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MARINE AIR CONTROL SQUADRON-7
 Marine Wing Headquarters Group-1
 First Marine Aircraft Wing, Fleet Marine Force, Pacific
 FPO San Francisco 96601

COMMAND CHRONOLOGY
 1 October 1965 - 31 October 1965

Richard R. Miller
 Commanding Officer

I. NARRATIVE SUMMARY OF SIGNIFICANT EVENTS

During the month of October MACS-7 and MACS-7, Detachment "A" reported 1324 friendly tracks, coordinated 363 GCI/GCA handoffs and participated in 277 in flight followings. MACS-7 Air Defense Controllers completed 65 of 69 practice Ground Controlled Intercepts for an average of 94.2% completions. GCIs were conducted with Air Force F102 as well as Marine F4B aircraft.

On the night of 18 October 1965, while serving as an Air Defense Control Officer, a duty advanced for the scope of his rank and MOS, Sergeant Gregory Dav HOUDLETTE detected and brought under positive control two Marine helicopters which were lost during severe weather in uncharted, mountainous terrain. The helicopters, which were engaged in a classified mission involving U. S. Army Special Forces were extremely low on fuel, possessed inoperative direction finding equipment and their radio communications were intermittent. Through the prompt and effective actions of Sergeant HOUDLETTE, the helicopters were guided to the Chu Lai airfield where they safely landed with less than five minutes of fuel remaining. Sergeant HOUDLETTE's initiative, attention to duty, and outstanding skill contributed immeasurably to the recovery of the two helicopters and the saving of the nine lives aboard. His actions have prompted the recommendation that he receive the Bronze Star Medal, reference (b).

At 1525, 22 October Orwood 15-2 and 16-1 came under MACS-7 control. 1stLt F. J. YRAGUEN, MACS-7 Senior Air Director learned that the TACAN of 16-1 was inoperative and he joined 16-1 with 15-2. At that time 15-2 was low on fuel and Chu Lai GCA radar was down. Because of the low fuel state, the inoperative TACAN, and because the aircraft were under positive radar control and radio contact with Cofferdam, the pilots requested a controlled IFR let down. The aircraft were descended by 1stLt YRAGUEN from their 12000 foot altitude to where they broke out under the clouds at 2000 feet over the field.

On the nights of 27, 30 and 31 October, because of the high possibility of attack, MACS-7 was placed on 100% alert. During these periods MACS-7 personnel replaced or augmented "A" Company, 1/4 on the perimeter defense and at the same time occupied a network of interior

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security positions. Areas of responsibility were established between "A" Company, 1/4, MAC-36 and MACS-7 and at 1300, 30 October a ground defense drill and 100% practice alert were conducted between the three organizations.

On 19 October MACS-7 initiated the first of two Air Defense Warning Condition Drills which included all units with the TAOR. The second drill, held on 29 October showed a great improvement over the first; however, an alert circuit appears to be the cure for delays caused by MACS-7 having to use hot lines, telephones, and radios to inform all major units.

As a result of the ground and air alert drills an additional TIQ-2 loudspeaker set has been requested in order to more adequately pass instructions to squadron personnel.

On 29 October Anti-Air Warfare Exercises (AAWEX) were begun. These exercises involved the control of MAG-12 aircraft on "faker missions", usually in conjunction with, or after the completion of other assigned missions. On these "faker runs" MAG-12 simulate attacks on the Chu Lai TAOR while MACS-7 and 2d LAAMB simulate and coordinated missile interceptions.

By the end of October MACS-7 radar systems had a total operating time in excess of 45 thousand hours. The AN/TPS11A has operated over 37 thousand hours, the AN/TPS-1P 2530 hours, the AN/TPS-37 a total of 4351 hours. The recently introduced AN/TPS-34A operated 2525 hours involving both vertical and slant transmission and reception. Also during the month Sergeant Glen LAWRENCE, PFCIC, Radar Set AN/TPS-34A #A-6, contributed a successful method, termed the "Lawrence Method", reference (B), for the replacement of a damaged section of an AN/TPS-34 radome. Since such replacement has been necessary quite often, the "Lawrence Method" which saves approximately 100 man hours is a notable improvement.

Although 19 strong back tents were erected during the month, the camp movement and improvement has continued slowly with delays caused by lack of a bulldozer, 100% readiness alerts and the extended periods of defense augmentation. Weather posed no problem as the seven man Utilities Section constructed five strong back tent kits in six days of extremely hard rain. The men worked in shorts or rolled up utility trousers as rain gear was useless. Two enlarged generator pits were constructed which allowed consolidation of four smaller pits, of which two were in the MACS-7 area which has been turned over to MAC-36 for a billiting area. A letter was submitted to Ming on 18 October requesting funding for construction of a Butler Pit to contain the TAOC. This request was approved by MAFG-1 and forwarded to Ming on 21 October.

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All Supply storage has been elevated out of the dirt by the use of 85 pallets acquired from FLSU. The ordnance bunkers were inventoried and all items not normally used by MACS-7 (i.e. fragmentation grenades, rifle grenades and illuminating grenades) were turned over to FLSU. Trip flares for the camp perimeter, hand fired parachute flares and ball ammunition were retained.

Work was started on the plan to encircle the entire MACS-7 area with a four strand barbed wire fence with concertina in front. Bunker positions are planned for all gate openings and smaller bunkers will be constructed approximately every thirty feet inside of the barbed wire around the entire perimeter to allow dispersion of troops, a challenging screen for the camp, and adequate positions to meet increasing readiness conditions. These smaller emplacements were started but not completed because of a lack of material.

Logistical support, in the area of supply, has been less than satisfactory. On 31 October 1965 there were 169 outstanding priority O5 and O2 documents. Of these, 65 were for generators and 28 for the AN/TPS-34 radar system. In six instances priority O5 documents were required because stock levels, which are based on lead time plus a thirty day operating level, are not adequate. Levels are depleted because the lead time authorized is less than the actual lead time. To help alleviate some of the problems in the radar area this unit is preparing an "insurance" items request. This measure, however, will not solve the basic problem of non-availability of parts and preventive maintenance material.

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II. ORGANIZATIONAL DATA

- A. Unit Designations and Locations:
1. Marine Air Control Squadron-7, Chu Lai, RVN
 2. Detachment "A", Marine Air Control Squadron-7
Hue Phu Bai, RVN
- B. Period Covered: 1 October through 31 October 1965
- C. Task Organizations: N/A
- D. Command Structure:
1. Marine Air Control Squadron-7
 - (a) LtCol Richard R. Miller - Commanding Officer
 - (b) Maj L. Z. Slawter - Executive Officer
 - (c) 1stLt R. G. Clapp - S-1 Officer
 - (1) CWO M. E. McPeak - Administrative Officer
 - (2) 1stSgt G. M. Wiles - First Sergeant
 - (d) 1stLt H. L. Powell - S-2 Officer
 - (e) Capt H. H. Everett - S-3 Officer
 - (1) Capt M. A. Holder - TAOC Officer
 - (2) 1stLt C. P. Swann - Security Officer
 - (3) 1stLt T. J. Rieker - Senior Air Director
 - (4) 1stLt R. K. Simpson - Senior Air Director
 - (5) 1stLt W. D. Johnson - Air Defense Control Officer
 - (6) 1stLt M. D. McCulley - Air Defense Control Officer
 - (7) 1stLt J. R. Weinhart - Air Defense Control Officer
 - (f) Maj R. W. Fischer - Comm/Flec Officer
 - (1) CWO G. F. Kenner - Comm Maintenance Officer

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- (2) CWO S. A. Golowski - Radar Maintenance Officer
- (g) Capt R. T. Rumbin - Services Officer
 - (1) 1stLt F. J. Yraguen - Motor Transport Officer
 - (2) 1stLt S. G. Chappars - Utilities Officer
 - (3) CWO W. R. Hayes - Supply Officer
 - (4) CWO E. J. Johnston - Embarkation Officer
- 2. Detachment "A"
 - (a) Capt R. E. Vigal - Officer-in-Charge
 - (1) 1stLt H. J. Williams - Air Defense Control Officer
 - (2) WO R. R. Kendall - Air Defense Control Officer
 - (b) Sgt W. L. Morris - NCOIC
- E. Average Monthly Strength - 1 October 1965 through 31 October 1965
 - 1. Marine Air Control Squadron-7
 - (a) 23 Officers (USMC)
 - (b) 225 Enlisted (USMC)
 - (c) 2 Enlisted (USN)
 - 2. Detachment "A"
 - (a) 3 Officers (USMC)
 - (b) 19 Enlisted (USMC)

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

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III SEQUENTIAL LISTING OF EVENTS

October

- 01 21 GCI/GCA handoffs
47 friendly tracks reported
- 02 88 friendly tracks reported
2 in flight followings
- 03 Major Louis Z. STAWER Jr. relieved Lt Col D. E. ROBERTS
as MACS-7 Executive Officer
5 practice GCIs attempted, 5 completed
5 GCI/GCA handoffs
95 friendly tracks reported
8 in flight followings
- 04 16 practice GCIs attempted, 15 completed
6 GCI/GCA handoffs
73 friendly tracks reported
9 in flight followings
- 05 6 practice GCIs attempted, 6 completed
12 GCI/GCA handoffs
73 friendly tracks reported
2 in flight followings
- 06 17 practice GCIs attempted, 17 completed
12 GCI/GCA handoffs
1 in flight followings
- 07 2 practice GCIs attempted, 0 completed
6 GCI/GCA handoffs
54 friendly tracks reported
2 in flight followings
- 08 3 practice GCIs attempted, 2 completed
9 GCI/GCA handoffs
75 in flight followings
- 09 16 GCI/GCA handoffs
78 friendly tracks reported
5 in flight followings
- 10 16 GCI/GCA handoffs
60 friendly tracks reported
3 in flight followings
- 11 5 practice GCIs attempted, 5 completed
11 GCI/GCA handoffs
71 friendly tracks reported
6 in flight followings

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October

12 17 GCI/GCA handoffs
26 in flight followings

13 11 friendly tracks reported
2 in flight followings

14 10 GCI/GCA handoffs
35 friendly tracks reported
19 in flight followings

15 62 friendly tracks reported
3 in flight followings

16 27 friendly tracks reported
3 in flight followings

17 2 practice GCIs attempted, 2 completed
61 friendly tracks reported
3 in flight followings

18 Sgt Gregory Day HOUDLETTE credited with saving two VMO-6
aircraft and the nine persons embarked.
5 GCI/GCA handoffs
47 friendly tracks reported
14 in flight followings

19 2 GCIs attempted, 2 completed
36 GCI/GCA handoffs
71 friendly tracks reported
8 in flight followings

20 7 GCI/GCA handoffs
5 in flight followings

21 8 GCI/GCA handoffs
54 friendly tracks reported
13 in flight followings

22 1 GCI/GCA handoffs
9 in flight followings

23 8 GCI/GCA handoffs
9 in flight followings

24 19 GCI/GCA handoffs
58 friendly tracks reported
10 in flight followings

25 88 friendly tracks reported
2 in flight followings

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October

- 26 4 GCI/GCA handoffs
10 friendly tracks reported
29 in flight followings
- 27 100% night alert for expected ground attack. Augmented "A"
Co, 1/4 in defense
7 practice GCIs attempted, 7 completed
32 GCI/GCA handoffs
78 friendly tracks reported
24 in flight followings
- 28 2 GCI/GCA handoffs
16 in flight followings
- 29 Held Air Defense Warning Condition Drill
Commenced AANFX with 2d LAAMBn and MAG-12
15 GCI/GCA handoffs
6 friendly tracks reported
22 in flight followings
- 30 Held 100% ground attack alert drill
100% night alert for expected ground attack. Augmented "A"
Co, 1/4 in defense.
25 GCI/GCA handoffs
3 friendly tracks reported
10 in flight followings
- 31 100% night alert for expected ground attack. Augmented "A"
Co, 1/4 in defense
4 practice GCIs attempted, 4 completed
24 GCI/GCA handoffs
4 in flight followings

*Note: Figures contained in the Sequential Listing of Significant Events include those for MACS-7 and MACS-7, Detachment "A" at Fue Phu Bai, reference d.