

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

3:JJS:kgs  
 5750  
 10 April 1966  
 10F16

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

Subj: Command Chronology (U)

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 Phu Bai, RVN.  
 (4) Devastate Delta - AN/TPQ-10 system #14 located at Dong Ha, 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 March through 31 March 1966.

## c. Commanding Officer

Executive Officer:

Operations Officer:

Landshark OIC:

Landshark Alpha OIC:

Devastate Alpha OIC:

Devastate Bravo OIC:

Devastate Charlie OIC:

Devastate Delta OIC:

Administrative Officer:

Supply Officer:

Communications Officer:

Intelligence Officer:

Motor Transport Officer:

LtCol R. W. SHEPPE

Maj. J. R. EDDY

Capt. E. L. BROWN

Capt. T. H. WOLD

Capt. C. W. OLSEN

1stLt F. H. KOS

1stLt F. A. KIMIZO

1stLt R. P. JACOBSEN

1stLt D. E. LECOUNT

Capt. S. J. DOHERTY

Maj. L. D. HARPOLD

Capt. J. AYERS

WO J. J. SHEA

1stLt C. D. CUNY

DOWNGRADED AT 3 YEAR INTERVALS  
 AUTOMATICALLY DECLASSIFIED AFTER 12  
 DOD DIR 5200.10

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2. SIGNIFICANT EVENTS AS THEY HAPPENED CHRONOLOGICALLY

LANDSHARK Alpha operated in support of Operation UTAH

DEVASTATE Delta worked in support of Operation UTAH

The mobile DASC mounted out to ChuLai for Operation MAINE.

The operation was subsequently cancelled.

Col DUFFY, Military Assistance Officer of Secretary of Defense, Mr. Burton T. BROWN, Consultant, and Dr. KEMPER of Naval Weapons Laboratory, visited DEVASTATE Bravo and discussed ballistic tables that are available in RVN.

DEVASTATE Delta totals in support of Operation UTAH, 94 A/C, 213 targets, 97.75 tons

Captain OLSON attended debriefing of Operation UTAH.

DEVASTATE Delta was alerted for movement to PhuBai.

DEVASTATE Delta was unable to move from Quang Ngai due to weather, DEVASTATE Charlie moved to PhuBai in its place.

The Mobile DASC was recalled. Operation MAINE was cancelled.

Squadron was placed on YELLOW alert due to the political situation in the area. Liberty was cancelled until further notice. Reaction force was upgraded to an alert status.

ItGen WALT and MajGen TILLSON visited LANDSHARK and were briefed on DASC procedures.

DEVASTATE Charlie controlled the first A/C at the PhuBai site.

The Squadron Duty Officer, 1stLt SARNO, was fired upon between Dogpatch and Division area while picking up the Wing Frag. No casualties. LIFESAVER 6 visited the CP area.

ItGen KRULAK, CG FMFPAC; MajGen McCUTCHEON, CG 1stMAW; and Col O'CONNOR, CO MAC-16; visited DEVASTATE Bravo.

JOYRIDE passed TPO-10 targets to LANDSHARK Alpha to be passed to DEVASTATE Alpha. The targets were cleared by TOC DaNang and were not cleared by USMC FSCC. Three of the targets were on friendly positions. LANDSHARK Alpha discovered the error while double checking targets with FSCC. The targets were cancelled by LANDSHARK Alpha.

DEVASTATE Charlie missions were cancelled due to lack of targets.

NO damage assessment of targets hit by DEVASTATE Bravo on 17

March:

Targets BT 160521, BT 160522 - 4 buildings destroyed

Targets BT 070459, BT 070458 - 2 buildings destroyed

DEVASTATE Charlie missions were cancelled due to lack of targets

The Squadron was alerted to provide an additional DASC and

ASRT in support of US Forces in areas not presently covered by air control.

Majors HARPOLD and LUTES promoted to present rank by MajGen

McCUTCHEON.

Operation TEXAS commenced at 0730H. 1stCol SAVAGE assigned as assistant TAC at LANDSHARK "Alpha"

DEVASTATE Alpha controlled their 2000th TPO-10 mission.

OXWOOD 28-1; Maj L. T. PRESTON pilot. 1stLt KORENEK was the controller

DEVASTATE Bravo controlled an F8, COTTONPICKER 5-1, on a photo run and beacon check. Beacon inoperative.

DEVASTATE Delta was emplaced at DongHa, awaiting calibration

DEVASTATE Charlie was calibrated resulting in a 35 meter CEP.

DEVASTATE 6 departed 1155Z for MCAS Iwakuni

DEVASTATE Bravo received pilots report of fires on targets BT 099454 and AT 991376

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DEVASTATE Alpha received pilots report of fires on targets  
BS-572831

MajGen KYLE, CG 3rd MARDIV, toured DEVASTATE Delta

DEVASTATE Alpha dropped bombs in support of Operation TEXAS

LIFESAVER 6 visited DEVASTATE Delta

ViceAdmiral HEYWARD, Chief of Naval Air Training, and MajGen KYLE, CG 3rd MARDIV, visited DEVASTATE Bravo and LANDSHARK

DEVASTATE Delta Officer in Charge briefed Major McCURDY, ALO, TOC HUE, on ASRT Targeting procedures

DEVASTATE Delta calibrated 100 meter CEP

Captain PRESCOTT distributed the new ASRT Targeting SOP to DEVASTATE Delta, DEVASTATE Charlie, TOC HUE, FSCC PHUBAI, and briefed all concerned on the new procedures.

MajGen McCUTCHEON visited LANDSHARK Alpha, discussed the projected move to the 1st MARDIV CP. LIFESAVER 6 visited DEVASTATE Delta

Captain PRESCOTT distributed the new ASRT targeting procedures to LANDSHARK Alpha, DEVASTATE Alpha, 1st MARDIV FSCC, and briefed all concerned on new procedures.

### 3. Statistical Data

#### a. Landshark:

(1) Helo Missions:	1,030
(2) Fixed-Wing Missions:	436
(3) Med-Evacs:	249

#### b. Landshark "Alpha":

(1) Helo Missions:	922
(2) Fixed-Wing Missions:	350
(3) Med-Evacs:	127

#### c. Devastate Alpha:

(1) Controlled 198 A-4, 126 F-4, 61 F-8, 2 A1H on 356 missions  
(2) Dropped 192 D-1, 52 D-2, 24 D-3, 14 D-8, 312 D-11, 1,357 D-12, 48 D-13 and 17 ANM65 bombs.

#### d. Devastate Bravo:

(1) Controlled 190 A-4, 69 F-4, 39 F-8, 8 B57, and 2 RF8A aircraft on 272 missions.  
(2) Dropped 64 D-1, 56 D-2, 34 D-3, 14 D-8, 274 D-11, 1,200 D-12, and 30 ANM30 bombs.

#### e. Devastate Charlie:

(1) Controlled 5 A-4, 9 F-4, and 23 F-8 aircraft on 183 missions  
(2) Dropped 168 D-1, 54 D-3, 535 D-11, 212 D-12, 8 ANM65, 8 ANM57, and 194 ANM81 bombs.

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## f. Devastate Delta:

- (1) Controlled 38 A-4, 36 F-4 and 14 F-8 aircraft on 73 missions
- (2) Dropped 248 D-1, 34 D-3, 274 D-11 and 2 ANM65 bombs

4. Narrative Summarya. Administration

(1) The average strength of MASS 2 during March was 40 Officers USMC, 204 Enlisted USMC, 3 Enlisted USN, and 1 civilian technical representative employed by General Electric.

(2) A total of 34 persons were joined and seven persons transferred.

(3) Promotions effected: two to Major, one to MSgt, three to Sgt, two to LCpl and one to PFC. There were a total of two NJP, three Summary Court Martials, and one Special Court Martial. There were no reported cases of venereal disease. Fifteen Marines went on R & R.

b. Special Services

(1) Beach runs were made to Marble Mountain facility on 7,8,9,12,13,28 March for swimming parties. A volleyball court and basketball court were erected and are being actively utilized. Movies have been shown nightly since 9 March.

(2) Special equipment available includes a complete set of weights, an exceptionally good collection of books and magazines, and archery equipment. Plans are being made for bi-weekly fishing trips and a softball team to participate in the 1st MFW league.

c. Operations

(1) Detachments supported Operations UTAH and TEXAS. As a result of meetings with 1stMAW and MWHG-1 representatives, the status of Wing representatives in the DASC during operations was clarified to be an advisory role.

(2) The ASRT Targeting SOP was revised and all parties concerned were briefed on the new procedures. ASRT Charlie was relocated at Phu Bai to support the Hue Enclave. ASRT Delta was moved to Dong Ha to support future operations in the Northern I Corps Area.

(3) Preparations were made to emplace a DASC in the Hue Enclave during April. Establishment of this DASC will remove our capability to field a mobile DASC due to lack of equipment and personnel.

d. Communication Electronics

(1) It was an unusually routine month for Comm-Elect. There were no DASC's fielded. All hands were F&E Fired with their T/O weapon.

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Comm-Elect section received instruction on the new FM gear (PRC-25 and GRC-125) and the seismic intrusion device. The emergency ground defense plan has been tentatively formalized. Personnel have been assigned positions by name and a reaction force has been designated. Resupply of spare parts for electronic equipment improved during March. Plans for establishing a DASC at Phu Bai were formalized to be initiated in April.

e. Supply

(1) The supply support, due primarily to the improvement in the FLSG operations, has been satisfactory. The unprecedented input of personnel due to the expansion of the mission of the squadron has made a temporary shortage in 782 gear. These shortages are currently on requisition. Spare parts support for the TPQ-10 is satisfactory and the maintenance float is adequate. Spare parts support for the Stewart Stevenson generators remains critical. In the initial issue of Stewart Stevenson generators, no operating spares were provided, although a recommended Army listing of spare parts was provided. This unit requisitioned the spare parts and 3rd FSR subsequently cancelled these requisitions. All 45KW, 400 cycle Stewart Stevenson generator spare parts, as recommended on the Army listing, have been requisitioned on priority 2 requisitions and are "Red Balled" when such criteria is met. It is recommended that all future issues of new equipment not peculiar to the Marine Corps supply system be provided with the spare parts required to perform up to and including 3rd echelon maintenance. Due to the mission of this unit in providing Marine Air Support to ground units, it is deemed necessary that spare parts be provided in depth readily available in country to insure the uninterrupted accomplishment of the assigned mission. Clothing is 95% available and is now in adequate supply.

f. Motor Transport

(1) Motor Transport was inspected by the Wing A & M team on 1 March 1966 and was found to be in a satisfactory condition. On 10 March, Lt C. D. CUNY relieved Captain L. M. MORTON as Motor Transport Officer. With the arrival of dry weather, the Motor Transport availability has improved and is now satisfactory. Supply of spare parts to remove vehicles from deadline has improved. The Squadron, due to the expanded mission, (4 ASRTs, 3 DASCs) has had to rely on augmentation motor vehicles and drivers from external sources. The requirement of additional equipment and personnel is the subject of separate correspondence which will alleviate the situation when action is taken on these additional requirements.

g. Generator Section

(1) The Generator Section continues to be hampered by inadequate depth in spare parts. (See Para. (1) Supply). The Generator Section, in addition, is augmented by equipment obtained from exterior sources. The additional equipment and personnel required to perform the mission of the unit is the subject of separate correspondence which will alleviate the situation when action is taken on these additional requirements.

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i. Intelligence

(1) With the assignment of an officer with a secondary O2 MOS, the squadron was able to begin a program of tactical intelligence briefs. Included in the project was the construction of a small COC area which serves as a briefing locale for the squadron.

(2) Local physical security was enhanced during the period by the acquisition of combination locks which were placed on all office spaces.

(3) An unclassified "Interest Folder" has been prepared and is not disseminated to all hands. This folder utilizes every authorized official source. In this manner, it has become possible to cancel rumors near conception rather than after wide circulation.

(4) The new squadron SOP is in the final stages of preparation. It will be issued as soon as possible following the receipt of the MNHQ1 Intelligence SOP, now being staffed.

2. Ground Defense

(1) This unit will be assuming responsibility for a sector of the perimeter which encloses the 3rd MarDiv CP. Members of this unit will man two perimeter posts. A third post will be established to monitor traffic on the road which passes the Base Camp area. Both flanks will be tied in with the HqBn, 3rd MarDiv Security Elements. A squadron guard school has been instituted. Members of the guard are assigned a one week tour of duty, and receive fifteen (15) hours of pertinent instructions in connection with the local guard requirements. The SDO and SOG are assigned on a daily basis.

5. Command Comments

a. With the emplacement of a permanent DASC at Phu Bai, the entire resources of MASS 2 personnel and equipment will be committed thus precluding this squadron from performing any additional missions until more personnel and equipment become available.

b. Normal operations of MASS 2 were highlighted with the participation of DEVSTATE Delta and LANDSHARK Alpha in Operations UTAH and TEXAS. It must be reiterated that using a DASC for control of air in more than one operation at a time tends to become cumbersome, thereby causing delays in response to aircraft requests. In operations outside the TAOR's, it is necessary that additional air control agencies be used. When equipment and personnel again become available, MASS 2 will be prepared to provide a Mobile DASC.

c. When personnel sent on operations as representatives of the Wing try to usurp the responsibilities of the DASC, only chaos can result. In most cases these personnel are not trained in air control procedures

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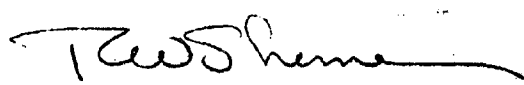
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and possess insufficient knowledge of the internal operation of the DASO. These personnel are responsible for the coordination of Wing units and should in no way become involved in the acquisition and control of aircraft.

d. Generators have become highly critical pieces of equipment during the month of March; so much so, that MASS 2 has virtually depleted the resources of BWHG 1. Although all parts on requisition are priority 2 (red ball), parts are very slow to arrive. If this situation continues, it is anticipated that MASS 2 will not be able to meet its commitments in the near future.

e. With the onset of the hot weather, problems of airconditioning the AN/TPQ-10 are anticipated. During last years hot season, it was ascertained that the APY 2 (9000 BTU) air conditioner presently in use for AN/TPQ-10 was not adequate. This squadron will request a more suitable substitute in the near future.

  
R. W. SHEPPE

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