

MARINE FIGHTER/ATTACK SQUADRON-115  
Marine Aircraft Group-13  
1st Marine Aircraft Wing, FMF, Pacific  
FPO, San Francisco, 96602

3:JMB:ter  
5750  
5 Apr 66

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

Subj: Command Chronology, month of March 1966

Ref: (a) GruO 5750.1B

Encl: ☒ (1) Organizational Data  
☒ (2) Narrative Summary  
☒ (3) Significant Events  
☒ (4) *Operation Order 2-66*

1. In accordance with reference (a), enclosures (1), (2) and (3) are submitted.

D. C. MACHO

VMFA-115  
CMD CHRON

20001766

5750  
5 Apr 66

Organizational Data

1. Squadron Commander and Staff:

<u>BILLET</u>	<u>NAME</u>	<u>RANK</u>	<u>RANK T/O</u>
Commanding Officer	DEAN C. MACHO	LtCol	LtCol
Executive Officer	RALPH J. SORENSEN	Maj	Maj
Admin Officer	MICHAEL MURA	Maj	Maj
Avn Safety Officer	RICHARD H. CAGLE	Capt	Maj
Material Officer	JAMES H. MORT	2ndLt	WO
Operations Officer	FRANK K. WEST Jr.	Maj	Maj
Asst. Operations Officer	JAMES R. SCAFE	Capt	Capt
Weapons Training Officer	WILLIAM P. PETERS	Capt	Capt
Asst. Weapons Training Officer	ROGER G. FERGUSON	1stLt	WO
NBC Defense Officer	RUFUS D. YARBROUGH	1stLt	Capt
LSO	JAMES R. SCAFE	Capt	Capt
Intelligence Officer	HENRY P. CHIEKA	1stLt	Lt
Aircraft Maintenance Officer	DONALD G. KEAST	Maj	Maj
Quality Control Officer	JAMES R. PERCY	2ndLt	WO
Avionics Officer	JAMES M. LENDLE	2ndLt	Capt
Engine & Airframes Off.	MALCOM O. RUXTON	1stLt	WO
Flight Equipment Officer	RICHARD H. ROYER	1stLt	Lt
Ordnance Officer	LARRY W. CARTER	1stLt	WO
Motor Transport Officer	RICHARD W. BUCKLEY	1stLt	Lt
Flight Surgeon	ROBIN L. SMIT	Lt (USN)	Lt (USN)

2. Task Organization and unit location with inclusive dates:  
CTE 79.3.5.5 MCAS Iwakuni, Japan 1-31 March 1966.
3. Average monthly strength: 312 (46 Officers)
4. Important visitors to the command: None

ENCLOSURE (1)

5750  
5 Apr 66Narrative Summary

The bulk of the squadron operational effort was spent in a four week deployment to Naha AB, Okinawa. An advance maintenance echelon left MCAS Iwakuni on 28 February. The main body of the organization left 4 March. The F4B aircraft and crews arrived at Naha AB, on 5 March. On 6 March the training period began including conventional ordnance delivery (day and night), helicopter escort, reconnaissance escort, air to air refueling (day and night), advanced fighter tactics, firing of the Sparrow III missile, and the continuation of the squadron weapons syllabus.

ENCLOSURE (2)

5750  
5 Apr 66Significant Events

Personnel. Two Naval Aviators and one Naval Flight Officer were transferred into this organization.

Administration. None

Awards. Fifty air medals and four Navy Commendation Medals with Combat Distinguishing Devices were awarded to members of this organization during March.

Casualties. None

Civic Action. None

Morale/Welfare Programs. None

Informational Services. Continued Fleet Home Town News Release Program.

Intelligence/Counterintelligence. None

Electronic Countermeasures. One flight crew received ECM training working with an Air Force B-57 crew which was on a short deployment to Naha AB.

Photo. None

Air Operations. The squadron weapons and advanced tactics syllabus neared completion for all flight crews. Valuable experience was gained in helicopter and reconnaissance escort tactics, air to air refueling, conventional ordnance delivery, and day fighter tactics. Total flight hours for the month were 547.

Air Control. Worked extensively with Marine Air Control Squadron Six on Okinawa both on the Sparrow missile firing and in continuing the squadron weapons syllabus.

Air Defense. Provided aircraft for use in the Air Force Okinawa Air Defense Control Center weekly exercises.

Special Operations. None

Ground Defense. None

Command Relationships/Command and Control. None

NEC Warfare. None

Training. None

Logistics. Successfully completed the deployment from MCAS Iwakuni to Naha AB.

Supply. None

Motor Transport. None

Engineering. None

Maintenance. None

Avionics. None

Base Development/Military Construction. None

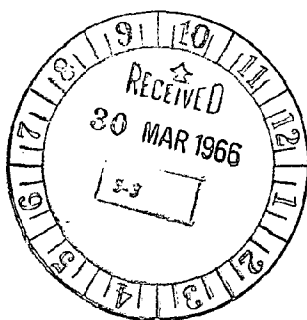
Communications/Electronics. None

ENCLOSURE (3)

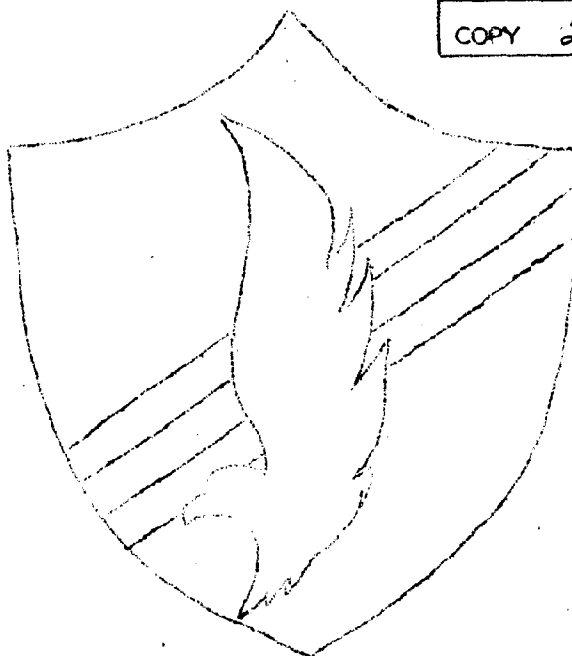
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VMFA-115



MAG-13	
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OP-ORDER

VMFA-115  
SAC # 152-66  
11 of 30

2-66

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APPENDIX 3

SECRET

Marine Fighter/Attack Squadron-115  
Marine Aircraft Group-13  
1st Marine Aircraft Wing  
Marine Corps Air Station  
IWAKUNI, JAPAN  
232400 March 1966

Operation Order 2-66

Ref: (a) First MAM Message F180129Z  
(b) MAG One Three Message R 210730Z

Time Zone: Zulu

Task Organization:

VMFA-115

Lieutenant Colonel D. C. MACHO

Advance Echelon:

Enroute Support Team:

Flight Echelon: Lieutenant Colonel D. C. MACHO

Rear Echelon:

1. SITUATION.

a. Enemy Forces. See Annex A of this order.

b. Friendly Forces.

- (1) VMFA-314: Provides training for FAM aircrews, and supports and services VMFA-115 aircraft which arrive in-country prior to the main body of the squadron.
- (2) VMGR-152: Provides air transportation required by Annex D to this order and provides Aerial Refueling required by Annex B to this order.
- (3) MCAS Iwakuni Japan provides:
  - (a) Weather information and forecasting as needed.
  - (b) Flight Plan filing facilities.
  - (c) Communications and flight following.
  - (d) SAR within capabilities.

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SECRET(4) NAF Naha Okinawa provides:

- (a) Base support for transient aircraft within capabilities.
- (b) Weather information and forecasting as needed.
- (c) Flight plan filing facilities, and radar approach and departure facilities.
- (d) Communications and flight following.
- (e) SAR within capabilities.

(5) Da Nang AB provides:

- (a) Weather information and forecasting as needed.
- (b) Communications and flight following.
- (c) SAR within capabilities.

(6) VMFA-323:

- (a) Coordinate with VMFA-115 Enroute Support Team, to receive service, and conduct minor maintenance on increments of the Flight Echelon which will arrive in accordance with Annex B to this order.

c. Detachments and Attachments:

- (1) FAM crews: The following aircrews will be ordered TDY to MAG-11 for familiarization for the periods indicated.

- (a) Major D. G. KEAST/2ndLt. W. C. WRIGHT 27Mar - 1Apr 1966.
- (b) Capt R.A. MATHEWS/1stLt J.F. ELLIS 1Apr-8Apr 1966.
- (c) Major M. MURA/2ndLt. J. M. LEEDIE 9Apr66.

- (2) VMFA-115 Advance Echelon: The officers and men so designated in Annex E of this order will depart MCAS Iwakuni for Da Nang AB on 4 April 1966.

- (3) Flight Echelon: The following aircrews will fly squadron aircraft out of MCAS Iwakuni on 11 April 1966.

FLIGHT ALFA

- (a) Lieutenant Colonel D. C. MACHO/Captain D. T. BENN.
- (b) Captain E. H. GAGLE/2ndLt. J. M. LEEDIE.

FLIGHT BRAVO

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(c) Major R. J. SORESENSEN/1stLt. D. W. MOORE

(d) Captain J. R. SCABE/2ndLt W. G. WRIGHT

- (4) Enroute Support Team: The officer(s) and men so designated in Annex E of this order will depart MCAS Iwakuni for NAF Naha on 9 April 1966, and depart NAF Naha for Da Nang AB on 14 April 1966.
  - (5) Rear Echelon: The officer(s) and men so designated in Annex E of this order will remain at MCAS Iwakuni after the departure of the main body, only so long as is necessary to effect an orderly severance of squadron responsibility.
  - (6) VMFA-314 Advance Echelon: The officer(s) and men assigned by VMFA-314 for this purpose, in accordance with reference (a), will arrive at MCAS Iwakuni on 4 April 1966. They will be billeted and messed as described in paragraph 4. of this order.
2. MISSION. To replace VMFA-314 at Da Nang AB RVN commencing on 11 April 1966. This replacement will be completed not later than 14 April 1966, as directed by reference (a).
  3. EXECUTION.
    - a. FAM Crews: Commencing 27 April 1966 this squadron will send one (1) aircrew every seven (7) days TDY to MAC-11, as indicated in paragraph 1.c.(1). It will be the duty of these crews to fly with VMFA-314 and to learn the current procedures and operational practices employed by VMFA-314. They will become familiar with the geography of the operating area and the peculiarities of combat flying in the area. These crews will return to VMFA-115 at the end of seven (7) days familiarization with exception of the last aircrew which will remain in place.
    - b. Advance Echelons: It will be the duty of the VMFA-115 advance echelon to assume custody of all squadron property to be left in place by VMFA-314, and to make all necessary preparations for the smooth interchange of squadron mission responsibilities. Aircraft which are to be left at MCAS Iwakuni and all other VMFA-115 squadron property (including ground support equipment) will be transferred to the advance echelon of VMFA-314. All members of this command are directed to cooperate to the fullest extent with the advance echelon of VMFA-314 so that the transfer of equipment and material at MCAS Iwakuni can be accomplished expeditiously prior to the departure of the main body on 11 April 1966. Air transportation for the advance echelon of VMFA-115 will be provided by VMGR-152 in accordance with Annex D to this order.
    - c. Enroute Support Team: On arrival at NAF Naha the Enroute Support Team shall be prepared, in coordination with VMFA-323 personnel, to

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receive, service, and conduct minor maintenance on increments of the Flight Echelon which will arrive in accordance with Annex B to this order. They will ready these aircraft to depart for Da Nang AB in accordance with paragraph 3.d. of this order. Air Transportation for the Enroute Team to Da Nang AB will be provided by VMGR-152 in accordance with Annex D to this order.

- d. Flight Echelon: Commencing at 2300 on 10 April 1966 the Flight Echelon will depart MCAS Iwakuni in two plane sections for NAF Naha and further to Da Nang AB as directed by GTF 77, and in accordance with Annexes B and C of this order. Aerial Refueling will be utilized on the flight from NAF Naha to Da Nang AB, as described in the above Annexes.
- e. Main Body: The main body of the squadron together with squadron equipment and personal belongings will depart for Da Nang AB between 11 and 14 April 1966. Air transportation for this movement will be provided by VMGR-152 in accordance with Annex D to this order.
- f. Rear Echelon: After the departure of the main body of VMFA-115 from MCAS Iwakuni, the rear echelon will insure that all squadron responsibilities have been discharged or assumed by VMFA-314. They will attend to any last minute details and depart for Da Nang AB via regularly scheduled MarTacLog transportation.
- g. Coordination:
  - (1) MCAS Iwakuni:
    - (a) All squadron property (including GSE) which does not accompany the squadron to Da Nang AB will be inventoried to the Advance Echelon of VMFA-314 prior to 11 April 1966.
    - (b) All squadron aircraft which do not accompany the squadron to Da Nang AB will be inventoried to the Advance Echelon of VMFA-314 prior to 11 April 1966.
    - (c) All full pressure equipment and anti-exposure suits will be stored at MCAS Iwakuni by the squadron logistics officer.
  - (2) NAF Naha:
    - (a) The VMFA-115 Enroute support team will work in coordination with VMFA-323 personnel to provide required services for the flight echelon. It is anticipated that the equipment required by paragraph 4.b.(1),(c) will be in the possession of VMFA-323.
    - (b) A two plane section will depart NAF Naha each day, beginning on 11 April 1966, in time to make the Refueler rendezvous requested in reference (b). It is anticipated that outcoming VMFA-314 aircraft will utilize the same refuelers.

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- (3) Da Nang AB: Upon arrival at Da Nang AB each VNAF-115 aircraft will be immediately configured for combat operations.

4. ADMINISTRATION AND LOGISTICS.

a. Administration: See Annex E (Administration).

b. Logistics:

(1) Supplies and Equipment Available:

- (a) Class I: Messing and billeting requirements for the Enroute Support Team will be provided by N.F Naha. Messing and billeting for the Advance Echelon and the Main Body will be provided by MAG-11.
- (b) Class II: Each individual will carry the following items of personal equipment as applicable. All of the following items remaining in stock will be manifested by the Marine Corps Property Section.
1. U. S. Revolver, Cal. 38.
  2. Pistol, Cal. 45, M-1911A1.
  3. Rifle, U. S. Cal. 7.62 MM, M-14.
  4. Holster, Pistol, Cal. 45.
  5. Holster, Revolver, Cal. 38 shoulder.
  6. Holster, Revolver, Cal. 38 Hip.
  7. Ammo Pouch, F/Cal. 45.
  8. Magazine, F/Pistol Cal. 45 M1911A1.
  9. Belt, Cartridge, F/M-14.
  10. Belt, pistol.
  11. Canteen, Water, CRS.
  12. Cover, Canteen.
  13. Cup, Canteen.
  14. Ammo, Pouch, F/M-14.
  15. First Aid Kit, Individual.

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SECRET16. Magazine, Ammo M-14.17. Suitcase, Center Fold.(c) Class IIA:

1. IMRL: Aircraft Maintenance tool boxes which are composed of consumable tools (less those specified on applicable special support equipment (SSE) QT allowances) and developed on an individualistic basis will be transported to Da Nang AB.
2. Section "B": Four RQ1630-690-9722-X110 Main wheels and two RQ1630-753-1138-X110 nose wheels will be shipped from MCAS Iwakuni to NAF Naha to be in place by 10 April 1966. These items will be in the custody of VMFA-323.
3. Section "K": All publications and orders, less MAG-13 orders, and Aircraft Maintenance Publication Libraries, which are often cataloged in individualistic format, will be rotated with the squadron. This includes all shop libraries, aircraft line instructions/records/charts and aircraft maintenance organizational charts/records.
4. Section "M": Enroute Support Team requirements will be provided by NAF Naha. Advance echelon and main body requirements will be provided by MAG-11.
5. Section "U": One RCPT-105 or RCPP-105, one preoiler, and one hydraulic service cart will be shipped from MCAS Iwakuni to NAF Naha to be in place 10 April 1966. Transport and responsibility for these units will be the same as that prescribed for the Section "B" items above.
6. Section "R" and "X": One Central Air Data Computer set, one ASA-32 Autopilot Amplifier, Two RT546/ASQ-19 Unit 1's, and two RT547-KY31/ASQ-19 TACAN sets will be shipped from MCAS Iwakuni to NAF Naha to be in place by 10 April 1966. Transport and responsibility for this equipment will be the same as that prescribed for Section "B" above.

(d) Class III and IIIA: Enroute requirements will be procured from Supply Department, NAF Naha. All other requirements will be procured through MAG-11.

(e) Class IV and IVA: No requirements enroute. All requirements procured through MAG-11.

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(f) Class V and VA: No requirements enroute. All requirements procured through MAG-11.

(2) Control and Distribution: The Squadron Material Section will process and control all requirements through the Supply Department, MCAS Iwakuni; the Supply Department, MAF Naha; or MAG-11 as applicable.

(3) Resupply: All requirements for resupply will be processed through MAG-11.

#### 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.

(1) When the Commanding Officer arrives at Naha AB the squadron will report for OPCON to CTF-77.

(2) When the Commanding Officer arrives at Da Nang AB the squadron will report for OPCON to MAG-11.

b. Communications:

(1) Airborne communications will be in accordance with Annex C of this order.

(2) Ground communications will be by Naval Message.

*D. C. Macho*  
D. C. MACHO

Lieutenant Colonel, U. S. Marine Corps  
Commanding

#### ANNEXES:

✓ A - Intelligence

✓ B - Flight Planning

✓ C - Enroute Procedures

✓ D - Embarkation

✓ E - Administration

✓ F - Distribution

DISTRIBUTION: Annex F (Distribution)

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Marine Fighter/Attack Squadron-115  
 Marine Aircraft Group-13  
 1st Marine Aircraft Wing  
 Marine Corps Air Station  
 Iwakuni, JAPAN  
 232400 March 1966

Appendix 1 (Medical) to Annex A (Intelligence) to Operation Order 2-66

Time Zone: Zulu

# 1. PREVALENT DISEASES.

- a. Malaria: Although malaria occurs in all parts of the country, surveys show that its prevalence varies with age, degree of exposure, season and topography. It has been estimated from plasmodic indexes that its prevalence has been less than 2% in southern Vietnam, 40% in central Vietnam.
- b. Enteric Diseases: Amoebic dysentery is endemic and widespread in the area among all segments and all age groups of the population. Bacillary dysentery is highly prevalent. Diarrhea caused by other organisms occurs frequently throughout South Vietnam.
- c. Intestinal Parasitism: Parasites are prevalent among all age groups in South Vietnam. At least eight species of worms have been indicated at one time or another. In some areas it has been estimated the infestation may run as high as 80%.
- d. Venereal Diseases: Although not reportable in South Vietnam, it is known to present a major health problem and is especially prevalent in the ports and principal urban areas. All known types of diseases exist, but gonorrhea is the most prevalent.

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e. Cholera: Cholera has been reported in sporadic outbreaks in the area.

f. Plague: Plague has been reported every year in the area since 1906.

Although the bubonic type occurs most frequently, occasional epidemics of pneumonic plague have been reported.

- g. Viral Encephalitis: Viral Encephalitis has occurred frequently in South Vietnam due to the influx of refugees from North Vietnam, exposure, season and topography. It has been estimated in
- h. Heat Injuries: Heat injuries include heat stroke, heat exhaustion, heat cramp, and prickly heat.

- i. Drug Addiction: Drug addiction is quite common. Opium derivatives are easily obtained, and all age groups of the population are addicted.

## 2. DISEASE VECTORS, POISONOUS OR DANGEROUS ANIMALS AND NOXIOUS PLANTS.

- a. Intestinal Parasitism: Parasites are prevalent among all age groups in South Vietnam. At least eight species of worms have been indicated at one time or another. In some areas it has been estimated the infestation may run as high as 80%.

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- a. Mosquitoes: Twenty two species of Anopheles have been reported from South Vietnam, of which 13 are vectors of malaria.
- b. Flies: Myiasis and filth flies: The common blow fly is known to have caused cases of myiasis in South Vietnam. These flies are also mechanical transmitters of yaws and certain diseases of the eye. The common housefly is prevalent throughout South Vietnam, especially during the rainy season, and is implicated in the transmission of diarrheal diseases and of trachoma. Biting and bloodsucking flies occur throughout the area and, while they are not vectors of disease, they are considered pests in jungle areas from May to October.
- c. Lice: The three species of lice commonly associated with human beings are found in South Vietnam. They are: the crab louse, the head louse and the body louse. The latter is very common and is responsible for the spread of relapsing fever and epidemic typhus fever which is found in several sections of this area.
- d. Fleas: The oriental rat flea is potentially a carrier of plague, but is not considered an efficient vector of disease.
- e. Ticks and Mites: The larvae of mites serve as vectors of scrub typhus.
- f. Spiders and Scorpions: Only some species of spider (The Black Widow) can be considered harmful to man; however, its bite is not fatal. The scorpion has a sting that may cause great pain and swelling which may last for days.
- g. Leeches: The terrestrial or land leech occurs in very wet places and the chief danger is from infection at the site of the wound.
- h. Reptiles: Of the two species of crocodile which inhabit the southern regions of South Vietnam, the estuarine crocodile attacks man and is responsible for a number of deaths each year.
- i. Snakes:
  - (1) Thirteen species of poisonous snakes have been identified in South Vietnam. Three kinds of cobras are found; the indian or spectacled cobra, the black cobra and the king cobra or hamadryad. Among the kraits reported in South Vietnam are the common krait and the branded krait. A number of species of pit vipers are found in South Vietnam. Two species of viper occur. There are at least ten poisonous water snakes of the family Hydridae found in the coastal waters. As a rule they are found near shore.
  - (2) Cases of snake bite are relatively more frequent in the southernmost provinces than in the northern part of the country.

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In general snakes will avoid humans unless provoked or surprised. Although cobras will be found everywhere in South Vietnam, they tend to be in dry areas and in their search for food enter villages and dwellings. The krait seems to have a preference for cultivated areas. They frequently enter houses and populated areas. Although they are very lethal, they seem reluctant to attack unless stepped on or restrained.

- (3) Snakes tend to be more active at night because of the cooler temperature. This tendency makes movement at night especially hazardous because the snake probably will not be seen until stepped on. Snakes also are attracted to warm objects so special precautions should be taken to prevent them from entering sleeping areas.

- j. Harmful Plants: There are several plants common to South Vietnam that are harmful to man. They include: The sack or deadly upas tree, which has leaves like an elm and has a poisonous milk-like sap, the woody vine: some kinds of taro root that are poisonous when eaten, and the manioc plant which contains a poison known as prussic acid.

*D. C. Macho*

D. C. MACHO

Lieutenant Colonel, U. S. Marine Corps  
Commanding

DISTRIBUTION: Annex F (Distribution)

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Marine Fighter/Attack Squadron-115  
 Marine Aircraft Group-13  
 1st Marine Aircraft Wing  
 Marine Corps Air Station  
 IWAKUNI, JAPAN  
 232400 March 1966

Annex A (Intelligence) to Operation Order 2-66

Ref: (a) MAPS: Enroute high Altitude Charts Pacific and Southeast Asia  
 Sheets H-1, H-2 and L-7  
 (b) 1stMAWO P03800.3D (Intelligence SOP) of 24Aug65

Time Zone: Zulu

1. SUMMARY OF THE ENEMY SITUATION.

- a. The enemy has been known to fire on aircraft during their landing approach to Da Nang AB. The landing at Da Nang AB will be the most critical part of the flight, in that the aircraft will be low and slow, and thus, potentially vulnerable to ground fire.

2. ESSENTIAL ELEMENTS OF INFORMATION (EEI's).

- a. The enemy has the capability to employ small arms and automatic weapons fire in the vicinity of Da Nang AB.
- b. The enemy has an estimated strength of 10,000 men in the immediate vicinity of Da Nang. This force is composed of both hard core VC and irregulars.
- c. There are no known enemy anti-aircraft units in the area with guns larger than 50 caliber.
- d. There have been no enemy aircraft in the vicinity of Da Nang, but the possibility exists that enemy aircraft could be sent into the area. Da Nang is within the combat radius of jet aircraft operating from airfields in North Vietnam, and the possibility exists that IL-28 bombers from North Vietnam could be sent to bomb airfields in the south, which would make Da Nang AB extremely vulnerable to air attack.

3. RECONNAISSANCE AND OBSERVATION MISSIONS. See reference (b).

4. MEASURES FOR HANDLING PERSONNEL, CAPTURED DOCUMENTS, AND CAPTURED MATERIAL. See reference (b).

5. MAPS, CHARTS, AND PHOTOGRAPHS.

- a. Pilots will draw maps from Squadron Navigation Section.



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6. COUNTERINTELLIGENCE. Appendix 2 (Counterintelligence).
7. REPORTS AND DISTRIBUTION. See reference (b).

*D. C. Macko*  
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Lieutenant Colonel, U. S. Marine Corps  
Commanding

APPENDICES:

- ✓ 1 - Medical
- ✓ 2 - Counterintelligence.

DISTRIBUTION: Annex F (Distribution)

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6. COUNTERINTELLIGENCE. Appendix 2 (Counterintelligence).
7. REPORTS AND DISTRIBUTION. See reference (b).

*D. C. Macko*  
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Lieutenant Colonel, U. S. Marine Corps  
Commanding

APPENDICES:

- 1 - Medical

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Marine Fighter Attack Squadron-115  
Marine Aircraft Group-13  
1st Marine Aircraft Wing  
Marine Corps Air Station  
Iwakuni, JAPAN  
232400 March 1966

Appendix 2 (Counterintelligence) to Annex A (Intelligence) to Operation  
Order 2-66

Time Zone: Zulu

1. SECURITY OF CLASSIFIED MATERIAL.

- a. Prior to deployment, all classified material will be turned into the Secret and Confidential files Officer for transmission to Da Nang AB.

*DC Macho*  
D. C. MACHO  
Lieutenant Colonel, U. S. Marine Corps  
Commanding

DISTRIBUTION: Annex F (Distribution)

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Marine Fighter/Attack Squadron-115  
 Marine Aircraft Group-13  
 1st Marine Aircraft Wing  
 Marine Corps Air Station  
 IWAKUNI, JAPAN  
 232400 March 1966

Annex B (Flight Planning) to Operation Order 2-66

Time Zone: Zulu

1. GENERAL.

- a. Commencing 2300 10 April 1966, four aircraft will depart in sections from MCAS Iwakuni for NAF Naha, and further to Da Nang AB via aerial refueling at a point forty five miles west of Laoag.
- b. The flight echelon will be composed of two sections of two aircraft each. Aircrew assignments are as indicated in the task organization of this order.
- c. The detailed routes and flight plans for this operation are contained in Appendix 1 (Routes and Flight Plan) to this Annex.
- d. The Aerial Refueling Rendezvous Control Time (ARCT) will be the primary factor controlling flight echelon departure.
- e. All aircrews in the flight echelon will brief one and one-half (1½) hours prior to the launch time of the first section. Aircrews will start aircraft 30 minutes prior to their assigned launch times.
- f. All sections will make their take off times exactly. No aircraft will launch singly. Call signs will be Detain and aircraft number to avoid confusion.

2. MOVEMENT.

- a. MCAS Iwakuni to NAF Naha.
  - (1) Movement from MCAS Iwakuni to NAF Naha will commence when directed by higher authority and terminate on the same day, unless delays are encountered due to weather or aircraft availability. Sections will depart at 30 minute intervals and flight plans will be in accordance with Tab A (Flight Plan Iwakuni-Naha) to Appendix 1 to this Annex.
- b. NAF Naha to Da Nang AB.
  - (1) Unless otherwise directed the Operation will continue as outlined in Tab B (Flight Plan Naha-DaNang) to Appendix 1 to this Annex utilizing aerial refueling enroute. See Appendix 1 (Routes and Flight Plans) to this Annex.

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- (2) Section leaders will insure that their take off times will enable them to reach the Aerial Refueling Control Point (ARCP) at their assigned times as indicated in Appendix 2 of this Annex.

3. BRIEFING.

- a. A briefing will be conducted prior to each flight to include at least the following:
- (1) Enroute weather.
  - (2) Enroute emergency bases.
  - (3) Down plane procedures.
  - (4) Abort procedures.
  - (5) Refueling procedures
  - (6) Bingo fuel from refueling area.
  - (7) Air rescue.
  - (8) Radio frequencies, SIF and authentication procedures.
  - (9) Enemy situation (Naha-Da Nang Section only).

*DC Maccho*

D. C. MACCHO

Lieutenant Colonel, U. S. Marine Corps  
Commanding

APPENDIXES

- ✓ 1 - Routes and Flight Plans  
✓ 2 - Receiver Employment

DISTRIBUTION: Annex F (Distribution)

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Marine Fighter Attack Squadron-115  
 Marine Aircraft Group-13  
 1st Marine Aircraft Wing  
 Marine Corps Air Station  
 IWAKUNI, JAPAN  
 232400 March 1966

Appendix 1 (Route and Flight Plans) to Annex B (Flight Planning) to Operation Order 2-66

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

Time Zone: Zulu

1. GENERAL.

- a. Four (4) F-4B aircraft will depart in flights (two aircraft each) as indicated in Annex B, for NAF Naha.
- b. When directed the flights will depart NAF Naha; aerial refuel in the vicinity of NAS Cubi Point and proceed to Da Nang AB.

2. ROUTES AND FLIGHT PLANS.

- a. For routes, fuel data, estimate departure and arrival times see Tabs A thru D of this Appendix.
- b. Flight plans are to be filed as "Tactical" flights under operational clearances, filed twenty four hours in advance of intended departure times.

3. ALTERNATE/DIVERT FIELDS.

a. Iwakuni-Naha

- (1) In the event that a flight is unable to land at NAF Naha the primary alternate is Kadena AB. Emergency landing can be made at Nyuta or Kancya Japan, or MCAF Futema, Okinawa.

b. Naha-Da Nang (via aerial refueling)

- (1) Primary alternates for Da Nang are Ubon AB, Thailand and Chu Rahn Bay AB, RVN.
- (2) Emergency landing can be made at the following.
  - (a) Naha to ARCP - Tainan AB, Taiwan.
  - (b) ARCP to Da Nang AB - NAS Cubi Point, and Clark AB, P.I.

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- (c) Once past the ARCP a decision will have to be made to continue or divert to Cubi Point or Clark.

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- ✓ A - Flight Plan (Iwakuni - Naha)
- ✓ B - Flight Plan (Naha - Da Nang via primary ARCP)
- ✓ C - Flight Plan (Naha - Da Nang via alternate ARCP)
- ✓ D - Divert Flight Plan (Primary ARCP to Cubi Point)

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Marine Fighter Attack Squadron-115  
 Marine Aircraft Group-13  
 1st Marine Aircraft Wing  
 Marine Corps Air Station  
 Iwakuni, JAPAN  
 232400 March 1966

Tab A (Flight Plan, Iwakuni-Naha) to Appendix 1 (Route and Flight Plan)  
 to Annex B (Flight Planning) to Operation Order 2-66

Ref: (a) Pacific Airways Plotting Chart VR 212

Time Zone: Zulu

Fuel Load: 16,800 lbs. TAS 510 knots

Wind: 270°/75 knots

TAKE OFF TIMES

FLIGHT ALPHA 2300 10 April 1966

FLIGHT BRAVO 2330 10 April 1966

ROUTE	FIX	ID/FREQ	LAT/LONG	CHG HEG GS	LEG DIST	TOT DIST	LEG TIME	TOT TIME	LEG FUEL	FUEL REMAIN
			34°38N							
	IWAKUNI	NEU 35	13214E						16800	
KAGOSHIMA	LEVEL OFF			435	72	72	+10	0419	2800	14000
#1 DEP	FL 340	NEU 35		475	31	103	+04	0414	1250	12750
J65V	KAGOSHIMA	HKG 80	3133N							
			13030E	216	475	129	+16	0430	1470	11280
J75V	BONITO		3000N							
			12030E	210	480	112	+14	0414	1170	10110
J75V	KADENA	OKI 78	2621N							
			12746E	208	485	240	+30	1414	2500	7610
DIRECT	NAHA	LYN 96	2611N							
			12739E	220	465	12	+02	1416	170	7440

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Marine Fighter Attack Squadron-115  
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 1st Marine Aircraft Wing  
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Tab B (Flight Plan, Naha -- Da Nang via ARCP) to Appendix 1 (Route and Flight Plan) to Annex B (Flight Planning) to Operation Order 2-66

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

Time Zone: Zulu

Fuel load: 16,800 TAS 510  
 Winds: 270°/65 knots to 23°00N  
 270°/45 knots to Laoag  
 270°/10 knots to Da Nang

# TAKE OFF TIMES

FLIGHT ALPHA 0130 11 April 1966

FLIGHT BRAVO 2400 11 April 1966

ROUTE	FIX	ID/FREQ	LAT/LONG	CUS HDG GS	LEG DIST	TOT DIST	LEG TIME	TOT TIME	LEG FUEL	FUEL REMAIN
	EVL									16800
DIRECT	FL 350	LYN 96		240 415	60	60	+09	0459	2800	14000
	MIYAKO		2446N							
DIRECT	JIMA		12520E	240 450	93	153	+12	0421	1100	12900
	MINAMI		2309N							
DIRECT	OKI ADIZ		12400E	216 470	127	280	+16	0437	1330	11570
	KENO		2100N							
DIRECT	PHIL ADIZ		12233E	216 480	145	425	+18	0455	1500	10070
			1811N							
DIRECT	LAOAG	LAO 88	12032E	216 480	180	604	+24	1419	2000	8070
	258/20									
DIRECT	LAOAG			258 500	20	624	+02	1421	190	7960
	ARCP		1813N							
*DIRECT	IDLS DEC FL280		11954E	258 270	25	659	+06	1427	200	7760
	DESENGAGE		1745N							
**DIRECT	258/120 LAOAG		11838E	258 270	75	734	+17	1444	1900	5860
	EVL FL 350									
DIRECT	258/148 LAOAG			258 465	28	762	+04	1448	650	5210
	PHIL		1738N							
DIRECT	ADIZ		11700E	258 500	66	828	+03	1456	720	4490
	SAIGON		1638N							
DIRECT	FIR		11400E	251 500	181	1009	+22	2418	2010	9910
	FL-2		1535N							
DIRECT	100/133	DAG 37	11028E	251 500	213	1222	+26	2444	2280	7630
			1603N							
DIRECT	DANANG	DAG 37	10812E	280 500	133	1355	+16	2400	1940	620

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\*NOTE 1 Refueling conducted at FL200 at 205 KCAS in accordance with reference (b).

\*\*NOTE 2 Mandatory abort point - if not plugged in and refueled by this point proceed to Cubi Point as indicated by Tab D to this Appendix.

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 IWAKUNI, JAPAN  
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Appendix 2 (Receiver Employment) to Annex B (Flight Planning) to Operation Order 2-66

Time Zone: Zulu

1. GENERAL.

- a. Receiver take off times are approximate. Actual times will depend on winds obtained prior to briefing.
- b. Aircraft "yellow sheets" will be computed in Zulu times for all legs. Use below table for time conversions.

<u>PLACE</u>	<u>DESIGNATOR</u>	<u>LOCAL TO ZULU</u>	<u>ZULU TO LOCAL</u>
IWAKUNI	INDIA	-9	+9
NAHA	INDIA	-9	+9
CUBI POINT	HOTEL	-8	+8
DA NANG	HOTEL	-8	+8
CAM RAHN BAY	HOTEL	-8	+8
UBON	GOLF	-7	+7
TAINAN	HOTEL	-8	+8

2. AERIAL REFUELING CONTROL TIMES (ARCT).

<u>RECEIVER TAKE OFF TIMES</u>	<u>DATE</u>	<u>ARCP LOCATION</u>	<u>RADIAL/DIST</u>	<u>TOS</u>
			<u>LAOAG</u>	
ALPHA 0130	11 April 1966	1813N/11954E	258/45	110257
BRAVO 2400	11 April 1966	"	"	120121

3. ALTERNATE AERIAL REFUELING CONTROL TIMES.

<u>RECEIVER TAKE OFF TIMES</u>	<u>DATE</u>	<u>ARCP LOCATION</u>	<u>RADIAL/DIST</u>	<u>TOS</u>
			<u>PORO PT</u>	
ALPHA 0130	11 April 1966	1612N/12019E	173/25	110307
BRAVO 2400	11 April 1966	"	"	120137

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~~SECRET~~4. MANDATORY DISENGAGE/DIVERT POINT.

- a. 1754N, 11838E, 258/120NM from Tacag TACAN.
- b. Primary abort field is NAS Cubi Point see Tab D (Divert Flight Plan) to Appendix 1 (Routes and Flight Plans) to this Annex.
- c. In event of divert to Cubi Point, refuel with full load of fuel and plan to arrive Da Nang as soon as possible.

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Tab C (Alternate ARCP) to Appendix 1 (Route and Flight Plans) to Annex B  
 (Flight Planning) to Operation Order 2-66

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

Time Zone: Zulu

Fuel Load: 16800 TAS 510 knots  
 Winds: 2700/65 knots to 2300N  
 2700/45 knots to Cubi  
 2700/10 knots to Da Nang

# TAKE OFF TIME

FLIGHT ALPHA 0130 11 April 1966

FLIGHT BRAVO 2400 11 April 1966

ROUTE	FIX	ID/FREQ	LAT/LONG	CUS HDG GS	LEG DIST	TOT DIST	LEG TIME	TOT TIME	LEG FUEL	FUEL REMAIN
	LVL									16800
DIRECT	FL 350	LYN 96		240 415 60	60		+09	0+09	2800	14000
	MIYAKO		2446N							
DIRECT	JIMA		12520E	240 450 93	153		+12	0+21	1100	12900
	DENVER		2300N							
DIRECT	OKI ADIZ		12400E	216 470 127	280		+16	0+37	1430	11470
	RENO		2100N							
DIRECT	PHIL ADIZ		12233E	216 480 145	425		+18	0+55	1500	9970
			1811N							
DIRECT	LAOAG	LAO 88	12032E	216 480 189	614		+24	1+19	2000	7970
DIRECT	PT 10 FT	PP 80		193 500 107	721		+13	1+32	1030	6940
	IDLE DESCENT ARCP		1612N							
*DIRECT	173/28	PP 80	12019E	173 280 25	746		+05	1+37	300	6640
*DIRECT			1448N							
	DESCEND CUBI PT	NCI 77	12016E	173 280 83	829		+18	1+55	9110	1220
PT 18	LVL FL 350									
AIRWAYS	227/28	NCI 77		227 465 28	857		+04	1+59	650	12650
			1422N							
PT 18	SHELL		11952E	227 500 12	869		+01	2+00	100	12550
			1358N							
PT 18	REEF		11926E	227 500 35	904		+04	2+04	340	12210
	PHIL		1425N							
DIRECT	ADIZ		11700E	280 500 144	1043		+17	2+21	1410	10800
	SAI		1257N							
DIRECT	FIR		11490E	280 500 177	1225		+21	2+42	1760	9040

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NOTE

ROUTE	FIX	ID/FREQ	LAT/LONG	HQ GS	CUS	LEG	TOT	LEG	TOT	LEG	FUEL	REMAIN
			1518N									
DIRECT			11200E	230	500	118	1343	114	2456	1160	7890	
			1535N									
DIRECT	FE 8		11028E	280	500	91	1434	111	3407	910	6930	
			1643N									
DIRECT	DA NANG	DAG 37	10812E	280	500	133	1567	116	3423	1340	6640	

\*NOTE 1. Refueling conducted at FL 200 at 205 KCAS in accordance with reference (b).

\*\*NOTE 2. Mandatory abort point if not plugged in or refueled by this point proceed to Cubi Point.

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Tab B (Divert Flight Plan - Primary ARCP to Cubi Point) to Appendix 1  
 (Routes and Flight Plans) to Annex B (Flight Planning) to Operation  
 Order 2-66

Ref: (a) Pacific Airways Plotting Chart VR 212

Time Zone: Zulu

Winds: 270/45 knots TAS 510 knots

ROUTE	FLY	ID/FREQ	LAT/LONG	CUS HDG GS	LEG DIST	TOT DIST	LEG TIME	TOT TIME	LEG FUEL	TOT FUEL	REMAIN
	LVL FL 350										
DIRECT	334/182	NCI 77		154 480 28	762	904	1:43	4:00	5000		
			1448N								
DIVISION	CUBI PT	NCI 77	12016E	154 525 182	950	+21	2:09	1750	3250		

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Marine Fighter Attack Squadron-115  
 Marine Aircraft Group-13  
 1st Marine Aircraft Wing  
 Marine Corps Air Station  
 IWAKUNI, JAPAN  
 232400 March 1966

Annex C (Enroute Procedures) to Operation Order 2-66

Time Zone: Zulu

## 1. COMMUNICATION PROCEDURES.

- a. Authentication. All aircrews will draw authentication tables (KAA-60 and SIF codes, from the squadron S&C section prior to departure from MCAS Iwakuni. These tables and SIF codes, will be turned back into the squadron S&C section upon arrival at Da Nang.
- b. Departure and Climb out from MCAS Iwakuni to FL 340 will be accomplished on Iwakuni departure control (236.2). In flight controlling agency from MCAS Iwakuni to point Bointo is Kagoshima radio (255.4) direct, or via Old Maid Sierra (278.4). Approximately 75 NM prior to reaching Kadena TACAN, contact should be made with Okinawa Approach Control (255.4) and clearance obtained for descent and type penetration desired.
- d. Departure from NAF Naha will be under control of Okinawa Departure Control (363.8), and a radar climb on course can be expected. Okinawa Departure Control will effect a radar hand off to WAYSIDE BRAVO and ADIZ penetration report will be given to WAYSIDE BRAVO on (278.4). Flight following between points DENVER and RENO will be obtained from HIGH CLUB GGI on Taiwan (278.4). ADIZ penetration at Point Reno will be reported to Manila Control (255.4). TACAN lock-on to LACAC TACAN (Chan 88) should be within minutes after crossing point Reno. Manila Control (255.4) will be monitored from Point Reno until a hand off is obtained to the Aerial Refueling frequency, ANCESTOR TANKER (279.6) primary or (305.9) secondary.
- d. After completion of aerial refueling, flights will return to Manila Control (255.4) until Manila FIR is crossed and the Philippine ADIZ penetration will be reported to Manila Control. Upon leaving Manila FIR and entering Saigon FIR monitor the Saigon Air Control Center (255.4). The Vietnam ADIZ will be reported to Saigon ACC and (255.4) will be monitored until hand off to Da Nang Approach Control (363.8) is accomplished.

## 2. FUEL MANAGEMENT.

- a. After take off the wing transfer switch will be placed in the hold position and wing fuel saved until needed. The centerline tank should be transferred so that the tape does not read over 7500# to preclude venting fuel overboard.

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- b. An idle descent from FL 350 to FL 200 commencing at 20 miles on the 258° Radial LAOAG TACAN will place the flights at the ARCP (258°/45 miles LAOAG TACAN) with 7600# of fuel, flights will rendezvous with the tanker and commence refueling as close as possible to the ARCP. Flights will remain engaged for the entire course (75 miles/17 minutes) and disengage at 120 miles 285° radial LAOAG TACAN with a full internal load (13,300#). This will be accomplished by placing the REFUEL SELECTION SWITCH to "internal only" prior to plugging into the tanker. A minimum of 10,500# is required at the disengage point to arrive overhead Da Nang with 3500#. The rendezvous controller will be the primary tanker.

### 3. NAVIGATION.

- a. The navigation computer will be used as a back up on all legs and will be up dated at every positive geographical fix.

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### APPENDIX

- 1 - Abbreviated Communication Plan

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Marine Fighter Attack Squadron-115  
Marine Aircraft Group-13  
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Marine Corps Air Station  
IWAKUNI, JAPAN  
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Appendix 1 (Abbreviated Communication Plan) to Annex C (Enroute Procedures) to Operation Order 2-66

263.4 Squadron Common  
363.8 Iwakuni Departure Control  
255.4 Kagoshima Radio  
278.4 GCI Common  
255.4 Okinawa Approach Control  
363.8 Okinawa Departure Control  
255.4 Manila Control  
279.0 Aerial Refuel Primary (ANCESTOR TANKER)  
305.9 Aerial Refuel Secondary (ANCESTOR TANKER)  
291.4 Cubi Point Approach Control  
255.4 Saigon Aircraft Control Center  
263.8 Da Nang Approach Control

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Marine Fighter Attack Squadron-115  
Marine Aircraft Group-13  
1st Marine Aircraft Wing  
Marine Corps Air Station  
Iwakuni, Japan  
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Annex D (Embarkation) to Operation Order 2-66

Ref: (a) CG, First MAW 180129Z Message  
(b) MAG-13 GO P4600.1E  
(c) WFO 4631.7

Time Zone: Zulu

1. ORGANIZATION FOR EMBARKATION

a. Assignment of personnel to aircraft:

(1) Passenger manifests will be published one week prior to departure.

b. Loading schedule and assembly areas:

(1) Advance echelon will depart by C-130, ETD 040300 Apr.

(2) Enroute support team will utilize Flight 5 for lift to Naha, ETD 101200 Apr.

(3) Main Body will load at MAG-13 Flight Line as follows:

(a) Load C-130 at 10 2200 Apr, ETD 10 2300 Apr

(b) Load C-130 at 11 2200 Apr, ETD 11 2300 Apr

(c) Load C-130 at 12 2200 Apr, ETD 12 2300 Apr

(d) Load C-130 at 13 2200 Apr, ETD 13 2300 Apr

(4) Enroute support personnel will utilize Flight 5 for lift from Naha to Da Nang, to be in place at Da Nang by 142300 April.

c. Advance Parties:

(1) An advance echelon will be pre-positioned in Da Nang on 4 April. See Appendix 1 to Administrative Annex for personnel roster.

(2) An enroute support team will be positioned at NAF Naha 11 Apr. See Appendix 2 to Administrative Annex.

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d. Main Body:

(1) The Main Body will arrive at Da Nang 11 through 14 April. See Appendix 3 to Annex for roster.

e. Rear Echelon:

(1) The Rear Echelon will depart MCAS Iwakuni aboard Flight 5, on 15 April or as soon as administrative details of the transfer are complete. See Appendix 4 to Administrative Annex for personnel roster.

2. SUPPLIES AND EQUIPMENT TO BE EMBARKEDa. Description:

(1) Cargo will consist of 20 pallets of records and publications which will be unitized by a VMFA-115 work detail under the supervision of 1stLt PAWLOWSKI and Sgt ANDERSON.

b. Loading:

(1) VMFA-115 Maintenance Department will furnish personnel from each C-130 flight to serve as a loading crew.

(2) VMFA-115 Motor Transport will provide a forklift and operator for the loading.

c. Unloading:

(1) Maintenance will provide working parties for off-loading at Da Nang.

3. MOVEMENT AND EMBARKATION OF PERSONNELa. Movement of personnel and baggage to staging area:

(1) Trucks will be provided by VMFA-115 Motor Transport to move personnel and baggage to loading area commencing one hour and forty five minutes prior to respective scheduled take-off time.

(2) One hour prior to scheduled take-off, personnel in each flight will muster with the senior NCO aboard that flight.

b. Uniforms:

(1) Officers will wear flight suits and boots or utilities with field shoes or boots.

(2) Enlisted men will wear utilities with safety shoes or boots.

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SECRETc. Baggage Allowances:

- (1) Officers are allowed one locker box and two seabags or equivalent.
- (2) Staff NCO's are allowed one locker box and one B-4 bag or equivalent.
- (3) Sergeants and below are authorized two seabags.

4. EMBARKATION AREA:a. Embarkation points:

- (1) Records and publications to be embarked will be staged in the squadron hangar.

b. Security:

- (1) Squadron Security Measures now in effect will be adequate to safeguard embarked material.

5. EMBARKATION SCHEDULESa. Limiting dates:

- (1) The main body will depart during the period 11-14 Apr.
- (2) Staging of material will begin on 9 Apr, to be completed on 10 Apr.

6. CONTROLa. Embarkation Control Office:

- (1) The Flight Line Office will be used as the embarkation control office.

7. MISCELLANEOUSa. Motorcycles/Scooters:

- (1) In accordance with reference (c) one motorcycle/scooter per man may be shipped on a space available, no expense to the government basis. If space is not available for all motorcycles on aircraft designated for VMFA-115 airlift, the owner will turn in the vehicle, an owners certificate, and release form to station air freight, to be shipped space available.

- (2) Gas tanks will be drained and motorcycles tagged by the owner prior to embarkation

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Marine Fighter/Attack Squadron-115  
 Marine Aircraft Group-13  
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 Iwakuni, JAPAN  
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## ANNEX E (Administration) to Operation Order 2-66

Ref: (a) WingO P3040.1C  
 (b) Chapter 12, Marine Corps Personnel Manual  
 (c) SECNAVINST P1650.1C  
 (d) CINCPACFLTINST 1650.1  
 (e) FMFPacO 1650.1A  
 (f) WingO 1650.5A  
 (g) FMFPacO P1000.3D  
 (h) WingO P5000.1A  
 (i) CG 1stMAW spdltr 21:HCG:mlj over 4050 of 23Dec65  
 (j) CG 1stMAW spdltr 21:GLK:wed over 4050 of 11Jan66  
 (k) VMFA-115 SqdnBul 4050 of 22Mar66

Time Zone: Zulu

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

a. Officers: 38

b. Enlisted: 238

c. A Personnel Action Report will be submitted to MAG-13 upon deployment.

2. REPLACEMENTS. In accordance with the policy of higher authority.3. DISCIPLINE, LAW AND ORDER. In accordance with the Bulletins, regulations and policies of higher authority at destination.4. PRISONERS OF WAR. Processed as directed by higher authority.5. GRAVES REGISTRATION.a. Casualty Reporting.

(1) All casualty reporting while in the Republic of Vietnam will be in accordance with reference (a).

b. Disposition of Personal Effects.

(1) In accordance with reference (b).

(2) As directed by the individual's confidential data form located in SRB/OQJ.

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SECRET6. MORALE AND PERSONNEL SERVICES.

a. Rest and Recuperation. In accordance with the policy of higher authority.

b. Decorations, Medals and Awards. Processed in accordance with references (c), (d), (e), and (f).

c. Postal Service.

(1) Mailing Address will remain the same excepting the API Code which will be 96502.

(2) The Squadron Postal Officer will insure that Wing Postal is properly notified of movement and that adequate information is provided.

d. Exchange Service. Minimum facilities are available in country. Only essential comfort items are provided and these are limited in quantity. Therefore, personnel should purchase most luxury items before departure. A few such items are as follows:

- (1) Electric Fan
- (2) Towels
- (3) Extension Cords
- (4) Electrical Outlets
- (5) Wash Pan
- (6) Bed lamp
- (7) Stationary
- (8) Good supply of toilet articles.
- (9) Flashlight
- (10) Rubber boots
- (11) Supply of tobacco, flints, etc.

e. Pay.

(1) Pay records will be inventoried and packed by the senior officer of each flight. See appendixes 1 through 4.

(2) Hostile fire pay will amount to \$65.00 per month for all hands.

(3) Personnel are authorized to draw all money due them each pay day or any amount upon request.

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(4) Officers are charged \$1.13 per day for rations. Disbursing will deduct from pay.

(5) Income Tax Deductions.

(1) All income is non-taxable for enlisted and Warrant Officers.

(2) Officers are allowed \$200.00 per month deduction. Must advise Disbursing on the amount of taxes to be withheld.

f. Religious Activities.

(1) A schedule of all services will be posted upon arrival at destination.

g. Special Services.

(1) All special services gear and facilities will be provided by MAG-11.

7. UNIFORM.

a. Required uniforms:

(1) Officers

(a) Summer Service "A"

(b) Summer Service "C" w/short sleeves

(c) Utilities

(2) Enlisted

(1) Summer Service "A"

(2) Utilities

b. Uniform of the Day. Utility shirts of the utility uniform may be modified to short sleeves. When shortened, the length should compare with that of the individual's short sleeve khaki shirt. Sleeves may be rolled up to above the elbows in lieu of shortening at the discretion of the individual.

c. Liberty Uniform.

(1) Officers - Summer Service "C" with short sleeved shirt.

(2) Enlisted - Summer Service "A" or "B" with short sleeved shirt.

d. Rank Insignia. Will be worn on utility caps.

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SECRET8. STORAGE AND DISPOSITION OF PERSONAL EFFECTS.

- a. In accordance with references (i) and (j).
- b. All other information pertaining to Personal Effects is contained in reference (k).

9. CIVIL AFFAIRS.

- a. The ISO is designated Civil Affairs Officer and will acquaint himself with those publications pertinent to Civil Affairs.

10. PERSONNEL PROCEDURES.

- a. In accordance with applicable Marine Corps Orders, reference (g) (SOP for Personnel) and reference (h) (SOP for Administration).

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APPENDIXES:

- ✓ 1. Roster of Advance Echelon
2. Roster of Enroute Support Team (To be published)
3. Roster of Main Body (To be published)
- ✓ 4. Roster of Rear Echelon (To be published)

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 1st Marine Aircraft Wing  
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 Iwakuni, JAPAN  
 232400Z March 1966

APPENDIX 1 (Roster of Advance Echelon) to ANNEX # (Administration to  
 Operation Order 2-66

1stLt	CARTER, L. W.
2dLt	KRAKER, J. D.
2dLt	TERRY, J. R.
MSgt	LINEBERGER, R. F.
GySgt	BERRYMAN, C. W.
GySgt	BENNETT, D. E.
GySgt	GREEN, R. L.
GySgt	ROBINSON, W. R.
<del>GySgt</del>	<del>ROMINE, W. L.</del>
<del>SSgt</del>	<del>ADAMS, J.</del>
SSgt	BISHOP, G. R.
SSgt	DRAGON, J. R.
SSgt	DONNER, M. R.
SSgt	OLMSTED, H. W.
Sgt	JONES, J. L.
Sgt	RONNING, R. S.
SSgt	GRIFFIN, B. J. R.
Sgt	BOOTHBY, R. W.
Sgt	THORNBURG, D. R.
SSgt	THOMAS, F. J.

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Marine Fighter/Attack Squadron-115  
 Marine Aircraft Group-13  
 1st Marine Aircraft Wing, FMF, Pacific  
 Marine Corps Air Station  
 Iwakuni, JAPAN  
 232400Z March 1966

Annex F (Distribution) to Operation Order 2-66

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*D. C. Macho*  
 D. C. MACHO

Lieutenant Colonel, U. S. Marine Corps  
 Commanding

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F.1