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10770 of 12 October 1971.

*Frank W. Martin* 20 Nov 79  
Signature/date

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1st MAW  
Command Chronology  
Feb-Dec 1974

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

3:MLC:ckn  
5750  
003A04975  
18 Feb 1975

**SECRET**

(UNCLASSIFIED upon removal of Volume I and II of enclosure (1))

From: Commanding General  
To: Commandant of the Marine Corps (Code HD)  
Via: Commanding General, Fleet Marine Force, Pacific  
Subj: Command Chronology for period 1 Jul to 31 Dec 1974  
Ref: (a) MCO 5750.1B  
(b) FMFPacO 5750.8B  
Encl: (1) 1st Marine Aircraft Wing Command Chronology (3 Vol)  
1. (U) In accordance with references (a) and (b), enclosure (1) is submitted.

*H. V. Lundin*

H. V. LUNDIN  
Chief of Staff

CLASSIFIED BY CG 1ST MAW  
SUBJECT TO GENERAL DECLASSIFICATION  
SCHEDULE OF EXECUTIVE ORDER 11652  
AUTOMATICALLY DOWNGRADED AT TWO  
YEAR INTERVALS DECLASSIFIED ON  
DECEMBER 31, 1983

FMFPac Copy 1 of 1

1st MAW SAC No	Copy No
172-75	1

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UNITED STATES MARINE CORPS  
HEADQUARTERS, FLEET MARINE FORCE, PACIFIC  
CAMP H. M. SMITH, HAWAII  
FPO, SAN FRANCISCO 96610

**SECRET**

IN REPLY REFER TO:

3/HLV/gwp

**0044**

MAR 06 1975

SECRET (UNCLASSIFIED upon removal of enclosure (1))

FIRST ENDORSEMENT on CG 1st MAW ltr 3:MCL:ckn 5750  
003A04975 of 18 Feb 75

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

Subj: Command Chronology for the period 1 July to  
31 December 1974

1. Forwarded.

ROBERT E. HAEBEL  
By direction

Copy to:  
CG 1st MAW

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**SECRET**

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

COMMAND CHRONOLOGY

1 July 1974 - 31 December 1974

INDEX

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- PART II - NARRATIVE SUMMARY
- PART III - SEQUENTIAL LISTING OF SIGNIFICANT EVENTS
- PART IV - COMMAND CHRONOLOGIES OF SUBORDINATE UNITS AND  
STAFF SECTIONS

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## PART I

ORGANIZATIONAL DATA

1 July 1974 - 31 December 1974

1. DESIGNATIONCOMMANDER

First Marine Aircraft Wing

MajGen V. A. ARMSTRONG

1 Jul - 31 Dec 74

SUBORDINATE UNITS

Marine Wing Headquarters Squadron-1

LtCol P. R. JONES

1 Jul - 31 Dec 74

Marine Aircraft Group-12

Col R. W. LEWIS

1 Jul - 31 Dec 74

Marine Aircraft Group-15

LtCol P. G. BOOZMAN

1 Jul - 23 Jul 74

Col H. T. HAGAMAN

24 Jul - 31 Dec 74

Marine Wing Support Group-17

Col J. W. IRION, JR.

1 Jul - 31 Dec 74

Marine Air Control Group-18

Col M. R. IVES

1 Jul - 20 Aug 74

Col J. O. GREGERSON

21 Aug - 31 Dec 74

Marine Aircraft Group-36

Col R. A. KUCI

1 Jul - 23 Jul 74

Col F. G. MCLENON

24 Jul - 31 Dec 74

2. LOCATION

1st Marine Aircraft Wing

MCAS, Iwakuni, Japan

1 Jul - 31 Dec 74

Marine Aircraft Group-12

MCAS, Iwakuni, Japan

1 Jul - 31 Dec 74

Marine Aircraft Group-15

MCAS, Iwakuni, Japan

1 Jul - 31 Dec 74

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Marine Wing Support Group-17	MCAS, Iwakuni, Japan 1 Jul - 31 Dec 74
Marine Air Control Group-18	MCAS, Iwakuni, Japan 1 Jul - 31 Dec 74
Marine Aircraft Group-36	MCAS (H) Futema, Okinawa, Japan 1 Jul - 31 Dec 74

3. STAFF OFFICERS

Assistant Wing Commander	BGen M. T. JANNELL 1 Jul - 8 Aug 74 BGen R. E. CAREY 9 Aug - 31 Dec 74
Chief of Staff	Col K. C. PALMER 1 Jul - 12 Sep 74 Col E. D. SMITH 13 Sep - 20 Sep 74 Col H. V. LUNDIN 21 Sep - 31 Dec 74
Assistant Chief of Staff, G-1	Col D. S. TWINING 1 Jul - 31 Dec 74
Assistant Chief of Staff, G-2	Col C. M. WALLACE 1 Jul - 27 Aug 74 Maj J. R. BRYAN 28 Aug - 31 Oct 74 LtCol J. K. HYATT, JR 1 Nov - 31 Dec 74
Assistant Chief of Staff, G-3	Col W. R. BEELER 1 Jul - 3 Jul 74 COL R. H. SCHULTZ 4 Jul - 31 Dec 74
Assistant Chief of Staff, Comptroller	Col J. R. PENNY 1 Jul - 27 Aug 74 LtCol J. G. WALKER 28 Aug - 31 Dec 74

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Assistant Chief of Staff, Human  
Affairs Division

LtCol R. G. COURTNEY  
1 Jul - 30 Aug 74  
Col G. L. BRUSER  
31 Aug - 31 Dec 74

Assistant Chief of Staff, Management

LtCol T. M. HEARN  
1 Jul - 22 Aug 74  
LtCol D. R. MILLER  
23 Aug - 31 Dec 74

SPECIAL STAFF

Staff Secretary

LtCol T. C. COX  
1 Jul - 12 Sep 74  
Maj R. F. HARRINGTON  
13 Sep - 31 Dec 74

Adjutant

Maj R. F. HARRINGTON  
1 Jul - 31 Dec 74

Wing Chaplain

Capt J. S. FERRIS, CHC, USN  
1 Jul - 14 Aug 74  
Capt R. H. HEATH, CHC, USN  
15 Aug - 31 Dec 74

Communications-Electronics Officer

LtCol R. J. LEE, JR  
1 Jul - 11 Jul 74  
LtCol D. D. HALL  
12 Jul - 17 Jul 74  
LtCol F. M. MANROD  
18 Jul - 31 Dec 74

Wing Inspector

Maj E. D. GRISSOM  
1 Jul - 10 Aug 74  
Col N. B. MCCRARY  
11 Aug - 31 Dec 74

Public Affairs Officer

CWO T. W. TURNER  
1 Jul - 25 Jul 74  
Maj H. F. CROUCH  
26 Jul - 31 Aug 74  
LtCol T. R. JOHNSON  
1 Sep - 25 Nov 74  
Maj S. D. TURNER  
26 Nov - 31 Dec 74

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Director, Wing Safety Center	LtCol L. W. SCHWINDT 1 Jul - 25 Jul 74 LtCol J. T. HUDSON 26 Jul - 31 Dec 74
Staff Judge Advocate	LtCol W. B. DRAPER 1 Jul - 31 Dec 74
Wing Supply Officer	Col C. F. LANGLEY 1 Jul - 1 Aug 74 Col R. W. MCINNIS 2 Aug - 31 Dec 74
Wing Medical Officer	Capt B. C. JOHNSON, MC, USN 1 Jul - 31 Dec 74
Sergeant Major	SgtMaj H. H. BLACK 1 Jul - 3 Nov 74 SgtMaj J. J. FERNANE 4 Nov - 31 Dec 74

4. AVERAGE STRENGTH

## 1st Marine Aircraft Wing

MONTH	OFFICERS USMC/USN	ENLISTED USMC/USN
JUL	885/30	6921/88
AUG	895/28	6985/89
SEP	898/30	6952/89
OCT	900/31	7026/88
NOV	901/30	6999/87
DEC	884/26	6926/89
AVERAGE DURING PERIOD	890/29	6935/89

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## PART II

NARRATIVE SUMMARY

1. (U) During the reporting period, the main efforts of 1st MAW were to maintain combat readiness through intensive training, continued improvement in material readiness, and participation in various exercises and training deployments. No units of the Wing were involved in any combat activities.
2. (U) Detailed chronologies of all staff sections and subordinate units are contained in PART IV. The following items are summarized.

PERSONNEL

1. (U) During the reporting period, the average personnel strength of the 1st MAW was 890 officers and 6,935 enlisted. G-1 Officers attended several conferences and presented several problems plaguing the 1st MAW at this time. Additionally, G-1 personnel were active in the Wing CPX in October and provided personnel for MABLEX 1-74 in November.

INTELLIGENCE/SECURITY PROGRAM

1. (U) The Air Combat Intelligence Branch has received several items of required equipment, additional working spaces, and has fully implemented the Navy Intelligence Processing System, all of which have enhanced the capability of the ACI Branch. The Intelligence Summary publication was increased from a monthly publication to a weekly publication. Additionally, Area Study Folders on all contingency plans have been revised as well as intelligence estimates prepared for various exercises.
2. (U) Staff Counterintelligence continued to monitor and report on subversive/dissident elements within the Iwakuni, Japan area. Additionally several briefings, liaison visits and 1st MAW Inspections (FMI's) were conducted.
3. (U) Thirty-two aerial reconnaissance requests were reviewed and forwarded to the requesting activity.
4. (U) One imagery interpreter participated in a joint Command Post Exercise (CPX) with the U.S. Air Force in Korea during October. Concurrently, two imagery interpreters have been assigned to VMCI-1 (DET 101) aboard the USS Midway.

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~~SECRET~~~~SECRET~~OPERATIONS

1. (S) The 1st MAW supported three major exercises during the period, two of which were combined operations with the Republic of the Phillipine Marines. The first of the exercises, Pagasa III, was followed by the 1st MAW CPX 1-74 and MABLEX 1-74. Additionally the Wing supported the continuing series of Commando Jade Exercises in Korea and the Eagle/Lark exercises in Taiwan. Other, smaller exercises were participated in by various squadrons. MAG-12 and MAG-15 continually deployed one squadron each for training, and to ease base loading at Iwakuni. MAG-36 located at MCAS (H) Futenma, assigned one composite helicopter squadron to the 31st MAU to support its operations.

2. (S) Exercise PAGASA III was a joint/combined Republic of the Phillipines/United States Navy and Marine amphibious exercise conducted at Panang, R. P. from 21-31 Aug 1974. PROVMAF-10 operations, under command of LtCol B. W. SUMMERS, began on 19 Aug 1974 with reconnaissance and support beginning the air operations portion of the exercise. 1st MAW units participating under PROVMAF-10 included HMM-164, VMA(AW)-533, and detachments of H&MS-12, VMGR-152, VMO-6, MASS-2, and MWCS-18. The PROVMAF-10 Post Exercise Report is included in Tab H.

3. (U) On 23 and 24 October 1974, the first Wing CPX in 12 years was conducted by the 1st MAW. The CPX, nicknamed STRONG ARM, was conducted aboard MCAS, Iwakuni with the head of the Tactical Exercise Control Group (TECG) under LtCol G. P. EMERY. The exercise encompassed the General and selected Special Staff and a Headquarters element of each of the attached groups except MAG-36. The post exercise report is contained under Tab I.

4. (U) PROVMAF-10 was formed again for MABLEX 1-74 under the command of Col G. H. BARLOW. Code named BAYANIHAN, the exercise was a joint/combined operation held between 27 November and 10 December 1974 on the island of Mindoro, R. P. A total of 1,469 sorties were flown during the exercise and every type aircraft in the 1st MAW's inventory participated except the EA-6A.

5. (C) The 1st MAW participated in three Commando Jade Exercises during the reporting period. These exercises test the Republic of Korea (ROK) Air Defense System and 1st MAW aircraft fly aggressor routes and simulate fighter aircraft using enemy tactics. 1st MAW participation included elements of MAG-12, MAG-15 and MACG-18.

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6. (C) The Eagle and Lark Exercises test the Taiwan electronic warfare and air defense capabilities. VMCJ-1 participated with RF-4B's and EA-6A aircraft in two of these exercises during the reporting period while controllers from MACS-4 participated in the exercise 8-16 September 1974.
7. (C) Beaver Hound is the acronym given to 1st MAW electronic surveillance missions flown by VMCJ-1 EA-6A aircraft. During the reporting period, VMCJ-1 flew four missions.
8. (C) VMCJ-1 (DET 101) continued operations aboard the USS Midway. The detachment consists of three RF-4B and three EA-6A aircraft. Det 101 is OPCON to CVW-5 at sea and to its parent squadron when the Midway is in port and the aircraft returned to Iwakuni.
9. (C) VMA(AW)-533 carrier qualified thirteen aircrews during August 1974. VMA-211 conducted extensive FCLP operations in November, however, inclement weather precluded obtaining a "deck" for carrier qualifications. These carrier qualifications are part of a continuing 1st MAW effort to carrier qualify one squadron per quarter to ensure the highest level of readiness for any role.
10. (S) Elements of MACS-4 participated in Commando Diamond, an air defense exercise on Okinawa conducted by the 5th Air Force. Additionally officers from MACG-18 participated in the Korean joint CPX, Focus Lens.
11. (S) A Tactical Evaluation Board (TEB) was established in October to evaluate innovative tactics, identify tactical deficiencies and consider recommendations to evaluate them. The direction of the TEB during the reporting period resulted in recommendations to obtain information regarding laser studies and laser munitions, information concerning self starters and camouflage painting of aircraft, more efficient means of marking landing zones and targets at night, information concerning IR suppressors on helicopters and information concerning Nape-of-the-Earth flying.

#### LOGISTICS

1. (U) During the reporting period the major efforts of the G-4 were directed towards improving the material readiness within the Wing and coordinating the Wing Ground Support Test. (CMC Project 43-71-12).

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2. (U) Significant G-4 attention was placed on ground equipment in an effort to improve the Wing's readiness posture. Consolidation of all Motor Transport and Engineer equipment of MAG-36 into Detachment Alfa, MWSG-17 (Sub Unit One, WERS-17) at Futema was completed in December.

3. (U) The Embarkation Section coordinated the airlift of 49 units/detachments while the Aviation Maintenance Office coordinated the induction of thirteen aircraft into the Aircraft Condition Evaluation (ACE) Program and fifteen aircraft into the Standard Depot Level Maintenance (SDLM) Program.

#### COMPTROLLER

1. (U) Based on general guidance from 3rd FSR the Wing implemented the Marine Air Ground Financial Accounting System on 1 July 1974.

2. (U) The financial ceiling for O&MMC funds was considerably lower than expected. The austerity of funds has resulted in two mandatory fund reductions. Further reductions of fiscal year 1975 funds for O&MMC are expected in the area of TAD. Additionally plans are being implemented to absorb the significant reduction in OFC-21 funds.

#### COMMUNICATION-ELECTRONICS

1. (C) The FMF Mobile Command Net entry into the Defense Communications System was activated for four 36 hour periods. Only one test was considered successful.

2. (C) The FMFPac Training Net was activated for six 8 hour periods. These tests were considered successful with minor technical and operational problems.

#### MANAGEMENT

1. (U) A programmed instruction booklet was prepared for Wing-wide distribution, while a FORSTAT School was conducted for Okinawa based units on 10-11 December 1974. The 6th Force Automated Services Center was officially activated on 15 December 1974.

2. (U) The readiness of Combat Essential Equipment (MCBul 3000) continued to improve during the period reaching a high point of 84.1% during the week of 3 December 1974.

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INSPECTOR

1. (U) The CG, Functional Management Inspection was held on the below listed units as indicated:

	<u>UNIT</u>	<u>DATE</u>
a.	MWHS-1	3-9 Jul 74
b.	MAG-12	15-18 Jul 74
c.	MAG-15	29 Jul - 2 Aug 74
d.	MWSG-17	20-25 Aug 74
e.	MAG-36	7-16 Aug 74
f.	MACG-18	9-13 Sep 74

2. (U) The Inspector General of the Marine Corps Inspection was held on 1st MAW, 19-27 September 1974 with excellent results.

#### HUMAN AFFAIRS

1. (U) A Deputy Assistant Chief of Staff for special projects was added to improve coordination of joint 1st MAW/MCAS Iwakuni services falling under the cognizance of the Human Affairs Division. The services include Education, Postal Affairs, Special Services, Provost Marshall, Disbursing, Public Affairs, Wing Chaplain, and Marine Corps Exchange activities. A Wing Special Projects Officer was added to facilitate the processing of racial reports and replies to all special correspondence including Congressional Interest letters, Financial Assistance Requests, Welfare Reports, and Special Interest Correspondance.

2. (U) The efforts of the Wing Career Planners permitted the wing to continue to enjoy a higher than average reenlistment rate - 42% first term for the reporting period. Additionally, while aboard MCAS Iwakuni, the Far East Representative of the Department of Labor/Veterans Administration conducted a seminar for Career Planners on VA benefits and taped a T.V. show explaining new VA policies and benefits.

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3. (U) 44 Unit Discussion Leaders each received 120 hours of Human Relations Training. 1008 Marines received HR I training, while 880 received HR II training. Approximately 83% of the 1st MAW Marines have received HRI while 48% have HR II.

4. (U) The Drug and Alcohol Abuse Control Section continued to administer the Wing's drug and alcohol abuse programs. A total of 27 Marines have been granted drug exemption during the reporting period. Additionally, 47 Marines were processed during the complete counseling cycle at the Wing Counseling Center while approximately 35 per month were seen on a walk-in basis.

5. (U) The 1st MAW Cultural Center was involved in various projects during the reporting period including support of local orphanages and a performance by the Cultural Center's gospel choir at Jogakin College in Hiroshima. Ongoing programs include the Soul Band, the Rock Band, and various discussion and study groups.

6. (U) Due to train strikes and increased mail volume, air support was obtained to transport incoming and outgoing U. S. Mail between MCAS Iwakuni and NAS Atsugi for a total of 30 days during the reporting period.

7. (U) The Wing Personnel Services Officer coordinated several programs designed to contribute to the overall well-being and morale of 1st MAW Marines. These programs included R&R flights for 1,194 Marines, a liberty bus provided for Marines returning from liberty in the Kawashima area, hospital visitation trips to USNH Yokosuka to deliver checks and mail to hospitalized Marines, and the courtesy patrol which is comprised of officers and SNCO's who assist Marines on liberty before they become objects of possible disciplinary action.

8. (U) The Human Affairs Division reported a total of 27 racial incidents involving approximately 73 Marines to CG FMFPac during the reporting period. This total represents an average of 4.5 incidents per month and a rate of only .75 incidents per 1,000 men.

9. (U) 187 pieces of Special Correspondance were processed during the reporting period. These included 99 Congressional Interest inquires, 51 Financial Assistance requests, 19 Welfare Reports and 8 Special Interest Letters.

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1. (U) During the reporting period 5 General Court-Martials, 15 Special Court-Martials (BCD), 44 Special Court-Martials, 55 Summary Courts-Martials, and 752 NJPs were tried. 13 Unsuitability, 10 Unfitness, 16 Misconduct, and 22 Good of the Services discharges were processed. 2,225 legal assistance cases were processed by the Joint Law Center, Iwakuni and the Branch Law Office, Okinawa.

WING SUPPLY

1. (U) Wing Supply has continued to provide groups and squadrons with extensive assistance in the area of aviation supply. Additionally, the Supported Activities Supply System (SASSY) for Marine Corps Property Supply Support was fully implemented in September 1974.

WING SAFETY CENTER

1. (U) The Wing suffered the loss of three of its aircraft and two crewmembers during the reporting period. The losses were a RF-4B from VMCJ-1, a F-4B from VMFA-115, and an A-4E from VMA-211. VMA-211 and VMFA-115 were recipients of the CNO Safety Awards for the 1st MAW for FY-74.

WING CHAPLAIN

1. (U) A shortage has existed in the required number of Navy Chaplains assigned. This shortage has necessitated gapping Chaplain billets among the Groups for periods ranging from three weeks to two months. The requirement to provide a Chaplain as OIC, Counseling Center has left MWHS-1 without a Chaplain since 1 September 1974.

2. (U) Contributions totaling \$2,714.59 were made for the Protestant Chapel Fund and \$2,025.59 for the Catholic Chapel Fund during the reporting period.

WING PUBLIC AFFAIRS OFFICE

1. (U) The Wing PAO submitted Fleet Home Town News Releases on Wing Personnel and prepared and distributed news releases and photographs to U. S., Japanese and military news media.

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## PART III

SEQUENTIAL LISTING OF SIGNIFICANT EVENTS

1 Jul MWCS-18 assumes OPCON and ADCON of 1st  
MAW message center

VMA(AW)-533 participates in MULTIPLEX 2-74

9 Jul DET 101 joins USS MIDWAY

16 Jul A detachment of VMA-211 deploys to Misawa  
AB for ACM training

20 Jul DET 101 returns MCAS Iwakuni

22 Jul MWCS-18 participates in III MAF COMMEK 1-74

VMA-211 deploys a detachment to NAS Naha  
for ACM training

25 Jul One EA-6A from VMCJ-1 flies a "Beaver Hound"  
mission

28 Jul HMM-164 disembarks USS NEW ORLEANS at NAS  
Cubi Point

1 Aug H&MS-17 reduces to zero strength and two  
new squadrons form - Wing Transportation  
Squadron-17 (WTS-17) and Wing Engineer  
Squadron-17 (WES-17)

2 Aug DET 101 joins USS MIDWAY

6 Aug VMFA-232 deploys seven aircraft to Misawa  
AB for ACM training

9 Aug BGen R. E. CAREY relieves BGen J. T. JANNELL  
as Assistant Wing Commander

13 Aug VMA-513 arrives MCAS Iwakuni

14 Aug DET 101 returns to MCAS Iwakuni

19 Aug HMM-164 embarks USS TRIPOLI at Subic Bay  
R. P.

VMFA-115 returns to MCAS Iwakuni from Naha  
deployment

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21-31 Aug PROVMAG-10 constituted with elements of MAG-36, MAG-12, and MACG-18 participates in PAGASA III.

22 Aug HMM-165 awarded Nayy Unit Commendation for operations in Vietnam 26 Jun - 20 Jul and 9 Sep 72

28 Aug VMFA-115 and MACG-18 participate in Commando Jade Echo

31 Aug VMA-311 chops to MAG-32, MCAS Beaufort

3 Sep VMA(AW)-533 returns to MCAS Iwakuni and VMA-211 deploys to NAS Cubi Point for extensive training operations

7-16 Sep VMCJ-1 and MACS-4 participate in Taiwan Defense Command Exercise "Eagle/Lark"

14 Sep VMO-6 Detachment deploys to NAS Cubi Point in support of deployed squadrons

18-19 Sep One EA-6A flies "Beaver Hound" missions

21 Sep Col H. V. LUNDIN assigned as Chief of Staff

27 Sep DET 101 embarks aboard USS MIDWAY

1 Oct VMA-211 begins support of eight day CASEX for 4th Marines at Okinawa

4-10 Oct Elements of MACG-18 participate in Commando Jade Foxtrot

5 Oct VMFA-115 and VMA-211 receive two safety awards - Marine Corps Aviation Efficiency Trophy and the CNO Safety Award for 1975

VMFA-232 receives the HANSON Award for 1974 as the best fighter squadron in the Marine Corps

8 Oct DET 101 returns to MCAS Iwakuni

10 Oct ECM operations with the 1st SOS out of Kadena AB were flown by VMFA-232 against EC-130's

13-18 Oct DET 101 and MACG-18 detachments participate in "Eagle/Lark" exercise.

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ENCLOSURE (1)

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19 Oct VMFA-115 looses an F-4B at MCAS Iwakuni

19-30 Oct Personnel from MACG-18 participate in Exercise Focus Lens in the Republic of Korea

20-22 Oct VMFA-232 returns to MCAS Iwakuni and VMFA-115 deploys to NAS Naha for training

22-24 Oct Wing CPX 1-74 conducted

31 Oct One EA-6A flies a "Beaver Hound" mission

VMA-513 deploys a seven plane detachment to Misawa, AB for ACM training

1 Nov VMA(AW)-533 supports a two day CASEX at Cubi Point

3 Nov DET 101 looses an RF-4B and pilot at sea during carrier operations

9 Nov Four CH-46's depart Futema aboard USS VANCOUVER in support of "Project Soft"

10 Nov 199th U. S. Marine Corps Birthday

12 Nov VMA-211 participates in MULTIPLEX 2-75

14 Nov VMA-211 looses an A-4E and pilot at NAS Cubi Point, R. P.

16 Nov VMGR-152 supports exercise Commando Diamond

25 Nov Detachments of VMFA-232 and VMA-513 deploy to Misawa AB for dissimilar ACM training

27 Nov - 10 Dec PROVMAG-10 participates in MABLEX 1-75

9 Dec Detachment ALFA, MWSG-17, activated at MCAS (H) Futema, Okinawa

10 Dec VMA(AW)-533 and VMA-513 support Commando Jade exercise in the Republic of Korea

15 December 6th Force Automated Services Center activated

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16 Dec

MACS-4 participates in Commando Diamond exercise with the 5th AF in Okinawa

19 Dec

DET 101 returns to MCAS Iwakuni

22 Dec

MAG-15 hosts a Christmas Party for Yuhota Gohuin Orphanage

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## PART IV

CHRONOLOGIES OF SUBORDINATE COMMANDS AND STAFF SECTIONS

## VOLUME I

*Filed  
ref*

Tab A	MAG-12 Command Chronology
Tab B	MAG-15 Command Chronology
Tab C	MWSG-17 Command Chronology
Tab D	MACG-18 Command Chronology

## VOLUME II

Tab E	MAG-36 Command Chronology
Tab F	MWHS-1 Command Chronology

*Filed  
with*

Section 1	Chief of Staff
Section 2	G-1
Section 3	G-2
Section 4	G-3
Section 5	G-4
Section 6	Comptroller
Section 7	Human Affairs
Section 8	Management
Section 9	Adjutant
Section 10	Chaplain
Section 11	Communication-Electronics
Section 12	Wing Inspector
Section 13	Wing Safety Center

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*Filed with*

Section 14	Staff Judge Advocate
Section 15	Wing Supply Section
Section 16	Wing Medical Section
Tab H	Post Exercise Report, PAGASA III
Tab I	Post Exercise Report, Wing CPX 1-74

VOLUME III

Public Affairs

UNCLASSIFIED



UNITED STATES MARINE CORPS  
HEADQUARTERS  
1ST MARINE AIRCRAFT WING, FMF  
FPO, SAN FRANCISCO, 96602

IN REPLY REFER TO:  
38:WRR:wrr  
5750  
23 Jan 1975

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

Subj: Command Chronology for the period 1 July - 31 December 1974

Ref: (a) WgO 5750.1B

Encl: (1) Subject Command Chronology

1. In accordance with reference (a), enclosure (1) is submitted

*H. V. Lundin*  
H. V. LUNDIN

*c/s, let me*

*let - Dec 74*

CHRONOLOGY

1 JULY 1974 - 31 DECEMBER 1974

1. Designation: Chief of Staff Division, 1st Marine Aircraft Wing
2. Key Personnel:

CHIEF OF STAFF

COL K. C. PALMER	1 JUL - 12 SEP 74
COL E. D. SMITH (ACTING)	13 SEP - 20 SEP 74
COL H. V. LUNDIN	21 SEP - 31 DEC 74

STAFF SECRETARY

LTCOL T. C. COX	1 JUL - 12 SEP 74
MAJ R. F. HARRINGTON	13 SEP - 31 DEC 74

PROTOCOL OFFICER

CWO W. T. TROUTNER	1 JUL - 12 SEP 74
CAPT C. E. SWISHER	18 SEP - 31 DEC 74

ADMINISTRATIVE CHIEF

GYSGT L. W. BELL	1 JUL - 12 AUG 74
GYSGT R. K. MCGURL	13 AUG - 31 DEC 74

BAND MASTER

MSGT J. W. BARKER	1 JUL - 31 DEC 74
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DRUM MAJOR

MGYSGT ANTHONY J. DI GIOVANNI	1 JUL 74 - 22 NOV 74
NONE ASSIGNED AT THAT TIME	23 NOV 74 - 22 DEC 74
MGST JAMES GENOVESE	23 DEC 74 - 31 DEC 74

CG'S MESS OFFICER

1STLT D. B. TALBOTT	1 JUL - 31 DEC 74
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NARRATIVE SUMMARY

OFFICE OF THE STAFF SECRETARY

On 13 Sep 1974: The Staff Secretary Billet was changed to the Staff Secretary/Adjutant Billet.

BAND

On 21 Nov 1974: The cognizance of the 1st Marine Aircraft Wing Band from HAD to the Office of the Staff Secretary.

On the 9th, 11th and 12th of December the band gave a Christmas Concert at the SNCO's, Officer's and Enlisted Club respectively. Total listening Audience approximately 1000.

On 19 December the Band played Christmas carols in the Downtown area of Iwakuni (Kawashima) for the overall enjoyment of the American Japanese population.

On 21 and 22 December the Band played for Japanese Orphans Christmas parties.



COMMAND VISITS

During the period 1 Jul - 31 Dec 74 The first Marine Aircraft Wing was visited by:

2 - 3 Jul	Brigadier General Harold A. HATCH, CG Marine Corps Bases (forward)
26-27 Jul	General R. E. CUSHMAN Jr. Commandant of the Marine Corps Accompanied by Mrs. CUSHMAN, Brigadier General J. R. DEBARR the Director of JAD, HQMC, and SGTMAJOR C.A. PUCKETT, SGT MAJOR of the Marine Corps.
9-11 Sep	LtGen Louis H. WILSON, Jr. CG FMFPAC
9-11 Sep	Vadm George P. STEELE, Commander Seventh Fleet
5 Sep	Admiral N. GAYLER, Commander Pacific Fleet
20-21 Sep	RAdm R. P. COOGAN, Commander Carrier Group Three
5-7 Sep	Col H. J. REDFORD III ACofStaff (G-4) FMFPAC Col E. F. GRAYSON, Jr. FSO FMFPAC
9 Sep	Mr. SHINTARO YAMASHITA Director, Security Division American Affairs Bureau, Ministry of Foreign Affairs
19 Sep	Six members of the House of Counselors (LOP)
19-21 Sep	Mr. E. T. COMSTOCK, Deputy Fiscal Director of the Marine Corps and Col R. J. LYNCH, Head of Disbursing Branch, Fiscal Division, HQMC
16-17 Sep	RAdm F. H. BAUGHMAN, Force Material Office, COMNAVAIRPAC
20 Sep	RAdm R. P. COOGAN, Commander Carrier Group Three
23-25 Sep	Col W. A. SCOTT, ACofStaff, G-3, FMFPAC
5-7 Oct	Col A. J. CROFT, ACofStaff (G-1) FMFPAC/MARCORBASESPAC
16-18 Oct	MGen Lawrence F. SNOWDEN, Chief of Staff, US Forces, Japan
21 Oct	BGen D. E. LARSON USAF, J-2 CINCPAC RAdm Fumiro SHIMIZU, JMSDF J-2, JSO
14-18 Oct	MGen T. H. MILLER, Deputy Commander FMFPAC
16-19 Nov	Mr. R. R. GROS and Mr. H. D. JACKSON, CMC Equal Opportunity Consultants
21-22 Nov	MGen K. J. HOUGHTON CG 3rd Marine Division, FMFPAC

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

**CONFIDENTIAL**

CONFIDENTIAL

1:RLB:ptm  
5750

15 DEC 1974

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

Subj: Command Chronology for 1 July 1974 to 31 December 1974

Ref: (a) WgO 5750.1B

Encl: (1) Subject Command Chronology - ACofS, G-1

1. As requested by reference (a), enclosure (1) is submitted.
2. Upon removal of enclosure (1) this letter is downgraded to unclassified.

*D. F. Newton*

D. F. NEWTON  
G-1A

*Ref: G-1, 1st MAW*

FMAW CMCC NO.
1 FEB 75 (1)
SCP G-3P COPY# 1

CLASSIFIED BY CG 1st MAW  
SUBJECT TO GENERAL DECLASSIFICATION  
SCHEDULE OF EXECUTIVE ORDER 11652  
AUTOMATICALLY DOWNGRADED AT TWO YEAR  
INTERVALS DECLASSIFIED ON 31 DECEMBER  
19 81

**CONFIDENTIAL**  
CONFIDENTIAL

*Dec-81 74*

COMMAND CHRONOLOGY G-1PART IORGANIZATIONAL DATADESIGNATION

Assistant Chief of Staff, G-1

Col D. S. TWINING  
1Jul74 - 31Dec74LOCATION

1Jul74 - 31Dec74: MCAS, Iwakuni, Japan

STAFF OFFICERS

Assistant G-1

LtCol D. F. NEWTON  
1Jul74 - 31Dec74

Personnel Officer

Maj J. D. WALDO  
1Jul74 - 1Aug74  
Capt A. G. THAUT  
2Aug74 - 30Sep74  
Maj W. H. RATH  
1Oct74 - 31Dec74

Assistant Personnel Officer

Capt E. Z. OLSON  
1Jul74 - 24Oct74  
Capt R. E. BALL  
8Aug74 - 31Dec74

Admin Officer

Capt R. L. BROWN  
1Jul74 - 31Dec74

MMS/ACU Liaison Officer

Capt L. R. MOYZAN  
1Jul74 - 31Dec74

Plans Analysis Officer

Capt E. Z. OLSON  
1Jul74 - 24Oct74  
1stLt R. L. SCHULTZ  
25Oct74 - 31Dec74

ENCLOSURE (1)

**CONFIDENTIAL**  
CONFIDENTIAL

PERSONNEL STRENGTH FOR 1ST MARINE AIRCRAFT WING

AVERAGE MONTHLY STRENGTH USMC

	<u>OFFICERS</u>	<u>ENLISTED</u>
JUL	885	6921
AUG	895	6985
SEP	898	6952
OCT	900	7026
NOV	901	6999
DEC	884	6926
AVERAGE DURING PERIOD	890	6935

CLASSIFIED BY CG-1st MAW  
SUBJECT TO GENERAL DECLASSIFICATION  
SCHEDULE OF EXECUTIVE ORDER 11652  
AUTOMATICALLY DOWNGRADED AT TWO YEAR  
INTERVALS DECLASSIFIED ON 31 DECEMBER  
1981

FMAW CMCC NO.
1 FEB 75 (1)
SCP G-3/P COPY# 1

**CONFIDENTIAL**  
CONFIDENTIAL

**CONFIDENTIAL**PART IINARRATIVE SUMMARY

1. 1st Marine Aircraft Wing Representation at the Overseas Rotation Processing Transportation Conference was provided by the office of the ACoS, G-1. 5 agenda items from the 1973 conference were discussed and 32 agenda items were introduced for this conference. The 1stMAW presented 3 agenda items (Appendices A, B, and C to this enclosure) and the conference recommendations/actions were considered satisfactory.
2. ACoS, G-1 representative attended MWSG Test conference. The agenda item contained at Appendix D was submitted for action by higher Headquarters. Revised manning levels for MWSG-17 are currently in staffing.
3. 1stMAW provided 5 officers and 2 SNCOs to Exercise FOCUS LENS.
4. (C) Exercise STRONG ARM (CPX 1-74). The ACoS, G-1 was tasked with the collection and recording of personnel O/H strengths, losses, and gains from 1stMAW reporting units (i.e., MWHS-1, MAG-12, MAG-15, MWSG-17, MACG-18). Also, G-1 established a collection point for stragglers, provided constructive replacements, and reassigned personnel from attached units to 1stMAW units. These constructive attachments were, 1) 387 enlisted and 19 officers attached to MAG-36 and 150 enlisted and 4 officers attached to MWHS-1 from the 1st Battalion, 9th Marines, 3d Marine Division; 2) 4 enlisted and 5 officers attached to MWSG-17 from the Marine Security Guard from SUPRA. A total of 1337 personnel were joined, transferred, rotated, evacuated or classified as casualties during the course of Exercise STRONG ARM.
5. CG, 1stMAW representation at the Off/Enl Personnel Management Conference held at HQMC Washington, D. C. was provided by the ACoS, G-1. Five agenda items were submitted and discussed as 1stMAW problems. These items and recommendations/actions taken are contained at Appendices E through I to this enclosure. A total of 74 agenda items were discussed during this conference which was hosted by the Deputy Chief of Staff for Manpower.
6. (C) MABLEX 1-75: 1 Oct 1974 - 26 Nov 1974 Planning Phase  
 27 Nov 1974 - 10 Dec 1974 Exercise Dates  
 11 Dec 1974 - 18 Dec 1974 Critique Phase

During MABLEX 1-75 1stMAW G-1 provided personnel to augment the NINTH MAB staff and the Tactical Exercise Control Group (TECG) and provided 10 officers and 14 enlisted personnel who comprised the PROVMAG-10 staff. G-1 provided administrative support for MABLEX 1-75 by coordinating the various personnel requirements of MABLEX 1-75 units participating in the exercise. During the exercise, 1stMAW units were quartered in the Cubi Pt Upper MAU Camp and subsisted in the field mess at the MAU Camp. The field mess was supported by 1stMAW personnel. Five 1stMAW aviators were employed as REDEYE umpires to evaluate the effectiveness of the REDEYE teams during the exercise.

**CONFIDENTIAL**

PART IIISEQUENTIAL LISTING OF SIGNIFICANT EVENTS

30 Sep - 4 Oct 1974	ACofS, G-1 provided Agenda Items and G-1 AdminO attended MCMCC Conference at Camp Pendleton, California.
1 Oct - 3 Oct 1974	ACofS, G-1 provided Agenda Items and G-1A attended the Ground Support Group Test Conference at MCAS Iwakuni.
22 Oct - 31 Oct 1974	ACofS, G-1 provided personnel for Exercise FOCUS IE NS. COMSEVENTHFLT LOI 11-74.
23-24 Oct 1974	ACofS, G-1 provided personnel and administrative support for Exercise STRONG ARM (CPX 1-74) 1STMAW OPLAN 1-74.
29 Oct - 1 Nov 1974	ACofS, G-1 provided Agenda Items and G-1A attended Personnel Management Conference at HQMC.
27 Nov - 10 Dec 1974	ACofS, G-1 provided personnel for MABLEX 1-75.

OVERSEAS COMMAND FAILURE TO SUBMIT RETURN PORT CALL REQUESTS ON PERSONNEL  
RETURNING FROM CONUS

Comments

In accordance with JTR M-2001 paragraph 3.7 Marines from 1stMAW are, in certain circumstances, authorized Cat "Z" transportation. This determination is made based upon the cost of the TAD for non-productive time awaiting transportation. There are cases where TAD personnel, authorized Cat "Z" transportation, have been delayed at Norton AFB in excess of one week awaiting MAC transportation even though they have been authorized and funded for Cat "Z" transportation by the parent command.

Recommendation

That personnel authorized Cat "Z" transportation not be delayed awaiting MAC transportation in excess of 48 hours.

Conference Recommendation

That MCO 4650.30 be changed requiring overseas command to submit a return port call request when completion date of TAD is known. When TAD completion date is not known direct Marine to contact MCMCC.

That MCMCC will continue to make every effort to return Marine overseas without unduly delay and consider overall costs involved.

Action Agency

MCMCC

APPENDIX A

PRIORITY OF ASSIGNMENT OF FLIGHT SEATS TO PERSONNEL AT NORTON FOR TRANSPORTATION TO WESTPAC MCC'S

Comments

There are cases where personnel designated for MCC 143 have, through administrative error, received an incorrect time to report to the Marine Liaison, Norton for a scheduled flight. Upon reporting, at the time indicated in the port call, the Marine is advised that the port call is incorrect, that the flight is booked full and that the Marine is assigned a duty standby flight priority for onward transportation. This has resulted in officers and SNCOs being delayed several days in the duty standby status. It is the opinion of this command that the cost of the delay in pay, allowances, and productivity far exceeds the cost of assigning a higher priority to officers and SNCOs who have been incorrectly advised on their port calls.

Recommendation

That officers and SNCOs in the above status be assigned a flight priority equal to that assigned the overbooked passengers.

Conference Recommendation

That MCMCC will continue to review procedures at Norton. No further action is required.

Action Agency

MCMCC



IDENTIFICATION BY NAME OF FIELD GRADE OFFICERS ON ALL FLIGHTS FROM NORTON  
TO IWAKUNI

Comments

For purpose of protocol, personnel assignment and billeting especially for Majors and above, it is desirable for major WestPac commands to have the following information prior to arrival of the flight at the FMCC:

Total number of personnel on flight by MCC  
Senior officer aboard by MCC  
Rank, name and MOS of all Majors and above by MCC

Recommendation

It is recommended that the above information be included in the departure message for all Iwakuni bound flights departing Norton AFB.

Conference Recommendations

That MCMCC continue to provide aircraft departure report as in the past . However, include rank, name, MOS of all Majors and above by monitored command code.

Action Agencies

HQMC  
FMFPAC

Action

FMFPAC submit a request to HQMC specifying what standard information is required by WestPac commands on the aircraft departure report.

WING GROUND SUPPORT GROUP TEST CONFERENCE  
1-3 October 1974

1. Agenda Item Number -

Submitted by: 1stMAW

1stMAW M/L for MWSG-17 be revised to reflect test T/O manning requirements.

2. DISCUSSION:

Current M/L's are based on pre-test T/O's. These T/O's do not contain the WES or WTS. As a consequence, FORSTAT reporting for these units is not possible, personnel management is extremely difficult, and the squadron commanders of these units have difficulty assessing unit readiness.

3. RECOMMENDATION:

That HQMC implement the MCDEC test T/O's for manning 1stMAW, and adjust the manning levels of those units affected. (Para 4g of the basic test plan refers).

APPENDIX D

AGENDA ITEM: Thirteen Month Unaccompanied Tour

COMMAND SUBMITTING: CG, 1stMAW 070333Z Sep 74

REFERENCES: None

DISCUSSION: The 1st Marine Aircraft Wing in this agenda item, alerts this Headquarters that with the reimplementation of the thirteen month unaccompanied tour and the present heavy summer RTD cycle that there will be an undesirable migration of the RTD hump to the fall/winter months.

This Headquarters is aware of the problem described by the 1st Marine Aircraft Wing. The problem has been narrowed to one which exists primarily in the field grade officer grades since the RTD schedule for enlisted men and company grade officers is more evenly spaced throughout the year.

There are many factors which must be addressed in arriving at a solution to this problem. Among these are: turbulence created by the RTD hump if it is allowed to continue; potential morale problems created when PCS moves are executed in other than summer months; professional school and graduation dates which normally occur during the summer months; and the necessity to effect contact reliefs in numerous assignments which are currently on a summer cycle.

Any decision made regarding this difficult problem will undoubtedly necessitate a trade-off between morale and turbulence considerations. The target for arriving at a decision is prior to the publication of the FY 1976 slates.

APPENDIX E

AGENDA ITEM: Addition of Parent RUC to Master Assignment Roster (MAR)

COMMAND SUBMITTING: CG, 1stMAW 070333Z Sep 74

REFERENCES:

DISCUSSION: The mechanics of adding each Marine's RUC on the Master Assignment Roster are available. However, an administrative system at a major WestPac command level should include an RTD control section that would not rely on subordinate units. A major WestPac command should have immediately available the names and numbers of Marines returning to COMUS each month to ensure that Headquarters Marine Corps has properly staffed the command with inbounds, and for accurate coordination with the MCMCC for allocation of the correct number of seats on returning aircraft.

This is true. However, the system (MMS) does contain certain errors which make it necessary for Wing to query RUC's as to accuracy of rosters. After further discussion, HQMC has agreed to examine the possibility of adding the RUC's as requested.

AGENDA ITEM: Shortage of Personnel in Occupational Field 59 (Electronic Maintenance)

COMMAND SUBMITTED: 1stMAW

REFERENCES: None

DISCUSSION: CG, 1stMAW states that the critical shortage of Marines with Military Occupational Specialties (MOS's) 5952 (Air Traffic Control Navigational Aids Technician) through MOS 5962 (Tactical Air Command Control Repairman) severely limits the staffing of the Marine Air Traffic Control Units (MATCU's).

Since early FY 73, MOS's 5952, 5974 (Tactical Air Command Central Technician) and 5929 (Improved HAWK Mechanical System Repairman) have been incorporated into the Occupational Field 59 structure.

Military Occupational Specialty 5952 was initially staffed with junior enlisted Marines from MOS's 5955 (Air Traffic Control Navigational Aids Repairman), 2851 (Aviation Radio Repairman) and 2862 (Air Traffic Control Radio Technician) that had experience in maintenance of navigational aids equipment. Normal attrition of these Marines coupled with a continuing shortage of personnel in feeder MOS 5953, will continue to further decrease the availability.

Shortage of career personnel in feeder MOS 5962 for MOS 5974 has necessitated the temporary utilization of personnel with MOS's 5963 (Tactical Air Command Central Repairman) and 5964 (Tactical Data Communications Central Repairman) to fill school quotas. Availability of personnel in this MOS is anticipated to stabilize at its present level of 85 percent.

With the eventual increase in the population of MOS 5929, it will be utilized as a feeder for MOS's 5924 (Improved HAWK Pulse Radar Technician), 5925 (Improved HAWK Continuous Wave Radar Technician), 5926 (Improved HAWK Automatic Fire Distribution and Equipment Simulator System Technician) and 5927 (Improved HAWK Fire Control Technician).

The problem of input to the basic level repair course, especially MOS's 5932 (FADAC Radar Technician), 5935 (Counter Mortar Radar Technician), 5955 through 5958 (Air Traffic Control Communications Repairman), is being rectified through more intensive recruiting for personnel to technical and hard skill operational training. To further assist in this effort, these MOS's have been included in the Expanded Enlistment Bonus Program identified by ALMAR 67. It is anticipated that this action will provide an increased input to the various basic level repair courses.

The problem with input to the career oriented technician level schools, especially in MOS's 5952 through 5954, 5974 through 5978, and 5926 through 5927 has been primarily the lack of sufficient career oriented personnel

APPENDIX G

in the feeder MOS's eligible to attend these schools. Utilization of noncareer personnel on their first enlistment in the feeder MOS's is negated by the restrictions imposed on early reenlistment with regards to the SRB program. In most instances these individuals are unwilling to extend their enlistment prior to their EAS in order to meet the obligated service requirements for attending such schools. The resultant shortage of SNCO's in these MOS's is thus a by product of this problem.

The fluctuation in availability of master sergeants in MOS 5929 is contingent on unexpected transfers to FMCR and promotions, thus, the availability of supervisory personnel in this MOS is not anticipated to increase from its present shortage.

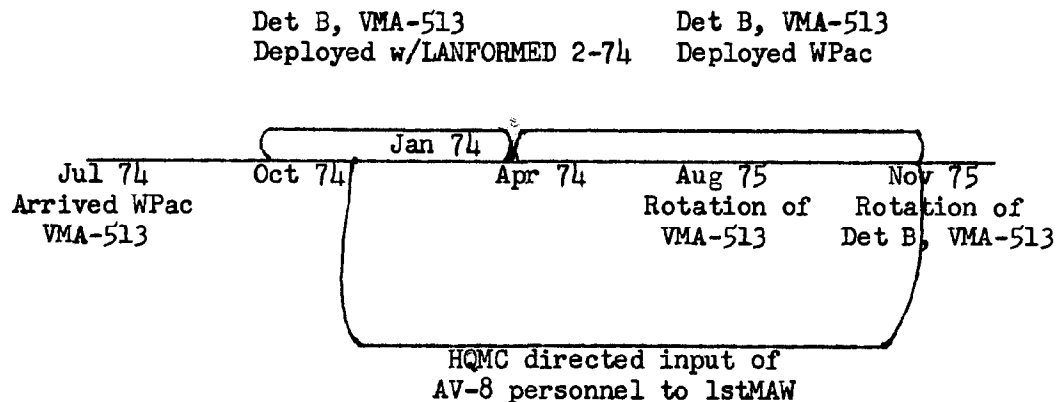
AGENDA ITEM: Replacement of Personnel in 1stMAW with AV-8 Associated Military Occupational Specialties

COMMAND SUBMITTING: 1stMAW

REFERENCE: None

DISCUSSION: During August 1974, VMA-513 arrived at the 1stMAW with 22 officers and 224 enlisted personnel. In order to ensure an orderly flow of replacement personnel without loss of operational readiness a gradual replacement program was requested by CG, 1stMAW:

The following is a chronological explanation of the existing and future situation pertaining to the staffing of AV-8 trained personnel in the 1stMAW:



Individual replacements of AV-8 trained personnel will commence arriving in WestPac during January 1975. During April 1975, Detachment B, VMA-513 will arrive in WestPac following the completion of a 6 month deployment in the Mediterranean. The Detachment, with 84 enlisted Marines, will be onboard at the 1stMAW for the period April 1975 through November 1975.

The assignment of VMA-513 and Detachment B, VMA-513 to the 1stMAW will create both an overstaffing problem and a grouping of individual DAUS (Dependents restricted). This overstaffing of the 1stMAW will result in a decrease in the deployable base of AV-8 peculiar MOS's.

An evenly spaced input of AV-8 trained personnel will be provided during the period January 1975 through November 1975. Between April 1975 through July 1975, a significant overstaffing will occur with both VMA-513 and Detachment B, VMA-513. Upon departure of VMA-513 during August 1975, a much less significant average will exist. With the departure of Detachment B, VMA-513 in November, an even input of AV-8 trained personnel to the 1stMAW will be realized.

AGENDA ITEM: Manning Level Adjustments for Wing Ground Support Group  
Test

COMMAND SUBMITTING: 1stMAW (CG 1stMAW 070333Z Sep 74)

REFERENCE: (a) MCO P5310.6A

DISCUSSION: Requests for manning level adjustments are subject to approval of the T/O and MOS sponsors and upon availability of personnel to fulfill the request. Appropriate compensatory reductions must be identified in accordance with reference (a). As soon as appropriate compensatory reductions are identified, the staffing action will be initiated to consider the request for manning level adjustment.



UNITED STATES MARINE CORPS  
Headquarters  
1st Marine Aircraft Wing  
Fleet Marine Force Pacific  
FPO San Francisco 96602

2:JTB:jtb  
5750  
8 JAN 1975

From: Assistant Chief of Staff, G-2  
To: Assistant Chief of Staff, G-3 (Attn: Historical Officer)

Subj: Command Chronology, 1 July - 31 December 1974

Ref: (a) WgO 5750.1B

Encl: (1) G-2 Command Chronology  
(2) 3rd SSCT Command Chronology  
(3) 7th CIT Command Chronology

1. In accordance with reference (a), enclosures (1), (2), and (3) are hereby submitted.

  
JOHN K. HYATT, JR.

*Agts. G-2, 1st mms*

*Recd Dec 174*

## PART I

ORGANIZATIONAL DATA1. DESIGNATION

1st Marine Aircraft Wing, G-2 Division

2. LOCATION

1 July - 31 December 1974, MCAS Iwakuni

3. STAFF OFFICERS

## a. Assistant Chief of Staff, G-2/SSO

COL C. M. WALLACE  
1 Jul 74 - 27 Aug 74MAJ J. R. BRYAN  
28 Aug 74 - 31 Oct 74LTCOL J. K. HYATT, JR.  
1 Nov 74 - 31 Dec 74

## b. Assistant G-2/Assistant SSO

MAJ J. R. BRYAN  
1 Jul 74 - 27 Aug 74VACANT  
28 Aug 74 - 31 Oct 74MAJ J. R. BRYAN  
1 Nov 74 - 31 Dec 74

## c. Air Combat Intelligence Officer

CAPT T. H. VALERGA  
1 Jul 74 - 31 Dec 74

## d. Staff Counterintelligence Officer

CAPT R. RODRIGUEZ  
1 Jul 74 - 16 Jul 74CAPT B. L. MOULTON  
17 Jul 74 - 31 Dec 74

## e. Photo Imagery Interpretation Officer

CWO-2 J. D. MATHIS  
1 Jul 74 - 31 Dec 74

## 4. The average monthly strength for this reporting period was:

OFFICER

6

ENLISTED

27

ENCLOSURE (1)  
Part I

## PART II

NARRATIVE SUMMARY

## 1. Air Combat Intelligence Branch

a. ACI received a Field Map Laminating machine (ML-25) pursuant to MCO 10300.1 of 2 May 1974. The 3M model #277 Reader/Printer, ordered on 29 June 1974 and two Realist Vantage II Microfiche viewerw which were ordered to enhance our capability to utilize the NIPS Data Base, left CONUS on 13 November 1974. This equipment should be received prior to March 1975.

b. During August and October, ACI was embarked upon Functional Management Inspections as part of the Commanding General's Inspection, preparatory to the Inspector General's Inspection. This included the inspection of all 1st MAW units based on Okinawa.

c. On 27 September 1974, the G-2 ACI shop was inspected by the Inspector General of the Marine Corps with Satisfactory annotations.

d. Selected briefings were conducted by the ACI Branch and presented to the Commanding General and Staff during the Commanding General's weekly briefs. Several briefings were subsequently made available to subordinate 1st MAW units.

e. In response to an FMFPac directive, a revised 1st MAW basic recurring publications allowance was submitted on 14 December 1974. A revised statement of Intelligence Interest (SSI) was submitted to DIA on 20 December 1974, to better reflect the current Intelligence topics/geographic areas of interest to the 1st MAW.

f. Area Study Folders on all 1st MAW contingency countries have been revised to provide a more accurate accounting of the current state of affairs existing in the various areas. Additionally, country analysts have prepared briefing maps on their respective contingency countries which are being used in conjunction with the area study folders.

g. ACI acquired an additional room which is being used for the storage of maps. This enhances our capability to provide a greater variety of training maps and will eventually include a working table for use in preparing maps for Intelligence purposes.

h. The ACI Branch has prepared intelligence estimates for

- (1) Gallant Journey - Vietnam
- (2) Scenario - HMM-165 (MAG-36)

ENCLOSURE (1)  
Part II

## (3) Exercise Strong Arm - Estimate

and has been maintaining enemy situation maps on all areas of tactical significance to the 1st MAW.

i. On 23 - 24 October 1974, ACI personnel took part in Exercise Strong Arm. Activity on the part of ACI personnel included all which would be experienced by a G-2 Division during actual combat operations.

j. The ACI Branch continued to publish it's Intelligence Summary (IS) while increasing it's frequency from an approximate monthly basis to a weekly publication. Dissemination has also been increased to include a greater number of subordinate units.

k. The ACI Secondary Control Point was further streamlined to provide for improved storage of Intelligence documents and more rapid extraction of desired intelligence data. The Naval Intelligence Processing System (NIPS) has been fully implemented to further enhance our Intelligence storage capability. This miniaturized system has allowed us to purge "Hard Copy" intelligence documents which can be more easily stored in the more convenient Microfiche/Aperture card form.

## 2. Staff Counterintelligence Branch

a. SCI continued to monitor and report on subversive/dissident elements within the Iwakuni, Japan area.

b. Presented command briefings concerning dissident and subversive activity affecting 1st Marine Aircraft Wing units.

c. The SCI Branch conducted Commanding General's Functional Management Inspections of: Marine Wing Support Group-17, Marine Air Control Group-18, and Marine Aircraft Group-36.

d. The SCI Branch continued to conduct counterintelligence briefs to all enlisted Marines reporting to the 1st Marine Aircraft Wing.

e. Conducted staff liaison visits with Iwakuni-based 1st Marine Aircraft Wing units.

## 3. Photo Imagery Interpretation Branch

a. During this period the Imagery Interpretation Branch reviewed and forwarded 32 aerial reconnaissance requests. 22 have been completed and 10 are pending.

b. One imagery interpreter participated in a joint service CPX at Taegu AB, Korea from 20 - 30 October 1974.

c. Cpl R. A. JONES (AN/TSQ-82 Technician) participated in Far Eastern and Marine Corps Rifle Matches, finishing in 19th place.

d. This Branch has continued to provide two (2) imagery interpreters to VMCJ-1 (Det 101) for deployment aboard the USS Midway.

e. During this reporting period, personnel strength has fluctuated from a high of one officer and fourteen enlisted, to a present low of one officer and nine enlisted.

THIRD SPECIAL SECURITY COMMUNICATIONS TEAM  
1st Marine Aircraft Wing, FMF, Pacific  
FPO San Francisco, Calif. 96602

SSCT/RLB/jtb  
5750  
2 January 1975

From: Team Commander  
To: Commanding Officer, Marine Wing Headquarters Squadron  
One (Attn: S-3)  
Via: Assistant Chief of Staff G-2  
Subj: Command Chronology for period 1 July 1974 to 31 December  
1974  
Ref: (a) WgO 5750.1B  
Encl: (1) Third SSCT Semiannual Command Chronology  
1. In accordance with reference (a) enclosure (1) is submitted.

*R. L. Bartley*  
R. L. BARTLEY

5750  
2 January 1975

SEMIANNUAL COMMAND CHRONOLOGY

PART I

ORGANIZATIONAL DATA

1. Designation. Third Special Security Communications Team  
Commander. Second Lieutenant R. L. BARTLEY
2. Location. 1 July - 31 December 1974 MCAS Iwakuni, Japan
3. Average Monthly Strength.

USMC	
OFF	ENL
1	5

PART II

NARRATIVE DATA

1. The Third Special Security Communications Team provided Special Intelligence Communications support to the Commanding General, First Marine Aircraft Wing throughout the period covered.
2. The Third Special Security Communications Team provided Special Intelligence Communications Guard to COMSEVENFLT during the period 09 - 11 September 1974.
3. The Third Special Security Communications Team provided Special Intelligence Communications Guard to ETG 168.1 during the period 18 - 31 October 1974.

PART III

SEQUENTIAL LISTING OF SIGNIFICANT EVENTS

1. Personnel.

25 July 74	1 enlisted joined
09 Aug 74	1 enlisted joined
23 Aug 74	1 enlisted transferred to 6th SSCT
30 Aug 74	1 enlisted joined
03 Sept 74	1 enlisted joined
27 Sept 74	1 enlisted transferred to MARSPTBN CO "H", Homestead, Fla.
01 Nov 74	1 enlisted transferred to 5th SSCT

Enclosure (1)

5750  
2 January 1975

2. Training.

1 July - 31 December 1974	Periodic Off-Line cryptographic training with Third MarDiv.
1 July - 31 December 1974	Bi-Monthly communications center training to include contingency deployment operation of the AN/MS-43 Communications Central Van.
21 November 1974	AN/MS-43 voice shot with MAG-15 successful.
22 November 1974	AN/MS-43 voice shot with 1st SSCT, Okinawa successful.

3. Communications.

31 July - 06 August	ETN-2 WHEALEN TAD from Yokosuka to work on TCU.
30 November - 02 December	ET-1 DIVELEY TAD from Yokosuka to work on KW-26's.
09 September - 11 September	Provided SI COMM GUARD to COMSEVENFLT.
17 October - 22 October	CPL BRENNAN TAD to ASC Drake for communications training.
18 October - 31 October	Provided SI COMM GUARD TO CTG 168.1.
07 November - 15 November	SGT LEACH TAD to ASC Drake for communications training.



7TH COUNTERINTELLIGENCE TEAM  
1st Marine Aircraft Win  
Fleet Marine Force Pacific  
FPO San Francisco 96602

7CIT:DLD:rhj  
5750  
31 Dec 1974


From: Team Commander  
To: Commanding Officer, Marine Wing Headquarters Squadron-One (Attn: S-3)  
Via: Assistant Chief of Staff, G-2, 1st Marine Aircraft Wing

Subj: Command Chronology for period 1 July 1974 to 31 December 1974

Ref: (a) WgO 5750.1B

Encl: (1) 7th Counterintelligence Team Command Chronology

1. In accordance with the provisions of reference (a), enclosure (1) is submitted.



W. H. POWELL

7TH COUNTERINTELLIGENCE TEAM  
1st Marine Aircraft Wing  
Fleet Marine Force Pacific  
FPO San Francisco 96602

COMMAND CHRONOLOGY

1 July 1974 to 31 December 1974

INDEX

PART I -ORGANIZATIONAL DATA

PART II -NARRATIVE SUMMARY

PART III -SEQUENTIAL LISTING OF SIGNIFICANT EVENTS

## PART I

ORGANIZATIONAL DATA1. DESIGNATIONCOMMANDER

7th Counterintelligence Team

Capt C. I. HANDLEY  
 1 July 1974-10 July 1974  
 1stLt D. J. SHIDELER  
 11 July 1974-28 August 1974  
 Capt W. H. POWELL  
 29 August 1974-31 December 1974

SUBORDINATE UNITS

Detachment "A", 7th Counterintelligence  
 Team, Marine Aircraft Group-36, MCAS Futema,  
 Okinawa  
 1 July 1974-31 December 1974

GySgt R. B. GLASGOW  
 1 July 1974-30 July 1974  
 1stLt J. L. ELLIS  
 31 July 1974-5 October 1974  
 GySgt R. B. GLASGOW  
 6 October 1974-16 October 1974  
 1stLt J. L. ELLIS  
 17 October 1974-31 December 1974

Detachment "B", 7th Counterintelligence  
 Team, IIIMAF Liaison Office, Subic Bay,  
 P.I.  
 1 July 1974-31 December 1974

Capt B. L. LEE  
 1 July 1974-8 November 1974  
 GySgt G. L. LAFERRIERE  
 9 November 1974-22 November 1974  
 Capt B. L. LEE  
 22 November 1974-31 December 1974

ATTACHED UNITS

None

2. LOCATION

1 July 1974-31 December 1974: MCAS, Iwakuni, Japan

3. STAFF OFFICERS

None

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>
<u>5</u>	<u>10</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>

UNITED STATES MARINE CORPS  
Headquarters  
1st Marine Aircraft Wing  
Fleet Marine Force Pacific  
FPO San Francisco 96602

3:MLC:rpf  
5750  
24 Jan 1975

SECRET

From: Assistant Chief of Staff, G-3  
To: Historical Officer, 1st Marine Aircraft Wing  
Subj: Command Chronology, 1 July 1974 - 31 December 1974  
Ref: (a) WgO 5750.1B  
Encl: (1) Index  
(2) Narrative Summary  
(3) Sequential Listing of Significant Events

1. In accordance with reference (a), enclosures (1) through (3) are hereby submitted.
2. Upon removal of enclosure (2), this letter is downgraded to unclassified.

*R. H. Schultz*  
R. H. SCHULTZ

SECRET

*Reqs, G-3, 1st maw*

*Decl-100-174*

UNCLASSIFIED

Assistant Chief of Staff, G-3  
1st Marine Aircraft Wing  
Fleet Marine Force Pacific

COMMAND CHRONOLOGY

1 July to 31 December 1974

INDEX

PART I - ORGANIZATIONAL DATA

PART II - NARRATIVE SUMMARY

PART III - SEQUENTIAL LISTING OF SIGNIFICANT EVENTS

UNCLASSIFIED

## PART I

ORGANIZATIONAL DATA1. DESIGNATION

Assistant Chief of Staff, G-3	Col. W. R. BEELE	1 Jul - 3 Jul
	Col. R. H. SCHULTZ	4 Jul - 31 Dec

2. LOCATION

1 Jul - 31 Dec	MCAS Iwakuni, Japan
----------------	---------------------

3. PRINCIPAL STAFF OFFICERS

Assistant G-3	LtCol. B. W. SUMMERS	1 Jul - 28 Nov
	LtCol. D. A. SHAEFER	29 Nov - 31 Dec
Operations Officer	LtCol. D. C. BEATTY	1 Jul - 31 Dec
Assistant Operations Officer, Attack	Capt. G. C. CARPENTER	1 Jul - 30 Nov
	Maj. D. J. WEBER	1 Dec - 31 Dec
Assistant Operations Officer, Fighter	Maj. R. S. MORRIS	1 Jul - 30 Aug
	Maj. K. W. DEWEY	31 Aug - 31 Dec
Assistant Operations Officer, Helicopter	Maj. R. K. ERVI	1 Jul - 26 Aug
	Maj. D. P. REICHERT	27 Aug - 31 Dec
Assistant Operations Officer, Air Control/AAW	Capt. D. L. WELKER	1 Jul - 30 Jul
	Capt. W. L. DANIEL	31 Jul - 31 Dec
Assistant Operations Officer, Air Transport Control	Maj. W. C. BARNSLEY	1 Jul - 4 Jul
	Maj. D. E. HUBBARD	5 Jul - 31 Dec
Assistant Operations Officer, Electronic Warfare	1stLt. G. BUCKLEY	1 Jul - 23 Aug
	CWO C. H. HENDERSON	24 Aug - 4 Oct
	Capt. K. E. ALLEN	5 Oct - 31 Dec
Plans Officer	LtCol. G. P. EMERY	27 Jul - 31 Dec
Assistant Plans Officer/Historical Officer	1stLt. T. E. BENIM	1 Jul - 20 Oct
	Capt. M. L. CHEVALIER	21 Oct - 31 Dec
Training Officer	Capt. D. L. BROWN	1 Jul - 31 Jul
	LtCol. A. I. WARCZAKOWSKI	1 Aug - 31 Dec
SNCO Academy, OIC	1stLt. G. C. LADD	1 Jul - 1 Oct
	1stLt. J. F. LUCAS	5 Oct - 31 Dec
Operations Chief	MgySgt E. W. HART	1 Jul - 7 Jul
	SSgt W. RHEAUME Jr.	8 Jul - 9 Oct
	MgySgt R. P. FORFAR	10 Oct - 31 Dec

ENCLOSURE (1)

UNCLASSIFIED

SECRET

## PART II

NARRATIVE SUMMARY

(U) The Operations Branch continued to coordinate the Wing's efforts to maintain combat readiness through operational and training deployments, exercises and routine flight operations.

(S) A Tactical Evaluation Board (TEB) was established in October. The purpose of the TEB is to evaluate innovative tactics, identify tactical deficiencies and consider recommendations to overcome them. The direction of the TEB during this reporting period resulted in a request for an additional Airborne DASC to support operational commitments and a request that a Redeye Platoon be assigned the 1st MAW. Additionally the TEB made recommendations to obtain information regarding laser studies and laser munitions, information concerning selfstarters and camouflage painting of aircraft, more efficient means of marking landing zones and targets at night, information concerning IR suppressors on helicopters and information concerning Nape-of-the-Earth flying.

(U) The Air Transport Control Branch coordinated the Wing's organic air transport and refueling aircraft. These aircraft supported various squadron rotations and training exercises as well as flying routine training and support missions.

(U) The 1st MAW supported two major exercises during this period: Pagasa III and MABLEX 1-74

(C) Squadrons were regularly deployed to Naha, Okinawa; NAS Cubi Point, R. P.; and Misawa AB, Japan. These deployments, besides exercising a squadron's ability to mount out and operate from a forward base, help to relieve the base loading at Iwakuni.

(U) During October, Exercise Strong Arm, the first CPX to be conducted by the Wing in 10 years, was planned and executed by the G-3. The exercise required total Wing staff and subordinate unit participation and proved an invaluable training aid.

(U) The Plans Branch continued to support the Special Weapons program of the 1st MAW, continued to monitor and update required plans and was actively involved in organizing planning for Operations Eagle Pull and Fortress Journey while assisting in the efforts of the TEB.

(S) In November, VMA-211 received special recognition for the outstanding completion of its Nuclear Technical Proficiency Inspection (NTPI) conducted at NAS Cubi Point.

(S) The Electronics Warfare Officer coordinated the EW assets of the Wing. Five ESM training missions were flown by EA6A aircraft.

SECRET

(U) First MAW continued to participate in Commando Jade exercises with the Republic of Korea Air Defense Forces and Eagle/Lark exercises with the Republic of China Air Defense Forces. Participation in the Eagle/Lark exercises was conducted by VMJ-1. All squadrons of 1st MAW participated in the Commando Jade exercise.

(U) The Training Branch assisted in the conduct of several Functional Management Inspections (FMI) during the reporting period and coordinated the air/ground exchange program between the Wing and 3d Division officers and SNCO's. The SNCO Academy graduated 45 SNCOs while 47 NCOs were graduated from the NCO Leadership Course.

ENCLOSURE (2)

SECRET



UNCLASSIFIED

## PART III

SEQUENTIAL LISTING OF SIGNIFICANT EVENTS

9 July LtCol BEATTY attends COMMANDO JADE Planning Conference at Osan, Korea.

15 - 18 July LtCol SUMMERS attends PAGASA III Planning Conference in NAS Cubi Point, R. P.

23 July LtCol SUMMERS departs for NAS Cubi Point, R. P. to assume command of PROVMAF-10 for PAGASA III.

28 July - 1 Aug Col SCHULTZ/Maj. MORRIS attend 7th Fleet Scheduling Conference in Yokosuka, Japan

1 August 1stLt. BUCKLEY attends PARPRO Conference in Fuchu, Japan.

13 August VMA 513 arrives MCAS Iwakuni.

16 August LtCol BEATTY attends NEACC Conference in Fuchu, Japan

19 August Capt DANIEL attends COMMANDO JADE FOXTROT Planning Conference in Osan, Korea.

21 - 31 Aug. PAGASA III

23 August LtCol BEATTY attends EAGLE/LARK Planning Conference at Taipei, Taiwan.

30 August Capt DANIEL attends U. S. Forces Range Group Study Meeting at Fuchu, Japan.

23 September Col SCOTT, Assistant Chief of Staff, G-3 FMFPac arrives for staff visit.

23 - 28 Sept. LtCol BEATTY makes staff visit to III MAF and MAG-36.

1 October CWO-3 HENDERSON attends PARPRO Conference in Fuchu, Japan.

2 - 5 Oct. Maj REICHERT makes staff visit to MAG-36

10 October LtCol SUMMERS attends PACOM Solace Conference in Yokosuka, Japan.

15 - 16 Oct. Wing Safety Standdown

19 October First meeting of the Tactical Evaluation Board

ENCLOSURE (3)

UNCLASSIFIED

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PART III (Cont'd)

22 - 24 Oct. Wing CPX 1-74

3 - 8 Nov. Col SCHULTZ/Maj DEWEY attend 7th Fleet Scheduling Conference.

4 - 23 Nov. Capt ALLEN attends PARPRO Conference in Hawaii.

11 - 12 Nov. VMA 211 Nuclear Technical Proficiency Inspection (NTPI)

27 Nov - 10 Dec. MABLEX 1-74

2 - 5 Dec. Capt ALLEN attends PARPRO Conference in Yokota, Japan.

9 December Capt DANIEL attends COMMANDO JADE Planning Conference in Osan, Korea.

11 December LtCol SHAEFFER/Maj DEWEY attend COMNAVFOR KOREA meeting in Pohang, Korea for BLTEX 2-75.

13 December Col SCHULTZ attends III MAF Planning Conference in Okinawa, Japan.

14 - 20 Dec. Capt ALLEN attends 7th Fleet Electronic Warfare Committee meeting in Cubi Point, R. P.

ENCLOSURE (3)

UNCLASSIFIED

UNITED STATES MARINE CORPS  
Headquarters  
1st Marine Aircraft Wing  
Fleet Marine Force, Pacific  
FPO San Francisco 96602

4:DKI:deh  
5750  
21 JAN 1975

From: Assistant Chief of Staff, G-4  
To: Commanding General, 1st Marine Aircraft Wing  
Subj: Semi-Annual Command Chronology; period 1 July through  
31 December 1974

Ref: (a) MCO 5750.1B  
(b) FMFPacO 5750.8B  
(c) ForO 5750.1A  
(d) WgO 5750.1B

Encl: (1) Assistant Chief of Staff, G-4 Command Chronology for  
period 1 July through 31 December 1974

1. In accordance with the provisions of references (a) through  
(d), enclosure (1) is submitted.

  
E. D. SMITH

*Ref: G-4 1st MAW*

*File - Dec 74*

## PART I

ORGANIZATIONAL DATA1. DESIGNATION

ASSISTANT CHIEF OF STAFF, G-4      COL E. D. SMITH  
1 Jul - 31 Dec

2. LOCATION

1 Jul - 31 Dec 1974      MCAS IWAKUNI, JAPAN

3. STAFF OFFICERS

ASSISTANT G-4 OFFICER      LTCOL L. J. GODBY  
1 Jul - 31 Dec

AVIATION MAINTENANCE OFFICER      CAPT J. D. BURTSCHER  
1 Jul - 25 Jul

                                 LTCOL G. A. PORTER  
26 Jul - 31 Dec

EMBARKATION OFFICER      MAJ D. W. CRANEY  
1 Jul - 16 Jul

                                 MAJ R. P. TOETTCHER  
17 Jul - 31 Dec

AVIATION ORDNANCE OFFICER      CAPT J. H. BOWER  
1 Jul - 24 Sep

                                 MAJ H. A. FRANZ  
25 Sep - 31 Dec

AVIONICS OFFICER      CAPT A. J. GOLAB  
1 Jul - 23 Aug

                                 CAPT R. L. ROSE  
24 Aug - 31 Dec

MOTOR TRANSPORT OFFICER      CAPT D. J. MCCORMICK  
1 Jul - 13 Nov

                                 CAPT S. E. MAYFIELD  
14 Nov - 31 Dec

ENGINEER OFFICER      CAPT F. A. TOTH  
1 Jul - 31 Dec

ENCLOSURE (1)

## PART II

NARRATIVE SUMMARY

During the six month period the major efforts of the G-4 were directed towards improving the material readiness within the Wing and coordinating the Wing Ground Support Test. (CMC Project 43-71-12).

Significant G-4 attention was placed on ground equipment in an effort to improve the Wing's readiness posture. Consolidation of all Motor Transport and Engineer equipment of MAG-36 into Detachment Alfa, MWSG-17 (Sub Unit One WERS-17) at Futema was completed in December. The Wing Ground Support Concept Test Conference was held in Iwakuni in October with representatives from CMC, MCDEC, FMFPAC, III MAF and all concerned Wing staff and operational units in attendance.

The Aviation Maintenance Officer (AMO) made continuous liaison with parallel and higher echelons, COMFAIRWESTPAC and FMFPAC, to coordinate Standard Depot Level Maintenance (SDLM) and Aircraft Condition Evaluation (ACE) for 1stMAW aircraft. A total of 13 aircraft were inducted into ACE and 15 aircraft into SDLM.

The Embarkation section coordinated the airlift of 49 Units/ Detachments.

During the month of July, FMI inspections were conducted on MAG-12, MAG-15 and MWHS-1 units. A total of 5 Units/Detachments were airlifted.

During August, inspections were conducted on MAG-36 and MACG-18 units. Also during this month 2 units deployed and 9 detachments were airlifted. The arrival of VMA-513 was also a significant event for this month.

During September, 2 unit deployments and 8 detachments were airlifted. An LFORM conference was held at San Diego, California which Maj TOETTCHEER attended. The purpose of this conference was to discuss Landing Force Operational Reserve Material (LFORM) aboard the LHA.

During the month of October, 2 unit deployments and 6 detachments were airlifted. During this time frame the Air Force hosted a one week school; Joint Airborne/Air Transportability Training (JA/ATT). The school was a Load Planner Course for the purpose of loading C-5A, C-141 and C-131 aircraft.

ENCLOSURE (1)

During the month of November, 7 unit deployments were airlifted. In this month the Zambales support site was started and MABLEX 1-75 was underway.

During December, 8 unit deployments were airlifted. Inspection of Sub Unit 2 at Atsugi and VMA(AW)-533 were conducted this month.

1 July to 31 December - Continued utilizing PACAF for rotating Squadrons at Naha and Cubi Pt. Lifts were performed with little or no difficulty. The steadily growing good relations between the 374 TAW and 1stMAW is a strong factor of smooth operations.

The Wing MTO is responsible for two major functional areas on the Wing level: general administration and responsibility of Wing Motor Transport assets and energy conservation.

On 19 July Captain D. J. MCCORMICK and Gunnery Sergeant R. W. RUFF, Wing Roadmaster, departed for Futema to conduct a liaison visit with MAG-36 MTO and other relevant Okinawa based units. The purpose of this trip was to discover discrepancies while sufficient time remained before the upcoming FMI and IG inspections. On 23 July four M109A2 vans were received as part of the R&E program from MCSC Barstow. The vans were in a cannibalized and damaged state. Cost estimates for ensuing LTI's totalled \$1,103.69.

~~On 1 August the Wing Ground Support Test incorporated MAG-12 motor transport assets.~~ An informal investigation was ordered on the four damaged M109A2 vans. The FMI inspection of MAG-36 motor transport was held.

The Engineer section processed a total of 746 work orders and forwarded them to PWO for action from Wing units during the reporting period.

During the month of July FMI inspections were conducted on MAG-12 units. A redistribution of BEQ spaces was accomplished to accommodate the increase of personnel in MWSG-17 resulting in reorganizational alignment of the Ground Support Test. A Supervisor Preventive Maintenance presentation on commercial forklifts was made to all Group Supply Officers by Public Works Maintenance on 30 July 1974.

On 1 August 1974 Phase I of MCO 11310.10 was implemented and redistribution of tactical generators in III MAF geographic area commenced. On 4 August two Modulux BEQ's were made available for beneficial occupancy by Wing SNCO's. FMI inspection

ENCLOSURE (1)

tions of MAG-15 and MAG-36 units were accomplished during August.

On 5 September 1st MAW reported to III MAF on facility requirements to support an AV8A aircraft training site at Camp Hardy. On 13 September a request for construction of a joint armory was submitted to MCAS, PWO. During the period 16 September to 1 October a four man facilities survey team from NAVFACENGRCMD Pacific Division arrived to conduct a facilities survey and determine requirements for both 1st MAW and MCAS Iwakuni. During the same period the Inspector General of the Marine Corps conducted his inspection of all commodity areas for 1st MAW. Construction on the JFAP BOQ and BEQ commenced in earnest during September.

During October MAG-15 and MWSG-17 were tasked to recover 22,500 SqFt of AM-2 matting in the vicinity of the high power test facility. A request for washers and driers was forwarded to MCAS for Wingside personnel. A CPX was conducted during this period Iwakuni.

On 2 November PWO, MCAS Iwakuni identified the location of a new subsistence building and informed 1st MAW that preliminary work would commence in January 1975. During November a source of commercial power was located for re-siting the TACC in the vicinity of the MAG-15 Avionics Complex. On 12 November a redistribution of billeting space was accomplished as a result of inclusion of TAFDS and Launch & Recovery into the Wing Ground Support Test. On 20 Nov 74 units were instructed to recover and return typhoon gear to the Station Utilities Officer. On 22 November 1st MAW construction projects were assigned priorities and submitted to the MCAS Facilities Planning Board for consideration.

During December 1974 the TACC was relocated to a site adjacent to the MAG-15 Avionics Complex. The Wing Engineer toured the Zambales Training Area on a liaison visit to the SATS site.

ENCLOSURE (1)

## PART III

SEQUENTIAL LISTING OF SIGNIFICANT EVENTS

July 1974

- 3 - Inspected MWHS-1.
- 8 - MWHS-1 Sub Unit FMI was completed.
- 17 - Inspected MAG-12.
- 19 - VMO-6 Detachment to Cubi Pt.
- 20 - Inspected MAG-15.
- 21 - VMA-211 Detachment to Naha. 2 S/T and 350 CuFt.
- 22 - VMCJ-1 Detachment returned from Atsugi. 9 S/T and 900 CuFt.
- 29 - VMA-211 Detachment to Kwang Ju. 11 S/T and 580 CuFt.
- VMA-211 Detachment returned from Naha. 2 S/T and 350 CuFt.

August 1974

- 2 - VMO-6 Detachment from Futema to Naha. 6 S/T and 1104 CuFt.
- 5 - VMA-211 Detachment to Naha. 2 S/T and 350 CuFt.
- 6 - VMFA-232 Detachment to Misawa. 30 S/T and 2900 CuFt.
- 6-12-Conducted FMI Inspection of MAG-36.
- 7 - HMM-164 Detachment from Futema to Cubi Pt. 5 S/T and 750 CuFt.
- Inspected MAG-36.
- 7-16-AMO completed FMI on MAG-36. HMM-164 was deployed and will be inspected later.
- 12 - VMFA-232 Detachment returned from Misawa. 4 S/T and 934 CuFt.
- 13 - VMA-513 Arrival/Offload.

ENCLOSURE (1)



- 15 - VMA-211 Detachment returned from Kwang Ju. 11 S/T and 580 CuFt.
- 19 - VMFA-232/115 Flip Flop Naha/Iwakuni. VMFA-232 and 10000 CuFt. VMFA-115 98 S/T and 9000 CuFt.
- 20 - MAG-36 Detachment from Futema to San Jose apt Mindoro.  
VMA-211 Detachment to Naha. 9 S/T and 900 CuFt.
- 21 - VMA-211 FMI was completed.
- 22 - H&MS-12 FMI was held, IMRL was unsat & will be reinspected in 30 days.
- 25 - VMCJ-1 Detachment to Atsugi. 9 S/T and 900 CuFt.
- 26 - VMFA-115 FMI was completed.
- 27 - MACG-18 Embark Inspection.
- 29 - H&MS-15 FMI was completed.

September 1974

- 3 - VMA-211/VMA-533 Flip Flop to Cubi Pt. VMA-211 64 S/T and 5900 CuFt.  
VMA-533 52 S/T and 4372 CuFt.
- VMO-6 Detachment returned from Cubi Pt. to Futema. 6 S/T and 1104 CuFt.
- 4 - VMA-513 FMI was completed.
- 5 - VMA-211 Detachment from Naha to Cubi Pt. 5 S/T and 540 CuFt.
- 11 - VMA(AW)-533 FMI was completed.
- 14 - Maj TOETTCHER to San Diego for LFORM Conference.  
VMO-6 Detachment from Futema to Taegu. 4 S/T and 900 CuFt.
- 15 - VMCJ-1 Detachment returned from Atsugi. 9 S/T and 900 CuFt.  
VMO-6 Detachment from Futema to Cubi Pt. 1 S/T and 40 CuFt.

ENCLOSURE (1)

16-30-Participated in IG Inspection.

17-20-FMAW was represented at San Diego, Cal. for USS Okinawa Aviation Maint/Matt Readiness Review Conference #1.

21 - VMCJ-1 Detachment to Atsugi. 9 S/T and 1000 CuFt.

23 - Reinspected H&MS-12 IMRL, FMI completed.

24 - VMCJ-1 Detachment to Atsugi. 9 S/T and 900 CuFt.

30 - VMO-6 Detachment return from Cubi Pt. to Futema. 1 S/T and 40 CuFt.

October 1974

1 - VMA-513 Detachment to Misawa. 1 S/T and 91 CuFt.

2 - VMO-6 Detachment returned from Taegu to Futema. 4 S/T and 900 CuFt.

14 - VMCJ-1 Detachment to Tainan. 23 S/T and 3200 CuFt.

17 - Joint Airborne/Air Transportability Training (JA/ATT). One week school by the Air Force.

19 - VMO-6 Detachment to Cubi Pt. 6 S/T and 1104 CuFt.

21 - VMFA-115/232 Flip Flop. VMFA-232 102 S/T and 1000 CuFt. VMFA-115 98 S/T and 9000 CuFt.

30 - VMCJ-1 Detachment to Cubi Pt. 3 S/T and 350 CuFt.

31 - VMA-513 Detachment to Misawa. 7 S/T and 290 CuFt.

November 1974

5 - H&MS-15 Detachment to Naha. 3 S/T and 493 CuFt.

9 - VMO-6 Detachment returned from Cubi Pt. to Futema. 6 S/T and 1104 CuFt.

13 - USS DURHAM arrived to take gear for Zambales site and MABLEX 1-75.

19-22-FMAW was represented at San Diego, Cal. for USS Okinawa Aviation Maint/Matt Readiness Review Conference #2.

21 - Opportune Shipping USS FRESNO.

ENCLOSURE (1)

- 22 - Received 250KW MUSE generator from PWC Yokosuka over-haul. Assigned to MACG-18 for TACC.
- 24 - VMA-513 Detachment to Misawa. 1 S/T and 91 CuFt.
- 25 - VMFA-232 Detachment to Misawa. 4 S/T and 934 CuFt.
- 28 - VMCJ-1, VMA(AW)-533, H&MS-12 Detachment to Cubi Pt. 10 S/T and 1165 CuFt.

December 1974

- 5 - Inspected Sub Unit 2 H&MS-36.  
VMFA-232 returned from Misawa. 30 S/T and 2900 CuFt.  
Completed FMI on H&MS-36 Sub Unit 2 at Atsugi, Japan.  
Four (4) H-46 Helo's assigned.
- 6-11- Conducted liaison visit to Zambales, RP.
- 9 - VMCJ-1 Detachment to Atsugi. 9 S/T and 900 CuFt.
- 11 - VMFA-232 Detachment to Misawa. 4 S/T and 934 CuFt.
- 13 - MACS-4 Detachment to Subic Bay to Futema. 31 S/T and 7013 CuFt.  
VMA-211 Detachment Cubi Pt. to Naha. 11 S/T and 580 CuFt.
- 15 - VMA-211 Detachment from Cubi Pt. To Naha. 2 S/T and 150 CuFt.
- 16-19-FMAW was represented at CNAP San Diego, Cal. for USS Okinawa Aviation Maint/Matt Readiness Review Conference #3.
- 23 - VMCJ-1 Detachment returned from Atsugi. 9 S/T and 900 CuFt.  
Inspected VMA(AW)-533.
- 27 - MABS-12 Detachment to Cubi Pt. 2 S/T and 600 CuFt.

ENCLOSURE (1)

COMPTROLLER SECTION COMMAND CHRONOLOGYI. ORGANIZATIONAL DATA

Assistant Chief of Staff, Comptroller	Col J. R. PENNY (1 July - 27 Aug 74)
	LtCol J. G. WALKER (28 Aug - 31 Dec 74)
Fiscal Officer	Capt E. A. GILLBERG (1 July - 31 Dec 74)
Budget Officer	CWO-3 C. C. SCHECK, JR. (1 July - 31 Dec 74)

II. NARRATIVE SUMMARY

During this time frame it became readily apparent that FY-75 would be a year of extreme austere funding.

Based on general guidance from 3rd FSR the Wing implemented the Marine Air Ground Financial Accounting System on 1 July 1974.

III. SEQUENTIAL LISTING OF SIGNIFICANT EVENTS

July 74	Authorizations received -		
	O&MMC	\$ 1,196,577	Quarterly Authorization
Sep 74	O&MMC	\$ 33,500	250 KW Generators
	O&MMC	\$ 1,072,813	Quarterly Authorization received with deficiencies noted
	OFC	APF	DEFICIENCIES
	02	\$ 93,000	\$ 8,760
	08	524,800	804,800
	09	315,500	140,666
	15	48,500	-0-
	21	956,000	41,936
Oct 74	O&MMC	\$7,000	PP & P
	Authorizations received -		
	O&MN	1st QTR	2nd QTR
	OFC		
	01	\$ 3,081,700	\$ 3,547,900

*HQ/S Comptroller, 1st MAW*

*Jul-Dec 74*

02	20,600	26,100
08	145,000	149,800
09	95,852	70,706
15	12,000	12,200
21	226,800	236,600
50	<u>1,551,900</u>	<u>1,828,800</u>
	5,133,852	5,872,106

Nov 74

Authorizations received -  
OFC

01	\$ 200,000	Supplemental Funds
50	236,000	To allow flight operations through 31 Dec 1974

Dec 74

O&MMC \$ 3,800 250 KW Generators  
O&MMC \$1,034,481 Quarterly Authorizations Quarterly Review - O&MN quarterly review submitted with the following deficiencies as follows -  
OFC

02	\$ 23,100
08	2,681,272
09	284,118
15	-0-
21	-0-

At the present time the fiscal year 1975 financial ceiling for O&MMC funds is stated at \$4,426,450. The austerity of funds has resulted in two mandatory fund reductions, i.e., one for \$75,000 and one for \$37,450 in the area of TAD. Further reductions of fiscal year 1975 funds for O&MMC are expected in the area of TAD.

In Dec 1974 this Headquarters received advance notice that there would be a significant reduction in OFC-21 funds at this time the amount is unknown but plans are being implemented to absorb the potential reduction.

UNITED STATES MARINE CORPS  
Headquarters  
1st Marine Aircraft Wing  
Fleet Marine Force Pacific  
FPO San Francisco 96602

11:DEC:mlh  
5750  
15 Jan 1975

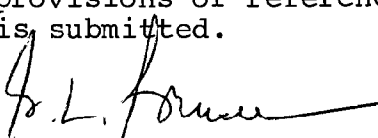
From: Assistant Chief of Staff, Human Affairs Division  
To: Commanding General, 1st Marine Aircraft Wing (Attn:  
G-3 Historical Officer)

Subj: Command Chronology for period 1 July 1974 - 31 Dec 1974

Ref: (a) MCO 5750.1D  
(b) FMFPACO 5750.8B  
(c) WgO 5750.1B

Encl: (1) Human Affairs Division Command Chronology

1. In accordance with the provisions of references (a) through (c), enclosure (1) is submitted.

  
G. L. BRUSER

*Human Affairs Div, 1st MAW*

*Del. Dec 74*

HUMAN AFFAIRS DIVISION  
1st Marine Aircraft Wing  
Fleet Marine Force Pacific

COMMAND CHRONOLOGY

1 July 1974 - 31 December 1974

INDEX

PART I - ORGANIZATIONAL DATA

PART II - NARRATIVE SUMMARY

PART III - SEQUENTIAL LISTING OF SIGNIFICANT EVENTS

## PART I

ORGANIZATIONAL DATA1. DESIGNATION

Human Affairs Division

COMMANDER

LtCol R. G. COURTNEY 1 Jul 74-  
30 Aug 74  
Col G. L. BRUSER 31 Aug 74 -  
31 Dec 74

SUBORDINATE UNITS

NONE

ATTACHED UNITS

NONE

2. LOCATION

1 Jul 74 - 31 Dec 74 MCAS Iwakuni, Japan

3. STAFF OFFICERS

Assistant Chief of Staff (HAD)

LtCol R. G. COURTNEY 1 Jul 74-  
30 Aug 74  
Col G. L. BRUSER 31 Aug 74 -  
31 Dec 74

Deputy Chief of Staff (HAD)

Maj T. C. McCLAY 1 Jul 74 -  
31 Dec 74

Deputy Chief of Staff for  
Special Projects (HAD)

LtCol J. F. GOULD Jr 29 Nov  
74 - 31 Dec 74

Wing Career Planner

1stLt C. L. MOTT 1 Jul 74 -  
31 Jul 74  
Maj C. D. LEA 1 Aug 74 -  
31 Dec 74

Officer Retention Officer

1stLt C. L. MOTT 1 Jul 74 -  
31 Dec 74

OIC Human Relations Training

Capt E. M. COOPER 1 Jul 74-  
19 Jul 74  
Capt J. B. MCKENNY 6 Nov 74-  
31 Dec 74

ENCLOSURE (1)



OIC Joint Counseling Center

LtCmdr A. F. WATTERSON (USN)

1 Jul 74 - 31 Oct 74

LtCmdr J. E. DOWERS (USN)

1 Nov 74 - 31 Dec 74

Wing Drug Abuse Control Officer

1stLt W. L. BAIR 1 Jul 74 -  
31 Dec 74

OIC Postal Services

Capt R. A. KLARMANN 1 Jul 74 -  
31 Dec 74

NCOIC Cultural Center

SSgt R. L. BALL 1 Jul 74 -  
1 Nov 74SSgt L. B. SILVER Jr 2 Nov 74 -  
31 Dec 74

Wing Personnel Services Officer

1stLt J. C. MOORE 1 Jul 74 -  
31 Dec 74

Wing Special Projects Officer

1stLt D. E. COBB Oct 74 -  
31 Dec 744. 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>
10	31	1	0	0	0

ENCLOSURE (1)

## PART II

NARRATIVE SUMMARY

1. The Human Affairs Division has continued to grow and improve in each existing program, as well as expand in overall operation. A Deputy Assistant Chief of Staff for Special projects was added to improve coordination of joint First MAW/MCAS Iwakuni services falling under the cognizance of the Human Affairs Division. The services include Education, Postal Affairs, Special Services, Provost Marshal, Disbursing, Public Affairs, Wing Chaplan and Marine Corps Exchange Activities. A Wing Special Projects Officer was added to facilitate the processing of racial reports and replies to all special correspondence including Congressional Interest Letters (CONGRINTS) Financial Assistance Requests, Welfare Reports (WelReps) and Special Interest Correspondence. Inovative thinking and sound experimentation have been exploited to discover solutions to complex problems in the field of Human Affairs. Continuous self evaluation and adaptation to changing demands have allowed the Human Affairs Division to take major steps forward in its efforts to help meet the human needs of all First Marine Aircraft Wing Marines.

2. The efforts of the Wing Career Planners permitted the First Marine Aircraft Wing to continue to enjoy a higher than average reenlistment rate (44 % first term for the first six months of FY-75). Monthly rates are presented below:

<u>MONTH</u>	<u>1stTERM</u>	<u>CAREER</u>	<u>TOTAL</u>
July	43.6	91.4	62.2
August	33.3	95.8	51.2
September	50.0	88.9	62.1
October	46.3	93.3	58.9
November	51.2	96.8	70.8
December	44.6	94.1	63.3

The Wing Career Planning Office administered various tests to 394 Marines. This total included 337 who were administered the "Area Aptitude Test". Ten Marines from 1st MAW attended the FMFPAC Career information and counseling course for training as career planners for units within the Wing. The Far East Representative of the Department of Labor/Veterans Administration Completed his Quarterly visit to First Marine Aircraft Wing. While aboard MCAS Iwakuni he conducted a seminar for Career Planners on VA benefits and taped a TV show explaining new VA policies and benefits. New policies affecting career decisions were published in the 1st MAW Career Planning Newsletter.

ENCLOSURE (1)

The Wing Career Planning office processed 56 semi-annual Augmentation, 6 Meritorious Augmentation, 6 Extended Active Duty requests, 3 Extended Duty Reservists, 2 Standard Written agreements and the Monthly Reenlistment reports. Wing Career Planning also coordinated programs established to identify and recognize the Outstanding Company Grade Officer of the Month, NCO of the Month, and Marine of the Month.

3. The Human Relations Training Unit continued in its primary mission of training unit discussion leaders for 1st MAW Units, 44 Unit Discussion Leaders each received 120 hours of training and returned to their units to conduct Human Relations Training classes. This section provided additional support for Wing Units through accomplishing the following:

- a. Conducting one hour orientation lectures for 42 HRI classes.
- b. Monitoring discussion sessions during 69 HRI and HRII training periods.
- c. Conducting 11 HRI and HRII classes during which 126 personnel were trained.

During September LtCol COURTNEY AND GySgt ROONEY attended the first annual Human Relations Symposium at HQMC. They obtained valuable information on HRIII classes which was disseminated through the use of experimental HRIII classes conducted during December. During November two CMC Equal Opportunity Consultants visited 1st MAW units for the purpose of evaluating the effectiveness of Human Relations Training and Equal Opportunity Programs. The Commanding General 1st MAW received a verbal debrief of their findings on 19 November 1974. Human Relations training is well established in the 1st MAW:

1,008 Marines received HRI training, while 880 received HRII training. Approximately 83% of 1st MAW Marines have received HRI while 48% have HRII.

4. The 1st MAW Joint Counseling Center is designed to assist Commanders in individual counseling of Marines. Emphasis is placed on contributing to the personal well being of each Marine and thereby enhancing the overall operational efficiency of the Marine Corps. The center is staffed by a Navy Chaplain and two qualified Marine counselors. This staff is augmented by educators and administrative personnel of the Drug and Alcohol Abuse Control Section. The counseling center provides a therapeutic community operating on the premise that persons who have a positive self concept and a purpose for living are better able to face ambiguities of life in a productive rather than destructive manner.

ENCLOSURE (1)

Primary goals are to help the troubled Marines develop a positive self-concept and explore value-oriented ways of adapting to life through self exploration, self expression, education and exposure to alternative life styles. These goals are accomplished through the use of individual and group counseling, classroom instruction with an emphasis on value systems, audio visual aids, physical training sessions and exposure to alternative life styles through guest lectures and field trips. Exploitation of the Live-In Center concept provides maximum exposure to a positive, supportive environment and allows ample time to evaluate each counselee's progress on an individual basis. Counselee's are processed through a 24 day cycle after which they are returned to their units along with a recommendation for disposition. During the period in question 47 Marines were processed through the cycle while approximately 35 per month were seen on a walk in basis.

5. The Drug and Alcohol Abuse Control Section administers the Wing Drug Exemption and Drug and Alcohol Education Programs. Drug Education programs include the overseas Drug Orientation Lecture, presented to all Marine upon reporting aboard and special training classes given to individual units on an as requested basis. These programs stress information which serves to protect the individual. Such information includes facts relating to Japanese Drug Laws, drug availability, the Drug Exemption Program, and Alcohol Abuse. A total of 27 Marines have been granted drug exemption between 1 Jul and 31 Dec 1974, as compared with only 6 Marines during the previous six months.

6. The basic goal of the 1st MAW Cultural Center is succinctly expressed by its motto "Through communication comes better understanding of others". The last half of 1974 saw the scope of the Cultural Center expanding to allow interested Marines to explore the heritage of the Japanese community, as well as their own ethnic backgrounds. Efforts along this line include projects undertaken in support of local orphanages and a performance by the Cultural Center's gospel choir at Jogakin College in Hiroshima. Increased liaison between the Cultural Center and the Human Relations Training Section, the Joint Counseling Center, Special Services, and JACFA has provided new input for existing programs and impetus for future programs. On going programs include the Soul Band, the Rock band and various discussion and study groups. Transfer of the Cultural Center from building 1551 to building 1690 during November greatly added to its physical assets.

7. The 1st MAW Post Office provided responsive postal services throughout the reporting period. Due to train strikes, and

ENCLOSURE (1)

increased mail volume, air support was obtained to transport incoming and outgoing U. S. Mail between MCAS Iwakuni and NAS Atsugi during the following periods:

9Jul - 11Jul74  
18Jul74  
20Jul-21Jul74  
28Oct-1Nov74  
11Nov-23Nov74  
26Nov-31Dec74

During MABLEX 1-74 letter mail was forwarded and handled by 3rd MARDIV Post Office while SAM, PAL and Air Mail parcels were held in the individual unit mail rooms. Branch 14009, New York, New York with five Unit Post Offices under control of the CG was in an inactive status throughout the reporting period.

8. The Wing Personnel Services Officer coordinated several programs designed to contribute to the overall well being and morale of 1st MAW Marines. A total of 1,194 Marines were afforded the opportunity to explore the Far East via R and R flights: 48 visited the Republic of the Philippines, 616 visited OSAN Korea, and 530 visited Taipai, Taiwan. Also six Marines were flown to Yokota AFB for a conference of American Indians in the Far East and 39 Marines were provided free transportation to CONUS via a KC-130 from VMGR-352. On 11 October 1974 a liberty bus program was initiated to provide transportation for Marines returning from liberty in the Kawashimo Area. A total of 4,046 on an average of 87.9 per night Marines have taken advantage of this service. Another valuable service was provided through extensive liaison with USNH Yokosuka effected by a Hospital Visitation Officer who was provided each week during the reporting period. The visitation officer delivered checks and mail and interviewed each Marine concerning any problems or difficulties encountered during his period of hospitalization. Other effective programs administered by the Personnel Services Officer included the Military Police Observer and the Courtesy Patrol Programs. Debriefs of Marines assigned as MP observers indicate that this program helped to promote awareness and generate a more positive attitude toward the MP problem areas on the part of enlisted Marines of this command. Feedback provided by various sources indicates that the Courtesy Patrol was effective in neutralizing irritants and assisting Marines on liberty before they became the objects of possible disciplinary action. The program primarily assisted Marines who, through excessive consumption of alcohol became potential hazards to themselves and to others. The visible, yet low profile approach employed by the Courtesy Patrol was instrumental in fostering more harmonious relations and demonstrating command concern for all Marines.

ENCLOSURE (1)

9. The Human Affairs Division reported a total of 27 racial incidents involving approximately 73 Marines to CG FMFPAC during the reporting period. This total represents an average of 4.5 incidents per month and a rate of only .75 incidents per 1,000 men for the 6 month period. Racial antagonism was considered to be a significant motivating factor in 15 of the 27 incidents reported.

10. This Division processed 187 pieces of Special Correspondence between 1 Jul and 31 Dec 1974. These included 99 Congressional Interest inquiries, 51 Financial Assistance requests, 19 Welfare Reports, and 8 Special Interest Letters. These figures yield an average of 31.2 pieces of special correspondence per month and a rate of 2.4 pieces per 100 men for the total six months period.

11. In order to assist the individual Marine in adapting to an unfamiliar culture and adjusting to separation from his family, the Human Affairs Division coordinated and continually updated a Welcome Aboard program presented to each incoming group of Marines. This program presented information on a variety of relevant topics including Japanese culture and language, traffic laws, drug laws, educational opportunities, recreational opportunities, travel, VD, Counter intelligence, drug and alcohol abuse, support of dependents and sources of help for personal problems. Emphasis was placed on showing the "NEW" Marine how to have a rewarding and productive tour. Points which were especially stressed were:

- (a) The many available opportunities for educational and professional advancement.
- (b) Opportunities for broadening and enriching one's experience through exposure to a new and different culture.
- (c) Information useful in avoiding trouble with Japanese and Military authorities

ENCLOSURE (1)

## PART III

SEQUENTIAL LISTING OF SIGNIFICANT EVENTS

3 Jul 1974	MWHS-1 FMI
8 Jul - 2 Aug 1974	UDL Class 5-74 conducted. 10 UDL's graduated on 10 Aug 74. Guest Speaker Col LEWIS MAG-12 CO
9 Jul - 11 Jul 1974	Mail Airlifted
15 Jul 1974	Live in Barracks changed from 1361 to 1580
15 Jul - 18 Jul 1974	MAG-12 FMI
15 Jul - 6 Sep 1974	Sgt MITCHELL attended the Naval Drug and alcohol counseling school Miramar Calif
18 Jul 1974	Mail Airlifted
20 Jul - 21 Jul 1974	Mail Airlifted
1 Aug - 6 Aug 1974	6 Marines attended conference of Indians in Far East at Yokosuka
2 Aug 1974	MAG-15 FMI
6 Aug - 16 Aug 1974	MAG-36 FMI
12 Aug - 30 Aug 1974	UDL Class 6-74 conducted. 6 UDL's graduated on 30 Aug 1974. Guest Speaker CAPT HEATH Wing Chaplain
30 Aug 1974	Submitted test results on Officer GCT.
3 Sep - 20 Sep 1974	UDL Class 7-74 conducted, 18 UDL's graduated on 20 Sep 1974. Guest speaker Col HAGAMAN MAG-15 CO.
4 Sep - 5 Sep 1974	Department of Labor/Veteran Administration representative visited 1st MAW
23 Sep - 27 Sep 1974	LtCol COURTNEY and GySgt ROONEY attended first annual Human Relations Symposium at HQMC

ENCLOSURE (1)

27 Sep - 1 Nov 1974	Sgt PERKINS attended Drug Abuse Education specialist school, NTC SDiego
30 Sep 1974	Submitted results on Area Aptitude test
4 Oct - 8 Oct 1974	GySgt ROBINSON completed Staff visit MAG-36
7 Oct - 25 Oct 1974	UDL, class 8-74 conducted, 10 UDL's graduated 25 Oct 1974. Guest speaker Capt HEATH Wing Chaplain
11 Oct 1974	Freezer donated to Garden of Light childrens Home
11 Oct - 14 Oct 1974	Sgt CABLE attended National Drug Education Center Course at the Univ of Oklahoma
15 Oct - 19 Oct 1974	LtCol FLORIO and Capt HEMMING from Officer Monitor Section HQMC visited 1st MAW
28 Oct - 1 Nov 1974	Mail Airlifted
11 Nov - 22 Nov 1974	Chaplain DOWERS attended the Alcohol Familiarization and Theory course at San Diego
11 Nov - 23 Nov 1974	Mail Airlifted
15 Nov 1974	Cultural Center moved from Bldg 1551 to Bldg 1690
16 Nov - 19 Nov 1974	Mr JACKSON and Mr GROS CMC Equal Opportunity Consultant visited 1st MAW units. Oral debrief with CG given by Mr JACKSON on 19 Nov 1974
19 Nov - 23 Nov 1974	Maj LEA and SSgt PAINE completed staff visit to MAG-36
23 Nov 1974	Cultural Center Gospel Choir gave a performance at Jogakuin College in Hiroshima
26 Nov - 31 Dec 1974	MAIL Airlifted

ENCLOSURE (1)



2 Dec - 13 Dec 1974

Experimental HRIII classes conducted  
27 persons trained

18 Dec 1974

KC 130 departed for CONUS with 39  
passengers aboard

21 Dec 1974

Christmas Party for Garden of Light  
Childrens Home

23 Dec 1974

VMA(AW) 533 FMI

ENCLOSURE (1)

CONSOLIDATED PUBLIC AFFAIRS OFFICE  
U. S. MARINE CORPS AIR STATION  
and  
1st Marine Aircraft Wing  
FPO Seattle, Wash. 98764

PA:SDT:ead  
5750  
15 Jan 1975

From: Consolidated Public Affairs Officer  
To: Commanding General, 1st Marine Aircraft Wing (Attn: G-3 Historical)  
Subj: Command Chronology for period 1 July 1974 to 31 December 1974  
Ref: (a) MCO 5750.1D  
(b) FMFPacO 5750.8  
(c) ForO 5750.1B  
(d) WgO 5750.1B

Encl: (1) Consolidated Public Affairs, Wing Command Chronology

1. In accordance with the provisions of references (a) through (d), enclosure (1) is submitted.

  
S. D. TURNER

*PHO MCHS + 1st MCHS*

*Just the way*

CONSOLIDATED PUBLIC AFFAIRS OFFICE  
U. S. MARINE CORPS AIR STATION  
and  
1st Marine Aircraft Wing  
FPO Seattle, Wash. 98764

COMMAND CHRONOLOGY

1 July 1974 to 31 December 1974

INDEX

Part I - ORGANIZATIONAL DATA

Part II - NARRATIVE SUMMARY

Part III - SEQUENTIAL LISTING OF SIGNIFICANT EVENTS

Part IV - SUPPORTING DOCUMENTS

## PART I

ORGANIZATIONAL DATA1. DESIGNATION

Consolidated Public Affairs Officer

COMMANDER

CWO T. W. TURNER, 1 July  
to 25 July 1974.  
Maj. H. F. CROUCH, 26  
July to 31 August 1974.  
LtCol. T. R. JOHNSON,  
1 Sept to 25 Nov 1974.  
Maj. S. D. TURNER, 26  
Nov to 31 Dec 1974.

SUBORDINATE UNITS

None

None

ATTACHED UNITS

None

None

2. LOCATION

1 July 1974 - 31 December 1974: MCAS, Iwakuni, Japan

3. STAFF OFFICERS

Assistant Consolidated Public Affairs Officer

Vacant

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>
1	10	0	0	0	0

## PART II

NARRATIVE SUMMARY

This office submitted Fleet Home Town News Releases on Wing Personnel and prepared and distributed news releases and photographs to U. S., Japanese and military news media.

## PART III

SEQUENTIAL LISTING OF SIGNIFICANT EVENTS

- a. FLEET HOME TOWN NEWS PROGRAM: 2,442 forms on Wing Personnel were processed during the reporting period and forwarded to the Fleet Home Town News Center, (TAB A to Enclosure (1)).
- b. NEWS RELEASES TO MEDIA: During the reporting period 78 news releases were distributed to civilian and military media. Other stories and photos were provided to the Terii Teller only, and are not included. (See TAB B to Enclosure (1) for news releases and TAB C for copies of the Terii Teller).
- c. DEPLOYMENTS: During the period, one enlisted was TAD to 31st MAU from 1 July 1974 to 7 Sept 1974.

PART IVSUPPORTING DOCUMENTSTAB

- ✓ a. Air Station Bulletins 5724 concerning Fleet Home Town Program.
- b. News Releases (78), with photographs. *(Reference unit)*
- c. Terii Tellers for reporting period. *(On file in Library)*

UNITED STATES MARINE CORPS  
U. S. Marine Corps Air Station  
FPO Seattle 98764

MCASBul 5724  
PAO/HFC/hh  
30 Sep 1974

AIR STATION BULLETIN 5724

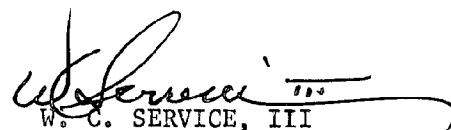
From: Commanding Officer  
To: Distribution List

Subj: August 1974 Unit Performance in the Fleet Home Town News Program

Ref: (a) MCASO 5724.1

Encl: (1) Fleet Home Town News Program Performance Statistics, August 1974

1. Purpose. To report unit performance in the Fleet Home Town News Program for the month of August 1974.
2. Information. Enclosure (1) is the monthly report of unit performance, including comparative figures for the preceding 12 months. The Fleet Home Town News Program is managed primarily by Technical Information Contact Officers (TICO's) of squadron-level units of the Marine Corps Air Station and its tenant commands. Comprehensive guidance to commanding officers and TICO's is contained in reference (a).
  - a. Unacceptable forms received by the Consolidated Public Affairs Office are not included in enclosure (1), but are returned to commanding officers with their deficiencies noted.
  - b. During deployments, commanding officers are authorized to release directly to the Director, Fleet Home Town News Center, Naval Training Center, Great Lakes, Ill. 60088. Forms thus released, however, will be credited on this monthly performance summary only when reported to the Consolidated Public Affairs Officer (Attn: Admin Chief).
3. Action. Commanding Officers will ensure a high level of participation in the Fleet Home Town News Program as consistent with unit strength and mission requirements.
4. Concurrence. The Commanding General, 1st Marine Aircraft Wing and all tenant units concur in the contents of this Bulletin insofar as it pertains to their commands.
5. Self-cancellation. 30 October 1974.

  
W. C. SERVICE, III  
By direction

DISTRIBUTION: "A" plus 10(10)

TAB A

MCASBu1 5724  
30 Sep 1974

FLEET HOME TOWN NEWS PROGRAM  
PERFORMANCE STATISTICS  
August 1974

	<u>Aug</u> <u>73</u>	<u>Sep</u> <u>73</u>	<u>Oct</u> <u>73</u>	<u>Nov</u> <u>73</u>	<u>Dec</u> <u>73</u>	<u>Jan</u> <u>74</u>	<u>Feb</u> <u>74</u>	<u>Mar</u> <u>74</u>	<u>Apr</u> <u>74</u>	<u>May</u> <u>74</u>	<u>Jun</u> <u>74</u>	<u>Jul</u> <u>74</u>	<u>Aug</u> <u>74</u>
<u>MCAS (H&amp;HS)</u>	12	7	6	8	2	18	1	16	3	9	1	0	20
<u>NASU</u>	9	0	10	0	0	22	20	9	1	5	31	23	37
<u>PATWINGONE DET</u>	0	0	0	0	0	0	0	0	0	2	0	0	0
<u>1st MAW</u>	179	258	174	381	258	438	550	417	349	506	413	456	539
MWHS-1	89	61	20	55	40	53	32	69	54	56	7	4	27
11th Dent Co	0	5	0	0	0	0	0	0	0	0	0	0	0
MAG-12	23	10	49	129	124	77	139	170	92	167	142	97	197
H&MS-12	0	2	1	40	33	23	3	34	8	44	63	64	111
MABS-12	5	0	28	31	25	20	40	59	42	38	32	18	30
VMA-211	4	8	3	38	45	26	0	0	0	65	30	10	5
VMA-311	0	0	0	0	7	7	16	66	17	5	9	1	0
VMA(AW)-533	14	0	17	20	14	1	80	11	25	15	8	5	51
MAG-15	45	161	44	100	58	218	268	87	118	187	116	221	232
H&MS-15	6	0	0	29	0	0	20	17	3	57	32	27	58
MABS-15	0	21	19	15	6	22	20	13	13	12	29	7	28
VMCJ-1	23	0	0	26	36	35	34	38	22	19	23	15	23
VMFA-115	12	7	4	0	16	18	157	11	80	31	21	25	18
VMFA-232	4	133	21	30	0	138	37	8	0	68	11	147	105
MWSG-17	0	4	35	43	6	74	56	53	47	58	83	65	38
H&MS-17	0	4	0	23	0	45	47	40	26	31	63	46	29
WERS-17	0	0	35	20	6	29	9	13	21	27	20	19	9
MAGG-18	22	17	26	54	30	21	55	38	38	38	65	69	45
H&HS-18	13	0	10	14	0	4	2	0	5	6	28	15	8
MWCS-18	9	17	16	40	30	17	53	38	33	32	37	54	37
<u>GRAND TOTAL</u>	200	265	190	389	260	478	571	442	353	522	445	479	596

ENCLOSURE (1)

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

57:DRM:cfm  
5750  
14 January 1975

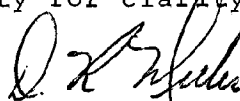
From: Assistant Chief of Staff, Management  
To: Assistant Chief of Staff, G-3

Subj: Command Chronology for Period 1 July to 31 December 1974

Ref: (a) WgO 5750.1B

Encl: (1) Management Command Chronology  
(2) 6th FASC Command Chronology

1. In accordance with the provisions of reference (a), enclosures (1) and (2) are submitted. Although 6th FASC is under the cognizance of the Management Division, it's Command Chronology is submitted as a separate identity for clarity of reporting.

  
D. R. MILLER

*Ag/S Management, let mail*

*File Dec 74*



MANAGEMENT DIVISION

COMMAND CHRONOLOGY

1 July 1974 to 31 December 1974

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ENCLOSURE (1)

UNCLASS

## PART I

1. Designation

Wing Management Division

2. Location

1 July - 31 December MCAS, Iwakuni, Japan

3. Staff Officers

Assistant Chief of Staff, Management

LtCol T. M. HEARN (1 July - 22 August)

LtCol D. R. MILLER (23 August - 31 December)

Readiness Officer

Capt R. B. PYLES (1 July - 27 August)

CWO-4 G. E. MARCHESO (28 August - 31 December)

U-1500/ADP Coordinator

CWO-3 D. J. SMITH (1 July - 1 August)

Capt D. T. SCHANZENBACH (2 August - 20 November)

Capt E. L. IRELAND (21 November - 31 December)

3M Analysis Officer

Capt L. L. SKATOFF (1 July - 1 November)

MSgt G. A. HIATT (2 November - 31 December)

NCOIC NAMP School

MSgt J. P. MCCLUSICK (1 July - 8 August)

GySgt R. MULLINS (9 August - 27 September)

GySgt D. J. WERNER (28 September - 31 December)

4. Average Monthly Strength

MARINE OFFICERS

MARINE ENLISTED

4

18

## PART II

NARRATIVE SUMMARY

1. Unscheduled U-1500 maintenance was major problem early in the report period. Analysis of difficulties indicated that most problems centered around UPS and High Speed Printer. Extent of problem reaffirmed the need for on-site UNIVAC Tech Rep, an adequate supply of spare parts, and the backup support provided other Groups by the MWHS-1 equipment.
2. Management Division representatives participated in Wing CPX during period 23-24 October. Duration and nature of exercise limited active involvement. A noteworthy event was the deployment of the MWHS-1 U-1500 to the CPX site. Movement was made without major incident. Although U-1500 software is not designed to support non-supply staff functions, flexibility of FIANA utility programs permits wide adaptation for such uses.
3. Readiness of Combat Essential Equipment (MCBul 3000) continued to improve during the period reaching a high point of 84.1% during the week of 3 December 1974.
4. Renewed emphasis was placed on accuracy of FORSTAT reporting. A programmed Instruction booklet was prepared for Wing-wide distribution, while a FORSTAT school was conducted for Wing Okinawa based units on 10-11 December. Similiar schools will be conducted for Iwakuni units early in CY 75.
5. 6th Force Automated Services Center (6th FASC) was officially activated on 15 December 1974. See enclosure (2).
6. A Christmas card cover design contest was held in September and a subsequent sales program resulted in 10,878 cards being sold to Wing members at no cost to government. Excess monies of \$107.62 were turned over to Human Affairs Division for distribution to a local charity.
7. The Naval Aviation Maintenance Program (NAMP) School graduated 160 students during the last half of the calendar year. The combined throughput for the Supervisor and Basic course during CY 74 was 305.
8. Sixteen Beneficial Suggestions were submitted into the Wing Management Improvement Program during the period. Although some of these suggestions are still being evaluated, savings in excess of \$3,200 have been accrued to date while \$290.00 in awards have been distributed.
9. Implementation of Flight Readiness Evaluation Data System (FREDS) was delayed until May 1975 pending resolution of system problems by the design agency.

PART III

SEQUENTIAL LISTING OF SIGNIFICANT EVENTS

23 August 1974	LtCol MILLER relieved LtCol HEARN as Assistant Chief of Staff, Management
24-24 October 1974	Wing CPX. U-1500 deployed to support exercise
15 December 1974	6th FASC activated (See enclosure (2))

PART IV

SUPPORTING DOCUMENTS

- ✓ TAB A Wing revised MARES Log Order (WgO P3000.3A)
- TAB B Wing revised SOP for Maintenance Data Collection System (MDCS) of the Naval Aviation Maintenance Program (NAMP). (WgO 4790.3A)
- TAB C SOP for Daily Automated Maintenance System (DAMS) (WgO P5230.5)

UNITED STATES MARINE CORPS  
Headquarters  
1st Marine Aircraft Wing  
Fleet Marine Force Pacific  
FPO San Francisco 96602

WgO P3000.3A  
57:GEM:cfm  
14 Nov 1974

WING ORDER P3000.3A

From: Commanding General  
To: Distribution List

Subj: Marine Automated Readiness Evaluation System, Logistics  
(MARES LOG)

Ref: (a) MCO 4400.135  
(b) MCO 4400.136  
(c) JCS Pub 6, Vol II, Part 2, Chapter 1

Encl: (1) Locator Sheet

Reports Required: I. Supply Status Report (LM1)  
II. Equipment Status Report (LM2)  
III. MARES Logistics Remarks (RM4)

1. Purpose. To establish certain special reporting procedures for use within the First Marine Aircraft Wing and to publish information and guidance to assist units in the preparation and submission of data required by the Commandant of the Marine Corps in conjunction with the Marine Automated Readiness Evaluation System, Logistics (MARES LOG).

2. Cancellation. WgO P3000.3.

3. Background. MARES LOG reporting is a command function which enables a reporting unit to compile the information required to establish a valid evaluation of equipment supplies on hand and equipment readiness as required by the Joint Reporting Structure (JRS) Force Status and Identity Report (FORSTAT). Additionally it is a vital management tool which enables the unit commander to receive expedited supply support in deficient and/or deadlined equipment in order to maintain the readiness posture that is required to effectively perform his T/O mission.

4. Action. This order prescribes procedures for implementation of MARES Logistics reporting in compliance with references (a) and (b) and for continuity with reference (c). Special instructions which amplify instructions contained in references (a) and (b) are defined herein.

5. Changes. Interim changes to this order will be distributed by message traffic originated by this Headquarters. Periodically, all interim changes will be compiled and distributed as page changes to this Order. MARES Logistics Standing Operating Procedures of subordinate commands will conform with the provisions of this order.

WgO P3000.3A  
14 Nov 1974

LOCATOR SHEET

Subj: Marine Automated Readiness Evaluation System, Logistic

(MARES LOG)

Location:

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

ENCLOSURE (1)

## MAINTAINING AUTOMATED READINESS EVALUATION SYSTEM, LOGISTICS

## CHANGE RECORD

Log completed change action, as indicated.

Change Number	Date of Change	Date Received	Date Entered	Signature of Person Entering Change



## LINE AUTOMATED READINESS EVALUATION SYSTEM, LOGISTICS

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## MARINE AUTOMATED READINESS EVALUATION SYSTEM, LOGISTICS

## SECTION I

## ORGANIZATION AND SUPPORT

## 101 THE WING LEVEL

1. The First Marine Aircraft Wing will maintain a Readiness Information Center under the administrative control of the Management Division. This section will be composed of one officer and two enlisted members.
2. The Readiness Information Center will review input from all First Marine Aircraft Wing organizations for proper format. Data in proper format will be processed and forwarded in accordance with MCO 4400.135. Data not in proper format will be returned to the originator for correction and resubmission.
3. MARES LOG reports will be distributed in accordance with MCO 4400.135, enclosure (1) figure 1-3, to cognizant Wing Staff Divisions, Groups and MWHS-1 for further distribution within their sections/subordinate organizations as applicable.
4. Additional responsibilities of the Readiness Information Center are beyond the scope of this Order and are not, therefore, defined herein.
5. In accordance with MCO P4790.2, The Maintenance Management Officer is tasked to monitor First Marine Aircraft Wing's MARES LOG reporting, ensuring that timely and accurate MARES LOG information is displayed in the First Marine Aircraft Wing's MARES Logistics data file. Discrepancies will be resolved with the reporting unit.
6. First Marine Aircraft Wing's Supply Officer will be responsible for monitoring the Supply Status Report (LMI) to ensure timely and accurate reporting is maintained by subordinate units. Discrepancies will be resolved with the reporting unit.

## 102 THE GROUP LEVEL

1. Group commanders will assign, in writing, a Group MARES Logistics Officer and clerk. These may be assigned as collateral duties, but MARES LOG reporting must take precedence over other duties.
2. Groups will not batch reports. It will be the responsibility of the MARES LOG Officer to ensure that all reports are reviewed, staffed and forwarded to this Headquarters, on locally produced worksheets, within 24 hours of receipt. Additionally, the MARES LOG Officer must frequently screen the various MARES LOG Data File displays to ensure their accuracy.

## MARINE AUTOMATED READINESS EVALUATION SYSTEM, LOGISTICS

## 105 CONTINUITY

1. Every organizational MARES LOG Officer is required to maintain both a general desk top procedures and a comprehensive turnover jacket.
2. Records of submissions will be maintained until such time as they appear in one of the various data file listings.
3. When a change in MARES LOG personnel is foreseeable, sufficient overlap of personnel should be allowed so as to provide continuity. It is recommended that each MARES LOG Officer spend at least two weeks with his intended relief.
4. Each Group and MWHS-1 must provide the Commanding General, 1st Marine Aircraft Wing (Attn: AC/S, Management) with a current list of MARES LOG personnel assigned to include Squadron/Unit, building number and telephone number. The initial list is due upon receipt of this Order. Subsequent lists are due upon any change of personnel assigned.

## 106 AUTOMATED SERVICES CENTER SUPPORT

1. The Readiness Information Center will endeavor to key-punch normal reports traffic using on hand keypunch assets. Under irregular circumstances, assistance from the local Automated Services Center (ASC) may be requested. Assistance will be provided to the extent feasible by the center's director.
2. The Wing ASC is tasked to perform all computer processing required to support the MARES Logistics reporting system and to provide such technical assistance that may be required to identify program errors.

## 107 DATA SECURITY

1. In accordance with MCO 4400.136, MARES LOG reporting is UNCLASSIFIED.

## 108 DATA TRANSMISSION

1. MWHS-1 and Groups located at Iwakuni will provide whatever courier service is necessary to ensure prompt submission of data to, and pickup of printouts from the Wing Readiness Information Center.
2. Groups and/or Units not located at Iwakuni may utilize whatever means available to ensure prompt arrival of data at the Wing Readiness Information Center. Utilization of teletype message or electronic data transmission facilities is preferred when submitting reports. When using teletype message, the message will be drafted as defined in B, Annex G, Sec 1 of JCS Pub 6, Vol II, Part 2, Chapter 1.

## MARINE AUTOMATED READINESS EVALUATION SYSTEM, LOGISTICS

## SECTION II

## REPORT GUIDANCE

## 201 FUNCTION

1. MARES Logistics is designed to depict logistical resource availability and thereby allow for the determination of probable contingency capability. This function may be served only by timely and accurate data submissions.
2. The reporting system is not intended to be a requisitioning medium but is intended to reflect the impact, on readiness, of legitimate deficiencies.

## 202 CRITERIA

1. MARES Logistics reporting will be accomplished as directed by MCO 4400,135 and MCO 4400,136 using the table of MARES LOG reportable items published semiannually by MCBul in the 3000 series. This Headquarters or higher Headquarters may, from time to time, require that certain equipments, in addition to MCBul 3000, be reported.
2. It is essential that the MARES LOG report be continuously monitored in regards to FORSTAT readiness. The following sections of JCS Pub 6, Vol II, Part 2, Chapter 1 set forth readiness criteria:
  - a. TAB C, Annex A, Section 6.
  - b. Annex D, Section 6.
  - c. TAB A, Annex C, Section 13.
  - d. TAB B, Annex C, Section 13.
3. MARES LOG Officers will be familiar with these sections and provide their respective FORSTAT Officer with any data that indicates that readiness has already changed or that a trend exists which indicates a possible future change in readiness.

## MARINE AUTOMATED READINESS EVALUATION SYSTEM, LOGISTICS

## SECTION III

## SUPPLY STATUS REPORT (LM1)

## 301 GENERAL

1. The Supply Status Report (LM1) will be submitted in accordance with MCO 4400.135 and MCO 4400.136.

## 302 CRITERIA

1. In order to further define unsatisfactory supply support, First Marine Aircraft Wing units will:

a. Submit an LM1 to this Headquarters, on the 11th day following the requisition document draft date, when all criteria defined in MCO 4400.135, enclosure (2), Paragraph 2a(5)(a), has been met.

b. Submit an LM1 to this Headquarters, on the 16th or 31st day, as applicable, following the requisition document draft date, when all criteria defined in MCO 4400.135, enclosure (2), paragraph 2a(5)(b) has been met.

c. Special guidance for submission of LM1 reports may be received by communicating with the First Marine Aircraft Wing's Readiness Information Center.

## 303 LM1 EXPIDITE/FOLLOWUP ACTION

1. After criteria set forth in MCO 4400.135, enclosure (3), paragraph 2 have been met and a message is deemed necessary, the reporting unit will initiate the message routing to First Marine Aircraft Wing's Supply Officer for concurrence and release.

MARINE AUTOMATED READINESS EVALUATION SYSTEM, LOGISTICS

SECTION IV

EQUIPMENT STATUS REPORT (LM2)

401 GENERAL

1. The Equipment Status Report (LM2) will be submitted in accordance with MCO 4400.135 and MCO 4400.136, reporting on equipment listed on the current MCBul 3000 and any supplemental listing provided by Commanding General, Fleet Marine Force Pacific or Commanding General, First Marine Aircraft Wing.

402 CRITERIA

1. Equipment will not be reported in a higher echelon of NORM, NORS or TRANSIT than the reporting unit is capable of performing. When the equipment is evacuated to a support unit, the support unit will submit an LM2 on which they will assign the appropriate NORM or NORS status.

## MARINE AUTOMATED READINESS EVALUATION SYSTEM, LOGISTICS

## SECTION V

## MARES REMARKS (RM3)

## 501 GENERAL

1. MARES REMARKS (RM3) are not a part of the MARES LOG reporting system. MARES Logistics, however, is a portion of the MARES reporting system. MARES Logistic data in a narrative form must be entered into the MARES reporting system when logistic degradations effect the combat readiness of the reporting unit.

## 502 RESPONSIBILITY

1. The unit MARES Logistics Officer must provide the unit FORSTAT Officer all data needed to highlight problem areas and to substantiate readiness degradations. The unit FORSTAT Officer in turn, will format the data, then staff and forward this data to the next higher level of command for insertion into the units FORSTAT report. Data must be continuously updated until such time that the problem or deficiency no longer exists.

## MARINE AUTOMATED READINESS EVALUATION SYSTEM, LOGISTICS

## SECTION VI

## MARES LOGISTICS REMARKS (RM4)

## 601 GENERAL

1. MARES Logistics Remarks will be submitted as required by MCO 4400.135 and MCO 4400.136. Remark Data Label REQNO is a Supply Status Remark and will be used in connection with card type LM1. Remark Data Label TAMCN is a Equipment Status Remark and is used in connection with card type LM2. Only one TAMCN remark may reside in the data base for any of the different TAMCN's reported on card type LM2. This includes instances when a secondary control of ADMDL is used. Up to nine lines of narrative may be included in any remark submitted.



UNITED STATES MARINE CORPS  
Headquarters  
1st Marine Aircraft Wing  
Fleet Marine Force, Pacific  
FPO San Francisco 96602

WgO 4790.3A  
57:LLS:cfm  
13 Aug 1974

WING ORDER 4790.3A

From: Commanding General  
To: Distribution List

Subj: Standing Operating Procedures for the Maintenance  
Data Collection System (MDCS) of the Naval/Aviation  
Maintenance Program (NAMP)

Ref: (a) OPNAVINST 4790.2A

Encl: (1) 1stMAW Maintenance and Material Management  
Program

1. Purpose. To publish a comprehensive guide for reporting maintenance and material data under the Maintenance Data Collection System (MDCS) of the Naval Aviation Maintenance Program (NAMP).

2. Cancellation. WgO P4790.3

3. Action

a. This Order applies to all 1st Marine Aircraft Wing Reporting Custodians of Naval Aircraft and their Maintenance and Supply Support Activities.

b. This Order is published to supplement reference (a) and other pertinent higher command directives with regard to the MDCS, by establishing 1st Marine Aircraft Wing Interpretations, Programs and Procedures.


c. In the event this Order is in conflict with policies or procedures prescribed by higher authority, the latter will apply and the Commanding General (Attn: Systems Analysis Officer) will be advised.

d. A copy of this Order will be available in each Maintenance and Aviation Supply Work Center of 1st Marine Aircraft Wing Reporting Custodians.

WgO 4790.3A

13 Aug 1974

4. Information. Changes to this Order will be promulgated as often as necessary to reflect policy and procedures changes applicable to the Maintenance Data Collection System within the 1st Marine Aircraft Wing.

  
KENNY C. PALMER  
Chief of Staff

DISTRIBUTION "A", "B" and "D" Plus  
Wing Mgt (50)

WgO 4790.3A  
13 Aug 1974

1st MAW Maintenance and Material  
Management Program

1. Maintenance Data Collection System (MDCS)

a. The Chief of Naval Operations emphasizes that "Command attention" is a key factor in achieving the objectives of the Naval Aviation Maintenance Program (NAMP).

b. The Maintenance Data Collection System MDCS applies to all aircraft, personnel, ground support equipment and material in accordance with OPNAVINST 4790.2A. The MDCS is designed to provide maintenance and supply managers with the information necessary to optimize 1st Marine Aircraft Wing assets utilization.

2. Responsibilities

a. Commanding Officers. Commanding Officers will be guided by Chapter I, Volume III of OPNAVINST 4790.2A and will provide command emphasis and guidance as outlined.

b. Aircraft Maintenance Officers. Maintenance Officers and Assistant Maintenance Officers will be guided by Chapter 4, Volume II and all Chapters of Volume III of OPNAVINST 4790.2A with regard to responsibilities and functions of the MDCS.

c. Maintenance/Material Control Officers. Maintenance/Material Control Officers will be guided by Chapter 5, Volume II and all Chapters of Volume III of OPNAVINST 4790.2A and will perform the functions and responsibilities of the MDCS as outlined.

d. Aircraft Maintenance Department Division Officer Division Officers will be guided by Chapter 4, Volume II and all Chapters of Volume III of OPNAVINST 4790.2A with regard to functions and responsibilities of the MDCS.

e. Work Center Supervisors. Work Center Supervisors will be familiar with the contents of Volume III of OPNAVINST 4790.2A. Strict adherence to this Volume is required to ensure that the data generated is accurate, timely and properly submitted.

f. Wing Analysis Section

(1) The Wing Analysis Section shall function as a staff section under the cognizance of the Assistant Chief of Staff, Management.

ENCLOSURE (1)

AWG 4790.3A  
13 Aug 1974

(2) Specific duties and tasks of the Analysis Section in addition to the responsibilities outlined in OPNAVINST 4790.2A are as follows:

(a) Coordinate and monitor the overall operation of the Maintenance Data Collection System (MDCS) within the 1st Marine Aircraft Wing.

(b) Inform maintenance managers and group Analysis Sections of all areas in MDCS reporting showing deficiencies.

(c) Perform all necessary liaison between supported Marine Aircraft Groups and supporting Data Processing.

(d) Perform overall analysis of the 1st Marine Aircraft Wing maintenance data and provide detailed analysis of suspected problem areas.

(e) Prepare and distribute a Monthly Maintenance Summary.

(f) Prepare and distribute MDCS newsletters as required.

(g) Monitor MDCS reports generated by the supporting Data Processing Section to ensure completeness and accuracy in accordance with NAMP Maintenance Data Collection System.

(h) Monitor assignment of analysis personnel (MOS 6083) to supported Marine Aircraft Groups with recommendations made to the Assistant Chief of Staff, G-1.

(i) Perform assistance visits to Marine Aircraft Groups when required.

(j) Conduct monthly review of MDCS Data.

(k) Oversee and support the functioning of the 1st Marine Aircraft Wing NAMP School.

#### g. Group Analysis Sections

(1) Group Analysis Sections will function as a special staff section under the cognizance of the Group Aircraft Maintenance Officer.

ENCLOSURE (1)  
11 2010

WgO 4790.3A  
13 Aug 1974

(2) The Group Analysis Sections will be responsible for, but not limited to the below listed functions:

(a) Manage, coordinate and monitor the MDCS within the Group.

(b) Perform necessary liaison between supported squadrons and the Wing Analysis Section for all matters pertaining to MDCS.

(c) Prepare and distribute in accordance with COMNAVAIRPACINST 4790.7 a Group Monthly Maintenance Summary with the aid of supported squadron analysts.

(d) Perform assistance visits to supported squadrons as necessary.

(e) Provide MDCS technical training for squadrons of the group as required.

(f) Monitor the assignment of analysis personnel (MOS 6083) to supported squadrons with recommendations made to the Group S-1.

(g) Ensure data from supported units is forwarded to the local data processing section in a timely manner.

(h) Ensure that Group and Squadron personnel receive up-to-date 3M training at the 1st Marine Aircraft Wing NAMP School.

(i) Perform overall analysis of Group maintenance data, and provide detailed analysis of suspected problem areas.

#### h. Squadron Analysis Division

(1) The Squadron Analysis Division functions as a Staff Division of the Aircraft Maintenance Department.

(2) In addition to the Analysis Division responsibilities outlined in OPNAVINST 4790.2A the squadron analysis division will perform the following functions:

(a) Manage, coordinate and monitor the overall MDCS operation within the squadron.

(b) Perform overall analysis of squadron maintenance functions and provide detailed analysis of problem areas.

ENCLOSURE (1)

WgO 4790.3A  
13 Aug 1974

(c) Provide assistance to the Group Analysis Section in conducting MDCS training as required by the squadron.

(d) Ensure the correctness of master rosters (MHA-00, GSE-1 and ASD-00), and provide assistance to work centers in the correction of these reports.

(e) Review source documents and daily reports for accuracy and completeness.

(f) Assist squadron personnel in the interpretation of MDCS directives and reports.

(g) Coordinate with the Group Analysis Section in the development of any special reports that may be required.

(h) Ensure that all personnel are required to check in/out with the squadron analysis upon assignment, transfer or departure for/return from TAD.

(i) Ensure that squadron personnel receive up-to-date 3M training at the 1st Marine Aircraft Wing NAMP School.

### 3. Data Analysis

a. In order to fully utilize the information made available through the MDCS, Marine Aircraft Groups and Squadrons will establish Analysis Sections in accordance with existing Tables of Organization. Enlisted personnel assigned to the Analysis Sections should be formally trained as Maintenance Data Analysis Technicians and possess an MOS of 6083. In the event a sufficient number of trained personnel are not available, the Analysis Section may be staffed during the interim by otherwise qualified personnel who are familiar with MDCS procedures and policies. Analysis billets are primary duties, and will not be assigned as collateral duties.

### 4. Monthly Maintenance Summary

a. One of the primary functions of the Group Analysis Section is to collect the information generated by source documents, convert this data by analysis, compile it into information in a Monthly Maintenance Summary. The text and distribution of the Monthly Maintenance Summary is regulated by COMNAVAIRPACINST 4790.7.

ENCLOSURE (1)

WgO 4790.3A  
13 Aug 1974

b. Each Squadron Analyst shall prepare charts/graphs and narratives as required by COMNAVAIRPACINST 4790.7 for his squadron to be included in the consolidated Group Summary.

#### 5. Maintenance Data Collection System (MDCS) Records and Reports

a. Records and Reports. Maintenance Data Collection System (MDCS) reports are produced by the local Data Processing Section, and provided to the reporting units, as well as to other cognizant commands. These reports contain information which was documented and submitted by Maintenance/Supply organizations. The accuracy of reports, therefore, depends primarily upon the reporting units. Daily reports must be screened by the submitting organizations for the purpose of ensuring validity of the data. Corrections must be forwarded to the Data Processing Section within 24 hours of receipt of the incorrect report, in order to ensure that corrections are processed prior to forwarding of the data to the Maintenance Support Office (MSO). Procedures for correction of erroneous data are found in OPNAVINST 4790.2A, OPNAVINST 5442.2 and in MSDO Command and Management Manual (MSDO Document #M-001, CM-02A).

b. Review of Reports. The following is the minimum requirement for those management or staff positions which will review the reports as indicated prior to filing:

<u>REPORT</u>	<u>REVIEWED BY</u>
Daily Production Rpt (MDR-1)	Work Center Super., Analyst
Daily ASD-1 Rpt	Maintenance Control, Ops., and Analyst
Daily ASD-2 Rpt	Maintenance Control, Analyst
Monthly Production Rpt (MDR-2)	Work Center Super., Maintenance Control Super., and Analyst
Monthly ASD-3 Rpt	Maintenance Control, Analyst and Ops.
Daily/Monthly MHA Rpts (MHA-1 and MHA-00)	Work Center Super., Analyst
Daily/Monthly GSE Rpts (GSE-1 GSE-2 and GSE-3)	Work Center Super., Maintenance Control Super., Analyst
Daily/Monthly Material Rpts (MR-Daily, MR-2, MR-5, MR-E-1 and E-2)	Group Aviation Supply Support Center (GASSC), Work Center Super., Group Analyst

ENCLOSURE (1)

WgO 4790.3A  
13 Aug 1974

c. Monthly Reporting Period Close Out. A close out schedule for the end of each monthly reporting period will be promulgated by this Headquarters no later than the 25th of each month. This schedule will define time frames and deadline for close out data submission. The data services production schedule for monthly reports will also be established by this schedule.

d. Filing and Retention Procedures

(1) Organizational level maintenance activities will file appropriate MDR source documents related to aircraft maintenance by Bureau Number in Job Control Number (JCN) sequence.

(a) MDR documents related to ground support equipment will be filed by type equipment in (JCN) sequence.

(b) Complete Organizational Registers utilized in the Visual Information Display System (VIDS) will be filed in Maintenance Control, by work unit code, in Bureau Number sequence and retained for 3 months. Completed VIDS Organizational Registers utilized by work centers will be filed by work unit code, in Bureau Number sequence and retained until verified through MDCS reports.

(2) Intermediate Maintenance Activities will file processed MDR documents by work center in PCN sequence.

(a) To accomplish PCN sequence filing, TDC forms will be annotated with the controlling PCN in the remarks block prior to filing.

(b) Completed VIDS Production Control Registers (copy 1) will be filed in Production Control by Component Identification (WUC, JCN or P/N) within work center, within month completed and retained for three months.

(3) Completed VIDS Material Control Registers will be filed by Squadron Expeditors (Material Control) in requisition number sequence and retained for three months.

(4) The following list of report/source documents will be retained as indicated:

<u>REPORT/DOCUMENT</u>	<u>RETAINED BY</u>	<u>RETENTION TIME</u>
MDR, ASD, MR, GSE History file (EAM Cards)	Supporting DPI	6 months
ENCLOSURE (1)		



WgO 4790.3A

13 Aug 1974

8. Manhour Accounting Documentation

a. Manhour Accounting (MHA) documentation for 1st Marine Aircraft Wing activities is limited to maintenance of the Master Roster (submission of newly assigned and transfer transactions). Complete MHA reporting for select organizations will be at the discretion of the Commanding General. In the event a unit is directed to report complete MHA, all provisions of the MHA system as promulgated by OPNAVINST 4790.2A will be applicable.

b. Reporting activities will maintain an accurate Master Roster of all officers, enlisted and civilian personnel employed in the aircraft maintenance and aviation supply effort and all aircraft maintenance and aviation supply personnel assigned to nonmaintenance/supply functions in accordance with OPNAVINST 4790.2A. Personnel within aviation and maintenance/supply primary MOS, regardless of present duty billet/assignment, will be carried on the MHA Master Roster.

9. Deployed Units/Detachments Afloat. Deployed units/Detachments afloat will be guided by instruction promulgated separately by this Headquarters with regard to MDCS reporting.

10. Units Afloat. Units afloat will be guided by OPNAVINST 5442.2 with regard to MDCS reporting.

11. All 1st Marine Aircraft Wing units reporting under the 3M system are encouraged to review all documents and directives concerning the NAMP and related matters, e. g., MSDO Programs and DPI validation specifications and SOP's. Any errors or inconsistencies should be reported to higher authority via this Headquarters for endorsement and forwarding.

12. All requests for changes to the NAMP and requests for additions to and deletions from the following list of codes will be processed in accordance with OPNAVINST 4790.2A, Chapter 3 via this Headquarters.

CODES: Work Center  
SAF  
Action taken  
When discovered  
Malfunction  
Type maintenance  
Organization

13. All change requests concerning computer programs will be forwarded to this Headquarters in compliance with MSDOInst 5230.8A (System Control Standards Manual).

ENCLOSURE (1)

WgO 4790.3A  
13 Aug 1974

<u>REPORT/DOCUMENT</u>	<u>RETAINED BY</u>	<u>RETENTION TIME</u>
SAF, ASD, GSE and MHA OMR Forms and CCF's	Submitting Work Center	Until Daily Rpts are verif- ied
MAF (single copy/multi- copy-1)	Squadron (OMA/ IMA)	6 months
MAF (multicopy 2)	GASSC	6 months
MAF (multicopy 3)	IMA	6 months
TDC	Squadron (OMA/ IMA)	6 months
Daily ASD, GSE, MDR, MR and MHA Rpts.	Group/Squadron/ GASSC	Until monthly Rpts. are verif- ied
Monthly ASD, GSE, MDR, MR and MHA Rpts.	Group/Squadron/ GASSC	6 months

#### 6. Assistance Visits

a. It is the responsibility of the Wing and Group Analysis Sections to assist squadrons in the improvement of maintenance/material data documentation, and to ensure that subordinate units are complying with the MDCS in accordance with OPNAVINST 4790.2A.

b. Assistance visits will be conducted on the following occasions:

- (1) As requested by Commanding Officers.
- (2) As deemed necessary by this Headquarters.
- (3) As deemed necessary by Group Headquarters.

7. MDCS Training. A 1st Marine Aircraft Wing NAMP MDCS School has been established to provide formal training to maintenance and supply personnel. The available courses and prerequisites are promulgated by Wing Order 1550.2A. Quarterly Bulletins assigning dates and quotas will be published by this Headquarters.

ENCLOSURE (1)

UNITED STATES MARINE CORPS  
Headquarters  
1st Marine Aircraft Wing  
Fleet Marine Force Pacific  
APO San Francisco 96602

WGO P5230.5  
57:TMH:jer  
2 JULY 1974

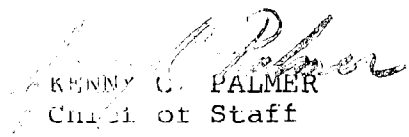
WING ORDER P5230.5

From: Commanding General  
To: Distribution List

Subj: Standing Operating Procedure for Daily Automated Maintenance System (DAMS)

Encl: (1) LOCATOR SHEET

1. Purpose. To promulgate the subject manual.
2. Action. The procedures established herein are effective upon receipt of this Manual.
3. Recommendations. Recommendations in connection with matters concerning the DAMS Manual are invited and should be submitted to the Commanding General (ATTN: Maintenance Management Officer) via the chain of command.
4. Certification. Reviewed and approved this date.

  
KENNY C. PALMER  
Chief of Staff

DISTRIBUTION: "A", "B" and "D" less  
MWSG-17, MACG-18 plus  
MWSG-17 (20)  
MACG-18 (20)

TAB C

WgO P5230.5  
2 JULY 1974

LOCATOR SHEET

Subj: SOP for Daily Automated Maintenance System (DAMS)

Location: \_\_\_\_\_  
(Indicate the Location(s) of the Copy(ies) of  
this publication)

ENCLOSURE (1)

## SOP FOR THE DAILY AUTOMATED MAINTENANCE SYSTEM (DAMS MANUAL)

## Record of Changes

Log complete change action, as indicated:

Change Number	DATE OF CHANGE	DATE RECEIVED	DATE ENTERED	SIGNATURE OF PERSON ENTERING CHANGE
1				
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				
14				

## SOP FOR DAMS

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## SOP FOR DAMS

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## SOP FOR DAMS

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101. INTRODUCTION

1. This Manual is the implementing order that establishes the Daily Automated Maintenance System (DAMS) as the primary reporting system to be used by the Organic and Supporting activities of the Wing. The Manual is divided into two sections to this Manual:

a. Section I explains the introduction and policy for the management of the Daily Automated Maintenance System.

b. Section II provides detailed instructions to third and fourth echelon maintenance users of the system. It provides card codes and the data elements required, i.e., coding instructions, submission instructions, and establishes and explains various codes and abbreviations. Further, it provides direct input to the MARB/Logistics portion of FORSTAT.

102. BACKGROUND AND CONCEPT

1. To improve equipment status reporting and maintenance management, while at the same time reduce and consolidate manual reporting requirements, the Daily Automated Maintenance System has been developed within the Wing. DAMS is an automated reporting system designed to provide timely and accurate information pertaining to equipment undergoing repair by the maintenance activities of the Wing. By utilizing the information gathered by this system, reports and listings may be produced on a schedule or unscheduled basis, as a tool to assist in development of better management at shop, Squadron, Group and Wing level.

2. A Maintenance Management System requires the recording of transactions as they occur in the maintenance shops and maintaining this information in a form capable of rapidly producing reports with current information. Input of information into the system is initiated in the maintenance shop by coding the applicable information from the Equipment Repair Order. As parts requirements are determined and requisitioned by the shop and the status of the repair order changes, this information is submitted. The resulting daily process reports are immediately distributed to the maintenance shops the following day, where they are used by shop officers in monitoring shop operations of the shop. Shop Officers can request additional reports of various types to satisfy numerous reporting requirements required for shop management.

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103. CAPABILITIES. In meeting the goals established for the system, DAMS provides for the collection and reporting of active maintenance and repair information, and secondly, for the collection of historical cost and defect information utilizing automatic data processing equipment. The aims and capabilities of the system are:

1. Recording original data at the shop level from the primary source document, Equipment Repair Order, as transactions of status changes occur.
2. Timely delivery to and processing of this information input by the Automated Services Center on a daily schedule basis to keep the master file current.
3. Automatic preparation of reports by the Automated Services Center, on established frequencies, from information contained in the updated master file.
4. Timely delivery of the prepared reports to maintenance managers at shop, staff and command levels.
5. Retention of job cost information and equipment defect information, in tape format, to permit extraction of this information in any form or on any format at any time or at any frequency desired.
6. Provide prepared card input to daily FORSTAT Logistics Reports for combat equipment status changes and repair parts requirements.

#### 104. INFORMATION

1. Input procedures. All information, except document supply status, will be recorded in the Maintenance shop on code sheets in accordance with the instructions set forth in this Manual.
2. Data elements. The elements of information taken from the Equipment Repair Order, and those elements which originate or are determined at the maintenance shop level required to meet the goals established for the system are as follows:
  - a. Master ERO Element                      Equipment Repair Order Number, Registration Number, Date of Control Date, Date Received in Shop, Echelon Maintenance, Quantity, Priority, Category, Job Identifier Code, Repair Code, Job Status, Job Order Number and Customer Request Number.

## SOP FOR DAMS

104.3

b. Parts Element. It is the intent of this system to record only those parts which are causing the delay in repairing the equipment, not to record total parts usage for the job. Therefore, parts information in this system applies only to those parts which were not carried or were not in stock at the shop stores at the time of the requirement, which resulted in the part being requisitioned. Parts information elements are Equipment Repair Order Number, Federal Stock Number, Quantity, Document Number, Priority, Noun Name and Date of Receipt of Part.

c. Document Status. Once a requisition has been recorded in DAMS, the supply status of that requisition will be added to the master file at the Automated Services Center as it is received. The document status card produced by MUMMS procedures will be processed automatically to extract the required status information and add it to the master file. Document status may also be entered by submission of cards to provide status on open purchase requisitions.

d. Job Close-out Elements. Job close-out elements are Equipment Repair Order Number, Statistical, Material charges, Labor Charges and Job close-out date.

3. Information produced by update. Based on the information received the computer will calculate and print the following information on the daily process report for each of the maintenance shops:

a. The number of days the equipment has been on deadline and number of days it has been in the shop.

b. Quantity of Equipment Repair Orders received and closed since the last update.

c. Quantity of Equipment Repair Orders in shop, recapped by quantity in shop over 30, 60 and 90 days, by ~~priority~~ groups 1-6 and 7-15, to include ~~percentage of total shop~~.

d. Historical Information. All information described in paragraph b., above, which has entered the system, is retained in the history file upon close-out of the Equipment Repair Order. Any or all elements of this information may be extracted to meet summary and review requirements. Periodic reports from the history file will be produced as established in Section II, Appendix P. Request for additional information from the History File will be submitted in accordance with paragraph 105.

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## SOP FOR DAMS

105. Files. The tape files from which all reports are produced are:

1. The Equipment Repair Order Active File which contains master and parts information relative to all active Repair Orders. This file will be maintained by the Automated Services Center.
2. The Equipment Repair Order History File which contains all master and job close-out information. This file will be maintained by the Automated Service Center.
3. The Parts History File consisting of cards on parts received that are initiated as described in paragraph 104.2b. This file will also be maintained by the Automated Service Center.

106. REPORTS

1. The reports by DAMS are set forth in Section II, Appendix P.
2. Request for listing and/or reports, in addition to those established herein, will be submitted to the Commanding General (ATTN: Maintenance Management Officer).

107. RESPONSIBILITIES

1. The Wing Maintenance Management Officer has overall cognizance over DAMS. Recommendation for improving the system or questions concerning its use or products should be directed to that office. Errors noted which are due to processing, or which cannot be resolved at shop level, should immediately be brought to the attention of this office for corrective action.
2. The accuracy of information in DAMS is directly controlled by and is the responsibility of the initiating shop, except for supply status input to the DAMS. Changes to correct erroneous information should be submitted the same day they are noted using applicable code sheets and instructions established herein.
3. Shops will submit cancellations on all documents no longer required by submitting (Ø8) card) to the DAMS. The Group Maintenance Management Officer will receive a cancellation from the Data Processing Installation on cancelled documents indicated in the daily DAMS, and will forward the card to the appropriate Supply Unit concerned, i.e., MMJ 135, MFAJ-9, or organic supply.

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4. The maintenance shops will be responsible to perform all shop backorder validations. This validation will be performed every Friday and discrepancies noted. Validation requests will be submitted to the Group Maintenance Officer with a copy to the shop stores NCOIC of the supporting shop stores, or organic supply section.

5. Shop Stores have the responsibility to initiate approved supply document follow-up procedures, i.e., AF\_, AT\_, ZF\_, LM-1, and MARES logistics msg., etc., for all documents submitted to shop stores. Organic Supply Sections have this same responsibility for all documents submitted thru organic supply.

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## SECTION II

201. SCOPE

1. This section is intended to provide all the instructions and information required to utilize DAMS. It provides information on the following:

- a. Card codes and data elements required for each card type.
- b. Use of the code sheet.
- c. General coding and submission instructions.
- d. Codes and abbreviations used.

2. This section also serves as a ready reference for other information required by managers in the maintenance shops.

202. FORMAT

1. The format of this section is designed to permit quick location of information or instructions required by use indexing methods to particular elements. This format further permits changes to be made with minimum effort without disturbing the indexing arrangement.

203. DEFINITIONS

1. Equipment Repair Order. The Equipment Repair Order received from the requesting unit which has been accepted by the maintenance shop and assigned an equipment repair order number.

2. Key punch Code Sheet. The sheet used by the Shop control sections as the means of providing the daily input of information.

a. Master Information. That information that is taken from or pertains to the Equipment Repair Order.

b. Material Information or Requisition Information. That information which pertains to material (parts) required to complete the ERO.

3. Data Element. The single element of information which describes an item, time, or dollar value, etc.

4. Card Codes. The card codes inform the computer what data elements are being submitted in order that the information can be processed as dictated by the computer program. Card codes

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## SOP FOR DAMS

have been titled to indicate the information (affect) or change to information that each will have when processed by the computer.

204. USE OF CARD CODE AND ELEMENT INDEX. The card code index and the element index established in the appendices to this Manual contain detailed instruction as to what information will be submitted. Further, instructions as to the when and how of submission is used as follows:

1. Determine what kind of data is to be reported, i.e., master or requisition information.
2. Refer to master card code index or requisition card code index.
3. Select the card code required and read the instructions for the code selected.
4. Refer to the element index for instructions on coding each element required by the card code selected.

205. USE OF THE KEYPUNCH CODE SHEET

1. The data element required by each card code will be entered by printing the letter or number in the space provided on the code sheet.
2. Appendix Q provides the format for coding each card type. Additional coding information is contained in Appendix B.
3. Care must be taken in completing keypunch code sheets. Printing must be distinct and legible. The proper method of printing easily confused characters is as follows:

Zero 0	Letter O
Two 2	Letter Z
One 1	Letter I

206. SUBMISSION

1. Retain all coded sheets in ERO number sequence, regardless of card code, until the daily cutoff time is established by the shop officer. Holding the sheets in this manner will permit elimination of duplicate information.
2. The computer is restricted in the types of different card codes it can accept each day pertaining to the same ERO or same document number. Therefore, the following restrictions are established on the daily submission of code sheets:

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- a. MASTER CODE CARDS. Do not submit a CHG MAST card the same day the MAST is submitted. Do not submit more than one CHG MAST PER DAY on any single ERO. If more than one change to an ERO is required in the same day, combine them on one CHG MAST card. Do not submit JON card code and CHG MAST card code the same day.
- b. REQUISITION CARD CODE. Submit but one of the following requisition card codes on the same document number per day: DOC CHG, MAT CHG, REQN.

207. USE OF DAILY PROCESS REPORT

1. The daily process report will be available for pickup at DPS-28 each morning. This report must be reviewed daily by the shop officer and/or shop chief to effectively use it as a management tool. From information contained in this report the shop officer can monitor operations and make management decisions. This is one of the primary objectives of DAMS and is the reason that the daily process report is furnished to each shop officer. It is expected that the shop officer will review the report to detect and correct the following:
  - a. Job Status in relation to number of days in shop (excessive inspection time), or in relation to parts required (SHT PART with no parts shown).
  - b. Excessive time delay between receipt of items into shop and requisition date.
  - c. Improper assignment of category code in relation to RUC, priority, and type of data.
  - d. Improper assignment of JON in relation to RUC.
2. MILSTRIP document status cards received from MRL, MPB or other supply activities on outstanding document originated by Shop Stores issue points will be processed during the bi-weekly update. Status information will be extracted from these cards and printed on the reports to inform all concerned of the current status of outstanding documents.
3. Upon completion of the daily review by the shop officer, the report should be passed to the ERO clerk or another person so designated as being responsible for DAMS information input. The ERO clerk should always refer to the most recent report prior to submitting changes in job status or corrections to information contained in the master file. Failure to refer to the last report will result in erroneous, and in some instances, needless submission of information.

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## SOP FOR DAMS

4. MAT RECD card code and JOB COMP card codes submitted will cause the receiving or closing of information to be printed in the current daily process report card and further caused the appropriate material card and master cards to drop into the history file. When submitting a JOB COMP card code on a ERO which has one or more material cards shown as outstanding against that ERO, it is necessary to submit material received cards showing cancellation of documents. In this instance, the JOB COMP card will cause all material cards to drop into the history file. Master or material cards entering the history file as a result of completion action can not be corrected in the normal manner by maintenance shops. Changes (corrections) to information contained in these cards will be made by the Wing MMU.

208. HISTORY FILE

1. The History File is maintained by the Automated Services Center. Shops can request required information contained in the history file by contacting the Wing MMU.

2. Changes (corrections) to information contained in the Wing history file may be accomplished by notifying the Wing MMU of the error and providing the correct information. This notification may be done by telephone and should be accomplished as soon as the error is noted by the cognizant shop.

209. SHOP OVERHEAD ERO

1. Each shop will submit to the DAMS, in accordance with Section II, appendix B, a shop overhead ERO consisting of the shop designator and 8000 (Example for MTM---N8000). Use "shop overhead" in the nomenclature field and shop overhead JON in the JON field.

2. All items ordered for shop overhead, that are not filled on demand by shop stores, will be entered into the DAMS, as they occur, under the shop overhead ERO in accordance with appendix B.

3. Shop overhead items are defined as housekeeping supplies, hardware, and POL requirements for the sustained operation of shops. Housekeeping supplies available from the self service center will be maintained on a week to week basis. Hardware stocks will not exceed a ten day usage, depending on unit of issue. POL stocks should not exceed a fourteen day supply. Tools used in support of the mission are normally T/E items and will be replenished through the organic supply chain. Plant account property used by service units is normally a duplicate of an item contained in the appropriate T/E; therefore, replacement of components and repair costs are appropriately an organic supply responsibility and not shop overhead charges.



## SOP FOR DAMS

## APPENDIX A

## ABBREVIATIONS AND DEFINITIONS

Abbreviations

ERO	Equipment Repair Order
EROS	Equipment Repair Order Shop (Julian Date Received)
ID#	Equipment Identification Number
TAM#	Table of Allowance for Material Number
FSN	Federal Stock Number
ECH/MT	Echelon of Maintenance
DCD	Deadline Control Date
JOB ID	Job Identifier
UAC	Unit Activity Code
TERO	Tactical Equipment Repair Order
DEF CODE	Defect Code
PRI	Priority
CAT	Category Code
JON	Job Order Number
SHOP SECT	Shop Section Code
ML. IND	MARES/LOG Indicator
OFLO	Parts Overflow Indicator
LKH	Last Known Holder
U/I	Unit of Issue
SIG	Signal Code
DC	Distribution Code

Definitions

1. ERO: A number assigned to each job by the shop. The first character identifies the shop, and the following four digits are consecutively assigned during the fiscal year.

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## SOP FOR DAMS

2. EROS This is the date the item(s) to be repaired were turned into the shop for repair. Format is as follows:

1st character - last digit of calendar year.

Last three characters - Julian Date.

3. ID. # This is an identifying number assigned to each equipment end item throughout the DOD. The first five characters are numeric and identify the end item. The last character is alpha and identifies the model. The numeric portion can be used to cross-reference to the TAM # and the entire ID. # can be used to cross-reference to the FSN.

4. TAM # This is an identifying number used within the Marine Corps to identify major end items which may be used to satisfy Table of Equipment of FMF units. The first character is alpha and the remaining four are numeric.

5. FSN This the Federal Stock Number assigned to each item throughout the U. S. Government. It consists of 11 numeric characters and is always edited as xxxx-xxx-xxxx.

6. ECH/MT Echelon of Maintenance is a one character numeric code used to determine the relative complexity of required maintenance action. Codes are as follows:

1. Operator Maintenance
2. Organizational Maintenance
3. Field Maintenance (light)
4. Field Maintenance (heavy)
5. Depot Maintenance

7. SERIAL/USMC NUMBER A serial number assigned to an item to identify one particular item among many like items. It may be composed of any mix of numeric, alpha or spaces.

8. DCD This is the date the item actually went to deadline, and the format is as follows:

1st character - Last digit of calendar year.

Last three characters - Julian date.

9. JOB ID This is a two digit code used to identify the type of job and location of work being performed. Codes are as follows:

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a. First Digit

0	Routine Repair	(RPR)
1	Inspections Only	(INS)
2	Routine Calibration	(CAL)
3	Range Support	(RAN)
4	Modification Only	(MQD)
5	Fabrication	(FAB)
6	Repair of Maint, Float Item	(MFL)
7	Shop Overhead	(OVH)

b. Second Digit

0	Barstow Rebuild Program in Shop	(B)
1	Intershop Work Order Received From another shop	(I)
2	Contact Team on Site	(C)
3	Other Military Activity	(O)
4	Commercial Activities by Contract	(M)
5	In Shop	(S)
6	Reserved for Future Use	
7	" " " "	
8	" " " "	
9	" " " "	

These codes will be translated to the appropriate abbreviation for printing purposes.

10. QUANTITY Number of items to be repaired on this ERO.

11. UAC Activity Code of Unit owning equipment to be repaired.

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12. CUSTOMER ERO NUMBER Serial number assigned by owning unit to ERO; may be any mix of alpha and numeric characters.

13. DEFECT CODE This is a 3 character code used to describe the nature of the trouble with the item. The first character is alpha and is used to identify the system which is defective.

The next two characters are numeric and identify the secondary area of trouble. These codes will be translated to the appropriate abbreviations for printing purposes. Codes are listed in Appendix I.

14. PRIORITY This is a two digit code to designate the priority assigned to the job. The only valid values are 01 thru 15.

15. CAT The category code identifies items by group peculiarity. Codes identify the major unit owning the item, combat essentiality and calibration and secondary repairable items. Codes are listed in appendix K.

16. JOB STATUS This is a two position code that identifies the status of the job in shop. Both characters are numeric and will be translated for printing purposes as follows:

a. FIRST DIGIT

<u>Code</u>	<u>Definition</u>	<u>Abbreviation</u>
0	Inspection	(INS)
1	Repair	(RPR)
2	Shortage	(SHT)
3	Evacuation	(EVAC)

b. SECOND DIGIT

<u>Code</u>	<u>Definition</u>	<u>Abbreviation</u>
0	Initial	(INIT)
1	Final	(FINL)
2	Progress	(PRGS)
3	Complete	(COMP)
4	Returned	(RETN)

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<u>Code</u>	<u>Definition</u>	<u>Abbreviation</u>
5	Parts	(PART)
6	Space	(SPAC)
7	Technician	(TECH)
8	Rebuild	(RBLD)
9	Washed Out	(WASH)

The following are the only valid combinations of the first & second digits: 00, 01, 12, 13, 24, 25, 26, 27, 38, and 39.

17. JOB STATUS DATE Date the job status was entered. It will be inserted by the program. It has the following format:

1st character - Last digit of calendar year.

Last 3 characters - Julian Date.

18. JON The Job Order Number to which cost of the job is to be billed.

19. SHOP SECTION The shop section which is performing the work. Numeric.

20. ML. IND MARESLOG indicator shows what type of FORSTAT by-product has been prepared on this item.

LA	LMI	Add Entry
LC	LMI	Change Entry
LD	LMI	Delete Entry

21. JOB STATUS HISTORY These fields will contain past job status information and will be progressively filled as job status changes are entered. The old job status and date will be kept in sequence as entered. When more than 10 history status records occur, the oldest will be deleted and only 10 most current kept.

22. DATE CLOSED Julian date when job was completed by shop.

23. STATISTICAL MATERIAL CHARGE Dollar & Cent cost of all overhead in performance of job.

24. PARTS CHARGE Direct dollar & cent cost of parts ordered only for this job.

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25. CIVILIAN LABOR CHARGE Dollar & Cent cost of civilian labor used in performance of job.
26. MILITARY LABOR CHARGE Dollar & Cent cost of military labor used in performance of job.
27. CLOSE OUT JOB STATUS This is an entry to describe the final status of job when work is terminated.

MATERIAL INFORMATION

1. FSN This is the Federal Stock Number of the part on requisition. It consists of 11 numeric characters.
2. QUANTITY This is the number of parts on order. It is 5 numeric positions long.
3. DOCUMENT NUMBER This is the supply document number on which the parts were ordered. It is formatted as follows:

Position

1-6	Unit Identifier Code	alpha-numeric
7-10	Document Draft Date	Last digit of calendar year and Julian date
11-14	Document Serial No.	1 alpha/numeric and 3 numeric positions

4. DEMAND CODE Two valid values.

R	Replenishable Demand
N	Non-replenishable Demand

5. PRIORITY This is the priority assigned to the supply document. Values 01 through 15 are valid.

6. UAC This is the reporting unit code of the owning unit. The same as the UAC in the master portion and is repeated here for use when processing parts records separately from masters.

7. SUPPLY STATUS This is the most recent supply status received on the document. It consists of 2 alpha-numeric characters and will be updated from the Milstrip Status Report or from card code "7" input.

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8. LKH Last known holder of requisition. 3 alpha-numeric characters indicating what unit the supply chain is holding the document for action.
9. ML. IND The MARESLOG indicator is two positions long. It is an alpha code to indicate the type of MARESLOG card prepared on this document. Valid codes are:
- |    |     |                       |
|----|-----|-----------------------|
| LA | LMI | Add entry prepared    |
| LC | LMI | Change entry prepared |
| LD | LMI | Delete entry prepared |
10. U.I. Unit of Issue of ordered item. Two alpha characters.
11. SIGNAL CODE This one position alpha character is the signal code used on a supply document.
12. FUND CODE Two position alpha-numeric code indicating type of funds cited on a supply document.
13. D.C. Distribution Code. This is the first character only of the Distribution code cited on the supply document and will only be significant if "N" which indicates "NORS"
14. DATE RECEIVED/CANCELLED This will be the date the order was received or cancelled. When order is cancelled, characters "XXXX" will be overlaid in date received field.
15. ML. IND. MARESLOG indicator (local) is a code used to indicate when a MARESLOG LMI card has been prepared on a local supply activity (MR1, MG4) and will determine that a LMI change entry is required when LKH becomes a remote storage activity.
16. STATUS DATE This is the julian date that the most recent supply card was prepared. 3 numeric positions.
17. STATUS TYPE This is the document identifier code of the most recent supply status card. 3 Alpha-numeric positions.
18. NOMENCLATURE Name of the part on order.

## SOP FOR DAMS

## APPENDIX B

CARD CODE INDEXMAST (MASTER ERO CARD) O CARD

PURPOSE.....To submit all ERO information in order  
to establish the master card.

WHEN.....When opening the ERO

ELEMENTS REQUIRED....MAST CARD CODE  
ERO NUMBER  
EROS  
CUSTOMER ERO NUMBER  
DCD  
JOB IDENTIFIER  
QUANTITY  
UAC  
MAJOR DEFECT CODE  
PRIORITY  
ID NUMBER  
CATEGORY CODE  
JOB STATUS  
SHOP  
SHOP SECTION CODE  
ECHELON  
SER # OR USMC #

INSTRUCTION.....Refer to each element required for  
coding instructions.

CHG MAST (CHANGE TO MASTER CARD) 01 CARD

PURPOSE.....To make changes to the information con-  
tained in the master card.

WHEN.....As required to keep master card infor-  
mation current.

ELEMENTS REQUIRED....CHG MAST CARD CODE  
ERO NUMBER  
CHANGED INFORMATION

INSTRUCTIONS.....1. To add or change information, code  
to field to be added or changed. One or  
more fields can be changed as required  
on a single CHG MAST submission.

2. To delete information, code ZERO's  
in the field to be deleted.

3. Leave unchanged fields blank.

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JON (JOB ORDER NUMBER) 02 CARD

PURPOSE.....To add the JON to the master card or to change the JON on the master card.

WHEN.....When it is necessary to add or change (correct) the JON on the master card.

ELEMENTS REQUIRED..JON CARD CODE  
ERO NUMBER  
JON

INSTRUCTIONS.....Code new or changed JON in CC 51-64

## NOMENCLATURE/FSN/TAM

FSN & NOMENCLATURE 03 CARD

PURPOSE.....To add FSN, nomenclature or TAM on a MFAJ9 ERO (R+D code), or any item not listed in the TAM/ID Number Table.

WHEN.....One day after the ERO is opened.

ELEMENTS REQUIRED..A CARD CODE  
ERO NUMBER  
FSN  
NOMENCLATURE  
TAM NUMBER (if applicable)

INSTRUCTIONS.....1. Code FSN in CC 11-21  
2. Code nomenclature in CC 51-60.  
3. Code TAM No of item (if applicable) in CC 61-65.

REQN (REQUISITION) 04 CARD

PURPOSE.....To record all material placed on requisition which is required to repair the item on the ERO.

WHEN SUBMITTED.....On all ERO's in SP STATUS when the demand for a repair part cannot be filled across the counter (NIS or No card items) and the part is therefore requisitioned.

On the same day the part is requisitioned by the shop stores.

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ELEMENTS REQUIRED....	REQN CARD CODE	NOTE: IF PART IS BEING
	ERO NUMBER	OBTAINED FROM A SOURCE
	DOCUMENT NUMBER	OTHER THAN SHOP STORES,
	QUANTITY	REFER TO ADDITIONAL IN-
	PRIORITY	STRUCTIONS IN APPENDIX
	NAME OF PART	M DOCUMENT NUMBER.
	FSN	

DOC CHG (DOCUMENT NUMBER CHANGE) 05 CARD

PURPOSE.....To change or correct the document number.

WHEN.....As required to correct the document number when an erroneous number is detected within the first five days it appears in the DAMS. Once an LMI card appears, request for document number change must be submitted to the MMO.

ELEMENTS REQUIRED....	DOC CHG CARD CODE
	ERO NUMBER
	OLD DOCUMENT NUMBER IN CC 27-40
	NEW DOCUMENT NUMBER IN CC 51-65

MAT CHG (MATERIAL CHANGE) 06 CARD

PURPOSE.....To change all information on requisition except document number. Errors detected in the FSN may be changed within the first ten days it appears on the DAMS. Once an LMI card appears, request for change of FSN, must be submitted to MMO. Also used to change quantity in the event a partial shipment is received.

WHEN.....As required to keep requisition card information current.

ELEMENTS REQUIRED....	MAT CHG CARD CODE
	ERO NUMBER
	DOCUMENT NUMBER
	CHANGED INFORMATION (See-INSTRUCTIONS)

INSTRUCTIONS.....1. To add or change information, code the field to be added or changed. One or more fields can be changed as required on a single MAT CHG submission.

2. To delete information code ZERO's in the field to be deleted.

3. Leave unchanged fields blank.

## SOP FOR DAMS

STAT (STATUS) 07 CARD

PURPOSE.....To add document status or remarks pertaining to a document.

WHEN.....As required.

ELEMENTS REQUIRED..STAT CARD CODE  
 ERO NUMBER  
 DOCUMENT NUMBER  
 STATUS CODE AND/OR REMARKS AS DESIRED IN  
 JON/NOMENCLATURE FIELD

INSTRUCTIONS.....1. Code Document Status in CC 49-50.  
 2. Code last known holder MPB, MCl, etc.,  
 in CC 55-57.  
 3. Code status date and document identifier  
 in CC 59-64.

CANC MAT (CANCEL MATERIAL) 08 CARD

PURPOSE.....To cancel material on requisition.

WHEN.....Upon notification material is no longer  
 required.

ELEMENTS REQUIRED..RECORD MATERIAL RECEIVED CARD CODE  
 ERO NUMBER  
 DOCUMENT NUMBER  
 QUANTITY  
 CANC

INSTRUCTIONS.....The letters CANC will be filled in the Date  
 Received Field, CC 51-54.

RECD MAT (RECIEVED MATERIAL) 08 CARD

PURPOSE.....To record receipt of material on requisition. If partial quantity received see  
 instructions for 06 card.

WHEN.....Upon receipt of material.

ELEMENTS REQUIRED..REC MAT CARD CODE  
 ERO NUMBER  
 DOCUMENT NUMBER  
 QUANTITY RECEIVED  
 DATE RECEIVED

## SOP FOR DAMS

JOB COMP (JOB COMPLETED) 09 CARD

PURPOSE.....To submit all changes against the ERO upon  
close out and the date the ERO is closed.

WHEN.....Upon close out of ERO.

ELEMENTS REQUIRED..JOB COMP CARD CODE  
ERO NUMBER  
STAT CHARGES (OVERHEAD)  
CIV LABOR  
PARTS CHARGE  
DATE COMP  
MIL LABOR  
COMP STATUS:  
RPR COMP  
LTI COMP  
EVAC WASH  
EVAC RBLD  
CANCEL

## SOP FOR DAMS

## APPENDIX C

ERO CODE

The ERO code is required on all code sheets. This code is a combination of the shop letter designator and the Shop Repair Order Number. The ERO Code is coded in the ERO Field as illustrated.

M	3	1	2	3
ERO				

Letter designator  
of Maintenance Shop

Equipment Repair  
Order Number

Shop Letter Designator

FISCAL  
YEAR

Odd

Even

D	E	Engineer Maintenance Shop
K	L	Electronics Maintenance Shop
N	M	Motor Transport Maintenance Shop
Q	R	Ordinance Maintenance Shop
F	G	General Supply Maintenance Shop
B	C	Calibration Shop

ERO NUMBER

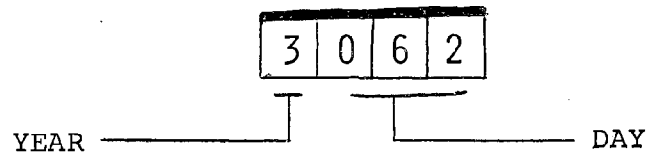
1. FSR shops will use only 0000-4999 for ERO numbers in their shops.
2. 3rd Service Battalion will use only 5000-7999 for ERO numbers in their shops.
3. 1st Marine Aircraft Wing will use only 8000-9999 for ERO numbers in their shops.

## SOP FOR DAMS

## APPENDIX D

DATE

All dates entered on code sheets will be the four digit Julian date. Dates will be entered in the appropriate date fields as illustrated below.

Deadline Control Date (DCD)

The deadline control date is required on all master code sheets being submitted on a combat essential end item or component. DCD will be coded only if the item is combat essential or is a category B item. DCD is the Julian date the item is placed on deadline by the owning unit. DCD can be changed (corrected) by submission of a CHG MAST card. DCD will be coded only as illustrated above.

1. If the item on the ERO is a combat essential end item or a category code B item, code the DCD of the end item.
2. If the item on the ERO is a component causing the deadline of a combat essential end item or a category code B item, code the DCD of the deadline end item.

Date Received Shop (DRS)

The date received shop is initially reported into DAMS by the Maintenance Shop on all master code sheets and is the date that the item is initially received by the maintenance shop and the ERO number assigned. The DRS may be changed (corrected) by submission of a CHG MAST card.

Date Closed

The date the ERO is closed will be entered in the date closed field CC 34-37 of the JOB COMPLETED card.

Date Material Received

When submitting a RECD MAT card, code the date of receipt in CC 51-54.

## SOP FOR DAMS

## APPENDIX E

NOMENCLATURE/FSN ON R AND D CODE ERO

When opening an ERO on a MFAJ9 (R or D Code) item it is required that FSN and nomenclature of item on ERO be placed in DAMS.

1. FSN of item will be coded in FSN Field (CC 11-21) of FSN/NOMENCLATURE card.
2. Nomenclature of item will be coded in Nomenclature Field (CC 51-60) of FSN/NOMENCLATURE card.
3. Card code will be 3.
4. This card will be in addition to MASTER card, which will contain all other information from ERO.

## SOP FOR DAMS

## APPENDIX F

ECHELON OF MAINTENANCE

The echelon of maintenance is required on all MAST cards and may be changed by the submission of a CHG MAST card. The echelon will be indicated by coding the numeric digit which reflects the ECHELON OF MAINTENANCE BEING PERFORMED.

1. 1st echelon
2. 2nd echelon
3. 3rd echelon
4. 4th echelon
5. 5th echelon

USMC REGISTRATION/SERIAL NUMBER

The USMC registration or serial number of the equipment is required on all MAST code sheets initiated on equipment having such a number. The USMC/serial number is required as follows:

1. If the item on the ERO is a major item, code the registration number of the vehicle or the serial number of the end item. (Example: M54 vehicle number 123456 code 0000123456).
2. If the item on the ERO is a component or item which is causing the deadline of a combat essential item, code the USMC/serial number of the deadline end item.
3. If the item on the ERO is a component of an end item which is not combat essential, code the serial number of the end item.
4. If the item on the ERO has no number, code the field with zeros.

0000123456

Serial Number 10 digits vice 6



## SOP FOR DAMS

## APPENDIX G

JOB IDENTIFIER CODE

The Job Identifier Code is a four digit code identifying the type of job and location of work. The job identifier code is required on all MAST code sheet. The job identifier will be coded as illustrated and explained below.

RPR S

Type of Job                      Location at which job is  
being performed

## Job Identifier Codes Assigned

<u>FIRST DIGIT</u>			<u>LAST DIGIT</u>		
<u>UNIT</u>	<u>SCANS</u>	<u>DAMS PRINTS</u>	<u>UNIT</u>	<u>SCANS</u>	<u>DAMS PRINTS</u>
0	RPR	Routine Repair	0	B	Barstow rebuild program in shop
1	INS	Inspection Only (LTI or Other)	1	I	Intershop Work Order received from another shop
2	CAL	Routine Calibration	2	C	Contact team on sight
3	RAN	Range Support	3	O	Other Military Activities
4	MOD	Modification Only	4	M	Commercial activities by contact
5	FAB	Fabrication	5	S	In shop
6	MFL	Repair of Maintenance Floats or Secondary Reparable	6		Reserved for future use
7	OVH	Shop Overhead	7		Reserved for future use
			8		Reserved for future use
			9		Reserved for future use

## SOP FOR DAMS

## APPENDIX H

QUANTITY

The quantity is required on all Mast Code sheets, and on all REQN code sheets. The quantity may be changed (corrected) by the submission of CHG MAST or MAT CHG.

MASTER - Code the quantity of items turned in on the ERO.

REQUISITION - Code the quantity of items being requisitioned.

0	0	0	1
---	---	---	---

QUANTITY

0	1	2	5
---	---	---	---

QUANTITY

## REPORTING UNIT CODE (RUC)

The RUC is required on all MAST code sheets. The RUC on the master card can be changed or corrected by submission of a CHG MAST code sheet.

The RUC on the master card will be that of the owning unit of the equipment and will be coded as illustrated.

M	J	1	3	5
---	---	---	---	---

RUC

0	0	1	3	1
---	---	---	---	---

RUC

## SOP FOR DAMS

## APPENDIX I

MAJOR DEFECT CODE

The major defect code is required on all MAST code sheets when a repair action is indicated by the job identifier code. The major defect code is used to record the major defect or repair action that applies to the item on the ERO. This code may also be used to indicate other information such as the obvious cause of the defect.

A	3	0
---	---	---

MAJOR DEFECT

Primary defect designator used when the item on the ERO is an end item. May also be used when the item is a component to amplify the secondary defect designator. May be used alone.

Secondary defect designator amplifies the primary defect. May also be used alone.

1. This code is composed of one alpha digit and two numeric digits which may be used together or separately to best describe the defect.
2. The major defect block will be coded using the code below which will best describe the defect as indicated on the ERO.
3. The abbreviation shown below will appear on the print-out and are intended to show the general nature of the defect or repair required for anyone reading the print-out, without having to refer to the code assignment sheet.

D	2	1
---	---	---

MAJOR DEFECT

- RWRT TORQ - DEFECT IN POWER TRAIN DRIVE MECHANISM

	1	8
--	---	---

MAJOR DEFECT

- RECOIL - DEFECTIVE RECOIL MECHANISM

## SOP FOR DASH

## MAJOR DEFECTS

## PRIMARY

<u>Code</u>	<u>Defect</u>	<u>Abbrev</u>
A	Engine	ENG
B	Transmission	TRAN
C	Power Pack	PWRP
D	Power Tr	PWRT
E	Axle System	AXLE
F	Suspension System	SUSP
G	Track-Crawling System	TRAC
H	Body, Frame or Hull	BODY
I	Armament	ARMT
J	Cooling System	COOL
K	Electrical System	ELEC
L	Fuel System	FUEL
M	Hydraulic System	HYDR
N	Air System	AIR
O	Turret System	TURR
P	Fire Control System	FCON
Q	Ignition System	IGNI
R	Boom, Cable & Lift System	LIFT

## SECONDARY

<u>Code</u>	<u>Defect</u>	<u>Abbrev</u>
01	Alternator & Generator Mechanisms	ALGEN
02	Brake System & Components	BRK

## SOP FOR DAMS

<u>CODE</u>	<u>DEFECT</u>	<u>ABBREV</u>
03	Carburation Systems	CARB
04	Carriage & Mount Mechanisms	CARR
05	Clutch, Converter & Couplings	CONV
06	Control Mechanisms	CONT
07	Cylinders, Accumulators, Replenishers	CYL
08	Distribution System	DIST
09	Elevating & Traversing Mechanisms	ELTR
10	Gun Tube, Breech & Filling Mechanisms	GUN
11	Hose, Tubing & Fittings	HOSE
12	Housing and Casings	HOUS
13	Injector Systems	INJEC
14	Mechanical Drive Systems	MDRV
15	Optics System & Components	OPTIC
16	Packing, Seals, Gaskets	SEAL
17	Pumps & Components	PUMP
18	Recoil Mechanisms	RECL
19	Regulator Mechanisms	REG
20	Springs, Shock & Stabilizer Components	SPRG
21	Torque, Sprocket or Drive Mechanisms	TORQ
22	Steering Components	STEER
23	Valves & Valve Components	VALV
24	Torsion Components                      TORS	TORS
25	Glass Replacement	GLASS
26	Painting	PAINT
27	Scheduled Preventive Maintenance	SCHPM

## SCP FOR DAMS

<u>Code</u>	<u>Defect</u>	<u>Abbrev</u>
28	Lack of Preventive Maintenance	LKPM
29	Abuse and/or Unauthorized Maintenance	UNAUT
30	Auxiliary	AUX
31	Overhaul	OVRL
32	Minor	MINR
33	Adjust	ADJS
34	Replace	RPLC
35	Unknown	UNK
36	Not Applicable	NA
37	Inoperative	INOP
38	Low Power Out	LPO
39	Corroded	CORR
40	Open	OPN
41	Shorted	SHTD
42	Mechanical	MECH
43	Electrical	ELECT
44	Alignment/Adjustment	ALGN
45	Transmitter	XMTR
46	Receiver	RCVR
47	Power Supply	PWRS
48	Cracked, Broken, Bent	CBB
49	Grounded	GND
50	Out of Tolerance	OTOL

## SOP FOR DAMS

## APPENDIX J

PRIORITY

The priority is required on all MAST cards and all REQN cards. The priority may be changed (corrected) by the submission of a CHG MAST or MAT CHG card.

The priority coded on the master card will be the priority shown on the ERO. The priority coded on the requisition card will be the priority assigned to the document by the requisitioning activity, but must be of the same priority as the ERO. Priority will be coded as illustrated.

0	6
PRI	

## I. D. NUMBER

The I. D. number is required on all MAST cards. The I. D. number may be changed or corrected by submission of a CHG MAST card. The I. D. number to be used depends on the type of item on the ERO and will be in accordance with the following:

1. If the item on the ERO is:
  - a. An end item,,code the end item I. D. number.
  - b. A component or item having its own identifying I. D. number. Code the I. D. number.
  - c. A component not having an I. D. number of its own, code the I. D. number from locally assigned numbers.
  - d. An item that is not a component of and end item and has no I. D. number of its own, code six zero's.
  - e. A secondary repairable R code item, code I. D. number of item or locally assigned I. D. number.

The I. D. number is entered on the code sheet as illustrated below.

0	0	0	0	2	A
I. D. NUMBER					

## SOP FOR DAMS

## APPENDIX K

CATEGORY CODE

The category code identifies items by group peculiarity.

The category code is required on all MAST code sheets. The category code may be changed (corrected) by submission of a CHG MAST card.

END ITEM CODES (Combat Essential)

This guidance pertains to combat essential end items which are held by the maintenance shop and are combat unserviceable. These items are promulgated by Marine Corps Bulletin and published in listings by this Command. Assign category code W.

COMPONENT CODES (Combat Essential)

If a component is causing the deadline of a combat essential end item and the end item is held by the shop, assign the category code W above. If a component or part is causing the deadline of combat essential end item and the end item is not held by the shop, assign category code Z.

NON-CRITICAL ITEM CODE

- A Assign to items from station other than those equipment/components received on Pri 05, 06, and 07 EROS.
- S 1st Marine Aircraft Wing and Aviation type units non-combat essential equipment and combat essential equipment undergoing repair which does not deadline the items as combat unserviceable.

CALIBRATION CATEGORY CODES

- K All Marine Aircraft Wing Units.

SECONDARY REPARABLE ITEM CODES

- D Depot Secondary Reparable Item.
- R Non-Depot Secondary Reparable Item.

When either of the above codes are used an 03 card showing the ERO number and FSN of the reparable item will be submitted.



CATEGORY CODE CHART

In the event equipment is damaged by an organization other than the 1st Marine Aircraft Wing, go to the appropriate category code from the following chart:

CATEGORY CODE CHART

TYPE	WING/AVIA UNITS	MCB	OTHER
Combat Essential/Base Critical Combat Unserviceable	W	B	A
Combat Essential Non Critical Repair	S	A	A
Components Combat Essential/Base Critical Combat Unservice- able	Z	B	A
Non Combat Essential on Pri 06 or Higher ERO	S	A	A
Non Combat Essential Lower than Pri 06	S	B	A
Calibration	K	T	T
D Coded Secondary Reparable	D	N/A	N/A
R Coded Secondary Reparable	R	N/A	N/A

## SOP FOR DAMS

## APPENDIX L

JOB STATUS CODE

The job status code, which reflects the current status of the job, is required on all MAST cards and JOB COMP cards. The job status maybe changed by submission of a CHG MAST card.

1. The job status code reflects the current status of the job and therefore must be changed as the status of the job changes. For MASTER and CHG MAST cards, numeric codes as shown below must be used.
2. Upon close out of the ERO, code the appropriate alpha close out job status code on the material card as illustrated below. ERO's will not be opened and closed on the same day.

R	P	R	C	O	M	P
CLOSE OUT JOB STATUS						

## JOB STATUS CODES ASSIGNED

INSPECTION CODES

00	INS	INIT	Job is undergoing initial inspection/ disassembly to determine extent of repairs and or parts required.
01	INS	FINL	Job is undergoing final inspection upon completion of all repairs.

REPAIR CODES

12	RPR	PRGS	Repair is in progress. This code indicates the job is actually being worked on in the shop, or that other action as indicated by the Job Identifier code is progressing.
13	RPR	COMP	Repair action or other action as indicated by the Job Identifier code has been completed and the ERO has been closed.

## SOP FOR DAMS

JOB STATUS CODESHORTAGE CODE

- |    |     |      |  |
|----|-----|------|--|
| 24 | SHT | RETN | Item is short parts which are on requisition. Item has been returned to owning unit at the request of the unit commander subject to recall for completion of work upon receipt of parts.   |
| 25 | SHT | PART | Short Parts. Parts requirements to repair the item have been determined and are on requisition or being procured from other sources. Job is being held pending receipt of required parts.  |
| 26 | SHT | SPAC | Short Space. Job is pending scheduling into RPR status. This code indicates that no parts are required, or that all required parts have been received but repairs have not yet begun due to shortage of working space (Bay, bench space, etc.).      |
| 27 | SHT | TECH | Short Technicians. This code will be used when due to a shortage of technicians (mechanics) the nature of repair required has not been determined or repairs required have been determined but trained personnel are not available to complete work. |

EVACUATION CODES

- |    |      |      |   |
|----|------|------|---|
| 38 | EVAC | RBLD | Evacuated..<br><u>End Item</u> which is beyond 4th echelon repair capability and is being reported under provisions of MCO P4400.82 for possible rebuild. Secondary Reparable Item exceeding the repair time imposed by MCO P4400.82. |
| 39 | EVAC | WASH | Item beyond economical repair by 4th echelon and is being washed out at 4th echelon.  |

## SOP FOR DAMS

## APPENDIX M

JON

1. The job order number is required for each ERO. The JON is submitted on a MAST card or JON card (03 card). To change (correct) the JON, submit a JON card (03 card) with the new or corrected JON. The JON will be coded Left justified as illustrated.

A	A	2	A	X	D	M	8	C	3	0	6	8
---	---	---	---	---	---	---	---	---	---	---	---	---

2. The JON entered will be the JON chargeable for SFA MATERIAL REQUIRED TO REPAIR THE ITEM.

3. For station units the JON will be submitted to the DAMS when the master code sheet is submitted.

4. The JON cited on the ERO will be checked for accuracy and corrected if necessary. The correct JON in accordance with paragraph 5 below will be submitted to the DAMS when it is determined what echelon of maintenance is required to complete the ERO.

5. The Cost Account Number (CAN) of JON's submitted to the DAMS will reflect the highest echelon indicated by the SMR code of any part used to complete the ERO. If no parts are required to complete the ERO then the Cost Account Number will reflect the echelon of maintenance determined by the shop officer, required to complete the ERO.

6. The JON consists of 14 digits and summarizes the following information:

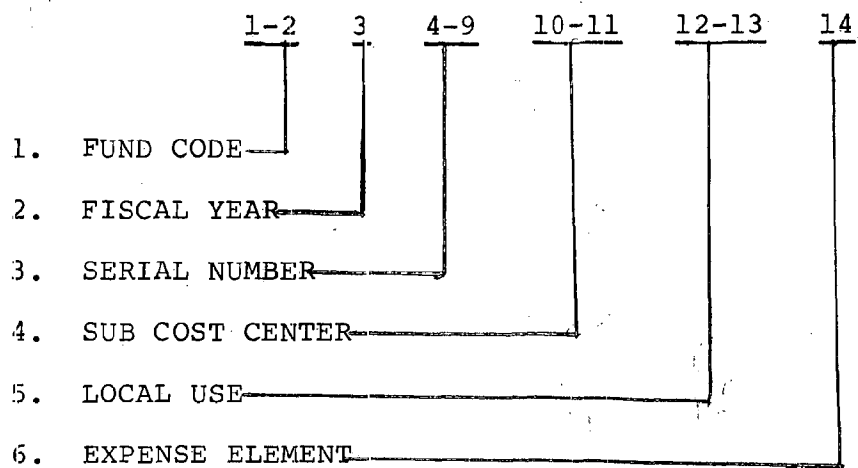
- (1) All required formal accounting data.
- (2) The Cost Account Code (CAC)
- (3) The unit which creates the demand for funds.
- (4) Additional control information concerning specific programs, and/or information as may be required for use by the Commanding General.

## SOP FOR DAMS

b. Listed below is the JON structure

JOB ORDER NUMBER STRUCTURE

The Job order specified below will be utilized by all Fleet Marine Force Commands and will not be deviated from.



EXPLANATION

1. FUND CODE A 2-digit code assigned by CMC. See MCO 7301.65.

2. FISCAL YEAR A 1-digit numeric field which identifies the fiscal year in which the job order is authorized.

3. SERIAL NUMBER A 6-digit alpha/numeric code. The first two digits identify the type of funds administered and the Designated Funds Administrator (Cost Center) as explained below. The last four alpha/numeric digits is a serialized number assigned locally to identify and accumulate various categories of accounting information. The cost center (1st two digits of serial number) assignment will be as follows:

Both digits numeric = Operating Budget Funds

Both digits alpha = Reimbursable Funds

Combination alpha/numeric = Requisitional Authority (OFFS)

4. SUB COST CENTER A 2-digit locally assigned alpha/numeric code used to identify a subdivision of a Cost Center.

5. LOCAL USE These 2-digits may be alphas or numeric at the discretion of the command. However, there is no programmed system use for the digits.

6. EXPENSE ELEMENT T will be used

## SOP FOR DAMS

## APPENDIX N

DOCUMENT NUMBER

The document number is required on all material code sheets using card codes REQM, RECD MAT, DOC CHG, MAT CHG, and STAT. The document number may be changed or corrected by the submission of a DOC CHG code sheet. The document as used in DAMS is always a 14 digit MALSTRIP type number. The document number is composed of the elements as illustrated.

MMJ13542050023

SER REQUISITIONER DATE SERIAL  
DOCUMENT NUMBER

1. Code the 14 digit document number in the document number field exactly as it appears on the DD-1348 or DD-1149 requisition. NORS requisitions are identified by the numerical "7" in the first digit of the four digit serial number.
2. Status information will be obtained by the computer by comparing the requisition status card document number with the document number in the DAMS master file. Therefore to insure that Status information is captured, care must be exercised to enter correctly the 14 digit document number.
3. When submitting RECD MAT, DOC CHG, MAT CHG, and STAT cards refer to the latest Daily Progress Report received and copy the applicable document number as it is shown on the report.

REQUISITION BY OPEN PURCHASE (DD-1149)/BLANKET PURCHASE AGREEMENTS

1. Code the open purchase/Blanket purchase document numbers.
2. Code OP in the status field.
3. If more than one line item is being requisitioned by open purchase, it is not necessary to enter part nomenclature in the nomenclature field. This field may be used as an information field to enter remarks as desired pertaining to the requisition. Examples: 4 Line Items; Gasket sets; Clutch; Comps; 6 Seals; etc.

DREQUISITION OF ITEM FROM MFAJ 9

1. Code the requisition/turn/-in document number.

N-1

## SOP FOR DAMS

2. Code FL in status field.
3. Enter noun name or short title nomenclature in nomenclature field.
4. If an item is being requested for issue through Float, or for repair of a combat essential piece of equipment, the document number must be identified by the numerical 7 in the first digit of the four digit serial number.

## SOP FOR DAMS

## APPENDIX D

PARTS/MATERIAL CHARGES

Parts and material charges are required on all JOB COMP code sheets. These charges will be coded in the appropriate blocks on the material code sheet. Charges will be coded as follows:

1. PARTS CHARGES are the SFA charges for parts drawn against the JON to repair the item. Includes hard charges for all parts requisitioned from shop stores or on open purchase documents. The dollar value of the charges entered in parts charges block, will be the sum total dollar/cents value of the parts drawn against the JON. If there are no parts charges against the job, leave the field blank.
2. STATISTICAL MATERIAL CHARGES are the ASA charges for parts and/or material used to repair the item for which there will be no "hard" charges to the unit. The figure entered in the statistical material block will be the sum total dollar/cents value of all such material charges, computed at \$3.50 per hour.

LABOR CHARGES

Labor charges are required on all JOB COMP code sheets. These charges will be coded in the appropriate labor charge blocks on the material code sheet. Charges will be coded as follows:

1. CIVILIAN LABOR CHARGES entered will be the sum total dollar/cent value of all civilian labor charged against the ERO. This total figure will be entered in the civilian labor block on the material code sheet. If there are no civilian labor charges, leave the field blank.
2. MILITARY LABOR CHARGES entered will be in the statistical military labor field of the master code sheet. If there are no military labor charges, leave the field blank.

NOTE: On all repair work done commercially, the shop, upon closing the ERO will insert all charges, parts and labor, under the "parts charge" column of the material code sheet.



## SDP FOR DAMS

## APPENDIX P

SHOP SECTION CODE

CODE	ENG	ELEC	MTM
1	Heavy Equipment Section	Portable Vehicle-FM	Automotive Repair
2	Secondary Repairables	Crypto DCRS	Secondary Repairables
3	Body Shop	Slide Band	Body Shop
4	Utilities	Telephone & Teletype	
5		SHF	
6		UHF	
7			
8			
9			

## SOP FOR DAMS

## APPENDIX Q

KEY PUNCH CARD & WORK SHEET FORMAT

## O CARD-ADD MASTER

POSITION	DESCRIPTION	SIZE
1	CARD CODE	1
2-6	ERO NUMBER	5
7-10	EROS	4
11-18	CUSTOMER SERIAL #	8
19-20	BLANK	2
21-24	DCD	4
25	ECHELON OF MAINT	1
26-35	SERIAL NUMBER	10
36-37	JOB ID. NO.	2
38-41	QUANTITY	4
42-43	BLANK	2
44-48	UAC	5
49-51	DEFECT	3
52-53	PRIORITY	2
54-59	ID. NO.	6
60	CAT. CODE	1
61-62	STATUS	2
63-76	(JON) JOB ORDER NUMBER	14
77	SECTION CODE	1
78-80	BLANK	3

## 1 CARD-CHANGE TO MASTER

POSITION	DESCRIPTION	SIZE
1	CARD CODE	1
2-6	ERO NUMBER	5
7-80	CHANGE ANY POSITION OF (0) ZERO CARD. IF LOCATED IN SAME CARD COLUMNS	75

## 2 CARD-CHANGE TO MASTER

1	CARD CODE	1
2-6	ERO NUMBER	5
7-50	BLANK	44
51-64	(JON) JOB ORDER NUMBER	14
65-80	BLANK	15

## SOP FOR DAMS

## 3 CARD-CHANGE MASTER

1	CARD CODE	1
2-6	DRO NUMBER	5
7-17	(FSN) FEDERAL STOCK NUMBER	11
18-31	NOMENCLATURE	14
32-80	BLANK (32-36 TAM NO. IF NEEDED)	49

## 4 CARD-ADD PART

1	CARD CODE	1
2-6	ERO NUMBER	5
7-10	BLANK	4
11-21	(FSN) FEDERAL STOCK NUMBER	11
22-26	QUANTITY	4
27-40	DOCUMENT NUMBER	14
27-32	UAC (MINOR)	6
33-36	DATE	4
37-40	SER	4
41	BLANK	1
42-43	PRIORITY	2
44-48	UAC (MAJOR)	5
49-50	STAT	2
51-54	BLANK	4
55-57	(LKH) LAST KNOWN HOLDER	3
58	LOCAL FORSTAT INDICATOR	1
59-61	DATE	3
62-64	STAT-TYPE	3
65	BLANK	1
66-78	PART NAME	13
79-89	BLANK	2

## 5 CARD-CHANGE DOC # CARD

POSITION	DESCRIPTION	SIZE
1	CARD CODE	1
2-6a	ERO NUMBER	5
7-26	BLANK	20
27-40	OLD DOCUMENT NUMBER	14
41-50	BLANK	10
51-65	NEW DOCUMENT NUMBER	14
66-80	BLANK	15

Q-2

## SOP FOR DAMS

## 6 CARD-CHANGE PART CARD

1	CARD CODE	1
2-6	ERO NUMBER	5
7-10	BLANK	4
11-21	FSN	11
22-26	QTY	4
27-40	DOCUMENT NO.	14
41	BLANK	1

## 7 CARD-CHANGE STATUS

1	CARD CODE	1
2-6	<del>ERO NUMBER</del>	5
7-26	BLANK	20
27-40	DOCUMENT NO.	14
41-48	BLANK	8
49-64	STATUS INFO	16
65-80	BLANK	16

## 8 CARD-CLOSE PART

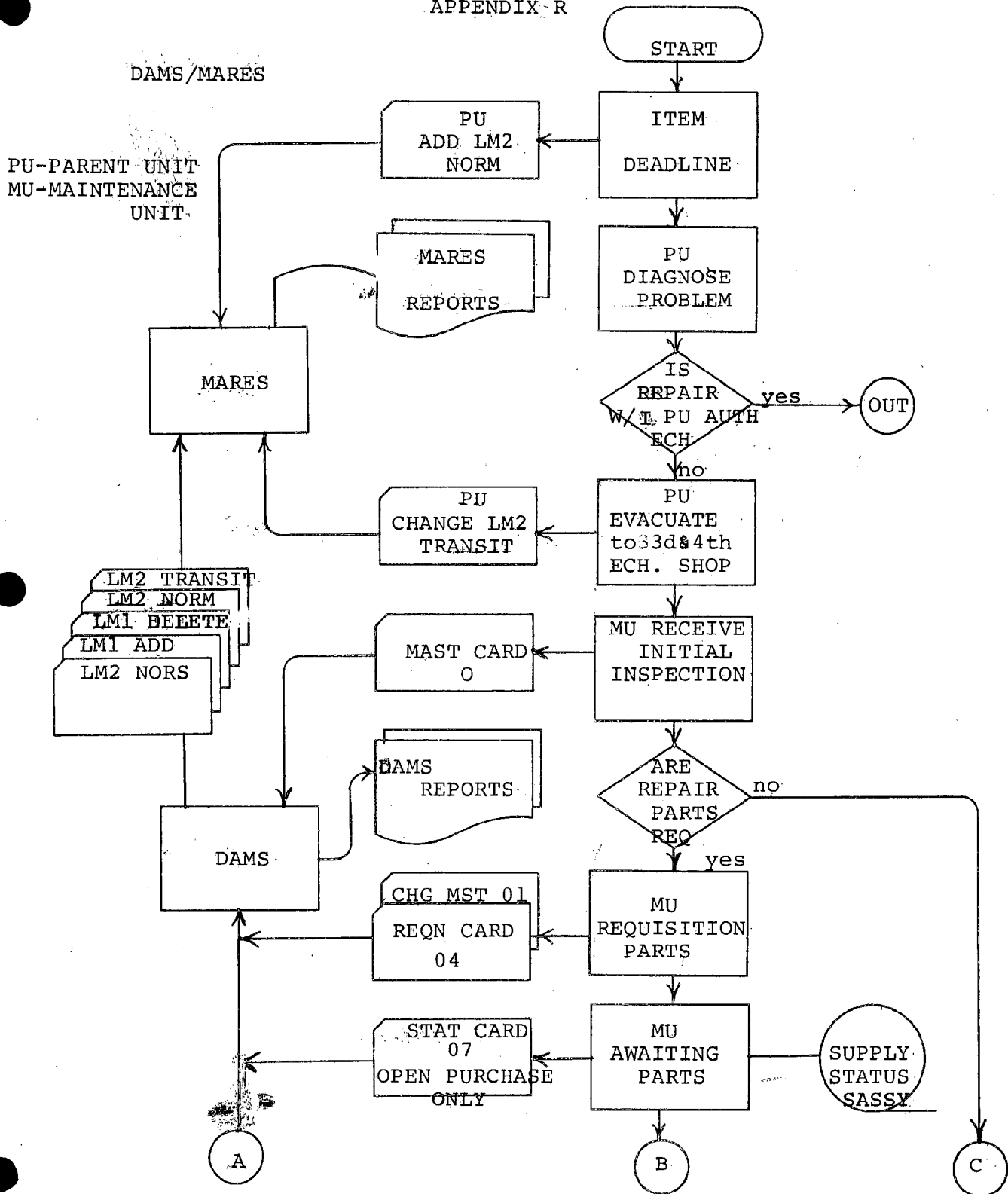
1	CARD CODE
2-6	ERO NUMBER
7-21	BLANK
22-26	QTY
27-40	DOCUMENT NO.
41-50	BLANK
51-54	DATE RECEIVED OR CANCELLED
55-80	BLANK

## 9 CARD-CLOSE MASTER

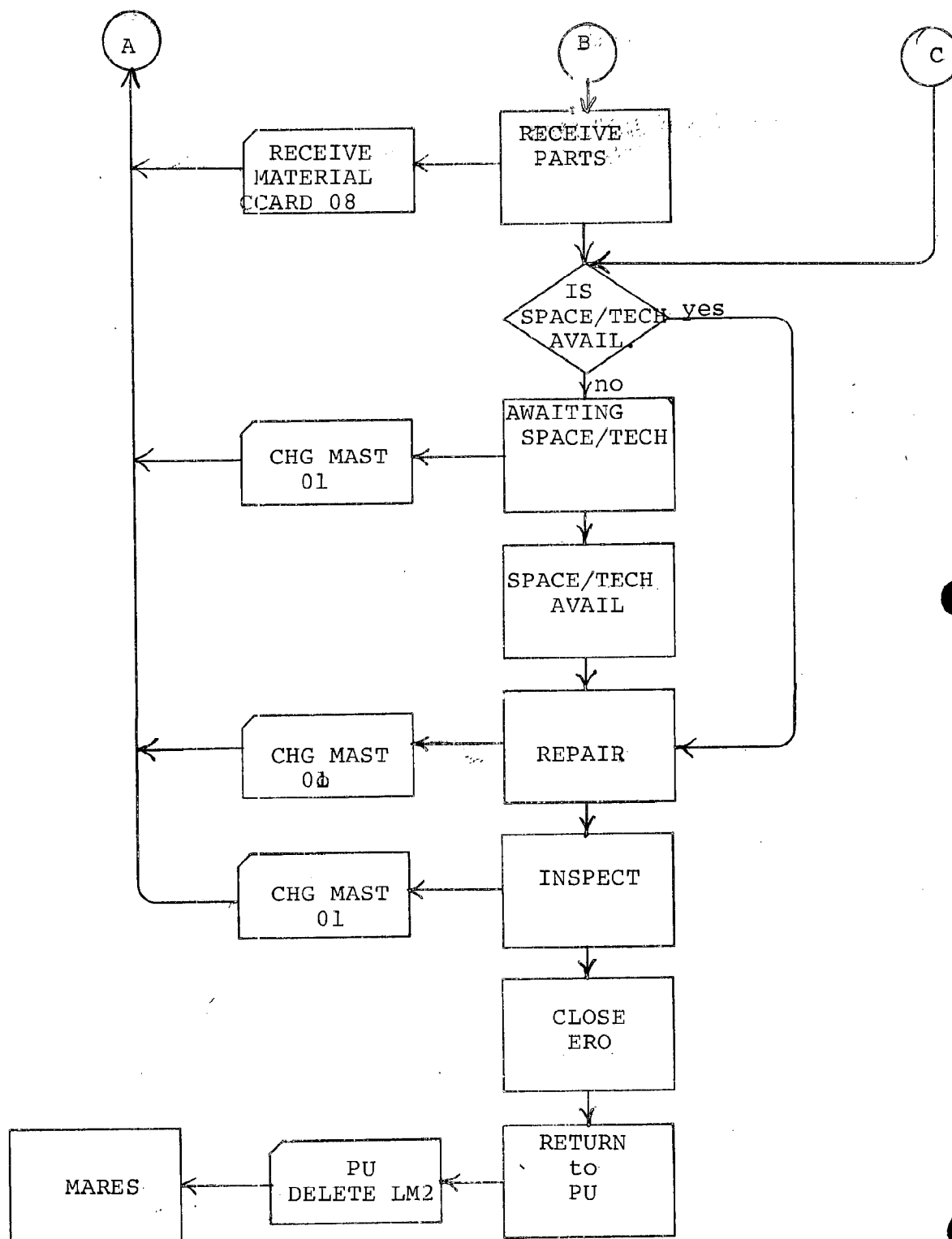
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7-8	BLANK	2
9-17	STATISTICAL CHARGE	9
18-24	CIVILIAN LABOR CHARGE	7
25-33	PART CHARGE	9
34-37	DATE CLOSED	4
38-43	MILITARY LABOR CHARGE	6
44-48	BLANK	5
49-56	CLOSEOUT JOB STATUS	9
58-80	BLANK	23

## SOP FOR DAMS

## APPENDIX R



## SOP FOR DAMS





UNITED STATES MARINE CORPS  
HEADQUARTERS  
1ST MARINE AIRCRAFT WING, FMF  
FPO, SAN FRANCISCO, 96602

IN REPLY REFER TO:

7:RFH:wpc4  
5000  
20 Jan 1975

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

Subj: Command Chronology for the period of 1 July 1974 to  
31 December 1974

Ref: (a) WgO 5750.1B

Encl: (1) Subject Command Chronology

1. In accordance with the provisions of reference (a) enclosure  
(1) is submitted.

  
R. F. HARRINGTON

*Wing Adjutant, let mail*

*Full-File 74*

CHRONOLOGY

1 July 1974 - 31 December 1974

ORGANIZATION DATA

1. Designation: Adjutant Section, 1st Marine Aircraft Wing
2. Key Personnel:

ADJUTANT

Major R. F. HARRINGTON 1 Jul - 31 Dec 74

AWARDS OFFICERMajor R. F. HARRINGTON 1 Jul - ~~31 Dec~~ 74 #OIC Classified Material Control Center

1stLt D. T. ALDRIDGE	1 Jul - 11 Jul 74
1stLt J. W. DEFUR	12 Jul - 31 Dec 74

Custodian, Classified Material Storage

1stLt H. D. PLAGENS	1 Jul - 11 Aug 74
1stLt N. G. LEBRET	12 Aug - 31 Dec 74

Administrative Chief

MGySgt E. B. ALLEN	1 Jul - 27 Sep 74
MGySgt S. HIRONAGA	28 Sep - 31 Dec 71

NARRATIVE SUMMARY

During the reporting period, the Awards Section processed 71 recommendations for individual awards from within the Wing Headquarters, and 7 recommendations for subordinate units. There were 0 unit award recommendations.

Wing Staff Sections reviewed their inventory of classified material for possible downgrading or destructions. During this period a significant amount of Top Secret Material was authorized for destruction and subsequently destroyed.

On 1 July 1974 the Message Distribution Center was reassigned to the Wing Message Center and the cognizance was realigned from the Adjutant Branch to MACG-18 and CEO.

ENCLOSURE (1)



The following documents were processed during the reporting period:

<u>ITEM</u>	<u>NUMBER</u>
REGISTERED MAIL	1169
TOP SECRET MAIL	89
SPECIAL CATEGORY	149
MARINE DISTRIBUTION	4
PERSONAL FOR (INCOMING)	80
PERSONAL FOR (OUTGOING)	25
TOTAL	1516

The Reproduction Section produced 10,348,324 copies on the multilith machines and 510,000 on the Xerox equipment.

ENCLOSURE (1)

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

19:BTG:ht  
5750  
8 Jan 1975

From: Wing Chaplain  
To: Commanding General, 1st Marine Aircraft Wing (Attn: G-3)  
Subj: Semi-Annual Command Chronology; period 1 July 1974 to 31 December 1974  
Ref: (a) WgO 5750.1B

1. At the close of the period of this report, the following Chaplains were attached to the 1st Marine Aircraft Wing:

CAPT Robert H. HEATH	Wing Chaplain	Arrived: 8/74
CDR B. T. GALLAGHER	Assistant Wing Chaplain	Arrived: 7/74
CDR Whitney W. PARRISH	MAG-36	Arrived: 9/74
LCDR Jack E. DOWERS	MAG-15	Arrived: 7/74
	OIC - Counseling Center	Arrived: 11/74
LT Bernard BLASICH	MAG-36	Arrived: 9/74
LT Franklin R. TAYLOR	MWSG-17/MACG-18	Arrived: 10/74
LTJG Charles R. DUNCAN	MAG-15	Arrived: 11/74

MAG-12 has been covered by Chaplain GALLAGHER on a part time basis beginning 3 December 1974 and to continue to 5 February 1975 when a new Chaplain is expected in the Wing.

2. During the period of this report, the following Chaplains were detached:

CAPT James S. FERRIS	Wing Chaplain	RTD: 8/74
LCDR Gerard T. MCMAHON	MAG-12	RTD: 12/74
LCDR Allan F. WATERSON	OIC - Counseling Center	RTD: 11/74
LT Robert C. SCHALL	MAG-36	RTD: 11/74
LT Vincent W. CARROLL	MWHS-1/MWSG-17	RTD: 11/74

3. Orders for Navy Chaplains have necessitated gaping Chaplain billets among the Groups for periods ranging from three weeks to two months. The requirement to provide a Chaplain as OIC - Counseling Center has left the Headquarters Squadron without a Chaplain since 1 September 1974. This discrepancy should be corrected with the arrival of a new Chaplain in early March 1975.

4. The Combined Wing/Station Chapel Program established by Wing Order 1730.4/Marine Corps Air Station Order 1730.2 published in April 1974 continues to function satisfactorily.

*Wing Chaplain, 1st MAW*

*File-180 974*

19:BTG:ht  
8 Jan 1975

Subj: Semi-Annual Command Chronology; period 1 July 1974 to 31 December 1974

5. In the period 1 July 1974 to 31 December 1974, the following charitable contributions were made from the Protestant and Catholic Chapel Funds of the consolidated program:

PROTESTANT CHAPEL FUND

Dr. Dick Nieuwma to act as liaison to support Korean family	\$350.00
Rehabilitation Center, Hiroshima	400.00
Teen Challenge Serviceman's Center, Iwakuni	214.00
Chin Hae City Orphanage, Korea	200.00
American Baptist Foreign Mission Society, Japan	250.00
David Livingston Adoption Program, Seoul, Korea	300.00
American Bible Society	200.00
Medical Assistance Program, Inc.	200.00
John Milton Society for the Blind	100.00
Church World Service	200.00
Christmas Present for Sunday School Children	50.00
David Livingston Missionary Foundation, Inc., Korea	250.59
TOTAL	\$2,714.59

CATHOLIC CHAPEL FUND

Division of Latin America	\$50.00
Redemptorist Fathers - Thailand	100.00
Maryknoll Fathers - Korea	100.00
Cannasian Daughters of Charity - India	100.00
Garden of Light Home	116.72
Sacred Heart Orphanage - Vietnam	100.00
Clergy Fund, Archdioces of Boston	100.00
Columban Fathers - Philippines	100.00
- Korea	100.00
- Taipei	100.00
Military Ordinariate (Mission Sun Offering \$252.12)	352.12
Trinitarian Missions - Africa	300.00
Notre Dame Sisters, Hiroshima	106.75
Christ the King Church, Iwakuni	200.00
Tsuwano Catholic Church	100.00
TOTAL	\$2,025.59

*R. H. Heath*  
R. H. HEATH

UNITED STATES MARINE CORPS  
Headquarters  
1st Marine Aircraft Wing  
Fleet Marine Force, Pacific  
FPO San Francisco 96602

10:CNL:tga  
5750  
10 Jan 1975

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

Subj: Command Chronology; submission of

Ref: (a) WgO 5750.1B  
(b) CG First MAW 160757Z Dec 74

Encl: (1) Communication-Electronics Branch Command Chronology  
for the period 1 July - 31 December 1974.

1. In accordance with references (a) and (b), enclosure (1)  
is submitted.

  
F. M. MANROD

*Comm-Elec. Branch, 1st MAW*

*Full-Rice 74*

PART I  
ORGANIZATIONAL DATA

1. DESIGNATION  
Communication-Electronics Branch
2. LOCATION  
1 July - 31 December 1974; MCAS Iwakuni Japan
3. STAFF OFFICERS

Communication-Electronics Officer	LtCol Richard J. LEE JR. 1 - 11 July 1974 LtCol Donald D. HALL 12 -17 July 1974 LtCol Frank M. MANROD 18 July - 31 December 1974
Assistant Communication-Electronics Officer	LtCol Donald D. HALL 1 - 11 July 1974 19 July - 24 Aug 1974 Maj. Thomas D. LOVE 3 September - 31 December 1974
Electronics Officer	Capt Jerome D. HAYES 1 July - 31 December 1974
Maintenance Officer	Capt Bill C. SANDERS 8 July - 31 December 1974

4. AVERAGE MONTHLY STRENGTH

<u>OFF.</u>	<u>USMC</u>	<u>ENL</u>	<u>USN</u>	<u>OTHERS</u>
4		6	NONE	NONE

Enclosure (1)

PART II  
NARRATIVE SUMMARY

During the reporting period the communication portion of FMI Inspections were conducted by representatives of the CEO's office augmented by communication personnel of the Marine Air Groups, MWCS-18 and MMSG-17.

The FMF Mobile Command Net entry into the Defense Communications System was activated for four 36 hour training periods. Only one test was considered successful.

The FMFPAC HF Training Net was activated for six 8 hour periods. These tests were considered successful with minor technical and operational problems.

The CEO planned the employment of Wing Communication-Electronics elements in connection with the Wing CPX that occurred in October.

PART III  
SEQUENTIAL LISTING OF SIGNIFICANT EVENTS

1-14 Jul Preparation for FMI Inspection of Wing Units.

15 Jul Communication portion of FMI Inspection of MAG-12

16 Jul Communication-Electronics Conference was held at Wing Headquarters. All Wing Communication officers and Communication Chiefs were in attendance.

22 Jul MWCS-18 participated in a III MAF COMEX 1-7<sup>4</sup><sub>5</sub> to test communications between III MAF and 1st MAW

31 Jul MSGT E. L. SHARPE attended a Frequency Coordinators Conference at COMUSJAPAN Fuchu, Japan.

5-8 Aug LtCol F. M. MANROD participated in a Command Staff Liaison Visit to Okinawa units and III MAF

6-17 Aug Communication portion of FMI Inspection of MAG-36

27-31 Aug MGySgt J. W. TEVERBAUGH attended the Marine Air Traffic Control Unit Maintenance Training Conference held at NAVELECSYSENGCEN Vallejo, Calif.

10 Sep MAG-36 activated the FMF Mobile Command Net entry into the Defense Communications System for a 36 hour training period with the Naval Communication Station, Guam. Test was unsuccessful due to major equipment problems.

11 Sep MWCS-18 activated the FMFPAC HF Radio Training net with Comm Co. 3d MARDIV for an 8 hour period. Voice communications were successful. Teletype communications were not established.

17 Sep MWCS-18 activated the FMF Mobile Command Net entry into the Defense Communications System for a 36 hour training period with the Naval Communication Station, Yokosuka. Test was unsuccessful due to differences in operational concepts and equipment capabilities of a NAVCOMMSTA and a tactical Marine unit.

23 Sep IG Inspection commenced.

- 2 Oct MWCS-18 activated LINK III HF Training Net with 3d MARDIV for an 8 hour period. The test was considered successful with minor operational problems.
- 9 Oct MAG-12 activated the LINK III HF Training Net with 3d MARDIV and MACS-4 for an 8 hour period. The test was partially successful
- 9 Oct MAG-36 activated the FMF Mobile Command entry into the Defense Communications System for a 36 hour period with the Naval Communication Station, Guam. The test was unsuccessful.
- 22 Oct Wing Communication Exercise was conducted prior to commencement of the Wing CPX.
- 23-24 Oct Representatives from the CEO Branch participated in the Wing CPX (Exercise STRONGARM 1-74)
- 23-25 Oct MGySgt J. W. TEVERBAUGH made a Staff Liaison visit to Okinawa based Wing units and III MAF.
- 13 Nov MAG-15 activated the LINK III HF Training Net with 3d MARDIV and MACS-4 for an 8 hour period. The test was partially successful. Voice communications were established immediately. Teletype communications were not established due to equipment problems.
- 15 Nov MWCS-18 activated the LINK II HF Training Net for an 8 hour period between Hawaii, Okinawa, and Japan. The test was successful.
- 19 Nov MWCS-18 activated the FMF Mobile Command entry into the Defense Communication System for a 36 hour period with Naval Communication Station, Guam. The entry was considered successful with minor technical problems.
- 12-19 Nov Major T. D. LOVE made a Staff Liaison visit to Okinawa based Wing units and III MAF.
- 27 Nov MAG-15 activated the LINK III HF Training Net with MWSG-17 and 3d MARDIV. The circuit was unsuccessful due to apparent propagation difficulties. Neither acceptable voice or TTY comm was established.
- 11 Dec MWSG-17 activated LINK III HF Training Net with the 9th MARINES, OKINAWA for an 8 hour period. The test was successful with minor problems.



10-12 Dec Captain J. D. HAYES attended a conference at Hq.  
III MAF concerning PHASE II AUTOSEVOCOM requirements.

10-12 Dec LtCol F. M. MANROD attended the 6th Annual Japan  
Communications Conference held in Tokyo, Japan.

UNITED STATES MARINE CORPS  
Headquarters  
1st Marine Aircraft Wing  
Fleet Marine Force Pacific  
FPO San Francisco 96602

32:WDB:dsb  
5750  
11 Jan 1975

MEMORANDUM

From: Wing Inspector  
To: Wing Historian

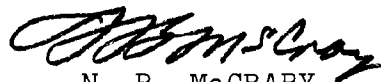
Subj: Command Chronology

Ref: (a) MCO 5750.1B  
(b) WgO 5750.1B

Encl: (1) Semi-annual Command Chronology

1. In accordance with the provisions of references (a) and (b), enclosure (1) is submitted.

2. This report is unclassified.

  
N. B. McCRARY

*Wing Inspector, 1st MAW*

*Encl-11c 74*

5750  
11 Jan 1975

SEMI-ANNUAL COMMAND CHRONOLOGY

1. ORGANIZATION

- a. Designation: Office of the Wing Inspector
- b. Period Covered: 1 July 1974 - 31 December 1974
- c. Chronological listing of Wing Inspectors:
  - Maj E. D. GRISSOM, 1 July 1974 - 10 August 1974
  - Col N. B. McCRARY, 11 August 1974 - 31 December 1974
- d. Average Strength: 1 Officer and 2 Enlisted
- e. Significant Events:

(1) The Commanding General's Functional Management Inspection was held on the below listed units:

- July 1974 (a) Marine Wing Headquarters Squadron-1, 3-9
- (b) Marine Aircraft Group-12, 15-18 July 1974
- (c) Marine Aircraft Group-15, 29 July -  
2 August 1974
- August 1974 (d) Marine Wing Support Group-17, 20-25
- (e) Marine Aircraft Group-36, 7-16 August 1974
- (f) Marine Air Control Group-18, 9-13  
September 1974

(2) The Inspector General of the Marine Corps Inspection was held on 1st MAW, 19-27 September 1974

ENCLOSURE (1)

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

25:DCB:avr  
5750  
22 Jan 1975

From: Director, Wing Safety Center  
To: Assistant Chief of Staff, G-3 (Attn: Historical Officer)  
Subj: Command Chronology for Period 1 July 1974 through 31 December 1974  
Ref: (a) MCO 5750.1D  
(b) FMFPacO 5750.8B  
(c) WgO 5750.1B

1. In accordance with references (a), (b) and (c), the following information is provided for the subject report:

a. July 1974

(1) All First MAW flying units conducted a two day Aviation Safety Standdown encompassing the period of 20 July through 1 August 1974.

(2) The First MAW *SAFETY 1ST* magazine continued monthly publication throughout the time span covered by this report.

(3) LtCol J. I. HUDSON assumed directorship of the Wing Safety Center in replacement of LtCol L. W. SCHWINDT.

(4) Captain T. W. CARTER joined the Safety Center's staff in July as the First MAW Ground Safety Officer/Assistant NATOPS Supervisor.

b. August 1974

(1) Nominee's for the annual CNO Aviation Safety Awards were selected and submitted to the Commanding General, Fleet Marine Force Pacific. Assistant Chief of Staff, G-4, served as chairman and approving officer for the screening board. VMA-211, VMFA-115 were the recipients of the CNO Awards for First MAW.

(2) The 4th Quarter, Fiscal Year 1975, Consolidated Aviation Safety Council Conference was convened on 15 August 1974 and chaired by the Assistant Chief of Staff, G-3, Colonel R. H. SCHULTZ.

c. September 1974

(1) The Inspector General visited Iwakuni during September. The First MAW Safety Program was rated satisfactory with noteworthy comments. The only significant discrepancy noted was in the area of aircrew water survival training, a problem which has since been resolved.

*Wing Safety Officer 1st Maw*

*Decl - Dec 74*

(2) Major F. L. PIERI, the Wing NATOPS Supervisor/Landing Signal Officer, attended an F-4/RF-4 NATOPS Review Conference convened by the McDonnell Douglas Corp. in St. Louis, Mo., from 3 through 9 Sept 74.

d. October 1974

(1) 19 October 1974. An F-4B, belonging to Marine Fighter Attack Squadron 115, suffered ALPHA damage when it crashed into the Inland Sea approximately 1.5 NM off the end of Runway 19 shortly after takeoff. The crew successfully ejected after fire warning lights illuminated for both the left and right engines. Cause: Undetermined.

(2) The First Quarter, Fiscal Year 1975, Consolidated Aviation Safety Council Conference was held on 15 October 1974, chaired by the First MAW Assistant Wing Commander, BGEN R. E. CAREY.

e. November 1974

(1) LtCol J. I. HUDSON attended an Aviation Safety Conference held at Cherry Pt., N.C., and Norfolk, Va.

(2) VMCJ-1, DET 101, lost an RF-4B on 3 November 1974 while deployed aboard the USS Midway. The RSO ejected successfully, but no apparent ejection attempt was made by the pilot. Cause: Undetermined.

(3) 14 November 1974. Marine Fighter Squadron 211, on deployment at Cubi Point, P. I., lost an A-4E and a pilot while conducting LABS training at the Crow Valley Ordnance Range. Cause: Undetermined. Suspected pilot disorientation.

(4) Major F. L. PIERI assisted in conducting FCLP training for VMA-211 from 13 November to 6 December 1974 while the unit was deployed to Cubi Point.

(5) Safety Center participated in Operation (STRONG-ARM) CPX on the 23rd and 24th of November 1974.

f. December 1974

(1) Captain T. W. CARTER attended an A4/TA4 Tactical Manual Review Conference sponsored by the McDonnell Douglas Corp. and held in Long Beach, Calif., from 6 to 10 December 1974.

D. C. BEATTY

OFFICE OF THE STAFF JUDGE ADVOCATE  
1st Marine Aircraft Wing  
Fleet Marine Force Pacific  
FPO San Francisco 96602

17:WBD:gwb  
5750

10 JAN 1975

MEMORANDUM

From: Staff Judge Advocate  
To: Commanding General, 1st Marine Aircraft Wing, FMFPac  
(Attn: AC/S, G-3)

Subj: Semin-annual Command Chronology (Report Symbol  
MC-5750-06)

Ref: (a) WgO 5750.1B

Encl: (1) Joint Law Center, 1stMAW Command Chronology

1. In accordance with the provisions of reference (a),  
enclosure (1) is submitted.

*WBD Draper*  
W. B. DRAPER, JR.

*Joint Law Center, 1st MAW*

*Full Rec 74*

OFFICE OF THE STAFF JUDGE ADVOCATE  
1st Marine Aircraft Wing  
Fleet Marine Force Pacific  
FPO San Francisco 96602

COMMAND CHRONOLOGY

1 July 1974 to 31 December 1974

INDEX

Part I	-	Organizational Data
Part II	-	Narrative Summary
Part III	-	Significant Events

Enclosure (1)

## PART I

ORGANIZATIONAL DATA1. STAFF PERSONNEL

Staff Judge Advocate	LtCol William B. DRAPER, Jr.
OIC, Branch Law Office, Oki	Major Jeffery W. MAURER
SPCM Military Judge (IwaJudOff)	Captain Frederick M. LORENZ
Legal Administrative Officer	Captain John P. WILSON
Chief Trial Counsel (Deputy Staff Judge Advocate)	Captain Richard E. QUELLETTE
Chief Defense Counsel	Captain William T. ANDERSON
Legal Services Chief	MGySgt Curtis M. ERICKSON

2. AVERAGE MONTHLY STRENGTH (OF 44)

USMC		USN	
<u>OFF</u>	<u>ENL</u>	<u>OFF</u>	<u>ENL</u>
10	16	0	0

(Two lawyers were assigned permanently to MCC 055 as trial/defense counsel and, upon authority from CMC, two additional lawyers will be transferred to MCC 055).



## PART II

NARRATIVE SUMMARY

Breakdown of general, special and summary courts-martial tried during the reporting period:

	<u>GCM</u>	<u>SPCM(BCD)</u>	<u>SPCM(NON-BCD)</u>	<u>SCM</u>	<u>NJP</u>
Joint Law Ctr & Branch Law Office	5	15	44	55	752

Administrative discharges were as follows for the reporting period:

Unsuitability	13
Unfitness	10
Misconduct	16
Good of the Service	22
TOTAL	61

During this reporting period a total of 2,225 legal assistance cases were processed by the Joint Law Center, Iwakuni and the Branch Law Office, Okinawa.

PART III

SIGNIFICANT EVENTS

None.

UNITED STATES MARINE CORPS  
Headquarters  
1st Marine Aircraft Wing  
Fleet Marine Force Pacific  
FPO San Francisco 96602

21:RNR:sls  
5750  
27 Jan 1975


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

Subj: Command Chronology for period 1 July to 31 Dec 1974

Ref: (a) WgO 5750.1B

Encl: (1) Wing Supply Command Chronology

1. As required by reference (a), enclosure (1) is submitted.

  
R. W. McINNIS

*Wing Supply Command, 1st MAW  
Jul-Dec 74*

UNITED STATES MARINE CORPS  
Headquarters  
1st Marine Aircraft Wing  
Fleet Marine Force Pacific  
APO San Francisco 96602

21:RNR:sls  
5750  
27 Jan 1975

COMMAND CHRONOLOGY

1 July to 31 December 1974

index

Part I. Organizational Data

Part II. Narrative Summary

A. Aviation Supply Support

B. Marine Corps Property Supply  
Support

Part III. Sequential Listing of Significant  
Events

A. Aviation Supply Support

B. Marine Corps Property Supply  
Support

UNITED STATES MARINE CORPS  
 Headquarters  
 1st Marine Aircraft Wing  
 Fleet Marine Force Pacific  
 FPO San Francisco 96602

21:RNR:sls  
 5750  
 27 Jan 1975

Part I

1. Designation:

<u>BILLET DESCRIPTION</u>	<u>RANK</u>	<u>NAME</u>	<u>INCLUSIVE DATES</u>
Wing Supply Officer	Col	C. F. LANGLEY	1 Jul - <sup>31 Jul</sup> 74
	Col	R. W. McINNIS	1 Aug - 31 Dec
Asst Wing Supply Officer	Maj	G. HOOKER	1 Jul - 22 Aug
	LtCol	R. N. RACKHAM	23 Aug - 31 Dec
Navy Supply Officer	LCdr	E. D. NORWOOD	1 Jul - 17 Oct
	LCdr	C. S. HUNTER	18 Oct - 31 Dec
Avn Supply Officer	Capt	T. L. LAPLAUNT	1 Jul - 31 Dec
MC Supply Officer	Capt	J. T. BALHA	1 Jul - 12 Aug
	Capt	L. H. BETTIS	13 Aug - 31 Dec
Avn Supply Mgt O	CWO-4	A. MIRANDA	20 Aug - 31 Dec
Marine Corps SASSY MgtO	CWO-3	K. E. PETTIT	1 Jul - 8 Dec
	CWO-3	P. W. BLAYLOCK	9 Dec - 31 Dec
Wg Supply Chief	MGySgt	W. RISKO	1 Jul - 10 Oct
	MGySgt	D. S. EDMONDSON	11 Oct - 31 Dec

2. Location 1 July - 31 December 1974.

MCAS Iwakuni, Japan

## Part II

## Narrative Summary

## 1. Aviation Supply Support

a. During the period 1 July through 31 August 1974 the normal supply management functions were employed. The Aviation Management Team provided frequent assistance visits to the squadron supply sections and the 3 group supply departments. The day-to-day business increased during the last four months due to the introduction of the AV8A and an intensive effort to improve aircraft readiness.

b. October 1974 was the start of the AVCAL Review Program for First Marine Aircraft Wing units. MAG-12 and 15 sent representatives for a five day period to the Aviation Supply Office, Philadelphia for the purpose of reviewing their requirements. (MAG-36 and MWHS-1 AVCAL reviews will be scheduled during January 1975.)

c. The FMFPac Analysis Team continued their schedule of inspections. MAG-36 and MWHS-1 were inspected during the month of October with minor discrepancies noted.

d. During the month of November the Marines from the Fleet Assistance Group, Pacific (FAGPac) held a 4 day SUADPS-EU FIANA Seminar for all First MAW units plus aviation storekeepers from Naval ships in the area. A second visit by the FAGPac representatives was made to First MAW units to discuss "Desk Top Procedures" with the First MAW units. These procedures when completed, will be used throughout the entire Marine Corps Aviation community as standard procedures.

e. An Aviation Supply and Aviation Maintenance Officers quarterly conference was conducted on 4 December to discuss and exchange information concerning Aviation matters within the First Marine Aircraft Wing. BGen CAREY set the stage with a keynote address.

## 2. Marine Corps Property Supply Support

a. The Supported Activities Supply System (SASSY) is the mechanized supply management system developed for use at the direct support echelon or user level of Marine Corps supply. SASSY was designed to accomplish supply accounting for both air groups and independant squadrons. The system improves requirements determination, material control, asset visibility and minimizes the requirement to perform manual operations.

An extensive data base is provided which supplies the commander with timely and accurate command and management information. The actual conversion of 1st MAW units to SASSY began during March 1974 on Okinawa. Completion of SASSY implementation was accomplished on 23 September 1974, over three months ahead of schedule.

b. SASSY Management Team. During the preconversion stage of SASSY an implementation team was formed. This SASSY implementation team was almost totally responsible for the smooth and effective conversion of 1st MAW supply accounts. The team performed preconversion inspections, the numerous steps required to actually load each account and finally conducted post conversion inspections. After each unit was loaded to SASSY, personnel from the implementation team were used to form the nucleus of the 1st MAW SASSY Management Team. An example of team effectiveness was realized during August 1974 during the complete reorganization of the Wing Shop Stores account. The Management Team, augmented with a minimum of additional supply personnel from the WSO and MWSG-17, devoted their full time to this month long reorganization effort.

## Part III

## Sequential Listing of Significant Events

## 1. Aviation Supply Support

- a. The Wing Aviation Supply Management Team inspected MAG-12, period 10-20 July 1974.
- b. Wing Supply Management Team representative attended SUADPS U1500 FIANA Seminar during period 22-26 July 1974.
- c. Wing Supply Management Team representative attended U1500 users conference at HQMC on 30 July 1974.
- d. The Wing Aviation Supply Management Team inspected MAG-36 during period 17-24 August 1974.
- e. A team from the Fleet Assistance Group, Pacific (FAGPac) visited all Wing units period 14-18 September 1974.
- f. CG, FMFPac Analysis Team inspected MAG-36 1-3 October 1974 and MWHS-1 between the dates 5-7 October 1974.
- g. MAG-12/15 representatives hold AVCAL review at ASO, Philadelphia period 22-26 October 1974.
- h. MAG-36 completed an extensive excess program on 8 November. A total of 11,400 line items were excessed having a value of \$1,251,942.08.
- i. A Fleet Assistance Group Pacific (FAGPac) File Analyzer (FIANA) Seminar was held during the period 18-22 November for all First MAW aviation units.
- j. Fleet Assistance Group, Pacific (FAGPac) presented the "Desk Top Procedures" program to all First MAW units period 19-28 November 1974.
- k. Wing Aviation Supply/Aviation Maintenance Officers conference held on 4 December 1974.
- l. Wing Aviation Supply Management Team representative visits NSD Subic to resolve problems being experienced with the transmission of requisition and status cards via autodin.

## 2. Marine Corps Property Supply Support

- a. During August 1974, a Break Bulk system was initiated to expedite shipments of repair parts between 3d FSR and Iwakuni based units.



b. During September 1974, SASSY implementation was completed within the 1st MAW.

c. During November 1974, the decision was made by FMFPac to consolidate 1st MAW Mount-Out stocks at 3d FSR.

d. During December 1974, a SASSY Management Unit Detachment from 3d FSR was established at Iwakuni. This Detachment was formed to increase the effectiveness of supply support to Iwakuni based units.

UNITED STATES MARINE CORPS  
Headquarters  
1st Marine Aircraft Wing  
Fleet Marine Force Pacific  
FPO San Francisco 96602

16:HDC:lrk  
5750  
13 JAN 1974

From: Wing Medical Section  
To: Headquarters, 1st Marine Aircraft Wing (Attn: G-3)  
Subj: Command Chronology (Report Symbol MC-5750-06)  
Ref: (a) WgO 5750.1B  
Encl: (1) Wing Medical Section Semi-Annual Command  
Chronology 1 JUL 74 - 31 DEC 74.

1. In accordance with reference (a), enclosure (1), is  
submitted.

  
H. D. CASH

*Wing Medical Section, 1st maw*

*Rec-880 74*

WING MEDICAL SECTION COMMAND  
CHRONOLOGY  
01 JUL 1974 - 31 DEC 1974

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## PART I

## ORGANIZATION DATA

1. Designation: Medical Section, Headquarters 1st Marine Aircraft Wing.

## SUBORDINATE UNITS

Medical Section, Marine Air Group-36, Futema, Okinawa

2. Location: Marine Corps Air Station, Iwakuni, Japan
3. Staff Officers:

Wing Medical Officer: CAPT B.C. JOHNSON, MC, USN  
ADDU 01 JUL 74 - 31 DEC 74

Assistant Wing Medical Officer: CAPT P.C. BIGLER, MC, USNR  
ADDU 23 NOV 74 - 31 DEC 74

Navy Personnel Officer: LCDR H.D. CASH, MSC, USN  
01 JUL 74 - 31 DEC 74

Group Medical Officers:MAG 12

LT J.F. MACHEN, MC, USNR 01 JUL 74 - 04 DEC 74  
LT E.T. SAITER, MC, USNR 01 JUL 74 - 04 DEC 74

MAG 15

LT W.S. GIBBONS, MC, USNR 01 JUL 74 - 04 DEC 74  
LT J.L. LONGABAUGH, MC, USNR 01 JUL 74 - 04 DEC 74

MAG 36

LT J.R. LEONARD, MC, USNR 01 JUL 74 - 15 AUG 74  
LT J.W. FORMAN, MC, USNR 01 JUL 74 - 03 DEC 74  
LT J.R. McCOY, MC, USNR 01 OCT 74 - 31 DEC 74

4. Average Monthly Strength:

NAVY MEDICALOFFICERS

6

ENLISTED

60

## PART II

NARRATIVE SUMMARY

During the period 01 JULY 1974 to 31 DECEMBER 1974, the Medical Section of the First Marine Aircraft Wing, provided personnel and support to the garrisoned and deployed units of the Wing, including, the garrisoned/deployed units of MAG 36, and the dispensary, MCAS Futema. Additionally, personnel support was provided to the Naval Regional Medical Center, Branch Dispensary, Iwakuni, Japan. All Navy related administrative functions, for attached Navy personnel were accomplished.

The Medical Section continues to provide assistance within and outside the command. In addition the following are of note:

23 NOV 1974	CAPT BIGLER	ARR.	FOR DUTY AS ASSTWGSURG
01 OCT 1974	CAPT SCHWAB	VISIT	FROM CMC
10 SEP 1974	CAPT ROBINSON	VISIT	FMFPACSURG

Medical department personnel were deployed during this period as follows:

UNIT	LOCATION	MC	HM	INCLUSIVE DATES
CUBI PT.	PHILIPPINES		1	20 DEC - 31 DEC
		1		05 SEP - 30 NOV
		1		10 JUN - 31 AUG
SUB UNIT #2	PHILIPPINES		2	19 NOV - 31 DEC
III MAF				
VMA 211	NAHA, OKI		1	21 OCT - 28 NOV
			1	03 SEP - 27 OCT
			2	04 SEP - 30 OCT
			1	27 AUG - 30 OCT
VMFA 115	NAHA, OKI	1	1	10 JUN - 19 AUG
3RD FSR	OKINAWA		1	28 AUG - 24 SEP
VMA 533	CUBI PT P.I.		1	10 JUN - 05 SEP
			2	20 JUN - 04 SEP
			1	26 AUG - 15 OCT
VMA 232	NAHA, OKI	1		05 SEP - 01 DEC
HMM 164	USS TRIPOLI	1		05 SEP - 31 DEC

## PART III

SEQUENTIAL LISTING OF SIGNIFICANT EVENTS1. Receipts/Transfers:a. Receipts

17 SEP 74	LT J.R. McCOY, MC, USNR
23 NOV 74	CAPT P.C. BIGLER, MC, USNR

b. Transfers

15 AUG 74	LT J.R. LEONARD, MC, USNR	Transferred for separation
03 DEC 74	LT J.W. FORMAN, MC, USNR	Transferred for Separation
04 DEC 74	LT W.S. GIBBONS, MC, USNR	Transferred for Separation
04 DEC 74	LT J.L. LONGABAUGH, MC, USNR	Transferred for Separation
04 DEC 74	LT J.F. MACHEN, MC, USNR	Transferred for Separation
04 DEC 74	LT E.T. SAITER, MC, USNR	Transferred for Separation

2. Reenlistments:

27 AUG 74	HMC W.M. SPAHR	6 Yrs
16 OCT 74	HM1 J.E. KING	6 Yrs
27 NOV 74	NCC W.L. MURPHY	4 Yrs

3. Promotions:

NONE

4. Advancements:

16 OCT 74	R.S. RAILTON	TO	HN
16 NOV 74	P.J. BARROW	TO	HM3
16 NOV 74	L.D. BAUER	TO	HM3
16 NOV 74	J.M. BRUECKNER	TO	HM3
16 NOV 74	R.J. FISH	TO	HM3
16 NOV 74	C.K. HANEFELD	TO	HM3
16 DEC 74	D.A. BILLETER	TO	HM1
16 DEC 74	C.A. PLUNKETT JR	TO	HM2
16 DEC 74	R.A. TAVARES	TO	HM3

PROVISIONAL MARINE AIRCRAFT GROUP-10  
31st Marine Amphibious Unit  
FPO San Francisco 96602

3: EWS: cbe  
3440  
6 Sept 1974

From: Commanding Officer  
To: Commanding Officer, 31st Marine Amphibious Unit  
Subj: Post Exercise Report, Pagasa III  
Ref: (a) CTG 79.4 OPlan 1-74 (Pagasa III)  
(b) CTG 76.4 OpOrder 320-74 (Exercise Pagasa III)  
Encl: (1) PROV MAG-10 Post Exercise Report; Pagasa III

1. In accordance with reference (a), enclosure (1) is submitted in the format outlined in reference (b).

B. W. SUMMERS  
LtCol USMC

*Post Exercise Report, Pagasa III  
PROV MAG-10*

*15 Sept 1974*

*TAB H*

- A. Planning
- B. Pre Assault Ops/Trng
- C. Embarkation
- D. Intelligence
- E. N/A
- F. N/A
- G. N/A
- H. N/A
- I. N/A
- J. Air (including Helo) and air support
- K. N/A
- L. N/A
- M. N/A
- N. N/A
- O. N/A
- P. N/A
- Q. N/A
- R. N/A
- S. Comm and ComSec
- T. N/A
- U. Search and Rescue



## A. PLANNING

1. On 1 July, 1974, two representatives of PROVMAg-10, a fixed wing pilot and an air controller, were attached to the 31st Marine Amphibious Unit (MAU) Staff to assist in writing the air annex to the MAU OPLAN. The air annex was developed in sufficient detail to eliminate the necessity of the PROVMAg publishing a complete OPLAN. On 23 July, the remainder of the PROVMAg Staff reported to the 31st MAU aboard the USS New Orleans. The final draft of the MAU OPLAN was proofed and published. The PROVMAg drafted and published a message type OPLAN providing operational and administrative guidance to the PROVMAg subordinate units. On 3 August a requirement was identified for a Helicopter Expeditionary Refueling System (HERS) and a crash/fire-fighting unit to be established at San Jose Airfield, MINDORO. This request was forwarded to the CG 1stMAW on 3 August. On 6 August, the PROVMAg communications detachment consisting of two TRC-75s, two skid mounted generators, and personnel arrived at NAS Cubi Point. During the period prior to sortie to the objective area, numerous briefings were conducted at Cubi Point and Okinawa to prepare units for the exercise. The Commanding Officers of NAS Cubi Point and Marine Barracks Subic Bay were also briefed.

## 2. Comments and Recommendations

a. Comment: Currently there is no document that sets forth the personnel, equipment, and operating procedures for a PROVMAg. No Wing Unit is specifically tasked to provide the PROVMAg with the supplies and equipment required for operations in the field. Each individual, each piece of equipment and even working spaces ashore and afloat had to be negotiated for by the PROVMAg.

Recommendation: That CG FMFPAC develop Standing Operating Procedures for PROVMAg Task Organizations for use in East and West Pac exercises.

b. Comment: The only suitable fixed wing airfield in the area was NAS Cubi Point located some 207 NM north of the objective area. This transit time consumed almost fifty percent of the flight hours actually flown. Additionally, the OV-10 was reduced to less than one hour on station without an enroute refueling stop. This latter problem was resolved by establishing a Helicopter Expeditionary Refueling System (HERS) at San Jose, Mindoro some 70 NM north of the objective area. Since San Jose had no crash or fire fighting capability, a M16 equipped with FKP fire fighting bottles and manned by crash crew personnel was also positioned at San Jose. In order to keep the detachment at San Jose as small as possible and live within the transportation constraints, the only communications equipment provided were the AN/PRC-41 (UHF), and the AN/PRC-77 (FM) for communications with the aircraft. The HERS was replenished daily by KC-130 aircraft returning to Cubi Point after completing aerial refueling missions. The San Jose logistics Support Team was manned by one officer and ten enlisted. In addition to the primary mission of refueling, San Jose became the transportation transition point for arriving and departing VIPs, actual medevacs, and incoming and outgoing mail for the Amphibious Task Force Ships.

Recommendation: That planners be aware of the problems created by the selection of operating areas remote from suitable fixed wing airfields.

c. Comment: Prevailing weather caused serious operating problems in that pilots were briefed that all flights in the operating area were to be performed under VFR conditions only, at altitudes of 6000' or below. On many days this was impossible due to the rapidly changing weather enroute to Panay. On many occasions pilots were forced to go higher than 6000' to maintain VFR. OV-10s returning to Cubi Point were cleared at a altitude of 3000' inbound which was unsatisfactory because neither navigational aids nor communications could be received at that altitude on that course. Mountain tops often reached the 3000' elevation mark also causing some concern. Manila Control refused to handle, or communicate with an aircraft attempting to file an IFR flight plan enroute to Cubi Point. OV-10 aircraft were forced to hold VFR enroute until weather improved and a VFR entry could be made. In some cases this required 1.0 to 1.5 hours of holding.

Recommendation: That consideration be given, in future operations of this type, to positioning a portion of the OV-10 detachment at an expeditionary airfield in close proximity to the objective area (San Jose). This forward echelon would receive its support from the main body at a fixed rear base (Cubi Point). This would decrease the amount of time spent traveling to and from the objective area and would provide more rapid OV-10 response to the needs of the landing force.

d. Comment: Completion of training objective "Exercise aircraft defense tactics and countermeasures in the surface-to-air, heat seeking missile environment" was only marginally accomplished because the primary means of defense against heat seeking missiles is nap of the earth flying. In many areas of the AOA this could not be safely practiced due to the dense population. Additionally, simulated sightings and high threat areas were not passed to the squadron.

Recommendation: That a training area be selected where training objectives can realistically be evaluated.

e. Comment: The method for moving the DASC ashore was not decided upon until D-1. This was a subject of concern prior to and after embarkation as any participation in the exercise by the DASC was contingent upon this factor. The method ultimately chosen of beaching the LST, driving the DASC gear ashore, driving the DASC gear aboard an LCU and transiting some eight miles then unloading across Blue Beach resulted in mechanical damage to the vans that affected ashore operations and communications. Although the control of air ashore was heavily weighted in the objective of the exercise, there was less than adequate thought given to the DASC equipment embarkation and its safe expeditious movement ashore.

Recommendation: That all planning information that may affect a unit's participation in an exercise be made available to the unit commander as soon as possible so he may be assured of attaining the maximum utilization of his assets.

f. Comment: One of the original objectives of this exercise was to emplace sensors (actual or practice) by air delivery. It was decided in the planning stage to eliminate the air delivery requirement due to the dense population in the objective area.

Recommendation: That planners consider impact of density of the native population when choosing an area to conduct an amphibious exercise.

g. Comment: The HF frequencies assigned were not the most suitable for the geographic location and time of year.

Recommendation. That during the planning phase more effort should be spent negotiating for appropriate HF frequencies that will provide good net efficiency.

h. Comment: There were numerous discrepancies in the frequencies and call signs between the MAU Op Plan and the Phibron Op Plan. This was particularly true of the nets and call signs relative to the PROVMAg. These discrepancies were not corrected until 15 August. The PROVMAg Headquarters did not receive the changes until 21 August. This caused considerable confusion due to the communications lag in getting the changes to the PROVMAg subordinate units.

Recommendation: That all the various staff communicators effect early liaison and promulgate decisions in a timely manner.

i. Comment: An eleventh hour change was made in the change-over times for the ANAK 2002 and ANAK 1519. This change occurred late on R-Day causing confusion for the remainder of the exercise.

Recommendation: That change-over times be firmly set and not subject to last minute changes.

## B. Pre-Assault Operations and Training

### 1. HTM-164

(a) Training for shipboard operations began in Okinawa during May and June 1974. This training included pilot briefs on shipboard operations, LSE signals and upcoming amphibious operations including KANGAROO I and PAGASA III. Many squadron pilots also flew day and night FCLP and carrier qualification hops. From 25 May through 12 July twenty squadron pilots continued their training through participation in KANGAROO I. On 24 June the main body of the squadron embarked aboard the USS New Orleans and participated in shipboard operations.

(b) During the period 30 July through 20 August the squadron was ashore at Cubi Point, R. P. Training during this period included a two day safety stand-down, JEST School and planning for a LANDEX for 14, 15 and 16 August which had to be cancelled due to weather. On 20 August 1974 a ZAMEX was held and 7 H2P (Co-pilot training) hops were completed.

(c) On 21 August 1974 numerous pilot briefings were held including USS Tripoli LSE and flight deck procedures and a PAGASA III operations order overview which included; routes, general flight procedures LZ's, the simulated enemy situation, communications security and EMCON procedures to be used during the operation.

(d) A rehearsal was held on 22 August followed by a detailed pilot debrief. During the actual period of operation, from 24 - 29 August, 25 H2P instructional hops were completed.

2. Training of MASS-2 detachment personnel was conducted at MCAS Futenma prior to embarkation. This training included communication and operation security, shipboard customs and procedures, geography and wildlife of the AOA and Philippine customs and culture. In addition, two weeks of DASC drills designed to orient detachment personnel with the detailed operational procedures for PAGASA III were conducted.

3. Pre-assault briefings were held for VMO-6, VMA(AW)-533, VMGR-152 and HMHS-12 to provide orientation for the operations. Intelligence information, area briefings, and communications procedures were provided. VMO-6 conducted area familiarization flights prior to the operation. Knotboard communications cards were provided and VMA(AW)-533 was provided overall planning guidance to aid in its functions as the overall coordinator for fixed wing assets located at Cubi Point. Area maps and charts were procured by the PROVMAF Headquarters and distributed to the subordinate units.

#### 4. Comments and Recommendations.

a. Comment: A limited CPX was held on Okinawa involving only some of the ground elements. During the actual exercise many communications problems were experienced with the ship to shore nets and the air control nets.

Recommendation: That an extensive CPX always be held far enough in advance of the assault so that the problem areas can be identified and proper procedures followed to remedy each problem.

### C. Embarkation

1. The PROVMAH Headquarters did not experience any great difficulty in embarkation due to limited equipment which it had. HMM-164, which is permanently assigned to the Amphibious Ready Group, handled its embarkation independently because of additional, non-exercise requirements. The DASC faced an embarkation problem of considerable magnitude because of the large size and complexity of its equipment. The initial embarkation of the unit on Okinawa was confused because of the changes in shipping assignments. Once in the objective area, the method of off loading was not decided until D-1 which made planning difficult. Since a primary exercise objective was to have the DASC operation ashore as soon as possible, planning for embarkation of this unit required more detailed attention than was initially given. No other PROVMAH units were embarked. Several comments relating to embarkation and associated problems are germane, however, because they impinge on the ability of non-aviation units to be handled by aviation assets, specifically helicopters.

#### 2. Comments and Recommendations.

a. Comment: The USS Tripoli does not possess fork lifts compatible with the embarked helicopters. The fork lifts are too high and cannot be run under the tail sections of the helicopters which prevents the loading of palletized cargo directly on to the ramp. Deck handling personnel have to break down pallets in order to load the cargo which caused the loss and damage of equipment and required excessive time.

Recommendation: That cargo handling equipment be procured to handle internal cargo. This could include a roller/rail system, lower fork lifts, Johnson bars, and man-powered pallet moving devices.

b. Comment: Slings, nets and external pendants were in short supply and were not utilized to the degree which an operation of this size requires. External cargo handling by helicopters is by far the fastest means of moving most cargo and should be employed wherever possible. This requires that logistic planning include the procurement of sufficient slings, nets, and pendants to handle all cargo to be moved. This operation could have easily used 100 cargo nets, 50 four legged slings, and two pendants per aircraft. This in addition to the special requirements normally posed in the movement of artillery pieces. Planning must also include the requirement to recover these equipments once cargo is delivered to permit reuse. The concept of external operations is well established, acknowledged, and never used in peace time operations on the scale which is necessary. It is time to put into practice the use of external cargo operations to the maximum extent possible which includes not only the procurement of adequate equipment but the imaginative planning of the logistic operation.

Recommendation: That adequate slings, nets and external pendants are provided for future exercises.

c. Comment: Frequently, cargo was palletized which was non-standard in size and more often than not, was configured as dock space cargo as opposed to boxed cargo. This posed problems in handling, especially when pallets had to be manually handled, and prevented the use of nets even if they had been available.

Recommendation: That greater attention be given to the embarkation of units to insure that standard practices are utilized and that cargo be made as compatible as possible with storage and handling equipment requirements.

d. Comment: Vehicle operators still do not know how to back their vehicles with trailers attached. In three cases during the operation, vehicles ran out of gas just prior to loading on helicopters.

Recommendation: That command attention be directed to ensure that vehicles are fueled prior to helo operations, and operators are proficient in all operations of the vehicles. That some vehicles be provided with front mounted pintles to assist in loading in the close confines of the CH-46.

e. Comment: Adequate cargo handling personnel must be available both on the flight deck and in Logistic Support Area operations to insure that cargo and vehicles can be loaded expeditiously onto the helicopters. People assigned to other tasks, such as fuel handlers or HST personnel were required to help load the aircraft.

Recommendation: That sufficient cargo handling personnel be provided and briefed prior to helo operations to insure safe and expeditious loading of cargo.

f. Comment: Proper prior planning of the embarkation concept must include a realization of what the cargo capabilities of the helicopters are and then those capabilities must be utilized to the maximum extent practical. The troop movement phase was adequately addressed with fifteen man heli-teams. A problem occurred with vehicles however, because frequently, there was gear stowed internally in the helicopter which prevented it from carrying planned cargoes, i.e., two mules on a CH-46 or jeep, trailer, and one or two mules in the CH-53. This problem came to light on D-Day and was corrected for subsequent operations.

Recommendation: That extra gear stowed on helicopters be placed in such a manner that internal cargo can be placed efficiently. If the requirements for extra items in the aircraft exist, such as the life rafts, which will preclude normal cargo loading then this fact must be made known to the landing force so that cargo can be properly handled.

#### D. Intelligence

1. On the morning of 21 August 1974, VMO-6 conducted a series of indoctrination flights of the objective area which were designed to familiarize the pilots and aerial observers with the topography of the Amphibious Objective Area and route of flight from Cubi Point to Panay. On rehearsal day (22 August) the pilots and aerial observers began conducting photo and visual reconnaissance of the objective area to include roads, bridges, airfields, helo landing zones and landing beaches. During these flights both 35MM hand held and KB-18 strike cameras were utilized. These flights produced excellent photos of objective areas and landing beaches and these photos were processed and forwarded to the Amphibious Task Force Commander for his use during the assault.

#### 2. Comments and Recommendations

a. Comment: One of the primary missions of an OV-10 crew is to gather information/intelligence from its vantage point over the battlefield. In the sense that the crew works closely with the ground units during all phases of the operation, intelligence gathering is a continuous process. However if this process is to have meaningful results, two way communications between the aircrews and landing force intelligence personnel is a necessity. In this case, communications did not exist between the units and as a result, information/intelligence gathered from Visual Reconnaissance and Map Survey flights were of little help to the ground commanders. Since this unit did not receive updates on the friendly and enemy order of the battle or any input from the Landing Force Intelligence personnel it was impossible to maintain an effective intelligence center. On one occasion an OV-10 had a visual sighting of an enemy position. When he attempted to pass the information to the Landing Force Intelligence personnel on the Aerial Observation net there was no one manning the net. When the net finally came up, the OV-10 that had previously been trying to pass the intelligence information had departed the AOA.

Recommendation: That air observer and air intelligence nets be monitored continuously, particularly early in the assault phase.

b. Comment: VMO-6 was provided with all the necessary equipment and personnel to provide sensor readout/relay service while airborne over the objective area. This equipment was installed in the aircraft but never utilized during the exercise.

Recommendation: That the Landing Force utilize to the maximum extent possible all available assets to provide realism to the exercise and training to the participants.



## J. AIR AND AIR SUPPORT OPERATIONS

### 1. Fixed Wing Operations

a. VMA-533 participated in PAGASA III operations from R-Day through Finex. R-Day operations established that planned routes and procedures were satisfactory. On D-1, VMA-533 flew aggressor air missions against ARG and CVA shipping with considerable success. The ATF was located and missions testing the air defense capability of the ATF were run. There were no interceptions of aggressor air by on station combat air patrols. Subsequent PAGASA III operations were flown both in the friendly air role for LZ and beach prep, CAS, and air interdiction mission as well as the role of enemy air on CAS missions. Aircraft remained on station for an extended period by refueling from KC-130's. This permitted constant air coverage of the AO with and excellent rapid response capability. Air control was accomplished by utilizing initial control from TACC and DASC and then having a TAC(A), either VMO or a TA-4, control the actual missions. This permitted rapid response to both pre-planned and TAR missions.

b. H&MS-12 provided a detachment of 2 TA-4's to supplement the A-6 capability with the role of CAS and TAC(A). The use of the TA-4 for the TAC(A) role was considered its prime mission and provided an excellent training vehicle for H&MS-12 pilots.

c. VMGR-152 was tasked with the primary mission of providing airborne refueling capability for fixed wing aircraft in support of PAGASA III. Additionally, the HERS site at San Jose was to be refueled on a daily basis. The rapid response of the KC-130 aircraft to emergency requirements permitted the medical evacuation of a seriously injured sailor, from San Jose to Cubi Point; the short notice return of a distinguished visitor from the AO to Manila; and the frequent transportation of emergency leave cases to Cubi Point from San Jose. The training accomplished in PAGASA III was excellent. Thirty five Navy and Marine Aircraft were refueled and numerous dry plugs were run for additional training. Ten VMGR pilots received actual short take-off and landing training at the San Jose airport. Formation rendezvous and multiple tanker operations permitted the qualification and designation of three new Refueling Area Commanders (RAC) and three new navigator Rendezvous Controllers (RC).

d. MMHS-1 provided a C-117 tasked to provide the capability for medical evacuation and logistical support for the HERS detachment at San Jose. This aircraft, in addition, flew VIP, emergency leave, and mail missions to San Jose.

e. VMO-6 was tasked to provide support to Operations PAGASA III in the following areas:

## (1) Intelligence Gathering to include:

- (a) Visual Reconnaissance
- (b) Photo Reconnaissance
- (c) Map/Survey

- (2) Maintenance of the PROVMAF-10 Intelligence Center
- (3) Tactical Air Coordination (Airborne)
- (4) Helicopter Escort and Landing Zone Selection
- (5) Sensor Readout/Relay
- (6) Communications Relay

Extensive training in the use of 35mm and KB-18 strike camera was achieved in the operation. TAG(A) operations were extensive and were an area where even greater possibilities exist with improved air control procedures. A side benefit of the OV-10 was its capability to transmit on HF to Cubi Point from the AO which permitted communications with units bases at Cubi. Weather at Cubi Point and the AO provided some limitation to OV-10 operations. The distance of the AO from Cubi Point necessitated the installation of the HERS at San Jose so that aircraft could be refueled to permit longer time on station and sufficient fuel for return flights to Cubi Point.

## 2. Helicopter Operations

a. HMM-164 provides helicopter support for the 31st MAU. It is composed of 14 CH-46's, 4 CH-53's, 4 AH-1J's and 2 UH-1E's. As a composite squadron, it provided a full range of helicopter support for PAGASA III. One of the early impingements on the squadron's ability to support the operation was the detachment of 2 CH-46's and 2 CH-53's for disaster relief operations in the Manila area. Despite this set back in terms of aircraft availability the squadron pressed on to meet the PAGASA requirement. Planning was made difficult by the fact that the MAU staff went to Okinawa while the squadron remained in Cubi Point, supply action to relieve the aircraft WORS situation was aggravated by the fact that requisitions were twice cancelled and had to be resubmitted because of debarkation or embarkation and the resultant change of locale; and maintenance was severely hampered by the extensive rains which fell prior to the operation which caused considerable damage to the electrical equipment on the helicopters. This latter was so bad, that when black boxes were opened up for repair it was frequently found that water had to be drained from them before any other action could take place. The squadron received considerable training in tactical operations which improved the combat readiness of its pilots and crews. Planning, carrier operations, and logistic support operations were training objectives satisfied by PAGASA III.

## 3. Air support Operations

a. Det MASS-2 was tasked to provide a DASC ashore at the earliest opportunity and was fully operational by 1000 on D+1. The DASC assumed control of all air assets flying in the ground portion of the AOA at 1530 on D+1 and continued operational control until control of air was passed back afloat at 1200 on D+4.

b. Det MABS-36 was tasked to establish a HERS at the San Jose airfield on Mindoro, RP and to provide a crash crew for airfield operations. This detachment handled OV-10 and helicopter refueling, provided limited mail handling when augmented by a U. S. Navy postal clerk, provided security for downed aircraft, and provided limited civic action when the attached corpsman assisted in the local government clinic.

(1) The HERS unit was able to store 3000 gallons of JP fuel. It was able to receive 70 gpm and issue at 50 gpm. The system was able to receive fuel from any single point fitting and was able to refuel both fixed wing and helicopters, single point and gravity systems.

(2) The crash and fire control unit was equipped with a M-116 fire truck and four firemen. Additionally, FM (PRC-77) and UHF (PRC-41) radios were brought along for air control since there is no tower at San Jose.

#### 4. Summary of Air Operations

##### a. D-4 (20 Aug 74)

(1) HMM-164 lifted Philippine Marine rifle company from Manila to USS Ogden (LPD-5).

(2) PROVMAAG-10 Headquarters moved aboard USS Tripoli (LPH-10).

(3) Support Team inserted into San Jose airfield by KC-130 to provide refueling stop for OV-10 and helos, and VIP transportation transition point (fixed wing to helo).

##### b. D-3 (21 Aug 74)

(1) Det. VMGR-152 (3/KC130F) arrive NAS Cubi Point, R. P.

(2) Det. H&MS-12 (2/TA4F) arrive NAS Cubi Point, R. P.

(3) Det. VMO-6 (4/OV-10A) arrive NAS Cubi Point, R. P.

##### c. R-Day (22 Aug 74)

(1) KC-130 filled Helicopter Expeditionary Refueling System (HERS) at San Jose.

(2) First OV-10 refueled at San Jose.

(3) C-117 arrived NAS Cubi Point to provide logistics re-supply/medevac Cubi Point, San Jose, Cubi Point.

(4) Four A-6A, two TA-4F, and four OV-10 sorties were flown in support of rehearsal day operations. KC-130's were on station in AOA for aerial refueling.

(5) HMM-164 helos flew 138 sorties for 57 hours to lift and recover 824 troops and 35,000 pounds of vehicles and cargo in support of rehearsal day operations.

(6) One VIP was picked up at San Jose by Marine helo and delivered to the USS Fresno (LST-1182).

d. D-Day-1 (23 Aug 74)

(1) VMA-533 flew three sorties as aggressor aircraft to exercise the Amphibious Task Force air defense posture.

(2) The TA-4's conducted aerial refueling training with the KC-130 on station in the AOA.

(3) The OV-10 maintained a continuous on-station posture by cyclic operations at San Jose to provide TAC(A) services for Navy pre-D-Day strike aircraft operating in the objective area.

e. D-Day (24 Aug 74)

(1) A6A and TA4 aircraft performed beach strafings and LZ preps prior to landings and inserts.

(2) At L-Hour and H-Hour helo lift and surface assault to LZ Falcon and White Beach went on schedule.

(3) DASC equipment moved from USS Fresno to Blue Beach by LCU.

(4) CG 1st MAW viewed L-Hour and H-Hour landings from CO 31st MAU's command and control helicopter. Subsequently the General toured the land AOA with CO 31st MAU.

(5) KC-130 aircraft on station refueled A6A and TA4 working in the AOA.

(6) Approximately twenty sorties of Navy and Marine Corps fixed wing aircraft were completed D-Day.

(7) In the 171 helicopter sorties completed, 750 troops and 122,765 pounds of vehicles and cargo were moved.

f. D-Day + 1 (25 Aug 74)

(1) Twelve helo missions were completed in 78 sorties moving 204 troops and 45,070 pounds of cargo.

(2) The LSU at LZ Falcon was set up through a series of massive external helo deliveries by both CH-46 and CH-53 aircraft.

(3) The PROVMAF-10 HQ moved ashore and activated its communications at 1700H.

(4) Control of assault support passed ashore to Direct Air Support Center 1550H at LZ Falcon.

g. D-Day +2 (26 Aug 74)

(1) Nineteen helicopter support missions were completed and included troop and logistics, VIP, C&C and Medevac.

(2) Twenty-Three sorties of fixed wing support were scheduled to include CAS, aerial refueling, and TAC(A). Seventeen sorties were completed including one C-117 non-scheduled mission.

(3) One KC-130 experienced starter problems in one engine while at San Jose replenishing the HERS. The aircraft RON San Jose. The following day the necessary parts were sent from Cubi Point to fix the KC-130 and return it to Cubi Point.

h. D-Day +3 (27 Aug 74)

(1) Twenty-one sorties of fixed wing support were scheduled to include CAS, TAC(A) and aerial refueling. With the exception of nine sorties, all missions were completed. One VIP sortie was included.

(2) Helicopter missions were completed in 132 sorties including troop and logistics, admin, VIP, C&C, and medevac.

(3) All CH-53's were down during the days operations

i. D-Day +4 (28 Aug 74)

(1) Twenty-one sorties of fixed wing support were scheduled to include CAS, TAC(A), and aerial refueling. All missions were completed as scheduled.

(2) Helicopter missions were completed in 102 sorties including troop and logistics, admin, VIP, C&C, and medevac. A total of 52,900 pounds of cargo and vehicles were helo lifted.

(3) Routine retrograde was commenced at 0730H.

(4) PROVMAF-10 Headquarters moved back afloat to the USS Tripoli (LPH-10)

(5) Control of fixed wing was passed back to SACC at 0930H. Control of assault was passed afloat to the helicopter Direction Center at 1200H.

(6) DASC equipment was moved to Blue Beach where it boarded a LCU and reloaded aboard USS Fresno.

## j. D-Day +5 (29 Aug 74)

- (1) Retrograde operations continued.
- (2) Fixed wing totaled eight sorties in support of the withdrawal consisting of CAS, TAC(A), and aerial refueling.
- (3) Helo operations totaled 102 sorties completing missions of troop and logistics, admin, VIP, and C&C.

## k. D-Day +6 (30 Aug 74)

- (1) A6A's and TA4's refueled on station, totaled seven sorties completing the fixed wing support for the exercise.
- (2) No helo missions were scheduled with exception of three test flights involving two CH-46's and one UH-1E

## 1. Statistical Summary

- (1) VMA-533 Operations (Tab (a))
- (2) H&MS-12 Operations (Tab (b))
- (3) VMGR-152 Operations (Tab (c))
- (4) MWHIS-1 Operations (Tab (d))
- (5) VMO-6 Operations (Tab (e))
- (6) HMM-164 Operations (Tab (f))
- (7) Det MASS-2 (DASC) Operations (Tab (g))
- (8) Det MABS-36 (HERS) Operations (Tab (h))

## VMA(AW)-533 Operations Summary

<u>DATE</u>	<u>SORTIES</u>		<u>HOURS</u>		<u>GROUND ABORTS</u>	<u>REASON</u>	<u>AIR ABORTS</u>	<u>REASON</u>
	<u>SCHED</u>	<u>FLOWN</u>	<u>SCHED</u>	<u>FLOWN</u>				
22 Aug	4	4	11.0	9.0	0	N/A	0	N/A
23 Aug	12	3	30.0	6.9	9	WEATHER	0	N/A
24 Aug	6	4	18.5	7.0	2	WEATHER	2	A/C DOWN
25 Aug	6	6	18.3	15.9	0	N/A	0	N/A
26 Aug	6	6	18.3	16.9	0	N/A	1	RADIOS DWN
27 Aug	6	3	18.3	8.9	3	WEATHER	0	N/A
28 Aug	6	5	18.3	15.4	1	DWN AFTER ST	0	N/A
29 Aug	6	2	18.3	5.5	4	WEATHER	0	N/A
30 Aug	4	2	13.0	6.3	2	1 A/C DWN 1 TACC	0	N/A
<u>TOTAL</u>	<u>56</u>	<u>35</u>	<u>164.0</u>	<u>91.8</u>	<u>22</u>		<u>3</u>	

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## H&amp;MS-12 DET OPERATIONS SUMMARY

DATE	SORTIES SCHED/FLOWN		SORTIES SCHED/FLOWN		GROUND ABORTS	REASON	AIR ABORTS	REASON	SORTIES/AIR STR CONTROLLED/RUN	
22 Aug	0	2	0.0	5.6	0	N/A	0	N/A	0	2
23 Aug	4	3	8.0	7.3	1	WEATHER	0	N/A	0	3
24 Aug	4	4	8.0	8.9	0	N/A	0	N/A	0	4
25 Aug	4	3	13.0	8.2	1	A/C DOWN	2	NO AO	0	1
26 Aug	4	3	13.0	7.1	1	A/C AIR COND	2	RADIOS	0	2
27 Aug	4	3	13.0	8.0	1	WEATHER	0	N/A	0	4
28 Aug	4	3	13.0	9.0	1	BKN WIND SCN	0	N/A	1	5
29 Aug	4	1	13.0	3.5	3	WEATHER	0	N/A	2	1
30 Aug	2	1	6.5	3.6	1	WEATHER	0	N/A	1	ATF CAP
TOTAL	30	23	87.5	61.2	9		4		4	22

Enclosure (1)

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Tab (b)



## VMGR-152 OPERATIONS SUMMARY

DATE	SORTIES SCHED/FLOWN		HOURS SCHED/FLOWN		GND ABORT	REASON	AIR ABORT	REASON	A/C REFUEL/AMT	
22 Aug	0	4	0	7.0	0		0 )		2	5000# 20000 SAN JOSE
23 Aug	4	3	10.0	9.6	1	A/C FUEL LK	0 )		1	16600
24 Aug	4	3	16.0	14.1	1	HOP UNNECESS	0 )		13	38500
25 Aug	3	3	18.0	17.4	0		0		17	21300(1
26 Aug	3	3	12.0	14.6	0		0		3	9600(2
27 Aug	2	2	13.5	8.8	0		1	WEATHER	3	7500(3
28 Aug	2	2	13.5	12.2	0		0		7	20500(4
29 Aug	3	2	17.3	9.8	1	TACC FOR WX	0		3	9000
30 Aug	3	3	17.3	12.3	0		0		3	10500
TOTAL	24	25	117.6	105.8	3		1		52	138900

- (1) 17,400# Fuel to San Jose  
 (2) 39,000# Fuel to San Jose  
 (3) 7,500# Fuel to San Jose  
 (4) 3,400# Fuel to San Jose

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## MWHS-1 OPERATIONS SUMMARY

FLIGHT HOURS	36.0
SORTIES	26
PASSENGERS	76
PAX MILES	4440
CARGO	1.5 SHORT TONS
MAIL	90 BAGS

## VMO-6 OPERATIONS SUMMARY

DATE	SORTIES SCHED/FLOWN		HOURS SCHED/FLOWN		# CAS FLTS CONTROLLED	GROUND ABORTS/ REASON	AIR ABORTS/ REASON
22 Aug R Day	4	8	15.5	17.5	3	0	0
23 Aug D-1	6	8	15.0	17.3	3	0	0
24 Aug D-Day	11	11	20.5	20.9	13	0	0
25 Aug D plus 1	11	10	20.5	19.3	11	0	0
26 Aug D plus 2	11	11	20.5	19.9	2	0	0
27 Aug D plus 3	11	7	20.5	13.9	5	1*	0
28 Aug D plus 4	11	11	20.5	22.6	12	0	0
29 Aug D plus 5	11	6	20.5	12.5	3	2*	0
30 Aug D plus 6	6	0	11.0	0	0	0 STAND-BY	0
TOTALS	82	72	164.5	143.9	52	3	0

\*Denotes aircraft cancelled by higher authority

Enclosure (1)

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## HMM-164 OPERATIONS SUMMARY

<u>DATE</u>	<u>SORTIES</u>	<u>FLIGHTS</u>	<u>HOURS</u>	<u>PASSENGERS</u>	<u>CARGO IN POUNDS</u>
21 Aug	43	76	121.6	885	180,730
22 Aug	87	34	49.7	887	46,270
23 Aug	6	6	6.0	1	0
24 Aug	171	36	92.7	750	122,765
25 Aug	78	12	35.7	204	45,070
26 Aug	77	19	29.1	275	25,750
27 Aug	122	27	52.3	555	22,475
28 Aug	102	31	48.8	490	52,900
29 Aug	154	34	55.4	609	74,200
30 Aug	3	3	3.6	0	0
<hr/>					
TOTAL	843	278	494.9	4656	570,160
<hr/>					
A/C TYPE					
CH-46	618	164	311.5	3363	219,535
CH-53	95	30	92.2	1106	347,900
UH-1E	76	33	41.6	187	2,725
AH-1J	54	51	49.6	0	0

## DET MASS-2 OPERATIONS SUMMARY

## Total sorties handled by the DASC by aircraft

A-6	20
TA-4	5
OV-10	15
A-7	2
CH-53	2
CH-46	54
AH-1J	17
UH-1E	4

## Immediate requests filled

	<u>TAR</u>	<u>HR</u>	<u>MEDEVAC</u>	<u>TYPE A/C</u>
Received	8	32	7	TAR 3 A-6; TA-4 4; controlled by OV-10
Completed	7	32	7	HR and MEDEVAC 37 CH-46; 2 AH-1J

Tab (g)

Enclosure (1)

## DET MABS-36 OPERATIONS SUMMARY

<u>UNIT</u>	<u>LANDINGS</u>	<u>FUEL ISSUED</u>	<u>FUEL RECEIVED</u>	<u>RON</u>
VMO-6	47	8366 GAL		1
HMM-164	20	2593 GAL		2
VMGR-152	18	1594 GAL*	12843 GAL	1
C-117	7			
USN HELOS	5	279 GAL		
USAF	1			
USA	1			
<hr/>				
TOTAL	99	12832	12843	4

\*Represents fuel removed from HERS Bags upon breakdown of the site.

Tab (h)

Enclosure (1)

## 5. Comments and Recommendations

a. Comment: Communications difficulties within PROVMAF-10 became apparent on 23 August when Cubi Point based units could not communicate with the headquarters element afloat on the HF net co-located with the Cubi based MASS-2 Det. However HF comm was available throughout the exercise via the KC-130 and OV-10 HF equipment. Hourly weather that was to be transmitted from the USS Tripoli to NAS Cubi Point was non-existent. Traffic by Naval Message was often garbled in transmission or late in arriving. An Op Immediate message from CTU 79.4.4 to CTE 79.4.4.1 was delivered to the squadron two hours after receipt by the Cubi Point communications center.

Recommendation: That a reliable communications link be established between forward and rear elements. Frequency assignment, communications equipment, and qualified personnel should all be interfaced on a specific organizational requirement.

b. Comment: Night missions on D+1 and subsequent with the objective of providing close air support by use of the RABFAC beacon had marginal success. Ground units often experienced communications difficulties or were not provided with an operational RABFAC beacon. On 26 August (D+2) mission 260 contacted the FAC for a beacon mission. However, the FAC did not have a RABFAC beacon to enable him to utilize the aircraft provided.

Recommendation: That preplanned RABFAC beacon missions be scheduled only if the FAC has a working beacon. Landing Force units must notify air control agencies when equipment deficiencies preclude utilization of air assets.

c. Comment: The weather at NAS Cubi Point was marginal throughout the exercise and some sorties were delayed or cancelled because ceilings and visibilities were below ground controlled approach (GCA) minimums. On 27 August and 29 August, seven missions were cancelled because of heavy rain storms. A problem associated with the heavy rains was the poor approach control facilities and navigational facilities at NAS Cubi Point. The TACAN (Channel 48) was often not operational during the periods of heavy rains. Radio Communications with NAS Cubi Point approach control was poor and unreliable and as a result, a radar controlled approach was either impossible or certainly undesirable. Radar facilities at NAS Cubi Point would lose contact with aircraft in the approach phase due to heavy rain. Loss of radar contact in mountainous terrain was an obvious cause for concern for aircrews returning to NAS Cubi Point.

Recommendation: None

d. Comment: The entry point to the operating area was Lubang TACAN (Channel 82). This TACAN was seldom operational and visual radar contact with the island of Lubang was necessary to enter the operating area. This did not present a problem as the Lubang area had good weather throughout the operation.

Recommendation: Future operations should consider the use of positive radar control in the operating areas to ensure compliance with the assigned check points.

e. Comment: During the course of close air support missions, helicopters were observed flying over the target area. This presented no danger to aircrews as ordnance was constructive and altitude separation adequate. However, the exercise must be treated as a combat situation. Had live ordnance been involved, a potentially hazardous situation would have developed.

Recommendation: All controlling agencies must ensure that friendly air and ground forces maintain adequate separation from air strikes.

f. Comment: Communications within the objective area was adequate but poor planning and lack of proper radio procedures downgraded the control of fixed wing assets. TACC utilized TATC-1 for control, CAS, and aerial refueling. As a result, the primary control net for tactical air would not be properly utilized for coordinating air assets with terminal agencies i.e. DASC, FAC, or TAC(A).

Recommendation: Communications nets must be properly utilized.

g. Comment: VMA(AW)-533 was assigned as the major fixed wing element of PROVMA-10. Coincidentally, the squadron was committed to carrier qualification during the period just prior to the exercise. This required a major effort on the part of the squadron in personnel, maintenance, and aircraft usage. The result was reduced aircraft availability and incomplete operational planning for the exercise.

Recommendation: That units assigned to an exercise be allowed adequate time to prepare aircraft and aircrews prior to participation in the exercise.

h. Comment: The tactical air request system was not controlled closely enough and as a result, ground units were coming directly to the TAC(A) to get support. In many cases the units equipped with UHF came up on "Guard" (243.0) to pass missions to the TAC(A). Control agencies were usually unable to provide the position, call sign, and working frequencies of helicopters operating in the objective area. Since the TAC(A) is responsible for the safety of all personnel in the target area, two way communication and positive identification of all aircraft near a target is mandatory prior to running any attack aircraft.

Recommendation: That air control agencies exercise stronger control over the tactical air request procedures in order to decrease confusion and increase the effectiveness of the air effort. That DASC maintain and pass to the TAC(A) information on the position, mission, call signs, and working frequencies of helos in the AOA. That air controllers allow no confusion to exist either with the air or the ground when a mission



is passed.

i. Comment: Controllers attempted to route attack aircraft down designated helo lanes rather than keeping them at the CAS orbit point and passing control to the TAC(A). Mixed use of covered and uncovered circuits was a partial cause of this confusion factor.

Recommendation: That controllers be intimately aware of the nature of the aircraft that they are handling, and avoid air traffic densities which permit them to become confused.

j. Comment: Primary emphasis of the OV-10 was placed on close air support and few missions such as visual/photo reconnaissance were assigned. It appeared that ground commanders were hesitant to use the aircraft for any other than the CAS/TAC(A) role.

Recommendation: That the Landing Force utilize its air assets to the maximum consistent with capabilities.

k. Comment: Due to the civilian personnel within the AOA, the full parameters of aerial tactics could not be practiced and even normal operations could be dangerous and destructive to personal property. This situation was most evident in and around helicopter landing zones that were in close proximity to thatched huts. Most of these structures could not withstand the rotor wash of the CH-46 or BH-53 and the debris that was blown into the air was a danger to both the people in the area and the aircraft.

Recommendation: That the AOA be selected where civilian constraints do not hamper the safety of the operation or impede successful accomplishment of the directed training objectives.

l. Comment: Throughout the operation, but most notably on D-Day and withdrawal day, the AH-1J cobra aircraft were not utilized to their fullest. This situation was the result of an effort to make air operations aboard the LPH run smoothly. Since the USS Tripoli does not possess the hot point refueling nozzle for the AH-1J and the UH-1E, an excessive amount of time was needed to shutdown and gravity refuel. This in turn fouled the flight deck for other air operations.

Recommendation: That the LPH's and other agencies acquire an inventory of nozzles necessary to pressure refuel the AH-1J and the UH-1E aircraft. This would allow both aircraft to participate more fully in amphibious operations without unduly interfering with other shipboard operations.

m. Comment: Throughout the operation there seemed to be a coordination and communications problem between HDC and DASC. This situation caused unnecessary confusion in handling aircraft and excessive delays in accomplishing missions. In many cases, it caused repeated radio transmissions to be made. The overall effect was late or lost frags which caused heavy end of day launches.

Recommendation: That better communications and coordination exist between HDG and DASC.

n. Comment: Aircraft loading and deck procedures of combat cargo were entirely too time consuming. Rarely were the CH-53's or CH-46's given loads commensurate with their lift capabilities. Almost all loads were staged as internal cargo and had to be loaded by hand because the fork lifts would not fit under the helicopter tail area.

Recommendation: That aircraft loads take full advantage of aircraft capabilities whenever possible. That a maximum number of loads be rigged for external lift. That appropriate fork lifts be obtained.

o. Comment: Overall operation of the Logistic Support Area (LSA) was good and improved on a daily basis until it could smoothly handle multiple flights of helicopters and could have easily supported an extended operation ashore. Coordination and communications between the LSA and DASC were marginal. This situation caused unnecessary confusion and delays in running resupply missions.

Recommendation: That close liaison and communication between DASC and the LSA be developed. DASC must be adequately briefed on LSA missions, and on all helicopter frags for it to effectively control the helo operations.

p. Comment: One of the UH-1E's assigned to PROVMAF-10 for the exercise was equipped with an ASC 11 command and control package that did not work.

Recommendation: That the ASC 11 be discarded and a command and control communications system that satisfies the requirements of the landing force commander be developed and procured.

q. Comment: Two primary factors affected helicopter availability in this exercise. First two CH-46s and two CH-53s were committed to an emergency flood relief mission in the Philippines. It was a valid requirement and logically the four best aircraft, system wise, were provided. However, this seriously detracted from the lift capability of the PROVMAF. Secondly, due to a switch in the Amphibious Ready Group shipping, the NMM offloaded at NAS Cubi Point for two weeks prior to the exercise and was brought back aboard the LPH the day prior to the exercise. For each move, supply procedures dictated that all NORS be cancelled and reordered. This slowed down the maintenance effort and reduced availability throughout the exercise.

Recommendation: None

### S. Communications/ComSec

1. The PROVMAH HF Command Net was operational from 1800H 25 August 1974 to 1900H 27 August 1974. Due to the frequencies and their propagation characteristics, communications with Cubi Point were best during the 1700 - 2000H time frame. During the greater part of the day message traffic had to be relayed through Iwakuni to Cubi. This, however, worked out reasonably well. The operators conducted themselves well and in a professional manner in spite of a difficult circuit.

#### 2. Comments and Recommendations.

a. Comment: Terminals aboard the ship were adequate for the operation; but no provisions were made to provide backup equipment in case of failure.

Recommendation: That backup comm gear be available to replace comm casualties.

b. Comment: PROVMAH Hq did not have effective comm with the ship. This made it difficult to frag helo operations. The Comm Plan called for a multichannel circuit, but this was not available early enough to satisfy PROVMAH communications requirements.

Recommendation: That the PROVMAH Hq not deploy ashore until adequate communications are available.

c. Comment: The generator support for the Headquarters was outstanding. The power was adequate and, in fact, PROVMAH provided BLT 3/4 power for one of their TRC-75.

Recommendation: None

d. Comment: There were too many COMSEC violations within PROVMAH units.

Recommendation: That a thorough ComSec briefing for all participating units be held just prior to embarkation.

e. Comment: Too many agencies were on the same nets interrupting each other and sometimes interrupting an airstrike.

Recommendation: That frequencies be used for the purpose to which they are assigned.

f. Comment: Both UHF and FM equipment were assigned to the San Jose support team to provide comm with aircraft. The AN/PRC 77 (FM) proved to be the only effective means of comm with the aircraft. The primary limitation of the AN/PRC 41 (UHF) was the lack of range.

Recommendation: That an AN/ 292 be used with the AN/PRC 77 to increase the range, and that an AN/PRC 47 be used for HF work.

g. Comment: The DASC was equipped to cover all of its required radio circuits (except HF). Most of the shipboard agencies did not have this capability. Consequently the DASC was forced to switch from covered to uncovered radios throughout the exercise. This resulted in unnecessary confusion and was the contributing factor to many Breakdown violations.

Recommendation: That more command emphasis be placed in this area to ensure that the necessary encrypting equipment and personnel to maintain them are made available to all units.

h. Comment: The inability of either TACC or the DASC to get DAS and TAC nets to operate continually resulted in an excessive amount of traffic being passed over the TAR/HR net and TATC net. Passing administrative and tactical information over the same net creates confusion and limits the SAD's ability to coordinate matters of a non-tactical nature.

Recommendation: That a continuing effort by all concerned be made to establish all nets required by the Comm Plan.

i. Comment: The overall Comm Plan submitted required more UHF and VHF-FM frequencies than were finally obtained causing the DASC to use the same frequencies allocated to the CVA. The change in planning causing the CVA to remain in the exercise 8 hours longer required a D-Day change in all UHF frequencies allocated to the DASC including a reduction in the number of available nets for DASC use.

Recommendation: That either the frequencies available be obtained first and fitted to the Comm Plan or the total number of frequencies designed by the Comm Plan be obtained.

j. Comment: Twice during the problem DASC had to verbally (over the radio) instruct MAU users of the AKAK 1519 in its proper use for encrypting and authenticating. When authentication was required, the DASC had to determine which table, 1519, or 2002, the user had.

Recommendation: That the 1519 be used for both encrypting numbers and authentication eliminating the requirement to carry two tables. All users of the 1519 be instructed in its proper use.

k. Comment: With the increasing use of VHF-FM radios by the landing force, it is painfully obvious that the Navy does not have enough FM assets aboard amphibious shipping to accommodate LF needs. This requires more reliance on HF nets which cannot be covered with secure voice capability at the present time.

Recommendation: That amphibious shipping be fitted with additional VHF-FM capability to include the KY assets to cover these radios.

l. Comment: The battalion TACP took its HF(PRC 57) radios to the field. As a result the TAC/HR net was up the whole time. BLT 3/4 is to be commended since they are the first one in 4 exercises, PAGASA II, Fly-A-Way, Kangaroo I, and PAGASA III, with whom the DASC has had continuous comm due to HF capability.

Recommendation: That participating TACP's continue to bring HF radios to the field.

m. Comment: A lack of uniformity in aircraft identification/call signs created a certain amount of confusion in the DASC at times. Some aircraft would use event nos., some mission nos., and some modex nos.

Recommendation: That all aircraft adhere to RIO procedures as established by FMFM 5-1 and the current Operation Plan.

n. Comment: A significant increase in the percentage of helicopters RIOing with the DASC was experienced during this operation as compared with several previous exercises. HMM-164 is to be commended for its cooperation in support of DASC training. However, the percentage is still not 100%.

Recommendation: That emphasis continue to be placed on aircraft requirements to RIO with the DASC.

U. Search and Rescue

1. HMM-164 maintained a SAR helicopter at all times during the exercise. While aircraft were engaged in carrying troops there was an airborne SAR. During flight quarters when no aircraft were actually airborne, the SAR was on a 10 minute standby. When flight operations were secured SAR went to a 30 minute standby. While the landing force was established ashore a SAR aircraft was on standby at LZ Falcon from 1800 to 0600.

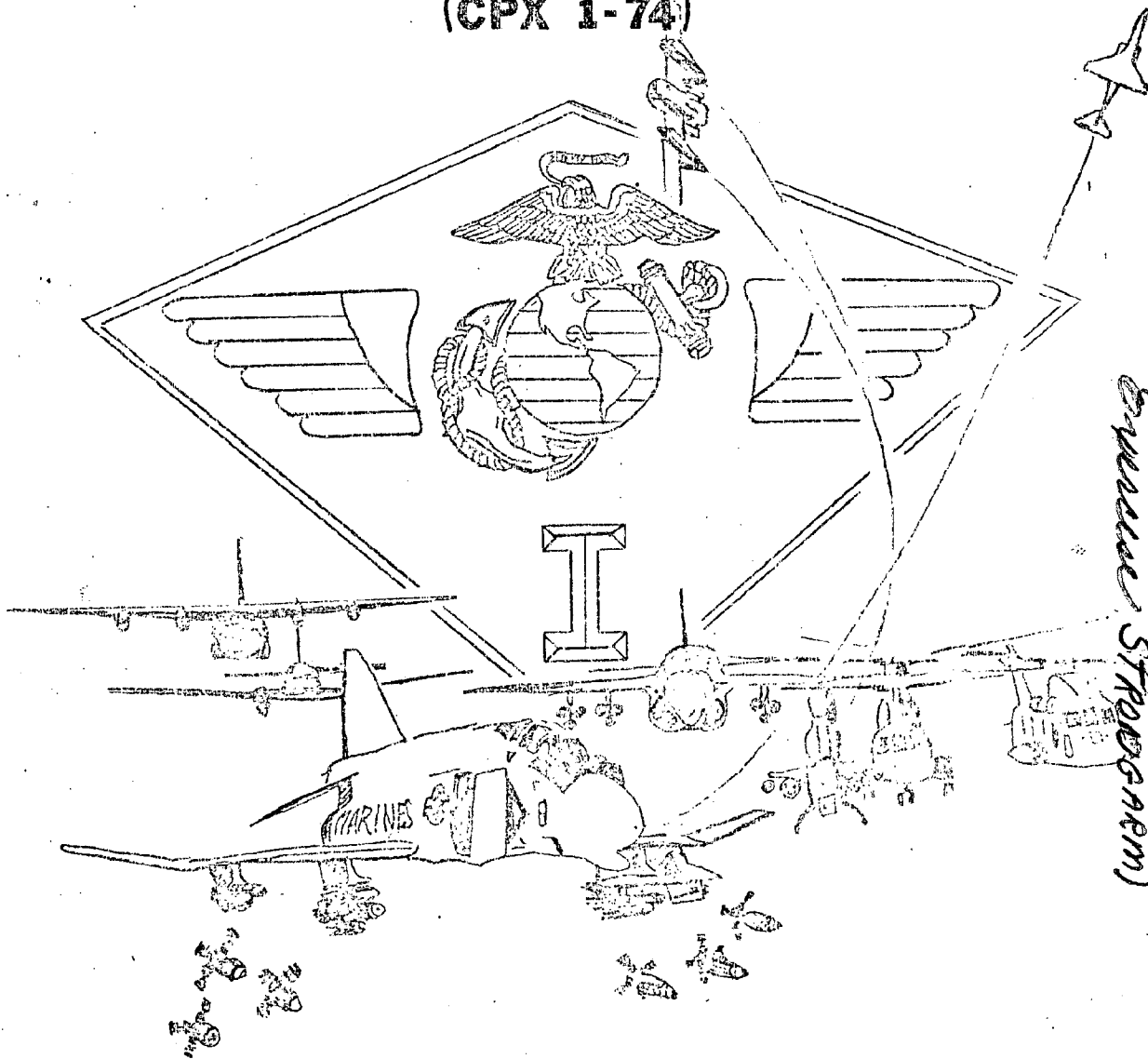
2. Comments and Recommendations

a. Comment: Having an aircraft dedicated solely to SAR is marginal utilization of available assets.

Recommendation: That the SAR aircraft be used for available missions that do not interfere with its SAR capability; such as ship's shuttle, command and control, light cargo lifts, etc.

# POST EXERCISE REPORT

(CPX 1-74)



*Post Exercise Report (CPX 1-74)  
Exercise Strong Arm*

**EXERCISE STRONG ARM**


*6 Nov 1974  
TAB*

UNITED STATES MARINE CORPS  
Headquarters  
1st Marine Aircraft Wing  
FPO San Francisco 96602

3:GPE:jrm  
3120  
6 Nov 1974

From: Tactical Exercise Coordinator  
To: Commanding General, First Marine Aircraft Wing  
Subj: Exercise STRONG ARM (CPX 1-74); Post Exercise Report  
Ref: (a) Verbal Instructions issued by CG, 1stMAW on 26 Aug 74  
Encl: (1) Post Exercise Report

1. In accordance with reference (a) enclosure (1) is forwarded for concurrence and/or applicable comments.

  
G. P. EMERY  
Lieutenant Colonel, USMC



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MANAGEMENT	1
HEADQUARTERS COMMANDANT	1
MWSG-17	4
MACG-18	4
MAG-12	3
MAG-15	3
MAG-36	1
MWHS-1	1
7TH CIT	1
CG, FMFPAC	1
CG, III MAF	1
TACTICAL EXERCISE CONTROL GROUP	<u>8</u>
TOTAL	42

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ENCLOSURE (1)

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ENCLOSURE (1)

## PART I

INTRODUCTION

1. 1stMAW was originally scheduled to participate in a MAF-level Command Post Exercise during 1974. When III MAF rescheduled the CPX to a later time frame, CG, 1st MAW decided to proceed with an independent CPX. The 1st MAW CPX was conducted from 230800I Oct to 240800I Oct 74 aboard MCAS Iwakuni, Japan.

2. A summary of the exercise is contained in Part II of this report. Part III, Section 1 delineates the exercise objectives. Part III, Section 2, contains general comments concerning performance during the exercise and provides lessons learned and recommendations for the improvement of 1st MAW operating procedures applicable to future operations and exercises.

ENCLOSURE (1)

1-1

## PART II

## OPERATIONS SUMMARY

## SECTION 1

## SUMMARY OF EXERCISE STRONG ARM (CPX 1-74)

A. Background

1. EXERCISE STRONG ARM was a 1stMAW Command Post Exercise encompassing the General and selected Special Staff, and a Headquarters element of each of the attached groups. The task organization was comprised of all the major elements of command and control within the First Marine Aircraft Wing with the exception of MAG-36.

2. The exercise force was the deployed Marine Aircraft Wing (Reinforced), which provided fixed and rotary wing tactical assets supported by an Amphibious Ready Group Alpha (Constructive). Command and Control was exercised through the 1stMAW Tactical Air Command Center (TACC) and a Direct Air Support Center (DASC). Although not contributing to the primary scenario, the DASC was an exercise participant and was effectively utilized in the exercise area for the first time as an airborne command element.

B. Initial Planning

1. An initial planning conference was held at 1stMAW Headquarters on 27 August 1974. Representatives of all the General Staff sections as well as the Iwakuni-based Groups attended. This conference, and the one that followed on 7 September 1974, laid the ground work for the detailed planning that was to follow, and established the basic objectives which the CPX was to achieve.

2. Planning directives were issued by 1stMAW on a timely basis up until "D-Day". A planning staff was organized under the control and direction of G-3 (Plans). For the conduct of the exercise this staff became the Tactical Exercise Control Group (TECG).

C. Execution: The CPX commenced at 230800 Oct 74 and was secured at 240800 Oct 74. The exercise was supervised by the TECG augmented with umpires from the participating groups. There were no insurmountable problem areas experienced during the exercise. The wholehearted cooperation of all participants was a major factor contributing to the success of this CPX. The execution of the CPX plan closely followed the preplanned scenario. Additions to or deletions from the scenario were handled by the Tactical Exercise Controller (TEC) and his staff.

ENCLOSURE (1)

PART II  
OPERATIONS SECTION  
SECTION 2  
TASK ORGANIZATION

I Units Participating in EXERCISE STRONG ARM

1stMAW (-)

MAJGEN ARMSTRONG

G-1

G-2

G-3

G-4 (less AMO, 3M)

CEO

HAD

Supply

Management

SS/ADJ

Chaplain

Dental Off

MWHS-1

LTCOL JONES

MMSG-17

COL IRION

MAG-12

COL LEWIS

MAG-15

COL HAGAMAN

MACG-18

COL GREGORSON

ENCLOSURE (1)

PART II  
OPERATIONS SUMMARY

## SECTION 3

## COMMAND CHRONOLOGY

26 Aug CG, 1stMAW issued LOI for EXERCISE STRONG ARM  
27 Aug Initial planning conference  
7 Sep Planning conference  
12 Sep Activated planning staff  
16 Sep WgBul 3120, Wing Command Post Exercise 1-74 issued  
16 Sep Tactical Exercise Control Group formed  
20 Sep Airlift requirements for constructive movement submitted  
4 Oct OPLAN 1-74 promulgated  
14 Oct Tactical Exercise Control Order promulgated  
21 Oct Command Post sites completed  
21 Oct TACC orientation/facilities briefing  
22 Oct TACC open house  
22 Oct COMMEK delayed  
23 Oct  
0700 Exercise start delayed one hour for conference  
Note: (The following timed events are given in "exercise time")  
0800 EXERCISE STRONG ARM commenced  
0805 ARG retracts; MAG-36 assumes helo support  
0810 Large scale riot at Sapra  
0829 Minimize  
0831 G-3 Fraggd one EA-6A  
0840 Execute Show of Force  
0852 JOPREP JIFFY (FORSTAT) enacted

ENCLOSURE (1)

0853 Set NEMVAC Condition 1

0919 Sabotage and Terrorism increased in all major cities of South KADAM

0935 Set NEMYAC Condition 2

0940 South KADAM Security Force reported attempt at infiltration of U. S. Embassy

0942 Execute Show of Force (2nd Command)

0949 80% POL loss at Koppen; Army Deserter requesting amnesty

1051 Launched Show of Force

1100 Radio Broadcast by Radio Lygengboll

1115 South KADAM radar reflected a high level of flight activity in North KADAM

1200 Pro-U. S. and South KADAM demonstrations in South KADAM, Counter demonstrations in Koppen and Sapra; III MAF orders evacuation to commence

1315 President RAM of South KADAM requests the evacuation of all American Diplomatic personnel

1339 ARG available at 2200

1355 Airspace violations by North KADAM aircraft

1420 Evacuation aircraft receives anti-air fire; One CH-46 down

1500 Aerial recon flown without ECM aircraft

1510 OV-10 shot down

1520 Terrorist bombs explode in Koppen and Sapra; Increase in North KADAM infiltration

1620 Base TACAN unit at Koppen Air Base sabotaged

1730 Recon mission flown

1800 Ground order of battle received

1815 South KADAM Security Forces raided abandoned airfield

ENCLOSURE (1)

1833 One (1) CH-46 shot down in hot LZ; A-4s and Cobras launched

1920 Highway bridges blown

1940 AAA concentrations confirmed in North KADAM

2100 Collection requirement levied on 1stMAW

2105 North KADAM aircraft have moved

2125 Friendly agents report movement of North KADAM aircraft and location of additional SAM sites

2130 Recon flight completed

2237 Three CH-46, two F-4, two A-4 fragged

2340 Evac of 60 U. S. citizens requested

0000-0400 Administrative time

0430 Radicals hold mass demonstration at Sapra; Three terrorists holding hostages at Koppen Air Base

0443 Aircraft destroyed at Koppen Air Base by terrorists

0530 President RAM orders mobilization of South KADAM

0545 Three unidentified ships; 1stMAW responded

0607 North KADAM defector interrogated; South KADAM police boat sunk

0630 North KADAM communications silent; no air activity over North for six hours

0745 North KADAM forces crossed the red zone

0755 Evac force lands; evac complete

0800 CPX secured; debrief

ENCLOSURE (1)



## PART III

## EXERCISE OBJECTIVES/PERFORMANCE

## SECTION 1

A. Objectives

1. To exercise the 1stMAW General, Special and Group Staffs in the planning and conduct of defensive and offensive air operations.
2. To exercise subordinate Staffs in the preparation of movement and air operation plans.
3. To exercise the 1stMAW General and Special Staffs in the utilization of communication equipment in a field command post environment.
4. To exercise the command and control functions of 1stMAW during the conduct of air evacuation plans, helicopter escort, defensive operations, and offensive operations in support of evacuation plans.
5. To test the viability of current 1stMAW directives and staff procedures.

B. COMMENT. In reviewing the exercise objectives for Exercise STRONG ARM, it should be noted that the overall major objective was to exercise the staffs in the tasks of planning and executing an operations plan, employing a Command Post Exercise as the training vehicle. As Exercise STRONG ARM was the first exercise of this type conducted by 1stMAW since 1962, the exercise objectives were intentionally non-specific. To this end the overall results were evaluated. The objectives of Exercise STRONG ARM were achieved. No attempt has been made to collate the relative achievement of each participating unit in relation to each exercise objective. Rather, the summaries, discussion, and recommendations contained in Part III, Section 2, represent a compilation of the total performance, broken down into action areas.

ENCLOSURE (1)

## PART III

## EXERCISE OBJECTIVES/PERFORMANCE

## SECTION 2

## GENERAL COMMENTS/RECOMMENDATIONS

A. Operations - General Comments:

1. WING: The G-3 (TACC) worked at a high tempo throughout the entire problem. After initial adjustments (Approx 2 hrs) to get a handle on the situation, G-3 performed all the FMFM 5-1 (Marine Aviation) specified TACC functions and tasks (with the exception of prescribing EMCON conditions) in a superlative manner. New problems presented by the TEC in the scenario were easily taken in stride and maximum attention was focused on the primary objective of the exercise; the evacuation. G-3 had an exact handle on the overall tactical situation, in fact, things were run so smoothly that, in the afternoon, marginal weather and increased enemy resistance in the LZ's had to be induced into the scenario to realistically extend the problem into the night. G-3 also kept abreast of changes in the 1st MAW aircraft assets and, in most instances, put the available assets to their best use.

2. GROUPS: The S-3's of MAG's 12 and 15 worked at a lesser tempo than G-3 chiefly due to late receipt of messages caused by exterior communications problems. Also the lack of simulated squadron inputs to the Groups reduced the tempo. Nevertheless, both Groups were innovative in inducing their own inputs into the operational scenario, e.g., conducting NBC and air raid drills. Both Groups remained alert throughout the exercise to items inadvertently omitted by 1st MAW and covered them on their own initiative. Additionally, both Groups provided recommendations to the TACC to correct deficiencies found in the OPLAN.

B. Specific Problem Areas: (Items for discussion are numbered consecutively for ease of reference and identification)

3. ITEM: Slow Start

DISCUSSION: The first two hours of the CPX could be described as having been a shakedown period. The requirement for the unscheduled shakedown period was due to the wing staff's unfamiliarity with the OPlan, general intelligence situation, and communications availability and procedures. Additionally, the shortage of adequate communications equipment and trained personnel compounded initial problems overall. During the planning phase it was determined that the G-2, G-3, and TECC should be located at the geographic site of the TACC, detached from the Wing CP site. This planning assumption was in error and caused an undue hardship to the exercise by spreading communications assets too thin (i.e. Teletype and Personnel). Because of the surge nature of the action messages to the TACC early in the exercise little time was allowed for acquiring.

ENCLOSURE (1)

knowledge of the OPLAN and the intelligence scene. In spite of these factors the initial situation would have been smoothed out rapidly had there not been difficult problems with communications. While it is felt that the communications difficulties present were unrealistic in that they resulted from inadequate pre-exercise planning and checkout they do serve to point out that alternate means of communication must be planned for to avoid a complete breakdown of command and control. Communications problems were experienced with the TA-312 field phones and with the HF radio. (A teletypewriter transmission terminal was not available for G-3 immediate access.) These limitations forced TACC to upgrade outgoing messages to higher precedences that would be normally used, which in turn compounded the message center problems in other areas. The failure of the G-3 to launch the show-of-force in the time frame expected by the TEC was a direct result of the aforementioned shakedown problems. The shakedown period seemed to end at about the time the first admin break was taken, although the communications problems still existed until late in the afternoon.

RECOMMENDATION: That G-3 prepare future OPLAN's to ensure familiarity with the PLANS; that G-3 more closely follow the exercise intelligence situation as it exists prior to future exercises; that adequate communications and alternative communications be established prior to future exercises.

#### 4. ITEM: Personnel

DISCUSSION: One shortcoming dominated the entire exercise and that was the lack of enough G-3 TACC duty officers. Very simply stated this means that there were not enough officers to handle the frag and message paperwork load. This personnel shortage forced the Senior G-3 officers into paperwork roles, where as, they should have only performed as supervisors and decision makers. Small errors noted in some frags, messages not acted on, coordination with G-2, coordination with the senior air controller, and messages not read thoroughly can probably all be attributed to the lack of an officer in a purely supervisory role who could have served as a coordinator and final screener.

RECOMMENDATION: That G-3 staff the TACC with adequate fraggers, to ensure that Senior officers function as supervisors.

#### 5. ITEM: Situation Maps

DISCUSSION: G-3 utilized the situation map prepared by G-2 but did not have their own situation maps adequately prepared or positioned for full usage.

RECOMMENDATION: That G-3 evaluate their situation map requirements as pertains to preparation, maintenance and positioning for use.

ENCLOSURE (1)

6. ITEM: Lack of adequate means to "pass the word" to subordinate units and 1stMAW staff sections while in the field.

DISCUSSION: The Frost Call system of passing unclassified information (WgO 2000.43) works well in garrison. A test of the Frost Call system during the CPX proved that the garrison system did not work. No "backup" system, other than addressing the information in a message, was planned for.

RECOMMENDATION: That in future exercises or operations, a specific system of passing unclassified information, similar to the garrison Frost Call system, be delineated in the Operation Plan/Order.

7. ITEM: Inadequate security of the 1stMAW Command Post.

DISCUSSION: No sentries were provided by the Headquarters Commandant or staff sections for physical security of the 1stMAW Command Post at any time. A company of the GSF was constructively assigned later in the exercise.

RECOMMENDATION: That in future exercises, planning include the employment of actual sentries to guard the 1stMAW Command Post, to include weapons, 782 gear, and passwords.

8. ITEM: CPX 24 hour time frame.

DISCUSSION: Due to the 24 hour exercise time frame, many units/sections decided to play the problem with one shift of personnel, rather than setting up watches to insure normal chow and rest periods. While the idea itself is commendable, a 24 hour watch is unrealistic and could not be sustained in an actual engagement. Establishing watch schedules facilitates training and better utilizes personnel assets. Watches composed of less experienced personnel further increase training, in that, the commander/section head is not always present, and subordinate experience, particularly in the decision making process, increases substantially.

RECOMMENDATION: That in future exercises, unit commanders/section heads insure that watch schedules are set up and maintained as if the exercise was of long duration, in order to add realism, maximize training, and experience.

9. ITEM: Security of restricted areas and classified information.

DISCUSSION: On any exercise, certain areas must be restricted to authorized personnel and security of classified information is always paramount. Restricted Area signs must be prominently displayed; perimeters of restricted areas must be clearly defined; signs must be in English and the language of the host country; armed guards must be posted and instructed in detail on procedure; procedures for handling indigent personnel, or actual/simulated captured enemy must be published and understood by all hands; access

ENCLOSURE (1)

lists must be promulgated and adhered to; Emergency Plans must be published and emergency action must be practiced; in general, if security is not practiced on an exercise, it is doubtful that it will be in actual combat.

RECOMMENDATION: That on all future exercises, unit commanders/section heads closely monitor the overall security precautions, and make necessary modifications to procedures as required.

10. ITEM: Estimated 12 year time frame between Command Post Exercises.

DISCUSSION: All hands realize the importance of field exercises and the tremendous training value, both in planning and executing the exercise. The numerous dividends are obvious. However, future exercises of this type have not been addressed.

RECOMMENDATION: That semi-annual Command Post Exercises at varying levels of command (IE: Group level; Wing level minus groups; etc.) be incorporated into the Wing Training Syllabus on a continuing basis.

11. ITEM: Non-participants within the exercise areas.

DISCUSSION: At various times during the exercise, non-participants injected themselves into the exercise area without warning, and generally disrupted exercise play. Non-participants included, at two different times, a SOBA concessionaire.

RECOMMENDATION: That prior to future exercises, a joint FIRSTMAW/MCAS Iwakuni order be promulgated restricting entry by non-participants in the exercise, and limited Military Police support be detailed to insure the instructions are carried out.

12. ITEM: Space allocation within the overall Wing Command Post.

DISCUSSION:

(1) TACC. As the internal configuration of the TACC can be adjusted to meet both the tactical situation and the desires of the tactical air commander, no SOP for internal arrangement exists. An SOP for internal organization, to include communication capabilities of console positions, internal message and information flow, and tasks performed by the TACC personnel and General Staff Sections (IE: flow chart) is extremely desirable.

(2) Wing Command Post. An SOP for the establishment of installation priorities; tactical power requirements and location; location of staff sections relative to each other, communications, etc; dismount points; security; and in general who provides what, how, and when, is extremely desirable. While this SOP may only

ENCLOSURE (1)

function as a base guide line due to tactical and administrative considerations, it will provide all exercise participants with a common starting ground.

RECOMMENDATION: That an SOP for the tactical operation of the TACC, to include general and special staff functioning, and an SOP for the installation and operation of the Wing Command Post in the field be promulgated at the earliest possible date.

13. ITEM: Lack of action required on the caveat "ACKNOWLEDGE RECEIPT".

DISCUSSION: The caveat "ACKNOWLEDGE RECEIPT" on an operation plan or order is inserted by the commander/coznizant authority to insure that all units on distribution have, in fact, received the document. Normal procedure is for the receiving unit to acknowledge the receipt of the document by message to the commander/coznizant authority.

RECOMMENDATION: That units review "ACKNOWLEDGE RECEIPT" procedures and comply with the procedure on all future exercises.

14. ITEM: MAG-36 exercise non-participation.

DISCUSSION: MAG-36 was simulated by the Tactical Exercise Control Group (TECG) during Exercise STRONG ARM. Actual inter-staff relationships and realism were lacking due to the simulation.

RECOMMENDATION: That MAG-36 be tasked to participate in all future 1stMAW exercises to the extent dictated by the exercise objectives.

#### B. Intelligence

15. General. Exercise STRONG ARM was based upon intelligence scenario inputs to facilitate staff planning subsequent to issuance of the operation plan. Seven pre-exercise and fifty-three exercise intelligence scenario events were provided to continually update the exercise situation. Real world; as opposed to standard Aggressor Order of Battle-information, was provided from simulated actual intelligence agencies. Electronic Warfare intelligence information was provided as the exercise unfolded. Aerial reconnaissance and surveillance missions were pre-planned.

16. ITEM: All Intelligence Planning for Exercise STRONG ARM was accomplished by a member of the TECG.

DISCUSSION: The Intelligence Officer should ensure that the intelligence activities are thoroughly integrated. This can only be done if the senior intelligence organization conducts intelligence planning from the very first phases of an operation.

ENCLOSURE (1)

Since the Intelligence Section did not perform the actual research and planning required prior to issuance of the Intelligence Annex to the Operation Plan, valuable training was lost and continuity of intelligence was virtually non-existent. The intimate knowledge of the intelligence situation normally acquired during the planning phases was lost, and as a result, time consuming exhaustive study of the Intelligence Annex was necessary.

RECOMMENDATION: That the Intelligence Section prepare all Intelligence Annexes for all future exercises.

17. ITEM: In most instances a live enemy order of battle for air, ground, and naval forces was employed to lend realism to the exercise.

DISCUSSION: Realism was achieved. Existing Aggressor Order of Battle Field Manuals did not lend themselves to the scope of the Exercise. Attempts should be made to construct the necessary Order of Battle from available Aggressor Order of Battle Manuals, in as much as inadvertent disclosure of real intelligence information would then be materially reduced.

RECOMMENDATION: That in future exercises the existing Aggressor Order of Battle be employed to the fullest extent possible.

18. ITEM: An Electronic Warfare Officer was not present during the exercise.

DISCUSSION: Extensive EW play had been planned in the Intelligence Scenario of the Exercise. This EW play placed a definite burden upon the intelligence section, in that an Electronics Warfare Officer was not present for planning and/or recommendations during the exercise. In that Electronic Warfare plays a large role in any air exercise, participation of an Electronics Warfare Officer is mandantory.

RECOMMENDATION: That in all future Exercises, the Electronics Warfare Officer be included.

19. ITEM: Aerial reconnaissance and surveillance means were not employed to the maximum extent possible.

DISCUSSION: Numerous aerial reconnaissance and surveillance missions were pre-planned commencing at D-4. In most instances, these missions had to be constructively executed by the Umpires in order to continually build the enemy situation. During one constructive visual aerial reconnaissance mission, the Umpires found it necessary to "shoot down" the reconnaissance aircraft as it was operating well within a SAM umbrella without ECM support.

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RECOMMENDATION: That continuous liaison between the sections responsible for planning and ordering launch of ECM and reconnaissance aircraft be established and a checklist be formulated for future exercises to preclude similar situations.

20. ITEM: Updates of the classified intelligence situation could not be disseminated in a timely manner.

DISCUSSION: Since the Intelligence Officer operated from the TACC, it is absolutely necessary that a rapid means of disseminating intelligence updates be provided at that location. Due to the distance between the CP site and the TACC, and the lack of space in the TACC, it was necessary to prepare intelligence estimates in the TACC, draft the message at the CP site, return the message to the TACC for release, and again return to the CP site to deliver the message to the Communications Center.

RECOMMENDATION: That on all future exercises, all elements of the Wing Command Post be located at one site to achieve maximum operating and communications efficiency.

21. ITEM: Available Counterintelligence assets were not used to the fullest extent possible.

DISCUSSION: Although a counterintelligence sub-team had been assigned to Exercise STRONG ARM, very little, if any, use was made of it. There were scenario events requiring CI action such as: Compromise of Password and Countersign; Compromise of Operations Plan; however, these events were not reported to CI. CI did respond to scenario events concerning a lost child and an unidentified person near a Group headquarters.

RECOMMENDATION: That more counterintelligence play be inserted in future exercise scenarios.

#### C. Administration

22. General. Administration management for 1stMAW has been divided among three sections; G-1; Human Affairs Division; and Staff Secretary/Adjutant. Therefore, the Admin Umpire had cognizance over these three sections. Since they were not co-located, the comments are grouped according to section while the problem discussions are general and cover the whole administration range. All personnel were highly motivated and came to play the problem.

G-1: This section received a great deal of play and was heavily staffed, therefore they were able to efficiently handle the work load which may have been too much for a smaller crew. An event log was maintained and security available for classified material.

ENCLOSURE (1)



The U-1500 was used for compiling personnel reporting and proved very efficient and timely. It was the first time the U-1500 had been in the field, and from the personnel accounting side, it was very successful.

Human Affairs Division: The chaplains were a part of this section and they received very little play due to the fact that most of the areas they would have gotten involved in have now been absorbed into the Human Affairs Officer's area of responsibility. Over all there was very little play for the entire section and the absence of Civil Affairs play in this particular exercise further restricted the involvement of this section.

The unit maintained a log of events and had adequate security available for classified material.

Staff Secretry/Adjutant: A highly motivated unit which took care of more real world business than problem business. Due to the nature of this section, it is difficult to play them consistently throughout a problem which should not be a serious limitation as long as they are conducting real world business. It must be remembered that this section has been tailored to meet the needs of 1stMAW and no longer controls message distribution.

The unit maintained a log journal with summarization of actions at the close of the log. Adequate facilities to handle classified material were present.

23. ITEM: Unacceptable head facilities in the 1stMAW CP area.

DISCUSSION: Two portable heads were available in the Wing CP area. There were no urinal facilities available until mid-morning. The Camp Commandant reacted very rapidly to the need for facilities and had additional facilities built.

RECOMMENDATION: Head facilities be planned well in advance of exercise day for future exercises.

24. ITEM: Not all participants were familiar with the Operation Plan.

DISCUSSION: Through discussion and questions, it was apparent that some staff participants had not read the entire Operation Plan.

RECOMMENDATION: Staff sections should become more involved in the planning of future Operation Plans and more comprehensive progress briefs be presented to Wing Staff as the planning progresses.

ENCLOSURE (1)

D. Logistics

25. General. The Logistics play of the CPX was, in general, good for the G-4; however, the Group S-4's play was limited somewhat by a lack of continuing input from the TEC. All sections within the G-4/S-4 were exercised. The following problems were encountered:

26. ITEM: Wing Logistics Plan.

DISCUSSION: The Wing Logistics plan proved to be inadequate for effective planning and execution on the Wing and Group level.

RECOMMENDATION: The Logistics Plan will be rewritten prior to the next CPX.

27. ITEM: Message traffic.

DISCUSSION: Message traffic response from time of release until acquisition of results of tasks was excessive.

RECOMMENDATION: Appropriate corrective measures be taken to reduce the response time of the message center.

28. ITEM: Scenario events and actions taken.

DISCUSSION: It appeared that some G-4s were responding to a different scenario than that which controlled the G-4 Division. Some actions taken on assigned tasks did not relate to the geographic area.

RECOMMENDATION: That all units pay particular attention to the detail of the requirements and tasks levied.

29. ITEM: Higher headquarters and higher headquarters logistics plan.

DISCUSSION: The absence of a higher headquarters and higher headquarters logistics plan inhibited the problem play.

RECOMMENDATION: That future CPXs put out a generalized higher headquarters logistics plan.

30. ITEM: Logistics radio net for G-4.

DISCUSSION: The G-4 did not have access to the dedicated radio net established until late in the afternoon.

RECOMMENDATION: Radio nets be positively established prior to problem play for all players.

ENCLOSURE (1)

31. ITEM: Wing vs. Air Base responsibility.

DISCUSSION: There was confusion during the CPX when certain actions were tasked to the Wing which should have been the sole responsibility of the Air Base Commander - therefore making some problems unrealistic.

RECOMMENDATION: That future CPX problems relate to the functional areas of Wing/Group logistics unless the MABS is tasked to provide the airfield support.

32. ITEM: Remoteness of the TACC.

DISCUSSION: The remoteness of the TACC from the remainder of the Wing Staff caused much commuting back and forth.

RECOMMENDATION: A future CPX have the TACC co-located with the Wing Staff.

33. ITEM: Tent space allocation.

DISCUSSION: Tent space allocation for the G-4 was inadequate.

RECOMMENDATION: A future CPX take into account the number of personnel and equipment and adjust the space accordingly.

34. ITEM: Location of outside lighting at the 1stMAW CP.

DISCUSSION: The location of outside lighting at the 1stMAW CP was unrealistic from a combat standpoint and hazardous from a safety standpoint. The lighting should face outboard, or away from the CP, to facilitate identification of enemy by posted sentries and eliminate silhouetting sentries for snipers. As placed, the intense light generated by the neon lights causes a safety hazard to the eyes, and due to the intense light generated causes "blind" spots near obstacles such as tent ropes, catwalks, et cetera.

RECOMMENDATION: That the light trailers and portable lights be located at the periphery of the command post perimeter, facing outboard on all future exercises.

35. ITEM: Location of engine generators at the 1stMAW CP.

DISCUSSION: The close location of the engine generators to the operating areas of the CP and the resultant extremely high noise level in the operating areas necessitated shouting in order to be heard in some tents. The high noise level a noise hazard area properly defined by the installers, may have been hazardous to personnel in the operating areas.

ENCLOSURE (1)

RECOMMENDATION: Remove all engine generators as far as possible from working/sleeping areas of the CP on all future exercises.

36. ITEM: No Dismount Point was evident for the 1st MAW CP.

DISCUSSION: The Operation Plan specified that vehicles would not be operated off of identifiable roads yet no Dismount Point identifiable, or enforced, and the resultant environmental impact on the slipway area will be costly and time consuming to repair.

RECOMMENDATION: That a Dismount Point be established and enforced on all future exercises.

37. ITEM: The use of wooden pallets as walkways and tent flooring creates an unnecessary hazard to personnel.

DISCUSSION: The use of wooden pallets as walkways and tent flooring, coupled with wet weather and, in areas, poor/no lighting created an unnecessary hazard to personnel due to the design of the pallet itself. While the desire to keep personnel as dry and free from mud is realized, the design of the wooden pallet is such that falling over/through a pallet, or twisting an ankle or knee, was commonplace, although no reported injuries, per se, resulted.

RECOMMENDATION: That wooden pallets not be employed as tent flooring or walkways on future exercises.

38. ITEM: Planning for Tactical Power Support.

DISCUSSION: Historically Marine Corps engine generators were part of, or associated with, the end item the generator was providing power for. DOD has recently directed that this practice be discontinued and a "power pool" concept be initiated. Various Marine Corps Orders refer. The WES-17 trial follows this concept. Problems arise, however, when mutually agreed upon procedures, such as priority of restoration of power, location of engine generators, availability of operator/maintenance personnel, sole user requirements, etc, are not in existence.

RECOMMENDATION: That an ad hoc committee, chaired by the Commanding Officer, MWSG-17, and comprised of the Wing Engineer Officer, the Communication-Electronics Officer, and representatives from all Groups, be formed to study the problem and develop a Wing SOP for tactical power production. This SOP should address all aspects of tactical power production, from "one generator/operator provided to a requesting unit" to and including providing tactical power for a complete Wing in the field.

39. ITEM: TACC Air Conditioning Failure.

ENCLOSURE (1)

DISCUSSION: Air conditioning failure in the TACC resulted in discomfort to personnel and a high risk to environmentally sensitive, high cost electronics equipment. Air conditioning has proven to be a serious, continuing problem throughout the Marine Air Command and Control System. The present system of maintenance support and parts is not sufficient to support a TACC that is operational daily.

RECOMMENDATION: That the Commanding Officer, MACG-18 further delineate the problem and recommended solution(s) to CG, 1stMAW at the earliest possible date.

E. Supply

40. General Comments.

Wing Supply: The Wing Supply Section was composed of both Aviation Supply and Marine Corps Supply personnel. Supply procedures used during the exercise were the same as those used on a daily basis. The response to the message traffic was excellent, immediate action was taken in all cases. The Wing Supply section inserted some of their own problems to the Groups to check the response of the Group Supply sections. There were no problem areas encountered during the exercise.

Group Supply/S-4: The Group Supply/S-4 of MAG-12 and MAG-15 response to message traffic and problems inserted by Wing Supply was excellent. Action replies to supply messages were answered in a very professional manner. The subjects of message traffic were normal day-to-day supply problems. There were no problems encountered during the course of the exercise with the Groups.

41. ITEM: The only problem area encountered during the exercise was a back log of messages. This worked itself out once the Communication Section was running smoothly.

DISCUSSION: There were no supply problems encountered during this period. The two (2) Marine Aircraft Groups responded very well in the Aviation Supply problems.

RECOMMENDATION: None

F. Communication-Electronics

42. General. Exercise STRONG ARM provided much needed field training for communication-electronics sections. Deficiencies in personnel and equipment were addressed prior to the exercise, and where possible, the exercise was tailored around the deficiencies. Additionally, non-doctrinal communications were provided between the TACC site and the 1stMAW CP site in an attempt to lessen the impact created by the artificial separation of these agencies.

ENCLOSURE (1)

43. ITEM: Training of communicators

DISCUSSION: Exercise STRONG ARM pointed out the overall lack of field training for communicators. The preponderance of junior officer and enlisted communicators presently attached to 1stMAW at Iwakuni have never participated in an exercise of this type outside of formal schools. Training on-the-job, in a field environment, is the most effective means to provide combat ready operators and supervisory personnel. Significant improvements in the individual capabilities of communicators was noted during the exercise.

RECOMMENDATION: That units exercise their communications in a realistic field environment as often as possible.

44. ITEM: Internal CP arrangement and construction.

DISCUSSION: In a tactical situation, installation of communications and command post construction must be simultaneous in order to rapidly and efficiently provide the commander with a means of command and control. Constant and continuing liaison between communicators directing the installation of communications, the subscribers to the communications means, and the personnel installing the command post is absolutely essential to preclude delay. Without a supportable, mutually agreed upon plan, much time is lost and energy is uselessly wasted.

RECOMMENDATION: That a Command Post SOP concerning installation priority and interval arrangement be promulgated at the earliest possible date.

45. ITEM: Reporting communication problems/outages.

DISCUSSION: A System Control was established to coordinate activation and restoration of the exercise communication system. To adequately perform the assigned mission, users of any communications means, must rapidly and accurately report all communication problems to the Systems Control.

RECOMMENDATION: That, on all future exercise all communications problems be rapidly and accurately reported to the Systems Control.

46. ITEM: Communications Security

DISCUSSION: Almost all potential enemies of the United States possess at minimum, a very good capability to effectively exploit all violations of communications security, no matter how minute the individual violation may seem at the time. Several violations of communications security were noted during the exercise. These violations included:

ENCLOSURE (1)

- a. Passing of classified information over the telephone
- b. Passing of classified information over non-secure radio

RECOMMENDATION: That division heads and subordinate unit commanders continually impress the need for adherence to established communication security practices to all personnel.

47. ITEM: General lack of understanding as to message releasing authority during "MINIMIZE".

DISCUSSION: During escalation of military operations in a given geographical area, certain commanders are authorized to impose "MINIMIZE" conditions to preclude overloading of vital communications means. The CEOI (WgO P02000.1B) provides adequate instructions for all message drafters and releasers during MINIMIZE. Additionally, MINIMIZE may be imposed on communications into a given area; this condition in no way effects traffic out of the same area.

RECOMMENDATION: That all message drafters and message releasers familiarize themselves with that portion of WgO P02000.1B that pertains to minimize, and where changes are deemed necessary, submit recommendations in accordance with that order.

48. ITEM: Message drafters and releasers not following established guidelines.

DISCUSSION: Approximately 25% of the message drafts introduced to the Wing Communication Center contained errors which had to be corrected or explanations sought before processing for transmission could begin. These errors materially slowed the problem play, and for certain staff sections, stopped the problem play completely until corrections could be completed. Common errors included:

(1) Releasing officers signature without a typed name; signature illegible, therefore releasing authority could not be ascertained in a timely manner.

(2) Originator/Action/Information addressees improperly identified as "SIMULATED" when the drafter actually desired the message to be transmitted to these exercise participants.

(3) Lack of a subject line on messages caused delays in ascertaining proper action/information sections.

(4) Lack of proper message reference data (IE: "YOUR", MY" vice "CG.FIRST MAW 221010I OCT 74") caused unnecessary confusion both at the communication center and for the recipient. In some cases, neither subject line nor reference was employed, and the message addressee had absolutely no idea what the message was about.

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(5) Message releaser made substantial pen changes to message-some exceeding 50% of textual matter-without requiring message to be re-typed. Minor pen changes are sometimes necessary and when properly executed and initialed by the releaser, cause no delays in transmission. Extensive illegible pen changes, however, often must be verified with the releaser by the communication center prior to transmission, causing needless delays.

RECOMMENDATION: That message drafters and releasing officers review the proper message drafting procedures and insure messages are clear, concise, and legible prior to delivering to the communication center.

#### G. Management

49. General. The Management section participated in Exercise STRONG ARM by utilizing the Univac 1500 Computer system and FORSTAT reporting system. The U-1500 was successfully moved to and from the field site with minimal difficulty. Limited Class III programming support was provided during the exercise.

50. ITEM: Movement of U-1500.

DISCUSSION: The Univac 1500 Computer System is garrison housed in three shelters: one M-313 Van and two Mobile Air Transportable Model MC-2 vans. The M-313 is required in garrison for ease of operation and environmental storage only. The physical movement of the system was accomplished by lifting the two MC-2 Vans onto a lowboy with a crane and similarly unloading at the site. No problems were encountered during the move, however during planning for the move, investigation revealed a high probability of damage to sensitive electronics equipment if the MC-2 Vans were skid dragged or trailered on their associated running gear; both methods of movement were acceptable with the initial configuration of the MC-2 vans. Tactical power was provided by dedicated engine generators in the field which proved undesirable. A power pool concept is more desirable in order to reduce the attendant personnel and refueling problems associated with dedicated power.

RECOMMENDATION: That a 1stMAW SOP be promulgated establishing finite procedures for movement and operation of the Univac 1500 Computer System in the field.

#### H. Airborne DASC

51. General. Marine Air Support Squadron 2 participated in Exercise STRONG ARM utilizing the AN/UYQ-3 Airborne Mobile DASC installed in a VMGR-152 C-130 Aircraft. The DASC was airborne from 1055 to 1445 on 23 October for participation in the CPX.

52. ITEM: Loss of HF antenna.

ENCLOSURE (1)



DISCUSSION: During the flight from MCAS, Futema to MCAS, Iwakuni an external C-130 HF antenna for use by the DASC was broken. This precluded the use of one HF transceiver and one HF receiver in the DASC. Spare parts were not available. Subsequent liaison with VMGR-152 avionics personnel disclosed that they were already in the process of obtaining spare parts for use with the Airborne DASC in future operations.

RECOMMENDATION: That sufficient spares be carried aboard.

53. ITEM: Lack of adequate communications between TACC and DASC.

DISCUSSION: Only one UHF net (TAD) worked adequately during the exercise. No success was realized on the second UHF net (DAS/HD). The cause of this problem was never identified. The resulting need to combine the functions, originally intended to be performed on three UHF nets, on one UHF net saturated the net and adversely affected the internal functioning of the DASC. In addition, one UHF radio in the DASC did not function properly. After returning to MCAS, Futema and removing the AN/UYQ-3 from the aircraft all UHF radios checked out in an operational status. Consequently, it is suspected that the problem lay in avionics connections in the aircraft.

RECOMMENDATION: Emphasis be placed on maintaining all communications-electronics and avionics equipment utilized for Airborne DASC Operations.

#### I. Nuclear, Biological, Chemical

54. General. NBC initially received no problem play. Although NBC information was promulgated in the Operation Order, the Tactical Exercise Control Order stated that the exercise would be conducted in a conventional weapons environment. Accordingly, the NBC situation was simulated.

55. ITEM: NBC play on the exercise.

DISCUSSION: The Tactical Exercise Control Order 1-74 for Exercise STRONG ARM specified that the CPX will be conducted in a conventional weapons environment. To the credit of certain subordinate unit, however, riot control agents was given play, to include NBC alarms, gas masks, gas particle generators, and tasking of Marine Wing Weapons Unit. This exercising of NBC is commendable, in that 1stMAW should be able to function in any contingency, and few situations exist in the daily garrison routine to realistically exercise NBC capabilities.

ENCLOSURE (1)

RECOMMENDATION: That in all future exercises, NBC warfare be given maximum play consistent with the Status of Forces Agreement, in order to exercise NBC capabilities to the fullest.

J. Geographic Constraints

56. General. All hands fully realize the value of Command Post Exercises. However, to truly exercise the CPX participants and obtain maximum realism, some geographical separation between garrison working spaces and the CPX site(s) is mandatory. This separating forces exercise participants to properly plan for the exercise in that "admin runs" to garrison areas to obtain forgotten equipment, publications, or even personnel, are prohibitive due to time/distance factors. The configuration of MCAS Iwakuni does not permit a true CPX to be properly planned for and executed aboard the station; however, alternate training areas are geographically located so as to be realistically unavailable.

57. ITEM: CPX limitations aboard MCAS Iwakuni.

DISCUSSION: Examples of specific areas that cannot be realistically exercised on board MCAS Iwakuni include:

- a. Communications troposcatter links.
- b. Embarkation (mobil loading vehicles; staging points; convoy control).
- c. Field sanitation (heads; showers; trash disposal)
- d. Tactical electrical power (of the scope normally associated with a MAW Command Post).
- e. Camouflage (natural or netting)
- f. Motor transport control (vehicle pools and allocation; field maintenance).
- g. Field messes.
- h. Field postal service.
- i. Command Post security (external).

RECOMMENDATION: That the appropriate "G" Division of the Wing Staff be tasked with the responsibility for investigating areas in Southern Honshu that will be more suitable for conducting a Wing size CPX.

K. Tactical Exercise Control Organization

ENCLOSURE (1)

58. General. The Tactical Exercise Control Group (TECG) was formed on 16 September 1974, under the direction of the appointed Tactical Exercise Controller (TEC), the 1stMAW G-3 (Plans Officer). The TECG was comprised of officers from the Wing staff sections and subordinate units. Planning for Exercise STRONG ARM commenced immediately, and culminated with the issuance of this report.

Administrative Organization: The TECG initially operated as one planning staff. As the size and scope of Exercise STRONG ARM became finite, additional staff members-Umpires-were requested and received. During the actual Exercise, the Tactical Exercise Control Group consisted of 19 Officers and two Enlisted, evenly split between the TECG and it's subordinate Umpire Group.

Exercise Organization: During Exercise STRONG ARM the TECG was tactically and geographically organized as follows:

(1) Tactical Exercise Control Headquarters. Within the Tactical Air Command Center; provided with communications to subordinate umpires, the Tactical Exercise Control Operations Center (TECOC); administrative/planning spaces removed from staff spaces within the TACC.

(2) Tactical Exercise Control Operations Center. The TECOC was located in the Wing Command Post, in close proximity to the joint communication center and General and Special Staff Sections. The TECOC was provided with communications to the TEC Headquarters and subordinate umpires; and administrative/planning spaces.

(3) Umpire Group. The Umpire Group consisted of officer umpires attached to the principal General and Special Staff Sections and subordinate units. Umpire communications consisted of direct liaison with the TECOC (where physically possible), use of exercise telephone communications, and an Umpire Radio Net with all subordinate umpired units, the TECHQ, and the TECOC as stations on the net.

Planning: The TECG planned and controlled Exercise STRONG ARM issuing Exercise Control Order 1-74, Operation Order 1-74, and message/bulletin updates as required.

(1) Reproduction. Reproduction of all TECG documents was expertly and rapidly handled by Wing Reproduction Section. A desirable, but not essential, reproduction capability for the TECG in the field was not available.

(2) Administrative Support. Administrative support for the TECG was provided by two enlisted clerk-typists. Additional typing support was desirable but not available without restricting normal operations. Necessary office spaces were provided in close proximity with general staff sections, which materially aided the planning

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process. Administrative transportation was provided by private vehicles and MCAS Motor Transport.

59. ITEM: A written LOI was not promulgated for Exercise STRONG ARM.

DISCUSSION: Lack of a written LOI caused major problems during the planning phase of the exercise. Command relationships, information of the TEC planning staff, identification of units/personnel playing or not playing the exercise, scale of the scenario and specific training objectives were initially undefined, and considerable initial confusion resulted, both in the TEC and in the exercise participants.

RECOMMENDATION: That a written LOI be promulgated by the Officer Conducting the Exercise no later than 4 months prior to the exercise. The LOI should include:

- a. Exercise dates from inception of planning to Post Exercise Report.
- b. Command relationships
- c. Appointment of the Tactical Exercise Coordinator
- d. Identification of units/agencies participating in the exercise and those excused from the exercise.
- e. Designation of TEGG personnel required from Wing Staff/subordinate units, and reporting times.
- f. Designation of TEC support agencies and what support is to be provided (ie: office space, secure storage, desks, typewriters, general administrative supplies, transportation, communication support, etc).
- g. Designation of units providing umpire support, reporting times, and rank/MOS requirements.
- h. Basic scenario guidelines.
- i. Specification of training objectives.

60. ITEM: Certain TEGG personnel were TAD from subordinate units, while personnel from the Wing Staff were not.

DISCUSSION: Subordinate units provided personnel via TAD orders; these personnel were able to function as members of a full-time planning staff. Wing Staff sections, for the most part, maintained control of their TEGG personnel, causing many delays in planning due to the necessity for these personnel to perform their normal

ENCLOSURE 1)

duties while attempting to be members of a full-time TEGC planning staff.

RECOMMENDATION: That for all future exercises, personnel be assigned to the TEGC planning staff as permanent personnel for the duration of the exercise.

61. ITEM: Exercise dates.

DISCUSSION: Following the summer rotation of wing personnel where the majority of key staff billets have recently been filled with newly assigned officers, and the Inspector General's inspection of the 1stMAW, the exercise was scheduled at an inopportune time. Assignment of planning staff members from subordinate units proved to be a formidable task, in that, most of the planning staff members detracted from the subordinate groups ability to assign officers with more experience in a given field. Planning and writing of the OPLAN was made more difficult because of delayed assignments and expertise of the officers.

RECOMMENDATION: That future planning of CPX's be scheduled around events requiring major unit involvement. Additionally, that more planning time be provided for to reduce turmoil and facilitate continuous and concurrent planning.

62. ITEM: The TEGC planning staff was provided with inadequate office spaces.

DISCUSSION: The TEGC planning staff was formed and in operation in the G-3 Plans Office for five working days before suitable office space, desks, and secure stowage could be located. The lack of adequate support materially delayed the issuance of the required orders and did not allow subordinate units sufficient planning time.

RECOMMENDATION: That the TEGC office spaces be provided upon formation of the TEGC planning staff and that the office spaces be identified in the LOI.

63. ITEM: Location of Tactical Exercise Control Operations Center (TECOC).

DISCUSSION: Consistent with a request from the Headquarters Commandant, input was provided as to required location of the TECOC. To insure rapid insertion of events and equally rapid reply to message queries, the TEC requested that the TECOC be physically located next to the Wing Communications Center. Through an oversight the TECOC was physically located some distance from the Wing Communication Center, and time constraints precluded a move once the tents were up. The resultant separation of the TECOC and the Wing Communications Center caused major delays in insertion of, and reply, to messages.

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RECOMMENDATION: That on all future exercises, the Wing Communication Center be physically located next to the TECOC.

64. ITEM: TEGC personnel were assigned very late in the planning phase of the exercise.

DISCUSSION: The LOI for the exercise, being verbal, did not include mandatory personnel assignments to the TEGC. Since the TEGC must function as the "backbone" of the exercise, early assignment is absolutely necessary to insure smooth, uninterrupted planning.

RECOMMENDATION: That for all future exercises, TEGC personnel be assigned a minimum of sixty days prior to D-Day.

65. ITEM: The CPX was scheduled to commence at 0800 local time.

DISCUSSION: Due to the complexity of modern equipment-particularly that of communication-electronics air command and control equipment, and the scenario employed, personnel were confused, delay resulted, and two directed "administrative holds" were necessary to facilitate exercise participants "catching up".

RECOMMENDATION: That future exercises commence about 1400 to allow personnel to acquaint themselves with equipment, procedures, etc, before actual problem play commences.

66. ITEM: Concept of TEGC responsibilities and authority.

DISCUSSION: For Exercise STRONG ARM, the TEGC formulated and published the Operation Plan and the Tactical Exercise Control Order, in that order. Actually the TEGC is designed, subsequent to the LOI promulgation, to formulate and distribute a Tactical Exercise Control Order that contains sufficient information and direction to facilitate the units in the exercise initial planning, and to distribute timely information in such a manner so as to add maximum realism to the senior unit in the exercise planning and issuing the Operation Plan/Order. This was not possible during the planning phase of Exercise Strong Arm for the following reason:

- (1) Short Time frame
- (2) Lack of an LOI
- (3) Inspector General's inspection

RECOMMENDATION: That in future exercises, the TEGC be formed to permit issuance of an appropriate control order while allowing sufficient time for the senior exercise unit to formulate and issue the appropriate Operation Plan/Order.

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67. ITEM; Too few umpires to adequately monitor the exercise.

DISCUSSION: Umpires for a 24 hour period covered were not sufficient in number to adequately cover action Divisions/Sections participating in the CPX.

RECOMMENDATION: That sufficient umpires be assigned to cover all sections for a reasonable amount of time during future exercises. Based on the experienced gained from the CPX a total of 32 Officers is considered the optimum number to operate the TEC, and TECOC.

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