

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

3:JLN:kgs
 5750
 03B22166
 9 August 1966
 Copy 1 of 11

CONFIDENTIAL

From: Commanding Officer
 To: Commanding Officer, Marine Wing Headquarters Group 1
 Subj: Command Chronology (U)
 Ref: (a) GruO 5750.1 (U)
 Encl: (1) SOP for Air Support Radar Teams (ASRT) (U)

1. Organizational Dataa. Subordinate Units

- (1) Devastate Alpha - AN/TPQ-10 system #11 located at ChuLai, RVN.
- (2) Devastate Bravo - AN/TPQ-10 system #2 located on hill 225, DaNang, RVN.
- (3) Devastate Charlie - AN/TPQ-10 system #6 located at PhuBai, RVN.
- (4) Devastate Delta - AN/TPQ-10 system #14 located at DongHa, RVN.
- (5) Landshark - DASC located at 3rd Marine Division Command Post, DaNang, RVN.
- (6) Landshark Alpha - DASC located at 1st Marine Division Command Post, ChuLai, RVN.
- (7) Landshark Charlie - DASC located at 4th Marine Regiment Command Post, PhuBai, RVN.
- (8) Landshark Bravo - Mobile DASC located at Cam Lo, RVN (Operation HASTINGS),

b. Period Covered 1 July through 31 July 1966.

c. Commanding Officer	LtCol E. M. JONES
Executive Officer	Maj. E. S. PAYNE
Operations Officer	Maj. J. L. NORTON
Landshark OIC	1stLt. J. B. MATTHEWS
Landshark Alpha OIC	Capt. C. W. OLSON
Landshark Bravo OIC	Maj. J. L. NORTON
Landshark Charlie OIC	Capt. J. J. DEENEY Jr.
Devastate Alpha OIC	Capt. J. P. FOX
Devastate Bravo OIC	Capt. L. J. MORTON
Devastate Charlie OIC	1stLt. K. W. TURCK
Devastate Delta OIC	Capt. T. M. QUINLAN
Administrative Officer	1stLt. R. L. KING
Supply Officer	Maj. L. D. HARPOLD

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

ENCLOSURE (5)
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M755-2

Cmd Chron

July 1966

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Communications Officer	Capt. J. W. AYERS
Intelligence Officer	WO J. J. SHEA
Motor Transport Officer	1stLt B. M. BIGGS

2. Significant Events as They Occur Chronologically

a. 2 July. Brigadier General ELWOOD, the Assistant Wing Commander, First MAW visited and was briefed on DASC operations at Phu Bai.

b. 13 July. The DASC, Landshark "Bravo" set up operations at the Task Force Delta command post in support of Operation HASTINGS.

c. 19 July. Major General ROBERTSHAW, Commanding General First MAW visited and was briefed on DASC operations at Cam Lo.

d. 22 July. Major General ROBERTSHAW, Commanding General First MAW visited and was briefed on DASC operations at Cam Lo.

e. 30 July. Special bombing zones in Vietnam for use of First MAW aircraft were used for the first time this date. Under control of the Cam Lo DASC (Operation HASTINGS) thirty fixed wing missions which included seventy-five sorties were utilized.

3. Statistical Dataa. Landshark

(1) Helo Missions	1152
(2) Fixed-Wing Missions	149
(3) Med-Evacs	287

b. Landshark "Alpha"

(1) Helo Missions	1301
(2) Fixed-Wing Missions	438
(3) Med-Evacs	231

c. Landshark "Charlie"

(1) Helo Missions	363
(2) Fixed-Wing Missions	261
(3) Med-Evacs	24

CONFIDENTIALd. Landshark "Bravo"

- | | |
|-------------------------|-----|
| (1) Helo Missions | 785 |
| (2) Fixed-Wing Missions | 737 |
| (3) Med-Evacs | 206 |

e. Devastate "Alpha"

- (1) Controlled 141 A-4, 72 F-4, 5 F-8, on 184 missions.
- (2) Dropped 541 D-1, 340 D-2, 79 D-3, 17 D-6, 150 D-8 bombs.

f. Devastate "Bravo"

- (1) Controlled 97 A-4, 20 F-4, 3 F-8 on 119 missions.
- (2) Dropped 409 D-1, 117 D-2, 56 D-3, 7 D-6, 100 D-8 bombs.

g. Devastate "Charlie"

- (1) Controlled 85 A-4, 73 F-4, 35 F-8 on 192 missions.
- (2) Dropped 801 D-1, 179 D-2, 64 D-3, 97 D-6, 175 D-8, 8 D-25 bombs.

h. Devastate "Delta"

- (1) Controlled 298 A-4, 147 F-4, 69 F-8, 2 CH-46 on 499 missions.
- (2) Dropped 637 D-1, 538 D-2, 489 D-3, 83 D-6, 199 D-8, 8 D-11, 10 D-25 bombs.

4. Narrative Summary

a. Administration. The average overall strength of the squadron has decreased from last month, the results being as follows:

Officers	53
Enlisted	199
Enlisted USN	2

One Staff NCO and one Pfc were evacuated for medical reasons, both non-battle casualties. One Sgt was promoted to SSgt, one Cpl was promoted to Sgt, and 14 LCpls were promoted to Cpl.

b. Civil Affairs. During the month MASS-2 continued to assist Headquarters Battalion, 3d MAR DIV with its medical/civil affairs program by sending one corpsman out each Tuesday and Wednesday afternoon. Material has been secured for a community head for the Hoa My village. As of the ending date of this chronology, the foundation was completed.

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c. Special Services. Special Services consisted of several beach runs nightly movies, continued use of the Squadron book exchange library, weight lifting room, volleyball court and archery range. Special picnics were organized at China Beach during the 4th of July holidays enabling squadron personnel to relax and enjoy the complete facilities of this recreation area.

d. Operations and Training. The four Air Support Radar Teams and three permanent Direct Air Support Centers functioned throughout the reporting period in support of all operations conducted by Marine units in III MAF.

The Mobile DASC was utilized in operation HASTINGS as the 1st echelon of the air control facility deployed by this squadron in support of the operation. After taking control of air operations in the operation HASTINGS area, and after operating for three days, the mobile DASC was augmented by moving the permanent DASC from Phu Bai to Cam Lo. During operation HASTINGS, the DASC controlled 1280 fixed wing sorties and 10,618 helicopter sorties.

Devastate Delta, the ASRT at Dong Ha controlled 479 missions in support of Operation HASTINGS. These resulted in a total of 1,344,250 pounds of ordnance being dropped on 907 targets.

1003 man hours of basic and local interest training were conducted during July. Emphasis was placed on ground defense. All sections reported having conducted technical training. Forty enlisted personnel and fifteen officers obtained excellent on the job training during operation HASTINGS.

The SOP for Air Support Radar Teams was published this month. See enclosure (1). To date, MASS-2 ASRT's have conducted 7284 missions and dropped 8665.9 tons of ordnance in RVN.

e. Supply and Services. The General Supply support for the squadron has been satisfactory. One area that continues to plague the section is the lack of available spare parts for generators. Several detachments are presently operating on borrowed power. The requirements for spares peculiar to the 45 KW Stewart-Stevenson generators is the cause of unacceptable down time.

The Motor Transport situation has been improving and the supply of spare parts to remove vehicles from deadline has increased. The arrival of MABS-17 in country has provided the section with readily available fourth echelon maintenance. Four vehicles were removed from deadline this month.

The Utilities section has completed work on two new heads and one shower unit in the squadron area. Work has begun on bleacher seats in the movie area, and a retaining wall and walk-way around the Commanding Officer's Office.

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5. Commanders Comments. The facts reported above are considered to be timely and of significant value for historical purposes. Operation HASTINGS afforded a tremendous opportunity for the squadron by taking part with both a DASC and an ASRT to show other units of the Marine air/ground team what facilities the Wing has and can deploy to support operations of Task Force size. The operation was an excellent training vehicle for many of the personnel in the squadron who had never been directly involved in a combat operation. At the time of this report the squadron has not received any adverse comments concerning its part in Operation HASTINGS and is proud to have done its best in such a successful operation.


E. M. JONES

DISTRIBUTION: MWHG-1 (7)
S-3
S-4
CEO
File

ENCLOSURE (5)

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

SqdnO 3000.2C
 3/WHR/kgs
 15 July 1966

SQUADRON ORDER 3000.2C

From: Commanding Officer
 To: Distribution List

Subj: Standing Operating Procedure for Air Support Radar Teams

Ref: (a) SqdnO 03000.4A
 (b) Guide for Strike Controllers to AN/TPQ-10 RCDC (NMC-MP-63-4)
 (c) Technical Manual for RCDC AN/TPQ-10 (NAVSHIPS 93675A)
 (d) SqdnO 1510.3D

Encl: (1) Subject SOP

1. Purpose. To promulgate the Standing Operating Procedures for the Air Support Radar Teams of Marine Air Support Squadron 2.

2. Cancellation. SqdnO 3000.26

3. Action. All personnel assigned to an Air Support Radar Team in this squadron shall be guided in the performance of their duties and will comply with instructions contained in enclosure (1).

4. Submission of Changes. Users of this SOP are encouraged to submit changes in the form of new ideas or techniques. Changes submitted to the operations section of this squadron will be expeditiously formulated and incorporated, if approved.

E. M. Jones
 E. M. JONES

DISTRIBUTION: "A"

Plus III MAF (5)	MASS-1 (1)
1st MAF (25)	MASS-3 (1)
9th MAB (5)	MASS-4 (1)
3rd MAR DIV (15)	Extra (25)
1st MAR DIV (15)	

ENCLOSURE (5)

SqdnO 3000.20
15 July 1966

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SECTION I

GENERAL101. Mission

a. The primary mission of an Air Support Radar Team is to provide, operate and maintain the facilities for the electronic control of aircraft operating in day, night and all weather air operations in support of Fleet Marine Force Units. The mission is accomplished using the AN/TPQ-10 Radar Course Directing Central.

b. The capabilities of an ASRT include:

- (1) Positioning aircraft over a target for level bombing.
- (2) Positioning aircraft for paradrops of personnel or supplies.
- (3) Positioning aircraft for aerial photography or reconnaissance.
- (4) Positioning aircraft for flare dropping.
- (5) Positioning aircraft at a pushover point for Bullpup missile delivery.
- (6) Guiding helicopters to and from assault areas or casualty evacuation areas.
- (7) Providing aircraft with a limited ground controlled approach similar to an air surveillance approach.
- (8) Positioning of any type aircraft at any geographical location within the range limitations of the radar.

102. Organization

a. Administrative. Each ASRT is a part of the Operations section of the squadron. Personnel assignments to each ASRT are made by the Operations Officer. For deployed ASRT's medical records are maintained at the nearest medical facility and pay records are maintained at the nearest USMC disbursing office. Officer Qualification Records and Service Record Books of ASRT personnel are maintained by the squadron Administrative section.

b. Personnel. Each ASRT will be assigned sufficient personnel to operate independently. The personnel listed herein are required to operate and maintain an ASRT. When required to defend its position an ASRT must be augmented with security personnel. An ASRT located within a well defended area will not be required to man defense positions; therefore, the number of additional personnel depends on the security requirements of each deployed ASRT. Each ASRT will be assigned the following personnel:

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Title	Rank	MOS
Officer-In-Charge	Capt	6708
Air Support Control Officer (Asst OinC)	Lt	6708
Air Support Control Officer	Lt	6708
Electronics Officer	WO	5905
Team Chief	GySgt	6741
Aviation Fire Control Technician	SSgt	5961
Aviation Fire Control Technician	Sgt	5961
Topographic Surveyor	Sgt	1443
General Warehouseman	Cpl	3051
Aviation Radio Repairman	Cpl	2851
Aviation Fire Control Technician	Cpl	5961
Aviation Electronics Operator	Cpl	6741
Diesel Mechanic	Cpl	1341
Aviation Electronics Operator	LCpl	6741
Automotive Mechanic	LCpl	3516
Wireman	Pfc	2511
Aviation Electronics Operator	Pfc	6741

c. Operational. Each ASRT is under the operational control of the nearest Direct Air Support Center. The DASC plots and assigns targets received from the appropriate Fire Support Coordination Center. The DASC also coordinates the assignment of aircraft by the Tactical Air Direction Center for individual ASRT missions.

103. Individual Responsibilities of Personnel Assigned

a. Officer-In-Charge. Under the direction of the squadron Operations Officer the OinC of the ASRT is responsible for the operation and maintenance of the equipment and for the personnel assigned to his team. He will assign officers and men specific duties to ensure satisfactory completion of the mission assigned to the unit. In addition he will:

(1) Be a qualified Air Support Control Officer and perform the duties of a Strike Controller as outlined in paragraph c. below.

(2) Be cognizant of the discipline, health, welfare, and recreation for personnel assigned to this team. The OinC does not possess the authority to administer non-judicial punishment under Article 15, UCMJ. Disciplinary action requiring non-judicial punishment should be referred to the Commanding Officer.

(3) Ensure that reports are submitted on time and that proper logs and records are maintained.

(4) Ensure that daily preventative maintenance and alignment is performed on the AN/TPQ-10 RCDC. He will also ensure that the generators, motor transport and other related equipment supporting the system are properly maintained.

Enclosure (1)

1-2

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SECTION III

COMMUNICATIONS

301. Operational

a. Aircraft. The strike controller communicates with an aircraft over the ARC-52 UHF radio installed in the AN/TPQ-10. The AN/IRC-87 radio jeep, AN/GRC-48 radio, or AN/PRC-41 radio may be used for back-up UHF radios.

b. Direct Air Support Center. The ASRT may communicate with the DASC by means of TRC-75 HF radio or wire depending on their proximity. If wire is the primary means of communication, a secondary back-up line should be layed over a different route.

c. Tactical Air Operations Center. Communications with the flight following agency may be a wire "hot-line" or UHF radio. Since the flight following agency must monitor the UHF tactical frequency, this is the best means of passing information if within UHF ground communications range. If wire is used a back-up line is required as in paragraph b. above.

302. Administrative. The ASRT should have a wire line to a local area switch board for administrative communications.

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SECTION IV

LOGISTICS

401. AN/TPQ-10 Parts. Replacement parts for all electronic/radio components related to the Radar Course Directing Central are ordered through the squadron Communications and Electronics Section. Communications and Electronics maintains usage data for the AN/TPQ-10 system, and requisition all radar and electronic parts for the ASRT's.

402. Support and Housekeeping. Each ASRT should submit a form DD-1150 directly to squadron supply for any parts or supplies required not related to the AN/TPQ-10. To expedite the arrival of the requisition at supply it is recommended that the U.S. Mail be used vice the guard mail.

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SECTION V

EMBARKATION

501. March Order. While there are many variables effecting the time required to move an ASRT from one position to another, the following time analysis is the results of data obtained from numerous moves in Vietnam and can serve for planning purposes.

a. <u>Task</u>	<u>Personnel</u>	<u>Time (Hrs)</u>
Dismantle Antenna and assemble pallet	4	1.0
Stow test equipment and cables	2	.5
Load trucks	2	.5
Remove shelter from bunker	12	*1.5
	Total	3.5

* Time will vary depending on the sight

502. Movement

a. If air transport is to be utilized an additional period of 30 minutes per serial is required for aircraft loading. Transfer of the shelter and radar pallet to the airfield by helicopter would expedite air movement; however, it must be considered that helicopter lift capabilities in Vietnam are greatly limited due to high temperatures and density altitude.

503. Emplacement. It is assumed that the position to be occupied has been surveyed in advance of the move.

a. <u>Task</u>	<u>Personnel</u>	<u>Time(Hrs)</u>
Assemble antenna	4	.5
Lay cables and set up plotting board	6	1.0
Perform daily maintance check and align computers 2		1.5
	Total	3.0

b. It should be noted that only movement of the AN/TPQ-10 Radar Course Directing Central has been considered in the time study above. Movement of an entire ASRT including housing materials and bunker materials would require a longer period of time.

c. It is important that a forklift, wrecker, or crane be available at both ends in addition to the motor transport requirements. Long delays have been encountered due to the non-availability of suitable lifting devices.

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504. Dimensions, Cube and Weight

<u>ITEM</u>	<u>DIMENSIONS l x h x w</u>	<u>CUBE</u>	<u>WEIGHT</u>
Shelter	7 x 7 x 7	343	3,800
Antenna	6 x 6.9 x 7	333	3,400
PU 239 Gen	13.9 x 7.5 x 6.7	671	4,500
PU 344 Gen	13.1 x 7 x 6.1	607	4,070
PU 482 Gen	13.1 x 6.1 x 6.1	625	4,925
Stewart/Stevenson Gen	13.9 x 10.5 x 7.9	1175	6,510
MK-87 Radio	12.9 x 4.8 x 4.8	330	3,655
M-38 Jeep	11.7 x 5.1 x 4.9	280	2,700
M-37 PC	16 x 6 x 5.1	550	5,755
M-35 6X6	23 x 7 x 6	1681	13,835

Enclosure (1)

5-2

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SECTION VI

RECORDS and REPORTS

601. Required Records

a. ASRT Log. Each ASRT will maintain a permanently bound log book of all missions controlled. The format utilized in the log book will be the same as that utilized for the Recorders Worksheet, (para 601.c below). The log book is a permanent record and accurate history of the ASRT. The Officer-In-Charge will ensure that all items of interest are logged.

b. Controller Worksheet. (Appendix A, Figure 3). This form will be completed and checked as soon as possible after targets are received. The target list will be stapled to the Controller Worksheet and kept on file for a period of at least 30 days. This form must be signed by the person who computes the inserts and the person that checks the inserts.

c. Recorders Worksheet. (Appendix A, Figure 4). This is a form for recording each run controlled by the ASRT. It is in the same format as the ASRT Log and serves as a rough during the controlling period. After the information has been logged and accuracy verified in the permanent ASRT log the Recorders Worksheet may be destroyed.

d. ASRT Controller Log. (Appendix A, Figure 6). A qualification jacket is maintained for each controller in the Squadron Operations Office to serve as a guide in determining controller proficiency. The ASRT Controller log sheet contains an up-to-date record of all runs controlled by the individual and should be compiled from the recorders worksheet by the controller. At the end of each month all log sheets will be forwarded to S-3 for filing in the controller jackets, (see para 602.c).

602. Required Reports

a. Incident Report. (Appendix A, Figure 7). Immediately upon suspecting that an aircraft under AN/TPQ-10 control has dropped ordnance in other than a designated target area, the Officer-In-Charge of the ASRT concerned will be notified. He will ensure that an Incident Report is completed by the controller concerned. The report must be accurate and should include the source of all information obtained from outside the ASRT. The Operations Officer will be notified by telephone of the incident. The Incident Report should be forwarded by the fastest means to the Squadron Operations Officer.

b. Daily Situation Report. (Appendix A, Figure 5). This report will include all operations and appropriate comments for a 24 hour period from 0001 to 2400 each day. Each ASRT will communicate the report to the area DASC for compilation.

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c. Monthly Training Attendance Report. This report is due at the squadron Operations Office by the 1st day of each month for the preceding month in accordance with reference (d).

d. ASRT Controller Log Report. These sheets are kept up-to-date by controllers. At the end of each month the ASRT will forward the sheets to the squadron Operations Office for filing in the controller jackets. (see para 601.d and Appendix A, Figure 6).

e. Miscellaneous Reporting. Many "as occurs" reports are required due to our fluid combat situation. These reports will be submitted within the time frame stated by the Operations Officer when requesting a report.

Enclosure (1)

6-2

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USEFUL CONVERSIONS

1. LINEAR MEASURE

1 FOOT.	0.3048 Meters
1 YARD.	0.9144 Meters
1 METER. . . . .	.39.37 Inches
1 METER. . . . .	.3.2808 Feet
1 METER. . . . .	.1.0936 Yards
1 RADAR MILE.	2000 Yards
1 STATUTE MILE.	5280 Feet
1 STATUTE MILE.	1760 Yards
1 STATUTE MILE.	1609.347 Meters
1 NAUTICAL MILE. . . . .	.6078 Feet
1 NAUTICAL MILE. . . . .	.2026 Yards
1 NAUTICAL MILE. . . . .	.1.151 Statute Miles
1 NAUTICAL MILE. . . . .	.1852.778 Meters
1 SECOND LATITUDE. . . . .	.33.767 Yards
1 MINUTE LATITUDE. . . . .	.2026 Yards

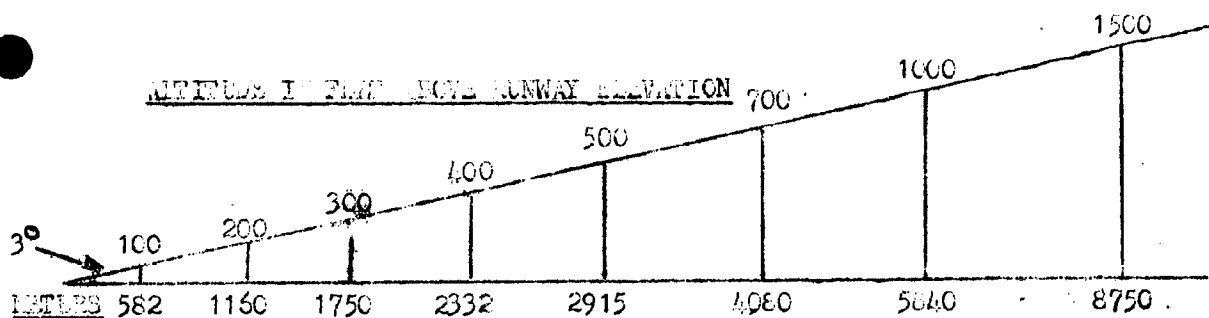
2. ANGULAR MEASURE

1 Degree.	17.77778 mils
90 Degrees.	1 Quadrant-1600 mils
180 Degrees.	1 Semicircle-3200 mils
360 Degrees.	1 Circle-6400 mils
1 Mil. . . . .	.0.05625 degrees
1 Mil. . . . .	.3.37500 Minutes
1 Minute.	0.29630 mils
1 Mil.1 unit for every 1000 like units of range

Figure 1
A-1

ENCLOSURE (5)

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Recommended 3% Slide Slope

Figure 2

Enclosure (1)

n-2

ENCLOSURE (5)

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ASRT CONTROLLER WORK SHEET

Date:

Computed by: _____

<u>Radar Coordinates</u>	<u>Altitude</u>
--------------------------	-----------------

Checked by: _____

No.	Tgt Coordinates	Alt
-----	-----------------	-----

No.	Tgt Coordinates	Alt
-----	-----------------	-----

N	E
S	W

.....

N		E
S		W

No.	Tgt.	Coordinates	Alt
-----	------	-------------	-----

No.	Tgt Coordinates	Alt
-----	-----------------	-----

	$\frac{N}{S}$	$\frac{E}{W}$
--	---------------	---------------

$$\frac{N}{S} \quad \frac{E}{W}$$

No.	Tgt Coordinates	Alt
-----	-----------------	-----

No.	Tgt Coordinates	Alt
-----	-----------------	-----

	N	E
	S	W

N	E
S	W

No.	Tgt Coordinates	Alt
-----	-----------------	-----

No.	Tgt Coordinates	Alt
-----	-----------------	-----

	N	E
	S	W

$\frac{N}{S}$	$\frac{E}{W}$
---------------	---------------

No.	Tgt Coordinates	Alt
-----	-----------------	-----

No.	Tgt Coordinates	Alt
-----	-----------------	-----

Figure 3
A-3

ENCLOSURE (5)

SdnO 3000.20

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ASRT Log Page and Recorder's WorksheetLEGEND

1. ASRT Mission Sequence

Cont Init

2. Oper Init

3. A/C Call

4. A/C Mission No.

No.

5. Type A/C

Beacon

GCBS

6. Check in

7. Check Out

No.

8. Tgt Coord

Tgt Alt

X Insert

10. Y Insert

TCF

11. Trail

Run-in Alt

12. Alt read-out@2K

13. TAS

TAS read-out@2K

14. Run-in bdg @ 2K

15. Course Error

16. Drop Time

No.

17. Type Ord

18. Remarks:

NOTE:

1. The legend does not have to be repeated on each page in the ASRT log.

Figure 4

A-4

ENCLOSURE (5)

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ASRT DAILY SITREP

Number of Missions	1. _____
Number & Type Ord Dropped	2. _____
Total Number of Targets Hit	3. _____
Damage Assessment & Target Discription	4. _____
Number & Type A/C controlled	5. _____
All response times from RIO to Ordnance Delivery of all non-scheduled missions including	
Airborne Alert	6. _____
Scrambles	7. _____
Diverts	8. _____
Status of ASRT. Reason if "down" Expected up time	9. _____
Beacon Status	10. _____
Generator Status	11. _____
Air Conditioner Status	12. _____
Vehicle Status	13. _____
Number of visiting dignateries, by name, Rank, Title and reason for Visit	14. _____
Administrative remarks, Operational Progress, Noteworthy achievements, Problem areas and possible solution, etc.	15. _____

Figure 5
A-5

ENCLOSURE (5)

NAME:

[illegible]

Figure 6
A-6

ENCLOSURE (4)

dnO 3000.2C
15 July 1966

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

From: Officer-in-Charge, ASST _____
To: Operations Officer

Subj: Incident Report

Encl:

1. Date, Time _____
2. Coordinates Hit _____
3. Ordnance Dropped _____
4. Aircraft Side# _____
5. Aircraft Mission# _____
6. Narrative Summary: (Include all reports of casualties and sources of information)

(Controllers Signature)

Figure 7
A-7

ENCLOSURE (5)