

MARINE AIR SUPPORT SQUADRON-3  
Marine Wing Headquarters Group-1  
1st Marine Aircraft Wing, FMFPac  
FPO San Francisco, California, 96602

3:DFB:gww  
5750  
5 February 1967

**CONFIDENTIAL**

**03-67**

From: Commanding Officer  
To: Commanding Officer, Marine Wing Headquarters Group-One, (Attn. S-3)  
Subj: Command Chronology, period 1 - 31 January 1967  
Ref: (a) MCO 5750.2A  
(b) WgO 5750.1B  
(c) GruO 5750.1

1. In accordance with the instructions contained in references (a), (b), and (c), the subject chronology is submitted.

2. Narrative Summary. Inclement weather throughout the month of January curtailed flight operations in the Chu Lai area and correspondingly reduced the squadrons number of missions controlled by the DASC's and the total ordnance dropped by the ASRT's as compared to December 1966.

During the first week of January a cross-training program was instituted between DASC and ASRT personnel. Off duty hours were utilized for formal presentation on DASC and ASRT functions and procedures, followed by operational observation and on-the-job training. The program will increase and intensify with the addition of new untained controller personnel - the ultimate objective being the dual qualification of all the controllers.

Construction work continued throughout the month on perimeter defense positions and defensive bunkers within the squadron living and working areas. The ASRT site of King Lear "Bravo" at Chu Lai was completely rebuilt and now includes a Target Information Center (TIC) directly adjacent to the TPQ-10 shelter.

On 27 January, the squadron deployed personnel and equipment to Duc Pho in support of 3d Bn., 7th Marines for operation "De Soto". This detachment forms the nucleus of a new DASC, "Landshark Yankee". As the month closed, this DASC was controlling all fixed wing and helo air support missions conducted within the "De Soto" TAOR.

MASS-3

COM CHRON

MASS-3

*D. L. Eenton*  
D. L. EENTON

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ENCLOSURE (6)

JAN 1967

**CONFIDENTIAL**PART I - ORGANIZATIONAL DATA

- A. Marine Air Support Squadron-Three, Chu Lai, RVN
- (1) CP, DASC (Landshark "Alpha") and ASRT (King Lear "Bravo") Chu Lai
  - (2) DASC (Landshark "Yankee") Duc Pho
  - (3) ASRT (King Lear "Alpha") Quang Ngai
- B. 1 - 31 January 1967
- C. Marine Wing Headquarters Group-One, First Marine Aircraft Wing (1 - 31 January 1967)
- |                        |                             |
|------------------------|-----------------------------|
| D. Commanding Officer  | LtCol Donald L. Fenton      |
| Executive Officer      | Maj John C. Dixon           |
| Operations Officer     | Maj Desmond F. Browne       |
| Administration Officer | 2ndLt William R. Burlingame |
| Services Officer       | Capt Robert L. Hagener      |
| Supply Officer         | Capt Otto G. Linden         |
| Comm/Elect Officer     | Capt Thomas O. J. Farr      |
- E. 26 Officers and 160 Enlisted

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**CONFIDENTIAL**PART II

A. Air Operations. Air support operations are as summarized below:

LANDSHARK

<u>DASC's</u>	<u>Alpha</u>	<u>Yankee</u>	<u>Total</u>
Fixed Wing Missions Controlled	698	58	756
Helo Missions Controlled	1109	34	1143

KING LEAR

<u>ASRT's</u>	<u>Alpha</u>	<u>Bravo</u>	<u>Totals</u>
Missions Controlled	418	413	831
Day	154	160	
Night	264	253	
Targets Hit	597	505	1102
Ordnance Dropped (Tons)	675	702	1377
Day	250	274	
Night	425	428	

B. Special Operations

(1) De Soto. On 27 January, the squadron sent three (3) officers and thirteen (13) enlisted personnel, plus related equipment to provide a DASC for operation "De Soto". The operation is still in progress, and the detachment has increased to three (3) officers and sixteen (16) enlisted personnel.

(2) Helo Positioning. On 23 January 1967, the squadron ASRT at Chu Lai, King Lear "Bravo", evaluated the feasibility of tracking a low flying helicopter to a geographical fix or known landmark at a considerable distance from the radar. An APN-132 radar beacon was borrowed from MAG-12 and arrangements made for installing it in a MAG-36 H-34 helicopter prior to the evaluation. The helicopter was acquired on radar and controlled from Chu Lai to Quang Ngai. The airspeed, altitude, heading, and position track information readouts remained accurate throughout the run and during descent to Quang Ngai. The test was run at 1500 feet throughout the flight and, in addition, the beacon was painted while the helo was on the ground at Quang Ngai. This information was submitted as a Lessons Learned Report on 4 February 1967.

C. Training. A cross training program between DASC and ASRT controllers was put in effect during the month. The goal is dual qualification of all controllers.

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