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00542

AUG 08 1970

UNCLASSIFIED

[redacted] (Unclassified upon removal of basic letter)

SECOND ENDORSEMENT on CG, 1st MAW ltr 3:PJK:pjk over 5750 Ser: 003A19970 dtd 18Jul70

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

Subj: Command Chronology for period 1-31 May 1970

1. Forwarded, noting that the G-4 portion of Appendix 4 (1st Marine Aircraft Wing G-4/Supply Command Chronology) does not contain a Part III. See attached ltr dtd 24 Aug 70.

2. By copy of this endorsement the Commanding General, 1st Marine Aircraft Wing, is requested to submit the missing document/documents to CMC, via this Headquarters, within 30 days.

G. R. Scharnberg
G. R. SCHARNBERG
By direction

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

[redacted]

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DECLASSIFIED

[redacted]

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

3:LWS:wao
5750
Ser: 03A23670
24 AUG 1970

UNCLASSIFIED

[redacted] (Unclassified upon removal of enclosure (1))

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 May 70

Ref: (a) 2nd end on CG, 1st MAW ltr 3:PJK:pjk over 5750 Ser: 003A19970 dtd 18Jul70

Encl: (1) New pages 8 and 9 for G-4 portion of 1st MAW, May 70 Command Chronology/Done/HDR-40

1. In accordance with the request contained in reference (a), enclosure (1) is forwarded herewith.

2. Remove and destroy present page 8 of enclosure (1) to G-4 Command Chronology (Appendix 4) and insert new pages 8 and 9.

W. E. Sparling
W. E. SPARLING
By direction

1st MAW SAC No.	Copy No.
2456-70/ch	1

[redacted]

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[redacted]

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

3:PJK:pjk
5750
Ser: 003A19970
18 July 1970

70 4880

[redacted] (UNCLASSIFIED upon removal of enclosure (1))

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 May 1970

Ref: (a) MCO P5750.1A
(b) FMFPacO 5750.8B

Encl: ✓(1) First Marine Aircraft Wing Command Chronology

1. In compliance with the provisions set forth in references (a) and (b), enclosure (1) is hereby submitted.

2. Only the original copy contains complete documentation.

W. E. Sparling
W. E. SPARLING
By direction

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

1st MAW [illegible]	[illegible]
2456-70	1

[redacted]

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~~SECRET~~

UNCLASSIFIED

4/KEM/kem
5750
Ser: 0045570
25 Jul 1970

~~SECRET~~ (Unclassified upon removal of enclosure (1))

FIRST ENDORSEMENT on CG, 1stMAW ltr 3:PJK:pjk over 5750 Ser: 003A199-70 dtd 18Jul70

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

Subj: Command Chronology for period 1-31 May 1970

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

J. W. HAGGERTY, III
By direction

Copy to:
CG, 1stMAW

COPY No 1 OF 4 COPIES

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~~SECRET~~

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

COMMAND CHRONOLOGY

1 - 31 MAY 1970

INDEX

PART I - ORGANIZATIONAL DATA

PART II - NARRATIVE SUMMARY

PART III - SEQUENTIAL LISTING OF SIGNIFICANT EVENTS

PART IV - SUPPORTING DOCUMENTS

Enclosure (1)

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PART I
ORGANIZATIONAL DATA

1. DESIGNATION

	COMMANDER	
FIRST MARINE AIRCRAFT WING	MajGen W. G. THRASH	01-31 May 1970
	ASST COMMANDER	
	BGen R. H. SPANJER	01-04 May 1970
	BGen R. F. CONLEY	05-31 May 1970

SUBORDINATE UNITS

MARINE WING HEADQUARTERS GROUP-1	Col L. J. STIEN	01-11 May 1970
	LtCol W. R. SMITH	12-31 May 1970
MARINE AIRCRAFT GROUP-11	Col G. S. STEWART	01-31 May 1970
MARINE AIRCRAFT GROUP-13	Col T. E. MURPHREE	01-17 May 1970
	Col L. J. STIEN	18-31 May 1970
MARINE AIRCRAFT GROUP-16	Col H. R. SMITH	01-31 May 1970
MARINE WING SUPPORT GROUP-17	Col H. L. JENSEN	01-31 May 1970
MARINE AIR CONTROL GROUP-18	Col S. G. DUNWIDDIE	01-31 May 1970

2. LOCATION

1 - 31 May 1970: Danang, RVN

3. STAFF OFFICERS

CHIEF of STAFF	Col R. W. TELLER	01-31 May 1970
Asst CHofS, G-1	Col P. B. HENLEY	01-31 May 1970
Asst CHofS, G-2	LtCol J. J. MITCHELL	01-31 May 1970
Asst CHofS, G-3	Col R. L. LA MAR	01-18 May 1970
	Col W. E. SPARLING	19-31 May 1970
Asst CHofS, G-4	Col W. C. MCGRAW	01-31 May 1970
COMPTROLLER	Col E. J. ARTNAK	01-31 May 1970

Enclosure (1)

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4. AVERAGE MONTHLY STRENGTH

	USMC	USN	TOTAL
Officers:	1,300	52	1,352
Enlisted:	8,826	170	8,990
Total:	10,126	222	10,342

PART II
NARRATIVE SUMMARY

The First Marine Aircraft Wing continued to fly in support of I Corps units throughout this reporting period. Fixed Wing aircraft of the First Marine Aircraft Wing flew a total of 5,653 tactical sorties dropping 11,584 tons of ordnance. Helicopters of the First Marine Aircraft Wing flew 35,490 total sorties carrying 6,160.9 tons of cargo and 86,096 passengers. Major ground operations were supported by aircraft of the First Marine Aircraft Wing throughout I Corps Area of Responsibility. Support was also provided to the 7th Fleet (BARCAP) as well as U.S. Air Force out-of-country interdiction efforts in Laos. During this reporting period the First Marine Aircraft Wing lost a total of five aircraft.

PART III
SEQUENTIAL LISTING OF SIGNIFICANT EVENTS

1. OPERATIONS SUPPORTED

a. During the month of May 1970 there were seven operations in effect throughout I Corps area of responsibility. The First Marine Aircraft Wing recorded support for four of these operations.

(1) Frederick Hill: The 196th Light Infantry Brigade conducted search and clear operations in Quang Tin Province. The operation commenced 180001H March 1969 and continues through this reporting period. Fixed Wing aircraft flew a total of 286 sorties delivering 632.6 tons of ordnance. Reported BDA was 3 KBMA; 18 Structures destroyed; 2 Structures damaged; 73 Bunkers destroyed; 8 Bunkers damaged; 6 Gun Sites destroyed; 15 Secondary explosions and 22 Secondary fires. There was no reported helicopter support.

Enclosure (1)

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(2) Geneva Park: Commenced 180001H March 1969 and continued through this reporting period with the 198th Infantry Brigade conducting search and clear operations in Quang Tin and Quang Ngai Provinces. For the month of May 1970 Fixed Wing aircraft flew 153 sorties and delivered 354.5 tons of ordnance. The reported BDA for this reporting period was 23 Structures destroyed; 10 Structures damaged; 19 Bunkers destroyed; 7 Secondary explosions and 26 Secondary fires. There was no reported helicopter support for this reporting period.

(3) Iron Mountain: The 11th Infantry Brigade is conducting search and clear operations in Quang Ngai Province. The operation commenced 180001H March 1969 and continued through this reporting period. Fixed Wing aircraft of the First Marine Aircraft Wing flew a total of 106 sorties and delivered 259.1 tons of ordnance. The reported BDA was 40 Structures destroyed; 9 Structures damaged; 22 Bunkers destroyed; 2 Secondary explosions and 11 Secondary fires. There was no reported helicopter support of this operation.

(4) Texas Star: The 101st Airborne Division (AM) conducted search and clear operations in Quang Tri and Thua Thien Provinces. The operation commenced 010001H April 1970 and continued through the reporting period. Fixed Wing aircraft flew a total of 764 sorties delivering 1766.4 tons of ordnance. Reported BDA was 49 KBMA; 4 Structures destroyed; 1 Structure damaged; 332 Bunkers destroyed; 21 Bunkers damaged; 105 Secondary explosions; 87 Secondary fires; 16 Road cuts; 8 Road slides; 3 Trucks destroyed; 14 Gun sites destroyed; 4 Gun sites damaged; 3 Ammo dumps destroyed and 2 Ammo dumps damaged. There was no reported helicopter support.

(5) Nantucket Beach: The 5/46 Infantry (AMCL) is conducting search and clear operations in Quang Ngai Province. The operation commenced on 20 July 1969 and continued through this reporting period with no recorded support by the First Marine Aircraft Wing.

(6) Green River: Commenced 190001H January 1970 and continued through this reporting period with the 1st Brigade 5th Mech Division conducting search and clear operations in the Eastern half of Quang Tri Province. This operation was not supported by the First Marine Aircraft Wing for this reporting period.

(7) Barber Glade: Delta Force under Opcon of the 101st ABN DIV conducted reconnaissance operations in Quang Tri Province. The operation commenced 150001H May 1970 and continued through this reporting period with no recorded support by the First Marine Aircraft Wing.

Enclosure (1)

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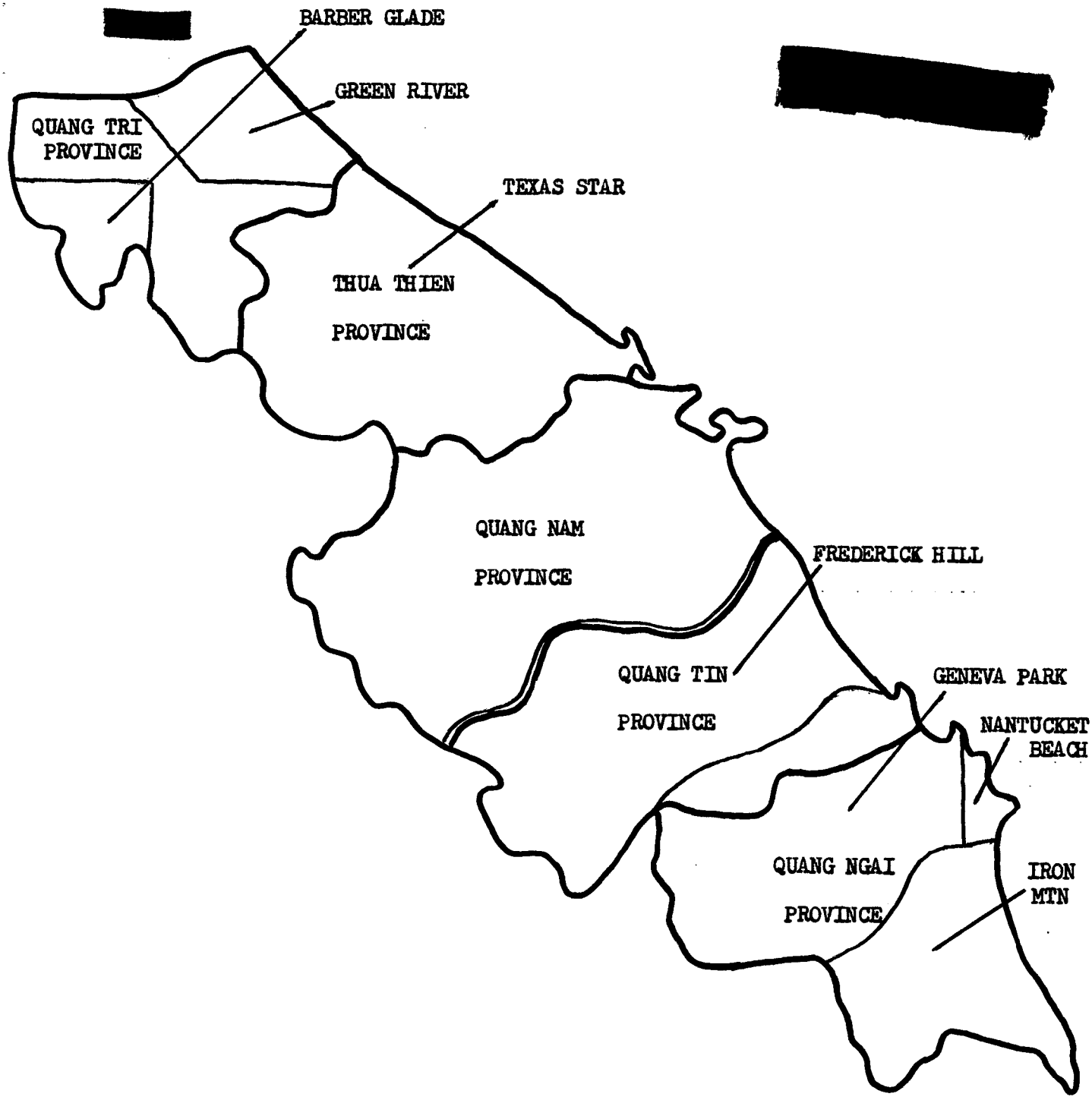

Enclosure (1)

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2. SIGNIFICANT EVENTS

4 May 1970:	At 0555H this date Chu Lai AB received 122X122 rockets resulting in 11 US WIA, 1 VN civilian Killed, 1 bridge damaged and 1 POL fire. Ref: MAG-13 C.C. (S) (Appendix 13 to FMAW C.C.)
5 May 1970:	At 0605H Chu Lai AB again sustained an enemy rocket attack receiving 101X122 rockets resulting in 1 USMC KIA, 24 USMC WIA, 2 huts destroyed, 1 hut damaged and 1 messhall damaged. Ref: MAG-13 C.C. (S) (Appendix 13 to FMAW C.C.)
7 May 1970:	HML-167 lost an aircraft this date due to engine failure. Ref: Appendix 1 to MAG-16 C.C. (C) (Appendix 14 to FMAW C.C.)
8 May 1970:	HMH-463 made the first delivery of Napalm by Marine Helicopters with the CH-53D. Ref: Appendix 7 to MAG-16 C.C. (C) (Appendix 14 to FMAW C.C.)
11 May 1970:	Col L. J. STIEN relinquished command of Marine Wing Headquarters Group-1 to LtCol W. R. SMITH. Ref: MWHG-1 C.C. (U) (Appendix 9 to FMAW C.C.)
13 May 1970:	HML-167 lost their second aircraft for the month of May due to engine failure. Ref: Appendix 1 to MAG-16 C.C. (C) (Appendix 14 to FMAW C.C.)
15 May 1970:	VMFA-115 lost an aircraft as a result of enemy ground fire. The crew ejected safely. Ref: Appendix 3 to MAG-13 C.C. (C) (Appendix 13 to FMAW C.C.)

[redacted] Enclosure (1)

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16 May 1970:	A-6A/TPQ-10 Aerial Survey (ATAS) test plan published. Ref: Appendix 5, Section 2 to MAG-11 C.C. (C) (Appendix 11 to FMAW C.C.)
17 May 1970:	HML-367 staged a 100% fly-over with their AH-1G (Cobra) aircraft. Ref: Appendix 2 to MAG-16 C.C. (C) (Appendix 14 to FMAW C.C.)
17 May 1970:	Col T. E. MURPHREE relinquished command of Marine Aircraft Group-13 to Col L. J. STIEN. Ref: MAG-13 C.C. (S) (Appendix 13 to FMAW C.C.)
19 May 1970:	LtCol R. A. BANCROFT relinquished command of Marine Medium Helicopter squadron - 262 to LtCol G.S. PATE. Ref: Appendix 4 to MAG-16 C.C. (C) (Appendix 14 to FMAW C.C.)
23 May 1970:	VMFA-115 lost it's second aircraft for the month when it crashed as a result of unknown causes (AAR pending). Crew ejected safely. Ref: Appendix 2 to MAG-13 C.C. (C) (Appendix 13 to FMAW C.C.)
27 May 1970:	VMFA-314 lost an aircraft when it crashed as a result of enemy ground fire. Crew ejected safely with minor injuries being sustained by the pilot. Ref: Appendix 5 to MAG-13 C.C. (C) (Appendix 13 to FMAW C.C.)
29 May 1970:	LtCol L. K. KECH received the squadron colors of Marine Air Base Squadron - 16 from LtCol C. R. DUNBAUGH. Ref: Appendix 9 to MAG-16 C.C. (C) (Appendix 14 to FMAW C.C.)

Enclosure (1)

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3. AIR OPERATIONS

a. Fixed Wing

Total Fighter/Attack sorties	5,653
In-country Fighter/Attack sorties	4,797
Out-of-country Fighter/Attack sorties	856
Total ECM/ESM sorties	203
Total photo sorties	170
Total VR/TAC(A) sorties	495

b. Helicopter

Total sorties	35,490
Total flight hours	10,977
Total tons of cargo	6,160.9
Total passengers	86,096

c. Reported BDA In-country

103 KBMA
242 Structures destroyed, 56 damaged
696 Bunkers destroyed, 77 damaged
348 Secondary explosions
278 Secondary fires
21 Gun sites destroyed, 1 damaged
1 AW position destroyed, 1 damaged
19 Road cuts
14 Road slides
1 Truck destroyed, 1 damaged
1 Boat destroyed
3 Ammo dumps destroyed, 2 damaged
2 Rocket positions destroyed

d. Reported BDA Out-of-country

116 Secondary explosions
31 Secondary fires
9 Trucks destroyed, 79 damaged
1 Gun position destroyed
2 23MM destroyed

4. CASUALTIES

a. The following is a breakdown of First Marine Aircraft Wing casualties sustained during the month of May 1970: (Appendix 1)

Enclosure (1)

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HOSTILE						NON-HOSTILE			
KIA	WIA	WIA(E)	DOW	MIA	CPT	MIS	DTH	INJ	TOTAL
1	21	8	Ø	Ø	Ø	Ø	1	36	67

5. INTELLIGENCE

a. During May 1970 the First Marine Aircraft Wing, G-2 Division continued to maintain and disseminate information concerning enemy reactions to First Marine Aircraft Wing aircraft, enemy order of battle, enemy air and anti-air capabilities, target folders and other data concerning selected targets in North Vietnam, Laos and Cambodia. Enemy activity remains stable with the emphasis on incidents directed against the governments pacification effort. (Appendix 2)

6. AWARDS

a. The First Marine Aircraft Wing Awards section processed 3,408 awards during May. The types and numbers are as follows: (Appendix 3)

FORWARDED TO HIGHER HEADQUARTERS		RECEIVED FROM HIGHER HEADQUARTERS	
Medal of Honor	Ø	Medal of Honor	Ø
Navy Cross	Ø	Navy Cross	Ø
Silver Star	2	Silver Star	1
Legion of Merit	4	Legion of Merit	1
Distinguished Flying Cross	21	Distinguished Flying Cross	9
Navy and Marine Corps Medal	3	Navy and Marine Corps Medal	Ø
Bronze Star	25	Bronze Star	Ø
Air Medal	39	Air Medal	42
Navy Commendation Medal	47	Navy Commendation Medal	7
Navy Achievement Medal	42	Navy Achievement Medal	9
		Navy Unit Commendation	1
		Certificate of Commendation	2
total	183	. . . . .	72

b. During this reporting period there were 3,200 Air Medals awarded to the First Marine Aircraft Wing and 25 Purple Hearts.

7. PUBLIC AFFAIRS

a. All significant events occuring during the month of May within the First 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. There were 113 news releases during the month. (Appendix 6)

Enclosure (1)

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[redacted]

[redacted]

8. LOGISTICS

a. Air Freight. During the month of May 3,465 passengers and 388.9 tons of cargo were transported by Marine Aircraft into and out of Danang within I Corps. (Appendix 4)

b. Ordnance. A total of 2,197 fire bombs; 509 CBU-20/24/49; 1,258,454 rounds of gun ammunition; 9,553 para flares; 36,501 General Purpose (GP) bombs and 22,172 air to surface rockets were expended for a total of 11,643 tons for May of 1970.

c. Tactical Airfield Fuel Dispensing System (TAFDS). There was a total of 9,819,522 gallons of JP-4 issued during this reporting period.

9. WEATHER SUMMARY

For the first two weeks in May, I Corps was under a southwesterly flow with favorable conditions except for scattered showers and thunderstorms over the mountains. Patchy nocturnal stratus was also observed with rapid disipation after sunrise. Afternoon temperatures averaged in the low to mid 90's with a monthly high of 104°F occuring on 13 May.

On 14 May a cold surge passed through Danang at approximately 1600H with a shift to northeasterly flow at gradient level. A second surge followed on 19 May. For the period of 14-20 May, I Corps experienced cloudy conditions with intermittent rain and showers. Ceilings were generally 1500 feet except for afternoon hours when they improved to 6-10,000 feet.

On 21 May the wind flow again became southwesterly and conditions improved over southern I Corps and by 22 May all of I Corps was favorable. Conditions remained generally scattered over the coastal areas and scattered over the mountains with showers and thunderstorms. On 27 May a thunderstorm moved over Danang at approximately 1500H and showers occured until near 1730H. The maximum gust at Danang Air Base was estimated to be 40 knots and Marble Mountain Air Facility recorded 52 knots. Marble Mountain reported slight damage to roofs of buildings, no damage to aircraft.

Enclosure (1)

[redacted]

[redacted]

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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 (S/NF) FILED SEP

APPENDIX 3 1ST MAW G-3 COMMAND CHRONOLOGY (U)

APPENDIX 4 1ST MAW G-4/SUPPLY COMMAND CHRONOLOGY (C)

APPENDIX 5 1ST MAW COMM/ELEC COMMAND CHRONOLOGY (C)

APPENDIX 6 1ST MAW PUBLIC AFFAIRS COMMAND CHRONOLOGY (U) FILED SEP

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 AIR CONTROL GROUP-18 COMMAND CHRONOLOGY (S)

APPENDIX 13 MARINE AIRCRAFT GROUP-13 COMMAND CHRONOLOGY (S)

APPENDIX 14 MARINE AIRCRAFT GROUP-16 COMMAND CHRONOLOGY (S)

APPENDIX 15 1ST MAW GROUP SITUATION REPORTS - MAY 1970 (S)

APPENDIX 16 1ST MAW DAILY SITUATION REPORTS - MAY 1970 (S) SEP

APPENDIX 17 1ST MAW FRAGS (FIXED WING&HELO) - MAY 1970 (S)

Added Unnumbered Appendix: 1st MAW OPREP #5

Enclosure (1)

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

1:RL:rmp
5000
11 June 70

From: Assistant Chief of Staff, G-1
To: Assistant Chief of Staff, G-3

Subj: Command Chronology for the month of May 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 May, 49 officers and 503 enlisted personnel rotated from 1st Marine Aircraft Wing to:

CONUS	34 officers
	466 enlisted
Other WestPac Commands	15 officers
	47 enlisted

3. During May, 85 officers and 491 enlisted personnel joined the 1st Marine Aircraft Wing from:

WestPac Commands	18 officers
	82 enlisted
Other than WestPac	67 officers
	409 enlisted

4. During the month of May, 23 enlisted personnel extended their overseas tour.

5. During May, 13 enlisted were granted special leave.

6. Reenlistment rates for the month of May, were as follows:

CAREER	FIRST TERM	TOTAL
90%	28%	59%

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Appendix-1

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7. The percentage of personnel participating in the Savings Bond Program as of 31 May was 65.2%

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

HOSTILE							NON-HOSTILE		
KIA	WIA	WIAE	DOW	MIA	CPT	MIS	DTH	INJ	TOTAL
1	21	8	0	0	0	0	1	36	67

Total medical evacuees this period - 60

Cumulative total for 1970 - 308

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

	MARINES	NAVY	TOTAL
officers	1,300	52	1,352
enlisted	8,826	170	8,990
total	10,126	222	10,342

P. B. HENLEY

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ROSTER OF KEY G-1 PERSONNEL

BILLET	RANK/NAME	DATE
ACofS, G-1	COL P. B. HENLEY	1-31 May 70
Asst G-1	LTCOL C. E. SMITH JR	1-31 May 70
Personnel Officer	MAJ J. D. HAYNES	1-31 May 70
AsstPersO	CAPT J. J. COWART	1-31 May 70
AsstPersO	CAPT W. E. LEGG	1-31 May 70
Career Plan	1stLt R. P. ROSSI	1-31 May 70
AdminO	CAPT R. LEWIS	1-31 May 70
Section Chief	MSGT J. M. CURLEY	1-31 May 70

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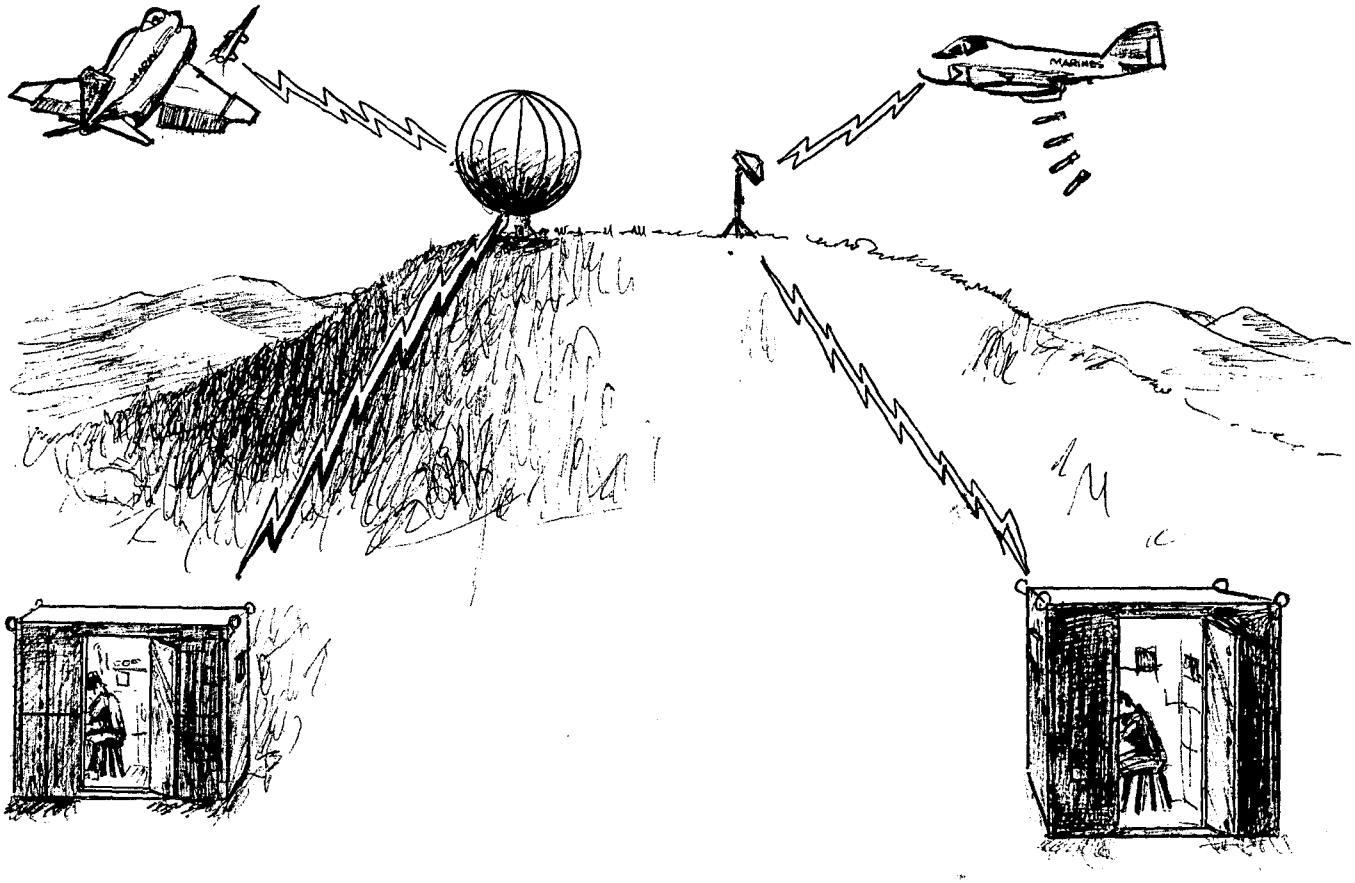
THE PROFESSIONAL

COMBAT READINESS THROUGH PROFESSIONAL SERVICE



SAFETY-STANDARDIZATION

FIRST MARINE AIRCRAFT WING

MAY VIETNAM 1970

App-1, Encl (1)

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COMMANDING GENERAL
Major General W. G. Thrash

ASSISTANT WING COMMANDER
Brigadier General R. F. Conley

CHIEF OF STAFF
Colonel R. W. Teller

WING AVIATION SAFETY OFFICER
Major L. G. Pool

EDITOR
Major D. C. Levine

ASSOCIATE EDITOR
Major F. A. McCaughan

STAFF
Sergeant R. D. Ferguson
Corporal R. C. Taylor

ARTISTS
Sergeant R. O. Templeton
Corporal N. Woods

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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 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.

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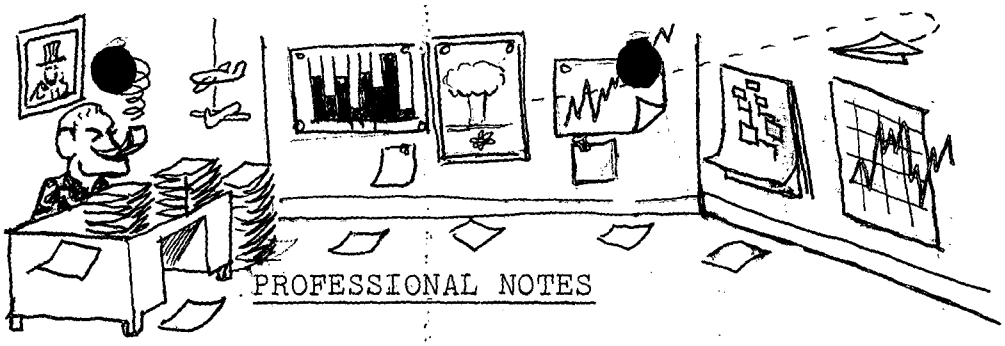

PROFESSIONAL NOTES

I have been assigned as the Wing Aviation Safety Officer for about six weeks now, long enough to make a few initial observations. I am going to take advantage of the opportunity presented by PROFESSIONAL NOTES to comment on some of these observations. My goal is to get you thinking about your own individual effort towards operational aviation safety and, hopefully, generate greater action.

I have had the impression from time to time that there are many individuals who feel negatively towards aircraft mishap reporting. Some seem to think, especially here in a combat zone, that the reports are not only a waste of time but a severe inconvenience to the reporter, if not an outright harassment to the busy combat aircrewman. I can assure you that I, too, personally dislike extraneous and unproductive "paper work". But, there is a definite requirement for, and benefit to be gained from, the "FLASH" report, the Preliminary and Supplementary message reports and the aircraft accident report, as well as the DEA summaries. I question whether most of you operational aviators know that anytime there is a mishap that results in major or more severe injury to personnel and/or major damage to an aircraft, the Wing must make a telephone report to FMFPAC within a prescribed time limit. There are tactical, operational and public relation reasons why the Wing and FMFPAC need to know what has happened. That is why a clear, concise FLASH report, that contains all the known facts and circumstances, is required for all aircraft mishaps. Although it is realized that all the details are not usually known initially, there have been reports submitted that did not forward all of the known info. This may have been because the reporter didn't understand why the info was desired or, possibly, just plain laziness. Look at it this way. How would you like to get a message from the Red Cross that read, "YOUR WIFE IS IN THE HOSPITAL. STOP"? I dare say that any one of us would be highly irate about the lack of information! Enough said. I'm sure you see the point.

Another benefit to be derived from aircraft mishap reporting is the noting of trends. Sometimes a squadron or group spots a trend without any assistance. Often, though, your report of a mishap may save an aircraft in the States or at sea aboard a carrier. Going through the incidents that occurred in the First MAW during April, I believe I have spotted some trends worth mentioning. Specific instances of trend setting mishaps are printed in the Selected Incident Briefs commencing on page 7 of this issue of THE PROFESSIONAL. Following are my comments on April's trends.

Continued

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Professional Notes....

1. There were six reported instances of engine failure in H-46's. Point: You 46 drivers had better know your single engine procedures and be planning ahead especially considering the lack of single engine capability in our present hot weather.

2. There were four cases of hydraulic failure in H-46 helicopters. Point: Know the NATOPS procedures and limitations for hydraulic boost failure and single boost flight (one helo had to be flown single boost from an unsecure zone to a secure area).

3. There were ten incidents that may have been prevented or averted by a more thorough pre-flight, both by ground and air crews. These incidents involved nearly every model of aircraft operated by the Wing. Point: There are still some individuals who don't have time for a thorough pre-flight. Yet, they don't seem to understand that more time is ultimately lost in aborted missions, damage repair and mishap reporting.

4. There were three cases of canopies coming open or off in flight. Two of these were on OV-10 aircraft. Point: The OV-10 squadron has recognized the problem - possibly associated with hot weather (?) - and has devised a local procedure/fix to prevent future occurances. Their ideas will soon be passed to other OV-10 squadrons.

5. There were three cases of erroneous fire warning lights in the F4B. Point: Why was it in the port engine in every case? Perhaps you F4 maintenance types should place additional emphasis on checking the fire warning wiring, etc. whenever the port engine is removed.

6. There were two EA/A6 wheel failures. That makes several similar failures in the past few months. Point: Concerned squadrons/MAG-11 have noted the trend and submitted a UR, requesting an engineering evaluation.

* * * * * *

Major Dave Levine, the Wing NATOPS Supervisor, will be departing for CONUS the first part of June. Dave has been the Editor of "THE PROFESSIONAL" for the past seven months. He is largely responsible for the present format of the magazine as well as the quality and originality. His many efforts are sincerely appreciated by the members of the Wing Safety/Standardization Office. Major Pete Janss, an H-53 driver for six months in MAG-16, will take over the Wing NATOPS desk.

L. G. POOL
ASO FMAW

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FIRST MARINE AIRCRAFT WING
AIRCRAFT MISHAP BRIEFS
APRIL 1970

Major Operational Accident

1. CH-46D, Nose wheel sheared, strut bent. Damage: Substantial
Injury: None

Aircraft taxied off runway, over an eight inch lip, onto the taxiway at Phu Bai. Runway had recently been resurfaced. Nosewheel sheared, strut bent upon contact with the taxiway.

Cause: Under investigation. Suspect material failure of strut barrel assembly.

Selected Incident and Ground Accidents

1. A6A, Ground Accident. Damage: Substantial
Injury: None

Ground crew werepositioning aircraft into a revetment. Starboard horizontal stabilizer hit revetment requiring replacement of the stabilizer.

Cause: The tow tractor driver did not utilize wing walkers.

2. CH-46D, Incident. Damage: Limited
Injury: None

Following take off from unsecure LZ the pilot noted that the forward transmission oil pressure dropped to zero. Transmission oil temperature gradually rose to approximately 120°C. Grinding noise emanated from transmission. Precautionary landing was made in an unsecure zone.

Cause: Quick disconnect between forward transmission oil pump and pressure supply line disconnected. Suspect disconnect not checked on preflight.

3. CH-46D, Incident. Damage: Limited
Injury: None

Pilot was maneuvering into tight LZ for recon team extract when all three aft rotor blades struck a tree.

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Cause: Crew chief's ICS cord accidentally came unplugged. Even though the crew chief saw the trees in time, he was unable to inform the pilot of the position of the trees.

4. CH-46D, Incident. Damage: Limited
Injury: None

Enroute when engine instruments indicated a PMS failure. Pilot secured PMS and was beeping toward 100% Nf/Nr when No 2 engine overtemped and suffered an explosion. Engine was secured. Helicopter was unable to maintain single engine level flight because of ambient conditions and gross weight. Single engine landing made. See ATTA BOY on page 15.

Cause: Undetermined: Suspect FOD damage to the No. 2 engine.

5. CH-46D, Incident. Damage: Limited
Injury: None

Enroute the pilot detected loss of No. 1 hydraulic boost pressure. Inspection revealed hydraulic fluid leaking from forward transmission drip pan. Precautionary landing made.

Cause: Chafing of unsecured hydraulic boost pressure supply line against forward transmission slip ring resulted in a hole in the line and loss of fluid.

6. CH-46D, Incident. Damage: Limited
Injury: None

Aircraft was cruising enroute when one of the gunners noticed an object fly off the forward pylon. Inspection revealed that the forward port clam shell door was lost in flight.

Cause: Suspect that the clam shell door was improperly latched following a rotor head check.

7. CH-46D, Incident. Damage: None
Injury: None

During autorotative descent for medevac pickup the rotor RPM reached 128%. Blades and rotorheads removed for inspection.

Cause: Pilot allowed rotor RPM to exceed limitations.

8. CH-53D, Incident. Damage: Limited
Injury: None

External drop in mountain LZ. Hovering at 30 feet when all six main rotor blades hit a tree.

Cause: Pilot and crew did not allow for adequate rotor clearance.

9. CH-53D, Incident. Damage: Limited
Injury: None

Upon lowering the landing gear, the nose gear indicated unsafe-"up". Pilot landed and held nose gear off while passengers deplaned and crew tried to free nose gear. The attempt was unsuccessful and the aircraft was returned to base. Again the pilot held the nose gear off while the maintenance crew deflated the port nose tire. Gear came down and locked.

Cause: Improper servicing of nose strut caused nose gear to retract in canted position.

10. CH-53D, Incident. Damage: None
Injury: None

Upon departing the LSA, with a 9,000 lb. external load, and passing through 50 feet and 20 kt., the second stage servo pressure was lost. Aircraft developed a vertical and lateral beat. The load was pickled and uneventful landing made.

Cause: Failure of second stage servo pump and improper timing of aft primary servo.

11. UH-1E, Incident. Damage: Limited
Injury: None

Aircraft developed a violent vertical beat while cruising at 1500 feet. Uneventful landing made on beach.

Cause: Fracture and subsequent loss of control tube assembly. This is the third known incident of the same control tube failing in UH-1E aircraft.

12. A6A, Incident. Damage: Limited
Injury: None

Postflight inspection revealed that a 120° arc section of the starboard wheel assembly missing. The missing section was found imbedded in the starboard flap.

Cause: Undetermined

13. A6A, Incident. Damage: Limited
Injury: None

Pilot attempted to taxi, with wings spread, between revetment and parked aircraft. Wing walker and taxi director were being used. Starboard wing struck revetment twice. Wingwalker attempted to attract the attention of the pilot, instructor pilot and taxi director. Pilot was watching the taxi director and IP was momentarily distracted in the cockpit.

Cause: IP allowed himself to be distracted at a most inopportune time.

14. A6A, Incident. Damage: Limited
Injury: None

Gear failed to indicate down on night GCA. Pilot tried all the appropriate NATOPS procedures but to no avail. Aircraft landed with right main landing gear up. Foamed runway, M-21 gear and NATOPS procedures were used. This was the third time over a period of months where this particular aircraft has had to make a right gear up landing.

Cause: Slip bushing missing and port door latch shaft mounted in right wheel well.

15. OV-10A, Incident. Damage: Limited
Injury: None

Fifteen minutes after takeoff the pilot's left canopy door opened. Plexiglass in canopy door and top broken.

Cause: Undetermined. Suspect door not properly secured prior to flight.

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16. F4B, Incident. Damage: None
Injury: None

During takeoff roll the E-28 arresting gear crossdeck pendant slapped and ripped the napalm canister from the No. 1 station on the centerline MER. Aircraft completed its mission. The napalm canister exploded and burned on the runway.

Cause: Main landing gear caused E-28 crossdeck pendant to bounce up.

17. F4B, Incident. Damage: None
Injury: None

Port engine fire warning light came on while pulling off a target. Engine eventually secured and light remained on as an uneventful landing was made.

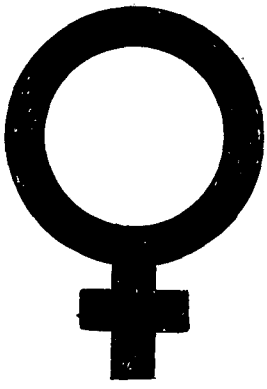
Cause: Broken wire in fire warning system.

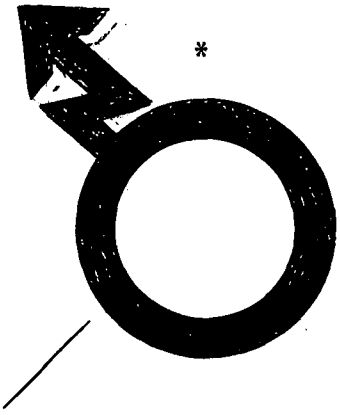
18. F4B, Incident. Damage: Limited
Injury: None

Aircraft made a half flap short field arrestment following a utility hydraulic failure. Just prior to engagement of E-28 arresting gear the pilot applied full aft stick. The aircraft rotated, became airborne and made an inflight engagement. Nose gear touchdown first, port nose tire blew and port nose wheel failed followed by pendant slapping the stabilizer.

Cause: Pilot technique.

* * * * * *





Sure it's a war wound.
Hostile tree strike!

(Reprinted from Americal Aviation Safety Newsletter)

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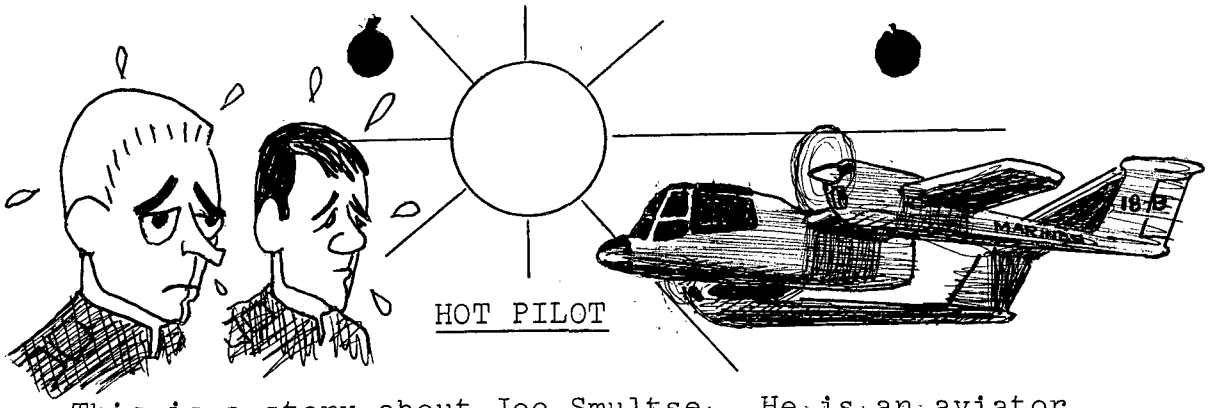

HOT PILOT

This is a story about Joe Smultse. He is an aviator. He's also a red hot pilot. Joe has been hot since 7AM when he was dragged out of bed to fly in spite of not being scheduled until 1300. It was a hurry up flight so Joe had to hustle. He made the flight, a 2.5 hop which was not too eventful except for the way his head was pounding from the party last night, and the aggravation of sweat running down his face and into his eyes all morning. Now he barely has time to grab some chow and brief his 1300 hop. To top it off, it's getting hotter than ever. But Joe makes the brief OK. He's a little breathless from hustling around and now dripping wet from sweat. Thank God the ready room is air-conditioned (?). Joe is also thinking, "By God, some of this spare tire I'm carrying has got to go". (He's only about 30 lbs. over weight but what the hell, this is a combat zone and what else is there to do at night but drink beer -- even though it is a little fattening.)

With the brief completed Joe heads out to trusty ole # 7, an OV-10 ("Cute little plane", as his wife describes it). Naturally, it's a city block away and by the time Joe gets there he is dripping like a faucet. But after a fast preflight it looks like a go, so Joe and his equally perspiring AO strap in. However the # 2 engine is reluctant to start and Joe calls for the maintenance chief. As he waits, his temper and body temperature are both going up. Twenty minutes later both engines are on the line and Joe whips the bird out to the arming area, gets armed and calls the tower. But, as ever, the tower says, "Hold short, emergency coming in." Joe looks at the outside temp gauge and swears as it shows 115°F on the runway. In the cockpit - maybe 130°F -"Hell let's go -- Runway clear? Okay, let's go. God I'm getting whoozy, 120 kts, rotate, She didn't come off! Christ! Abort! Can't make it!".....2 dead pilots.

Why? Pins still in the seat, forgotten because of inattention, and no ejection possible. Cause - HEAT.

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Just a story? Yes, it is a figment of the writer's imagination. But many cases of similar events are on record. Heat is definitely a factor in flying. It is especially a source of concern and problems in OV-10's, helicopters and other birds not equipped with air conditioning. The human body has the ability to adjust to a wide range of external temperatures if given a chance. Joe didn't give his body much of a chance. Primarily he didn't replace the fluid and salt his body lost from heavy sweating. Some of the conditions which degrade the individual's ability to cope with heat are common but not often remembered: excess alcohol ingestion, lack of sleep, fatigue, overweight and sunburn to list a few, All are definite factors common in RVN. Individually and collectively, they reduce the body's ability to regulate temperature inside the body.

The human body has two primary methods by which it dissipates excess internal heat. First, the circulatory system, which involves the opening of blood vessels to and near the surface, thereby conducting heat from deep body structures to the skin. The second involves the activation of sweat glands. As we all know, sweating cools the body because of the basic physical law whereby water absorbs heat when passing from a liquid to a gaseous state. The importance of sweating can be illustrated by this example. A 165 lb. man working at moderately heavy labor will produce enough excess heat in 10 minutes to raise his body temperture to over 102° , providing no heat loss occurs. However, the evaporation of 1 1/2 pints of sweat per hour will completely dissipate the excess heat. A healthy man is capable of producing up to one gallon of sweat per hour if the circumstances demand it. One can easily see that sweating is a very effective method of cooling the body.

However, there are several factors to be considered to assure first rate functioning of our body's cooling system. First, opening blood vessels to the skin and increasing the blood supply to the skin and sweat glands means less available to other areas, notably to the brain. Secondly, sweat has a high salt content, so it is obvious that the replacement of salt is just as important as water. Thirdly, there is a factor of acclimatization, i.e. eventually the body becomes able to better handle the heat of a tropical climate.

Heat illness falls into three categories: (1) heat cramps, i.e. muscle cramps due to loss of salt. (2) heat exhaustion -- faintness with profuse sweating, and (3) heat stroke -- high temperature with coma and no sweating. The first two heat illnesses mentioned are relatively easy to relieve by replacing lost salt and water and moderate cooling of the skin. Heat stroke on the other hand constitutes a medical emergency requiring ice baths or other means to quickly bring the body temperature down.

 Continued on page 28

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BEACH PARTIES ARE GREAT, BUT . . . .

"Hey gang, let's play football!"

"Okay, choose up sides. How about tackle football? Touch is for babies! Any one who doesn't play tackle football is chicken!!!"

The teams line up, the tension mounts, the ball is snapped. It's a handoff to the halfback who rips through the line like Calvin Hill of the Dallas Cowboys! But there, standing like the Rock of Gibralter, waiting for the ball carrier is big, bad Dick Butkus! The halfback lowers his head to gain that extra yard--- the linebacker lowers his head to put a solid shoulder in the midsection of the fleet runner---KLUNK! Result: Two Marines going to the hospital with severe concussions.

"One of these days I'm going to try surfing!"

"Well, John, why not try it today? Come on, the waves are great and there's nothing to it!"

"Don't you think I should start with the little waves? Shouldn't I have some basic lessons first?"

"No, that's for kids and old fogies! Let's get right out there and catch those big ones. Just watch me and do what I do!....Are you ready, John? Here comes a big one. Now, just paddle hard till the wave catches the surfboard and then stand up. Nothing could be more simple. Here we go!!!"

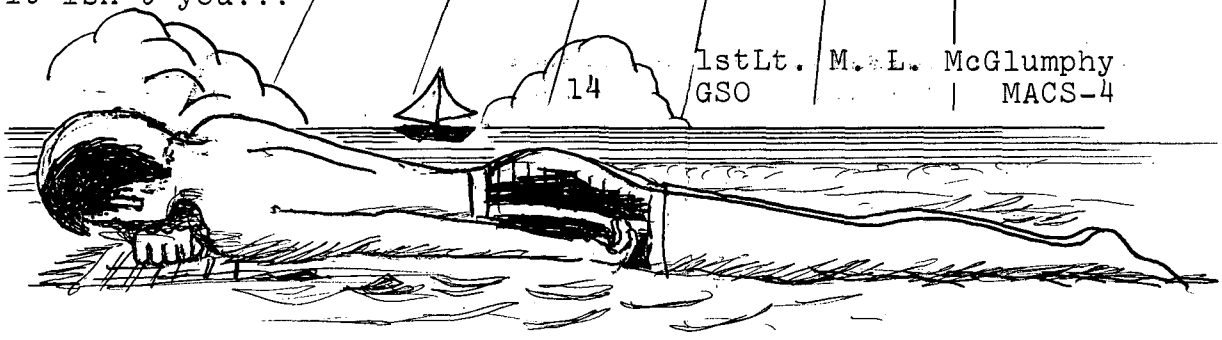
The board picks up speed as it's pushed along by the wave. John jumps to his feet, the board slips out from beneath him and flies into the air. WATCH OUT!!---KLUNK! Result: One Marine rescued by lifeguards and admitted to the hospital suffering from a severe concussion and lacerations of the head and shoulders.

"It sure is nice to have a party today, but I worked last night and I'm so tired, I can hardly keep my eyes open. While my buddies are playing football and surfing, I think I'll lay down in this nice warm sand for just a little while...ZZZ."

Result: One Marine admitted to the hospital suffering from sunburn and sun poisoning as a result of overexposure.

Beach parties are great, but use common sense. Play contact sports only if you have the proper protective equipment. Don't be too proud to learn the rudiments of surfing before attempting to ride the big ones. Have friends check on you periodically when sunbathing and use generous amounts of suntan lotion.

Beach parties are great until someone gets hurt. Make sure it isn't you!!!



1stLt. M. L. McGlumphy
GSO MACS-4

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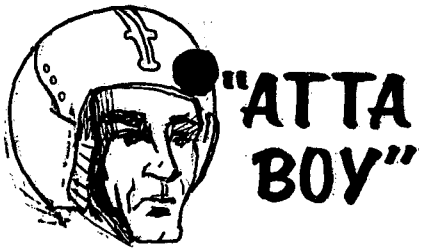
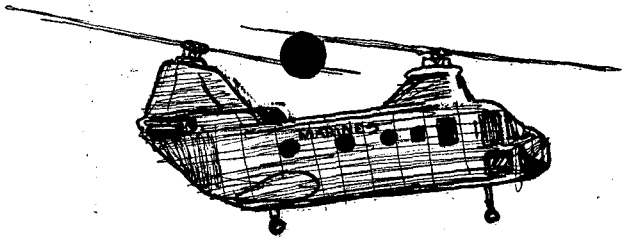


"ATTA BOY"

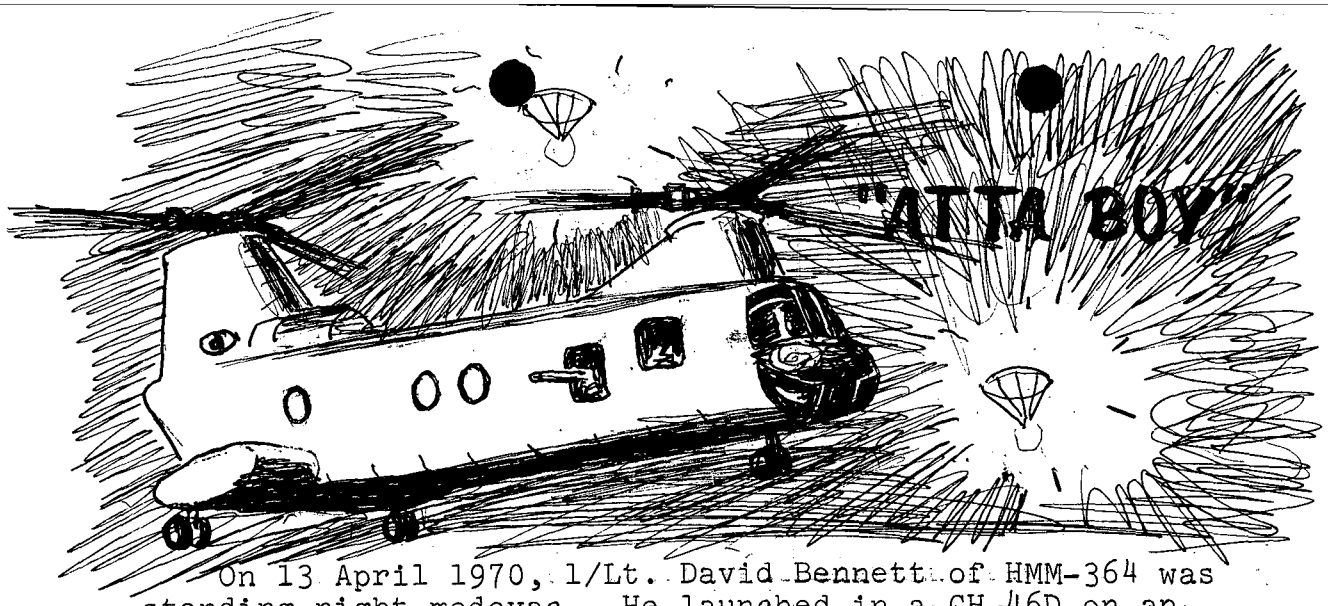


On 29 April 1970, Capt. R. W. Rensch, HMM-161, was scheduled for a Recon hop working with the 1st Recon Bn., 1st Marine Division. The first 4 hours of the hop went normally and on schedule. At approximately 1330 Capt. Rensch lifted his CH-46 from An Hoa, enroute to LZ 401, with 10 pax and a full fuel load. Over Liberty Bridge an abrupt split in Ng and torque was noted on the respective engine instruments. Number 1 engine dropped to minimum power as indicated by instrument readings of 100% Nf and 70% Ng while the number 2 engine went to topping power in all parameters. Capt. Rensch immediately diagnosed the problem as a PMS malfunction. After securing the PMS, all the engine instruments married normally and Capt. Rensch started beeping both the engines back from 106% Nf/Nr toward the desired 100% Nf/Nr setting. Passing through 103 % Nf/Nr Capt. Rensch noted the number 2 engine T5 rise to 800°C. Shortly after the high T5 was noted an explosion was heard and felt, the number 2 engine T5 went in excess of 1000°C, and all power was lost from the engine. Capt. Rensch immediately secured the number 2 engine. Realizing that the ambient conditions were such that he could not maintain level flight with only one engine and that he had insufficient altitude to reach Marble Mountain, he elected to land the aircraft in the nearest suitable landing zone, hopefully Hill 37.

While nursing the steadily settling helicopter towards Hill 37, Capt. Rensch coordinated his crew's activities. He instructed his crew chief, Cpl. D. A. Harting, to ensure that there were no fires in the number 2 engine compartment. He worked with his co-pilot, Lt. R. S. Robinette, in jettisoning fuel, acquiring max power from the number 1 engine, and maintaining the airspeed which would give the minimum rate of descent and longest time in the air (best single engine performance). He also instructed his gunners to prepare the passengers for a possible hard landing in an insecure zone.

By his expert airmanship, ability to analyze his aircraft's performance and to coordinate his crew, Capt. Rensch landed his single engine CH-46D in a secure landing zone. He continued to direct his crew in deplaning and extinguishing three secondary engine fires after shutdown.

Capt. Rensch and his crew prevented the possible loss of lives of their ten passengers and any further damage to their valuable helicopter through their truly professional performance. ATTA BOY!



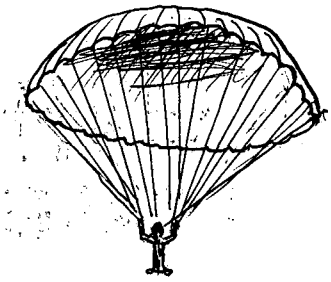
On 13 April 1970, 1/Lt. David Bennett of HMM-364 was standing night medevac. He launched in a CH-46D on an emergency medevac near LZ Baldy, approximately 20 miles south of Marble Mountain Air Facility. The darkness, marginal weather and lack of horizon necessitated the use of flares which were provided by a C-130.

While in an orbit above the pickup zone, just prior to commencing his approach, Lt. Bennett experienced what seemed to be a moderate disturbance of the helicopter. Immediately following this disturbance, he noted the number 1 generator failure warning light. After recycling the generator, to no avail, Lt. Bennett also noticed a drop in his number 1 flight control hydraulic boost pressure. This was accompanied by a control boost warning light. He instructed his co-pilot, Lt. Robert Marshal, to isolate the number two boost system to preclude the possibility of losing both hydraulic boosts. At this time it was evident that the situation was rapidly becoming critical as additional warning lights indicating failure on the number 1 essential bus, number 1 fuel boost pump, and number 1 stability augmentation system illuminated. Lt. Bennett's crewchief informed him of a sizable tear in the port side of the aft pylon accompanied by fuel and hydraulic leaks.

Lt. Bennett calmly broadcast his situation to his wingman and escort Cobras and turned toward LZ Baldy. He started the auxiliary power plant to provide emergency electrical power in the event that his number 2 generator should fail, slowed his aircraft, and set up an approach to LZ Baldy which would require only minor control movements. He then briefed his crew on the situation and instructed them to exit the aircraft as soon as possible after touchdown. Upon landing, his co-pilot secured the engines andexited the aircraft as briefed, while Lt. Bennett shut down the rotors of the crippled aircraft. Lt. Bennett remained behind and shut off the fuel boost pumps and ignitions and discharged fire extinguishing agents into the engine compartments to preclude the possibility of fire from the ruptured fuel and hydraulic lines.

Continued on page 26

IT WILL NEVER HAPPEN TO ME



Five thousand feet in the middle of "Badman's Country" and total loss of control. No chance of making it to the water. Both crewmembers punch out. Lt. Wrong found himself coming down in his chute, all in one piece, but a little stunned. "This can't be happening to me", he mumbled to himself. With that he felt tree branches hitting his body, and all of a sudden was jolted to a stop. He was hung up in a tree. "Damn, at least three more hours till sunrise. I may as well rappel down to good old Mother Earth and get moving."

Reaching down into his "G" suit pocket he found the end of the line and brought it up to his lap belt. He undid his seat pan and it went crashing down through the trees, finally landing with a thud. "Sure sounds a long way down. Hey, this rope isn't going to work with these new Koch fittings."

Lt. Wrong ran the rope through his "Vee" ring twice and around his body and tied it to the risers. He then very rapidly rappelled down the line. Intuitively he knew he was about to reach the end of his rope. He tried to slow down and stop. The nylon burned through and Lt. Wrong plummeted another 20 feet. Lying down on the ground, stunned, he felt intense pain from his left calf. Reaching down he felt the blood flowing. "There's some medical supplies in my SEEK II Kit", he thought unzipping his right hand survival vest pocket and pulling out the SEEK II Kit. He felt for the edge and opened the pocket, reached inside and pulled out the contents. "Damn, how do I get this package open?" Finally he pulled out his shroud cutter and tried to open the switch blade -- the button would not push in. "I'll have to use the shroud cutter", he said, savagely ripping out the inner plastic bag. Finally he got it open and pulled out a pack of charms and some beef boullion cubes. "Wrong kit, must be in the other side." After going through the same procedures with the other kit he finally got something on his leg.

Lt. Wrong now broke out his PRC-90 and turned it on. "Lt. Right must be transmitting on beeper", he thought as all he could hear was beep, beep, beep. He tried to move it up to 282.8 but it wouldn't move past "Off". He then got up, removed his helmet and started moving.

During the same time Lt. Right found himself hung up in a tree. He immediately got out the rappelling line and tied himself to the tree. He then opened up his seat pack and turned off his URT-33; removed his PRC-90 from his vest, checked out the beeper and then commenced to make the proper calls to initiate radio contact. (Do you know the procedure?)

 Continued on page 27

GSO'S... ATTENTION TO ORDERS

During the month of April the First MAW had a total of six major motor vehicle accidents and twelve minor motor vehicle accidents. Nearly all the accidents were attributable to excessive speed and poor driving technique under the existing conditions of the roads and/or weather. Two of the accidents are briefed.

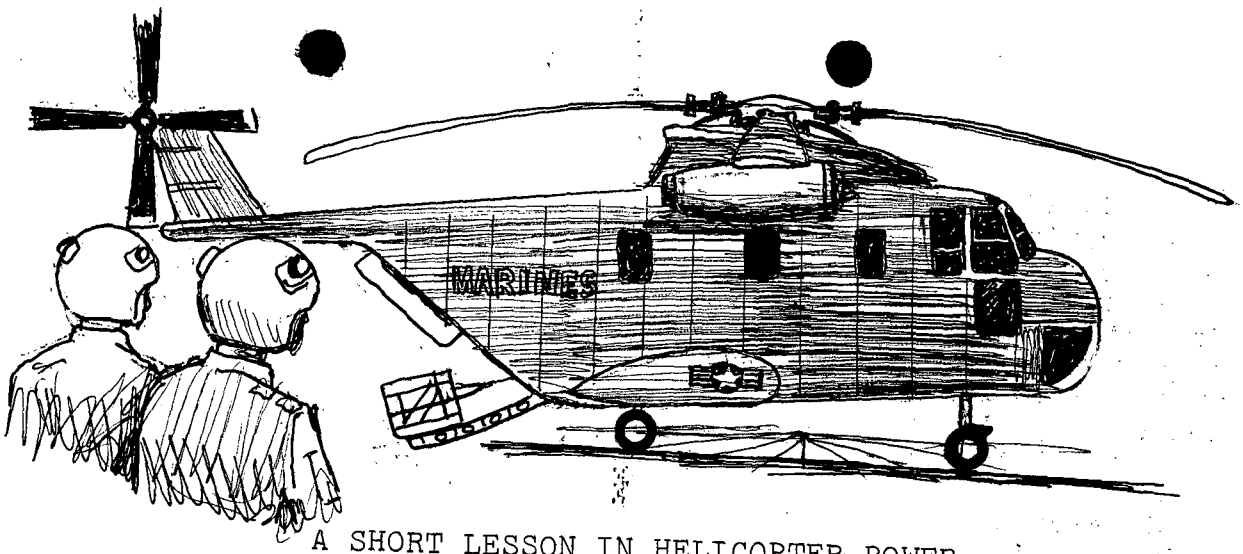
1. A captain was driving an M-38A1 on Highway 1 from LZ Bayonet to Chu Lai Air Base at approximately 2200 hours. He attempted to pass another jeep that was traveling in the same direction. In the process they approached a gate that was being closed as is normal for this time of night. He had his head lights on low beam. He noticed the gate when he was relatively close and swerved to avoid hitting it. The vehicle left the road, turned over and the victim was pinned beneath the jeep. The victim suffered a fractured pelvis with possible internal injuries. Cause: Excessive speed, lack of alertness and poor driving technique while operating on an unfamiliar road.

2. An M715 vehicle was traveling north on RTE 1, one half mile north of RTE 4 and passed a Vietnamese bus traveling north. After completing the pass, and while returning to the north bound lane, the M715 began a clockwise spin and rolled into a ditch on the east side of the road. The vehicle came to rest on its top facing south. One Vietnamese civilian suffered fractured ribs and vertebrae and eventually died. Driver and other passengers suffered minor injuries. Accident occured at sunset during a thunder-shower, which caused reduced visibility and slippery roads. Cause: Speed excessive for weather and road conditions.

Ground Safety Statistics for April

GROUP	*MVAR	*ACIR
MWHG-1	13.4	3.80
MAG-11	0.0	.11
MAG-13	1.52	.16
MAG-16	1.05	.09
MWSG-17	8.50	4.55
MACG-18	10.20	3.34

*MVAR Motor Vehicle Accident Rate
*ACIR Accident Cost Incident Rate



A SHORT LESSON IN HELICOPTER POWER

Helicopter aerodynamics play an important part in flight safety. The back side of the power curve, which will be discussed, and other components of the power required curve should be considered vital knowledge by each individual pilot. It is he and he alone who controls his aircraft within the envelope of safe flight and is directly responsible for the safe completion of any assigned mission. Pushing the point just one step further, before engaging in blackboard antics, let it be said that the helicopter pilot spends more time near and/or in the area of reverse command than do most fixed wingers. On that note let's start out by taking a look at the total power required curve and the three types of power which contribute to it.

Profile drag is the frictional drag caused by the rotor blades as they pass through the air. Because the rotor speed is essentially constant in all phases of flight and is proportionately much greater than the increment provided by the helicopter's forward speed, the influence of forward speed on profile drag is small. Therefore, profile power, the power required to overcome profile drag, remains fairly constant throughout the speed range of the helicopter.

Parasite drag is more commonly known as "barndoor" drag. It is incurred by any portion of the aircraft which does not contribute directly to lift or thrust. The fuselage, cowlings, landing gear, struts, pitot tubes and other external accessories are examples of parasite drag producing structures. Parasite drag is close to zero while hovering (there is a small amout due to the vertical flow of the rotor wash over the airframe) and reaches the maximum at limit airspeed. Parasite power is the power required to overcome parasite drag.

Continued

Induced drag is the necessary drag that results from accelerating the air mass downward in order to make the helicopter fly. Induced power is the power required to accelerate that air mass downward to create rotor lift. It should be noted that at zero airspeed the induced power requirement is rather high. This is so because the rotor must impart considerable energy to overcome the inertia of the static air mass and to start it moving through the rotor. As the helicopter moves forward from a hover and increases speed, the air mass flow increases, which reduces the downward velocity requirement, and consequently, results in a reduction in induced power required.

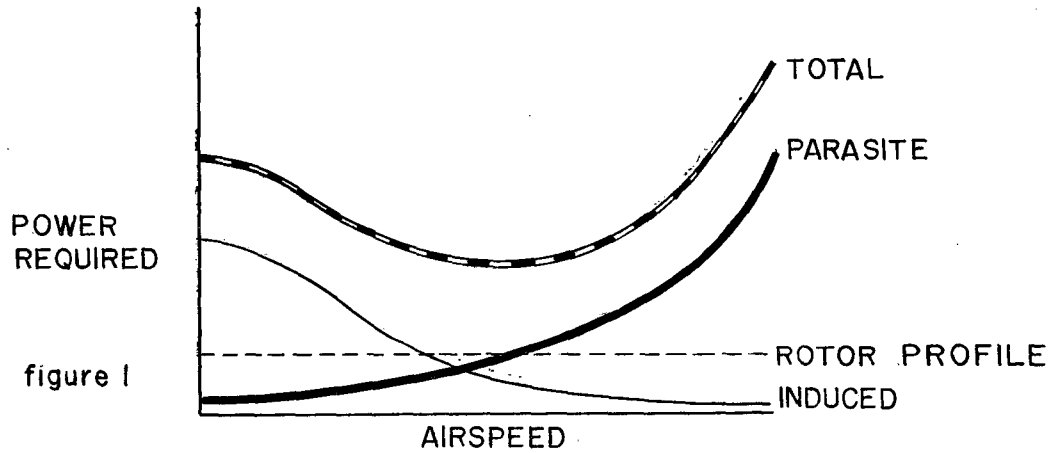


figure 1

Figure 1 illustrates a plot of the three types of power required. The mathematical sum of the three components produce the total power required curve, which is also plotted. It can be seen that the total power required to hover is quite high primarily due to the high induced power required to produce the necessary lift. The total power required then decreases quite rapidly toward the middle range of airspeed as a result of the decreasing induced power costs.

If minimum power for level flight is desired, it can be seen that the middle ranges of airspeed will produce the lowest requirement for power and, thus, fuel. It also follows that the best airspeed for climb will be where the most excess power is available. That is, the airspeed at which minimum power is required for level flight. A most important factor to consider is the relationship between power available and power required. We can identify the power available as the rated power of the engine less the power required to operate the tail rotor, engine accessories, engine and transmission oil cooler fans, and frictional losses in the transmission and other elements of the rotor system.

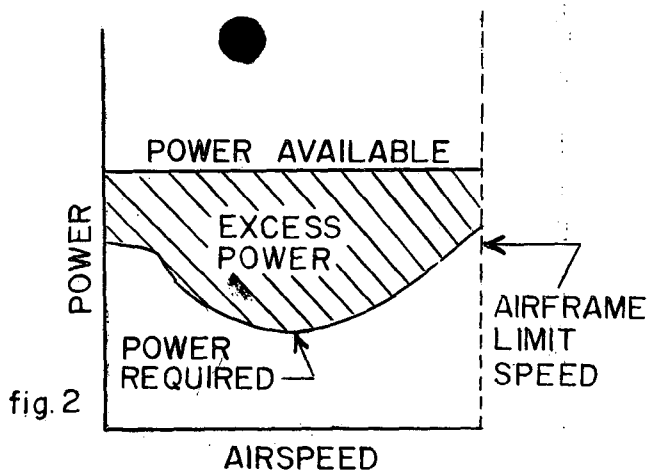


fig. 2

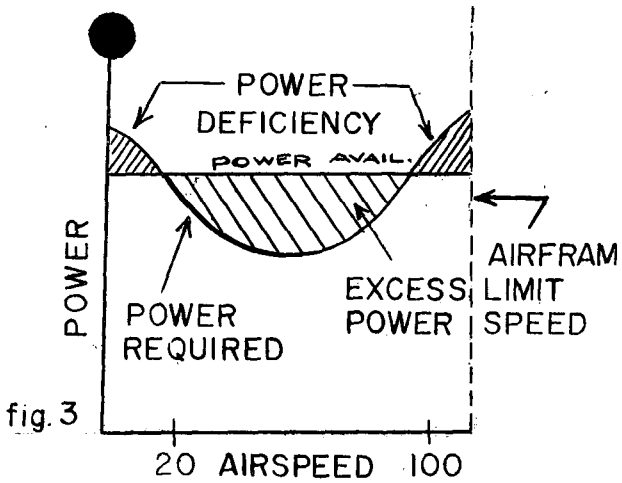


fig. 3

Figure 2 illustrates one example of the relationship of power available and power required. As shown for a helicopter with adequate power, there is ample power available to permit hovering and climbing. Good performance characteristics are evident in this example.

Now, let us look at another case. Because of the characteristic downward slope of the induced power required curve as airspeed increases and the resultant similar shape of the total power required curve, it is possible to fly an overloaded or underpowered helicopter even though vertical flight or hovering is impossible. The situation illustrated in figure 3 shows where the weight of the helicopter is such that more power is required to hover than is available. In this instance power required and power available curves cross at approximately 20 KIAS. If the pilot makes a rolling take-off he will pick up airspeed and at any airspeed over 20 KIAS (in this example), power available increasingly exceeds power required to become airborne and excess power is available for climb and maneuver. The same phenomenon would occur if the helicopter were positioned into a wind blowing in excess of 20 KIAS. Then the pilot would be able to make a vertical take-off. Another way for a helicopter in flight to realize a reduction in induced velocity, with a considerable saving in total power required, is to operate in ground effect. While ground effect is greatly beneficial and helicopter performance charts indicate hovering ceilings in and out of ground effect, some caution is called for in certain types of operations, especially with marginally powered helicopters. Operating from ships and certain types of uneven terrain can cause ground effect to exist on a portion of the rotor with the other portion being out of ground effect or simply in intermittent ground effect. The attendant possible settling could be a real problem.

Continued

At high density altitudes, high gross weights or when operating with reduced power, it may not be possible to maintain level flight because of a power deficiency. The resultant descent of the helicopter is not too important except at certain combinations of rate of descent and low airspeed. When operating under these circumstances, power settling may be entered. Roughness and a degeneration of control effectiveness results as a vortex ring state (recirculation) occurs through the rotor. Vortices are built up at the tips of the blades and in the center of the rotor. The helicopter settles into the air mass its rotor has just displaced as it attempts to produce adequate lift. The blades attempt to maintain lift but fall short of the desired goal because they are working in their own turbulence. In the fully developed condition of power settling, the net lift produced is zero and the helicopter is essentially free falling. Obviously, then, the rate of descent in this state is extremely high. Recovery from this condition is made by increasing forward speed or decreasing collective pitch and entering autorotation if altitude and other conditions permit.

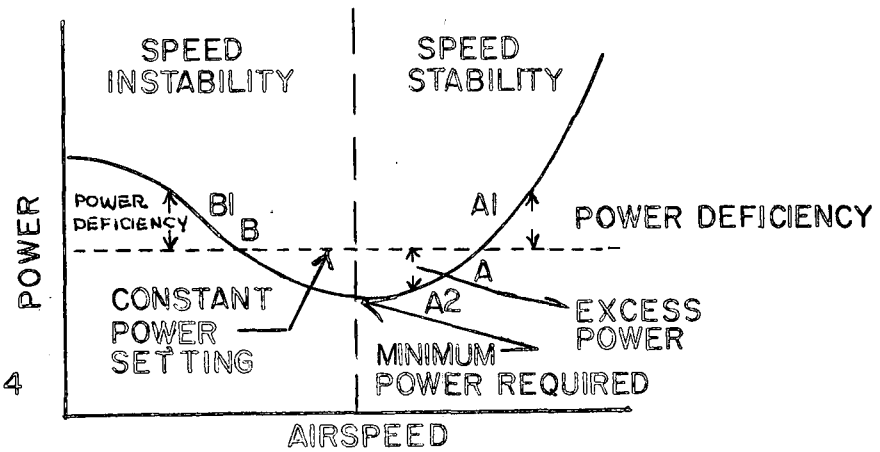


fig. 4

To continue our fundamental study of helicopter power, let's take the power required curve one step further and investigate "speed stability" and the "back side of the power curve". First, divide the total power required curve in figure 4 with a vertical line through the minimum power required point. Label the right side "speed stability" and the left side "speed instability". Assume that the helicopter is in steady state, straight and level flight at a certain power setting and resultant airspeed, point "A" on the curve. If the pilot allowed the nose to drop or even if the helo were to experience a substantial gust and the airspeed increased to point "A1", it is apparent that a power/drag imbalance exists and there is a power deficiency at the new airspeed. Providing that the aircraft attitude was returned or maintained as previously trimmed and the power was held constant, the imbalance between drag and power will cause the aircraft to decelerate to the original steady state airspeed.

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By the same token, if the airspeed decreased below the steady state airspeed to point "A2", with power and attitude at the original steady state trim values, power would now be greater than drag and the helicopter would accelerate to the original trimmed airspeed. Hence, the helicopter exhibits "speed stability" on the front side of the power required curve - at airspeeds greater than that for minimum power required. This is the region of normal command. Now, let's look at the unstable portion of the curve. Again assume that the helicopter is in steady state, straight and level flight at a certain power setting and resultant airspeed - point "B" on the curve. If through pilot effort, intentional or unintentional, or a substantial gust, the airspeed decreased, then it is plain that the helicopter would continue to decelerate and initiate a rate of descent because of the rapidly increasing power deficiency. This would be true so long as the original trim attitude and power setting were maintained. Since the imbalance of power/drag does not tend to return the helicopter to the original steady state trim airspeed, the terminology applied is "speed instability". This then, is the region of reverse command. It must be noted that the response which causes the helicopter to return toward a trimmed airspeed is determined, primarily, by the longitudinal stability characteristic of the aircraft, not the speed stability. Longitudinal stability characteristics are independent of power excesses or deficiencies and, in simple terms, describe the tendency of the airframe to return, once disturbed, to the original airspeed, "hands off."

When operating on the back side of the power curve, the particular point of concern is the increasing rate of descent as the airspeed slowly dissipates. The pilot could find himself in power settling as the airspeed approaches zero. Altitude loss is the only out. The best method of recovery from power settling is to lower the nose, gain airspeed to fly out of the vortex ring state and into a region where there is excess power available. Recovery can also be effected by lowering the collective and entering an autorotation from which a power recovery may be effected. The latter method results in a great loss of altitude. Take another situation where the excess power available, as the helicopter approaches a hover, is marginal or nonexistent. If the rate of descent is excessive (any rate of descent greater than that for which the landing gear is stressed is excessive when loaded to max gross), the pilot will not be able to arrest the sink rate and will only be able to make a controlled crash.

Continued on page 28

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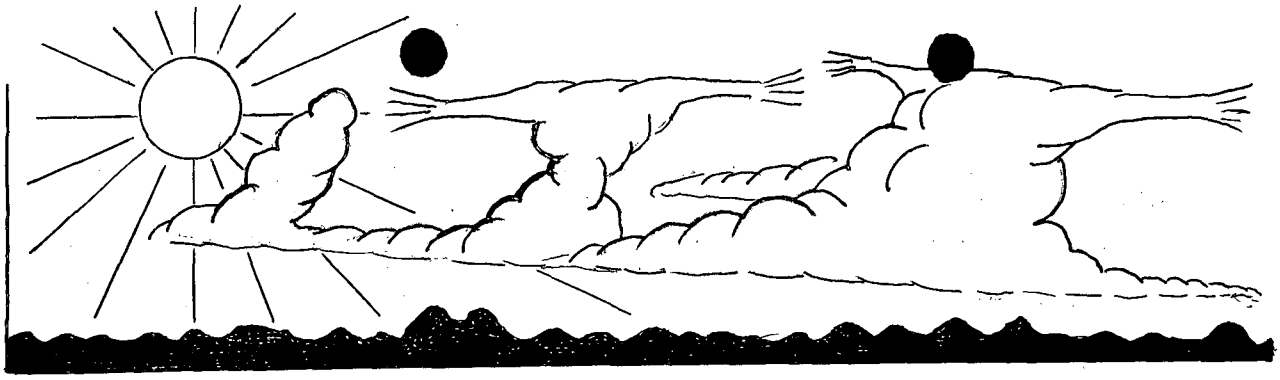

WEATHER-WISE WALLY'S WEATHER WIZARDRY
JUNE

During June all of Southeast Asia is under the influence of the southwest monsoon. The weather begins to follow a somewhat regular daily pattern with afternoon showers and thunderstorms occurring over parts of Southeast Asia every day. The flow that comprises the southwest monsoon was discussed in the May outlook.

Visibility is relatively good but rarely excellent because of the hazy nature of the equatorial air mass. In the early morning, low visibilities occur frequently in haze and smoke near heavily populated areas. Afternoon visibilities, except in precipitation, are good over all of Southeast Asia in June.

Temperatures approach a summer maximum except for NVN and the east coast of RVN where they decrease slightly. The temperature is consistent throughout the area with maximums in the 90's and minimums in the high 70's. Temperatures above 100°F are not uncommon. Relative humidity averages 80 to 90%.

June is the beginning of the typhoon season in the western Pacific. The probability of a typhoon forming or moving into the South China Sea is one every 3 1/2 years; the incidence of tropical storms in this area is one every two years.

Low Level Operations (2,000 ft., 3 mi.): During the month there are 28-30 days favorable for low level operations throughout I Corps in the morning (0400-1200H) and 25-28 days favorable in the afternoon (1200-2000H). Restrictions are due primarily to rainshowers and thunderstorms.

Mid Level Operations (5,000 ft., 5 mi.): Throughout I Corps there are 24-28 days favorable for mid-level operations during June. Restrictions occur primarily in afternoon and evening shower activity.

High Level Operations (10,000 ft., 5+ mi.): There are 2-8 favorable days between 04-0800H. After 0800 the span gradually decreases and becomes 4-6 days favorable at 1200H. From 12-2000H there are 2-7 days favorable with the minimum of 2-4 days occurring near 1600H.

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Weather-Wise-Wally....

Winds: Low level flow over all of Southeast Asia is southwesterly which extends to 15,000 to 20,000 ft. over I Corps. Above this flow, easterly winds prevail to over 40,000 ft.

Precipitation: During June, precipitation occurs primarily in the form of convective showers throughout Southeast Asia.

Precipitation occurs on 5-10 days over I Corps with rainfall occurring on 10-15 days in the southwest mountains. Danang has an average of 8 days with measurable precip. Mean precip amounts are less than 5 inches everywhere except over the southwest mountains where an average of 5-10 inches of rain fall. The mean monthly rainfall at Danang is 2.8 inches.

Thunderstorms: Thunderstorms occur on 5-10 days throughout I Corps with an average of 9 days at Danang.

Temperatures: Mean maximum temperatures range from 88° to 94° throughout I Corps with a mean max of 91° at Danang. Mean monthly minimums vary from 75° to near 80° over I Corps with a mean min for Danang of 77°.

Turbulence: Light to moderate turbulence can be expected over regions of convective activity, in the vicinity (clear air) of thunderstorms, in the shear zone between southwesterly flow and upper easterlies, and for a few thousand feet over and to the lee of mountains. Moderate to severe turbulence can be expected with convective activity in the intertropical convergence zone. Severe turbulence can be expected in tropical storms, thunderstorms and near mountains, particularly in the Annam Range during periods of strong monsoonal flow. Turbulence is at a minimum from 2200 to 0800 LST.

Icing: With the southwest monsoon established over most of Southeast Asia during June, abundant moisture is carried aloft into the icing zone, a layer which extends from the freezing level (0°C) to about -20°C isotherm. Dense masses of afternoon and evening cumulus and cumulonimbus are potential areas of severe icing. Heavy icing and hail can be expected in thunderstorms associated with the intertropical convergence zone. Upper air temperatures are close to -18°C at 25,000 feet throughout the year. During June the mean freezing level over Southeast Asia ranges from about 16,000 feet in the north to near 17,000 feet in the south.

Relative Humidity: The mean R. H. continues to decrease toward a mid-summer minimum and ranges from 77% along the coast to 89% over the southwest mountains. The mean R. H. for Danang during June is 77%.

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Weather-Wise Wally....

Sea Temperatures: During June the average sea surface temperature off coastal I Corps is 84°.

Currents: From the coast to 50 miles offshore the current flows from the north at 0.3 to 0.6 kt., beyond 50 miles it flows from the south at 0.4 to 0.8 kt. To the south of 15°N, the current is from the south at 0.6 to 1.0 kt., from the coast to 60 miles out.

Tropical Disturbances: A total of six tropical storms formed or moved into the South China Sea during the period between 1949 and 1969. All six storms reached typhoon intensity; however, only two affected Southeast Asia. The main effect of these storms was one or two days of heavy precipitation.

Moonrise, Moonset, Lunar Illumination (%) and Moon Phase

	MR	MS	ILLUM	PHASE		MR	MS	ILLUM	PHASE
1.	0342	1644	11		16.	1613	0303	85	
2.	0426	1741	05		17.	1713	0348	92	
3.	0512	1839	02		18.	1816	0440	97	
4.	0603	1936	00	NEW	19.	1920	0538	99	
5.	0657	2031	01		20.	2023	0642	100	FULL
6.	0752	2122	04		21.	2121	0749	97	
7.	0847	2209	08		22.	2212	0855	91	
8.	0939	2252	14		23.	2259	0958	84	
9.	1030	2330	22		24.	2341	1058	74	
10.	1118	----	30		25.	----	1155	63	
11.	1205	0005	39		26.	0021	1250	52	LAST QTR
12.	1251	0039	48	1st QTR	27.	0101	1344	41	
13.	1338	0112	58		28.	0141	1439	30	
14.	1426	0146	68		29.	0224	1535	21	
15	1518	0223	77		30.	0309	1632	13	

* * * * * *

Atta Boy....from page 16

Upon examination of the helicopter, it was found that it had been hit by a malfunctioning flare. The airframe on the left side of the aft pylon was damaged substantially. The number one generator case was cracked, which caused the generator to short out, and numerous electrical, fuel and number one hydraulic boost lines were severed. Lt. Bennett's calm professional handling of the emergency situation, in accordance with NATOPS procedures, undoubtably saved the lives of his crew and a valuable aircraft. WELL DONE to Lt. Bennett and his crew for an outstanding job.

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BURN PROTECTION

The Wing receives aircraft accident prevention bulletins from many sources, one of which is the 366th Tactical Fighter Wing. Many have been quoted in past issues of THE PROFESSIONAL. A recent bulletin from the 366th TFW broached a subject familiar to all - "burn protection" - and is quoted here in part.

"The protection from fire afforded by a Nomex flying suit was again demonstrated in a recent local occurrence. The crewmember involved made an emergency exit from a multi-engine aircraft which was described as a ball of fire. His head was protected by a helmet with visor, he was wearing a Nomex flying suit, but he was not wearing flying gloves."

"His face was burned slightly; the body areas covered by the Nomex flight suit was uninjured. Burns to the hands were described as 'severe' and the doctors stated that Nomex gloves would have prevented the serious hand injuries. A discussion with the man involved disclosed that he had gloves in his pocket, but didn't have time to put them on."

Now you know as well as I that there are still many of our aircrewmen who are not wearing their Nomex flight gloves while flying. Why, just recently a crewman who wasn't wearing his gloves, ejected from his burning aircraft. Luckily, he wasn't burned. His gloves were found, intact, in the wreckage of the aircraft. Don't you think it is about time we got rid of that inner feeling of "I don't think it will happen to me"? Let's - each one of us - rid ourselves of this trusting conviction and adopt the attitude that, "it may happen to me and I shall be prepared."

* * * * * *

It Will Never Happen....from page 17

At first light the rescue chopper and air cover that appeared to be a combination of the entire 7th Air Force and 1st MAW appeared on the scene. Within 15 minutes he strapped himself on a jungle penetrator and was heading for home.

Needless to say, Lts. Right and Wrong are not real; however, the situation is very real. We have all been lectured and studied our survival gear, but do we know it like an intimate friend? Which side of your vest has which SEEK II Kit? Where are your day/night flares? Can you operate a PRC-90 blindfolded? Using one hand? Does your seat pan have an automatic beeper in it? Etc! Etc! A most unhealthy attitude is "it will never happen to me."

Capt. C. Madsen
ASO VMFA-115

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Hot Pilot....from page 13

Poor ole Joe Smultse backed himself into a corner by not adequately replacing the water and salt lost during the day. He dug the hole deeper by being overweight and indulging in excessive alcohol intake the previous night. To preclude finding yourself in a similiar predicament just follow these simple rules.

1. Drink plenty of liquids (not including alcohol!!!) and take salt tablets daily. If your stomach objects to salt tablets, reduce the number and/or heavily salt your food at all meals.

2. Get rid of the fat.

3. Be sure to get adequate rest.

4. If you are new in country, take it easy for a couple of weeks until you become acclimated to sunny South Vietnam.

"Mad dogs and Englishmen go out in the noonday sun"... and occassionally Imperialistic Yankee Aviators. But by following these few simple rules, you can live through it.

Cdr. D. W. Robinson
Wing Flight Surgeon

LtCdr. D. R. Angelo
MAG-11 Flight Surgeon

* * * * * *

Helicopter Power....from page 23

This discussion has been a very brief introduction to the power required and power available relationship as it pertains to helicopters. It is hoped that this discussion will impress pilots with the importance of knowing on which part of the curve they are operating at all times and understanding the pitfalls to be avoided when working the backside of the power curve. This knowledge may mean the difference between a normal, successful mission and a disaster.

1/Lt. J. A. Motisi
ASO HMH-463

REFERENCES

1. Flight Safety Foundation, Helicopter Safety Bulletin 68-608/609 for Sept/Oct 1968 and APPROACH, Vol 14, No. 8, Feb 1969: BACKSIDE OF THE POWER CURVE.
2. Hurt, H. H. Jr.: AERODYNAMICS FOR NAVAL AVIATORS.
3. Sikorsky Aircraft Division: HELICOPTER AERODYNAMICS FOR PILOTS AND MECHANICS.

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1ST MARINE AIRCRAFT WING GROUND SAFETY OFFICERS...MAY 1970

NAME	UNIT	EXTENSION
Major F. A. McCaughan	1st MAW	957-5046
1/Lt. C. L. Guerin	MWHG-1	957-5386
1/Lt. J. P. McGuinness	H&HS-1	957-5281
1/Lt. D. Schweitzer	MWFS-1	957-5377
1/Lt. G. W. Nickerson	MWCS-1	957-5903
LtJg. L. E. McKinzie	11th Dental	957-5075
Capt. T. S. Nelson	MAG-11	957-5541
Capt. A. R. Beck	H&MS-11	957-5548
1/Lt. M. L. Kent	MABS-11	957-5637
1/Lt. R. F. De Jean	VMA(AW)-225	957-5561
1/Lt. R. S. Smith	VMA(AW)-242	957-5656
Capt. A. R. Coulter	VMO-2	957-5557
1/Lt. D. Reynolds	VMCJ-1	957-5658
Capt. G. L. Goyette	MAG-13	958-4433
CWO J. W. Gray	H&MS-13	958-2593
2/Lt. R. R. Miller	MABS-13	958-2633
1/Lt. S. R. Myshiwize	VMFA-115	958-2382
1/Lt. K. F. Bond	VMFA-122	958-3394
1/Lt. G. K. Bruce	VMFA-314	958-3994
1/Lt. R. E. Scar	VMA-311	958-3480
Capt. W. R. Andrews	MAG-16	951-2684
CWO R. M. Robinson	H&MS-16	951-3444
1/Lt. W. C. Fowler	MABS-16	951-3936
1/Lt. Q. G. Anglin	HMM-161	951-3738
1/Lt. B. D. Land	HMM-263	951-2796
1/Lt. H. B. Lamb	HMM-364	951-3742
1/Lt. J. L. Kosinski	HMM-262	951-3022
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1/Lt. R. S. Massey	HML-367	951-2780
1/Lt. J. A. Motisi	HMH-463	951-3242
1/Lt. W. Serpa	MWSG-17	957-5752
1/Lt. E. Palmquist	H&MS-17	957-5701
CWO P. Pallet	WERS-17	957-5616
1/Lt. J. T. Jewell	MACG-18	957-5485
1/Lt. J. W. Shire	H&HS-18	957-5337
CWO K. K. Keller	MASS-3	DNG DASC
1/Lt. M. L. McGumphy	MACS-4	957-3098

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Major R. Hearney	H&MS-11	957-5512
1/Lt. J. R. Laurent	VMCJ-1	957-5658
1/Lt. J. D. King	VMA(AW)-225	957-5671
1/Lt. R. C. McIntyre	VMA(AW)-242	957-5656
Capt. C. E. Burin	VMO-2	957-5552
Capt. T. J. Klug	MAG-13	958-3183
Major C. A. Reynolds	H&MS-13	958-2781
1/Lt. G. A. Monesmith	VMFA-115	958-4183
1/Lt. D. J. Dolan	VMFA-122	958-4333
1/Lt. J. D. Evans	VMFA-314	958-3883
Capt. B. A. Schwanda	VMA-311	958-3331
Capt. W. R. Andrews	MAG-16/H&MS/16	951-2684
Capt. R. W. Rensch	HMM-161	951-3738
Capt. N. L. Hammer	HML-167	951-3238
1/Lt. G. D. Rainey	HMM-262	951-3022
Capt. L. R. Medlin	HMM-263	951-3046
1/Lt. D. C. Earnest	HMM-364	951-3742
Capt. R. E. Fix	HML-367	951-2780
1/Lt. T. H. McDermott	HMH-463	951-3342
Major J. V. Pleasants	MWSG-17/H&MS-17	957-5707

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1ST MARINE AIRCRAFT WING AVIATION SAFETY OFFICERS...MAY 1970

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*Major L. G. Pool	1st MAW	957-5202/5046
*Capt. P. J. Jones	MAG-11/H&MS-11	957-5941
Capt. R. L. Spooner	VMCJ-1	957-5518
Capt. R. J. Martinez	VMA(AW)-225	957-5671
Capt. W. D. Carr	VMA(AW)-242	957-5656
Major J. D. Morris	VMO-2	957-5551
*Capt. C. S. Tutt	MAG-13/H&MS-13	958-3183
Capt. C. Madsen	VMFA-115	958-4183
*Capt. S. P. Johnson	VMFA-122	958-4461
**Capt. R. E. Dahart	VMFA-314	958-3883
Capt. G. A. Focht	VMA-311	958-3331
**Major T. E. Murley	MAG-16/H&MS-16	951-2684
**Capt. J. L. Eyre	HML-167	951-3040
1/Lt. W. F. Scott	HML-167	951-3040
**Capt. D. W. Kane	HML-367	951-2780
1/Lt. J. T. Lewis	HML-367	951-2780
1/Lt. B. A. Frallic	HMM-161	951-3738
1/Lt. D. R. Davis	HMM-262	951-3022
1/Lt. J. W. Connell	HMM-262	951-3022
1/Lt. P. D. Parker	HMM-263	951-2696
1/Lt. S. M. Devore	HMM-263	951-2696
1/Lt. L. C. Christy	HMM-364	951-3742
1/Lt. B. E. Jensen	HMM-364	951-3742
1/Lt. J. A. Motisi	HMH-463	951-3342
*LtCol H. J. Harkey, Jr.	MWSG-17	957-5728
Capt W. D. Bracken	H&MS-17	957-5707

* Denotes USC or Monterey school
** Denotes Naval Safety Center Orientation Course

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NATOPS PUBLICATION STATUS GUIDE

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

Aircraft	Publication	Date	Change No.	Change Date	Int. No.	Int. Chg. Date
A-4E/F	01-40AVC-1	15NOV68	40	1MAR70	45	8APR70
A-4E	-1B	15NOV68	6	1MAR70	8	16OCT69
TA-4F	01-40AVD-1	15JUL69	24	15MAR70	25	8APR70
	-1B	15MAR70	9			
A-4/TA-4	01-40AV-1T	15NOV69	30		45	4MAY70
	-1TA	1APR67		15DEC68		
	-1TB	DEC68				
A-6A/B	01-85ADA-1	15SEP68	41	1APR70	42	14APR70
	-1A	15MAR69		1SEP69		
	-1B	1SEP69	12	1APR70		
	-1T	15MAR69			43	25MAY70
	-1TA	15MAR69			1	11SEP
	-1TB	15MAR69				
EA-6A	01-85ADB-1	1NOV68	22		31	14APR70
	-1A	1NOV68			1	
	-1B	1NOV68	8	1APR69	10	24SEP69
	-1TA	1MAR70				
F-4B	01-245FDB-1	15FEB69	82	15MAR70	83	28MAY70
	-1A	15FEB69	60	15MAR70		
	-1B	15FEB69	8	15MAR70		
	-1C	15FEB69	1	15MAR70		
F-4	01-245FDB-1T	1APR70	34		35	16APR70
	-1TA	1APR70				
	-1TB	1APR70				
RF-4B	01-245FDC-1	1FEB69	41	1MAR70		
	-1A	1MAR70				
	-1B	1FEB69	3	1MAR70		
	-1T	1JUL68		MAR69		
	-1TA	1JUL68		MAR69		
US-2B	01-85SA-1	1MAY67			6	28JAN70
	-1B	1OCT67			1	

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Aircraft	Publication	Date	Change No.	Change Date	Int. No.	Int. Chg. Date
UH-1E	01-110HCA-1	1FEB68	3	15AUG69	10	23APR70
	-1B	1SEP66		15AUG69	2	20APR69
	-1C	1SEP66		1FEB68		
	Note: Covers UH-1L, TH-1L, HH-1K					
CH-46D/F	01-250HDB-1	1FEB69	10	1MAY69	12	12MAY70
	-1B	1FEB69			3	26MAY69
	-1C	1FEB69		1MAY69	2	2SEP69
CH-53A/D	01-230HMA-1	15APR69			24	12NOV69
	-1B	15APR69			3	24MAR69
	-1C	15APR69				
C-117	01-40NK-1	1NOV67	13	15APR68	16	16JUL68
	Note: No pocket checklist					
OV-10A	01-60GCB-1	15SEP69	13	15MAR70	17	23APR70
	-1B	15SEP69		1FEB70		
AH-1G	TM 55-1520-221-10	30APR69			6	20NOV69
	-CL	FEB69				
LPH Manual		15OCT68				
LSO Manual		1JUL69			1	25NOV68
CVA/CVS Manual		1DEC68		MAY69	4	20JUN69
Air Refueling Manual		15NOV67			2	16JAN69
Instrument Flight Manual		15AUG67			1	14JUL69
OPNAVINST 3770.2D		26SEP69				
OPNAVINST3510.9E		23JUN69				
OPNAVINAT 3710.7D		1MAY67	6	3NOV69		
FMFPACO 3510.2C		13NOV68	1	6JAN69		
WgO 3510.9F		3MAY69				

Editor's Note: The above list is published in order to supply FMAW units with the very latest and most accurate information. If a publication, change or date is not shown, it either doesn't exist or we don't know about it. Corrections to the listings are earnestly solicited from all readers. Write us at the address shown on page 1 or call us at 957-5202/5046.

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TALLY SHEET
APRIL 1970

	Major Accidents		Rate	
	Month	FY-70*	Month	FY-70
Total 1st MAW	1	37	0.59	1.96
Fixed Wing	0	13**	0.00	1.58
Rotary Wing	1	24	1.00	2.25
MAG-11	0	1	0.00	0.35
MAG-13	0	4	0.00	1.70
MAG-16	1	26	1.00	2.88
MWSG-17	0	0	0.00	0.00
A-4	0	3	0.00	1.77
A-6	0	1	0.00	0.92
F-4	0	3	0.00	1.26
RF-4	0	0	0.00	0.00
EA-6	0	0	0.00	0.00
OV-10	0	4	0.00	2.65
CH-46	1	12	2.17	2.55
CH-53	0	2	0.00	1.61
UH-1	0	7	0.00	2.44
AH-1	0	3	0.00	2.04
C-117	0	1	0.00	2.37
US-2	0	0	0.00	0.00

* Accidents include those of MAG-12, MAG-36, and PROVMAG-39 while flying with 1st MAW.
**Includes one O-1C major accident.

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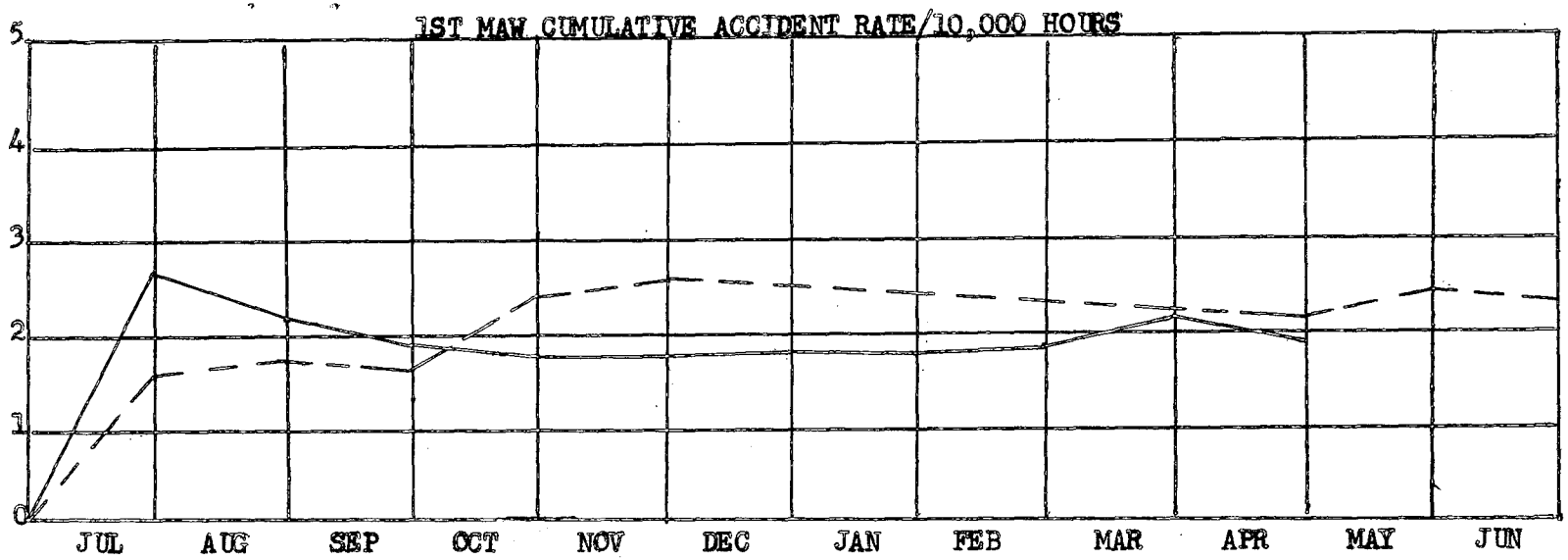

FY-70/ FY-69 — 1ST MAW ACCIDENT/HOURS STATISTICS

	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	TOTAL
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	2.25
CUMULATIVE FY-70	2.74	2.15	1.95	1.80	1.80	1.87	1.84	1.91	2.10	1.96			1.96
NUMBER OF ACDTS FY-69	5	6	4	12	9	6	6	3	5	4	13	4	77
NUMBER OF ACDTS FY-70	7	4	3	2	3	4	3	4	6	1			37
HOURS FLOWN FY-69	30342	30214	27765	27375	27786	30103	26767	26178	26456	29512	30015	29565	342,079
HOURS FLOWN FY-70	25216	25606	20773	17322	16563	16895	18319	15639	15069	16729			188,131

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G-3 Section Supporting Documents

Tab 1 Wing Awards Officer Command Chronology May 1970

" 2 Exchange Officer Command Chronology May 1970

" 3 Staff Judge Advocate Command Chronology May 1970

" 4 Wing Special Services Command Chronology May 1970

" 5 Civil AffairsOfficer Command Chronology May 1970

" 6 Industrial Relations Officer Command Chronology May 1970

" 7

App-3

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

IN REPLY REFER TO:
7B/BJM/jag
1650
2 June 1970

From: Wing Awards Officer
To: Assistant Chief of Staff, G-3 (Attn: Historian)

Subj: Command Chronology, May 1970

Ref: (a) WgO 5750.4

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

The Wing Awards section processed 3,408 awards during May. The types and numbers are as follows:

PROCESSED AND FORWARDED TO HIGHER HEADQUARTERS:	
Medal of Honor	0
Navy Cross	0
Silver Star	2
Legion of Merit	4
Distinguished Flying Cross	21
Navy and Marine Corps Medal	3
Bronze Star	25
Air Medal	39
Navy Commendation Medal	47
Navy Achievement Medal	42
Total.....	183

RECEIVED FROM HIGHER HEADQUARTERS:	
Medal of Honor	0
Navy Cross	0
Distinguished Service Medal	0
Silver Star	1
Legion of Merit	1
Distinguished Flying Cross	9
Navy and Marine Corps Medal	0
Bronze Star	0
Air Medal	42
Navy Commendation Medal	7
Navy Achievement Medal	9
Navy Unit Commendation	1
Certificate of Commendation	2
Total	72

Air Medals awarded at 1st Marine Aircraft Wing	3200
Purple Hearts awarded at 1st Marine Aircraft Wing	25
Sub Total	3225
GRAND TOTAL	3408

R. L. LORENZ

Abb 3 - Tab-1

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

LJW/htn
4066
4 Jun 1970

From: Exchange Officer
To: Assistant Chief of Staff G-1

Via: General Services Officer

Subj: Command Chronology Report for Period 1 May- 31 May 1970

Ref: (a) Wing Order 5750-1B

1. Reference (a) requires that a chronology report be submitted monthly:

2. In accordance with reference (a) the following information is submitted

(a) MWHG-1 and Annexs located at MACS-4 and MASS-3 operating satisfactorily at this time.

(b) MWSG-17 Activity operating satisfactorily at this time.

(c) MAG-11 Activity operating satisfactorily at this time.

(d) MAG-13 Activity operating satisfactorily at this time.

(e) MAG-16 Activity operating satisfactorily at this time

(f) MWSG-17 (Warehouse) Activity operating satisfactorily at this time.

2. All of the activities were visited by the Exchange Officer during this period.

Respectfully submitted

S. L. Constantine

S. L. CONSTANTINE

Apl 3-TAB-2

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

17/NMB/dtm
5750
4 June 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.

N. M. BENNETT

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17/NMB/dtm
5750
4 June 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 May 1970

PART ONE:

1. STAFF:

Colonel Nalton M. BENNETT, USMC, Staff Judge Advocate
Major David M. BRAHMS, USMC, Deputy Staff Judge Advocate
Lieutenant John G. NILES, USNR, Counsel
Captain James D. STOKES, USMCR, Counsel
Captain Robert W. COOK, USMCR, Counsel
Captain Richard A. MUENCH, USMCR, Counsel
Captain Nathaniel F. EMMONS, USMCR, Counsel
Captain Peter M. ROSEN, USMCR, Counsel
Captain Thomas A. RULON, USMCR, Counsel
Captain Anthony HODGES, USMCR, Legal Assistance Officer
Captain Michael M. ANELLO, USMCR, Counsel
Chief Warrant Officer-2 Len E. PIERCE, USMC, Legal Admin Officer

2. Not applicable.

3. AVERAGE MONTHLY STRENGTH:

12 Officers and 14 Enlisted.

4. IMPORTANT VISITORS:

None.

PART TWO:

None.

PART THREE:

None.

PART FOUR:

None.

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

37:TR:cbo
1710/4
15 June 1970

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

Subj: Command Chronology

Ref: (a) WgO 5750.1G

1. In accordance with reference (a), the following Command Chronology is submitted, for the month of May 1970.

a. The winners of the Tennis Tournament held 25-31 May were 1stLt PIPKIN MAG-11 and Cpl MACHIN MWSG-17 doubles, and Major McGAUGHAN MWHG-1 singles.

b. Volleyball June 14 the Vietnamese won three out four games from the Wing Allstars.

c. Tee-shirts, shorts and more tennis shoes, continue to arrive at the 1st MAW Special Services Warehouse. These items, coupled with the handball gloves and other athletic gear currently in stock, give us the finest give away Special Services Program in country.

d. The Hobby Shop is enjoying its largest volume of sales since its establishment. As refined ordering procedures continue to take effect, sales will remain at their present high.

e. The Golf Pro currently has a large stock of equipment. It has the largest selection of gear in country.

C. D. HARFIELD
Maj USMC

App 3 - TAB-4

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

46/DLC/dlc
5000
14 Jun 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 May 1970

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

C. C. SIMON

App 3 - TAB - 5

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COMMAND CHRONOLOGY

Part I. Organizational Data

1. Organization	Location	Period
Civil Affairs	Da Nang, RVN	1-31 May

2. Section Staff

Civil Affairs Officer, 1-31 May, 1970, Major H. F. MISITIS
Asst. Civil Affairs Officer, 1-31 May, 1970, 1st Lt R. P. CHANGERY

3. Average strength for May 1970

Officers - 2 Enlisted - 5

Part II. Narrative

1. Projects:

a. MWHG-1, Civic Action Team completed construction of a cemetery fence for Phuoc Tuong Hamlet, Hoa Phat Village.

b. During April, a GVN school in the hamlet of Lo Giang, Hoa Da Village was hit by artillery. The strike occured due to mistaken final clearance given by district advisors to a Marine artillery battery. Through a combined effort by the village chief and MAG-11 Civic Action, materials and wages for laborers were gathered from various sources. 1st Marine Division gave considerable assistance by supplying cement for the repairs. Now that the repairs are nearing completion, the school will soon be restored to its original condition. Because of the rapidity with which the school was repaired, Civic Action's dealings with villagers has noticeably improved.

c. MAG-13 Civic Action has assisted the villagers of Ky Chanh (near Chu Lai) in the construction of an addition to their village office. The villagers themselves laid the plans, secured the materials and saw the project through to completion.

d. MAG-16 Civic Action has been supplying material and technical assistance to the three hamlets that comprise Nui Kim Son Village for the construction of archways into the hamlets. This project is approximately 80% completed.

e. The marketplace in Hoa An Hamlet, Hoa Phat Village, is still undergoing final construction. The ground has been leveled, base rock filled in, and holes for supporting columns have been dug. All of this has been effected by close cooperation between MAG-18 Civic Action Team and village officials. Remaining construction plans call for a cement floor, support columns, and roofing. Upon completion of these, the marketplace will be ready for hamlet use.

Enclosure (1)

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2. Social Welfare:

a. The number of Vietnamese being treated at MEDCaps in Ky Chanh Village (near Chu Lai) is very high. Cooperation between MAG-13 Civic Action and hamlet and village officials is outstanding. At every MEDCap, there are always some officials present to ensure that the villagers are orderly and that all problems are immediately resolved.

b. MAG-16 Civic Action Team has made arrangemenats for an eleven year old boy to receive an artificial hand. The boy, Mai-Ti-Xuy, is from Xom Son Thuy Hamlet in Hoa Long Village. Coordination has been established with the Vietnamese government through USAID.

c. MAG-18 has supplied St. Joseph's Orphanage with cement for needed construction.

d. Fifteen Marines from the 1st MAW Band instructed children at the Crescent Beach Orphanage.

Enclosure (1)

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

53:JQM:ttd
12000
16 Jun 70

From: Industrial Relations Officer
To: Assistant Chief of Staff G-3 (Attn: Historian)

Subj: Command Chronology for period 1 - 30 May 1970

Ref: (a) MCO 5750.2
(b) FMFP ACO 5750.8

Encl: (1) Industrial Relations Command Chronology

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

C. R. Allen Jr.
C. R. ALLEN JR.

Appl 3-TM3-6

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BREAKDOWN OF PERSONNEL

UNIT	APPRO.	NON-APPRO.	PERS SERV.
MWHG-1	151	81	176
MAG-11	53	34	80
MAG-13	85	46	13
MAG-16	146	78	124
MWSG-17	50		146
MACG-18	31	37	26
	516	276	565

* BREAKDOWN OF FUNDS EXPENDITURE

UNIT	APPRO.	NON-APPRO.	PERS SERV.
MWHG-1	1,648,174	15.808	880.000
MAG-11	417,500		418,620
MAG-13	722.011	8,732	56,590
MAG-16	1,191,281	16,000	534,700
MWSG-17	461,032		720,500
MACG-18	250,521		132.140
	4,690,519	40,540	2,742,550

* Pacex Employees are not included
** Total figure for all Wing Club's Employees

Enclosure (1)

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

4/BRP/mjsd
5750
Ser: 04A16570
15 June 1970

CONFIDENTIAL

CONFIDENTIAL - (Unclassified upon removal of enclosure)

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

Subj: Command Chronology for May 1970

Ref: (a) WgO 5750.4

Encl: √(1) Assistant Chief of Staff, G-4 Command Chronology

1. In accordance with the provisions set forth in reference (a), enclosure (1) is hereby submitted.

Copy to:

Asst C/S, G-4	(3)
A/C MaintO	(3)
OrdO	(1)
EmbO	(1)

1st MAW SAC No.	Copy No.
2124-70	1

Group 4
Downgraded at 3 year intervals
Declassified after 10 Years

CONFIDENTIAL

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Appendix 4

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

COMMAND CHRONOLOGY
1 May 1970 to 31 May 1970

INDEX

PART I ORGANIZATIONAL DATA

PART II NARRATIVE SUMMARY

PART III SEQUENTIAL LISTING OF SIGNIFICANT EVENTS

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ENCLOSURE (1)

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PART I

ORGANIZATIONAL DATA

DESIGNATION	COMMANDER
1. Assistant Chief of Staff, G-4	Col W. C. McGRAW, Jr.

SUBORDINATE UNITS

N/A

ATTACHED UNITS

N/A

2. LOCATION

Quang Nam Province, Republic of Vietnam

3. STAFF OFFICERS

Assistant G-4	LtCol J. M. DEAN
Aircraft Maintenance Officer	LtCol G. A. RIDGWAY
Avionics Officer	LtCol J. R. MATTHEWS
Embarkation Officer	Maj H. E. NELSON
Motor Transport Officer	Maj P. S. BRADLEY
Ordnance Officer	Maj P. T. SHAFFER
Engineer Officer	Maj K. P. KEOUGH
Food Service Officer	Capt C. V. WELLS
Fire Marshal	Capt J. D. GUERIN
Base Development	1Lt H. E. BURCHAM

4. AVERAGE MONTHLY STRENGTH

USMC		USN		OTHER	
Off	Enl	Off	Enl	Off	Enl
27	41	0	0	0	0

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PART II

1. Logistics

a. Air Freight and Air Delivery

(1) During the month of May, the follwing amount of cargo and passengers were transported by Marine Aircraft:

	PAX	CARGO S/T
Into and from Danang within ICTZ	3465	388.9
To ICTZ from areas within WestPac	2052	177.7
Out of ICTZ to areas within WestPac	1114	71.2
TOTALS	8631	631.8

b. Embarkation:

(1) On 15 May 1970, an A&M re-inspection of MAG-16 Group Supply was conducted.

(2) On 21-22 May 1970, an A&M Embarkation inspection of MAG-13 was conducted.

(3) On 25028 May 1970, loaded 51 vehicles (FMFPac Rehab program FY-71) aboard USS TERREL CTY (LST-1157) destined for Yokosuka.

(4) During the month of May, the Embarkation Section has conducted an extensive updating of the MEDS cards.

c. Ordnance

(1)A total of 2,197 firebombs, 509 CBU 20/24/49, 1,258,454 rounds of gun ammo, 9,533 paraflares, 36,501 general purpose bombs, and 22,172 air to surface rockets were expended for a total of 11,643 tons during the month of May 1970.

(2) Resupply of Class V(A) munitions during May totalled 2,122.1 tons to Danang and 2,287.2 tons to Chu Lai.

(3) Major P. T. SHAFFER and MgySgt R. W. SMITH were assigned as members of FMAW inspection team that conducted an inspection of MAG-13 on 21-22 May 1970.

(4) Mr. LITHERLAND, NAD Crane, assisted FMAW in screening and training in conjunction with paraflare mulfunctions.
Capt CONNORS, NOTS China Lake, assisted FMAW in evaluation and training on MK1 fuel GEL unit.

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e. Tactical Airfield Fuel Dispensing System (TAFDS)

(1) Class IIIA

(a) Currently operating in FMAW

11 TAFDS in use.

24 TAFDS not in use

(b) Fuel consumption for May 1970

Location	JP-4	115/145
MAG-11	2,241,768	0
MAG-13	5,066,862	0
MAG-16	1,105,593	0
MWSG-17	957,878	0
AN HOA	191,057	110
LZ Baldy	256,364	0
TOTAL	9,819,522	110

(c) 2 May 70 - MAG-13 received diesel instead of JP-4 from Army POL. Tank was stripped and cleaned.

(d) 10 May 70 - MWSG-17 shut down fuel operations for one (1) hour due to live electric lines falling across fuel farm.

(e) 16 May 70 - LZ Baldy decreased fuel capacity from 100,000 gallons to 60,000 gallons.

(f) 31 May 70 - MAG-13 two (2) high speed refueling pits are deadlined, TAFDS now operating two (2) pits.

f. Aircraft Maintenance/3M/Avionics

(1) 3 May - Wing Maintenance Officer & Rotor Wing Officer left for PAR conference at Okinawa in regards to FY 71 PAR program held by CG FMFPac & CFWP.

(2) 6 May - Wing representatives returned from PAR conference.

(3) 15 May - CFWP staff member visited 1st MAW.

(4) 21-22 May - A/C Maintenance inspection team held A&M inspection on MAG-13 all departments passed.

(5) 24 May - Wing A/C Maintenance Officer made visit to MAG-13 on F4 accidents.

(6) 27 May - CFWP-GSE Officer visited all Groups on problem areas within Ground Support Equipment.

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(7) 28 May - The Command Control Package (ASC-11) was installed in one (1) UH-1E at MAG-16. The package consists of two (2) RT-524 FM radios (frequency range 30-75.95MC) and both are capable of secure voice operation. At present one(1) ASC-11 is being installed in a CH-46D. Completion expected in near future.

g. Motor Transport

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

Navy Section "M" vehicles		1219
USMC vehicles		101
Commercial vehicles		84
	TOTAL	1404

(2) The vehicle deadline for the period ending May 1970:

3.9% NORS
0.7% NORM
4.2% REHAB
8.8% TOTAL

(3) New equipment received:

2 M52 Tractors from Crane
3 High Pressure Cleaning Units

(4) Vehicles disposed of during the month of May:

2	Trk Structural fire M530
1	Trk Cargo M-37B1
38	Trk Utility ¼ Ton M-38A1/M151A1
1	Trlr, Water M-107/M149
2	Trk Tank Water 2½ Ton M-50/M50A2
1	Trlr, Lube & Service 2½ Ton
1	Trlr Lube ¼ Ton
1	Trk cargo M-35A1/A2/A2C
6	Trlr, Utility F2A
2	Semi-Trlr Stake 12T M-127/M127A2
1	Trk Wrecker 5 Ton M-543/A2/M-62
1	Trk, Dump 5 Ton M-51/M51A2
57	TOTAL

(5) The Wing Motor Transport Officer conducted eight (8) Motor Transport courtesy inspections during the period.

(6) The Wing Motor Transport Officer conducted an A&M inspection at MAG-13 on 21-22 May 1970.

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ENCLOSURE (1)

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h. Engineer

(1) Wing Engineer assets are as follows:

Navy Section "M"	Authorized	571	O/H	501
USMC T/E	Authorized	545	O/H	430
TOTAL		1116		931

(2) Equipment deadlined during the period

NORS	USMC	22.4%
	USN	20.6%
NORM	USMC	19.4%
	USN	17.4%
REHAB	USMC	5.7
	USN	15.5

(3) Equip received month of May - Total 31

PU-344 - 1
PU-549 - 1
D&H Crane M315T - 5
PU-718 - 5
PU-719 - 3
PU-721 - 8
6000 lb RT - 1
PU-667 - 1
PU-720 - 1
PU-692 - 5

(4) Equip disposed of - Total 33

(Navy)

10KW Gen - 3
D-6 Tractor - 1
MB-20 - 2
PU-590 - 2
NB-3 - 1
PU-608 - 1
PU-536 - 1 Total 11

(MC)

PU-346 - 4	PU-328 - 1
PU-344 - 3	PU-651 - 1
Marlow Mud Hog - 2	PU-482 - 1
PU-239 - 2	PU-296 - 2
Bath Unit - 3	WUF-1160 - 1
PU-356 - 1	Water Distillation Unit - 1 Total 22

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(5) MAG-11 had a total of 170 M-21 arrestments with 30 of these declared emergencies.

(6) Chu Lai Airbase Recovery (MAG-13) had a total of 436 M-21 arrestments with six of these declared emergencies. There were 11 E-28 arrestments with 10 of these declared emergencies.

(7) MWSG-17 SATS warehouse shipped 53,327 pounds of SATS equipment and supplies to using Groups.

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PART III

7-8 May - Wing Engineer staff visit MAG-14
Wing Engineer Chief staff visit MAG-13

12 May - Wing Engineer staff visit MAG-16

21-22 May - Assistant Wing Engineer A&M Inspection MAG-13
Wing Engineer Chief A&M Inspection MAG-13

25 May - Assistant Wing Engineer Courtesy Inspection MAG-16

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

21/A-3/mgm
5700
15 June 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 May 1970.

PART I

(1) Not applicable

(2) Task Organization 1-31 May 1970.

LtCol Earl H. LILLESTRAND	Wing Supply Officer
Major Edward N. SUTTON	Assistant Wing Supply Officer (20-31 May)
Major Charles H. TAYLOR, Jr.	Assistant Wing Supply Officer (1-6 May)
Captain Richard O. BEMISH	Wing Aviation Supply Officer
Captain Richard N. WYANT	Wing Marine Corps Supply Officer
1stLt Henry E. GURNEY	Assistant Wing Aviation Supply Officer
MGySgt Edward SCHWARTZ	Assistant Wing Marine Corps Supply Officer (1-20 May)
MSgt Walter R. JOHNSON	Assistant Wing Marine Corps Supply Officer (21-31 May)

PART II

(1) The Wing Supply Officer and the Wing Marine Corps Supply Officer were TAD to DEPCOMMARCORBASESPAC (FWD), Camp Butler, Okinawa on 14 May 1970 in connection with conference on Non-Tam Garrison/Non-Technical Collateral Equipment to review priorities for redistribution, procedures relating to reporting and updating of requirements lists.

(2) The Wing Aviation Supply Officer was TAD to Udorn, Thailand from 22 May through 26 May in connection with rescreening of NORS/AWP requisitions for the F4/CH53 aircraft.

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PART III

(1) The OIC and NCOIC, Wing Supply Management Team, the Assistant Wing Marine Corps Supply Officer and two Staff NCO's conducted an A&M Inspection of the Navy Property and Marine Corps Supply Accounts of MAG-13 from 18 May through 22 May 1970.

PART IV

(1) There are no supporting documents attached.

E. N. SUTTON
By direction

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

10:lfb
5750
15 Jun 1970

Confidential (Downgrade to unclas upon removal of enclosure (1)

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

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

Ref: (a) WingO 5710.10

Encl: (1) Communication-Electronics Office Command Chronology

1. In accordance with the provisions set forth in reference (a), enclosure (1) is hereby submitted.

T. KALUS

Abb-6

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PART I
Unclassified
Organization Data

1. Designation — Commander

Communication-Electronics Office — LtCol T. KALUS

2. Location

1-31 May 1970: Danang, RVN

3. Staff Officers

LtCol	T. KALUS	CEO
Maj	A. J. SIBLEY	A/CEO
Maj	D. G. GARDNER	A/CEO
Capt	J. E. WALKER	MATCU O

4. Average Monthly Strength

USMC	
OFF/	ENL
4	6

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PART II
Narrative

In furtherance of it's goal to provide the most efficient, up to date, air/ground communication network available in the Marine Corps, the Communication-Electronics Section pursued improvement of the many varied facets of the Wing's communications system during the month of May.

To facilitate communications and coordination between the Commanding General and the Navy's off-shore flotilla, actions were initiated to establish a secure radio circuit for direct communications to the Commander of Yankee Station. A narrative of the goals to be achieved through this project is given in CG FMAW 220500Z May 1970.

Planning accomplished during May 1970, for retrograde activities dictates that the Wing maintain close liaison with, and an awareness of common goals shared with Wing Rear. Consequently mutual cognizance must be maintained in areas of personnel and equipment management to achieve maximum readiness and stability of all subordinate units under the difficult procedures of retrograde. Some Wing support of combat operations in Indochina must be assumed and thus retrograde planning has included consideration and preperation for this eventuality.

A Redeployment After Action Report recorded by CEO memo 10:mjg over 3000 of 3 May 1970 informed G-3 that, due to considerable logistics and communications problems, and because of Phase II-Phase III retrograde, the Quang Tri TACAN was decommissioned on 1 Feb. It was restated that rapid, unencumbered retrograde of AUTOSEVOCOM, AUTODIN and NAVAIDS facilities will require COMUSMACV approval, and therefore early advertisement of their availability.

Due to the considerable logistics effort being expended to support the TACAN facility at LZ BALDY and due to its questionable utility it was dismantled during the month of May in anticipation of phase IV redeployment.

The promotion of effective frequency management and the development of a secure communications system are reflected in message traffic modifying Wing Order P02000.7A (1st MAW CEOI).

Maintenance and upgrading of telephone/teletype circuitry is a continuing effort. The complete wire/cable system of MAG-11 was surveyed to determine those circuits requiring repair/overhaul. The necessary repair work was accomplished leaving the MAG-11 wire/cable system in the best condition achievable commensurate with cable/wire equipment available.

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PART III
Sequential Listing of Significant Events

16 May 1970	Redeployment After Action Report Ref: CG 1st MAW memo 10:mjg over 3000 of 16 May 1970
23 May 1970	SPECAT Circuit Upgrade Ref: CG FMAW 230243Z May 1970
25 May 1970	IS/N FMAW CEO to FMAW (Rear) CEO Ref: CG FMAW 250800Z May 1970

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ROUTINE UNCLAS E F T O ROUTINE
LFB/
25MAY70

FROM CG FIRST MAW
250800Z May 1970
TO CG FIRST MAW (REAR)

UNCLAS E F T O //N00000//

INFORMAL STAFF NOTE FROM LTCOL KALUS 1ST MAW CEO TO MAJOR VALENTINI 1ST MAW (REAR) CEO

TACAN SET AN/TRN-14

1. BY RECENT MAESSAGE TRAFFIC MATCU-68 IS TOSHIP TWO OPERABLE TACAN SETS, AN/TRN-14, TO MATCU-66 OF MAG-36.

2. THE TWO SETS APPEAR TO BE OPERABLE EXCEPT FOR ONE TUBE IN EACH. THE TUBES ARE ON ORDER, BUT HAVEN'T ARRIVED YET. PERHAPS ONE OF YOUR MATCU'S COULD SEND TWO TUBES, TYPE 4610, TO MATCU-68, MAG-16. UPON RECEIPT MATCU 68 WILL COMPLETE CHECKING OUT THE TRN-14'S AND, WHEN OPERABLE, THEY WILL BE ENT ON TO MATCU-66 WITH THE TUBES INSTALLED. THE MATCU'S WILL RECOGNIZE THE TUBE AS BEING THE AMPLIFIER TUBE 1A2A1 V1 IN THE MODULATOR

3. NEW SUBJECT: THE COMPTROLLER HERE INDICATES MAG-12, AND MAG-36 CRYPTO REPAIR SUPPORTOUT OF CUBI IS STILL BEING CHARGED TO AND PAID FOR BY FMAW. NO PROBLEM RIGHT NOW BUT FMAW WILL NOT BE ABLE TO PROVIDE THIS SUPPORT AFTER 30 JUNE 70. PLEASE ENSURE THAT THE FUNDING FOR THESE GROUPS IS MOVED IN THE RIGHT DIRECTION. REGARDS.

APP-4 - TAB-3

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ROUTINE UNCLAS E F T O ROUTINE
LFB/
25MAY70

FROM CG FIRST MAW
250800Z May 1970
TO CG FIRST MAW (REAR)

UNCLAS E F T O //N00000//

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Comm Elec

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

10:mjg
3000
16 May 1970

MEMORANDUM

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

Subj: Redeployment After Action Report

Ref: (a) Asst C of S Memo 3:RDF:hmr of 29Apr70

1. Reference (a) requested that After Action Report and Lessons Learned be submitted not later than 10 May 1970. The following is submitted in accordance with the referenced memorandum.

a. ITEM: Removal of Facilities.

BACKGROUND: Concurrence by COMUSMACV is required prior to removing type Communication-Electronics facilities, or NAVAIDS represented in the Tactical Aerodrome Directory.

COMMENTS:

(1) Quang Tri TACAN. Though originally a Phase II problem it slipped toward Phase III. Planning commenced in CG 1st MAW 031203Z May 69 which recommended to CG III MAF that no MATCU equipment be turned over to USAF or RVN. In CG III MAF 180538Z Sep 69, COMUSMACV was informed that all USMC forces would depart Quang Tri, et al, and recommended predominant users be assigned no later than 15 October 1969. (In December plans were being formulated to transfer the facility to a different MATCU since it appeared that MATCU-62 would depart in Phase III.) The TACAN was finally released on 1 February 1970. Overall the retention of the TACAN at Quang Tri, with the parent unit at Chu Lai, caused considerable logistics and communications problems.

(2) Removal of AUTOSEVOCOM. Paragraph 6.g., MACV Directive 105-26 of 11 February 1970, provides limitations on removal of AUTOSEVOCOM units from RVN. Generally, a subscriber

Ref 5 - Tab-1

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departing RVN is not authorized to remove AUTOSEVOCOM assets unless COMUSMACV has concurred with the removal and JCS has validated the requirement in the new location. If validation by JCS is not received the subscriber ships the equipment to CG USARV for storage pending final disposition. The validation, removal and transfer are time consuming. This lengthy process could find the custodial unit has retrograded or redeployed prior to the final disposition instructions.

(3) Removal of Communication-Electronics and NAVAID Facilities. Paragraph 5 of MACV Directive 105-9, dated 14 March 1970, stipulates that COMUSMACV concurrence must be obtained prior to removing certain Communication-Electronics facilities (including AUTODIN teletype terminals, certain types of switchboards, etc.), and those NAVAIDS listed in the Tactical Aerodrome Directory for South Viet Nam. Attempts to obtain this concurrence are handled by message.

RECOMMENDATION: The intention to close down a facility must be advertised early and state a by-date for termination of facilities. This by-date must be adhered to and early COMUSMACV concurrence/comments are needed or else the entire retrograde cycle could commence to bog.

b. ITEM: Special Allowance Equipment

BACKGROUND: While in Viet Nam organizations are, at times, required to perform special tasks. To enable units to perform these special tasks additional equipment is required. This special equipment requirement has been recognized and equipment pools have been established with CG III MAF, being local controlling authority, issuing the equipment to the major commands who in turn distribute the equipment to the organizations on an as-required basis. If changes in this special allowance (called P4960) are desired by the units, they contact Wing which either issues the equipment, redistributes equipment within the Wing if possible, or requests additional equipment from CG III MAF.

COMMENT: During recent retrograde activity CG III MAF has contacted the major commands and solicited listings of excess/shortages of equipment; the listings are to include the Unit Identification Code of the organizations having excesses and shortages. The major commands obtain the information from

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their units and submit it to III MAF. III MAF then sends out messages directing the units (bypassing the Wing) to send equipment to other units; this in effect places III MAF in direct control of subordinate units in the Wing.

RECOMMENDATION: Follow the normal maintenance-supply-administrative chain when equipment is shuffled. As each unit advises its Group of shortages/excesses, differences may be resolved; the Group then advises Wing of its shortages/excesses and these differences are resolved by Wing; Wing then informs III MAF of the entire Wing's shortages/excesses. All subsequent directives to redistribute the assets would come from III MAF to Wing.

c. ITEM: Replacement and Evacuation Program

BACKGROUND: Closely akin to the disposition of Special Allowance P4960 equipment problems as well as regular T/E is the R&E Program. This program encompasses certain equipment types which have long term life expectancy in the Marine Corps active inventory to periodically return them to depot-level maintenance facilities for restoration. This, the Replacement and Evacuation (R&E) Program, uses condition, age, and time of use as criteria for determining when an item is to be returned for overhaul. Thus items are scheduled for the R&E Program years in advance and, once established, the pipeline works quite well, allowing organizations to have on hand equipment which is in good condition. However, once scheduled for R&E the equipment should be turned in at the programmed time. Retrograde and/or relocation of units/equipment finds major equipment being moved to other Wing units or turned in as excess.

COMMENT: When assets are redistributed during retrograde and/or drawdowns the R&E scheduling suffers. The following situations develope which tend to defeat the R&E Program.

(1) A unit has several of one type of equipment designated for R&E; a few are transferred, the unit retains the R&E quota and since it has transferred the worst equipment the unit will later induct equipment into the R&E program prematurely and, in some cases, equipment that is

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in near perfect condition. Obviously it is not feasible to retain old, tired equipment requiring R&E and still perform a mission, therefore a unit must almost always transfer its worst equipment.

(2) At times a unit will receive an item which should be placed in the R&E Program but the unit has no quota for this action. Thus an old item resides in an organization and cannot be inducted in the R&E Program for restoration.

RECOMMENDATION: Establish a centrally controlled R&E Program. Control can be exercised at the FMF or CMC command levels. The equipment would be scheduled by serial number; criteria would be age, time in use, and special circumstances (battle damage, weather damage, etc.). Until such a program is established require each organization to submit separate reports when shipping, or receiving, an item indicating serial number, when it is scheduled for R&E, how many of that equipment type are on hand, total R&E quotas assigned for that equipment type, and if an R&E quota is required or can be relinquished.

T. KALUS

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ROUTINE C O N F I D E N T I A L ROUTINE
22MAY70
LFB/2030

FROM CG FIRST MAW 2302432 May 70

TO CG XXIV CORPS

INFO CG III MAF

C O N F I D E N T I A L //N02030//

XXIV CORPS FOR AVII-SC, III MAF FOR G-6

A. CG XXIV CORPS 070751Z MAY 70

1. (C) REF A REQUESTED THAT 1ST MAW CIRCUIT 00087 BE UPGRADED TO PASS TOP SECRET SPECAT TRAFFIC. IN VIEW OF THE FOLLOWING RE UEST THAT 00087 NOT BE CONSIDERED FOR UPGRADING

A. SHORTAGE OF PERSONNEL CLEARED FOR TOP SECRET.

B. THE FMAW COC IN WHICH CIRCUIT 00087 TERMINAT S IS R REMOVED FROM THE COMM CENTER. THIS SEPARATION COMPOUNDS THE PERSONNEL PROBLEM.

2. (C) RECOMMEND THAT ONE OF THE FOLLOWING ALTERNATE METHODS BE PURSUED.

A. THET THE TRAFFIC BE S ENT VIA SPINT/COMM CIRCUIT CKT 1933. THIS CIRCUIT TERMINATES IN XXIV CORPS HEADQUARTERS AND IN 1ST MAW HEADQUARTERS AT THE SPECIAL SECURITY COMMUNICATION TEAM. TRAFFIC VOLUME AS STATED IN REF A WOULD BE AN INSIGNIFICANT INCREASE.

B. DUE TO THE LIMITED VOLUME OF MESSAGE TRAFFIC AND THE CLOSE PROXIMITY OF THE TWO HEADQUARTERS, A COURIER MIGHT BE THE MOST EXPEDITIOUS MEANS.

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NSA 5-TAB-2

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ROUTINE C O N F I D E N T I A L ROUTINE
22MAY7Ø
LFB/2Ø3Ø

FROM CG FIRST MAW 230243Z May 70

TO CG XXIV CORPS

INFO CG III MAF

C O N F I D E N T I A L //NØ2Ø3Ø//

XXIV CORPS FOR AVII-SC, III MAF FOR G-6

A. CG XXIV CORPS 070751Z MAY 70

1. (C) REF A REQUESTED THAT1ST MAW CIRCUIT 00087 BE UPGRADED TO PASS TOP SECRET SPECAT TRAFFIC. IN VIEW OF THE FOLLOWING RE UEST THAT 00087 NOT BE CONSIDERED FOR UPGRADING

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

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 May 1970

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

D. W. ROBINSON

RPS-7

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WING MEDICAL CHRONOLOGY

PART I

1. Key Members

CDR Donald W. ROBINSON, MC USN, Wing Medical Officer
LCDR William M. LEADFORD, MSC USN, Wing Medical Administrative Officer
LTJG Hector CORNEJO, MSC USN, Wing Preventive Medicine Officer
HMCM R. W. GILBRETH, USN, Wing Medical Administrative Chief
HMCS P. S. DECKER, USN, Wing Preventive Medicine Chief
HMCS C. H. COMBS, USN, Wing Medical Personnel 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

	H&HS-1	MACG-18	MWSG-17	MAG-11	MAG-13	MAG-16
OFFICERS	4	1	1	4	4	7
ENLISTED	28	12	18	24	21	24

PART II

1. On 1 May 1970, the Inspector General's team, consisting of CAPT. R. G. WITWER, MC USN, Headquarters Marine Corps, CAPT. V. L. ANDERSON, DC USN, Headquarters Marine Corps, CAPT. J. H. CRAVEN, CHC USN, Headquarters Marine Corps, and LCDR W. M. LEADFORD, MSC USN, Medical Administrative Officer, was recieved by the Wing Medical Officer, on their arrival at the Danang Air Facilities.

The Commanding General of the First Marine Aircraft Wing recieved the Inspection team. Following the reception, the Inspection team made an administrative visit to MWHG-1 medical facilities.

2. On 2 May 1970, the Inspection team conducted administrative visits to MAG-11, MAG-16 and F.L.C. medical facilities. The F.L.C. Childrens Hospital was visited after which the 1st Marine Division Medical facilities were inspected.

Lunch was served at 1st Marine Division. After lunch, the III MAF and 1st Medical Battalion were visited.

3. On 3 May 1970, CAPT. R. G. WITWER, MC USN, and the Wing Medical Officer visited the 67th Medical Group and 95th Evacuation Hospital, to confer with the Medical Regulating Officer about medical evacuation problems.

4. On 4 May 1970, CAPT. R. G. WITWER, MC USN, and the other members of the Inspection team, departed Danang, for Okinawa.

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5. On 6 May 1970, the Wing Medical Officer participated in MEDCAP operations, being conducted by MWSG-17 dispensary.

6. On 7 May 1970, the Wing Medical Officer made an administrative visit to MAG-16.

7. On 9 May 1970, the monthly Medical meeting of all Wing Senior Medical Officers was held. The Wing Medical Officer presided over the meeting.

8. On 10 May 1970, the Wing Medical Officer attended the Commanding General's monthly update briefing, for the 1st Marine Aircraft Wing.

9. On 12 May 1970, the Wing Medical Officer attended the Change of Command Ceremony at MWHG-1 and reception, which was held for LT.COL. W. R. SMITH, USMCR, who recieved the command from COL. L. J. STIEN, USMC.

10. On 13 May 1970, the Wing Medical Officer visited the MAG-16 dispensary, to conduct a refresher seminar, on eye refraction technics.

11. On 14 May 1970, CAPT. F. D. GROSSMAN, DC USN, the Wing Dental Officer and LTJG L. E. Mc KINNZIE, MSC USN, the Wing Dental Administrative Officer, made an administrative visit to the Wing Medical Officer.

12. On 16 May 1970, the Wing Medical Officer made an administrative visit to MAG-16, to give a refresher seminar, on eye refraction technics.

HMCM R. E. LINDSAY, USN, reported aboard this command for duty as the Wing Medical Administrative Chief. Replacing HMCM R. W. GILBRETH, USN, who was departing after his tour completion.

13. On 18 May 1970, the Wing Medical Administrative Officer returned, after completion of his Temporary Additional Duty, as a member of the Inspector General's inspection team.

14. On 19 May 1970, the Wing Medical Officer went on MEDCAP operations, conducted by the MAG-11 dispensary.

15. On 20 May 1970, the Wing Medical Officer attended the Commanding Officers Conference, which was held at the MAG-16, Marble Mountain Facilities.

16. On 21 May 1970, the Wing Medical Officer made administrative visits to the 67th and 95th Evacuation Hospitals, to confer about Medical Evacuation policies and procedures.

17. On 24 May 1970, LCDR D. R. CRAIG, MSC USN, reported aboard this command to assume duties as the Wing Medical Administrative Officer, from LCDR W. M. LEADFORD, MSC USN, who was departing after his tour completion.

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18. On 25 May 1970, the Wing Medical Officer, the Wing Medical Administrative Officer and his replacement, LCDR D. R. CRAIG, MSC USN, made an administrative visit to MAG-16, for a meeting with medevac corps men concerning Medical Evacuation communications.

19. On 26 May 1970, the Wing Medical Officer, the Wing Medical Administrative Officer and LCDR CRAIG made an administrative visit to MAG-13 dispensary, to familiarize LCDR CRAIG with the facilities, services, and staff. The Wing Medical Officer presented a Letter of Commendation to the medical department personnel for their outstanding response, following a rocket attack. The Wing Medical Administrative Officer and LCDR CRAIG then participated in MEDCAP operations, being conducted by the MAG-13 dispensary.

20. On 27 May 1970, the Wing Medical Officer made an administrative visit to the MAG-16, S-3 Section, to confer about Medical Evacuation policies and procedures.

PART III

1. During the month of May 1970, 4 enlisted and 8 officer Navy personnel were received for duty with the First MAW; 8 enlisted and 9 officer personnel were transferred, having completed their tours.

2. During the month of May 1970, 11 hospital corpsmen of the First MAW were awarded Special Duty Aircrewmen Wings, and 9 hospital corpsmen were awarded Air Medals.

3. During the month of May 1970, there were 0 hospital corpsmen injured due to Medevacs or hostile fire.

4. During the month of May 1970, there were 0 hospital corpsmen killed due to hostile actions while flying Medevacs.

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

19:HFM:jdm
5751
9 June 1970

UNCLASSIFIED

From: Wing Chaplain, 1st Marine Aircraft Wing
To: Commanding General, Fleet Marine Force, Pacific

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

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

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

1. In accordance with the provisions set forth in references (a) and (b), the following information within enclosure (1) is herewith submitted.

2. Unclassified.

H. F. MacCALL

App-8

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

COMMAND CHRONOLOGY
1 May 1970 to 31 May 1970

INDEX

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PART II NARRATIVE SUMMARY

PART III SEQUENTIAL LISTING OF SIGNIFICANT EVENTS

PART IV SUPPORTING DOCUMENTS

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Enclosure (1)

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PART I ORGANIZATIONAL DATA

1. First Marine Aircraft Wing Wing Chaplain	*CAPT E. S. SWANSON, CHC, USN 1 May to 31 May

SUBORDINATE UNITS

Assistant Wing Chaplain	CDR H. F. MacCALL, CHC, USN 1 May to 31 May
MWHG-1 Group Chaplain	LCDR P. E. ROSWOG, CHC, USN 1 May to 31 May
MWSG-17 Group Chaplain	LCDR J. C. GOODE, CHC, USN 1 May to 31 May
MACG-18 Group Chaplain	LT W. E. OUTLAW, CHC, USNR 1 May to 31 May
MAG-11 Group Chaplain	LCDR L. D. COOPER, CHC, USNR 1 May to 31 May
MAG-13 Group Chaplain	LCDR D. G. PAGE, CHC, USN 1 May to 31 May
MAG-16 Group Chaplain	LCDR E. L. GALLAGHER, CHC, USN 1 May to 31 May

2. Location	
1st MAW Chaplain, MWHG-1	DaNang, RVN
MWSG-17, MACG-18	DaNang, RVN
MAG-11, MAG-16	DaNang, RVN
MAG-13	Chu Lai, RVN

3. Staff Officers	
1st MAW Headquarters	*CAPT E. S. SWANSON, CHC, USN
Assistant Wing Chaplain	CDR H. F. MacCALL, CHC, USN
MWHG-1	LCDR P. E. ROSWOG, CHC, USN
MWSG-17	LCDR J. C. GOODE, CHC, USN
MACG-18	LT W. E. OUTLAW, CHC, USNR
MAG-11	LCDR L. D. COOPER, CHC, USNR LT J. A. BRUGGEMAN, CHC, USN
MAG-13	LCDR D. G. PAGE, CHC, USN LT P. J. CARY, CHC, USNR
MAG-16	LCDR E. L. GALLAGHER, CHC, USN LT A. V. LAWRENCE, CHC, USNR

*Detached 1 June 1970

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4. AVERAGE MONTHLY STRENGTH

USAF		USN	
Off	Enl	Off	Enl
0	9	12	0

PART II NARRATIVE SUMMARY

Divine Services were conducted in all Wing facilities. The following is a tabulation of Wing Chapels Services and attendance:

Denomination	Sun	Att	Wkdy	Att
Catholic	50	1552	76	456
Protestant	45	1056	2	60
LDS	5	44	5	39
TOTALS	100	2652	83	555

Other Than Wing Commands:

Catholic	18	453	12	104
Protestant	6	108	3	36
Other	0	0	1	8
TOTALS	24	561	16	148

Memorial Services Conducted: 5 241 attendance

Other activities listed as part of the ministry of the Wing Chaplains include:

Bible Study	13	80 attendance
Leadership	5	204 attendance
Discussion	14	125 attendance
Other	12	356 attendance
Baptisms	4	
Last Rites	1	

Presentations made by chaplains in the Training Program:

Type	Sessions	Attendance
Indoctrination Lectures	5	183
Moral Guidance Lectures	2	205

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PART III LISTING OF SIGNIFICANT EVENTS

1. Civic Action projects were assisted by Chapel Funds, special donations and material from civic and religious groups in the States. A tabulation of such assistance follows:

1. Monies

Catholic Orphanage of Nui An	[illegible]0.00
Sacred Heart Orphanage	2[illegible]0.00
St. Joseph's School	[illegible]0.00
Happy Haven Leprosarium	1[illegible]0.00
China Beach Orphanage	2[illegible]0.00
Christian Missionary Alliance	1[illegible]0.00
Buddhist Orphanage at Nui An	100.00
Stella-Maris Novitiate	1[illegible]0.00
AFVN Chaplain Memorial Fund	100.00
Catholic School at An Tan	20.00
Assistance to MAT-13 Civic Action	100.00
TOTAL	[illegible]20.00

1. Goods

Christian Missionary Alliance	2000 lbs. lumber
Bo Ne School	2600 lbs. cement
	[illegible],000 lbs. sand
	45 lbs. clothing
	120 lbs. school supplies
St. Joseph's Orphanage	6500 lbs. lumber
	3500 lbs. cement
	250 lbs. clothing
	150 lbs. paint
	850 lbs. feed
Sacred Heart Orphanage	1050 lbs. garbage
	4000 lbs. baby food
	2[illegible],500 lbs. cement
	70 lbs. clothing
	1200 lbs. feed
	50 lbs. toys
	100 lbs. of sewing equipment
China Beach Orphanage	1500 lbs. food
	145 lbs. clothing
Refugee Village at Tam Ky	22,000 lbs. lumber
	2000 lbs. reinforced rods
	12,000 lbs. building materials
Catholic Orphanage at An Tan	100 lbs. clothing
	30 lbs. of shovels

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Duc Tri School at Tam Ky	50 lbs. recording equipment
Gaman Hospital	50 lbs. clothing
Crescent Beach Orphanage	1500 lbs. food
5th ARVN Admin Unit	50 lbs. food
Lang Le School	1000 lbs. food

3. PROJECT ENGLISH:

At St. Joseph's School, China Beach Orphanage, the Catholic School of An Tan and Anh Sang High School, Marine (26) taught a total of 48 classes for 1,510 students during the month of May.

4. The Sunday visitation program for Marines at China Beach Orphanage during this month had 19 Marines spending Sunday afternoons with the children of the orphanage.

5. Alcoholic Anonymous Meetings: 13 with 37 in attendance.

6. The Wing Chaplain served as official escort for the Headquarters Marine Corps Staff Chaplain in visiting all Dallang area Marine activities, hospitals and orphanages. CAPT CRAVEN was in Dallang from 1 through 4 May.

7. The Wing Chaplain conducted a meeting of all Wing Chaplains at MAG-11 on 20 May 1970.

8. On 27 May the Wing Chaplain and Assistant Wing Chaplain visited Dien Nham (Buddhist) and Sacred Heart Orphanages of Hoi An, and delivered $325.00 in support contributions from International Orphans, Inc. to these orphanages.

9. On 28 May the Wing Chaplain and Assistant Wing Chaplain distributed prizes to the outstanding students in commencement ceremonies at the Tam Lap School of Dallang.

PART IV SUPPORTING DOCUMENTS

1. None.

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Enclosure (1)

DECLASSIFIED