

SECRET

COMMAND DIARY  
MARINE AIR SUPPORT SQUADRON 2  
1-31 MAY 1965

1

Enclosure (7)

SECRET

*MASS-2*

*CMD DIARY*

*May 1965*

MARINE AIR SUPPORT SQUADRON 2  
Marine Wing Headquarters Group 1  
1st Marine Aircraft Wing, Aircraft, FMF, Pacific  
FPO, San Francisco, 96601

3/ELB/lwh  
3 June 1965

SECRET

From: Commanding Officer  
To: Commanding Officer, MAG-16 (-)

Subj: Command Diary, submission of

Ref: (a) MCO 3480.1/with change #1

Encl: ✓(1) MASS-2 Command Diary for 1 May to 31 May 1965.

1. In accordance with reference (a), enclosure (1) is hereby submitted.
2. This letter is downgraded upon removal of enclosure (1).

*E.I. LUFTON*  
E.I. LUFTON

Copy to: MAG-16 (-) (8)  
MASS-2 (S&C) (1)

ORIGINAL

15 JUN 1965	
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SECRET

MASS-2  
DaNang, Viet Nam  
03 June 1965

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COMMAND DIARY

Period Covered: 1 May to 31 May 1965

Ret: (a) Map: DaNang. Series L909; Scale 1:12,500.

1. Organizational Data:

- A. Reporting Unit: Marine Air Support Squadron Two.
- B. Reporting Period: 010001H to 312400H May 1965.
- C. Submission Date: 3 June 1965.
- D. Commanding Officer: LtCol E.I. LUPTON
- E. Command Post: 108 21'E, 16 02'N
- F. Subordinate Units: Sub-Unit One, MASS-2 NAS, Cubi Pt. RPI
- G. Subordinate Unit Commander: Capt DONALD E. ANDERSEN

2. Narrative Summary: During the reporting period DASC handled 297 missions. Completed 210, had 42 Med Evacs, and 15 missions were cancelled due to non-availability of aircraft. There were 3 (three) successful scramble requests for F4B aircraft. On 6 May, the DASC obtained authorization to scramble Med Evac helicopters. A program was established to enable a DASC representative to attend all strike briefings. On 18 May, FSCC assumed the function of collecting and coordinating logistical requests resulting in reduced DASC activity. There was a brief period in May when the effectiveness of the DASC was reduced because of a lack of backup generator power. An hour was lost each day for a period of two days. RIO procedures have steadily improved throughout the month, but still have not reached acceptable control standards. DASC control is based on radio communications, and no control can be effected without radio contact.

MASS-2 ASRT teams controlled the following missions during the month of May: (All missions were flown by F4B aircraft. All ordnance expended was MK-81 bombs)

<u>Date</u>	<u>Missions</u>	<u>Coordinates</u>	<u>Name of TGT</u>	<u>Ordnance Exp.</u>	<u>Damage Ass.</u>
5/10&11	4	14760-66400	Happy Valley	24 MK-81	Well covered: report by FSCC
5/13	2	20150 698 154 705, 160 174	NONE	12 MK-81	NONE
5/14	2	ZC 187 795	NONE	12 MK-81	NONE
5/15	2	ZC 111 682, 119 717	NONE	6 MK-81	NONE
5/16	1	ZC 193 709	VC billeting	6 MK-81	NONE

ENCLOSURE (1)  
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(1)

<u>Date</u>	<u>Missions</u>	<u>Coordinates</u>	<u>Name of TGT</u>	<u>Ordinance Exp.</u>	<u>Damage Ass.</u>
5/17	1	ZC 083 698			
		ZC 080 682	VC billeting area	12 MK-81	NONE
5/20	1	YC 980 985			
		YC 981 996	5 VC companies	12 MK-81	NONE
5/21	1	AT 845 605	5 VC companies	24 MK-81	NONE
5/22	1	ZC 052 680			
		ZC 157 715	5 VC companies	12 MK-81	NONE
5/23	1	BT 029 271			
		BT 068 237	NONE	6 MK-81	NONE
5/24	1	ZC 115 735			
		ZC 050 590	NONE	6 MK-81	NONE
5/26	1	AT 827 635	NONE	6 MK-81	NONE
		AT 825 638			
5/28	1	ZC 141 668	Ammo storage	6 MK-81	NONE
		ZC 197 655	AA gun position	6 MK-81	NONE

No post strike target assessments have been received for damage evaluation. Most strikes have been executed in the late evening hours (2100). The harassment and interdiction capabilities of the ASRT could be more fully realized by varying the target times to include the early morning hours before dawn. This program should include pre and post strike photographs when possible. Only when results are determined can the ASRT be used for the best effect.

On 10 May 1965 history was made with the TPQ-10. At 2150 hours 4 F4B's were launched and controlled into Happy Valley, coordinates 14760, 66400. The first drop was controlled by CW42 JAMES HAROLD DAVIS. The second run was controlled by 1/Lt HARRY JAMES GROGAN III. A total 24 MK-81 bombs were expended and the target was subsequently reported by FSCC to be completely covered. Six runs were made on the following times: #1- 2207, #2- 2215, #3- 2222, #4- 2255, #5- 2302, #6- 2312. This was the first time in Marine Corps History that bomb controlled drops by TPQ-10 were made in a Combat Zone.

On 26 May 0430 hours, the first close support mission ever conducted with TPQ-10 bombing was executed. Two sorties of F4B aircraft were controlled to drop 12 MK-81 bombs as preparation fire for troops who were located 2000 meters East and North of the target. Target coordinates were AT 827 635 and AT 825 638. Damage assessment on the strike has not, as yet, been attained.

There were a few missions cancelled during the month of May due to weather conditions. The all-weather capabilities of the AN/TPQ-10 is based on the use of an aircraft installed beacon which the F4B aircraft does not have. Thunderstorm conditions frequently break the radar lock with the aircraft. Ballistic winds necessary to compute bomb fall are very difficult to obtain during thunderstorm turbulence.

MajGen FONTANA and party visited MASS-2 on 3 May and 13 May. On 18 May LtGen KRULAK, CG FMFPAC and party visited the squadron. On 25 May BrigGen McCUTCHEON, CG 1stMAW (ADV) visited for a briefing on the air control procedures and the ASRT functions.

On 26 May the June Cadre joined the squadron from El Toro, California, by way of Futema, Okinawa. Personnel on hand at the end of the month include: 151 enlisted, 25 Aviation Ground Officers, 9 Naval Aviators-3 current in theater aircraft.

The squadron Change of Command Ceremony took place at 0900 in the MASS-2 area on 31 May 1965. LtCol E.I. LUPTON releived LtCol P.L. HITCHCOCK. BrigGen McCUTCHEON, CG 1stMAW (ADV) attended.