

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

3: CWO:kgs
5750
03A00566
5 January 1966
Copy 1 of 8

CONFIDENTIAL

From: Commanding Officer
To: Commanding Officer, Marine Wing Headquarters Group-1
Subj: Command Chronology
Ref: (a) MCO 5750.1
(b) MCO 5750.2
(c) ForceO 3121.1B
(d) NAVMC 1110 United States Marine Corps Staff Manual
(e) MCO P5212.1C

1. ORGANIZATIONAL DATA

a. SUBORDINATE UNITS:

- (1) DEVASTATE Alpha - AN/TPQ-10 systems #11 and #6 located at CHU LAI, RVN.
- (2) DEVASTATE Bravo - AN/TPQ-10 system #2 at DA NANG Airbase, RVN.
- (3) DEVASTATE Delta - AN/TPQ-10 system #14 located at DA NANG Airbase, RVN.
- (4) LANDSHARK - DASC - located at Third Marine Division Command Post, DA NANG, RVN.
- (5) LANDSHARK Alpha - DASC - located at CHU LAI, RVN

b. PERIOD COVERED: 1 December to 31 December, 1965.

c. Commanding Officer:	LtCol. R. L. CUNNINGHAM Jr.
Executive Officer:	Maj. J. R. EDDY
Operations Officer:	Captain E. L. BROWN
Landshark "A" OIC:	Captain G. S. PRESCOTT
Devastate "A" OIC:	First Lieutenant F. H. KOS Jr.
Devastate "B" OIC:	First Lieutenant F. A. FINIZIO
Devastate "D" OIC:	First Lieutenant D. C. LECOUNT
Administrative Officer:	Captain S. J. DOHERTY
Supply Officer:	Captain L. D. HARPOLD
Communications Officer:	Captain J. W. AYERS

CONFIDENTIAL

03A00566
7 JAN 66

ENCLOSURE (4)

MARS-2
CWO
CHRON

Dec 1965

CONFIDENTIAL

5750

January 1966

Intelligence Officer: First Lieutenant J. J. YOUNG
 Motor Transport Officer: Captain L. J. MORTON

d. The average strength of MASS-2 during the month of December was 38 Officers, 191 Enlisted USMC, 2 Enlisted USN, and 1 civilian technical representative employed by General Electric.

2. SIGNIFICANT EVENTS AS THEY OCCURED CHRONOLOGICALLY:

a. 1 Dec:

(1) DEVASTATE 6 attended PARCHMENT 6 conference. Gave a brief on AN/TPQ-10 operations.

(2) Brigadier General PLATT visited DEVASTATE "A" to observe AN/TPQ-10 operations.

b. 2 Dec:

(1) DEVASTATE 6, and DEVASTATE 3 departed for CHU LAI in conjunction with DEVASTATE "D" at Btry "A", 2nd LAAM Bn position at HAWK FIREX.

c. 3 Dec:

(1) AN/TPQ-10 system #14 arrived at DA NANG Airbase.

(2) DEVASTATE "D" supporting HAWK FIREX at CHU LAI.

d. 4 Dec:

(1) AN/TPQ-10 system #14 assembled at DEVASTATE "B" site.

e. 5 Dec:

(1) AN/TPQ-10 system #14 in an up status. Calibration runs required before tactical bombing can commence.

f. 7 Dec:

(1) AN/TPQ-10 system #2 calibrated. Circular error of probability determined at 90 meters, including one direct hit.

g. 8 Dec:

(1) AN/TPQ-10 system #14 inoperable due to technical difficulties.

h. 9 Dec:

(1) DEVASTATE "B" utilized "Birdog" aircraft to spot AN/TPQ-10 bombing, had excellent target saturation and coverage. Damage assesment not available due to darkness.

CONFIDENTIAL5750
5 January 1966

(2) 0745H to 2340H; airborne DASC LANDSHARK "X", airborne for operation HARVEST MOON.

(3) Mobile DASC, LANDSHARK "B", departed DA NANG for operation HARVEST MOON.

i. 10 Dec:

(1) DEVASTATE 6 and DEVASTATE 10 departed for CHU LAI. Visited LANDSHARK "A", DEVASTATE "A" and "D", then proceeded to LANDSHARK "B" at QUE SON.

(2) LANDSHARK "X" ray, operated with ground and air forces in conjunction with operation HARVEST MOON from 0635H to 1745H.

(3) LANDSHARK "B" ray, assumed control of all Air Support Operations at 1730H in the QUE SON area, in conjunction with operation HARVEST MOON.

j. 11 Dec:

(1) DEVASTATE 6 and DEVASTATE 3 with LANDSHARK "B" in the QUE SON area.

(2) LANDSHARK "X" on one hour standby for operation HARVEST MOON.

k. 12 Dec:

(1) Major General WALT and Brigadier General MCKUTCHEON observed operations at LANDSHARK.

l. 13 Dec:

(1) First official damage assesment of AN/TPQ-10 operations on HARVEST MOON; 4 AA guns destroyed, 8 Viet Cong KIA, and 12 Viet Cong WIA.

m. 14 Dec:

(1) DEVASTATE remained heavily committed during operation HARVEST MOON.

n. 15 Dec:

(1) DEVASTATE "B" held beacon transponder reliability checks for sixteen aircraft from VMA-223. Only five beacon transponders were operational.

(2) Major D. C. BRIDEN, Executive Officer, detached. Reassignment effected as indicated in paragraph l.c.

o. 18 Dec:

(1) AN/TPQ-10 system #14 readied for displacement as required by Commanding General III MAF.

(2) LANDSHARK "X" alerted on two hour standby for operation HARVEST MOON.retraction.

(3) DEVASTATE 3 and survey team prepared to depart for survey of an AN/TPQ-10 site at QUANG NGAI.

p. 19 Dec:

(1) LANDSHARK "B" returned from extremely sucessfull air control operations during operation HARVEST MOON.

(2) LANDSHARK "X" standby terminated.

(3) HAWK FIREX support by DEVASTATE "D" terminated.

ENCLOSURE (4)

CONFIDENTIAL

5 January 1966

q. 21 Dec:

(1) Survey team and DEVASTATE 3 to CHU LAI to survey new AN/TPQ-10 site for system #6, (DEVASTATE "C"). System moved to DEVASTATE "A" site and assembled. Should be operational approximately 4 Jan 66. Delay due to routine semi-annual systems check.

(2) Survey team to QUANG NGAI for complete survey of site for AN/TPQ-10 system #14 (DEVASTATE "D").

(3) TACRON personnel briefed on Direct Air Support Center procedure.

r. 22 Dec:

(1) DEVASTATE "A" held a beacon transponder lockon out to 106,000 meters and return, also held a non-beacon (skin paint) lockon to 42,000 meters both instances with 44 type aircraft.

s. 23 Dec:

(1) Major General WALT and ARVN I Corps Commander, General TAI, observed operations at LANDSHARK.

(2) DEVASTATE 6 visited HAI CHAN school in DA NANG to arrange for the acceptance of financial assistance donated by DEVASTATE personnel.

t. 24 Dec:

(1) LANDSHARK representative, Captain J. J. DEBNEY and Captain L. J. MORTON, attended 9th Marines ALO and FAC briefing.

u. 25 Dec:

(1) Cease fire in effect.

v. 27 Dec:

(1) Major McCARTHEY, VMA-211, made DEVASTATE "A"'s 1000th AN/TPQ-10 mission. (24 DEC VICE 27 DEC)

(2) DEVASTATE "B" controlled F8E aircraft for the first time.

w. 28 Dec:

(1) DEVASTATE "D", AN/TPQ-10 system #14, ready for calibration. Actual mission cancelled due to runway conditions at CHU LAI, causing non-availability of beacon transponder equipped aircraft. Calibration mission requested for 1 Jan 66.

(2) DEVASTATE "B" began preparations for its move to the MARBLE MOUNTAIN Air Facility.

(3) DEVASTATE 6 and DEVASTATE 3 attended an Air Control meeting at MOMENT 3, called by General CARL.

CONFIDENTIAL

5750

5 January 1966

x. 31 Des:

(1) DEVASTATE 3 attended an extensive briefing at MOMENT 3 concerning forthcoming operations, and the establishment of LANDSHARK and LANDSHARK "A" as the III MAF primary "OC".

(2) LIFESAVER 6 visited DEVASTATE "A".

3. NARRATIVE SUMMARYa. ADMINISTRATIVE:

(1) There were twenty regular promotions to Sergeant (E-5), Two meritorious promotions to Corporal, two officers promoted to 1st Lieutenant, and one officer, CWO-2, promoted to 2nd Lieutenant.

(2) One Summary Courts Martial was held, and four non-judicial punishments.

(3) Seven meritorious masts were conducted. Awards recommended during this period were: one officer for the Bronze Star, four officers for the Air Medal, three officers and one enlisted for the Navy Commendation Medal.

(4) All R & R quotas were met for: TOKYO, TAIPEI, BANGKOK, OKINAWA, HONG KONG, and SAIGON.

b. INTELLIGENCE:

(1) The Intelligence section was engaged heavily during operation HARVEST MOON. The Intelligence Officer participated as a member of the Mobile DASC, and the Intelligence NCOinC was a member of the Airborne DASC. Maps and Intelligence information were disseminated to squadron subunits concerned with operation HARVEST MOON.

(2) One Vietnamese civilian was apprehended in the squadron perimeter. He was questioned, identified, and released in the custody of construction personnel adjacent to this area.

(3) The Ground Defense Officer supervised the completion of this Squadrons ground defense plan.

(4) The Intelligence NCOinC is conducting training on the M-60 machine gun for future employment of that weapon in the ground defense plan.

c. OPERATIONS NARRATIVE:

(1) December was a full and rewarding month for this squadron. While Air Support Control for III MAF operations was our daily task, sub units were also involved in the HAWK FIREX, Operation HARVEST MOON, and increased utilization of AN/TPQ-10 controlled missions. The concept of the Airborne DASC and the Mobile DASC proved itself effective during operation HARVEST MOON, and its potential for flexibility and mobility was fully realized. Although

5

CONFIDENTIAL

ENCLOSURE (4)

CONFIDENTIAL5750
January 1966

the squadron has lost a high percentage of its trained personnel due to rotation, subunits are maintaining their tactical integrity and operating with minimal crews. Operational activities are broken down into the following three categories: DASC utilization, ASRT summary, and operations during HARVEST MOON.

(a) DASC. LANDSHARK controlled 396 fixed wing aircraft, 398 helicopters, and 133 Medical Evacuations. LANDSHARK "A" controlled 503 fixed wing aircraft, 316 helicopters, and 58 Medical Evacuations. LANDSHARK's "B" and "X" will be covered under operation HARVEST MOON. Of particular note during this month was the high level of command interest in the DASC operation. As a result, discrepancies such as failure to RIO, and the bypassing of the DASC for controlled missions are being corrected. Foundations have been laid for a firm and realistic usage of the aircraft control system and intercommand understanding of its potential. These foundations include the reestablishment of the DASC as a primary HDC, which will ensure an accurate and knowledgeable helicopter control and mission assignment.

1. Continued emphasis on making DASC personnel available to brief all units concerned with air control has reestablished mutual understanding and the exchange of vital information. Of note, was a meeting with the ALO and FAC's attached to the 9th Marines, attended by DASC and helicopter representatives. Other briefings and operational observances by TACRON personnel proved to be a highly desirable function for improved exchange of data pertinent to the Air Support Control Mission. Briefings of higher command echelons has resulted in stricter communications, mission control, and coordination.

(b) ASRT. During this reporting period, several noteworthy events took place in the Air Support Radar operations. System #14 was introduced in Viet Nam to replace system #17, sent to CONUS for rehabilitation. Although system #14 had certain technical difficulties, it is being calibrated and will be readied for mount out on an impending III MAF commitment as DEVASTATE "D". Sites have been surveyed for AN/TPQ-10 emplacement in CHU LAI (DEVASTATE "C"), MARBLE MOUNTAIN enclave (DEVASTATE "B"), HUE PHU BAI, and QUANG NGAI (DEVASTATE "D").

1. A successful mission was completed utilizing an airborne observer in a "Bird Dog" type aircraft, although target damage couldn't be assessed due to darkness. However, the first AN/TPQ-10 controlled mission damage assessment for HARVEST MOON was received on the thirteenth of this month as noted in paragraph 2 of this report. Increased reliability and improved circular error of probability has increased utilization and dependency on AN/TPQ-10 missions.

2. DEVASTATE "A": This sub-unit controlled the first F-8/type aircraft this month. There were 347 controlled missions including: 12 A-4's, 225 F-4's, 15 U-57's, and 10 F-8's. Ordnance dropped was: 577 MK-81, 563 MK-82, 14 MK-83, 878 AN/M-64, and 306 AN/M-57. The sub-unit completed its 1000th mission on the 24th of this month.

CONFIDENTIAL

CONFIDENTIAL

5730

5 January 1966

3 DEVASTATE "B": AN/TPQ-10 system #5 is preparing to move to its newly prepared site at the MARBLE MOUNTAIN Air Facility, and should be operational 10 Jan 66. During December, DEVASTATE "B" controlled 189 missions including 12 A-4's, 238 F-4's, 6 F-8's and 19 B-57's. Ordnance dropped was: 958 MK-81, 717 MK-82, 8 MK-83, 152 AN/M-64, 12 M-77, 50 AN/M-81, 30 AN/M-35, 8 AN/M-66.

4 DEVASTATE "C": AN/TPQ-10 system #6 was shifted to its new site adjacent to DEVASTATE "A" in the CHU LAI enclave.

5 DEVASTATE "D": AN/TPQ-10 system #14 is being readied for deployment.

(3) HARVEST MOON: On the 9th and 10th of December, the airborne DASC, LANDSHARK "X" ray, coordinated and controlled all air support for ground units participating in operation HARVEST MOON, held in the QUE SON area. Six UHF, two HF, and one FM radios were utilized throughout the operation. The airborne team under Captain J. J. DEENEY consisted of three officers and seven enlisted men. Total time in flight was 32.8 hours. Some fatigue was noted, partially due to the high frequency noise level in the aircraft. Recommendations have been made for two complete DASC crews to be assigned in future operations for relief and crew rest. Communications and control were excellent throughout the operation with one exception; the airborne DASC was not fully briefed on helolifts. This precluded assigned full control. It is of absolute importance that the airborne DASC is fully briefed, and that all aircraft in the operation report to the respective DASC for control. Air support control was passed to the mobile DASC at 1730H, 10 December.

1. Although the mobile DASC, LANDSHARK "B", was in LZ BIRCH at 1900H 9 Dec 65, communications equipment difficulties hampered assuming control of air support. When additional equipment was flown into QUE SON, air control was assumed. Marginal weather throughout the operation hampered air operations, but a very small percentage of requests weren't effectively utilized. Three officers and seventeen enlisted, led by Captain L. J. MORTON, comprised LANDSHARK "B". One FM, four UHF, and two HF radios were used. All required nets were operational during operations. The PRC-10, FM, was determined to be inadequate for contacting airborne helicopters or ROSEANNE "A" at LZ OAK. A PRC-25, borrowed from TASK FORCE "D", was found to be an excellent replacement. No further communications difficulties were encountered. Many aircraft, fixed wing and helicopters, did not check-in with LANDSHARK "B". This made effective control of assigned air support impossible. Improper communications procedures also hampered full utilization of air support resources available. LANDSHARK "B" was retracted on 19 December.

d. LOGISTICS, INCLUDING SERVICES, SUPPLY, AND MOTOR TRANSPORT:

(1) The major logistics problem in MASS-2 is currently in Motor Transport support and maintenance. Excessive maintenance return time, lack of repair parts, and heavy operating schedules, have reduced squadron vehicle

CONFIDENTIAL750
5 January 1966

assets to a level where routine garrison and administrative runs have become major operations. Normal repair and replacement parts resupply is unable to keep up with the rapidly accelerating equipment breakdown. This unprecedented high failure rate can be attributed to abrasive mud conditions prevalent in this area. Foreign matter is forced into critical bearings, brakes, and wheel assemblies. This causes heavy wear, overheating, and metal fatigue. The major vehicle equipment breakdowns have been in brake assembly components.

(2) FLSG has recently initiated a motor transport parts direct exchange program. This may significantly alleviate the critical non-availability of spare parts. This system stocks several high usage-type repair items including brake assemblies for the M-35, which is a very high usage item in this squadron.

(3) Delivery of the remaining allotment of STEWART-STEVENSON 400 cycle generators has alleviated the shortage of reliable 400 cycle power for AN/TPQ-10 Radar systems. Present employment concepts allocate two of these generators to each ASRT.

(4) Clothing issue stocks are at 90% completion, with major shortages in fast moving, popular sizes. Sub-units at CHU LAI are included in computing clothing stock levels for the squadron.

e. COMMUNICATIONS-ELECTRONICS:

(1) AN/TPQ-10 maintenance floats are considered desirable for all ASRT's. The first such float is to be employed early January 66.

f. NUCLEAR, BIOLOGICAL, CHEMICAL DEFENSE:

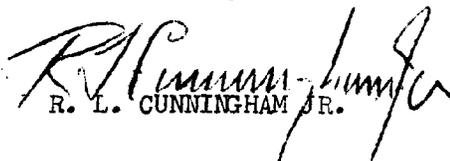
(1) The squadron possesses all required equipment and trained personnel for NBC Defense. Also, time is provided for such basic training as mask drills and care of the mask.

(2) All electronics detection equipment has been inspected and properly calibrated.

g. GROUND DEFENSE:

(1) The ground defense plan outlined in last months chronology has been completed and is presently in effect. Seismic Intrusion recording instruments are slated for this squadron in January 66. This device will prove invaluable in covering the open flanks of the squadron positions.

(2) Drills to ensure each individual knows his role and post in the event of enemy attack are scheduled for January 66.


R. L. CUNNINGHAM JR.