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MARINE FIGHTER/ATTACK SQUADRON-323  
Marine Aircraft Group-13  
1st Marine Aircraft Wing, FMF, Pacific  
FPO San Francisco, 96602

3:CRN:rlb  
5750  
6 April 1966

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

Subj: Command Chronology

Ref: (a) MCO 5750.2  
(b) WgO 5750.1A  
(c) GruO 5213.2H

Encl: (1) Command Chronology

✓(2) Operation Orders 2-66  
1. In accordance with references (a), (b), and (c), enclosure (1) is submitted for the period 1 through 31 March 1966.

*A. W. O'Donnell*  
A. W. O'DONNELL

VMFA-323

CMD CHRON

27 MAR 1966

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5750

## COMMAND CHRONOLOGY

Unit: Marine Fighter/Attack Squadron-323

Location: MCAS Iwakuni, Japan

Period: 1 through 31 March 1966

Organizational Data:

1.	Name	Billet	Rank	Dates
	Andrew W. O'DONNELL	Commanding Officer	LtCol	1-31
	Stanley A. CHALLGREN	Executive Officer	Major	1-31
	Richard P. LEE	Operations Officer	Major	1-31
	Jerry C. ROBINSON	Administrative Officer	1stLt	1-31
	John M. ROSE	Logistics Officer	Capt	1-31
	Charles L. RODGERS	Aviation Safety Officer	Major	1-31

2. Average Monthly Strength:

## a. Officers

(1) Naval Aviators.....	19
(2) Naval Flight Officers.....	18
(3) Aviation Ground Officers....	4
(4) Naval Flight Surgeon.....	1
(5) Total.....	42

## b. Enlisted

(1) Marine Corps.....	239
(2) Navy Corpsmen.....	0
(3) Total.....	239

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57503. Summary of Significant Events.

a. Personnel. Two First Lieutenants were promoted to Captain; three Corporals were promoted to Sergeant. Thirty-six enlisted personnel and one Naval Flight Officer were detached.

b. Maintenance

(1) The squadron departed DaNang AB, Republic of Viet-Nam, with ten aircraft, leaving six aircraft for VMFA-542. Upon arriving at MCAS Iwakuni, Japan, seven aircraft were received in the following status:

(2) All aircraft possessed were painted with squadron markings.

(3) Nine aircraft completed the Air Frame Change 259 part two modification program.

(4) Three aircraft were received from PAR; one was sent to PAR.

c. Operations

(1) On 1 March 1966 the squadron departed DaNamg AB, Republic of Viet-Nam, for MCAS Iwakuni, Japan. Due to adverse weather conditions, the enroute aircraft were delayed at NAF Naha, Okinawa, until 5 March 1966.

(2) The squadron flew 160 sorties for 345.4 hours during March 1966. On 8 March 1966, a training syllabus was initiated in preparation for the forthcoming missile firing exercise at NAF Naha, Okinawa. Of the 224 syllabus hops scheduled during March 1966, 133 were flown, resulting in 59% completion. All aircrews are considered ready for the forthcoming missile shoot.

(3) Two squadron pilots and two non-squadron pilots completed the familiarization syllabus. All squadron pilots will be combat ready at the completion of the scheduled squadron deployment to Naha, Okinawa.

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c. Attachments and detachments

(1) Detachment H&amp;MS-13, attached effective 011200 Apr.

(2) VMFA-323 (-) Rear detached upon movement of the command post.

2. MISSION. To deploy VMFA-323 (-) (Reinf) to NAF NAHA during the period 1 April 1966 through 12 May 1966 to conduct extensive flight operations in support of air to air intercept training, air to ground conventional ordnance delivery, inflight refueling practice, and to take part in a missile firing exercise. To specifically acquire combat qualification/requalification of assigned aircrew members.3. EXECUTIONa. Concept of operation. See Annex D (Flight Operations).b. Advance party

(1) Depart MCAS IWAKUNI for NAF NAHA in accordance with Annex C (Embarkation).

(2) Secure necessary facilities and billeting in preparation for arrival of main body.

c. Flight echelon F-4B. Depart MCAS IWAKUNI for NAF NAHA in accordance with Appendix 2 (Air Plan) to Annex D (Flight Operations).d. Main body

(1) Depart MCAS IWAKUNI for NAF NAHA in accordance with Annex C (Embarkation).

(2) Support flight operations as outlined in Appendix 2 (Air Plan) to Annex D (Flight Operations).

e. Rear. Support main echelon as required.f. Coordinating instructions

(1) Advance party will ensure necessary liaison secured with support agencies to conduct operations as scheduled.

(2) Flights will consist of two or more aircraft unless unreasonable delays are foreseen due to downed aircraft.

4. ADMINISTRATION AND LOGISTICS. See Annex A (Administration) and Annex B (Logistics).5. COMMAND AND COMMUNICATIONS-ELECTRONICS

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MCAS IWAKUNI, JAPAN  
281500I Mar 1966

## Operation Order 2-66

Ref: (a) MAG-13 msg 180744Z Mar 66 (C)  
 (b) MAG-13 msg 240815Z Mar 66 (U)  
 (c) CTG 54.4 msg 162341Z Mar 66 (C)  
 (d) TelCon Maj R. P. LEE, VMFA-323, and Lt ESTEP, CTG 54.4, on 21Mar66  
 (e) MAG-13 msg 160518Z Mar 66 (C)  
 (f) CO, VMFA-323 1tr 3:JGD:def 3500 of 9Mar66  
 (g) CO, VMFA-323 1tr 3:RPL:ctc 3500 of 28Mar66  
 (h) MAG-13 msg 180440Z Mar 66 (C)  
 (i) MAG-13 msg 170731Z Mar 66 (C)  
 (j) 1stMAW O P02000.6 (COI)

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S&C # 368-66COPY 5 OF 12

REG MAIL #

Time Zone: I

## Task Organization:

VMFA-323 (-) (Reinf)

Det H&amp;MS-13

VMFA-323 (-) REAR

LtCol O'DONNELL

Capt ROSE

1. SITUATIONa. Enemy forces. None.b. Friendly forces

(1) Marine Aerial Refueler Transport Squadron-152 provides KC-130F aircraft for the transporation of the squadron and for aerial refueling practice as requested by references (a) and (b).

(2) NAF NAHA provides base support and facilities for the deployment.

(3) Task Group 54.4 provides W-173 for live missile firing and intercept training on times and dates specified in references (c) and (d).

(4) 18th Tactical Fighter Wing provides air to ground target times as specified in reference (e).

(5) Headquarters and Maintenance Squadron-13 provides personnel for intermediate level maintenance support for the duration of the deployment, as requested in reference (f), and provides two TF-9J aircraft as requested in reference (g).

(6) FltComRan-5 provides target and flare drop services as requested in reference (h).

MAG-13	
S&C # <u>66 357</u>	
COPY <u>1</u> OF <u>2</u> COPIES	

ACT INFO	

(7) MACS-6 provides services as requested in reference (i).  
 DOWNGRADED AT 3 YEAR  
 INTERVALS; DECLASSIFIED AFTER  
 12 YEARS. DOD DIR 5200.10

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a. General

- (1) Communications will be conducted as directed by reference (j).
- (2) Frequency cards will be published on arrival.
- (3) Enroute communications will be in accordance with the Flight Planning Document.

b. Command post. The command post moves with the flight echelon (F-4B).

A. W. O'DONNELL

Lieutenant Colonel, U. S. Marine Corps  
CommandingANNEXES:

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

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## Annex A (Administration) to Operation Order 2-66

Ref: None

Time Zone: I

1. Strength. The actual strength for deployment and embarkation will be as follows:
  - a. Officers: 35 USMC 1 USN
  - b. Enlisted: 180
2. Replacements. In accordance with command policy, rotation of personnel will depend on operational commitments and to the extent necessary to achieve maximum readiness.
3. Discipline, Law and Order. In accordance with existing Bulletins, Orders, regulations and policies of higher authority.
4. Morale and Personnel Services
  - a. Pay: All pay records will remain at IWAKUNI. Pay will be in cash (green), flown to NAF, NAHA, OKINAWA and will be within one day of normal pay day maximum.
  - b. Postal Service: Mail will be flown in daily on Flight #5 via appointed Squadron Couriers. Mail will be distributed at hours to be announced after arrival at NAF, NAHA, OKINAWA.
  - 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 published upon arrival at NAF, NAHA, OKINAWA.
5. Uniform
  - a. Required Uniforms:
    - (1) Officers: Summer Service "C" (Short-sleeved)
    - (2) Enlisted
      - (a) Summer Service "A"
      - (b) Summer Service "C"
      - (c) Utilities

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

c. Civilian attire: Appropriate civilian attire is a "nice to have" item for all hands. Officers are required to wear coat and tie in the COM(Open) after 1930 (local).

6. General Administration. The administrative section will remain in IWAKUNI. Representatives from the section will deploy to NAHA and will coordinate via direct liaison on all personnel matters.

*A. W. O'Donnell*

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Commanding Officer, 1st Battalion, 7th Marines

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## Annex B (Logistics) to Operation Order 2-66

Ref: None

Time Zone: I

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 Materiel 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 Materiel 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) IMRL: Minimum essential as required by the Maintenance Section. The following items of equipment will be provided from squadron assets except items marked by an asterisk (\*) which will be provided by NAF NAHA.

*one	(1)	4000A Engine Removal Stand
*one	(1)	Trailer, Oxygen Servicing
*one	(1)	Tow Tractor
two	(2)	RCPT-105
two	(2)	NC-10A
one	(1)	Air Compressor HP
one	(1)	Tow Bar NT-4
three	(3)	20 Ton Jacks
one	(1)	Trailer, Liquid Ox. 50 Gal. Cap.
two	(2)	Truck, Bomb & Torpedo MK-6 Mod 0

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- (b) Section B: Maintenance requirements, as available from MAG-13 assets, will be procured by the Squadron Materiel Officer by 30 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
- (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 29 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 V (A). Requirements will be provided in place at NAF NAHA by Marine Aircraft Group 13.

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

d. Resupply. The Squadron Materiel representative will initially screen requirements through the Supply Department of NAF NAHA, and if not available, forwarded to the Squadron Materiel representative at MCAS IWAKUNI for normal requisitioning.



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## Annex C (Embarkation Plan) to Operation Order 2-66

Ref: None

Time Zone: I

1. Organization for Embarkation

- a. Troop lists including aircraft assignments will be published by 30 March 1966. The senior Non-commissioned Officer aboard each aircraft will assume the responsibilities of Troop Commander. The senior officer aboard each aircraft will be the overall supervisor for the conduct of all hands aboard.
- b. Main body will depart IWAKUNI in four echelons: flight echelon taking aircraft to NAF NAHA and three echelons transported aboard C-130 aircraft. This will commence on 1 April with all personnel to be in place prior to 3 April 1966.
- c. The advance echelon will utilize Flight FIVE for transportation and will be in place prior to 1 April 1966.

2. Supplies and Equipment to be Embarked

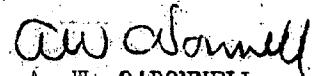
- a. The listing of specific items and boxes to be transported to NAHA and back is contained on the unit cargo manifest with individual cargo manifests also prepared for each department and shop.
- b. The lift to NAHA will require three C-130 aircraft for 215 personnel, 87,446 pounds of cargo, and 2,897 cubic feet. The return trip will require five C-130 aircraft due to an additional cargo increase of 29,351 pounds and 1,943 cubic feet.
- c. All gear will be palletized and marked with squadron tactical markings in accordance with existing procedures.

3. Embark Points and Cargo Assembly Areas. All cargo will be staged, palletized, and banded in the squadron flight line area. All troops will embark from this area. Transportation for personnel and their baggage will be provided by squadron Motor Transport section.
4. Control. Officers supervising the embark of troops and loading of cargo will be 1st Lt. A. P. CUNNINGHAM and 2nd Lt. T. J. STANFORD. They will utilize the Embarkation Office (phone 3118) and the Materiel Office (phone 2669) as central control points.

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5. Movement and Embarkation of Personnel

- a. Show time for each flight will be one hour prior to scheduled departure time.
- b. Personal baggage must be packed and ready for pickup outside each barracks and quarters prior to 1300 the day before departure.



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Annex D (Flight Operations) to Operation Order 2-66

Ref: (a) VMFA-323 Weapons Syllabus

Time Zone: I

1. Ferry Flights. The ferrying of aircraft to and from NAF NAHA will be done as directed by the basic order and Appendix 1.
2. Syllabus Objectives. The air plan for the NAHA deployment is outlined in Appendix 2. The squadron syllabus is presented in Appendix 3. As indicated in Appendix 2, 350 sorties are planned to complete 495 syllabus hops. This will require completing two syllabus hops on 145 sorties and will require operable radar on 95 sorties. The specific syllabus objectives are shown in Table I.

TABLE I

Syllabus Objectives NAF NAHA 4 April - 11 May

Sparrow Firing Exercise . . . . .	19
Sidewinder Firing Exercise. . . . .	19
Weapons 9-17 (All crews 19/14). . . . .	171
Air to Ground 1-20 (Phase I pilots)(2). . . . .	40
Air to Ground 1, 6, 7, 9, 10, 11, 13-20 . . . . . (Phase II & III pilots)(17)	204
Air Refueling: Phase I - 2 day hops each . . . . .	4
Phase I - 2 night hops each . . . . .	4
Phase II & III - 1 day hop each . . . . .	17
Phase II & III - 1 night hop each . . . . .	17
Total Syllabus Hops . . . . .	495

3. Escort Tactics. Escort tactics will be conducted during the period 25 April through 11 May utilizing TF-9J aircraft as simulated hostile aircraft. The ensuing air to air combat will be conducted in accordance with current safety regulations.
4. Targets and Ranges. The missile firing exercise, air to air intercept training, and air refueling syllabus hops will be conducted in W-173. The air to ground syllabus will be conducted in W-176 and W-178.

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5. Missile Firing Exercise. Sparrow and Sidewinder firing exercises will be conducted between the period 6 April to 22 April in W-173 as requested by reference (c). The letter of instruction for the missile firing exercise will be published in conjunction with MACS-6 on 4 April.

6. Scheduling. The tentative schedule for the NAHA deployment is as shown in Appendix 1. Scheduling distribution will be:

NAF NAHA . . . . . 2 copies

VC-5 Operations. . . . . 4 copies

NAF NAHA Base Operations . . . 3 copies

ADCC (NAHA). . . . . 2 copies

Officers Huts. . . . . 9 copies

MACS-6 . . . . . 3 copies

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APPENDICES:

1 - Enroute Planning

2 - Air Plan

3 - Marine Fighter/Attack Squadron-323 Flight Syllabus

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Appendix 1 (Enroute Planning) to Annex D (Flight Operations) to Operation Order 2-66

Ref: None

Time Zone: I

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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 MCAS IWAKUNI, JAPAN  
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Tab A (Enroute Flight Plan IWAKUNI to NAHA) to Appendix 1 (Enroute Planning) to Annex D (Flight Operations) to Operation Order 2-66

Ref: None

Time Zone: I

CLIMB	IDENT FREQ	MAG HEAD	LEG	ETE	FUEL REMAIN
KAGOSHIMA NO.1 Dept	NEU CH 35	125	72	10	13500
J-65V KAGOSHIMA	HKC CH80	216	160	21	10940
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 - 4 SP III

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MCAS IWAKUNI, JAPAN  
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to Annex D (Flight Operations) to Operation Order 2-66

Ref: None

Time Zone: I

CLIMB	IDENT FREQ	MAG HEAD	LEG	ETE	FUEL REMAIN
KINBAY NO.1 Dept	OKC CH 78	060	57	8	14640
J-57V 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

*Our Commander*

A. W. O'DONNELL

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Tab C (Departure, Arrival, and Enroute Communication Plan) to Appendix 1 (Enroute Planning) to Annex D (Flight Operations) to Operation Order 2-66

Ref: None

Time Zone: E

1. The following is a list of controlled 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 75 NM prior to reaching KADENA TACAN, contact should be made with OKINAWA APPROACH CONTROL and clearance obtained for descent 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. Inflight following can be provided by WAYSIDE CHARLIE and OLDMaID SIERRA. Contact should be made with IWAKUNI APPROACH CONTROL and clearance obtained for descent and type penetration desired, when cleared by KAGOSHIMA RADIO.

152 *John R. G. Green*

2. The mail order is sent to the following address: **A. W. O'DONNELL**, Lieutenant Colonel, U. S. Marine Corps Commanding.

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

Ref: (a) VMFA-323 Weapons Syllabus Briefing Guide

Time Zone: I

1. The following deployment flight schedule for the squadron deployment to NAF NAHA is submitted:

April 1 - Flight echelon depart MCAS IWAKUNI.

<u>Flight</u>	<u>Pilot/NFO</u>	<u>T/O</u>
1	LtCol O'DONNELL/Lt HARDAKER *Capt LEWIS/Lt MORRISSEY Maj CHALLGREN/Lt HILL Lt SLAYDEN/Lt MASSEY	1100
2	Maj LEE/Lt LESIEUR *Capt BARRIS/Lt NOLLEY #Lt R. BINSON/Capt RANGERS	1200
3	Capt R.C. JOHNSON/Lt BEIER ## *Capt HILLIS/Lt FLANIGAN (#) Turn up as spare for Flight no 1 (**) Man aircraft as spare for Flight no 1 (*) Denotes crews that will ferry aircraft with missiles aboard.	1300

April 4 - Aircrew Training, Course Rules.

<u>April 5 - Sorties</u>	<u>Target Times</u>	<u>Mission</u>
	2 0830-0930	Air to Air
	2 0930-1030	Air to Air
	2 1030-1130	Air to Air
	2 1330-1430	Air to Air
	2 1530-1630 (W-173)	Air to Air
April 6 -	5 0830-1000	Sparrow Firing/Air to Air
	5 1330-1500 (W-178)(W-173)	Sparrow Firing/Air to Air
April 7 -	3 0815-0845/0900-1000	Air to Ground/Air to Air
	3 0915-0945/1000-1100	Air to Ground/Air to Air
	3 1215-1245/1300-1400	Air to Ground/Air to Air
	3 1315-1345/1400-1500	Air to Ground/Air to Air
	3 1515-1545/1600-1700 (W-173)	Air to Ground/Air to Air

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	<u>April 8 - Sorties</u>	<u>Target Times</u>	<u>Mission</u>
	5	0830-1000	Sparrow Firing/Air to Air
	5	1330-1500	Sparrow Firing/Air to Air
April 11 -	5	0830-1000	Sparrow Firing/Air Refueling
	5	1330-1500	Sparrow Firing/Air Refueling
April 12 -	5	0830-1000	Sparrow Firing/Air Refueling
	5	1330-1500	Sparrow Firing/Air Refueling
April 13 -	3	0815-0845/0900-1000	Air to Ground/Air Refueling
	3	0915-0945/1000-1100	Air to Ground/Air Refueling
	3	1215-1245/1300-1400	Air to Ground/Air Refueling
	3	1315-1345/1400-1500	Air to Ground/Air Refueling
	3	1515-1545/1600-1700	Air to Ground/Air Refueling
April 14 -	5	0830-1000	Sidewinder Firing/Air Refueling
	5	1330-1500	Sidewinder Firing/Air Refueling
April 15 -	5	0830-1000	Sidewinder Firing/Air Refueling
	5	1330-1500	Sidewinder Firing/Air Refueling
April 18-22	3	0815-0845/0900-1000	Air to Ground/Air to Air
	3	0915-0945/1000-1100	Air to Ground/Air to Air
	3	1215-1245/1300-1400	Air to Ground/Air to Air
	3	1315-1345/1400-1500	Air to Ground/Air to Air
	3	1515-1545/1600-1700	Air to Ground/Air to Air
April 25-28	F4 F9		
	3 1	1315-1345/1400-1500	Air to Ground/Air to Air (Weapons 12-17)
	3 1	1415-1445/1500-1600	Air to Ground/Air to Air (Weapons 12-17)
	3 1	1715-1745/1800-1900	Air to Ground/Air to Air (Weapons 12-17)
	3 1	1915-1945/2000-2100	Air to Ground/Air Refueling (Weapons 12-17) Air to Air
	3 1	2015-2045/2100-2200	Air to Ground/Air Refueling (Weapons 12-17) Air to Air
April 29 -	3 1	0815-0845/0900-1000	Air to Ground/Air to Air
	3 1	0915-0945/1000-1100	Air to Ground/Air to Air
	3 1	1215-1245/1300-1400	Air to Ground/Air to Air
	3 1	1315-1345/1400-1500	Air to Ground/Air to Air
	3 1	1515-1545/1600-1700	Air to Ground/Air to Air

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May 2-5	<u>Sorties</u>		<u>Target Times</u>	<u>Mission</u>
	<u>F4</u>	<u>F9</u>		
	3	1	1315-1345/1400-1500	Air to Ground/Air to Air (Weapons 12-17)
	3	1	1415-1445/1500-1600	Air to Ground/Air to Air (Weapons 12-17)
	3	1	1715-1745/1800-1900	Air to Ground/Air to Air (Weapons 12-17)
	3	1	1915-1945/2000-2100	Air to Ground/Air Refueling (Weapons 12-17) Air to Air
	3	1	2015-2045/2100-2200	Air to Ground/Air Refueling (Weapons 12-17) Air to Air
May 6 -	3	1	0815-0845/0900-1000	Air to Ground/Air to Air
	3	1	0915-0945/1000-1100	Air to Ground/Air to Air
	3	1	1215-1245/1300-1400	Air to Ground/Air to Air
	3	1	1315-1345/1400-1500	Air to Ground/Air to Air
	3	1	1515-1545/1600-1700	Air to Ground/Air to Air
May 9-11	3	1	1315-1345/1400-1500	Air to Ground/Air to Air (Weapons 12-17)
	3	1	1415-1445/1500-1600	Air to Ground/Air to Air (Weapons 12-17)
	3	1	1715-1745/1800-1900	Air to Ground/Air to Air (Weapons 12-17)
	3	1	1915-1945/2000-2100	Air to Ground/Air Refueling (Weapons 12-17) Air to Air
	3	1	2015-2045/2100-2200	Air to Ground/Air Refueling (Weapons 12-17) Air to Air

May 12 - Flight echelon depart NAF NAHA.

<u>Flight</u>	<u>Pilot/NFO</u>	<u>T/O</u>
1	LtCol O'DONNELL/Capt KELLEY Lt NORMED/Lt FLANIGAN Capt SHARP/Lt HILL	1100
2	Maj CHALLGREN/Lt NOLLEY Capt BARTEL/Lt LODGE Capt DENTZ/Lt STANFORD	1200
3	Maj LEE/Lt BEIER Lt PLUMMER/Lt HARDAKER Capt HEINZERLING/Lt JOHNSON	1300

*A. W. O'Donnell*

A. W. O'DONNELL  
Lieutenant Colonel, U. S. Marine Corps  
Commanding

DISTRIBUTION: Annex E (Distribution)

VMFA-323  
MCAS IWAKUNI, JAPAN  
281500I Mar 1966

Appendix 3 (Marine Fighter/Attack Squadron-323 Weapons Syllabus) to  
Annex D (Flight Operations) to Operation Order 2-66

Ref: None

Time Zone: I

1. MARINE FIGHTER/ATTACK SQUADRON-323 WEAPONS SYLLABUS

WEAPONS 1

FLIGHT TIME: 1.5

AIRCRAFT: Two F-4B

PURPOSE: To familiarize flight crews with the F-4B weapons system and intercept techniques.

SPECIFICATIONS: Fighter - 15,000 ft., .62IMN

Target - 17,000 ft., .58IMN

Three Intercepts:

(1) 180° Sparrow attack.

(2) 120° Sparrow attack.

(3) 90° Sidewinder attack and an I.D.

MISSION: 1st Intercept: 50 mile head on setup, no displacement, to a 180 degree Sparrow attack.

2nd Intercept: 50 mile head on setup, no displacement, converted to a 120 degree Sparrow attack.

3rd Intercept: 50 mile 90 degree setup with 45 degrees angle off, to a 90 degree Sidewinder attack continued to an I.D.

RECOVERY: Individual IFR Tacan penetrations, GCA.

WEAPONS 2

FLIGHT TIME: 1.5

AIRCRAFT: Two F-4B

PURPOSE: Same as Weapons 1

SPECIFICATIONS: Fighter - 20,000 ft., .70IMN

Target - 22,000 ft., .64IMN

Three Intercepts:

- (1) 120° Sparrow attack.
- (2) 120° Sparrow attack with a Sidewinder reattack.
- (3) 120° Sparrow attack with a Sidewinder reattack, continued to an I.D.

MISSION: 1st Intercept: 50 mile head on setup, no displacement, converted to a 120 degree Sparrow attack.2nd Intercept: 50 mile head on setup, no displacement, converted to a 120 degree Sparrow attack with a Sidewinder reattack.3rd Intercept: 50 mile head on setup, no displacement, converted to a 120 degree Sparrow attack with a Sidewinder reattack continued to an I.D.

RECOVERY: Individual IFR Tacan penetration, GCA.

WEAPONS 3

FLIGHT TIME: 1.5

AIRCRAFT: Two F-4B

PURPOSE: Same as Weapons 1

SPECIFICATIONS: Fighter - 30,000 ft., .82IMN

Target - 35,000 ft., .84IMN

Three Intercepts:

- (1) 120° Sparrow attack and a Sidewinder reattack.
- (2) 120° Sparrow attack and a Sidewinder reattack.
- (3) 120° Sparrow attack and a Sidewinder reattack with an I.D.

MISSION: 1st Intercept: 50 mile head on setup, no displacement to a 120 degree Sparrow attack and a Sidewinder reattack.2nd Intercept: 50 mile head on setup, no displacement to a 120 degree Sparrow attack and a Sidewinder reattack.3rd Intercept: 50 mile head on setup, no displacement to a 120 degree Sparrow attack and a Sidewinder reattack continuing to an I.D.

MISSION TYPE: 1.5

RECOVERY: Individual ADF (UHF) penetrations.

MISSION NUMBER: 1

SPECIFICATIONS: Fighter - 30,000 ft., .82IMN

Target - 35,000 ft., .84IMN

Three Intercepts:

- (1) 120° Sparrow attack and a Sidewinder reattack.
- (2) 120° Sparrow attack and a Sidewinder reattack.
- (3) 120° Sparrow attack and a Sidewinder reattack with an I.D.

MISSION: Head on setup, no displacement, no displacement to a 120 degree Sparrow attack and a Sidewinder reattack continuing to an I.D.

MISSION NUMBER: 1  
RECOVERY: Individual ADF (UHF) penetrations.

WEAPONS 4

FLIGHT TIME: 1.5

AIRCRAFT: Two F-4B

PURPOSE: Same as Weapons 1

SPECIFICATIONS: Fighter - 38,000 ft., .98IMN

Target - 40,000 ft., .92IMN

Three Intercepts:

(1) 120° Sparrow attack.

(2) 140° Sparrow attack and a Sidewinder reattack.

(3) 140° Sparrow attack and a Sidewinder reattack  
with an I.D.MISSION: 1st Intercept: 50 mile head on setup, 10 degree displacement  
to a 120 degree Sparrow attack.2nd Intercept: 50 mile head on setup, 10 degree displacement  
to a 140 degree Sparrow attack and a Sidewinder  
reattack.3rd Intercept: 50 mile head on setup, 10 degree displacement  
to a 140 degree Sparrow attack and a Sidewinder  
reattack continuing to an I.D.

RECOVERY: Individual random radar approaches to a GCA.

WEAPONS 5

FLIGHT TIME: 1.3

AIRCRAFT: Two F-4B

PURPOSE: Same as Weapons 1

SPECIFICATIONS: Fighter - 10,000 ft., 300 KCAS accelerating to 400 KCAS  
to .98IMN

Target - 40,000 ft., .90IMN

Two Intercepts:

(1) 120° snap up to a Sparrow attack with a Sidewinder  
reattack.(2) 140° snap up to a Sparrow attack with a Sidewinder  
reattack continuing to an I.D.MISSION: 1st Intercept: 50 mile head on setup, 10 degree displacement  
fighter accelerating to 400 KCAS on contact and  
snapping up at 25 miles using afterburner to  
hold speed while converting to a 120 degree  
Sparrow attack with a Sidewinder reattack.2nd Intercept: 50 mile head on setup, 10 degree displacement  
fighter accelerating to 400 KCAS on contact and  
snapping up at 25 miles using afterburner to  
hold speed while converting to a 140 degree  
Sparrow attack with a Sidewinder reattack  
continuing to an I.D.

RECOVERY: Individual ADF (UHF) penetrations to a GCA.

WEAPONS 6

FLIGHT TIME: 1.5

AIRCRAFT: Two F-4B

PURPOSE: Same as Weapons 1

SPECIFICATIONS: Fighter - 30,000 ft., .76IMN

Target - 20,000 ft., .64IMN

Three Intercepts:

(1) 180° Sparrow attack

(2) 120° Sparrow attack with a sidewinder reattack.

(3) 140° Sparrow attack with a Sidewinder reattack  
continued to an I.D.MISSION: 1st Intercept: 50 mile head on setup, no displacement to a 180 degree Sparrow attack. Fighter will not start a descent until he has a contact.2nd Intercept: 50 mile head on setup, no displacement to a 120 degree Sparrow attack with a Sidewinder reattack. Fighter will not start a descent until he has a contact.3rd Intercept: 50 mile head on setup, 10 degree displacement to a 140 degree Sparrow attack with a Sidewinder reattack continuing to an I.D. Fighter will not start a descent until he has a contact.

RECOVERY: Individual Tacan #2 penetrations to a GCA.

WEAPONS 7-8

FLIGHT TIME: 1.5

AIRCRAFT: Two F-4B

PURPOSE: To familiarize flight crews with self-contained or BCI, base defense type intercepts.

SPECIFICATIONS: No GCI Control.

Fighter - as desired (Not below 5,000 ft.)

Target - as desired (5,000 - 40,000 ft.)

Three Intercepts:

- (1) At least 50 mile setup, executing the most expeditious intercept to a Sparrow attack.
- (2) Same as intercept #1.
- (3) At least 50 mile setup, executing the most expeditious intercept to a Sparrow attack with a Sidewinder reattack continuing to a I.D.

MISSION: 1st Intercept: Fighter will orbit the field VMC at any altitude above 10,000 feet. Target will commence run at any altitude between 5,000 and 40,000 feet from at least 50 miles out and any airspeed desired (sub-sonic). The target will hold a straight course inbound to the field until the fighter has a contact. The target may then jinx in altitude and airspeed as desired, keeping in mind that his objective is to reach the field without being intercepted. The target will give his DME and radial every minute as well as a general idea of his altitude, i.e., "high, low, descending, climbing". The fighter will start his intercept when the target calls turning inbound. The fighter may climb or descend as desired with a minimum altitude of 5,000 feet attempting to make as expeditious an intercept as possible prior to the target reaching the field.

2nd Intercept: Same as first intercept.

3rd Intercept: Same as first intercept except that after the fighter makes his Sparrow attack he will make a Sidewinder reattack continuing it to an I.D.

RECOVERY: Individual ADF (UHF) penetrations to a GCA.

WEAPONS 9-10 (BASIC TACTICS)

FLIGHT TIME: 1.0 - 1:3 (In event both aircraft radars are down a basic tactics hop will be performed.)

AIRCRAFT: Two F-4B

PURPOSE: To refamiliarize flight crews with the F-4B's capabilities and to instill confidence and proficiency in the aircraft's day fighter capabilities.

SPECIFICATIONS: 1. Minimum altitude - 10,000 ft.

2. Burner as desired.
3. No overhead maneuvers with more than 10,000 lbs. of fuel.
4. Review the following in briefs:
  - a. "G" limitations
  - b. Fuel management
  - c. Engine limitations
  - d. Spin and accelerated stall recoverys
  - e. Area of work

Caution: Be aware of weather and SAT times. Excessive fuel usage will be required so emphasis should be placed on fuel management and position.

MISSION: Section will split and practice unusual attitudes. Emphasis placed on procedures for nose high recoverys. Attention should be devoted to angle of attack and 5 units will be used on recoverys. Flight will join up in tail chase and execute wing overs, rolls, barrel-rolls and diving 4 "G" spiral. Each aircraft lead for 10 minutes. At completion, wingman will climb to a perch 3-4,000 feet above base altitude of 22-24,000 feet. Aircraft on perch will commence dummy gunnery run on lead. At reversal, lead will break into attacker and maneuver to achieve an advantage. Attacker will not use burner while aircraft being attacked may use burner. Engagement will be broken when one gains a definite advantage, visual sight is lost, or reaching 10,000 ft. Lead will be switched and pattern will be run again.

RECOVERY: Practice GCA (One pilot hooded - other flying chase.)

WEAPONS 11-12

FLIGHT TIME: 0.8 - 1.0 (Day)

AIRCRAFT: Two F-4B

PURPOSE: To familiarize flight crews with the F-4B's capabilities and to promote confidence and proficiency in a day (VFR) fighter environment.

SPECIFICATIONS: 1. Minimum altitude - 10,000 ft. Use afterburner as desired.

2. Armament - Simulated 20mm gun pod, Sparrow and Sidewinder.

3. Review - Acceleration limits, fuel management, spin recovery, and engine limitations.

NFO: Whenever the opposing aircraft is in the forward quarter, the NFO should place his full attention on radar acquisition of the opponent using gyro-out techniques. He should develop his ability to acquire and lock-up under the stresses of simulated combat.

MISSION: Fifteen second interval on takeoff, CV type rendezvous. Tight parade formation to the designated area climbing to 25,000 ft. Once in the area, aircraft will split-45 degree heading changes in both directions, holding heading for 30 seconds. Leader will call reversal and aircraft will engage in simulated combat head-on using all capabilities of the F-4B. Continue the engagement until one fighter gains the advantage or was able to fire a missile within the missile limits. Continue engagements until reaching bingo fuel.

RECOVERY: Practice GCA (One pilot hooded - other flying chase.)

WEAPONS 13

FLIGHT TIME: 1.5 (0.8 at completion of bombing hop)

AIRCRAFT: Three F-4B/One TF-9J

PURPOSE: To practice escort tactics against aggressive bogie.

SPECIFICATIONS: Two F-4B fighters at 28M simulating day fighter weave on one simulated EF-10B and one TF-9J aggressor.

MISSION: At completion of bombing pattern, flight will track out on pre-determined heading, climbing to base altitude of 28M. The section will set up weave on simulated EF-10B. Flight will proceed to predetermined position and set up CAP positions on EF-10B. The TF-9J will position itself under GCI control to make simulated gunnery run or Sidewinder run as desired. When TF-9J is visually or radar spotted by friendly aircraft, aircraft will be maneuvered in position for a Sparrow or Sidewinder firing with emphasis placed on bore-sight mode of radar. If TF-9J is detected by radar, an I.D. pass will be initiated with second aircraft achieving a position for firing. At completion of two simulated FOX 1 or 2, the flight will regroup and proceed to home plate flying escort formation at which time another attack will be initiated by the TF-9J. All aircraft will be under positive GCI control and strict emphasis will be placed on safety procedures.

RECOVERY: Division formation or section/individual GCA (dictated by weather).

WEAPONS 14 (TACTICS)

FLIGHT TIME: 1.8 (1.0 at completion of bombing hop)

AIRCRAFT: Three F-4B/One TF-9J

PURPOSE: To practice escort tactics against aggressive bogie.

SPECIFICATIONS: 1 F-4B at 28M .62NM (Simulated EF-10B).

2 F-4B at 1M and 2M, 10-16 mile trail on simulated EF-10B.

1 TF-9J to engage flight at random positions in pattern.

MISSION: At completion of bombing hop, lead aircraft will climb to 28M and proceed on predetermined track. (Track to be depicted on map in Ready Van and can be varied to compensate for fuel and weather.) The other two F-4B's will position themselves in a 10-16NM trail at one and two thousand feet, setting speed to match lead and on a 10-15° off-set on lead. The main objective will be to clear the lead F-4B. At TF-9J's discretion he will initiate a run to achieve an aft gun firing position on lead F-4B. When attacker is detected by aft section of F-4B's, aircraft first detecting bogie will go gate to make ID pass while wingman will achieve a firing position once ID pass is made. At end of track, in place turns will be made and proceed towards home plate. TF-9J will make numerous runs depending on length of track, ability to reposition low section, and fuel state. GCI control will be utilized to clear area and reposition aircraft.

RECOVERY: Division formation (F-4B's) or section/individual GCA (dictated by weather).

WEAPONS 15 (TACTICS)

FLIGHT TIME: 1.8 (1.0 at completion of bombing mission)

AIRCRAFT: Three F-4B/Cne TF-9J

PURPOSE: To practice escort tactics against aggressive bogie.

SPECIFICATIONS: 1 F-4B at 28,000 feet.

2 F-4B's in 6 mile trail, 1000' low.

1 TF-9J to engage flight.

MISSION: At completion of bombing hop, lead will climb to 28M and proceed on predetermined track. Other two F-4B's will pick up 6 mile trail 1000' low in very slight weave to afford maximum radar coverage and visual rear protection. TF-9J will attempt to achieve a gun firing position on lead F-4B. At predetermined point, high F-4B will set up race track pattern and escort aircraft will weave on lead. TF-9J will attempt to achieve a gun firing position on any aircraft in flight. Aircraft will retire utilizing same escort procedures back to home field and TF-9J will engage while enroute. GCI will be utilized to clear area and help maintain position of aircraft.

RECOVERY: Same as Weapons 14.

WEAPONS 16 (TACTICS)

FLIGHT TIME: 1.8 (1.0 at completion of bombing mission)

AIRCRAFT: Three F-4B/One TF-9J

PURPOSE: To practice escort tactics against aggressive bogie.

SPECIFICATIONS: 1 F-4B at 28M to hold in race track pattern with 2 min. legs,

2 F-4B's to establish race track pattern perpendicular to lead F-4B's pattern 1000' low.

1 TF-9J to act as aggressor.

MISSION: At completion of bombing mission, lead F-4B will proceed to predetermined point and set up race track pattern at 28M. Escort aircraft will set up a race track pattern perpendicular to single aircraft's pattern 1000' low and sufficient distance to allow maximum radar coverage of lead aircraft. During this pattern the TF-9J will attempt to maneuver into a gun firing position on single aircraft and also attempt attacks on escort aircraft. If aggressor penetrates into high aircraft, engagement should be held until advantage is obtained or escort aircraft arrive to neutralize aggressor. Upon reaching BINGO (To include 10 minutes combat reserve) friendly aircraft will proceed home utilizing retirement escort procedures. Escort aircraft will attempt to establish a race track pattern below and behind lead aircraft maintaining .90IMN flying up to lead and a hard turn back downwind for 30 seconds and hard turn back to high aircraft's heading maintaining maximum radar coverage. TF-9J will attempt attack on any aircraft in formation. GCI will be utilized to clear area and reposition aircraft after each engagement.

RECOVERY: Same as Weapons 14.

WEAPONS 17

Prebriefed escort tactics with TF-9J as attacking aircraft.

AIR TO GROUND SYLLABUS

Air to Ground 1-5 . . . . . 30° Bombs and Rockets  
Air to Ground 6-7 . . . . . 30° Bombs (Night)  
Air to Ground 8 . . . . . Level GP Bombs  
Air to Ground 9-10. . . . . Level Snake-Eye/Napalm  
Air to Ground 11. . . . . 10° GP Bombs  
Air to Ground 12-13 . . . . . 10° Snake-Eye/Napalm  
Air to Ground 14-15 . . . . . 20° Snake-Eye  
Air to Ground 16. . . . . 20° GP  
Air to Ground 17-18 . . . . . 45° GP - 6000' Release  
Air to Ground 19-20 . . . . . 45° GP - 4500' Release

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## Annex E (Distribution) to Operation Order 2-66

Ref: None

Time Zone: I

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CO, H&MS-13	ONE (1)	
CO, Marine Air Control Squadron-6	ONE (1)	
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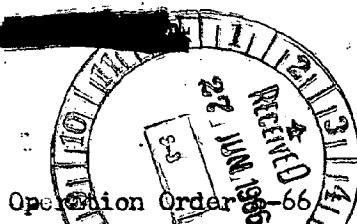
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Operation Order 66

Ref: (a) MAG-13 (Rein) msg 180243Z Jun66  
 (b) MAG-13 (Rein) msg 181200Z Jun66

Time Zone: H

Task Organization:VMFA-323 (Rein)

Det H&amp;MS-13

Det MABS-13

## 1. SITUATION

a. Enemy Forces.--None.b. Friendly Forces.

(1) VMFA-314 provides in place replacement for VMFA-323 (Rein) as directed by reference (a).

(2) VNGR-152 provides transport aircraft in accordance with reference (b).

c. Attachments and Detachments.--Detachment H&MS-13 and Detachment MABS-13 stand detached effective 240800H Jun.

2. MISSION

VMFA-323 (Rein) returns to MCAS IWAKUNI upon relief by VMFA-314 on 24 Jun at TAINAN AIR BASE.

3. EXECUTION

a. Concept of Operation.--VMFA-323 (Rein) will return to MCAS IWAKUNI in four increments: advance party, flight echelon, main body and rear echelon. See Annex D (Embarkation) and Annex E (Flight Operations).

b. Advance Party.--Depart TAINAN AIR BASE on 20 June 1966 and proceed to MCAS IWAKUNI and prepare for the arrival of the remaining increments.

c. Flight Echelon.--Depart TAINAN AIR BASE in accordance with Annex E (Flight Operations).

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d. Main Body.

- (1) Depart TAINAN AIR BASE in accordance with Annex D (Embar-kation).
- (2) Be prepared for immediate flight operations or redeployment as directed.

e. Rear Echelon.

- (1) Effect the orderly severance of squadron responsibilities at TAINAN AIR BASE.
- (2) Proceed to MCAS IWAKUNI in accordance with Annex D (Embar-kation).

f. Coordinating Instructions.

- (1) All sections maintain capability for immediate redeployment.
- (2) All alert responsibilities will pass to VMFA-314 at 240800H Jun or as directed by higher authority.

## 4. ADMINISTRATION AND LOGISTICS

See Annex B (Administration) and Annex C (Logistics).

## 5. COMMAND AND COMMUNICATIONS-ELECTRONICS

a. In accordance with current directives.

b. Command Posts.—The command post moves with the flight echelon.

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Lieutenant Colonel, U. S. Marine Corps  
Commanding

## ANNEXES:

- A - Intelligence (to be published separately) *NIP*
- ✓B - Administration
- ✓C - Logistics
- ✓D - Embarkation
- ✓E - Flight Operations
- ✓F - Distribution

DISTRIBUTION: Annex F (Distribution)

VMFA-323 (Rein)  
TAINAN AIR BASE, TAIWAN

Annex B (Administration) to Operation Order 4-66

Ref: None

Time Zone: H

1. STRENGTH

The actual strength for deployment and embarkation will be as follows: Officers - 42 USMC, 1 USN; Enlisted - 249 USMC, 1 USN.

2. DISCIPLINE, LAW AND ORDER

These factors will be in accordance with existing bulletins, orders, regulations and policies of higher authority.

3. MORALE AND PERSONNEL SERVICES

- a. Pay.—Pay records are at destination and paydays will remain normal.
- b. Postal Service.—Postal authorities will be notified in advance as to the change in location of the squadron. Mailing address remains the same.
- c. Liberty.—Liberty will be regulated by the Squadron Commander and a liberty schedule will be promulgated upon arrival at MCAS IWAKUNI.

4. GENERAL ADMINISTRATION

- a. All records, files and publications will be returned to MCAS IWAKUNI.
- b. It will be the responsibility of the Administrative Section to pack, band and present to Embarkation the equipment to be transported.
- c. Upon arrival at MCAS IWAKUNI general administration will resume as normal.

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TAINAN AIR BASE, TAIWAN

## Annex C (Logistics) to Operation Order 4-66

Ref: (a) MAG-13 (Rein) msg 160710Z Jun66

Time Zone: H

## 1. SUPPLY

a. General.—This Annex provides for the logistical support of air operations as stated in the basic order. Overall logistical support during air operations and at destination facility will be provided by Marine Aircraft Group-13 (Rein) through normal channels.

b. Supplies and Equipment Available.

(1) Class I.—Garrison-type messing facilities are established at destination.

(2) Class II.—The following individual equipment will be carried by embarked personnel.

## (a) Officers:

Pistol Belt	1 ea
Holster, Caliber .38	1 ea
T/O Weapon	1 ea
Helmet w/Liner & Camouflaged Cover	1 ea
Canteen w/Cover & Cup	1 ea
First Aid Kit	1 ea

## (b) SNCO's:

Pistol Belt	1 ea
Holster, Caliber .45	1 ea
T/O Weapon	1 ea
Ammo Pouch, Caliber .45	1 ea
Magazine, Caliber .45	2 ea
Knife, Combat w/Sheath	1 ea
Helmet w/Liner & Camouflaged Cover	1 ea
Canteen w/Cover	2 ea
Cup, Canteen	1 ea
First Aid Kit	1 ea

## (c) Sgt's and Below:

Cartridge Belt	1 ea
Magazine, M-14 w/Pouch	4 ea
T/O Weapon	1 ea
Helmet, w/Liner & Camouflaged Cover	1 ea
Canteen w/Cover	2 ea
Cup, Canteen	1 ea
First Aid Kit	1 ea

(3) Class IIIA.

- (a) IMRL: All items will be embarked.
- (b) Section B: As prescribed by the Maintenance Department.
- (c) Section H: Minimum essential.
- (d) Section K: Not applicable.
- (e) Section M: Not applicable.
- (f) Section R: To remain in place.
- (g) Section X: To remain in place.

(4) Class III.—Not applicable.

- (5) Class IIIA.—Provided as necessary by enroute and destination facilities. See Annex E (Flight Operations).
- (6) Class IV.—Not required.
- (7) Class IVA.—Not required.
- (8) Class V.—Basic allowances will be embarked for each T/O weapon.
- (9) Class VA.—See Annex E (Flight Operations).

## 2. DISTRIBUTION AND CONTROL

Squadron Material Section will process and control all requests/requirements for supply items through normal channels.

## 3. RESUPPLY

Not required.

## 4. ORGANIC EQUIPMENT

Only GSE/SSE will remain in place. Equipment remaining in place will be receipted for by the Material Officer.

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TAINAN AIR BASE, TAIWAN

Annex D (Embarkation) to Operation Order 4-66

Ref: (a) MAG-13 (Rein) msg 160710Z Jun

Time Zone: H

1. ORGANIZATION FOR EMBARKATION

a. Troop Lists.

- (1) Personnel rosters for each transport aircraft will be prepared by the S-1 Officer in coordination with the various department heads.
- (2) For planning purposes, the main body will depart TAINAN AIR BASE on C-130 aircraft 22 June through 24 June.

b. Assignment to Aircraft.

- (1) Upon execution, personnel rosters and aircraft assignments will be distributed by the Assistant Embarkation Officer.
- (2) All shops will prepare and have available Consolidated Data Processing Sheets depicting all cargo and vehicles to be embarked.

c. Advance Parties.--Department officers will submit the names of key personnel comprising the advance party to the S-1 Officer.

2. SUPPLIES AND EQUIPMENT TO BE EMBARKED

a. Types and Amounts to be Embarked.--See Annex C (Logistics).

b. Preparation for Embarkation.

- (1) Shop Embarkation NCO's will compile Data Processing Sheets for all material to be embarked. Changes to Data Processing Sheets will be reported to the Embarkation Officer as they occur.
- (2) All cargo will be palletized utilizing 4'x4' pallets. Wire pallets are not authorized. Cargo height on the pallet will be as close to 96 inches as possible. Do not exceed the height of 96 inches.
- (3) Shops will ensure that sufficient banding material is available and all boxes are properly secured prior to banding.

(4) Waterproofing will be accomplished for that material requiring same.

(5) Individual shops will maintain one copy of the Consolidated Data Processing Sheet for all material embarked.

c. Movement of Supplies and Equipment.

(1) Upon order, expedite packing and banding of pallets. The staging area will be designated by the Embarkation Officer upon execution.

(2) The Motor Transport Officer will arrange for and coordinate all requests for fork lifts or prime movers.

3. CARGO ASSEMBLY AREAS

a. The hanger will be utilized as a cargo assembly area prior to staging.

b. Two banding teams consisting of six personnel per team will band all palletized cargo in the assembly area. The Maintenance Department will provide the twelve personnel required for the banding teams.

4. CONTROL

a. The Embarkation Officer will be available at the VMFA-323 hanger and will coordinate and control all aspects of the movement.

b. Questions arising during the planning/loading period will be answered by contacting Capt WILLIAMS, Lt CUNNINGHAM or Lt STANFORD.

c. Loadmasters will be available for coordination of loading upon arrival of the aircraft.

5. MOVEMENT AND EMBARKATION OF PERSONNEL

a. Movement Schedule.

(1) The Embarkation Officer will notify all departments of arrival and departure times of aircraft.

(2) The senior officer or non-commissioned officer on each aircraft will act in the capacity of Troop Commander. He will ensure that a muster of all personnel is taken and they are available at loading time.

b. Uniform and Equipment.

(1) Officers.

(a) Utilities with field boots.

(b) See Annex C (Logistics).

(2) Enlisted.

(a) Utilities with field boots.

(b) See Annex C (Logistics).

c. Baggage

(1) Officers and Staff Non-Commissioned Officers.

(a) One clothing bag.

(b) One hand bag/foot locker.

(2) Sergeants and Below.--One hand bag/seabag.

6. MISCELLANEOUS

a. Shop Embarkation NCO's will supervise the packing of all material.

b. Fuel tanks on ground support equipment will be three quarters full.

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Commanding

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VMFA-323 (Rein)  
TAINAN AIR BASE, TAIWAN

## Annex E (Flight Operations) to Operation Order 4-66

Ref: None

Time Zone: H

## 1. FERRY FLIGHTS

Ferrying of aircraft to MCAS IWAKUNI will be in accordance with the flight plan contained in Appendix 1. (Flight Plan). Air crew assignments and departure times are as follows:

<u>Call</u>	<u>Crew</u>	<u>T/O Time</u>
<b>Black Ace</b>		
5-1	* Maj CHALLGREN/Capt JOHNSON	221400 Jun
5-2	Lt SLAYDEN/Lt BEIER	
<b>Black Ace</b>		
1-1	* Capt LAYMAN/Capt BYRAM	221430 Jun
1-2	Capt BARTEL/Lt NOLLEY	
<b>Black Ace</b>		
3-1	* Capt LACROIX/Capt BARRIS	231000 Jun
3-2	Maj LEE/Lt FLANIGAN	
<b>Black Ace</b>		
2-1	* Capt HEINZERLING/Capt LEWIS	231030 Jun
2-2	Capt CONNELL/Lt JOHNSON	
<b>Black Ace</b>		
6-1	LtCol O'DONNELL/Capt KELLEY	241000 Jun
6-2	* Lt NORRED/Capt DENTZ	
<b>Black Ace</b>		
4-1	Maj RODGERS/Capt BRITTON	TBA
4-2	Capt SHARP/Lt KELLY	

\* Denotes Instrument Check.

## 2. COORDINATING INSTRUCTIONS

- All flights will consist of two or more aircraft.
- Aircraft will be configured with external wing tanks.

ci Communications will be in accordance with the enroute supplement and Appendix 1 (Flight Plan).

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APPENDIXES:

✓ 1 - Flight Plan

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TAINAN AIR BASE, TAIWAN

Appendix 1 (Flight Plan) to Annex E (Flight Operations) to Operation Order 4-66

Ref: None

Time Zone: H

1. FLIGHT PLAN (No Wind)

ROUTE/POSITION	IDENT FREQ	MAG HEAD	LEG	ETE	FUEL REMAIN
DIRECT TAOYUAN	GM 105	025°	138	00+18	12,800
DIRECT ALPHA		053°	193	00+22	10,600
JG6 TUNA WEST		054°	218	00+25	8,300
JG6 TUNA EAST		055°	26	00+03	8,000
JG6 KAGOSHIMA	HKC 80	055°	201	00+23	5,900
J-65V IWAKUNI	NEU 35	034°	169	00+19	4,200

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

BIG LAKE (Pass to TAIPEI CONTROL) 278.4 - to ALPHA

WAYSIDE BRAVO/CHARLIE - 278.4 0 to TUNA WEST

OLD MAID TANGO - 278.4/KAGOSHIMA RADIO - 255.4 to IWAKUNI

3. When approaching IWAKUNI, request clearance from KAGOSHIMA RADIO (255.4) to IWAKUNI APPROACH (236.2) prior to 60 NM out

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## Annex F (Distribution) to Operation Order 4-66

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CO, Marine Aircraft Group-13 (Rein)	FOUR (4)	
CO, Marine Fighter/Attack Squadron-323	ONE (1)	
File	SIX (6)	

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## Operation Order 5-66

Ref: (a) CTG 79.3 msg 240715Z Jun66  
 (b) MAG-13 (Rein) msg 170840Z Jun66  
 (c) CTG 79 msg 200514Z Jun66

Time Zone: H

MAG-13	
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Task Organization:VMFA-323 (Rein)

LtCol A. W. O'DONNELL

Det H&amp;MS-13

VMFA-323 S&amp;C FILES

Det MABS-13

S&C # 490-66

## 1. SITUATION

COPY 9 OF 18a. Enemy Forces.--See Annex A (Intelligence).

REG MAIL #

b. Friendly Forces.

- (1) 7th Aerial Port Squadron (7th APS) provides transport aircraft for movement of personnel and supplies as directed by reference (a).
- (2) MSTS provides shipping as requested by reference (b).

(3) VMFA-314 provides turn around facilities at TAINAN AIR BASE for the flight echelon.

c. Attachments and Detachments.--See Annex B (Administration).

## 2. MISSION

VMFA-323 deploys to DA-NANG AIR BASE via TAINAN AIR BASE to conduct combat operations as an augmentation squadron. See reference (c).

## 3. EXECUTION

a. Concept of Operations.--VMFA-323 deploys to DA-NANG AIR BASE via surface transport, air transport, and flight ferry of squadron aircraft. See Annex C (Logistics), Annex D (Embarkation), and Annex E (Operations).

b. Advance Party.

- (1) Depart MCAS IWAKUNI on 1 July 1966.

1

1

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

APPENDIX 6

(2) Establish liaison with MAG-11 to prepare for the immediate commencement of flight operations upon arrival of the lead element of the flight echelon.

c. Surface Lift.—See Annex D (Embarkation).

d. Flight Echelon.

(1) Depart MCAS IWAKUNI in accordance with Annex E (Operations).

(2) Conduct combat air operations as directed on arrival.

e. Main Body.

(1) Depart MCAS IWAKUNI in accordance with Annex D (Embarkation).

(2) Support immediate combat air operations on arrival.

f. Rear Echelon.

(1) Effect the orderly severance of squadron responsibilities at MCAS IWAKUNI.

(2) Depart MCAS IWAKUNI in accordance with Annex D (Embarkation) and Annex E (Operations).

(3) Support immediate combat air operations on arrival.

g. Coordinating Instructions.—None.

#### 4. ADMINISTRATION AND LOGISTICS

See Annex B (Administration) and Annex C (Logistics).

#### 5. COMMAND AND COMMUNICATIONS-ELECTRONICS

a. In accordance with current directives.

b. Command Posts.

(1) The command post moves with the lead element of the flight echelon.

(2) Chop OpCon to CTG 77 at TAINAN AIR BASE as directed by reference (a).

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ANNEXES:

- A - Intelligence
- B - Administration
- C - Logistics
- D - Embarkation
- E - Operations
- F - Distribution

DISTRIBUTION: Annex F (Distribution)

VMFA-323  
MCAS IWAKUNI, JAPAN

## Annex A (Intelligence) to Operation Order 5-66

Ref: (a) Map: Flight Information Publications  
(b) 1stMAW P03800.3A (Intelligence SOP) of 17Apr64

Time Zone: H

1. SUMMARY OF THE ENEMY SITUATION

- a. The enemy has the capability to employ small arms and automatic weapons fire in the vicinity of DA-NANG AIR BASE.
- b. The enemy has an estimated strength of 28,000 men in the vicinity of DA-NANG. This force is composed of hard core VC, irregulars, and North Vietnamese regulars.
- c. There are no known enemy anti-aircraft units in the area with guns larger than 57mm. However, in recent encounters the VC have massed their small arms fire with a resulting marked increase in effectiveness. 12.7mm machine gun fire is frequently encountered and has been increasing over the past several months.
- d. There have been no enemy aircraft in the vicinity of DA-NANG. However, the field does lie within combat radius of fighter aircraft based in NORTH VIET-NAM and on HAINAN ISLAND.
- e. During the period 21 May through 17 June there were three hundred and eighty-one (381) incidents of anti-aircraft ground fire reported by 1st MAW aircrrews. During the same period, the greater percent of all the 1st MAW aircraft hit by anti-aircraft ground fire were at or below 1,500 feet AGL.

2. ESSENTIAL ELEMENTS OF INFORMATION

None.

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 PHOTOGRAPHY

Pilots will draw maps from the Squadron Navigation Officer. NFO's will draw maps from the Squadron Intelligence Officer upon arriving in-country.

6. COUNTER-INTELLIGENCE

See Appendix 1 (Counter-Intelligence).

7. REPORTS AND DISTRIBUTION

See reference (b).

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APPENDIXES:

✓ 1 - Counter-Intelligence

DISTRIBUTION: Annex F (Distribution)

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MCAS IWAKUNI, JAPAN

Appendix 1 (Counter-Intelligence) to Annex A (Intelligence) to Operation Order 5-66

Ref: None

Time Zone: H

1. SECURITY OF CLASSIFIED MATERIAL

- a. Sections will retain all their classified material and will be responsible for the transportation and security thereof.
- b. All guard personnel must possess a security clearance of Secret and will be armed with a pistol, calibre .45 or M-14 rifle.
- c. Immediately prior to deployment and under the supervision of the section head, a search will be made of all drawers, recesses and areas in the vicinity where classified material has been stored.

2. NEWS RELEASES

If any news releases are required concerning this operation they will be to the effect that this is a routine squadron deployment from MCAS IWAKUNI to another operating area in the Southeast Asia area.

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MCAS IWAKUNI, JAPAN

Annex B (Administration) to Operation Order 5-66

Ref: None

Time: H

1. STRENGTH

The actual strength for deployment will be as follows - USMC Officers 36  
Enlisted 250, USN Officers 1 Enlisted 2. These figures subject to  
change until deployment date.

2. DISCIPLINE, LAW AND ORDER

These factors will be in accordance with existing squadron directives  
and the bulletins, regulations and policies of higher authority enroute  
and at destination.

3. MORALE AND PERSONAL SERVICES

a. Leave and Liberty.—Presently no leave is granted. Liberty will  
be granted in accordance with Wing Order 1050.2E or as directed  
by higher authority at a later date.

b. Exchange Facilities.—Exchange facilities are improving but are  
still at a minimum. Comfort items and a few luxury items are  
readily available. A few nice-to-have items which should be taken  
with personnel are listed below:

- (1) Small fan (electric).
- (2) Extension cord.
- (3) Bed lamp.
- (4) Small wash pan.
- (5) Towels (colored).
- (6) Shaving mirror.

c. Postal.

(1) Change of location information will be furnished the proper  
authorities in advance to insure a smooth transition in the  
receipt of mail.

(3) There will be no change of address.

- d. Pay.—Normal upon arrival at destination.
- e. Records.—The administrative section will be responsible for packing and embarking OQR/SRB's and pay records. The Flight Surgeon will be responsible for ensuring the orderly transport of health and dental records.
- f. Shots.—It will be the responsibility of each individual to ensure that shots are up to date prior to departure.

#### 4. UNIFORMS

- a. All personnel will have in their possession the minimum issue of uniform clothing.
- b. A minimum amount of civilian clothing is authorized. All hands should have at least one set of washable summer uniforms and one set of appropriate civilian attire for liberty.

#### 5. CIVIL AFFAIRS

The Legal Officer is designated Civil Affairs Officer.

#### 6. PERSONNEL PROCEDURES

There will be no changes from existing directives.

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MCAS IWAKUNI, JAPAN

## Annex C (Logistics) to Operation Order 5-66

Ref: (a) MAG-13 (Rein) msg 200715Z Jun66

Time Zone: H

## 1. SUPPLY

a. General.—This annex provides for the logistical support of air operations as stated in the basic order. It is anticipated that the overall logistical support during air operations and at destination facility will be provided by Marine Aircraft Group-11 through normal channels.

b. Supplies and Equipment Available:

(1) Class I.—Garrison type messing facilities are established at destination. MCI's will be drawn from Marine Aircraft Group-13 for personnel embarked with the surface lift.

(2) Class II.—The following individual equipment will be carried by embarked personnel.

## (a) Officers:

Pistol Belt	1 ea
Holster, Caliber .38	1 ea
T/O Weapon	1 ea
Helmet w/Liner & Camouflaged Cover	1 ea
Canteen w/Cover & Cup	1 ea
First Aid Kit	1 ea

## (b) SNOO's:

Pistol Belt	1 ea
Holster, Caliber .45	1 ea
T/O Weapon	1 ea
Ammo Pouch, Caliber .45	1 ea
Magazine, Caliber .45	2 ea
Knife, Combat w/Sheath	1 ea
Helmet w/Liner & Camouflaged Cover	1 ea
Canteen w/Cover	2 ea
Cup, Canteen	1 ea
First Aid Kit	1 ea

## (c) Sgt's and Below:

- 1 Each individual will carry a field marching pack including one (1) blanket, two (2) sheets, and a pillow case.
- 2 All 782 gear and T/O weapons will be carried individually.

(d) Tentage will be turned in to Marine Aircraft Group-13 (Rein) and receipted for.

(3) Class IIIA.--All equipment authorized by squadron allowance lists will be embarked.

(4) Class III.--Not applicable.

(5) Class IIIA.--Provided as necessary by enroute and destination facilities. See Annex E (Operations).

(6) Class IV.--Initial allowance will be provided by Marine Aircraft Group-13. Resupply will be provided by Marine Aircraft Group-11.

(7) Class IVA.--Not applicable.

(8) Class V.--Basic allowance will be received for each T/O weapon upon debarkation at destination.

(9) Class VA.--See Annex E (Operations)

## 2. DISTRIBUTION AND CONTROL

Squadron Materiel Section will process and control all requests/requirements for supply items through normal channels.

## 3. RESUPPLY

Will be provided by Marine Aircraft Group-11 as prescribed in paragraph 2.

## 4. ORGANIC EQUIPMENT

All equipment will be embarked as per Annex D (Embarkation).

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DISTRIBUTION: Annex F (Distribution)

VMFA-323  
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Annex D (Embarkation) to Operation Order 5-66

Ref: (a) MAG-13 (Rein) msg 240715Z Jun66  
(b) FMFM 4-2

Time Zone: H

1. ORGANIZATION FOR EMBARKATION

a. Troop Lists.

- (1) Personnel rosters will be prepared by the S-1 Officer. Department heads will coordinate with the S-1 Officer to ensure rosters are in accordance with Appendix 1 (Serial Assignment Table).
- (2) The Motor Transport Officer will nominate two (2) personnel, with an NCOIC from the Motor Transport Section, to be billeted aboard the LST.

b. Assignment to Aircraft Shipping.

- (1) Upon execution, personnel rosters and aircraft assignments will be distributed by the Embarkation Officer.
- (2) The NCOIC of the shipboard detail will be briefed by the Embarkation Officer on duties aboard the ship. Overall duties will be carried out in accordance with reference (b).

c. Advance Parties.--Department officers will submit the names of personnel comprising the advance party to the S-1 Officer. The senior officer is designated as Troop Commander enroute to the objective area.

2. SUPPLIES AND EQUIPMENT TO BE EMBARKED

a. Types and Amounts to be Embarked.--See Annex C (Logistics).

b. Preparation for Embarkation.

- (1) Shop Embarkation NCO's will prepare a Consolidated Data Processing Sheet for all material to be embarked. Packing slips will be maintained for each container by each shop. Separate consolidations are required for surface and airlift.
- (2) All cargo will be palletized utilizing the 4'x4' pallet.

Wire pallets or broken pallets are not authorized. A maximum height of one hundred (100) inches is authorized. Shops will palletize material as close to one hundred (100) inches as possible.

- (3) The Material Section will maintain sufficient banding material for immediate distribution to individual shops.
- (4) Waterproofing will be accomplished for all perishable material.
- (5) The Motor Transport Officer will prepare all Section "M" equipment for transportation by LST. Windshield covers will be utilized to the maximum extent. Fuel tanks will be 3/4 full. Water cans and gasoline cans will be carried on each vehicle. Vehicles will be staged on 2 July.
- (6) Chocking material for utilization aboard the LST will be provided by the Shipping and Receiving Department, MCAS IWAKUNI. The Embarkation Officer will coordinate with group and station.

c. Movement of Supplies and Equipment.

- (1) Upon order, shops will pack and band all material. The individual shops will assist in moving material from the shop spaces to the staging area.
- (2) The Motor Transport Officer will be prepared to move all vehicles to a staging area to be designated by the Shipping and Receiving Officer, MCAS IWAKUNI. Tentative staging date is 020800H July.
- (3) The Motor Transport Officer will arrange for and coordinate all requirements for fork lifts and prime movers.
- (4) For material and equipment see Appendix A (Serial Assignment Table).

3. CARGO ASSEMBLY AREAS

The hanger will be utilized as a cargo assembly area for material and equipment being lifted by surface lift.

4. CONTROL

- a. The Embarkation Officer will coordinate all movement of personnel and equipment.
- b. Loadmaster's will be available for control during loading.

5. MOVEMENT AND EMBARKATION OF PERSONNEL

a. Movement Schedule.

- (1) For planning refer to Appendix 2 (Movement Schedule) for movement of personnel and equipment.
- (2) For surface lifted personnel and equipment see Appendix 3 (Shipping Schedule).
- (3) The senior officer or non-commissioned officer on each aircraft serial will act in the capacity of Troop Commander. He will ensure that an accurate muster is taken and that all personnel are available at loading times.

b. Uniform and Equipment.

(1) Officers:

- (a) Utilities and field boots.
- (b) See Annex C (Logistics).

(2) Enlisted:

- (a) Utilities and field boots.
- (b) See Annex C (Logistics).

c. Baggage.

(1) Officers and Staff Non-Commissioned Officers:

- (a) One clothing bag/seabag.
- (b) One foot locker.

(2) Sergeants and below:

- (a) One seabag.
- (b) One handbag/clothing bag.

6. MISCELLANEOUS

- a. Shop Embarkation NCO's will supervise the packing of all material.
- b. Fuel tanks will be 3/4 full on ground support equipment.

- c. All LOX trailers will be purged.
- d. Shops will stage all cargo to be surface lifted prior to 011600H July.

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APPENDIXES:

- 1 - Serial Assignment Table
- 2 - Movement Schedule
- 3 - Shipping Schedule

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MCAS IWAKUNI, JAPAN

Appendix L (Serial Assignment Table) to Annex D (Embarkation) to  
Operation Order 5-66

Ref: None

Time Zone: H

1. Serial assignment for personnel and cargo is as follows:

FLIGHT	SERIAL	TYPE A/C	NO. PASSENGERS	DESCRIPTION	WEIGHT
1-1	01	C-130	30	Palletized Cargo Personnel w/Baggage Total Lift	10,000 7,500 17,500
2-4	02	C-130	40	NC-10A RCPP-105 MK-6 Trailer MK-6 Trailer Personnel w/Baggage Total Lift	6,800 2,031 600 600 10,000 19,031
3-4	03	C-130	0	TUD-80 C-120 w/2 MK-6 Loaders 3000 PSI Air Comp. LOX Trailer Total Lift	11,000 6,330 2,200 1,085 20,615
4-5	04	C-130	0	Palletized Cargo Total Lift	22,000 22,000
5-5	05	C-130	0	NC-10A E.T. Trailer 4000 A Stand Hyd Test Stand Total Lift	6,800 3,000 4,000 2,900 16,700
6-7	06	C-130	40	TUD-80 RCPP-105 Personnel w/Baggage Total Lift	11,000 2,031 10,000 23, 031
7-7	07	C-130	0	Palletized Cargo Total Lift	22,500 22,500

D-1-1

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FLIGHT	SERIAL	TYPE A/C	NO. PASSENGERS	DESCRIPTION	WEIGHT
8-8	08	C-130	40	NC-10A RCPP-105 3000 PSI Air Comp. Personnel w/Baggage Total Lift	6,800 2,031 2,200 10,000 21,031
9-8	09	C-130	40	R.T. Trailer R.T. Trailer F2A Trailer F2A Trailer Personnel w/Baggage Total Lift	3,000 3,000 2,000 2,000 10,000 20,000
10-9	10	C-130	40	NC-10A AWM-15 AWM-15 Nit. Cart Personnel w/Baggage Total Lift	6,800 2,850 2,850 1,860 10,000 24,360
11-9	11	C-130	0	Palletized Cargo Total Lift	22,000 22,000
12-10	12	C-130	40	R.T. Trailer MK-6 Loader MK-6 Loader MK-6 Trailer MK-6 Trailer 4000 A Stand Personnel w/Baggage Total Lift	3,000 650 650 600 600 4,000 10,000 19,500
13-10	13	C-130	0	Palletized Cargo Total Lift	22,000 22,000
14-11	14	C-130	0	NC-10A RCPP-105 Light Trailer 3000 B Stand 3000 PSI Air Comp Total Lift	6,800 2,031 4,200 3,400 2,200 18,631
15-12	15	C-130	0	NC-10A RCPP-105 200 PSI Air Comp. Hyd Test Stand LOX Trailer Nitrogen Cart Total Lift	6,800 2,031 950 2,900 1,085 1,860 15,626

D-1-2

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FLIGHT	SERIAL	TYPE A/C	NO. PASSENGERS	DESCRIPTION	WEIGHT
16-12	16	C-130	30	NC-10A	6,800
				Hyd Test Stand	2,900
				LOX Trailer	1,085
				AWA-6 Trailer	300
				AWA-6 Trailer	300
				AWA-6 Trailer	300
				Personnel w/Baggage	7,500
				Total Lift	18,285

2. Shops and loading parties will comply with this loading assignment.
3. Equipment and material will be staged in accordance with this appendix.

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MCAS IWAKUNI, JAPAN

Appendix 2 (Movement Schedule) to Annex D (Embarkation) to Operation Order 5-66

Ref: None

Time Zone: H

1. The movement schedule for planning is as follows:

SERIAL	TYPE A/C	ETA	ETD	CLOSURE
01	C-130	010600	010800	011500
02	C-130	041000	041200	041900
03	C-130	041000	041200	041900
04	C-130	051000	051200	051900
05	C-130	051000	051200	051900
06	C-130	071000	071200	071900
07	C-130	071000	071200	071900
08	C-130	081000	081200	081900
09	C-130	081000	081200	081900
10	C-130	091000	091200	091900
11	C-130	091000	091200	091900
12	C-130	101000	101200	101900
13	C-130	101000	101200	101900
14	C-130	111000	111200	111900
15	C-130	121000	121200	121900
16	C-130	121000	121200	121900

2. Utilize the above listed arrival and departure times for organization of working parties and motor transport requirements.

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VMFA-323  
MCAS IWAKUNI, JAPAN

Appendix 3 (Shipping Schedule) to Annex D (Embarkation) to Operation Order 5-66

Ref: None

Time Zone: H

1. The shipping schedule by LST is as follows:

<u>ETA</u>	<u>ETD</u>	<u>TOTAL PERSONNEL</u>	<u>S/T</u>	<u>M/T</u>
041600	051600	3		

2. All Motor Transport vehicles and cargo will be staged in an area designated by the shipping and Receiving Section, MCAS IWAKUNI.
3. All equipment and cargo will be staged by 021600. Transportation Control and Movement Documents (DD Form 1384-2) will be prepared for all vehicles and cargo.
4. A breakdown of cargo and vehicles to be loaded aboard the LST is as follows:

<u>DESCRIPTION</u>	<u>S/T</u>	<u>M/T</u>	<u>TOTAL LIFTS</u>	<u>TOTAL VEHICLES</u>
Vehicles	110.6	575.0	32	32
Cargo				

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MCAS IWAKUNI, JAPAN

## Annex E (Operations) to Operation Order 5-66

Ref: None

Time Zone: H

## 1. SITUATION

- a. Enemy Forces.--See Annex A (intelligence).
- b. Friendly Forces.--VMFA-314 provides enroute support at TAINAN AIR BASE.
- c. Attachments and Detachments.--None.

## 2. MISSION

To deploy VMFA-323 to DA-NANG AIR BASE to conduct combat air operations as an augmentation squadron.

## 3. EXECUTION

- a. Concept of Operations.--VMFA-323 will flight ferry 13 F-4B aircraft from MCAS IWAKUNI to DA-NANG AIR BASE via TAINAN AIR BASE. The flight ferry will consist of three elements, Two elements of four aircraft each will arrive at DA-NANG on 5 and 8 July. The third element of five aircraft will arrive on 12 July.

- b. Lead Element.

- (1) See Appendix 1 (Flight Crew Assignments).
    - (2) Depart MCAS IWAKUNI at 041300 Jul for TAINAN AIR BASE with five aircraft. See Appendix 2 (Flight Plan - IWAKUNI to TAINAN).
    - (3) Depart TAINAN AIR BASE at 050830 Jul for DA-NANG AIR BASE with four aircraft. See Appendix 3 (Flight Plan - TAINAN to DA-NANG).
    - (4) Conduct combat air operations as directed on arrival.

- c. Second Element.

- (1) See Appendix 1 (Flight Crew Assignments).
    - (2) Depart MCAS IWAKUNI at 071300 Jul for TAINAN AIR BASE with four aircraft. See Appendix 2 (Flight Plan - IWAKUNI to TAINAN).

(3) Depart TAINAN AIR BASE at 080830H Jul for DA-NANG AIR BASE with four aircraft. See Appendix 3 (Flight Plan - TAINAN to DA-NANG).

(4) Conduct combat air operations as directed on arrival.

d. Third Element.

(1) See Appendix 1 (Flight Crew Assignments).

(2) Depart MCAS IWAKUNI at 111300 Jul for TAINAN AIR BASE with four aircraft. See Appendix 2 (Flight Plan - IWAKUNI to TAINAN).

(3) Depart TAINAN AIR BASE at 120830 Jul for DA-NANG AIR BASE with five aircraft. See Appendix 3 (Flight Plan - TAINAN to DA-NANG).

(4) Conduct combat air operations as directed on arrival.

e. Coordinating Instructions.

(1) All aircraft will be configured with two wing tanks and one centerline tank.

(2) Downed aircraft will be replaced by spare aircraft.

(3) Downed aircraft will not proceed independently unless necessary to fill the commitment at DA-NANG.

4. ADMINISTRATION AND LOGISTICS

None.

5. COMMAND AND COMMUNICATIONS-ELECTRONICS

a. Communications will be in accordance with the enroute supplement, Appendix 2 (Flight Plan - IWAKUNI to TAINAN) and Appendix 3 (Flight Plan - TAINAN to DA-NANG).

b. Command Posts.—The command post moves with the lead element.

*A. W. O'Donnell*

A. W. O'DONNELL  
Lieutenant Colonel, U. S. Marine Corps  
Commanding

APPENDIXES:

- 1 - Flight Crew Assignments
- 2 - Flight Plan - IWAKUNI to TAINAN
- 3 - Flight Plan - TAINAN to DA-NANG

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VMFA-323  
MCAS IWAKUNI, JAPAN

Appendix 1 (Flight Crew Assignments) to Annex E (Operations) to Operation Order 5-66

Ref: None

Time Zone: H

### 1. FLIGHT CREW ASSIGNMENTS

#### a. Lead Element.

	<u>Call</u>	<u>Crew</u>
Black Ace		
	6-1	LtCol O'DONNELL/Capt KELLEY
	6-2	Capt LACROIX/Lt JOHNSON
	6-3	Capt BYRAM/Lt HARDAKER
	6-4	Capt LEWIS/Lt STANFORD
	6-5	Capt HAINZERLING/Lt NOLLEY

#### b. Second Element.

Black Ace		
	5-1	Maj CHALLCREN/Lt FLANIGAN
	5-2	Lt ROBINSON/Lt MORRISSEY
	5-3	Capt HILLIS/Lt BEIER
	5-4	Lt NORRED/Lt MASSEY

#### c. Third Element

Black Ace		
	3-1	Capt JOHNSON/Lt LESIEUR
	3-2	Capt LAYMAN /Lt SAMPSON
	3-3	Capt DENTZ/Lt CUNNINGHAM
	3-4	Capt BARTEL/Lt PLUMMER

### 2. Coordinating Instructions.

- Black Ace 6-5 will act as spare at TAINAN AIR BASE and proceed on with Black Ace 5-1 replacing Black Ace 5-4.
- Black Ace 5-4 will act as spare for 3-1 flight and proceed on with Black Ace 3-1 assuming the call Black Ace 3-5.

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Appendix 2 (Flight Plan - IWAKUNI to TAINAN) to Annex E (Operations) to Operation Order 5-66

Ref: (a) Current FLIP Charts and Publications

Time Zone: H

## 1. FLIGHT PLAN - IWAKUNI TO TAINAN (50 Knot Headwind)

ROUTE/POSITION	IDENT FREQ	MAG HEAD	LEG	ETE	FUEL REMAIN
J-65V KAGOSHIMA	HKC 80	214°	169	00+25	17,000
JG6 TUNA EAST		235°	201	00+27	14,200
JG6 TUNA WEST		235°	26	00+03	13,800
JG6 ALPHA		234°	218	00+29	10,800
DIRECT TAOYUAN	GM 105	233°	193	00+26	8,100
DIRECT TAINAN	WS 78	205°	138	00+19	6,100

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

KAGOSHIMA RADIO - 255.4/OLD MAID SIERRA - 278.4 to TUNA EAST

WAYSIDE CHARLIE/CHARLIE - 278.4 to ALPHA

BIG LAKE (Pass to TAIPEI CONTROL) - 278.4 to TAOYUAN

- As soon as practicable after entering TAIPEI FIR insure that TAIPEI CONTROL (255.4) gets your position. Because of poor radio reception, this is normally accomplished by having the GCI site relay to TAIPEI CONTROL.
- When approaching WS contact WS APPROACH CONTROL (263.8) and make normal TACAN approach to a GCA pickup for landing at WS.

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Appendix 3 (Flight Plan - TAINAN to DA-NANG) to Annex E (Operations) to Operation Order 5-66

Ref: (a) Current FLIP Charts and Publications

Time Zone: H

1. FLIGHT PLAN - TAINAN TO DA-NANG (No Wind)

ROUTE/POSITION	IDENT FREQ	MAG HEAD	LEG	ETE	FUEL REMAIN
DIRECT HONG KONG FIR 21°06'N 117°30'E		235°	190	00+25	15,700
DIRECT 19°00'N 114°26'E		235°	215	00+26	13,000
DIRECT NORTH REEF 17°00'N 111°30'E		234°	205	00+25	10,400
A 8 PE 1 16°35'N 110°05'E		252°	85	00+10	9,400
A 8 DA-NANG 16°03'N 108°12'E	DAG 37	252°	113	00+14	8,000

2. No UHF radio facilities or radar advisory service is available in the HONG KONG FIR. It is necessary to include in flight plan at WS the following remark: "Pass to HONG KONG CONTROL - flight will cross A-1 airway at 116°16'E 0+35 after take off. Flight will cross A-3 airway at 115°48'E 00+39 after take off. Flight will cross A-3W airway at 115°26'E 00+42 after take off."

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

- SAD POKER 278.4 (Pass position to TAIPEI CONTROL and HONG KONG CONTROL) - to HONG KONG FIR.
- No control agencies until approaching NORTH REEF - monitor 278.4 and Guard.
- PANAMA 278.4 (Pass position to SAIGON CONTROL) - to NORTH REEF and PE 1 - Request GCI/GCA handoff to DA-NANG APPROACH CONTROL (363.8). The current TACAN letdowns for DA-NANG are in error. The TACAN sight has been moved 2NM south of site indicated in current publication.

*QWAS*

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MCAS IWAKUNI, JAPAN

Annex F (Distribution) to Operation Order 5-66

Ref: None

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<u>COMMAND</u>	<u>NUMBER OF COPIES</u>	<u>COPY NUMBER</u>
CG, First Marine Aircraft Wing	Four (4)	
CG, 9th Marine Amphibious Brigade	Two (2)	
CO, Marine Aircraft Group-13 (Rein)	Four (4)	
CO, Marine Fighter/Attack Squadron-323	One (1)	
CO, Marine Fighter/Attack Squadron-314	One (1)	
File	Six (6)	

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