

HEADQUARTERS, MARINE AIRCRAFT GROUP-13
 1st Marine Aircraft Wing, FMF, Pacific
 FPO, San Francisco 96602

3:AMC:cr
 5750
 Ser: 0021-66
 MAR 10 1966

SECRET

From: Commanding Officer
 To: Commanding General, 1st Marine Aircraft Wing
 Subj: Command Chronology Period 1-28 February 1966 (U)
 Ref: (a) MCO 5750.2
 (b) WgO 5750.1A

1. In accordance with references (a) and (b), the subject report is hereby submitted.

2. Upon removal from the subject report this letter is downgraded to Unclassified.

MAG-13

CMD CHRON

John J. Murphy

JOHN J. MURPHY

MAG-13	
S&C #	66 272
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1st MAW S&C No. 1 Copy No.	
1069-66	1

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 12 YEARS. DOD DIR 5200.10

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1 Feb 1966

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MAG-13

MCAS IWAKUNI, JAPAN

COMMAND CHRONOLOGY

FOR PERIOD 1-28 FEBRUARY 1966

DECLASSIFIED

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~~SECRET~~PART ONE: ORGANIZATIONAL DATA1. Commanders and Staff:a. Headquarters, MAG-13 (1-28 Feb)

<u>NAME</u>	<u>BILLET</u>	<u>RANKS</u>	
		<u>T/O</u>	<u>ACTUAL</u>
ODIA E. HOWE	CO	COL	COL
JOHN J. MURPHY	XO	LTCOL	LTCOL
ROBERT L. REED	Adj	MAJOR	CAPT
MICHAEL MURA	S-1 (1-23FEB66)	MAJOR	MAJOR
CHESTER A. LIDDLE	S-1 (23-28FEB66)	MAJOR	MAJOR
DONALD M. STONE	S-2	MAJOR	CAPT
DELLWYN L. DAVIS	S-3	LTCOL	LTCOL
MARVIN R. RUSSELL	S-4	LTCOL	LTCOL

b. H&MS-13 (1-28 Feb)

<u>NAME</u>	<u>BILLET</u>	<u>RANKS</u>	
		<u>T/O</u>	<u>ACTUAL</u>
LYTTON F. BLASS	CO	LTCOL	LTCOL
REECE J. WOODARD	XO	MAJOR	MAJOR
JAMES H. FULBRIGHT	A/C MaintO	MAJOR	MAJOR
ROLAND S. MERRILL	OpsnO	CAPT	CAPT
HOWARD B. SLIGAR Jr.	AdminO	LT	2NDLT

c. MABS-13 (1-28 Feb)

<u>NAME</u>	<u>BILLET</u>	<u>RANKS</u>	
		<u>T/O</u>	<u>ACTUAL</u>
WILLIAM E. CASLIN	CO	LTCOL	MAJOR
CHARLES F. SCHWAB	XO	MAJOR	MAJOR
RICHARD G. ADAMS	AdminO	WO	1STLT
JOHN E. KRUSE	BaseOpsO	MAJOR	MAJOR
JOHN E. KRUSE	BaseServO	MAJOR	MAJOR

d. VMFA-542 (1-28 Feb)

<u>NAME</u>	<u>BILLET</u>	<u>RANKS</u>	
		<u>T/O</u>	<u>ACTUAL</u>
EDDIE E. PEARCY	CO	LTCOL	LTCOL
DONALD W. ANDERSON	XO	MAJOR	MAJOR
LARRY L. ROBINSON	S-1	LT	CAPT
FRANK A. HUEY	S-2	LT	CAPT
PAUL S. FRAPPOLLO	S-3	MAJOR	MAJOR
GLADDEN R. HAMILTON	S-4	N/A	CAPT
JACK S. ROSENTHAL	MaintO	MAJOR	MAJOR

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SECRETe. VMFA-115 (1-28 Feb)

<u>NAME</u>	<u>BILLET</u>	<u>RANKS</u>	
		<u>T/O</u>	<u>ACTUAL</u>
CLYDE R. JARRETT	CO (1-23 Feb66)	LTCOL	LTCOL
DEAN C. MACHO	CO (23-28 Feb66)	LTCOL	MAJOR
RALPH J. SORENSEN	XO	MAJOR	MAJOR
JAMES D. MCBRIDE	S-1	LT	1STLT
HENRY F. CWIEKA	S-2	LT	1STLT
FRANK K. WEST Jr.	S-3	MAJOR	MAJOR
JAMES H. MORT	S-4	WO	2NDLT
DONALD G. KEAST	MaintO	MAJOR	MAJOR

f. VMA-214 (16-28 Feb)

<u>NAME</u>	<u>BILLET</u>	<u>RANKS</u>	
		<u>T/O</u>	<u>ACTUAL</u>
KEITH O'KEEFE	CO	LTCOL	LTCOL
JEROME T. HAGEN	XO	MAJOR	MAJOR
HUBERT MITCHELL	S-1	LT	1STLT
CHARLES A. CAREY	S-3	MAJOR	MAJOR
DARYL E. BAKER	S-4	MAJOR	CAPT
VIRGIL R. HUGHES	MaintO	MAJOR	CAPT

2. Task Organization and Unit Location

MAG-13	MCAS IWAKUNI	COL ODIA E. HOWE
H&MS-13	MCAS IWAKUNI	LTCOL LYTTON F. BLASS
MABS-13	MCAS IWAKUNI	MAJOR WILLIAM E. CASLIN
VMA-311	1-15 Feb IWA/16-28 Feb ChuLai	LTCOL JACK W. HARRIS
VMFA-542	MCAS IWAKUNI	LTCOL EDDIE E. PEARCY
VMFA-115	MCAS IWAKUNI	MAJOR DEAN C. MACHO
VMA-214	1-15 Feb ChuLai/16-28 Feb IWA	LTCOL KEITH O'KEEFE

3. Average Monthly Strengths

	<u>NA</u>	<u>AG</u>	<u>ENL</u>	<u>USN</u>	
				<u>OFF</u>	<u>ENL</u>
MAG-13	15	21	345	0	0
H&MS-13	5	7	135	2	1
MABS-13	21	21	267	1	0
VMFA-115	19	23	261	1	1
VMFA-542	26	4	173	1	0
TOTALS	86	76	1361	5	2

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~~SECRET~~PART TWO: NARRATIVE SUMMARY

February was another month of smooth transition for MAG-13 with two units leaving and two combat squadrons joining the Group. The "TOMCATS" of VMA-311 were replaced by the "BLACKSHEEP" of VMA-214, LtCol. K. O'KEEFE Commanding. After a successful "TIGER" deployment to Iwakuni, VMFA-542 departed for in-country operations. VMFA-323 will arrive at Iwakuni in early March.

VMA-311's detachment at NAS Cubi Point returned to Iwakuni after a successful deployment. Flight operations terminated on 9 February 1966 to ready aircraft for deployment to Chu Lai, RVN. The Advance party departed Iwakuni on 11 February 1966 and remainder of personnel and aircraft on 14 through 18 February 1966. The Operation Plan and Movement Order are included as Appendix 1.

VMA-214's advance echelon arrived at Iwakuni on 10 February 1966 with the squadron reporting OPCON/ADCON MAG-13 on 16 February 1966. The advance party spent most of its time setting up working spaces, washing aircraft, performing routine maintenance, and completing the required indoctrination lectures. When the main body arrived, the BLACKSHEEP scheduled familiarization hops for all pilots and for the four (4) newly assigned pilots. MAWTUPAC Special Weapons Refresher Course was attended by ten squadron pilots.

VMFA-542 squadron's deployment terminated at NAF Naha, Okinawa on 10 February 1966 after conducting helo escort training, air to ground training, and extensive air-to-air refueling. The squadron detachment at NAF Naha returned to Iwakuni on 11 February 1966 after compiling 825 total hours and 689 sorties for this deployment. VMFA-542's advance echelon departed Iwakuni on 22 February in connection with squadron rotation. The remainder of the "TIGERS" departed for Danang; KC-130 re-fuelers were utilized.

VMFA-115 spent the month on extensive weapons training and advance tactics for all flight crews with the major emphasis being placed on newly assigned aircrews. As part of the continuing preparation for deployment, nine (9) aircrewmen attended Jungle Survival School at Cubi Point. On 23 February 1966, Major D. C. MACHO relieved LtCol. C. R. JARRETT as Commanding Officer of VMFA-115. Major MACHO received the reins with enthusiasm and vowed to provide his personnel with a maximum of training for their forthcoming deployment.

VMFA-323 advance echelon reported to Iwakuni on 22 February 1966 with the remainder of the squadron due to arrive within the next reporting period.

Colonel Nelson as head of the FMFPac inspection team visited MAG-13 on 21 and 22 February 1966. After an extensive Material Maintenance and Training inspection, the Group was adjudged as satisfactory.

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SECRET**PART THREE: SIGNIFICANT EVENTS****1. Sequential listing of significant events.**

a. Personnel/Administration. During February Col. HOWE presented 167 Air Medals and two (2) letters of Commendation.

b. Logistics

(1) During the month of February the S-4 assisted in the rotation of VMA-311 and VMA-214. The rotation of VMFA-542 and 323 was commenced on 28 February 1966.

(2) A pre-administrative and material inspection was conducted in preparation for the FMFPac Inspection. The AFC-259 modification of F-4B aircraft by an Q&R modification team was coordinated. The modification was made on fourteen aircraft between the 19th and 27th of February 1966.

(3) The MAG-13 prefabricated tropical hut program continued throughout the month.

(4) Planning continued for the deployment of the advanced echelon of MAG-13.

c. Supply

(1) Procurement was initiated through Naval Supply Depot, Yokosuka, and deliveries commenced for tropical hut construction materials.

(2) The Marine Corps Property Unit commenced segregation of mount-out supplies by squadron.

(3) The Navy Property Unit returned to the supporting shore station the following excess property as part of a continuing program to eliminate material not required:

- (a) NSA - 2, 313 line items, value \$122,409.02
- (b) APA - 2,132 line items, value \$782,595.89

(4) The Navy Property Unit also recomputed high and low limits on all supply officer's stores, continued the cyclic physical inventory, arranged stock records in Federal Item Identification Number (FIIN) sequence, marked stock records with proper Material Accountability recoverability Codes (MARC), and assured that AVCAL Insurance quantities are reflected on stock records.

d. Intelligence/Counterintelligence**(1) Preparation for Execution of Assigned Mission****SECRET**

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(a) Particular Events Related. Continued training and orientation to insure deploying units receive maximum familiarity with S.E. Asia.

(2) Activities

(a) Inspections

1. During the month of February 1966 administrative inspections of VMA-311, VMFA-115, VMFA-542, H&MS-13, and MABS-13 were conducted.

2. FMFPac conducted Maintenance Material and Training inspection of MAG-13 on 21 and 22 February 1966.

(b) Training. The Group S-2 conducted a one hour briefing for VMFA-115 and VMFA-542 on North Vietnam Surface to Air Missile order of battle, capabilities and locations. Four intelligence briefs were given at the regularly scheduled weekly CO's Conference.

(c) Administrative

1. Classified files maintained in accordance with OPNAV INST 5510.1C.

2. Personnel Security Clearances were processed in accordance with OPNAV INST 5510.1C.

3. Unclassified files were maintained in accordance with SECNAV INST P5213.1 (Naval Filing System).

e. Public Information. (See Appendix 2)

f. Training

(1) Special Weapons. MAG-13 conducted loading team training for attached squadrons and furnished personnel and support facilities to MAG-12 Squadrons in the conduct of the below listed training:

DATE	UNIT	# OF PERSONNEL	TYPE TRAINING
1-10 Feb	MAG-12	3	*Delivery Pilot Refresher Trng
1-10 Feb	MAG-12	12	*Loading Refresher
7-12 Feb	MAG-13	26	*Loading Refresher
12-26 Feb	MAG-12	4	*Delivery Pilot Refresher Trng
12-26 Feb	MAG-12	14	*Loading Refresher
21 Feb	MAG-13	10	*Delivery Pilot Refresher Trng
28 Feb	MAG-13	4	*Delivery Pilot Refresher Trng

*Supervised by MAWTUPAC Instruction Team.

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~~SECRET~~(2) Ground Training

(a) February was a month in which increased emphasis was placed on Squadron training in areas of most concern for deploying units. H&MS-13 and MABS-13 also entered the combat training environment by conducting classes in Interior Guard duty, Hand to Hand Combat, and Map Reading. Many other courses were given including Security of Classified Matter and Current Affairs.

(b) During the waning days of the month, H&MS-13 conducted a field problem in which an NBC exercise and a typical VC ambush was aptly demonstrated. Other course of instructions pertinent to Vietnam were offered in H&MS-13 during the month.

(c) The Squadrons in the Group took advantage of fine weather to fire 120 shooters on the pistol range; it is noteworthy that all shooters qualified. An overall grade of satisfactory with discrepancies was assigned to the Training Section.

(d) The MAG-13 NBC School processed 46 students through the curricula during the three (3) schools held during the month. The NBC School was commented on in an outstanding way by the FMFPac inspectors.

(e) A Snake-eye team arrived at MAG-13 on 24 February and conducted school for both pilots and ordnance men. The school lasted approximately two (2) days and offered instruction in arming and delivery techniques.

(f) During the month MAG-13 continued to take advantage of Jungle Survival Schools offered in the Philippines. The Group sent aircrews from each of the Squadrons and other selected personnel in the Safety/Survival Sections of the Squadrons.

g. Air Operations

(1) VMFA-542. During the month of February 1966, VMFA-542 completed its accelerated aircrew training program at NAF NAHA. Objective of this deployment was to qualify/re-qualify all aircrews in air-air, air ground ordnance delivery, close air support, air-air refueling, ECM and ECCM, and an air-air missile exercise was conducted. The deployment was completely successful in all respects. The squadron is now combat capable and achieved 90 percent overall readiness as a result of the deployment. For post deployment report of the exercise conducted, see Appendix (3).

(a) On 21 February 1966, the squadron provided one F4B and aircrew to participate in an exercise with the USS YORKTOWN, see Appendix (4).

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(b) The squadron commenced its second combat deployment to the REPUBLIC OF VIETNAM on 23 February, with the departure of the enroute maintenance support team to NAHA. On 26 February, the mess and security guard detail departed MCAS IWAKUNI for DANANG. On 28 February the squadron commenced fly-away of its ten assigned F4B aircraft. (See Appendix 5).

(2) VMFA-115. Lieutenant Colonel Clyde R. JARRETT was relieved as Commanding Officer by Major Dean C. MACHO on 23 February 1966.

(a) VMFA-115 continued its squadron weapons syllabus and began the advanced tactics phase of the syllabus. Ten crew members were sent to survival courses either at Clark AFB or NAS Cubi Point. Nine crew members completed refresher training in the pressure chamber at Kadena AB.

(b) The FMF Pacific Maintenance/Material Inspection Team conducted an inspection on 21-22 February 1966, following a MAG-13 Administrative/Material Inspection on 7 February 1966.

(c) An Operation Order was formulated for the forthcoming NAHA deployment; an Operation Plan was begun for a later deployment to RVN. (See Appendix 6).

(3) VMA-214

(a) The squadron flew 204 combat sorties for 295 flight hours logged. Total flight time for the month was 480 hours.

(b) ADCON and OPCON of VMA-214 went from MAG-12 to MAG-13 on 16 February 1966.

(c) Since arriving at MCAS Iwakuni the scheduled flights have consisted of area familiarization, instruments and FAM flying the new "BLACKSHEEP".

h. Morale/Welfare Programs. MAG-13 units contributed to the National Health Agencies collection which ended on 15 February 1966. All units reported 100% participation.

(1) Religious Services:

(a) Protestant Divine Worship:

- 1. Sunday - 5 - attendance 225
- 2. Weekday - 5 - attendance 48

(b) Roman Catholic Mass:

- 1. Sunday - 3 - attendance 191
- 2. Weekday - 14 - attendance 73
- 3. Stations of the Cross - 1 - attendance 34

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(2) Counseling and Visitation:

- (a) Protestant Chaplain - 63
- (b) Catholic Chaplain - 23
- (c) Brig Visits - 9
- (d) Hospital Visits - 47

(3) Wing Marriage Board:

- (a) Wing Marriage Board met with one applicant
- (b) Two (2) Joint Marriage Counseling

(4) Civil Affairs:

- (a) Arranged weekly visits to Shuddo-in Orphanage.

i. Motor Transport. Three aviation support schools and two drivers schools were conducted during the month.

j. Communications. The Communications Section conducted training in maintenance and repair of single side band and FM radio equipment. A training program was commenced on all phases of wire communications. The Communications Center continued to operate Wing Command Net TWO. During the month of February the Communications Center processed four thousand seven hundred and fifty-four (4754) messages.

k. Aviation Status Reports. (See Appendix 7).

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~~SECRET~~PART FOUR: SUPPORTING DOCUMENTSTABLE OF CONTENTS

✓ APPENDIX 1	VMA-311 OPERATION PLAN 1-66 AND MOVEMENT ORDER
✓ APPENDIX 2	INFORMATIONAL SERVICES REPORTS
✓ APPENDIX 3	VMFA-542 POST DEPLOYMENT REPORT
✓ APPENDIX 4	CTG 54.4 170059Z FEB66
✓ APPENDIX 5	VMFA-542 OPERATION PLAN 1-66 AND MOVEMENT ORDER
✓ APPENDIX 6	VMFA-115 OPERATION ORDER 1-66
✓ APPENDIX 7	AVIATION STATUS REPORTS
✓ APPENDIX 8	COMMAND DIRECTORY

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 Marine Attack Squadron 311
 Marine Aircraft Group 13
 1st Marine Aircraft Wing
 Fleet Marine Force Pacific
 MCAS Iwakuni, Japan
 4 February 1966
 002A03566

Operation Plan 1-66

Ref: (a) Applicable Messages
 (b) MAG-13 O (When issued)

Time Zone: Zulu

Task Organization:

a. VMA-311: LtCol J. W. HARRIS

- (1) Flight Echelons: LtCol J. W. HARRIS
- (2) Advance Echelon: Major A. S. OHAREN
- (3) Enroute Support Team: 1stLt E. W. KIMMEL

1. SITUATIONa. Enemy Forces. See current ISUMS.b. Friendly Forces.

- (1) MAG-13 provides support for Iwakuni-Naha segment.
- (2) MAG-12 provides support for Cubi-Chu Lai segment.
- (3) VMGR-152 provides air transportation as required.
- (4) Enroute Bases provide normal transient support.

c. Attachments and Detachments.

- (1) Advance Echelon departs on or about 7 February 1966.
- (2) Enroute Support Team departs on or about 12 February 1966.

2. MISSION. To rotate VMA-311 from MCAS Iwakuni to Chu Lai, RVN not later than 17 February 1966.3. EXECUTION.a. Advance Echelon.

(1) Depart MCAS Iwakuni by assigned aircraft.

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APPENDIX 1

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(2) Upon arrival at Chu Lai, RVN, inventory and take custody of all property to be transferred. Make all preparations necessary for the Squadron's arrival.

b. Enroute Support Team.

(1) Depart MCAS Iwakuni in assigned aircraft.

(2) Upon arrival at NAS Cubi Point, establish liaison to provide services necessary for the movement of aircraft through the base during rotation.

(3) Be prepared to depart NAS Cubi in assigned aircraft following the movements of the squadrons.

c. Flight Echelon.

(1) Be prepared to depart MCAS Iwakuni on or about 14 February 1966. Flight compositions and routes to be flown will be as depicted in Annex A (Flight Planning). The first ten aircraft will fly two legs, Iwakuni to Naha to Cubi and RON. The remaining will fly one leg the first day, Iwakuni to Naha and RON. On or about 15 February, when directed, the first ten aircraft will fly one leg, Cubi to Chu Lai, and the remaining aircraft will fly two legs, Naha to Cubi to Chu Lai.

d. Main Body. The Main Body will depart MCAS Iwakuni with the squadron equipment and personal belongings by KC-130 aircraft during 14-17 February 1966. Flight operations during the period 11-14 February 1966 will be minimal to allow for staging and preparation of personal gear.

e. Coordinating Instructions.

(1) All Squadron property to be transferred will be inventoried prior to 14 February 1966.

(2) All Squadron aircraft to be transferred will be inventoried by Main Body personnel. All aircraft to be accepted will be inventoried by Advance Echelon personnel.

(3) Anti-Exposure suits will not be worn. They will be stored at MCAS Iwakuni by the Logistics Officer.

(4) Survival vests will be worn by pilots on all legs. T.O. weapons will be carried.

4. ADMINISTRATION AND LOGISTICS.

a. Administration: See Annex D (Administration) to Op Plan 1-66.

b. Logistics: See Annex C (Embarkation) and Annex F (Logistics) to Op Plan 1-66.

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SECRET**5. COMMAND AND COMMUNICATIONS-ELECTRONICS**

a. Command. The VMA-311 Command Post will be at the location of the Commanding Officer at all times.

(1) Upon arrival at NAS Cubi, report OPCON CTF 77. Movement to Chu Lai will be when directed by CTF 77.

(2) Upon arrival at Chu Lai, report OPCON/ADCON MAG-12.

(3) Current REDOPS will be submitted within 24 hours after arrival at Chu Lai.

b. Communications.

(1) Airborne communications will be in accordance with Annex B (Enroute Procedures) and current FLIP publications.

(2) Ground communications will be by Naval Message.

J. W. Harris
J. W. HARRIS
LtCol, U. S. Marine Corps
Commanding

ANNEXES:

- A FLIGHT PLANNING
- B ENROUTE PROCEDURES
- C EMBARKATION
- D ADMINISTRATION
- E LOGISTICS
- F DISTRIBUTION

DISTRIBUTION: Annex F (Distribution) to Op Plan 1-66

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 Marine Aircraft Group 13
 1st Marine Aircraft Wing
 Fleet Marine Force Pacific
 MCAS Iwakuni, Japan
 4 February 1966
 003403566

Annex A (Flight Planning) to Op Plan I-66

Ref. None

Time Zone: Zulu

1. General.

a. Based on the data contained herein, flight leaders designated in Appendix I to this Annex will have all flight planning completed except for winds by 11 February 1966.

b. A flight briefing will be conducted at 0900 on 11 February 1966 for all flight echelon personnel in the Squadron Ready Room. Following the briefing, flight packets will be distributed, and weather cross sections will be ordered.

c. Authenticator tables will be distributed to flight echelon personnel at the final briefings on 14 February 1966.

d. Flight leaders will be responsible for filing and picking up weather cross sections on the day of departure and at enroute bases.

e. All flights will file IFR. VFR departures will be utilized, weather permitting. Flight level 200 will be used unless directed otherwise.

2. Alternate/Divert Fields.

a. For the Iwakuni-Naha leg, the primary divert fields are Itazuke, Nyutaka, and Kadena AFB. Kinoya and Futenma may be utilized in an emergency.

b. For the Naha-Cubi leg, the primary divert fields are Tainan AB and Clark AFB. Iacag AB, NAS Sangley and Manila International are available as emergency fields.

c. For the Cubi-Shu Lai leg, the primary divert fields will be Danang AB and Ubon AB. Emergency in-flight refueling is available from Danang on fifteen minutes notice to Joyride (1st MAW TACC) on 300.2 mc.


 W. HARRIS
 LtCol. U. S. Marine Corps
 Commanding

APPENDICES
 I FLIGHT ECHELON ASSIGNMENT

DISTRIBUTION: Annex F (Distribution to Op Plan I-66)

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 Fleet Marine Force Pacific
 MCAS Iwakuni, Japan
 4 February 1966
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Appendix 1 (Flight Echelon Assignment) to Annex A (Flight Planning) to
 Op Plan 1-66.

CHAIN	EVENT	NAME	RANK	SERNO	INST CARD	EXPIRES
CHAIN	2-1	HARRIS, J.W.*	LTCOL	049520	SPECIAL	8/17/66
	2-2	XAVIER, A.M.*	1STLT	028544	STANDARD	5/28/66
	2-3	TIERNEY, D.T.	CAPT	077260	STANDARD	1/29/67
	2-4	WEIHENMAYER, E.A.	1STLT	086537	STANDARD	8/17/66
CHAIN	2-5	PSAROS, G.C.	CAPT	072907	SPECIAL	10/6/66
	2-6	ONSTOTT, F.M.	1STLT	084261	STANDARD	2/3/67
	2-7	JOHNSON, R.L.*	1STLT	086929	STANDARD	10/21/66
	2-8	GARDNER, W.C.	1STLT	087228	STANDARD	10/12/66
CHAIN	2-9	SCHNEIDER, J.H.	1STLT	084829	STANDARD	8/28/66
	2-10	JARRELL, E.B.	1STLT	088693	STANDARD	9/22/66
	2-11	HAWKINS, D.L.	1STLT	049478	STANDARD	11/9/66
	2-12	JONES, W.D.	CAPT	089618	STANDARD	3/3/66
CHAIN	2-13	MADISON, G.M.	CAPT	081643	STANDARD	8/20/66
	2-14	SORENSEN, C.R.	1STLT	085907	STANDARD	8/17/66
	2-15	GASCOIGNE, D.G.	MAJ	063587	SPECIAL	12/18/66
	2-16	FINNEGAN, W.F.	1STLT	084334	STANDARD	4/19/66

* Programmed to fly a mission on first day of arrival. Advance party will ensure adequate briefing will be given these pilots prior to launching on a combat mission. In addition ensure all aviators are presented with an up to date S-2/S-3 briefing prior to any flight in Vietnam.

J. W. Harris
 J. W. HARRIS
 LtCol U. S. Marine Corps
 Commanding

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 1st Marine Aircraft Wing
 Fleet Marine Force Pacific
 MCAS Iwakuni, Japan
 4 February 1966
 CMCB/366

Annex B (Enroute Procedures) to Op Plan 3-66,

Tire Zone: Zulu

1. COMMUNICATIONS.

a. Departure and climb from MCAS Iwakuni will be accomplished on Iwakuni Departure Control, 236.2. The ATC agency for control from NEU to Sonoto is Kagoshima Radio, 255.4. GCI flight following may be obtained by contacting 011 Maid Sierra on 278.4.

b. It is to be understood that GCI agencies are not members of the ATC organization. You may request that they relay reports to the proper agencies, however, they are not bound to do so and the responsibility is yours to ensure that the reports are made.

c. Upon arrival at Naha, contact Okinawa Approach Control on 255.4 for IFR servicing or Naha Tower on 303.6/236.6 for VFR handling.

d. Departure and climb from Naha will be accomplished on Okinawa Departure Control 363.8. This leg is normally flown under GCI control except for departure from Naha and termination at Cubi. All GCI agencies for the leg can be contacted on 278.4. Flight following agencies are as follows:

(1) Naha to Point Denver—Wayside Bravo

(2) Denver to Reno—High Club (Speak Slowly)

(3) Reno—Make ADIZ report to Backlash and have him relay to Manila Control. You should be able to pick up Iacag Tacan (Channel 88) shortly after passing Reno so that a handoff may be obtained to Cubi Approach Control 291.4 for the approach. Cubi tower operates on 240.2; Ground Control on 360.2 for VFR handling.

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 4 February 1966
 003403566

Annex B (Enroute Procedures) to Op Plan 1-66

Time Zone: Zulu

e. It should be noted that the Naha-Cubi leg contains a 350 mile segment in which no navigational aids are available except for GCI flight following and the ASN-19 computer.

f. Departure and climb from Cubi will be accomplished on Cubi Point Departure Control 292-40.

g. The PADIZ report will be made to Manila Control on 255.4. Upon leaving the Manila FIR, attempt to relay to Saigon ACC through GCI or another aircraft who is in radio contact with you and a control agency. GCI agencies are Yardstick leaving Cubi and Panama approaching Danang. Maintaining communications during the Cubi-Danang leg will be very frustrating. However, constant attempts must be continued to ensure positive contact prior to reaching Panama's area of intercept responsibility.

h. From Danang to Chu Lai, obtain a handoff from Panama to Chu Lai Approach Control for IFR handling 321.0 or Chu Lai Tower 340.2 for VFR instructions. Chu Lai Ground Control operates on 360.2.

i. It should be noted that the Cubi-Danang leg contains a 350 mile segment where no navigational aids are available except for the ASN-19 computer. Communication coverage for this leg for the altitudes flown by A4 aircraft is generally unsatisfactory.

2. GENERAL.

a. Authenticators. Flight leaders will draw necessary authenticators from enroute bases. Remember that these are both classified and sensitive and require careful handling. Ensure a continuous chain of receipts.

b. Down Aircraft. No single aircraft flights will be flown. Flight leaders will so brief to ensure that section integrity is maintained.

c. Strange Fields. Flight leaders will ensure that all members of their flights are thoroughly familiar with the landing fields along the route. This will include a complete briefing on short field procedures at Chu Lai. It should be anticipated that a short field, MOREST landing will be required at Chu Lai.

d. Fuel Management. Drop tank transfer should be commenced immediately after take off to ensure early detection of transfer malfunctions.

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Annex B (Enroute Procedures) to Op Plan 1-66

Flight Zones: Zulu

e. Take Offs. Temperature and density altitude increases as the flight progresses southward will result in a continuing increase in the take off distance required even though the take off gross weight will remain constant. Plan your take off roll and know your abort procedures at each field.

f. Oil. Ensure that your oil level is checked immediately after shutting the engine down. This will save time on departures.

J. W. Harris
 J. W. HARRIS
 16031 U. S. Marine Corps
 Commanding

APPENDICES:

✓ 1. Abbreviated Comm Plan
 2. Enroute Flight Log

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Appendix L (Abbreviated Comm Plan) to Annex B (Enroute Procedures to
 Op Plan 1-66

Time Zone: Zulu

Iwakuni Departure Control	236.6
Kagoshima Radio	255.4
GCI Common	278.4
Okinawa Control	292.1
Okinawa Approach Control	255.4
Manila Control	255.4
Cebu Approach Control	291.4
Saigon Control 9	255.4
Chu Lai Approach Control	321.0

J. W. Harris
 J. W. HARRIS
 LtCol. U. S. Marine Corps
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Appendix 2 (Enroute Flight Log) to Annex B (Enroute Procedures) to
 Op Plan 1-66

Time Zone: Zulu

1. Leg #1 (Iwakuni to Naha)

ROUTE	FIX	ID/FREQ	LAT/LONG	Hdg	Dist
			3408N		
	Iwakuni	NEU	13214E		
			3133N		
J6	Kagoshima	HKC/80	13030E	215	232
			3000N		
J7	Bonito		12939E	210	112
			2621N		
J75	Kadena	OKI/78	12746E	203	240
			2641N		
Direct	Naha	LYN/96	12739E	230	12

2. Leg #2 (Naha to Cubi)

			2446N		
JG 6	Miyako Jigou	OKI/78	12520E	238	218
			2300N		
B-2	Denver		12400E	216	127
			1811N		
JB-2	LAOAG	LAO/83	12032E	215	200
			1637N		
JB-1	Poro Point	PT/80	12017E	183	108
			1448N		
JT-19	DASOL			214	51
JT-12	Cubi	NCP/43	12016E	157	73

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Appendix 2 (Enroute Flight Log) to Annex B (Enroute Procedures) to Op Plan I-66

Time Zone: Zulu

3. Leg #3 (Cubi to Chu Lai)

			1422N		
	Shell	NCL/71	11922E	210	33
			1350N		
JT-3	Beef	NCL/72	11926E	227	35
			1425N		
R-6	PADIZ	LUE/82	11700E	280	144
			1457N		
R-6	Saigon	FIR	11400E	280	177
			1535N		
R-6	VADIZ	DAG/37	11022E	280	202
			1603W		
Reo	Da Nang	DAG/37	10812E	280	133
			1525N		
D	Chu Lai	CHU/50	10842E	152	52

J. W. Harris
 Lt Col U. S. Marine Corps
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Appendix C (Embarkation) to Op Plan 1-66

Ref: (a) MAG-13 Order P4600.1D (Embark SOP)
 (b) 1st MAW Order 4631.7A

Time Zones: Zulu

1. Organization for Embarkation.

a. Assignment of Personnel to Aircraft. Passenger manifests will be published one week prior to departure.

b. Leading Schedule and Assembly Areas.

(1) For advanced echelon; palletized gear will be staged on the flight line by 1400, 6 February 1966. Personal baggage will be carried aboard the aircraft by embarked personnel. Foot lockers will be banded as pallet loads and will be staged as gear to be palletized by 1400 on the day prior to departure. Muster for all embarked troops will be held on the flight line one hour prior to departure time by NCOIC.

(2) For the main body and pilots flying aircraft; all locker boxes will be staged in the hanger on the 13th to be banded and palletized on that day.

(3) For enroute support echelon; Palletized gear will be staged on the flight line by 1400 12 February 1966. Personal baggage will be carried aboard the aircraft by embarked personnel. Foot lockers will be positioned on the flight line by 1400 on the day prior to departure for banding into palletized units. Muster will be held on the flight line one hour prior to departure by NCOIC.

(4) For enroute support echelon from NAS Cubi to Chu Lai; Upon completion of needs, the Cubi Point echelon will prepare equipment for embarkation, including banding and palletizing locker boxes and baggage aboard the transport aircraft.

(5) Personal gear to be stored at MCAS Iwakuni, Japan or 3rd FSR, Okinawa, will be handled in accordance with instructions to be published at a later date.

c. Advanced Party.

(1) Will be positioned at Chu Lai on 7 February 1966

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Annex C (Embarkation) to Op Plan I-66

(2) Enroute Support Team will be positioned at NAS Cubi by 15 February 1966.

d. Main Body.

(1) Will arrive at Chu Lai about 14 - 17 February 1966.

2. Supplies and Equipment to be Embarked.

a. All equipment will be properly marked and weighed accurately prior to staging.

b. Weapons will be inventoried prior to departure to insure that no personal firearms or ammunition are taken aboard the aircraft.

3. Movement and Embarkation of Personnel.a. Movement of personnel and baggage to staging areas:

(1) The Motor Transport Officer will furnish vehicles and drivers to move personal gear from the living areas to the flight line.

(2) Muster will be taken one hour prior to loading aboard the aircraft.

b. Uniforms

(1) Officers. Flight suit or utilities with TO weapon.

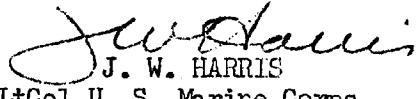
(2) Enlisted. Utilities with individual equipment and TO weapon.

c. Baggage Permitted.

(1) Officers: 1 Foot Locker, 1 B4 bag and 1 Parachute bag.

(2) Staff NCO's: 1 Foot Locker and 1 B4 bag.

(3) Sergeant E-5 and below: 2 Sea bags.


 J. W. HARRIS
 LtCol U. S. Marine Corps
 Commanding

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Annex D (Administration) to Op Plan 1-66

Ref: None

Time Zone: Zulu

1. Strength. Personnel strength for the deployment will be as follows:

a. Officers	30 MC	1 USN
b. Enlisted	161 MC	2 USM

2. Discipline Law and Order. In accordance with existing directives and the bulletins, regulations and policies of higher authority at final destination.

3. Morale and Personal Services.

a. Leave. None other than emergency leave is authorized.

b. Exchange Services. Minimum facilities are available. Only essential comfort items are provided and these are limited in quantity. Personnel should purchase most luxury items before departure. Examples of such items are as follows:

8

- (1) Small Fan
- (2) Towels (colored)
- (3) Extension cord
- (4) Small plastic wash pan
- (5) Bed Lamp
- (6) Toilet articles
- (7) Caps
- (8) Swim suit
- (9) Flashlight with extra batteries
- (10) Shaving mirror
- (11) Rubber Boots
- (12) Tobacco

c. Postal.

- (1) The official postal address will remain:

Rank, Name, Service Number
Marine Attack Squadron 311
 Section (to which assigned)
 FPO San Francisco, California, 96601

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Annex D (Administration) to Op Plan 1-66

(2) Air Mail (Letters) may be sent "Free" from RVN to CONUS. It is important that when sending a letter, the sender write in long hand the word "Free" in the upper right hand corner of the envelope.

(3) The Squadron Postal Officer will ensure that Wing Postal is properly notified of Movement and that adequate information is provided.

d. Pay.

(1) Normal upon arrival at destination. Personnel are enjoined not to carry Japanese Military Payment Certificates (MPC) into RVN and vice versa. The tentative date for pay prior to departure is 10 February 1966. Special pay for the advance echelon will be held on 1 February 1966. The enroute support team will be paid on 11 February 1966. Exchange of MPC to U.S. currency will be effected on the indicated pay dates.

(2) Hostile Fire Pay will be \$65.00 per month for all hands.

(3) Officers are charged \$1.35 per day for rations. Disbursing automatically deducts this amount from each officers pay.

(4) Income Tax Deductions.

(a) All basic pay is non-taxable for enlisted men and Warrant Officers.

(b) Officers are allowed a \$200.00 per month deduction and must advise Disbursing regarding the amount of taxes to withhold. It is recommended that each officer continue to have taxes withheld at the present rate.

e. Records.

(1) SRB/QQR and Pay and Health records will be transported by the Squadron Administrative Section.

f. Shots. All shot cards will be examined at the time final shots are administered. Deficiencies will be corrected at that time. The time and place for shots will be announced at a later date.

g. Religious Activities. A schedule of religious services will be posted upon arrival at the final destination.

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Annex D (Administration) to Op Plan 1-66

h. Special Services. Athletic equipment will be available at destination. The Squadron Special Services Officer will establish liaison with the MAG-12 Special Services Officer upon arrival.

4. Uniforms.

a. All personnel will have in their possession the minimum issue of uniform clothing less Winter Service, Tropical and Dress uniforms.

b. All personnel may have a minimum amount of appropriate civilian clothing in their possession.

c. Officers and Staff NCOs may have one foot locker and one sea bag/Val pack. Sergeants and below may have two sea bags.

d. All personnel are cautioned that Winter Service and/or Summer Service uniforms will be required for travel to CONUS upon reassignment or emergency leave, etc..

e. The arrival uniform at destination is utilities.

5. Storage and Disposition of Personal Effects.

a. A procedure for storage and disposition of personal effects will be promulgated at a later date.

6. Civil Affairs. The Squadron Legal Officer will be responsible for Civil Affairs as it applies to this squadron when in place at the final destination.

7. Personnel Procedures. No change from existing directives.

J. W. Harris
 J. W. HARRIS
 Major U. S. Marine Corps
 Commanding

APPENDIX:

1. Roster of Advance Echelon NIF
2. Roster of Enroute Support Team NIF
3. Roster of Main Body NIF

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Annex E (Logistics) to Op Plan 1-66

Ref: (a) MAG-13 Order 4420.1

Time Zones Zulu

1. Supplies and Equipment.

a. Class I. Messing and billeting, and transportation for the Main Body and Support Echelon will be arranged by the Advanced Echelon prior to arrival of Main Body at destination.

b. Class II and III. The following MCP and individual items will be embarked from MCAS Iwakuni.

(1) Equipment Carried. Field jackets with liners will be turned in to the warehouse one hour prior to scheduled departure, after the muster of personnel is conducted. This applies to the advanced, enroute support echelons and the Main Body. Pilots flying aircraft will turn theirs in to Marine Corps Property prior to departure.

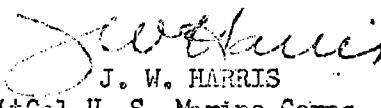
a. Officers.

Pistol Belt	1 ea
Holster for '60 weapon	1 ea
TO Weapons	1 ea
Magazine, Cal. 45	2 ea A/R
Pocket, Ammunition, Cal. 45	2 ea A/R

(2) Equipment to be packed for shipment.

a. Marine Corps Property will remain in place except for 702 gear.

b. Navy Property to remain in place except for hand carried tool boxes.


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 LtCol U. S. Marine Corps
 Commanding

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Time Zone: Zulu

Distribution:	CO, FMFPAC	1
	CTF-77	1
	CO, 1st MAW (Rear)	2
	CO, 1st MAW	2
	CO, MCAS Iwakuni	1
	CO, Maha AB	1
	CO, NAS Cubi Point	2
	CO, MAG-13	2
	CO, MAG-32	2
	CO, VMGR-152	1
	CO, VMA-214	4
	CO, VMA-311	4

J. W. Harris
 J. W. HARRIS
 LtCol, U. S. Marine Corps
 Commanding

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C O P Y

S E C R E T

PRIORITY
P210300Z JAN 66
FM MAG ONE THREE
TO MARATKRON THREE ONE ONE
INFO COMSEVENTHFLT
CG FMFPAC
CG FMFPAC/IMAC FWD
CG III MAF
CG FIRST MAW
CTF SEVEN SEVEN
CTF SEVEN NINE
FIRST MAW (REAR)
MAG ONE TWO
MCAS IWAKUNI
MCAS FUTEMA
NAF NAHA
NAS CUBI PT
VMGR ONE FIVE TWO
MARATKRON TWO ONE FOUR
BT

S E C R E T

MOVEMENT ORDER (U)

- A. CG FIRST MAW 122213Z
- B. NWIP 10-1 SUPPLEMENT
- C. WGO 4631.7A
- D. WGO P4400.16B

1. SITUATION. IAW REF A VMA-214 AND VMA-311 RELOCATE BETWEEN CHU LAI

RVN AND IWAKUNI. THIS IS ROUTINE INTRA-THEATER ROTATION.

2. MISSION. RELOCATE VMA-311 TO CHU LAI RVN.

3. EXECUTION

A. SCHEDULE OF EVENTS:

(1) ON 7 FEB 66 ADVANCE ECHELON, 3 OFFICERS, 8 ENLISTED KEY PERSONNEL TO CHU LAI, RVN FOR INVENTORY AND RECEIT FOR A/C TECHNICAL FILES AND PROPERTY.

(2) NLT 13 FEB 66 POSITION ONE (1) OFFICER AND 13 ENLISTED ENROUTE MAINTENANCE PERSONNEL AT CUBI PT TO SUPPORT MOVEMENT OF A/C.

(3) COMMENCING 14 THRU 17 FEB MAIN BODIES TO BE AIRLIFTED TO CHU LAI RVN.

B. PROPOSED FERRY SCHEDULE:

(1) DEPART 8 A/C ON MORNING 14 FEB FOR NAHA, THEN TO CUBI PT, RON.

(2) DEPART 8 A/C ON AFTERNOON 14 FEB FOR NAHA. RON.

(3) 14 FEB DEPART 8 A/C CUBI PT TO CHU LAI AND 8 A/C NAHA TO CHU LAI.

C. MAG ONE THREE ASSUMES SUPPLY SUPPORT OF FERRY MOVEMENT AT IWA AND NAHA. ASSUME TEMPORARY CUSTODY OF STRAGGLER A/C AT IWA AND NAHA AFTER 16 FEB, PREPARE FOR FLIGHT AND DELIVERY TO CHU LAI.

D. UPON ARRIVAL CUBI, CO VMA-311 REPORT OPCON CTF 77, UPON ORDER CTF 77 PROCEES CHU LAI.

E. UPON ARRIVAL CHU LAI REPORT OPCON/ADCON MAG-12.

PAGE ONE OF TWO PAGES

S E C R E T

TAB A TO APPENDIX 1

C O P Y

C O P Y
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F. COORDINATING INSTRUCTIONS:

- (1) MAG-12 ASSUMES SUPPLY SUPPORT TO FERRY MOVEMENT AT CUBI PT.
- (2) MAG-12 WILL ARRANGE ONWARD LIFT VMA-311 ENROUTE SUPPORT PERSONNEL CUBI PT - CHU LAI.
- (3) MAG-13 WILL PROVIDE ENROUTE SUPPORT/PERSONNEL AT NAHA.
- (4) MAG-13 WILL PROVIDE ENROUTE SUPPORT/PERSONNEL AT CUBI PT.
- (5) MAG-13 WILL ARRANGE LIFT VMA-214 PERSONNEL FROM NAHA-IWAKUNI.
- (6) AIRLIFT REQUEST IAW REF C.
- (7) AIRSPACE RESERVATIONS FL 300 TO BE REQUESTED IN ADVANCE.
- (8) SUBMIT MOVREPS IAW REF B.
- (9) SUBMIT REDOPS CHANGE WITHIN 24 HRS AFTER ARRIVAL CHU LAI.

4. ADMINISTRATION & LOGISTICS

A. ADMINISTRATION

- (1) SQDN FILES ROTATE. FILES AND ORDERS PECULIAR TO AREA REMAIN IN PLACE. PERSONAL EFFECTS MAY BE STORED/SHIPPED IAW PARA 1703-1704 REF D. SHIPMENT HHE NOT AUTH.

- (2) TRAVEL ORDERS ISSUED IN CONNECTION HEREWITH WILL, WHERE POSSIBLE, BE IN ACCORDANCE WITH PARA 5151 MARCORPERSMAN. AND PARA 4100 JTR.

B. LOGISTICS

- (1) NAVY PROPERTY. ALL REMAIN IN PLACE, EXCEPT TOOL BOXES TO BE ROTATED.

- (2) MARCORPS PROPERTY - ALL REMAIN IN PLACE EXCEPT INDIVIDUAL EQUIPMENT ISSUED TO PERSONNEL FOR WHICH MAG-12 AND MAG-13 WILL EXCHANGE BY INVOICE. PRIVATELY OWNED FIRE ARMS WILL NOT, REPEAT, BE BROUGHT INTO RVN.

- (3) AIRCRAFT WILL BE FERRIED VIA NAHA, CLARK/CUBI PT.

C. MEDICAL. INSURE ALL REQUIRED IMMUNIZATION ACCOMPLISHED.

5. COMMAND/CONTROL. DIRLAUTH ALCON.

GP-4

PAGE TWO OF TWO PAGES

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C O P Y

OPTIONAL FORM NO. 10
5010-104

UNITED STATES GOVERNMENT

Memorandum

TO : S-3, Marine Aircraft Group-13

DATE: 28 February 1966

FROM : Marine Aircraft Group-13, TIO

SUBJECT: TIO, Command Chronology

Encl: (1) Subject Chronology

1. Enclosure (1) is hereby submitted as the TIO, Command Chronology for this Command for the month of February 1966.


W. L. CRAVEN

APPENDIX 2

Out for Parade

Medical men serving in Vietnam have a mammoth task: keeping the 200,000 American servicemen serving there fighting fit. And they have been doing a pretty good job. With more advanced equipment and more skilled medical personnel, 99 of every 100 men wounded in battle can be expected to live, as compared to only 73% in World War I. The better equipment and advanced techniques are the products of scientific research, but their application isn't an inherited trait. The skills are studied and learned, then practiced, applied, and practiced some more, until the corpsman, doctor, dentist or nurse can react instantaneously to almost any situation he or she might face.

Realistic Taste. So out to do a little practicing last week went 27 local Navymen—18 doctors and corpsmen, and nine of their kinsmen from the 11th Dental Co. Hosted by MAG-13, the medical personnel got a realistic 4-day taste of field life. Purpose of the problem was to teach them the use and care of their medical equipment and supplies when away from the luxury and comforts of their

quarters. Well set offices and operating rooms. They didn't have many serious illnesses to treat, but most of their patients were satisfied with nothing more than a ration of cold tablets. Those who required much more were evacuated by ambulance to the station hospital for further treatment.

Tagged "Medentual," the operation went through its paces on the wingside softball diamond. Though a bit chilly for any kind of action on the ball field, the sailors and supporting MAG-13 units, were undaunted. Medical, dental and organic materiel for the operation was staged at the site Feb. 16, erected and situated the following two days. Then on Feb. 19, "D" Day, the small tent city was set up and the units began operation. That's about the time local rice farmers began receiving a bonus crop booster: prolonged pre-spring showers! The chilling rains began to fall near the

On-the-spot service ar
f money left over.

Now, Two Names

MAG-13, long serving in the wing of Protestant Chaplain Richard R. Smith, got a "father" this month. Catholic Chaplain Kenneth A. Mitchell, 45, reported for duty with the group Feb. 11.

Father Mitchell, who hails from St. Louis, Mo., completed his high school education at Wellston, Mo., in 1938. From 1942-43 he attended the Sacred Heart Novitiate at St. Marie, Ill., then entered the Sacred Heart Monastery at Hales Corners, Wis., where he graduated in 1949 with a Bachelor of Arts degree in philosophy and theology.

After completing his education, Mitchell spent 8 yrs. in parole and probation working in Lake County, Wash. There he taught American and world history at the Divine Heart Seminary in Donaldson, Ind. He first entered the service in Oct. 1959, was commissioned a captain in the Army



Chaplain's Corps without ever holding any lower rank. His experience and age were cited as the reasons for the unusual commission.

The priest left the Army in 1962 after serving a 3-yr.

MITCHELL tour of duty with the 4th Army Div. at Erlangen, West Germany, to become Superior of the Sacred Heart Monastery and Rector of the Major Seminary for the Order of the Congregation of Priests of the Sacred Heart, back at Hales Corners. He came back in the service as a Navy chaplain late in 1965. After completion of Chaplain's Indoctrination School at New Port, R.I., and Field Medical Service School at Camp Pendleton, Calif., Father Mitchell volunteered for and was granted a duty assignment in the Far East.

and third sets from H&MS-13, MABS-17 continue its winning ways by beating NAMD two straight, and H&HS-17 move into a tie for second with Works by defeating MABS-13 in two straight sets.

A Change at '115

Maj. Donald J. Macho assumed command of VMFA-115 last Wednesday, replacing LtCol. Clyde R. Jarrett, during formal ceremonies on the squadron's flight line. Col. Jarrett was transferred to another 1st Wing unit.

The new commanding officer reported to VMFA-115 recently from Da Nang, Vietnam, where he had served as officer-in-charge of the III MAF Combat Information Bureau.

A 1947 graduate from the College of the Pacific Seminary with a degree in journalism, Maj. Macho completed flight training at Pensacola, Fla., in October 1950 and was commissioned a second lieutenant and designated a naval aviator. In 1964 and 1965 he attended the Command and Staff College at Quantico, Va.

Among Maj. Macho's decorations are the Distinguished Flying Cross and four Air Medals, all of which he won while serving as a fighter pilot during the Korean War.

ball and baseball games, conducted a hand grenade throwing contest and gave squadron patches to the winning team members. The entire affair was financed by the coffee mess fund.

But there was still plenty of money left over. So, "in appreciation of all the help Wing and MAG-13 units have given to VMFA-542, in attaining maximum combat readiness," the unit decided to treat for a floor show and 2 hrs. of free drinks at each of the mainside clubs. The Highlights, a local Japanese combo which was hired for \$250, presented a 1-hr. show Friday night, first at the Staff NCO Club, then the Enlisted Club and finally at the Officers Club. VMFA's Capt. Larry Robinson emceed the three performances.

and Gerald A. Beliveau, to their present ranks.

H&HS-17 — SSgt. Domingo L. Porras; to his present rank.

MABS-17 — SSgt. James T. Clark; to his present rank.

TORII TELLER
28 FEB '66

Int. Marine-Navy Bowling		Won	Lost	%	GB
MABS-17	3	0	1.000		
H&MS-13	1	0	1.000	1	
H&HS-17	2	1	.667	1	
Public Works	2	1	.667	1	
MABS-13	2	1	.667	1	
VP-42	2	2	.500	1½	
NAMD	1	2	.333	2	
VMFA-115	1	2	.333	2	
VP-1	0	5	.000	4	
Marine-Navy Bowling League		Won	Lost	%	GB
Navy Supply	16	4	.800		
AUW	13	7	.650	3	
IOS	11	9	.550	5	
Mine Shop	10	10	.500	6	
NAMD	10	10	.500	6	
King Pins	9	11	.450	7	
FAW-6	6	14	.300	10	
MABS-17 Utilities	5	15	.250	11	

success of his squadron. His courage and devotion to duty in the face of hazardous flying conditions were in keeping with the highest traditions of the United States Naval Service" said the citations.

The major has also earned his sixth air medal, will get a star for it when MABS-13 receives the citation.

VP-42 was rescheduled and later won in two straight sets by the sailors.

NAMD came back the next evening to whip H&HS-17 two of three sets in the only action. The Public Works-H&MS-13 contest was postponed and has yet to be played.

The first week ended with H&HS-17 taking two straight sets from VP-42, VMFA-115 taking two straight from VP-1, VP-42 taking two straight from VP-1 and MABS-13 edging out VMFA-115 in the last two of three sets.

Last Monday, as the season's second week started, MABS-17 dropped VP-42 in two straight and Public Works managed a two out of three victory over NAMD. Tuesday night Public Works returned to the gym to down MABS-13 in two straight sets, and H&HS-17 followed suit in handing VP-1 its fifth straight loss.

TORII TELLER
21 FEB '66

The Chaplain's Surprise

It's usually easy to keep a surprise party is kept a secret. This one was, but it wasn't easy. As a result, when MAG-13 chaplain LtCmdr. Richard R. Smith stopped by the Kinnan Steak House, just outside the main gate, Jan. 19 for a bite to eat, he was genuinely surprised to be treated to a month-and-a-half-early sayonara dinner with 20 of his friends and colleagues. The chaplain is scheduled to return to the States early next month.

Chaplain Smith didn't become problematic until the day of the party.

Late that afternoon, he mentioned to his assistant, PFC Charles Cason, that he was going to ring up MABS-13 commander Maj. William E. Caslin and invite him out to dinner. A few quick telephone calls to Cason from the adjacent Wingside [redacted] foiled the chaplain's plans. After learning that Maj. Caslin had made other plans for the evening, Smith in turn telephoned MAG-13's commander Col. Odia E. Howe and Chaplain Earl W. Fedje, both of whom were in on the plot, then allowed as how "everybody seems to be pretty busy this time of the year."

But Chaplain Hugh F. Lecky, now departed, wasn't too tied down. He offered to treat Smith to dinner, suggested the Kinnan wasn't such a bad place to eat. "It looks a little crowded in here tonight," Smith said as they stepped inside the door. A few steps further and the usually quick-witted Smith was left speechless. There before him was a large cake decorated with the Chaplains Corps emblem, compliments of Food Services Officer WO Lloyd H. Morgan, and the welcoming committee in force.

At the party, Chaplain Smith was presented a plaque and made commanding officer of a new organization within MAG-13. As inscribed on the plaque, the new unit's designation is "Lance Commander Snuffy Smith's Raiders." Identical arm patches were passed out to all the "Raiders" present. At latest count, the chaplain's command was about 25 strong and growing.

TORII TELLER
14 FEB '66

Gold Plate Dinner

Two Iwakuni-based [redacted] attended the USO's Gold plate dinner Friday in Tokyo. Sgt. Donald R. Thornburg and HM3 Eldon Turner were just two of the 150 military guests of honor of Tokyo's business community at the Pearl Ballroom of the Tokyo Hilton Hotel.

The dinner has become an annual affair at which Tokyo businessmen host the U.S. servicemen. This year, in addition, 10 enlisted men of the Japanese Self Defense Forces were invited.

Thornburg and Turner were selected as "Outstanding Marine and Sailor of the Year" to represent the station at the dinner.

Members of the armed forces, representing Pacific area commands, enjoyed a gala evening which included a social hour, dinner, a variety show and special entertainment by Wilbur Reading, a Jamaican singer.

Thornburg, 25, a veteran of 7½ yrs. Marine Corps service, is a member of VMFA-115. He arrived in Iwakuni last July after a tour of duty at Cherry Point, N.C. He is presently assigned as the maintenance administrative officer in the department.

Turner, 24, an Iwakuni-based

yr-old sailor has been in the Navy for four years. He arrived at Iwakuni last October, is presently an operating room technician in the hospital. Prior to his over [redacted] was stationed at USNH Camp Pendleton, Calif.

section fabricated 40 of the structures last December and sent them to Vietnam. To date, MAG-12 has erected a dozen pre-fabs, has five more under construction and 23 more planned.

There are those at Chu Lai who will declare it's a slum clearance project, but they're cynics who never adjusted to 100-degree sunshine filtering through tent canvas. They're also the ones who cursed instead of laughed when 50-mpg wind gusts ripped across the sand dunes, lifted the tents like sails and deposited them blocks away.

Chu Lai, say the old timers who got here six months ago, will never be the same — and every replacement from here on in had better be ready for "the good old days" routine.

TORII TELLER
7 FEB '66

MAINE FIGHTER/ATTACK SQUADRON 542
Marine Aircraft Group 13
1st Marine Aircraft Wing, FMF, Pacific
c/o FPO San Francisco, California 96602

GPS:PSF:hep
3600
26 Feb 1966

From: Commanding Officer
To: Commanding Officer, Marine Aircraft Group 13

Subj: Post Deployment Report (U)

Ref: (a) FMFPac P03550.1

Encl: (1) VMFA-542 Deployment Syllabus
(2) Chronological Sequence of Events
(3) Deployment Statistics

1. GENERAL. On 28 December, 1965 this squadron deployed to NAHA Air Base for six weeks of intensive training. The initial detachment consisted of six aircraft, fifteen officers, and one-hundred and five enlisted men.

2. OBJECTIVES. The objective of this deployment was to acquire combat ready status for the squadron in a minimum time frame. In order for the maximum amount of training to fall within this time frame, the FMFPac Training and Readiness Manual Syllabus was tailored to meet this requirement. Lessons learned "in country" and the average experience level of aircrews on hand governed the selection of the syllabus. Enclosure (1) depicts the syllabus determined most adequate to achieve the objective.

3. CONCEPT. Enclosure (2) is the chronological sequence of events throughout the deployment. All phases of air crew training were completed with the exception of CAS, which was cancelled because there were no training areas available.

4. DISCUSSION. The following areas are considered significant for future deployments of this type:

a. United States Air Force

(1) Briefings. Initial briefings concerning course rules, airfield facilities, and local flying areas were conducted by personnel of the 51st Air Division.

(2) Air Force Interceptor Order (AFIO). The squadron requested and was provided with a letter of agreement promulgating instructions for use of the AFIO within the OKINAWA Air Defense Sector. Use of the AFIO procedure eliminated the requirement to file flight plans (DD 1080 VFR, Military Flight Plan IFR) for individual launches. Under the AFIO agreement,

3600
26 Feb 1966

Only the daily flight schedule and communications with ADCC were necessary for filing both VFR and IFR. Because of the procedure in filing it is imperative that the unit strictly adhere to take-off and EAC times. Any change or delay in the published schedule should be forwarded to the ADCC immediately.

(3) Support. Limited maintenance support was available from the 555th Tactical Fighter Squadron in the form of test benches for Com/Nav equipment and GADC units. Parts for the most part between the F4B and the F4C were not interchangeable. The Air Force was unable to sell accountable items on VMFA-542 stub requisitions, however if an RFI part was available within one of their shops, an exchange could be made on a one for one basis. It should be noted that the support received from the 555th TFS is no longer available because of that squadron's recent departure from OKINAWA.

(4) Targets. The Air Force controlled range W-176 was utilized by VMFA-542 for night conventional ordnance. No difficulties were encountered in requesting this range through the Fleet Liaison Officer. However, the target is closed from 2300 to 0600, leaving only a few hours daily for scheduling. Also, it appeared that the weather was better at that time when the target was closed, although this may not hold true for all times of the year.

b. NAF NAHA

(1) Working Spaces. NAF NAHA provided the necessary work shop and storage spaces for the deployment. In addition, two flight crew briefing vans were provided adjacent to the assigned flight line area.

(2) Maintenance Support. NAF NAHA AND furnished all necessary support equipment for the deployment. As a back-up however, the squadron deployed with one NC-10A, one HCPT-105 and an N2 Spen Cart servicing trailer.

(3) Supply. Parts peculiar to the F4B are virtually non-existent at NAF NAHA. There are some consumable items such as AN type nuts, bolts, seals etc that are available. Stub requisitions are processed through Building #31 for stock control and then Building #15 for material. Building #250 contains General Store and Airframe items, Building #205 contains stationary and office supplies.

(4) Ordnance. Rockets, signals and explosive devices can not be stored on the line at Naha, but must be stored in the magazine area provided by NAF NAHA ordnance section. All incoming ordnance by plane must be unloaded at the "HOT AREA" located on the opposite side of the field from the flight line. Upon approval of the ordnance request by Group S-3 (request should be submitted 45 days in advance) the ordnance was staged at the 3rd Field Service Regiment at CAMP HAGUE located twenty-two miles from Naha. The using squadron must provide its own transportation and working party for pick up of the ordnance. SPARROW missiles were trans-

3600
26 Feb 1966

ported down to NAHA aboard VMFA-314 aircraft. SIDEWINDER missiles were transported to NAHA by HAMS-13's C-117. The missile components were un-assembled and assembled at NAHA with the help of a three man assembly team provided by Marine Aircraft Group 13. The following contacts were helpful in the acquisition and assembly of ordnance during this deployment:

Gunnery Sergeant TAYLOR - Magazine area 3d Field Service Regiment, Camp MAGUE

Technical Sergeant LYNCH (USAF) NAHA Missile Facility (Tel WA 9297*)

Chief BROWN - NAF Ordnance

(5) Transportation. Transportation is available through the Navy motor pool (Tel WA 4252). Requests for vehicles to be checked out to the squadron should be made through Commander BENSON, NAF Maintenance Officer.

(6) Billeting. Assignments are made by the Administrative Office for officer and enlisted personnel. Although VMFA-542 encountered no problems, limited officer quarters are available at NAF NAHA. Air Force quarters are available for a nominal charge.

(7) Messing facilities are available for enlisted troops. Adequate closed mess facilities are not available for officers and an endorsement to this effect is placed on all orders by NAF NAHA. The Air Force Open Mess is available for meals.

c. Marine Air Control Squadron 6

(1) Warning Area 173. MACS 6 provided radar control for GCI, missile firing exercises and air refueling within W-173.

(2) Liaison. MACS-6 provided a representative in the squadron ready room to brief and de brief GCI flights. Range safety officers were provided by VMFA-542 at MACS-6 during the missile firing exercises.

(3) OCE. The Commanding Officer of MACS-6 was designated as the Officer Conducting the Exercise for all missile firing. It is felt that in the future, the fighter squadron Commanding Officer should be so designated.

d. Marine Logistic Flight

(1) The daily logistics flights were utilized heavily for re-supply of parts, tools and equipment as well as for transporting rotating aircrews and maintenance personnel.

(2) Courier. To expedite and assure delivery of parts to and from IWAKUNI, a VMFA-542 courier service was initiated on these flights. Because the arrival and departure times did not afford the courier sufficient time to make contact with the squadron rear, two couriers were employed, each could RON on consecutive nights and escort equipment the following day. Over size items had to be processed through supply and the air freight section, causing a delay of eighteen to forty-eight hours, depending on the back log of freight.

e. Targets

(1) All USAF controlled target requests are made through Commander ARMSTRONG, the Fleet Liaison Officer whose offices is in the ADCC. Requests for Navy controlled targets are made through Lieutenant Commander SPOUSTA, HAF NAHA Target Officer.

(2) Air to Ground. Conventional ordnance training was conducted exclusively on targets W-174A (Navy Controlled) and W-176 (Air Force Controlled). W-174A offered the advantage of ease in scheduling through NAF Operations, voice communications and spotting/scoring capability. W-176 was the only target available for night ordnance drops. Six ordnance sorties were flown in conjunction with a simulated raid on the USS HANCOCK with a towed SPAR as the target.

(3) Air to Air

(a) The primary target for the SPARROW portions of the missile exercise was the AQM 37A launched from squadron F4B aircraft. MACSWEI PT provided a BEECHCRAFT field representative and a U. S. Navy technician to assist in assembling targets, loading and configuring aircraft which enabled the squadron to launch their own AQM-37A targets. Requests for this technical assistance was made through VC-5 at NAHA. Nine AQM-37A targets were expended during the missile exercise.

(b) TDU-22 targets towed by VC-5 aircraft provided a secondary back-up for the SPARROW missile exercise.

(c) VC-5 Det B provided a limited number of F-8 aircraft for use as BOGIES during GCI training. As previously mentioned they also provided an airborne back-up with the TDU-22.

(d) Flares. MK-6 flares dropped from squadron F4B aircraft were utilized as the primary target for the SIDEWINDER missile exercise. MK 24 flares also dropped from squadron aircraft were utilized for night illumination during the night ordnance exercise.

(4) Target Manual

(a) ComFairWestPac target manual gives description and location of available targets in the OKINAWA area.

(5) Missile Firing Procedures

(a) SPARROW

(1) Firing was conducted in W-173 under control of MACS-6. The primary target as previously mentioned, was the AQM 37A launched from an F4B aircraft. The AIM-7D SPARROW was fired from the aft fuselage stations. 20 SPARROWS were expended. All aircrews were qualified.

3600
26 Feb 1966

(6) Range Procedures. The fighter element (four aircraft) was controlled by MACS-6 in a radar/visual range sweep to clear the area of surface and airborne intruders. During the range sweep the fighters at 37 M feet were positioned on a final attack course resulting in a head-on intercept of the tracker aircraft flying at 40 M feet. Fighters maintained 20 miles nose to tail, separation assisted by MACS-6. When 40 mile nose to nose separation between the tracker and lead fighter occurred, the AGM-37A was released. The signal for the release was given by the lead pilot, with the call "LAUNCH TARGET". The tracker replied with "OP AWAY" and "GOOD BIRD" if the launch was good, and executed a 90° diving tight break at maximum power. Upon acquisition of the target, the lead F4D transmitted "JUDY" with range, bearing and closing velocity information. If the OPS conductor was satisfied that the proper target was acquired the pilot was cleared to "ARMSTRONG". After a final determination of closing velocity and positive radar identification of all targets a "CLEARED TO FIRE" was given. Hold fire was signaled by "HOLD, HOLD, HOLD". When the missile was fired, the lead fighter transmitted "OP AWAY" continuing straight away at maximum power for thirty seconds. Each fighter was controlled in sequence in like manner.

(b) SIDEWINDER

(1) Firing was conducted also in W-173 under control of MACS-6. Parachute retarded illumination flares dropped from squadron F4B aircraft were used as targets. Forty SIDEWINDERs and thirty-six flares were expended. All aircrews were either qualified or re-qualified.

(a) Range Procedures. The fighter element (four aircraft) was controlled by MACS-6 in a radar/visual range sweep to clear the area. During the range sweep MACS-6 accomplished positioning of the fighters so that they arrived on final attack course at 15 M feet with seven mile nose to tail separation. The flare ship at 20 M feet loaded with a maximum of three flares, was positioned to provide a head on intercept by the lead aircraft. When nose to nose separation reached twelve miles, the lead fighter initiated the flare drop by calling "DROP, DROP, DROP". Flare fuses were set to ignite the flares at approximately 20 M feet. The flare ship then continued straight ahead after release. A "CLEAR TO FIRE" was given by MACS-6 OPS Conductor when the fighter and flare ship had positively passed as indicated by a merged plot. The augmented parachute and magnesium flare provided an adequate target for acquisition and lock on. Airborne radar range information and closing velocity (TAS of fighter to stationary target) proved the best source of firing information. The call "SUNLAMP" (flare visible by pilot), "BUZZER" (SIDEWINDER tone), "OP AWAY" (missile fired) "BOOLA BOOLA" (direct hit) "BOOLA" (near miss within lethal range) or "MISS" were used as appropriate. After firing the lead fighter continued straight ahead at maximum power for fifteen seconds in order to open the distance between fighters. Each subsequent fighter was controlled in an identical manner. If an additional firing set up was required the control agency merely reversed the flight for firing in the opposite direction.

3600
26 Feb 1966(7) Aerial Refueling

(a) Aerial refueling was conducted in W-173 under the control of MACS-6. VMGR-152 provided the KC-130 tanker configured aircraft, for day/night refueling practice. All air crews were qualified both day and night.

(b) Procedures. Aerial refueling was conducted in accordance with the NATOPS manual. Marine Aircraft Group 13 authorized VMFA-542 direct liaison with VMGR-152. All arrangements were conducted through Major BUTLER, VMGR-152 S-3 officer. (Tel 23297 at MCAS FUTEMA)

(8) Helicopter Escort

(a) Helicopter escort tactics to be used in the REPUBLIC OF VIET NAM were practiced utilizing the helicopters from HMM-161. Training was conducted in the OKINAWA helicopter training area. The basic concept of helicopter escort was utilized with escort aircraft relieving on station, providing continuous cover over the entire route for the duration of the mission.

(1) Procedures. Flight briefings were conducted by HMM-161 personnel at NAHA. Initial liaison with the squadron was conducted through Captain ROMAN, or Lieutenant CALDWELL of HMM-161 (Tel 23290).

(2) Utility Flights. HMM-161 also provided helicopters for air crew transportation to and from MACS-6, radar site during the missile shoot, and inter-squadron exchange observer program.

5. CONCLUSIONS

a. The deployment is considered to have been highly successful, all objectives having been accomplished with the exception of close air support. Even this requirement is considered as having been accomplished with the subsequent "in country" week-long training of the inexperienced air crews within the squadron. The combination of intensive deployment training and "in-country" training qualifies the squadron as combat ready.

b. Weather conditions during the deployment hampered operations to a certain extent, especially during night ordnance operations. These same adverse conditions however, also provided excellent instrument experience on alternate missions.

c. The outstanding cooperation received from the Air Force unit at NAHA, particularly ADCG and the 555th TFS, the facilities and assistance provided by NAF NAHA, and the outstanding operational performance of MACS-6 all contributed to making this a highly successful deployment.

3600
26 Feb 1966**6. RECOMMENDATIONS**

- a. In order to more easily facilitate a smooth transition to maximum flight operations, the advance party should precede the main body by at least five days.
- b. Warning areas and targets should be scheduled on a full day basis as much as possible, rather than by hourly periods. This would provide the squadron with a little more flexibility.
- c. The use of the TBU-22 back-up target is considered unsatisfactory due to the fact that clearance to fire at a SPARROW target comes at near minimum range for that missile, presenting an un-realistic target. Flexibility of operations is sacrificed by safety considerations necessary when firing at a towed target. The reliability of the AQM 37A has proven it to be a much superior target for the SPARROW missile.
- d. An additional telephone installed in the aircrew briefing van would help alleviate the present saturation of the existing communications facilities. This recommendation has been made to NAF NAHA.
- e. Close Air Support training in conjunction with Marine ground units should be the subject of further study by higher headquarters.
- f. AQM 37A targets, test and servicing equipment should be pre-positioned at NAHA Air Base to meet the continuing demand for target services by 1st Marine Aircraft Wing squadrons.

E. E. PEARCY

3600
26 Feb 1966VMPA-542 DEPLOYMENT SYLLABUS

TWO GOOD RUNS IN ONE PERIOD, BY AN AIRCREW, WILL CONSTITUTE A COMPLETION OF THAT PARTICULAR WEAPONS HOP.

TW-1 90° BEAM INTERCEPTS TO SP III ATTACK.

VF ALTITUDE - 30M.

VT ALTITUDE - 35M.

VF & VT SPEED - .82 MACH.

3 RUNS PER AIRCRAFT AS FIGHTER.

INITIAL SEPARATION 35 NM.

TW-2 90° BEAM INTERCEPTS TO SP III & SW RE-ATTACK.

VF ALTITUDE - 30M.

VT ALTITUDE - 35M.

VF & VT SPEED - .90 MACH.

3 RUNS PER AIRCRAFT AS FIGHTER.

INITIAL SEPARATION 35 NM.

TW-3 90° BEAM INTERCEPTS TO THE I. D. POSITION.

VF ALTITUDE - 30M.

VT ALTITUDE - 32M.

VF & VT SPEED - .90 MACH.

3 RUNS PER AIRCRAFT AS FIGHTER.

INITIAL SEPARATION 30 NM.

TW-4 90° BEAM INTERCEPTS TO SP III & SW RE-ATTACK.

VF ALTITUDE - 15M.

VT ALTITUDE - 17M.

VF & VT SPEED - .80 MACH.

3 RUNS PER AIRCRAFT AS FIGHTER.

INITIAL SEPARATION 35 NM.

TW-5 HOC (180° TO 120°) INTERCEPTS TO A SP III ATTACK.

VF ALTITUDE - 40M.

VT ALTITUDE - 43M.

VF & VT SPEED - .90 MACH.

3 RUNS PER AIRCRAFT AS FIGHTER.

INITIAL SEPARATION 50 NM.

3600
26 Feb 1966

TV-6 HOG (180° TO 120°) INTERCEPTS TO SP III & SW RE-ATTACK.
VF ALTITUDE - 30M.
VT ALTITUDE - 35M.
VF SPEED - .90 MACH.
3 RUNS PER AIRCRAFT AS FIGHTER.
INITIAL SEPARATION 50 NM.

TV-7 SAME AS TV-6, EXCEPT VF & VT BOTH AT .90 MACH.

TV-8 120° EQ INTERCEPTS TO A SP III & SW RE-ATTACK.
VF ALTITUDE - 25M.
VT ALTITUDE - 27M.
VF & VT SPEED - .80 MACH.
3 RUNS PER AIRCRAFT AS FIGHTER.
INITIAL SEPARATION 40 NM.
ANGLE OFF - 30°.

NOTE: CONVERT PARALLEL 180° TO 120° AFTER PROPER DRIFT.

TV-9 PARALLEL 180° INTERCEPTS TO A SP III & SW RE-ATTACK.
VF ALTITUDE - 5M.
VT ALTITUDE - 7M.
VF & VT SPEED - 300 KCAS.
3 RUNS PER AIRCRAFT AS FIGHTER.
INITIAL SEPARATION 35 NM.
NOTE: GCI, SET-UP 10° TO 20° OFF AT 35 NM.

TV-10 PARALLEL 180° INTERCEPTS TO A SP III & SW RE-ATTACK.
VF ALTITUDE - 2M.
VT ALTITUDE - 3M.
VF SPEED - 300 KCAS.
VT SPEED - 250 KCAS.
3 RUNS PER AIRCRAFT AS FIGHTER.
INITIAL SEPARATION - 35 NM.
NOTE: GCI, SET-UP 10° TO 20° OFF AT 35 NM.

TV-11 PARALLEL 180° INTERCEPTS TO SP III ATTACK.
VF ALTITUDE - 35M - SPEED - SUPERSONIC IC.
VT ALTITUDE - 40M - SPEED - .90 MACH.
2 RUNS PER AIRCRAFT AS FIGHTER.
INITIAL SEPARATION - 50 NM.
NOTE: GCI, SET-UP 10° TO 20° OFF AT 50 NM.

3600
26 Feb 1986

TW-12 PARALLEL 180° INTERCEPTS TO SP III & SW RE-ATTACK.
VF ALTITUDE - 35M - SPEED - 1.2 MACH.
VT ALTITUDE - 40M - SPEED - 1.2 MACH.
2 RUNS PER AIRCRAFT AS FIGHTER.
INITIAL SEPARATION - 50 NM.
NOTE: GCI, SET-UP TO 0° TO 20° OFF AT 50 NM.

TW-13 90° BEAM-TO-FQ INTERCEPTS WITH A SP III & SW RE-ATTACK.
VF ALTITUDE - 25M - SPEED - .90 MACH.
VT ALTITUDE - 27M - SPEED - .80 MACH.
3 RUNS PER AIRCRAFT AS FIGHTER.
INITIAL SEPARATION - 50 NM.
INITIAL ANGLE OFF - 41°

TW-14 SAME AS TW-13, EXCEPT VF & VT SPEED - .90 MACH.

TW-15 90° BEAM-TO-FQ INTERCEPTS TO A SW ATTACK.
VF ALTITUDE - 35M - SPEED - 1.2 MACH.
VT ALTITUDE - 40M - SPEED - 1.0 MACH.
2 RUNS PER AIRCRAFT AS FIGHTER.
INITIAL SEPARATION - 50 NM.

TW-16 PARALLEL 180° INTERCEPTS TO A SP III & SW RE-ATTACK.
VF ALTITUDE - 30M - SPEED - .90-1.2 MACH.
VT ALTITUDE - 35M - SPEED - .90 MACH.
2 RUNS PER AIRCRAFT AS FIGHTER.
INITIAL SEPARATION - 50 NM.

TW-17 PARALLEL 180° INTERCEPTS TO A SW ATTACK TO I. D. POSITION.
VF ALTITUDE - 35M - SPEED .90 MACH.
VT ALTITUDE - 40M - SPEED - .90 MACH.
3 RUNS PER AIRCRAFT AS FIGHTER.
INITIAL SEPARATION - 50 NM.

TW-18-20 SP III & SW MISSILE SHOOT AS BRIEFED.

3600
26 Feb 1966

TW-21 PARALLEL 180° INTERCEPTS TO A SW ATTACK.
VF ALTITUDE - 20M - SPEED - .80 MACH.
VT ALTITUDE - 25M - SPEED - .80 MACH.
3 RUNS PER AIRCRAFT AS FIGHTER.
INITIAL SEPARATION - 50 NM.

TW-22 180° INTERCEPTS TO A SW ATTACK.
VF ALTITUDE - 1M - SPEED - 250 KCAS.
VT ALTITUDE - 2M - SPEED - 300 KCAS.
3 RUNS PER AIRCRAFT AS FIGHTER.
INITIAL SEPARATION - 30 NM.

TW-23 IN-TRAIL-FIGHTER- 10 TO 15 NM BEHIND I. D. A/C.
VF'S ALTITUDE - 30 M - SPEED - .88 MACH.
VT'S ALTITUDE - 32 M - SPEED - UNKNOWN.
2 RUNS FOR 3 AIRCRAFT.
INITIAL SEPARATION - 50 NM.

TW-24 SAME AS TW-23. EXCEPT VT SPEED & ALTITUDE UNKNOWN.

TW-25 SAME AS TW-24.

TW-26 SAME AS TW-25. EXCEPT VT - JINKING.

TW-27 SAME AS TW-26.

TW-28 CAP/ECI TO A SQ III & SW RE-ATTACK.
VF ALTITUDE - 20 M - SPEED - LOITER.
VT ALTITUDE - ABOVE 20 M - SPEED - UNKNOWN.
VT 100 TO 125 NM FROM SIMULATED TARGET.
2 RUNS PER AIRCRAFT AS CAP FIGHTER.

TW-29 CAP/ECI TO A SP III & SW RE-ATTACK.
VF ALTITUDE - 5 M - SPEED - LOITER.
VT ALTITUDE - UNKNOWN - SPEED - UNKNOWN.
VT 75 NM FROM SIMULATED TARGET.
2 RUNS PER AIRCRAFT AS CAP FIGHTER.

TW-30 90° NIGHT BEAM INTERCEPTS TO A SP III & SW RE-ATTACK.
VF ALTITUDE - 20 M - SPEED - .80 MACH.
VT ALTITUDE - 25 M - SPEED - .80 MACH.
3 RUNS PER AIRCRAFT AS FIGHTER.
INITIAL SEPARATION - 35 NM.

TW-31 HOC - NIGHT INTERCEPTS TO A SP III & SW RE-ATTACK.
VF ALTITUDE - 30 M - SPEED - .90 MACH
VT ALTITUDE - 35 M - SPEED - .80 MACH
3 RUNS PER AIRCRAFT AS FIGHTER
INITIAL SEPARATION - 50 NM

3600
26 Feb 1966

TW-32 180° - NIGHT INTERCEPTS TO A SP III & SW RE-ATTACK.
VP ALTITUDE - 30M - SPEED - .90 MACH.
VT ALTITUDE - 35M - SPEED - .90 MACH.

TW-33-35 ADVANCED TACTICS (ONE-ON-ONE).
10M - BASE ALTITUDE.
FLIGHTS TO BE PERFORMED AS FLIGHT LEADER BRIEFS.

3600
26 Feb 1966CONVENTIONAL WEAPONS BRIEFING GUIDE

CW 1-8 30° DIVE BOMBING - ORD. MD-76 PRACTICE BOMBS.
ROLL-IN ALTITUDE - 7000' AGL - SPEED 300 TAS.
RELEASE ALTITUDE - 3000' AGL - SPEED 425 TAS.
FOUR "G" RECOVERY STRAIGHT AHEAD UNTIL NOSE OF A/C IS ABOVE HORIZON.
MIL SETTING FOR GUN SIGHT - 164 MILS.

CW-7 30° DIVE - ORD. 2.75" FFAR.
ROLL-IN ALTITUDE - 7000' AGL - SPEED 300 TAS.
RELEASE ALTITUDE - 3000' AGL - SPEED 425 TAS.
FOUR "G" RECOVERY STRAIGHT AHEAD UNTIL NOSE OF A/C IS ABOVE HORIZON.
MIL SETTING FOR GUNSIGHT - 45 MILS.

CW 8-10 20° DIVE BOMBING AND/OR ROCKETS - ORD. MD-86 OR 2.75" FFAR.
ROLL-IN ALTITUDE - 5000' AGL - SPEED 350 TAS.
RELEASE ALTITUDE - 2000' AGL - SPEED 425 TAS.
FOUR "G" RECOVERY STRAIGHT AHEAD UNTIL NOSE OF A/C IS ABOVE HORIZON.
MIL SETTING FOR BOMBS 160 MILS. MIL SETTING FOR ROCKETS - 45 MILS.

CW 11-13 10° GLIDE BOMBING AND/OR ROCKETS - ORD. MD-86 OR 2.75" FFAR.
ROLL-IN ALTITUDE - 3000' AGL - SPEED 360 TAS.
RELEASE ALTITUDE - BOMBS - 2000' AGL - SPEED 425 TAS.
RELEASE ALTITUDE ROCKETS - 1000' AGL - SPEED 425 TAS.
FOUR "G" RECOVERY STRAIGHT AHEAD UNTIL NOSE OF A/C IS ABOVE HORIZON.
MIL SETTING FOR BOMBS - 195 MILS. MIL SETTING FOR ROCKETS - 46 MILS.

CW 14-15 LEVEL - SIMULATED NAPALM - ORD. MD-76.
ALTITUDE 100' AGL - SPEED 450 TAS.
RELEASE ~~1000' AGL~~ - SPEED 450 TAS.
MIL SETTING FOR LEVEL BOMBING - 80 MILS.
LEVEL BOMBING - ORD. M-86.
ALTITUDE 1500' AGL - SPEED 400 TAS.
RELEASE 1500' AGL - SPEED 425 TAS.
MIL SETTING 257 MILS.

3600
26 Feb 1966CHRONOLOGICAL SEQUENCE OF EVENTS
VMFA-542 NAHA DEPLOYMENT

27 Dec 1965 Advance party departed IWAKUNI for NAHA.
28 Dec 1965 Flight echelon of six F4B aircraft departed IWAKUNI for NAHA.
28 Dec 1965 Flight Operations briefing concerning ADCC procedures, field operation, and local flying area.
29 Dec 1965 First sorties flown (GCI MACB-6 W-173).
4 Jan 1966 First night GCI sorties flown.
11 Jan 1966 First ordnance sorties (W-174A).
13 Jan 1966 First sorties of missile shoot. Last missile fired 31 Jan.
3 Feb 1966 First day aerial refueling sorties.
5 Feb 1966 Rotation of air-crews for "in-country" training commenced.
8 Feb 1966 Helicopter Escort.
8 Feb 1966 First night aerial refueling sorties.
11 Feb 1966 Flight echelon of eight aircraft returned to IWAKUNI.

3600
26 Feb 1966DEPLOYMENT STATISTICSINCLUSIVE DATES FOR SQUADRON DEPLOYMENT
28 DECEMBER 1965 TO 11 FEB 1966

Actual Instrument Hours Flown	139.4
Night Hours Flown	167.8
Total Hours Flown	825.0
GCI Sorties	339
Conventional Ordnance Sorties	159
Support Sorties (Faker, Flare, Bogie, AQM-37, Test, Ferry)	96
Missile Firing Sorties	60
Air-to-Air Refueling Sorties	35
Helo Escort Sorties	9
Total Sorties	689
GCI Intercepts Attempted	829
GCI Intercepts Completed	775

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ROUTINE
R170059Z
FM CTG FIVE FOUR PT FOUR
TO MAG ONE THREE
USS YORKTOWN
USS GOLDSBOROUGH
INFO COMASWGRU THREE
CG FIRST MAW (REAR)
CTG SEVEN ZERO PT FOUR
BT

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ACFT SVCS (U)

A. PERS VISIT ASWGRU 3 LCDR CHANNING 161410I
B. FONCON MAG 13 MAJ. FREDERICK/MY LT ESTEP 17 FEB.

1. IAW REF A AND B FOL SVC SKED:

EVT	ALFA	BRAVO	CHARLIE	DELTA
21-3	211500I	F4/ACFT	3400N 3900E (1.5HR)	Z32CM

ECHO
YORKTOWN/GOLDSBOROUGH

2. EXERCISE FREQ PRI 320.2 MCS SEC 236.2 MCS.

CALLS YORKTOWN OCEAN WAVE
GOLDSBOROUGH KILLER WHALE
YORKTOWN TACAN CHANNEL 13.

GP-4

BT

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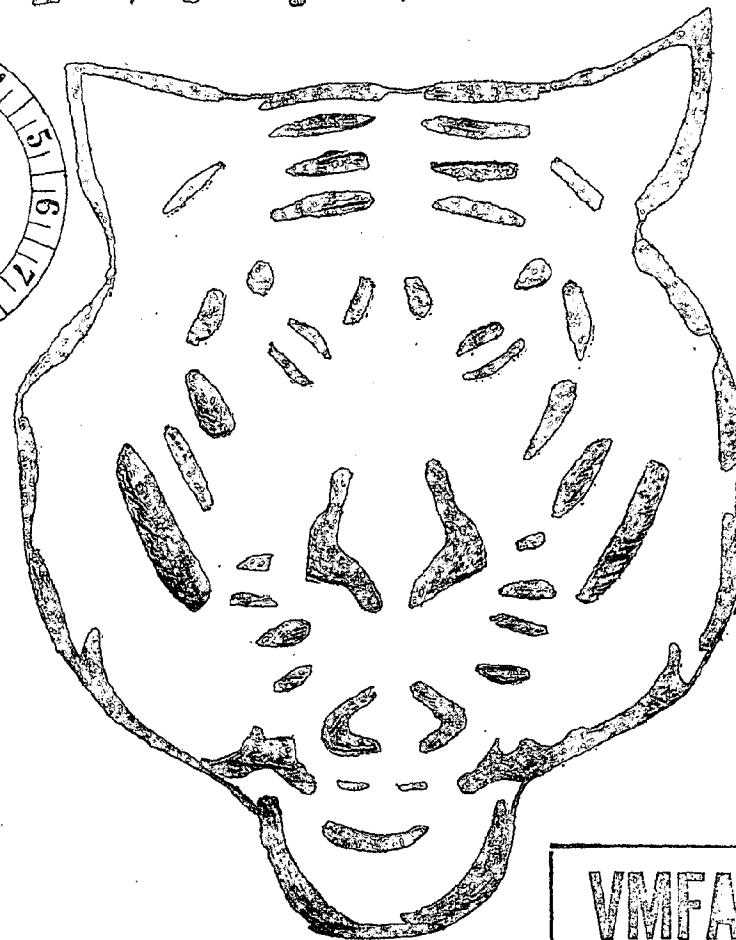
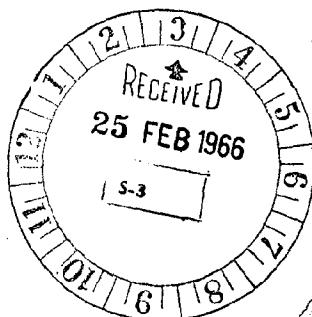
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APPENDIX 4

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VMFA-542



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APPENDIX 5

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Operation Plan 1-66

Ref: (a) CG 1stMAW OpPlan 303-66
 (b) CG 1stMAW Msg 301829Z Jan66
 (c) FMFPAC 3710.11A
 (d) Pacific Airways Plotting Chart VR-212

Time Zone: ZULU

Task Organization: See Annex A (Task Organization)

1. SITUATION

a. Enemy Forces. See Annex B (Intelligence) to this Operation Plan.
 b. Friendly Forces. See reference (a).
 2. MISSION. Deploy VMFA-542 with ten assigned F4B aircraft from MCAS IMAKUNI, JAPAN to NAF NAHA, OKINAWA and further, unless otherwise directed by CTF 77, to DA NANG AIR BASE, REPUBLIC OF VIET NAM. Upon arrival provide relief for VMFA-323 on station in accordance with normal inter-Wing squadron relief concept.

3. EXECUTION

a. Concept of Operation. See Annex C (Concept of operation).
 b. VNGR-152 (Det). Provide KC-130F aircraft tanker configured and logistic support aircraft to support flight ferry and squadron movement as indicated in reference (b).
 c. VMFA-323. Provide combat briefings for crews (and maintenance/logistic support) until the Squadron is capable of independent operation at destination.
 d. NAF NAHA provides:
 (1) Base support facilities and maintenance support equipment.
 (2) Billeting and messing for the Enroute Support Team.
 e. Detachments and Attachments:
 (1) Enroute Support Team: VMFA-542 will provide a detachment of one officer and forty-two enlisted personnel to be pre-positioned at NAF NAHA on D-2. The Enroute Support Team will support the movement of VMFA-542 aircraft

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arriving from MCAS, IWAKUNI and departing for DA NANG AIR BASE. For assignments to the Enroute Support Team, see Annex E (Administration), to this Operation Plan.

(2) H&MS-13 (Det). A detachment of one officer and nineteen enlisted personnel will be pre-positioned at NAHA with the en-route support team, to assist in maintenance support. The H&MS-13 detachment will return to its parent command when directed by the Commanding Officer, Marine Aircraft Group 13.

(3) In-country Acrews. Selected aircrues will be rotated to DA NANG for familiarization flights with VMFA-323 commencing 6 February 1966. For assignments, see Tab E (Flight Echelon Assignments) to Appendix 1 (Route and Flight Plans) to Annex C (Concept of Operation).

(4) Advance Echelon, VMFA-542. The advance echelon, consisting of four officers and twenty-three enlisted personnel, will proceed to DA NANG on 22 February 1966. The advance echelon will make arrangements for the transfer of squadron material and accounts, and prepare for billeting of squadron personnel.

(5) Flight Echelon, VMFA-542. When directed, VMFA-542 aircrues will commence flight ferry of the ten assigned F4B aircraft from IWAKUNI to NAHA, and further, to DA NANG unless otherwise directed by CTF 77. Flight ferry will be conducted in accordance with Annex C (Concept of Operation), to this Operation Plan.

(6) Coordinating Instructions:

- (a) This Plan is effective for planning purposes on receipt and for execution upon order.
- (b) Security classification of this Plan is SECRET except for certain pages, which are indicated either CONFIDENTIAL or UNCLASSIFIED.
- (c) All times and dates will be expressed in GMT (Z).
- (d) Upon arrival of Flight Echelon ECHO at NAHA VMFA-542 CHOP to CTF 77.
- (e) Upon arrival of the Commanding Officer at DA NANG, VMFA-542 CHOP to Marine Aircraft Group 11.
- (f) All flights of both tanker and receiver aircraft involved in this Plan will file as "TACTICAL"mission flights under operational clearances.
- (g) Reports will be submitted in accordance with Tab F (Operational Reports) to Annex C.

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(h) "D" Day is 1 March 1966.

4. ADMINISTRATION AND LOGISTICSa. Administration. See Annex E (Administration) to this Operation Plan.b. Logistics. See Annex F (Logistics) to this Operation Plan.5. COMMAND AND COMMUNICATIONS-ELECTRONICSa. Command

(1) Marine Aircraft Group 13 exercises both Operational and Administrative Control of VMFA-542 until such time as OPCON is passed to CTF 77 upon arrival at NAF, NAHA. As directed, VMFA-542 will further CHOP to Marine Aircraft Group 11 for both Operational and Administrative Control upon arrival at DA NANG AIR BASE, REPUBLIC OF VIET NAM.

(b. Communications-Electronics. See Annex D (Communications-Electronics) to this Operation Plan.


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LIEUTENANT COLONEL, U. S. MARINE CORPS

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ANNEXES:

- ✓ A - Task Organization
- ✓ B - Intelligence
- ✓ C - Concept of Operation
- ✓ D - Communications-Electronics
- ✓ E - Administration
- ✓ F - Logistics
- ✓ G - Distribution

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Annex A (Task Organization) to Operation Plan 1-66

Ref: (a) CG 1stMAW Msg 377829Z

Time Zone: ZULU

<u>UNIT</u>	<u>DATE EFFECTIVE</u>	<u>COMMANDER</u>
VMGR-152	28 Feb 1966	LtCol D. C. HOLLAND
VMFA-323	1 Mar 1966	LtCol A. E. O'DONNELL
VMFA-542, Main Body	1 Mar 1966	Maj D. W. ANDERSON
VMFA-542, Advance Echelon	22 Feb 1966	Maj H. M. HERTHER
VMFA-542, Enroute Support Team	27 Feb 1966	2ndLt D. P. PITTS
HAMS-13 (Det)	27 Feb 1966	1stLt C. E. SHEPHERD
Flight Echelon, VMFA-542	28 Feb 1966	LtCol E. E. PEARCY

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APPENDIXES:

- ✓ 1 - Advance Echelon Composition
- ✓ 2 - Enroute Support Team Composition

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Appendix 1 (Advance Echelon Composition) to Annex A (Task Organization)
 to Operation Plan 1-66

Ref: (a) CG 1stMAW Msg 307829Z

Time Zone: ZULU

1. GENERAL. The advance echelon is composed of four officers and twenty-three enlisted as set forth below. The advance echelon will operate as outlined in paragraph 3. "EXECUTION" of this Operation Plan.

OFFICERS

MOS	O-4	O-3	O-2/1	WC	TOTAL
7307	1				1
6402			1		1
6406			1		1
6602	1		1		1
	1		3		4

ENLISTED

MOS	E-7	E-6	E-5	E-4	E-3	E-2/1	Total
0141	1						1
3041					1		1
3071					1		1
3516		1					1
6412		1	1				2
6441	1						1
6442		3			1		4
6443			1				1
6491			1				1
6511	1	1		1		2	5
6611			1				1
6613			1				1
6615			1				1
7041				1			1
7113	1						1
TOTAL	4	6	6	2	2	3	23

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AUTHENTICATION:

D. W. Anderson

D. W. Anderson,
 Major, U. S. Marine Corps

E. E. PERCY
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Appendix 2 (En-route Support Team Composition) to Annex A (Task Organization) to Operation Plan 1-66

Ref: (a) CG 1stMAW Msg 300829Z

Time Zone: ZULU

1. GENERAL. The en-route support team is composed of one officer and forty-two enlisted personnel as set forth below. The en-route team will operate as outlined in paragraph 3, "EXECUTION" of this Operation Plan.

OFFICER IN CHARGE

<u>MCS</u>	<u>WC</u>	<u>TOTAL</u>
6502	1	1

ENLISTED

<u>MCS</u>	<u>E-8</u>	<u>E-7</u>	<u>E-6</u>	<u>E-5</u>	<u>E-4</u>	<u>E-3</u>	<u>E-2</u>	<u>E-1</u>
6412		1		2	2	5	1	
6441			1		1			
6442				1	3	2		
6443					1			1
6511					1	2	1	
6611		2			1	1		
6613		1			1	1		
6615				3	3		1	
7113					1		1	1

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Annex B (Intelligence) to Operation Plan 1-66

Ref: (a) CG 1stMAB 0 P/3800.3A

Time Zone: ZULU

1. SUMMARY OF ENEMY SITUATION

a. The VIET CONG have an estimated two Regiments and two Main Force (MF) Battalions with local and guerrilla elements in the DA NANG vicinity. Estimated strength is six thousand to seven thousand.

b. The enemy have the capability to employ mortar and automatic weapons fire in the vicinity of DA NANG AIR BASE. Experience has shown that all probes and firing incidents have occurred during hours of darkness.

c. The largest confirmed anti-aircraft weapons held by the VIET CONG are .50 caliber and 37 Millimeter. There are unconfirmed reports of 57 MM AA weapons being brought in to the REPUBLIC OF VIET NAM. A high percentage of 1st Marine Aircraft Wing aircraft hit by small arms fire were at, or below 1,000 ft AGL. Thus, the only portion of flight to DA NANG where anti-aircraft fire may be expected is in the landing pattern at the airfield, particularly on the approach to Runway 35.

d. There are no enemy aircraft in RVN. However, NORTH VIET NAM has a fighter inventory of approximately seventy-four aircraft. There are a total of sixty-three FAGGOT/FRESCO fighters at PHUC YEN and KEP airfields, and seven FISHBED fighters at PHUC YEN. There were four canvas covered craft at PHUC YEN which may also be MIG-21 FISHBEDS. NORTH VIET NAM also has a few BEAGLE (IL-28) aircraft. The DA NANG area is well within the combat radius for the FAGGOT, FRESCO and BEAGLE aircraft based in NORTH VIET NAM.

2. ESSENTIAL ELEMENTS OF INFORMATION. See current Intelligence Summaries.

3. MEASURES FOR HANDLING POW'S, CAPTURED DOCUMENTS AND CAPTURED MATERIAL. POW'S, captured documents and material will be handled in accordance with Section IV of reference (a).

~~SECRET~~4. MAPS, CHARTS, AND PHOTOGRAPHY

- a. Aircrews will draw navigation charts and maps from the Operations Section for the enroute flight to DA NANG.
- b. Maps for missions after arrival will be provided by Marine Aircraft Group 11 Intelligence Section.
- c. Requests for, and handling of all photography will be in accordance with reference (a).

5. COUNTERINTELLIGENCE. See Appendix 1 (Counterintelligence) to this Operation Plan.6. REPORTS

- a. Reports required in connection with data obtained from de-briefings will be handled by Marine Aircraft Group 11 Intelligence and Operations Sections.
- b. Any significant intelligence information will be immediately passed to Marine Aircraft Group 11 Intelligence Section.
- c. All other reports will be made as directed by reference (a), or Marine Aircraft Group 11 order.

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APPENDICES:

✓1 - Counterintelligence

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Appendix 1 (Counterintelligence) to Annex B (Intelligence) to Operation Plan 1-66

Ref: (a) 1stMAW (Rear) Msg #1/437Z Feb66

Time Zone: ZULU

1. SECURITY OF CLASSIFIED MATERIAL

a. Prior to deployment, each section will segregate all CLASSIFIED material into two categories:

- (1) Material to be retained in VMFA-542 and air-lifted to DA NANG.
- (2) Material which is to be transferred to custody of VMFA 323 advance echelon.

(a) S&C files will be responsible for the security of airlifted CLASSIFIED material. A guard consisting of one non-commissioned officer and two sentries will be assigned security for the duration of the move. All guard personnel will be armed with a .45 caliber pistol or the M-14 rifle.

2. NEWS RELEASES. In accordance with reference (a), an official news release (USMC) will not be made concerning the rotation of VMFA-542 and VMFA-323. In the event a query is received from the local press, the following will be released QUOTE "VMFA-542 has been rotated from MCAS, IMAKUNI to NAS CUBI PT. VMFA-323 has been rotated from NAS CUBI PT to MCAS IMAKUNI. This is in accordance with normal Marine Corps rotation and training procedures" UNQUOTE. No news release of any sort will be made by any member of this command.

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Annex C (Concept of Operation) to Operation Plan 1-66

Ref: (a) CG 1stMAW Msg 300829Z

Time Zone: ZULU

1. GENERAL

- a. Commencing D minus 1, VMFA-542 will conduct ferry of ten assigned F4B aircraft to NAF NAHA and further to DA NANG AIR BASE REPUBLIC OF VIET NAM unless otherwise directed. Air refueling will be provided by KC-130F under control of CG 1st Marine Aircraft Wing. The route for this operation is MCAS IMAKUNI - NAF NAHA, NAF NAHA - DA NANG AIR BASE. NAS CUBI PT will be utilized as a divert field in case of in-flight emergencies or failure of in-flight refueling during that portion of the flight from NAF NAHA - DA NANG.
- b. The detailed routes and flight plans for this operation are as indicated in Appendix 1 (Routes and Flight Plans) to this Annex.
- c. The Aerial Refueling Rendezvous Control Time (ARCT) will be the primary factor controlling echelon departure.
- d. GO-No-Go (BINGO) criteria will be in accordance with Appendix 1 to this Annex.
- e. In event weather or operational necessity dictate a delay in "D" Day, the flight plan will be delayed commensurately, but not longer than forty-eight hours.
- f. An enroute support team will operate as indicated in paragraph 3. "EXECUTION" to this Operation Plan.

2. MOVEMENT (MCAS IMAKUNI - NAF NAHA) 10 F4B:

- a. Movement from MCAS IMAKUNI - NAF NAHA will commence on "D" Day minus one, and terminate on "D" Day minus one unless delays are encountered due to weather or aircraft availability. Aircraft departure times, routes, and flight plans will be in accordance with Tab A (F4B Flight Plan IMAKUNI - NAHA) to Appendix 1 to this Annex.

~~SECRET~~3. MOVEMENT (NAIF NAHA - DA NANG) 10 F4B:

a. Unless otherwise directed by CTF 77 the Operation will continue as outlined in Tab B (NAHA - DA NANG via ARCP) to Appendix 1, to this Annex.

(1) Flights will utilize in-flight refueling enroute. See Appendix 1 (Route and Flight Plans) to this Annex.

4. BRIEFING. A briefing will be conducted prior to each flight and will include:

a. Enroute weather coverage.

b. Route briefing to include:

(1) Take-off, enroute emergency recovery bases, air discipline, and down plane procedures.

(2) Abort procedures.

(3) Refueling procedures.

(4) BINGO fuel from refueling area.

(5) Air Rescue.

(6) Enroute radio frequencies, SIF, and authentication procedures.

(7) Enemy situation.



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✓1 - Route and Flight Plans

✓2 - Receiver Employment

✓3 - Climatology Report

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Appendix 1 (Route and Flight Plans) to Annex C (Concept of Operation) to
 Operation Plan 1-66

Ref: (a) Pacific Airways Plotting Chart VR-212
 (b) FMFPAC 3710.11A

Time Zone: ZULU

1. GENERAL

- a. Ten F4B aircraft will depart in two plane flights as indicated in Tab E (Flight Echelon Assignments) to this Appendix for NAF NAHA, commencing D-Day minus 1.
- b. Briefing for all aircrews will be conducted prior to departure.
- 2. ROUTES. For routes and fuel data, see Tabs A through D of this Appendix.
- 3. FLIGHT PLANS. Flight Plans are to be filed as "TACTICAL" flights under operational clearances twenty-four hours in advance of intended departure times.

4. ALTERNATE/EMERGENCY FIELDS (IWAKUNI - NAHA)

- a. In the event conditions prohibit landing at NAHA, KADENA AIR BASE will be utilized as the primary alternate. Emergency landings can be made at NYUTA or KANOYA, JAPAN or MCAF FUTEMA, OKINAWA.
- b. NAHA - DA NANG via In-flight Refueling
 - (1) In the event in-flight refueling is not completed NAS CUBI PT or CLARK AIR BASE may be utilized as alternate airfields. In the event of an emergency enroute from NAHA to the ARCP TAINAN AIR BASE TAIWAN may be used for landing. Once past the ARCP, a decision will have to be made whether to continue to DA NANG or to return to NAS CUBI PT if an emergency situation arises.

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(2) In the vicinity of DA NANG, emergency diverts may be made to UBCN THAILAND or CAM RANH BAY AIR BASE, REPUBLIC OF VIET NAM.

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TABS:

- ✓ A - F4B Flight Plan (IMAKUNI - NAHA)
- ✓ B - (NAHA - DA NANG via ARCP)
- ✓ C - (Divert Corridor, ARCP - CUEI PT)
- ✓ D - (Alternate ARCP)
- ✓ E - (Flight Echelon Assignments)
- ✓ F - (Operational Reports)

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D. W. Anderson,
Major, U. S. Marine Corps

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012400Z FEB66

Tab 4 (F4B Flight Plan, MIKUNI - N.I.M.) to Appendix 1 (Route and Flight Plan).
to Annex C (Concept of Operation) to Operation Plan 1-66

Ref: (a) Pacific Airways Plotting Chart VR-212

Time Zone: ZULU

Fuel Load: 16,800 Lbs.

TAS: 50 KTS TAS
WIND: -90

TAKE OFF TIMES

FLIGHT ALFA - - - - - 272200Z FEB
FLIGHT BRAVO - - - - - 2722230Z FEB
FLIGHT CHARLIE - - - - - 272300Z FEB
FLIGHT DELTA - - - - - 272330Z FEB
FLIGHT ECHO - - - - - 272400Z FEB

		MCAS IWAKUNI - NAF NAM		ID/		LAT/		LEG		TOT		LEG		T/T		LEG		FUEL	
ROUTE	FIX	FREQ	LONG	HDG	TIS	DIST	DIST	TIME	TIME	FUEL	REMAIN								
	IWAKUNI	NEU	34/05N															16800	
		35	13214E																
KAGOSHIMA	LVL/FF	NEU				475	72	72	✓+12	✓+12	2800	11400							
#1	FL 340	35				510	31	1/3	✓+14	✓+16	1250	12750							
	KAGOSHIMA	IMC	3133N																
J-65V		80	13030E	216	510	129	232	✓+19	✓+35	1700	11050								
J-75V			3700N																
AIRWAYS	BUNTO		12939E	210	510	112	344	✓+16	✓+59	1450	9600								
J-75V		KI	2621N																
AIRWAYS	KADEN	76	12746E	218	510	240	584	✓+35	1+26	3150	6400								
		LYN	2611N																
DIRECT	NAM	96	12739E	230	510	12	596	✓+12	1+28	180	6270								

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Tab B (NAHA - DA NANG via ARCP) to Appendix 1 (Route and Flight Plan) to Annex C (Concept of Operation) to Operation Plan 1-66

Ref: (a) FMFPac 3710.11A

TAS: 510

Time Zone: ZULU

WIND: -40

RECEIVER TAKE-OFF TIME FOR PRIMARY ARCP/ALTERNATE ARCP 10 F4B

ALFA FLIGHT	- - - - -	282200Z FEB66
BRAGO FLIGHT	- - - - -	282300Z FEB66
CHARLIE FLIGHT	- - - - -	012200Z MAR66
DELTA FLIGHT	- - - - -	012300Z MAR66
ECHO FLIGHT	- - - - -	022000Z MAR66

ROUTE	ID/	LAT/	CUS	LEG	TCT	LEG	TCT	LEG	FUEL		
ROUTE	FIX	FREQ	LONG	HDG	T/S	DIST	DIST	TIME	TIME		
	LVL/C	LYN							FUEL REMAIN		
DIRECT	FL350	96		240		60	60	0+08	0+08	2100	11100
	MIYAKO		2446N		.88						
DIRECT	JIMA		125200E	240	510	93	153	0+13	0+21	1210	12890
	PT DENVER		2300N								
DIRECT	CKI ADIZ		124000E	216	510	127	280	0+17	0+38	1590	11300
	PT RENG		2100N								
DIRECT	PHIL ADIZ		122330E	216	510	145	425	0+19	0+57	1770	9530
	LAC	1811N									
DIRECT	LAC/AG	88	12032E	216	510	189	614	0+24	1+21	2240	7290
DIRECT	258/20										
	LAC/IG			258	510	20	634	0+03	1+24	280	710
DIRECT	ARCP		1813N		CAS						
	IDLE DESC		11954E	258	250	25	659	0+04	1+28	60	6950
	TO FL 200				KTS						

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DA NANG via ARCP (Continued)

ROUTE	FIX	ID/ FREQ	LAT/ LONG	HDG	TAS	LEG DIST	LEG DIST	TCT TIME	FUEL	FUEL REMAIN
DISENGAGE										
DIRECT	258/120		1754N						2100	1850
LAGING										
		11838E	258	280	75	734	0+16	1+44	+8500	13350
LVL FL350										
DIRECT 258/148										
LAGING										
			258		28	762	0+04	1+48	650	12700
PHIL 1738N 88										
DIRECT	ADIZ	1174N/E	258	510	66	828	0+08	1+56	750	11950
SMIG N 1638N										
DIRECT	FIR	1144N/E	258	510	181	1449	0+23	2+19	2150	9800
PE 8										
DIRECT	1644/133	DAG	1535N							
DAG 37 11428E 258 510 213 1222 0+27 2+46 2520 7280										
DAG 1643N										
DIRECT	DA NANG	37	10812E	280	510	133	1355	0+17	3+03	1590 5690

NOTES:

1. Refueling conducted at FL 2100 275KIAS in accordance with reference (a).
2. Wind factor 270°/90° TO RING.
3. Mandatory ABRT - Disengage point, see Tab G.

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Tab C (Divert Corridor ARCP - NAS CUBI PT) to Appendix 1 (Route and Flight Plans) to Annex C (Concept of Operation) to Operation Plan 1-66

Ref: (a) Pacific Airways Plotting Chart VR-212

Time Zone: ZULU

DIVERT CORRIDOR ARCP - CUBI PT										
ROUTE	FIX	ID/ FREQ	LAT/ LNG	CUS	LEG/ TAS	TCT DIST	LEG DIST	TCT TIME	LEG TIME	FUEL REMAIN
	LVL	NCI			.88					
DIRECT	FL 35°	77		154	51°	28	28	0+04	0+04	65°
	-----	NCI								
DIRECT	CUBI	77	144.8N	154	.88					
			120°16E	154	51°	182	21°	0+21	0+25	19°

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Tab D (Alternate ARCP) to Appendix 1 (Route and Flight Plans) to Annex C (Concept of Operation) to Operation Plan 1-66

Ref: (a) FMFPACO 3710.11A

Time Zone: ZULU

ALTERNATE ARCP											
ROUTE	FIX	ID/ FREQ	LAT	CUS	LEG	TCT	LEG	TCT	LEG	FUEL	REMAIN
L/O FL		LYN	LONG	HDG	TAS	DIST	DIST	TIME	TIME	FUEL	
DIRECT	35 $\frac{1}{2}$	96		24 $\frac{1}{2}$		60	60	0+08	0+08	21 $\frac{1}{2}$	141 $\frac{1}{2}$
	MIYAKO		24 $\frac{1}{2}$ N								
DIRECT	JIMA		1252 $\frac{1}{2}$ E	24 $\frac{1}{2}$	51 $\frac{1}{2}$	93	153	0+13	0+21	121 $\frac{1}{2}$	1289 $\frac{1}{2}$
	PT DENVER		23 $\frac{1}{2}$ N								
DIRECT	SKI ADIZ		124 $\frac{1}{2}$ E	216	51 $\frac{1}{2}$	127	28 $\frac{1}{2}$	0+17	0+38	159 $\frac{1}{2}$	113 $\frac{1}{2}$
	PT RENO		21 $\frac{1}{2}$ N								
DIRECT	PHIL ADIZ		12233 $\frac{1}{2}$ E	216	51 $\frac{1}{2}$	145	425	0+19	0+57	177 $\frac{1}{2}$	953 $\frac{1}{2}$
	LAF		1611N								
DIRECT	LAOAG	88	12 $\frac{1}{2}$ 32E	216	51 $\frac{1}{2}$	189	614	0+24	1+21	224 $\frac{1}{2}$	729 $\frac{1}{2}$
	PORO	PP									
DIRECT	PT	8 $\frac{1}{2}$		193		107	721	0+13	1+34	121 $\frac{1}{2}$	698 $\frac{1}{2}$
DIRECT	ARCP		1612N								
IDLE DESC	173/2 $\frac{1}{2}$		12 $\frac{1}{2}$ 19E	173	CAS						
TC ARCP	PP				25 $\frac{1}{2}$	25	746	0+14	1+38	6 $\frac{1}{2}$	602 $\frac{1}{2}$
DIRECT	NCI		14 $\frac{1}{2}$ 8N							24 $\frac{1}{2}$	362 $\frac{1}{2}$
DISENGAGE CUBI	77		12 $\frac{1}{2}$ 16E	173	28 $\frac{1}{2}$	83	829	0+18	1+56	110 $\frac{1}{2}$	1462 $\frac{1}{2}$
JT-18	LVL	227/28									
AIRWAYS	FL35 $\frac{1}{2}$	CUBI 77		227		28	857	0+04	2+01	65 $\frac{1}{2}$	1397 $\frac{1}{2}$
JT-18			1422N								
AIRWAYS	SHELL		11952E	227	51 $\frac{1}{2}$	12	869	0+02	2+02	20 $\frac{1}{2}$	1377 $\frac{1}{2}$
JT-18			1358N								
AIRWAYS	REEF		11926E	227	51 $\frac{1}{2}$	35	9 $\frac{1}{4}$	0+04	2+06	37 $\frac{1}{2}$	1346 $\frac{1}{2}$
	PHIL		1425N								
DIRECT	ADIZ		11700E	28 $\frac{1}{2}$	51 $\frac{1}{2}$	144	1048	0+18	2+24	168 $\frac{1}{2}$	1172 $\frac{1}{2}$
	SAI		1457N								
DIRECT	FIR		11400E	28 $\frac{1}{2}$	51 $\frac{1}{2}$	177	1225	0+22	2+46	205 $\frac{1}{2}$	967 $\frac{1}{2}$

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ALTERNATE ARCP (Continued)

ROUTE	ID/	LAT	LEG	TOT	LEG	TOT	LEG	FUEL			
ROUTE	FIX	FREQ	LONG	HDG	T/S	DIST	DIST	TIME	TIME	FUEL	REMAIN
DIRECT			1518N								
DIRECT	PE		11200E	280	510	118	1343	4+45	3+11	1400	8270
DIRECT	8		11028E	280	510	91	1434	4+12	3+13	1120	7150
DIRECT	DAG		1603N								
	37		1/812E	280	510	133	1567	4+17	3+30	1580	5570

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Tab E (Flight Echelon Assignments) to Appendix 1 (Route and Flight Plans) to
Annex C (Concept of Operations) to Operation Plan 1-66

Ref: (a) CG 1stMAW Msg 300829Z

Time Zone: ZULU

FLIGHT ALFA

LTCOL PEACRY/LT STEINKEN
LT HOGG/LT MILSAP

FLIGHT BRAVO

MAJ REVIE/CAPT BECKER
CAPT ROBINSON/LT SARACINO

FLIGHT CHARLIE

CAPT HUEY/CWO STEELE
CAPT HOGUE/LT LATHAM

FLIGHT DELTA

MAJ FRAPPOLLO/WO AGUILAR
CAPT HALEY/ LT BERGEND

FLIGHT ECHO

MAJ ROSENTHAL/LT CARR
LT DEMERS/LT WATSON

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Tab F (Operational Reports) to Appendix 1 (Route and Flight Plans) to Annex C (Concept of Operation) to Operation Plan 1-66

Ref: (a) NMIP 14-1(A)
 (b) MAG 13 C 3750.10
 (c) WgC 3750.10F
 (d) FMFPAC P/3000.5

Time Zone: ZULU

1. GENERAL. References (a) through (d) will be utilized in preparation of, forwarding, and recording of the operational reports required by higher headquarters who have ordered this move. The necessity for timely and accurate submission of reports cannot be over-emphasized.

2. MOVEMENT REPORTS (Departure and Arrival): Movement reports are required as set forth in reference (a). Flight echelons have been established as set forth in Annex C.

a. Twenty-four hours prior to departure of each of the five two plane flights, a movement report will be dispatched to address indicator group 61. Each movement report will be sent SECRET N O F O R N (no foreign nationals) PRIORITY. See reference (a).

b. Arrival reports will be dispatched to address indicator group 61, upon arrival of each two plane serial (flight) at NAF NAHA. Arrival reports will be sent SECRET N O F C R N in the same manner, and with the same precedence as described above.

c. Upon arrival of flight echelon ECHO (see Tab E Flight Echelon Assignments), and when all ten aircraft assigned are in place NAHA, VMFA-542 will CHOP ORCON to CTF 77 (see reference (a)), and prepare to continue the move unless otherwise directed to DA NANG. ADCON (Administrative Control) and CRYPTO guard will remain at Marine Aircraft Group 13.

d. Movement (departure) reports will be submitted to address indicator group 61 on the actual departure (vice estimated) in order to maintain security for this move. The departure report from NAHA to DA NANG is submitted as described in paragraph 2. a. (line 3) above.

e. Arrival reports of each of the flight echelons will be submitted as described in paragraph 2. b. (line 3) above, except that address indicator group 61 is the cognizant TO addressee. Upon arrival of the Commanding Officer, VMFA-542

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CHOP OPCON, change ADCON, and shift command, mail, CRYPTO guard, to Marine Aircraft Group 11.

3. AIRCRAFT MISHAP REPORTING

a. In event of an aircraft accident, incident or other mishap prior to, or while en-route to NAHA, the provisions of reference (b) apply in reporting to higher headquarters.

b. In event of aircraft accident, incident, or other mishap after CHOP to CTF 77, the provisions of reference (c) apply in reporting to higher headquarters.

4. REDOPS REPORTING. Two hours after arrival and official CHOP from CTF 77 to Marine Aircraft Group 11, the Operations Officer will report to the Operations Officer, Marine Aircraft Group 11 and provide him with the required REDOPS information to be submitted to higher headquarters as set forth in reference (b).

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Appendix 2 (Receiver Employment) to Annex C (Concept of Operation) to Operation Plan 1-66

Ref: (a) FMFPac 3710.11A

Time Zone: ZULU

1. GENERAL

a. Time conversion tables are as follow:

<u>PLACE</u>	<u>DESIGNATOR</u>	<u>LOCAL TO ZULU</u>	<u>ZULU TO LOCAL</u>
MCAS IWAKUNI	INDIA	-9	+9
NAF NAHA	INDIA	-9	+9
CUBI PT	HTEL	-8	+8
DA NANG	HTEL	-8	+8
CAM Rahn Bay*	HTEL	-8	+8
UBON*	GOLF	-7	+7
TAINAN*	HTEL	-8	+8

* Alternate/Emergency fields only.

b. Receiver take-off times are approximate. Actual take-off times may be adjusted to make good ARCT times (see Annex C).

c. Aircraft "YELLOW" sheets will be computed in ZULU time for all legs of flight, YELLOW sheets will be carried in the aircraft.

1-C2

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~~SECRET~~2. AERIAL REFUELING CONTRL TIMES (NAHA - DA NANG):

<u>Receiver Take-off Times</u>	<u>Date</u>	<u>Location</u>	<u>Radial</u>	<u>TOS</u>
2200Z	28 Feb	1813N/11954E	285/45 LACAG	282328Z
2300Z	28 Feb	"	"	010028Z
2200Z	01 Mar	"	"	012328Z
2300Z	01 Mar	"	"	020028Z
2200Z	02 Mar	"	"	022328Z

3. ALTERNATE ARCP:

a. In the event that weather, or tanker aircraft availability preclude use of the primary ARCP, an alternate ARCP is planned as outlined below:

<u>Receiver Take-off Times</u>	<u>Date</u>	<u>Location</u>	<u>Radial</u>	<u>TOS</u>
2200Z	28 Feb	1612N/12019E	173/25 P'R^ PT	282338Z
2300	28 Feb	"	"	010038Z
2200Z	01 Mar	"	"	012338Z
2300Z	01 Mar	"	"	020038Z
2200Z	02 Mar	"	"	022338Z

4. MANDATORY DISENGAGE/DIVERT PT:

a. 1754N, 11838E, 258/120 NM from LACAG TACAN.

b. Primary abort field is NAS CUBI PT. Arrive with 2950 lbs of fuel, see sub C (Divert Corridor ARCP to CUBI PT) to Appendix 1 (Routes and Flight Plans) this Annex.

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Appendix 3 (Climatological Summary) to Annex C (Concept of Operation) to
Operation Plan 1-66

Ref: (a) MCMS IWAKUNI WX Svc ltr of 27Dec65

Time Zone: ZULU

1. GENERAL

a. The following are general weather characteristics of the area of intended operation during the months of March, April, and May:

(1) MARCH. During the first half of March, Southeast Asia is still in its Northeast Monsoon. During this season, most cloudiness and precipitation occur on the windward slopes of the mountain chain of NORTH VIET NAM and northern SOUTH VIET NAM, and along the sea coast, where periods of drizzle and light rain associated with low stratus clouds and poor visibility occur frequently, and are generally referred to as "crachin" weather. Crachin weather is at its worst during the first half of March. By the time the northeast flow has crossed the mountain chain, the cloudiness producing the crachin weather along the coast has dissipated. By mid-March, the northeast flow becomes weak, or disappears entirely. The general flow is then variable, and poorly defined. Thunderstorm activity becomes more prominent at this time. Crachin weather occurs infrequently over this area after mid-March.

(2) APRIL. By April the force of the northeast Monsoon has dissipated, therefore, all stations located on the Indo-China peninsula experience similar weather. Crachin weather occurs infrequently along the northeast coast (NORTH VIET NAM), and thunderstorms become the most prominent feature of the April climate.

(3) MAY. The transition from northeast to the southwest Monsoon which began in late March, is completed by the end of May. Over and to the west of the mountain chain, cloudiness and precipitation increase. This does not occur east of the mountains, however, there is a decrease in early morning stratus along coastal NORTH VIET NAM.

3-C-1

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<u>TEMPERATURE</u>	<u>STATION</u>	<u>MARCH</u>		<u>APRIL</u>		<u>MAY</u>	
		<u>Max</u>	<u>Min</u>	<u>Max</u>	<u>Min</u>	<u>Max</u>	<u>Min</u>
Mean Daily °F	DA NANG	85	67	88	72	92	75
	QUANG NGAI	84	67	89	72	93	75
Absolute	DA NANG	99	59	105	62	102	71
	QUANG NGAI	96	59	102	63	102	67
<u>PRECIPITATION</u>		<u>MARCH</u>		<u>APRIL</u>		<u>MAY</u>	
(Inches of rainfall)	DA NANG	<u>Max</u>		<u>Max</u>		<u>Max</u>	
		0.9		1.3		2.6	
		QUANG NGAI		1.8		2.1	
<u>HUMIDITY</u> (Percent)		DA NANG		85		84	
		QUANG NGAI		89		86	
<u>UPPER WINDS (AVERAGE)</u>							
HANOI	20,000	240/20		260/15		250/09	
	25,000	250/50		260/30		255/25	
	30,000	260/70		265/65		260/35	
	35,000	265/75		270/60		270/40	
	40,000	270/80		275/50		275/30	
	45,000	270/60		275/40		280/30	
	50,000	270/45		275/35		290/20	

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Annex D (Communications-Electronics) to Operation Plan 1-66

Ref: (a) WgO 3/3-66
 (b) WgO P-0244.2
 (c) Procedures for the Use of Mark X (SIF) in the Pacific Command

Time Zone: ZULU

1. SITUATION

a. Enemy. See Annex B (Intelligence) to this Operation Plan
 b. Friendly. See reference (a).

2. MISSION. VMFA-542 will coordinate and accomplish arrangements for, Air-Air, Air-Ground, Point-Point and Air Refueling Control Frequencies in support of this Operation, as outlined in references (b) and (c), above. VMFA-542 will coordinate with CO, VMGR-152 for special frequency assignments for the conduct of air-refueling.

3. EXECUTION

a. Air-Air Communications. VHF communications will be utilized between tanker aircraft. All other air-air communications will be via UHF radio.

b. Air-Ground Communications. A Single Side Band (SSB) radio is provided by CG, 1st Marine Aircraft Wing for coordination of certain Operational Traffic. The SSB is located at FUTEMA with terminus at DA NANG. Air-ground frequencies for en-route flight following will be provided by departure control agencies at each en-route base. All other air-ground communications will be via UHF radio.

c. Point-Point Communications. Administrative and logistic type messages will be prepared for transmission in the normal manner, via NTX or NAVFONET.

d. Communications Security. Absolute communications security will not be attempted during this operation. However, air-air communications will be kept to a minimum so as to preclude possible intercept and jamming by an intruder. Authentication will be available for employment if required. Observe strict radio discipline. See reference (c).

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e. Coordinating Instructions. See Appendix 1 (Coordinating Instructions) to this Annex. Use GMT (Z) for all message date time groups. Local date time groups may be utilized in the text of a message. However, where so utilized, it must be indicated.

4. ADMINISTRATION AND LOGISTICS

a. See Annex E (Administration) and Annex F (Logistics) to this Operation Plan.

b. Repair of aircraft electronics equipment en-route will be arranged for by the Enroute Support Team, at NAHA.

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APPENDICES:

✓ 1 - Coordinating Instructions

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Appendix 1 (Coordinating Instructions) to Annex D (Communications-Electronics) to Operation Plan 1-66

Time Zone: ZULU

1. COMMUNICATIONS PROCEDURES

a. Authentication. All crews will draw authentication tables (KA-60), from the Squadron S&C Section prior to departure from MCAS IWAKUNI. Authentication Tables will be drawn for each intended day of flight enroute. Authentication Tables will be turned in to VMFA-542 S&C Section upon arrival DA NANG for destruction.

b. SIF Codes. SIF codes will be drawn from the VMFA-542 S-3 Section. SIF codes received will be turned in at destination, to VMFA-542 S&C for destruction.

(1) MODE 3 codes are assigned to identify friend from foe.

(2) Aircraft transiting the water areas of the Pacific Command and outside ADIZ or ATC boundaries will insert a code in MODE 3 which is correlated with the true track of the aircraft. This is in accordance with reference (c).

(3) Aircraft departing ADIZ or ATC areas will insert the MODE 3 code as soon as permission to do so has been received from the ground control agency, but in any event, no later than when crossing the outer boundary.

(4) Flights conducted within an ADIZ or crossing a boundary between two adjacent ADIZ's will not display the classified code after identification unless directed to do so by the appropriate Air Defense or Air Traffic Control agency. This procedure also applies after aircraft entering an ADIZ from an open area have been identified. If no code is assigned, SQUIRK appropriate enroute strata code.

c. Enroute Procedures

(1) Departure and climb from MCAS IWAKUNI will be accomplished on IWAKUNI departure control. In-flight controlling agency from MCAS IWAKUNI to POINT BONITO is KAGOSHIMA radio (255.4) direct, or via OLD MAID SIERRA.

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(2) Five minutes prior to POINT BONITO, an ADIZ penetration report will be made to KAGOSHIMA radio (255.4) direct, or via OLD MAID SIERRA.

(3) For IFR approach to NAHA contact OKINAWA APPROACH control on 255.4, VFR contact NAHA TOWER on 308.6 or 236.6.

(4) Departure and climb from NAHA will be conducted on 363.8 (OKINAWA departure control). ADIZ penetration report will be made to WAYSIDE BRAVO (278.4). Flight following between points DENVER and RENO will be obtained from HIGH CLUB. ADIZ penetration report at POINT RENO will be made to MANILA control via BACK LASH (278.4). TACAN lock-on to LAOAG TACAN (CHAN 88) should be within minutes after crossing POINT RENO. MANILA CONTROL (255.4) will be monitored from POINT RENO until a handoff is obtained to the in-flight refueling frequency. Vector to KC-130F aircraft at 1813N/11945E (258/45NM LAOAG TACAN).

(5) MANILA CONTROL will be monitored until MANILA FIR is crossed. Philippine ADIZ penetration will be reported to MANILA CONTROL. Upon leaving MANILA FIR and entering SAIGON FIR report to SAIGON Air Control Center (255.4). SAIGON ACC will be monitored until a handoff to DA NANG APPROACH CONTRL (363.8) is accomplished.

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ITEMS:

- ✓ A - Frequency Plan
- ✓ B - UHF Channelization

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Tab A (Frequency Plan) to Appendix 1. (Coordinating Instructions) to Annex D
 (Communications-Electronics) to Operation Plan 1-66

Ref: (a) Current ~~Enroute~~ Publications

Time Zone: ZULU

1. GENERAL. The below listed frequencies and call signs will be utilized as required:

STATION	UHF FREQUENCY	VOICE CALL SIGN
MCAS IWAKUNI	255.4	IWAKUNI TOWER
JSDF NYUTA	363.8	NYUTA TOWER
KAGOSHIMA	255.4 278.4	KAGOSHIMA RADIO "LD MAID SIERRA
OKINAWA APPROX CONTROL	255.4 363.6 236.6	NAHA TOWER (PRIMARY) NAHA TOWER (SECONDARY)
OKINAWA POINT DENVER	363.8 278.4	DEPARTURE C'NTRL WAYSIDE BRAVO
MANILA	255.4	MANILA C'NTROL
IN FLIGHT REFUELING FREQ	279.0	ANCESTR TANKER (PRI)
" " " "	305.9	ANCESTR TANKER (SEC)
NAS CUBI PT	291.4	APPROACH CONTROL
SAIGON	255.4	SAIGON ACC
DA NANG	363.8	PANAMA CONTROL JAYRIDE

NOTE: *NAS CUBI PT IS EMERGENCY/DEVIET FIELD ONLY.

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Tab B (UHF Channelization) to Appendix 1 (Coordinating Instructions) to Annex D
 (Communications-Electronics) to Operation Plan 1-66

Ref: None

Time Zone: ZULU

1. GENERAL. The below listed UHF channelization will be utilized as set forth in Annex C (Concept of Operations):

PRIMARY		USE/CVR	SECONDARY	
CHANNEL	FREQUENCY		CHANNEL	FREQUENCY
1	319.4	SQDN COMMN	6	236.2
2	275.8	GRUND C'NTRL	3	236.6
3	236.6	USAF TOWER	13	253.5
4	317.2	SILVER (TACC)	15	269.5
5	376.9	PANAMA	7	273.8
6	236.2	BLUE	2	275.8
7	273.8	MARCON	17	278.4
8	314.6	BLACK	16	283.4
9	312.4	RED	11	285.8
10	325.8	GREEN	4	310.2
11	285.8	PURPLE	14	311.5
12	318.5	VIOLET	9	312.0
13	253.5	USAF FAC	8	314.6
14	301.5	USAF FAC	12	318.5
15	269.5	YELLOW	1	319.8
16	263.4	ORANGE	10	325.8
17	278.4	GCI COMMN	18	314.2
18	340.2	NAVY TOWER	5	376.9
G	243.4	GUARD		
<u>MANUAL</u>				
	383.5	BRWN		
	396.5	PINK		

2. TACAN CHANNELS:

a. The below listed TACAN channels may be utilized:

~~CONFIDENTIAL~~TACAN CHANNELIZATION

<u>STATION</u>	<u>CHANNEL</u>
UDORN	31
DONG HAI	46
CHU LAI	50
UDON	51
PLEIKU	53
NAKHON PHANOM	65
HUE	69
BIEN HOA	73

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Annex E (Administrative) to Operation Plan 1 66

Time Zone: Z

1. Strength. The actual strength for the deployment will be as follows:

- a. Officers 42 USMC and 1 USN-43
- b. Enlisted 262 USMC and 2 USN-264

2. Replacements. To be provided by higher headquarters.3. Discipline, Law and Order. In accordance with current directives of squadron and higher authority.4. Prisoners of War. In the event an individual is detained as a suspect or captured, he will be taken immediately to the next higher headquarters Intelligence section.5. Graves Registration. As directed by higher authority.6. Morale and Personnel Services

a. Leave. Only emergency leave, when verified by the Red Cross and approved by the next higher headquarters, will be authorized. Normal amount authorized will be 15 days vice 30 days as in the past.

b. Rest and Recuperation. Only for individuals in the RVN for a period of 3 or more continuous months, and then only if approved by higher headquarters, dependent on the number of quotas available for R&R.

c. Decorations

(1). Those personnel entering the Republic of Vietnam for the first time under PCS orders, the Vietnam Service Medal is authorized.

(2). There is no authority for campaign stars for individuals returning to the Republic of Vietnam for their second or successive assignments.

(3). Only the Vietnam Service Medal is authorized since 3 July 1965.

d. Postal Services

(1). The official address is as follows:

SECRET

Rank, Name, Service Number, Component
Marine Fighter Attack Squadron 542
Section (To which assigned)
FPO San Francisco 96601

(2). Mail is delivered whenever a shipment arrives and a specific time will be designated when in place.

(3). Postal Orders and Parcel Post are available at the MAG-11 Post Office.

(4). Letter mail may be sent free, provided the word "Free" is written in ink in the upper right hand corner of the envelope. Tapes and packages must have stamps on them.

e. Exchange Services

(1). There are small exchanges available at MAG-11 and at the 1st MAW.

(2). A large exchange, operated by the USAF, is located outside the main gate.

f. Pay

(1). All hands will be paid prior to departure, with the advanced echelon being paid 12Feb66 and the main body 26Feb66.

(2). Hostile fire pay, \$65.00 per month, is authorized for all hands who are PCS, provided they are in the RVN for one day.

(3). Sea and foreign duty pay is authorized.

(4). Clothing maintenance allowance is suspended while in the RVN.

(5). Officers will be assessed \$1.13 per day for rations. This is automatically deducted from pay, provided one meal is eaten in a day. Individuals must notify the Disbursing Officer by letter if they are temporarily absent from the squadron, to ensure a credit is made on their pay record for field rations.

(6). Income Tax Deductions

(a). All pay is non-taxable for enlisted personnel and warrant officers.

(b). Officers are allowed \$200.00 per month tax deduction.

(c). Upon entry to the RVN, all income tax withholding is suspended from pay records. Each individual must indicate to the Disbursing Officer the amount he desires to be withheld monthly. Once completed, it is recommended that each individual check with disbursing a month later to ensure that the correct amount is being withheld.

SECRET

g. Religious Activities

(1). Religious services for Catholics are held in the MAG-11 Chapel daily.

(2). Protestant ceremonies are held on Sundays in the MAG-11 Chapel.

(3). Jewish services are held on Friday evenings in the Wing Chapel.

(4). Once in place, a schedule of times will be published in the Plan of the Day.

h. Special Services

(1). Athletic equipment may be obtained by the MAG-11 Special Services tent.

(2). A reading library of pocket books is maintained, and is operated on an exchange basis, i.e., one must turn in a book to draw a book.

(3). Boating facilities are available by contacting the USO in DaNang.

(4). Beach parties will be scheduled for recreation at China Beach, if transportation is available.

(5). Further information for recreation will be published in the Plan of the Day.

7. Civil Affairs. In accordance with higher directives.

8. Personnel Procedures. In accordance with higher directives.

9. Interior Management. No change from the existing internal arrangement.

10. Miscellaneousa. Uniforms

(1). The Uniform Regulations in the RVN have been published by a memorandum on 7 February 1966.

(2). Personnel are reminded that camouflaged covers and rain hats are NOT part of the uniform.

(3). The departure uniform is utilities. Aircrewmens may wear flight-suits.

(4). Personnel will have in their possession the minimum issue of clothing, less winter service, summer service and dress uniforms.

SECRET

(5). Personnel should be cautioned that winter service and/or summer service uniforms will be required for travel to the United States upon reassignment, emergency leave, etc. Personnel should plan to have these uniforms available to them, by storing them at Camp Butler, Okinawa so they are accessible on the stopover at Okinawa enroute CONUS.

b. Records.

(1). Squadron files and directives will rotate. Orders peculiar to area remain in place.

(2). SRB/OQR and pay records for the main body will be transported by the Administrative Section.

(3). The advanced party and aircrews in country prior to the arrival of the main body will carry their own pay records.

c. Storage and Disposition of Personal/Household Effects

(1). Personal effects may be shipped to Camp Butler, Okinawa or the Baggage Center, Camp Pendleton, California, for storage by certificates in lieu of orders. Personal effects may no longer be shipped to your home.

(2). Household effects shipment is not authorized but may be stored at MCAS Iwakuni, Building 1679. Responsibility for its condition will be at owner's risk.

d. Medical.

(1). Health and dental records will be transported by the Administrative Section.

(2). The Squadron Flight Surgeon will ensure that immunization records are current.

E. E. PEARCE
LIEUTENANT COLONEL, U. S. MARINE CORPS
CIVILIAN

Appendixes:

1 - Advance Echelon Personnel

2 - Main Body (To Be Issued) NIF

3 - Medical (To Be Issued) NIF

DISTRIBUTION: Annex G (Distribution)

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MARINE FIGHTER/ATTACK SQUADRON 542
 Marine Aircraft Group 13
 1st Marine Aircraft Wing, FMF, Pacific
 FPO San Francisco, 96601
 012400 FEB66

Appendix 1 (Advance Echelon Personnel Assignments) to Annex E (Administration) to Operation Plan 1-66

Ref: (a) CG 1stMAW Msg 300829Z

Time Zone: Zulu

1. GENERAL. The below listed personnel have been assigned to the advance echelon, as indicated by Annex A (Task Organization) to this Operation Plan:

<u>NAME</u>	<u>RANK</u>	<u>MOS</u>
* HERTHER, HERBERT M.	MAJOR	7307
FLETCHER, FREDRICK L.	2NDLT	6602
SNOOKS, DONALD J.	2NDLT	6402
WELCH, JERRY H.	2NDLT	6406
BRUNCATI, ROBERT L.	GYSGT	7113
CHARLEY, DOUGLAS L.	GYSGT	6441
MARRACINO, RICHARD R.	GYSGT	0141
TURCASO, JOHN V.	GYSGT	6511
BANGE, CHARLES E. JR.	SSGT	6442
BUSH, WILLIAM M.	SSGT	3516
CHATELAIN, HARRY J. JR.	SSGT	6511
CRUTCHER, WILLIAM T.	SSGT	6412
ESPINOZA, RUBEN	SSGT	6442
WAGNER, JOE L.	SSGT	6442
BAKER, RICHARD V.	SGT	6412

UNCLASSIFIED

CARTER, WILLIE E. JR.	SGT	6613
MANONEY, PETER W.	SGT	6491
SMITH, RONALD D.	SGT	6611
SPAGNUOLO, CHARLES P.	SGT	6443
ZOLD, JOHN F.	SGT	6615
DOUGLASS, CHARLES W.	CPT	7041
MURPHY, MICHAEL D.	CPL	6511
CLEARWATER, GEORGE M.	LCPL	3071
GRAHAM, GEORGE H.	LCPL	6442
AHEARN, ALAN R.	PFC	6511
BOMBERG, RICHARD H.	PFC	6511
STEELEHAMMER, DENNIS E.	PFC	3041

* Officer in charge

E. E. Pearcy
E. E. PEARCY
LIEUTENANT COLONEL, U. S. MARINE CORPS
COMMANDING

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MARINE FIGHTER/ATTACK SQUADRON 542
 Marine Aircraft Group 13
 1st Marine Aircraft Wing, FMF, Pacific
 c/o FPC San Francisco, 96601
 012400Z FEB66

Annex F (Logistics) to Operation Plan 1-66

Ref: (a) MAG-13 Order 4430.1

1. GENERAL: The Material Control Officer of VMFA-542 and VMFA-323 will remain with their respective squadrons. Logistic item transfer will be inventoried and receipted for by VMFA-542 prior to 1 March 1966.

2. SUPPLIES AND EQUIPMENT AVAILABLE:

a. Class I: Messing and billeting for VMFA-542 Advance Echelon will be arranged for with MAG-11, S-4. The advance echelon will arrange for transportation, messing, and billeting for the flight echelon and main body echelon expected to arrive during March 1966.

b. Class II and IIIA: The following individual and Marine Corps Property items will be embarked from MCAS IWAKUNI:

(1) Equipment carried by the Individual Marine. Field Jackets w/o liner will be carried by all enlisted men, and by all officers embarked on the advance echelon and main body airlifts. These jackets will be turned in upon arrival at destination. All of the field jackets will then be recovered by VMFA-323 Marine Corps Property Officer, for issue to personnel embarking for MCAS IWAKUNI. All aircrews flying F4B's will turn-in their field jackets prior to departure. The following equipment will be carried as indicated:

(a) Officers:

Pistol belt	1 ea
Holster for T/0 weapon	1 ea
T/0 weapon	1 ea
Magazine, Cal. .45	2 ea A/R
Pocket, Ammo, Cal. .45	1 ea A/R

UNCLASSIFIED(b) SNC's:

Pistol Belt	1 ea
Holster, Cal. .45	1 ea
Pocket, Ammo, Cal. .45	1 ea
Magazine, Cal. .45	2 ea
Pistol, Cal. .45	1 ea
Helmet, Steel	1 ea
Liner, Helmet Steel	1 ea
Cover, Camouflage	1 ea
Canteen	1 ea
Cover, canteen	1 ea
Cup, canteen	1 ea
First aid kit, jungle	1 ea
Poncho	1 ea

(c) Sgt and Below:

Rifle, 7.62MM, M-14	1 ea
Pocket, Ammo M-14	4 ea
Magazine, M-14	4 ea
Belt, Cartridge, M-14	1 ea
Canteen	1 ea
Cover, canteen	1 ea
Cup, canteen	1 ea
Helmet, steel	1 ea

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Liner, helmet steel	1 ea
Cover, camouflage	1 ea
First aid kit, jungle	1 ea

(2) Equipment to be packed for shipment to DA NANG via special airlift:

(a) Marine Corps Property: Individual T/O weapons will be taken to DA NANG. the Marine Corps Property Officers of VMFA-542 and VMFA-323 will coordinate the quantities of weapons to be exchanged. This will be done to equalize the total quantity of each type of weapon to be transferred between groups. Marine Corps Property Officer will submit to MAG-13 a list of weapons by serial number that are being transferred. This will be accomplished in accordance with reference (a).

(b) Navy Property: Hand tools and tool boxes required by the Enroute Support Team will be embarked from IMAKUNI to NAHA, and tool boxes for Motor Transport will be taken to DA NANG.

(c) Section K: All technical publications, directives, and other files common to both squadrons will remain in place.

(d) Section "M", "T", "MR", "X", and "D": These items will be obtained at NAF NAHA and NAS CUBI PT. Squadron allowances will remain in place. Enroute material requirements will be procured from MAG-11. Aircraft flight packets contain instructions for procurement of fuel and parts. The Squadron Material Section will process and control all requisitions for supply items.

c. Class III and IIIA: Enroute material requirements will be procured from Supply Departments at NAF NAHA and NAS CUBI PT. Destination requirements will be procured from MAG-11.

d. Class IV and IVA: No enroute requirements. All requirements will be provided by MAG-11 at DA NANG.

e. Class V and VA: None.

3. CONTROL AND DISTRIBUTION: The Squadron Logistics Department will process and control all requests and requirements for supply items.

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4. RE-SUPPLY: All requirements for resupply will be processed through MAG-11 upon arrival at DA NANG.

5. H&MS-13 SUPPORT: One each of the following items will be provided by H&MS-13 for use by the enroute support team at NAHA.

NC-10A

RCPT 105

TOWMR

PREOILER

E. E. Pearce
E. E. PEARCE
LIEUTENANT COLONEL, U. S. MARINE CORPS
COMMANDING

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MARINE FIGHTER/ATTACK SQUADRON 542
 Marine Aircraft Group 13
 1st Marine Aircraft Wing, FMF, Pacific
 FPO, San Francisco, California 96601
 012000Z February 1966

Annex G (Distribution), to Operation Plan 1-66

Time Zone: Z

<u>COMMAND</u>	<u>NUMBER COPIES</u>	<u>COPY NUMBER</u>
CG, III MAF	1	1
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CO, MAG-13	1	4
CO, MAG-11	2	5-6
CO, U. S. Naval Air Facility, NAWA	1	7
CO, U. S. Naval Air Station, Cubi Point	1	8
CO, Da Nang Air Base	1	9
CO, VMFA-115	1	10
CO, VMFA-323	2	11-12
CO, VMGR-152	2	13-14
CO, VMFA-314	1	15
File	6	16-21

E. E. Pearcy
 E. E. PEARCY

Lieutenant Colonel, U. S. Marine Corps
 Commanding

H-G

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C O P Y

S E C R E T

ROUTINE

R 112335Z Feb 66

FM MAG ONE THREE

TO MARFITATKRON FIVE FOUR TWO

HEADANDMA INRON ONE THREE

INFO CG FMFPAC

CG FMFPAC/IMAC FWD

COMSEVENTHFLT

CTF SEVEN SEVEN

CTF SEVEN NINE

CG FIRST MAW

FIRST MAW REAR

MAG ONE ONE

MCAS IWAKUNI

MCAF FUTEMA

NAF NAHA

NAS CUBI PT

MARAER IALRFLTRANSON ONE FIVE TWO

MARFITATKRON THREE TWO THREE

BT

S E C R E T

MOVEMENT ORDER (U)

A. CG FIRST MAW 300829Z JAN66

B. NWIP 10-1 SUPPLEMENT

1. SITUATION. IAW REF A VMFA-542 AND VMFA-323 RELOCATE BETWEEN IWAKUNI AND DANANG. ROUTINE INTRA-THEATRE ROTATION.

2. MISSION. RELOCATE VMFA-542 TO DANANG RVN.

3. EXECUTION.

A. SCHEDULE OF EVENTS. VMFA-542

(1) 15FEB66 ADVANCE ECHELON OF 4 OFFICERS AND 19 ENL TO VMFA-323 TO INVENTORY AND RECEIPT FOR AIRCRAFT, TECH FILES AND PROPERTY AT DANANG.

(2) NLT 27FEB66 POSITION 1 OFFICER AND 42 ENL ENROUTE SUPPORT PERSONNEL AT NAF NAHA.

(3) 1MAR66 DEPART 24 MAN GUARD AND 11 MESSMEN E-3 OR BELOW TO RELIEVE VMFA-323 DETAIL.

(4) 1-4 MAR DEPART MAIN BODY TO BE LIFTED ONE INCREMENT EACH DAY.

(5) 3MAR66 DEPART ENROUTE SUPPORT PERSONNEL FROM NAHA TO DANANG.

B. H&MS-13 PROVIDE SUPPORT TEAM AT NAHA NLT 27FEB66.

C. PROPOSED FERRY SCHEDULE:

(1) 28FEB66 DEPART 10 F4B'S BY SECTIONS AT 1/2 HOUR INTERVAL TO NAHA COMMENCING AT 0700I.

(2) 1MAR DEPART 6 F4B'S BY SECTIONS FROM NAHA TO DANANG WITH AERIAL REFUELING IN VIC CUBI PT:

DEPART 1ST FLT 0700I

2ND FLT 0800I

3RD FLT 1500I

(3) 2 MAR DEPART 4 F4B'S BY SECTIONS FROM NAHA TO DANANG WITH AERIAL REFUELING IN VIC CUBI PT:

DEPART 1ST FLT 0700I

2ND FLT 0800I

S E C R E T

TAB A TO APPENDIX 5

C O P Y
S E C R E T

D. MAG-13 ASSUMES UPPPLY AND ENROUTE SUPPORT AT NAF NAHA.
E. COORDINATING INSTRUCTIONS:

(1) UPON ARRIVAL NAHA VMFA-542 RPT OPCON CTF-77, UNODIR
CONTINUE TO DANANG.
(2) UPON ARRIVAL DANANG REPORT OPCON/ADCON MAG-11.
(3) SUBMIT NECESSARY REDOPS WITHIN 24 HOURS AFTER ARRIVAL.
(4) INSURE SATISFACTORY TURN OVER OF ACFT TECH FILES, AND PROPERTY
SO AS NOT TO INTERFER WITH COMBAT OPS.

(5) MOVEREPS IAW REF B.
4. ADMINISTRATION AND LOGISTICS. SEE & COMPLY WITH REF B.
5. COMMAND.

A. DIRLAUTH ALCON

GP-4

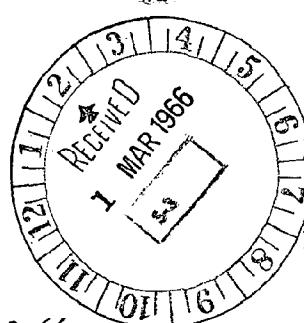
S E C R E T

PAGE TWO OF TWO PAGES

C O P Y

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S-3



Marine Fighter/Attack Squadron-115
 Marine Aircraft Group-13
 1st Marine Aircraft Wing
 Marine Corps Air Station
 IMAKURE, JAPAN
 240700 Feb 1966

Operation Order 1-66

Ref: (a) MAG-13 msg 160405Z
 (b) VMFA-115 ltr 04:BHD:cpl 4000 of 17 Feb
 (c) MAG-13 msg 170210Z
 (d) MAG-13 190423Z
 (e) MAG-13 msg 170200Z
 (f) FIRST MAW (REAR) 190047Z

Time Zone: Zulu

VM FA -115
 S+C # 101-66
 3 of 19

Task Organization:

(a) VMFA-115 (-) (Reinforced) Maj D. C. MACHO
 (1) Detachment H&MS-13
 (b) VMFA-115 (Rear) Maj F. K. WEST Jr.

MAG-13	
S&C #	66 232
COPY	/ OF / COPIES

1. Situation.

a. Enemy Forces. None
 b. Friendly Forces.

(1) Marine Aerial Refueler Transport Squadron-152

(a) Provides KC-130F aircraft as requested by reference (d) for the transportation of the squadron to and from NAF Naha.
 (b) Provides KC-130F aircraft for aerial refueling practice as requested by reference (e).

(2) NAF Naha Provides base support and air to ground target times as requested by reference (a).(3) Task Group 54.4

(a) Provides W-173 for Aerial Intercept Training on the times and dates requested by reference (a).
 (b) Provides aircraft from FltCompRgn-5 for target services as requested by reference (e).

	ACT	INFO
S-3	✓	
S-3A	✓	
FILE		

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- (4) Eighteenth Tactical Fighter Wing. Provides air to ground target times as requested by reference (a).
- (5) Marine Medium Helicopter Transport Squadron-161. Provides helicopters for helicopter escort training as requested by reference (f).
- (6) Headquarters and Maintenance Squadron-13.
 - (a) Provides a detachment of specialists for intermediate level maintenance support for the duration of the deployment.
 - (b) Provides TF-9J aircraft as availability permits for the period 15 March 66 through 3 April 66.
- (7) FltComRgn-5.
 - (a) Provides AQM-37A launch services and MK-24 flare drops for squadron as requested by reference (e).

c. Detachments.

- (1) VMFA-115 (Rear)
 - (a) Provides logistic, administrative and maintenance services to support the concept of this order.
 - (b) Fly syllabus sorties as aircraft availability permits.
- (2) Advance Echelon.
 - (a) Prepares shops, flight line and living areas for the arrival of the main body.
- (3) Flight Echelon.
 - (a) Ferry assigned aircraft to NAF Naha on 4 March 66 and thence to MCAS Iwakuni on 4 April 66.

d. Attachments.

- (1) Detachment H&MS-13 provides intermediate level maintenance support at NAF Naha as required.

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2. Mission. To deploy 26 officers, 150 men and 10 aircraft of VMFA-115 to NAF Naha for a period of maximum effort flight operations from 4 March 1966 to 4 April 1966. Primary emphasis is to be placed on the training of newly assigned aircrues in air to ground and air to air tactics, and the participation of all assigned aircrues in a missile FirEx.

3. Execution.

- (a) Advance Echelon. The personnel designated in Annex A (Administration Annex) will depart MCAS Iwakuni by special airlift on 28 April 1966 for NAF Naha. Upon arrival at Naha they will make preparations for the arrival and accommodation of the Flight Echelon and the main body.
- (b) Flight Echelon. The personnel designated in Annex A (Administration Annex) will ferry the assigned aircraft to NAF Naha. They will depart MCAS Iwakuni, at 2300Z on 3 March in accordance with Annex D (Flight Operations) and Appendix 1 (Enroute Planning) thereto. Aircrues for the return to Iwakuni on 4 April 1966 will be designated at a later date. They will depart NAF Naha at 2300Z in accordance with Annex D (Flight Operations) and Appendix 1 (Enroute Planning) thereto.
- (c) Main Body. Those personnel listed in Annex A (Administration Annex) together with the squadron equipment listed in Annex B (Logistics Annex) will be embarked aboard the transport aircraft in accordance with Annex C (Embarkation Plan) on the morning of 4 March 1966 for transportation to NAF Naha. The Main body for the return to MCAS Iwakuni on 4 April 1966 will be designated at a later date, but it will be in place with the squadron equipment on the morning of 4 April in accordance with Annex C (Embarkation Plan).
- (d) Detachment H&MS-13. The personnel attached to the squadron from H&MS-13 for intermediate level maintenance support will board the transport aircraft as required by Annex A (Administration Annex) to this order. They will remain with the squadron for the duration of the deployment and will return to MCAS Iwakuni with the Main Body.
- (e) Rear Echelon. The personnel designated in Annex A (Administration Annex) will remain at MCAS Iwakuni and will provide all maintenance, administrative and logistic support required of them by the squadron. They will conduct a daily training flight schedule as aircraft availability permits and will ferry aircraft to and from NAF Naha as required. Members of the Rear Echelon will stand ready at all times to depart for NAF Naha as replacements or additions to the deployed unit.

4. Administration and Logistics. See Annex A (Administration) and Annex B (Logistics) to this order.

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5. Command and Communications.

- (a) Command. The Command Post of VMFA-115 will be at the location of the Commanding Officer at all times during this operation.
- (b) Communications.
 - (1) Airborne communications will be in accordance with Annex D (Flight Operations) to this order.
 - (2) Ground Communications will be by Naval Message.

D. C. Macho
D. C. MACHO
Major U.S. Marine Corps
Commanding

Annexes:

- A. Administration
- B. Logistics
- C. Embarkation
- D. Flight Operations
- E. Distribution

Distribution: Annex E (Distribution)

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Marine Fighter/Attack Squadron-115
Marine Aircraft Group-13
1st Marine Aircraft Wing
Marine Corps Air Station
IWAKUNI, JAPAN
240700Z Feb 1966

Annex A - (Administration) to Operation Order 1-66

Time Zone: Zulu

1. STRENGTH. The actual strength for deployment and embarkation will be as follows:

- a. Officers: 26
- b. Enlisted: 150
- c. H&MS detachment - 3 enlisted

2. REPLACEMENTS. In accordance with command policy, crews will rotate as needed to provide maximum operational readiness.

3. DISCIPLINE, LAW AND ORDER. In accordance with existing Bulletins, regulations and policies of higher authority.

4. MORALE AND PERSONNEL SERVICES.

a. Pay: All pay records will remain at Iwakuni. Pay will be by check, flown to Naha, and will be within one day of normal pay day.

b. Postal Service: Mail will be readdressed and forwarded through normal postal channels and distributed by mail facilities at Naha. Mailing address will remain the same.

c. Liberty: Liberty will be regulated by the Squadron Commander in accordance with existing regulations at Naha.

d. Exchange, Religious Activities, Special Services: The schedules of operation of these facilities will be delineated at Naha.

5. UNIFORM.

a. Required Uniforms:

(1) Officers:

(a) Summer Service "C" (Short-Sleeved)

(2) Enlisted:

(a) Summer Service "A"

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(b) Summer Service "C" (Short-Sleeved)

(c) Utilities

b. Uniform of the Day: The uniform of the day will be Summer Service with short-sleeves or utilities.

c. Civilian attire: Officers are required to wear tie in the "O" Club after 1930. (local)

6. PERSONNEL PROCEDURES. In accordance with applicable Marine Corps Orders, FMFPacO P1000.3D (SOP for Personnel) and WgO P5000.1A (SOP for Administration).

7. GENERAL ADMINISTRATION. Administrative control and records will remain with VMFA-115 (Rear) at Iwakuni. An S-1 representative with VMFA-115 (-) (Reinf) will conduct necessary liaison with VMFA-115 (Rear).

D. C. Macho
D. C. MACHO
Major, U. S. Marine Corps
Commanding

APPENDIXES:

- ✓1. Roster of Flight Echelon
- ✓2. Roster of Advance Echelon
- ✓3. Roster of Main Body

DISTRIBUTION: Annex E (Distribution)

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Marine Fighter/Attack Squadron-115
 Marine Aircraft Group-13
 1st Marine Aircraft Wing
 Marine Corps Air Station
 IWAKUNI, JAPAN
 240700 Feb 1966

Appendix 1 (Roster of Flight Echelon) to Annex A (Administration) to
 Operation Order 1-66

MACHO, D. C.	Maj
BENN, D. T.	Capt
SORENSEN, R. J.	Maj
BARNHART, J. M.	Capt
KEAST, D. G.	Maj
CWIEKA, H. F.	1stLt
SCAFE, J. R.	Capt
WALTZER, R. A.	2ndLt
EZELL, J. B.	Capt
ELLIS, J. F.	1stLt
BUCH, A. D.	1stLt
KRAMER, J. D.	2ndLt
BUCKLEY, R. W.	1stLt
MCFFETT, E. R.	1stLt
GEIGER, C. R.	1stLt
RUXTON, M. O.	1stLt
YARBROUGH, R. D.	1stLt
MOORE, D. W.	1stLt
JOHNSON, W. D.	Capt
PAWLOWSKI, E. C.	1stLt

D. C. Macho

D. C. MACHO

Major, U. S. Marine Corps
 Commanding

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A-1-1

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Marine Fighter/Attack Squadron-115
 Marine Aircraft Group-13
 1st Marine Aircraft Wing
 Marine Corps Air Station
 IMAKUNI, JAPAN
 240700 Feb 1966

Appendix 2 (Roster of Advance Echelon) to Annex A (Administration) to
 Operation Order 1-66

MAINTENANCE CONTROL

PERRY, J. R. 2ndLt
 LINEBERGER, R. F. MSgt
 BURTON, F. G. Cpl

COM/NAV

HERNANDEZ, M. A. Sgt
 LAHR, C. E. Cpl

RADAR

ELLIOTT, V. R. CSGt
 BOSARGE, B. S. Cpl
 GREGG, J. W. Cpl

ELECTRIC SHOP

BRICK, C. B. Sgt
 BARTH, T. C. Cpl

FLIGHT LINE

CARMONA, G., JR. Cpl
 CURTIS, G. L., JR. LCpl
 HALL, R. C. PFC

FLIGHT EQUIPMENT

DILLON, R. F. Cpl

SEAT SHOP

WHEELER, L. L. Sgt

ORDNANCE

JONES, J. L. Sgt
 WILCOX, R. E. Cpl

METAL SHOP

KITCHEN, D. E. Sgt
 CAMPBELL, R. E. LCpl

HYDRAULIC SHOP

KENDALL, C. L. Sgt
 WILLEY, T. E. LCpl

POWER PLANTS

HARDING, R. R. Sgt

MATERIAL

COX, F. W. Sgt

MOTOR TRANSPORT

SWINDELL, J. A. PFC

D. C. Macho

D. C. MACHO
 Major, U. S. Marine Corps
 Commanding

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Marine Fighter/Attack Squadron-115
 Marine Aircraft Group-13
 1st Marine Aircraft Wing
 Marine Corps Air Station
 IMAJUNI, JAPAN
 24700 Feb 1966

Appendix 3 (Roster of Main Body) to Annex A (Administration) to
 Operation Order 1-66

COM/NAV

BISHOP, G. S.	SSgt	COWEN, W. L.	Sgt
MCGARY, R. F.	Sgt	HURST, B. J.	Sgt
HAWKINS, H. A.	LCpl	WILLIAMS, R. H.	Sgt
JAMES, N. F.	LCpl	MCCLANCY, J. K.	Cpl
HAZELHURST, W. R.	LCpl	STEWART, G. D.	Cpl
QUEEN, P. D.	LCpl	PANNO, L. C.	Cpl
ROUX, H. F.	PFC	SHRUBB, D. W.	Cpl
		BENNETT, J. W.	LCpl
		OBRIEN, D. J.	LCpl
		HAENN, V. S.	LCpl

RADAR

ROBINSON, W. R.	GySgt	SCHWARTZ, A. S.	PFC
HAYES, L. C.	SSgt	PETERSON, T. J.	PFC
SENSEBE, L. E.	Sgt	KEHLER, H. E.	LCpl
BINDLEY, R. L.	Cpl	COLLIER, K. W.	PFC
GLANDORF, K. L.	Cpl	DIFFENDERFER, G. L.	PFC
NORRIS, O. J.	LCpl	DAW, W. G. JR.	PFC
SUTTON, R. L.	LCpl	BEARD, D. F.	PFC
ATKINSON, D. R.	LCpl		
CISSELL, W. P.	LCpl		
PREVETT, M. A.	LCpl		
HARLAN, W. F.	LCpl		
LOWE, M. L.	LCpl		
GOOD, R. J.	LCpl		
BEAN, R. K.	LCpl		
HUNTER, R. A.	LCpl		
STRZELCZYK, R. R.	LCpl		
HARRIS, M. D.	LCpl		
MARRESE, R.	LCpl		
BECK, P. B.	PFC		
MESTEMAKER, F. W.	PFC		
SHEDENHELM, G. A.	PFC		
CARDINAL, J. J.	PFC		
LONG, R. E.	PFC		

FLIGHT LINE

ROMINE, W. L.	GySgt
SCHENK, A. E.	SSgt
HOLMES, M. E. JR.	Cpl
WESLEY, F. J.	LCpl
MERRILL, R. L.	LCpl
GUTIERREZ, B.	LCpl
PIETROWSKI, R. I.	LCpl
DOYLE, J. J.	PFC
KUMPF, G. L.	PFC
RHEA, W. A.	PFC
MATTOX, J. C. JR.	PFC
ROUSSEAU, R. H.	PFC

MAINTENANCE CONTROL

BERRYMAN, C. W.	GySgt
WHISLEHUNT, L. A.	Cpl

GROUND SUPPORT

RONNING, R. S.	Sgt
WALKER, J. L.	Cpl
DULIN, W. D.	PFC

CONFIDENTIALMAINTENANCE ADMIN.

CALIHAN, W. K.

LCpl

QCI

GOHR, R. I.

FLIGHT EQUIPMENT

BURGAN, C. E.

Sgt

RUZZA, R. W.

LCpl

SEAT SHOP

OLMSTEAD, H. W.

SSgt

SEEFRIED, J. H.

Sgt

PENCE, G.

Sgt

FELTON, R. L.

Sgt

CRAIG, J. H.

Sgt

MARTINEZ, R. R.

Cpl

PUZIO, H. W.

LCpl

ORDNANCE

SMITH, R. W.

MSgt

YOUNG, J. H.

Sgt

BRUZENAK, C. T.

Sgt

GAMBILL, D. S.

LCpl

JACKSON, J. E.

LCpl

MCKINNEY, P. T.

LCpl

RUST, J. L.

LCpl

JACOBS, E. F.

PFC

EAMES, J. W.

Cpl

METAL SHOP

ADAM, J.

SSgt

MURPHY, J. A.

LCpl

HENDERSON, R. A.

LCpl

PAHL, T. L.

PFC

ARTHUR, D. G.

PFC

HYDRAULIC SHOP

DRASGOW, J. R.

SSgt

DETTMAN, R. H.

Sgt

MUNCY, J. L.

Cpl

LIGHT, A. R.

LCpl

HYLA, R. A.

LCpl

MCKEE, D. A.

LCpl

ABBOTT, K. H.

LCpl

GOODING, R. L.

PFC

HART, J. J.

PFC

HENRY, J. D.

PFC

REPKO, F. W.

PFC

POWER PLANTS

HAZELRIGS, W. L.

SSgt

SEALEY, R. M.

Sgt

BROCK, W. G.

Sgt

COLWELL, R. H.

Sgt

WEAND, H. W.

Sgt

HANDFORD, B. J.

Cpl

UNSELL, G. H.

Cpl

HALL, D. W.

LCpl

WILKERSON, L. W.

LCpl

BALLER, R. G.

LCpl

POOLE, J. N.

LCpl

BROWN, L. A.

PFC

OPERATIONS

REGAN, T. E.

PFC

MATERIAL

HENKEL, O. A.

GySgt

NAUGHTON, A.

LCpl

D. C. Macho

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Marine Fighter/Attack Squadron-115
 Marine Aircraft Group-13
 1st Marine Aircraft Wing
 Marine Corps Air Station
 IWAKUNI, JAPAN
 240700Z Feb 66

Annex B (Logistics) to Operation Order 1-66

Time Zone: Zulu

1. Supply.

a. General. This annex provides for the logistical support of the air operations described in the basic order. Provisions are for organizational level maintenance support and selective intermediate level Avionics maintenance support for these operations.

(1) The logistical support for the deployed unit will be provided by Marine Aircraft Group-13.

(2) NAF Naha will provide support within their capabilities.

(3) All requirements will be submitted to the Squadron's Material representative at NAF Naha. If the item is available through the resources of NAF Naha, it will be requisitioned. If not available, the requirement will be forwarded to the Squadron's Material Section at MCAS Iwakuni, and the requisition will be processed through normal supply channels.

b. Supplies and Equipment Available.

(1) Class I. Messing and billeting requirements for the deployed unit will be provided by NAF Naha.

(2) Class II. None

(3) Class II (A).

(a) IRRL: Minimum essential as required by the Maintenance Section. The following items of equipment will be provided in place by NAF Naha.

one (1) 400A Engine Removal Stand
 one (1) RCPT 165
 two (2) NC-12's
 one (1) High Pressure Air Compressor
 one (1) Oil Check and Fuel Stand
 one (1) Hydraulic Check and Fill Stand
 two (2) NC-5's
 one (1) Tow Tractor

(b) Section B: Maintenance requirements, as available from MAG-13 assets, will be procured by the Squadron Material Officer by 2 March 1966.

(c) Section H: Minimum Essential

(d) Section K: Minimum Essential

(e) Section M: None from organic allowance, requirements for deployed unit will be provided by NAF Naha.

(f) Section R: Minimum Essential

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(g) Section T: Minimum Essential
(h) Section X: All essential, including those peculiar to intermediate level aircraft maintenance, to be checked out by the Squadron Avionics Officer prior to 2 March 1966.

(4) Class III. Requirements will be provided by NAF Naha.
(5) Class III (A). Requirements will be provided by NAF Naha.
(6) Class IV. None
(7) Class IV (A). None
(8) Class V. None
(9) Class VI. Requirements will be provided in place at NAF Naha by Marine Aircraft Group-13.

c. Distribution and Control. The Squadron Material Representative will have custody of all pre-expended assets. He will process all other requirements through normal channels.

d. Resupply. The Squadron Material Representative will initially screen requirements through the Supply Department of NAF Naha, and if not available, forwarded to the Squadron Material Representative at MCAS Iwakuni for normal requisitioning.

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 Marine Aircraft Group-13
 1st Marine Aircraft Wing
 Marine Corps Air Station
 IWAKUNI, JAPAN
 240700 Feb 1966

Annex C (Embarcation Plan) to Operation Order 1-66

Time Zone: Zulu

1. ORGANIZATION FOR EMBARKATION.

a. Troop lists, including aircraft assignments, will be published one week prior to departure. The senior non-commissioned officer aboard each aircraft will be assigned the additional duties of troop commander. He will assume responsibilities for unloading of troops and equipment.

b. The advance echelon will depart MCAS Iwakuni on a special air lift on 28 Feb 1966. The main body will be prepared to depart at 2100Z 3 March 1966.

2. SUPPLIES AND EQUIPMENT TO BE EMBARKED.

a. The squadron will embark Class IIIA supplies which total 48,317 pounds and 5575.6 cubic feet. For the return trip, an additional 10,790 pounds and 639.7 cubic feet ~~will be embarked~~. The additional material will be left in place at NAF Naha by VMFA-542.

b. All boxes and vehicles to be embarked will be marked with the squadron tactical designator. Department NCOIC's will insure that cargo is palletized in a manner which will best satisfy airlift requirements.

c. Motor Transport will provide a forklift and operator and vehicles required to move the cargo to the staging area on the afternoon prior to the scheduled airlift.

3. EMBARKATION POINTS AND CARGO ASSEMBLY AREAS.

a. Each department ~~will~~ stage the cargo it has manifested in front of its working spaces. The VMFA-115 Flight Line area adjoining the ground support office will be used as the cargo assembly area.

4. CONTROL

~~Responsibilities for unloading of troops and equipment.~~

a. The ground support office will be used as the embarkation control office. The officer in charge of the loading operation will be Lt. ~~and~~ Pawlowski; Sgt Anderson will be the NCOIC.

5. OPERATIONS AND INSTRUCTIONS TO HELD PERSONNEL

C-1

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The squadron will ~~not~~ be using the supplies which total 48,317 pounds and 5575.6 cubic feet. For the return trip, an additional 10,790 pounds and 639.7 cubic feet ~~will be embarked~~. The additional material will be left in place at NAF Naha by VMFA-542.

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b. Security measures presently in use will be adequate to safeguard the material staged for embarkation.

5. MOVEMENT AND EMBARKATION OF PERSONNEL.

a. Trucks will be provided one hour prior to show time to move baggage from living quarters to the loading area.

b. Show time will be published one week prior to departure.

c. The baggage allowance for officers and staff NCO's will be one seabag and one B-4 bag or equivalent. Enlisted personnel through the grade of sergeant will be allowed one seabag or equivalent. Hand-carried baggage is also authorized.

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Marine Aircraft Group-13
1st Marine Aircraft Wing
Marine Corps Air Station
IWAKUNI, JAPAN
240700 Feb 1966

Annex D (Flight Operations) to Operation Order 1-66

Ref: (a) VMFA-115 Advanced Weapons Syllabus

Time Zone: Zulu

1. Flight Ferry. The ferrying of aircraft to NAF Naha will be in accordance with the basic order and Appendix 1 (Enroute Planning) to this Annex.

2. Conventional Ordnance Delivery.

a. It is planned for each of the deployed aircrews to fly five (5) air-to-ground sorties. Three (3) of these sorties will be day and two (2) night. It is anticipated that one (1) day and one (1) night sortie will be made with live ordnance (MK 81 and MK 82). If live ordnance is not available MK 76 inert bombs will be used. Ordnance required has been requested by reference (b) to the basic order.

b. Day range times have been requested by reference (a) to the basic order for 5 through 8 March inclusive. Night range times have been requested by reference (a) to the basic order for 6 through 10 March inclusive. It is anticipated that the above times will be sufficient for the original 12 deployed aircrews to complete the above Conventional Weapons Syllabus, but additional times may be requested as training requirements dictate and aircraft availability allows.

3. Helicopter Escort. Helicopters have been requested on 9 and 10 March, by reference (f) to the basic order. The helicopters will be airborne for one (1) hour each mission, three (3) missions each day. The escort will be conducted by a section (two (2) F-4B's) with the first section being relieved on station by the second section at mid-period.

4. Aerial Intercept.

a. The period 10 through 17 March and 28 March through 3 April will be utilized to train assigned aircrews in advanced radar, escort and fighter tactics. Reference (a) will be utilized and the aircrews will progress through the syllabus in sequence. Maximum priority will be given to the newly assigned and less experienced aircrews. As the deployed aircrews show satisfactory proficiency in this phase of training they will be rotated with the aircrews remaining at MCAS Iwakuni. As new aircrews arrive at Naha they will commence the air-to-air phase of training.

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b. TF-9J aircraft, when available, will receive maximum utilization as "aggressor" aircraft in support of air-to-air syllabus training.

c. Air space for this phase of training has been requested by reference (a) to the basic order.

5. Aerial Refueling.

a. Refueling times have been requested by reference (c) to the basic order so as to permit double sorties to be scheduled in the aerial intercept phase of training.

b. To ensure maximum aircrew training, a minimum of three (3) practice engagements will be made prior to taking fuel on each mission.

6. Missile Firing Exercise.

a. The period 18 through 27 March has been set aside for this Firing Exercise. It is anticipated that all deployed aircrews will have an opportunity to fire the AIM-7 at the AQM-37A. The AIM-7 will be fired from "snap up" maneuvers.

b. Air space for this Firing Exercise has been requested by reference (a) to the basic order and the services of FltCompRgn-5 and facilities required have been requested by reference (e) to the basic order. All ordnance required including AQM 37A and MK 24 flares have been requested by reference (b) to the basic order.

7. Scheduling. The tentative schedule for the above training is reflected in Appendix 2 (Air Plan) to this Annex.

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APPENDIXES:

1. Enroute Planning
2. Air Plan

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Marine Aircraft Group-13
1st Marine Aircraft Wing
Marine Corps Air Station
IWAKUNI, JAPAN
240700 Feb 1966

Appendix 1 (Enroute Planning) to Annex D (Flight Operations) to Operation Order 1-66

Time Zone: Zulu

1. The enroute flights from MCAS Iwakuni to NAF Naha and NAF Naha to MCAS Iwakuni will be conducted in accordance with the flight plans as depicted in TABS A (Iwakuni to Naha) and B (Naha to Iwakuni) to this Appendix.
2. All flight departures, arrivals and enroute communications will be conducted in accordance with the communications procedures as set forth in TAB C (Enroute Communication Plan) to this Appendix.

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TABS:

- ✓ A Enroute Flight Plan Iwakuni to Naha
- ✓ B Enroute Flight Plan Naha to Iwakuni
- ✓ C Departure, arrival and enroute communication plan

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 Marine Aircraft Group-13
 1st Marine Aircraft Wing
 Marine Corps Air Station
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 240700 Feb 1966

TAB A (Enroute Flight Plan Iwakuni to Naha) to Appendix 1 (Enroute Planning) to Annex D (Flight Operations) to Operations Order 1-66

Time Zones: Zulu

CLIMB	IDENT FL. & Q	MAG HEAD	LEG	ETA	FUEL REMAIN
KAGOSHIMA NO.1 Dept	NEU CH 35	125	72	10	13500
J-65V KAGOSHIMA	HKC CH80	216	160	21	10910
FL350 J-75V BONITO		210	112	14	9800
J-75V KADENA	OKI CH 78	208	240	34	6400
DIRECT NAHA	LYN CH 96	230	10	2	6180
ALTERNATE DIRECT KADENA	OKI CH 78	040	10	2	5960

MERS-TERS - 2 SP III - 2 SW

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 Marine Aircraft Group-13
 1st Marine Aircraft Wing
 Marine Corps Air Station
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 240700 Feb 1966

TAB B (Enroute Flight Plan Naha to Iwakuni) to Appendix 1 (Enroute Planning)
 to Annex D (Flight Operations) to Operations Order 1-66

Time Zones: Asia

CLUE	RENT FRAG	MAG HEAD	LPG	FRE	FUEL REMAIN
KINSEY	OKC				
NO. 1 Dept	CH 78	060	57	8	14640
J-75V BONITO FL370	OKC CH 78	027	195	24	12000
J-75V KAGOSHIMA	HKC CH 80	029	112	14	10460
J-65V IWAKUNI	NEU CH 35	034	169	21	8150
ALTERNATE DIRECT ITAZUKI	ITA CH 92	260	96	12	6830

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 Marine Aircraft Group-13
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 240700 Feb 1966

TAB C (Departure, Arrival and Enroute Communication Plan) to Appendix 1 (Enroute Planning) to Annex D (Flight Operations) to Operation Order 1-66

1. The following is a list of controlling agencies and frequencies:

Iwakuni Departure	236.2
Kagoshima Radio	255.4
GCI Common	278.4
Oldmaid Sierra	
Wayside Charlie	
Okinawa Approach Control	255.4

2. Departure from Iwakuni will be under the control of Iwakuni Departure Control, and clearance for a Kagoshima #1 departure can be expected. When cleared by Iwakuni Departure Control switch to enroute frequency 255.4. The Bonito position report may be given to either Kagoshima Radio, Oldmaid Sierra or Wayside Charlie. Approximately 75NM prior to reaching Kadena TACAN, contact should be made with Okinawa Approach Control and clearance obtained for decent and type penetration desired.

3. Departure from NAF Naha will be under control of Okinawa Departure Control, and a radar climb on course can be expected. In flight following can be provided by Way side Charlie and Oldmaid Sierra. Contact should be made with Iwakuni Approach Control and clearance obtained for decent and type penetration desired, when cleared by Kagoshima Radio.

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 Marine Aircraft Group-13
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 IWAKUNI, JAPAN
 240700 Feb 1966

Appendix 2 (Air Plan) to Annex D..(Flight Operations) to Operation Order 1-66

Ref: (a) VMFA-115 Weapons Syllabus Briefing Guide.

Time Zone: Item

1. The following is a proposed deployment flight schedule depicting times, number of sorties and type missions to be flown each day during the deployment.
2. Reference (a) contains pertinent data and a flight summary for each of the weapons flights appearing in this Appendix.
3. The following schedule represents a basic deployment flight schedule. However, aircraft availability, weather, and crew training completion rate may necessitate some changes to the basic plan.

SCHEDULE

Mar 4th - Aircrew Training (Course Rules)

	<u>Sorties</u>	<u>TARGET TIMES</u>	<u>MISSION</u>
<u>Mar 5th -</u>	4	0830-0900	Air to Ground
	4	1130-1200	Air to Ground
	4	1430-1500	Air to Ground
	4	1730-1800	Air to Ground
<u>Mar 6th -</u>	3	0830-0900	Air to Ground
	3	1130-1200	Air to Ground
	3	1430-1500	Air to Ground
	3	1730-1800	Air to Ground
	2	2030-2100	Air to Ground (Night)
	2	2100-2130	Air to Ground (Night)
<u>Mar 7th -</u>	3	0830-0900	Air to Ground
	3	1130-1200	Air to Ground
	3	1430-1500	Air to Ground
	3	1730-1800	Air to Ground
	2	2030-2100	Air to Ground (Night)
	2	2100-2130	Air to Ground (Night)

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<u>SORTIES</u>		<u>TARGET TIMES</u>	<u>MISSION</u>	
<u>Mar 8th</u>	-	0830-0900 1130-1200 1130-1500 1730-1800 2030-2100 2100-2130	Air to Ground Air to Ground Air to Ground Air to Ground Air to Ground (Night) Air to Ground (Night)	
		<u>HELO ON STATION</u>		
<u>SORTIES</u>		<u>TIME</u>	<u>MISSION</u>	
<u>Mar 9th</u>	-	0830-0900 0900-0930 1230-1300 1300-1330 1630-1700 1700-1730	Helo Escort Helo Escort Helo Escort Helo Escort Helo Escort Helo Escort	
		<u>TARGET TIMES</u>		
		2030-2100 2100-2130	Air to Ground (Night) Air to Ground (Night)	
		<u>HELO ON STATION</u>		
<u>SORTIES</u>		<u>TIME</u>	<u>MISSION</u>	
<u>Mar 10th</u>	-	0830-0900 0900-0930 1230-1300 1300-1330 1630-1700 1700-1730	Helo Escort Helo Escort Helo Escort Helo Escort Helo Escort Helo Escort	
		<u>TARGET TIMES</u>		
		2030-2100 2100-2130	Air to Ground (Night) Air to Ground (Night)	
<u>Mar 11th</u>	-	<u>F4</u> <u>F9</u>	<u>T/O & LAND</u>	<u>MISSION</u>
<u>Weps</u>	<u>48</u>	2 1	0700-0830 0730-1115 0830-1215 0900-1030 1330-1715 1430-1815 1500-1630 1530-1700	Weps Adv Tac - AR - Weps Weps - AR - Adv Tac Weps Weps - AR - Adv Tac Adv Tac - AR - Weps Weps - Adv Tac Weps

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<u>Mar 12th -</u>	<u>F4</u>	<u>F9</u>	<u>T/O & LAND</u>	<u>MISSION</u>
Weps 45-48	2	1	0700-0830	Weps
	2	1	0730-1115	Adv Tac - AR - Weps
	2	1	0830-1215	Weps - AR - Adv Tac
	2		0900-1030	Adv Tac
	2	1	1330-1715	Weps - AR - Adv Tac
	2	1	1430-1815	Adv Tac - AR - Weps
	2		1500-1630	Adv Tac
	2	1	1530-1700	Weps
<u>Mar 13th -</u>	<u>F4</u>	<u>F9</u>		
Weps 45-48	2	1	0700-0830	Weps
	2	1	0730-1115	Adv Tac - AR - Weps
	2	1	0830-1215	Adv Tac - AR - Weps
	2	1	0900-1030	Weps
	2	1	1330-1715	Weps - AR - Adv Tac
	2	1	1430-1815	Adv Tac - AR - Weps
	2		1500-1630	Adv Tac
	2	1	1530-1700	Weps
<u>Mar 14th</u>	<u>F4</u>	<u>F9</u>		
Weps 45-48	2	1	0700-0830	Weps
	2	1	0730-1115	Weps - AR - Adv Tac
	2	1	0830-1215	Adv Tac - AR - Weps
Weps 49-50	2		0900-1030	Adv Tac
	2	2	1330-1715	Weps - AR - Adv Tac
	2	2	1430-1815	Adv Tac - AR - Weps
Weps 49-50	2	2	1500-1630	Weps
Weps 49-50	2		1530-1700	Adv Tac
<u>Mar 15th -</u>	<u>F4</u>	<u>F9</u>		
Weps 49-50	2		0700-0830	Adv Tac
	2	2	0730-1115	Weps - AR - Adv Tac
	2	2	0830-1215	Weps - AR - Adv Tac
	2	2	0900-1030	Weps
	2	2	1330-1715	Weps - AR - Adv Tac
	2	2	1430-1815	Weps - AR - Adv Tac
	2		1500-1630	Adv Tac
	2	2	1530-1700	Weps
<u>Mar 16th -</u>	<u>F4</u>	<u>F9</u>		
Weps 49-50	2		0700-0830	Adv Tac
	2	2	0730-1115	Weps - AR - Adv Tac
	2	2	0830-1215	Weps - AR - Adv Tac
	2	2	0900-1030	Weps
	2	2	1330-1715	Weps - AR - Adv Tac
	2	2	1430-1815	Weps - AR - Adv Tac
	2		1500-1630	Adv Tac
	2	2	1530-1700	Weps

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<u>Mar 17th</u> -	<u>F4</u>	<u>F9</u>	
Weps	4	0730-0900	Adv Tac
51 & 52	4	0800-1215	Weps - AR - Adv Tac
	4	1100-1230	Weps
	4	1400-1730	Weps - AR - Adv Tac
<u>Mar 18th</u>	<u>F4</u>	<u>F4</u> (Spares)	
	4	0800-0900	Sparrow Firex
	4	1230-1330	Sparrow Firex
	4	1630-1730	Sparrow Firex
<u>Mar 19th</u> -	<u>F4</u>	<u>F4</u> (Spares)	
	4	0800-0900	Sparrow Firex
	4	1230-1330	Sparrow Firex
	4	1630-1730	Sparrow Firex
<u>Mar 20th</u> -	<u>F4</u>	<u>F4</u> (Spares)	
	4	0800-0900	Sparrow Firex
	4	1230-1330	Sparrow Firex
	4	1630-1730	Sparrow Firex
<u>Mar 21st</u> -	<u>F4</u>	<u>F4</u> (Spares)	
	4	0800-0900	Sparrow Firex
	4	1230-1330	Sparrow Firex
	4	1630-1730	Sparrow Firex
<u>Mar 22nd</u> -	<u>F4</u>	<u>F9</u>	
Weps	4	0730-0900	Weps
51 & 52	4	0800-0930	Weps
	4	1100-1230	Weps
	4	1400-1530	Weps
	2	1430-1600	Weps
	2	1630-1800	Weps
	2	1700-1830	Weps
	2	1800-1930	Weps
<u>Mar 23rd</u> -			
Weps	2	0700-0830	Weps
45-52	4	0830-1000	Weps
	2	1000-1130	Weps
	4	1300-1430	Weps
	2	1400-1530	Weps
	2	1600-1730	Weps
	2	1700-1830	Weps
	2	1730-1900	Weps
	2	1800-1930	Weps
	2	1900-2030	Weps

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<u>Mar 24th -</u>	<u>F4</u>	<u>F9</u>		
Weps	2	1	0730-0900	Weps
45-48	2	1	0800-0930	Weps
	2	1	0830-1000	Weps
	2	1	1030-1200	Weps
	2	1	1100-1230	Weps
	2	1	1130-1300	Weps
	2	1	1330-1500	Weps
	2	1	1400-1530	Weps
	2	1	1430-1600	Weps
	2	1	1630-1800	Weps
	2	1	1700-1830	Weps
	2	1	1730-1900	Weps
<u>Mar 25th -</u>	2	1	0730-0900	Weps
Weps	2	1	0800-0930	Weps
45-48	2	1	0830-1000	Weps
	2	1	1030-1200	Weps
	2	1	1100-1230	Weps
	2	1	1130-1300	Weps
	2	1	1330-1500	Weps
	2	1	1400-1530	Weps
	2	1	1430-1600	Weps
	2	1	1630-1800	Weps
	2	1	1700-1830	Weps
	2	1	1730-1900	Weps
<u>Mar 26th -</u>	2		0730-0900	Adv Tac
Weps	2	1	0800-0930	Weps
45-48	2	2	0830-1000	Weps
	2		1030-1200	Adv Tac
	2	1	1100-1230	Weps
	2	2	1130-1300	Weps
	2		1330-1500	Adv Tac
	2	1	1400-1530	Weps
	2	2	1430-1600	Weps
	2		1630-1800	Adv Tac
	2	1	1700-1830	Weps
	2	2	1730-1900	Weps
<u>Mar 27th -</u>	2		0730-0900	Adv Tac
Weps	2	1	0800-0930	Weps
45-48	2	2	0830-1000	Weps
	2		1030-1200	Adv Tac
	2	1	1100-1230	Weps
	2	2	1130-1300	Weps
	2		1330-1500	Adv Tac
	2	1	1400-1530	Weps
	2	2	1430-1600	Weps
	2		1630-1800	Adv Tac
	2	1	1700-1830	Weps
	2	2	1730-1900	Weps

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<u>Mar 28th</u>	<u>F4</u>	<u>F9</u>		
Weps 49-50	2	2	0700-0830	Adv Tac
	2	2	0730-1115	Weps - AR - Adv Tac
	2	2	0830-1215	Weps - AR - Adv Tac
	2	2	0900-1030	Weps
	2	2	1330-1715	Weps - AR - Adv Tac
	2	2	1430-1815	Weps - AR - Adv Tac
	2	2	1500-1630	Adv Tac
	2	2	1530-1700	Weps
<u>Mar 29th</u>	2		0700-0830	Adv Tac
Weps 49-50	2	2	0730-1115	Weps - AR - Adv Tac
	2	2	0830-1215	Weps - AR - Adv Tac
	2	2	0900-1030	Weps
	2	2	1330-1715	Weps - AR - Adv Tac
	2	2	1430-1815	Weps - AR - Adv Tac
	2	2	1500-1630	Adv Tac
	2	2	1530-1700	Weps
<u>Mar 30th</u>	2		0700-0830	Adv Tac
Weps 49-50	2	2	0730-1115	Weps - AR - Adv Tac
	2	2	0830-1215	Weps - AR - Adv Tac
	2	2	0900-1030	Weps
	2	2	1330-1715	Weps - AR - Adv Tac
	2	2	1430-1815	Weps - AR - Adv Tac
	2	2	1500-1630	Adv Tac
	2	2	1530-1700	Weps
<u>Mar 31st</u>	4		0730-0900	Adv Tac
Weps	4	2	0800-1115	Weps - AR - Adv Tac
51 & 52	4	2	1100-1230	Weps
	4	2	1400-1730	Weps - AR - Adv Tac
<u>Apr 1st</u>	4		0730-0900	Adv Tac
Weps	4	2	0800-1115	Weps - AR - Adv Tac
51 & 52	4	2	1100-1230	Weps
	4	2	1400-1730	Weps - AR - Adv Tac
<u>Apr 2nd</u>	4		0730-0900	Adv Tac
Weps	4	2	0800-1115	Weps - AR - Adv Tac
51 & 52	4	2	1100-1230	Weps
	4	2	1400-1730	Weps - AR - Adv Tac
<u>Apr 3rd</u>	4		0730-0900	Adv Tac
Weps	4	2	0800-1115	Weps - AR - Adv Tac
51 & 52	4	2	1100-1230	Weps
	4	2	1400-1730	Weps - AR - Adv Tac

D. C. Macho
 D. C. MACHO
 Major, U. S. Marine Corps
 Commanding

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Marine Fighter/Attack Squadron-115
 Marine Aircraft Group-13
 1st Marine Aircraft Wing
 Marine Corps Air Station
 IWAKUNI, JAPAN
 240700 Feb 1966

Annex E (Distribution) to Operation Order 1-66

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ROUTINE
R 010622Z
FM MABRON ONE THREE
TO RUECEM/CMC
INFO RUECW/CNO
RUHLBP/CG FMFPAC
ZEN/FIRST MAW(REA)
ZEN/MAG ONE THREE

BT
C O N F I D E N T I A L
AVIATION STATUS REPORT (MC 3110-2)

A. MCO 3000.2A
B. MCO 3000.2B
CMO CODE AAP-4
CNO CR-34

CNO OP-34
1. IN REFERENCE A AND B THE FOLLOWING REPORT IS SUBMITTED AS OF
1MAR66.

A. USMC OFF 12 ENL 316
USN OFF 2 ENL 1

NAVAL AVIATORS 5
B. W. E. CASLIN, MAJOR, USMC
C. MCAS IWAKUNI, JAPAN

D. NONE
E. 62 PERCENT. THE SQUADRON IS SHORT SEVERAL MAJOR ITEMS OF EQUIPMENT. HOWEVER, THE SHORTAGE OF ELECTRICAL GENERATORS IN THIS UNIT IS CONSIDERED TO BE SO CRITICAL THAT THE ABILITY OF THE SQUADRON TO PROVIDE NECESSARY ELECTRICAL POWER IN THE FIELD IS MARGINAL AT BEST. OF THE 19 GENERATORS AUTHORIZED ONLY FOUR PU 590 AND TWO 589 GENERATORS ARE ON HAND.

F. N/A
G. N/A
GP-4
BT

D: FMAW (R)
MAG-13 MABS-13

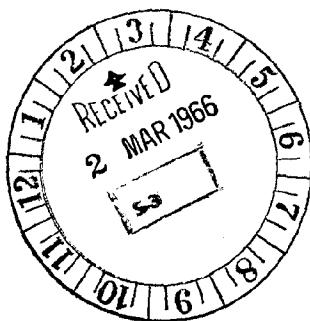
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TODAY 01/07/2027/MA

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	MAG-13	
	CO	
	EXO	
	ADJ	
	SGTMAJ	
	S-1	
	S-2	
	S-3	RC
	S-4	IC
	GSO	
	MAPS	IC

DECLASSIFIED



CC

ROUTINE

R 011030Z
 FM MARHEADMAINTRON ONE THREE
 TO RUECEN/CNC
 RUECW/CNO
 INFO RUWDAF/COMNAVAIRPAC —
 RUHLBP/CG FMFPAC —
 RUMNAW/CG FIRST MAW —
 ZEN/MARAIRGRU ONE THREE
 ZEN/FIRST MAW REAR

BT

C N F I D E N T I A L
 CNO (AAP-4)
 CNO (OP-34)
 A. MCQ 3000.2A
 1. REF A REFERS AVIATION STATUS RPT AS OF 28 FEBRUARY 1966
 A. 35 OFF, 351 ENL, ALL MARINE: NAVY N/A, NA 24, AG 11
 B. L. F. BLASS, LTCOL
 C. MCAS, IWAKUNI, JAPAN
 D. NONE
 E. 95 PERCENT

/ / HAS BEEN SENT / /

F. (1) 1/C-117D, 4 TF-9J
 (2) 1/TF-9J
 (3) NONE
 (4) C-117D/64.1, TF-9J/123.9
 G. 24 PILOTS/2 CREWS (PILOT, COPILOT, CREW CHIEF)
 (1) 24
 (2) 0
 (3) NONE
 (4) NONE

GP-4

BT

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 MAG-13 / HAWAII

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011030Z MAR 66

HEADQUARTERS, MARINE AIRCRAFT GROUP-13
1st Marine Aircraft Wing, FMF, Pacific
FPO, San Francisco 96602

7:RLR:fap
2000
1 Mar 1966

COMMAND DIRECTORY

Prepared as a matter of interest for commands within
Marine Aircraft Group-13. It is requested that the
Group Adjutant be notified of any errors or omissions
noted.



R. L. REED
CAPTAIN, U.S. MARINE CORPS
ADJUTANT

<u>HEADQUARTERS</u>			
<u>BILLET</u>	<u>QUARTERS</u>	<u>TELEPHONE QUARTERS/OFFICE</u>	
<u>Commanding Officer</u> Col. O.E. HOWE	607D	2076	2262
<u>Executive Officer</u> LtCol J.J. MURPHY	607B	2866	2262
<u>Sergeant Major</u> SgtMaj H.J. ZUBER	BOQH6	3491	3442
<u>ADJUTANT SECTION</u>			
<u>Adjutant</u> Capt R.L. REED	1172	3229	2262
<u>S&C Officer</u> 1stLt W.D. ISENHOUR	1154	3126	2681
<u>S&C Clerk</u> Cpl R. GONZALEZ	1641	3353	2681
<u>S-1 SECTION</u>			
<u>S-1 Officer</u> Maj C.A. LIDDLE	523B	3388	2307/3325
<u>Asst S-1 Officer</u> 2ndLt F.J. BEILING	1172	3229	2307/3325
<u>Personnel Chief</u> GySgt J.O. HUETSCH	1643	3592	2307/3325
<u>Admin Chief</u> SSgt F.W. KILEFNER	1643	3592	2307/3325
<u>Central Files</u>			2307/3325
<u>S-2 SECTION</u>			
<u>S-2 Officer</u> Capt D.M. STONE	1175	3130	3319/2772
<u>Asst S-2 Officer</u> 1stLt W.L. CRAVEN	1173	3223	3319/2772
<u>S-2 Chief</u> MSgt E.F. LEWANSKI	1643	3592	3319/2772

S-3 SECTION

<u>S-3 Officer</u> LtCol D.L. DAVIS	607A	2291	3173
<u>Asst S-3 Officer</u> Maj T.J. BECKER	516	3179	3173
<u>Asst S-3 Officer/NATOPS</u> <u>Instrument Officer</u> Maj A.H. GREEN	516	3179	3173
<u>Asst S-3 Officer/Weapons</u> <u>Employment/Training Officer</u> Maj R.R. POWELL	521C	2042	3173
<u>Aviation Safety Officer</u> Capt T.J. PROSCH	1127	2243	2470
<u>S-3 Chief</u> MSgt J.O. POMBIER	1643	3592	3173

S-4 SECTION

<u>S-4 Officer</u> LtCol M.R. RUSSELL	607A	2291	3210/2353
<u>Asst S-4/Embark Officer</u> 1stLt F.P. VANHOUTEN	1148	3341	3210/2353
<u>S-4 Chief</u> MSgt A.J. LEONARD	1643	3592	3210/2353
<u>Group Fiscal Officer</u> Capt L.A. ROLSTAD	1148	3341	3595
<u>Group Fiscal Chief</u> SSgt D.I. WENTWORTH	1643	3592	3647

LEGAL SECTION

<u>Legal Officer</u> Maj C.A. LIDDLE	523B	3388	3373/3325
<u>Legal Chief</u> SSgt E. TORRES	1643	3592	3373

SUPPLY SECTION

<u>Supply Officer</u> Maj A.G. WAITE	523A	3015	2779
<u>MarCorProperty Officer</u> Capt R.A. WICKSTROM	1123	2860	2552

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<u>Navy Supply Officer</u>				
Capt E.N. SUTTON	1149	3746	3647	
<u>Navy Control Officer</u>				
2ndLt E.B. LAMONT	1120	3514	2494	
<u>Supply Chief</u>				
MGySgt J.W. PRITCHARD	1643	3592	2779	
<u>MarCor Property Chief</u>				
GySgt Z.C. HULCY	1643	3592	2552	
<u>Navy Warehouse Chief</u>				
GySgt W.J. DANIELS	1643	3592	3640	
<u>MarCor Warehouse Chief</u>				
GySgt J.D. LUTZ	1643	3592	3651	

OTHER STAFF ASSIGNMENTS

<u>Career Advisory</u>				
GySgt R.A. COLE	1575	3592	2221	
<u>Chaplains</u>				
LCdr R.R. SMITH	508B	2091	3616	
Lt K.A. MITCHELL	1146	3355	3616	
<u>Communications Officer</u>				
Capt C.F. KIENE	1172	3229	3196	

ORDNANCE SECTION

<u>Ordnance Officer</u>				
CWO R.L. BEA	1152	3395	3251	
<u>Ordnance Chief</u>				
MGySgt T.E. MCGONIGLE	1381	3187	3251	

SPECIAL SERVICES

<u>Special Services Officer</u>				
1stLt R.G. JUVE	Ymate SonCho 6-21	9-23698	3429	

H&MS-13

<u>Commanding Officer</u>				
LtCol L.F. BLASS	516	3179	2223	
<u>Executive Officer</u>				
Maj R.J. WOODARD	523D	2212	2223	

<u>Admin Officer</u>			
2ndLt H.B. SLIGAR Jr.	1164	3119	3676
<u>Sergeant Major</u>			
SgtMaj D.L. DENISON	BOA#6	2616	3676
<u>Duty NCO</u>	1363		3711
<u>SDO</u>			3711/3592

MABS-13

<u>Commanding Officer</u>			
Maj W.E. CASLIN	520A	3415	2271/3421
<u>Executive Officer</u>			
Maj C.F. SCHWAB	508B	2091	2271/3421
<u>Admin Officer</u>			
1stLt R.G. ADAMS	BOQ#1, Room 12B	3476	2271/3421
<u>First Sergeant</u>			
1stSgt P.F. ROQUES	1361	3187	3351
<u>Group MTO</u>			
1stLt R.ECKERT	BOQ#4	3466	3076
<u>Duty NCO & SDO</u>	1642		3376

VMFA-115

<u>Commanding Officer</u>			
Maj D.C. MACHO	521B	2345	2463
<u>Executive Officer</u>			
Maj R.J. SORENSEN	523	3637	2463
<u>S-1 Officer</u>			
Maj M. MURA	517B	2461	3087
<u>S-2 Officer</u>			
1stLt H.F. CWIEAK	1121	3066	3638
<u>S-3 Officer</u>			
Maj F.K. WEST	523	3637	3073
<u>S-4 Officer</u>			
Capt D.T. BENN	1158	3145	2383
<u>First Sergeant</u>			
1stSgt G.L. LAING	BOA#6	3083	2468
<u>DNCO/SDO</u>			3262/3081

VIFA-323

<u>Commanding Officer</u> LtCol A.W. O'DONNELL	609A	2480	2662
<u>Executive Officer</u> Maj S.A. CHALLGREN	515	3046	2662
<u>Admin Officer</u> 1stLt J.C. ROBINSON	BOQ/1177	3482	2662
<u>S-2 Officer</u> 1stLt W.T. HARDAKER, Jr.	BOQ/1183	3324	3547
<u>S-3 Officer</u> Maj R.P. LEE	521C	2042	2582
<u>S-4 Officer</u> Capt J.M. ROSE	BOQ/1171	3238	3118
<u>Maintenance Officer</u> Capt D.A. LEWIS	BOQ/1163	2775	2654
<u>First Sergeant</u> 1stSgt R.E. BURNETT	1480	3412	3462
<u>SDO/DNCO</u>	1439/1482	3577/3291	

VMA-214

<u>Commanding Officer</u> LtCol K.O'KEEFE	609A	2480	2493
<u>Executive Officer</u> Maj J.T. HAGEN	523B	2389	2493
<u>Admin Officer</u> Capt T.G. LEACH	1179	3285	3774
<u>S-2 Officer</u> 1stLt J. MILLER	1176	3273	3354
<u>S-3 Officer</u> Maj C.A. CAREY	521B	2345	2058
<u>S-4 Officer</u> 1stLt W.P. BARTLETT	1167	3261	3089
<u>First Sergeant</u> 1stSgt M.L. EVERHART	1350	3259	3354
<u>SDO/DNCO</u>	2781/3259		

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MISCELLANEOUS

Group Duty Officer 2262/3513
Group Duty Clerk 3513

6
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