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

1/WG/wrk
5750
03A28165
8 October 1965

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

Subj: Command Chronology

Ref: (a) MCO 5750.2
(b) MCO 5750.1
(c) ForceO 3121.1B
(d) NAVMC 1110 United States Marine Corps Staff Manual
(e) MCO P5212.1C

1. ORGANIZATIONAL DATA

a. SUBORDINATE UNITS:

- (1) Devestate Alpha - AN/TPQ-10 system #11 located at Chu Lai, RVN.
- (2) Devestate Bravo - AN/TPQ-10 system #2 located at DaNang airbase, RVN.
- (3) Devestate Charlie - AN/TPQ-10 system #6 located at Fleiku, RVN.
- (4) Devestate Delta - AN/TPQ-10 system #17 located at Fleiku, RVN.
- (5) Metro - a mobile weather station located at Fleiku, RVN
- (6) Landshark - DASC - located at DaNang, RVN.
- (7) Landshark "ALPHA" - DASC(-) - located at Chu Lai, RVN.

b. PERIOD COVERED: 1 September through 30 September 1965.

c. Commanding Officer
Executive Officer:
Operations Officer:
Landshark "A" OIC:

Major R. L. CUNNINGHAM JR.
Major R. E. WILTSIE
Major J. R. EDDY
Captain E. L. BROWN

MASS-2

CMD WAGON

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Devestate "A" OIC:	Captain D. E. ANDERSEN
Devestate "B" OIC:	First Lieutenant F. A. FINIZIO
Devestate "C" OIC:	Captain G. S. PRESCOTT
Devestate "D" OIC:	Captain G. S. PRESCOTT
Administration Officer:	First Lieutenant W. B. HOLMES JR.
Supply Officer:	First Lieutenant J. A. HARRIS
Communications Officer:	Captain D. A. POWELL
Intelligence Officer:	First Lieutenant J. J. YOUNG
Motor Transport Officer:	First Lieutenant L. J. MORTON

d. The average strength of MASS-2 during the month of September was 32 USMC Officers, 153 USMC Enlisted, 2 Navy Enlisted, and 1 civilian technical representative employed by General Electric.

2. SIGNIFICANT EVENTS AS THEY OCCURRED CHRONOLOGICALLY

a. 5 Sept:

(1) Major R. L. CUNNINGHAM JR., CO of MASS-2, visited Landshark "A" and Devestate "A" at Chu Lai.

(2) 1700: Col BROWN, Wing G-3, and Col LUPTON, CO of MWHG-1 visited MASS-2 at DaNang.

b. 6 Sept: 5 officers and 6 enlisted with equipment for a mobile DASC, for support of 7th Marines, embarked aboard the USS BAYFIELD and USS BELLEGROVE.

c. 7 Sept:

(1) 0530: Landshark "Xray", an airborne DASC became operational as an initial air control agency during the amphibious phase of Operation "Piranha" south of Chu Lai.

(2) 0900: Landshark "Bravo", a mobile DASC specifically designed to be amphibiously landed to provide air co-ordination for Operation "Piranha", effected landing via LVT-5.

(3) 1500: Landshark "Bravo" assumed control of air from Landshark "Xray".

d. 9 Sept:

(1) 1400: Major CUNNINGHAM returned to the MASS-2 area from Landshark "B" which, he reported, to be functioning normally.

e. 10 Sept:

(1) Landshark "B" secured operations upon the conclusion of Operation "Piranha".

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f. 12 Sept:

(1) Col. WEGLEY, assistant G-3, 3rdMAF, Lt. Col. QUINN, assistant G-3 1stMAW, Lt. Col., LUPTON, CO of MWHG-1, Major CUNNINGHAM, CO of MASS-2, and Major EDDY, operations officer of MASS-2, visited the ASRT at Pleiku.

g. 14 Sept:

(1) Metro unable to operate due to a lack of Hydrogen generating equipment.

(2) General WESTMORELAND, Admiral MCDONALD, and Lt. General MANGRUM visited Devestate Delta.

h. 16 Sept:

(1) Four men promoted to Sgt; one man promoted to Cpl; five men promoted to LCpl. One man meritoriously promoted to Cpl; five meritoriously promoted LCpl.

i. 20 Sept:

(1) The following expendable items were sent to Pleiku for Metro's use: weather balloons and chemicals for the Hydrogen generator; still no Hydrogen generators, however.

j. 21 Sept:

(1) Major CUNNINGHAM, CO of MASS-2 departed the area to visit Landshark 'A' and Devestate 'A' at Chu Lai.

k. 23 Sept:

(1) Major CUNNINGHAM returned to the MASS-2 area from Chu Lai.

l. 23 Sept:

(1) Lt. Col. BEACH, 3rd Division Air Officer, visited the Mass-2 area at Da Nang.

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m. 25 Sept:

(1) Col BROWN, 1stMAW Supply Officer visited the MASS-2 area at DaNang.

n. 26 Sept:

(1) Devestate 'B' was recorded as being the first AN/TPQ-10 system to perform a bombing mission with B-57 jet aircraft. A total of 42 bombs were dropped by controller, Lt. Edward GERMOND.

o. 29 Sept:

(1) A total of 14 Enlisted Marines joined MASS-2 as routine replacements.

(2) ^{Brig.} General MCCUTCHEON visited Devestate-D.

p. 30 Sept:

(1) Major General WALT flew in the back seat of an F4B, (Fly Train 01-1), on an AN/TPQ-10 mission controlled by Devestate 'B'.

(2) One Marine Officer joined MASS-2 and will replace the squadron's supply officer who is due for rotation in November.

3. NARRATIVE SUMMARIES

a. ADMINISTRATION

(1) During the month of September, one man of this command was promoted meritoriously to the rank of Cpl. and five Pfc's meritoriously to L/Cpl. Normal promotions included four men to Sgt., one man to Cpl, and five to L/Cpl.

(2) During the month of September, most of the normal R&R was cancelled.

(3) This squadron has had no disciplinary action.

b. INTELLIGENCE

(1) The OIC and NCOIC of intelligence played an active role not only in acquiring intelligence information, but also disseminating

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it to the squadron. Daily briefings at Wing G-2 represent the acquisition phase, while weekly intelligence meetings of both Officers/Staff NCO and enlisted personnel afford the intelligence officer an opportunity to effectively impart his knowledge to the rest of the squadron at DaNang. Additionally, current intelligence is of utmost importance to the DASC, and a situation map depicting friendly and enemy dispositions is updated daily. Intelligence information required for operations at Chu Lai is obtained by liaison with the 4th Marines, 7th Marines and MAG-12. A liaison officer provided to the II corps DASC serves this function at Pleiku.

c. OPERATIONS

(1) September proved to be a month of achievement for MASS-2 particularly in the air control and radar bombing fields. Subordinate detachments of the squadron which had been sited prior to the month of September continued to function normally.

(2) The September statistics speak for themselves, with the DASC at DaNang, Landshark, controlling 682 helicopter missions, 132 medical evacuation missions, 60 fixed wing Rios, and 37 GV Rios. At Chu Lai, Landshark 'A' was responsible for the co-ordination and control of 423 helicopter missions, 48 medical evacuations, and 311 fixed wing missions. The Air Support Radar Teams have made significant contributions to air operations also reflected in the September statistics indicating the amount of ordinance dropped by AN/TPQ-10 missions. At Chu Lai, Devestate 'A' controlled 209 missions and 598 Mk 81, 412 Mk 82, and 418 AN/Mk 57 A1. Devestate 'B' at DaNang, conducted 52 bombing missions resulting in the expenditure of 366 Mk 81, 74 Mk 82, 60 Mk 83, and 165 AN/Mk 57 A1. Devestate 'C', at Pleiku, controlled 77 missions and a total of 176 Mk 81, 273 Mk 82, and 97 AN/Mk 57 A1, while Devestate 'D', also at Pleiku, controlled 22 missions dropping 128 Mk 81, and 41 Mk 82.

(3) In early September, MASS-2 participated in Operation 'Piranha'. Two control agencies were provided for this operation: the first to provide air control during the amphibious phase of 'Piranha', the second to provide air control thereafter for the duration of the operation. Landshark 'Xray', an airborne DASC, and Landshark 'B', a highly mobile ground DASC, filled the two requirements respectively. Landshark 'Xray', a KC-130 manned by 5 Officers and 6 Enlisted men and equipped with 6 UHF and 2 HF radios, was on station above the objective area at 0530 on 7 September. For the 9 hours it was airborne, Landshark 'Xray' controlled all aircraft flying missions in support of the amphibious operation which included flare drops, beach and landing zone preparation strikes, close air support missions and helicopter troop lifts. At approximately 0900, Landshark 'B' was ashore in the objective area. Comprised of 5 Officers and 6 Enlisted men, 'B' utilized 5 control nets for the duration of the operation: TAR (Tactical Air Request), TAC (Tactical Air Command), TAD (Tactical Air Direction), HD (Helicopter Direction), and TAO (Tactical Air Observation).

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Two of these were operated from a MRC-87, the remaining three from PRC-41s. By 1500, Landshark "B" assumed control of all radio nets on which Landshark "Xray" had been controlling aircraft for the previous nine hours. Working with the Air Liaison Officer of the 7th Marines, Landshark "B" controlled medical evacuations, close air support strikes, and helicopter resupply missions until about mid-day on 10 September when it re-embarked aboard the USS BAYFIELD. The operation was officially secured late in the afternoon of 10 September 1965.

d. LOGISTICS

(1) SUPPLY

Supply support for this unit continues to be marginally effective. Excessive lead time and transportation delays have resulted in an intolerable backlog of unfilled requisitions in all classes of supply. These deficiencies are rapidly becoming more serious as the operational commitments of the squadron continue to expand daily. The most critical supply deficiencies with regard to operational readiness are currently in the area of AN/GRC-48 repair parts and AN/TPQ-10 maintenance float items. This equipment is an integral part of the unit's air support control requirements, and as a result, must be maintained and operated with a high degree of reliability. To a lesser extent, resupply delays are also hampering the operations of this unit's supporting departments, Motor Transport and Utilities. Equipment in these sections is vital for providing transportation, garrison living facilities, and organic maintenance for the remainder of the squadron. The relatively remote operating sites for this unit's radar detachments further increase transportation and lead time delays. A means to accelerate supply distribution to these locations becomes mandatory if satisfactory operational readiness is to be maintained for any length of time.

(2) MAINTENANCE

External and organic maintenance of squadron equipment is currently considered to be satisfactory with regard to communications/electronic equipment, but altogether unacceptable in engineer equipment, motor transport, and air conditioner maintenance. The problem in all repair echelons is again the lack of vitally needed repair parts. Equipment evacuated to external repair facilities such as FLSG and FSR is encountering such lengthy turn-around times that the squadron has frequently been forced to improvise and borrow parts to keep critical equipment available for impending combat operations. Equipment failure

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has increased at a steady rate since this unit's deployment to RVN in mid-April. This can be attributed directly to the abrasive DaNang operating environment, around the clock operations with only a minimum of available down time for preventative maintenance, and overaged equipment. Especially critical on the list of growing equipment failures are PU-482 and PU-239 60 cycle generators and all models of squadron air conditioners. Generators have been the subject of voluminous correspondence due to initial power requirements in 400 cycle equipment. This requirement has been partially met by the addition of four new Stewart-Stevenson 45 kw units. However, 60 cycle requirements have recently become serious with the failure of two PU-482 and three PU-239 generators. Two PU-239's have been borrowed from Communication Section H&HS-1, as an interim measure.

(3) Air conditioning equipment has experienced an unprecedented failure rate for largely the same reasons as mentioned in the above paragraph. This equipment is vital for providing a satisfactory working and equipment environment within the various shelters and vans belonging to the squadron.

e. COMMUNICATIONS-ELECTRONICS

(1) MASS-2 has established a courier system to insure the arrival of repair parts transported from DaNang to Chu Lai and Pleiku.

(2) A maintenance float stocked with approximately 80% of the required parts for operation of the AN/TPQ-10 has recently been established by this command. In addition, MASS-2 is now repairing some majorsub-assembly parts of the AN/TPQ-10 in the GRM-38A at a saving of hundreds of dollars and much time. These parts formerly went to Syracuse, New York for repair.

(3) The PU-499 continued to be a problem due largely to the damaging effects of dust on the bearings. It is noted that MWHG-1 has been providing excellent support.

(4) Problems with the GRC-48 continued throughout September resulting in an average of five of a total of ten sets down. This situation is aggravated by a slow arrival of parts for repair. It is noted that the GRC-48 suffers fewer maintenance problems where it is removed from the MRC-40 trailer and placed under sturdier shelter.

(5) Approval is forthcoming on a special 30 day level ~~of~~ of operating parts for the AN/TPQ-10, thus allowing a more effective utilization of the maintenance float.

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(6) Adequate air conditioning continues to be a problem for the equipment shelters. The HD-610 (22,000 BTU) has proven to be the only satisfactory system. One HD-610 has been modified to work on the AN/GRM-38 van, allowing full utilization of the equipment in that shelter.

f. NUCLEAR, BIOLOGICAL, CHEMICAL DEFENSE

(1) NBC defense operations have been limited for the most part to drills combining both ground defense and NBC procedures. Although no such drills were conducted in September, plans were made for one in early October.

(2) All men who joined the squadron in September have received field protective masks.

g. GROUND DEFENSE

(1) Plans for a ground defense drill in early October were made.

(2) Every man in the squadron has been assigned a ground defense position, and appropriate fields of fire. Additionally, standard procedures for the acquisition of ammunition and the establishment of communication links have been formulated.

(3) Ground defense procedures for MASS-2 are the same as passive air defense procedures.


R. L. CUNNINGHAM JR.

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