

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

9/ELB/wh  
 7 July 1965  
 Ser No: 003A18865

From: Commanding Officer  
 To: Commanding Officer, Marine Wing Headquarters Group 1

Subj: Command Diary, submission of

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

Encl: ✓(1) MASS-2 Command Diary for 1 June to 30 June 1965.

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

R.L. CUNNINGHAM Jr.  
 by direction

Copy to: MASS-1 (8)  
 MASS-2 (SAC) (1)

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MASS-2  
 CMD DIARY

001086-65  
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ENCLOSURE (3)

SECRET

MASS-2  
DaNang, Vietnam  
03A18665  
5 July 65

# **COMMAND DIARY**

Period covered: 1 June to 30 June 1965

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

## **1. Organizational Data:**

- A. Reporting Unit: Marine Air Support Squadron Two
- B. Reporting Period: 010001H June to 302400H June 1965.
- C. Submission date: 5 July 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., RFI
- G. Subordinate Unit Commander: Capt. Donald E. ANDERSEN

## **2. Narrative Summary:** During the reporting period DASC handled 84 missions. Two fixed wing scramble requests were passed to TACC. All other missions were completed. There were 45 Med Evacs. Twenty AC-130F RIO'd with the DASC. Helo and fixed wing RIO's totaled 1007. On July 2, 1965 TACC assumed the role as TADC and commenced receiving all fixed wing RIO's except VMO-2. MASS-2, as the FDC, receives all helo and VMO-2 RIO's. TACC also assumed all scramble control with the exception of Med Evacs and flare drops. Further breakdown follows:

- A. 18 F4B missions
- B. 1 F-10 Radar Coverage
- C. 1 troop support
- D. 1 VIP
- E. 2 OIB Admin to Chu Lai
- F. 1 VMO Ground Alert
- G. 6 F4B scrambles
- H. 1 POW pickup
- I. 4 VMO-2 scrambles

During this month the DASC has not been included on briefings for strike hops and missions into our area of responsibility. The Wing G-3 has assured MASS-2 that they would be included on future briefings. The DASC is slowly being accepted into the realm of Close Air Support Coordinator within the area of responsibility.

MASS-2 ASRT functions picked up considerably during the month. The following missions were controlled by the AM/TIO-10:

(1)

ENCLOSURE (1)

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DATE	COORD	AIRCRAFT	ORDNANCE	TGT DESCRIPTION	DAMAGE ASSESS
(1) 31 May	- ZC195 660	Chieftain	2 MK-81	6 Buildings	None
	- ZC170 695		2 MK-81	2 Foot Bridges	None
(2) 4 June	- ZC149 698	Chieftain	2 MK-81	Jungle trails & houses	None
	- ZC185 660	Chieftain	4 MK-81	Supply house or point	None
	- ZC148 648	Chieftain	4 MK-81	Huts & OP	None
(3) 13 June 31	- ZC924 683	Hatred	4 MK-79	Grenade factory	None
(4) 14 June 99956	- ZC178 650	Hatred	8 MK-81	20' Round structure	None
(5) 15 June 90092	- ZC005 703	Hatred	4 MK-81	None	None
	90093	- ZC134 707	2 MK-81	None	None
	90095	- ZC143 655	4 MK-81	None	None
	90096	- ZC195 705	8 MK-81	None	None
(6) 16 June 96260	- ZC Grid				
	90262	- ZC112 578	4 MK-81	Troops	None
	90263	- ZC045 525	4 MK-81	House	None
	90264	- ZC149 699	7 MK-81	Two huts	None
	90265	- ZC048 607	4 MK-81	House with fields	None
	90266	- ZC148 640	4 MK-81	House in jungle	None
	90267	- ZC156 672	3 MK-81	House & Comm site	None
	90268	- ZC174 649	5 MK-81	Huts	None
	90269	- ZC174 649	5 MK-81	Huts	None
	90270	- ZC174 649	5 MK-81	Huts	None
	90271	- ZC136 710	4 MK-81	Hut	None
	90272	- ZC173 630	4 MK-81	Hut	None
	90273	- ZC144 664	4 MK-81	None	None
	90274	- ZC150 703	3 MK-81	None	None
	90275	- ZC135 815	5 MK-81	River bottom	None
	90276	- ZC148 849	3 MK-81	River valley	None
	90277	- ZC109 652	3 MK-81	None	FIRED 4 acres burning
	90278	- ZC139 740	2 MK-81	None	None
	90279	- ZC153 661	1 MK-81	None	None
(7) 17 June 90261	- AT826 854	Chain	4 MK-81	Troops	None
	90262	- AT822 870	4 MK-81	Troops	None
	90263	- AT822 870	16 MK-81	Troops	None
	90264	- AT800 850	4 MK-81	Troops	None
	90265	- AT810 850	4 MK-81	Troops	None
	90266	- AT800 840	4 MK-81	Troops	None
	90267	- AT810 840	4 MK-81	Troops	None
	90268	- ZC168 695	3 MK-81	None	None
	90269	- ZC115 672	2 MK-81	None	None
	90270	- ZC120 718	4 MK-81	Road junction	None
	90271	- ZC083 673	3 MK-81	Road junction	None
	90272	- ZC109 704	6 MK-81	None	FIRED multiple fires
	90273	- ZC073 808	2 MK-81	None	None
	90274	- ZC143 798	4 MK-81	None	None
	90275	- ZC064 694	4 MK-81	None	None
	90276	- ZC123 651	5 MK-81	None	None
	90277	- ZC133 709	1 MK-81	None	None

DATE	MSW	TGT/COORD	AIRCRAFT	ORDNANCE	TGT DESCRIPTION	DAMAGE ASSESS
(8) 18 June	#90499	D31 ZC143 623	Hatred	6 MK-81	None	None
		C26 ZC064 703	Hatred	2 MK-81	None	None
	#90500	C25 ZC018 668	Chain	4 MK-81	None	None
		C24 ZC163 722	Chain	4 MK-81	None	None
		B13 ZC018 650	Fly Train	2 MK-81	None	None
				Dropped 3000 meters short in free drop zone		
(9) 24 June	#91858	B14 ZC052 679	Apple	4 MK-81	None	None
(10) 26 June	#92269	Priority				
		B7825 593	Apple	12 MK-81	Troops	None
(11) 28 June	#92716	D11 ZC181 596	Apple	8 MK-82	None	None
	#92717	A-2 ZC110 612	Apple	4 MK-81	None	None
		A-3 ZC175 644	Apple	4 MK-81	None	None
	#92718	C23 ZC165 654	Chain	4 MK-82	None	None
		C22 ZC095 666	Chain	4 MK-82	None	None

On 31 May our Surveillance Radar (AN/UPS-1C) controlled one (1) F-10 south of DaNang for a distance of 85 miles. A stronger IFF would have lengthened the distance 20 miles.

During the month there were two (2) missions cancelled due to weather. Both were F4B aircraft with non-beacon capability. AN/TPQ-10 usually is unable to lock on aircraft in thunderstorm conditions with skin paint only.

Post strike damage assessment continues to be negative. Such results are a necessity if the AN/TPQ-10 is to become extremely accurate as is its capability. 1stMAW (G-3) had stated they might be able to give post strike damage assessment following the runs of June 4. None has been received with the exception of one or two pilot reports.

During the month, as VMA-225, VMA-311 and VMA-214 aircraft were initially being used in the Happy Valley area, the AN/TPQ-10 and AN/UPS-1C Surveillance Radar were used to orientate and vector the unfamiliar pilots to their target areas. On June 14, 1965, four (4) automatic runs were made by the AN/TPQ-10. These are the first to be run in Vietnam or in combat by U.S. Forces. 1/Lt. Tom HADDOCK controlled two (2) Hatred AA's that expended 8 MK-81's on a 20' round defense structure during these first automatic runs.

Three (3) missions were aborted in June because of radar failure. This was mainly due to the lack of 400 cycle generator power that has been mentioned in previous reports.

MAW-2 has had a continued major problem with 400 cycle generators. The squadron spent more than half of the reporting period operating on borrowed generators. One (1) AN/UPS-1C is down for parts and generator power. Two (2) AN/TPQ-10 radars and the other AN/UPS-1C are all operating on borrowed generators. Three (3) C-344's, six (6) PU-346's, six (6) PC-454's, one (1) PC-568 on loan, are all deadlined due to lack

ENCLOSURE (3)

(3)

ENCLOSURE (4)

of parts. One part in particular, a Synchro-Transmitter, was ordered Priority 2 and took two months to get here. These points are mentioned only to emphasize the critical problem MASS-2 is having with the combat replacement factor. With the monsoon season near at hand, and the importance of MASS-2's AN/TPQ-16 Radar bombing effectiveness in IFR conditions on hidden targets, a recap talked about necessity, the squadron can only emphasize the need for replacement generators and parts to keep all sets operating. The squadron cannot afford to be non-operational for a very long period of time as preparations continue for the relocation of the DASC to the Divisions' new OP. One (1) ASRT remains operational at DaNang, the second ASRT is planning to deploy from NAS Cubi Pt., RPI to Chu Lai, Vietnam early in July.

CG FMRFAC recently placed MASS-2's two AN/UPS-1C in operational status from administrative deadline. One remains operationally deadlined for lack of parts.

MASS-2 unable to raise REDONE to EO-1 until adequate maintenance float and 400 cycle generator replacements are received.

On 3 June, MajGen ROBERTSHAW and MajGen KIER visited MASS-2 accompanied by BrigGen McCUTCHEON. On 5 June, MajGen WALT was briefed on air control procedures and ASRT functions being conducted by MASS-2 in Vietnam. On 10 June, BrigGen HUTCHINSON visited for a briefing on ASRT and DASC procedures. On 29 June, LtGen MOORE, 2nd Air Division CG and BrigGen McCUTCHEON visited MASS-2 and were briefed on ASRT and air control procedures of the squadron. MajGen KIER and MajGen ROBERTSHAW visited the Sub-Unit of MASS-2 stationed at Cubi Pt., RPI on 14 June.