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UNITED STATES MARINE CORPS
Marine Air Control Squadron 4
Marine Air Control Group 18
1st Marine Aircraft Wing
FPO San Francisco 96602

3:TEB:teb
5750
JAN 09 1976

From: Commanding Officer
To: Commanding Officer, Marine Air Control Group 18
(Attn: S-3)

Subj: Command Chronology for Period 1 July 1975 -
31 December 1975

Ref: (a) GruO 5750.1C

Encl: (1) MACS-4 Command Chronology

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

W. H. GANZ

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Command Chronology

TITLE PAGE

Marine Air Control Squadron Four

Marine Corps Air Station (H), Futema, Okinawa, Japan

1 July 1975 - 31 December 1975

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Part I

ORGANIZATIONAL DATA

1. Designation

Commander

Marine Air Control Squadron 4

LtCol Kenneth L. SCARBOROUGH 1 Jul-20 Aug
Maj William H. GANZ 21 Aug-31 Dec

Staff Officers	Period	Name
Executive Officer	1 Jul-25 Jul	Maj William H. ALLEN
	26 Jul-20 Aug	Maj William H. GANZ
	21 Aug-31 Dec	Maj Robert L. MATLOSZ
Operations Officer	1 Jul-13 Aug	Maj Mitchell STEINBERG
	14 Aug-31 Dec	Maj William J. GWALTNEY
Services Officer	1 Jul-10 Aug	Maj Michael A. STANKOSKY
	11 Aug-20 Aug	Maj Robert L. MATLOSZ
	21 Aug-31 Dec	Capt Richard F. WILLIAMS
Communications-Electronics Officer	1 Jul-21 Jul	Capt James A. SORLEY
	22 Jul-31 Dec	Capt Connie S. CHAVEZ
Administrative Officer	1 Jul-20 Aug	1stLt Thomas A. SANTOS
	21 Aug-31 Dec	WO-1 James C. TAYLOR
OIC Det "A"	24 Nov-18 Dec	Capt Richard J. CHOATE
	19 Dec-31 Dec	Maj William J. GWALTNEY
OIC Det "B"	26 Jul-30 Aug	1stLt Wendell D. CLEMONS

Subordinate Units

None.

Attached Units

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None.

2. Location

MACS-4	1 Jul-31 Dec	MCAS(H) Futema, Okinawa, Japan

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3. Average Monthly Strength

USMC		USN		Other	
Off	Enl	Off	Enl	Off	Enl
31	174	0	0	0	0

4. Important Visitors

7 Jul: Col HOWARD, G-3 1stMAW, visited the operational site and received a briefing.

14 Jul: Col MADERA, 1stMAW Inspector, visited MACS-4 and received briefings.

19 Jul: MajGen GOURLEY, CG 1stMAW, visited MACS-4 and was briefed on the Squadron's current status and operations.

15 Aug: LtGen GALLIGAN, USAF, toured the MACS-4 site and received a brief.

26 Aug: LtGen MCLAUGHLIN, CG FMFPac, and MajGen GOURLEY, CG 1stMAW, toured MACS-4 operational site and received a brief on the Squadron's capabilities.

4 Sep: BrigGen MEGAAR, ADC 3rdMarDiv, toured MACS-4 and received a brief.

17 Sep: LtCol MATSUYUMA plus four members of Headquarters Southwest Composite Air Division (JASDF) toured MACS-4 and received a brief.

18 Sep: Col INAGAWA plus four members of HQ SWCAD (JASDF) toured MACS-4 and received a brief.

25 Sep: BrigGen WHITE, AWC 1stMAW, visited MACS-4 and received a brief.

30 Sep: MajGen GOURLEY, CG 1stMAW, toured MACS-4 in preparation for the visit of LtGen JASKILKA, Assistant Commandant of the Marine Corps.

4 Oct: LtGen JASKILKA, Assistant Commandant of the Marine Corps, toured MACS-4 and received a brief.

14 Nov: Dr. POTTER, Under Secretary of the Navy, toured MACS-4 and received a brief.

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Part II

NARRATIVE SUMMARY

1. During the period 1 July 1975 to 31 December 1975, Marine Air Control Squadron 4 continued to operate from Marine Corps Air Station (H), Futema, Okinawa, Japan. The Squadron maintained an AN/TYQ-2, Tactical Air Operation Central and an AN/TYQ-3, Tactical Data Communications Central. Ground control intercept (GCI) training was completed in collaboration with VMA-513, VMFA-115, VMFA-232, VMA-211, H&MS-12, VMO-6, VF-194 (USN), VF-24 (USN), VA-153 (USN), VC-5 (USN), VA-215 (USN), 44th Tactical Fighter Squadron (TFS) of the 18th Tactical Fighter Wing (TFW) (USAF), 67th TFS and the 18th TFW (USAF). Additional controller training was gained through refueler operations with VMGR-152 and 376th Strategic Wing (SAC); air combat maneuvering (ACM) with VMFA-115, VMFA-232 in accordance with MAWTUPAC training syllabus, and ECM operations with aircraft from the 1st Special Operation Squadron (SOS) (USAF).

2. During the period 25 July 1975 to 30 August 1975 Detachment "B" deployed to participate in BLTEX 1-76 Operation SSANG YONG in the Republic of Korea. The exercise was designed to cross train and familiarize ROK Marine Corps personnel with USMC equipment, techniques and doctrine. In the conduct of the operation Detachment "B" completed a successful ship-to-shore movement and once ashore established an operational Early Warning/Control site. (See Part IV)

3. During the week of 3 November 1975 to 7 November 1975 MACS-4 participated in an air-to-air missile shoot with VMFA-115 and VC-5. AN AN/UPS-1 detachment was sent to Camp Schwab to compliment the primary controlling site at Futema. Excellent controller training and invaluable operational experience was gained during the shoot which utilized the total F-4 weapons system.

4. On 19 November 1975 Detachment "A" redeployed to NAS Cubi Point, Republic of the Philippines in direct support of 1st Marine Aircraft Wing fighter squadrons. A total of 176 GCI's were completed. (See Part IV)

5. MACS-4 has participated in an extensive AIC cross training program with 7th Fleet units to include Link 11 exercises, several controllers coming to MACS-4 for training and MACS-4 controllers going aboard 7th Fleet ships for training.

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6. MACS-4 continues to be the only U.S. GCI site on Okinawa and as a result, has sought to provide the best possible GCI service to all Navy, Air Force, and Marine squadrons based in or transiting the Okinawa area. Additionally MACS-4 has initiated an agreement with Kadena Approach Control to aid them in the safe and timely recovery of all aircraft working under MACS-4 control.

7. The operational readiness of the squadron has continued to improve due to the support of live flights from Navy, Air Force and Marine Squadrons, controller cross training, Link 11 exercises with 7th Fleet ships and ICDL with the TACC. Combined with deployments, intercept controller efficiency and TAOC crew capabilities have greatly increased.

8. Between 15 and 17 October 1975 MACS-4 was visited by the CG FMFPac Inspection Team. All areas inspected received satisfactory comments with noteworthy comments in the following areas; the production control system used in the communications maintenance shop; message center files; maintenance management procedures for communication equipment, the outstanding obligation file in relation to the validation of the outstanding obligation list; career development program; MCI completion rates and close order drill performed during the practical essential subjects test.

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Part III

SEQUENTIAL LISTING OF SIGNIFICANT EVENTS

1. Personnel

7 Jul: MSgt Jason D. WARREN received his 2000 Intercept Certificate from CMC.

2 Aug: Maj Mitchell STEINBERG received a letter congratulating him on being selected as "The Air Controller of the Year".

2 Aug: Cpl Leo C. LACHAT was meritoriously promoted to his present rank.

6 Aug: LCpl Gary A. SIBURT was selected as the MACS-4 Marine of the Month for July.

9 Aug: Sgt Harold E. COOK received a Letter of Appreciation from the CO, USS KITTY HAWK.

15 Aug: Maj Michael A. STANKOSKY was nominated for the Meritorious Service Medal by the CO, MACS-4.

1 Sep: Maj Mitchell STEINBERG was nominated for the Meritorious Service Medal by the CO, MACS-4.

2 Sep: Cpl Cliff "J" COOPER was meritoriously promoted to his present rank.

20 Oct: PFC Thomas M. KRELLER was selected as the MACS-4 Marine of the Month for October.

31 Oct: 2ndLt Thomas H. CLARK was selected as the MACS-4 Outstanding Company Grade Officer of the Month for October.

7 Nov: PFC Thomas M. KRELLER was selected as the MACG-18 Marine of the Month for November.

13 Nov: GySgt Thomas R. BAGSHAW received a Letter of Appreciation from CMC.

17 Nov: GySgt Thomas R. BAGSHAW received a Letter of Appreciation from the CG, 4thMAW/MARTC.

24 Nov: SSgt David A. DIXON was recommended by the CO,

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MACS-4 for a Certificate of Commendation.

26 Nov: GySgt Jerome H. WAREHAM received a Letter of Appreciation from the CG, 4thMAW/MARTC.

4 Dec: 1stLt James E. QUEEN was selected as the MACS-4 Outstanding Company Grade Officer of the Month for November.

5 Dec: GySgt Ronald J. DAVIDSON received a Certificate of Commendation from the CG, 3rdMAW.

5 Dec: 1stLt James E. QUEEN was selected as the MACG-18 Outstanding Company Grade Officer of the Month for November.

6 Dec: PFC Thomas M. KRELLER was selected as the 1stMAW Marine of the Month for November.

31 Dec: 1stLt Hershel G. CHRONISTER was selected as the MACS-4 Outstanding Company Grade Officer of the Month for December.

2. Administration

1 Jul-9 Jul: Sgt COOK went TAD to the USS KITTY HAWK for cross training.

11 Jul-30 Jul: SSgt DIXON went TAD to the USS GRIDLEY for cross training.

21 Jul-22 Jul: Maj GWALTNEY went TAD to Iwakuni to attend a MACG-18 OPSEC conference and a MAG-15 COPE Diamond brief.

26 Jul-27 Jul: MACS-4 Detachment "B" deployed to Korea for participation in BLTEX 1-76, Operation SSANG YONG.

20 Aug: Change-of-Command ceremonies were held when Maj GANZ relieved LtCol SCARBOROUGH as Commanding Officer of MACS-4.

29 Aug-30 Aug: MACS-4 Detachment "B" returned from the Republic of Korea.

4 Sep-23 Sep: 1stLt MAHER went TAD to the USS MIDWAY for AIC cross training.

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5 Sep- 14 Sep: SSgt MORRIS went TAD to the USS KITTY HAWK for AIC cross training.

14 Sep- 18 Sep: Maj GANZ and Maj GWALTNEY went TAD to Korea to observe Cope Jade.

23 Sep- 28 Sep: Maj GWALTNEY went TAD to Subic Bay, R.P. to attend the annual Navy AAW meeting.

15 Oct- 17 Oct: FMFPac Inspection Team visited MACS-4. All areas inspected received satisfactory or noteworthy comments.

19 Oct- 27 Oct: 1stLt REUTER, 1stLt SABOL and SSgt BOYLE went TAD to the USAF Air Control Site at Mangil-San, ROK in connection with VMFA-232 deployment.

21 Oct- 24 Oct: Capt CHOATE, Capt WILLIAMS, GySgt BAGSHAW and Sgt MCCOLL went TAD to NAS Cubi Point, R.P. for predeployment liaison with the Navy.

24 Oct- 5 Nov: GySgt BAGSHAW went TAD to the USS REEVES as primary air intercept controller due to a temporary shortage of Navy controllers aboard the ship.

24 Oct- 12 Nov: 1stLt CLEMONS went TAD to the USS REEVES as primary air intercept controller due to a temporary shortage of Navy controllers aboard the ship.

4 Nov- 17 Nov: Capt GOODWIN went TAD to the 314th Air Div (ROK) in connection with Focus Lens.

18 Nov- 23 Nov: Maj GANZ and Maj GWALTNEY went TAD to NAS Cubi Point, R.P.

19 Nov- 26 Nov: MACS-4 Detachment "A" redeployed to NAS Cubi Point, R.P.

17 Dec- 31 Dec: Maj GWALTNEY went TAD to NAS Cubi Point, R.P. to assume the duties as OIC of MACS-4 Detachment "A".

3. Intelligence. None

4. Training

1 Jul- 31 Dec: Total simulated GCI's 11. Total hours of crew training 9.7. Total manhours 32.7.

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1 Jul-31 Jul: No synthetic intercepts were conducted due to continued non-availability of the 15A19, for maintenance/supply reasons.

1 Aug-31 Aug: No synthetic intercepts were conducted due to continued non-availability of the 15A19, for maintenance/supply reasons.

1 Sep-30 Sep: No synthetic intercepts were conducted due to continued non-availability of the 15A19, for maintenance/supply reasons.

1 Oct-31 Oct: The 15A19 was available for a total of 4.5 hours. Operator training/Crew training was conducted for 2.5 hours, allowing a total of 8.5 manhours of training accomplished.

1 Nov-30 Nov: The 15A19 was available for a total of 7.2 hours. Operator training/Crew training was conducted for 7.2 hours, allowing a total of 24.2 manhours of training accomplished.

1 Dec-31 Dec: The 15A19 was not available due to maintenance/supply reasons and equipment deployed with MACS-4 Detachment "A".

5. Special Operations

8 Jul: MACS-4 Detachment "A" returned from NAS Cubi Point, R.P.

26 Jul-30 Aug: MACS-4 Detachment "B" participated in BLTEX 1-76, Operation SSANG YONG, in the Republic of Korea.

19 Oct-27 Oct: Two officers and one enlisted were detached to the USAF Air Control site at Mangil-San, ROK.

31 Oct-7 Nov: MACS-4 Dixicup "A" participated in a Missile X at Camp Schwab, Okinawa.

19 Nov: MACS-4 Detachment "A" redeployed, by air, to NAS Cubi Point, R.P.

6. Command Relationships/Command and Control

MACS-4	1 Jul-31 Dec	OpCon - MACG-18 AdCon - MACG-18

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MACS-4 Det "A"	1 Jul-8 Jul	OpCon - MACS-4 AdCon - VMFA-232
	19 Nov-	OpCon - MACS-4 AdCon - MACS-4
MACS-4 Det "B"	26 Jul-30 Aug	OpCon - MACS-4 AdCon - 1stMAW Det "A"

7. Equipment

15 Oct: Received one AN/TPS-22

8. Logistics. See Page 12

9. Community Relations. None

10. Communications. None

11. Activations/Deactivations/Redesignation. None

12. Air Control

1 Jul-31 Dec: Total GCI's: Attempted 922, Completed 865

The following is a breakdown of the GCI's, attempted and completed, flown by Marine, Air Force and Navy squadrons.

Marine		Air Force		Navy	
Att	Comp	Att	Comp	Att	Comp
673	638	71	70	178	157

1 Jul-31 Dec: MACS-4 conducted Link 11 and ICDL with the TACC and various Naval ships.

1 Jul: ICDL operations were conducted with the TACC for 1.0 hours.

7 Jul: ICDL operations were conducted with the TACC for 5.7 hours.

5 Aug-8 Aug: ICDL operations were conducted with the TACC for 21.0 hours.

17 Aug-21 Aug: ICDL operations were conducted with the TACC for 25.5 hours.

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6 Oct: Link 11 operations were conducted with the USS WORDEN and USS MIDWAY.

9 Oct-10 Oct: ICDL operations were conducted with the TACC for 8.4 hours.

16 Oct: ICDL operations were conducted with the TACC for 2.5 hours.

23 Oct-24 Oct: ICDL operations were conducted with the TACC for 4.0 hours.

13. Air Defense. MACS-4 personnel participated in two deployments to NAS Cubi Point, R.P., one deployment to the Republic of Korea and Exercises Cope Diamond, Cope Jade and Focus Lens.

14. Awards

7 Dec: Maj MATLOSZ was presented the Navy Achievement Medal.

15. Casualties

5 Dec-8 Dec: Cpl Robert H. SHEHANE was injured in an automobile accident and was admitted into the U.S. Army Hospital Kuwae, Okinawa, Japan for treatment and was later Medivac to CO, MBNB Pearl Harbor, HI.

5 Dec-14 Dec: Cpl Michael S. HOLLAND was injured in an automobile accident and was admitted into the U.S. Army Hospital Kuwae, Okinawa, Japan for treatment. Later returned to MACS-4 for duty.

31 Dec: 2ndLt Thomas H. CLARK was admitted into the U.S. Army Hospital Kuwae, Okinawa, Japan for routine surgery to remove lamina and disc in the back.

16. Motor Transport

1 Jul-31 Dec: MACS-4 vehicles traveled 41,550 miles and used 6,685.51 gallons of diesel fuel and 3,906.08 gallons of Mogas.

10 Jul: One M35A2C was turned into MABS-36 for repair.

17 Jul: One M35 was turned into WERS-17 for repair.

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18 Jul: One M37 was received from MABS-36.

7 Aug: Received one jeep for the AN/MRC-135.

15 Aug: One M37 was turned into MABS-36 for repair.

26 Sep: One M35 was turned into MABS-36 for repair.

8. Logistics

a. Embarkation

(1) Embarked three C-130 loads to Taegu, Korea, and returned to Futema, Okinawa, for a total of 116 short tons during July and August 1975.

(2) Embarked nine C-130 loads to NAS Cubi Point, Republic of the Philippines, during November 1975 totaling 69 short tons.

b. Motor Transport and Utilities sections tasked with off-load and transportation support of MACG-18 embarkation to MCAS (H), Futema, Okinawa, Japan, September 1975.

c. FSMAO inspection for Logistics (Motor Transport, Engineering, and Supply) conducted from 3 Sep to 30 Sep 1975.

d. Utilities section tasked with supporting TACC with tactical power during Sep 1975. Further air conditioner maintenance support tasked during Dec 1975.

e. Maintenance Management system reorganized at the Squadron level 1 Oct 1975, to provide closer management supervision of maintenance assets and records.

f. The Utilities and Motor Transport sections were consolidated at the Squadron level on 1 Nov 1975.

g. MACS-4 Compound buildings painted by Camp BUTLER Maintenance System during Dec 1975.

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Part IV

SUPPORTING DOCUMENTS

Appendix I

After Action Report, BLTEX 1-76

Appendix II

Letter of Instruction (LOI), for the planned deployment of MACS-4, Detachment A to NAS, Cubi Point, R.P.

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MARINE AIR CONTROL SQUADRON 4
Marine Air Control Group 18
1st Marine Aircraft Wing
FPO San Francisco 96602

3:WDC:jfb
3500
16 September 1975

From: Commanding Officer
To: Commanding Officer, Marine Air Control Group 18

Subj: After Action Report, BLTEX 1-76

Encl: (1) Planning Summary, Alternative A
(2) Planning Summary, Alternative B
(3) MACS-4, Letter of Instruction for BLTEX 1-76

1. Introduction

a. During the period 25 July - 30 August 1975, Marine Air Control Squadron-4 deployed a TAOC detachment, Detachment Bravo, to participate in BLTEX 1-76, Operation SSANG YONG.

b. The exercise was to be conducted in two distinct phases. Phase I (3 August - 18 August 1975) was dedicated to cross-training and familiarization of Republic of Korea Marine Corps personnel with United States Marine Corps equipment, techniques and doctrine. Phase II (20 August - 26 August 1975) consisted of a joint amphibious assault by one USMC BLT and one ROKMC BLT.

2. Planning

a. Informal planning began in early June 1975 when MACS-4 was tasked with providing a TAOC detachment to participate in the exercise.

b. Formal planning was initiated on 22 June 1975, when MACS-4 Det OIC attended a joint conference aboard the USS DENVER in Pusan, ROK. Information required by the detachment to begin detailed operational planning was not presented during this conference.

c. Detailed planning for deployment began during the first week of July 1975, when the Detachment OIC and AOIC were directed to submit two alternative plans for detachment configuration to the Commanding Officer for determination of detachment composition. The two alternatives were as follows:

(1) Alternative A: This alternative was to utilize the SOG shelter and function during both Phase I and Phase II as an alternate TACC/TADC (non-automated) for the Wing Det OIC. (See enclosure (1))

(2) Alternative B: This alternative was to provide a fully mobile (truck-mounted) Early Warning/Control Site, capable of ship-to-shore movement and rapid emplacement for operations during Phase II. (See enclosure (2))

APPENDIX I
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d. On 3 July 1975, Alternative B was tentatively adopted and detailed planning for deployment continued.

e. On 12 July 1975, Alternative A was dropped and Alternative B selected as the detachment configuration.

f. A conference was held at MCAS, FUTEMA, on 20 July 1975 between 1st MAW, MACS-4 and MASS-2 representatives to discuss the status of planning for the deployment. It was apparent that all operational planning was at a stand-still pending receipt of the CATF Operation Order. MACS-4 Detachment OIC was tasked to contact the TACRON, obtain a copy of the CATF OpOrder, and receive answers to specific questions vital to the conduct of air operations during the exercise.

g. The TACRON was contacted on 23 July 1975 aboard the USS DENVER in Yokosuka, Japan. One copy of the CATF OpOrder and information on air space and frequency assignments were obtained.

h. The MACS-4 Letter of Instruction was published on 24 July 1975. (See enclosure (3))

i. On 28 July 1975, all information received from the TACRON was presented to the Wing Det OIC.

j. On 1 August 1975, TACRON arrived at P'Ohang, ROK and a planning conference was held.

k. Detailed planning between Wing Detachment units and TACRON ended 2 August 1975 when authority to utilize air space from 4 August - 13 August 1975 was obtained.

3. Logistics

a. Upon final notification of acceptance of Alternative B, on approximately 12 July 1975, logistics planning was formalized.

(1) Transportation requirements were identified and liaison was made with USAF for airlift to P'Ohang, Korea, during periods 25 August - 30 August 1975. However, due to airfield conditions, non-availability of support equipment, i.e. K-loaders and forklifts, USAF authorities selected Taegu Air Base for point of destination.

(2) Logistic support requests were submitted to LSU 2/9 for support of POL requirements throughout the BLTEX. Additionally, shipboard loading requirements for Phase II's amphibious assault were discussed and planning initiated.

(3) Equipment support was requested from the 1st MAW for one M35A2C truck and one M-105 trailer which were not held by this unit at the time of the deployment.

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(4) Supply support requirements for 175 cases of C-rations, camp equipment, 782 gear and maintenance float/consumable repair items were placed on immediate requisition.

(5) Motor transport was tasked with the preparation of all vehicles for prolonged useage in various types of terrain, i.e., high speed convoy, rough terrain and amphibious landing. This preparation included a complete PM, brake inspection/replacements and fording equipment installation.

(6) All equipments required for the deployment were identified by serial number and maintenance was started. This was to include the AN/TYA-9, AN/GRM-98, AN/UPS-1, two PU-711 generators and all vehicles.

b. Phase I

(1) Phase I logistics planning and execution began on 24 July 1975 with vehicle loading and staging for initial convoy to Kadena AFB on 26 July 1975. Upon arrival at Kadena, contact was made with the Air Force Airlift Command Element (ALCE) for equipment staging for flight. All vans were off loaded and palletized, equipment weighed and center of gravity was determined for each load.

(2) Of the six flights required to transport this detachment to Korea, the first four departed on 26 July 1975 and the remaining two on 27 July 1975. All vehicles and storage drums were fueled by the 6168th Air Base Support unit Taegu AFB. Fresh water was obtained from the base purification plant prior to convoying to P'Ohang.

(3) Upon arrival at P'Chang, contact was made immediately with LSU to define POL/fresh water resupply procedures. However, due to shipping problems encountered by LSU, the MACS-4 Det was unable to receive diesel/fresh water support until 1 August 1975, and furthermore was restricted from obtaining 30 weight oil until 16 August 1975. Until the time LSU was capable of supporting Wing Detachments, MACS-4 Detachment supplied the MASS-2 Detachment with 40 gallons of diesel and HMM-164 with one case of C-rations and obtained fresh water resupply from Marine Liaison at P'Chang.

(4) Embarkation planning was finalized with LSU for loading aboard the USS MOBILE (LKA-115) as part of the amphibious assault during Phase II. Ships loading plan and serial assignments were made for each vehicle and its' tow load.

c. Phase II

(1) At 0715, 20 August 1975, Detachment Bravo convoyed to the beach staging area for loading aboard the USS MOBILE. Unfortunately, due to incomplete planning at the embarkation point, many delays and problems were encountered. Detachment Bravo's first load was loaded aboard on

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LCM-8, dispatched to the USS MOBILE, circled in the waters, and returned to the beach because it was loaded out of sequence. Ultimately, all five vehicles with their tow loads were loaded aboard LCM-8's and transported to the USS MOBILE. The last load was placed aboard the ship at 0400, 21 August 1975.

(2) During loading, the only problem encountered was when a vehicle struck the bulkhead while being lowered into the ships hold, breaking the left rear turnbuckle on the bed of the truck.

(3) Disembarking from the USS MOBILE, the following problems were encountered:

(a) The M-149 water tank was tipped over when it was lowered into an LCM-8 damaging the water tank and spilling all but approximately 20 gallons of water.

(b) An M35A2C truck was lowered into an LCM-8 after an M-105 trailer. Due to rough sea conditions, the truck was placed upon the tongue of the trailer, severing all pneumatic and electrical lines of the trailer.

(c) The antenna case of the AN/UPS-1, which was strapped upon another M-105 trailer, had broken supporting rungs which was caused by abusive handling and being struck by the cross members of ships loading sling.

(d) Two 55 gallon storage drums were banded to a PU-711 generator. During transfer from the USS MOBILE to the LCM-8, the banding broke, causing the drums to break free. However, no damage was incurred. After landing on the beach, the two drums of fuel were given to LSU as previously requested by the LSU commander, in order to help fulfill his fuel requirements.

(4) After landing ashore, an M35A2C truck was disabled after a short movement inland. Contact was made with LSU via the TAC Log for supply support and repair of the M35A2C truck which had a broken steering gear box. At 0800, 25 August 1975, a contact team from LSU arrived at the site of the broken vehicle but could be of no assistance and returned to their unit.

(5) Conformation of the exercise's completion was received at 1430, 25 August 1975. A determination was made to leave three security personnel with the disabled vehicle while the rest of the detachment returned to Taegu AB the following day.

(6) At 0925, 26 August 1975, Detachment Bravo, minus the broken vehicle convoyed approximately 60 miles to Taegu, arriving there at 1200.

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Air Force and Army units in the Taegu area were queried to provide assistance in returning the disabled vehicle. However, no assistance was available. At 1500, 26 August 1975, two of Detachment Bravo's vehicles (M35A2C) were unloaded and dispatched back to the site of the disabled vehicle in order to retrieve it. All vehicles returned to Taegu AB at 0300, 27 August 1975.

(7) Staging for the airlift backload to MCAS (H) Futema began 28 August 1975. All vehicles and equipments were prepared prior to loading aboard Air Force aircraft. Aircraft loading commenced at 1200, 29 August 1975 and was completed with the last load arriving at MCAS (H) Futema at approximately 2400, 30 August 1975.

d. Logistics Summary:

Departed MCAS (H) Futema, Okinawa: 26 July 1975
Returned MCAS (H) Futema, Okinawa: 30 August 1975
Total time equipment operational: 23 days
Total C-rations consumed: 133 cases
Total diesel consumed: 1546 gallons
Total oil consumed: 30 gallons
Total GAA consumed: 5 gallons

4. Operations, Phase I

a. During the first phase of BLTEX 1-76 the Detachment was tasked to perform the following functions:

(1) Provide familiarization training to selected ROK Marine Corps Officers and SNCO's on the TAOC.

(2) Provide flight monitoring of exercise aircraft within the AOA.

(3) Provide and operate an Air Defense Coordination net with the USAF Combat Reporting Center (CRC), Pal Gong San, ROK.

b. Chronology of operations:

27 July - The detachment arrived in P'Ohang, ROK, tentage was errected, camp lighting installed and vehicles were positioned.

28 July - All equipment cabled and power applied. Guard assignments made and all hands received guard school.

29 July - All equipment operational with the exception of the AN/TYA-9. No contact was made with MACS-4 using the HF Net. Assistant OIC Det Bravo was sent to Taegu to coordinate with USAF CRC and Taegu Sector Controllers.

30 July - All equipment operational. AN/UPS-1 was tracking multiple

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targets in excess of 90 miles. A "long wire" antenna for the HF Administrative Net was constructed. However, no contact was made on this net with MACS-4. MARLOG flight arrived at P'Ohang with advance party of HMM-164 Det. Det Bravo assisted them in moving their equipment to their assigned area. Assistant OIC, Det Bravo returned from Taegu.

31 July - All equipment operational. Communications established with MACS-4 on HF Administrative Net.

1 August - Problems were experienced in AN/TYA-9 with all other equipment operational. Lt.Col. LEE, ROKMC Aviation Detachment Commander and Maj. LEE, ROKMC, 1st ROKMC Division ANGLICO Commander toured site. MARLOG flight arrived with mail and pay. Det Bravo assisted "E" Btry, 2/12 in moving their personnel to assigned area.

2 August - Problems still present in AN/TYA-9 with all other equipment operational. Det Bravo OIC coordinated with USAF TACC, Osan, ROK, to secure exercise air space for the period 4 August - 13 August 1975.

3 August - The equipment status was the same as 2 August 1975 with the AN/TYA-9 problem now intermittent. Sent Assistant OIC, Det Bravo, to Taegu to obtain the frequency for the Air Defense Coordination Net and to insure that NOTAMS relating to exercise air space had been published.

4 August - All equipment operational except for the intermittent problem with the AN/TYA-9. Training of ROKMC personnel commenced. No communication was established with MACS-4 on HF Administrative Net.

5 August - All equipment operational, with the exception of console #1 in the AN/TYA-9. Conducted training of ROKMC personnel. No communication was established with MACS-4 on HF Administrative Net. Brig.Gen. MEGARR, USMC, Assistant Division Commander, 3rd Marine Division toured Det Bravo area.

6 August - All equipment operational. Conducted training of ROKMC personnel.

7 August - All equipment operational. Conducted training of ROKMC personnel. Received information that the USAF CRC, Pal Gong San, ROK, HF radio could not transmit but was receiving Det Bravo transmissions on the Air Defense Coordination Net. The MARLOG flight arrived with mail and equipment for the detachment.

8 August - All equipment operational. Conducted training of ROKMC personnel.

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9 August - All equipment operational. The AN/UPS-1 began leaking oil from the pedestal base. A careful watch was maintained on this equipment for the remainder of the day and no further problems appeared.

10 August - AN/UPS-1 went down due to a damaged feed horn. Damage was apparently caused by a high voltage arc that ignited oil vapors from the oil which seeped into the feed horn assembly. MACS-4 notified via the HF Administrative Net and an entire type I antenna with pedestal was requested to replace damaged parts. All other equipment operational. USAF CRC, HF radio non-operational. Air Defense Coordination Net changed to UHF.

11 August - All equipment operational except the AN/UPS-1. Conducted training of ROKMC personnel.

12 August - Equipment status same as 11 August.

13 August - Equipment status same as 11 August. Conducted training of ROKMC personnel.

14 August - Equipment status same as 11 August. MARLOG flight arrived with 2 man "contact team" for AN/UPS-1 repair, mail, paychecks, and replacement parts.

15 August - Equipment status same as 11 August. OIC, AOIC, and Radar NCOIC attempted to make reconnaissance of Phase II operational site. Unable to make reconnaissance due to bad roads. Returned to site.

16 August - All equipment operational.

17 August - All equipment operational. High winds in the late afternoon required the lowering of the AN/UPS-1 and AN/GRC-135 antennas. Heavy rains and high winds lasted into the early morning hours.

18 August - AN/UPS-1 antenna remained lowered from previous day. All other equipment operational. Phase I air support ceased at 1430. Detachment began preparation for embarkation aboard the USS MOBILE.

19 August - All equipment secured except for 1 GP tent, 1 GP tent, and personal effects. Radar "contact team" and 2 MTDS personnel returned to Taegu for MARLOG flight to Okinawa. Received two replacement MTDS personnel.

20 August - Convoyed to beach for embarkation aboard USS MOBILE.

5. Operations, Phase II

a. During the second phase of BLTEX 1-76, the detachment was tasked to perform the following function:

ENCLOSURE (5)

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(1) Conduct an amphibious landing of all equipment and personnel.

(2) Advance inland and set up and operate an Early Warning/Control Site in support of the exercise.

b. Chronology of operations:

21 August - USS MOBILE underway.

22 August - R-day. Rehersals were conducted.

23 August - Originally scheduled as D-day. Heavy seas and high winds forced a 24 hour postponement of H-hour.

24 August - H-hour went at 0900 despite continuing heavy seas. At 1300 off loading was temporarily secured aboard the USS MOBILE due to sea and beach conditions. At 1600 off loading was resumed. The detachment began debarkation at 1700 and by 1850 all equipment/personnel were ashore. The detachment advanced approximately 3 1/2 miles inland, before being forced to hald due to mountainous terrain, poor roads, and darkness.

25 August - At 0600 movement inland was resumed. One vehicle was disabled with a broken steering gear box, and was left behind with a detachment of three men to provide security. The convoy arrived on site at approximately 0730, but delayed set up pending confirmation that air operations for the exercise would not be cancelled at 1200 that day. At 0930 the Wing Det OIC confirmed that air operations would continue until 1200 the next day, and equipment set up began. By 1345 all equipment was operational with the exception of console #1 in the AN/TYA-9. At 1430 OIC Det Bravo was notified that all air operations for the exercise would cease at 1700 that day. At 1700, the detachment began preparing for retrograde to Taegu.

26 August - At 0925 the detachment, minus the disabled vehicle, water trailer and the three man security team, departed the site for Taegu. After unseccessful attempts to obtain repair parts and/or immediate wrecker assistance, two vehicles from the detachment were sent back to the site of the disabled vehicle to tow it and the water trailer back to Taegu. The towing operation was completed at 0300.

27 August - All detachment personnel and equipment staged at Taegu in preparation for retrograde to MCAS (H) Futema, Okinawa.

6. Operational summary, Phase I

a. All flights controlled by the detachment during Phase I were flight monitoring of CAS only, and no GCI's were conducted. RIO information was maintained on all USMC aircraft within the AOA for tactical exercise purposes. All aircraft were required to remain VMC when in the AOA.

ENCLOSURE (5)

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Flight operations were as follows:

Date	Hours Operational	Flights Flown	A/C Type	Remarks
3 Aug	NONE	0		
4 Aug	9	0		AN/TYA-9 down
5 Aug	10	3	F4/A4	
6 Aug	11	3	F4/A4	
7 Aug	11	4	F4/A4/AV8	
8 Aug	11	3	F4/A4	
9 Aug	9	2	F4/A4	
10 Aug	11	3	F4/A4	Note #1
11 Aug	10	3	F4/A4	Note #1
12 Aug	10	2	F4/A4	Note #1
13 Aug	10	3	F4/A4	Note #1
14 Aug	10	4	AV8	Note #1
15 Aug	4	1	AV8	Note #1
16 Aug	10	4	AV8	
17 Aug	8	5	AV8	
18 Aug	7	3	AV8	Note #1
	141	43		

Note #1: AN/UPS-1 down, advisory control only.

b. In addition to flight operations, the Detachment conducted training for ROKMC Officers and SNCO's. A summary of training given to ROKMC personnel is as follows:

Date	Class	No. of Classes	Total Hours	Total Attend
4 Aug	Introduction to the Mission of Marine Air Control Squadron	3	6	14
5 Aug	AN/TYA-9 and Universal Console	3	6	17
6 Aug	Surviellance, Detection and Tracking	2	4	14
7 Aug	TAOC Communications Nets and Crew Positions	2	4	12
8 Aug	Basic Intercept Theory	3	4.5	12
11 Aug	TAOC System Configurations	2	3	10
13 Aug	Review of the Marine Air Control Squadron	1	1.5	4
		16	29	

7. Operational summary, Phase II

a. During Phase II, the detachment conducted a successful ship-to-shore movement despite poor sea/beach conditions.

b. Once ashore, the detachment advanced approximately 7 1/2 miles inland, and established an operational Early Warning/Control Site. This movement was completed expeditiously despite damage sustained to vehicles during debarkation and exceedingly poor roads compounded by mountainous terrain.

ENCLOSURE (5)

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c. Upon arrival at the site, the detachment became fully operational within a period of 4 hours and 15 minutes.

d. Due to cancellation of exercise aircraft, no flight operations were conducted by the detachment during this phase.

8. Training. Excellent experience was gained by detachment personnel in embarkation and deployment of an Early Warning/Control Site, and because of the field conditions, all sections were able to gain invaluable knowledge about field maintenance. During Phase II, the detachment received valuable training in amphibious operations and ship-board life, an opportunity rarely available to MACS personnel. Motor transport personnel in particular, had to drive their vehicles under all types of terrain and road conditions, varying from sandy beaches to narrow mountain trakcs.

9. Lessons learned/Problems encountered

a. Item: Lack of coordinated planning between TACRON and 1st MAW units.

Discussion: As previously addressed in this report (paragraph 2) difficulty was experienced in obtaining guidance from the TACRON concerning air operations in support of the exercise. No copy of the CATF OpOrder was available to the 1st MAW prior to deployment. When a copy of this OpOrder was finally obtained, the Air Annex proved to be incomplete and/or inaccurate in certain areas and had to be subsequently ammended and changed by message in order to correct the deficiencies.

Recommendation: A Wing Detachment representative should be assigned to the TACRON staff for coordination purposes throughout the planning phase.

b. Item: Language barrier encountered during training of ROKMC personnel.

Discussion: Training committments were for one subject to be taught each day to 3 separate classes. Classes ranged in size from 4 to 7 individuals, and were 1 to 2 hours in duration. The ROKMC Officers and senior SNCO's were generally eager and enthusiastic students. Instruction was hampered, however, by language difficulties. These problems were even more pronounced among the junior SNCO's, who rarely spoke any English

Recommendation: The language problem was never totally overcome. It could be minimized however by speaking slowly and distinctly, avoiding complex sentence structure and vocabulary, and using visual aids. Generally, a portion of the lesson would be taught to the individual that possessed the best knowledge of English, and he in turn would translate that portion into Korean for the other students. The next portion of the lesson would then be taught, translated, and so forth, until the class was concluded.

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c. Item: Inadequacy of wooden tent pegs.

Discussion: Due to the extremely rocky terrain of Korea, the wooden tent pegs normally supplied with tentage would constantly break or split while erecting the tentage. During rainy and windy weather conditions, the tent pegs would pull out of the ground.

Recommendation: Sufficient engineer stakes should be provided to accommodate each "guy" line on a tent and short metal stakes should replace the short wooden stakes used for securing tent flaps.

R. L. MATLOSZ
Acting

ENCLOSURE (5)

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3500
16 September 1975

PLANNING SUMMARY, ALTERNATIVE A

1. Mission. To utilize the SOG shelter and function during both Phase I and Phase II as an alternate TACC/TADC (non-automated) for the Wing Det OIC

2. Estimated personnel requirements

Operations - 8
Comm Maint - 3
Op Comm - 2
TDSM - 4
Radar - 3
Utilities - 3
Motor Trans-10

Total personnel - 33
Total days operation - 35
Total rations required - 288 cases

3. Estimated equipment requirements

Equipment	Qty	Remarks
Crane, Anthony	1	
AN/UPS-1	1	w/sling and ladder
AN/GRM-48	1	w/sling and ladder
AN/TYA-9B	1	w/sling and ladder
SOG A	1	
SOG B	1	
MC4V20 A/C	2	
PU-711	4	
M-149, Trailer, water	2	
M-105, Trailer	2	Antenna for AN/UPS-1
M-35, 6x6, Truck	9	
AN/PRC-77 VHF	2	VHF w/antenna
AN/TRC-75 HF	4	HF w/antenna
AN/GRC-135 UHF	3	UHF w/antenna
Cots	33	
Sleeping bags	33	
Rations "C" (cases)	288	
Tent, GP	3	
Desk, field	3	

4. Vehicle loading and estimated airlift requirements

Vehicle	Load	Tow
1	AN/UPS-1	M-105/Antenna
2	AN/TYA-9B	PU-711
3	SOG #1	PU-711
4	SOG #2	PU-711
5	AN/GRM-48	PU-711
6	Comm Equip	None

ENCLOSURE (1)
ENCLOSURE (5)

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Vehicle	Load	Tow
7	A/C & Tents	M-105
8	Cots/sleeping bags/rations/ seabags	M-149
9	15 Personnel	M-149
10	Crane	

Airlift requirements - 13 Aircraft
Tonnage - 80 st.

5. Estimated operational requirements

a. Communication nets:

Title	Propagation	Use
Guard	UHF	Emergencies
TAD	UHF	Flight follow as req., BDA
TATC	UHF	Flight follow as req., BDA, RIO
TATCC	HF/VHF	H/O, Coordination
AAW(R)	HF/VHF	Surviellance reporting
TACmd	HF/VHF	Cmd dir., Coord., status rpt
LFCmd	HF/VHF	" " " " "
TAA	HF/VHF	Schedules, Frags, general info.
SAR	UHF	A/C Emergency, activate as req.
SAR	HF	A/C Emergency, activate as req.

*some nets may be combined, dependent on volume of traffic

b. Crew positions:

LFA (Not MACS personnel)
SAC
TATC
ASC
ADC/TC

ENCLOSURE (1)
ENCLOSURE (5)

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3500
16 September 1975

PLANNING SUMMARY, ALTERNATIVE B

1. Mission. To provide a fully mobile (truck-mounted) Early Warning/Control Site, capable of ship-to-shore movement and rapid emplacement for operations during Phase II.

2. Estimated personnel requirements

Operations - 5
TDSM - 2
Radar - 3
Op Comm - 1
Comm Maint - 2
Utilities - 2
Motor Trans- 5

Total personnel - 20
Total days operation - 35
Total rations required - 175 cases

3. Estimated equipment requirements

Equipment	Qty	Remarks
AN/UPS-1	1	w/sling and ladder
AN/TYA-9	1	w/sling and ladder
AN/GRM-98	1	w/sling and ladder
AN/GRC-135 UHF	3	UHF w/antenna (2)
AN/PRC-77 VHF	2	VHF w/antenna (2)
AN/TRC-75 HF	2	HF w/antenna (2)
M-35, 6x6, Truck	5	
PU-711	2	w/(4) 55 gal. drums, and pump
M-149, Trailer, water	1	
M-105, Trailer	2	
Tent, GP	2	
Tent, CP	1	
Desk, field	2	
Cots	20	
Sleeping bags	20	
Rations "C" (cases)	175	

4. Vehicle loading and estimated airlift requirements

Vehicle	Load	Tow
1	AN/UPS-1	M-105/Antenna
2	AN/TYA-9	PU-711
3	AN/GRM-98	PU-711
4	Rations/Tentage	M-105 w/comm equip,
5	Personnel	M-149

ENCLOSURE (2)
ENCLOSURE (5)

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Aircraft requirements - 6 Aircraft
Tonnage - 58 st

5. Estimated operational requirements

a. Communication nets:

Title	Propagation	Use
Guard	UHF	Emergencies
TAD	UHF	Flight follow as req., BDA
TATC	UHF	Flight follow as req., BDA, RIO
TATCC	HF/VHF	H/O, Coordination.
AAW(R)	HF/VHF	Surviellance reporting

*some nets may be combined, dependent on volume of traffic

b. Crew positions:

SAD
SO/ATATC
TATC

ENCLOSURE (2)
ENCLOSURE (5)

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Marine Air Control Group 18
1st Marine Aircraft Wing
FPO San Francisco, Ca., 96

3:WDC:jfb
3500
24 July 1975

From: Commanding Officer
To: Personnel Concerned

Subj: Letter of Instruction for BLTEX 1-76

Encls: (1) Personnel for Deployment
(2) Personal Gear for Deployment
(3) 782 Gear Required for Deployment
(4) Schedule of Events

1. Purpose. To promulgate information and instructions for Detachment "B", MACS-4, in support of BLTEX 1-76.

2. Training Objectives. The following training objectives apply:

a. Conduct operations in support of BLTEX 1-76.

b. Provide training in deployment of an Early Warning/Control Site to include:

(1) Proper planning and coordination.
(2) Field operations and management.
(3) Site selection and equipment positioning.
(4) Amphibious operations.

c. Provide training in the employment of an Early Warning/Control Unit, to include:

(1) Officer positions and responsibilities.
(2) Operator positions and responsibilities.
(3) Technical training for Radar, Communications Maintenance, and Tactical Data Systems personnel.
(4) Responsibilities and duties during amphibious operations.

d. Provide all personnel with experience in instructing other units in the use of the AN/UPS-1 radar system, and the AN/TYA-9 operator group. Familiarization training will also be conducted for communications equipment.

3. Instructions. The following instructions will remain in effect for the duration of the deployment:

a. Billeting.- The detachment will be self-sufficient, and will provide it's own billeting for both phases of the deployment.

Enclosure (3)
ENCLOSURE (5)

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3120
24 July 1975

Subj: Letter of Instruction for ELTEX 1-76

b. Messing - Two hot meals per day will be provided by BLT 2/9 during Phase I. C-rations will be used for the third meal. Messing for the Phase II period will be entirely C-rations.

c. Medical and Dental - A corpsman will be available at MASS-2 DET. A MEDEVAC helicopter will be available for the transfer of personnel with serious medical problems to the nearest hospital. Immediate dental problems will be handled by the dentist attached to BLT 2/9.

d. Liberty - Liberty instructions will be promulgated by the detachment OIC after arrival at the operational area.

e. Mail - MARLOG flights will be scheduled into the operational area, and will deliver mail during Phase I. It is not anticipated that mail will be delivered during Phase II. Outgoing mail will be delivered to BLT 2/9 for processing.

f. Pay - A courier will be designated by the Squadron Commander to deliver pay checks to the operating area. Check cashing facilities will be available by BLT 2/9, as will money exchange services.

g. Logistic Resupply - The detachment will be self-sufficient, and no resupply is envisioned. If the situation dictates, equipment and parts may be flown in by MARLOG from the parent organization.

h. Purchase of Merchandise - All personnel will check with the detachment OIC or NCOIC before purchasing large items. Additional space for large items will be limited when embarking back to the MCAS (H) Futema area.

K. L. Scarborough

K. L. SCARBOROUGH

Copy to:
CO, MAGG-18

Enclosure (3)
ENCLOSURE (5)

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24 July 1975

PERSONNEL FOR DEPLOYMENT

RANK	NAME	SECTION	SSN/MOS
**1stLt.	CLEMONS, W.D.	OPS	566384856/7210
1stLt.	SCHMAUS, G.K.	OPS	562647080/7210
*Sgt.	BARTHOLOMEW, J.F.	OPS	477465015/7234
Cpl.	BRIDGES, W.K.	OPS	527115748/7234
Cpl.	TAVINER, R.W.	OPS	353428180/7234
**CWO3	MCDAVID, E.L.	Comm/Maint	561585163/2866
Cpl.	STEPHENSON, B.D.	Comm/Maint	303641068/2851
Pfc.	AFFLET, B.A.	Op/Comm	477206961/2531
*CWO3	MCAULIFFE, M.J.	TLSM	563569391/5929
Sgt.	SALEM, D.G.	TDSM	372583257/5963
*SSgt.	FELDMAN, R.F.	Radar	104422480/5948
Sgt.	YATES, D.M.	Radar	215622293/5945
Cpl.	THOMPSON, D.J.	Radar	563933025/5942
*Sgt.	BROOKS, G.E.	Utilities	302521493/1341
LCpl.	MINAYA, D.A.	Utilities	132466329/1181
Cpl.	VERSEY, C.	MT	43204234/3531
LCpl.	ARMSTRONG, S.H.	MT	476681003/3531
LCpl.	MERCHANT, B.A.	MT	386640212/3521
LCpl.	MOORE, K.W.	MT	254986777/3521
Pfc.	ZAYAS, M.A.	MT	081508721/3531

**Denotes Detachment "B" OIC
*Denotes Detachment "B" NCOIC
*Denotes Section NCOIC

Enclosure (1)
ENCLOSURE (5)

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3500
24 July 1975

PERSONAL GEAR REQUIRED FOR DEPLOYMENT

QUANTITY	U/I	DESCRIPTION
1	ea.	Duffel Bag/Val Pack
2	ea.	Webb Belts w/Buckle
2	ea.	Cap, utility
1	ea.	Cap, garrison (summer service)
7	ea.	Drawers
1	ea.	Raincoat
4	sets	Utilities, servicable
3	ea.	Shirt, short sleeve, tropical
1	pr.	Shoes, dress
2	pr.	Boots, combat
7	pr.	Socks, work
1	pr.	Socks, dress
1	pr.	Trousers, summer service
7	ea.	Undershirts, white
1	set	PT gear (jock, tennis shoes, shorts)
1	set	Civilian clothes, (wash and wear)
1	kit	Shaving gear, complete with extras
1	kit	Sewing

Nice to have extras may be added such as:

flashlights
letter writing gear (extra, w/stamps)
swimming equipment
extra uniforms
books
sunglasses (regulation)

Enclosure (2)
ENCLOSURE (5)

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24 July 1975

782 GEAR REQUIRED FOR DEPLOYM[illegible]

QUANTITY	DESCRIPTION
1	Haversack
1	Cartridge belt
1	Belt suspender strap
2	Canteens, with covers
1	Canteen cup
1	First aid packet, complete
2	Magazine pouches, M-16
2	Magazines, M-16
1	Bayonet
1	Mess kit, complete with utensils
1	Helmet
1	Helmet liner
1	Helmet cover, cloth
1	Set, foul weather equipment
1	Holster, .45cal (Staff & Officers)
1	Magazine, .45cal (Staff & Officers)
1	Magazine pouch, .45 cal (Staff & Officers)
1	K-Bar w/scab. (Staff & Officers)

Enclosure (3)
ENCLOSURE (5)

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24 July 1975

SCHEDULE OF EVENTS

1. 24-30 July - Depart Okinawa
2. 30 July-2 August - Establish Camp
3. 3 August-18 August - Training
4. 19 August - Standdown
5. 20-21 August - Embarkation and movement
6. 22 August - Rehearsal
7. 23-25 August - Conduct Operations in AOA
8. 26 August - Backload

Enclosure (4)
ENCLOSURE (5)

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UNITED STATES MARINE CORPS
Marine Air Control Squadron 4
Marine Air Control Group 18
1st Marine Aircraft Wing
FPO San Francisco 96602

3:RJC:jfb
3000
18 Nov 1975

From: Commanding Officer
To: Distribution List

Subj: Letter of Instruction (LOI), for the planned deployment of MACS-4, Detachmant A to NAS, Cubi Point, RP

Ref: (a) SqdnO 3000.1I Operations SOP
(b) ComNavBaSubInst. 3120.2h Fleet Training Manual
(c) DoD Flight Information Publications Enroute Chart 6
(d) DoD Flight Information Publications Enroute Supplement
(e) MCO P3500.8 Aviation Training and Readiness Manual
(f) Joint Operations Graphic (Ground) 1:250,000 Series 1501 Sheet ND 51-5 Edition 1

Time Zone: Hotel

TASK ORGANIZATION

Marine Air Control Squadron 4	Maj W. H. GANZ
Administrative Section	WO-1 J. C. TAYLOR
Operations Section	Maj W. J. GWALTNEY
Communications-Electronics Section	Capt C. S. CHAVEZ
Services Section	Capt R. F. WILLIAMS

Marine Air Control Squadron 4 (Detachment "A")
Capt R. J. CHOATE

1. Situation

a. General. This LOI supports references (a) through (f) and directs MACS-4 Detachment A to deploy a semi-automated system to NAS, Cubi Point, RP in support of VMFA-115.

b. Friendly Forces

(1) Marine Corps

(a) VMFA-115 will provide F4 aircraft for use as intercepter/bogey aircraft.

(b) III MAF Detachment will provide Navy/Marine Corps coordination, limited logistical support for off loading of equipment, and limited supply coordination.

APPENDIX II
ENCLOSURE (5)

APP II

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Subj: Letter of Instruction (LOI), for the planned deployment of MACS-4, Detachment A to NAS, Cubi Point, RP

(2) Navy. NAS, Cubi Point will provide billeting, messing, limited logistical support, limited services as required, and trash disposal.

2. Mission. Marine Air Control Squadron 4 will deploy a detachment to NAS, Cubi Point, RP during the period 1 December 1975 - 25 March 1976 to conduct semi-automated operations in conjunction with VMFA-115 and the U.S. Navy (Link 11) to determine the unit effectiveness, enhance combat readiness, and accomplish specific phase training objectives.

3. Execution

a. Concept of Operations

(1) On order, MACS-4 Detachment A deploys via U.S. Air Force C-130 from MCAF, Futema, Okinawa to NAS, Cubi Point, RP to support VMFA-115 while simultaneously evaluating the combat readiness and effectiveness of the equipment and personnel within MACS-4.

(2) Emplace administratively upon arrival at NAS, Cubi Point and establish semi-automated operations at the "Transmitter Site" in the vicinity of 14 degrees 48 minutes North, 120 degrees 18 minutes East. (See reference (f)).

(3) Establish non-tactical security for Detachment A.

(4) Provide for the training of all detachment personnel in accordance with the MOS Manual and initiate a student controller syllabus for the training of Tactical Air Intercept Controllers (MOS 7236).

(5) On order, the detachment will return to MCAF, Futema, Okinawa. (Conveyance to be determined at a later date).

b. Coordinating Instructions

(1) Detachment A will be guided throughout the deployment by the provisions of reference (a). Safety is paramount at all times.

(2) The Detachment NCOIC will ensure all enlisted personnel receive a safety briefing prior to movement to Cubi Point. This briefing will include as a minimum driver and traffic safety, work center safety, and cargo handling.

ENCLOSURE (5)

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3000
18 Nov 1975

Subj: Letter of Instruction (LOI), for the planned deployment of MACS-4, Detachment A to NAS, Cubi Point, RP

4. Administration and Logistics. Annex D (Administration-Logistics).

5. Command and Communication-Electronics

a. Annex C (Communication-Electronics).

b. Command Post. NAS, Cubi Point, RP, Transmitter Site.

W. R. GANZ
Major, U. S. Marine Corps
Commanding

Annexes:
A - Air Operations
B - Reports and Records
C - Communication-Electronics
D - Administration-Logistics
E - Personnel
F - Distribution

Distribution: Annex F (Distribution)

ENCLOSURE (5)

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3000
18 Nov 1975

ANNEX A (Air Operations) to MACS-4 LOI of 18 Nov 1975

Ref: (a) SqdnO P3000.1I

Time Zone: Hotel

1. Situation. See Basic Letter.

2. Procedures

a. When directed, MACS-4 will deploy and establish semi-automated operations at NAS, Cubi Point, RP.

b. Controller training will be conducted in support of VMFA-115 operations in accordance with reference (a).

c. Additional training and liaison will be effected with Navy and Air Force units as required.

d. A student controller syllabus will be initiated for the training of Tactical Air Intercept Controllers (MOS 7236).

e. A simultaneous evaluation of the combat readiness and effectiveness of the equipment and personnel within MACS-4 will be conducted.

3. Command and Communication-Electronics. See Annex C (Communication-Electronics) to MACS-4 LOI of 18 Nov 1975.

W. L. GANZ
Major, U. S. Marine Corps
Commanding

Distribution: Annex F (Distribution)

ENCLOSURE (5)

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18 Nov 1975

ANNEX B (Reports and Records) to MACS-4 LOI of 18 Nov 1975

Ref: (a) GruO 03100.2
(b) CO, MACG-18 ltr 3:KLS:cmh 3500 of 8 Jan 1975
(c) GruO P1500.1
(d) GruO 6100.1
(e) OPNAVINST 02400.4
(f) MCO 12306.1

Time Zone: Hotel

1. Reports Required

a. Equipment Status Report. Submit in accordance with reference (a).

b. Controller Training Report. Submit in accordance with reference (b).

c. Training Accomplished Report. Submit in accordance with reference (c).

d. Weapons Requalification Report. Submit in accordance with reference (c).

e. Physical Fitness Report. Submit in accordance with reference (d).

f. Frequency Report. Submit in accordance with reference (e).

g. Technical Representative Report. Submit in accordance with reference (f).

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ANNEX C (Communication-Electronics) to MACS-4 LOI of 18 Nov 1975

Ref: (a) WgO 2000.1 (C)
(b) Wire diagram

Time Zone: Hotel

1. Situation. See Basic Letter.

2. Mission. On order the Communication-Electronics personnel will install, operate, and maintain all communications and electronics support for the deployment of Detachment A to NAS, Cubi Point, RP.

3. Execution

a. Marine Air Control Squadron 4, Detachment A

(1) On order and in accordance with reference (a), establish HF net by employing AN/TSC-15 or AN/TRC-75 for communications between MACS-4, MCAS, Futema, and Detachment A, NAS, Cubi Point.

(2) Provide radar for air control operations to be conducted at NAS, Cubi Point, employing AN/TPS-32.

(3) On order, establish UHF nets employing GRC-135 located in GRM-38 Van for air control operations.

(4) Be prepared to provide VHF net by employing PRC-77 for air control operations.

(5) Install wire lines in accordance with reference (b) to provide local communications at the Detachments operational site.

(6) Establish a Detachment Communications Center providing a daily readboard and general message file.

b. Coordinating Instructions

(1) Radio

(a) The frequencies to be utilized for the HF communications between MACS-4 and Detachment A will be operated 0900 to 1100 and 1600 to 1700 India. No other times are authorized without coordination with MASS-2.

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ANNEX C (Communication-Electronics) to MACS-4 LOI of 18 Nov 1975

(b) The UHF and VHF frequencies are cleared for usage Nov. through 15 Jan 1976.

(2) Radar

(a) In providing radar transmission coordination should be conducted with NAS, Cubi Point in relation to frequency usage.

(3) Wire. See reference (b).

(4) Communication Center

(a) The detachment will coordinate a communication shift and communication guard for NAS, Cubi Point Communication Center.

(b) Messages upto and including SECRET will be retained for a period not to exceed three months.

(5) Message Service. Provided upon request.

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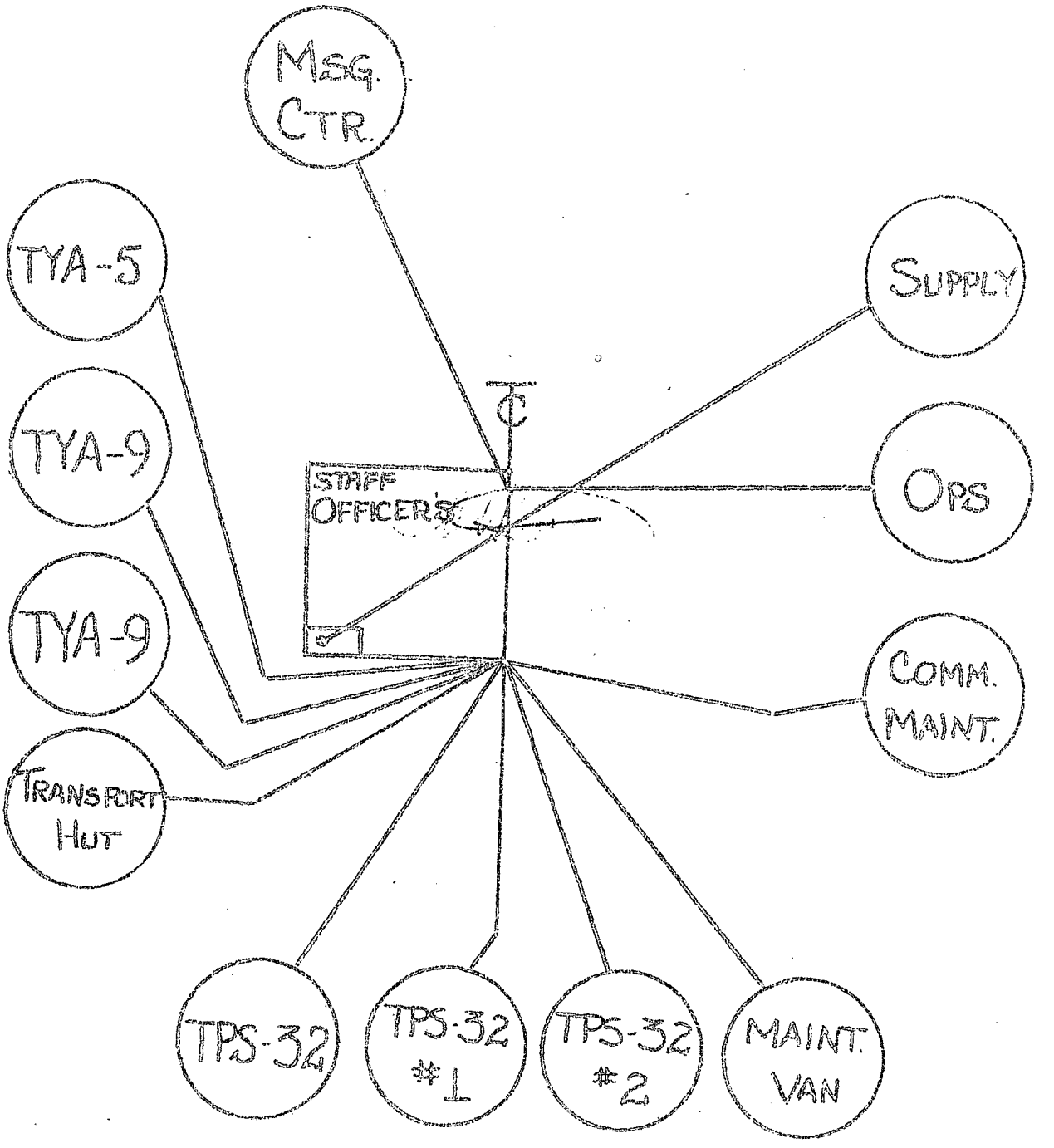
WIRE DIAGRAM



Reference (b)

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ANNEX D (Administrative-Logistics) to MACS-4 LOI of 18 Nov 1975

Time Zone: Hotel

1. Situation. See Basic Letter.

2. Mission. See Basic Letter.

3. General. On order, Services Section, MACS-4 will provide the personnel and vehicles necessary to transport the prescribed equipment to MCAF, Futema Air Freight area to be staged for loading on Air Force C-130 aircraft. Similar services will be required upon return of Detachment A from NAS, Cubi Point, RP.

4. Material and Services

a. Prescribed Loads. Equipment designated for embarkation to NAS, Cubi Point, RP staged at MACS-4, C&E site and utilities parking area three working days prior to embarkation date. Equipment shall be staged and assigned by plane loads. All equipment to be embarked must meet Air Force regulations concerning fuel and combustible material. Plane loads one through three will be staged at MCAS Air Freight ramp 24 hours prior to established embarkation date.

b. Supply. MACS-4 Supply Section shall provide one supply man to handle MACS-4 radar detachment supply matters. Det "A" WERS-17 NAS, Cubi Point, RP has been tasked with providing refueling capability.

c. Transportation

(1) MACS-4 Motor Transport Section - provide three M-57A2 and three semi-trailers to include one lowboy for movement of MACS-4 equipment to MCAS Air Freight when directed. Provide one M-35A2C for transporting embarking passengers to MCAS Air Terminal when directed.

(2) Transportation Department Public Works, Subic Bay has been tasked with providing following rental vehicles:

(a) Pickup Truck 1/2 Ton

(b) Carry-All Truck 3/4 Ton

(c) Stakebed Truck 1 1/2 Ton

(3) Off-load transportation required at NAS, Cubi Point, RP has been tasked to III MAF Subic Bay, and shall be provided by WERS-17 Det "A" with augmentation from Public Works, Subic Bay.

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ANNEX D (Administrative-Logistics) to MACS-4 LOI of 18 Nov 1975

d. Services. MACS-4 Utilities Section - provide thirteen PU-711 generators for automated NTDS Radar Det. Provide one fork lift (10,000lbs) for loading MACS-4 equipment at C&E Radar site and MCAS Air Freight. Request Anthony Crane for embarkation loading of equipment five working days prior to initial embark date.

e. Labor

(1) MACS-4, Services Section shall be responsible for assigning working parties during the embarkation phase. The following quotas are established:

(a) C&E Section - 1 NCO and 4 enlisted.

(b) Operations/Admin Section - 1 NCO and 4 enlisted.

(c) Services Section - 1 NCO and 4 enlisted.

Dates and watch schedules for working parties shall be directed by the Embarkation Officer at a later date. Rosters of working party personnel will be submitted to Squadron Embarkation Officer by 20 Nov 1975.

(2) Working parties required for off-loading at NAS, Cubi Point, RP shall be designated by the Squadron Det. OIC.

f. Maintenance. MACS-4, C&E Section shall provide maintenance for MACS-4 Radar Det NTDS and C&E related equipment. MACS-4 Utilities Section shall provide generator and air conditioner maintenance as required.

5. Medical Evacuation and Hospitalization. Medical support shall be provided by U.S. Naval Hospital, Cubi Point, RP. Personnel embarking are required to have updated immunization records prior to embarkation. Medical Records of all personnel embarking to Cubi Point, RP shall be procured by the Det. OIC prior to embarkation.

6. Personnel. A final roster of embarking personnel will be submitted to the OIC of Cubi Point Det. no later than 20 Nov 1975. A roster of personnel shall be compiled by MACS-4 Administrative Section listing all personnel embarking to Cubi Point, RP and there assigned plane numbers. Section Supervisors shall ensure that Cubi Point Det. personnel have updated shot cards, I.D. cards and Dog tags prior to assignment on final roster.

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7. SAVER - Military Cooperation. The OIC of the Cubi Point Det. shall arrange for a courtesy PMO brief (NAS, Cubi Point, PMO) within five working days of Det. arrival.

8. Miscellaneous

a. Billeting

(1) Officers will be billeted in the NAS, Cubi Point BOQ.

(2) MSgt's, MSgt's, and GySgt's will be billeted in the CPOQ.

(3) SSgt's will be billeted in the First Class area to be announced at a later date.

(4) Sgt's and below will be billeted at the Navy 500 Man Camp.

(5) Primary contact for billeting information at NAS, Cubi Point is Chief BYRNES, phone #53660.

b. Messing

(1) Enlisted personnel will eat in the enlisted mess hall at NAS, Cubi Point.

(2) Officers may purchase meals at the BOQ or Officers Club at NAS, Cubi Point.

c. Transportation aboard the Subic-Cubi Naval Complex consists of military buses which can be riden free, commercial buses which cost a nickel, and commercial taxis which will take you from the Subic to the Cubi side of the base at a cost of about 75-85 cents.

d. Liberty. Once the system has been set up and is functioning normally a policy will be promulgated concerning liberty regulations.

9. Command and Communication-Electronics. See Annex C (Communication-Electronics) to MACS-4 LOI of 18 Nov 1975

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ANNEX E (Personnel) to MACS-4 LOI of 18 Nov 1973

Ref: (a) MCO P3040.4

Time Zone: Zotel

1. Strengths

a. Detachment A will deploy at authorized strength (6 Off/27 Enl).

b. Actual casualties will be reported by the fastest means possible. Submit casualty reports in accordance with reference (a).

c. Submit routine personnel reports on daily basis as required.

2 Replacements

a. Submit requirement for key personnel as required by the situation.

b. Rotation of personnel to and from the detachment will be based on training requirements and RTD of MACS-4 personnel.

3. Discipline

a. Personnel confined will not be deployed.

b. Violations of the UCMJ will be handled by MACS-4 Rear, MCAF, Futema, Okinawa.

4. Morale and Personnel Services

a. Mail

(1) Mail delivery will be accomplished twice a week through a courier via the established MARLOG flights.

(2) Mail address remains the same.

(3) Stamp and Money Orders will be available through regular postal services at NAS, Cubi Point, RP.

b. Pay

(1) Normal paydays will be altered in that checks will be cut on those personnel assigned to Detachment A and brought in by courier on the first flight immediately following payday.

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(2) Check cashing facilities will be available in the Cubi Point-Subic Bay complex.

c. Leave

(1) Emergency leave only.

(2) Requests will be submitted to the OIC Detachment A and personnel in this situation will return to MACS-4 Spear for processing.

d. Liberty. Liberty is authorized in the NAS, Cubi Point area. Those personnel desiring liberty outside the Olongapo area will check out personally with the Det. OIC prior to leaving.

e. Exchange Services. Exchange services can be found at both NAS, Cubi Point and NB, Subic Bay, RP.

f. Religious Services

(1) Times will be posted concerning the religious services at NAS, Cubi Point, RP.

(2) Uniform of the day or proper civilian attire will be worn by attendees.

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ANNEX F (Distribution) to MACS-4 LOI of 18 Nov 1975

Time Zone: Hotel

Distribution	Copies
CO, MACG-18	2
MACS-4	
CO/XO/SgtMaj	3
S-1	2
S-2/S-3	3
S-4	3
Supply	2
C&E	3
File	15

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