed to obey the same by consuming alcoholic beverages in the barracks areas.

Charge III, Specification thereunder: without proper authority willfully destroyed three windows, or a value of about \$35.00, military property of the United States.

Charge IV, Specification thereunder: did wrongfully appropriate of a value of about \$100.00, property of Corporal Anthony A. LUDY.

3. The following sentence was imposed by the courts:

to be confined at hard labor for three months;  
to forfeit \$100.00 per month for three months;  
to be reduced to the pay grade of E-1; and  
to be discharged from the service with a bad conduct discharge.

4. The pretrial agreement in the case provided for the following:

TRIAL COUNSEL

Capt. William T. CHURCH, USAF

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MJ: MINER TC: ENSLEN DC: BLUNK REPT: VAUGHN

OFFICE OF THE STAFF JUDGE ADVOCATE  
1st Marine Aircraft Wing  
Fleet Marine Force, Pacific  
FPO, San Francisco 96602

Date 12 Jun 72MEMORANDUM

From: Trial Counsel  
To: Commanding Officer, ~~ENSG~~-17

Subj: Results of trial, ~~General~~/Special Court-Martial, case of United States  
v. LCPL. ORSINO, VITO J. 046 46 1527 VAFB-122, MAG-24

(RANK	NAME	SSAN	UNIT)
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1. In the foregoing case tried on 12 June, 1972, the accused pleaded as follows:

To all charges and specifications thereunder: Guilty.

2. The accused was found (guilty/~~not guilty~~) of the following offenses (give summary of specifications):

Chg I: Viol of Art. 80, UCMJ, attempted theft of a wallet on 14 May 1972.

Chg II: Viol. of Art. 121, UCMJ, theft of a wallet on 14 May 1972.

Chg III: Viol. of Art. 134, UCMJ, possession of a false ID card on 14 May 1972.

3. The following sentence was imposed by the court:

To be confined at hard labor for 4 months; To forfeit \$195 pay per month for 4 months; to be reduced to pay grade E-1; and to be discharged from the service with a Bad Conduct Discharge.

4. The pretrial agreement in the case provided for the following:

Suspension of Bad Conduct Discharge for period of confinement plus six months; confinement at hard labor for 3 months; forfeitures as awarded; reduction as awarded.

W. T. ENSLEN, Capt., USMC

*W. T. Enslen*  
TRIAL COUNSEL

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OFFICE OF THE STAFF JUDGE ADVOCATE  
 1st Marine Aircraft Wing  
 Fleet Marine Force, Pacific  
 FPO, San Francisco 96602

14 June 1972

MEMORANDUM

From: Trial Counsel  
 To: Commanding Officer, HAMS-15

Subj: Results of trial, Special Court-Martial, case of United States v. PFC Joseph A. E. BROCHU, USMC, 267 36 92, HAMS-15

1. In the foregoing case tried on 14 June, 1972, the accused pleaded as follows:

To Charge I and the specification thereunder: Guilty.  
 To Charge II and the specification thereunder: Guilty.  
 To Charge III and the specification thereunder: Not guilty.  
 To Charge IV and the specification thereunder: Not guilty.

2. The accused was found guilty of the following offenses (give summary of specifications):

Of Charge I, violation of Article 92, UCMJ, and the specification thereunder, did violate a lawful general order: Guilty.

Of Charge II, violation of Article 95, UCMJ, and the specification thereunder, did resist being lawfully apprehended: Guilty.

Of Charge III, violation of Article 111, UCMJ, and the specification thereunder, did operate a vehicle in a reckless manner: Guilty.

Of the specification, did wrongfully appropriate one motorcycle, of Charge IV, violation of Article 121, UCMJ, excepting the figures "\$200.00" and substituting therefore the figures "\$150.00", of the excepted figures Not guilty, of the substituted figures Guilty, and of the charge: Guilty.

3. The following sentence was imposed by the court:

To be confined at hard labor for three (3) months;  
 To forfeit \$190.00 pay per month for a like period;  
 To be reduced to private, pay grade E-1; and  
 To be discharged with a Bad Conduct Discharge.

4. The pretrial agreement in the case provided for the following:

None.

RICHARD D. SULLIVAN  
 Captain USMC  
 TRIAL COUNSEL

Copy to: Convening Authority  
 SJA  
 TC  
 Files (2)  
 Brig

J-22

Date 10 June 72

From: Trial Counsel  
To: Commanding Officer, 4443-1

(RANK	NAME	SSAN	UNIT)
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To all charges and specifications thereunder, guilty.

2. The accused was found (guilty/not guilty) of the following offenses (give summary of specifications): 01, disrespect to a superior WCO on 10 May 1972.

CHS II: Viol. of Art. 134: Drunk and Disorderly on 10 May 1972.

CHS III: Viol. of Art. 56: Unauthorized absence from 9 June 1972 until 10 June 1972.

3. The following sentence was imposed by the court:  
To be reduced to Private, E-1; And  
To forfeit \$150 pay per month for 3 months;

4. The pretrial agreement in the case provided for the following:  
 confinement plus 6 months; Suspension of all confinement in excess  
 of two months for the period of confinement plus 6 mths, forfeitures  
 as awarded, and reduction as awarded.

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Q-ll

OFFICE OF THE STAFF JUDGE ADVOCATE  
1st Marine Aircraft Wing  
Fleet Marine Force, Pacific  
APO, San Francisco 96362

21 June 1972

MEMORANDUM

From: Trial Counsel  
To: Commanding General, 1st Marine Air Wing

Subj: Results of trial, General Court-Martial, case of United States v. Lance Corporal Jerome W. SAWYER Junior, U. S. Marine Corps, 526 98 7836, MARS-15, MARS-15, 1st Marine Air Wing

1. In the foregoing case tried on 20 & 21 June, 1972, the accused pleaded as follows:

To all Charges and Specifications thereunder: Not Guilty.

2. The accused was found guilty of the following offenses (give summary of specifications):

Ch I, Sp: Viol of Article 81, UCMJ: Conspire with L/Cpl Roy A. MITCHELL, USMC, & Corporal Albert W. DAVIS, USMC, to commit an offense under the UCMJ, to wit: robbery.

Ch II, Sp: Viol of Article 122, UCMJ: By putting 1st Lt SPRING and 1st Lt RUCKER in fear steal from the possession and presence of both 1st Lt SPRING and 1st Lt RUCKER against their will, U. S. Currency in the amount of \$79,003.00, the property of the U. S. Government.

3. The following sentence was imposed by the court:

To be confined at hard labor for a period of two (2) years, to forfeit all pay and allowances, to be reduced to the paygrade of E-1, and to be discharged from the service with a Dishonorable Discharge

4. The pretrial agreement in the case provided for the following:

N/A

William T. ENSLEN  
Capt USMC  
TRIAL COUNSEL

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OFFICE OF THE STAFF JUDGE ADVOCATE  
1st Marine Aircraft Wing  
Fleet Marine Force, Pacific  
FPO, San Francisco 96022

23 June 1972

MEMORANDUM

From: Trial Counsel  
To: Commanding Officer, Headquarters and Headquarters Squadron

Subj: Results of trial, Special Court-Martial, case of United States v. Lance Corporal Charles E. FIELD, Jr., USMC  
041 43 7733, NAME, MCAS, Iwakuni

1. In the foregoing case tried on 23 June 1972, 1972, the accused pleaded as follows:

To all Charges and Specifications thereunder: Guilty

2. The accused was found guilty of the following offenses (give summary of specifications):

Charge: Violation of Uniform Code of Military Justice, Article 86, six specifications.

Additional Charge I: Violation of Uniform Code of Military Justice, Article 86, one specification.

Additional Charge II: Violation of Uniform Code of Military Justice, Article 88, two specifications of disobedience of lawful order.

3. The following sentence was imposed by the court:

To be confined at hard labor for a period of four months;  
To forfeit two-thirds pay per month for a period of four months;  
To be reduced to the pay grade E-1; and  
to be discharged from the service with a bad conduct discharge.

4. The pretrial agreement in the case provided for the following:

Approve any discharge awarded by court;  
Suspend all confinement awarded by the court if a punitive discharge is also awarded by the court. The period of suspension to be six months;  
Forfeitures as awarded by court, and  
reduction as awarded by court.

William F. FRYER  
Capt. JUDGE  
TRIAL COUNSEL

Copy to: Convening Authority  
SJA  
TC  
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Eric

OFFICE OF THE STAFF JUDGE ADVOCATE  
1st Marine Aircraft Wing  
Fleet Marine Force, Pacific  
FPO, San Francisco 96602

Date 26 June 1972

MEMORANDUM

From: Trial Counsel  
To: Commanding Officer,

Subj: Results of trial, General/Special Court-Martial, case of United States  
v. LTJL Jere E. SCHUBS 189 40 6121 1944-18

(RANK	NAME	SSAN	UNIT)
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1. In the foregoing case tried on 26 June, 1972, the accused pleaded as follows:

To all Charges and Specifications thereunder: Guilty

2. The accused was found (guilty/not guilty) of the following offenses (give summary of specifications):

Violation of Art. 92, USMJ, violate a lawful general order, wrongful possession of a controlled substance.  
Violation of Art. 134, USMJ, break restriction.

3. The following sentence was imposed by the court:

To be confined at hard labor for a period of three months, and to be reduced to the pay grade E-1.

4. The pretrial agreement in the case provided for the following:

TRIAL COUNSEL

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Date 27 June 1972

From: Trial Counsel  
To: Commanding Officer, Headquarters and Headquarters Squadron (Station)  
Subj: Results of trial, ~~XXXXXX~~ General/Special Court-Martial, case of United States  
v. ~~SSgt. Thomas I. Coleman~~ ~~500 66 0006~~ Hq & Hqs Squadron  
(RANK NAME SSAN UNIT)

2. ~~The accused was found (guilty/not guilty) of the following offenses (give summary of specifications)~~  
The defense counsel made a motion to dismiss due to a denial of speedy trial in this case, which was granted.

The charge was a viol. of Art. 108, USMJ: Willfully suffer a flight jacket on 6 Jan. 1972.

- N/A

- N/A

W. T. ENSLEY, Capt., USMC

Copy to: SJA  
TC  
Files (2)  
Brig

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OFFICE OF THE STAFF JUDGE ADVOCATE  
1st Marine Aircraft Wing  
Fleet Marine Force, Pacific  
FPO, San Francisco 96602

Date 29 June 1972

MEMORANDUM

From: Trial Counsel  
To: Commanding Officer,

Subj: Results of trial, General/Special Court-Martial, case of United States  
v. SSAN  
(RANK NAME DATE SSAN UNIT)

1. In the foregoing case tried on 29 June 1972, 1972, the accused pleaded as follows:

To all Charges and Specifications Thereunder: Guilty

2. The accused was found (guilty/not guilty) of the following offenses (give summary of specifications):

Violation of Art. 81, UCMJ, conspiracy and selling of dangerous drugs.

Violation of Art. 92, UCMJ, willfully disobey general order by wrongfully have in his possession a controlled substance.

3. The following sentence was imposed by the court:

To be confined at hard labor for a period of three months;  
To forfeit \$150.00 pay per month for three months; and,  
to be reduced to the pay grade E-1.

4. The pretrial agreement in the case provided for the following:

Suspension of any punitive discharge for period of confinement and six months thereafter. Suspend all confinement at hard labor in excess of 90 days for period of confinement and six months thereafter. Forfeiture or fines as awarded. Reaction as awarded

TRIAL COUNSEL

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OFFICE OF THE STAFF JUDGE ADVOCATE  
 1st Marine Aircraft Wing  
 Fleet Marine Force, Pacific  
 FPO, San Francisco 96602

Date 9 February 72

MEMORANDUM

From: Trial Counsel  
 To: Commanding Officer,

Subj: Results of trial, General/Special Court-Martial, case of United States  
 v. Lt/Col Billy C. LAWSON, 240 67 12, U. S. Marine Corps

(RANK	NAME	SSAN	UNIT)
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1. In the foregoing case tried on 9 February, 1972, the accused pleaded as follows:

To all Charges and Specifications: Guilty.

2. The accused was found (~~guilty/not guilty~~) of the following offenses (give summary of specifications):

(Please see attached copy of Charges and Specifications)

3. The following sentence was imposed by the court:

Bad Conduct Discharge, Confinement at hard labor for a period of two (2) years, Forfeiture of all pay and allowances, and Reduced to the paygrade of E-1.

4. The pretrial agreement in the case provided for the following:

Punitive discharge: BCD

Confinement: 18 months with credit for all confinement served prior to trial

Forfeitures and reduction as awarded by the court.

TRIAL COUNSEL

Richard D. SULLIVAN  
 Capt USMC

Copy to: SJA  
 TC  
 Files (2)  
 Brig

(2)-22



Charge I: Violation of the Uniform Code of Military Justice, Article 81

Specification: In that Lance Corporal Billy C. LAWSON, U. S. Marine Corps, Headquarters and Maintenance Squadron 36, Marine Aircraft Group 36, 1st Marine Aircraft Wing, Fleet Marine Force, Pacific, Fleet Post Office, San Francisco, California did at Marine Corps Air Station [Helicopter], Futenma, Okinawa, on or about 9 October 1971, conspire with Corporal David W. STALCUP, U. S. Marine Corps, to commit an offense under the Uniform Code of Military Justice, to wit: Larceny of 33 green nylon flight jackets, of a value of about \$950.40, 8 leather flight jackets, of a value of about \$264.00, and 123 combat knives, of a value of about \$256.00, of a total value of about \$1470.40, the property of the U. S. Government, and in order to effect the object of the conspiracy the said STALCUP broke and entered the Flight Cage in Building 2602, located at Marine Corps Air Station [Helicopter], Futenma, Okinawa.

Charge II: Violation of the Uniform Code of Military Justice, Article 93

Specification: In that Lance Corporal Billy C. LAWSON, U. S. Marine Corps, Headquarters and Maintenance Squadron 36, Marine Aircraft Group 36, 1st Marine Aircraft Wing, Fleet Marine Force, Pacific, Fleet Post Office, San Francisco, California did, at Camp S. D. Butler on or about 15 October 1971, escape from lawful confinement in Correctional Facility, Marine Corps Base, Camp S. D. Butler, Okinawa, Fleet Post Office, Seattle, Washington.

Charge III: Violation of the Uniform Code of Military Justice, Article 121

Specification 1: In that Lance Corporal Billy C. LAWSON, U. S. Marine Corps, Headquarters and Maintenance Squadron 36, Marine Aircraft Group 36, 1st Marine Aircraft Wing, Fleet Marine Force, Pacific, Fleet Post Office, San Francisco, California did at Marine Corps Air Station [Helicopter], Futenma, Okinawa, on or about 15 July 1971, steal 160 combat knives of about \$590.00 and a carton containing a number of blankets, of a value of about \$35.00 of a total value of about \$675.00, the property of the U. S. Government.

Specification 2: In that Lance Corporal Billy C. LAWSON, U. S. Marine Corps, Headquarters and Maintenance Squadron 36, Marine Aircraft Group 36, 1st Marine Aircraft Wing, Fleet Marine Force, Pacific, Fleet Post Office, San Francisco, California did, at Marine Air Station [Helicopter], Futenma, Okinawa, on or about 9 October 1971, steal 33 green nylon flight jackets, of a value of about \$950.40, 8 leather flight jackets, of a value of about \$264.00 and 123 combat knives, of a value of about \$256.00, of a total value of about \$1470.40, the property of the U. S. Government.

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

10:ALC:mts  
5750  
28 June 1972

From: Communication-Electronics Officer  
To: G-3 *PLANS*

Subj: Command Chronology

Ref: WgO 5750.1B

Encl: (1) Communication-Electronics Branch Command Chronology for  
1 January 1972 to 30 June 1972

1. In accordance with provision of reference (a), enclosure (1) is  
submitted.

*H. L. Fogarty*  
H. L. FOGARTY

*Chief Communication - Electronics Officer*

MAW SAC No.	Copy No.
2117-72	1

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

**SECRET**

TAB-K

**SECRET**PART I  
ORGANIZATION DATA1. DESIGNATION

Communication-Electronics Branch

2. LOCATION

1 January 1972 to 30 June 1972; MCAS Iwakuni, Japan

3. STAFF OFFICERS

Communication-Electronics Officer

Col JAMES A. BLAKELY  
1 Jan - 24 MayLtCol JAMES H. BIRD JR.  
24 May - 29 JuneCol HERBERT L. FOGARTY  
30 June -

Assistant Communication-Electronics Officer

LtCol JAMES H. BIRD JR.  
1 Jan - 24 MayMaj ANTONIO F. PIRACCI  
18 Jan - 30 June

Electronics Officer

Maj RAY E. HUEBNER  
1 Jan - 17 Jan

Maintenance Officer

CWO-3 JAMES E. WRIGHT  
1 Jan - 30 JuneCapt RONALD F. SIEE  
5 Apr - 30 June

## 4. AVERAGE MONTHLY STRENGTH

<u>USMC</u>		<u>USN</u>	<u>OTHERS</u>
<u>OFF</u>	<u>ENL</u>		
8	10	NONE	NONE

**SECRET**

**SECRET**PART II  
NARRATIVE SUMMARY

a. During January final installation and operational checks were completed on the DTMF extension phone for the Commanding General's office. Temporary frequency assignments were provided to units deploying for training. Telephone service requests continued to be monitored and the required installation coordination with MCAS effected. Action was undertaken to redistribute crypto equipments between First MAW units and a request was submitted to CG FMFPAC requesting assistance in determining requirements to hold certain RPS materials. Justification for all electronics field engineers was submitted to CG FMFPAC, and all First MAW units were directed to submit copies of field engineers monthly reports to this Headquarters.

b. Initial planning for SIOP operations at SUWON began during February. Major PIRACCI represented the CEO Branch in negotiations at SUWON Korea to obtain an ISSA with the Air Force for use of the SUWON facilities for the Marine SIOP mission. A listing of the communications facilities available at SUWON and the additional comm equipment required to support the Marine SIOP mission was submitted to CG FMFPAC. Coordinated and directed the communications support required for Exercise GOLDEN DRAGON. A monthly communications electronics personnel status report was initiated. The location in degrees, minutes, and seconds of all FIRST MAW radars and beacons was obtained and submitted to CG FMFPAC. Radio Frequency Interference from the AN/TPS-34 on Okinawa became a problem to the Japanese T.V. microwave relay link between Japan and Okinawa. NAVSEEACT JAPAN, was requested to conduct RFI studies in an attempt to alleviate the problem. A message ~~change~~ to FIRST MAW CEOI was promulgated and frequency requests continued to be coordinated with COMNAVFORJAPAN. An estimation of funds required for the FY 72/73 Ground Calibration support was submitted to CMC and recommendations were provided to CG FMFPAC concerning the monthly status report of "Major Components Repair of Marine Air Command Control Systems". Arranged for MAG-36 to provide Float support to the MASS-2 Det One for AN/ARC-94's and 51's. Updating of FIRST MAW CEOI commenced.

c. During March a request to allow the FIRST MAW to retain the AN/GRC-48's for use as squadron safety radios was submitted to CG FMFPAC. Request was denied as the GRC-48's were scheduled to be sent to reserve units. Authority was obtained from COMNAVFORJAPAN to increase the power on the frequency used for communications between MCAS Iwakuni and Moji Point. Coordinated the redistribution of NESTOR/ORESTES equipment between FIRST MAW, III MAF AND MAG-24. Agenda items for the Annual Ground Marine Corps Calibration Conference were submitted to CG FMFPAC. RFI to local Iwakuni television receivers became a problem during March. The RFI was determined to be caused by the AN/TPS-22 radar. NAVSEEACT JAPAN was requested to conduct an RFI investigation to determine and solve the problem. MAG-36 was directed to provide comm support to the umpires of Exercise GOLDEN DRAGON. CG FMFPAC was provided operational status of FIRST MAW radars and beacons. A proposal for the reconfiguration of the Fleet Flash Net North was submitted to CG III MAF and recommendations concerning the test kit

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AN/VCC-2 were forwarded to CG FMFPAC.

d. During April MAG-15 was deployed to Danang and a liaison team from the CEO Branch was sent to RVN as members of the FIRST MAW advance element to establish liaison with U. S. Air Force communication units and initiate action for communication means to support MAG-15 (Fwd). Liaison efforts involved frequency clearance, assumption of communication guard by U. S. Air Force Communication Center for FIRST MAW units to be deployed, initiating requirements, coordinating and providing installation priority for commercial telephone service, arranging for temporary RPS/crypto storage, obtaining comm-elec equipments and ancillary items, and coordinating efforts were initiated for the augmentation of personnel and equipment to MAG-15 and a system was established for the replacement, evacuation, and repair of dead-lined equipment from MAG-15 (Fwd). MWCS-18 was directed to establish a direct HF link with MAG-15 (Fwd) to support logistical and administrative requirements for deployed units. Directed MWCS-18 to perform LTI'S on all 1st MAW fixed plant equipment and the results were then forwarded to CG FMFPAC. The AN/TGC-37 was being considered for deployment by Task Force DELTA. Immediate assistance was requested from MCSA Phila in supplying assets to fill outstanding requisitions for AN/TRC-166 and AN/MRC-135's. Concurrent with operations in Danang and installation of SIOP communications at SUWON, KOREA, planning was being conducted to install and operate communications at NAM PHONG, Thailand. In addition to an on-site survey conducted by members of the CEO office, extensive coordination was conducted with in-country communication agencies to finalize planning. Upon arrival of advance elements in NAM PHONG installation of comm facilities commenced with activation of HE/SSB radios with UDORN RTAFB. An extensive cable plant for equipment set up commenced. Currently all active circuits, with the exception of back-up circuits, are contained on a 24 channel microwave link with KHON KAEN ICS. Service available to NAM PHONG includes RAPCON circuits to UDORN, Totlines to 7th AF in Saigon and 7/13th AF at Udorn, Radar Hand-over circuits to UDORN, NAKHOM PHANOM, AND UBON, eight AUTOVON lines to switches in UDORN, KORAT AND BANGKOK, AUTOSEVOCOM, WEATHER TELETYPE service from Clark AFB and weather facsimile service from FUCHU, as well as 1200 BAUD and 75 BAUD AUTODIN terminals. A facility capable of 4th echelon maintenance of comm-elect equipment has been established and is beginning operation. SIOP Communication support at SUWON KOREA established and operational.

e. In June the SIOP mission was deferred and communications were secured and placed in an on-call status. KW-26's were returned to Iwakuni and the other installations remained at SUWON. All TAD personnel were returned to their parent organizations. Many problems developed with MATCU-62 equipment at NAM PHONG. Action was initiated to obtain a AN/TRN-14 to replace defective MATCU-62 equipment. Rationale for the requirement of the FIRST MAW guarding the Fleet Flash Net North was submitted to CG FMFPAC. Continued to coordinate efforts of obtaining, shipping and retrograding various communications equipments required for the support of Task Force DELTA. Coordinated efforts in obtaining assistance from various supporting units for assistance requested by deployed units. FIRST MAW

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PART III  
SEQUENTIAL LISTING OF SIGNIFICANT EVENTS

- 4 Jan - Notified all units that the AN/USM-206 Test Set had been erroneously assigned a designation of "Calibration not required" and directed that all sets be turned into the appropriate facility for calibration.  
Ref ADMIN FIRST MAW 040744Z JAN 72  
Requested NAVELECSYSCOM WASH DIV provide shipping data on the AUTOSEVOCOM DTMF extension phone scheduled to be installed in CO 1st MAW's office.  
Ref AD,OM FORST ,AW 040519Z JAN 72
- 5 Jan - Provided temporary frequency assignments to MATCU-60 for training deployment to Okinawa.  
Ref CG FIRST MAW 072245Z JAN 72
- 11 Jan - Requested MACG-18 provide information relative to the advisability of continuing to consider the Commanding Officer of MWCS-18 as a special staff officer (CEO) on the staff of the CI if NACG-18.  
Ref ADMIN FIRST MAW 110435Z JAN 72  
Advised CG FMFPAC that CG First MAW possessed no AUTODIN Data transmission capability and requested transportable data comm terminal equipment be identified and procured for FIRST MAW.  
Ref CG FIRST MAW 112335Z JAN 72
- 13 JAN - Coordinated installation and operational check of the AUTOSEVOCOM DTMF extension phone for the CG's office  
Ref CG FIRST MAW 132313Z JAN 72
- 14 JAN - Directed the redistribution of KY-8, KY-38, and Orestes crypto equipments within the First MAW.  
Ref CG FIRST MAW 140605Z JAN 72
- 17 Jan - Submitted to CG FMFPAC justification for all electronics field engineers required by First MAW units.  
Ref CG FORST MAW 170703Z JAN 72
- 21 Jan - Directed that copies of field engineers monthly reports be sent to CG First MAW (Attn: CEO).  
Ref CG FIRST MAW 210217Z JAN 72  
Coordinated an inventory of all Battery Chargers PP-6241/ U within the First MAW.
- 28 Jan - Coordinated inventory of all communication-electronics equipment with TAM number prefixed with letter "A".  
Ref CG FIRST MAW 280739Z JAN 72
- 31 Jan - Provided to CG FMFPAC confirmation of the requirement for a AN/TSQ-90 field engineer.  
Ref CG FIRST MAW 010003Z FEB 72  
Communication Center SOP was signed and implimented.

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- 2 Feb - Directed all units to submit monthly comm-elect personnel status to the CG 1st MAW (Attn: CEO)  
Ref CG FIRST MAW 140605Z FEB 72
- 4 Feb - Requested MAVSEEACT JAPAN conduct a RFI study on Okinawa to determine and eliminate AN/TPS-34 RFI problems associated with local commercial television.  
Ref CG FIRST MAW 040635Z FEB 72 (C)
- 5 Feb - Requested all units inform this HQ (Attn: CEO) of their requirements for SEATO Supplement 1 to ACP 125 (D).  
Ref CG FIRST MAW 050139Z FEB 72
- 7 Feb - Initiated a message change 4-7 to the First MAW CEOI.  
Ref CG FIRST MAW 070535Z FEB 72 (C)
- 8 Feb - Requested comments from MACG-18 concerning the monthly status report "Major Components Repair of Marine Air Command Control System".  
Ref CG FIRST MAW 082333Z FEB 72
- 9 Feb - Directed MACG-18 to evacuate to Barstow the AN/TYQ-2 magnetic storage drums along with the AN/TYQ-6.  
Ref CG FIRST MAW 090459Z FEB 72
- Requested MAG-36 to provide float support to MASS-2 Det One for the AN/ARC-94 and AN/ARC-51.  
Ref CG FIRST MAW 092345Z FEB 72
- Requested COMNAVFORJAPAN provide frequency extensions to MAG-12 for operations on Okinawa.  
Ref CG FIRST MAW 092347Z FEB 72
- Informed MAG-36 that pending publication of the new FMFPAC NAMP order funds for NAMP intercommunication systems cannot be authorized.  
Ref CG FIRST MAW 092355Z FEB 72
- 10 Feb - Informed FMFPAC of First MAW requirements for the SEATO Supplement 1 to ACP 125 (D).  
Ref ADMIN FIRST MAW 100657Z FEB 72
- 14 Feb - Provided GIC estimation of funds required for FY-72/73 Ground Equipment Calibration/Repair Support.  
Ref ADMIN FIRST MAW 140811Z FEB 72
- 16 Feb - Provide to CG FMFPAC comments on the monthly status report, "Major Components Repair of Marine Air Command Control Systems".  
Ref CG FIRST MAW 160433Z FEB 72
- 23 Feb - Directed all units participating in amphibious operations to comply with CG FMFPAC 190147Z FEB 72.  
Ref CG FIRST MAW 230233Z FEB 72

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- 24 Feb - Provided to CG FMFPAC a listing of communications facilities available at SUWON.  
Ref CG FIRST MAW 240626Z Feb 72 (C)
- 25 Feb - Authorized MAG-36 the communications equipment support requested for support of Exercise GOLDEN DRAGON.  
Ref ~~ADMIN~~ FIRST MAW 250626 FEB 72  
Directed MACG-18 provide communications support to MAG-15 for Exercise GOLDEN DRAGON.
- 26 Feb - Provided frequency assignments to MAG-12 and MAG-15.  
Ref ADMIN FIRST MAW 260301Z FEB 72  
Provided tactical call sign to MAG-15 for Exercise GOLDEN DRAGON.  
Ref ADMIN FIRST MAW 260307Z FEB 72 (C)
- 27 Feb - Directed MSG-17 to provide four radio operators to MAG-15 for Exercise GOLDEN DRAGON.  
Ref CG FIRST MAW 270255Z FEB 72(C)
- 28 Feb - Directed all units provide to this HQ location in degress, minutes, and seconds plus azimuth of all radar and beacons.  
Ref CG FIRST MAW 280255Z FEB 72
- 1 Mar - Requested CG FMFPAC allow First MAW units to return the AN/GRC-48 for use as squadron safety radios pending receipt of new UHF equipment.  
Ref CG FIRST MAW 010201Z MAR 72  
Requested COMNAVFORJAPAN provide authority for MWCS-18 to increase power on the frequency used for the communications net between MACS Iwakuni and the Army Supply Depot, Moji Point.  
Ref CG FIRST MAW 010821Z MAR 72 (C)
- 2 Mar - Coordinated the redistribution of NESTOR/ORESTES equipment between 1st MAW, III MAF, and MAG-24.  
Ref CG FIRST MAW 020027Z MAR 72 (C)  
Requested NAVSEEACT JAPAN conduct an investigation aboard MCAS Iwakuni to determine and solve AN/TPS-22 generated RFI to local television receivers.  
Ref CG FIRST MAW 020233Z MAR 72  
Submitted to CG FMFPAC proposed agenda items for the Annual Marine Corps Ground Calibration Conference.  
Ref CG FIRST MAW 020237Z MAR 72
- 3 Mar - Directed MAG-36 to provide communications support to umpires for Exercise GOLDEN DRAGON.  
Ref CG FIRST MAW 030755Z MAR 72 (C)
- 9 Mar - Directed redistribution of communication-electronics equipments (authorized by FMFPAC special training allowance) between MACS-4 and MWCS-18.  
Ref CG FIRST MAW 090627Z MAR 72

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- 13 Mar - Provided to CG FMFPAC listing of communication facilities available at SUWON Air Base Korea and communication equipment required to support the operation.  
Ref ADMIN FIRST MAW 130817Z MAR 72 (C)
- 20 Mar - Provided to CG FMFPAC operational status of First MAW radars and beacons.  
Ref CG FIRST MAW 200133Z MAR 72 (C)
- 22 Mar - Provided justification to CINCPACFET for priority 2C restoration for ASVC TSR.  
Ref ADMIN FIRST MAW 220501Z MAR 72 (C)
- 23 Mar - Submitted to CG III MAF proposed reconfiguration of Fleet Flash Nets North.  
Ref CG FIRST MAW 230823Z MAR 72 (C)
- 24 Mar - Provided frequency assignments to MAG-15 and MASS-2 Detachment for deployment to Cubi Point.  
Ref CT FIRST MAW 290653Z MAR 72
- 30 Mar - Submitted to CG FMFPAC recommendation concerning the test kit for Telegraph-Telephone Terminal Sets, AN/VCC-2  
Ref CG FIRST MAW 300451Z MAR 72
- 4 Apr - Submitted status of 1st MAW fixed plant equipment to CG FMFPAC and provided justification why the equipment could not be used to support the Command Teletype Alert Net (CTAN).  
Ref CG FIRST MAW 040211Z APR 72 (C)
- 6 Apr - Coordinated assignment of one MOS 2549, five MOS 2542, four MOS 2532, three MOS 2531/33, and one MOS 2861 from MWCS-18 to MAG-15. Personnel required for support of CTU 79.3.0.
- 7 Apr - Directed MAG-15 to return AN/PRC-41 on temporary loan from MAG- 36 to parent organization.  
Ref CG FIRST MAW 070539Z APR 72  
Established liaison with 1972nd Communication Squadron, U. S. Air Force, submitted Communication Guard List, UHF tactical frequencies for clearance and general requirements for telephone service to support CTU 79.3.0.  
Called on LtCol CLYDE BUNCH, Commanding Officer, 1972nd Communication Squadron briefed him on deployment, immediate communications needs and future requirements of CTU 79.3.0
- Contacted Air Force courier station for temporary storage of RPS/crypto material. Obtained four non-tactical radios with batteries and charger for CTU 79.3.0. use.  
In conjunction with MAG-15 S-4 selected Command Post site for CTU 79.3.0.

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- 8 Apr - Provided one MOS 2815 and following equipment to CTU 79.3.0:  
 5 Radio Sets AN/PRC-25, 15 Telephones TA-312, 2 Miles of field wire WD-1/TT, and 2 Axles RL-27.  
 Received confirmation of clearance of UHF Tactical Radio Frequencies.  
 Augmented 1972nd Communication Squadron Communication Center with four personnel MOS 2542 due to shortage of Air Force personnel, quantity of high precedence message traffic and excessive backlog.  
 Obtained one 600 gallon tank, 600 gallons of fuel for tactical generators for use by CTU 79.3.0.  
 Established HF communications from CTU 79.3.0 Command Post to Iwakuni, Japan.
- 9 Apr - Submitted current status of the Communication Central AN/TGC-37 to CG FMFPAC. The AN/TGC -37 is being considered for deployment by Task Force DELTA.  
 Ref CG FIRST MAW 090619Z APR 72  
 Requested that MCSA Phila provide immediate assistance in filling First MAW requisitions for AN/TRC-166 and AN/MRC-135.  
 Ref CG FIRST MAW 090805Z APR 72 (C)  
 Coordinated consolidation and delivery of following communication-electronics equipments to CTU 79.3.0 two each teletypewriter set AN/TGC-14A, one each teletypewriter set AN/GGC-3, two each Radio Set AN/PRC-41, one each Communication Central AN/TSC-15, two each Field Safes, and one each Ditto Spirit Duplicating Machine.  
 Col LOONEY, Signal Officer, 7th Air Force conducted on site survey of CTU 79.3.0 Communications. Request was submitted to him for an AUTOSEVOCOM termination. Obtained insulators, number 10 copper and two quick erect thirty foot towers for construction and installation of inverted "L" antenna.
- 10 Apr - Commercial telephone installations commenced in CTU 79.3.0 Command Post.  
 Coordinated delivery of one power unit PU-711 and one telegraph terminal AN/TGA-1 to CTU 79.3.0.
- 11 Apr - Coordinated requirements to provide one Communication Central AN/TSC-15 to CTU 79.3.0.  
 KW-7 covered teletype circuit activated with CTU 79.3.0.  
 40th Signal Battalion, U.S. Army completed cable extension to CTU 79.3.0 Command Post. Installation of telephone instruments completed and commercial telephone service available to Command Post.
- 12 Apr - Coordinated delivery following equipment to CTU 79.3.0 one Communication Central AN/TSC-15, two Crypto Equipments KW-7, two antennas, three 3M Radios for use by CTU 79.3.0.
- 14 Apr - Coordinated consolidation, preparation and delivery of following equipments to CTU 79.3.0: one each teletype equipments TT-171, TT-187, and TT-437, two Power Units PU-709, thirteen 3M Radios with

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- battery chargers and repair parts.
- 17 Apr - Directed CTU 79.3.0 to return ~~inoperative~~ equipment to Iwakuni for immediate repair.  
Ref CG FIRST MAW 180727Z APR 72 (C)
- 22 Apr - Submitted to III MAF a request that presence of Marine Air craft Wing units at Danang, RVN, be downgraded from SECRET to UNCLAS.  
Ref CG FIRST MAW 230015Z APR 72 (C)
- 25 Apr - Constructed and installed full wave half-Rhombic antenna at CTU 79.3.0. Established 5x5 communications with First Marine Aircraft Wing AN/TSC-15 terminal at Iwakuni, Japan.  
Contacted LtCol BUNCH, Commanding Officer, 1972nd Communication Squadron for command assistance in restoring Hot Line from CTU 79.3.0 to 366th Tactical Fighter Wing Command Post. Corrective action was initiated and service restored.
- 26 Apr - Submitted to CG FMFPAC First MAW requirements for 26 pair quick connect telephone cable to used with the TTC-28.  
Ref CG FIRST MAW 260943Z APR 72
- 27 Apr - Submitted to CG FMFPAC a request for two Rotatable Log-Periodic Antenna 637 B1 antennas needed to improve communications from Iwakuni to CTU 79.3.0.  
Ref CG FIRST MAW 270511Z APR 72  
Obtained 310 feet Co-Axial cable and 94 feet of #10 copper wire from Fleet Activity Support Unit, Danang and 50 feet #10 copper wire from 1972nd Communication Squadron to be used for construction of horizontal dipole antenna for use by CTU 79.3.0.
- 28 Apr - Provided COMSEVENTHFLT a listing of First MAW tactical call signs.  
Ref CG FIRST MAW 280049Z (S)
- 1 May - First MAW CEO Representative on liaison visit to Danang recommended investigating feasibility of reestablishing dedicated circuit to Cubi Pt due to apparent delays in logistical message delivery. Circuit was engineered by CEO Representative and installation of antenna completed at Danang prior to departure in order to expedite net operation once circuit approved.  
Ref CTU 79.3.0 290130Z APR 72 (C)  
Requested specific information from CTU 79.3.0 concerning writer to reader time for priority message traffic.  
Ref CTU 79.3.0 010835Z MAY 72 (C)
- 4 May - CTU 79.3.0 reported unacceptable delays in writer to reader time between Danang and Cubi Pt for logistic traffic.  
Ref CTU 79.3.0 040959Z MAY 72 (U)
- 8 May - CTU 79.3.0 requested status of dedicated teletype circuit which was contemplated between Danang and Cubi Pt to alleviate situation noted on 4 May entry.  
Ref CTU 79.3.0 080717Z MAY 72 (S)

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10 May - CTU 79.3.0 was updated on status of planning for dedicated teletype circuit discussed in 8 May entry.  
Ref CTG 79.3 102350Z MAY 72 (C)

DCA SEA was appraised of delays involved in message delivery between Danang and Cubi Pt. Assistance was requested in expediting message traffic.

Ref CG FIRST MAW 100447Z MAY 72 (C)

Seventeen (17) hour outage between Danang and Iwakuni due to ASC program failure at PHU LAM, RVN.

Ref 3CVK 110826Z MAY 72 (C)

Informed III MAF and FMFPAC of traffic delay due to 17 hour outage noted above.

Ref CG FIRST MAW 120401Z MAY 72 (C)

13 May - DCA KUNIA took action on CG FIRST MAW 100447Z MAY 72 (C).  
Requested HHS-15 Detachment Cubi Pt maintain close liaison with NAS Cubi Pt Message Center in order to pinpoint problem areas so corrective action can be taken.  
Ref DCA PAC KUNIA 130542Z MAY 72 (U)

14 May - A Liaison Officer from CEO Branch departed for Cubi Pt for an on site survey to determine the requirements for installing dedicated circuit to Danang.  
Ref ADMIN FIRST MAW 150742Z MAY 72 (C)

18 May - Liaison Officer returned from Cubi Pt. Recommendations currently under consideration for implementation.  
Ref MWCS-18 (CWO-2 SKINNER) Memorandum dated 19 May 72

\* 21 May - Submitted to COMNAVCOMM a communication activation date for CTG 79.3 LNO (Routing Indication RHAF), for dual Homed MODE II AND MODE V Terminals at Suwon AB, Korea as 10 June 1972.  
Ref CG FIRST MAW 210801Z MAY 72

24 May - LtCol JAMES H. BIRD JR. relieved Colonel JAMES A. BLANKELY as Wing Communication-Electronics Officer.  
Ref Qing Special Order 207-72

27 May - The following personnel from the First MAW CEO Branch designated for the Task Force DELTA CEO Branch depart for NAM PHONG:

Capt R. F. SWEET	CEO
MSGT C. R. COLEMAN	Comm Chief
GySgt E. B. POPIOLEK	Maintenance Specialist
Cpl R. C. Krause	Admin/Driver

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Detachment of two officers and 64 inlisted personnel, operational and maintenance communication personnel, with required communications equipment from MWCS-18, and MACG-18 deployed to NAM PHONG, THAILAND.

- 28 May - Investigated possibility of utilizing satellite communications for weather purposes at NAM PHONG. From map and chart plots it was determined that satellite communications would be possible.
- 29 May - Message to CTU 79.3 directing immediate return Teletypewriters AN/Ugc-6 With mod kits erroneously shipped to MAG-12. Equipment required for SIOP Communications at Suwon, Korea.  
Ref CTG 79.3 300731Z MAY 72
- 31 May - Forwarded assorted electrical fuses, electrical tape and publications to NAM PHONG in support of Task Force DELTA.  
Ref 1974 COMGP SUP GRP 310210Z MAY 72
- 1 Jun - Submitted TSR to Drake ASC, Japan for program control circuit, and deying material for circuit SA3J terminating at Suwon, Korea AUTODIN.  
Ref CG FIRST MAW 011009Z JUN 72
- 2 Jun - Submitted request to CG FMFPAC for modification to ISSA with 5th AF pertaining to shortfalls in billeting, messing, mail service, and transportation at Suwon.  
Ref CG FIRST MAW 020900Z JUN 72  
Submitted SIOP Communication short falls in First MAWS communication personnel to CG FMFPAC and requested specific guidance as to validity of BESEP target date.  
Ref CG FIRST MAW 021345Z JUN 72  
Submitted request to CG FMFPAC for assistance in expediting shipment of AN/TRN-29A to MATCU-62 at NAM PHONG from NAVELEXWEST.  
Ref CG FIRST MAW 020932Z JUN 72  
Coordinated combined efforts MATCU-60 and MATCU-66 in responding to urgent requirement for AN/TRN-14 by MATCU-62. Directed MATCU-66 to receive AN/TRN-14, replace inoperable components, operational check, and prepare AN/TRN-14 arrived Futema, Okinawa 030730I Jun 72 and departed for NAM PHONG at 031130I Jun 72.  
Ref CG FIRST MAW 021449Z JUN 72  
Submitted request to COMUSMACTHAI for frequency clearance for a low frequency homing beacon at NAM PHONG to support airdfield operations.  
Ref CG FIRST MAW 021504Z JUN 72  
1IGySgt CREGGER, First MAW comm Chief departed for NAM PHONG as Courier for AN/UYC-5A obtained from Third MarDiv.
- 3 Jun - Major AINSLEY, Executive Officer MWCS-18 departed for NAM PHONG as replacement for Captain SMEE who departed for CONUS on emergency leave. Seven communications and maintenance personnel accompanied Major AINSLEY to augment existing personnel at NAM PHONG.

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- 4 Jun - Submitted BESEP request to NAVSERACG JAPAN for installation of dual-homed AUTODIN MODE V circuit at Suwon, Korea.  
Ref CG FIRST MAW 050737Z JUN 72  
Directed MAG-12 to deliver two complete teletype Sets UGC-6 with low level mod kits to MCAS Iwakuni for installation of modification kits and further transportation to Suwon, Korea.  
Ref ADMIN FIRST MAW 050801Z JUN 72  
Submitted request to COMUSKOREA for communications support and area clearance for Marine mission at Suwon, Korea.  
Ref CG FIRST MAW 040645Z JUN 72  
Submitted request to CG FMFPAC for adjudication of barriers connected with the proposed use of Room 105, for SIOP mission at Suwon, Korea.  
Ref CG FIRST MAW 042335Z JUN 72  
In response to urgent request coordinated shipment of: 8TTH-5's  
1 TGC-14, 1K-37 Cable Bolter, 3 Air Conditioners, 3AN/TRC-97's  
and 1 reefer for batteries to NAM PHONG.  
Ref CTE 79.3.9 041531Z JUN 72
- 5 Jun - Submitted ETA at Suwon, Korea of Marine communication personnel, EAC Team and equipment to 6170th Combat Support Squadron.  
Ref ADMIN FIRST MAW 050633Z JUN 72
- 6 Jun - Requested DCA PAC initiate change to TSO to indicate circuit modification from MODE II to MODE V operation for circuit SA3H at Suwon, Korea.  
Ref CG FIRST MAW 060257Z JUN 72
- 7 Jun - Submitted rationale requiring 1st MAW to guard the Fleet Flash Net North to CG III MAF.  
Ref CG FIRST MAW 070513Z JUN 72
- 8 Jun - Major PIRACCI, First MAW A/CEO, with MAG-12 communication personnel departed Iwakuni with teletype and crypto equipment for Suwon, Korea. Intermediate stop was made at Atsugi to Deliver crypto Equipments requiring modification to NAVSEEACTION.  
Ref Maj PIRACCI's Trip Report
- 9 Jun - Major PIRACCI attended conference with representatives of 314 AirDiv and COMUSK J-6 to resolve problems connected with use of Room 105, for SIOP mission.  
Ref Maj PIRACCI's Trip Report
- 11 Jun - CTAN and CVAN for SIOP operation communications installed and confirmed operational at 101945I JUN 72 at Suwon, Korea.  
Ref Maj PIRACCI's Trip Report  
Coordinated delivery two KW-7's to NAM PHONG.  
Ref CTG 79.3.9.4 111810Z JUN 72  
MGySgt G. W. FISHER, Wing CEO Branch Maintenance Chief, departed for NAM PHONG as Electronics Maintenance Chief for Task Force DELTA.  
One officer, TAD from 3rd MAW, and seven communications and maintenance personnel from MWCS-18 departed for NAM PHONG to augment existing personnel at Task Force DELTA.

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- 14 Jun - Submitted recap of communication operations status at NAM PHONG during period 28 May 13 June 1972 to CG III MAF.  
 Ref CG FIRST MAW 140805Z JUN 72  
 LtCol SCOTT, CEO Third MarDiv couriered two Klystrons for the AN/TRC-97 to NAM PHONG.  
 Ref CTG 79.3.9.4  
 Two TTY(UGC-6) with mod kits were forwarded to the NAVSEEACT JAPAN for modification and further shipment to Suwon, Korea.
- 15 Jun - Sent KW-26 MODE CARDS, ELECTRICAL FUSES AND ANTENNAS (RC-292) to NAM PHONG.  
 Ref CTG 79.3.9.4 121815Z JUN 72  
 Provided MAG-12 clearance for frequencies requested by that unit for security communications at Suwon, Korea.  
 Ref CG FIRST MAW 150429Z JUN 72  
 Advised 6170th Combat Support Squadron of primary and secondary frequencies for Marine operations and security radio nets which will be used during Suwon Deployments.  
 Ref CG FIRST MAW 150643Z JUN 72
- 16 Jun - Submitted update on Marine Special SIOP Communication Support at Suwon to CG FMFPAC. Recommended action be initiated to establish alternate route transmission path separate and distinct from present Suwon - Oson, because of poor quality of circuit  
 Ref CG FIRST MAW 160245Z JUN 72  
 Requested 3rd FSR provide a contact team to MATCU-66 to assist in repair of generators and air conditioners.  
 Ref CG FIRST MAW 162311Z JUN 72  
 Coordinated efforts to collect and forward teletype paper, teletype tape, and assorted rubber stamps for MAG-12 communication detachment at Suwon, Korea in accordance with an urgent request.  
 Ref CTG 79.3 LNO SUWON AB, DOREA 160354Z JUN 72
- 17 Jun - Provided frequency to MAG-15 for Group Common Net cleared for Vietnam and Thailand.  
 Ref CTG 79.3 170209Z JUN 72  
 Requested COMUSMACTHAI provide technical assistance in establishing AN/TRC-79E Link between NAM PHONG AND KHON KARN.  
 Ref CG FIRST MAW 170529Z JUN 72
- 18 Jun - coordinated with G-1 in fulfillment of requirement for four generator repairmen requested by communication detachment Task Force DELTA.  
 Ref CTG 79.3 220921Z JUN 72  
 Requested COMNAVCOM redesignate AUTODIN circuits (MODE I, ID 6290, CCSD BUAE ~~XART~~) and MODE II ID 6289 BUAE SA3L) with security level TOP SECRET SPECAT less SIOP ESI.  
 Ref CG FIRST MAW 180913Z JUN 72
- 19 Jun - Coordinated with Third MarDiv and expedited shipment of teletype paper to support AN/TYC-5A at NAM PHONG in response to urgent request from Task Force DELTA via Fonecon.  
 Requested COMUSMACTHAI assistance in obtaining and installing antenna towers at KHON KAEN and NAM PHONG to provide line of sight transmission path for AN/TRC- 97E Link.

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Ref CG FIRST MAW 190649Z JUN 72

Provided UHF Common Squadron Frequency cleared for Vietnam and Thailand and Airfield Control frequencies utilized at NAM PHONG to VMA(AW)-533.

Ref CG FIRST MAW 191431Z JUN 72

Provided CTU 79.3.9 with technical techniques to be attempted to alleviate interference problem experienced with television relay station in vicinity of KHON KAEN.

Ref CTG 79.3 192325Z JUN 72

Coordinated efforts to obtain one low level modified KW-26 from RPIO Yokosuka for delivery to Task Force DELTA for Autodin termination with Fort Buckner ASC.

Laid on requirement with ATCO for aircraft for pick up of KW-26 and return to Iwakuni.

- 20 Jun - Coordinated with G-1 requirement for Radar Technicians MOS 5944 urgently required by MATCU-62. Three MOS 5944 were transferred from MASS-2.

Ref CTU 79.3.9 200335Z JUN 72

Coordinated with G-1 for assignment of a MOS 2016, as courier for KW-26 and for temporary additional duty to assist in establishing KW-26 AUTODIN Termination.

Shipped Following items to Task Force DELTA: 1 ea SB-22, two boxes teletype tape for AN/TYC-5, and two boxes of AUTODIN Cards.

- 21 Jun - Submitted frequency requirements to support Air Support Radar Team to CG III MAF in anticipation of deployment and to provide sufficient lead time for frequency clearance.

Ref CTG 79.3 210047Z JUN 72

Coordinated assignment MACS-4 radar technician and requisition from MACS-4 of specific parts to assist in repair of MATCU-62 UPS-1 Radar in response to urgent request from Task Force DELTA.

Ref CTU 79.3.9 200335Z JUN 72

- 22 Jun - Provided rationale to CG FMFPAC for retention of VHF (AI) capability in the MATCU inventory and advised that being limited to 118.0 to 136.0 MHZ would not create any problems.

Ref CG FIRST MAW 220603Z JUN 72

- 23 Jun - Requested MWCS-18 nominate two electronics technicians to attend an AUTODIN MODE V Training Seminar to be conducted by NAVSEACTJAPAN.

Ref CT FIRST MAW 230049Z JUN 72

Submitted request to NAVSEACTJAPAN to conduct a certification inspection of the G-3 AUTOSEVOCOM INSTALLATION.

Ref CG FIRST MAW 230829Z JUN 72

- 24 Jun - Submitted to CG III MAF request for normal classification on all shipping documents, messages, correspondence, and marking instructions. Declassification requested due to extended logistic pipeline, unfamiliarity of USAF aircrews with task designators, and handling at multiple airfreight facilities degrading expeditious shipment of supplies to supported units.

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Ref CG FIRST MAW 250205Z JUN 72

Provide to COMFOURTEEN justification for all 1st MAW access AUTOVON Lines which carry a MCAP of two or higher or a MCAI of 12 or higher.

Ref CG FIRST MAW 240411Z JUN 72

Submitted to COMNAVCOM WASHDC activity listing for Routing Indicators. Advised COMNAVCOM that publication of activity with location is classified SECRET. Also provided COMNAVCOM activities quared by RPS at NAM PHONG THAILAND.

Ref CG FIRST MAW 250205Z JUN 72

GySge G. E. ANDREWS MOS 2591 joined the CEO Branch as a Maintenance Specialist.

23 June-- Coordinated with RPS Officer to transfer all RPS equipment presently possessed by Comm Det at Task Force DELTA, TO MAG-15's account.

Ref CG FIRST MAW 240619Z JUN 72

Submitted letter to G-1 requesting that Lt MCALLISTER be assigned COMSEC officer for 1st MAW.

Coordinated with RPS Officer for shipping several KW-26 test cards by courier to Task Force DELTA as requested by fonecon.

26 Jun - Submitted to CG FMFPAC listing of test equipment required to support crash net radios, (AN/FRC-143), and (AN/VRC-77).

~~COORDINATED WITH~~ G-1 to send representatives to the MODE V.

Seminar being conducted by NAVSEEA in Yokosuka. Coordinated with NAVSEEA in providing transportation at Yodota for the 1st MAW personnel who will attend the MODE V School.

Ref CG FIRST MAW 230607Z JUN 72

MSgt BURLEY investigated and determined current status on AN/MRC 135 assets within the 1st MAW.

Coordinated with the G-1 to obtain one Staff Sergeant MOS 2811 from MAG-36 to assist in the FMFPAC IG Inspection of Station Communications at MCAS Iwakuni.

27 Jun - Received notification that LtCol HULL and LtCol SCOTT 3rd Mar Div CEO brief General BROWN on Communications situation at Task Force.

DELTA. Arranged for BOQ and Transportation.

Coordinated with FMFPAC CEO in drafting a message for securing the CTAN circuits at SUWON.

Coordinated with RPS Officer to have MATSUM for SUWON AUTODIN SIOP be delivered to CG 1st MAW and not to Suwon Korea.

Received a visit from FMFPAC Representative Maj L. FRY is inspecting MCAS Iwakuni communication facilities for FMFPAC.

Message sent to MWCS-18 directing them to provide four 2831's and one 2816 TAD to Task Force DELTA.

28 Jun - Submitted TSR to FMFPAC requesting deactivation of circuits at SUWON.

Ref CG FIRST MAW 280942Z JUN 72

Submitted updated communications SITREP of NAM PHONG to CG III MAF.

Ref CG FIRST MAW 281031Z JUN 72

Provided FSN's required by CTU 79.3.9 to requisition critical communications items.

Ref CTG 79.3 282259Z JUN 72

Directed MACG-18 provide and assign two personnel with MOS 2831 and

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to CTU 79.3.9

Ref CG FIRST MAW 282301Z JUN 72

Coordinated with Station Communication Officer in Procuring a speaker system for the CG's telephone.

Received authorization from CGFMFPAC to secure SIOP communications at SUWON.

Ref CG FMFPAC 271854Z JUN 72

Coordinated with Station Communication Officer and MWCS-18 in sending two personnel MOS 2831, ten boxes of TTY paper for TYC-5, and one UGC-6 to Task Force DELTA.

LtCol SCOTT MarDiv CEO, and LtCol HULL arrived and briefed General BROWN on the communication situation at NAM PHONG.

29 Jun - Presented a briefing to LtCol HULL III MAR CEO on the current status of Squadron Safety radios.

Coordinated with Third FSR for shipping one AN/TYA-11 to MACS-4.

This equipment is part of the FY-72 R&E Program.

Ceo representative a briefing by the Station CEO on the proposed RATCF at Iwakuni.

Coordinated with G-1 for issuing repeat travel orders for MWCS-18's Liaison NCO at 3rd FSR, Okinawa.

30 Jun - Colonel H. L. FOGARTY relieved Lt Colonel J. H. BIRD JR. as CEO 1st MAW CEO and A/CEO departed for NAM PHONG to evaluate existing communications system at Task Force DELTA.

Investigated and determined the best methods for connecting a loud speaker system on the TYA-11 as replacement for headset.

Submitted TSR to COMNAVCOMM requesting that 1974 COMM GRP UDORN, AUTODIN Ckt RI (RHAHAAA).

Ref CG FIRST MAW 010021Z JUL 72

Requested that CG FMFPAC locate and provide for MAG-12 (FWD) that are required immediately for Safety Officer.

Ref CG FIRST MAW 300733Z JUN 72

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