

UNITED STATES MARINE CORPS
Headquarters
1st Marine Aircraft Wing
Fleet Marine Force Pacific
FPO San Francisco 96602

~~SECRET~~

3:TEB:pwd
5750
23 AUG. 1974

~~SECRET~~ [UNCLASSIFIED upon removal of Volume I and II of
Enclosure (1)]

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

Subj: Command Chronology for period 1 Jan to 30 Jun 1974

Ref: (a) MCO 5750.1B
(b) FMFPAC O 5750.8B

Encl: (1) 1st Marine Aircraft Wing Command Chronology (3 Vol)

1. (U) In accordance with references (a) and (b), Enclosure
(1) is submitted.

1st maw

Kenny C. Palmer
KENNY C. PALMER
Chief of Staff

CLASSIFIED BY CG 1ST MAW

Classified By *CG, 1st maw*
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF E.O. 11652. AUTOMATICALLY
DOWNGRADED AT 2-YEAR INTERVALS.
DECLASSIFIED ON 31 DECEMBER *1982*

~~SECRET~~

UNCLASSIFIED

From - Dec 1974



UNITED STATES MARINE CORPS
HEADQUARTERS, FLEET MARINE FORCE, PACIFIC,
CAMP H. M. SMITH, HAWAII
FPO. SAN FRANCISCO 96610

~~SECRET~~

IN REPLY REFER TO:
3/HLV/mkp
SEP 12 1974

00256

~~██████████~~ (UNCLASSIFIED upon removal of Volume I and II of enclosure (1))

FIRST ENDORSEMENT on CG, 1st MAW ltr 3:TEB:pwd 5750 of 23 August 1974

From: Commanding General, Fleet Marine Force, Pacific
To: Commandant of the Marine Corps (Code HD),
Headquarters U.S. Marine Corps, Washington, D.C. 20380

Subj: Command Chronology for period 1 January 1974 to 30 June 1974

1. Forwarded.

Robert E. Habel

Copy to:
CG 1st MAW

ROBERT E. HABEL
by direction

~~SECRET~~

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

COMMAND CHRONOLOGY

1 January 1974 - 30 June 1974

INDEX

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- PART II - NARRATIVE SUMMARY
- PART III - SEQUENTIAL LISTING OF SIGNIFICANT EVENTS
- PART IV - COMMAND CHRONOLOGIES OF SUBORDINATE UNITS AND STAFF
SECTIONS

ENCLOSURE (1)

~~UNCLASSIFIED~~

~~UNCLASSIFIED~~

PART I

ORGANIZATIONAL DATA

1 January 1974 - 30 June 1974

1. DESIGNATIONCOMMANDER

1st Marine Aircraft Wing

MajGen F. C. LANG
1 Jan - 8 Apr 74
MajGen V. A. ARMSTRONG
9 Apr - 30 Jun 74SUBORDINATE UNITS

Marine Wing Headquarters Squadron-1

LtCol J. W. ALBER
1 Jan - 13 May 74
LtCol P. R. JONES
14 May - 30 Jun 74

Marine Aircraft Group-12

Col P. G. JANSSEN
1 Jan - 31 May 74
Col R. W. LEWIS
1 Jun - 30 Jun 74

Marine Aircraft Group-15

Col D. E. BJORKLUND
1 Jan - 24 Jun 74
LtCol P. G. BOOZMAN
25 Jun - 30 Jun 74

Marine Wing Support Group-17

Col R. M. WILLIAMS
1 Jan - 29 May 74
Col J. W. IRION, Jr.
30 May - 30 Jun 74

Marine Air Control Group-18

Col M. R. IVES
1 Jan - 30 Jun 74

Marine Aircraft Group-36

Col N. J. KAPETAN
1 Jan - 11 May 74
Col R. A. KUCI
12 May - 30 Jun 742. LOCATION

1st Marine Aircraft Wing

MCAS Iwakuni, Japan
1 Jan - 30 Jun 74

Marine Aircraft Group-12

MCAS Iwakuni, Japan
1 Jan - 30 Jun 74

ENCLOSURE (1)

~~UNCLASSIFIED~~

UNCLASSIFIED

Marine Aircraft Group-15	MCAS Iwakuni, Japan 1 Jan - 30 Jun 74
Marine Wing Support Group-17	MCAS Iwakuni, Japan 1 Jan - 30 Jun 74
Marine Air Control Group-18	MCAS Iwakuni, Japan 1 Jan - 30 Jun 74
Marine Aircraft Group-36	MCAS (H) Futema Okinawa, Japan 1 Jan - 30 Jun 74

3. STAFF OFFICERS

Assistant Wing Commander	BGen M. T. JANNEL 1 Jan - 30 Jun 74
Chief of Staff	Col W. P. BROWN 1 Jan - 3 May 74 Col K. C. PALMER 3 May - 30 Jun 74
Assistant Chief of Staff, G-1	Col O. L. OWENS 1 Jan - 18 May 74 LtCol D. S. TWINING 19 May - 30 Jun 74
Assistant Chief of Staff, G-2	Col R. M. WALLACE 1 Jan - 30 Jun 74
Assistant Chief of Staff, G-3	Col W. R. BEELER 1 Jan - 30 Jun 74
Assistant Chief of Staff, G-4	Col F. H. THURSTON 1 Jan - 23 May 74 Col E. D. SMITH 24 May - 30 Jun 74
Assistant Chief of Staff, Comptroller	Col J. R. PENNY 1 Jan - 30 Jun 74
Assistant Chief of Staff, Human Affairs Division	Col F. D. TOPLEY 1 Jan - 31 May 74 LtCol R. G. COURTNEY 1 Jun - 30 Jun 74
Assistant Chief of Staff, Management	LtCol T. M. HEARN 1 Jan - 30 Jun 74

~~UNCLASSIFIED~~SPECIAL STAFF

Staff Secretary

Maj W. D BAUER
1 Jan - 28 Feb 74
LtCol T. C. COX
1 Mar - 30 Jun 74

Adjutant

Capt E. H. MEYER
1 Jan - 28 Jun 74
Maj R. F. HARRINGTON
29 Jun - 30 Jun 74

Wing Chaplain

Capt J. S. FERRIS, CHC, USN
1 Jan - 30 Jun 74

Communications-Electronics Officer

LtCol R. J. LEE, Jr.
1 Jan - 30 Jun 74

Wing Inspector

Col K. C. PALMER
1 Jan - 3 May 74
Maj E. D. GRISSOM
4 May - 30 Jun 74

Public Affairs Officer

Capt T. W. TURNER
1 Jan - 30 Jun 74

Director, Wing Safety Center

LtCol L. W. SCHWINDT
1 Jan - 30 Jun 74

Staff Judge Advocate

LtCol M. P. MURRAY
1 Jan - 30 Jun 74

Wing Supply Officer

Col C. F. LANGLEY
1 Jan - 30 Jun 74

Wing Medical Officer

Capt B. C. JOHNSON, MC, USN
1 Jan - 30 Jun 74

Sergeant Major

SgtMaj H. H. BLACK
1 Jan - 30 Jun 744. AVERAGE STRENGTH

1st Marine Aircraft Wing

MONTH

OFFICER
USMC/USNENLISTED
USMC/USN

JAN

920/23

7154/110

ENCLOSURE (1)

4

~~UNCLASSIFIED~~

~~UNCLASSIFIED~~

MONTH	OFFICER USMC/USN	ENLISTED USMC/USN
FEB	900/23	7120/110
MAR	889/25	7239/106
APR	919/27	7158/116
MAY	910/21	7152/111
JUN	894/23	7348/106
AVERAGE DURING PERIOD	906/24	7195/110

ENCLOSURE (1)

~~UNCLASSIFIED~~

~~UNCLASSIFIED~~

PART II

NARRATIVE SUMMARY

(U) During the reporting period, the main efforts of 1st MAW were to maintain combat readiness through intensive training, continual improvement in material readiness, and participation in various exercises and training deployments. No units of the Wing were involved in any combat activities.

(U) Detailed chronologies of all staff sections and subordinate units are contained in PART IV. The following items are summarized.

PERSONNEL

(U) During the reporting period, the average personnel strength of the 1st MAW was 930 officers and 7,305 enlisted. In January, the thirteen month tour length was initiated. MAC contract flights began between Norton AFB and MCAS Iwakuni avoiding the two day layover in Yokota that was formerly common. This gives the 1st MAW an additional 3-4 days effective utilization of each man per tour. Additionally, the 1st MAW liaison team at Yokota was disestablished and all personnel returned to Iwakuni.

INTELLIGENCE/SECURITY PROGRAMS

1. (U) Area study folders were continually updated on all contingency countries and briefs were presented to staff sections and squadrons by the Air Combat Intelligence section. An intelligence summary was published monthly and distributed to subordinate units.
2. (U) Staff counter-intelligence continued to monitor and report on subversive and dissident racial elements in the Iwakuni area. 7th CIT conducted after-hours security inspections on all units.
3. (U) Ten aerial reconnaissance requests were completed and forwarded to the requesting activity. Sorties are flown by VMCJ-1 and processed by Photo Imagery Interpretation Branch.
4. (U) Currently two photo interpreters are detached to Fleet Intelligence Center Pacific Facility (FICPACFAC), Cubi Point, R. P. and two are assigned to VMCJ-1 (Det 101) aboard the USS Midway.

ENCLOSURE (1)

~~UNCLASSIFIED~~

~~SECRET~~OPERATIONS

1. (S) The 1st MAW supported two major joint/combined exercises during the period; Exercise Flyaway in Republic of Korea, and exercise Kangaroo I in Australia. Additionally, the Wing supported the continuing series of Commando Jade exercises in Korea and the Eagle and Lark exercises in Taiwan. Other, smaller exercises were flown by various squadrons. MAG-12 and MAG-15 kept one squadron each deployed for training and to ease base loading at Iwakuni. MAG-36, located at MCAS(H) Futema, kept one composite helicopter squadron assigned to the 31st MAU to support its operations.
2. (U) Exercise Flyaway was a joint/combined amphibious exercise held near PoHang, Korea. PROV MAG-10 operations, under the command of LTCOL R. A. KUCI began on 15 Jan 1974 when the HQ element arrived at PoHang with air ops commencing with support and reconnaissance missions being flown until D-1. The exercise was conducted from 1 Feb to 7 Feb 1974, and the retrograde covered the period 7 Feb to 27 Feb 1974. 1st MAW units participating under PROV MAG-10 included VMFA-115, VMA-311, HMM-164 and detachments of VMO-6, HML-367, MACS-4, MASS-2, MABS-36, VMGR-152, VMCJ-1, H&HS-18, MWCS-18, and MATCU-66. Also attached to PROV MAG-10 were a detachment from LAAM Bn. and FAAD Btry. from CONUS. The PROV MAG-10 Post Exercise Report is included at TAB H.
3. (U) PROV MAG-10 was formed again for Exercise Kangaroo I, this time under the command of LTCOL E. J. LOVE and embarked on the USS JUNEAU (LPD-10) at White Beach, Okinawa on 24 May 1974. The Task Force for Kangaroo I sailed to Subic Bay and conducted a rehearsal on 28 May 1974. The Task Force sailed for the Amphibious Objective Area (AOA) in Shoalwater Bay, Australia and conducted an amphibious landing on 11 June 1974 (D-day). On D+2 the PROV MAG staff was lifted ashore by helicopter and on D+3, control was passed ashore. On D+5 control was passed back afloat and the PROV MAG staff returned to the command ship. 1st MAW units participating included detachments from MASS-2, VMA-211, HMM-164 with support from VMCJ-1 and VMGR-152. The PROV MAG-10 Kangaroo I Post Exercise Report is included at TAB I.
4. (C) Commando Jade Alpha was held on 20 Feb 1974 and Commando Jade Bravo on 31 Mar and 1 Apr 1974. 1st MAW aircraft flew in these exercises that test the ROK air defense system. 1st MAW aircraft fly aggressor routes and simulate enemy strike and fighter aircraft. VMA-211 flew in Commando Jade Alpha. In Commando Jade Bravo, VMA(AW)-533, VMA-311, and VMCJ-1 (DET 101) flew 21 sorties.

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5. (C) The Eagle and Lark Exercises test the Taiwan electronic warfare and air defense capabilities. Two RF-4B's flew in a Lark Exercise on 20 Feb 1974, simulating supersonic strike/reconnaissance aircraft. The period 11-15 Mar 1974, found four RF-4B and four EA-6A's deployed to Taiwan AB for participation in both Lark and Eagle. Between 20-24 May four EA-6A and one RF-4B again deployed to support these exercises.

6. (C) Operation Bluesky is another Taiwan air defense exercise. One EA-6A flew in support of this exercise on 1 Feb 1974 and again on 2 Mar 1974.

7. (U) MAG-12 and MAG-15 normally keep one squadron each deployed from Iwakuni at all times. The deployments allow aircrews to train for missions that cannot be supported at Iwakuni and also eases the saturated base facilities at Iwakuni. Deployment bases are normally Naha AB, Okinawa and NAS Cubi Point, R. P.; additionally, detachments utilize Misawa AB during the periods CVW-5 is at sea.

8. (S) HMH-462 supported the Eagle Pull contingency, standing by to evacuate designated civilians from Phnom Phenh if necessary. Because the response time varied according to the political climate, the squadron was able to conduct routine training and participate in ZAMEX exercises held in R. P. Initially the squadron, attached to the 31st MAU, was aboard the USS Okinawa, cross decked to the USS New Orleans on 6 April 1974. HMH-462 debarked and resumed normal operations at MCAS(H) Futema on 12 Jun 1974.

HMM-164 embarked aboard the USS New Orleans on 20 Jun 1974 and assumed the Eagle Pull commitment with 31st MAU.

9. (S) Beaver Hound is the acronym given to 1st MAW electronic surveillance missions flown by VMCJ-1 EA-6A assets. During the reporting period, VMCJ-1 flew nine missions.

10. (C) VMCJ-1 (DET 101) continued operations aboard the USS Midway. Initially the detachment consisted of three EA-6As. In April four RF-4Bs joined the detachment. Currently the detachment consists of three EA-6As and three RF-4Bs. DET 101 is OPCON to CVW-5 at sea and to its parent squadron when the Midway is in port and the aircraft return to Iwakuni.

11. (C) VMFA-232 carrier qualified fifteen aircrews during June 1974. This qualification is part of a continuing 1st MAW effort to carrier qualify one squadron per quarter to ensure the highest level of readiness for any role.

ENCLOSURE (1)

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~~UNCLASSIFIED~~LOGISTICS

The major efforts of the Wing in logistics by G-4 were directed to improving the material readiness within the Wing and coordination of the Wing Ground Support Test (CMC Project 43-71-12).

Significant attention was also placed on improving the Ground Equipment of the Wing, leading to the establishment of the position of Wing Maintenance Management Officer and the Daily Automated Maintenance System (DAMS) at third and fourth echelon level. The 1st MAW has realized steady improvement in equipment readiness since the two programs were established.

The Embarkation section of G-4 coordinated 29 squadron deployments, 11 detachments, and 2 major exercises. Airlift support was provided by organic air with 275 sorties, NALCOWEST-PAC with 5, and PACAF with 12.

COMPTROLLER

A significant increase in the cost of maintaining the Flying Hour Program was experienced with fuel costs increasing 100% from the second to fourth quarter.

The Comptroller was preparing to implement the Marine Air Ground Financial Accounting and Reporting System (MAGFARS) with the beginning of FY 75.

COMMUNICATION-ELECTRONICS

UHF radio equipment was provided to MAG-12, MAG-15 and MWHS-1 to establish squadron nets.

The FMF Mobile Command Net was activated and entry was established into the Defense Communication System on three occasions for training and test purposes.

MANAGEMENT

An IBM 2922 Remote Job Entry (RJE) was installed in February linking 1st MAW to the 3rd Force Automated Service Center Computer at Camp Courtney. Currently 3M processing, the FIS MARES LOG system, manpower reports, payrolls, and DAMS are all transmitted using the RJE.

INSPECTOR

The CG Functional Management Inspection (FMI) was held on MAG-15 during 23-29 Jan 1974 and the CGFMFPAC FMI was held on 1st MAW between 8-12 April 1974.

ENCLOSURE (1)

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~~UNCLASSIFIED~~HUMAN AFFAIRS

First term enlistment rate in 1st MAW was 54.9%, the highest rate within FMFPAC.

The Joint Counseling Center and the Drug, Alcohol Abuse section continued to develop programs to rehabilitate the drug offender and to prevent drug abuse by all.

The Cultural Center continued its active program of fostering Japanese-American relations.

Human Relations I training was given to 9,156 personnel and Human Relations II was presented to 9,030.

CHAPLAIN

All religious activities for 1st MAW and Station personnel have been consolidated to provide a more efficient use of the Chaplains time and talent. In addition, the Protestant and Catholic Funds have been consolidated.

On Easter Sunday, 14 April 1974, the Combined Choirs of the Hiroshima Heiwa Church and the MCAS Choir along with the Hiroshima Symphony Orchester and 1st MAW Band presented an Easter Cantata, "No Greater Love". It was presented before a full house and broadcast live over FEN throughout Japan.

ENCLOSURE (1)

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~~CONFIDENTIAL~~

PART III

SEQUENTIAL LISTING OF SIGNIFICANT EVENTS

7 Jan - 3 Feb VMO-6 detached 2 OV-10's to NAS Cubi Pt, R. P. to support 1st MAW and 3rd MARDIV commitments.

11 - 18 Jan VM CJ-1 Det 101 embarked aboard USS Midway (CVA-41).

11 - 20 Jan VMA-211 deployed 8 A4-E's to Misawa AB in Northern Japan for training.

12 Jan - 1 Feb VMO-6 detached 2 OV-10's to NAF Atsugi, Ja. to support a 12th Marines artillery exercise at Camp Fuji.

13 Jan HMM-164 Detachment unloaded aboard LPD Anchorage for Exercise Flyaway.

15 Jan PROV MAG-10 Headquarters arrived at PoHang, R.O.K. for Exercise Flyaway.

29 Jan - 3 Mar VM CJ-1 Det 101 embarked aboard USS Midway.

1 - 7 Feb Exercise Flyaway was held near PoHang, R.O.K.

1 - 22 Feb VM CJ-1 deployed 7 RF-4B's and 1 EA-6A to Misawa AB for training.

9 Feb VMA(AW)-533 returned from a two month deployment at NAS Cubi Point, R.P.

9 Feb - 3 Mar VMFA-115 deployed to NAS Cubi Point, R.P. for training.

11 Feb - 19 Mar VMA-311 deployed to Naha AB, Okinawa, for conventional ordnance delivery training.

12 Feb VMFA-232 returned from Naha AB, Okinawa.

13 Feb - 3 Mar VMO-6 detached 4 OV-10's to NAS Cubi Pt, R.P. to support 1st MAW and 3rd MARDIV commitments.

20 Feb VMA-211, MWCS-18 and TACC participated in Exercise Commando Jade Alpha in R.O.K.

20 Feb Two RF-4B's from VM CJ-1 flew in a Lark exercise in Taiwan.

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10 - 17 Mar VMCJ-1 detached 4 EA-6A's and 4 RF-4B's to Tainan AB, TAIWAN to participate in Eagle & Lark exercises.

13 Mar MWCS-18 involved in JCS satellite communication operation "Giant Moon Fire".

15 Mar - 2 May VMA-211 deployed to Naha AB, Okinawa for conventional and special weapons delivery training.

21 - 22 Mar VMCJ-1 flew 2 BeaverHound missions.

22 - 31 Mar VMO-6 detached 2 OV-10's to NAF Atsugi, Ja., and 2 OV-10's to NAS Cubi Point, R.P. to support 1st MAW and 3rd MARDIV commitments.

23 Mar VMFA-115 flew 4 sorties in support of USS Oriskany AAWEX.

24 Mar - 24 Jun VMFA-232 deployed to NAS Cubi Point for training in all phases including carrier qualifications.

29 Mar - 12 Apr VMCJ-1 Det 101 embarked aboard USS Midway.

31 Mar - 1 Apr VMA(AW)-533, VMFA-115, VMA-311, MWCS-18, & TACC participated in Exercise Commando Jade Bravo.

3 - 20 Apr Five RF-4B's from VMCJ-1 detached to NAS Cubi Point for FCLP and carrier qualifications.

4 - 11 Apr MASS-2 DASC participated in 3rd MARDIV CPX 1-74 held in Central Training Area, Okinawa.

6 Apr HMH-462 crossdecked from USS Okinawa to USS New Orleans.

8 Apr MGEN V. A. ARMSTRONG relieved MGEN F. C. LANG as CG 1st MAW.

17 - 28 Apr VMO-6 detached 2 OV-10's to NAS Cubi Point to support 1st MAW and 3rd MARDIV commitments.

22 Apr TACC commenced 1 week of MTDS training with MACS-4.

24 Apr - 5 May VMCJ-1 Det 101 embarked aboard USS Midway. Det 101 now consisted of RF-4B's and EA-6A's.

24 Apr - 10 May MASS-2 ASRT deployed for live AN/TPQ-10 bombing on Ie Shima ranges.

ENCLOSURE (1)

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26 Apr One BeaverHound mission flown by VM CJ-1.

4 - 27 May MACS-4 GCI controllers augmented JSDF radar site at Misawa Island, Ja.

6 May Approximately 30,000 Japanese visitors were welcomed aboard MCAS Iwakuni during 1st MAW/MCAS Iwakuni annual Friendship Day.

13 - 21 May VMA-211 & MWWU-1 completed a NTPI. VMA(AW)-533 & H&MS-12 completed a NWA I.

15 May One BeaverHound mission flown by VM CJ-1.

17 30 May VMO-6 detached 4 OV-10's to NAS Cubi Point, R.P. to support 1st MAW and 3rd MARDIV commitments.

20 -24 May VM CJ-1 detached 4 EA-6A's & 1 RF-4B to Tainan, Taiwan to participate in Eagle & Lark exercises.

26 May - 4 Jun VM CJ-1 Det 101 (RF-4B's only) embarked aboard USS Midway.

27 May Four F-4B's from VMFA-115 participated in AASWEX 5-74 with USN and JMSDF.

29 May One BeaverHound mission flown by VM CJ-1.

1 Jun Phase 2 of WETS program implemented.

3 Jun MAG-12 Motor Transport and Engineer equipment transferred.

11 - 17 Jun Exercise Kangaroo I.

12 Jun HMH-462 debarked from USS New Orleans and returned to MCAS (H) Futema.

13 Jun VMFA-115 deployed to Naha AB, Okinawa.

15 - 26 Jun VM CJ-1 Det 101 embarked aboard USS Midway.

20 Jun HMM-164 embarked aboard the USS New Orleans and was chopped to 31st MAU.

22 Jun VMO-6 detached 2 OV-10's to NAS Cubi Point, R.P. in support of 1st MAW and 3rd MARDIV commitments.

24 Jun VMA(AW)-533 deployed to NAS Cubi Point, R.P. for training.

ENCLOSURE (1)

~~CONFIDENTIAL~~

~~UNCLASSIFIED~~

PART IV

CHRONOLOGIES OF SUBORDINATE COMMANDS AND STAFF SECTIONS

Volume I

✓ TAB A MAG-12 Command Chronology
 ✓ TAB B MAG-15 Command Chronology
 ✓ TAB C MWSG-17 Command Chronology

Volume II

✓ TAB D MACG-18 Command Chronology
 ✓ TAB E MAG-36 Command Chronology
 ✓ TAB F MWHS-1 Command Chronology
 ✓ TAB G Chronologies and Inputs of Wing Headquarters
 Staff Sections

✓ Section 1 G-1
 ✓ Section 2 G-2
 ✓ Section 3 G-3
 ✓ Section 4 G-4
 ✓ Section 5 Comptroller
 ✓ Section 6 Communication-Electronics Office
 ✓ Section 7 Management
 ✓ Section 8 Wing Inspector
 ✓ Section 9 Human Affairs
 ✓ Section 10 Chaplain
 ✓ Section 11 Adjutant
 ✓ Section 12 Staff Judge Advocate
 ✓ Section 13 Wing Medical Section
 ✓ Section 14 Wing Safety Center
 ✓ TAB H PROVMAg-10 Exercise Flyaway
 Post Exercise Report
 ✓ TAB I PROVMAg-10 Exercise Kangaroo I
 Post Exercise Report

Volume III

Public Affairs

ENCLOSURE (1)

~~UNCLASSIFIED~~

CONSOLIDATED PUBLIC AFFAIRS OFFICE
U. S. Marine Corps Air Station
and
1st Marine Aircraft Wing
FPO Seattle, Wash. 98764

TWT:ead
5750
12 July 1974

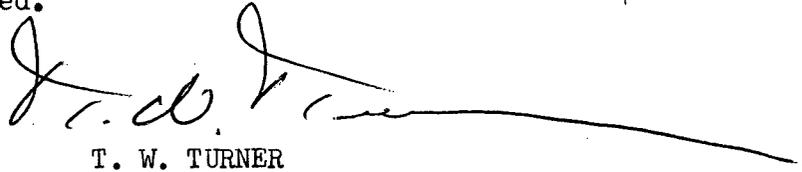
From: Consolidated Public Affairs Officer
To: Commanding General, 1st Marine Aircraft Wing
(Attn: G-3 Historical)

Subj: Command Chronology for period 1 January 1974 through
30 June 1974

Ref: (a) MCO 5750.1
(b) FMFPacO 5750.8
(c) ForO 5750.1
(d) WgO 5750.1A

Encl: (1) Consolidated Public Affairs, Wing Command Chronology

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


T. W. TURNER

PHO, MCAS & 1st MAW

Turner 74

CONSOLIDATED PUBLIC AFFAIRS OFFICE
1st Marine Aircraft Wing, Marine Corps Air Station
Fleet Marine Force, Pacific

COMMAND CHRONOLOGY

1 January 1974 to 30 June 1974

INDEX

Part I - ORGANIZATIONAL DATA

Part II - NARRATIVE SUMMARY

Part III - SEQUENTIAL LISTING OF SIGNIFICANT EVENTS

Part IV - SUPPORTING DOCUMENTS

Enclosure (1)

PART I

ORGANIZATIONAL DATA

1. DESIGNATION

Consolidated Public Affairs Officer

COMMANDER

CAPT. T. W. TURNER
 Consolidated Public Affairs
 Officer 1 January - 30 June
 1974

SUBORDINATE UNITS

None

None

ATTACHED UNITS

None

None

2. LOCATION

1 January 1974 - 30 June 1974: MCAS, Iwakuni, Japan

3. STAFF OFFICERS

Assistant Consolidated Public Affairs Officer Vacant

4. AVERAGE MONTHLY STRENGTH

<u>USMC</u>		<u>USN</u>		<u>OTHER</u>	
<u>Off</u>	<u>Enl</u>	<u>Off</u>	<u>Enl</u>	<u>Off</u>	<u>Enl</u>
1	10	0	0	0	0

PART II

NARRATIVE SUMMARY

This office submitted Fleet Home Town News releases on Wing Personnel and prepared and distributed news releases and photographs to U. S., Japanese and military news media.

Enclosure (2)

U. S. MARINE CORPS AIR STATION
FPO Seattle 98764

MCASBul 5724
PAO/TWT/hh
25 Feb 1974

AIR STATION BULLETIN 5724

From: Commanding Officer
To: Distribution List

Subj: January 1974 Unit Performance in the Fleet Home Town News Program

Ref: (a) MCASO 5724.1

Encl: (1) Fleet Home Town News Program Performance Statistics, January 1974

1. Purpose. To report unit performance in the Fleet Home Town News Program for the month of January 1974.

2. Information. Enclosure (1) is the monthly report of unit performance, including comparative figures for the preceding 12 months. The Fleet Home Town News Program is managed primarily by Technical Information Contact Officers (TICO's) of squadron-level units of the Marine Corps Air Station and its tenant commands. Comprehensive guidance to commanding officers and TICO's is contained in reference (a).

a. Unacceptable forms received by the Consolidated Public Affairs Office are not included in enclosure (1), but are returned to commanding officers with their deficiencies noted.

b. During deployments, commanding officers are authorized to release directly to the Director, Fleet Home Town News Center, Naval Training Center, Great Lakes, Ill. 60088. Forms thus released, however, will be credited on this monthly performance summary only when reported to the Consolidated Public Affairs Officer (Attn: Admin Chief).

3. Action. Commanding Officers will ensure a high level of participation in the Fleet Home Town News Program as consistent with unit strength and mission requirements.

4. Self-cancellation. 31 March 1974.

DISTRIBUTION: "A" plus 10(10)

G. M. LAWRENCE JR.
By direction

PABA

MCASBul 5724

25 Feb 1974

FLEET HOME TOWN NEWS PROGRAM
 PERFORMANCE STATISTICS
 JANUARY 1974

	Jan 73	Feb 73	Mar 73	Apr 73	May 73	Jun 73	Jul 73	Aug 73	Sep 73	Oct 73	Nov 73	Dec 73	Jan 74
<u>MCAS (H&HS)</u>	3	40	8	8	27	17	2	12	7	6	8	2	18
<u>NASU</u>	4	0	0	6	8	0	6	9	0	10	0	0	22
<u>PATWINGONE DET</u>	0	0	0	0	0	0	0	0	0	0	0	0	0
<u>1st MAW</u>	152	188	221	193	248	202	180	179	260	174	381	258	438
MWHS-1	7	82	59	59	64	36	52	89	61	20	55	40	53
11th Dent Co	0	3	2	0	0	0	1	0	5	0	0	0	0
MAG-12	18	36	39	55	91	87	27	23	10	49	129	124	77
H&MS-12	1	16	0	7	42	51	12	0	2	1	40	33	23
MABS-12	15	13	2	28	4	20	0	5	0	28	31	25	20
VMA-211	0	6	17	12	31	12	15	4	8	3	38	45	26
VMA-311	2	1	0	0	7	2	0	0	0	0	0	7	7
* VMA(AW)-533	0	0	20	8	7	2	0	14	0	17	20	14	1
MAG-15	58	10	43	53	31	35	51	45	161	44	100	58	213
H&MS-15	53	0	24	44	20	24	6	6	0	0	29	0	0
MABS-15	0	0	10	0	0	0	0	0	21	19	15	6	22
* VMCJ-1	5	10	4	0	1	0	39	23	0	0	26	36	35
VMFA-115	0	0	5	9	10	11	6	12	7	4	0	16	18
VMFA-232	0	0	0	0	0	0	0	4	133	21	30	0	138
MWSG-17	25	36	54	19	24	18	16	0	4	35	43	6	74
H&MS-17	16	29	44	16	23	17	15	0	4	0	23	0	45
WERS-17	9	7	10	3	1	1	1	0	0	35	20	6	29
MACG-18	44	21	24	7	38	26	33	22	19	26	54	30	21
H&HS-18	4	1	11	7	2	1	1	13	0	10	14	0	4
MWCS-18	34	20	13	0	36	25	32	9	17	16	40	30	17
** MASS-2	6	0	0	0	0	0	0	0	2	0	0	0	0
<u>GRAND TOTAL</u>	159	228	229	207	283	219	188	200	267	190	389	260	478

*-Squadron listed under current group assignment
 **-MASS-2 has been deleted - carried by Okinawa.

U. S. MARINE CORPS AIR STATION
FPO Seattle 98764

MCASBul 5724
PAO/TWT/hh
5 March 1974

AIR STATION BULLETIN 5724

From: Commanding Officer
To: Distribution List

Subj: February 1974 Unit Performance in the Fleet Home Town News Program

Ref: (a) MCASO 5724.1

Encl: (1) Fleet Home Town News Program Performance Statistics, February 1974

1. Purpose. To report unit performance in the Fleet Home Town News Program for the month of February 1974.
2. Information. Enclosure (1) is the monthly report of unit performance, including comparative figures for the preceding 12 months. The Fleet Home Town News Program is managed primarily by Technical Information Contact Officers (TICO's) of squadron-level units of the Marine Corps Air Station and its tenant commands. Comprehensive guidance to commanding officers and TICO's is contained in reference (a).
 - a. Unacceptable forms received by the Consolidated Public Affairs Office are not included in enclosure (1), but are returned to commanding officers with their deficiencies noted.
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3. Action. Commanding Officers will ensure a high level of participation in the Fleet Home Town News Program as consistent with unit strength and mission requirements.
4. Concurrence. The Commanding General, 1st Marine Aircraft Wing and all tenant units concur in the contents of this Bulletin insofar as it pertains to their commands.
5. Self-cancellation. 30 April 1974.

ES Murphy
E. S. MURPHY

DISTRIBUTION: "A" plus 10(10)

MCASBul 5724
5 March 1974

FLEET HOME TOWN NEWS PROGRAM
PERFORMANCE STATISTICS
FEBRUARY 1974

	Feb <u>73</u>	Mar <u>73</u>	Apr <u>73</u>	May <u>73</u>	Jun <u>73</u>	Jul <u>73</u>	Aug <u>73</u>	Sep <u>73</u>	Oct <u>73</u>	Nov <u>73</u>	Dec <u>73</u>	Jan <u>74</u>	Feb <u>74</u>
<u>MCAS (H&HS)</u>	40	8	8	27	17	2	12	7	6	8	2	18	1
<u>NASU</u>	0	0	6	8	0	6	9	0	10	0	0	22	20
<u>PATWINGONE DET</u>	0	0	0	0	0	0	0	0	0	0	0	0	0
<u>1st MAW</u>	188	221	193	248	202	180	179	258	174	381	258	438	550
MWHS-1	82	59	59	64	36	52	89	61	20	55	40	53	32
11th Dent Co	3	2	0	0	0	1	0	5	0	0	0	0	0
MAG-12	36	39	55	91	87	27	23	10	49	129	124	77	139
H&MS-12	16	0	7	42	51	12	0	2	1	40	33	23	3
MABS-12	13	2	28	4	20	0	5	0	28	31	25	20	40
VMA-211	6	17	12	31	12	15	4	8	3	38	45	26	0
VMA-311	1	0	0	7	2	0	0	0	0	0	7	7	16
*VMA(AW)-533	0	20	8	7	2	0	14	0	17	20	14	1	80
MAG-15	10	43	53	31	35	51	45	161	44	100	58	213	268
H&MS-15	0	24	44	20	24	6	6	0	0	29	0	0	20
MABS-15	0	10	0	0	0	0	0	21	19	15	6	22	20
*VMCJ-1	10	4	0	1	0	39	23	0	0	26	36	35	34
VMFA-115	0	5	9	10	11	6	12	7	4	0	16	18	157
VMFA-232	0	0	0	0	0	0	4	133	21	30	0	138	37
MWSG-17	36	54	19	24	18	16	0	4	35	43	6	74	56
H&MS-17	29	44	16	23	17	15	0	4	0	23	0	45	47
WERS-17	7	10	3	1	1	1	0	0	35	20	6	29	9
MACG-18	21	24	7	38	26	33	22	17	26	54	30	21	55
H&HS-18	1	11	7	2	1	1	13	0	10	14	0	4	2
MWCS-18	20	13	0	36	25	32	9	17	16	40	30	17	53
<u>GRAND TOTAL</u>	228	229	207	283	219	188	200	265	190	389	260	478	571

*-Squadron listed under current group assignment

ENCLOSURE (1)

U. S. MARINE CORPS AIR STATION
FPO Seattle 98764

MCASBul 5724
PAO/TWT/hh
2 Apr 1974

AIR STATION BULLETIN 5724

From: Commanding Officer
To: Distribution List

Subj: March 1974 Unit Performance in the Fleet Home Town News Program

Ref: (a) MCASO 5724.1

Encl: (1) Fleet Home Town News Program Performance Statistics, March 1974

1. Purpose. To report unit performance in the Fleet Home Town News Program for the month of March 1974.
2. Information. Enclosure (1) is the monthly report of unit performance, including comparative figures for the preceding 12 months. The Fleet Home Town News Program is managed primarily by Technical Information Contact Officers (TICO's) of squadron-level units of the Marine Corps Air Station and its tenant commands. Comprehensive guidance to commanding officers and TICO's is contained in reference (a).
 - a. Unacceptable forms received by the Consolidated Public Affairs Office are not included in enclosure (1), but are returned to commanding officers with their deficiencies noted.
 - b. During deployments, commanding officers are authorized to release directly to the Director, Fleet Home Town News Center, Naval Training Center, Great Lakes, Ill. 60088. Forms thus released, however, will be credited on this monthly performance summary only when reported to the Consolidated Public Affairs Officer (Attn: Admin Chief).
3. Action. Commanding Officers will ensure a high level of participation in the Fleet Home Town News Program as consistent with unit strength and mission requirements.
4. Concurrence. The Commanding General, 1st Marine Aircraft Wing and all tenant units concur in the contents of this Bulletin insofar as it pertains to their commands.
5. Self-cancellation. 31 May 1974.

G. M. Lawrence Jr.

G. M. LAWRENCE Jr.
By direction

DISTRIBUTION: "A" plus 10(10)

MCASBu1 5724
2 Apr 1974

FLEET HOME TOWN NEWS PROGRAM
PERFORMANCE STATISTICS
MARCH 1974

	Mar <u>73</u>	Apr <u>73</u>	May <u>73</u>	Jun <u>73</u>	Jul <u>73</u>	Aug <u>73</u>	Sep <u>73</u>	Oct <u>73</u>	Nov <u>73</u>	Dec <u>73</u>	Jan <u>74</u>	Feb <u>74</u>	Mar <u>74</u>
<u>MCAS (H&HS)</u>	8	8	27	17	2	12	7	6	8	2	18	1	16
<u>NASU</u>	0	6	8	0	6	9	0	10	0	0	22	20	9
<u>PATWINGONE DET</u>	0	0	0	0	0	0	0	0	0	0	0	0	0
<u>1st MAW</u>	221	193	248	202	180	179	258	174	381	258	438	550	417
MWHS-1	59	59	64	36	52	89	61	20	55	40	53	32	69
11th Dent Co	2	0	0	0	1	0	5	0	0	0	0	0	0
MAG-12	39	55	91	87	27	23	10	49	129	124	77	139	170
H&MS-12	0	7	42	51	12	0	2	1	40	33	23	3	34
MABS-12	2	28	4	20	0	5	0	28	31	25	20	40	59
VMA-211	17	12	31	12	15	4	8	3	38	45	26	0	0
VMA-311	0	0	7	2	0	0	0	0	0	7	7	16	66
VMA(AW)-533	20	8	7	2	0	14	0	17	20	14	1	80	11
MAG-15	43	53	31	35	51	45	161	44	100	58	213	268	87
H&MS-15	24	44	20	24	6	6	0	0	29	0	0	20	17
MABS-15	10	0	0	0	0	0	21	19	15	6	22	20	13
VMCJ-1	4	0	1	0	39	23	0	0	26	36	35	34	38
VMFA-115	5	9	10	11	6	12	7	4	0	16	18	157	11
VMFA-232	0	0	0	0	0	4	133	21	30	0	138	37	8
MWSG-17	54	19	24	18	16	0	4	35	43	6	74	56	53
H&MS-17	44	16	23	17	15	0	4	0	23	0	45	47	40
WERS-17	10	3	1	1	1	0	0	35	20	6	29	9	13
MACG-18	24	7	38	26	33	22	17	26	54	30	21	55	38
H&HS-18	11	7	2	1	1	13	0	10	14	0	4	2	0
MWCS-18	13	0	36	25	32	9	17	16	40	30	17	53	38
<u>GRAND TOTAL</u>	229	207	283	219	188	200	265	190	389	260	478	571	442

ENCLOSURE (1)

U. S. MARINE CORPS AIR STATION
FPO Seattle 98764

MCASBu1 5724
PAO/TWT/hh
16 May 1974

AIR STATION BULLETIN 5724

From: Commanding Officer
To: Distribution List

Subj: April 1974 Unit Performance in the Fleet Home Town News Program

Ref: (a) MCASO 5724.1

Encl: (1) Fleet Home Town News Program Performance Statistics, April 1974

1. Purpose. To report unit performance in the Fleet Home Town News Program for the month of April 1974.

2. Information. Enclosure (1) is the monthly report of unit performance, including comparative figures for the preceding 12 months. The Fleet Home Town News Program is managed primarily by Technical Information Contact Officers (TICO's) of squadron-level units of the Marine Corps Air Station and its tenant commands. Comprehensive guidance to commanding officers and TICO's is contained in reference (a).

a. Unacceptable forms received by the Consolidated Public Affairs Office are not included in enclosure (1), but are returned to commanding officers with their deficiencies noted.

b. During deployments, commanding officers are authorized to release directly to the Director, Fleet Home Town News Center, Naval Training Center, Great Lakes, Ill. 60088. Forms thus released, however, will be credited on this monthly performance summary only when reported to the Consolidated Public Affairs Officer (Attn: Admin Chief).

3. Action. Commanding Officers will ensure a high level of participation in the Fleet Home Town News Program as consistent with unit strength and mission requirements.

4. Concurrence. The Commanding General, 1st Marine Aircraft Wing and all tenant units concur in the contents of this Bulletin insofar as it pertains to their commands.

5. Self-cancellation. 30 June 1974.


R. W. JOYCE
By direction

DISTRIBUTION: "A" plus 10(10)

MCASBu1 5724
16 May 1974

FLEET HOME TOWN NEWS PROGRAM
PERFORMANCE STATISTICS
APRIL 1974

	<u>Apr</u> <u>73</u>	<u>May</u> <u>73</u>	<u>Jun</u> <u>73</u>	<u>Jul</u> <u>73</u>	<u>Aug</u> <u>73</u>	<u>Sep</u> <u>73</u>	<u>Oct</u> <u>73</u>	<u>Nov</u> <u>73</u>	<u>Dec</u> <u>74</u>	<u>Jan</u> <u>74</u>	<u>Feb</u> <u>74</u>	<u>Mar</u> <u>74</u>	<u>Apr</u> <u>74</u>
<u>MCAS (H&HS)</u>	8	27	17	2	12	7	6	8	2	18	1	16	3
<u>NASU</u>	6	8	0	6	9	0	10	0	0	22	20	9	1
<u>PATWINGONE DET</u>	0	0	0	0	0	0	0	0	0	0	0	0	0
<u>1st MAW</u>	193	248	202	180	179	258	174	381	258	438	550	417	349
MWHS-1	59	64	36	52	89	61	20	55	40	53	32	69	54
11th Dent Co	0	0	0	1	0	5	0	0	0	0	0	0	0
MAG-12	55	91	87	27	23	10	49	129	124	77	139	170	92
H&MS-12	7	42	51	12	0	2	1	40	33	23	3	34	8
MABS-12	28	4	20	0	5	0	28	31	25	20	40	59	42
VMA-211	12	31	12	15	4	8	3	38	45	26	0	0	0
VMA-311	0	7	2	0	0	0	0	0	7	7	16	66	17
VMA(AW)-533	8	7	2	0	14	0	17	20	14	1	80	11	25
MAG-15	53	31	35	51	45	161	44	100	58	213	268	87	118
H&MS-15	44	20	24	6	6	0	0	29	0	0	20	17	3
MABS-15	0	0	0	0	0	21	19	15	6	22	20	13	13
VMCJ-1	0	1	0	39	23	0	0	26	36	35	34	38	22
VMFA-115	9	10	11	6	12	7	4	0	16	18	157	11	80
VMFA-232	0	0	0	0	4	133	21	30	0	138	37	8	0
MWSG-17	19	24	18	16	0	4	35	43	6	74	56	53	47
H&MS-17	16	23	17	15	0	4	0	23	0	45	47	40	26
WERS-17	3	1	1	1	0	0	35	20	6	29	9	13	21
MACG-18	7	38	26	33	22	17	26	54	30	21	55	38	38
H&HS-18	7	2	1	1	13	0	10	14	0	4	2	0	5
MWCS-18	0	36	25	32	9	17	16	40	30	17	53	38	33
<u>GRAND TOTAL</u>	207	283	219	188	200	265	190	389	260	478	571	442	353

ENCLOSURE (1)

U. S. MARINE CORPS AIR STATION
FPO Seattle 98764

MCASBu1 5724
PAO/TWT/hh
6 June 1974

AIR STATION BULLETIN 5724

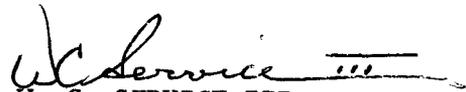
From: Commanding Officer
To: Distribution List

Subj: May 1974 Unit Performance in the Fleet Home Town News Program

Ref: (a) MCASO 5724.1

Encl: (1) Fleet Home Town News Program Performance Statistics, May 1974

1. Purpose. To report unit performance in the Fleet Home Town News Program for the month of May 1974.
2. Information. Enclosure (1) is the monthly report of unit performance, including comparative figures for the preceding 12 months. The Fleet Home Town News Program is managed primarily by Technical Information Contact Officers (TICO's) of squadron-level units of the Marine Corps Air Station and its tenant commands. Comprehensive guidance to commanding officers and TICO's is contained in reference (a).
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4. Concurrence. The Commanding General, 1st Marine Aircraft Wing and all tenant units concur in the contents of this Bulletin insofar as it pertains to their commands.
5. Self-cancellation. 31 July 1974.


W. C. SERVICE III
By direction

DISTRIBUTION: "A" plus 10(10)

MCASBul 5724
6 June 1974

FLEET HOME TOWN NEWS PROGRAM
PERFORMANCE STATISTICS
MAY 1974

	May <u>73</u>	Jun <u>73</u>	Jul <u>73</u>	Aug <u>73</u>	Sep <u>73</u>	Oct <u>73</u>	Nov <u>73</u>	Dec <u>74</u>	Jan <u>74</u>	Feb <u>74</u>	Mar <u>74</u>	Apr <u>74</u>	May <u>74</u>
<u>MCAS (H&HS)</u>	27	17	2	12	7	6	8	2	18	1	16	3	9
<u>NASU</u>	8	0	6	9	0	10	0	0	22	20	9	1	5
<u>PATWINGONE DET</u>	0	0	0	0	0	0	0	0	0	0	0	0	2
<u>1st MAW</u>	248	202	180	179	258	174	381	258	438	550	417	349	506
MWHS-1	64	36	52	89	61	20	55	40	53	32	69	54	56
11th Dent Co	0	0	1	0	5	0	0	0	0	0	0	0	0
MAG-12	91	87	27	23	10	49	129	124	77	139	170	92	167
H&MS-12	42	51	12	0	2	1	40	33	23	3	34	8	44
MABS-12	4	20	0	5	0	28	31	25	20	40	59	42	38
VMA-211	31	12	15	4	8	3	38	45	26	0	0	0	65
VMA-311	7	2	0	0	0	0	0	7	7	16	66	17	5
VMA(AW)-533	7	2	0	14	0	17	20	14	1	80	11	25	15
MAG-15	31	35	51	45	161	44	100	58	213	268	87	118	187
H&MS-15	20	24	6	6	0	0	29	0	0	20	17	3	57
MABS-15	0	0	0	0	21	19	15	6	22	20	13	13	12
VMCJ-1	1	0	39	23	0	0	26	36	35	34	38	22	19
VMFA-115	10	11	6	12	7	4	0	16	18	157	11	80	31
VMFA-232	0	0	0	4	133	21	30	0	138	37	8	0	68
MWSG-17	24	18	16	0	4	35	43	6	74	56	53	47	58
H&MS-17	23	17	15	0	4	0	23	0	45	47	40	26	31
WERS-17	1	1	1	0	0	35	20	6	29	9	13	21	27
MACG-18	38	26	33	22	17	26	54	30	21	55	38	38	38
H&HS-18	2	1	1	13	0	10	14	0	4	2	0	5	6
MWCS-18	36	25	32	9	17	16	40	30	17	53	38	33	32
<u>GRAND TOTAL</u>	283	219	188	200	265	190	389	260	478	571	442	353	522

ENCLOSURE (1)

U. S. MARINE CORPS AIR STATION
FPO Seattle 98764

MCASBul 5724
PAO/TWT/hh
6 June 1974

JULY

AIR STATION BULLETIN 5724

From: Commanding Officer
To: Distribution List

Subj: ~~May~~ *JUNE* 1974 Unit Performance in the Fleet Home Town News Program

Ref: (a) MCASO 5724.1

Encl: (1) Fleet Home Town News Program Performance Statistics, ~~May~~ *JUNE* 1974

1. Purpose. To report unit performance in the Fleet Home Town News Program for the month of ~~May~~ *JUNE* 1974.

2. Information. Enclosure (1) is the monthly report of unit performance, including comparative figures for the preceding 12 months. The Fleet Home Town News Program is managed primarily by Technical Information Contact Officers (TICO's) of squadron-level units of the Marine Corps Air Station and its tenant commands. Comprehensive guidance to commanding officers and TICO's is contained in reference (a).

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3. Action. Commanding Officers will ensure a high level of participation in the Fleet Home Town News Program as consistent with unit strength and mission requirements.

4. Concurrence. The Commanding General, 1st Marine Aircraft Wing and all tenant units concur in the contents of this Bulletin insofar as it pertains to their commands.

5. Self-cancellation. *AUG* 31 ~~July~~ 1974.

W. C. Service III
W. C. SERVICE III
By direction

DISTRIBUTION: "A" plus 10(10)

MCASBu1 5724

~~28 June 1974~~

1 JULY

FLEET HOME TOWN NEWS PROGRAM
PERFORMANCE STATISTICS, 2

June ~~1974~~ 1974

	May 73	Jun 73	Jul 73	Aug 73	Sep 73	Oct 73	Nov 73	Dec 74	Jan 74	Feb 74	Mar 74	Apr 74	May 74	Jun 74
<u>MCAS (H&HS)</u>	27	17	2	12	7	6	8	2	18	1	16	3	9	1
<u>NASU</u>	8	0	6	9	0	10	0	0	22	20	9	1	5	31
<u>PATWINGONE DET</u>	0	0	0	0	0	0	0	0	0	0	0	0	2	0
<u>1st MAW</u>	248	202	180	179	258	174	381	258	438	550	417	349	506	413
MWHS-1	64	36	52	89	61	20	55	40	53	32	69	54	56	7
11th Dent Co	0	0	1	0	5	0	0	0	0	0	0	0	0	0
MAG-12	91	87	27	23	10	49	129	124	77	139	170	92	167	142
H&MS-12	42	51	12	0	2	1	40	33	23	3	34	8	44	63
MABS-12	4	20	0	5	0	28	31	25	20	40	59	42	38	32
VMA-211	31	12	15	4	8	3	38	45	26	0	0	0	65	30
VMA-311	7	2	0	0	0	0	0	7	7	16	66	17	5	9
VMA(AW)-533	7	2	0	14	0	17	20	14	1	80	11	25	15	8
MAG-15	31	35	51	45	161	44	100	58	213	268	87	118	187	116
H&MS-15	20	24	6	6	0	0	29	0	0	20	17	3	57	32
MABS-15	0	0	0	0	21	19	15	6	22	20	13	13	12	29
VMCJ-1	1	0	39	23	0	0	26	36	35	34	38	22	19	23
VMFA-115	10	11	6	12	7	4	0	16	18	157	11	80	31	21
VMFA-232	0	0	0	4	133	21	30	0	138	37	8	0	68	11
MWSG-17	24	18	16	0	4	35	43	6	74	56	53	47	58	83
H&MS-17	23	17	15	0	4	0	23	0	45	47	40	26	31	63
WERS-17	1	1	1	0	0	35	20	6	29	9	13	21	27	20
MACG-18	38	26	33	22	17	26	54	30	21	55	38	38	38	65
H&HS-18	2	1	1	13	0	10	14	0	4	2	0	5	6	28
MWCS-18	36	25	32	9	17	16	40	30	17	53	38	33	32	37
<u>GRAND TOTAL</u>	283	219	188	200	265	190	389	260	478	571	442	353	522	445

ENCLOSURE (1)

PART III

SEQUENTIAL LISTING OF SIGNIFICANT EVENTS

- a. FLEET HOME TOWN NEWS PROGRAM: 2,673 Forms on Wing Personnel were processed during the reporting period and forwarded to the Fleet Home Town News Center, (TAB A to Enclosure (1)).
- b. NEWS RELEASES TO MEDIA: During the reporting period 104 news releases were distributed to civilian and military media. Other stories and photos were provided to the Torii Teller only, and are not included. (See TAB B to Enclosure (1) for news releases and TAB C for copies of the Torii Teller).
- c. DEPLOYMENT: During the period two enlisted were TAD to 31st MAU. One enlisted was TAD with 33rd MAU.

PART IV

SUPPORTING DOCUMENTS

- ✓ a. Air Station Bulletins 5724 concerning Fleet Home Town Program.
- b. News Releases (104), with photographs.
- c. Torii Teller for reporting period.

*Forwarded to the Museums,
(Mrs. Gill) for inclusion
in their photo collection,
Get (5/27/75)
Destroyed -
Copy in library*

Enclosure (1)

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

25:JH:avr
5750
1 August 1974

From: Director, Wing Safety Center
To: Assistant Chief of Staff, G-3 (Attn: Historical Officer)
Subj: Command Chronology for period 1 January 1974 to 1 July 1974.
Ref: (a) MCO 5750.1D
(b) FMFPacO 5750.8B
(c) WgO 5750.1B

1. In accordance with references (a), (b) and (c), the following information is provided for subject report:

a. January 1974

(1) The following accident occurred during January 1974:

(a) 10 January 1974 - HMH-462 - A CH-53 aircraft was turning on flight deck, as aircraft became light on struts for takeoff, right main strut blew apart. Aircraft was not airborne. Results: No injuries. Aircraft sustained substantial damage.

(2) An Ordnance Safety Inspection was conducted at Cubi Point, R. P. and MCAS Futema, Okinawa during the period 21 December 1973 - 7 January 1974.

(3) The Aviation Safety, Ground Safety and NATOPS Officers held a Functional Management Inspection on VMA-211 and VMA-311 during the period of 8-9 January 1974.

(4) A Functional Management Inspection was also conducted on H&MS-36, Sub Unit 2 during the period 15-17 January 1974. Additionally, an FMI was held on MAG-15, VMCJ-1, and MABS-15 during the period of 22-25 January 1974.

b. February 1974

(1) The following accident occurred during February 1974:

(a) 3 February 1974 - MWHS-1 - A C-117D had landed and was taxiing to the air terminal when the port main landing gear collapsed. Results: No injuries. Aircraft received substantial damage.

Wing Safety Center, 1st MAW

Rem - Jan 74

(2) The Director of Safety held a Functional Management Inspection at HMM-165 in the areas of Aviation and Ground Safety and NATOPS.

c. March 1974

(1) The following accident occurred during March 1974:

(a) 8 March 1974 - VMA-311 - A A-4E experienced an electrical failure followed by loss of control shortly after takeoff. Pilot ejected normally. Results: Successful ejection, no injuries. Aircraft destroyed.

(2) The Quarterly Consolidated Area Aviation Safety Council Meeting was conducted the third week of March.

(3) MGySgt. L. E. BROWN conducted an Ordnance Safety Inspection at MCAS Futema.

(4) The 1st MAW resumed publication of a safety magazine; SAFETY 1ST.

d. April 1974

(1) 1st MAW completed endorsement on VMA-311's A-4E accident of 8 March 1974. The findings of the AAR Board were concurred in; subject to several comments.

(2) The 3rd Quarter Aircrew Factors and Facilities Committee Meeting was held this month.

e. May 1974

(1) The month of May 1974 was noteworthy in that the First MAW experienced no aircraft accidents

(2) Major F. L. PIERI took over as the new 1st MAW NATOPS supervisor and expended much time and effort towards establishing an LSO Program to compensate for 1st MAW LSO deficiencies.

(3) LCpl A. V. RUSHING reported in this Center 23 May 1974 for duty as a files clerk.

f. June 1974

(1) The following accident occurred during the month of June 1974:

(a) 4 June 1974 - VMFA-232 - An F-4J crashed into the ocean after serious control problems. Salvage operations were commenced. The AAR Board could not determine the cause of said accident, but listed loss of control as the most Probable cause. Results: Pilot ejected safely. Aircraft destroyed.

(2) The following accident occurred during the month of June 1974:

(a) 26 June 1974 - HMM-164 - Two CH-46's were damaged when the blades of one, which was taxiing into the fuel pits, struck the other airplane. The AAR Board attributed the cause to pilot error. Results: No injuries. Both aircraft substantially damaged.



J. I. HUDSON

UNITED STATES MARINE CORPS
Headquarters
1st Marine Aircraft Wing
Fleet Marine Force Pacific
FPO San Francisco 96602

16:JC:bdg
5750
2 July 1974

From: Wing Medical Section
To: Headquarters, 1st Marine Aircraft Wing (Attn: G-3)
Subj: Command Chronology (Report Symbol MC-5750-06)
Ref: (a) WgO 5750.1B
Encl: (1) Wing Medical Section Semi-Annual Command
Chronology 1 Jan 74-30 Jun 74.

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


H.D. CASH

Wing Medical Sec, 1st MAW

James D. Smith

WING MEDICAL SECTION COMMAND
CHRONOLOGY
1 Jan 1974-30 Jun 1974

INDEX

PART I-----ORGANIZATION DATA
PART II-----NARRATIVE SUMMARY
PART III-----SEQUENTIAL LISTING OF SIGNIFICANT EVENTS

PART I

ORGANIZATIONAL DATA

1. Designation: Medical Section, Headquarters 1st Marine Aircraft Wing

SUBORDINATE UNITS

Medical Section, Marine Air Group-36, Futema, Okinawa.

2. Location: Marine Corps Air Station, Iwakuni, Japan.

3. Staff Officers:

Wing Medical Officer: CAPT B.C. JOHNSON, MC, USN
ADDU 1 Jan 74-30 Jun 74

Assistant Wing Medical Officer: CDR C.H. McALLISTER, MC, USN
1 Jan 74-14 Jun 74

Navy Personnel Officer: LCDR H.D. CASH, MSC, USN
1 Jan 74-30 Jun 74

Group Medical Officers: MAG-12

LT R.K. IMES, MC, USNR 1 Jan 74-23 Apr 74
LT L.P. STEPHENS, MC, USNR 1 Jan 74-18 Jan 74
LT J.F. MACHEN, MC, USNR 1 Feb 74-30 Jun 74
LT E.T. SAITER, MC, USNR 30 Mar 74-30 Jun 74

MAG-15

LT S.W. HALL, MC, USNR 1 Jan 74-18 Jan 74
LT V.J. STEPHENS, MC, USNR 1 Jan 74-23 Apr 74
LT W.S. GIBBONS, MC, USNR 30 Mar 74-30 Jun 74
LT J.L. LONGBAUGH, MC, USNR 1 Feb 74-30 Jun 74

MAG-36

LT K.K. PADDIE, MC, USNR 1 Jan 74-5 Feb 74
LT J.R.W. LEONARD, MC, USNR 1 Jan 74-30 Jun 74
LT J.W. FORMAN, MC, USNR 1 Feb 74-30 Jun 74
LT R.C. PARKER, MC, USNR 1 Jan 74-23 Mar 74

4. Average Monthly Strength:

NAVY MEDICALOFFICERS

9

ENLISTED

63

PART II

NARRATIVE SUMMARY

During the period 1 January 1974 to 30 June 1974, the Medical Section of the First Marine Aircraft Wing, provided personnel and support to the garrisoned and deployed units of the Wing, including, the garrisoned/deployed units of MAG-36, and the Dispensary, MCAS Futema. Additionally, personnel support was provided the Naval Regional Medical Center, Branch Dispensary, Iwakuni, Japan. All Navy related administrative functions for attached Navy personnel were accomplished.

The Medical Section continues to provide assistance within and outside the command. In addition to those activities reported 1 April 1974, Report Symbol 3100, Operations Summary, the following are of note.

- a. Personnel assistance-Med-evacuation missions for stricken crewman aboard USS BARBELL (SS-580)
- b. Personnel assistance-Med-evacuation stricken crewman of Panamanian Merchant Ship Oceanic London. And Med-evacuation of wife of Liberian Tanker-KYMO-Chief Engineer.
- c. Personnel assistance-Med-evacuation mission for stricken crewman, Greek Freighter, AKALI.

April 2-12 FMF PAC (Medical) inspection conducted by LCDR F.E. TOMCZYK, MSC, USN.

During the month of June 1974, personnel support from both Futema based medical section and Iwakuni based unit, in support of operation Kangaroo.

Medical department personnel were deployed during this period as follows:

UNIT	LOCATION	MC	HM	INCLUSIVE DATES
VMA-211	NAHA	1	2	18MAR-4MAY
	KANGAROO	1	1	2JUN-23 JUN
VMA-311	NAHA	1	1	10FEB-18MAR
	NAHA	1	1	2MAY-13JUN
VMA AW 533	CUBI	1	2	2JAN-9FEB
VMCJ-1	MISAWA		1	11JAN-21JAN
	USS MIDWAY		1	27JAN-7MAR
	MISAWA		1	1FEB-21FEB
	TAINAN		1	10MAR-18MAR
	CUBI/USS MIDWAY		1	1APR-7MAY
	USS MIDWAY		1	21APR-6MAY
	USS MIDWAY		1	20MAY-5JUN
TAINAN		1	18MAY-26MAY	

<u>UNIT</u>	<u>LOCATION</u>	<u>MC</u>	<u>HM</u>	<u>INCLUSIVE DATES</u>
VMFA-115	CUBI	2	2	8FEB-30MAR
	NAHA	1	2	10JUN-30JUN
VMFA-232	CUBI	1	2	28MAR-24JUN
9th MAB	FLY-AWAY		1	2JAN-10FEB
MAG-36	FLY-AWAY	1	4	
HMH-462	FLOAT	1	2	

PART III

SEQUENTIAL LISTING of SIGNIFICANT EVENTS1. Receipts/Transfers:a. Receipts

1 FEB 74 LT J.F. MACHEN, MC, USNR
 LT J.L. LONGABAUGH, MC, USNR
 LT J.W. FORMAN, MC, USNR
 Received for duty from Third MAW, El Toro

30 MAR 74 LT E.T. SAITER, MC, USNR
 LT W.S. GIBBONS, MC, USNR
 Received for duty from Third MAW, El Toro

b. Transfers

18 JAN 74 LT L.P. STEPHENS, MC, USNR
 Transferred for separation

LT S.W. HALL, MC, USNR
 Transferred for separation

5 FEB 74 LT K.K. PADDIE, MC, USNR
 Transferred for separation

23 MAR 74 LT R.C. PARKER, MC, USNR
 Transferred to NRMCMC, Long Beach, CA.

23 APR 74 LT V.J. STEPHENS, MC, USNR
 Transferred to NAS North Island, CA.

23 APR 74 LT R.K. IMES, MC, USNR
 Transferred to NAS Whidbey Island, WA.

14 JUN 74 CDR C.H. McALLISTER, MC, USN
 Transferred to BUMED, Wash. D.C.

2. Reenlistments

19 JAN 74 HML A.D. LOCKE 2 years

7 JAN 74 HML C.W. ADAMS 3 years

7 JAN 74 HML R.W. STAUFFER 4 years

5 FEB 74 HM2 R.G. EARLY 4 years

4 APR 74 HML W.E. KELLNER 4 years

8 APR 74 HML R. BARTHOLOMEW 6 years

3. Promotions

20 APR 74 LCDR J.J. RICHMOND, CHC
 Frocked to present grade.

20 APR 74 LCDR R.C. SCHALL, CHC
Frocked to present grade.

4. Advancements

14 JAN 74 P.J. BARROW to HN
14 JAN 74 B.C. MORRISON to HN
16 JAN 74 W.C. McCARTY to HMCS (E-8)
16 JAN 74 B.L. ORR to HMC (E-7)
16 JAN 74 L.M. FISHER to HM3
16 FEB 74 O.M. BURROWS to HM2
16 FEB 74 B.D. GRAY to HM2
16 FEB 74 J.T. McCLANNAHAN to HM2
16 FEB 74 D.T. SOTO to HM2
16 APR 74 V.R. CLARK Frocked to HMC
25 APR 74 N.D. SORENSEN Frocked to HMC
25 APR 74 T.N. TAYLOR Frocked to HMC
16 MAY 74 D.L. DOEPPENSCHMIDT to HM3
16 MAY 74 R. GUZMAN to HM3
16 MAY 74 C. HAGGINS to HM3
16 MAY 74 B.L. TATOM to HM3
16 MAY 74 G.R. IRWIN to HM2
16 MAY 74 F.D. RETTINGER to HM2

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

17:WBD:gwb
5750
17 JUL 1974

MEMORANDUM

From: Staff Judge Advocate
To: Commanding General, 1st Marine Aircraft Wing, FMFPac
(Attn: G-3)
Subj: Semi-annual Command Chronology (Report Symbol MC-5750-06)
Ref: (a) WgO 5750.1B
Encl: (1) Joint Law Center, 1stMAW Command Chronology
1. In accordance with the provisions of reference (a),
enclosure (1) is submitted.

WBD
W. B. DRAPER, JR.

*Staff Judge Advocate, 1stMAW
Jan - June 74*

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

COMMAND CHRONOLOGY

1 January 1974 to 30 June 1974

INDEX

- Part I - Organizational Data
- Part II - Narrative Summary
- Part III - Significant Events

Enclosure (1)

PART I

ORGANIZATIONAL DATA

1. STAFF PERSONNEL

Staff Judge Advocate	LtCol William B. Draper, Jr.
Deputy Staff Judge Advocate	Major Jeffrey W. Maurer
OIC, Branch Law Office, Oki	Major Clay A. Brumbaugh
Military Judge (IwaJudOff)	Captain Frederick M. Lorenz
Legal Administrative Officer	Captain John P. Wilson
Legal Services Chief	MSgt Bruno B. Buknas

2. AVERAGE MONTHLY STRENGTH

USMC		USN	
<u>OFF</u>	<u>ENL</u>	<u>OFF</u>	<u>ENL</u>
12	15	1	0

PART II

NARRATIVE SUMMARY

Breakdown of general, special and summary courts-martial tried during the reporting period:

	<u>GCM</u>	<u>SPCM(BCD)</u>	<u>SPCM(NON-BCD)</u>	<u>SCM</u>	<u>NJP</u>
Joint Law Ctr & Branch Law Office	2	21	43	95	687

Administrative discharges were as follows for the reporting period:

Unsuitability	30
Unfitness	21 (1 suspended)
Misconduct	16
Good of the Service	22
TOTAL	89

During this reporting period a total of 2849 legal assistance cases were handled by the Joint Law Center, Iwakuni and the Branch Law Office, Okinawa.

PART III

SIGNIFICANT EVENTS

The Judge Advocate General of the Navy directed nonjudicial punishments involving restraint to be held in abeyance when an appeal is timely submitted. This stay of execution does not apply to nonjudicial punishment administered aboard a Naval vessel.

The U. S. Court of Military Appeals rendered a decision (U. S. v. Dunlap) whereby a convening authority must act on courts-martial cases where confinement is adjudged within 90 days; contrary to the long standing theory that speedy review was not in issue in the absence of error.

CHRONOLOGY

1 January 1974 - 30 June 1974

ORGANIZATION DATA

1. Designation: Adjutant Section, 1st Marine Aircraft Wing
2. Key Personnel:

ADJUTANT

Capt E. H. MEYER JR.	1 Jan - 28 Jun 1974
Maj R. F. HARRINGTON	29 Jun - 30 Jun 1974

AWARDS OFFICER

1stLt J. R. HOWARD	1 Jan - 30 Jun 1974
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OIC Classified Material Control Center

1stLt J. G. TURNER	1 Jan - 14 Jan 1974
1stLt D. T. ALDRIDGE	15 Jan - 30 Jun 1974

Custodian, Classified Material Storage

1stLt P. D. FULLER	1 Jan - 10 Feb 1974
1stLt H. D. PLAGENS	11 Jan - 30 Jun 1974

Administrative Chief

MSgt E. B. ALLEN	1 Jan - 30 Jun 1974
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NARRATIVE SUMMARY

During the reporting period, the Awards Section processed 14 recommendations for individual awards from within the Wing headquarters, and 41 recommendations from subordinate units. There were six unit award recommendations.

Wing Staff sections reviewed their inventory of classified material for possible downgrading or destructions. During this period a significant amount of Top Secret Material was authorized for destruction and subsequently destroyed.

Adjutant Sec, 1st MAW

Stam - June 74

The following documents were processed during the reporting period:

<u>ITEM</u>	<u>NUMBER</u>
SECRET & CONFIDENTIAL MESSAGES	14,791
REGISTERED MAIL	1,240
TOP SECRET MATERIAL	87
SPECIAL CATEGORY	180
MARINE DISTRIBUTION	1
PERSONAL FOR (INCOMING)	67
PERSONAL FOR (OUTGOING)	<u>32</u>
TOTAL	16,398

The Reproduction Section produced 1,016,536 copies on the multi-lith machines and 199, 033 on the Xerox equipment.

In the last six months the Message Distribution Center has processed 65,284 messages and reproduced 1,037,442 copies for distribution. This is an average of 362 messages per day.



OFFICE OF THE WING CHAPLAIN

1st Marine Aircraft Wing, Aircraft, FMF, Pacific
c/o FPO, San Francisco, California 96602



19:JSF:ht
5750
9 Jul 1974

From: Wing Chaplain
To: Commanding General, 1st Marine Aircraft Wing (Attn: G-3)
Subj: Semi-Annual Command Chronology; period 1 January 1974 to
30 June 1974
Ref: (a) CG, 1stMAW msg 010145Z Jun 74
(b) WgO 5750.1B
Encl: (1) WgO 1730.4/MCASO 1730.2
(2) Program for Easter Cantata (No Greater Love)

1. During the entire period of this report the following Chaplains were attached to the 1st Marine Aircraft Wing:

CAPT James S. FERRIS, CHC, USN	Wing Chaplain
LCDR Gerard T. MCMAHON, CHC, USNR	Assistant Wing Chaplain
ICDR Allan F. WATERSON, CHC, USN	OIC Counseling Center
LT Joseph J. RICHMOND, CHC, USN	MAG-36
LT Robert C. SCHALL, CHC, USN	MAG-36
LT Harold W. GARRETT, CHC, USN	MAG-12
LT Ronald J. NAYLOR, CHC, USN	MAG-15
LT John D. HOUSE, CHC, USN	MWSG-17/MACG-18
LT Vincent W. CARROLL, CHC, USN	MWHS-1

2. In a garrison situation, such as exists for Wing personnel when located at MCAS, Iwakuni, a much more efficient utilization of the Chaplains' time and talent, as well as a much more effective religious program, has been obtained by the consolidation of Wing and Air Station Religious Activities. To accomplish this objective, a centrally located Marine Memorial Chapel has been established thereby eliminating the previous need for separate Wing and Station Chapels. In addition, Protestant and Catholic Chapel Funds, previously maintained separately by Wing and Air Station, have been consolidated and all Chaplains' and Chaplains' Assistants have been participating in a joint duty watch bill. It is interesting to note that whereas Chapel attendance on most military bases has left much to be desired, here at Iwakuni, since the inception of the consolidated program, attendance at Divine Services just about fills the Chapel which has a capacity of 250. To spell out duties and responsibilities in connection with this consolidated program, Wing Order 1730.4/Marine Corps Air Station Order 1730.2 was published in April 1974. (Enclosure (1)).

3. On Easter Sunday, 14 April 1974, the combined choirs of the Hiroshima Hewia Church and the Marine Corps Air Station Catholic and Protestant

Wing Chaplain, 1st MAW

Jan - Jan 1974

19:JSF:ht
9 Jul 1974

Subj: Semi-Annual Command Chronology; period 1 January 1974 to
30 June 1974

Choir accompanied by instrumentalists from the Hiroshima Symphony Orchestra and the 1st Marine Aircraft Wing Band presented an Easter Cantata, "No Greater Love," by John W. Peterson. Lieutenant Colonel Arthur CRANE, USMC, was the organizer and director of this program. It was given before a full house in the Sakura Theater and was broadcast live over FEN throughout Japan. In every way, it was a most outstanding production. (Enclosure (2)).

4. In June 1974, a religious retreat was held at Hagi Retreat House. This retreat was of an ecumenical nature in that both Protestant and Catholic personnel attended with Chaplains MCMAHON and CARROLL in charge.

5. On January 15th, special Protestant and Catholic Services were held in the Marine Memorial Chapel honoring Martin Luther King.

6. On 29 January, an ecumenical prayer breakfast was held at 0700 in the Mainside EM Club. Approximately 80 personnel attended. Brigadier General M. T. JANNELL and Sergeant Major T. B. ELLIS were the speakers.

7. During the period 1 January to 30 June 1974, the following charitable donations were made from the Protestant and Catholic Chapel Funds of the consolidated program:

PROTESTANT CHAPEL FUND

Christ the King Roman Catholic Orphanage, Korea	\$ 50.00
Seifuen Old Folks Home, Iwakuni	244.05
Children's Summer Recreation Program, MCAS Iwakuni	500.00
Christian Children's Fund	432.00
Medical Assistance Program	200.00
American Bible Society	200.00
Japanese Missions	400.00
Division of Chaplains & Related Missions, United Methodist Church	100.00
Tokyo Christian College	200.00
Japanese Missions	100.00
David Livingston Adoption Program, Korea	300.00
Dr. Dick Mieusna, Korea	50.00
TOTAL	<u>\$2,776.05</u>

CATHOLIC CHAPEL FUND

Catholic Relief Service, Korea	\$400.00
Carmel of the Holy Trinity, Tokyo	75.30
Division for Latin American	100.00

19:JSF:ht
9 Jul 1974

Subj: Semi-Annual Command Chronology; period 1 January 1974 to
30 June 1974

Notre Dame Sisters Hiroshima	216.31
Garden of Light Home, Hiroshima	100.00
Christ the King Roman Catholic Orphanage, Korea	50.00
Sisters of Notre Dame	100.00
Christ the King Church, Iwakuni	100.00
Maryknoll Fathers, Korea	400.00
Columbian Fathers, Philippines	100.00
Father Do ba Ai, South Vietnam	100.00
Catholic Relief Services, Korea	300.00
Military Ordinariate	100.00
Sister Rose De L'Immaculee	25.00
	<u>2,196.61</u>

TOTAL

2,196.61

J. S. Ferris
J. S. FERRIS

UNITED STATES MARINE CORPS
 Headquarters
 1st Marine Aircraft Wing
 Fleet Marine Force, Pacific
 FPO San Francisco 96602

U. S. MARINE CORPS AIR STATION
 FPO Seattle 98764

WFO 1730.4
 MCASO 1730.2
 19:JSF:ht
 10 Apr 1974

WING ORDER 1730.4
AIR STATION ORDER 1730.2

From: Commanding General
 Commanding Officer
 To: Distribution List

Subj: Joint Wing and Air Station Chaplain and Religious Program

Ref: (a) Chaplain's Manual (NAVPERS 15664-B)

1. Purpose. To promulgate policy concerning the consolidation of the Wing and Air Station Chaplain and Religious Program.

2. Background. It has been the responsibility of the Chaplains assigned to MCAS to provide Chaplain coverage and a religious program for the Iwakuni military community. It has been the responsibility of the Chaplains assigned to the 1st Marine Aircraft Wing to provide the same for Wing personnel. In a garrison situation, such as exists for Wing personnel when located at MCAS Iwakuni, a much more efficient utilization of the Chaplains' time and talent, as well as a much more effective religious program, can be obtained by the coordination of Wing and Air Station activities. To accomplish this objective, a centrally located Marine Memorial Chapel has been established thereby eliminating previous Wing and Air Station Chapels. In addition, Protestant and Catholic Chapel Funds previously maintained separately by Wing and Air Station have been consolidated and all Chaplains and Chaplains' Assistants have been participating in a duty watch bill.

3. Information. To further implement the coordination of activities and to define areas of responsibility and supervision, the following policies will prevail:

a. The Senior Chaplain in the area, normally the Wing Chaplain, will be the coordinator for all Chaplain activities. He shall call meetings of all Chaplains as deemed necessary, review all Chaplain leave requests, prepare a Duty Chaplain Watch Bill and a Chaplain Assistant Watch Bill and insure that a spirit of cooperation prevails among all the Chaplains.

ENCLOSURE (1)

WgO 1730.4
 MCASO 1730.2
 10 Apr 1974

b. The Senior Station Chaplain will have the responsibility for the maintenance of the Chapel, for the provision of necessary supplies and literature in connection with the religious program, for the allocation of the use of the Chapel, for the development of the religious program and for the planning of worship services. In carrying out these responsibilities, he will utilize to the maximum extent possible, the services of all Chaplains assigned to the Wing.

c. The Custodian of each of the Chapel Funds will be a Chaplain of the same persuasion as that of the Fund i.e., Catholic or Protestant, and, when available will be Air Station Chaplains. All offerings received will be placed in the applicable Fund and will be used in connection with the religious program and for charitable projects recognized as coming within the desire of the donors. All charitable donations in excess of \$100.00 must have prior approval of the MCAS Commanding Officer. Chapel Funds will be administered in accordance with Section 3600 of reference (a).

4. Action. All Chaplains assigned to MCAS Iwakuni and to the 1st Marine Aircraft Wing when based at Iwakuni will be directed by the policies of this Order in fulfilling their duties and responsibilities.


 G. M. LAWRENCE, Jr.
 By direction


 W. P. BROWN
 Chief of Staff

DISTRIBUTION: MCAS "A" less 33
 Wing "A"

"NO GREATER LOVE"

BY

JOHN W. PETERSON

ENCLOSURE (2)

MARINE CORPS AIR STATION

Iwakuni, Japan

14 April 1974

2000

The combined choirs of the Hiroshima Hewia Church and the Marine Corps Air Station Catholic and Protestant Chapels accompanied by combined Japanese and American Orchestra presents John W. Peterson's Easter Cantata:

"NO GREATER LOVE"

Directors

Arthur Crane - MCAS Iwakuni
Mr. Keiichi Nakatani - Hiroshima Heiwa Church

SOLOISTS

Louise Hewitt
Sam Horton
Yoshio Morita
Mike Rose

Charles McCain
Makiko Yoneda
Jerry Yeager
Kay Jachimsen

CHOIR

Sopranos
Emiko Abe
Janice Rhicard
Keiko Kimura
Kay Jochimsen
Hiroko Kono
Seiko Saneyoshi
Janet Heiman
Kazuko Sekita
Ryoko Takenoto
Makiko Yoneda

Altos
Kaoru Uetake
Sakae Uetake
Sara Beauchamp
Keiko Kowari
Emiko Sanbonmatsu
Sue Crane
Fusako Tada
Yuko Tanaka
Louise Hewitt
Kiyoko Nishiyama
Mihoko Fujimaru
Rebecca Anderson
Eiko Yamashita

Tenors

Russell Johnson
Thomas Haney Jr.
Yasushi Ikizake
Sam Horton
Jerry Yeager
Yoshiteru Kubo
Charles McCauley
Gayle Berry
Makoto Sadatoshi
William Britt
Frank Robertshaw
Masami Nogami
Dave Ozanne

Basses

John Carlisle
Charles McCain
Shinichi Okura
John Sloan
Bob Neff
Ryuji Shimizu
Dennis Payne
Daniel Smith
Michio Shintani
Yoshio Morita
Kevin Knirmschild
Shigeyasu Takeuchi
Mike Rose

ORCHESTRA

Violins
Katsuki Kajiyama
Mutsumi Kawagoe
Minori Nakaunc
Harumi Nozuyama
Masako Shimizu
Taeko Sueno
Martha Potts

Contra-Bass
Morio Nakashima

Flutes

Keiichi Nakatani
William Clemans
Edwina Davis

Clarinets

Robert Geissert
Michiko Yasumoto

French Horn

William Wells

Trombones

Paul Olshenske
John Austin
Gary Biddinger

Piano

Takashi Tokunaga

Narrator

James Harris

To The Reverend Tanimoto, Pastor of the Hiroshima Nagarekawa Church; Mr. Nakatani, Music Minister of the Hiroshima Heiwa Church; Mr. Kawagoe of the MCAS Torii Teller staff; Mr. Jimmy H. Shimizu of the Station Chaplain's office and SSGT Ralph Riggs of the First Marine Aircraft Wing Band our special thanks for your untiring efforts and assistance in making this concert praising our Risen Lord and Savior possible. Without such wonderful cooperation it would have been impossible.

UNITED STATES MARINE CORPS
Headquarters
1st Marine Aircraft Wing
Fleet Marine Force Pacific
FPO San Francisco 96602

11:JCM:rm
5750
18 Jul 1974

From: Assistant Chief of Staff, Human Affairs Division
To: Commanding General (Attn: G-3, Historical Officer)

Subj: Command Chronology for period 1 Jan-30 Jun 1974

Ref: (a) MCO 5750.1B
(b) FMFPacO 5750.8B
(c) ForO 5750.1A
(d) WgO 5750.1B

Encl: (1) Human Affairs Division Command Chronology

1. In accordance with the provisions of reference (a) through (d), enclosure (1) is submitted.

R. G. Courtney
R. G. COURTNEY

Human Affairs Div, 1st MAW

Paul Jones 7/14

HUMAN AFFAIRS DIVISION
1st Marine Aircraft Wing
Fleet Marine Force Pacific

COMMAND CHRONOLOGY

1 Jan-30 Jun 1974

INDEX

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

PART I

ORGANIZATIONAL DATA

<u>a. DESIGNATION</u>	<u>COMMANDER</u>
Human Affairs Division	Col F. D. TOPLEY 1 Jan - 31 May 74
	LtCol R. G. COURTNEY 1 Jun - 30 Jun 74

SUBORDINATE UNITS

None.

ATTACHED UNITS

None.

<u>b. LOCATION</u>	
1 Jan - 30 Jun 74, MCAS Iwakuni, Japan.	
<u>c. STAFF OFFICERS</u>	
Assistant Chief of Staff (HAD)	Col F. D. TOPLEY 1 Jan - 31 May 74
	LtCol R. G. COURTNEY 1 Jun - 30 Jun 74
Deputy Chief of Staff (HAD)	Maj T. R. DURHAM 1 Jan - 30 Jun 74
Wing Career Planner	Capt J. W. GUILD 1 Jan - 27 May 74
	1stLt C. L. MOTT 28 May - 30 Jun 74
Officer Retention Officer	1stLt R. P. MILKE 1 Jan - 14 Mar 74
	Capt J. W. GUILD 15 Mar - 25 Mar 74
	1stLt C. L. MOTT 26 Mar - 30 Jun 74
OIC, Human Relations Training	Capt J. R. LASHER 1 Jan - 13 Apr 74
	Capt E. M. COOPER 14 Apr - 30 Jun 74

OIC Joint Counseling Center	LtCmdr A. F. WATERSON (USN) 1 Jan - 30 Jun 74
Wing Drug Abuse Control Officer	1stLt W. L. BAIR 4 Jun - 30 Jun 74
OIC, Postal Service	Capt J. G. STEWART 1 Jan - 13 Jan 74
	Capt R. A. KLARMANN 14 Jan - 30 Jun 74
OIC, Cultural Center	1stLt D. L. TAYLOR 1 Jan - 11 Feb 74
OIC, Education Center	Capt R. E. KIAH 1 Jan - 30 Jun 74
Reports Control Officer	Capt E. M. COOPER 1 Jan - 13 Apr 74
	1stLt D. W. WADDINGTON 14 Apr - 14 May 74
	1stLt C. OSSOWSKI 21 May - 4 Jun 74
	1stLt J. C. MOORE 5 Jun - 30 Jun 74
Wing Personnel Services Officer	1stLt D. W. WADDINGTON 1 Jan - 14 May 74
	1stLt C. OSSOWSKI 21 May - 4 Jun 74
	1stLt J. C. MOORE 5 Jun - 30 Jun 74

d. AVERAGE MONTHLY STRENGTH

<u>USMC</u>		<u>USN</u>	
<u>Officer</u>	<u>Enlisted</u>	<u>Officer</u>	<u>Enlisted</u>
10	24	1	

PART II

NARRATIVE SUMMARY

1. The Human Affairs Division has continued to grow and improve in each existing program as well as expand in overall operations. A Hospital Visitation Program was established and from feedback indicates that morale of Marines in hospitals has risen appreciably. Innovative thinking and sound experimentation have been exploited to find the answer to complex problems in the Human Affairs Field. By trimming, improving and advancing the Division has taken some major steps forward.

2. In the Career Planning Area the 1st Marine Aircraft Wing continued to enjoy a higher than average reenlistment rate (54.9% first term for the last six months of FY-74). The monthly breakdown is as follows:

<u>MONTH</u>	<u>1st TERM</u>	<u>CAREER</u>	<u>TOTAL</u>
Jan	51.6	92.9	64.0
Feb	47.4	88.9	60.7
Mar	71.9	92.0	77.5
Apr	66.7	93.9	77.0
May	53.6	85.7	61.1
Jun	38.3	91.7	65.0

The reenlistment rate was better than expected. Using January through June figures the 1stMAW led the FMFPac in retention percentage with the first term retention rate. The Career Planning office also administered the "Area Aptitude Test" to 30 Marines at Iwakuni and 40 at MB Yokosuka. Twenty-four Marines from 1stMAW were sent to the FMFPac Career Information and Counseling Course in Okinawa for training as Career Planners for units in the Wing. Quarterly visits by the Far East representatives of the Veterans Administration and the Department of Labor were completed along with the taping of a TV show on some of the new VA benefits. The emphasis of this visit was to hold a seminar on the VA benefits for the Career Planners, vice the old system of conducting multiple briefings at various locations aboard the station. New programs initiated during the period have been put in the 1st MAW Career Planning Newsletter and the introduction of a MMS generated reenlistment interview schedule. From the 1st of April, Wing Career Planning has handled 90 semi-annual augmentations, 32 meritorious augmentations, 5 extended active duty, and 1 extended reservist. In addition to the 48,000 sheets of correspondence, Wing Career Planning handles Outstanding Company Grade Officer of the Month, NCO of the Month, Marine of the Month programs and monthly reenlistment reports.

3. In the area of drug abuse, the 1st MAW Joint Counseling Center is staffed by a Navy Chaplain and two qualified Marine counselors. The staff is augmented by the educators and administrative personnel of the Drug and Alcohol Abuse Control Section. The center is a therapeutic community operating on the premise that persons who have a positive self-concept and a purpose for living are better able to face the ambiguities of life in a self-constructive rather than a destructive manner. The goals are to help Marines explore value-oriented ways of dealing with life through self-exploration, self-expression, education, and exposure to alternative life styles as well as to assist the individual to develop a positive self concept. This is accomplished by individual and group counseling, classroom instruction with an emphasis on value systems, utilization of alternate life styles through guest lectures and field trips. By utilizing a "live-in" center, careful observation of each counselee can be conducted. Couselees are processed through a four week cycle during which they are counseled, evaluated and returned to their units for disposition. Ten to fifteen counselees may participate in a given cycle.

4. The Drug and Alcohol Abuse Control Section is tasked with the administration of the Drug Exemption, Drug Abuse Testing, and Drug Education programs. Drug Education consists of Overseas Drug Orientation, presented to all Marines during their orientation at Iwakuni, as well as special training classes given to individual units at their request. Extensive drug education and reliable resource material can, to some degree, add to the drug abuse program. By teaching only that which serves to protect the individual, he is allowed to develop his own informed approach to drug abuse. Information on the euphoristic effects of drugs as well as methods and modes of abuse are strictly avoided. Overseas Drug Orientation now consists of information on drug exemption, urinalysis, Japanese drug laws, and drug availability, with increasing attention to alcohol abuse. The number of drug exemptees have declined in the last half year. Since 1Jan74 only six persons have been granted exemption.

5. During the past six months, the Cultural Center, despite its understaffing caused by Lt TAYLOR's departure in early February, has continued to maintain its ties with the Japanese community and brought military men of different ethnic groups and backgrounds to better understand each other. One of the first outstanding features took place on the 16th of February when representatives of the Cultural Center accepted an invitation from the Jogakuin College chapter of the English Speaking Society (E.S.S.), to attend a day of Japanese culture at Miya Jima Island. The program consisted of Japanese music, traditional dances and food, followed by a summary discussion. As in all of the Cultural Center's activities, the group sent by the Cultural Center was of mixed nature both by units in

First MAW and Station and in ethnic backgrounds. On the 13th of March the Cultural Center hosted a discussion on the touchy subject of "Discrimination", in which people from the Human Relations Institute, E.S.S., 1st MAW and MCAS Iwakuni took part. The discussion lasted over three hours and covered topics from the early Japanese agrarian society to slavery, and thanks to LCpl Ruth BRIDGES, a Human Relations Unit Discussion Leader, the women's liberation in the United States was discussed. The discussion was so informative that the people involved remained in the Cultural Center as much as two hours after the discussion was over. Later, members of the Cultural Center hosted members of the E.S.S. at the EM Club for a light snack. On the 6th of April, after a short but beneficial clothing drive, the Cultural Center provided transportation to the Garden of Light Orphanage for a group of people from the Air Station to donate clothes and to get a close-up of a Catholic orphanage in a primarily Buddhist country. The visit was short and enjoyable and ended in the defeat of our group by the Garden of Light baseball team, 6-0. Last but not near the least on the 6th of May, when the Cultural Center brought thirty-five children from the Garden of Light Orphanage to MCAS Iwakuni to enjoy the Friendship Day festivities. The task was accepted and carried out to the letter. Once aboard the base, the children were introduced and released to their "friends for the day", and escorted to the different exhibits including a meal at mess hall #1. All in all, the day was a success thanks to Cpl GRIFFIN from HAD and Cpl THORNHILL from the Wing Chaplain's office. Also on the 6th, the Cultural Center Quintet, The Voices of Harmony, provided musical entertainment at the Sakura Theater along with The Eyes of Birth, one of the free lance bands that uses the Cultural Center for band practices. For the Cultural Center and its affiliates, Friendship Day was met and carried out with enthusiasm. Other daily happenings such as Choir practices, band practices and such are always on the "go" with the Cultural Center's motto in mind that "Through Communications Comes Better Understanding of Others".

6. During the reporting period the 1st MAW Post Office issued 4,062 money orders totaling \$312,122.19 and \$609.30 in fees. 176 money orders were cashed valued at \$9,512.80. Total stamp sales were \$39,273.00. During the months of February, March, and April air support was used to transport incoming and outgoing mail due to train strikes. During operation Kangaroo 107 pounds of mail, SAM, PAL, air mail parcels and MOM were transported on established MARLOG flights.

7. There were 23 racial incidents reported during the period, of which 12 were determined not racially motivated after investigation.

8. The Human Affairs Division processed 92 Congressional

Inquiry, 10 Special Interest, 47 Financial Assistance and 22 WELREP messages during 1 January to 30 June 1974. In addition a program for flying Marines to different countries on available aircraft allowed 351 personnel to visit Osan, Korea, 256 to Taipei, Taiwan, and 69 to Hawaii during this reporting period.

9. During this reporting period the Human Relations Program has trained 1,103 officers and 8,053 enlisted Marines in Human Relations I, which is 82.3%. Human Relations II has been given to 977 officer and 8,053 enlisted Marines for a percentage of 34.4%. 37 Unit Discussion Leaders were trained bringing the total in this command to 146. Unique and innovative techniques were utilized in the form of field trips to Hiroshima, Miya Jima and other areas of interest locally. Liaison were formed with the University of Hiroshima English Language Club, the Mazda factory and Hiroshima Church of Latter Day Saints to provide basic familiarization and appreciation of Japanese customs and traditions. A Ryukyuan national continues to teach basic language classes to Human Relations students at MAG-36, Futema in addition to regular classes. A Courtesy Patrol was formed to reduce or neutralize irritants and help all Marines before they become a problem for the Military Police, a visible but low profile is maintained. The Japanese American Friendship Association (JACFA) is active and on 6May the second annual Friendship Day was held with over 30,000 Japanese involved in conjunction with the Japanese with the Japanese National Holiday "Children Day".

PART III

SEQUENTIAL LISTING OF SIGNIFICANT EVENTS

4 Jan - 12 Jan 1974	Maj DURHAM attended the National Drug Education Center at the University of Oklahoma.
6 Jan - 18 Jan 1974	Chaplain WATERSON attended UCLA Drug Abuse Training Center
21 Jan 1974	Col TOPLEY, Capt GUILD, and GySgt POOLE attended the 1974 HQMC Career Planning Conference Washington, D.C.
7 Feb - 11 Feb 1974	Capt HEATH attended the National Drug Education Center at the University of Oklahoma.
16 Feb 1974	Cultural Center attended E.S.S. at Mia Jima.
28 Feb - 4 Mar 1974	Mail transported by air from MCAS Iwakuni and NAS Atsugi due to train strikes.
11 Mar - 18 Mar 1974	GySgt ROBINSON conducted a staff visit to MAG-36.
13 Mar 1974	Cultural Center hosted E.S.S. 1stMAW, MCAS, and Human Relations Institute in "Discrimination" discussion.
23 Mar - 28 Mar 1974	Mail airlifted again due to train strikes.
1 Apr - 3 May 1974	Sgt MEDEIROS attended the Drug and Alcohol Abuse School, NTC, San Diego.
6 Apr 1974	Cultural Center visited Garden of Light Orphanage.
7 Apr - 15 Apr 1974	Mail airlifted again due to train strikes.
8 Apr - 10 Apr 1974	GySgt BREMBY visited 1stMAW on FMFPac Inspection.
3 May - 10 May 1974	Sgt VAUGHN attended the National Drug Education Center at the University of Oklahoma.

6 May 1974

Cultural Center hosted the Garden of Light Orphanage and the Cultural Center Quintet performed at the Sakura theater.

6 May 1974

Annual "Friendship Day" at MCAS Iwakuni.

14 May - 15 May 1974

Veterans Administration and Department of Labor visited 1st MAW.

17 Jun - 24 Jun 1974

1stLt MOTT and SSgt PAINE visited all Career Planners on Group and Squadron level in the 1stMAW.

UNITED STATES MARINE CORPS
Headquarters
1st Marine Aircraft Wing
Fleet Marine Force Pacific
FPO San Francisco 96602

32:EDG:jpo
5750
10 Jul 1974

MEMORANDUM

From: Wing Inspector
To: Wing Historian
Subj: Command Cronology
Ref: (a) MCO 5750.1B
(b) WgO 5750.1B

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


E. D. GRISSOM

Wing Inspector, 1st MAW

Sam - June 74

5750
10 Jul 1974

1. Organization

- a. Designation: Office of the Wing Inspector.
- b. Period covered: 1 January 1974 - 30 June 1974.
- c. Cronological listing of Wing Inspectors:
 - Col Kenny C. PALMER 1 January - 3 May 1974
 - Maj E. D. GRISSOM 4 May - 30 June 1974
- d. Average strength: 1 Officer, 2 Enlisted
- e. Significant Events:
 - (1) The CG's FMI was held on the below listed unit:
 - (a) Marine Aircraft Group-15: 23-29 January 1974.
 - (2) The CG FMFPac FMI was held on 1st MAW: 8-12 April 1974.

Enclosure (1)

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

57:TMH:cfm
5750
18 July 1974

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

Subj: Command Chronology for Period 1 January to 30 June
1974

Ref: (a) MCO 5750.1B
(b) FMFPacO 5750.8B
(c) ForO 5750.1A
(d) WgO 5750.1B

Encl: (1) Management Command Chronology

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

T. M. Hearn
T. M. HEARN

AQ/S, Management, 18 Jul 1974

Hearn - June 74

PART I

ORGANIZATIONAL DATA

1. Assistant Chief of Staff, Management:
LtCol T. M. HEARN (1 Jan-30Jun)
2. FORSTAT Officer:
Maj T. W. HEMSATH (1Jan-8Jan)
CWO-3 D. J. SMITH (8Jan-30Jun)
3. U-1500 Coordinator:
Capt D. T. SCHANZENBACH (1Jan-17Jun)
CWO-3 D. J. SMITH (17Jun-30Jun)
4. 3M Analysis Officer:
Maj R. C. TRUMPFHELLER (1Jan-30Jun)
Capt L. L. SKATOFF (assistant) (30Apr-30Jun)
5. MARES Officer/Management Engineer/Graphic Arts Officer:
1stLt K. F. STANG (1Jan-10Feb)
Capt R. B. PYLES (10Feb-30Jun)
6. Location:
1 January - 30 June, MCAS Iwakuni, Japan
7. NA
8. Average Monthly Strength:

Marine Officers

5

Marine Enlisted

19

ENCLOSURE (1)

PART II

NARRATIVE SUMMERY

1. An IBM 2922 Remote Job Entry (RJE) device was installed at Data Processing Section 28 on 28 February 1974. This device is connected to the 3rd Force Automated Service Center Model 360/65 computer at Camp Courtney, Okinawa. The connections uses DCA circuits including the longest tropospheric scatter shot in the world.
2. 3M processing using the RJE was begun in March 1974. Complete transition to the 360 computer was effective in May.
3. The FIS MARES LOG system using the RJE was begun in May with the transition completed in June.
4. Manpower reports are now transmitted over the RJE instead of being shipped from Okinawa. Payrolls are also transmitted via the RJE. These operations have improved report timeliness and the accuracy of the payroll.
5. The contract for the 6th FASC FIS computer installation was awarded on 5 June 1974; construction commenced on 10 June 1974.
6. MWHS-1 Implemented SUADPS on the U-1500 21 January 1974. All U-1500 computer installations at Iwakuni were placed on commercial power in June 1974.
7. FMFPac directed 1st Marine Aircraft Wing to implement The Daily Automated Maintenance System (DAMS) by 1 July 1974. Implementation was completed using the RJE on 29 June 1974.
8. During June the 1st Marine Aircraft Wing achieved the highest readiness percentage for the previous fiscal year in CEE.

ENCLOSURE (1)

UNITED STATES MARINE CORPS
Headquarters
1st Marine Aircraft Wing
Fleet Marine Force, Pacific
FPO San Francisco 96602

10:CNL:dwg
5750
JUL 18 1974

From: Communication-Electronics Officer
To: Assistant Chief of Staff, G-3
Subj: Command Chronology; submission of

Ref: (a) WgO 5750.1B

Encl: (1) Communication-Electronics Branch Command Chronology for the
period 1 January - 30 June 1974

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


D. D. HALL

Wm/B Sec Br, 1st MAW

Jan-June 74

PART I
ORGANIZATIONAL DATA

1. DESIGNATION

Communication-Electronics Branch

2. LOCATION

1 January - 30 June 1974; MCAS Iwakuni, Japan

3. STAFF OFFICERS

Communication-Electronics Officer

LtCol Richard J. LEE JR.
 1 January - 30 June 74

Assistant Communication-Electronics
 Officer

Maj Donald D. HALL
 1 January - 30 June 74

Electronics Officer

Capt William G. MCBRIDE JR.
 1 January - 1 February 74

Maintenance Officer

Capt Jerome D. HAYES
 23 March - 30 June 74

None

4. AVERAGE MONTHLY STRENGTH

	<u>USMC</u>		
	<u>OFF</u>	<u>ENL</u>	
	3	6	

USN

None

OTHERS

None

PART II
NARRATIVE SUMMARY

During this reporting period continued emphasis was placed on the repair and requisitioning of replacement items for the loaned 3rd MARDIV communication equipment to bring this equipment to operational ready status and return it to the using unit.

UHF radio equipment was provided to MAG-12, MAG-15 and MWHS-1 to establish squadron safety nets. This equipment was obtained from MCAS Iwakuni.

The FMF Mobile Command Net entry into the Defense Communications System was activated for three 36 hour training periods with successful communications being established during each of these tests.

PART III
SEQUENTIAL LISTING OF SIGNIFICANT EVENTS

- 4 Feb - Communication-Electronics Officer Attended the FMFPAC Communication-Electronics Conference
- 20 Feb - MWCS-18/MAG-36 Participated in Exercise "FlyAway" 74
 Wing A/CEO acted as PROV MAG-10 CEO for Exercise "FlyAway" 74
- 4-7 Mar - Communication-Electronics Representative made a liaison visit to the Naval Communication Station, Yokosuka and Defense Communication Agency, Japan.
- 16 Mar - Issue of UHF radio equipment to MAG-12, MAG-15 and MWHS-1 to establish Squadron Safety nets. Equipment obtained from MCAS Iwakuni.
- 25 Mar - MWCS-18 activated the FMF Mobile Command Net entry into the Defense Communications System for a 36 hour training period with the Naval Communication Station, Yokosuka. The test was very successful.
- 4 Apr - Naval Electronics Inspection of MATCU-60, MATCU-62 and MATCU-66
- 8 Apr - CG FMFPAC Inspection commenced
- 2 May - Maj Decker USMC from Naval Communication Station Phillipines conducted a briefing on the Communication Station's capabilities.
- 7 May - MWCS-18 activated the FMF Mobile Command Net entry into the Defense Communications System for a 36 hour training period with the Naval Communication Station, Yokosuka. The test was very successful.
- 22 May - Naval Shore Electronics Engineering Activity conducted Defense Communication Agency Acceptance Tests on the management Remote Job Entry (RJE) data circuit between Iwakuni and Okinawa.
- 7 June - Tactical Air Control Center established the TATC #2 net in the secure voice mode.
- 11 June - MAG-12 activated the FMF Mobile Command Net entry into the Defense Communications System for a 36 hour training period with the Naval Communication Station, Guam. Although there were some Cryptographic equipment problems, the test was successful.

PART III
SEQUENTIAL LISTING OF SIGNIFICANT EVENTS

- 16 June - Communication-Electronics personnel departed for a Staff Visit to MAG-36, MASS-2 and MACS-4 on Okinawa.
- 22 June - Communication-Electronics personnel returned from the Staff Visit to Wing units stationed on Okinawa.
- 26 June - Assistant Wing CEO completed Emergency Action Center (EAC) Site Survey.
- 30 June - At the end of this reporting period actions were initiated to return communication equipment to the 3rd MARDIV.

COMPTROLLER DIVISION COMMAND CHRONOLOGY

I. ORGANIZATIONAL DATA

Assistant Chief of Staff, Comptroller	Col J. R. PENNY (1 Jan - 30 Jun 74)
Fiscal Officer	CWO-3 H. L. HENRY (1 Jan - 10 Mar 74)
	1stLt E. A. GILLBERG, Jr. (10 Feb - 30 Jun 74)
Budget Officer	WO-1 L. D. WILSON (1 Jan - 16 Jun 74)
	CWO-3 C. C. SCHECK (17 Jun - 30 Jun 74)

II. NARRATIVE SUMMARY

During this time frame the Wing has continued to strive for maximum combat readiness, with emphasis placed on JCS, CINCPACFLT, and III MAF sponsored exercises.

A most significant increase in costs was experienced in the Flying Hour Program. This was the result of fuel price increases which by the 4th Quarter increased 100.04% over the 2nd Quarter costs. During the 4th Quarter relief was provided by additional OFC-01 funding in the amount of \$773K.

The Operations, Marine Corps Mid-Year Review submission in January highlighted the FY-74 deficiencies resulting from unbudgeted SEA costs. Additional significant deficiencies were identified as T/E Deficiencies and T/E Replacement. On 12 April a revision was submitted for additional funding requirements of \$775,835 which was subsequently funded in the amount of \$1,370,000 to cover deficiencies with additional funding for the Equipment Rehabilitation program at PWC, Yokosuka which was unknown at the time of the original submission. The Annual Operations, Marine Corps Phase II Budget for Fiscal Years 1974, 1975, and 1976 was initiated based on proposed directives from CMC and FMFPac. A Budget Conference held on 19 and 20 February highlighted areas which required alteration to form original guidance. The submission on 2 April contained the following budget requirements:

Fiscal Year 1974	\$5,035,644
Fiscal Year 1975	\$4,448,400
Fiscal Year 1976	\$5,419,553

ENCLOSURE (1)

AG/S, Comptroller, 1st 201111

Form - June 74

During this period considerable effort has been devoted to finalizing all ISSA's for Army and Air Force support of Wing operations in Nam Phong, Thailand. At present only two ISSA's are outstanding, one each with the Army and Air Force. ISSA 5131-3 with the Army has an unbilled amount of approximately \$50,000 for line haul transportation services. ISSA AF-62-272 with the Air Force has an unbilled amount of approximately \$23,507 for Thai Security Guard Services. It is anticipated that final billing of both will be completed during the 1st Quarter of Fiscal Year 1975.

Based on 3rd FSR guidance the Wing is preparing to implement the Marine Air Ground Financial Accounting and Reporting System (MAGFARS) with the beginning of FY-75. All information received has been disseminated to subordinate commands for implementation.

III. SEQUENTIAL LISTING OF SIGNIFICANT EVENTS

January 74 Authorizations received -

O&MMC	\$ 897,447	Quarterly Authorization
O&MN	\$3,667,105	Quarterly Authorization

Mid-Year Review - O&MMC Mid-Year submitted with funding deficiencies as follows:

SEA Costs	\$1,630,204
Operations	\$ 227,744
Maintenance	\$ 306,553
T/E Deficiencies	\$ 888,897
T/E Replacement	\$ 166,140
PP&P (Other than M/O)	\$ 39,660
TOTAL	\$3,259,198

February 74 Authorizations received -

O&MMC	\$434,817	SEA, MUSE Generators
O&MN	\$428,000	OFC-01

A financial ceiling of \$4,448,400 was imposed on the FMAW for Fiscal Year 1975 Budget Submission. Financial Ceilings and guidance were issued to all Units of the Wing to begin Budget preparation and submission with. Budget submissions will be forthcoming from all Wing Units in the early part of March and consolidated into one budget submission for the FMAW.

A representative of the Comptrollers Office departed to Thailand in a effort to finalize ISSA billings associated with Nam Phong operations. Copies of all known Inter Service Support Agreements were taken along to expedite

final billings from the Army.

O&MN - Annual Budget Submission Summary of O&MN funds requested for Fiscal Year 1975 are as follows:

OFC-01	\$16,993,032
OFC-02	\$ 183,440
OFC-08	\$ 1,501,000
OFC-09	\$ 456,166
OFC-15	\$ 50,000
OFC-21	\$ 997,936
OFC-50	\$ 9,505,736

March 74 Authorization received -
 O&MMC \$77,037 Fuel Price increase
 and Yen revaluation

Wing Units O&MMC Budget Estimates were received and the task of consolidating Unit submission into the Wing Budget Submission was accomplished. A FY-75 financial ceiling of \$4,448,400 was imposed on the Wing by FMFPac, and with the cessation of SEASIA Operations it is believed that the ceiling is sufficient to accomplish the assigned mission.

April 74 Authorizations received -

O&MMC	\$1,214,937	Quarterly Grant
O&MN		Quarterly Grant
OFC-01	\$2,565,700	
OFC-02	15,800	
OFC-08	121,200	
OFC-09	20,000	
OFC-15	11,000	
OFC-21	237,300	
OFC-50	<u>1,559,000</u>	
TOTAL	\$4,530,000	

In April 1974 the Comptroller briefed the Commanding General on the proposed FY-75 O&MMC Budget Submission. The Commanding General approved the Budget Submission and on 2 April 1974 the budget was signed and forwarded to the Commanding General, Fleet Marine Force, Pacific.

May 74 Authorizations received -
 O&MN OFC-01 \$200,000 Supplemental funds

OFC-50 \$200,000 to allow flight operations thru 31 May.

June 74

Authorization received -
O&MMC \$1,370,000

Funding of Mid-Year Review deficiencies

O&MN	OFC-01	\$573,000	Supplemental funds
	OFC-02	\$ 12,500	to allow operations
	OFC-08	\$ 95,000	thru 30 June.
	OFC-09	\$ 2,000	
	OFC-21	\$ 11,000	
	OFC-50	\$509,000	

Additional funds in the amount of \$1,370,000 were granted to Wing Units to procure all existing deficiencies. These funds were granted to relieve three basic functional areas: (1) T/E Deficiencies; (2) T/E Replacement and (3) Motor Transport and Engineer Equipment rehabilitation program at the Public Works Center, Yokosuka, Japan.

Closed out Fiscal Year 1974 on 31 June with the following balance -

O&MN -	OFC-01	\$ 40,000	
	OFC-02	1,350	
	OFC-08	10,200	
	OFC-09	4,100	
	OFC-15	80	
	OFC-21	4,453	
	OFC-50	(247,500)	- Mag-36 Authorized 297K Deficit spending.

O&MMC	PE	\$ 49,525
	RA	\$ 22,124

UNITED STATES MARINE CORPS
Headquarters
1st Marine Aircraft Wing
Fleet Marine Force, Pacific
FPO San Francisco 96602

4:DKI:klw
5750
5 AUG 1974

From: Assistant Chief of Staff, G-4
To: Commanding General; First Marine Aircraft Wing (Attn: G-3)
Subj: Semi-Annual Command Chronology; period 1 Jan through 30 Jun 1974
Ref: (a) MCO 5750.1B
(b) FMFPac 5750.8B
(c) ForO 5750.1A
(d) WgO 5750.1B

Encl: (1) Assistant Chief of Staff, G-4 Command Chronology for period 1 January through 30 June 1974

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


E. D. SMITH

AG/S, G-4, 1st MAW

Sam-Sam 74

PART I

ORGANIZATIONAL DATA1. DESIGNATION

ASSISTANT CHIEF OF STAFF, G-4	COL F.H. THURSTON 1 JAN - 24 MAY
	COL E.D. SMITH 25 MAY - 30 JUN

2. LOCATION

1 JANUARY - 30 JUNE 1974	MCAS IWAKUNI, JAPAN
--------------------------	---------------------

3. STAFF OFFICERS

ASSISTANT G-4 OFFICER	LTCOL H.G. MILLER, JR. 1 JAN - 30 JUN
AVIATION MAINTENANCE OFFICER	LTCOL R.E. MILLER 1 JAN - 18 JUN
	CAPT J.D. BURTSCHER 19 JUN - 30 JUN
EMBARKATION OFFICER	MAJ D.W. CRANEY 1 JAN - 30 JUN
AVIATION ORDNANCE OFFICER	CAPT J.H. BOWER 1 JAN - 30 JUN
AVIONICS OFFICER	CAPT A.J. GOLAB 1 JAN - 30 JUN
MOTOR TRANSPORT OFFICER	CAPT D.J. MCCORMICK 1 JAN - 30 JUN
ENGINEER OFFICER	CAPT J.J. MUNN 1 JAN - 9 MAR
	CAPT F.A. TOTH 10 MAR - 30 JUN

4. AVERAGE MONTHLY STRENGTH

12 OFFICERS	31 ENLISTED
-------------	-------------

ENCLOSURE (1)

PART II

NARRATIVE SUMMARY

During the six month period the major efforts of the G-4 were directed towards improving material readiness within the Wing and coordinating the Wing Ground Support Test (CMC Project 43-71-12).

Significant G-4 attention was placed on ground equipment in an effort to improve the Wing's readiness posture. Actions included the establishment of the Wing Maintenance Management Officer to coordinate the Wing Ground Maintenance Effort. Additionally, the daily automated maintenance system was implemented at the third and fourth echelon. This system has enabled the Wing and, more importantly, the individual shop maintenance office to have timely visibility to monitor and supervise the maintenance effort. With these two programs firmly established, the Wing realized steady improvement in equipment readiness.

The Wing Ground Support Test sequential events timetable was slipped in order to reconcile MCDEC/1st MAW T/O T/MR differences while maintaining acceptable material readiness and to provide a smooth transition into the testing phase. Intense coordination with the test unit (MWSG-17) and higher Headquarters resulted in an effective method to conduct the test.

During this period the Aviation Maintenance Office (AMO) made continuous liaison with COMFAIRWESTPAC and COMFAIRWESTPAC DET-Cubi Point concerning the Standard Depot Level Maintenance (SDLM) and Aircraft Condition Evaluation (ACE) programs for Wing Aircraft. A total of 17 aircraft were inducted into PAR and 19 aircraft inducted into ACE.

The Embarkation section was very busy coordinating 29 squadron deployments, 11 detachments and 2 major exercises, throughout the Far East. They conducted 24 formal inspections and five staff visits. A summary of airlift support: ATCO provided 275/NALCOWESTPAC provided 5/PACAF provided 12.

The Engineer section processed 757 workorders during this period. They coordinated action to install new emergency generators for the Wing Headquarters, and with the retrograde of elements of the 7th ENGR BN, coordinated the ongoing work projects to be continued by Wing Engineer assets or to the Navy Construction Battalions.

PART III

SEQUENTIAL EVENTS

10 Jan-18 Feb 1974 - PACAF Aircraft were utilized for support of Operation Fly-Away.

12 Jan 74 - The Overflow Maintenance Program was initiated to send motor transport and engineer equipment to PWC Yokosuka for repair at the cost of \$150,000.

18 Jan 74 - USS ANCHORAGE (LSD-36) used to transport FMAW equipment to support Operation Fly-Away 74.

21 Jan 74 - SU # 2 H&MS-36 Embarkation Inspection completed.

30 Jan 74 - MAG-15 Embarkation Inspection completed.

30 Jan 74 - Reps to CNAP conference concerning money required to support the AV8A.

30 Jan 74 - Rep to AV8A ILSMT conference NAS North Island.

28 Jan 74 - Rep to MEASL conference MCAS, El Toro, CA.

1 Feb 74 - Contract trucking was utilized to move the majority of VMCJ-1 equipment to Misawa.

5 Feb 74 - MWHS-1 Reinspection completed.

6 Feb 74 - MAG-12 Staff Visit.

12 Feb 74 - GSE Rep to 3rd/final Avn Maintenance Material Readiness Conference aboard USS TRIPOLI (LPH-10) at NS San Diego.

15 Feb 74 - HMM-165 Embarkation Inspection completed.

22 Feb 74 - MWSG-17 Embarkation Inspection completed.

6 Mar 74 - 2 CH-46 inducted into ACE, Atsugi utilizing Japanese Aircraft Company personnel.

10 Mar 74 - PATMA provided airlift to VMCJ-1 Det to Tainan for Eagle Exercise.

17 Mar 74 - The first of 4 CH53D's inducted into ACE. This is the first time the CH-53D has undergone ACE in WESTPAC.

18 Mar 74 - KC-130 AFC-159 commenced; as of 30 June 9 aircraft complete.

19 Mar 74 - GSE Rep to Avn Maintenance Material Readiness Conference aboard USS TRIPOLI (LPH-10) at NS San Diego.

ENCLOSURE (1)

- 21 Mar 74 - MACG -18 Embarkation Reinspection completed.
- 26 Mar 74 - MAG-12 Embarkation Reinspection completed.
- 2 Apr 74 - Courtesy inspection of MAG-12 equipment and records.
- 5-12 Apr 74 - FMFPac inspected motor transport assets of 1st MAW.
- 6 Apr 74 - 3 SNCO from MAG-36 deployed to Tosoying, Tainan to train Chinese Marines on the UH-1E.
- 18-22 Apr 74 - Wing Engineer conducted liaison visit to Okinawa based units and to Cubi Point R.P.
- 23 Apr 74 - Wing Engineer attended III MAF Engineer Conference at Camp Courtney, Okinawa.
- 4 May 74 - KC-130 regular ACE program commenced.
- 13 May 74 - Rep to EA6A/RF-4B/TSQ-90 conference at MCAS El Toro.
- 13 May 74 - AV8A Reps to ILSMT conference at MCAS, Cherry Point and MCAS, Beaufort to reconcile difficulties involved in the deployment of VMA-513.
- 16 May 74 - F-4/RF-4 AFG-564 Part 1 commenced. Completed 4 June 1974.
- 17 May 74 - SU # 2 H&MS-36 Embarkation Reinspection completed.
- 29 May 74 - Submission of weekly fuel consumption report was changed to a monthly report.
-
- 31 May-23 June 74 - Operation Kangaroo I was airlifted by 10 PACAF aircraft. ALCE Teams and associated equipment was prepositioned. The lift operated smoothly both going and returning.
- 1 June 74 - Phase 2 of WETS program implemented. MAG-12 motor transport assets transferred to MWSG-17.
- 5 June 74 - Wing Motor Transport Chief conducted liaison visit to PWC Yokosuka in connection with the implementation of the FY-75 Rehab program.
- 24-28 June 74 - Wing Engineer accompanied facility inspection of sites at Taegu, Korea.
- 25 June 74 - 3rd/final Avn Maintenance Materail Readiness Conference at NAS, North Island for USS TRIPOLI (LPH-10).

ENCLOSURE (1)

UNCLASSIFIED

Assistant Chief of Staff, G-3
1st Marine Aircraft Wing
Fleet Marine Force Pacific

COMMAND CHRONOLOGY

1 January to 30 June 1974

INDEX

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

AG/S, G-3, 1st MAW

ENCLOSURE (1)

UNCLASSIFIED

James Ford 1974

UNCLASSIFIED

PART I

ORGANIZATIONAL DATA1. DESIGNATION

Assistant Chief of Staff, G-3 COL W, R, BEELER 1 Jan - 30 Jun 74

2. LOCATION

1 Jan - 30 Jun 74 MCAS Iwakuni, Japan

3. PRINCIPAL STAFF OFFICERS

Assistant G-3	LTCOL E. A. LANING 1 Jan - 10 Jun 74
	LTCOL B. W. SUMMERS 11 Jun - 30 Jun 74
Operations Officer	LTCOL G. L. ELLIS 1 Jan - 10 May 74
	LTCOL D. C. BEATTY 24 May - 30 Jun 74
Assistant Operations Officer, Attack	MAJ R. W. WIEGAND 1 Jan - 24 Jun 74
	CAPT G. C. CARPENTER 25 Jun - 30 Jun 74
Assistant Operations Officer, Fighter	CAPT H. B. SPRAGUE 1 Jan - 11 Mar 74
	MAJ R. S. MORRIS 12 Mar - 30 Jun 74
Assistant Operations Officer, Helicopter	MAJ F. L. GATZ 1 Jan - 9 Mar 74
	MAJ R. K. ERVI 10 Mar - 30 Jun 74
Assistant Operations Officer, Ranges	CAPT D. L. WELKER 6 Feb - 30 Jun 74
Air Transport Control Officer	MAJ R. D. CATER 1 Jan - 11 Jan 74
	MAJ W. C. BARNESLEY 12 Jan - 30 Jun 74
Electronic Warfare Officer	CAPT E. EGGEN 1 Jan - 21 May 74
	1/LT G. BUCKLEY 22 May - 30 Jun 74
Plans Officer	LTCOL W. E. FOGO 1 Jan - 21 Jun 74
Assistant Plans Officer	LTCOL P. G. BOOZMAN 1 Jan - 19 Apr 74
Historical Officer	1/LT T. E. BENIM 1 Jan - 30 Jun 74
Training Officer	CAPT J. E. FRENCH 1 Jan - 31 Mar 74
	CAPT D. P. BROWN 1 Apr - 30 Jun 74

ENCLOSURE (1)

UNCLASSIFIED

UNCLASSIFIED

SNCO Academy, OIC

1/LT W. E. SCHMIDT 1 Jan - 30 Apr 74
1/LT G. C. LADD 1 May - 30 Jun 74

G-3 Admin Chief

MGYSGT E. W. HART 1 Jan - 30 Jun 74

ENCLOSURE (1)

UNCLASSIFIED

SECRET

PART II

NARRATIVE SUMMARY

(U) The Operations Branch continued to coordinate the Wing's efforts to maintain combat readiness through operational and training deployments, exercises and routine flight operations.

(S) The Plans Branch continued work to enable the 1st MAW to reenter the SIOP program on an active basis. In May, MAG-12 units stood Nwai and NTPI inspections successfully.

(U) The Air Transport Control Officer coordinated the Wing's organic air transport and refueling aircraft. These aircraft supported various squadron rotations and training exercises as well as flying routine training.

(C) The Electronics Warfare Officer coordinated the EW assets of the Wing; operationally, 1st MAW flew nine Beaver Hound missions in support of the Peacetime Aerial Reconnaissance Program (PARPRO), and three EA-6A's were assigned to CVW-5 when the USS Midway was at sea.

(U) 1st MAW supported two major exercises during this period: Exercise FlyAway and Exercise Kangaroo I.

(U) Commando Jade Exercises in Republic of Korea and Eagle/Lark Exercises in Taiwan continued. 1st MAW utilizes its aircraft in an aggressor role in these exercises.

(C) Squadrons were regularly deployed to Naha AB, Okinawa; NAS Cubi Point, R. P.; and Misawa AB, Japan. These deployments, besides exercising a squadron's ability to mount out and operate from a forward base, help to relieve the base loading at Iwakuni.

(U) The Training Officer was responsible for individual training and coordinating the honors ceremonies for VIPs. The Training Branch also coordinated the air/ground exchange program between Wing and Division officers. The SNCO Academy graduated 33 SNCO's. Ninety NCO's were graduated from the NCO Leadership Course.

ENCLOSURE (1)

SECRET

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PART III

SEQUENTIAL LISTING OF SIGNIFICANT EVENTS

3 Jan CAPT EGGEN attended PARPRO Planning Conference.

10 Jan LTCOL BOOZMAN attended the Security Assistance Training Conference at III MAF.

14 Jan MCDEC Amphibious Warfare Presentation Team lectured the 1st MAW and MCAS Iwakuni officers and SNCO's.

15 Jan Joint Loft Bombing Conference held at COMFAIR-WESTPAC to address the needs and problems of this type of aircrew training.

28 Jan MAWTUPAC mobile training team commenced Naha visit.

1 - 7 Feb Exercise FlyAway held at PoHang, R.O.K.

5 Feb COL BEELER and CAPT EGGEN attended PARPRO Planning Conference.

13 Feb LTCOL LANING presented the 1st MAW portion of COMNAVFORJAPAN GAO Brief at Yokosuka.

18 Feb COL BEELER attended a training conference at HQMC.

25 Feb 1st MAW held a training seminar at SNCO Academy.

4 Mar LTCOL ELLIS and CAPT WELKER attended a Commando Jade brief at Osan, R.O.K.

15 & 19 Mar FMFPAC presented an EW presentation at Sakura theater.

18 Mar FICPACFAC presented a threat brief at Sakura theater.

25 Mar MAJ WIEGAND attended a Kangaroo I exercise planning conference at III MAF.

31 Mar CAPT WELKER attended a Commando Jade brief at Osan, R. O. K.

ENCLOSURE (1)

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15 - 19 Apr LTCOL FOGO represented 1st MAW at III MAF during the Jolly Roger CPX.

22 Apr LTCOL ELLIS and CAPT WELKER attended Commando Jade debrief.

27 Apr COL BEELER and MAJ MORRIS attended the 7th Fleet Planning/Scheduling Conference.

1 May CAPT EGGEN attended the PARPRO Planning Conference.

21 May COL BEELER attended the Crosstell Conference at San Diego, Ca.

3 Jun LT BUCKLEY attended the PARPRO Planning and ELINT Requirements Conference.

10 Jun LTCOL SUMMERS, LTCOL BEATTY, LTCOL FOGO, and CAPT WELKER attended a Commando Jade Planning Conference.

11 - 17 Jun Exercise Kangaroo I in Australia.

12 Jun CAPT WELKER and LT BUCKLEY attended the 7th Fleet AAW Committee meeting.

17 Jun COL BEELER and LTCOL BEATTY presented AV-8A brief to VADM STEELE.

18 Jun LTCOL BEATTY and MAJ ERVI attended the III MAF Scheduling Conference.

25 Jun CAPT WELKER attended the 1st MAW/JASDF Range Scheduling Conference.

ENCLOSURE (1)

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UNITED STATES MARINE CORPS
Headquarters
1st Marine Aircraft Wing
Fleet Marine Force Pacific
FPO San Francisco 96602

2/FMM/rmb
5750

16 JUL 1974

From: Assistant Chief of Staff, G-2
To: Assistant Chief of Staff, G-3 (Attn: Historical Officer)

Subj: Command Chronology, 1 January 1974 - 30 June 1974

Ref: (a) WgO 5750.1B

Encl: (1) G-2 Command Chronology
(2) 3rd SSCT Command Chronology
(3) 7th CIT Command Chronology

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


C. M. WALLACE

Ag/S, G-2, 1st maw

Jim-Rand 74

PART I

ORGANIZATION DATA1. DESIGNATION

1st Marine Aircraft Wing, G-2 Division

2. LOCATION

1 January 1974 - 30 June 1974, MCAS Iwakuni

3. STAFF OFFICERS

a. Assistant Chief of Staff, G-2/SSO

COL C. M. WALLACE
1 Jan 74 - 30 Jun 74

b. Assistant G-2/Assistant SSO

CAPT B. D. COLE
1 Jan 74 - 6 Apr 74MAJ J. R. BRYAN
7 Apr 74 - 30 Jun 74

c. Air Combat Intelligence Officer

CAPT W. H. FRIZELL
1 Jan 74 - 23 Feb 74CAPT T. H. VALERGA
24 Feb 74 - 6 Apr 74CAPT B. D. COLE
7 Apr 74 - 24 May 74CAPT T. H. VALERGA
25 May 74 - 30 Jun 74

d. Staff Counterintelligence Officer

CAPT R. RODRIGUEZ
1 Jan 74 - 30 Jun 74

e. Photo Imagery Interpretation Officer

CWO-2 G. J. BOLICK
1 Jan 74 - 23 Jan 74CWO-2 J. D. MATHIS
8 Mar 74 - 30 Jun 74

4. The average monthly strength for this reporting period was:

OFFICER

6

ENLISTED

26

ENCLOSURE (1)
Part I

PART II

NARRATIVE SUMMARY

1. Air Combat Intelligence Branch

a. The requirements by FMFPAC to support NIPS production of Microfiche has increased the need for a more reliable capability by ACI for not only Microfiche, but also for reproduction of this material for dissemination. As a result of this increased requirement, the new Model Reader/Printer #277 was ordered on 29 June 1974 to enhance ACI's capability.

b. Pursuant to MCO 10300.5 of 2 May 1974, a Field Map Laminating Machine, ML-25 has been ordered by ACI. Additionally, all 1st MAW units appearing on the allowance list have been urged to order the subject machine at the earliest opportunity.

c. ACI has embarked upon Functional Management Inspections as part of the Commanding General's Inspection, preparatory to the Inspector General's Inspection.

d. Continuous liaison visits were conducted by members of ACI to all Iwakuni based subordinate groups and squadrons on an recurring basis.

e. Selected briefings were conducted by members of ACI to personnel from subordinate groups and squadrons on an recurring basis.

f. A special study was conducted by ACI on the Peoples Republic of China Air Force.

g. The existing SERE order for this Command has been rewritten and published. Additionally, an inventory of all SERE aids was conducted. Continuing emphasis is being placed on this Command's SERE training and SERE posture. A request for changes in the SERE material allowance was forwarded to COMNAVAIRPAC, and has been approved.

h. Area study folders on all contingency countries have been prepared and are now in use. Continuous up dates are being made as they occur. Additionally, briefing maps on respective contingency countries have also been prepared and are being used in conjunction with the area study folders.

i. Storage and accountability of required maps and charts are being improved. Additionally, procedures are being streamlined, permitting easier maintenance of required allowances.

j. All classified publications within ACI were inventoried during the period and were checked for currency. Procedures were improved permitting greater utility of classified documents without loss of appropriate security.

k. Materials relating to the 1st MAW NIPS data base are being received on an continuous basis. Up dates of the data base are being performed as

ENCLOSURE (1)
Part II

new material is received, and required inventories are submitted to higher headquarters.

1. ACI personnel have rewritten this Command's Intelligence SOP during this period. The document is now in the process of publication.

m. The ACI section has continued to publish its 1st MAW Intelligence Summary, on an approximate monthly basis, to all subordinate groups and squadrons.

n. Additional working space has been requested by ACI since present spaces are extremely cramped and are not considered adequate for the mission of ACI.

2. Staff Counterintelligence Section

a. SCI has continued to monitor and report on subversive and racial elements within the Iwakuni area.

b. Command briefings concerning dissident and subversive activity affecting 1st MAW units were given to the CG, visiting officials, and newly designated CO's on a recurring basis by the Assistant Chief of Staff, G-2, the SCIO and local NIS agents.

c. The Personnel Evaluation Committee discontinued to meet after April, 1974, due to relaxed command racial and dissident activity. However, a weekly written brief is submitted to the Commanding General, Assistant Wing Commander and Chief of Staff. Briefings will continue on a as needed basis.

d. The SCI section conducted Commanding General's Functional Management Inspections of: Marine Aircraft Group 15 and Sub-Unit 1, Marine Aircraft Group 36.

e. SCI conducted staff liaison visits with local and deployed 1st MAW units.

3. Photo Imagery Interpretation Branch

a. During this reporting period, the Photo Imagery Interpretation Branch has reviewed and forwarded fifteen Aerial Reconnaissance Requests. To date, ten have been completed and five are still pending.

b. Since 9 Feb 1974, this branch has provided two (2) photo interpreters in support of Fleet Intelligence Center Pacific Facility (FICPACFAC), Cubi Point, Phillipines.

c. Since 24 May 1974, this branch has provided two (2) photo interpreters to VMJ-1 (Det 101) for deployment aboard the USS Midway.

d. During this reporting period, personnel have fluctuated from a low of no officers and four enlisted, to a present high of one officer and fourteen enlisted.

ENCLOSURE (1)
Part II

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

1:DLA:dhd
5750

CONFIDENTIAL

From: Assistant Chief of Staff, G-1
To: Assistant Chief of Staff, G-3 (Attn: Plans)

Subj: Command Chronology for 1 January 1974 to 30 June 1974

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

Encl: (1) Organizational Data
(2) Personnel Strength for 1st Marine Aircraft Wing

1. As requested by references (a) and (b), enclosures (1) and (2) are submitted.

2. Upon removal of enclosure (2) this letter is downgraded to unclassified.

D. S. Twining
D. S. TWINING

Ref - G1, 1st MAW

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Plan - Plans 174

ORGANIZATIONAL DATA

DISIGNATION

Assistant Chief of Staff, G-1

Col O. L. OWENS
1Jan74-18May74
LtCol D. S. TWINING
19May74-30Jun74LOCATION

1Jan74 - 30Jun74: MCAS, Iwakuni, Japan

Staff OfficersAssistant G-1LtCol G. H. LEACH
1Jan74-17May74
Maj J. D. WALDO
18May74-19Jun74
LtCol D. F. NEWTON
20Jun74-30Jun74Personnel OfficerMaj. G. W. GERAGHTY
1Jan74-21Jan74
Maj J. D. WALDO
27Jan74-17May74
20Jun74-30Jun74
Capt A. G. THAUT
18May74-19Jun74Assistant Personnel OfficerCapt A. G. THAUT
1Jan74-17May74
20Jun74-30Jun74
Capt E. Z. OLSON
18May74-19Jun74Admin OfficerCapt L. HICKS
1Jan74-18May74
Capt R. L. BROWN
19May74-30Jun74MMS Officer/ACU Liaison OfficerMaj G. W. GERAGHTY
1Jan74-21Jan74
1stLt L.R. MOYZAN
22Jan74-30Jun74Plans Analysis OfficerCapt E. Z. OLSON
1Jan74-30Jun74

ENCLOSURE (1)

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PERSONNEL STRENGTH FOR 1ST MARINE AIRCRAFT WING
DURING 1 JAN TO 30 JUN 74

AVERAGE MONTHLY STRENGTH

	OFFICER USMC/USN	ENLISTED USMC/USN
JAN	920/23	7154/110
FEB	900/23	7120/110
MAR	889/25	7239/106
APR	919/27	7158/116
MAY	910/21	7152/111
JUN	894/23	7348/106

AVERAGE DURING PERIOD

	906/24	7195/110
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PROVISIONAL MARINE AIRCRAFT GROUP-10
1st Marine Aircraft Wing, FMFPac
FPO, San Francisco 96602

5:LWS:ajal
5050
Ser: 06A04974
18 February 1974

CONFIDENTIAL (Unclassified upon removal of Enclosure (1))

From: Commanding Officer
To: Commanding General, 9th Marine Amphibious Brigade

Subj: Exercise FLYAWAY 1974 Post Exercise Report (U)

Ref: (a) CG 9thMAB OPORD 1-74

Encl: (1) PROVMAG-10, Exercise FLYAWAY Post Exercise Report

1. (U) In accordance with the requirement set forth in reference (a), enclosure (1) is forwarded.

2. (U) It should be noted that PROVMAG-10's successful participation in the subject exercise was due in part to the outstanding personnel and logistical support provided by Marine Aircraft Group-36, the sponsoring command.

R. A. Kuci

R. A. KUCI
Colonel, U. S. Marine Corps
Commanding

Copy to:
CG 1stMAW (7)
CO MAG-36 (5)

*PROVMAG-10, Exercise FLYAWAY
(Post Exercise Report)*

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TAR H

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I. INTRODUCTIONA. BACKGROUND

1. Exercise FLYAWAY was originally scheduled as a JCS coordinated/FMFPAC sponsored joint US/ROK exercise encompassing an airlifted Marine Battalion by Air Force C-141 aircraft. The original concept was expanded by JCS to an exercise of impressive proportions to accomplish invaluable fleet readiness training and provide the Republic of Korea with confidence in our mutual defense responsibilities. On 15 August 1973, CINCPACFLT directed that COMSEVENTHFLT would sponsor the expanded exercise vice FMFPAC. The exercise envisioned utilizing the shipping from both Amphibious Ready Groups, (ARG ALPHA AND BRAVO), supporting destroyers, submarines and a carrier. The exercise was scheduled for 3-17 December 1973.

2. Marine Forces were envisioned as a Marine Amphibious Brigade (MAB) consisting of a Regimental Landing Team (RLT) and a Provisional Marine Aircraft Group, (PROVMAG). The RLT included the battalions afloat with both ARG ALPHA and BRAVO, plus a C-141 airlifted battalion from Okinawa. ROK forces consisted of one RLT. The PROVMAG would utilize the composite Helicopter Squadron aboard ARG ALPHA and two fixed wing squadrons (VMA and VMFA) operating from an advance base in Korea. A fully automated air control package was also planned. ROK Naval and Air Force units would participate if available.

B. INITIAL PLANNING

1. An initial planning conference was held in Korea on 20 September 1973. PROVMAG-10 representatives had not been designated and therefore were not present, though a First Marine Aircraft Wing (FMAW) representative did attend. It was decided that the ROK Air Force (ROKAF) would participate but to what extent was yet to be determined. Several other smaller conferences took place in the early October time frame. FMAW representatives met with the 314th Air Division, USAF at OSAN to discuss support bases and airspace allocations. This was the initial PROVMAG-10 participation with the newly designated Commanding Officer attending the discussions. During the period of 8-11 October, a full scale planning conference was held in Seoul and hosted by RADM HENRY S. MORGAN, USN, COMMANDER, Naval Forces Korea. This conference laid the ground work for the detailed planning which would follow. It confirmed ROKAF participation and provided on-site surveys of air control facility locations and possible support airfields. (Annex A)

2. Planning directives were issued by both III MAF and FMAW during mid October. (CG, III MAF Draft LOI, 150800Z OCT 1973 and CG FMAW Planning Guidance msg 191419Z OCT 73) A PROVMAG-10 planning staff was organized based on a modified Table of Organization contained in III MAF's OPLAN 120. The PROVMAG reported to the CG of the 9th MAB for planning on 19 October 1973. Aviation units were assigned to the PROV-

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MAG by FMAW and detailed operational planning commenced immediately.

C. EXERCISE POSTPONEMENT

1. The problems associated with operational planning for the exercise are discussed in detail in paragraph II A of this report, however, the postponement of the exercise had a significant impact. The late October and November time frame fostered many rumors of exercise cancellation or postponement, but definitive information on new possible dates for the exercise was lacking. This created an undue hardship on the planning staff, since many staff inquiries were answered with skepticism on whether the exercise would be held at all. In addition, the uncertainty had a deleterious effect on the staff itself and it was difficult to maintain staff interest.

2. PROVMAG-10 was directed by CG, 9thMAB on 3 November to continue planning until operation and administrative/logistic orders were completed. These orders were not to be printed but were to be held in abeyance until further guidance on FLYAWAY was promulgated. To accomplish this, PROVMAG-10 maintained its planning staff until 15 November and then phased down to a nucleus staff with plans to reactivate on 3 January 1974 if the exercise was to be held on the rumored dates of 27 January to 9 February 1974. Notification of the new exercise dates was officially received on 11 December 1973 (CTF 79 110147Z DEC 73) when III MAF designated their draft LOI as the LOI for the exercise. During this period PROVMAG-10 provided the CG 9thMAB with an Estimate of Supportability on FLYAWAY. (Annex B)

3. The exercise was held from 1 February to 7 February 1974 in the Pohang area of the Republic of South Korea. From the PROVMAG-10 vantage point the exercise was considered very successful. No major problem areas occurred and the cooperation of the ROK Marines was considered outstanding. This report is organized to provide future planners with both information and recommendations on a joint amphibious operation in the Republic of South Korea.

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II. OPERATIONAL SUMMARYA. PLANNING

1. There were four major factors that hindered the concurrent, parallel and detailed operational planning required for the exercise. The problems which arose from these factors were not unsolvable but did require a high degree of flexibility in the planning process. The cyclical nature of amphibious planning requires a series of analysis and judgements each stemming from previous decisions. The planning for FLYAWAY from a PROV MAG stand point contained many decisions which forced a review and revision of previous plans. These plans were altered to accommodate the changing situation as it occurred. The professional approach of all concerned resulted in detailed and flexible operation and administrative/logistics orders that were promulgated on 8 January 1974. Major problems are discussed below in light of easing the burden on future exercise planners.

(a) Lack of a Comprehensive Political and Military Scenario. It became apparent in the middle of the planning cycle that the initial or preliminary combined conferences did not produce a comprehensive scenario. In reviewing the "Memorandums for the Record" which were produced from these early meetings, it is obvious that all participants were interested in the "nuts and bolts" rather than setting forth the overall situation on which to build a footing for the mission and basic decisions that followed. The III MAF draft LOI briefly addressed the scenario area, but no political situation was set forth to lay the ground work for the mission. This resulted in the PROV MAG staff groping at times in order to visualize what lay behind the operation. It is strongly recommended that future exercise planners take time to build a basic groundwork with a comprehensive political exercise scenario and that it be included in the initiating directive.

(b) Changing Task Organization. This probably caused more consternation in the PROV MAG staff than any other single factor. This problem was closely related to the availability of Naval Forces and their schedules. The most significant unknowns were the participation of ARG ALPHA with its embarked helicopter assets and the availability of a carrier or command ship which would provide data link for the Automated TYQ-1 Tactical Air Command Center (TACC). Both of these assets were planned until the postponement of the exercise. Clarification was received in late December that both units would not be available. This forced a complete revision in previous planning especially in the area of the helicopter mix, how these assets would be transported to the exercise area and supported once they arrived. A manual TACC was decided on. The fuel crisis also impacted directly on PROV MAG planning. Fuel resources in Korea were such that it became necessary to delete the deployment of PROV MAG fixed wing jet units to Korea and instead operate them from MCAS Iwakuni. All of these problems were addressed

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in a comprehensive estimate of supportability furnished to the 9thMAB in early December 1973 and appended as Annex B. This document allowed the Commander to weigh the various courses of action and formulate decisions based on information gained from previous planning. It is strongly recommended that whenever possible forces assigned to future exercises not be contingency forces on actual alert. An early decision on ARG ALPHA would have simplified operational planning immeasurably.

(c) Availability of Cold Weather Equipment. It became apparent early in the planning cycle that we were not logistically prepared for a cold weather operation. This became even more critical when the exercise was postponed to the most bitter portion of the Korean winter. Cold weather equipment had not been used in WESTPAC for some time and both the quantity on hand and its' condition became suspect. Space heaters and tent liners were items of particular concern. Space heaters to support a large base camp were just not available and a large quantity had to be flown from CONUS. This area of concern will be addressed more extensively in Part IV of this report, however it is surfaced here because of the adverse impact it had on the planning cycle.

(d) Inflexibility of Navy Shipping. Available shipping was the driving force as to what PROVMAG resources could be deployed and when they could be deployed rather than what resources were desirable and when would be the optimum times to introduce them. Specifically, units had to embark from Okinawa as early as 13 January 1974 for Pohang, Korea for an exercise that did not commence until 30 January 1974. As a result, PROVMAG personnel were required to live in a winter environment under canvas at least 10 days earlier than was tactically necessary. This was further compounded by the fact that the exercise terminated on 7 February 1974, but the last retrograde shipping loads in Pohang on 24 February 1974. Again PROVMAG elements will have to "mark time" for 17 days waiting for available shipping. It is realized that there is a paucity of Navy amphibious shipping and that actual contingency requirements have priority. However, this problem area is strongly pointed out because it greatly complicated PROVMAG-10's logistics endeavors.

2. A reconnaissance trip was made to Pohang during the first week in November. This trip was required to check out communications, base camp locations and facilities and shipping off-load capabilities. A CH-53 was prepositioned at Taegu to assist in the communications and location planning. This provided the means to test various types of communications from different sites and to recon the roads leading to the Pohang AB. This trip proved the feasibility of not only the base camp location, but also the location of the Direct Air Support Center (DASC). It also provided invaluable contacts with the ROK Marines and U. S. 8th Army personnel. It confirmed the poor state of repair of the LST ramp and its channel approaches. It also located a site for a radio relay and radio equipment was actually tested on site during this recon. The excellent communications between the TACC, TAOC and DASC was a direct result of the prior planning and reconnaissance carried out on this trip. It is realized that it is not always possible

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to recon an exercise area in advance. However, it is recommended that when feasible, an on-site reconnaissance be included early in the planning stage of all future exercises. A complete discussion of communications successes and failures during the exercise is contained in Annex D. This detailed discussion is provided for the benefit of Communications Electronics Officers (CEO) during future exercises.

3. The Pohang area is not considered a desirable location for the fixed wing air portion of a major exercise due to the airway structure within the immediate vicinity. This caused numerous problems in the operational planning for the exercise. Unrealistic restrictions had to be placed on the exercise aircraft and control was difficult due to the restricted airspace. This problem fostered a second unrealistic aspect in that a preplanned fixed wing schedule was utilized to facilitate control and prevent overcrowding in the air exercise area. The close coordination required with Korean Air Control Agencies also introduced numerous problems with the controllers both ashore and afloat. Future planners for air exercises in this geographical area should carefully review PROVMAG-10's Operation Order 1-74 for Exercise FLYAWAY. The primary contact for accomplishing the coordination with Korean Air Control Agencies is the 314th Air Division at Osan, Korea.

4. A continuing problem with Operational Planning for exercises in WESTPAC is the non-availability of the 9thMAB Staff. The Staff's availability is primarily dictated by the Flagships' schedule. Many problems would be alleviated if the staff was in a fixed location ashore for at least two weeks during the planning cycle. A related problem is the shortage of space on the Flagship for a PROVMAG Executive Staff. Only one member of the PROVMAG Staff was co-located with the MAB Staff.

5. PROVMAG-10 was involved in the initial planning phase of FLYAWAY during the period when post exercise critiques were being held by MAG-12 on Exercise PAGASA II. It should be noted that Colonel Paul G. JANSSEN and his staff were extremely helpful in providing the PROVMAG-10 Staff with both written and verbal comments on the lessons learned and problems encountered during PAGASA II. This included a post exercise conference hosted by MAG-12 on 31 October 1973. The guidance and expertise that was passed on in this free exchange of information was invaluable to PROVMAG-10 planners. It was especially helpful in such important areas as aircraft scheduling, COMSEC, radio frequency interference, passing of control ashore, and included such mundane matters as having disposable dining utensils available in the base camp mess hall. It was apparent that Col JANSSEN and his Staff did everything within their power to ensure that PROVMAG-10 benefited from the lessons learned and problems encountered during PAGASA II.

6. In order to provide a brief summary of the operational planning for Exercise FLYAWAY, an operational compendium is included as Annex C.

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Annexes are also provided in the areas of communications, medical and supply. These reports are included in order to provide detail and benefit future planners.

B. EMBARKATION/MOVEMENT HIGHLIGHTS

1. Embarkation and movement to the objective area was accomplished in a highly satisfactory manner. Planning started at a joint conference on 24 October 1973. It was apparent early in the planning stage that insufficient air and surface shipping would be available to support the exercise as envisioned. This became the driving force on the size of the exercise and many changes were made before the first PROV-MAG units arrived in Pohang on 10 January 1973.

2. PROV-MAG utilized 21 Air Force PATMA C-130 lifts to Pohang, one C-141 lift into Taegu and two surface lifts by LSD into Pohang. (One from Okinawa and one from Iwakuni). Highlights are set forth below:

(a) Airlifts. A professional job was accomplished by the PATMA unit. Delays encountered were insignificant and were considered normal for airlift operations. Weather caused diversions into Taegu, however, the gear was trucked to Pohang with a minimum of problems. Weather also caused some cancellations but these were made up in succeeding days operations.

(b) Surface Transportation. The LSD ANCHORAGE was highly professional and cooperative. The two surface lifts were without problems except for the injury of one Marine during loading at Okinawa. Fortunately the injury was not serious.

3. A major problem was caused by the closing of MCAS(H) Futema during the same period that units were embarking. This meant that all material and passengers had to be transported to Kadena for C-130 embarkation. This caused monumental transportation and coordination problems. These were solved by close attention to detail and the willing cooperation of all MAG-36 personnel involved.

C. PRE D-DAY OPERATIONS

1. D-22 thru D-2.

(a) Pre D-Day flight operations commenced on D-22 (10Jan74) with the arrival of advance party elements via C-130.

(b) PROV-MAG-10 Headquarters element arrived at Pohang on D-17 (15Jan74).

(c) Pre D-Day helicopter flight operations began on D-14 (14 Jan74) with the arrival of two CH-53 helicopters that were flight ferried from MCAS(H) Futema, Japan.

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(d) Pre D-Day helicopter support operations commenced on D-12 (20Jan74) and included visual reconnaissance and familiarization flights over the land AOA. Proposed DASC and radio relay sites were physically checked for suitability and helicopter flight crews familiarized themselves with published control points and proposed helicopter landing zones.

Three OV-10A aircraft arrived at Taegu on D-12. All helicopters and OV-10A aircraft were based and operated out of Taegu AB, South Korea.

(e) VMO-6 detachment flew photo recon missions on D-10 and subsequent days. Coverage included proposed helicopter landing zones, control points and landing beaches.

(f) On D-7, (25Jan74) the DASC (Hill 222) and radio relay (Hill 293) sites were improved for prepositioning.

(g) The DASC and radio relay equipment were successfully emplaced on D-6 without any major problems.

(h) Approximately nine other missions were flown from D-5 thru D-2 in support of ROKMC/ROKNAV, USMC and Navy elements to include troop and logistics, admin and VIP.

2. R-DAY (D-1).

(a) R-Day was delayed 24 hours due to inclement weather.

(b) On 31 January 1974 a rehearsal was conducted to check time distance factors from pickup to drop points and to familiarize exercise participants with the sequence of events that would occur on the following day (D-Day).

ROKMC coordination personnel were picked up at Pohang at 0730 I on R-Day and dropped at LZ Lark at 0835 I.

USMC coordination personnel were picked up from the USS DENVER at approximately 0915 I and dropped at LZ SWAN at 0930 I.

(c) One CH-53 helicopter picked up a twelve man ROKMC reconnaissance para-team at Pohang at 1000 I and dropped the team in the vicinity of RED Beach at approximately 1030 I. This was a prescheduled D-1 reconnaissance insert.

(d) Pre planned R-Day fixed wing events were completely cancelled. D-1 fixed wing events were flown on R-Day in order to realistically support the play of the problem. Strike, aggressor, fighter CAP and aerial refueling operations were conducted.

3. The Following Reflects the Operations Conducted from D-22 thru R-Day:

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(a) Fixed Wing(1) VMGR-152

Total Hours Flown	97.3
Refuel Sorties	3
Fuel Dispensed	42,000 lbs
Aircraft Refueled	14
Pax/Cargo Sorties	28
Pax	326
Cargo	1,962,000 lbs

(2) VMO-6 Det

Total Hours Flown (Includes Flight Ferry)	48.4
Sorties	27

(3) VMA-311

Total Hours Flown	40.5
Strike Sorties	14
Aggressor Sorties	8

(4) VMFA-115

Total Hours Flown	12.1
Cap Sorties	8

(b) Helicopters(1) CH-53

<u>DAY</u>	<u>HOURS</u>	<u>PAX</u>	<u>CARGO</u>	<u>SORTIES</u>
D-14	12.0	6	0	4
D-13	0	0	0	0
D-12	1.7	6	0	1
D-11	0	0	0	0
D-10	3.8	10	0	4
D-9	4.0	35	400	4

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D-8	3.8	51	500	8
D-7	4.4	46	3,000	5
D-6	9.3	204	62,000	26
D-5	4.0	35	16,000	6
D-4	3.6	42	3,330	6
D-3	7.3	121	8,000	10
D-2	3.8	12	9,000	6
D-1	<u>11.0</u>	<u>59</u>	<u>9,600</u>	<u>14</u>
Total	68.7	627	111,830	94

(2) UH-1E

<u>DAY</u>	<u>HOURS</u>	<u>PAX</u>	<u>CARGO</u>	<u>SORTIES</u>
D-6	2.6	0	0	4
D-5	0	0	0	0
D-4	0	0	0	0
D-3	3.5	0	0	4
D-2	7.0	5	0	9
D-1	<u>11.4</u>	<u>30</u>	<u>250</u>	<u>22</u>
Total	24.5	35	250	39

D. OPERATIONS ASHORE ON A DAY BY DAY BASIS1. D-Day (1Feb74).

(a) L-Hours for ROKMC and USMC elements were 0835 and 0930 respectively. All preplanned helicopterborne lifts departed and landed as scheduled.

(b) UH-1E aircraft were utilized for VIP missions on D-Day to transport ROK and U. S. VIPs to the reviewing stands near RED Beach. A six man reconnaissance team was also inserted in LZ SWAN by one UH-1E just prior to the surface landing. This team was used for initial terminal guidance of the first wave of USMC heliborne elements.

(c) A forty man ROKMC reconnaissance paradrop via C-130 was scheduled for 0800 in the vicinity of RED Beach. Five ROKMC paratroops were injured in the drop and were later medevaced to Pohang by a UH-1E.

(d) Approximately sixty sorties of ROKAF, USMC and USAF fixed wing were scheduled for D-Day to include LZ prep, CAS, armed escort, CAP, aggressor, and refueling missions. With the exception of six sorties, all missions were completed.

(e) One CH-53 experienced hydraulic problems in LZ PINK and had to RON as inclement weather prevented the dispatch of maintenance crews to repair the aircraft.

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(f) TAOC controlled some aggressor raids on a discrete frequency to exercise GCI controllers aboard the USS WORDEN.

2. D plus one.

(a) All helicopter missions scheduled were completed to include C&C, VIP and cargo. One UH-1E RON aboard USS DENVER due to inclement weather in AOA. CH-53 aircraft down in LZ PINK not repaired due to parts, RON another night.

(b) Sixty-four sorties of fixed wing support were scheduled to include CAP, CAS, aggressor, refueling and TAC(A). Thirty-two sorties were cancelled as a result of inclement weather.

(c) TAOC assumed control of AAW ashore at 1930 I after providing control of aggressor aircraft earlier that day.

3. D plus two.

(a) Twelve helicopter support missions were scheduled and completed. Missions flown included troop and logistics, VIP, C&C and medevac.

(b) Fifty-three sorties of fixed wing support were scheduled to include CAS, CAP, aggressor, refueling and TAC(A). With the exception of four sorties all missions were completed.

(c) Control of assault support passed ashore to DASC at 1415 I.

(d) TADC established ashore at 1630 I.

(e) Overall air control passed ashore at 1730 I and TADC became a TACC.

(f) CH-53 recovered from LZ PINK.

4. D plus three.

(a) Twelve helicopter support missions were scheduled and completed. Missions flown included troop and logistics, admin, VIP, C&C and leaflet drop.

(b) Fifty-two sorties of fixed wing support were scheduled to include CAS, CAP, aggressor, refueling and TAC(A). With the exception of eight sorties, all missions were completed.

5. D plus four.

(a) Eleven helicopter support missions were scheduled and, as a result of inclement weather, all missions were cancelled.

(b) Fifty sorties of fixed wing support were scheduled and, as a result of inclement weather, all missions were cancelled.

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(c) TACC functions were passed back afloat at 0650 I, TACC reverting to a TADC.

(d) Routine retrograde was commenced.

(e) All assault support and FAAWC control functions were returned afloat at 1000 I. This left the TAOC as the only active air control agency ashore.

6. D plus five.

(a) Retrograde operations continued.

(b) TAOC secured at 1430 I by PROVMAG-10.

(c) All fixed wing support missions cancelled due to the termination of fixed wing participation in the exercise.

7. Exercise Summary. The following reflects air operations conducted from D-Day thru D+5.

(a) Fixed Wing

(1) VMGR-152

Total Hours Flown	67.7
Refuel Sorties	9
Fuel Dispensed	159,700 lbs
Aircraft Refueled	41
Pax/Cargo Sorties	12
Pax	157
Cargo	1,996,000 lbs

(2) VMO-6 Det

Total Hours Flown	33.8
Total Sorties	12
CAS Missions Controlled	17

(3) VMA-311

Total Hours Flown	122.4
CAS Sorties	58

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Aggressor Sorties 46

(4) VMFA-115

Total Hours Flown 69.2

CAP Sorties 42

(b) Helicopters(1) CH-53

<u>DAY</u>	<u>HOURS</u>	<u>PAX</u>	<u>CARGO</u>	<u>SORTIES</u>
D-Day	19.9	254	22,000	41
D+1	7.3	117	26,500	18
D+2	15.7	238	17,550	30
D+3	6.2	126	0	16
D+4	0	0	0	0
D+5	<u>17.1</u>	<u>701</u>	<u>64,500</u>	<u>56</u>
TOTAL	66.2	1,436	130,550	161

(2) UH-1E

<u>DAY</u>	<u>HOURS</u>	<u>PAX</u>	<u>CARGO</u>	<u>SORTIES</u>
D-Day	22.0	100	300	66
D+1	14.7	72	50	32
D+2	17.6	38	1,000	39
D+3	19.5	58	600	32
D+4	0	0	0	0
D+5	<u>11.8</u>	<u>10</u>	<u>1,100</u>	<u>13</u>
TOTAL	85.6	278	3,050	182

(c) TAOC Operations.(1) Pre D-Day

Flight Following 1

(2) D-Day

Flight Following 4

(3) Post D-Day

Flight Following	8
Intercept Sorties	11
Hostile Detected	14

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Intercepts Attempted 22
 Intercepts Completed 22

Sorties:

Cap 11
 Tanker 5
 CAS 8
 Aggressor 14
 Refuel CAS 10
 Refuel CAP 4

(4) LAAM Battery Assignments

BCC Assignments 9
 BCC Kills 7

(d) DASC Operations

TAR's received/TAR's filled 5/4
 HR's received/HR's filled 2/2
 Fixed Wing Missions 27
 Helo Missions 24

8. D plus 6 thru D plus 17.

(a) Fixed Wing

(1) VMGR-152

Total Hours Flown 28.9
 Pax/Cargo Sorties 17
 Pax 206
 Cargo 103,130

(2) VMO-6 Det

Total Hours Flown 11.6
 Total Sorties 4

(b) Helicopters

(1) CH-53

<u>DAY</u>	<u>HOURS</u>	<u>PAX</u>	<u>CARGO</u>	<u>SORTIES</u>
D+6	8.1	43	6,500	17
D+7	6.0	34	23,000	20

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<u>DAY</u>	<u>HOURS</u>	<u>PAX</u>	<u>CARGO</u>	<u>SORTIES</u>
D+3	7.0	37	56,400	17
D+9	0	0	0	0
D+10	1.0	0	0	1
D+11	0	0	0	0
D+12	<u>10.2</u>	<u>0</u>	<u>1,000</u>	<u>4</u>
TOTAL	32.3	114	86,900	59

(2) UH-1E

<u>DAY</u>	<u>HOURS</u>	<u>PAX</u>	<u>CARGO</u>	<u>SORTIES</u>
D+8	<u>3.7</u>	<u>1</u>	<u>1,000</u>	<u>4</u>
TOTAL	3.7	1	1,000	4

9. Air Operations Summary D-22 to D+17.

<u>Aircraft</u>	<u>Total Flight Hours</u>
KC-130F	193.9 *
OV-10A	93.8
F-4B	81.3
A-4E	162.9
CH-53D	167.2
UH-1E	113.8

* Figured up through 18 February 1974. MARLOGS being continued beyond this date.

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E. WITHDRAWAL. The tactical withdrawal was delayed one day due to inclement weather - low ceilings, snow and sleet showers, strong winds, and high surf. There were no helicopter or fixed-wing operations conducted on D+4 because of the bad weather conditions. Consequently, the ground elements moved by surface back toward the beach area to consolidate their positions and prepare for the next days massive retrograde.

On D+5, helicopter operations were delayed for two reasons. First, the frag orders for the days missions were not received by PROVMAg-10 until 0930I although helo operations were to commence by 0800I. Second, bad weather at Taegu and enroute to the AOA delayed the helicopters. Meanwhile, PROVMAg-10 was receiving radio queries from the HDC via the DASC as to the whereabouts of the requested helicopters. Since no written frags had yet been received and as there was a measure of confusion as to when and where helicopters were required, the senior helicopter commander launched from Taegu as soon as weather conditions permitted and flew directly to the USS DENVER to confirm the days missions. He received a written copy of the helo requests and then called in the necessary helicopters to fulfill the missions.

Throughout that day the helicopters were handicapped with low ceilings, snow and sleet, and strong winds (38 to 45 knots). Nevertheless, they continued the tedious backload process and by nightfall had safely retrograded more than the requested amounts of men and materials. The helicopter crews, though handicapped by the weather, were more than compensated by the outstanding flight deck services provided by the USS DENVER.

The ships steamed close to the beach, about 1000 yards, cutting down transit time and the flight deck crew did everything in their power to assure a nearly constant ready deck throughout the day. The teamwork of the helicopter and flight deck crews was most commendable and greatly contributed to a timely and efficient withdrawal operation.

Some confusion did exist on the beach and some men and equipment were embarked back to the wrong amphibious shipping. However, this was felt to be normal considering the size and scope of the withdrawal operation and after a few extra flight sorties was quickly corrected.

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III. TRAINING OBJECTIVES

A. TRAINING OBJECTIVES. Training objectives are contained in CTF message 150800Z OCT 73 (C) LOI and CG 1stMAW message 191419Z OCT 73 (C). A discussion of training objectives applicable to PROVMAAG-10's participation are addressed below. Only those areas identified as particularly noteworthy or deficient are mentioned.

1. Exercise Marine Air Command and Control System to include:

- (a) Positive Control of Aircraft in AOA.
- (b) Coordination of Close Air Support with other supporting arms.
- (c) Conduct of Helicopter Operations.
- (d) Conduct of Anti-Air Warfare to include Link II Operations between USN and USMC AAW Centers.
- (e) Exercise ability to operate an integrated air defense to include missiles and REDEYE.

(1) In exercising the Marine Air Command and Control System, the original objectives were satisfied with the exception of the last two objectives. No Link II operations were conducted as the limited shipping had precluded the deployment of a fully automated TAOC with Link II capability. Due to flight safety considerations, no aggressor aircraft were to fly below 8000 feet overland. This restriction, coupled with the lack of a specific aggressor helicopter element would have resulted in no action for the REDEYE unit. Accordingly the REDEYE unit was turned over to the TEGC for use as aggressor SA-7 forces. Positive control of all aircraft in the AOA was maintained at all times by landing force air control agencies during the phases when control of AAW and total control of air were ashore. No aircraft controlled by PROVMAAG agencies violated an ADIZ, altitude fix or ATC control measure. All aircraft were either under positive radar surveillance with two-way radio communication or were dead reckoned through "clutter" areas on the scope while two-way radio communications were maintained.

(2) Anti-air warfare was conducted according to doctrine in a highly successful manner. Some synthetic aspects were the artificial threat axis caused by airspace restrictions and the close control exercised over the bogey aircraft, however, in all, the AAW went smoothly. Landing force AAW communications functioned well, bogies were identified, reports were submitted on raid status, air raid alerts were appropriately disseminated and kills were registered. In addition, GCI training was obtained by controllers during the AAW phases.

(3) Integration of the LAAM Battery into the overall air defense system was also accomplished. Raid information (Target bearing/range from Battery) was transmitted via secure voice circuits from TAOC to the Battery.

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(4) Although there were periods of minor equipment malfunctions during the exercise, none had a significantly deleterious effect on PROV MAG air control operations or even cause consideration of an control function being passed back afloat. Most notable of the equipment malfunctions was MACS-4's intermittent IFF capability on their UPS-1 radar. This problem was not insurmountable and only caused the operators to be more alert and work harder.

2. Exercise Planning and Management of Intelligence Collection, Processing, and Dissemination to Landing Force, both Afloat and Ashore.

(a) All objectives were satisfactorily met but not without some difficulty in the execution phase because of poor secure communications caused primarily by the distance between the PROV MAG Headquarters and the VMO/HMM assets located at Taegu AB.

(b) In order to overcome the difficulties encountered, PROV MAG-10 S-2 had runners meet every aircraft that landed at the Pohang airstrip and ask them a series of questions about their missions. By knowing what missions had been fragged and comparing actual missions flown, PROV MAG-10 was able to keep abreast of the friendly situation and make estimates on the location of enemy elements which proved fairly accurate when compared with later intelligence summaries submitted by 9thMAB.

3. Exercise OPSEC throughout FLYAWAY 1974, to include use of Secure Voice Communications to the Maximum Extent Possible.

(a) Initial indications are that OPSEC was highly successful. The high utilization of secure voice and emphasis on proper procedures reduced COMSEC violations. PROV MAG-10 observed only 2 Beadwindow violations. This was the direct result of heavy emphasis in both the planning and execution phase. A balance must be struck between the requirements for COMSEC and operations. There were several instances during the problem when personnel were hesitant to operate in the clear when problems were experienced with secure voice equipment. These were overcome by either rapid repair/replacement of the equipment or a decision by the Air Commander to transmit and risk disclosure. It is imperative that the Commander be informed in this area and retain the prerogative to operate in the clear when operational necessity dictates.

4. Exercise Civic Action Capabilities. The following Civic Action Program was pursued by PROV MAG-10 during Exercise FLYAWAY 1974.

(a) Distribution was made of basic medical supplies, soap, educational materials to three Pohang area orphanages, a convent, and to a small village on Hill 222. The value of this material was \$250. The funds were provided through the Community Relations allocation given to PROV MAG-10 for Civic Action Program.

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(b) Winter clothing was collected by the chapel programs at MCAS Iwakuni and MCAS(H) Futema. This was distributed to the orphanages as it arrived in Pohang on the logistics flights. The total amount of clothing distributed amounted to approximately 900 pounds. The clothing was utilized by the orphanages for about 350 children. It was a particularly welcome gift, as the Korean winter has been extremely harsh this year.

(c) The 1st Marine Air Wing Chapel programs made the following contributions through PROVMAg-10:

(1) Donation of \$25.00 to O-Chun 1st Presbyterian Church Kung Book, Korea, by Protestant Chapel Fund, MCAS(H) Futema.

(2) Donation of \$50.00, coffee urn, and food staples to Holy Mother Roman Catholic Convent and Orphanage, Pohang, by Roman Catholic Chapel Funds at MCAS Iwakuni and MCAS(H) Futema.

(3) Donation of \$25.00 to Agape Orphanage, Pohang, by Protestant Chapel Fund, MCAS(H) Futema.

(4) Donation of \$50.00 to Sun Lin Orphanage, Pohang, by Protestant Chapel Fund, MCAS Iwakuni.

(5) Base Camp Marines generously contributed to an "Orphanage Fund" which amounted to \$64.14. It was divided among the Orphanages on a "per child" basis.

(d) A formal visit was made by the Commanding Officer, PROVMAg-10 to the Pohang orphanages and their directors. Final distribution was made of clothing as well as presentation of all monetary gifts.

(1) Informal visits to Pohang area orphanages by base camp Marines was encouraged. The orphanages were most receptive to these visits.

(e) Unused C rations collected by base camp Marines, were distributed to the Agape orphanage, Pohang city. Approximately 35 children live at the orphanage.

(f) The Commanding Officer, PROVMAg-10, unveiled a permanent stone tablet which commemorated the planting of a memorial tree by General CUSHMAN, Commandant of the Marine Corps, in October 1973. This memorial is to the officers and men of 1st Marine Air Wing who died in the Korean War and is maintained by the Director of Agape Orphanage.

5. Train Commands in Planning and Execution of an Amphibious Operation.

(a) The PROVMAg-10 Staff received excellent training in the planning and execution of amphibious exercises. The staff action re-

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quired to write and publish the operation order were accomplished while emphasizing the format and techniques prescribed by FMFM 3-1.

(b) The training accomplished in the exercise area emphasized the importance of OPSEC and detailed coordination with parallel and adjacent commands. The cold weather environment presented a unique opportunity to observe the reduced capability of men and equipment under adverse weather conditions.

6. Coordinate Tactical Planning with other U. S. Services and Allied Forces.

(a) During the planning phase PROVMAg-10 key personnel conducted liaison visits with ROK Nav/Marine/Air Force Staffs located at Seoul, Pohang, and Taegu. Invaluable coordination was accomplished in establishing medevac procedures, aircraft control procedures, and helicopter support requirements. The language barrier created little if any problems as all forces concerned exchanged liaison officers and the ROK Forces provided bilingual experts for translators who were professional military men. The similarity of structure, doctrine, and training, combined with the high professionalism demonstrated by both U. S. and ROK Forces made exercise FLYAWAY a successful operation.

(b) In addition to working with Korean military personnel, PROVMAg-10 staffs worked closely on a continual basis with USAF, USN, and USA forces. The able assist of our other U. S. services greatly helped PROVMAg-10 in many areas, logistics being foremost.

7. Deploy and Operate Aviation Forces from Advance Bases, Conduct following Operations:

1. Air Control
2. CAS
3. Air Defense (To include RedEye/Hawk Ops)
4. Aerial Observation
5. Helicopterborne Operations
6. Aerial Resupply/Paradrops
7. Aerial Refueling
8. Photo Recon
9. Electronic Warfare
10. All-Weather Air Support
11. Employ TAFDS

(a) All objectives were achieved with the exception of electronic warfare and all-weather air support. These areas suffered from either lack of equipment or equipment failure. The postponement of the exercise caused a scheduling problem and prevented the use of FMAW jamming aircraft. However, most radio operators found that their frequencies were often cluttered by North Korean/Chinese transmissions and therefore the objective was partially achieved by real interference. The ASRT was

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down when embarked from Okinawa, however it was taken to Korea along with the necessary technicians in an attempt to employ its all weather air support capability. In spite of all possible attempts to employ the equipment it could not be made operational for the problem but was finally restored to an "up" status on 14 February 1974. It should be noted that this particular ASRT had been in a down status since it was retrograded from Vietnam service on 5 June 1971.

(b) Redeye obtained two levels of training in this particular exercise. First, by being with the aggressor forces, all aircraft that Redeye Teams could spot were designated enemy. Hence, Redeye got good training in spotting, identifying, tracking, and shooting these enemy aircraft with the Redeye trainer. Secondly, each day, two or three Redeye kills were fed into the air control system of the friendly forces, ie. DASC, FSCC, and the FLT. Thus, the reaction of the friendly forces to the Redeye missile threat could be checked. As a result, outstanding training on two levels was possible in this particular exercise. A true test of countermeasures such as the ALE-29 could not be tested in an exercise environment. Friendly air was also restricted to a small confined operating area. Every possible precaution was taken to avoid areas that intelligence indicated contained enemy missile teams. In spite of this, the Redeye teams reported that they were highly successful. It is strongly recommended that independent testing be conducted within a controlled environment utilizing both fixed wing and helicopters. It was concluded that our air losses would have been extremely heavy in a mobile ground to air missile environment. Our present tactics and techniques should be carefully examined in light of the ready availability of this type missile to potential future enemies.

8. Exercise maximum Communication Security in Planning and Execution of Exercise.

(a) COMSEC was emphasized throughout the planning and execution phase of exercise FLYAWAY. The use of secure voice equipment and the maximum VHF/UHF nets limited intelligence available thru monitoring of radio transmissions. Training was conducted by MABS-36 and MWCS-18 emphasizing correct radio procedures and the use of the Beadwindow system. AKAC-1507 and AKAC-62 were used for authentication and operational code respectively. These paper products were simple to use and effective.

9. Evaluate Aviation Operating Techniques and Equipment in a Cold Weather Environment.

(a) The cold weather environment encountered during Operation FLYAWAY effected a number of aspects of the aviation effort; flying conditions, aircraft performance, maintenance, pilot adaptability, and ground support equipment. Each of these areas will be addressed separately.

(1) Flying conditions: All three aircraft (CH-53, UH-1E,

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OV-10) flew well in the cold weather environment. The only limiting factors were greatly reduced visibility during snow showers and ground fog and the constant threat of icing whenever visible moisture was encountered.

(2) Aircraft performance: The major aircraft problem encountered was the first start in the morning. Each aircraft had specific areas where the cold temperatures had a limiting effect on their capabilities.

a. CH-53. Extensive preheating was required during the entire operation. This situation dictated a 2½ to 3 hour preparation time before the first launch of the day. Additionally, pilots had to anticipate at least a 10 minute delay between turn-up and taxi to allow temperatures and pressures to rise. Areas needing preheating were the APP, the heater ram air switches and fuel control and certain areas of the tail pylon prior to folding and spreading (these areas were around the sequence valve and the actuator pins).

Areas requiring preheating were APP clutches, APP fuel controls and the aircraft accessory gear box. The first APP start of the day was the most difficult and the most critical. Other areas would have required preheating if the aircraft had not been hangered.

Due to the extreme cold, hydraulic filters popped and a variety of caution lights illuminated on the first start of the day. The filters popped as a result of the high viscosity of the hydraulic fluid. The most common caution lights to illuminate were the rotor brake caution light and the engine fuel pump caution light. These lights and some pressure gages would respond after the aircraft had been allowed to turn for a short while.

Windshield frost which developed after the aircraft was towed outside would melt quickly when the aircraft heater was turned on.

One rotor blade "bim" indicator turned black shortly after arrival in Korea. Although investigation results are not yet available it is believed the indication was a result of the pressure drop caused by the lower temperatures.

b. UH-1E: The first start in the morning was critical because of the adverse effect of the cold on the aircraft batteries. Some type of external power (NC-5, NC-8, NC-10 deck edge) was required for the first start each morning.

On those occasions when it was impossible to avoid snow showers the first accumulation would be noticed under the pilots windshield wipers. Pitot heat and engine anti-ice were used during those times visible moisture was observed.

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c. OV-10: No preheating was necessary because of hanging of aircraft.

Landing gear struts developed leaks, this problem could be alleviated by servicing with nitrogen vice air.

Also there were some starter seals blown. NC-5's were required for start.

(3) Maintenance: Although the cold weather was not an incapacitating factor it was a hinderance to the maintenance effort. There were no heated areas in the hanger for aircraft maintenance activities. This situation reduced man hour efficiency by an estimated 35-40%. This loss of efficiency resulted from creature discomfort and the need for personnel to periodically stop working and find warmth in order to avoid frost bite. Additionally, the maintenance effort was hampered by a lack of electrical outlets and interior lighting.

(4) Aircrews: Aircrew flight equipment and physical health were two areas where the weather had an adverse effect on the aviation effort. Approximately 75-80% of aircrews suffered some symptoms of a cold; headache, runny nose, sore throat, etc before they became acclimatized. The combined air and water temperatures necessitated the wearing of ventelated wet suits on almost all helicopter sorties in the Objective Area. The suit that was worn, the CWU 33/P ventilated anti exposure flying coverall assembly is made to be worn in an aircraft with a ventilation system; none of the helicopters in the present inventory have a ventilation system. Effective crew time should be adjusted until such time as the aircraft is equipped with a ventilation system, or a new suit is developed.

(5) Ground Support Equipment: Ground support equipment is essential to successful cold weather operations. It is necessary for preheating, starting, servicing and moving aircraft. All GSE equipment intended for use in a cold weather environment should be in excellent running condition, to include anti-freeze, light weight motor oil, new batteries and a full performance capability.

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IV. PROBLEMS ENCOUNTERED/LESSONS LEARNED

A. PROBLEM: Insufficient number of embarkation personnel for the planning and execution phase.

Discussion: The III MAF OPLAN 120 Table of Organization indicates that the embarkation section rates two (2) officers and two (2) enlisted. There were no enlisted embarkation personnel assigned to the staff. This left little flexibility for the embarkation officers to function properly since they were required to also perform clerical tasks during the planning and execution phase.

Recommendation: That enlisted embarkation personnel be assigned to the embarkation section of the PROV MAG Staff in a timely manner.

B. PROBLEM: Base Camp duties involved more personnel than originally anticipated.

Discussion: The projected personnel requirements were set for a 500 man base camp. Due to the influx of personnel from satellite units such as III MAF TECG, Hq RLT-9, 1st ANGLICO, Radio Bn etc., PROV MAG's base camp swelled to a maximum population of 717 on 29 January 1974. Fortunately, PROV MAG had some extra resources it could use and was able to comfortably accommodate most of the extra units.

Recommendation: The unit providing the base camp must be notified as soon as possible of any additional support it may be required to furnish. Supported units must be prepared to provide augmentation personnel and equipment in payment for the services they expect to receive.

C. PROBLEM: Personnel reporting to PROV MAG-10 without clearances.

Discussion: Several enlisted personnel reporting into PROV MAG-10 for duty as clerk/typists did not have clearances in their record books or stamped on their orders. All that was needed for these individuals was a Confidential Clearance which for the most part should take no more than 3 days for a parent organization to run. This problem caused a loss of several man hours on three clerk/typists who were sorely needed in the S-2/S-3 shops during the planning phase.

Recommendation: When personnel are sent TAD to a PROV MAG staff for duty, their parent organization must stamp clearances on their endorsement to the individuals orders. Higher Headquarters should issue clearance endorsement instructions to subordinate Units tasked to provide Personnel for a PROV MAG staff.

D. PROBLEM: Lack of accurate, timely weather forecasting.

Discussion: CTF 192 requested weather forecast information from CTF 191 starting on D-5. CTG 192.3 requested weather forecast information

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from CTF 192 starting on D-2. However, CTF 192.3 never received weather forecasts from CATF or MAB. The PROV MAG-10 forecaster made his predictions based upon a once a day phone call to Taegu AB. Under the advance base concept of operation out of Taegu for VMO and helicopter operations and Iwakuni for fixed wing operations no real problem existed for flight ops as local weather facilities provided accurate up to the minute weather. In a real combat environment establishing aviation elements ashore, accurate weather forecasting is a must in a rapidly changing cold weather environment (snow, rain, sub freezing temperatures, and low wind chill factors with winds exceeding 35 knots at times, attribute in some measure to planning and operational considerations).

Recommendation: Higher headquarters provide more timely weather information. PROV MAG reinforce its weather observing and predicting capabilities.

E. PROBLEM: How to interject SA-7 firings into the exercise to adequately train both pilot and command response to such incidents.

Discussion: On D-Day the umpires interjected two SA-7 firings into the exercise. This was done at the company level and handled by the regiment. Word about these firings/sittings and actions taken was extremely slow getting to PROV MAG Headquarters.

After command of aviation elements had been passed ashore, one test was entered into the exercise by the umpire located at PROV MAG-10 Headquarters. The information was passed flash to all commands with emphasis on getting it to the FSCC. This was accomplished by relaying the information to DASC and then to the FSCC. What the FSCC did is not known but all aviation elements were notified and warned to stay away from the existing threat area. It is felt that Marine Aviation Command elements reacted as best they could. The real question is one on how the information would really enter the command and control system? The person who will first see a missile firing will more than likely be the wingman of an aircraft shot down or a friendly ground element in the vicinity of the firing site. TEGC should provide control assets to coordinate insertions of exercise missile firings in both of these areas and then measure the response. In the problem a very high kill rate, unacceptable, was reported by the Redeye teams, acting as enemy. Friendly air was never notified of these kills but in a real situation would be.

Recommendation: Provide TEGC procedures in order to conduct independent testing on an exercise in which every effort by aviation elements be made to avoid loss of aircraft to missiles, to include treetop flying and cancelling events in high threat areas.

F. PROBLEM: Mutual interference was experienced between radar and radio equipment located in the same general vicinity.

Discussion: Some interference was experienced by HF equipment on radios, generators and other electronics equipment. Power cable lengths prevented the TAOC from arranging equipment for maximum separation. In particular,

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search radars were too close together causing some power absorption. Because of time, money and equipment restraints, ideal locations could not be chosen and prepared. Being forewarned on this by PACASA II, PROV MAG-10 separated its radar and radio units as much as real estate and equipment facilities would permit.

Recommendation: In a base camp layout, primary consideration has to be given to the location of radar and radio facilities. Other base camp considerations must be secondary.

G. PROBLEM: Absence of Navy liaison personnel for assistance in matters relating to Navy Operations.

Discussion: Questions relating to the Navy OpOrder and published procedures occur during the exercise phase itself. Immediate and direct consultation with an experienced and knowledgeable person could save time and quite often prevent costly mistakes. PROV MAG personnel had to make arrangements to obtain pilots for Navy ships entering POSCO pier Pohang, Korea and provide services to a UDT team checking beach and pier facilities. These duties should have been handled through appropriate Navy services.

Recommendation: That an experienced Navy liaison Officer be provided during the execution phase to assist PROV MAG with coordination affecting Naval Operations.

H. PROBLEM: Space heaters were a problem throughout the exercise from the planning stage to the withdrawal.

Discussion: The first problem concerning the space heaters was due to a lack of spare heater assets and prior planning on the part of other units. This shortage was aggravated in that the stoves, even though new, were packaged with only three sections of stove pipe. The minimum sections necessary for the stove to be utilized in the GP tent is five. Next there were no spare parts available for any failure that occurred. The only action available was cannibalization. Out of nearly 250 stoves, 32 were found to be defective. The oil burner unit is a separate item having its own FSN. The burner units were packaged separately and were incomplete in some cases. Personnel were not indoctrinated in the operation and maintenance of the space heaters. The stove tends to collect large quantities of carbon and needed to be cleaned frequently. The heaters tend to overheat and at least three fires occurred damaging GP tents. Fortunately, fire extinguishers were available in the tents involved and the fires were extinguished without injury to personnel or significant damage to the tents. The five gallon can used as a source of fuel does not hold sufficient fuel to properly heat a tent through an 8-10 hour period. Therefore a change to a full can must be made every evening prior to retiring. The adaptor assembly has a fragile stem protruding into the can and tends to leak badly. Constant hammering to stop leaks often results in breakage of the stem, rendering the adaptor useless. Having to change the can in darkness compounded this problem.

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Recommendation: For cold weather operations there should be a minimum of two space heaters per tent, with a ten percent additional allowance for breakage and cannibalization. Additional sections of stove pipe, metal tubing and control units should be included. For long range development, it is recommended that attention be directed toward development of a more sophisticated and rugged stove.

I. PROBLEM: To provide safe/warm shelter for personnel billeting and for working spaces.

Discussion: The GP tent is not suitable for cold weather use. There were very few tent liners available therefore the tents were hard to heat and light. The lack of windows in the tent required electric power 24 hours a day. Opening the vent flaps for light required additional fuel for the space heaters due to loss of heat. The GP tent and space heater combination is a potential fire hazard especially in an area where high winds prevail.

The lack of a built-in floor makes sealing the base of the tent against drafts extremely difficult. The frozen ground prevented rapid absorption of water. Consequently every time it rained the tents were flooded with up to two inches of water. This water was mixed with fuel from the leaking oil cans for the space heater, and when the water receded a black tar like residue is left inside the tent. The tent is dark, leaky, cold and difficult to erect on ground that alternately freezes and thaws.

Recommendation. Tents should not be issued without liners. If tents are to be used strong backing should be seriously considered.

It is also recommended that future cold weather shelters of a modular type construction to be investigated. New light weight strength material and new construction techniques may make this type of shelter more practical than the continued use of the tent.

J. PROBLEM: Aircrew flight equipment was uncomfortable and physically taxing to wear.

Discussion: Each pilot performing over water flights was required to wear a ventilated wet suit. This suit is both uncomfortable and physically incapacitating when worn for extended periods of time. On many occasions crews wore these suits for periods of 10-12 hours, while SAR/MEDEVAC crews wore them for 28 to 30 hours during a 36 hour period.

Recommendation. That effective crew time figures be adjusted until a new suit is developed or a ventilation system is installed in the aircraft.

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V. SPECIAL COMMENTS

A. Looking at the entire exercise, certain key points come into view. Those points that deserve special recognition or examination are:

1. Communication security was easily the foremost success of the exercise. This was primarily the result of command emphasis and thorough planning to make it work. As regards PROV MAG, special recognition goes to the helicopter crews who experienced numerous re-transmissions and slight delays using covered circuits, but who remained constantly on secure modes and made the system prevail. They proved it could be done with only a very slight, and easily acceptable, delay and degradation in voice communication.

2. During FLYAWAY, PROV MAG was made acutely aware of the present shortage in the availability of amphibious shipping. Available shipping was the driving force as to what PROV MAG resources could be deployed rather than what resources were considered optimum to accomplish the mission. PROV MAG found it most difficult to re-adjust loads because of changing ship types and embarkation dates. Due to the limits of available shipping, PROV MAG had to rely heavily on airlift to transport necessary equipment. This was an expensive substitute and one that may not be available or able to be used in certain other times or areas.

3. It is strongly recommended that in future exercises that REDEYE personnel be involved in the initial planning so that a more effective scenario for their use can be established. It is evident that in any future actual conflict in which Marine forces may be involved, these forces will be confronted with an enemy missile capability. More realistic methods of simulating a kill, timely reporting the kill, and properly registering the loss have to be evolved. Aircraft crews have to be better trained in missile environment tactics and practice them during exercises. In addition, REDEYE teams need to be constrained to realistic parameters. REDEYE was very constructively utilized during FLYAWAY, but there is opportunity for them to be used much more effectively in future exercises.

4. The 9thMAB command organization utilized by III MAF to conduct exercises deserves re-examination. Many times during the planning phases, the 9thMAB staff was at sea and inaccessible for personal contact and rapid resolution of spontaneous problem areas. It is recommended that the 9thMAB nucleus staff be used only in its contingency role and not assigned to practice exercises. Instead, it is recommended that a separate MAB staff be established at Okinawa for each exercise. Then, this staff could be available on a full time basis to conduct the close and concurrent planning with subordinate units.

5. The manually operated TACC utilized during FLYAWAY was able to effectively manage the air war when control was passed ashore to

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the Landing Force. However, the Tactical Air Commander was frustrated at times in obtaining real time current information on the status of overall air operations. Consequently, the TAC had to rely entirely on decisions and control actions of his subordinate agencies (TAOC/LAAM, DASC/ASRT). Fortunately, these subordinate agencies properly handled and coordinated their activities and operations ran smoothly. However, current inputs into the TACC would have greatly facilitated the TAC's command of the situation. The fully automated TACC (UYQ-1) which can provide the TAC more current information is a desirable option but, nevertheless, not an essential requirement for a short duration PROVMAG sized operation.

6. Operating in a cold winter climate for more than 30 days it became readily apparent that our Marine forces are not optimally equipped for sustained cold weather operations. Complete cold weather clothing was available, but by modern standards should be considered obsolete. The multi-layered clothing is hard to fit and is too heavy and cumbersome. In addition, it takes too much time and effort for a man to dress and maintain all his various items of clothing. A good modern lightweight styrofoam insulated ski type coverall would better take the place of the many outer garments now required to cold weather clothe our Marines. With such a new garment, a savings in economy and improvement in combat efficiency could be realized.

Next to equipping the individual Marine, significant improvements need to be made in the items used for his shelter. For overnight or short duration excursions, tentage is satisfactory. For extended periods of time in cold climates, tents using the present stove heating system are unsatisfactory. The present heating stoves are of 1941 design and are hazardous instruments to operate. A most combustible mixture results from a flammable tent with liner, an antiquated stove, and an impetuous cold Marine. PROVMAG experienced several small fires as a result of the above combination although the men were briefed and strongly supervised. As a result of prior planning, fire extinguishers were present in every PROVMAG tent. Several were called to use when stoves overheated, leaked, or were generally mismanaged. Fortunately, all fires were rapidly contained, no personnel were injured, and damage was limited to small burn holes in and around the chimney vent area in the tent roofs.

In addition to the ever present danger of fire and the high fuel consumption of the stoves, the stove heating system is harmful to one's health. In a reasonably tight tent, the stoves consume valuable oxygen and moisture. Men, even after prolonged sleep, wake up tired and uncomfortable. The high incidence of respiratory ailments in PROVMAG is ready testimony of this deficiency.

It is therefore recommended that the Marine Corps Development Center be urgently tasked to explore better methods to cold weather clothes and shelter troops in the field.

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7. Learning from PACASA II, primary emphasis was given to locating the DASC in a site where it could effectively communicate. In the hilly rugged terrain where the DASC was to be located, it was evident that if it was placed on a valley floor it would be unable to maintain necessary communications. Therefore, high ground adjacent to the FSCC was explored. An inaccessible hill (222) relatively close to the FSCC appeared to be the ideal location. It had one disadvantage in that it was located further away from the FSCC than would have been preferred, but it provided an ideal high-ground communications facility. Realizing the overriding necessity for communications as opposed to co-location, the hill-top site was approved.

Now it would be necessary to helicopter lift all DASC personnel and equipment to the top of Hill 222. To reduce their exposure to airlift damage, three valuable DASC vans (the AN/UYQ-3 airborne mobile DASC, the AN/TYA-11 communications central, and the AN/CRM-38 maintenance shelter) were transported by trucks to the base of Hill 222. There, they were picked up by an H-53 helicopter and externally air-lifted to positions on the ridgeline. All personnel and other equipment were helo lifted from Pohang to the hill-top site. Fuel was transported by HERS bladders carried externally by the H-53.

The site proved to be key in the problem and the DASC maintained continuous communications on all assigned nets throughout the exercise. It was very effectively tied to the FSCC with two wire lines and one covered VHF net. The DASC was able to talk to the command ship throughout the problem. Many times the DASC's circuits became the key relay facilities for participating aviation and ground elements. The DASC facility was also used by the TEOG as their communications central to coordinate their play in the problem.

8. In conclusion, a special note of thanks to our fellow Marines of the 1st Marine Division, Republic of Korea Navy. Under the able leadership of Major General LEE, DONG YONG they were a most generous host and ally. They made PROV MAG-10's long stay at Pohang a very friendly experience. It was indeed a pleasure to be so closely associated with such a professional military organization.

Any successes PROV MAG-10 attained during the exercise can be primarily attributed to the outstanding personnel and logistics support the Group received. PROV MAG was given all the key personnel and equipment it requested. Everyone supporting PROV MAG did their best to equip them to do the job at hand. In overall tally, it can be said in all honesty that the exercise was a success.

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ANNEX A - TRIP REPORT ON JOINT PLANNING CONFERENCE FOR EXERCISE
FLYAWAY

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HEADQUARTERS
 Marine Aircraft Group 36
 1st Marine Aircraft Wing, FMFPac
 FPO San Francisco 96602

5:LWS:pv
 5050/Ser: 05A29073
 17 October 1973

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From: Colonel Richard A. KUCI 203 22 39 30 USMC
 To: Commanding General, 1st Marine Aircraft Wing
 Via: Commanding Officer, Marine Aircraft Group 36

Subj: Trip Report on Joint Planning Conference for Exercise
 Fly-A-Way (U)

Ref: (a) WgO 5000.1A

Encl: (1) List of Conference Attendees
 (2) Schedule for Pohang and Kwang Ju Trip
 (3) Memo Report of Kwang Ju Facilities
 (4) Memorandum for the Record with Addendum
 (5) Tentative Schedule of Events for PROVMAG-10 Units

1. (U) In accordance with the provisions of reference (a), the following trip report is submitted on the subject planning conference. The conference was conducted at the Yongson Main Post in Seoul, Korea from 8 through 11 October 1973. The host Command was the Commander Naval Forces Korea (COMNAVFORKOREA). A list of attendees is attached as enclosure (1).

2. (C) The conference was opened with remarks from RADM Henry S. MORGAN, Jr, COMNAVFORKOREA and Brigadier General Paul G. GRAHAM, USMC, the Senior U. S. Marine Corps Representative. Lieutenant Colonel R. D. BOLES, representing CTF 76, then presented a resume of the discussions held during the first planning conference. Attendees then split up into functional working groups. On Wednesday afternoon, the attendees formed three groups with one group remaining at Seoul, one group visiting Pohang, and one group visiting Kwang Ju.

3. (C) The group visits accomplished the following:

a. The group remaining at Seoul continued detailed planning and prepared the draft Memorandum for the Record. Captain STUBER from the PROVMAG-10 Staff remained at Seoul to assist in this endeavor. Enclosure (2) sets forth the schedule for the Pohang and Kwang Ju trips.

b. The group that visited Pohang accomplished three objectives. First, they made liaison with the ROKMC and the

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USMC detachment of JUSMAG-K. Second, they conducted a helicopter reconnaissance of the AOA for the purpose of evaluating tactical unit locations. Third, they made a ground reconnaissance to locate possible sites for air control facilities. This survey indicates that Pohang has rather austere facilities and PROVMAG-10 will have to establish a base camp under canvas. Tentatively, this base camp will consist of the TAOC, TACC, and PROVMAG Headquarters. The only support we can expect from Pohang is a sufficient supply of potable water from the JUSMAG-K compound and a possible tie-in to a limited commercial power source. The runway at Pohang, although it is deteriorating, is 6500 feet in length and can safely support KC-130, C-117, OV-10 and helicopter flight operations. Tower control is not available and will have to be established to support USMC aircraft. There are acres of clear flat land adjacent to the runway for the use of the base camp, the TAOC, and TACC should it prove desirable to locate them at Pohang. Base camp security will be necessary.

c. The group that visited Kwang Ju conducted a detailed survey of support and communication facilities available to PROVMAG-10 units. The results contained in enclosure (3) indicate that support is more than adequate for the advance basing of a VMA, a VMFA, and a VMO detachment. Paragraph one of the addendum to enclosure (4) sets forth the communications support at Kwang Ju.

4. (U) Conference attendee's reconvened in Seoul at 1300 on Thursday, 11 October. A Memorandum for the Record was completed and is contained in enclosure (4). Those areas pertaining to the 1st MAW are high-lighted. RADM MORGAN and Brigadier General GRAHAM expressed their appreciation for the work conducted by the conference attendees. The team departed from Osan at 0900 on Friday, 12 October.

5. (C) The prepositioning of tactical squadrons and air control units, though tactically unrealistic, is dictated by a lack of sufficient shipping, the short duration of the ashore phase of the exercise, and the limited capabilities of the USS DENVER. In addition, prepositioning will enable the PROVMAG to accomplish valuable training in an expeditionary environment prior to the actual commencement of the exercise. The tentative sequence of events for PROVMAG units is contained in enclosure (5).

6. A more detailed survey of air control sites is considered extremely important and a tentative survey trip is planned for the Pohang area in the early November time frame. Other areas of concern are as follows:

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a. The lack of definitive information on the availability of ARG "A" and its impact on the resulting helicopter planning. In the event that ARG "A" is not available, a viable option is to preposition a helicopter detachment at Taegu. Liaison with Colonel PARK, USAF, at Taegu, indicates that support for a 10-12 plane detachment is available. This option is limited by the number of internal tanks presently available to MAG-36. Only four CH-46 aircraft could be flight ferried at one time, and the tanks would have to be recycled. In addition, UH-1E/AH-1J type aircraft would have to be airlifted.

b. The communications problem between the TACC ashore and Kwang Ju. This will limit the available locations of the TACC since it will be essential to locate close to the communications interchange at Pohang. The provisions outlined in paragraph 12c of enclosure (4) are considered mandatory to insure successful communications in this situation.

c. The slipping of exercise dates to the January/February time frame. Extreme weather conditions during these months may greatly restrict aviation participation.

7. The conference and the Pohang/Kwang Ju trips were highly productive and should ease the task of detailed planning required for the successful support of the exercise by PROVMAG-10. I am ready to form the necessary planning staff and will commence detailed planning upon receipt of the III MAF LOI and the subsequent 1st MAW planning directive.

R. A. KUCI

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FLY-AWAY CONFERENCE 8-12 OCTATTENDEESCTG 79.2

BGEN GRAHAM
LTC STAUFFER, R. M.
MAJ T. CARROL
LT MAYES

CTF 79

COL BURHANS, R. N.

CTF 76

CDR EATON, R. E.
LTC BOLES, R. D.
MAJ HINKLE, P. M.
MAJ SOMERVILLE, G. J.

CTG 79.1

COL DEATLEY, H. F.
MAJ BARRY, W. A.

CTG 79.3

COL KUCI, R. A.
LTCOL SMITH, L. W.
LTCOL MURRAY, R.
CAPT STUBER

ROK NAVY

CAPT KIM, HO YON
CDR KANG, HWAN DOO
CDR CHEO, HAK KYUN
LCDR KIM, MAN CHONG
LT DO, HONG KI (COMM)

ROK MARINE CORPS

COL KIM, HEE WOOK
COL YEO, HYUN SOO
LTC KIM, JONG SAE
LTC LEE, SUN HO
MAJ CHANG, CHI HONG
MAJ KIM, AHUN KWON
MAJ KIM, GIL UNG
MAJ RHEE, JONG KIL
MAJ LEE, SEONG HO

314TH AIR DIVISION

LTCOL NILES

ROK AIR FORCE

LTCOL KIM

ENCLOSURE (1)
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SCHEDULE FOR 10 - 11 OCTOBER

The 1stMAW is providing a C-117 which will fly the following Schedule.

<u>ETA</u>	<u>LOCATION</u>	<u>ETD</u>	<u>REMARKS</u>
101130	Seoul (K-16)	101330	
101430	Pohang (K-3)	101700	Grp 1 RON
101800	Kwang Ju	110730	Grp 2 RON
110830	Pohang	110900	
111015	Seoul		

GROUP 1

BrigGen GRAHAM
Col DEATLEY
Col BURHANS
Col YEO
-Col KUCI
-LtCol STAUFFER
LtCol COOMBE
Lt MAYES

GROUP 2

LtCol SMITH	*Maj CLEMMONS
-LtCol MURRAY	-*Capt RYAN
-Maj KIM	-*Capt BAIRD
Maj SOMMERVILLE	*Lt SPANGLER
-Maj BARRY	
Maj HUNT	

*Personnel to arrive and remain with the aircraft.

-Personnel to make aerial reconnaissance AOA

1. Maj GLEMMONS, Maj HUNT and Lt SPANGLER will conduct a ground survey for potential TAOC and TACC locations.

2. LtCol SMITH, Maj BARRY, Maj SOMMERVILLE and Capt BAIRD will survey support and communication facilities at Kwang Ju.

ENCLOSURE (2)

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11 October 1973MEMO FOR THE RECORD

From: LtCol Lloyd W. SMITH 578 40 94 97 USMC
To: Colonel Richard A. KUCI 203 22 39 30 USMC
Subj: Report of Kwang Ju AFB Liaison visit conducted on
10 October

1. (U) Kwang Ju is a ROK Air Force Base and is the home of the USAF 6171st Command Support Squadron (CCS). I met with the Commanding Officer, Colonel Francis KRAMER, Jr., USAF. His Vice Commander, Major LANGHOLTZ, and Logistics Officer, Major THORBROUGH, accompanied us on a two hour tour of available base facilities. Their cooperation was outstanding and they seem more than willing to provide us with all support required. It was my impression that there is already a close working relationship and respect for the A-4 detachments from the 1stMAW, which work out of Kwang Ju.

2. (C) Maintenance facilities are more than adequate with the following spaces available to PROVMAG-10 units:

a. 2 Nose Hangers - Unheated, but vented for space heaters. Have both air and power. The largest will accommodate 7 F4's, the smaller 5 F4's.

b. 5 Butler Buildings - Heated with air and power. One is configured for avionics with 110, 220 and 440 volts.

c. 1 Partitioned Hanger approximately 150x150 feet. Heated and available as office and shop space.

d. 15 Wonder Arches - These are lighted with built-in blast walls so that aircraft can be started inside and taxied out. They will protect the aircraft from frost accumulation.

e. Lox Plant - Produces 120 gallons per day.

f. Maintenance Facility for GSE.

g. 600,000 square feet of well maintained concrete ramp.

h. Ordnance Storage and build-up, if required. No aircraft loading capability.

i. Their support equipment is limited and they recommend that we provide our own. Their equipment can be used as an emergency back-up.

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3. (U) Office space is adequate and Colonel KRAMER invites us to share his operation building. It contains a pilot briefing area, office space and a command center with outstanding communications capability.
4. (C) Billeting is adequate with the capability of handling 350 enlisted in open-bay barracks. We will have to furnish linen only. BOQ accommodations for company grade officers. One and two men trailers for field grade officers (6 available). Costs for officers will be two dollars per day. Messing is no problem and augmentation is not required.
5. (U) Medical facilities are excellent with a flight surgeon, doctor, and dentist available. Medical personnel and equipment augmentation is not required.
6. (U) Up to 10 vehicles can be provided for local base transportation. These can be a mix between pick-ups and sedans. A shuttle bus is available, although maintenance/office space/flight line are within walking distance of billeting and mess areas.
7. (C) Security is provided by ROK guards with dogs. They recommend that our units provide their own flight line security, though theft is almost non-existent. In the event of an actual contingency there are 18 revetments available to shelter our aircraft.
8. (C) The only personnel augmentation required will be in the flight clearance section of base operations, aerology and motor transport (vehicle drivers). All Nav aids were in an up condition. Fuel is not a problem, though they will need our requirements in advance so that allocations can be obtained. We will be expected to fund for all fuel used. It was stressed that they are personnel limited to an 8 hour day, 40 hour week. Our augmentation will be required to extend their operating hours during the exercise period. Recreation facilities are excellent.
9. (U) Colonel KRAMER and his Staff seem to be highly cooperative and professional. The communication capability is covered by Major BARRY's report which will be appended to the Memo for the Record. A special brief will be available to our personnel on arrival setting forth all facets of the local area and operating SOP's.
10. (C) I foresee no problem in utilizing Kwang Ju as a constructive CVA or advance base in support of the exercise. I recommend that squadron and detachment liaison visits be

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arranged at least 30 days prior to arrival. Our personnel should be prepared to furnish detailed billeting requirements, fuel usage funding data and ordnance requirements, if any. They should also prepare a detailed plan for equitable space allocation and arrange operational procedures including alert scramble areas and flight clearance.

Respectfully Submitted,


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MEMORANDUM FOR THE RECORD
EXERCISE FLY-A-WAY 1974 (SECOND PLANNING CONFERENCE)

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1. U.S. WILL PROVIDE SIX (6) LCPV'S AND ONE (1) LCM-6 TO ROKN TO ASSIST IN SHIP-TO-SHIP MOVEMENT. THESE BOATS WILL REPORT TO ROK PCS ABOUT H-60 WITH LIAISON OFFICER AND ADEQUATE COMMUNICATIONS TO ENTER ROK BOAT CONTROL NET(S).
2. POHANG ANCHORAGES DETERMINED FOR ROK SHIPS. U.S. ANCHORAGES WILL BE ESTABLISHED NEAR ROK ANCHORAGES.
3. TWO COLOR BEACHES WILL BE UTILIZED. HASO-RI IS RED BEACH AND NAA-A-RI IS BLUE BEACH. ROK FORCES WILL USE RED BEACH AND U.S. WILL USE BLUE BEACH FOR THE ASSAULT ON D-DAY.
4. D-DAY WILL BE 8 DECEMBER 1973. H-HOUR 0830. U.S. L-HOUR - 0730 AND ROK L-HOUR - 0830. (TENTATIVE)
5. NAVAL EXERCISES TO BE SCHEDULED FOR 7 DECEMBER. U.S. AND ROK MOVEMENT UNITS CONDUCT EXERCISES IN RESPECTIVE OPERATING AREAS. TRACKS FOR BOTH MOVEMENT UNITS WILL BE PROMULGATED IN CATF OORDER. CTF 76/CTF 191 WILL SCHEDULE SUBMARINE EXERCISE TIME FOR ROK MOVEMENT UNITY DURING TRANSIT.
6. U.S. SPEC OPS TEAM WILL EMBARK ON ROK APD DURING PRESAIL CONFERENCE. ROK APD WILL INSERT ROK AND U.S. UDT/SPECOPS UNITS ABOUT 0620001 AND RECOVER THEM ABOUT 0706001.
7. U.S. UDT WILL BE INSERTED ABOUT H-240 BY AMPHIBIOUS SHIP. ROK SURF OBSERVATION TEAM WILL BE ADMINISTRATIVELY INTRODUCED FROM CHINHAE. ROK UDT WILL BE INSERTED BY ROK APD ABOUT H-240.
8. CMFK REPRESENTATIVES WILL PROVIDE DATA TO CATF FOR ANNEX E (MINE COUNTERMEASURES) NLT 19 OCTOBER.
9. ONE COMPANY OF ROK MARINES WILL BE EMBARKED ON USS OKINAWA LATE IN AFTERNOON OF D-1. THIS UNIT WILL REMAIN ON LPH OVERNIGHT AND LIFTED INTO DESIGNATED LZ'S AT ROK L-HOUR ON D-DAY. EMBARKATION AND DEBARKATION DRILLS MUST BE CONDUCTED, IF TIME DOES NOT PERMIT THIS TO BE ACCOMPLISHED ABOARD SHIP THEN IT IS TO BE ACCOMPLISHED ASHORE AT POHANG.
10. IN CONJUNCTION WITH ABOVE ROKMC EXPRESSED DESIRE TO EMBARK THIS COMPANY ON R-1 TO PARTICIPATE IN REHEARSAL EXACTLY AS PLANNED ON D-DAY. CURRENTLY THIS DOES NOT APPEAR FEASIBLE DUE TO FUNDING PROBLEMS FOR ENLISTED MESSING. A SUGGESTED ALTERNATIVE WAS TO EMBARK ROKMC COMPANY EARLY ON R-DAY AND GO THROUGH REHEARSAL. UPON COMPLETION OF REHEARSAL RETURN TROOPS TO POHANG UNTIL SCHEDULED PICK-UP ON D-1. IF THIS ALTERNATIVE IS APPROVED, IT IS PROBABLE THE H AND L HOUR WILL HAVE TO BE SCHEDULED LATER ON R-DAY. THIS PROBLEM REMAINS TO BE RESOLVED.
11. AIR OPERATIONS
 - a. A REQUEST HAS BEEN INITIATED THROUGH THE 314TH AD AND ROKMC AVIATION TO OBTAIN BLOCK ALTITUDE SECTORS IN THE FOUR CIVIL AIRWAYS IN THE POHANG AREA DURING THE PERIOD 1-15 DECEMBER. IF THE REQUEST IS DENIED, FRIENDLY AIR CAN OPERATE UNDER RATHER EXTREME LIMITATIONS. THIS DOES NOT AFFECT THE NON-AIRWAY AIR SPACE WITHIN THE AOA, WHICH HAS NO ALTITUDE RESTRICTIONS.

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b. AS THE UNITS OF THE PROV MAG WILL BE WIDELY DISPERSED THROUGHOUT THE EXERCISE, THEIR STAFF WILL BE AUGMENTED WITH EXPERIENCED COMMUNICATIONS PERSONNEL. IN ADDITION, EXTRA COMMUNICATION EQUIPMENT WILL BE DEPLOYED FOR BACK-UP, INCLUDING POSSIBLE UTILIZATION OF EXISTING LAND-LINE LINKS.

c. ROKMC AND ROKAF WILL PROVIDE WELFARE LIAISON PERSONNEL TO WORK AS CONTROLLERS IN THE TACC, TAOC, AND FACC. (SEE LIAISON PARAGRAPH). IT WOULD BE HIGHLY DESIRABLE TO HAVE THESE PERSONNEL AVAILABLE DURING SOME PORTIONS OF PLANNING. THE BEST SOLUTION APPEARS TO BE THE SCHEDULING OF AN ADDITIONAL "COORDINATION CONFERENCE" IN KOREA.

d. THE MAJOR PROBLEM IN THE AIR OPERATIONS AREA IS GETTING ASSIGNED AIR SPACE IN WHICH WE CAN CONDUCT THE EXERCISE. AS OF COB TO OCTOBER, NO DECISION HAS BEEN REACHED. PLANNING WILL CONTINUE ON THE BASIS OF THE AIR SPACE REQUIREMENT SUBMITTED TO THE 314TH AD.

12. COMMUNICATIONS

a. COMMUNICATIONS BETWEEN MAB AND RLT-7 WILL BE PROVIDED BY ONE (1) MRC-110 WITH KY-8'S TO ENTER MAB TACTICAL NETS, ONE (1) MRC-135 TO TIE INTO MAB MULTI-CHANNEL/WIRE SYSTEM, ONE (1) MRC-83 TO ENTER THE MAB COMMAND NET AS REQUIRED. TELETYPE EQUIPMENT WITH KW-7'S AND A SWITCHBOARD (SB-22) WILL BE PROVIDED. FIFTEEN (15) PERSONNEL WILL BE REQUIRED TO OPERATE THE ABOVE EQUIPMENT. PRE-D-DAY TRANSFER WILL BE REQUIRED TO LOCATE THEIR PERSONNEL AND EQUIPMENT WITH RLT-7. (THE ABOVE PERSONNEL AND EQUIPMENT WILL BE REQUESTED FROM 7TH COMM BN).

b. ROKMC HAS REQUESTED THAT THEY BE PROVIDED THIRTY (30) MILES OF COMM WIRE PLUS ASSORTED PYROTECHNICS.

c. COMMUNICATIONS TO FIXED WING AIRCRAFT POSITIONED AT KWANG JU WILL TAX PROV MAG CAPABILITIES. LIAISON HAS BEEN ESTABLISHED WITH EIGHT ARMY G-6 (COMM REP) AND 4TH SIGNAL GROUP, USA, TO DETERMINE IF EXISTING MICROWAVE COMMUNICATIONS FACILITIES COULD PROVIDE CIRCUITS FOR PROV MAG USE DURING THE EXERCISE OR IF THE 4TH SIGNAL GROUP COULD PROVIDE COMMUNICATIONS SUPPORT IN ESTABLISHING LONG HAUL COMMUNICATIONS (POHANG-KWANG JU). MAJOR REBER, 4TH SIGNAL GROUP, WAS CONFIDENT THAT TWO (2) CIRCUITS (ONE VOICE AND ONE TELETYPE) COULD BE PROVIDED FROM POHANG TO TAEGU AND KWANG JU FOR PROV MAG USE DURING THE EXERCISE. A FORMAL REQUEST WILL BE SUBMITTED IF APPROVED BY CG III MAF. ALSO PLAN TO HAVE TWO (2) HF RADIO CIRCUITS BETWEEN POHANG AND KWANG JU.

d. FREQUENCY REQUIREMENTS HAVE BEEN SUBMITTED TO COMUSFORK FREQUENCY COORDINATOR. NO MAJOR PROBLEMS ARE ENVISIONED IN GETTING DESIRED FREQUENCIES.

13. ROK/US PERSONNEL EXCHANGE PROGRAM

a. LIAISON/OBSERVER/COMBINED STAFF/ANGLICO EXCHANGE PERSONNEL ASSIGNMENTS:

(1) 16 ROKMC LIAISON PERSONNEL TO U.S. UNITS (PROVIDES AT LEAST ONE FOR EACH RIFLE COMPANY BATTALION AND REGIMENT).

(2) SIX ROKMC TO MAB FSCC (3 OFFICER, 3 ENLISTED)

(3) ONE ROKN OFFICER TO EACH U.S. AMPHIBIOUS SHIP AND DESTROYER.

✓ (4) ONE ROKAF OFFICER TO CATF FLAGSHIPS (SHOULD ALSO BE TACC LIAISON).

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✓ (6) ONE ROKMC OFFICER TO PROV MAG 10 AND ONE ROKMC OFFICER EACH TO ASRT, DASC, TAOC AND ONE ROKAF TO TACC. THESE PERSONNEL SHOULD JOIN WHEN PROV MAG 10 IS PREPOSITIONED. THE ROKMC PROV MAG 10 LIAISON OFFICER ABOARD THE FLAGSHIP WITH THE TACC WILL GO ASHORE WITH TACC WHEN CONTROL IS SHIFTED ASHORE.

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(7) ROKMC PERSONNEL TO BE ASSIGNED TO FLAGSHIP FOR COMBINED STAFF:

- (a) DEPUTY CHIEF OF STAFF 1 LCOL
- (b) G-1, G-2, G-3, G-4 4 MAJ
- (c) ASST G-1, G-2, G-3, G-4 3 CAPT
- (d) COMMUNICATIONS 1 OFFICER
- (e) RLT TACLOG (TO OBSERVE ON PCS; 2 OFFICERS
THEN REJOIN COMBINED STAFF
ASHORE)

(8) U.S. LIAISON PERSONNEL WILL BE ASSIGNED TO RLT 7 AND ADJACENT US/ROK BATTALION.

(9) ANGLICO: APPROXIMATELY 5-10 OFFICERS AND 15-30 ENLISTED WILL BE ASSIGNED TO ROKMC UNITS.

✓ b. LIAISON/STAFF PERSONNEL SHOULD BE EXCHANGED AT THE PRE-SAIL CONFERENCE IN 5 DECEMBER (D-3). ROKMC LIAISON PERSONNEL ASSIGNED TO PROV MAG 10 WILL REPORT WHEN PROV MAG IS PREPOSITIONED ASHORE ABOUT 24 NOVEMBER (D-15). THE NUMBER OF ROKMC PERSONNEL TO EMBARK IN FLAGSHIP WILL BE DETERMINED LATER.

c. THE TOTAL NUMBER OF ROKMC/USMC AND ROKAF LIAISON PERSONNEL:

(1) ROKMC:

- 16 TO EACH U.S. UNIT
- 6 TO MAB FSCC
- 1 ROKAF (TACC) ABOARD FLAGSHIP
- 3-4 ROKMC (PROV MAG 10, ASRT, TAOC, DASC)
- 2 TO RLT 9 TACLOG (FROM COMBINED STAFF)
- 12 TO COMBINED STAFF (INCLUDING 2 TO RLT TACLOG WHO WILL REJOIN ASHORE)

(2) USMC:

- 2-4 TO RLT 7 AND ADJACENT BATTALION
- 20-40 ANGLICO TO ROKMC

d. TOTAL NUMBER OF ROKN AND USN LIAISON PERSONNEL :

(a) ROKN

- 1 OFFICER EACH AMPHIBIOUS SHIP AND DESTROYER (TOTAL OF APPROXIMATELY 12)
- 12 OFFICER/ENLISTED LIAISON/COMMUNICATIONS DETACHMENT ON CATF FLAGSHIP.

(b) USN

- 1 OFFICER ON ROKN AMPHIBIOUS FLAGSHIP.
- 1 OFFICER ON ROKN SCREEN FLAGSHIP.

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14. ROK TEC PLANNING SCHEDULE

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- 22 OCT INITIAL TEC PLANNING CONFERENCE
- 23 OCT RECONNAISSANCE OF EXERCISE AREA
- 24 OCT REVIEW, CHANGE, MAKE INSERTIONS INTO CONTROL ORDER "GOLDEN DRAGON 73"
- 25 OCT DRAFT THE BASIC CONTROL ORDER FOR "FLYAWAY"; BRIEF THE CHIEF COORDINATOR.
- 26 OCT SECOND CONFERENCE FOR FURTHER ACTIVITIES. THE USMC G-2 TEC REMAIN TO PREPARE TARGET LIST AND DEVELOP FURTHER SITUATIONS AND ACTING ON ETC.
- 5 NOV ACTIVATION OF TEC (ROK)
- 6-15 NOV PLANNING AND INTEGRATION OF ROK AND U.S. CONTROL ORDERS.
- 15-16 NOV BRIEF ROK TEC MEMBERS IN CONTROL ORDER.
- 19-25 NOV REVIEW, PREPARE AND ISSUE CONTROL ORDER.
- 30 NOV U.S. TEC MOVE TO POHANG. COMBINED TEC MOVE TO EXERCISE AREA. CONDUCT CPX AND FTX.
- 4-8 DEC PRE-EXERCISE INSTRUCTIONS, TRAINING AND TROOP MAINTENANCE. DURING THIS PERIOD, NECESSARY MEMBERS WILL BE DESPATCHED TO APPROPRIATE LOCATIONS FOR OBSERVING, EMBARKATION AND REHEARSAL.

ROKMC HAS REQUESTED THAT USMC TEC BE ORGANIZED AS SOON AS POSSIBLE AND ATTEND THE THIRD PLANNING CONFERENCE AT POHANG, 22 OCTOBER WITH ALL NECESSARY STAFFS. USMC TEC WOULD REMAIN IN POHANG FOR ABOUT ONE WEEK FOR COMBINED PLANNING.

15. COMMAND RELATIONSHIPS

a. AS DETERMINED PREVIOUS CONFERENCE.

b. "CHOP" - AS WORDED IN EXERCISE GOLDEN DRAGON, "COORDINATION AND COOPERATION." "CHOP" IS CONSIDERED DESIRABLE AND SHOULD BE INCORPORATED IN SCENARIO. THIS MATTER WAS DISCUSSED IN REGARD TO:

(1) AC BLT "CHOPPING" TO 7TH ROKMC R&T FOR LINK-UP IN AOA.

(2) ROKMC BN(-) HELD LIFTED TO VICINITY POHANG "CHOPPING TO RLT-9."

16. AUTHORITY TO ANNOUNCE END OF OPERATION IS TO BE DETERMINED. THIS WILL NOT PRECLUDE ROK FORCES SECURING OPERATIONS IF REQUIRED.

17. SCENARIO/TEC/PLANNING

a. DISCUSSED SCENARIO; GENERAL TERMS SUBSTANTIALLY AGREED WITH.

b. ROKMC DESIRES EARLY CONTACT AND COORDINATION WITH U.S. TEC. USMC WILL TRY, IF POSSIBLE, TO HAVE MEMBERS FROM U.S. TEC, RLT AND MAB STAFFS COME TO KOREA ON OR ABOUT 22 OCTOBER 73 FOR PLANNING CONFERENCE AT POHANG.

18. TARGET LISTS TO BE DETERMINED. ROKMC DESIRES TO PROVIDE INPUTS FOR TARGET LIST.

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19. REHEARSAL

a. SHOULD BE AS DETAILED AS POSSIBLE TO ENSURE SUCCESSFUL LANDING; .U DETAILS DETERMINED AT THIS TIME.

b. ROKMC DESIRES TO SWITCH BEACHS FOR REHEARSAL. DETAILED DISCUSSION SHOULD BE DEFERRED AT SUBSEQUENT PLANNING CONFERENCE.

20. ALTERNATE (FOUL WEATHER) PLAN

a. SHOULD BE PLANNED FOR IN CASE OF ADVERSE WEATHER.

b. TACTICAL LANDING CAN PROBABLY BE DELAYED FROM 24 TO 48 HOURS IF NECESSARY. HOWEVER, CONTINUING ADVERSE WEATHER WILL REQUIRE AN ADMINISTRATIVE LANDING PLAN TO PROVIDE FOR PROBLEM PLAY ASHORE.

c. DETAILS TO BE DISCUSSED AND REFINED AT SUBSEQUENT CONFERENCE.

21. FSCC

a. COMBINED FSCC AT MAB FOR CENTRAL CONTROL AND COORDINATION.

b. ROKMC WILL PROVIDE ONE, ARMY OFF., ONE NGF OFF, ONE AIR OFF, AND THREE RADIO OPERATORS FOR MAB FSCC.

22. SHORE PARTY EMPLOYMENT. ONE FOR EACH BEACH.

23. CONTROL SHIPS

a. COMMAND SHIP (FLAG) - CENTRAL CONTROL AND COORDINATION

b. ONE PCS FOR EACH RLT LOD. RLT-9-BLUE BEACH; RLT-7-RED BEACH.

24. LIMITATIONS

a. FISHING NETS AND SEAWEED POSES PROBLEM ON U.S. BEACH. EXTENDS 300 YARDS FROM SHORE LINE AND COVERS 650 OUT OF 750 YARDS OF APPROACH LANE. ROK MILITARY WILL ATTEMPT TO HAVE REMOVED PRIOR TO OPERATION. DEFINITE ANSWER WILL BE PROVIDED AT NEXT PLANNING CONFERENCE.

b. RUBBER TRACKS REQUIRED ON ALL TRACKED VEHICLES FOR MOVEMENT ON PAVED ROADS. CARE MUST BE EXERCISED ON LAND MOVEMENT TO PREVENT DAMAGE TO PADDIE WALLS AND DIKES.

c. AC BLT OBJECTIVE AREA HAS MANY MONUMENTS (NORMALLY FENCED) WHICH MUST BE AVOIDED.

25. ROKMC HELO LIFT REQUEST

a. TO POHANG ON D+2 OR D+3.

b. INCLUDES:

- (1) 500 PERSONNEL
- (2) 6 105's
- (3) 6 PRIME MOVERS

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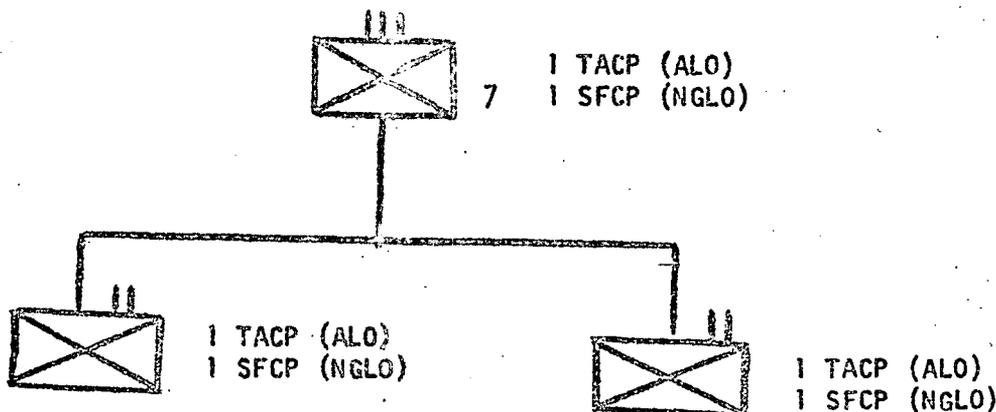
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- (4) 2 1/4T TRKS
- (5) 2 1/2T RADIOS
- (6) 1 1/4T AMB.
- (7) 3 JEEP MOUNTED 106 RA'S

- c. AGREED TO IN PRINCIPLE, LESS PRIME COVERS FOR 105'S.
- d. SPECIFIC LOCATIONS WILL BE PROVIDED NEXT CONFERENCE.
- e. ROKMC DESIRES EXTERNAL LIFT TRAINING. U.S. WILL PROVIDE HST FOR ACTUAL LIFT.

26. ROKMC ANGLICO SUPPORT REQUEST

- a. THREE TACP
- b. THREE SFCP
- c. ONE EACH LOCATED WITH 7TH ROKMC REGT AND TWO BNS AS SHOWN BELOW.



- d. TOTAL REQUIREMENT: 10 OFF, 30 ENL, ASSOCIATED VEHICLES AND RADIO EQUIPMENT.
- e. AGREED TO IN PRINCIPLE. WILL PROVIDE AS ASSETS AVAILABLE.

27. ROK TRUCK SUPPORT FOR USMC AC BLT

REQUESTED POSSIBLE ROK TRUCK SUPPORT TO AUGMENT AC BLT ASSETS AS ALTERNATE TO U.S. ARMY TRUCKS FOR MOVEMENT FROM TAEGU TO AOA. ROKMC WILL CONSIDER.

28. AC BLT TRUCK MOVEMENT FROM TAEGU TO AOA. ROKN WILL PROVIDE DETAILS OF HIGHWAY REGULATIONS AND RESTRICTIONS AT NEXT PLANNING CONFERENCE, INCLUDING AREAS WHERE AC BLT CAN DISMOUNT AND STAGE UPON ARRIVAL IN AOA.

29. ROKMC HAS MADE THE FOLLOWING REQUESTS:

- a. ONE ROKMC SQUAD (14 MEN) TO CONDUCT RECONNAISSANCE OF ASSAULT BEACH FROM ROK APD ON D-1 OR D-2.
- ✓ b. ONE ROKMC SQUAD TO CONDUCT AIR JUMP FROM U.S. C-130 ON D-1.

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c. ONE ROKMC PLATOON (CONSTRUCTIVE ROKMC COMPANY) FROM ILS AIRCRAFT ON D-DAY
(PRE H-HOUR). ROKMC TO PROVIDE PARACHUTES; USED TO FURNISH AIRCRAFT.

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ADDENDUM TO MEMORANDUM FOR THE RECORD, EXERCISE FLY-A-WAY
(SECOND PLANNING CONFERENCE)

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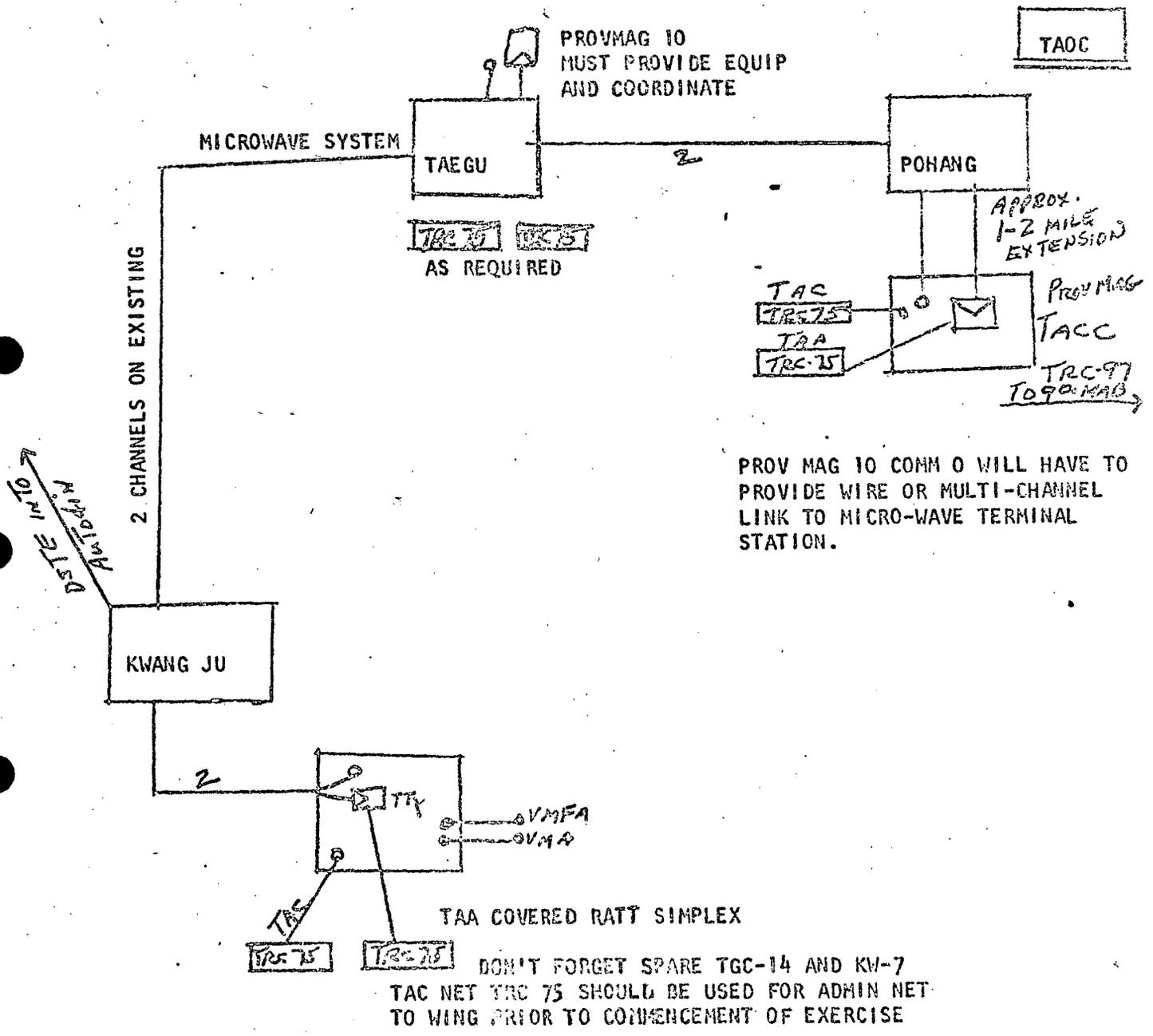
1. Communications facilities available Kwang Ju AB.
 - a. C.O. 2079th Comm Sqd - MAJ Oscar Hall
 - b. Base Comm Center - 300 Band DSTE terminal presently handles about 35 in and 15 out messages a day. Routing indicator RUAKOFA. Can handle comm guard for the two deployed squadrons. Will require releasing signature and access letters, pick-up authority. 3 or 4 Marine message center personnel could work in comm center, but augmentation is not required. Comm center has crypto repair capability.
 - c. Present planning is to request two circuits on existing micro-wave system from Kwang Ju to Taegu and then to Pohang. One voice and one TTY. Prov Mag 10 will have to supply teletype equipment and KW-7s at each location. We also plan to back this up with 2 HF circuits - the TAC net and TAA (HF RATT simplex). CTF 76 N-5 will obtain frequencies early in November - recommend Prov Mag 10 get some personnel and equipment into these locations ASAP and ensure that these two HF circuits will work. 2079th Comm Sqd has spare cable pairs and can extend the micro-wave voice and TTY circuits to the operations building. Hot lines can be provided from Operations center to Squadron ops. Citing of HF equipment will have to be coordinated with MAJ Hall - a log periodic antenna is available for use if required.
 - d. Air Command and Control Comm Prov Mag 10 Exercise Fly-a-way.

SEE ATTACHED (NEXT PAGE)

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PROV MAG 10 COMM O WILL HAVE TO PROVIDE WIRE OR MULTI-CHANNEL LINK TO MICRO-WAVE TERMINAL STATION.

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2. Movement of A BLT from Taegu into AOA by highway.

- a. Contact: LT PLATT, CNFK Supply Officer 293-3084/3711.
- b. Info Source: LTCOL FINCH J-4 UNC/USFK
- c. Info:

(1) Max size veh (loaded) - 60'L X 100'W X 13'H. Vehicles exceeding 12' in height, however, will not clear all obstacles.

(2) "Convoy" size - vehicles will maintain an interval of at least 100 meters between each vehicle.

(3) If both of the above conditions are observed, there are no further restrictions/requirements imposed. If, however, either of these conditions can not be observed, then there is a requirement to have an emergency vehicle (jeep) with radio communications both in the front and rear of the vehicle convoy column. Radio communications must be maintained between the two emergency vehicles and with emergency control points (Taegu and/or destination and/or others deemed necessary by the movement command).

(4) Although by meeting the above requirement, it is possible to move a convoy of any size, it is highly desired, in order to meet the intent of the law of not impeding civilian traffic flow, to move vehicles individually with the required 100 meter minimum interval and/or in small convoys with required emergency vehicles. The term "small" is not defined, but the intent is to keep interference with civilian traffic flow to a minimum.

3. USA Truck Augmentation for AC BLT Movement to AOA

- a. Contact: LT PLATT, CNFK Supply Officer 293-3084/3711
- b. Info Source: 25th Trans Gp, Seoul (Army) 293-3280/3118
contact SGT RIDDELL, TNO, Taegu (Army) 268-7812/7561 SSGT CRAWFORD
- c. Info:

(1) Twelve USA trucks with drivers (USA & ROK) will be provided.

(2) For movement to AOA and return only; not under OPCON of BLT for conduct of exercise.

(3) No cost or fuel required from USMC.

(4) Requires minimum of 48 hour notice prior to movement.

4. Customs Requirements:

- a. Contact: LT LOCKARD, 8TH Army Provost Marshall, Customs Div. 293-3592.

(1) Ref: SOFA - all equipment brought into Korea by, and solely for use of, US forces are not subject to customs or duty. This equipment must be removed from Korea by US forces. If any such equipment is not removed from Korea by US forces or is transferred from US forces custody, it becomes subject to customs and duty immediately at time of transfer.

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(2) Ref: UNC/USFK Policy Directive (PD) 7-32, enclosure 1 - "It is expressly understood that USFK imports which enter the ROK on MSTs, MAC, or US Government Bill of Lading shipments will not require additional certification since the shipments are, by the nature of their shipment, expressly for the use of USFK".

(3) According to LT LOCKARD, personnel arriving in ROK solely for the purpose of a joint training exercise fall into the same category as US property/equipment mentioned above, in that they are not subject to customs.

b. Contact: CAPT BEHM, Base Ops, USAF K-2 (Taegu) Korea 266-4803/4623

(1) Upon arrival in Korea all US forces personnel will be required to turn in a Duty Free Baggage Declaration, USFK Form 55. Copies of this form can be obtained in advance, filled out and signed enroute by each individual aboard the aircraft, and turned in collectively by Senior Off/NCO upon arrival at Taegu, Kwang Ju, etc. Upon departure, each individual and his baggage will be subject to search and inspection (including dog sniffing) for anti narcotics/hijacking.

c. Ref: Pacific Fleet Port Directory (CINCPACFLTINST 3128.6) - page 11-3-12, for PUSAN, KOREA, "No Customs clearance is required.

d. Discussion: If requirement exists to turn in USFK Form 55 for all personnel arriving in Korea by MAC airlift, this can be accomplished with little difficulty by obtaining sufficient copies for each port of debarkation prior to the exercise. However, if each person is subject to search prior to departing Korea by MAC airlift, considerable control and possibly delay problems may be encountered. Troops will have their weapons. Customs are not required for troops arriving/departing via ship, why, therefore, required for airlifts. CDR WILSON has contacted J-3 Ops, UNC/USFK for assistance in resolution of this problem. CDR WILSON recommends, if no satisfactory resolution via this channel, then problem will be brought to attention of CNFK for personal interest.

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TENTATIVE SCHEDULE OF EVENTS
FOR PROV MAG - 10 UNITS

5 NOV 1973	Site survey and CPX Pohang.
20 NOV 1973	Embark surface elements for 1st LST load to Pohang.
22 NOV 1973	Advance party airlifted Via C-111 and C-130 to Taegu - surface movement to Pohang.
23 NOV 1973	LST arrives Pohang - offload.
25 NOV 1973	Embark Iwakuni elements of PROV MAG-10 for Pohang.
27 NOV 1973	LST arrives Pohang - offload. Flight Ferry/Airlift personnel and equipment of VMFA-115 to Kwang Ju.
28 NOV 1973	Flight Ferry/Airlift personnel and equipment of VMA-211 to Kwang Ju.
28 NOV - 6 NOV 1973	Conduct PROV MAG training; employing all units and exercising all capabilities.
6 DEC 1973	Rehearsal Day.
8 DEC 1973	D Day.
9 - 12 DEC 1973	Ashore Phase - Anticipate passing control of Air ashore late D-Day or early D+1.
13 - 14 DEC 1973	Withdrawal/Backload.
14 DEC 1973	Finex/Critique.
30 DEC 1973	Post Exercise Reports Due to PROV MAG-10.

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ENCLOSURE (5)

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