

MARINE AIR SUPPORT SQUADRON 2  
 Marine Wing Headquarters Group 1  
 1st Marine Aircraft Wing, FMF, Pacific  
 FPO, San Francisco, California 96602

3: JJS:lmh  
 03A06966  
 10 March 1966  
 Page \_\_\_\_ of \_\_\_\_

CONFIDENTIAL

MAR 12 1966

M. W. H. G.

NO. 0322-66

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

Subj: Command Chronology

Ref: (a) MCO 5750.1  
 (b) MCO 5750.2  
 (c) ForceO 3121.1B  
 (d) NAVMC 1110

1. Organizational Data

a. Subordinate Units:

- (1) Devastate Alpha - AN/TPQ-10 system #11 located at Chu Lai, RVN.  
 (2) Devastate Bravo - AN/TPQ-10 system #2 located at Marble Mountain Air Facility, RVN.  
 (3) Devastate Charlie - AN/TPQ-10 system #6 located at Chu Lai, RVN.  
 (4) Devastate Delta - AN/TPQ-10 system #17 located at Quang Ngai, RVN.  
 (5) Landshark - DASC located at 3rd Marine Division Command Post, DaNang, RVN.  
 (6) Landshark Alpha - DASC located at Chu Lai, RVN.

b. Period Covered: 1 February through 28 February 1966.

c. Commanding Officer:	LtCol R.W. SHEPPE
Executive Officer:	Maj J.R. EDDY
Operations Officer:	Capt E.L. BROWN
Landshark OIC:	Capt J.J. DEENEY
Landshark Alpha OIC:	Capt G.R. PRESCOTT
Devastate Alpha OIC:	1/Lt F.H. KOS
Devastate Bravo OIC:	1/Lt F.A. FINIZIO
Devastate Charlie OIC:	1/Lt E.J. KORENEK
Devastate Delta OIC:	1/Lt D.C. LECOUNT
Administrative Officer:	Capt S.J. DOHERTY
Supply Officer:	Capt L.D. HARPOLD
Communications Officer:	Capt J. AYERS
Intelligence Officer:	1/Lt J.J. YOUNG
Motor Transport Officer:	Capt L.J. MORTON

CONFIDENTIAL

ENCLOSURE (4)

03A06966  
10 March 1966

d. The average strength of MASS-2 during the month of February was 37 Officers USMC, 179 Enlisted USMC, 3 Enlisted USN, and 1 civilian technical representative employed by General Electric .

## 2. SIGNIFICANT EVENTS AS THEY HAPPENED CHRONOLOGICALLY

Feb 1st: LANDSHARK BRAVO participating in Operation DOUBLE EAGLE.  
 2nd: LANDSHARK BRAVO conducted successful night photo missions.  
 3rd: DEVASTATE BRAVO received small arms fire. No reported casualties.  
 DEVASTATE 6 returned from Operation DOUBLE EAGLE to DEVASTATE.  
 4th: LIFESAVER 6 informed DEVASTATE that DEVASTATE ALPHA had a truly successful mission: 74KBA, 147WBA, during visit.  
 7th: MOMENT 6 effected liaison with LANDSHARK BRAVO. III MAF and ADC SHOVE visited LANDSHARK BRAVO.  
 8th: ADC SHOVE, 3rdMAW, along with BrigGen JONES, toured LANDSHARK BRAVO.  
 10th: DEVASTATE BRAVO visited by DEVASTATE 5 & 6. FMFPAC conducted inspection at all locations. Results satisfactory.  
 11th: LANDSHARK Xray alerted to Cor mission III but not deployed.  
 12th: DEVASTATE 6 to LANDSHARK BRAVO.  
 14th: DEVASTATE 6 returned to CP.  
 15th: LIFESAVER 6 to and from DEVASTATE ALPHA.  
 17th: LANDSHARK BRAVO relocated at Chu Lai from DOUBLE EAGLE operation.  
 18th: LANDSHARK visited by STAMP 6 and LIFESAVER 3.  
 21st: Initial completion of calibration, using photo mission rather than Beacon Bird, accomplished by DEVASTATE CHARLIE.  
 25th: ADC 1stMARDIV and three VIP's (O-6) from COC, Saigon, observed operations at LANDSHARK.

## 3. Statistical Data

### a. Landshark:

(1) Helo Missions:	658
(2) Fixed-Wing Missions:	230
(3) Med-Evacs:	194

### b. Landshark "Alpha":

(1) Helo Missions:	436
(2) Fixed-Wing Missions:	63
(3) Med Evacs:	108

### c. Landshark "Bravo":

(1) Helo Missions:	410
(2) Fixed-Wing Missions:	123
(3) Med Evacs:	80

### d. Devastate "Alpha":

(1) Controlled 224 A-4, 122 F-4 and 18 F-8 aircraft on 226 missions.  
 (2) Dropped 42 D-1, 24 D-2, 15 D-3, 121 D-8, 1804 D-11 and 85 ANM-65 bombs.

CONFIDENTIAL

03A06966  
10 March 1966

- d. Devastate "Bravo":
  - (1) Controlled 45 A-4, 84 F-4, 38 F-8, 5 B-57, and 1 RF-8A aircraft on 115 missions.
  - (2) Dropped 46 D-1, 14 D-2, 18 D-3, 68 D-8, 989 D-11, 40 D-12, and 4 ANM-65 bombs.
- e. Devastate "Charlie":
  - (1) Controlled 40 A-4, 36 F-4, and 39 F-8 aircraft on 99 missions.
  - (2) Dropped 3 D-1, 77 D-2, 26 D-3, 98 D-8, and 352 D-11 bombs.
- f. Devastate "Delta":
  - (1) Controlled 121 A-4, 102 F-4, and 30 F-8 aircraft on 142 missions.
  - (2) Dropped 16 D-2, 24 D-3, 49 D-8, 1861 D-11, 14 ANM-57, 15 ANM-65, and 8 ANM-64 bombs.

#### 4. Narrative Summary

##### a. Logistics

(1) The continuing lack of sufficient generator support remains the major logistical problem. The planned additions in the 1391 manning level, coupled with anticipated arrival of five (5) PU-239 generators will increase the effectiveness of the squadron's generator increment.

(2) Attempts to supply sub-units in the field with required spare parts remain hampered by transportation problems, i.e. availability of space available on aircraft, etc. The unit now is capable of fulfilling 90% of the issue clothing requirements.

(3) The squadron project of inventory, rewarehousing, and reorganization of men and material is progressing on schedule. The Budget Cycle, Phase II of Project 11 was received on 23 February.

##### b. Communications:

(1) During February, PRC-25 radios were utilized on FM nets during operations with a transportable DASC for the first time in this unit.

(2) Observations: During approximately 1876 hours of operation, it became apparent that the PRC-25 possesses characteristics which make it desirable for use with a transportable DASC on operations. This fact is based on a comparative study during the operating hours between the PRC-25 and the URC-22 equipment. The former is approximately 1/5th the size and weight of the latter and therefore capable of being manpacked. Whip and RC-292 antenna were utilized with the PRC-25. The RC-292 was determined to render marked superior performance. There were no technical problems encountered with either types of radios and consequently the loss of operating time. While the URC-22 has no additional characteristic of being remotored via the concentrator into the DASC, this was the singular preference stated by users, which included eight (8) Officers and twelve (12) enlisted men. In this connection; one (1) Officer and nine (9) Enlisted men stated their preference for the PRC-25 due to its ease of installation.

(3)

CONFIDENTIAL

ENCLOSURE (4)

CONFIDENTIAL

02A06966

10 March 1966

The weather was hot and humid initially and it became more hot and humid as the problem unfolded. The equipment was exposed to over 150 hours of operating time in hard rainfall.

The terrain in the First Phase of DOUBLE EAGLE was sandy soil with gentle slopes. Approximately ten (10) meter high mountains were located in the distance varying from ten to thirty miles and ranging in elevation from three to five kilometers. This naturally caused aircraft to become masked by the terrain, which was the largest problem encountered.

In Phase II, DOUBLE EAGLE, the soil consisted of wet, dark loam. The operational characteristics remained identical.

The URC-22 were powered by 24 volt DC current from the electrical generator system of the PU-482. This was effective. The electrical system of the Stuart-Stevenson generator can not be utilized. In two attempts, the batteries were discharged and the generator turned itself off. The PRC-25 operated on dry cell batteries which fulfilled the listed life expectancy of 60-80 hours. In one instance, a battery powered for 200 hours. It is to be noted that these batteries were of recent manufacture so therefore battery storage life must be disregarded in this instance.

Distance data:

Distance data was difficult to determine due to the conduct of operations. Maximum range factors were not obtained. Selected aircraft were contacted at specific checkpoints. In this manner, one helicopter was contacted at an estimate distance of 30-35 miles utilizing the PRC-25 with the RC-292 antenna. The Whip antenna was effective with the TAOR insofar as could be verified.

(3) The PRC-25 is considered a favorable substitute for the URC-22.

#### Narrative Summary

C. Command Comments: This squadron functioned well in all of its various locations. The ASRT's stayed operational the maximum number of hours possible. One incident occurred in this area. An ASRT was responsible for an accidental bomb drop approximately 10,000 meters off target. The fault was a switch in the console being erroneously activated; NE vice SW.

The Mobile DASC became operational during Operation DOUBLE EAGLE. The airborne DASC was deployed and utilized on one mission.

On 8 February, an AFMFPAC Inspection Team visited. The Senior Inspector was LtCol CLINE. Informed results were satisfactory overall with minor exceptions. These discrepancies have been eliminated or in the process of same.

In connection with the unit's progress, its program to promote welfare and morale, two events were significant. An enlisted club was completed. This was a voluntary project on the mens part. Class "A" rations were

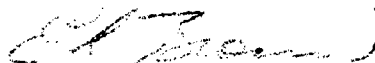
(4)

CONFIDENTIAL

CONFIDENTIAL

03A06966  
10 March 1966

prepared and served during field operations, providing relief from the normal field fare. Both of the aforementioned items are considered to be of value in this particular area of endeavor.



E.L. BROWN  
By direction

(5)

CONFIDENTIAL

ENCLOSURE (4)