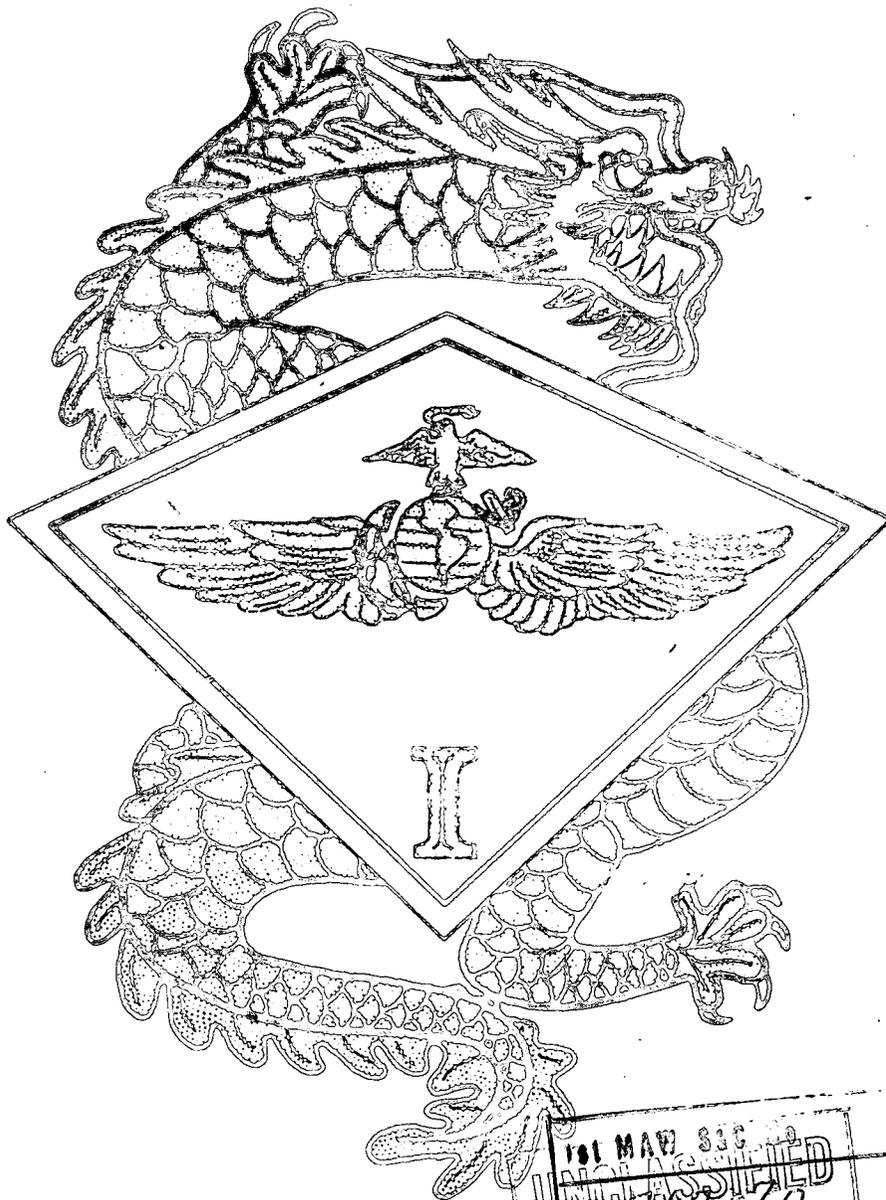


HEADQUARTERS
1st Marine Aircraft Wing
Fleet Marine Force Pacific
FPO San Francisco, 96602

COMMAND CHRONOLOGY



1st MAW SEC	COPY No.
UNCLASSIFIED	1
767-70	

COPY 1

SECTION 1 OF 2 SECTIONS

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5750
00165
9 1970

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~~SECRET~~

(Unclassified upon removal from the basic letter)

SECOND ENDORSEMENT on CG, 1st MAW ltr 3:ADH:adh over 5750
Ser: 003A01570 dtd 15Jan70

From: Commanding General, Fleet Marine Force, Pacific
To: Commandant of the Marine Corps (Code HD)

Subj: Missing Command Chronology Documents

1. Forwarded.

[Signature]
R. D. WHITE
By direction

Copy to:
CG, III MAF
CG, 1st MAW

PERMANENT RETENTION
Report Destruction to HQ Classified Files Sect. (Code ABQ)

HD

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~~1st MAW 216 To Copy No.
153-70~~

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3294

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5750.2
Ser: 0011770
30 JAN 1970

~~SECRET~~ (Unclassified upon removal from the basic letter)

FIRST ENDORSEMENT on CG, 1stMAW ltr 3:ADH:adh over 5750
Ser: 003A01570 of 15Jan70

From: Commanding General, III Marine Amphibious Force
To: Commandant of the Marine Corps (Code A03D)
Via: Commanding General, Fleet Marine Force, Pacific

Subj: Missing Command Chronology Documents (U)

1. Forwarded.

L.E. POGGEMEYER
BY DIRECTION

Copy to:
CG, 1stMAW

UNCLASSIFIED

UNCLASSIFIED

003A01570



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HEADQUARTERS
1st Marine Aircraft Wing
Fleet Marine Force Pacific
APO San Francisco, 96602

1st MAW S&S Co.	Copy No.
153-70	1

3:ADH:adh
5750
Ser: 003A01570
15Jan70

SECRET (Downgraded to UNCLASSIFIED upon removal of enclosures
(1) through (7))

From: Commanding General
To: Commandant of the Marine Corps (Code A03D)
Via: (1) Commanding General, III Marine Amphibious Force
(2) Commanding General, Fleet Marine Force, Pacific

Subj: Missing Command Chronology Documents (U)

Ref: (a) CG, FMFPac ltr 28/srm 5216 24Nov69
(b) CG, FMFPac ltr 28/dj 5750 14Jul69
(c) CG, FMFPac ltr 28/rad 5750 26Jul69
(d) CG, FMFPac ltr 28/rad 5750 22Sep69
(e) CG, FMFPac ltr 28/rad 5750 23Oct69

Encl: ✓(1) VMFA-542 Command Chronology - May 1969
✓(2) MABS-11 Command Chronology - May 1969
✓(3) VMA-311 Flight Schedule for 10Jul69
✓(4) MAG-13 SITREPS for 10Jul69 - 11Jul69
✓(5) VMA-242 Command Chronology - August 1969
Logistic Status Report - August 1969
✓(6) MABS-11 Command Chronology - August 1969
✓(7) VMFA-542 Command Chronology - August 1969
Logistic Status Report - August 1969

1. (U) Reference (a) reported that certain documents were missing from the 1st Marine Aircraft Wing Command Chronology for the months of April, May, July and August 1969.

2. (U) Reference (b) reported April's 1st Marine Aircraft Wing Command Chronology to be missing the following documents:

- a. MAG-11 SITREP for 26 April 1969
- b. VMA(AW)-242 Flight Schedule for 18 and 27 April 1969
- c. VMA(AW)-225 Flight Schedule for 1 and 17 April 1969

3. (U) References (c) through (e) reported that the 1st Marine Aircraft Wing Command Chronologies for the months of May, July and August 1969, were received, reviewed for completeness and forwarded to Commandant of the Marine Corps. References (c)

Page 1 of 2 Pages

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DECLASSIFIED AFTER 12 YEARS

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through (e) substantiate the completeness of the subject Command Chronologies when they left this Command.

4. (U) In compliance with reference (a), a thorough search has been conducted by the appropriate S-3 Sections and the G-3 Division of this Headquarters for copies of the remaining missing documents. Only those documents listed in enclosures (1) through (7) could be found.

R. L. La Mar
R. L. LA MAR
By direction

04010

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5750

00302

APR 20 1970

SECRET**SECRET** (Unclassified upon removal from the basic letter)SECOND ENDORSEMENT on CG, 1st MAW ltr 3:PJK:pjk over 5750
Ser: 003A05770 dtd 26Feb70From: Commanding General, Fleet Marine Force, Pacific
To: Commandant of the Marine Corps (Code HD)

Subj: Command Chronology for the period 1 - 31 January 1970

1. The subject chronology has been reviewed for completeness and is forwarded herewith.

R. D. WHITE
By directionCopy to:
CG, 1st MAW

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3K/DB/raa

5750/3

Ser: 0025970
27 March 1970

SECRET (unclassified upon removal from basic correspondence)

FIRST ENDORSEMENT on CG, 1st MAW ltr 3:PJK:jk over 5750 Ser: 003A05770
dtd 26 February 1970

From: Commanding General, III Marine Amphibious Force
To: Commandant of the Marine Corps (Code HD)
Via: Commanding General, Fleet Marine Force, Pacific

Subj: Command Chronology, 1st Marine Aircraft Wing, FMF;
period 1 - 31 January 1970

1. The subject chronology has been reviewed for completeness and is forwarded herewith.



N. HEFFERNAN
By direction

Copy to:
CG, 1st MAW

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COPY 1 OF 4 COPIES

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HEADQUARTERS
1st Marine Aircraft Wing
Fleet Marine Force Pacific
FPO San Francisco, 96602

SECRET NOFORN

3:PJK:pjk
5750
Ser: 003A05770
26 Feb 1970

SECRET/NOFORN (UNCLASSIFIED when enclosure (1) is removed)

From: Commanding General
To: Commandant of the Marine Corps (Code HD)
Via: (1) Commanding General, III Marine Amphibious Force
(2) Commanding General, Fleet Marine Force, Pacific

Subj: Command Chronology for period 1-31 January 1970

Ref: (a) MCO 5750.1A
(b) FMFPacO 5750.8B

Encl: (1) FMAW Command Chronology 1-31 January 1970

1. In accordance with the provisions of references (a) and (b), enclosure (1) is hereby submitted.

2. Only the original copy contains complete documentation.

R. L. La Mar
R. L. LA MAR
By direction

Downgraded at 3 Year Intervals
Declassified in 12 Years
DOD Dir 5200.10

PERMANENT NO.	COPY NO.
731-70	1

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SECRET NOFORN

HEADQUARTERS
1st Marine Aircraft Wing
Fleet Marine Force Pacific
APO San Francisco, 96602

COMMAND CHRONOLOGY

1 - 31 JANUARY 1970

INDEX

- PART I - ORGANIZATIONAL DATA
- PART II - NARRATIVE SUMMARY
- PART III - SEQUENTIAL LISTING OF SIGNIFICANT EVENTS
- PART IV - SUPPORTING DOCUMENTS

ENCLOSURE (1)

1

SECRET NOFORN

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PART I

ORGANIZATIONAL DATAI. COMMANDER & STAFF, 1ST MARINE AIRCRAFT WINGCOMMANDING GENERAL

Major General W. G. THRASH: 11JUL69 - 31JAN70

ASSISTANT WING COMMANDER

Brigadier General R. H. SPANJER: 16MAY69 - 31JAN70

CHIEF OF STAFF

Colonel R. W. TELLER: 7SEP69 - 31JAN70

ASSISTANT CHIEF OF STAFF, G-1

Colonel G. S. STEWART: 1JUL69 - 31JAN70

ASSISTANT G-1

Lieutenant Colonel B. B. RUTHERFORD: 1SEP69 - 11JAN70

Lieutenant Colonel D. A. MCCAUGHEY: 12JAN70 - 31JAN70

ASSISTANT CHIEF OF STAFF, G-2

Colonel J. R. WEAVER: 20SEP69 - 23JAN70

Lieutenant Colonel J. J. MITCHELL: 24JAN70 - 31JAN70

ASSISTANT G-2

Lieutenant Colonel J. J. MITCHELL: 26OCT69 - 23JAN70

ASSISTANT CHIEF OF STAFF, G-3

Colonel R. L. LA MAR: 11JUN69 - 31JAN70

ASSISTANT G-3

Colonel F. A. SHOOK, Jr: 1NOV69 - 31JAN70

OPERATIONS OFFICER, G-3

Lieutenant Colonel W. K. PARCELL: 20AUG69 - 31JAN70

ASSISTANT CHIEF OF STAFF, G-4

Colonel W. C. MCGRAW, Jr: 16AUG69 - 31JAN70

ASSISTANT G-4

Lieutenant Colonel A. C. FITZGERALD: 1OCT69 - 31JAN70

ADJUTANT

Major C. FARLEY: 24SEP69 - 31JAN70

CHAPLAIN

Captain H. C. DUNCAN, ChC, USN: 30SEP69 - 31JAN70

COMMUNICATIONS/ELECTRONICS OFFICER

Lieutenant Colonel T. KALUS: 20AUG69 - 31JAN70

UNCLASSIFIED

WING SUPPLY OFFICER

Lieutenant Colonel E. H. LILLESTRAND: 16DEC69 - 31JAN70

ASSISTANT CHIEF OF STAFF, COMPTROLLER

Colonel E. J. ARTNAK: 11SEP69 - 31JAN70

LEGAL OFFICER

Colonel N. M. BENNETT: 7SEP69 - 31JAN70

STAFF MEDICAL OFFICER

Captain R. W. MAHER, MC, USN: 20FEB69 - 31JAN70

STAFF SECRETARY

Major L. M. SILVA: 13OCT69 - 31JAN70

SPECIAL SERVICES OFFICER

Captain B. A. LANG: 1NOV69 - 31JAN70

ENCLOSURE (1)

UNCLASSIFIED

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SECRET2. (S) TASK ORGANIZATION/LOCATION/UNIT COMMANDERS 1 - 31 JANUARY 1970

<u>UNIT</u>	<u>LOCATION</u>	<u>COMMANDERS</u>
1ST MAW	DANANG, RVN	Major General W. G. THRASH 11JUL69 - 31JAN70
MWHG-1	DANANG, RVN	Colonel L. J. STIEN 11NOV69 - 31JAN70
MWSG-17	DANANG, RVN	Colonel R. A. SAVAGE 11AUG69 - 31JAN70
MAG-11	DANANG, RVN	Colonel N. E. HEFFERNAN 13AUG69 - 31JAN70
MAG-12	CHU LAI, RVN	Colonel P. B. HENLEY 29SEP69 - 23JAN70 Colonel J. R. WEAVER 23JAN70 - 31JAN70
MAG-13	CHU LAI, RVN	Colonel T. E. MURPHREE 15SEP69 - 31JAN70
MAG-16	MARBLE MTN, RVN	Colonel J. P. BRUCE 1OCT69 - 31JAN70
MACG-18	DANANG, RVN	Colonel S. G. DUNWIDDLE, Jr. 1OCT69 - 31JAN70

3. (U) AVERAGE STRENGTH FOR JANUARY 1970

	<u>USMC</u>	<u>USN</u>	<u>TOTAL</u>
OFFICERS:	1,309	71	1,380
ENLISTED:	10,680	202	10,882
TOTAL:	11,989	273	12,262

ENCLOSURE (1)

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4. (U) The following Very Important Persons visited units of the 1st Marine Aircraft Wing during the month of January 1970:

<u>DATE</u>	<u>NAME</u>	<u>BILLET</u>
6	BGen FRIBOURG, USMC	Asst DIV CMDR 3rdMARDIV
8	LtGen Henry W. BUSE, USMC	CG FMFPAC
9	Gen Leonard F. CHAPMAN, USMC	Commandant
13	Mr R. C. JACKSON Mr W. HOWARD Mr L. F. POWELL Capt LEE Capt NISHIJIMA SgtMaj C. W. STROUP	Blue Ribbon Defense Panel
14	Senator Peter H. DOMINICK (R-Colo)	Senate Committee Armed Forces
14	ViceAdm BRINGLE	COMSEVENTHFLT
19	BGen THURMAN, USA	III MAF Deputy CHofS Plans

SECRET

PART II

SECRETNARRATIVE SUMMARY

Throughout the month of January 1970 the 1st Marine Aircraft Wing continued to fly in support of I Corps Units. Flight Operations were somewhat affected by adverse weather conditions resulting in 227 (113 target and 114 base) missions being cancelled. Major ground operations were supported both by fixed wing and helicopters throughout the I Corps area of responsibility. Support was also provided to the U.S. Air Force out-of-country interdiction efforts in LAOS and to 7th Fleet (BARCAP).

During the month there were 4,353 total fixed wing tactical sorties flown with the expenditure of 11,879 tons of ordnance. Fixed wing tactical sorties flown were 2,990 in-country attack sorties, 1,013 out-of-country attack sorties 179 AECM/ESM sorties, 128 photo sorties, and 43 IR/SLAR sorties. Of the 4,003 attack sorties flown 1,017 (25.5%) were flown in support of the 1st MARDIV, 1,842 (46.0%) were flown in support of U.S. Army units, 53 (1.3%) were flown in support of the ROKMC, 78 (1.9%) were flown in support of ARVN units, 963 (24.1%) were flown in support of 7th AF, 50 (1.2%) were flown in support of the 7th Fleet (BARCAP).

Out-of-country attack sorties consisted of 922 Steel Tiger (7th AF), 50 7th Fleet (BARCAP), 41 Escort (7th AF), and 50 Rolling Thunder (RECCE Escort, 7th AF).

Of the 179 AECM/ESM sorties flown, 142 were in support of III MAF, 9 in support of TF-77 and 28 in support of the 7th AF.

The reported BDA in South Vietnam was:

- 94 KBMA
- 419 Structures destroyed, 105 damaged
- 449 Bunkers destroyed, 85 damaged
- 143 Secondary explosions
- 213 Secondary fires
- 4 Boats destroyed
- 4 Trucks destroyed, 8 damaged
- 6 AW positions destroyed, 1 damaged
- 43 Roadcuts
- 5 Bridges destroyed, 9 damaged
- 1 Bulldozer destroyed
- 1 APC position destroyed
- 1 Food Cache destroyed
- 2 Antennas damaged

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The reported BDA out-of-country was:

20 KBMA
 3 Structures destroyed, 2 damaged
 8 Bunkers destroyed, 2 damaged
 100 Secondary explosions
 116 Secondary fires
 11 Trucks destroyed, 69 damaged
 4 AW positions destroyed, 4 damaged
 1 POL fire
 1 ZPU position destroyed
 2 37MM positions destroyed, 1 damaged
 3 Roadcuts
 1 Bridge destroyed, 1 damaged

Since 31 December 1969 there was a total of 437 fire incidents resulting in 58 aircraft being hit, a breakdown of the reported fire incidents for the month of January is as follows:

	<u>INCIDENTS</u>	<u>HITS</u>
In-country	270	52
Out-of-country	167	6

During this reporting period the 1st Marine Aircraft Wing lost the following aircraft: (Appendix 3)

<u>MODEL</u>	<u>IN-OUT COUNTRY</u>	<u>OPERATIONAL/COMBAT</u>	<u>MAJOR CAUSE</u>
F-4B	OUT	COMBAT	GROUND FIRE
A-4E	IN	COMBAT	GROUND FIRE
CH-46D	IN	OPERATIONAL	MATERIAL FAILURE

The following unit rotations took place during this reporting period:

<u>UNIT</u>	<u>FROM</u>	<u>TO</u>	<u>DATE</u>
VMA-223	CHU LAI AB	MCAS EL TORO	28
VMFA-542	DANANG AB	MCAS EL TORO	30
HMH-361	MMAF	MCAS(H) SANTA ANA	30

Enclosure (1)

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PART III

SEQUENTIAL LISTING OF SIGNIFICANT EVENTS1. MAJOR OPERATIONS SUPPORTED BY FMAW AIRCRAFT

a. Victory Dragon XIX: The 2nd Brigade, ROKMC conducted search and clear operations within Quang Nam Province. The operation commenced 010001H January 1970 and continues through this reporting period. Fixed wing aircraft flew 30 sorties and delivered 52.1 tons of ordnance. Reported BDA was 9 structures destroyed 2 damaged, 1 bunker damaged and 2 secondary fires. Helicopters flew 1,715 sorties for a total of 366.1 hours carrying 6,032 passengers and 658.8 tons of cargo.

b. Randolph Glen: The 101st Airborne Division (AM) is conducting an operation in Quang Tri and Thua Thien Provinces to clear the area of enemy personnel and material. Operation commenced 070001H December 1969 and continues through this reporting period. Fixed wing aircraft flew 523 sorties delivering 1424.7 tons of ordnance. Reported BDA was 9 KBMA, 22 structures destroyed 1 damaged, 168 bunkers destroyed 7 damaged, 69 secondary explosions and 69 secondary fires. There was no reported helicopter support.

c. Fulton Square: Commenced 221500H October 1969 and terminated 182400H January 1970 with the 1st Brigade, 5th Mechanized Infantry Division conducting search and clear operations in Quang Tri Province. Fixed wing aircraft flew a total of 122 sorties and delivered 187.9 tons of ordnance. Reported BDA was 10 bunkers destroyed, 1 secondary explosion. No reported helicopter support.

d. Frederick Hill: The 196th Light Infantry Brigade conducted search and clear operations in Quang Tin Province. Operation commenced 180001H March 1969 and continues through this reporting period. Fixed wing aircraft flew 136 sorties and delivered 319.7 tons of ordnance. Reported BDA was 10 KBMA, 141 structures destroyed 33 damaged, 50 bunkers destroyed 8 damaged, 9 secondary explosions and 32 secondary fires. No reported helicopter support.

e. Geneva Park: Commenced 180001H March 1969 and continues through this reporting period with the 198th Infantry Brigade conducting search and clear operations in Quang Tin and Quang Ngai Provinces. For this period fixed wing aircraft flew 43 sorties and delivered 57.7 tons of ordnance. Reported BDA was 60 structures destroyed 37 damaged, 29 bunkers destroyed 11 damaged, 13 secondary explosions and 10 secondary fires. There was no reported helicopter support.

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f. Iron Mountain: The 11th Infantry Brigade is conducting search and clear operations in Quang Ngai Province. Operation commenced 180001H March 1969 and continues through this reporting period. Fixed wing aircraft flew 263 sorties and delivered 539.9 tons of ordnance. Reported BDA was 65 structures destroyed 9 damaged, 44 bunkers destroyed 4 damaged, 12 secondary explosions, 43 secondary fires, 1 Roadcut and 2 bridges destroyed. There was no reported helicopter support.

g. Nantucket Beach: The 5/46 Infantry (AMCL) is conducting a search and clear operation in Quang Ngai Province. Operation commenced 20 July 1969 and continues through this reporting period. Fixed wing aircraft flew 43 sorties and delivered 57.7 tons of ordnance. There was no reported BDA or helicopter support.

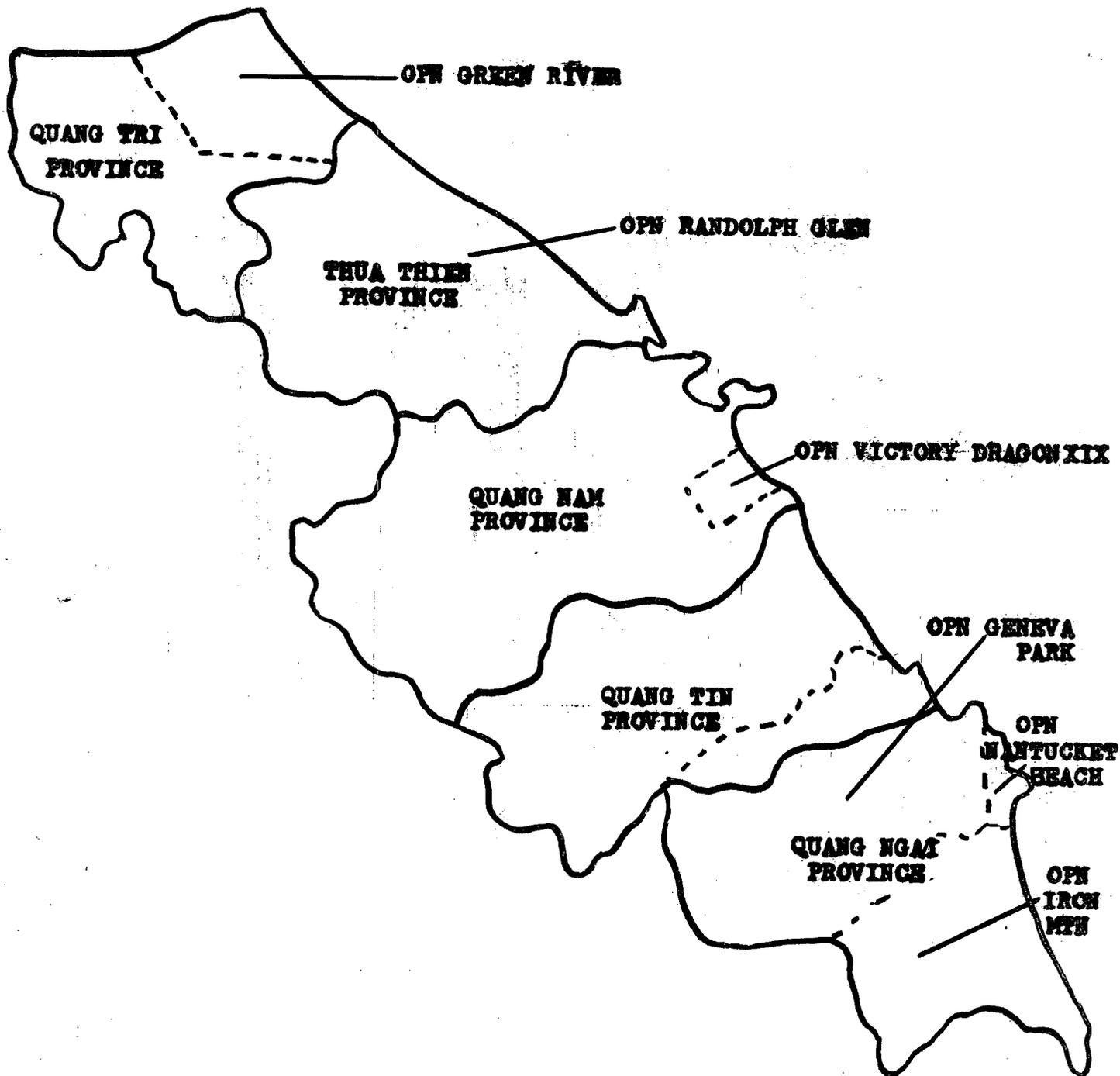
h. Green River: Commenced 190001H January 1970 and continues through this reporting period with the 1st Brigade 5th Mech Division conducting search and clear operations in the eastern half of Quang Tri Province. For the period 19-31 January fixed wing aircraft flew a total of 48 sorties delivering 67.3 tons of ordnance. Reported BDA was 2 bunkers destroyed 2 damaged, 1 secondary explosion and 1 secondary fire. No reported helicopter support.

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2. DAILY SIGNIFICANT EVENTS

5 JANUARY

(C) F-4B from VMFA-542 received direct hit while attacking a 37MM gun position in the Steel Tiger area. The aircraft rolled into a 45° right bank and crashed. Both crewmen were killed. (Appendix 11)

9 JANUARY

(C) An A-4E from VMA-211 was destroyed when it crashed as a result of enemy ground fire. (Appendix 12)

11 JANUARY

(C) CH-46 from HMM-263 crashed after lift off from the III MAF helicopter pad. The helicopter burned after the crash. (Appendix 16)

3. AIR OPERATIONS

(S) Fixed Wing Jet: FMAW jet aircraft during the month of January flew 4,353 sorties delivering 11,879 tons of ordnance. Sortie breakdown for the month is as follows: (Appendix 3)

Total fighter/attack sorties	4,003
In-country fighter/attack sorties	2,990
Out-of-country fighter/attack	1,013
Total AECM/ESM sorties	179
Total photo sorties	128
Total IR/SLAR sorties	43

(S) Helicopter Operations: During January FMAW helicopters flew 30,868 sorties. A total of 71,955 passengers and 5,405.1 tons of cargo were lifted. A total of 8,694 tasks were performed for 10,050.6 flight hours.

4. Casualties. The following is a breakdown of FMAW casualties for the month of January 1970: (Appendix 1)

<u>HOSTILE</u>					<u>NON-HOSTILE</u>					<u>TOTAL</u>
<u>KIA</u>	<u>WIA</u>	<u>DOW</u>	<u>WIA(E)</u>	<u>MIA</u>	<u>CPT</u>	<u>MIS</u>	<u>DTH</u>	<u>INJ</u>		
3	*14	0	**9	0	0	0	7	***40	73	

*includes 2 Navy personnel
 **includes 2 Navy enlisted
 ***includes 1 Navy enlisted

Total Medical evacuees: 61

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5. (SNF) Intelligence/Counterintelligence. During January 1970, activities of the 1st Marine Aircraft Wing G-2 consisted principally of maintaining and disseminating information and intelligence concerning fire incidents and hits involving 1st Marine Aircraft Wing aircraft, maintenance of Air Order of Battle, air capabilities, target folders, and other data concerning selected targets in North Vietnam, South Vietnam and Laos.

(U) The majority of the FMAW photo Interpretation personnel (MOS 0241) continued to function under the operational control of III MAF, in a TAD status.

6. (U) Awards. The FMAW Awards Section processed 3,100 awards in January. The following is a breakdown for 1-31 January 1970: (Appendix 1)

<u>FORWARDED TO HIGHER HQ</u>		<u>RECEIVED FROM HIGHER HQ</u>	
Navy Cross	0	Navy Cross	1
Silver Star	2	Silver Star	2
Legion of Merit	11	Distinguished Flying Cross	17
Distinguished Flying Cross	38	Bronze Star	2
Bronze Star	59	Air Medal	36
Air Medal	37	Navy Commendation Medal	5
Navy Commendation Medal	139	Navy Achievement Medal	8
Navy Achievement Medal	169	Certificate of Commendation	44
TOTAL	455		75
Air Medals awarded at FMAW			2,566
Purple Hearts awarded at FMAW			4
		TOTAL	2,570
		GRAND TOTAL	3,100

7. (U) General Services. All significant events occurring during the month of January within the 1st Marine Aircraft Wing were covered by public affairs writer/photographer teams. There were no casualties among public affairs personnel although writers and photographers accompanied helicopters on major operations, as well as numerous medical evacuations, resupply and passenger missions.

8. (U) Chaplain Activities. During the month of January 1970, Divine services were provided seven days per week in the 1st Marine Aircraft Wing. Chaplains of the Wing conducted 4 memorial services, and 4 Baptisms. A total of \$2,225.00 was donated to deserving Vietnamese institutions along with considerable amounts of food, clothing and building materials. (see Appendix 8)

9. Logistics

a. (C) Air Freight. Marine Air Freight and passenger terminal at Danang Air Base processed 5,145 passengers and 550.1 tons of cargo in January.

b. (C) Ordnance. Class V(A) munitions expended during January by the FMAW was 11,879 tons.

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c. (C) Tactical Airfield Fuel Dispensing System (TAFDS). The following amounts of fuel were issued during January: JP-4 10,763,271 gallons, AvGas 51,435 gallons. Total issued 10,814,706 gallons. (Appendix 4)

10. (C) Communications/Electronics. The FMAW Military Affiliate Radio System handled 1,075 phone patches and 6,660 messages in January. Total message traffic handled by the FMAW Communications Center in January was 61,216 of which 23,598 were outgoing and 37,618 were incoming. (Appendix 5)

11. (U) Weather Summary

During the first two days of the month generally good flying conditions existed over all areas, although early morning stratus and fog near the DMZ and broken ceilings in the vicinity of the ridgeline occasionally hindered flight operations in those areas.

Circulation from a weak cyclone to the east of IV Corps caused an increase in cloudiness and rain over I Corps on the 3rd and 4th. These conditions were reinforced by a fresh surge in the monsoon flow which moved over I Corps on the 5th. The surge was accompanied by strong low level winds which created moderate turbulence over all areas, occasionally severe in the mountains. Overcast ceilings with periods of light rain and patchy fog persisted over all areas through 8 January, with lowest conditions existing during the early morning hours.

From the 9th to the 13th the weather over I Corps was dominated by a ridge of high pressure located over southern China and the northern South China Sea. The flow was generally easterly to southeasterly and, although skies remained mostly cloudy, flying conditions along the coast were favorable for operations. Maximum cloudiness existed over the mountains to the east of the main ridgeline and over the coastal plain in Quang Tri Province.

On the 14th winds began to shift back to the northeast with a corresponding increase in cloudiness. On the 15th a surge in this flow moved into I Corps causing low ceilings and visibilities to restrict air operations throughout our areas of operation. The flow gradually subsided, becoming light northeasterly and remaining thus through the 20th. The regions of maximum cloudiness and those in which air operations were primarily affected were the northern coastal plain and the intermountain region of I Corps. Aircraft operating over the northern coastal areas were occasionally restricted by low ceilings during the early morning hours with conditions becoming VFR in afternoon.

Another high pressure ridge extending southward from China across the South China Sea and I Corps brought improving weather to our areas of operation and, by midday on the 22nd, good flying conditions existed everywhere. Unseasonably good weather continued over I Corps through the 29th and the only significant weather consisted of early morning stratus and fog conditions over the southern coastal plain, primarily in Quang Tri Province, and afternoon cumulus buildups and showers in the mountains.

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The ridge gradually broke down and on the 30th a strong northerly flow existed over I Corps creating gusty surface winds, blowing sand and moderate low level turbulence. Cloudy skies prevailed over all areas with periods of rain and/or drizzle in northern I Corps. The winds decreased on the 31st and while skies remained mostly cloudy, only morning drizzle was in evidence. Partly cloudy conditions existed after sunset.

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PART IV

SUPPORTING DOCUMENTS

- ✓ APPENDIX 1 1ST MAW G-1 COMMAND CHRONOLOGY (U)
- ✓ APPENDIX 2 1ST MAW G-2 COMMAND CHRONOLOGY (SNF) *Filed*
- ✓ APPENDIX 3 1ST MAW G-3 SUPPORTING DOCUMENTS (S)
- ✓ APPENDIX 4 1ST MAW G-4 & WING SUPPLY COMMAND CHRONOLOGY (C)
- ✓ APPENDIX 5 1ST MAW COMM/EIEC COMMAND CHRONOLOGY (C)
- ✓ APPENDIX 6 1ST MAW PUBLIC AFFAIRS COMMAND CHRONOLOGY (U) *Filed*
- ✓ APPENDIX 7 1ST MAW MEDICAL DEPARTMENT COMMAND CHRONOLOGY (U)
- ✓ APPENDIX 8 1ST MAW CHAPLAIN'S COMMAND CHRONOLOGY (U)
- ✓ APPENDIX 9 MARINE WING HEADQUARTERS GROUP-1 COMMAND CHRONOLOGY (U)
- ✓ APPENDIX 10 MARINE WING SUPPORT GROUP-17 COMMAND CHRONOLOGY (C)
- ✓ APPENDIX 11 MARINE AIRCRAFT GROUP-11 COMMAND CHRONOLOGY (S) *Filed*
- ✓ APPENDIX 12 MARINE AIRCRAFT GROUP-12 COMMAND CHRONOLOGY (S)
- ✓ APPENDIX 13 MARINE AIRCRAFT GROUP-13 COMMAND CHRONOLOGY (S)
- ✓ APPENDIX 14 MARINE AIRCRAFT GROUP-16 COMMAND CHRONOLOGY (S)
- ✓ APPENDIX 15 MARINE AIR CONTROL GROUP-18 COMMAND CHRONOLOGY (S)
- ✓ APPENDIX 16 1ST MAW GROUP SITUATION REPORTS - JANUARY 1970 (S) *File*
- ✓ APPENDIX 17 1ST MAW DAILY SITUATION REPORTS - JANUARY 1970 (S)
- ✓ APPENDIX 18 1ST MAW FRAG (FIXED WING & HELO) - JANUARY 1970 (S)

Added Unnumbered Appendix: 1st MAW ORREP #5

ENCLOSURE (1)

UNCLASSIFIED

HEADQUARTERS
 1st Marine Aircraft Wing
 Fleet Marine Force, Pacific
 FPO San Francisco 96602

1:JMC:bgf
 5750
 11 Feb 1970

From: Assistant Chief of Staff, G-1
 To: Assistant Chief of Staff, G-3
 Subj: Command Chronology for the month of January 1970
 Ref: (a) WgO 5750.4
 Encl: ✓(1) Career Planning Newsletter
 ✓(2) Key G-1 Personnel

1. In accordance with reference (a), enclosures (1) and (2) are submitted.
2. During the month of January, 275 officers and 1,332 enlisted personnel rotated from 1st Marine Aircraft Wing to:

CONUS	253 officers 1,135 enlisted
Other WestPac Commands	22 officers 197 enlisted

3. During January, 119 officers and 1,332 enlisted personnel joined the 1st Marine Aircraft Wing from:

WestPac Commands	14 officers 139 enlisted
Other Than WestPac Commands	105 officers 1,193 enlisted

4. During the month of January, 4 officers and 147 enlisted personnel extended their overseas tour.
5. During January, 106 enlisted personnel were granted special leave.
6. Reenlistment rates for the month of January were as follows:

<u>CAREER</u>	<u>FIRST TERM</u>	<u>TOTAL</u>
88.6%	24.9%	56.7%

7. The percentage of personnel participating in the Savings Bond Program as of 31 January 1970 was 74.6%.

8. Casualties for the month of January were as follows:

<u>HOSTILE</u>					<u>NON-HOSTILE</u>				<u>TOTAL</u>
<u>KIA</u>	<u>WIA</u>	<u>WIAE</u>	<u>DOW</u>	<u>MIA</u>	<u>CPT</u>	<u>MIS</u>	<u>DTH</u>	<u>INJ</u>	
3	*14	**9	0	0	0	0	7	***40	73

Total medical evacuees - 61

* Includes 2 Navy Enlisted

** Includes 2 Navy Enlisted

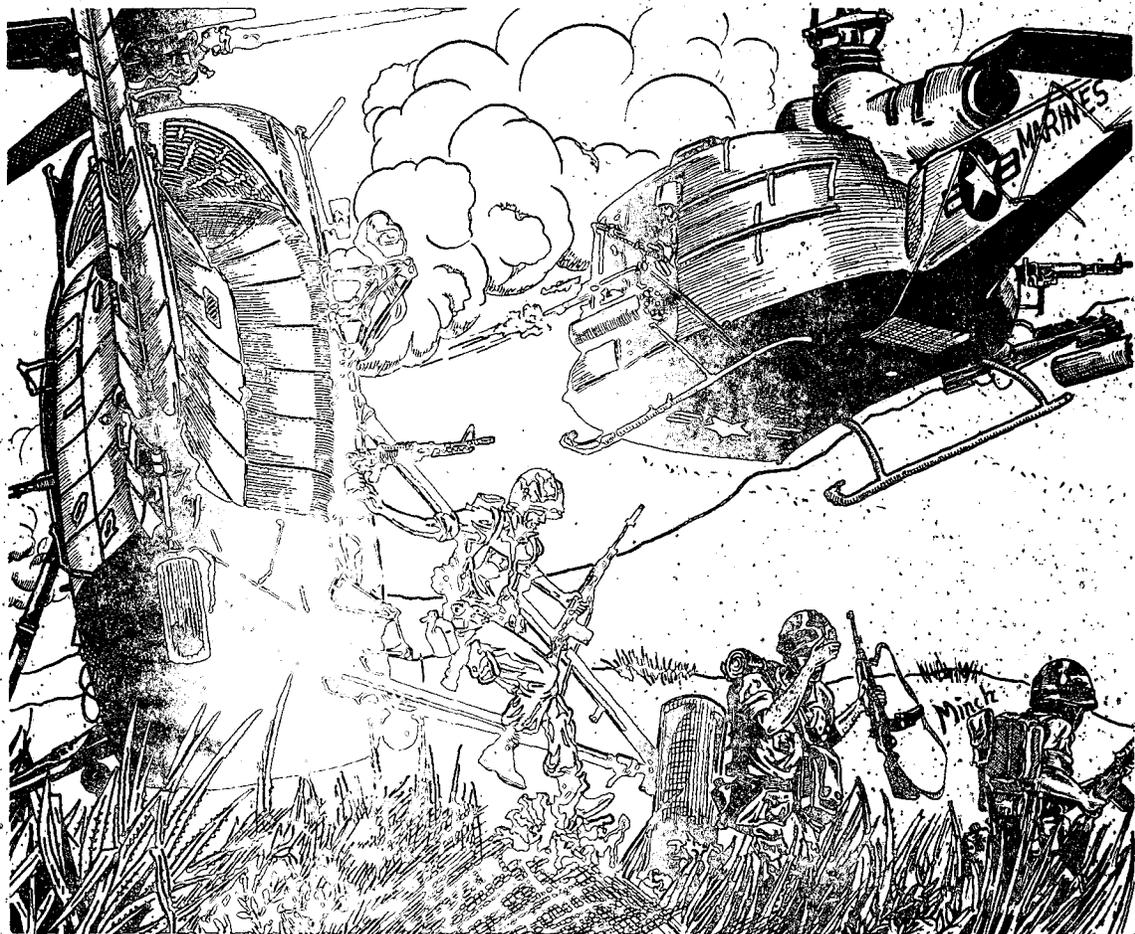
*** Includes 1 Navy Enlisted

9. Average personnel strength for the month of January follows:

	<u>MARINES</u>	<u>NAVY</u>	<u>TOTAL</u>
officers	1,309	71	1,380
enlisted	10,680	202	10,882
total	11,989	273	12,262

G. S. Stewart
G. S. STEWART

CAREER PLANNING NEWSLETTER



1ST MARINE AIRCRAFT WING

REPUBLIC OF VIETNAM

A10b-1 ENCLOSURE (1)

1ST MARINE AIRCRAFT WING
CAREER PLANNING NEWSLETTER
JANUARY 1958

COMMANDING GENERAL
WING CAREER PLANNING OFFICER
WING CAREER PLANNING CHIEF
ASSISTANT WING CAREER PLANNING CHIEF

MAJGEN W. G. THRASH
1STLT R. C. CRAWFORD
MSGT J. V. TORCASO
SSGT D. R. YINGLING

CAREER PLANNING PROGRAM

1. Career Planners, when did you last visit your Squadron working areas? How far back was your most recent lecture to your Marines? Do the guys in your outfit know who you are, when you are available and where you are? When was the last time you had an article in the POD? Are all interviews up-to-date and forms completed properly? Are initial interviews held at least one year prior to EAS and one at least 45 days prior to RTD, if a Marine has more than a year until EAS? Are men, not recommended for reenlistment, being made aware of it and an entry made on Page 11 of their SRB? And are they counseled on how to improve their marks? Are requested options entered on Page 11 of the SRB's?

2. Is the Career Planning Officer kept advised of all reenlistments/extensions and problem areas in the unit? Are periodic Career Planning meetings held at Group level? Does the Group publish a monthly newsletter? Are survivor benefits, VA benefits and educational benefits fully explained to your Marines? Is an up-to-date career planning roster kept on all Squadron personnel? Are your Career Marines fully informed about the Retired Servicemans Family Protection Plan? Is the pamphlet "Outlook for your future" utilized and filled out properly in accordance with MCO 1133.12C?

3. If all the items mentioned in paragraphs 1 and 2 are not being done in your command, there is no better time than today to start developing a more vigorous and effective Career Planning Program!

"RETIRE"
LET'S FACE FACTS

By SSgt David R. YINGLING

When you are released from active duty, are you going to keep up with Federal service? The USMC has had a Reserve since 1916. The 80th Congress passed Public Law 810 in June 1948, which makes retirement pay available to Marine Reservists who become eligible by accumulating authorized retirement points.

1. You must acquire at least 50 points a year for a minimum of 20 years to be eligible for retirement pay. However, these years need not be consecutive.

2. You must serve the last eight of these 20 years as a Reserve member of the Armed Forces.

3. If you have met the requirements, you will become eligible and can apply for Marine Corps Reserve retirement pay as soon as you reach age 60. You will then receive this pay for the rest of your life.

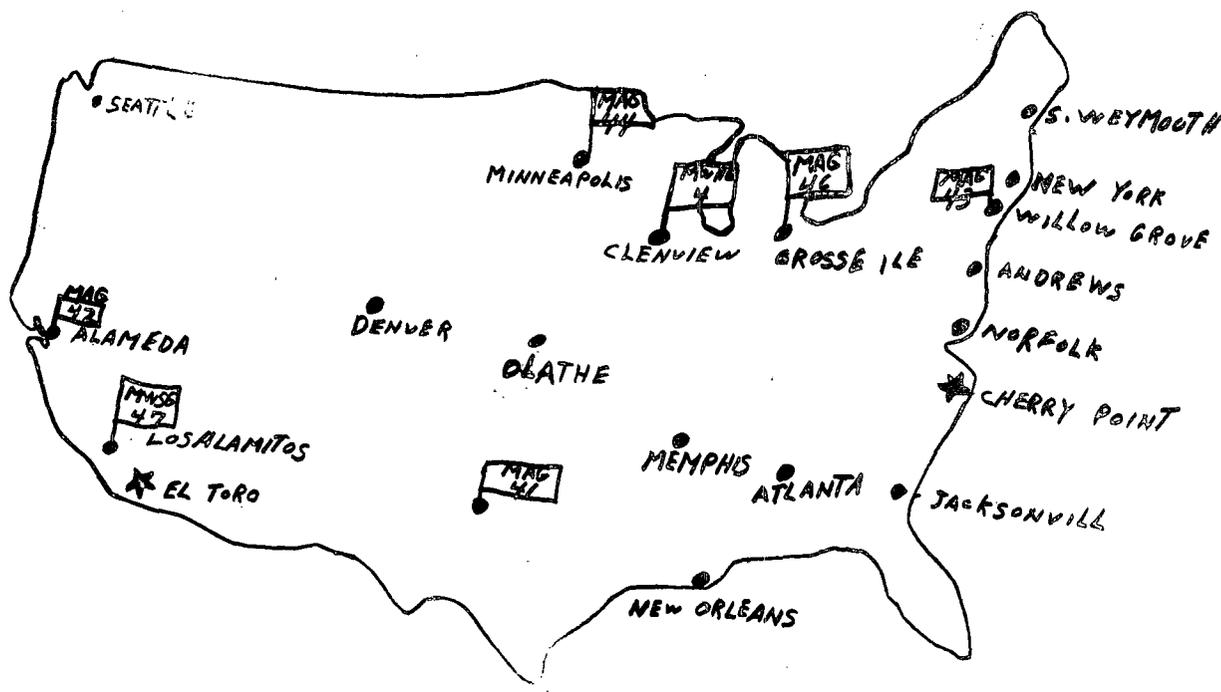
Most of us expect, or, at least, hope to be able to retire someday. The more you know about the Marine Corps Reserve retirement plan, the better it will look to you. If you are a Marine that wants to stay in the Marine Corps, but not full-time, and have orders to MCC W99, do one of the following:

1. Visit your nearest Marine Reserve unit.
2. Phone or call your nearest Marine Recruiting Office.
3. Tell your Career Planner that you would like a Recruiter to contact you after you are released from active duty. He will enter this on your interview form.

Remember, when you arrive back home, try to continue your Marine Training with the Marine Air Reserve.

If you want to make the regular Marine Corps a career, see your Career Planning NCO, he can fix you up without having you go all the way home.

Listed below are the names and locations of Marine Air Reserve Units:



CAREER PLANNING

The mention of a Bonus upon Reenlistment, whether it be the Basic Bonus or VRB as an incentive for Reenlistment always brings out the comments "So I'll get a Bonus to Reenlist and it will amount to \$2,000.00 or more, I can make that much more as a civilian within a year after my release". The first answer to that comment would be that money alone, should never be the sole reason for a man to start a Career that will encompass at least 20 years of his life. The second would be that the bonus offered is over and above the Marines regular pay. Another would be that a young man would very likely never have such a sizeable amount in a lump sum, and that if this money was taken and invested, a Marine going into the FMCR after twenty (20) years or retiring after thirty (30) years, could have himself a sizeable amount of money and although maybe not independently wealthy along with Retainer or Retirement money, could be in a rather enviable position.

The realistic Marine will look at all the possibilities of the Career open to him, the immediate advantages along with the long range benefits.

The thinking Marine will ask himself if the occupation he might take in civilian life has all the advantages of a Career in the Corps. Some of the questions he could and should ask himself would be: Do I have job security or will I be depending on which way the economy is going? Will a fat check depend on getting enough overtime or working 7 days a week? In a civilian occupation will his promotions depend on his own initiative, as it does in the Corps, or will they hinge on the whims of the boss? Will his job as a civilian put him in such a rut and routine that any travel will have to be regulated with a two week vacation at a set time of the year? Will he be facing forced retirement at 62-65 under Social Security with hardly enough money to live on, or will he retire at an earlier age with a decent retirement check?

Your Career Planner can help you compare these and other advantages of a Marine Corps Career.

NEW MCI COURSE

Relief is in sight for those Marine in the allotment accounting field (MOS's 3406 and 3471) who have been struggling with the new accounting procedures under the Resources Management Systems (RMS). A new MCI course, Accounting for Operating Budgets, 34.8, is now open for enrollment.

This course is designed to help personnel understand the basic concepts and terminology of the Project PRIME accounting system, the general ledger accounts, classifications of expenses, and the various controls, limitations, and features of the system. It will enable them to identify and apply established procedures for the recording and posting of authorizations received and for a number of typical accounting transactions. It will also enable them to trace the flow of data from its original entry to its listing on the various reports as well as to understand how the various distributions and worksheets are prepared.

The course consists of six lessons and a final examination, requires a total of twenty study hours. Seven reserve retirement credits are awarded upon successful completion.

Taken from - WHAT EVERY VETERAN SHOULD KNOW - 32nd Revised Edition

EMPLOYMENT OF RETIRED MILITARY PERSONNEL

The limitation under the new law provides that a retired regular officer of the uniformed services who hold a Federal or D.C. Government civilian position will receive the full salary of the civilian position plus the first \$2,000 of his military retired pay, plus one half of any remainder of his retired pay.

Will the retired pay of reserve officers and enlisted men be reduced under the new law? No. Retired reserve officers and all enlisted men will continue to be exempt from any dual compensation limitation.

Are any retired regular officers exempt from dual compensation limitation? Yes. A regular officer is exempt whose retirement was based on disability resulting from injury or disease received in line of duty as a direct result of armed conflict or disability caused by an instrumentality of war and incurred in the line of duty during a period of war.

What about retired regular officers who are holding Federal or D.C. Government civilian positions on November 30, 1964, the day immediately preceding the effective date of the Dual Compensation Act? They may elect to come under the limitations of the Dual Compensation Act or continue under what ever limitations, if any, that are applicable to them on the day immediately preceding the effective date of the Dual Compensation Act.

Does the dual compensation limitation apply to a retired regular officer who accepts a temporary, part-time, or intermittent appointment? The limitation does not apply for the first 30 days of such an appointment.

Does the Dual Compensation Act place any restriction on the appointment of retired members of the uniformed services? Yes. A retired member of any of the Armed Forces may be appointed to a civilian position in or under the Department of Defense during the 180 days immediately following the date of his military retirement only if:

1. The Secretary of the military department concerned authorizes his appointment and, if the position is in the competitive Civil Service Commission approves; or
2. The minimum rates of basic compensation for the position have increased under Section No. 504 of the Federal Salary Reform Act of 1963; or
3. A state of national emergency exists.

What information is required in connection with the authorization? Any request for such an authorization and approval must be accompanied by a statement which shows that:

1. Full consideration, in accordance with placement and promotion procedures of the military department concerned, was given to eligible career employees.
2. If selection is by other than certification from a civil service list of eligibles, the vacancy has been publicized to give all interested candidates a chance to apply.
3. Qualification requirements for the job have not been written in such a way that the retired member will be given an advantage.
4. The job has not been held open pending the member's retirement.

Does the Dual Compensation Act affect the reduction in force rights of retired military personnel? Yes. A retired member of any of the uniformed services who is entitled to veteran preference under Section No. 2 of the Veteran's Preference Act of 1944 will be placed in the veteran preference subgroup of his tenure group for reduction in force purposes only if:

1. His retirement was based on disability resulting from injury or disease received in line of duty as a direct result of armed conflict or disability caused by an instrumentality of war and incurred in the line of duty during a period of war; or
2. His service does not include 20 or more years of active military service; or
3. He was employed in a Federal D.C. Government civilian position on November 30, 1964.

In computing the length of total service for reduction in force purposes of employees who are retired members of the uniformed services, is time spent in active service in the Armed Forces included?

If an employee is in one of the categories noted in question above, his total length of time in active service, in the Armed Forces is included. If he is not in one of these categories, only his length of time in active service during any campaign or expedition for which a campaign badge has been authorized, is included.

Does the Dual Compensation Act affect the crediting of the active military service of retired members of the uniformed services for the purposes of annual leave accrual?

Yes. Active military service of a retired member of any of the uniformed services is creditable in determining years of service for annual leave purposes only if:

1. His retirement was based on disability resulting from injury or disease received in line of duty as a direct result of armed conflict or disability caused by an instrumentality of war and incurred in line of duty during a period of war, or
2. On November 30, 1964, he was employed in a civilian position to which the Annual and Sick Leave Act applies; or

3. Such service was performed in the Armed Forces during any war, or in any campaign or expedition for which a campaign badge has been authorized.

How does the Dual Compensation Act affect those retired temporary commissioned officers and temporary warrant officers recently ruled by the Comptroller General to be employed or receiving retired pay in violation of the dual compensation laws?

They will be relieved of paying to the Government the amounts considered overpayments under the Comptroller General's decision.

* * * * *

The following articles are taken from the Navy Times

Q. My buddy says the Marines first landed in DaNang, Vietnam in 1845. He's a college graduate and likes to show off. Is he right or is he pulling my leg? --Sgt.

A. We don't know your educated buddy, but he seems to be pulling your leg with the truth.

The ship's log of the USS Constitution records that the Marines not only landed in DaNang in 1845, they also "captured" the city and held it for four days.

In response to a call for help from the French Government, the Constitution's skipper, Navy Captain John "Mad Jack" Percival, ordered the ship's Marines ashore.

Their orders were to find and hold the political and religious leaders of DaNang hostage until the Vietnamese emperor released a French bishop he was holding in Hue.

This they did, in typical Marine fashion, and from May 10-14, 1845, DaNang was controlled by a small group of U. S. Marines.

* * * * *

'WELL DONE' ORDERED AT SEPARATION

WASHINGTON -- It has happened more times than people like to remember that Navy men and women have come to the end of their military careers--be it one hitch or 30 years--and have been separated without so much as a simple "thank you."

It happens, though the regulations require commanding officers of separation activities to convey the Navy's appreciation and skippers of one's last permanent duty station are "encouraged" to present deserving officers and enlisteds a personalized letter of thanks for a job well done.

It will probably still happen in the future, but new BuPers Notice 1900 of November 24 says it shouldn't and places the responsibility for eliminating such instances squarely upon the commanding officer and the executive officer of a man's last permanent duty station.

"The final impression given each member upon leaving the service is an important factor in his feeling toward the Navy in future years," the notice comments.

It then requires the skipper or his exec to personally convey appreciation for the services of the person being separated on behalf of the President and the Secretaries of Defense and the Navy.

And it says this shall be done regardless of whether the person is leaving the service after his first period of active duty or retiring after many years of service.

* * * * *

DENTACARE DRIVE BEGINS

WASHINGTON--A drive has begun in Congress to provide a complete range of dental care for the dependents of military men.

The proposal in its present form would pay for about \$120 million a year in care by civilian dentists, plus the space-available services of military dentists.

Leading the campaign is Rep. James A. Byrne (D., Pa.), head of a special subcommittee which has opened long-delayed hearings into the entire area of military benefits.

First subject of the hearings is medicare-dentacare--and the committee aired a considerable number of complaints on medical care shortcomings.

Byrne and his subcommittee members maneuvered the surgeons general, or their representatives, into open support of a broad dental care plan despite the official opposition of the Defense Department.

Byrne's bill would provide dental care worldwide by civilian dentists, when military dentists are not available, on a cost-sharing basis. The charge to the military sponsor would be on a sliding scale, proportionate to rank. Charges would be considerably cheaper for the treatment of children under 16, to encourage early dental health.

The only witness to oppose the Byrne dental care plan was Brig. Gen. Leo Benade, Deputy Assistant Defense Secretary.

"I don't particularly enjoy being in the black-hat position," Benade said, as he argued in favor of putting the money into a pay raise that all servicemen could enjoy. He said the Byrne proposal would create yet another inequity against military bachelors, and he said no proposal would solve the problem faced by newcomers who don't know one dentist from another in a new community.

When asked whether he thought a \$100 million dental plan would jeopardize a \$2 billion pay proposal, Benade replied: "Whether a \$2 billion pay plan materializes remains to be seen." The plan, he said, is still being reviewed within the Administration.

EARLY-OUT RULES FOR MARINES ARE REVISED; MANY AFFECTED

WASHINGTON--Personnel cutbacks and MOS conversions, have forced some changes in both the stateside and returnee Marine Corps early out rules for the three months ending March 31, 1970.

Both programs still allow first-termers in certain MOSs, who've completed tours in Vietnam, to get out earlier than expected. The Stateside version applies to men now stationed within the U.S., whereas the returnee portion affects Marines due to come home shortly.

The significant change is the number of MOSs eligible.

The old OF 63 has been chopped from both programs. . .once again, at least for the next quarter. This aircraft maintenance occupational field was dropped in the MOS conversions of last month and replaced with a new OF 60/61. In the process, the field expanded from 37 to 72 MOSs.

Conversions of former OF 63-ers is taking place in the field, so headquarters doesn't have a precise picture, as yet, on the population characteristics of the new MOSs. In other words, HQMC had no way of predicting how many men in the new MOSs would be eligible for early outs, so it had to exclude the field.

How many will be affected by the expanded returnee program is known. . . about 6500 Marines in the next three months.

Revamping this plan so that it could account for some of the 18,840 EM the Corps must cut this fiscal year created a paradox. There are fewer eligible MOSs this quarter, but more men will be getting out. The MOSs which have been withdrawn were those with light populations, while those added include heavily populated ones.

Specifically, the returnee plan looks like this for the next quarter.

Getting out up to a year early will be first-termers in occupational fields 03, 08 (except MOS 0847), 14, 15, 18 (except 1833), 23, 30 (except 3052), 43, 46 and 67 (except 6724). Also eligible are the individual MOSs of 1161, 1316, 1381, 1391, 2511, 2571, 2572, 2573, 2574, 2841, 5961, 6111, 6725, 6811 and 7114.

The discharge timetable for Marines in those jobs is:

Those coming home in January can apply if their expiration of enlistment normally is before Dec. 31, 1970. Men with an EAS before Jan. 31, 1971, must be returning to the States in February and those coming from Vietnam next March will be eligible if their EAS is before February 28, 1971.

Another phase of the returnee program is geared to half-year early releases. It has its own set of MOSs:

Men in OFs 21, 25 (except MOSs 2511, 2533, 2542 and 2571 through 2574), 35, (except 3516 and 3531), 41, 55, 70 (except 7051) and 71 (except 7114). Also, the MOSs of 0161 and 1833 are eligible.

Their timetable also begins next month. Those coming back in January must have an EAS before next June 30, February returnees before July 31 and March rotatees before August 31.

The quarterly extension for the Stateside plan has 11 eligible MOSs; 0311, 0331, 0341, 0351, 0353, 2841, 5961, 6711, 6725, 6811 and 7114.

Viet vets at U.S. bases who have those MOSs can be discharged next month if their EAS normally is sometime in December 1970. Those with an EAS in January 1971 can get out this February and, a month later, discharge papers can be given those with an EAS in February 1971.

Men who are qualified must apply in the month before discharge. So, those who qualify for discharge next month had better head for the company office. . .right now.

* * * * *

103 MARINES GIVEN E-8, E-9 CHEVRONS

WASHINGTON--Promotions have been okayed for 95 already-selected Marines who will get E-8 and E-9 chevrons effective from December 1 and for eight others who have been approved for meritorious stripes with November and December dates of rank.

The staff NCO promotion allocations for December, with pay from the third, include nine to sergeant major; 30 to master gunnery sergeant; 20 to first sergeant and 36 to master sergeant.

This completely clears the slate of those waiting for promotion to sergeant major. Junior man promoted to master gunnery sergeant is W. H. Smith, leaving 111 still waiting. Junior promotee to first sergeant is D. Turpen, leaving 173 on the waiting list. Junior promotee to master sergeant is T. Lupercio, with 814 remaining unpromoted.

No waiting list exists for promotions to gunnery and staff sergeant. The board now in session picking more than 1400 for gunnery sergeant will probably report out before Christmas. The selection panel to pick staff sergeants is scheduled to meet January 13.

The one-grade meritorious promotions include one to gunnery sergeant, five to staff and two to sergeant.

Jimmy R. Dorsey goes to gunny. New staffs are Jackie H. Ward, Charles W. Cassell, Thomas T. Mather Jr., James Marshburn Jr. and Robert C. Hilliard. Michael H. Fitzsimmons and Donnie R. Durbin went to sergeant.

* * * * *

AT YOUR SERVICE

Q. If a retired military man marries, can his wife get hospital care? Will she also be eligible for the Retired Serviceman's Family Protection Plan annuity?

A. Marriage after retirement does not bar the wife from civilian health benefits under Champus. There is no requirement that the marriage must have occurred before his retirement. However, for RSFPP purposes, a widow collects only if she had been married to the deceased when he retired with pay. A wife acquired after retirement is not eligible for RSFPP benefits.

Q. My husband served during the Korean conflict and died recently of a service-connected ailment. Does not that entitle me to educational benefits under the War Orphans and Widows Education program? Since my husband had used 30 months of eligibility, would it reduce mine?

A. If your husband died from disability incurred in line of duty, you would be eligible for up to 36 months' education under the program. Your entitlement would not be reduced by the amount of his training time.

Q. When a military retiree is treated in a VA hospital, does VA take away his retired pay?

A. A retiree who has a wife, child or dependent parent retains his full retired pay while receiving VA hospital care. His retired pay is not reduced no matter how long the treatment lasts. A retiree without dependents receives his full retired pay during the first six months of hospitalization. On the first day of the seventh calendar month, the pay of a retiree without dependents is reduced to \$30 a month or 50 percent of the amount regularly payable to him, whichever is greater. When released under VA authorization, the withheld retired pay is paid to him in a lump sum and his full retired pay is resumed.

Q. How much GI Bill education eligibility does a veteran earn on the basis of his active service?

A. A veteran who served a minimum of 181 days after Jan. 31, 1955, earns $1\frac{1}{2}$ months for each month of active service, up to a maximum of 36 months. Eighteen months' active service is sufficient for 36 months' entitlement if the veteran is released under conditions that would satisfy the duty obligation.

* * * * *

PAY HIKE BY APRIL A LONG SHOT, BUT IT'S A POSSIBILITY

WASHINGTON--It's a long shot, but there could be a pay raise for military men as early as April 1970. Here's the picture: Secretary of Defense Melvin R. Laird says he has decided to see what happens to the government civilian pay legislation before he submits his military pay reforms.

The Administration has not yet submitted a civilian bill, but the behind-the-scenes maneuvering indicates it may do so shortly and that while the measure would carry a July 1 effective date as it leaves the White House, there is a possible compromise date of April 1.

The civilian employee unions want the raise effective Jan. 1, 1970. This would have to be on a retroactive basis because Congress probably won't complete action on the civilian measure until sometime in March.

The congressionally sponsored civilian pay bill now in the Senate doesn't appear to have a chance of surviving--in view of the strong Administration opposition, but the White House may agree to the April date as a gesture of conciliation.

If the Administration's civilian pay raise bill becomes effective April 1, military men would normally get a raise on that date too because of a law that says whenever the civilians get a raise, the military must get an equal one.

If, as expected, the civilian raise averages about six percent, military men would be in line for an eight percent basic pay increase unless Defense gets Congress to agree to "selective" rather than across-the-board raises. Such selective raises would be heavily weighted in favor of men with fewer than two years of service.

Examination of the military pay charts shows that men with fewer than two years of service could get raises of more than 30 percent and still not create situations in which junior men are paid higher amounts than their seniors.

A 30-percent hike for an E-1 with more than four months service, but less than two years would put his basic pay at \$160.29. An E-1 with more than two years of service now gets \$163.80.

An E-2 with fewer than two years of service would get \$166.20 if the raise were 30 percent. An E-2 with over two now gets \$179.10.

At any rate, now that Laird is putting so much emphasis on waiting for the civilian bill, military men will be watching that measure's progress with more than usual interest.

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The following article is taken from the CHEVRON

FY-71 WO PROGRAM ANNOUNCED

Selections to Warrant Officer under the FY-1971 program will begin during may 1970 CMC has announced.

Applications are now being sought.

All Marines interested in the program should contact their commanding officer.

Eligibility requirements include: (1) Must be serving on active duty in the grade of corporal and above with 6 through 12 years of active service at the beginning of the fiscal year in which appointments are to be made, (2) Must be a citizen of the U.S., (3) Must have a mental test score as follows -- Aptitude Area Test - Standard score of 110 or higher. (4) Must be of unquestionable moral integrity and of commissioned officer caliber, (5) Must not have been convicted by a court-martial or civil authorities since becoming an NCO, and (6) Must be of age to allow 30 years total service by age 62.

Marine Bulletin 1040 of Nov. 13 states, "In the event an applicant does not have the required GCT-AA score, he may be retested providing he has not been tested within the last 6 months in accordance with the current directives."

There will be no waivers granted for any of the eligibility requirements for this program, except time in grade as listed in Marine Corps Order 1040.14B. Applications received that do not meet the eligibility requirements will be returned to the command for disposition.

All applications must reach the Commandant of the Marine Corps (Code DPB) no later than March 20, 1970.

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**BEING 'SHORT' WORRYING YOU?
PROJECT TRANSITION CAN HELP!**

Will you be able to get a job when you get out of the Marine Corps? Can you get into school to learn a trade or skill when you get released? Have any college plans yet? Want some answers to these questions? Maybe you should see the people at Project Transition (PT).

Project Transition is a servicewide program to provide maximum assistance to separating service personnel in increasing their chances for employment in civilian life and is endorsed by the Commandant of the Marine Corps.

This program is aimed toward that group of Marines who, for a variety of reasons, may not have gained the necessary skill or knowledge which would prepare them for a productive return to economic life of the civilian community. The basic goal of the project is to provide an opportunity for Marines to learn a skill, upgrade a skill, or add to their education during the period six months prior to their termination from the service, once the individual has determined that he does not desire to remain in the service.

All Marines approaching the seven month from separation date are administered a career plans questionnaire, whether intending to reenlist or not. From this, it can be determined whether or not the person may be interested in PT.

PT consists of several basic components: counseling, education, vocational training and job referral service.

Counseling will include information as to what the PT program offers and programs available prior to and after separation; Manpower Development and Training Act (MDTA) courses, police recruitment, G.I. Bill, Vietnam Era Veterans Employment Referral Program (VEVERP), apprenticeships, etc. After having been counseled, volunteers may then avail themselves of the remaining Project Transition phases.

Education currently places a major emphasis on educational assistance to those who desire to upgrade their formal education level. These people are referred to the Education NCO, bringing to his attention the fact that they are participating in PT.

Vocational training involves practical skill training in some form, which can be directly related to civilian employment demand. This training is announced as it becomes available, with arrangements being made through the Unit Transition Liaison.

The employment information library provides assistance by informing individuals of the employment opportunities existing in the geographic area to which they intend to return.

Participation in PT is on a purely voluntary basis. A participant is classed as being one who actually enrolls in an educational or vocational training course during his period of eligibility.

Participation in PT is not considered a Marine's primary duty assignment but rather an opportunity to improve himself while performing his assigned duties. Most of the program is conducted during off-duty hours, although some education and training may be authorized during normal working hours provided the minimum requirements of the command and the man's duty assignment permit. Written permission from the work section and the commanding officer must also be obtained.

Fleet Owner magazine, which is published for the trucking industry, published an article in the June 1969 edition concerning two ex-servicemen who had undergone PT training, one a retired Army sergeant and the other a Marine corporal. Both were pictured as successful truck mechanics in civilian life.

Business Week magazine also showed how DOD's program, which was begun in 1967, has aided the nation's businesses and industry. Many of the biggest American corporations, among them Ford, Sears, Standard Oil of N. J., and others, have conducted programs aimed directly at the soon-to-be-released GI.

The following articles are taken from the JET STREAM

ENLISTED COMMISSIONING PROGRAM

Interested in earning a commission in the U.S. Marine Corps Reserve? Qualified Marines can now earn their gold bars through the Enlisted Commissioning Program (ECP).

In order to qualify for ECP, a Marine must be a citizen of unquestionable moral integrity. He must possess a GCT of 120 or higher, be at least 20 and not more than 27 years of age on the date that he applies for the program, and able to meet the physical requirements of officer training.

The applicant must never have previously failed to complete any Marine Corps officer training program, must never have been convicted by a court-martial, and must execute a waiver of rights if classified as a sole surviving son.

The Marine must be a high school graduate, and attain at least a 30th percentile standing on each of the five tests administered by College

Level Examinations Program.

Qualified personnel may make application to the program by using Administrative Action Form (NAVMC 10274) to request assignment to the Officer Candidate Course. They must submit transcripts of all college and high school grades, a handwritten statement explaining their reasons for applying to the program, and complete the appropriate physical examination.

The application is then submitted to the individuals Commanding Officer for examination. If found satisfactory, the Marine is then interviewed by a selection board. If approved, the completed application along with the recommendations of the Commanding Officer and the review board are forwarded to Headquarters Marine Corps for final approval by the Commandant.

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PRE-RETIREMENT PROGRAM HELPS MARINES PLAN FUTURE

English spy 007 will never have to worry about retirement after 20 years of service to the Crown, because his life expectancy dwindles every day. But career Marines all over the world have good reason to be concerned about their future. Due to family responsibilities, it is imperative that many Marines find civilian employment after retirement to supplement their income.

In many ways they face some of the same dangers 007 encounters, but of course in different aspects. Unknown pitfalls await the poorly-informed Marine as he nears retirement. Like the "super-spy" they must prepare for their "assignment", or they may subject themselves to unnecessary hardships upon leaving the Corps.

The old saying "intelligence work requires intelligence" applies to Marines as well as to James Bond. And there are many tools at hand to prepare Marines for retirement. One important supplement to the retiring Marines' arsenal is the Cooperative Program on Civilian Employment Assistance to Military Personnel Scheduled for Retirement. This pre-retirement program, established by the Civilian Readjustment Manual (MCO P1760.8), informs Marines contemplating retirement of the VA benefits available, employment opportunities, and coverage under the Social Security Act.

Just as 007 is briefed before an assignment, Marines have a pre-retirement program presented for their benefit in this area semi-annually, and should attend such a meeting at least 12 months prior to retirement to fully inform themselves as to what to expect upon retirement.

Retirement for the English super sleuth will come quickly and probably be all too final. For many Marines the speed at which retirement arrives can sometimes leave little time for preparation for civilian employment and securing all the benefits and privileges available to them.

Agent 007 is always prepared for a future assignment that can affect the rest of his life. Can you, as a Marine preparing for retirement, truthfully say the same?

MOS'S ELIGIBLE FOR VARIABLE REENLISTMENT BONUS (SHOWN AS MULTIPLE/MOS)

1/0141	3/2540	4/3141	*3/4065	*4/5972	*3/6114	*3/6712
1/0142	2/2571	1/3211	*3/4067	4/5973	*3/6122	*4/6722
1/0211	2/2572	1/3371	*3/4069	4/5975	*3/6123	*4/6724
2/0231	2/2573	1/3372	1/4091	4/5976	*3/6124	*2/6753
2/0239	2/2574	4/3421	4/4111	4/5977	*3/6132	*2/6755*
3/0241	2/2575	1/3441	1/4312	4/5978	3/6212	*2/6756
3/0251	2/2576	1/3461	1/4313	4/5979	3/6213	*2/6757
2/0431	*2/2577	1/3471	1/5711	4/5981	3/6214	*1/6786
1/0441	*2/2579	2/3516	2/5911	*3/6012	3/6216	3/6811
2/1141	3/2811	2/3517	2/5912	*3/6013	3/6217	1/7011
*2/1142	4/2816	1/3532	4/5914	*3/6014	*3/6218	
2/1161	*4/2828	*3/4014	1/5915	*3/6022	3/6222	
2/1341	4/2845	*3/4015	2/5917	*4/6023	4/6227	
3/1342	4/2857	*3/4019	4/5931	*3/6024	3/6233	
1/1381	4/2861	*3/4022	*4/5932	*3/6042	4/6234	
2/1391	*4/2862	*3/4024	*4/5933	*3/6052	4/6236	
3/2131	*4/2863	*3/4026	*4/5934	*3/6053	4/6238	
2/2141	*4/2864	*3/4033	*4/5935	*3/6054	4/6239	
2/2144	4/2865	*3/4034	4/5941	*3/6055	3/6242	
2/2149	*4/2866	*3/4036	4/5942	*3/6062	3/6243	
2/2151	4/2867	*3/4051	4/5943	*3/6068	3/6244	
1/2171	*4/2868	*3/4053	4/5944	*3/6076	3/6251	
2/2311	1/3041	*3/4057	4/5949	*3/6077	2/6261	
1/2336	4/3052	*3/4058	4/5951	*3/6078	2/6262	
1/2532	4/3081	*3/4059	3/5961	*3/6112	2/6271	
1/2542	4/3121	*3/4063	*4/5971	*3/6113	2/6511	

MUST BE CORPORALS AND ABOVE

1/0311	2/0811	2/0848	2/1833
1/0331	2/0812	2/0849	
1/0341	2/0842	2/1371	
1/0351	2/0844	2/1372	
1/0353	2/0846	2/1811	
2/0369	2/0847	2/1831	

*Indicate additions

REENLISTMENT RESULTS FOR THE MONTH OF DECEMBER 1969

<u>GROUP</u>	<u>REC & ELIG 1ST/CAR</u>	<u>REENLISTED 1ST/CAR</u>	<u>PERCENT 1ST/CAR</u>
MWHG-1	9 - 5	1 - 5	11 - 100
MAG-11	23 - 4	6 - 4	25.9 - 100
MAG-12	11 - 10	2 - 8	18.2 - 80
MAG-13	9 - 6	3 - 5	33.3 - 83.3
MAG-16	13 - 13	3 - 12	23 - 93.4
MWSG-17	7 - 4	5 - 4	71 - 100
MAG-18	4 - 1	3 - 1	75 - 100
TOTAL	76 - 43	23 - 39	30.3 - 90.7

RECOGNITION LIST FOR FIRST TERM REENLISTMENTS

<u>SQUADRON</u>	<u>REC & ELIG</u>	<u>REENL</u>	<u>PERCENT</u>
VMA-242	2	1	50%
VMFA-115	2	1	50%
WERS-17	4	2	50%
H&MS-17	5	4	80%
VMA-223	1	1	100%
H&MS-12	2	1	50%
H&MS-18	3	2	66%
MASS-3	1	1	100%
VMO-2	1	1	100%

ROSTER OF KEY G-1 PERSONNEL

<u>BILLET</u>	<u>RANK/NAME</u>	<u>DATE</u>
ACofS G-1	Col G. S. STEWART	1-31 Jan 1970
Asst G-1	LtCol B. B. RUTHERFORD	1-11 Jan 1970
	LtCol D. A. MCCAUGHEY	12-31 Jan 1970
Personnel Officer	Maj E. L. WHEELER	1-31 Jan 1970
Career Plan	1stLt R. C. CRAWFORD	1-31 Jan 1970
AsstPersO	Capt J. J. COWART	1-31 Jan 1970
	Capt W. E. LEGG	1-31 Jan 1970
AdminO	1stLt R. LEWIS	1-31 Jan 1970
Section Chief	MSgt J. M. CURLEY	1-31 Jan 1970

G-3 Section Supporting Documents

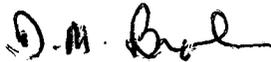
- Tab 1 Staff Judge Advocate Command Chronology Jan 1970
- " 2 Wing Awards Officer Command Chronology Jan 1970
- " 3 RONEVA Information (Air Operations) Report Jan 1970
- " 4 Civil Affairs Officer Command Chronology Jan 1970
- " 5 Wing Industrial Relations Officer Command Chronology Jan 1970
- " 6 Air Transport Coordinating Officer Transport Statistical Data Jan 1970
- " 7 Magazine "The Professional" Jan 1970
- " 8 Wing Special Services Command Chronology Jan 1970

OFFICE OF THE STAFF JUDGE ADVOCATE
1st Marine Aircraft Wing
Fleet Marine Force Pacific
APO San Francisco 96602

17/RLC/ntms
5750
10 Feb 1970

From: Staff Judge Advocate
To: Assistant Chief of Staff, G-3, 1st Marine Aircraft Wing
Subj: Command Chronology
Ref: (a) WgO 5750.4
Encl: ✓(1) Subject report

1. Pursuant to the instructions in reference (a), enclosure (1) is submitted.


D. M. BRAHMS

APD-3-TAB-1

17/RLC/ntms
5750
10 Feb 1970

STAFF SECTION REPORTING: Office of the Staff Judge Advocate, 1st
Marine Aircraft Wing

LOCATION: Danang Air Base, Danang, Republic of Vietnam

REPORTING PERIOD: 31 January 1970

PART ONE:

1. STAFF:

Colonel Halton H. BENNETT, USMC, Staff Judge Advocate
Major David H. BRANES, USMC, Deputy Staff Judge Advocate
Lieutenant John G. BIEBS, USMR, Counsel
Captain George D. CARLOCK, USMCR, Military Justice/Judiciary Officer
Captain James D. STOKES, USMCR, Counsel
Captain Robert W. COOK, USMCR, Counsel
Captain Michael G. MCCOLLUM, USMCR, Counsel
Captain Richard A. MURPHY, USMCR, Counsel
Captain Nathaniel F. MUMFORD, USMCR, Counsel
Captain Peter H. ROSENF, USMCR, Counsel
Captain Charles H. ROBERTS, III, USMCR, Counsel
Captain Thomas A. RULON, USMCR, Counsel
Captain Anthony HODGE, USMCR, Counsel
Captain Michael H. MULLINO, USMCR, Legal Assistance Officer
Chief Warrant Officer-2 Len L. PIERCE, USMC, Legal Administrative Officer

2. Not applicable.

3. AVERAGE MONTHLY STRENGTH:

15 Officers and 17 Enlisted.

4. IMPORTANT VISITORS:

None.

PART TWO:

None.

PART THREE:

None.

PART FOUR

None.



UNITED STATES MARINE CORPS
 HEADQUARTERS 1ST MARINE AIRCRAFT WING
 FLEET MARINE FORCE, PACIFIC
 FPO SAN FRANCISCO 96602

IN REPLY REFER TO:
 7B/DDB/ddb
 1650
 10Feb70

From: Wing Awards Officer
 To : Assistant Chief of Staff, G-3 (ATTN: Historian)
 Subj: Command Chronology, January 1970
 Ref: (a) WgO 5750.4

1. In accordance with reference (a), the following report is submitted:

The Wing Awards section processed 3,100 awards during January. The types and numbers are as follows:

<u>PROCESSED AND FORWARDED TO HIGHER HEADQUARTERS</u>		<u>RECEIVED FROM HIGHER HEADQUARTERS</u>	
Navy Cross	0	Navy Cross	1
Silver Star	2	Silver Star	2
Legion of Merit	11	Distinguished Flying Cross	17
Distinguished Flying Cross	38	Bronze Star	2
Bronze Star	59	Air Medal	36
Air Medal	37	Navy Commendation Medal	5
Navy Commendation Medal	139	Navy Achievement Medal	8
Navy Achievement Medal	169	Certificate of Commendation	4
TOTAL	455		75
Air Medals awarded at 1stMAW			2,566
Purple Hearts awarded at 1stMAW			4
	TOTAL		2,570
	GRAND TOTAL		3,100

R. L. Lorenz
 R. L. LORENZ

Abb-3-7802

HEADQUARTERS
1st Marine Aircraft Wing
Fleet Marine Force Pacific
APO, San Francisco, 96602

SECRET

3:GIR:glr
Ser: 003C03370
2Feb70

SECRET (UNCLASSIFIED upon removal of enclosure (1))

From: Commanding General
To: Commanding General, III Marine Amphibious Force (Attn: G-3)

Subj: MONEVAL Information (Air Operations) (U)

Ref: (a) MACV Dir 335-4

Encls: ✓(1) 1st MAW MONEVAL Report for January 1970

1. In accordance with reference (a), enclosure (1) is submitted.

R. L. La Mar
R. L. LA MAR
By direction

Copy to:

III MAF Liaison O, 7th AF, TSN AB (2)
Historical O, G-3 (2)
Historical O, 1st MarDiv (1)
G-3, 1st MAW (1)
File S&C (1)

GROUP-4

Downgraded at 3 year intervals
Declassified after 12 years

1st MAW S&C No.	Copy No.
411-70	4

SECRET

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SECRET

SECRET

MONEVAL INFORMATION1ST MARINE AIRCRAFT WING OPERATIONS FOR JANUARY 1970

I. Throughout the month of January 1970 the 1st Marine Aircraft Wing continued to fly in support of I Corps units. Flight operations were somewhat affected by adverse weather conditions resulting in 227 (113 target and 114 base) missions being cancelled. Major ground operations were supported both by fixed wing and helicopters throughout the I Corps area of responsibility. Support was also provided to the U. S. Air Force out-of-country interdiction efforts in LAOS and to 7th Fleet (BARCAP).

II. TOTAL FIXED WING TACTICAL SORTIES: 4,353; TONS OF ORD: 11,879

1. Total Fighter/Attack Sorties	4,003
a. In-Country fighter/attack sorties	2,990
b. Out-of-Country fighter/attack sorties	1,013
2. Total ECM/ESM sorties	179
3. Total photo sorties	128
4. Total IR/SLAR sorties	43

III. FIGHTER/ATTACK SUPPORT (CAS, DAS, ID, LZP, ESCORT, BARCAP AND RESCAP) - NUMBER/PERCENT OF TOTAL:

1. 1ST MARDIV	1,017	25.5
2. U. S. ARMY	1,842	46.0
3. ROKMC	53	1.3
4. ARVN	78	1.9
5. 7TH AF (Includes 16 B-52 Esc)	963	24.1
6. 7TH FLEET (BARCAP)	50	1.2

IV. OUT-OF-COUNTRY FIGHTER/ATTACK SORTIES (NVN/LAOS)

1. Steel Tiger (7TH AF)	922
2. Rolling Thunder (RECCE ESCORT, 7TH AF)	50
3. BARCAP (7TH Flt)	50
4. ESCORT (7TH AF)	41

1

ENCLOSURE (1)

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V. HELICOPTER OPERATIONS

- 1. Total sorties 30,868
- 2. Total tasks 8,694
- 3. Total flight hours ~~9,219.1~~ 10,050.6 *jk*
- 4. Total tons of cargo 5,405.1
- 5. Total passengers 71,955
- 6. Breakdown by major units supported:

<u>UNIT</u>	<u>SORTIES</u>	<u>TASKS</u>	<u>FLT HOURS</u>	<u>CARGO (TONS)</u>	<u>PAX</u>
1ST MARDIV	22,490	6,216	6,101.8 6882.9 <i>jk</i>	3,865.7	56,262
III MAF Other	8,378	2,478	3,117.3 3167.7 <i>jk</i>	1,539.4	15,693

VI. ECM/ESM SUPPORT

- 1. III MAF 142
- 2. TF-77 9
- 3. 7TH AF 28

VII. ASRT OPERATIONS

	<u>DAY</u>	<u>NIGHT</u>	<u>TOTAL</u>
1. Missions	569	331	900
2. Sorties controlled	905	403	1,308
3. Targets attacked	642	411	1,053

VIII. BOMB DAMAGE ASSESSMENT

- 1. The following BDA for the 1ST MAW in RVN was:

- 94 KBMA
- 419 Structures destroyed, 105 damages
- 449 Bunkers destroyed, 85 damaged
- 143 Secondary explosions
- 213 Secondary fires
- 4 Boats destroyed
- 4 Trucks destroyed, 8 damaged
- 6 AW positions destroyed, 1 damaged
- 43 Roadcuts
- 5 Bridges destroyed, 9 damaged
- 1 Bulldozer destroyed
- 1 APC position destroyed
- 1 Food Cache destroyed
- 1 Railroad station destroyed
- 2 Antennas damaged
- 2 Pigs KBMA

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2. Reported BDA out-of-country:

20 KBMA
 3 Structures destroyed
 8 Bunkers destroyed, 2 damaged
 100 Secondary explosions
 116 Secondary fires
 11 Trucks destroyed, 69 damaged
 4 AW Positions destroyed, 4 damaged
 1 POL fire
 1 ZPU position destroyed
 2 37MM positions destroyed, 1 damaged
 3 Roadcuts
 1 Bridge destroyed, 1 damaged

IX. OPERATIONS SUPPORTED - SUMMARY

A. FREDERICK HILL 1-31 JAN

<u>FW</u>	<u>FW</u>	<u>HELO</u>	<u>HELO</u>	<u>HELO</u>	<u>HELO</u>
<u>SORT</u>	<u>TONS</u>	<u>SORT</u>	<u>HOURS</u>	<u>PAX</u>	<u>CARGO</u>
136	319.7	-	-	-	-

10 KBMA; 141 structures destroyed, 33 damaged; 50 bunkers destroyed, 8 damaged; 9 secondary explosions; 32 secondary fires

B. IRON MOUNTAIN 1-31 JAN

<u>FW</u>	<u>FW</u>	<u>HELO</u>	<u>HELO</u>	<u>HELO</u>	<u>HELO</u>
<u>SORT</u>	<u>TONS</u>	<u>SORT</u>	<u>HOURS</u>	<u>PAX</u>	<u>CARGO</u>
263	539.9	-	-	-	-

65 Structures destroyed, 9 damaged; 44 bunkers destroyed, 4 damaged; 12 secondary explosions; 43 secondary fires; 1 Roadcut; 2 Bridges destroyed

C. NANTUCKET BEACH 1-31 JAN

<u>FW</u>	<u>FW</u>	<u>HELO</u>	<u>HELO</u>	<u>HELO</u>	<u>HELO</u>
<u>SORT</u>	<u>TONS</u>	<u>SORT</u>	<u>HOURS</u>	<u>PAX</u>	<u>CARGO</u>
10	10.1	-	-	-	-

No reported BDA

D. GENEVA PARK 1-31 JAN

<u>FW</u>	<u>FW</u>	<u>HELO</u>	<u>HELO</u>	<u>HELO</u>	<u>HELO</u>
<u>SORT</u>	<u>TONS</u>	<u>SORT</u>	<u>HOURS</u>	<u>PAX</u>	<u>CARGO</u>
43	57.7	-	-	-	-

60 structures destroyed, 37 damaged; 29 bunkers destroyed, 11 damaged; 13 secondary explosions; 10 secondary fires

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E. RANDOLPH GLEN 1-31 JAN

<u>FW</u>	<u>FW</u>	<u>HELO</u>	<u>HELO</u>	<u>HELO</u>	<u>HELO</u>
<u>SORT</u>	<u>TONS</u>	<u>SORT</u>	<u>HOURS</u>	<u>PAX</u>	<u>CARGO</u>
523	1424.7	-	-	-	-

9 KBMA; 22 structures destroyed, 1 damaged; 168 bunkers destroyed, 7 damaged; 69 secondary explosions; 69 secondary fires

F. FULTON SQUARE 1-18 JAN

<u>FW</u>	<u>FW</u>	<u>HELO</u>	<u>HELO</u>	<u>HELO</u>	<u>HELO</u>
<u>SORT</u>	<u>TONS</u>	<u>SORT</u>	<u>HOURS</u>	<u>PAX</u>	<u>CARGO</u>
122	187.9	-	-	-	-

10 Bunkers destroyed; 1 secondary explosion

G. VICTORY DRAGON XIX 1-31 JAN

<u>FW</u>	<u>FW</u>	<u>HELO</u>	<u>HELO</u>	<u>HELO</u>	<u>HELO</u>
<u>SORT</u>	<u>TONS</u>	<u>SORT</u>	<u>HOURS</u>	<u>PAX</u>	<u>CARGO</u>
30	52.1	1715	366.1	6032	658.8

9 Structures destroyed, 2 damaged; 1 bunker damaged; 2 secondary fires

H. GREEN RIVER 19-31 JAN

<u>FW</u>	<u>FW</u>	<u>HELO</u>	<u>HELO</u>	<u>HELO</u>	<u>HELO</u>
<u>SORT</u>	<u>TONS</u>	<u>SORT</u>	<u>HOURS</u>	<u>PAX</u>	<u>CARGO</u>
48	67.3	-	-	-	-

2 Bunkers destroyed, 2 damaged; 1 secondary explosion; 1 secondary fire

X. AIRCRAFT LOSSES

<u>MODEL</u>	<u>BUNO</u>	<u>DATE</u>	<u>IN/OUT</u> <u>COUNTRY</u>	<u>OPERATIONAL</u> <u>OR COMBAT</u>	<u>MAJOR CAUSE</u>
F-4B	152283	5 Jan	Out	Combat	Ground Fire
A-4E	152082	9 Jan	In	Combat	Ground Fire
CH-46D	153401	11 Jan	In	Operational	Material Failure

XI. The following unit rotations took place during the month of January 1970:

<u>UNIT</u>	<u>FROM</u>	<u>TO</u>	<u>DATE</u>
VMFA-542	Danang AB	MCAS El Toro	30 Jan
VMA-223	Chu Lai AB	MCAS El Toro	28 Jan
HMH-361	Marble Mountain Air Facility	MCAS Santa Ana	30 Jan

4

ENCLOSURE (1)

SECRET

HEADQUARTERS
1st Marine Aircraft Wing
Fleet Marine Force, Pacific
FPO San Francisco 96602

46/HWT/rfh
5000
11 Feb 1970

From: Civil Affairs Officer
To: Commanding General, 1st Marine Aircraft Wing (Attn: G-3)
Via: Assistant Chief of Staff, General Services Officer

Subj: Command Chronology

Ref: (a) MCO P5750.1A
(b) FMFPacO 5750.8A
(c) WgO 5750.4

Encl: ✓(1) Command Chronology for January 1970

1. In accordance with reference (a) and (b) the command chronology for the month of January 1970 is hereby submitted as enclosure (1).

H. F. Misitis
H. F. MISITIS

Ab's-3 TAB-4

COMMAND CHRONOLOGYPart I. Organizational Data

- | <u>1. Organization</u> | <u>Location</u> | <u>Period</u> |
|------------------------|-----------------|---------------|
| Civil Affairs | Da Nang, RVN | 1-31 January |
2. Section Staff
- Civil Affairs Officer. 1-23 January 1970, Capt. S. M. ZENDA
 Civil Affairs Officer. 23-31 January 1970, Maj. H. F. MISITIS
3. Average strength for Jan 1970
- Officers - 2 Enlisted - 6

Part II. Narrative

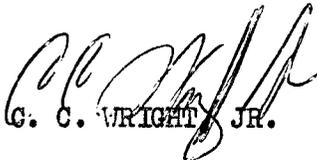
1. On 18 January 1970 the operation attempted in Hoa An was a total failure.
- a. The planned County Fair portion of the operation was cancelled because the troops were unable to establish a collection point for the people.
- b. The DentCap and MedCap weren't carried out due to the cancellation of the County Fair.
- c. None of the objectives of the operation were achieved. Future operations will be better led and controlled and the troops conducting the operation will be briefed to recognize the importance of conducting such an operation.
2. Assistant Chief of Staff G-5 1st Marine Division visited the demonstration project at Phouc Tuong, and was highly impressed with the project. He intends to start similar projects in his area of responsibility.
3. On 22 January 1970 a demonstration was given in Hoa Da Village with the Kubota tractor and rice shredder. There were approximately 65 villagers on hand to witness the demonstration.
4. The Chicken Project has proved profitable with the recent marketing of the chickens.

Enclosure (1)

HEADQUARTERS
1st Marine Aircraft Wing
Fleet Marine Force, Pacific
APO San Francisco 96602

53;CCW:tp
12000-359
10 Feb 70

From: Wing Industrial Relations Officer
To: Assistant chief of Staff G-3, 1st MAW (Attn; Historian)
Subj: Command Chronology for period 1 January 1970 to 31 January 1970.
Ref: (a) MCO 5750.2
(b) FMFPACO 5750.8
Encl: ✓(1) 1st Marine Aircraft Wing Command Chronology
1. In accordance with the provisions of reference (a) and (b),
enclosure is submitted.


G. C. WRIGHT JR.

116p-3-TAB-5

BREAKDOWN OF PERSONNEL AND FUNDS

<u>PERSONNEL</u>	<u>APPRO.</u>	<u>NON-APPRO.</u>	<u>PERS SERV</u>
MWHG-1	150	126	186
MAG-11	51	17	69
MAG-12	51	41	25
MAG-13	52	48	2
MAG-16	125	69	120
MMSG-17	49	43	148
MACG-18	<u>26</u>	<u>40</u>	<u>33</u>
SUB-TOTAL:	504	384	583
	TOTAL.....1,471		
<u>FUNDS</u>	<u>APPRO.</u>	<u>NON-APPRO.</u>	<u>PERS SERV.</u>
MWHG-1	276,853,600	3,424,471	305,144
MAG-11	765,941	253,301	280,930
MAG-12	89,389	224,776	9,305
MAG-13	395,070	11,003	8,200
MAG-16	1,631,261	679,875	1,800,910
MMSG-17	824,626	535,698	790,570
MACG-18	<u>361,242</u>	<u>289,176</u>	<u>257,430</u>
SUB-TOTAL:	31,752,889 \$VN	5,418,300 \$VN	3,444,269 \$VN
	TOTAL..... 40,615,458 \$VN		

ENCLOSURE (1)

HEADQUARTERS
 1st Marine Aircraft Wing
 Fleet Marine Force, Pacific
 FPO San Francisco 96602

ATCO/JPF/jpf
 1 February 1970

MEMORANDUM

From: Air Transport Coordinating Officer
 To: Historical Officer, 1st Marine Aircraft Wing

Subj: Transport Statistical Data; month of January 1970

1. The following data is submitted for the month of January 1970:

a. KC-130F

(1) Cargo Carried	2,255.1 TONS
(2) Passengers Carried	8,408
(3) Aircraft Refueled	263
(4) Fuel Given (TOTAL)	1,829,565 LBS
(5) Aircraft Refueled (DAILY)	250
(6) Fuel Given (DAILY)	1,490,815 LBS
(7) Tactical Troops Moves	Ø
(8) Flares Dropped	4,866
(9) Total Flight Hours	1,148.5
(10) Cargo Hours	492.2
(11) Cargo Sorties	396
(12) Flare Hours	370.9
(13) Flare Sorties	63
(14) Total Sorties	544
(15) Air Refuel Hours (TOTAL)	285.4
(16) Air Refuel Sorties (TOTAL)	85

Abiz-THE-6

(17) BARCAP Hours	35.0
(18) BARCAP Sorties	13
(19) Aircraft Refueled BARCAP	29
(20) Fuel Given (BARCAP)	338,750 LBS
(21) USAF Passenger Assist	Ø
(22) Air Drop Hours	Ø
(23) Air Drop Cargo Carried	Ø
(24) Air Drop Sorties	Ø
(25) Actual Air Cargo Dropped	Ø

b. C-117D

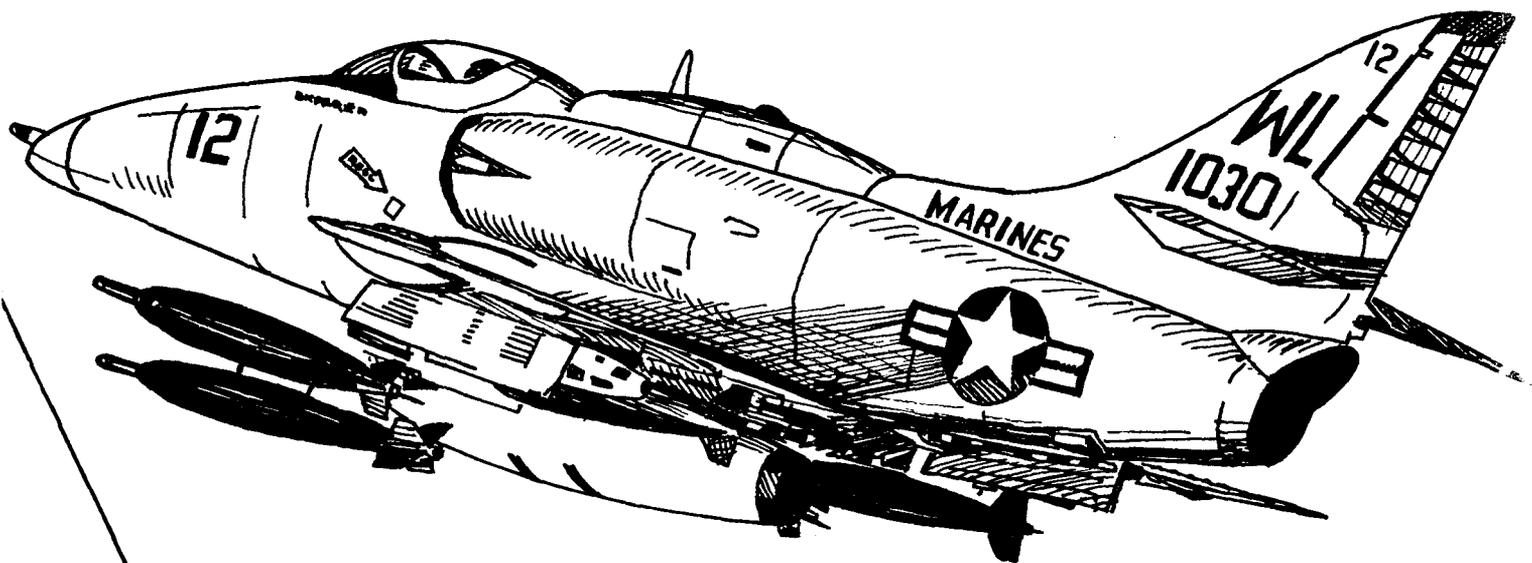
(1) Cargo Carried	11.9
(2) Passengers Carried	937
(3) Flares Dropped	521
(4) Total Flight Hours	289.8
(5) Total Sorties	168


 JAMES P. FERRIS
 By direction

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THE PROFESSIONAL

COMBAT READINESS THROUGH PROFESSIONAL SERVICE



SAFETY - STANDARDIZATION

FIRST MARINE AIRCRAFT WING

VIETNAM

JANUARY

1970

A66-3 TAB-7



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The Professional is a monthly Aviation Safety and Standardization Magazine published by the 1st Marine Aircraft Wing Safety and Standardization Staff. It is dedicated to saving lives and preventing injuries, to reducing operating cost and contributing to the First Wing's ability to accomplish its combat mission. Contents are informational in nature and should not be construed as regulations or directives unless so stated. The Editor reserves the right to modify the content of manuscripts received without altering their intended meaning. This publication is FOR OFFICIAL USE ONLY. Address all correspondence to: Editor, THE PROFESSIONAL, Wing Aviation Safety Office, 1st Marine Aircraft Wing, FPO San Francisco, California 96602.

TABLE OF CONTENTS

Command Message.....3

ASO's Notes.....4

Aircraft Accident/Incident Briefs.....5

Quality Assurance of Flight Equipment.....8

Petulant Pete - February Weather.....10

Hand in Glove.....12

Hairy Tale.....13

Atta Boy.....14

Double Standard.15

Coolstone Calls a Board.....16

Ground Safety Notes.....27

Assist the Operator - For Safety's Sake.....28

NATOPS Publication Status Guide.....32

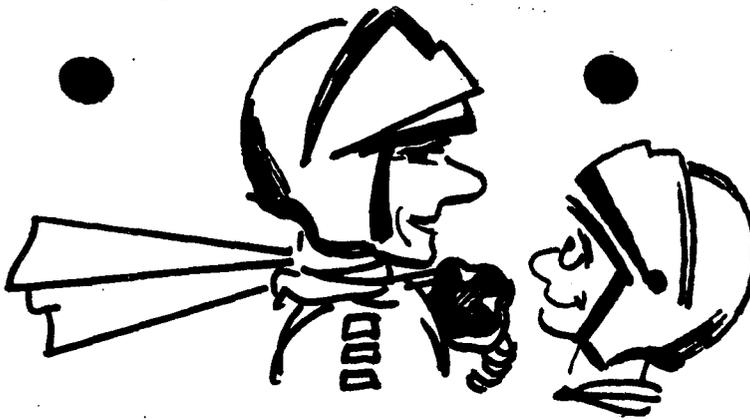
1st MAW NATOPS Officers.....34

1st MAW Aviation Safety Officers.....35

Aviation Safety Statistics.....36



H·MS-12
VMA-211
VMA-223
VMA-311
MABS-12



COMMAND MESSAGE

OUR GREATEST ASSET - OR - OUR WORST LIABILITY

The experienced aviator, on his second combat tour, with many hours in "type", can be any squadron's greatest asset. He is the man whom all of the younger, less experienced, pilots look to for guidance, words of wisdom, and "the answers". He can be an important factor in making or breaking a squadron's safety record. Yet, to the unsuspecting CO, this valuable asset can turn into a liability.

You may ask how this can happen? There are many ways. Let's look at a few:

1. Our second tour pilot is just a little "salty" and when a Jr. LT asks him a question which is important to him, the answer from Sr. CAPT is, "You mean you don't know the answer to that? How stupid can you get?" It only takes a few of these type answers and this valuable asset is gone, for no junior will risk the embarrassment of questioning this wise and able individual.

2. Our senior aviator, in his brief, omits many things, his reasoning being, "I know that and so should my wingman." This type of take-it-for-granted attitude may well be the cause of the next accident in the squadron. As an experienced aviator, it is often difficult to remember your "Nugget" days, when you did not know all of the answers. However, it is imperative that you do remember this and be ready and willing to give the answers when asked, to volunteer information when not asked, and to give complete and thorough briefs. Remember - an incomplete brief, an assumption on the part of the flight leader, are dangerous things and must not be allowed to happen.

The list could go on forever, but by now the meaning should be clear. Each and every Commanding Officer must make his experienced pilots aware of their responsibilities to the younger, less experienced pilots. Also, each of these experienced pilots must be ready to share the wealth of knowledge and experience with everyone and anyone. If and when this is accomplished, then and only then, can we remove this valuable asset from the potential liability list.

Colonel F. B. Henley
Commanding Officer
Marine Aircraft Group-12

ASO'S

"NOW HEAR THIS



PROFESSIONAL NOTES

With the arrival of the new year, we reluctantly say goodbye to our leader of the last four months, ex-Wing Aviation Safety Officer LtCol. J. K. Davis, now the executive officer of MAG-11. That he shared our sadness at his leaving was obvious, as we witnessed his gleeful dance before sprinting out of the Safety Office, heading towards the MAG-11 gate, flight suit flapping, orders held aloft and moustache twirling. There's nothing a lieutenant colonel won't do in order to rate his own Jeep and a permanent slot on the flight schedule! LtCol. Davis' great qualities will be sorely missed by the staff of the PROFESSIONAL and we wish him every success in his new job. Major Tom Andrew, with a varied background in both helos and fixed wing, is the new Wing ASO.

Another PRO staff change occurred in the art department. Corporal S. M. Greenig was selected by CMC for duty as a combat artist with our Big Brother, III MAF. His replacement is Lance Corporal Nolan Woods, who comes to us from the MWCS-1 radio relay detachment at Phu Bai.

We received the following from a recent 366 Tactical Fighter Wing accident prevention bulletin reminding all aircrews of the FLIP enroute supplement procedure concerning lost communications while in the Danang GCA pattern:

When on base leg for approach to runway 17L, 17R, if no transmission is received for a turn to final approach after crossing the 360 degree radial of the Danang TACAN, turn left immediately and execute a straight-in instrument approach.

Additionally, standard GCA voice instructions for runways 17L, 17R include the following base leg instructions: Do not operate west of the 350 degree radial.

This is no joke, gents! Check accident brief no.4 on page 6.

1ST MAW AIRCRAFT ACCIDENT BRIEFS

December 1969

1. A/E, Blew tire/ran off runway: Damage: ALFA
Injury: Foxtrot

After approximately 2200 feet of travel on take-off roll the right tire failed and the pilot aborted his take-off. The decision to abort occurred just prior to the M-21 arresting gear with 6500 feet of runway remaining at 110 knots. The pilot shut the engine down and started applying brake pressure. Due to a combination of the failed tire, the cross wind, and the crowned runway he was unable to keep the aircraft headed straight down the runway. The pilot ejected successfully as the A/C departed the side of the runway. The A/C came to rest in an inverted position.

Cause: Material failure of the tire. The board listed as a contributing cause FOD found on the runway near where the tire failed.

2. UH-1E, Tail rotor system failure/forced landing: Damage: ALFA
Injury: 2 Major
1 Minor

The pilot and crew of the aircraft heard a loud bang from behind followed by a severe yaw to the left. The pilot immediately entered autorotation and regained partial control. At this time the nose began to tuck under. The pilot was unable to control it with full aft cyclic. The A/C impacted the ground approximately five degrees nose low heading forty-five degrees to the left of the flight path and came to rest on its right side.

Cause: Accident is under investigation. Suspect material failure in tail rotor system or flight control system.

3. C-117, Aircraft flew into mountain: Damage: ALFA
Injury: 4 "A"

A/C was checking operation of the station TACAN under control of Approach Control. Pilot reported encountering turbulence and requested climb from 3500 feet to 4500 feet. At this time radar and radio contact was lost 10 miles SW of the field. A/C impacted at 3550 foot level of 4000 foot high mountain.

Accident Briefs....

Cause: Minimum altitude vectoring chart and low altitude approach plates incorrectly depicted the high altitude terrain in the area. 3500 feet flown by pilot would have provided clearance according to charts, however, terrain is actually 4000 feet.

4. CH-46D, Flew into mountain while on radar controlled approach: Damage: ALFA
Injury: 10"A"

Aircraft was enroute to home base on night courier flight. Hand off was made by GCI to approach control and A/C was subsequently cleared inbound on the 354 degree radial. The A/C turned to the right, away from radial interception. Approach control advised the pilot on guard to turn left due to mountainous terrain ahead of him. The pilot maintained his heading and replied that he was unable to "read" approach control. Shortly thereafter the A/C struck the mountain.

Cause: Accident is under investigation. Pilot possibly misinterpreted radial change information or may have had TACAN lock off problems.

1ST MAW AIRCRAFT INCIDENT BRIEFS

December 1969

1. F4E, Gear would not retract: Damage: None
Injury: None

Left main landing gear would not fully retract after take-off. Visual check showed that inboard gear door was not fully opening/closing. Gear was blown down and uneventful Morest landing made.

Cause: Port uplatch sequence valve had internal leak.

2. A6A, Windscreen cracked: Damage: Limited
Injury: None

Pilot turned windscreen air on for T/O in rain. Inadvertently remained on for 1.4 hours. Windscreen cracked due to heat.

Cause: Pilot failed to turn windscreen air off after T/O.

3. A6A, Fire: Damage: Limited
Injury: None

After completion of flight, A/C was in fueling area preparing for shutdown when plane captain noticed smoke coming from equipment access panel. Panel was removed and DC transfer and hold relay was found to be on fire. Fire was extinguished.

Incident Briefs....

Cause: Unknown malfunction of DC transfer and hold relay.

4. TA/F, Low fuel light: Damage: None
Injury: None

Low fuel warning light illuminated in flight indicating 550 lbs internal. Prior to this, fuel indication was 1500 lbs. Pilot selected fuel transfer by pass and internal quantity increased to 2000 lbs.

Cause: Particle contaminants (sand) lodged in fuel level control valve causing it to stick in the closed position.

5. H-46, Loss of control: Damage: None
Injury: None

Aircraft approached zone with external load. Directional control was lost and A/C yawed clockwise through several 360° degree turns. Load was dropped and A/C landed without mishap.

Cause: Suspect aircraft was in a skid during approach and the swinging external load aggravated skid condition causing directional control loss.

6. UH-1E, Engine failure: Damage: None
Injury: None

Engine quit in level flight without prior indication of malfunction. Autorotated to rice paddy.

Cause: Unknown. Engineering investigation requested by squadron.

Attention Group Commanders

COMMAND MESSAGE SCHEDULE

The schedule for submission of the Command Message for publication in THE PROFESSIONAL is as follows:

MAG-13	Feb 1970
MAG-16	Mar 1970
MMSG-17	Apr 1970
MACG-18	May 1970
MAG-11	Jun 1970



With the advent of the newly published and distributed NAVAIR manuals in the 13-1 series a fresh approach to Quality Assurance is open to Parachute Riggers within Wing units.

Presently only two of the seven manuals planned for publication are in the field, these being NAVAIR 13-1-6.1 (Inflatable Survival Equipment) and NAVAIR 13-1-6.2 (Personnel Parachutes). One of the salient features of the new manuals is the recommended check-off forms used for the inspection of life preservers, life rafts and personnel parachutes. These inspection check-off forms are used as worksheets during Calendar Inspections and should be filed away until the next Calendar Inspection. Until the Navair forms are provided, the sample forms should be locally produced.

In years past, many Flight Equipment Chiefs used their own system of inspection and in many cases manufactured check-off sheets to suit their particular needs. Long experience with this type of homemade Quality Assurance showed a dire need for standardization. Some inherent advantages gained by standardization of the new check-off lists are:

1. Provides a logical and systematic method for Quality Assurance of Survival Equipment.
2. Provides a step by step guide for accomplishing required maintenance.
3. Provides for continuity.

Flight Equipment....

Some additional benefits of the new check-off lists are:

1. The form serves as a permanent record to show that survival gear was inspected and modified in accordance with pertinent NAVAIR manuals and directives.
2. It is a source of factual information when used in conjunction with the Unsatisfactory Report.
3. It helps to cut down the time expended on maintenance.
4. The form itself can be used as a guide for the shop technical training program.

The parachute rigger should keep in mind that the check-off forms are not a cure-all or a substitute for a competent quality assurance program. The basic guidelines, as outlined in NVALK Instruction 4700.2, must be faithfully adhered to in order to perform a thorough QA inspection.

Some tips the QA inspector might keep in mind are:

1. Take your time when inspecting. If you hurry, you might overlook a defect.
2. If in doubt about a particular aspect of the inspection, ask questions and satisfy yourself that the job was done correctly.
3. Use the check-off form provided as shown in the manual.
4. Perform your inspection in sequence.
5. Once you start your inspection, continue on until the job is complete.

This is extremely important when repacking personnel parachutes. The survival technician should always keep in mind that the QUALITY of his WORK MIGHT MAKE THE DIFFERENCE between survival or disaster for the aircrewman.

Capt. S. A. Skalski
MAG-16 Flight Equipment O



ATTILANT FETE'S
PRECARIOUS PROGNOSTICATION
FEBRUARY

By February the mean low-level flow over the South China Sea has generally veered into an east-northeasterly direction, although surface winds are still northeasterly. Consequently, little change can be expected in the overall weather over I Corps, although "surges" in the monsoon flow are weaker and more shallow than during January.

Most of Laos and eastern Thailand continue to enjoy relatively cloudless skies and unrestricted visibilities.

Low Level Operations (1000 ft., 2½ mi.): During the month of February there are 13-15 days favorable for low level operations over the coast, and the mountains north of 16°N from 0400H-1200H. From 1200H-2000H there are 16-19 favorable days. Over the mountains south of 16°N and west of the ridgeline in I Corps, there are greater than 20 favorable days.

Mid Level Operations (5000 ft., 5 mi.): Throughout I Corps there are 11-14 days favorable for mid level operations from 0400H-1200H and 13-17 favorable days from 1200H-2000H.

Winds: The prevailing 2,000 foot flow over I Corps is east-northeasterly during February. Surface winds are generally northerly to northeasterly although they are influenced by local topography, and can deviate significantly from the mean flow. Along the coast, sea and land breezes affect both the direction and speed of low level winds.

Winds with an easterly component extend to about 5,000-7,000 feet over I Corps. With increasing altitude, the flow becomes southwesterly to westerly and increases in strength throughout Southeast Asia.

Petulant Pete.....

Precipitation: In February, the Siberian high pressure cell begins to weaken and the northeast monsoon abates slightly, producing less rainfall on the exposed eastern slopes of the Annam Mountains and along the northeast coast. Nevertheless, these areas can expect 1 or 2 days with rainfall greater than $\frac{1}{2}$ inch and precipitation in excess of 2 inches occurs occasionally, particularly in the vicinity of Hue.

The mean number of days with measurable precipitation in I Corps ranges from 5 to 10 days. The area between Danang and the DMZ can expect rainfall, usually in the form of drizzle, on one to three days. As many as 17 days with measurable precipitation have been recorded at Danang during the month.

Mean monthly precipitation over I Corps ranges from 1 to 6 inches. Ba Na, located south-southwest of Hue, records the highest - 8.5 inches. Danang records a monthly mean of 1.7 inches.

Maximum 24 hour precipitation amounts in excess of 6 inches have occurred in I Corps, with Danang recording a one-day rainfall of 2.4 inches.

Temperature: The mean maximum/minimum temperatures range from 75°/60° in the mountains to 80°/65° along the coast.

Relative Humidity: The mean relative humidity during February remains high throughout I Corps with a value of 90%. As might be expected, the area around Hue records the highest values - 95% to 98%.

Sea Temperature: The mean sea surface temperature off the coast of I Corps during February is 72°.

Currents: The surface currents continue to reflect the northeast monsoon and the mean speed of the southward flowing current along the coast is 0.6 knot.

Tropical Disturbances: Only two tropical storms and/or typhoons entered the South China Sea between 1947 and 1968. In both cases they were downgraded to tropical depressions well before they reached the coast of Southeast Asia.

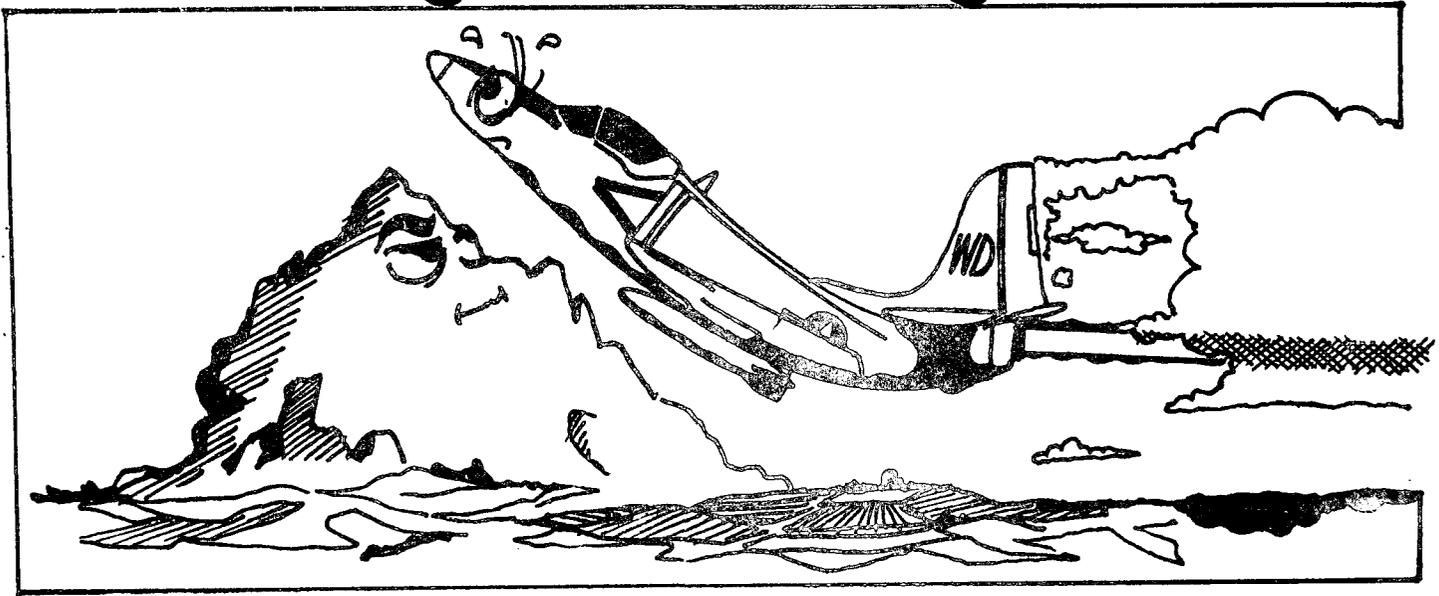
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An incident happened recently which proves a very interesting point. It seems that ye ole salty ALO tried to lure an innocent young H-53 driver into towing a truck, which was stuck in the mud in a remote area, with an external hook. Fortunately for all concerned, the pilot declined the invitation and wisely so. The external hook on the H-53 is designed to lift in a vertical plane only. It is not stressed properly for heavy loads in either a fore and aft or a lateral plane.

While it is true that Sikorsky has indeed developed towing gear for the H-53, such equipment is not currently in use in the FMF. It is significant to note that during actual towing operations, the cable is strung internally through the cargo door with the ramp down - not like the external hook. It is also most important to know that the use of any old cable at hand is unacceptable. The only cable approved thus far is one which is specially designed to minimize backlash should the cable fail under a heavy load. There is no need to mention what might happen if a cable were to part and, for example, whip up around the rotor head. Towing operations to date have been conducted mostly at altitudes below 100 feet and attitudes approaching 20° nose down! And this is with the RAD ALT HOLD ON. Quite obviously the pilot involved should be highly trained before attempting this type of maneuver. The Marine pilots properly qualified, thus far, can be counted on one hand. So much for towing.

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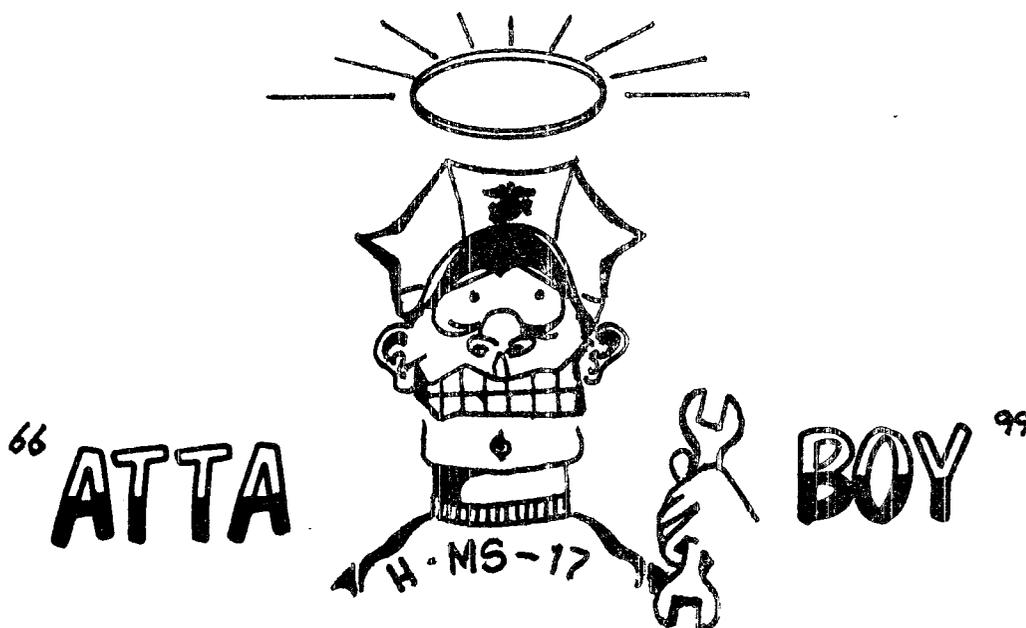


HAIRY TALE

Recently a flight of two aircraft checked in with Approach Control for a Random Radar to a precision final. Lead reported being approximately on the 115° radial at 30 miles. Approach turned the section to 180° for radar identification. The target Approach was painting turned to 180° and Approach reported radar contact. Descent was commenced to 5000 feet on 180° heading. Three other turns were given the section and further descent to 2500 feet. The section broke out over the mountains on the 285°/29 and would have hit the mountain had they been IFR.

It appears that the initial position of the section was about 180° and 60 miles from their reported position. The Approach Controller maintains he picked up a target in the reported position tracking the reported heading and that the target made all requested turns. After the section reported they had broken out over the mountains, Approach Control did not follow the aircraft that had been taking their turns.

The preceding hairy tale was taken from a tape transcript of the episode. It seems that Lead had TACAN problems and was depending on his wingman for TACAN position throughout the episode. The aircraft that apparently took the requested turns from Approach was never identified; however, it is possible that by coincidence this aircraft was making a VFR straight-in to the same field and made turns that approximated those requested. From our arm chair position, it appears that the wingman missed his radial by 180°. After the flight began a climb to 6000 feet, Lead asked the wingman for Pigeons to Homeplate. The Wingman reported "Ah, Roger, Two to Lead, I've got us on the 290°/32". Pigeons to Homeplate were in fact 110°/32. Whether the 180° error in the initial position of the flight was due to confusion of Pigeons and radial/position is unknown. At any rate we have two lucky pilots and two aircraft in our inventory that we wouldn't have had if the weather had been worse.

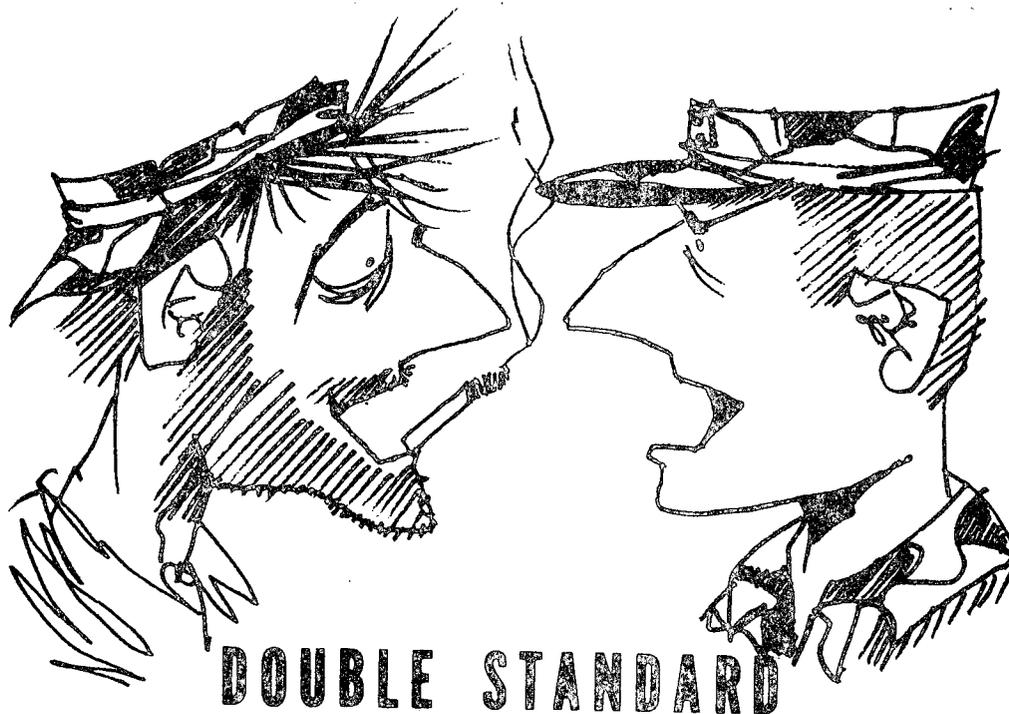


Editor's Note.... We received the following letter earlier this month from the Commander of the Seventh Fleet's Detachment Eravo, a Navy liason team located on Monkey Mtn. In the November PROFESSIONAL we had asked 1st MAW readers to forward write-ups of outstanding aircrew/maintenance performance in hazardous situations for recognition in the PRO. Although the Commander's letter is not quite in that vein, a little research indicated that he knows whereof he speaks, with 4,000 hours and 800 carrier landings (300 night), all in S-2 type aircraft, garnered during tours with VS-22, VS-36 and VS-37. Thus, we are pleased and proud to present the complementary views of one obvious professional from our sister service.

From: Commander Earl C. Koester II
 To: Editor, THE PROFESSIONAL

Subj: H&MS-17 Aircraft Maintenance

1. Recently I've had the good fortune to be permitted to fly with H&MS-17 in the US-2B's operated by that unit. It was immediately apparent to me that the H&MS-17 maintenance personnel took considerable pride in carrying out their assigned tasks. The attitude of the Maintenance Chief and his men reflects a professional approach to their work that is clearly reflected in the condition of the aircraft they maintain. I've been flying the S-2 type aircraft continuously since 1955 and, as a result, have been exposed to many different activities associated with S-2 maintenance. I've been very favorably impressed by H&MS-17 maintenance personnel and the manner in which they care for their aircraft. All too often only the bad jobs get recognition. In this case, I recognize a job well done and would like to bring the splendid efforts of these Marines to your attention.



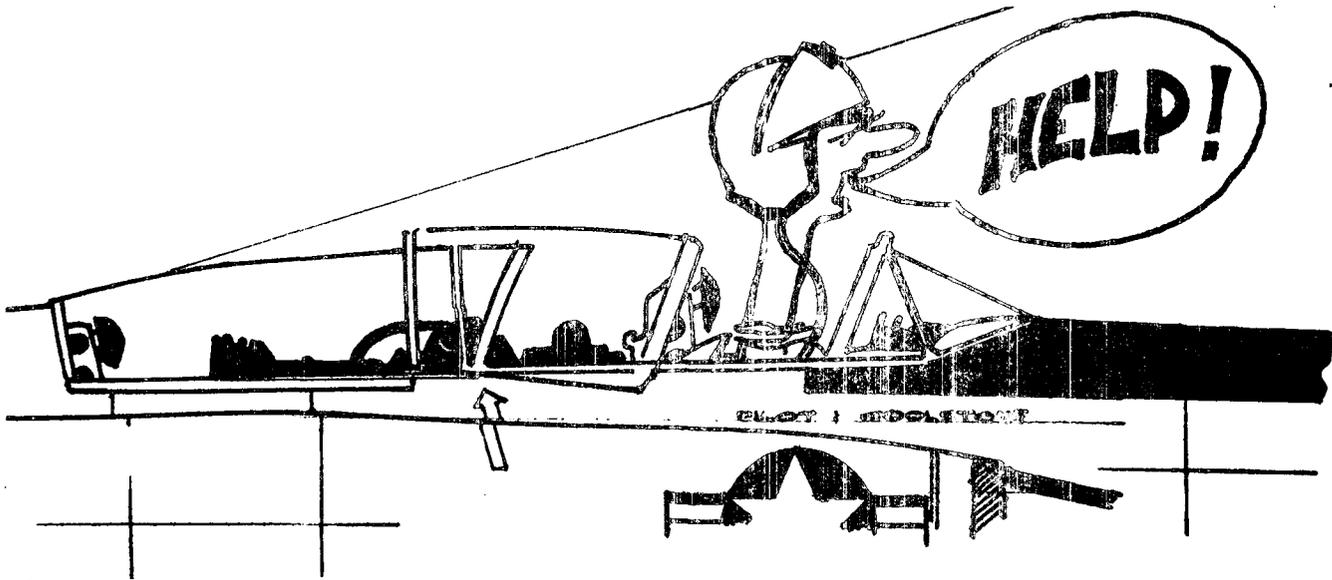
From The President of the United States Of America: "...Know Ye, that reposing special trust and confidence ..", a familiar statement to all of us who are members of the officer corps by Presidential decree, and one that is quite often discussed. Too often, however, it is applied only to those situations which fit the needs of the moment and other times it is disregarded when convenient to do so.

We are all familiar with the "double standard" as it pertains to sexual behavior, and in our own minds have established a philosophical position arising from discussions on the matter.

Is there a "double standard" as it relates to special trust and confidence? Does it apply only to areas where we feel we have been losing ground or to those that require an extra measure of effort? Is it possible we pay lip service to "special trust and confidence" only as a matter of convenience?

The President continues: "... and this Officer is to observe and follow such orders and directions, from time to time, as may be given by me, or the future President of the United States of America, or other Superior Officers acting in accordance with .." Pretty powerful words-concise, meaningful. As is true with the aforementioned "double standard" philosophy, questions relating to our allegiance to those responsibilities that we have been charged with can only be answered in our minds based upon the standards of behavior and conduct that we have personally established.

cont. on p. 30



COOLSTONE CALLS A BOARD

Editor's Note....the following tale was originally published in the April 1960 issue of INTERCEPTOR, the Air Defense Command's safety magazine. It was written by then-editor, Maj. Roger G. Crewse, obviously a very witty fellow. It was passed to us by a fellow Marine, who "borrowed" it from a local Air Force Ready Room. Maj. Dick Wing, the editor of AIRSCOOP, has termed it "a classic." We agree and know you will join us in a hearty laugh at ourselves, the military aviation safety officers. "Coolstone" is presented with thanks to INTERCEPTOR and AIRSCOOP for re-print permission.

Coolstone had just taken off on a test flight. Climbing out, he experienced some lateral control problems. He held at 35,000, and as the aircraft slowed he experienced an uncontrollable left roll tendency around 270 knots. Even with full right aileron, below 270 knots he couldn't hold the aircraft level. He knew he was in serious trouble. He called the tower and asked them to get his CO on the radio.

As Coolstone waited, he began to weigh all the factors in this situation. He was pretty sure he couldn't land the bird in its present condition without an accident, but he certainly didn't want to bail out. He could bail out, and probably wouldn't face much criticism, but it seemed a shame to leave a bird in this kind of shape. If he tried to land and goofed in the slightest -- well, he'd seen the results before -- a GCI assignment.

Then on the radio he heard the voice of his Commander. "Hello, Coolstone One. This is Surefire Ops. Do you have a problem?"

Coolstone....

"Surefire from Coolstone. You bet your boots I have trouble. I can't control this bird under 270 knots. I let it go to 260 and got into a roll before I could get speed enough to stop it. What do you recommend?"

At this point a thought began to form in Coolstone's mind -- an insidious, sneaky, dirty thought that could only gain birth in a devious mind. I know what I'll do, he thought. I'll give the accident board my problem. I'll do exactly what they recommend, and no matter what happens, it won't be my accident. Let the experts investigate this one before it happens. For once they can do their famous second-guessing on the first go.



Laying the groundwork for his plan, Coolstone described his predicament to his Commander. "In any case," he wound up, "I'm sure I am going to have an accident of some type. I've turned off the autopilot and I've pulled the circuit breaker, so that shouldn't be the trouble. What I was thinking -- how about getting the Accident Board members together there in the squadron to give me the expert advice before I have the accident? I'll abide by their judgment on whether to bail out or try to land this thing and have my accident then."

"Well, now, Coolstone," said the CO. "This is unusual, indeed. Actually, it is up to you -- pilot's discretion, and all that type of thing. It's really your deal."

"Yes, sir, I know that, but if my discretion isn't the Board's discretion, I'll get tagged with a pilot error accident, and you know what that means. Unless you'd care to advise me what to do yourself?"

Coolstone....

"No, no, er, ah, I wouldn't care to do that right now, and you do have a point. Tell you what I'll do -- I'll get the Board down here as quickly as possible."

The CO called the tower and activated the crash circuit, knowing nothing will scare up an Accident Board quicker than activating the crash circuit. Fifteen minutes later an impressive-looking, puffing group was standing around the squadron radio -- the Board president, the accident investigator, the flight safety officer, the doc, the tech reps for the aircraft and engine, the weather man, the group maintenance officer, and, of course, the squadron operations officer and the CO.

The Board president took the microphone. "Hello, Coolstone One. This is the Accident Board president. I understand you are having a little problem. How much fuel have you remaining"?

"Yes, I might say I have a little problem. I just can't control this bird under 270 knots. I have about one plus thirty remaining. I could use some advice. How about holding a Board right now and, based on the information we both have available to us, advise me what to do? Shall I get out, or shall I try landing? I figure I have an accident cinched both ways. I might save part of the bird at least if I landed."

"Mmm, ah, yes. Let's see," said the Board president. He looked inquiringly at the group surrounding him, and, surprisingly enough, no one seemed anxious to talk. At normal Accident Board meetings, the president couldn't keep them quiet. They all knew exactly what the pilot should have done and didn't, but now they were strangely silent.



Coolstone....

"How about you?" The president looked at the aircraft tech rep. "What would you suggest under the circumstances?"

"Well, let's see," said the rep. "I really should have my Dash Two to look at, so I could check the circuitry. I wouldn't be surprised if this wasn't an engine problem anyhow." He looked slyly at the engine rep.

"Oh, come off it," said the engine rep. "You airframe people stay up nights trying to hang us. You can't get out of this one."

"Well," said the Board president, "I'm still waiting. What do you think -- should he come in and land, or should he bail out?"



"Well," said the aircraft rep, "Offhand, I'd say he is probably exaggerating his problem somewhat and undoubtedly could make a safe landing. Our equipment has double-safe circuits, with failsafe fail-safe devices provided to you only by my company." He broke off as the president handed him the mike.

"You give the pilot all this information and tell him whether you think he should land or not."

"Oh, no, no, no," said the tech rep, handling the mike as if it were smallpox. "No, I didn't say for him to land. I just said --"

"Well, to sum it up," said the president, "what you said was that you don't know what he should do."

"Well, now, I didn't say that either," said the rep. "But look, I'm just an advisor, I'm not really a member of this Board."

Coolstone....

"OK, OK," said the president. "Who's got something to say? How about you, Wag?"

"Yeah, yeah," said the irrepressible weather prophet. "I'd say about 5,000 broken and 15 miles, just as I forecast."

"Sure you would, Wag. How about it, Doc? What do you think?"

The Doc looked thoughtful for a moment, then said, "Is he hypoxic? Ask him if he had breakfast. You might even ask him if he's having any personal problems."

"No, Doc. He's not hypoxic, and I doubt if personal problems or the lack of breakfast have anything to do with the aileron."

"Well!" said the Doc. "Obviously I can't contribute."



At this point the maintenance officer spoke up. "I've been thinking," he said. The Board president handed him the microphone. "Go to it," he said.

"Hello, Coolstone, this is the maintenance officer. I wonder if you have considered coming down to, say, 5,000 feet or so and seeing if the temperature change will solve your problem. It's just possible it might improve the operation of the aileron control."

"Roger," said Coolstone. "I understand that you're recommending that I come down to 5,000 feet."

Coolstone....

He was interrupted by the maintenance officer. "I didn't say I recommended that you do that. I just wondered if you had thought of it."

"Yes," said Coolstone. "I thought about that and lots of other things, too. Now just what is it that you recommend? Shall I come down and land, or shall I stay up and bail out, or is there something else you'd like me to try?"

"Well, now, let's see. Mm....I recommend....no....stand by." The maintenance officer wordlessly handed the microphone back to the Board president.

The Board president addressed the flight safety officer. "What do you say? What should he do?"

"Well," said the flight safety type, "he obviously is experiencing a malfunction. I'll be sure and put it in my next Safety Officer's Report. But as to what he should do right now, it looks like it's a decision he'll have to make for himself. But I sure would like to get the bird back so we could find out what's wrong."

"You tell him that," said the Board president, and the safety officer found himself holding the microphone.

"Hello, Coolstone, this is the flight safety officer. Do you read me?"

"Roger, boy," said Cold Rock. "What do you recommend? Do you have something?"

"Well," said the flight safety officer. "I recommend that you do whatever you think is right. It's up to you, the way I look at it."

"Wait a minute," said Coolstone. "I want to do the right thing as you people see it, not as I see it. Now it would appear that you and the rest of the experts there, standing with both your feet firmly on the ground, could do a little first-guessing for me, and give me some suggestions. What do you recommend I do? I'll follow through."

"Stand by," said the safety officer.

"Let's call the Division," someone suggested.

"Excellent idea," said the Board president.

A priority rush, rush call was placed. After a second or so the Division safety officer was on the line.

Coolstone....

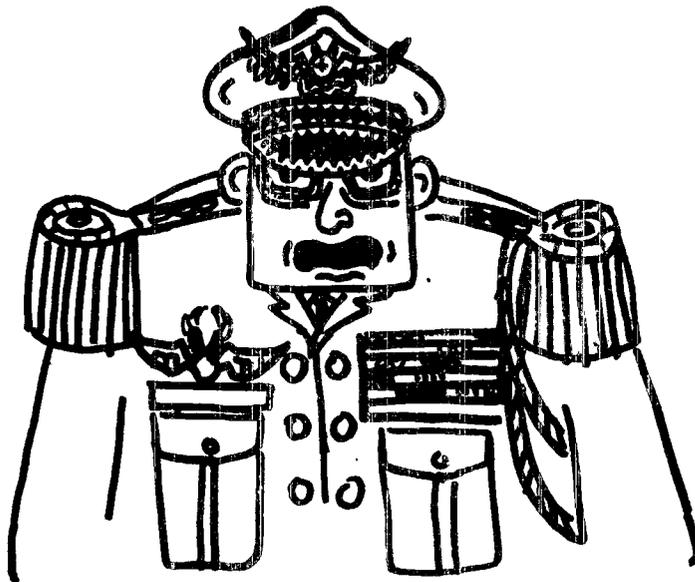
"This is the Accident Board president here at Surefire. We've got a problem," and he went on to explain the situation in full to the safety officer at the Division. Then he said, "What do you recommend that Coolstone do here? He is insisting that we give him some assistance in the form of recommended action. Would you suggest he land, or should he bail out?"

"Stand by one," said the Division safety officer. After a long delay, during which the president could hear much discussion in the background, the safety officer came back on the line. He said, "Being so far away from the problem, we don't have any firm recommendations at this time. However, we think you'd better check with ADC."

"Roger," said the president. "That sounds real good."

The lines to ADC were promptly cleared by the emergency call, and the Director of Flight Safety at ADC was on the phone. The situation was explained to him.

"Well, let's see," said the Director of ADC Flight Safety. "You say he has only 30 minutes of fuel remaining...ah...mmm..I sure wish I had this on paper; I could staff it then. But let's see...I would definitely recommend that the pilot...Oops, there goes the blue phone. The General is calling. I'll have to hang up, but be sure and let me know how it comes out."



The Board president had the problem back in his lap once again. Coolstone came back on the radio.

"Come off it, you guys, I'm going to have to come in now, if you recommend that I land. Otherwise, I'll fly over the field and eject. I'm at the end of my fuel. I've tried flying the airplane with gear, flaps and speed brakes down, but I still can't hold it below 270. What do you recommend? I have to have it right now."

Coolstone....

Sweat broke out on each board member's forehead. The moment of truth had arrived. The president stared thoughtfully. The rest of the members shuffled their feet and cleared their throats, but said nothing. Then the Board president had an idea.

He called the squadron CO and the ops officer over. "Look," he said. "Let's tell him to come on in, and if he can't keep it in control all the way through to the final, have him eject. Is that O.K.?"

"O.K." They all nodded in agreement.

"It's a real good idea," said the maintenance officer.

"O.K., Coolstone," said the Board president with a sigh. "Here's what we recommend. Come on in. Keep your speed no higher than necessary, make a high pattern and a long, long final. If you have trouble anywhere in the pattern, eject before you get below 1,000 feet."

"Roger," said Coolstone. "I'll give it a go. Thanks a lot."

* * *

He brought the airplane down, entered a high downwind put out his gear, flaps and speed brakes, and kept his speed above 270 -- right on 275 as a matter of fact. He turned a long, long base, and, trying to keep his altitude, allowed the speed to bleed off. The bird, already in a left bank, increased its angle of bank uncontrollably. Coolstone frantically brought in both afterburners, and he was ready to eject. It looked like he'd had it. Then the speed came up slowly, and he regained aileron control once again.

There were ten separate sighs of relief -- nine from board members and one from Coolstone.

At this point all the board members were yelling instructions at the president.

"Tell him to eject," one said.

"Tell him to turn without banking," another said.

"Tell him to hold it straight up," said another.

"Make a longer final."

"No, a shorter one."

Coolstone heard none of this. The president of the Board remained silent.

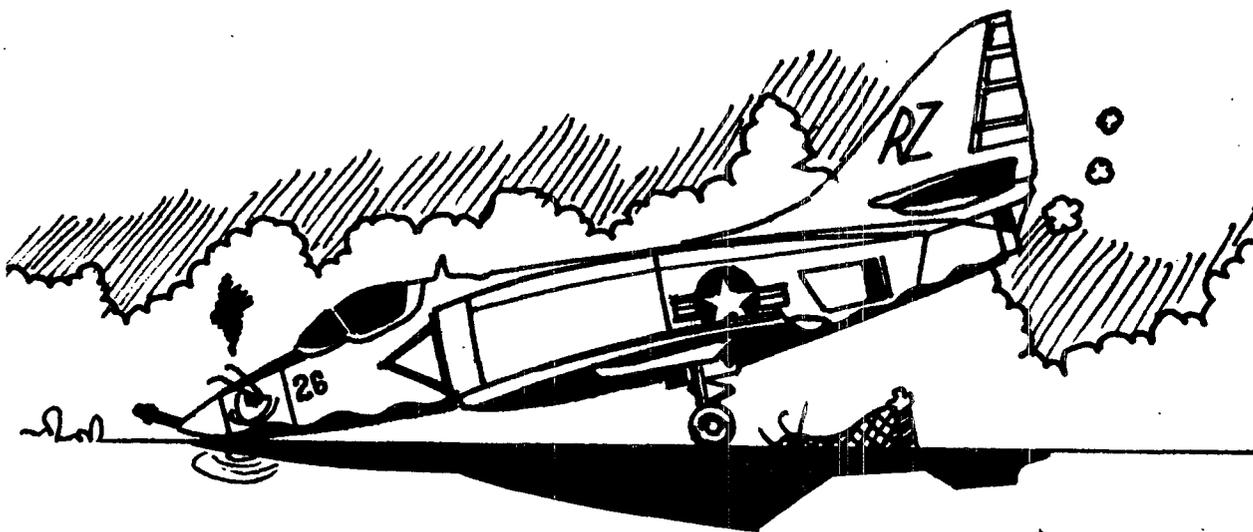
Coolstone....

On the final now, Coolstone held a good, solid 275, with the stick full right. He even had some rudder in to hold the wings level. This caused a slight skid, but Coolstone was planning on releasing it as soon as he touched down. In fact, he had all the steps firmly in mind. The runway was 9,200 feet, including overrun. It had a barrier. He figured he'd pull the chute just as soon as he landed, use aerodynamic braking until 110 or so, and then lower the nose and really get on the binders. With luck the barrier would catch him with little or no damage. If he missed the barrier, he'd be going off the end slowly enough that hopefully there would be no serious damage to the aircraft.

Over the threshold now, he let the bird down, and then forced it on the runway. He popped his chute and felt it catch, and then was horrified to feel it release again. He saw his airspeed was about 250. He held the nose up as far as he could without getting the main gear off. He felt the aerodynamic braking take over, then saw the end of the runway coming up at a remarkable pace. At 115 or so he placed the nose gear on the runway and really clamped on the binders. The antiskid brakes went into action.

Coolstone could see he wasn't going to get stopped. At the last moment he released the brakes and steered for the center of the barrier, then just held on. He glanced at his airspeed and saw he was doing 60 knots. The barrier did not catch him. He went off into the boondocks and, just before he stopped, hit a small ditch which collapsed the nose gear. That was all. The bird stopped.

Whoops, he thought. I made it, and a pretty good job, even if I do say so myself. He got out of the airplane and surveyed the damaged. Sure enough, all that was really dinged was the nose gear itself.



Coolstone....

A week later Coolstone appeared before the Accident Board. The president reassured him that it was merely a formality, just to satisfy the records. After Coolstone was properly briefed and had sat down, the president said, "Now we have a few questions, just for the record. For instance, what speed did you hold on final?"

"About 275," said Coolstone. "I couldn't hold the airplane level at any less. I tested it several times, and you saw what happened when I turned base."

"I'll say we did," said the president. "It took a good bit of flying to recover from that. When did you deploy the chute?"

"Well, right at touchdown, of course," said Coolstone. "But it came right off, because I was going too fast. For just a bit I thought it would hold."

At this point the maintenance officer spoke up. "Just for the record, here's what we found wrong with your control. It was maintenance error, and there was nothing that you could have done to correct this problem in the air. And, just for the record, the chute did not malfunction. It was packed correctly and deployed correctly but, on account of the high speed, it sheared from the aircraft. That's just for the record," he repeated.

The Board president took over once again. "I think that's all we'll need, Coolstone. Thank you very much. It looks like you did a real good job."

Coolstone left the room, and decided to to wait outside. He felt good. Everyone said he did a good job, and they had found the failure. But he wanted to hear the words -- the actual Board findings -- from the horse's mouth. About an hour later he was still waiting. He wasn't particularly concerned, for he knew of the many details and paperwork involved in an aircraft accident report.

Finally the door opened and the Board president led the group out.

Coolstone rose to greet them, all smiles. "Well," he said jokingly, "What's the verdict?" -- never doubting for a moment what he would hear.

"Sit down, Coolstone," said the Board president kindly, placing a fatherly arm around Coolstone's shoulders. "Here's what we found -- pilot error.

"Pilot error!" shouted Coolstone. "I did just what you said. You knew I was going to have some kind of an accident -- I told you I would. You recommended that I land. I did just what you told me to do."

Coolstone....

"Yes," said the Board president, "but how could we know you would deploy the chute at 270? The maximum drag chute deployment speed, we find in looking at the Dash One, is 215. Also, by our figures -- we have just spent an hour with the charts -- if you had waited until you did have 215, it would only have taken about 5100 feet of runway to get stopped."

"But....but....but," said Coolstone helplessly.

"Don't worry," said the Board president. "This is just a fact-finding committee. No disciplinary action will be taken."

Coolstone started to protest, but he knew better. He knew it would be no use. He walked dejectedly out of the room, and said to himself, "Oh, well, maybe I'll like GCI."



GSO'S ... ATTENTION TO ORDERS



DECIMAL DIGITAL COMPUTERS

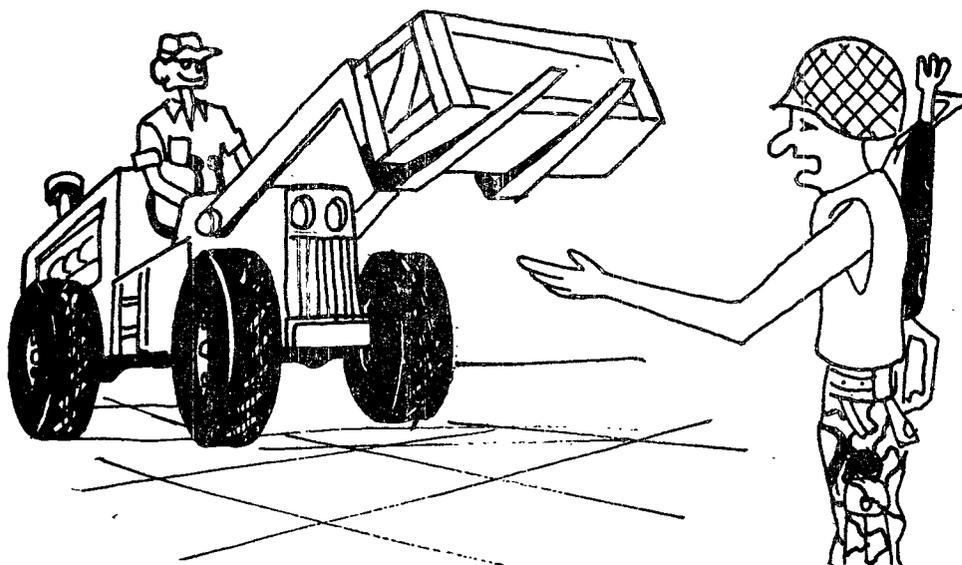
One, two, three, four, five, six, seven, eight, nine. NINE?! The species Homo sapiens has been on the decimal system for untold thousands of years and it is only since the industrial revolution that mankind has started using other numerical systems. The binary (base two) and octal (base eight) systems are well know in the computer age but have you ever heard of the novenary (base nine) system? This later system is also a product of the machine age and has been widely accepted here in Vietnam.

The novenary system is used mostly by workers in machine shops, sheet metal shops, wood working shops and by butchers. These people earn the right to use this numerical system by sticking their hands in machines that subtract digits rapidly and at random, with totally unsatisfactory results. The novenary cult is also joined by those who engage in the latest fad called traumatic digital amputation. This latest "in" operation is performed by truck doors, vehicle hoods, tow bars, and various homemade fireworks.

If this novenary system is really the "in thing", what about the 1st MAW? Where are the "real swingers?" Yes, there are some real swingers but they don't swing for long. There are still some people who insist on wearing a wedding ring when wife is 9,000 miles away, a class ring from the good old days or a pinky ring from that "sweet thing" back home. The real swinger leaps from trucks, bounds over walls, jumps from aircraft and snags that ring. He swings for a brief moment, leaves a finger behind and falls right into the novenary set.

One, two, three, four, five, six, seven, eight, nine, TEN! Watch those hands, take off those rings and go home with ALL YOUR FINGERS.

Note: See December's Ground Safety Statistics on page 33



ASSIST THE OPERATOR -FOR SAFETY'S SAKE

Moving men and material is part of the daily routine of work within American military organizations. The U. S. Marine Corps has proved no exception in the pursuit of professionalism in the operation of today's materials handling equipment. Because it is part of the daily routine and because of the pressures of speed and efficiency involved in supporting combat operations, it becomes the job of operators and supervisors at every level to minimize the dangers inherent in operating materials handling or any other item of heavy equipment. Common sense is at a premium.

Invariably, in the movement of material, the operators of forklifts, scooploaders, cranes, and wreckers need assistance in maneuvering the equipment with its load into the desired position. The structure of the equipment, the location of the load and the limitations of maneuvering the human body curtail visibility and deprive the operator of the ability to see the area 360 degrees around the equipment and the load. To minimize the dangers obvious in situations thus described, a controller on the ground is needed to assist the operator by positioning himself so that he may easily see the load and may himself be easily seen by the operator. He can then signal the operator in a standard and proper fashion to indicate the most safe manner in which to maneuver the equipment and its load. To reduce the probability of misunderstanding, the controller **MUST** know the characteristics and capabilities of the equipment and the standard set of signals.

Assist the Operator....

The danger inherent in operating materials handling equipment can be magnified by too many Marines trying to help. The principle so flagrantly violated by units today is the requirement that there be exactly the proper number of controllers (usually one) required to direct the operator and that the operator be watching ONLY the designated controller. The confusion and random effect of several persons indicating their unschooled version of standard signals result in the operator being forced to make his own judgement of which signals are correct. Each of several "controllers" rendering his own version of a signal to accomplish his own idea of the proper maneuver may result in conflicting and incompatible directions to the operator, who in turn, may react in an unpredictably hazardous fashion. Additional problems arise if controllers yell or wave wildly. The "emergency" reaction of the operator may cause sudden steps or lever jerks which may result in shifting and dropped loads. Needless to say, this could be a killer.

These simple rules should be followed in minimizing hazards to the safety of personnel and equipment. ENSURE that all PERSONNEL in the area are AWARE of the presence and capabilities of the materials handling equipment. ENSURE that only the exact number of COMPETENT CONTROLLERS (usually one) required to assist the operator ARE USED. AVOID DISTRACTIONS of the operator of the equipment. Do not pass verbal instructions to the operator while the equipment is moving. ENSURE that OPERATORS AND CONTROLLERS have been BRIEFED on standard signals to be passed. In short, remember that the controllers are the extra eyes of the operator and too many eyes can confuse.

Petulant Pete from page 11

1st Lt. H. E. Burcham
GSO MASS-3

Moonrise, Moonset, Lunar Illumination (%) and Moon Phases for February

MR	MS	ILLUM	PHASE	MR	MS	ILLUM	PHASE
1. 0103	1230	35		15. 1250	0131	68	
2. 0205	1327	25		16. 1342	0225	76	
3. 0310	1431	16		17. 1435	0315	84	
4. 0414	1539	08		18. 1527	0402	90	
5. 0514	1648	03		19. 1619	0446	95	
6. 0609	1754	00	NEW MOON	20. 1708	0525	98	
7. 0658	1857	01		21. 1756	0602	100	FULL MOON
8. 0743	1956	04		22. 1843	0637	100	
9. 0825	2053	10		23. 1929	0710	97	
10. 0905	2149	18		24. 2017	0744	94	
11. 0946	2244	28		25. 2107	0819	88	
12. 1028	2339	36		26. 2159	0851	81	
13. 1112	---	48	1ST QTR	27. 2254	0929	72	
14. 1159	0035	58		28. 0054	1014	62	

Capt. P. V. Kosmo
1st MAW Staff Meteorologist

Hand in Glove....from page 12

It is incumbent upon the squadron ASO to continuously remind his fellow aviators not to undertake operations beyond their capabilities or that of the equipment they are using. The prudent pilot knows both his capabilities and his limitations. Wisely, he won't bite off more than he can chew. Had the pilot in the above instance undertaken the mission, he probably would have damaged his aircraft. Something called common sense told him not to accept.

Since there was no damage, the ASO had a problem as to how to disseminate the word to other pilots throughout the Corps. A Safety UR wouldn't really have been applicable, since nothing on the bird failed. Another avenue of approach was available - NATOPS. URGENT CHANGE RECOMMENDATIONS can be made by priority message.

In this case the NATOPS Flight Manual does not cover towing via the external hook. In this situation, the URGENT CHANGE RECOMMENDATION would actually be an addition in the form of a WARNING. If all the users are INFO ADDEES, then the ASO's task is accomplished through NATOPS. The point is that Safety and NATOPS can and do indeed work hand in glove.

Maj. H. A. Gideonse
ASO HMH-463

Double Standard....from page 15

The next time you have an opportunity, think of the differences between the "distance from bottle to throttle" and sane abstinence; "sweetening" your ordnance delivery profile and precomputed minimum pull-out altitudes; "pressing" for a sneak peek on precision final and Decision Heights; the wearing of jungle boots and cotton flight suits versus the full bag of prescribed aviator's equipment.

Is there a difference between self-discipline and imposed discipline?
Is there a difference between flight safety and professionalism?

Are we living under a double standard?

LtCol. R. F. Hebert
CO H&MS-11

GOT A SAFETY SUGGESTION?



Don't keep it to yourself!!!



EDITOR, THE PROFESSIONAL
WING AVIATION SAFETY OFFICE
1ST MARINE AIRCRAFT WING
WFO SAN FRANCISCO, CALIFORNIA
96602

NATOPS PUBLICATION STATUS GUIDE

- 1 Flight Manual
- 1A Class. Supp. to Flt. Man.
- 1B Pilot Pocket Checklist
- 1C Aircrew Pocket Checklist
- 1T Tactical Manual
- 1TA Tactical Manual Supplement
- 1TB Tactical Pocket Checklist

Aircraft	Publication	Date	Change		Int. Chg.	
			No.	Date	No.	Date
A-4E/F	01-40AVC-1	15Nov68	34(E)	15Jun69	43	16Oct69
	-1B	15Nov68	9(F) 6	15Jul69	8	16Oct69
TA-4F	01-40AVD-1	15Nov68	12	15Jun69	23	16Oct69
	-1B	15Nov68	7	15Jul69	9	16Oct69
A-4/TA-4	01-40AV-1T	1Apr67		15Dec68	38	27Nov69
	-1TA	1Apr67		15Dec68		
	-1TB	Dec68				
A-6A/B	01-85ADA-1	15Sep68	32	15Mar69	41	15Sep69
	-1A	15Mar69				
	-1B	15Sep68	8	15Mar69	12	28Aug69
	-1T	15Mar69			37	
	-1TA	15Mar69			1	11Sep69
EA-6A	01-85ADB-1	1Nov68	22		30	13Nov69
	-1A	1Nov68			1	
	-1B	1Nov68	8	1Apr69	10	24Sep69
F-4B	01-245FDB-1	15Feb69			78	18Dec69
	-1A	15Feb69	60			
	-1B	15Feb69			8	3May69
F-4	01-245FDB-1T	1Mar69		1Jul69	34	19Jan70
	-1TA	1Mar69		1Jul69		
	-1TB	1Mar69		1Jul69		
RF-4B	01-245FDC-1	1Feb69			37	18Dec69
	-1A	1Feb69				
	-1B	1Feb69			3	3May69
	-1T	1Jul68		Mar69		
	-1TA	1Jul68		Mar69		
US-2B	01-85SA-1	1May67			5	19Jan70
	-1B	10Oct67			1	

NATOPS Status Guide.....

Aircraft	Publication	Date	Change No.	Date	Int. Chg No.	Date
UH-1E	01-11OHCA-1	1Feb68	3	15Aug69	9	18Aug69
	-1B	1Sep66		15Aug69	2	20Apr69
	-1C	1Sep66		Feb68		
Note: Covers UH-1L, TH-1L, HH-1K						
CH-46D/F	01-25OHDB-1	1Feb69	10	1May69	11	28Aug69
	-1B	1Feb69			3	26May69
	-1C	1Feb69		1May69	2	2Sep69
CH-53A/D	01-23OHMA-1	15Apr69			24	12Nov69
	-1B	15Apr69			3	24Mar69
	-1C	15Apr69				
C-117	01-4ONK-1	1Nov67	13	15Apr68	16	16Jul68
Note: No pocket checklist.						
OV-10A	01-60GCB-1	15Sep69	13		14	16Jan70
	-1B	15Sep69				
AH-1G	TM 55-1520-221-10	30Apr69			5	9Sep69
	-CL	Feb69				
LFH Manual		15Oct68			4	20Jun69
LSO Manual		1Jul69				
CVA/CVS Manual		1Dec68		May69	2	16Jan69
Air Refueling Manual		15Nov67			1	14Jul69
Instrument Flight Manual		15Aug67				
OPNAVINST 3770.2D		26Sep69				
OPNAVINST 3510.9E		23Jun69				
OPNAVINST 3710.7D		1May67	6	3Nov69		
FMFPACO 3510.2G		13Nov68	1	6Jan69		
WgO 3510.9F		3May69				

GROUND SAFETY STATISTICS FOR DECEMBER

<u>GROUP</u>	<u>MVAR*</u>	<u>ACIR*</u>
MWHG-1	20.60	6.100
MAG-11	2.11	0.726
MAG-12	0.95	0.373
MAG-13	0.00	0.376
MAG-16	3.16	0.490
MWSG-17	4.29	1.980
MAGG-18	0.00	0.227

*MVAR - Motor Vehicle Accident Rate

*ACIR - Accident Cost Incident Rate

1st MARINE AIRCRAFT WING NATOPS OFFICERS....JANUARY 1970

<u>NAME</u>	<u>UNIT</u>	<u>EXTENSION</u>
Major D. C. Levine	1st MAW	957-5202/5046
Major S. Dorenda	MAG-11	957-5538
LtCol R. F. Hebert	H&MS-11	957-5512
1/Lt. J. R. Laurent	VMCJ-1	957-5658
Capt. R. N. Jacobsen	VMA(AW)-225	957-5671
1/Lt. R. C. McIntyre	VMA(AW)-242	957-5656
Capt. R. E. Dahart	VMFA-542	957-5515
Major B. J. Palmer	MAG-12	958-2487
Major B. J. Palmer	H&MS-12	958-2487
Capt. G. A. Focht	VMA-211	958-4385
Capt. C. E. Foreman	VMA-223	958-3393
Capt. D. A. Tomasko	VMA-311	958-3331
Major C. R. Fairchild	MAG-13	958-3183
Major B. H. Draffen	H&MS-13	958-2781
Capt. C. S. Tutt	VMFA-115	958-4183
Major J. A. Gibson	VMFA-122	958-4333
Capt. J. E. Sharkey	VMFA-314	958-3883
1/Lt. J. R. Berg	MAG-16	951-2684
1/Lt. J. R. Berg	H&MS-16	951-2684
Capt. E. W. Paulson	VMO-2	951-3540
1/Lt. B. A. Frallic	HMM-161	
1/Lt. T. M. Goodwin	HML-167	951-3238
Capt. S. F. Stover	HMM-262	
1/Lt. T. J. Farrell	HMM-263	951-3046
1/Lt. T. H. McDermott	HMH-361	951-3738
1/Lt. C. K. Butler	HMM-364	951-3742
Capt. C. D. Hamilton	HML-367	
1/Lt. W. L. Davila	HMH-463	951-3342
Major J. R. Hoekstra	MWSG-17	951-5707
Major J. R. Hoekstra	H&MS-17	951-5707

1st MARINE AIRCRAFT WING AVIATION SAFETY OFFICERS
JANUARY 1970

<u>NAME</u>	<u>UNIT</u>	<u>EXTENSION</u>
*Major T. C. Andrew	1st MAW	5202/5046
*Capt P. J. Jones	MAG-11	5941
*Capt R. Spooner	VMCJ-1	5658
1st Lt R. J. Garing	VMA(AW)-225	5671
*Capt S. R. Fort	VMA(AW)-242	5656
Capt W. D. Carr	"	5656
Capt W. T. Bridgham	VMFA-542	5551
*Major D. T. Tierney	MAG-12	4443
Capt G. A. Focht	VMA-211	4385
**1st Lt R. Keller	VMA-223	3393
*Capt L. G. Shikany	VMA-311	3331
*Capt J. P. Pennell	MAG-13	3183
Capt C. S. Tutt	VMFA-115	4183
1st Lt D. Bradshaw	VMFA-122	4461
Capt J. E. Ward	VMFA-314	3883
*Major J. D. Jahn	MAG-16	2684
Capt C. W. Burin	VMO-2	3695
Capt J. L. Eyre	HML-167	2046
1st Lt R. R. Crawford	"	2046
Capt D. W. Kane	HML-367	3338
1st Lt J. T. Lewis	"	3238
1st Lt B. A. Frallic	HMM-161	----
1st Lt G. D. Rainy	HMM-262	2892
1st D. W. Nutter	HMM-263	3738
1st Lt S. M. Devore	"	3738
1st Lt L. C. Christy	HMM-364	3742
1st Lt B. L. Williams	"	3742
1st Lt J. A. Motisi	HMH-361	3022
1st Lt H. J. Chittick	"	3022
Capt W. R. Andrews	HMH-463	3342
*Capt C. V. Juncker	MWSG-17	5707

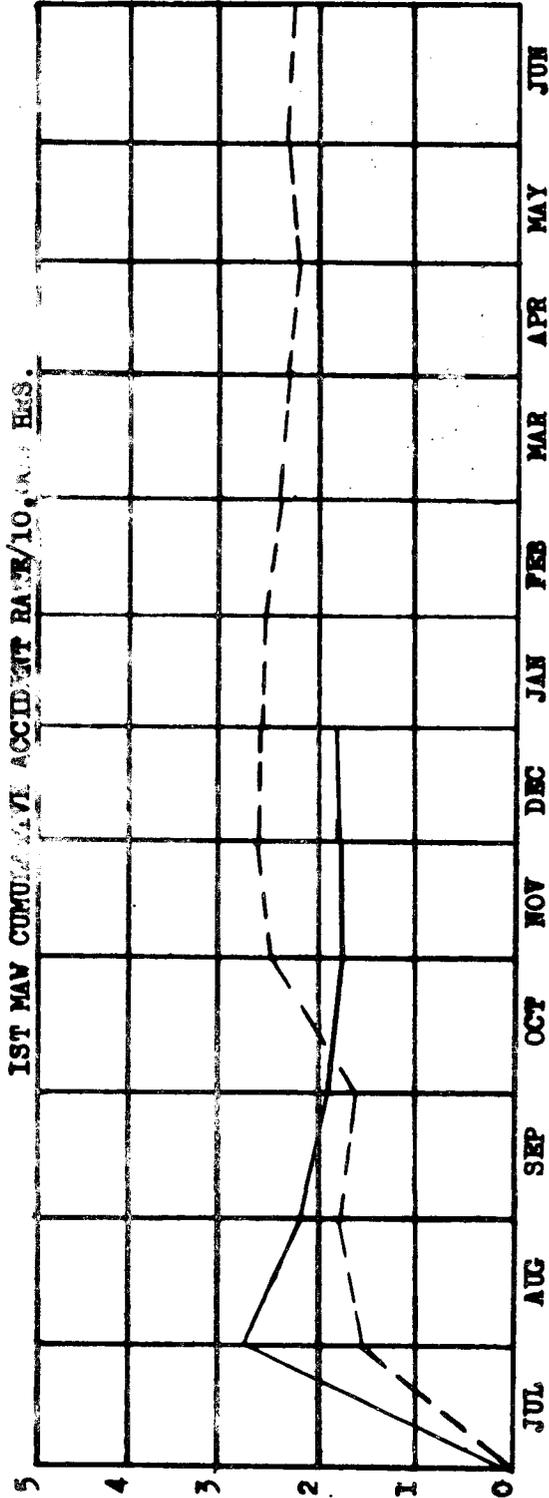
* Denotes USC or Monterey School

** Denotes NSC Trained

TALLY SHEET

December 1969

	Major Accidents		Rate	
	Month	FY-70	Month	FY-70
Total 1st MAW	4	23	2.36	1.87
Fixed Wing	2	11	2.55	1.89
Rotary Wing	2	12	2.20	1.86
MAG-11	0	1	0.00	0.59
MAG-12	1	3	5.66	2.28
MAG-13	1	2	5.64	1.64
MAG-16	2	14	1.99	3.19
MWSG-17	0	0	0.00	0.00
A-4	1	3	5.00	2.51
A-6	0	1	0.00	1.38
F-4	0	1	0.00	.66
RF-4	0	0	0.00	0.00
EA-6	0	0	0.00	0.00
OV-10	0	4	0.00	4.12
CH-46	1	5	2.38	1.66
CH-53	0	2	0.00	2.49
UH-1	1	4	4.65	2.11
AH-1	0	1	0.00	1.34
C-117	1	1	22.2	3.76
US-2	0	0	0.00	0.00



IST MAY ACCIDENT/HOURS STATISTICS

	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
CUMULATIVE FY-69	1.65	1.81	1.69	2.42	2.57	2.47	2.44	2.33	2.29	2.19	2.39	2.25
CUMULATIVE FY-70	2.74	2.15	1.95	1.80	1.80	1.87						
NUMBER OF ACDTS FY- 69	5	6	4	12	9	6	6	3	5	4	13	4
NUMBER OF ACDTS FY- 70	7	4	3	2	3	4						
HOURS FLOWN FY-69	30342	30214	27765	27373	27786	30103	26767	26178	26456	29512	30015	29565
HOURS FLOWN FY-70	25216	25606	20773	17322	16563	16883						
TOTAL												

WING SPECIAL SERVICES
1st Marine Aircraft Wing
Fleet Marine Force, Pacific
APO San Francisco 96602

37:BAU:1jm
1710/H
14 Feb 1970

From: Wing Special Services Officer
To: Assistant Chief of Staff, G-3

Subj: Command Chronology

Ref: (a) WgO 5750.1C

1. In accordance with reference (a) the following Command Chronology is submitted, Month of January.

a. The 1970 Basketball season began on 1 January. The season will terminate in a Wing Tournament, beginning 10 March.

b. Golf enthusiasts are presently perfecting their form at the 1st MAW Golf Driving Cage located just outside of the Golf-Pro Shop. All are invited, come out and hit a bucket of balls anytime between 0800 and 1700 daily except Mondays.

c. Slot-Car racing fans will soon have a dream come true, when the 1st MAW Hobby Shop completes it's slot-car track setup. A beginners track is presently in operation and the track for the pros is expected to be near completion in early March. The Hobby Shop is open daily from 0800 to 1700 except Mondays. All are invited to come in and just browse.

d. The Special Services Warehouse is presently stocked with all kinds of recreational supplies and equipment. Thanks to a newly revised plan, 1st MAW personnel should no longer experience the lengthy delays of the past for any type of recreational clothing or equipment. Contact your group special services officer for whatever you need in the line of recreation - he'll get you anything in reason.

B.A. WING
Capt USMC

App-3-1710-8

HEADQUARTERS
1st Marine Aircraft Wing
Fleet Marine Force, Pacific
FPO San Francisco 96602

CONFIDENTIAL

4/MJSD/blr
5750
Ser: 04A04270
11 Feb 1970

CONFIDENTIAL (Unclassified upon removal of enclosures)

From: Assistant Chief of Staff, G-4
To: Assistant Chief of Staff, G-3

Subj: Command Chronology for January 1970

Ref: (a) WgO 5750.4

Encl: ✓(1) Organizational Data
✓(2) Narrative Summary

1. In accordance with provisions of reference (a), enclosures (1) and (2) are submitted as the G-4 Command Chronology for the month of January 1970.

W. C. McGraw, Jr.
W. C. McGRAW, Jr.

Copy to:
Asst C/S, G-4 (3)
A/C MaintO (3)
OrdO (1)
BabO (1)

1st MAF SAC No.	Copy No.
530-70	1

GROUP-4
DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 10 YEAR

CONFIDENTIAL

App-4

CONFIDENTIAL

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1st Marine Aircraft Wings G-4 Division

Period Covered: 1 - 31 January 1970

Location: Quang Nam Province, Republic of Vietnam

Head of Division and Principal Subordinates

Assistant Chief of Staff, G-4
 Assistant G-4
 Admin/Ops/Plans Officer
 MARES Officer 17 - 18
 19 - 31
 NAESU Liaison Officer
 Aircraft Maintenance Officer
 Admin Officer, A/C Maint
 INRL Officer
 A6A Coordinator
 Fixed Wing Officer
 Rotary Wing Officer 15 - 31
 Air Frames/PP Officer 1 - 22
 Asst Avionics Officer 1 - 27
 Avionics SSE Officer
 Flight Equipment Officer
 GSE Officer 1 - 26
 3M Project Officer
 ComFairWestPac Deputy STRA/D RVN
 Asst STRAAD RVN 27 - 31
 Motor Transport Officer
 Asst Motor Transport Officer
 Engineer Officer
 Utilities Officer
 SATS Officer
 Fuel Officer
 Embarkation Officer
 Fire Marshal
 Food Service Officer
 Project Officer North 1 - 28
 29 - 31
 Ordnance Officer
 Base Development Officer
 Asst Base Development Officer
 Project Officer South 1 - 27
 28 - 31

Col W. C. McGRAW, Jr.
 LtCol A. C. FITZGERALD
 Maj W. F. SCHWAB
 Capt D. E. LYONS
 Capt P. W. CHAPMAN
 CWO-4 R. T. WATSON
 LtCol G. A. RIDGWAY
 Capt P. B. MAGUIRE
 Capt H. P. CAPDEPON
 Capt J. D. BURTSCHER
 Maj E. S. KOWALCZYK
 Capt R. E. RAY
 Capt K. E. JACKSON
 Capt N. H. SCARBOROUGH
 1stLt G. A. BUSTERHOLTZ
 Capt C. J. LOOF
 Capt L. L. SPACEK
 Capt R. F. PLOTS
 Maj L. R. HARVEY
 Capt B. V. BURCHETTE
 Maj J. E. SNIFFEN
 CWO-3 R. D. MILLER
 LtCol J. B. McNATH
 1stLt G. A. CARLSON
 CWO-3 J. A. HALL
 Capt J. GRIMES
 Maj H. E. NELSON
 Capt W. L. BANGS
 Capt H. J. CHRISTENSON
 1stLt T. E. PARMELEE
 1stLt H. E. BURCHAM
 CWO-4 M. M. MORGAN
 Maj J. E. CHANEY
 Maj L. J. MORTON
 1stLt G. T. GARLAND
 2dLt J. R. GOUGH

1

 ENCLOSURE (1)
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1. Logisticsa. Air Freight and Air Delivery

(1) During the month of January, the following amounts of cargo and passengers were transported by Marine Aircraft into and from Danang within ICTZ:

<u>PAX</u>	<u>CARGO S/T</u>
5,145	550.1

(2) During the month of January, the following amounts of cargo and passengers were transported by Marine Aircraft to ICTZ from areas within WestPac:

<u>PAX</u>	<u>CARGO S/T</u>
1,018	153.6

(3) During the month of January, the following amounts of cargo and passengers were transported by Marine Aircraft out of ICTZ to areas within WestPac:

<u>PAX</u>	<u>CARGO S/T</u>
1,207	100.3

(4) Air Deliveries for the month of January: None

b. Embarkation:

(1) Air deliveries for the month of January: None

(2) Recap of events of the month of January:

(a) 0800 28 Jan - Commenced loading of VMFA-542, VMA-223, HMH-361 and Wing draft personnel aboard the USS OGDEN (LPD-5). Completed loading at 1400 28 Jan 70.

(b) 1030 28 Jan - Commenced loading of VMFA-542 and VMA-223 aboard the USS SEMINOLE (LKA-104). Completed loading at 2018 29 Jan 70.

(c) 1400 30 Jan - Commenced loading of VMA-223 and HMH-361 aboard the USS PT DEFIANCE (LSD-31). Completed loading at 0500 31 Jan 70.

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(d) 0915 31 Jan - Commenced loading of HMH-361 and VMA-223 aboard the USS TRIPOLI (LPH-10). Completed Loading at 1415 31 Jan 70.

(3) Total cargo and passengers moved during the month of January:

<u>PAX</u>	<u>CARGO S/T</u>
7,370	804.0

c. Ordnance

(1) A total of 2246 fire bombs, 1216 CBU/20/24/49, 1,150,711 rounds of gun ammunition, 5432 para flares, 35,868 general purpose bombs (LD) 21,906 air to surface rockets were expended for a total of 11,879 tons for the month of January 1970.

d. Food Service

(1) 1 Jan - New meal prices were placed into effect this date.

(2) 13-14 Jan - Conducted A&M Inspection of MACG-18 messing facilities. An overall rating for the 3 messes of this group was satisfactory with minor discrepancies.

(3) 15 Jan - Reviewed I/O for the proposed MNHG and MACG. Recommendations were submitted on food service personnel billets.

(4) 27 Jan - Received final shipment of propane gas mess equipment. This gas equipment was issued to MNHG-1 Enlisted Mess and MAG-16 Officers Mess to alleviate shortage of electric power in these locations. Two 500 gallon propane gas tanks were requested from Esso Eastern Standard, Inc. located in Danang.

(5) 30 Jan - Food Service initiated paperwork for survey of mess equipment that had become unserviceable in messes operated by MAG-11, MASS-3 MACG-18, and MNHG-17. Serviceable spare parts were removed before disposal of equipment.

(6) 31 Jan - Attended III MAF Food Service Planning Board. LtGen NICKERSON (CG III MAF) was guest speaker.

All FMAW messes were visited by personnel of Wing Food Service during January 1970. No major personnel shortages or other problems were encountered. MAG-12 mess will relocate with all garrison mess equipment, except sinks, oiled fired ovens of ranges, and hot water heaters.

2

ENCLOSURE (2)
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e. Tactical Airfield Fuel Dispensing System (TAFDS)(1) Class IIIA

(a) Currently operating in FMAW

15 TAFDS in use

23 TAFDS not in use

(2) Fuel Consumption for January 1970

<u>Location</u>	<u>JP-4</u>	<u>115/145</u>
MAG-11	2,894,347	0
MAG-12	1,146,254	0
MAG-13	3,948,739	0
MAG-16	828,040	0
MWSG-17	1,086,744	0
PHU BAI	478,340	50,548
AN HOA	124,775	887
Hill 55	50,904	0
LZ BALDY	<u>203,128</u>	<u>0</u>
TOTAL	10,763,271	51,435

(3) 4 January 1970-MAG-16 AN HOA decreased fuel capacity from 10,000 gal AvGas to 800 gal AvGas.

(4) 7 January 1970-MAG-16 Marble Mountain decreased fuel capacity from 20,000 gal AvGas to "0" gal AvGas.

(5) 15 January 1970-MAG-16 PHU BAI decreased fuel capacity from 120,000 gal JP-4 to 100,000 gal JP-4. Decreased capacity from 50,000 gal AvGas to 20,000 gal AvGas.

(6) 27 January 1970-MAG-12 decreased fuel capacity from 200,000 gal JP-4 to 140,000 gal JP-4.

(7) 27 January 1970-MAG-11 decreased fuel capacity from 110,000 gal JP-4 to 100,000 gal JP-4.

(8) 27 January 1970-MAG-16 AN HOA decreased fuel capacity from 80,000 gal JP-4 to 55,000 gal JP-4 Hill 55 from 50,000 gal JP-4 to 80,000 gal JP-4.

f. Aircraft Maintenance/3M/Avionics

(1) 3 Jan - Fixed Wing Maint Officer for 1st MAW went to Cubi Pt as Maint Officer for MAG-13 Fire X 1-70 missile shoot.

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(2) 8 Jan - Wing Cryogenics Officer formulating plans for GSE transfer between MAG-12 and 13.

(3) 9 Jan - GB1A deployment be made to 1st MAW from 3rd MAW during the month of Feb, with a ten man cadre to accompany each unit.

(4) 12-13 Jan - Wing IMRL Officer and Wing GSE Officer visited MAG-12, 13 and 16 for the transfer of gear between the Gps involved. Due to the redeployment of Phase III, all equipment to be transferred in this move was assigned by serial number.

(5) 19 Jan - AMO formulated plans for VMO to be re-assigned from MAG-16 to MAG-11 with all IMRL, GSE and any other gear peculiar to the OV-10 aircraft.

(6) 21 Jan - Wing Maint Officer completed courtesy call on all Group Maintenance Officers to be better informed on all problem areas, parts, personnel, etc., so he can be better guided in taking corrective action.

(7) 25 Jan - MGySgt W. B. TILLOTSON from Atusgi (CFWP) visited 1st MAW in relation with the hydrostatic drive (auto trans) transmission being installed in SATS Loaders.

(8) 29 Jan - HMH-361 (CH53A) started loading their A/C aboard ship for redeployment to CONUS, the kick-off of Phase III.

(9) The conference that was held in Cherry Point on the restructuring of Avionics MOS's has ended. The results were received on 6Feb70. It is proposed that the Avionics field be reorganized and broken down in order to perform specific tasks. Avionics will encompass two occupational fields. OMA will continue to hold the 6200 field. Currently Avionics is made up of 34 varied MOS's. Under the new structure the field will become more specialized as approximately 120 MOS's have been proposed.

(10) Due to a critical shortage of trained AN/ALQ-86 technicians the maintenance capabilities for the AN/ALQ-86 system have been greatly reduced. This system is essential to all EA6A flights. This command has requested replacement of ALQ-86 TASK 5069 incumbent and assignment of Fred Tappan NAESU Engineer for a minimum period of 90 days. Bunker Ramo Engineer team visited MAG-11 for a period of 10 days, to help alleviate AN/ALQ-86 problems.

(11) The CH-46 KY-28 COMSEC modification program is going smoothly. Thus far seven aircraft have been completed and eleven aircraft are presently being modified.

4

ENCLOSURE (2)
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(12) Ice Cube is currently operating at approximately 25% strength due to personnel returning to CONUS and no replacements coming in. This command is requesting replacements in the 6251 field.

(13) Wing Avionics Representatives attended a redeployment conference at MAG-12/17/18 Jan 1970 to resolve equipment transfers from MAG-12 to MAG-13. Concurrently a Wing Avionics Representative visited MAG-11 to insure VMFA 542 would redeploy with sufficient support to accomplish a successful transpac. Additionally, Wing Avionics met with representatives from MAG-11 and MAG-16 to insure adequate support for the transition of VMO-2 with MAG-11.

g. Motor Transport

(1) The Wing on hand Motor Transport assets are as follows:

Navy Section "M" vehicles	1,497
USMC vehicles	101
Commercial vehicles	91

Total deadline for the period ending 31 Jan 1970 - 11.5%

6.5% Rehabilitation
5.0% Unit Deadline

(2) The Wing received the following new assets during Jan:

1 - Trk, 2½ Ton, M35A2C
1 - Trk, Van Multi Stop (3M)
1 - Trk, Crash and Rescue MB-5
1 - Trlr, Water, 400 Gal M149

(3) The wing disposed of the following vehicles during the month of Jan:

1 - Trk, Crash/Rescue MB-5
8 - Trk, Cargo, 2½ Ton, M35A1/A2
3 - Trk, Utility, ½ Ton, M38A1
1 - Trk, Tanker Water, M50
3 - Trk, Tanker, Gas, M49
7 - Trlr, 5,000 gal, Refueler, ME1A
2 - Trlr, Semi High Bed, M127
1 - Trlr, Semi Low Bed, M172
10 - Trlr, Tank 400 gal Water, M107
1 - Luber, ½ Ton

(4) The following Inspections/visits were made by the maintenance Management Team during Jan 70. The team consists of CWO-3 R. D. MILLER, MGySgt C. A. BENDER and SSgt KOSSICK.

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<u>Unit</u>	<u>Date</u>	<u>Reason</u>
MACG-18	13 - 15 Jan	A&M Inspection
MAG-13	21 - 23 Jan	Liaison Visit

(5) A conference of the Wing Motor Transport Officers was conducted 16 Jan 1970 by the Wing MTO, Major SNIFFEN.

h. Engineer

(1) MAG-11 had a total of 415 M021 arrestments with 15 of these declared emergencies.

(2) CHU LAI airbase recovery (MAG-12/13) had a total of 654 M-21 arrestments with 15 of these declared emergencies. There were 10 E-28 arrestments with 9 of these declared emergencies.

(3) MWSG-17 SATS warehouse shipped 79,455 pounds of SATS equipment and supplies to using Groups.

(4) The following Liaison/Staff visits were made:

<u>DATE</u>	<u>NAME</u>	<u>AREA</u>	<u>PURPOSE</u>
7 Jan	LtCol McMATH	MAG-16	Staff Visit
7-8 Jan	MSgt NEELEY	MAG-12	Liaison Visit
9 Jan	Lt CARLSON	MAG-15 Det PHU BAI	Staff Visit
12 Jan	LtCol McMATH	MWSG-17 & MACG-18	Staff Visit
13-14 Jan	Lt CARLSON	Wing A&M insp of MACG-18	
13-14 Jan	MSgt NEELEY	Wing A&M insp of MACG-18	
18-25 Jan	LtCol McMATH	3d FSR and PWC YOKOSUKA	Liaison Visit
30 Jan	Lt CARLSON	Courtesy insp MABS-11 Hvy equip & utilities sections	Staff Visit

(5) Base Development accomplished the followings

(a) 30 Jan - Liaison visit to MAG-11, MWSG-17, MACG -18 to check progress on Complex Review report.

(b) 31 Jan - Liaison visit to CHU LAI to check project status and excess Real Property.

i. MWSG-17 Fire Department

(1) Fuel Spills and Washdowns

MWSG-17	3	MAG-11	19	VMFA-542	2
MABS-11	1	VMA(AW)-225	2	VMCJ-1	4
VMGR-152	16	VMA(AW)-242	1	Others	9

ENCLOSURE (2)
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(2) Calls/Incidents/Responses

<u>Date</u>	<u>Time</u>	<u>Location/Unit</u>	<u>Class</u>	<u>Agent</u>
1 Jan	1046	MMSG-17 Mess Hall. Trash and fuel fire.	"A/B"	PKP
2 Jan	1306	ARVN Rifle Range. Controlled burning.	"A/B"	
	1414	MAG-11 Bomb Dump. Brush fire.	"A"	H20
4 Jan	0050	Rocket Alert		
5 Jan	1534	MAG-11 Taxiway. Electrical fire on lights.	"C"	PKP
7 Jan	0105	Rocket induced fire in HOA PHOT.	"A"	PKP/H20
	0914	MAG-11 Mess Hall. Head fire.	"A/B"	
	1445	Public Works. Vehicle fire.	"B"	
8 Jan	0045	MAG-11 Flightline. Sapper alert		
9 Jan	1415	ARVN Rifle Range. Controlled burning.	"A/B"	
	1547	ARVN Rifle Range. Brush fire.	"A"	PKP/H20
11 Jan	2308	Rocket Alert.		
13 Jan	0025	Rocket Alert.		
14	0530	MABS-11 Living area. Head fire.	"A/B/C"	H20
17 Jan	0324	SE of Airfield. Electrical fire.	"C"	PKP
	2206	Rocket alert.		
18 Jan	0225	USAF Barracks. Heater fire.	"A/B"	
21 Jan	1510	VMCJ-1 Head fire.	"A/B"	PKP/H20
23 Jan	1054	ARVN Rifle Range. Controlled burning.		
	1530	1st MP Mess hall. Stove and roof fire.	"A"	C02
24 Jan	1530	SE of airfield. Grass fire.	"A"	Dirt
25 Jan	0034	Rocket alert.		
27 Jan	0945	ARVN Rifle Range. Controlled burning.	"A/B"	H20
	1600	Golden Gate USO. Trash fire.	"A"	H20
	1750	MWHG-1 Compound. Transformer fire.	"C"	
	2140	MMSG-17 Living area. Electrical fire.	"C"	
28 Jan	0900	ARVN Rifle Range. Controlled burning.	"A/B"	H20
	0945	III MAF Brig. Vehicle fire.	"A/B"	PKP/H20
	1329	South end of airfield. Brush fire.	"A"	H20
29 Jan	0316	USAF Siren. False alarm.		
30 Jan	0923	ARVN Rifle Range. Controlled burning.		
	1400	HOA PHAT. Five homes destroyed by fire.	"A/B/C"	H20
	1440	SE of WERS-17 Heavy Equipment. Brush fire.	"A"	H20
	2158	East of MMSG-17 living area. Grass fire.	"A"	H20
31 Jan	0123	NE of 1st MAW Post Office. Brush fire.	"A"	H20
	1330	ARVN Rifle Range. Controlled burning.	"A/B"	H20

ENCLOSURE (2)
CONFIDENTIAL

HEADQUARTERS
 1st Marine Aircraft Wing
 Fleet Marine Force, Pacific
 FPO San Francisco 96602

21/A-3/jej
 5700
 15 FEB 1970

From: Wing Supply Officer
 To: Assistant Chief of Staff, G-3
 Subj: Command Chronology; submission of (Report Symbol 5750-1)
 Ref: (a) WgO 5750.4

1. In accordance with reference (a), the following is submitted for inclusion in the Command Chronology for January 1970.

PART I

- (1) Not applicable
- (2) Task Organization 1-31 January 1970

LtCol Earl H. LILLESTRAND	Wing Supply Officer
Major Charles H. TAYLOR, Jr.	Assistant Wing Supply Officer
Major Thaddeus S. COATES	Wing Marine Corps Supply Officer (1-11Jan70)
Captain Richard O. BEMISH	Wing Aviation Supply Officer
Captain Richard N. WYANT	Wing Marine Corps Supply Officer (7-31Jan70)
1stLt Henry E. GURNEY	Assistant Wing Aviation Supply Officer
MGySgt Edward SCHWARTZ	Assistant Wing Marine Corps Supply Officer

PART II N/A

PART III

- (1) There was a Supply and Fiscal conference held in MWHG-1 Officer's Club on 15 January 1970. All Group Supply and Fiscal Officers and representatives from NSD Subic and FMAW (Rear) attended to discuss current problem items.

465-573-1

PART IV

- (1) There are no supporting documents attached.


E. H. LILLESTRAND

HEADQUARTERS
1st Marine Aircraft Wing
Fleet Marine Force, Pacific
FPO San Francisco 96602

CONFIDENTIAL
10:TLH:tlh
5750
Ser: 010A04570
14 February 1970

CONFIDENTIAL

CONFIDENTIAL

From: Communication-Electronics Officer
To: Assistant Chief of Staff, G-3

Subj: Command Chronology

Ref: WgO 5710.10

- Encl: ✓(1) CG 1st MAW ltr 10D:mjg, 2305/10 of 5 Jan 70
Subj: CABLE STATUS REPORT
- ✓(2) CEO 1st MAW ltr 10G:jcc, 1000 16 Jan 70
Subj: MONTHLY SECTION ROSTER
- ✓(3) CG 1st MAW ltr 10C:mjg, 10550 of 23 Jan 70
Subj: CONTRACTS ELECTRONIC TECHNICAL SERVICES
(CETS); INFORMATION CONCERNING
- ✓(4) CEO 1st MAW memo 10:mjg, 4400 of 23 Jan 70
Subj: R&E PROGRAM

1. In accordance with provisions of reference (a) enclosures (1) through (4) are submitted.

2. The 1st MAW MARS Radio Station traffic count for the month of January 1970 is as follows:

	<u>Phone Patches</u>	<u>Message Traffic</u>
Outgoing	1061	3331
Incoming	14	3329
	<u>1075</u>	<u>6660</u>

3. The total message traffic handled by the 1st Marine Aircraft Wing Communication Center for the month of January 1970 was 61,216 of which 23,598 were outgoing and 37,618 were incoming.

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

1st MAW SAC No.	Copy No.	DOD DIR 5200.10 DECLASSIFIED AFTER 12 YEARS DOWNGRADED AT 3 YEAR INTERVALS
562-70	1	

App-5

Chon Bd

RECEIVED
1st Marine Aircraft Wing
Fleet Marine Force, Pacific
APO San Francisco 96602

100m/jg
2305/10
5 Jan 1970

From: Commanding General, 1st Marine Aircraft Wing
To: Commanding General, III Marine Amphibious Force

Subj: Cable Status Report

Ref: (a) CG III MAF ltr 1004:1st over 2305/6 of 9Mar69

Encl: (1) Cable Status Report

1. Enclosure (1) is provided in accordance with reference (a).

T. WALSH
By direction

APP 5-TAB-1

CABLE STATUS REPORT

1 Jan 1970

<u>Cable Designator</u>	<u>Total Pairs</u>	<u>Pairs in use</u>	<u>Spare Pairs Operational</u>	<u>End Pairs</u>
0-46	001-100	97	2	1
0-46	101-200	76	7	19
0-46	201-300	91	6	3
0-46	301-400	92	5	3
0-46	401-500	85	10	5
0-46	501-600	87	8	3
0-46	601-700	90	3	7
201	200	162	17	21
202	200	153	37	10
203	50	3	19	28
203A	100	70	29	1
204	50	28	19	3
205	25	5	15	5
206	100	50	44	6
207	50	21	28	1
208	25	8	16	1
209	25	0	24	1
210	200	14	186	0
211	50	26	23	1
212	25	17	8	0
213	50	16	32	2
214	100	47	52	1

Enclosure (1)

1

<u>Cable Designator</u>	<u>Total Pairs</u>	<u>Pairs in use</u>	<u>Spare Pairs Operational</u>	<u>Bad Pairs</u>
215	100	66	23	11
216	75	59	13	3
217	175	100	62	5
218	25	23	2	0
219	200	93	105	2
299	100	73	24	3
<u>Total</u>	<u>2625</u>	<u>1660</u>	<u>819</u>	<u>146</u>

Enclosure (1)

COMMUNICATION-ELECTRONICS BRANCH
 1st Marine Aircraft Wing
 Fleet Marine Force, Pacific
 FPO San Francisco 96602

10G:jcc
 1000
 16 Jan 1970

From: Communication-Electronics Officer
 To: Commanding Officer, Headquarters & Headquarters Squadron-1

Subj: Monthly Section Roster

Ref: (a) SqdnO 1080.2B

1. In accordance with reference (a), the following report of personnel assigned to this section is submitted as of 2400 15 Jan 1970.

<u>NAME</u>	<u>GRADE</u>	<u>SERNO/MOS</u>	<u>DUTIES</u>	<u>RTD</u>
KALUS, T.	LtCol	059842/2502	CEO	Aug 70
SIDLEY, A. J.	Major	061046/2502	A/CEO	Dec 70
WALKER, J. B.	Capt	098142/2805/5905	WATOU Officer	Aug 70
MORRIS, M. G.	MajSgt	563577/2591	Comm Chief	Jun 70
POWELLY, C. H.	MajSgt	520497/5993	Maint. Splst.	Mar 70
ZIRKLEACH, D. R.	SySgt	1496297/2861	Elect/Admin Chief	Mar 70
GORMA, M. J.	L/Cpl	2532456/0141	Admin Clerk	Jul 70
MAYDS, T. L.	PFC	2452716/0141	Admin Clerk	May 70

T. KALUS

App-5-TAB2

HEADQUARTERS
 1st Marine Aircraft Wing
 Fleet Marine Force, Pacific
 PPO San Francisco 96602

100:mjg
 10550
 23 Jan 1970

From: Commanding General
 To: Commanding Officer, Naval Electronic Systems Command,
 Eastern Division
 Via: Commanding General, Fleet Marine Force, Pacific
 (Attn: GSO)
 Subj: Contract Electronic Technical Services (CETS);
 information concerning
 Ref: (a) CG NAV 100:mjg-10550 ltr 10550/MCP over
 104:466:am:8927 of 31 Dec 69
 (b) CG 1st MAW ltr 100:mjg over 10550 of 22 Dec 69

1. Reference (a) provided information concerning the services of CETS personnel and requested to be advised if regularly scheduled overtime is required to maintain MATCU equipment. The referenced letter also required that an estimate be made, with justification, as to the man hours required for overtime each month.

2. Reference (a), with significant portions of the CETS contract, was distributed to the in-country MATCU's for comment. A resumé of the response received from each MATCU is presented below.

a. MATCU-62 is operating at approximately 50% qualified technicians though the unit is assigned the equipment complement of two MATCU's. To properly maintain this amount of equipment necessitates additional man hours for all. Approximately 80 man hours scheduled overtime for the CETS representative is required in the areas of technical training and maintenance. (It is noted that much of the equipment assigned to MATCU-62 is on temporary loan to other MATCU's and the unit is drawn down on personnel because the organization is in a maintenance status, however a considerable amount of work is required for the technicians).

b. The services of the MATCU-67 CETS representative are scheduled from 0730 to 1630 seven days a week, the same as the Marines of that unit. Work started during those hours

App-5-TAB-3

is normally carried to completion. (No estimate of overtime was contained in the MATCU-67 letter, however an estimate of 76 hours per month was obtained during a telephone call between the GEO Office, 1st MAW, and OIC, MATCU-67). Comments by the CETS representative at MATCU-67 were included as an enclosure to the MATCU-67 letter and a resumé of those comments follows.

(1) The 80 hours per month overtime contracted is not considered a frill by the CETS men or using organization. Instead it has been an incentive to the CETS men to accept the responsibilities of Marine operations in a combat zone, attracted personnel of higher skill and given reasonable compensation for services required.

(2) Actual overtime exceeds even the allowable 80 hours due to equipment types, equipment failures, equipment usage, over long periods of time and a lack of personnel experience. Because the equipment is in nearly constant use, emergency maintenance, with on the spot OJT, is the norm which reduces the opportunity for personnel to gain experience.

(3) Considering the requirements in the maintenance area it would appear unwise operationally and economically to limit the services of the CETS man to a 40 hour week when with the 80 hours per month he would be available and on duty without objection on a full time basis as is more in line with the military requirements of the location and situation.

c. MATCU-68 estimated 60 to 80 hours overtime each month for the CETS representative with that organization. Justification considered diverse operations at three airfields and the need for technical assistance when failures occur, even though this is on weekends and evenings. MATCU-68 noted that the CETS representative holds his overtime to a minimum and often does not claim all extra hours worked.

3. Enclosure (1) of reference (a) provides a copy of the CETS contract. Item 2, page 2, indicates 2880 hours are estimated for overtime for three CETS personnel, which results in 960 hours per year for each representative, or 80 hours overtime for each representative per month. This is the amount of overtime estimated by the MATCU's as being necessary. Unless the overtime exceeded an average of 80 hours per month it would seem that no additional funds would be necessary because \$46,396.80 was originally included for that purpose in the contract.

4. It is the opinion of those at this Headquarters who have observed the CETS personnel that these men are eager to work with the Marines, no matter what the hour, if reasonable, until a task is completed. This is especially true if an equipment failure exists and work is not hindered by a lack of repair parts when to cease work at 1630 would be an embarrassment to the CETS representative. Compensatory time off has been considered as a possible method of reducing overtime however this is not feasible in that the services of the CETS technician must be available when needed.

5. As noted in reference (b) MATCU's must be capable of performing their assigned combat mission in Viet Nam and pilots must have confidence in the facilities and controllers available at the MATCU. To fulfill this requirement inoperable equipment must be repaired as expeditiously as possible and to delay repairs until the next day, or until after a holiday, when the CETS representative returns to work would not support the needs of the MATCU. Therefore the 80 hours per month overtime schedule is considered to be an important feature of the contract.

6. This Headquarters concurs in the principal of economy and requires the Officers in Charge to consider carefully any requirements, authorizations, or approval, of overtime by CETS representatives.

T. K. LUS
By direction

HEADQUARTERS
 1st Marine Aircraft Wing
 Fleet Marine Force, Pacific
 FPO San Francisco 96602

10:mjg
 4400
 23 Jan 70

MEMORANDUM

From: Communication-Electronics Officer
 To: Assistant Chief of Staff, G-4
 Subj: R&E Program
 Ref: (a) FMPPAC ltr 4OP/DRE, 3930 of 10 Dec 69
 (b) CG FIRST MAW msg 060710Z Jan 70

1. Reference (a) set forth the criteria governing nominations of equipment for the R&E program. Reference (b) nominated equipment for subject program.
2. Due to the short notice to submit input to the subject program there were numerous errors in the Comm-Elect equipment.
3. Request the below revised figures be submitted to correct the previous input to FMPPAC. New input includes T/E as well as special allowance equipment.

COMMUNICATION-ELECTRONICS EQUIPMENT

TAM No	Nomenclature			Totals				
				71	72	73	New	Old
A0270	Comm Central, AN/TSC-15	Jul 70	- 2	Jul 71	- 1			
		Jan 71	- 1	Aug 71	- 1			
				Sep 71	- 1			
			FY Total	3	3	7	13	4
A0280	Comm Central, AN/TYA-11	Jul 70	- 2	Jul 71	- 1			
		Aug 70	- 1	Jan 72	- 1			
		Sep 70	- 1	May 72	- 2			
		Oct 70	- 1					
			FY Total	5	4	5	14	16
A0450	Decoder Grp, AN/GPA-60A	Jul 70	- 2					
		Jan 71	- 2					
			FY Total	4		4		4

App-5-TAB-4

TAM No	Nomenclature	71(Monthly)	72(Monthly)	73	Totals	
					New	Old
A0710	Generator, Signal, AN/URM-25E	Jul 70 - 3 Aug 70 - 1 Jan 71 - 2 Mar 71 - 2 FY Total <u>8</u>	Jan 72 - 2 <u>2</u>	8	18	8
A0880	Interrogator Set, AN/TPX 28B	Jul 70 - 1 FY Total <u>1</u>	Feb 72 - 2 <u>2</u>	6	9	9
A1350	Radar Crs Dir Central, AN/TPQ-10	Dec 70 - 1 FY Total <u>1</u>	Dec 71 - 1 Jan 72 - 2 Feb 72 - 1 <u>4</u>	1	8	7
A1420	Radar Set, AN/PPS-6	Jul 70 - 5 FY Total <u>5</u>	Jul 71 - 4 Dec 71 - 2 <u>6</u>	3	14	14
A1460	Radar Set, AN/TPS-22	Jul 70 - 1 FY Total <u>1</u>	Jul 71 - 1 <u>1</u>	1	3	3
A1480	Radar Set, AN/TPS-34	Jul 70 - 1 FY Total <u>1</u>	Jul 71 - 1 <u>1</u>	1	3	2
A1490	Radar Set, AN/TPS-37	Jul 70 - 1 FY Total <u>1</u>	Jul 71 - 1 <u>1</u>	1	3	3
A1507	Radar Set, AN/UPS-1D	Jul 70 - 1 FY Total <u>1</u>	Jul 71 - 1 <u>1</u>	1	3	3
A1508	Radar Set, AN/UPS-1C	Jul 70 - 1 FY Total <u>1</u>	<u>0</u> <u>0</u>	2	3	2
A1910	Radio Set, AN/MRC-87	Jul 70 - 3 FY Total <u>3</u>	<u>0</u> <u>0</u>	4	7	3
A2010	Radio Set, AN/PRC-41	Jul 70 - 4 Aug 70 - 3 Sep 70 - 2 Oct 70 - 1 Jan 71 - 1 FY Total <u>11</u>	Oct 71 - 1 Nov 71 - 1 Mar 72 - 1 <u>3</u>	0	14	12
A2020	Radio Set, AN/PRC-47	Jul 70 - 3 Aug 70 - 3 FY Total <u>6</u>	Jul 71 - 2 Aug 71 - 2 <u>4</u>	0	10	3

TAM No	Nomenclature	71(Monthly)	72(Monthly)	73	Totals	
					New	Old
A2080	Radio Set, AN/TRC-75	Jul 70 -13 Aug 70 - 2 Sep 70 - 2 Dec 70 - 1 Jan 71 - 1 Mar 71 - 2 FY Total <u>21</u>	Jul 71 - 3 Aug 71 - 2 Nov 71 - 1 Jan 72 - 3 May 72 - 1 <u>10</u>	22	53	31
A2090	Radio Set, AN/TRC-97	Jul 70 - 6 Jan 71 - 1 FY Total <u>7</u>	Jul 71 - 2 Jan 72 - 1 Feb 72 - 4 <u>7</u>	9	23	15
A2380	Signal Assy, Switchboard, TA-207/P	Jul 70 - 7 Aug 70 - 4 Sep 70 - 1 Oct 70 - 1 Jan 71 - 1 Jun 71 - 1 FY Total <u>15</u>	Jul 71 - 2 Aug 71 - 1 Jun 72 - 1 <u>4</u>	4	23	2
A2480	Switchboard, Telephone, Manual, SE-22/PT	Jul 70 -12 Aug 70 - 2 Sep 70 - 2 Oct 70 - 1 Nov 70 - 2 Jan 71 - 1 FY Total <u>20</u>	Jul 71 - 3 Oct 71 - 2 Dec 71 - 2 Feb 72 - 1 Apr 72 - 1 <u>9</u>	8	37	32
A2490	Switchboard, Manual, Telephone, SE-86/P	Jul 70 - 6 Aug 70 - 2 Sep 70 - 1 Jan 71 - 1 Feb 71 - 1 FY Total <u>11</u>	Jul 71 - 4 Oct 71 - 1 Jun 72 - 1 <u>6</u>	7	24	18
A2530	TAOC, AN/TYQ-2	Jan 71 - 1 FY Total <u>1</u>	<u>0</u> <u>0</u>	0	1	1
A2540	TDCC, AN/FYQ-3	Jan 71 - 1 FY Total <u>1</u>	<u>0</u> <u>0</u>	0	1	1

<u>TAM No</u>	<u>Nomenclature</u>	<u>71(Monthly)</u>	<u>72(Monthly)</u>	<u>73</u>	<u>Totals</u>		
					<u>New</u>	<u>Old</u>	
A2670	Teletype- writer Set, AN/TGC-14	Jul 70 - 8	Jul 71 - 6				
		Aug 70 - 3	Aug 71 - 1				
		Sep 70 - 2	Jan 72 - 1				
		Oct 70 - 2	May 72 - 1				
		Nov 70 - 2					
		Dec 70 - 1					
		Jan 71 - 1					
		<u>FY Total 19</u>		<u>9</u>	12	40	20

Very respectfully,

T. KALUS

OFFICE OF THE WING MEDICAL OFFICER
1st Marine Aircraft Wing
Fleet Marine Force Pacific
FPO San Francisco 96602

16:RWM:rcb
5750
11 February 1970

From: Wing Medical Officer
To: Commanding General (Attn: G-3)
Subj: Command Chronology for Medical Section; transmittal of
Ref: (a) WgO 5750.4
Encl: ✓(1) Medical Chronology for the month of January 1970
1. In accordance with reference (a), enclosure (1) is forwarded.


R. W. MAHER

Abb-7

WING MEDICAL CHRONOLOGY

PART I

1. Key Members:

CAPT Robert W. MAHER, MC USN, Wing Medical Officer
 LCDR William M. LEADFORD, MSC USN, Wing Medical Administrative Officer
 LTJg Hector CORNEJO, MSC USN, Wing Preventive Medicine Chief
 HMCM R. W. GILBRETH, USN, Wing Medical Administrative Chief
 HMCS P. S. DECKER, USN, Wing Preventive Medicine Chief
 HMC G. W. SILVA, USN, Wing Medical Supply Chief
 HMC I. L. MINOR, USN, Wing Medical Repair Chief

2. Average monthly strength of First MAW medical personnel

	<u>H&HS-1</u>	<u>MACG-18</u>	<u>MWSG-17</u>	<u>MAG-11</u>	<u>MAG-12</u>	<u>MAG-13</u>	<u>MAG-16</u>	<u>MAG-16 (DET)</u>
OFFICERS	5	2	2	4	4	4	8	1
ENLISTED	29	12	14	23	18	22	25	7

PART II

1. On 3 January 1970, the monthly Medical Meeting of all Wing Senior Medical Officers was held. The Wing Surgeon and the Wing Medical Administrative Officer presided.
2. On 10 January 1970, the monthly Medical meeting of all Wing Administrative Chiefs was held. The Wing Medical Administrative Officer and the Wing Medical Administrative Chief presided.
3. On 12 January 1970, the Fleet Marine Force Pacific, Force Surgeon, CAPT LUEHRS, MC USN, arrived at First Marine Aircraft Wing for a staff visit.
4. On 13 January 1970, CAPT LUEHRS, MC USN, Fleet Marine Force Pacific, Force Surgeon, accompanied by the Wing Surgeon and the Wing Medical Administrative Officer, visited the Force Surgeon, III Marine Amphibious Force, MAG-16 and the Naval Support Activity Hospital.
5. On 14 January 1970, CAPT LUEHRS, MC USN, Fleet Marine Force Pacific, Force Surgeon, and the Wing Medical Administrative Officer visited the Medical Departments at MAG-12 and MAG-13, in Chu Lai and MAG-16 Detachment located at Phu Bai for an administrative visit.
6. On 15 January 1970, CAPT LUEHRS, MC USN, Fleet Marine Force Pacific, Force Surgeon, departed for Okinawa.
7. On 17 January 1970, the Wing Surgeon attended a reception for RADM H. EPPER, MC USN, Assistant Chief of Bureau of Medicine and Surgery at the Officers Club, Naval Support Activity Hospital

Enclosure (1)

8. On 18 January 1970, the Wing Medical Administrative Officer attended a Logistics Conference at the Naval Support Activity Hospital.
9. On 20 January 1970, the Wing Medical Administrative Officer attended an Administrative Conference at the Force Surgeon's Office, III Marine Amphibious Force.
10. On 21 January 1970, the Wing Medical Administrative Officer and accompanying Inspection Party visited MWHG-1 for an A/M Inspection.
11. On 22 January 1970, CDR WHIMBERLY, Medical Administrative Officer of Fleet Marine Force Pacific, visited the Wing Surgeon, 1st Marine Aircraft Wing.
12. On 23 January 1970, CDR WHIMBERLY, Medical Administrative Officer, Fleet Marine Force Pacific and CDR STEWARD, Medical Administrative Officer, III Marine Amphibious Force, visited the Wing Surgeon for a staff visit.
13. On 28 January 1970, CDR WHIMBERLY, Medical Administrative Officer, Fleet Marine Force Pacific, visited the Wing Surgeon for a staff visit.

NOTE: The ~~February~~ Senior Medical Officers Meeting was held on 24 January 1970, because of priority commitments.

PART III

1. During the month of January 1970, 12 enlisted and 3 officer Navy personnel were received for duty with the First MAW; 18 enlisted and 5 officer Navy personnel were transferred having completed their tours.
2. AWARDS: During the month of January 1970, 14 Air Medals were awarded to hospital corpsmen of the First MAW.
3. During the month of January 1970, there were two (2), hospital corpsmen injured due to Medevacs or hostile actions.
4. During the month of January 1970, there were no hospital corpsmen killed due to hostile actions while flying Medevacs.

Enclosure (1)

OFFICE OF THE WING CHAPLAIN
1st Marine Aircraft Wing
Fleet Marine Force, Pacific
FPO San Francisco 96602

19:HCD:jdm
5751
15 February 1970

(UNCLASSIFIED)

From: Wing Chaplain, 1st Marine Aircraft Wing
To: Commandant of the Marine Corps (Code A03D)
Via: commanding General, Fleet Marine Force, Pacific

Subj: Command Chronology for period 1 January 1970 to
31 January 1970

Ref: (a) MCO 5750.2
(b) FMFPACO 5750.8

Encl: ✓(1) Wing Chaplain's Command Chronology

1. In accordance with the provisions of references (a) and (b),
enclosure (1) is submitted.

Henry C. Duncan
HENRY C. DUNCAN
CAPT CHC USN

Abb-8

d. Bible Study	30	324 present
e. Leadership Character Education	4	120 present
f. Discussion Groups	11	84 present
g. Baptism	4	
h. Confirmation	Ø	
i. Last Rites	1	
j. Other (Includes Religious Instructions, Prayer Services Alcoholic Anonymous Meetings, etc.)	18	144 present

PART III

1. Civic Action projects were assisted by Chapel Funds, special donations and material from Civic and Religious Groups at home. A tabulation of such assistance follows:

a. Monies

Sacred Heart Orphanage	41	\$150.00
Marnequin Fund, DaNang Nursing School		275.00
General Walt Scholarship Fund		400.00
China Beach Orphanage		100.00
Medical Mission		100.00
An Kahn Orphanage		50.00
Sacred Heart Nursery		50.00
Vinh Minh School		100.00
Tinh Lenh		250.00
An Tan Orphanage		75.00
Tien Qua Chapel		75.00
Civic Action		200.00
Stella Maris Convent		100.00
American Bible Society		100.00
Medical Assistance Programs, Inc.		100.00
Chen Roi Chapel		100.00

WVS.

- b. Sacred Heart Orphanage: 625 lbs. clothing; 3,040 lbs. food
- c. FIC Orphanage: 150 lbs. clothing
- d. Crescent Beach Orphanage: 150 lbs. clothing;
- e. China Beach Orphanage: 430 lbs. clothing; 4,185 lbs. of food; 3,000 lbs. plywood; 40 lbs. toys; 9 dozen bottles cough syrup.

- f. An Kahn Orphanage: 125 lbs. food
- g. Vinh Minh School: 10 lbs. food
- h. Tinh Lanh Church: 100 lbs. clothing
- i. Duy Tan ARVN Hospital: 50 lbs. clothing
- j. Liabang School: 150 lbs. school supplies and clothing
- k. Father Phuc's Boys' Home: 350 lbs. clothing; 150 lbs. school supplies; 100 lbs. food; 200 bars soap; 1 case (30 lbs.) tubes of toothpaste
- l. Luong Van Orphanage: 50 lbs. food
- m. Tam Ky Orphanage: 90 lbs. books (Vietnamese hymnals)
- n. Baptist Mission: 50 lbs. food
- o. Nui Kim Son Village: 500 lbs. TET gifts
- p. Binh Ky Village: 300 lbs. TET gifts
- q. Chieu Hoi Chapel: 9,000 lbs. sand and gravel; 27,000 lbs. fill dirt; 3,000 lbs. cement; 1500 lbs. chapel furnishings.
- r. DADS FOR KIDS: 55 children are now sponsored in this program.
- s. PROJECT ENGLISH: 30 Marines taught 1,183 students in 30 classes.
- t. PROJECT SCHOLARSHIP: this program has been discontinued.

2. Wing Chaplain's Activities:

- a. The Wing Chaplain attended supervisory chaplains' meetings at III MAF on the 1st and 21st of January.
- b. The Wing Chaplain welcomed the Commandant of the Marine Corps on Jan 10 and Senator Peter H. Dominick on Jan. 14.
- c. The Wing Chaplain attended promotion ceremonies at MWSC-17 and MAG-13 on Jan. 29.
- d. The Wing Chaplain hosted CAPT Robert Anderson, NAVFORV Chaplain, 12 Jan.
- e. An Administrative Inspection was held at MWSC-1.

- f. The Wing Chaplain conducted Divine Services at the following chapels:
Wing Memorial Chapel, MWHG-1, on 4 and 18 January
MAG-13 Chapel on January 11
III MAF Chapel on January 25

ENCLOSURE (1)