

MARINE FIGHTER/ATTACK SQUADRON-115

MCAS, Iwakuni, Japan

COMMAND CHRONOLOGY

PERIOD COVERED 1 - 31 MARCH 1966

VMFA-115 S&C  
COMBAT S&C 1849-65

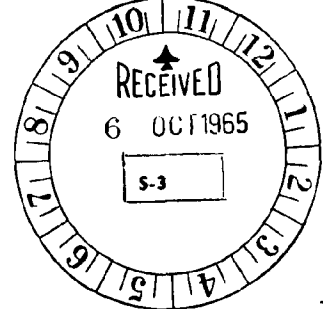
MARINE FIGHTER/ATTACK SQUADRON-115  
Marine Aircraft Group-13  
1st Marine Aircraft Wing, FMF, Pacific  
c/o FPO San Francisco, 96601

DATE RECD

FROM / CT 5

MAG-13	
S&C #	65-900
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DCL:frb  
5750  
Ser:00A27765  
4 Oct 1965



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

Subj: Command Chronology, 1-30 September 1965

Ref: (a) GPO 5750.1

Encl: (1) Organizational Data and Sequential Listing of Events

*TAB A - Operation Plan 1-65*

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

2. NARRATIVE SUMMARY

During the first week of September, flight training emphasized advanced tactics, ground controlled intercepts and air-to-ground ordnance delivery. Initial work on OPPLAN 1-65 (See TAB (A) to enclosure (1)) commenced. The first flight crews received sea survival training under Air Force auspices at Numazu, Japan.

During the middle of the month, in-flight refueling was stressed in anticipation of its utilization in a possible deployment to Danang AB. On 16 September, 4 F-4B's were evacuated to NAS Atsugi due to the approach of typhoon Trix. They returned 2 days later. On 19 September, 5 aircraft participated in an airshow at Itazuke AB, including one static display.

As in-flight refueling proficiency increased, pilots combined refueling with intercepts against a maneuvering target. Sorties of this type continued for the remainder of the month.

The last week saw the advance echelon making final preparations for their departure to Danang AB. They embarked 30 September via a C-130 flown by VMGR-152.

Throughout the month, the squadron rotated flight crews into RVN, conducting combat indoctrination flights with VMFA-513 and becoming familiar with operations in the Danang environment.

*C. R. Jarrett*  
C. R. JARRETT

VMFA-115

CMD CHRON

1965  
Sep

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4 Oct 1965

## ORGANIZATIONAL DATA AND SEQUENTIAL LISTING OF EVENTS

I. Organizational Data

a. Designation Location

VMFA-115 Iwakuni

b. Period Covered

1-30 September 1965

c. Task Organization

CTE 79.3.5.5

d. Commanding Officer and Executive Staff

<u>NAME</u>	<u>BILLET</u>	<u>T/O</u>	<u>ACTUAL</u>
C. R. JARRETT	Commanding Officer	LtCol	LtCol
C. A. SEWELL	Executive Officer	Maj	Maj
J. M. STOFER	Admin Officer	Lt	Capt
A. G. BARTEL	Intell Officer	Lt	Capt
F. K. WEST, Jr.	Operations Officer	Maj	Maj
D. T. BENN	Logistics Officer	N/A	Capt
R. A. CHRISTY	Acft Maint Officer	Maj	Maj

e. Average Strength

NA-21  
NG-25  
ENL-263

II. Sequential Listing of Events

a. Personnel - Rotation Tour Date was changed from 1 July 1966 to 1 August 1966.

b. Administration - Completed the annual audit of SRB/OQJ for all hands. Prepared documentation associated with household effects shipments to CONUS in anticipation of squadron movement to RVN.

c. Civil Affairs/Military Government. - N/A

d. Moral/Welfare Programs - N/A

e. Public Information - Continued Fleet Home Town News Release Program. Submitted information for release in the "Torii Teller", the Iwakuni weekly.

Enclosure: (1)

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Sequential Listing of Events (Cont'd)

- f. Casualties - N/A
- g. Intelligence/Counter Intelligence - Conducted recognition training for all aircrews to include those aircraft most likely to be encountered in RVN. Briefed aircrews on the capabilities and limitations of the SA-2 surface-to-air missile system known to be in use in DRVN. Conducted training for all hands in the security of classified information.
- h. Air Operations - Flight training emphasized inflight refueling and air-to-air intercepts. A limited amount of advanced tactics and instrument training was also conducted. The program of combat indoctrination flights and familiarization with VMFA-513 in RVN was continued. Five F-4B aircraft participated in an airshow at Itazuke AB on 19 September, to include one static display. Published OP PLAN 1-65 (See TAB (A)).
- i. Ground Defense - Training programs completed were specifically oriented towards the Provisional Rifle Company in the defensive mode.
- k. Special Operations - Evacuated 4 F-4B aircraft to NAS Atsugi due to the proximity of typhoon Trix on 16 September. All 4 recovered 18 September.
- l. ECM - Attempted to conduct training against target enhancement and angle deception devices with the cruiser, USS OKLAHOMA. Training not completed due to liason breakdown with the ship.
- m. Photo - N/A
- n. Command and Control - N/A
- o. Training - Flight crews received training in sea survival techniques with Air Force assistance at Numazu, Japan. Basic swimming was taught on a daily basis to unqualified members of the command. Enlisted marines received instruction to include M-60 machine gun familiarization, mines and booby traps, field fortifications and camouflage and field sanitation.
- p. NBC Warfare - The squadron NBC team received weekly lectures and on-the-job training.
- q. Logistics - Arrival of VMFA-314 enhanced Group Supply's F-4B assets. This was a significant factor in increasing VMFA-115's logistic readiness.
- r. Supply - N/A
- s. Motor Transport - N/A

Enclosure: (1)

DCL:frb  
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4 Oct 1965

Sequential Listing of Events (Cont'd)

- t. Engineering - Submitted a proposal to BUWEPS which detailed modification of the F-4B multiple weapons control system to permit the firing of rocket pods in pairs. Present system permits single pod firing only.
- u. Maintenance - N/A
- v. Communications/Electronics - N/A
- w. Embarkation - Embarked the first elements of the advance echelon of the squadron for its deployment to Danang AB on 30 September 1965.

Enclosure: (1)

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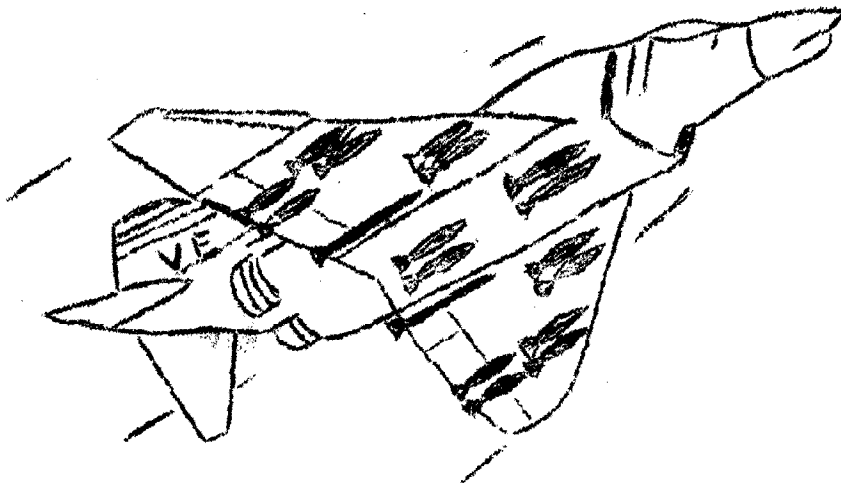
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VMFA-115



OPPLAN  
1-65

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Marine Fighter/Attack Squadron-115  
Marine Aircraft Group-13  
1st Marine Aircraft Wing  
Marine Corps Air Station  
Iwakuni, Japan  
152400 Sep 1965

Operation Plan 1-65

Ref: (a) MAG-11 R270558Z Aug65  
(b) 1stMAW (ADV) P220639Z Aug65

Time Zone: Zulu

Task Organization:

- (a) VMFA-115: LtCol. C. R. JARRETT
  - (1) Advance Echelon: Capt. A. G. BARTEL
  - (2) Enroute Support Team: Capt. G. W. BURKLEY
  - (3) Flight Echelon: LtCol. C. R. JARRETT
  - (4) Rear Echelon: 1stLt. D. C. LEVINE

1. SITUATION.

a. Enemy Forces. See Annex A of this plan.

b. Friendly Forces.

- (1) VMFA-513: Provides training for FAM aircrews described in reference (a), supports and services VMFA-115 aircraft which arrive in country prior to the main body of the squadron and provides an enroute support team at Naha AB, Okinawa to service and support aircraft of both squadrons enroute.
- (2) VMGR-152: Provides air transportation required by Annex D to this plan.
- (3) MCAS Iwakuni Japan Provides:
  - (a) Weather information and forecasting as needed.
  - (b) Flight Plan filing facilities.
  - (c) Communications and flight following.
  - (d) SAR within capabilities.

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(4) Naha AB Okinawa provides:

- (a) Base support for transient aircraft within capabilities.
- (b) Weather information and forecasting as needed.
- (c) Flight Plan filing facilities, and radar approach and departure facilities.
- (d) Communications and flight following.
- (e) SAR within capabilities.

(5) NAS Cubi Point provides:

- (a) Base support for transient aircraft within capabilities.
- (b) Weather information and forecasting as needed.
- (c) Flight Plan filing facilities, and radar approach and departure facilities.
- (d) Communications and flight following.
- (e) SAR within capabilities.

(6) Da Nang AB provides:

- (a) Weather information and forecasting as needed.
- (b) Communications and flight following.
- (c) SAR within capabilities.

c. Detachments and Attachments:

(1) FAM Crews: In accordance with reference (a), the following aircrews will be ordered TDY to MAG-11 for familiarization for the periods indicated.

- (a) LtCol. C. R. JARRETT/Maj. C. F. SCHWAB 26Aug-3 Sep.
- (b) Capt. J. R. SCAFE/1stLt. R. F. MILSAP 2Sep-10Sep.
- (c) Maj. C. A. SEWELL/Capt. O. W. BRITTON 9Sep-17Sep.
- (d) Maj. F. K. WEST/Capt. D. T. BENN 16Sep-24Sep.

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- (e) Maj. R. A. CHRISTY/Capt. G. E. LINDGREN 23Sep-10Oct.
- (f) Capt. R. H. CAGLE/CWO J. M. LEEDLE 30Sep.
- (g) Capt. H. L. TRICKEY/1stLt D. B. JACKSON 70Oct.
- (2) VMFA-115 Advance Echelon: The officers and men so designated in Annex E of this plan will depart MCAS Iwakuni for Da Nang AB on 30 Sep 1965.
- (3) Flight Echelon: The following aircrews will fly squadron aircraft out of MCAS Iwakuni on 10 Oct 1965.
  - (a) LtCol. C. R. JARRETT/Maj. C. F. SCHWAB
  - (b) Capt. J. M. STOFER/CWO J. R. PETTY
  - (c) Maj. F. K. WEST Jr./Capt. D. T. BENN
  - (d) Capt. J. R. SCAFE/1stLt R. F. MILSAP
  - (e) 1stLt J. J. FUCIK/1stLt E. V. KUZELA
  - (f) Maj. C. A. SEWELL/Capt. O. W. BRITTON
  - (g) 1stLt. J. B. MCHALE/1stLt. W. R. GENDEBIEN
  - (h) Maj. R. A. CHRISTY/Capt. G. E. LINDGREN
  - (i) 1stLt. J. D. MCBRIDE/CWO. E. P. WATSON
  - (j) 1stLt. R. A. DEMERS/WO. W. P. LEPORE
- (4) Enroute Support Team: The officer(s) and men so designated in Annex E of this plan will depart MCAS Iwakuni for NAS Cubi Point on 8 Oct 1965, and depart NAS Cubi Point for Da Nang AB on 14 Oct 1965, less an increment of seven men who will remain at NAS Cubi Point until 16 Oct 1965, departing via regularly scheduled MarLog transportation for Da Nang AB. Aircrews (e) and (j) of the Flight Echelon will depart with the Enroute Support Team on 14 Oct 1965.
- (5) Rear Echelon: The officer(s) and men so designated in Annex E of this plan will remain at MCAS Iwakuni after the departure of the main body, only so long as is necessary to effect an orderly severance of squadron responsibility.
- (6) VMFA-513 Advance Echelon: The officer(s) and men assigned by VMFA-513 for this purpose, in accordance with reference (b), will arrive at MCAS Iwakuni on 3 Oct 1965. They will be billeted and messed as described in paragraph 4. of this plan.
- d. Assumptions: That in-flight refueling will be available between MCAS Iwakuni and NAS Cubi Point.

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2. MISSION. To replace VMFA-513 with VMFA-115 at Da Nang AB RVN commencing on 10 Oct 1965. This replacement will be completed not later than 15 Oct 1965, as directed by reference (b).

3. EXECUTION.

- a. FAM Crews: Commencing 26 Aug 1965 this squadron will send one (1) aircrew every nine (9) days TDY to MAG-11, as indicated in paragraph 1.c.(1). It will be the duty of these crews to fly with VMFA-513 and to learn the current procedures and operational practices employed by VMFA-513. They will become familiar with the geography of the operating area and the peculiarities of combat flying in the area. These crews will return to VMFA-115 at the end of nine (9) days familiarization with exception of the last two crews which will remain in place.
- b. Advance Echelons: It will be the duty of the VMFA-115 advance echelon to assume custody of all squadron property to be left in-place by VMFA-513, and to make all necessary preparations for the smooth interchange of squadron mission responsibilities. Aircraft which are to be left at MCAS Iwakuni by VMFA-115 will be transferred to the advance echelon of VMFA-513. All other VMFA-115 squadron property (including ground support equipment) will be transferred to the advance echelon of VMFA-323 which is expected to arrive at MCAS Iwakuni on 8 Oct 1965. All members of this command are directed to cooperate to the fullest extent with the advance echelons of VMFA-513 and VMFA-323 so that the transfer of equipment and material at MCAS Iwakuni can be accomplished expeditiously prior to the departure of the main body on 12 Oct 1965. Air transportation for the advance echelon of VMFA-115 will be provided by VMGR-152 in accordance with Annex D to this plan.
- c. Enroute Support Team: On arrival at NAS Cubi Point the Enroute Support Team shall be prepared in coordination with local air station personnel, to receive, service, and conduct minor maintenance on increments of the Flight Echelon which will arrive in accordance with Annex C to this plan. They will ready these aircraft to depart for Da Nang AB in accordance with paragraph 3.d. of this plan. In addition, they will perform similar services for VMFA-513 aircraft landing at NAS Cubi Point enroute to MCAS Iwakuni. Air Transportation for the Enroute Support Team to NAS Cubi Point and thence to Da Nang AB will be provided by VMGR-152 in accordance with Annex D to this plan.

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- d. Flight Echelon: Beginning at 2400 on 9 Oct 1965 the Flight Echelon will depart MCAS Iwakuni in two and three plane sections, for NAS Cubi Point, in accordance with Annexes B and C of this plan. In-Flight refueling will be utilized south of Okinawa, as described in the above Annexes, subsequent to arrival at NAS Cubi Point, eight aircraft will depart for Da Nang AB as directed by CTF 77. Two aircraft will be transferred to Navy cognizance at NAS Cubi Point. It is anticipated that two aircraft will depart, in section, daily from 10 Oct 1965 until 13 Oct 1965.
- e. Main Body: The main body of the squadron together with squadron equipment and personal belongings will depart for Da Nang AB between 12 and 14 Oct 1965. Air transportation for this movement will be provided by VMGR-152 in accordance with Annex D to this plan.
- f. Rear Echelon: After the departure of the main body of VMFA-115 from MCAS Iwakuni, the rear echelon will insure that all squadron responsibilities have been discharged or assumed by VMFA-513 and/or VMFA-323. They will attend to any last minute details and depart for Da Nang AB via regularly scheduled MarLog transportation.
- g. Coordination:
  - (1) MCAS Iwakuni:
    - (a) All squadron property (including GSE) which does not accompany the squadron to Da Nang AB will be inventoried to the advance echelon of VMFA-323 prior to 12 Oct 1965.
    - (b) All squadron aircraft which do not accompany the squadron to Da Nang AB will be inventoried to the advance echelon of VMFA-513 prior to 12 Oct 1965.
    - (c) All anti exposure suits will be stored at MCAS Iwakuni by the squadron logistics officer.
    - (d) Full pressure equipment for the following air-crews will accompany the squadron to Da Nang AB:
      - 1. LtCol. C. R. JARRETT/Maj. C. F. SCHWAB.
      - 2. Maj. C. A. SEWELL/Capt. O. W. BRITTON.
      - 3. Maj. R. A. CHRISTY/Capt. G. E. LINDGREN.
      - 4. Maj. F. K. WEST/Capt. D. T. BENN.

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5. Capt. R. H. CAGLE/CWO J. M. LEEDLE.
6. Capt. H. L. TRICKEY/1stLt. D. B. JACKSON.
7. Capt. J. R. SCAFE/1stLt. R. F. MILSAP.
8. 1stLt. J. D. MCBRIDE/CWO E. P. WATSON.

All Other full pressure equipment will be stored at MCAS Iwakuni by the squadron logistics officer.

(2) Naha AB:

- (a) VMFA-513 will provide enroute support personnel for the movement of **both squadrons**.
- (b) H&MS-13 will provide enroute support equipment and insurance type supplies for the movement of **both squadrons**.
- (c) VMGR-152 will provide air transportation for these supplies and equipment in accordance with Annex D to this plan.

(3) NAS Cubi Point:

- (a) VMFA-115 will provide enroute support personnel for the movement of both squadrons.
- (b) H&MS-11 will provide required enroute support equipment and insurance type supplies for the movement of both squadrons.

(4) Da Nang AB:

- (a) Upon arrival at Da Nang AB each VMFA-115 aircraft will be configured for combat operations and will relieve a VMFA-513 aircraft. The relieved VMFA-513 aircraft will depart for MCAS Iwakuni on order from the Commanding Officer MAG-11. It is anticipated that the VMFA-513 aircraft will depart in two plane sections the morning following the arrival of their VMFA-115 counterparts.

4. ADMINISTRATION AND LOGISTICS.

- a. Administration: See Annex E (Administration).
- b. Logistics:
  - (1) Supplies and Equipment available:

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- (a) Class I: Messing and billeting requirements for the enroute support team will be provided by NAS Cubi Point. Messing and billeting for the advance echelon and main body will be provided by MAG-11 at Da Nang AB. Billeting and messing for the advance party of VMFA-4513 will be arranged for by the logistics officer of VMFA-115.
- (b) Class II and IIA: To be embarked from MCAS Iwakuni:
1. TBA: Minimum hand tools and tool boxes required by the enroute support team will be transported to Da Nang AB from NAS Cubi Point by the enroute support team on or about 14 Oct 1965.
  2. Marine Corps Property: The following items will be packed for shipment to Da Nang AB, and if possible, will be transported on the aircraft made available for the advance echelon:
    - a. Eighty (80) 7210-266-9740 - Insect bar, nylon net.
    - b. Eighty (80) 7210-267-5641 - Pole, folding cot, insect bar.
    - c. Eighty (80) 8815-261-6630 - Hat and Mosquito net nylon.
    - d. One hundred-ninety two (192) 6840-753-4963 - Insect repellant, bottle.
    - e. Fifty-eight (58) 6840-274-5415 - Insect DDT powder, 2 oz. can.
    - f. Two hundred (200) 6240-161-4296 - Candle, illuminating.
    - g. Eighty (80) 7340-240-7436 - Knife, mess.
    - h. Eighty (80) 7340-243-5390 Spoon, mess.
    - i. Eighty (80) 7340-243-5391 - Fork, mess.
    - j. Eighty (80) 7340-242-5110 - Pan, mess.
    - k. Eighty (80) 8465-379-2602 - Cover, canteen.

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- l. Eighty (80) 8465-889-3744 - Canteen.
- m. One hundred-five (105) 8465-254-8887 - Mattress, pneumatic.
- n. Six (6) 7510-264-4492 - Desk, field.
- o. Four (4) 7510-264-4828 - Desk, field (less typewriter).
- p. Fifty (50) 105-840-7304 - Revolver, Cal. .38.
- q. Thirteen hundred-twenty four (1324) 7210-191-1099 - Sheet, bed.
- r. Six-hundred-sixty two (662) 7210-292-2326 Pillow case.
- s. Fifty (50) 8465-162-6150 - Belt, pistol.
- t. Fifty (50) 1095-716-2133 - Holster, hip, cal. .38
- u. Fifty (50) 1095-714-700 Holster, shoulder, cal. .38.
- v. Three-hundred-thirty one (331) 7210-282-7950 - Blanket, bed.

Four (4) Dexeon boxes will be made available to ship all required items of cleaning and sanitation equipment (laundry soap, scrub brushes, steel wool, buckets, brooms, etc.). One (1) 7110-242-5593 field safe will be signed out to the S-2 Officer for use in transporting classified material.

- 3. Section "B": Four (4) RQ1630-690-9722-X110 Main wheels; and two (2) RQ1630-753-1138-X110 Nose wheels, will be shipped from MCAS Iwakuni to NAS Naha, to be in place by 10 Oct 1965. These items will be in the custody of a H&MS-13 representative, who will accompany them to NAS Naha, and insure their return to MAG-13 upon completion of the ferrying operation.
- 4. Section "K": All publications and orders, less MAG-13 orders, will be transferred to Da Nang AB.
- 5. Section "M": Enroute support team requirements will be provided by NAS Cubi Point.

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Advance echelon and main body requirements will be provided by MAG-11 at Da Nang AB.

6. Section "T": One (1) RCPT-105 or ACPP-105, one (1) preoiler, and one (1) hydraulic service cart will be shipped from MCAS Iwakuni to NAS Naha, to be in place 10 Oct 1965. Transport and responsibility of these units will be the same as that prescribed for the section "B" items above.
7. Section "R" and "X": One (1) Central Air Data Computer set, one (1) ASA-32 Autopilot Amplifier, two (2) RT546/ASQ-19 Unit 1's, and two (2) RT547-KY31/ASQ-19 TACAN sets **will** be shipped from MCAS Iwakuni to NAS Naha, to be in place by 10 Oct 1965. Transport and responsibility for this equipment will be the same as that prescribed for section "B" and Section "T" above.
- (c) Class III and IIIA: Enroute requirements will be procured from supply Department, NAS Naha and/or Supply Department, NAS Cubi Point. All other requirements will be procured through MAG-11.
- (d) Class IV and IVA: No requirements enroute. All requirements procured through MAG-11.
- (e) Class V and VA: No requirements enroute. All requirements procured through MAG-11.
- (2) Control and Distribution: The squadron Material Section will process and control all requirements through the Supply Department, MCAS Iwakuni; the Supply Department, NAS Naha; the Supply Department, NAS Cubi Point; or MAG-11, as applicable.
- (3) Resupply: All requirements for resupply will be processed through MAG-11.

## 5. COMMAND AND COMMUNICATIONS.

- a. Command: The command post of VMFA-115 will be at the location of the Commanding Officer at all times during this operation.
  - (1) When the Commanding Officer arrives at NAS Cubi Point the squadron will report for OPCON to CTF-77.

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(2) When the Commanding Officer arrives at Da Nang AB the squadron will report for OPCON to MAG-11.

b. Communications:

(1) Airborne communications will be in accordance with Annex C of this plan.

(2) Ground communications will be by Naval Message.

*C. R. Jarkett*

C. R. JARKETT  
Lieutenant Colonel, U. S. Marine Corps  
Commanding

ANNEXES:

- ✓ A - Intelligence
- ✓ B - Flight Planning
- ✓ C - Enroute Procedures
- ✓ D - Embarkation
- ✓ E - Administration
- ✓ F - Distribution

DISTRIBUTION: Annex F (Distribution)

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Marine Fighter/Attack Squadron-115  
Marine Aircraft Group-13  
1st Marine Aircraft Wing  
Marine Corps Air Station  
Iwakuni, Japan  
152400 Sep 1965

Annex A (Intelligence) to Operation Plan 1-65

Ref: (a) MAPS: Enroute high altitude charts Pacific and Southeast Asia  
sheets H-1, H-2 and L-7  
(b) 1st MAF O PO3800.3A (Intelligence SOP) of 13 Aug 1964

Time Zone: Zulu

1. SUMMARY OF THE ENEMY SITUATION.

- a. The enemy has been known to fire on aircraft during their landing approach to Da Nang AB. The landing at Da Nang AB will be the most critical part of the flight, in that the aircraft will be low and slow, and thus potentially vulnerable to ground fire.

2. ESSENTIAL ELEMENTS OF INFORMATION (EEI's).

- a. The enemy has the capability to employ small arms and automatic weapons fire in the vicinity of Da Nang AB.
- b. The enemy has an estimated strength of 44,000 men in the immediate vicinity of Da Nang. This force is composed of both hard core VC and irregulars.
- c. There are no known enemy anti-aircraft units in the area with guns larger than 50 cal.
- d. There have been no enemy aircraft in the vicinity of Da Nang, but the possibility exists that enemy aircraft could be sent into the area. Da Nang is within the combat radius of jet aircraft operating from airfields in North Vietnam, and the possibility exists that IL-28 bombers from North Vietnam could be sent to bomb air fields in the south, which would make Da Nang AB extremely vulnerable to air attack.

3. RECONNAISSANCE AND OBSERVATION MISSIONS.

See Ref: (b)

4. MEASURES FOR HANDLING PERSONNEL, CAPTURED DOCUMENTS, AND CAPTURED MATERIAL.

See Ref: (b)

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5. MAPS, CHARTS, AND PHOTOGRAPHS.

a. Pilots will draw maps from Squadron Navigation Section.

6. COUNTERINTELLIGENCE.

See Appendix 2 (Counterintelligence)

7. REPORTS AND DISTRIBUTION.

See Ref: (b)

*C. R. Jarrett*

C. R. JARRETT

Lieutenant Colonel, U. S. Marine Corps  
Commanding

APPENDIXES:

✓1 - MEDICAL

✓2 - COUNTERINTELLIGENCE

DISTRIBUTION: Annex F (Distribution)

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## Appendix 1 (Medical) to Annex A (Intelligence) to Operations Plan 1-65

1. PREVALENT DISEASES.

- a. Malaria: Although malaria occurs in all parts of the country, surveys show that its prevalence varies with age, degree of exposure, season and topography. It has been estimated from plasmodic indexes that its prevalence has been less than 2% in southern Vietnam, 40% in central Vietnam.
- b. Enteric Diseases: Amoebic dysentery is endemic and widespread in the area among all segments and all age groups of the population. Bacillary dysentery is highly prevalent. Diarrheas caused by other organisms occurs frequently throughout South Vietnam.
- c. Intestinal Parasitism: Parasites are prevalent among all age groups in South Vietnam. At least eight species of worms have been indicated at one time or another. In some areas it has been estimated the infestation may run as high as 80%.
- d. Venereal Diseases: Although not reportable in South Vietnam, it is known to present a major health problem and is especially prevalent in the ports and principal urban areas. All known types of diseases exist, but gonorrhea is the most prevalent.
- e. Cholera: Cholera has been reported in sporadic outbreaks in the area.
- f. Plague: Plague has been reported every year in the area since 1906. Although the bubonic type occurs most frequently, occasional epidemics of pneumonic plague have been reported.
- g. Viral Encephalitis: Viral Encephalitis has occurred frequently in South Vietnam due to the influx of refugees from North Vietnam.
- h. Heat Injuries: Heat injuries include heat stroke, heat exhaustion, heat cramp, and prickly heat.
- i. Drug Addiction: Drug addiction is quite common. Opium derivatives are easily obtained.

2. DISEASE VECTORS, POISONOUS OR DANGEROUS ANIMALS AND NOXIOUS PLANTS.

- a. Mosquitoes: Twenty two species of Anopheles have been reported from South Vietnam, of which 13 are vectors of malaria.
- b. Flies: Myiasis and filth flies: The common blow fly is known to have caused cases of myiasis in South Vietnam. These flies are also mechanical transmitters of yaws and certain diseases of the eye. The common housefly is prevalent throughout South Vietnam, especially during the rainy season, and is implicated in the transmission of diarrheal diseases and of trachoma. Biting and

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bloodsucking flies occur throughout the area and, while they are not vectors of disease, they are considered pests in jungle areas from May to October.

- c. Lice: The three species of lice commonly associated with human beings are found in South Vietnam. They are: the crab louse, the head louse and the body louse. The latter is very common and is responsible for the spread of relapsing fever and epidemic typhus fever which is found in several sections of this area.
- d. Fleas: The oriental rat flea is potentially a carrier of plague, but is not considered an efficient vector of disease.
- e. Ticks and Mites: The larvae of mites serve as vectors of scrub typhus.
- f. Spiders and Scorpions: Only one species of spider (The Black Widow) can be considered harmful to man; however, its bite is not fatal. The scorpion has a sting that may cause great pain and swelling which may last for days.
- g. Leeches: The terrestrial or land leech occurs in very wet places and the chief danger is from infection at the site of the wound.
- h. Reptiles: Of the two species of crocodile which inhabit the southern regions of South Vietnam, the estuarine crocodile attacks man and is responsible for a number of deaths each year.
- i. Snakes:
  - (1) Thirteen species of poisonous snakes have been identified in South Vietnam. Three kinds of cobras are found; the Indian or spectacled cobra, the black cobra and the king cobra or hamadryad. Among the kraits reported in South Vietnam are the common krait and the branded krait. A number of species of pit vipers are found in South Vietnam. Two species of viper occur. There are at least ten poisonous water snakes of the family Hydridae found in the coastal waters. As a rule they are found near shore.
  - (2) Cases of snake bite are relatively more frequent in the southernmost provinces than in the northern part of the country. In general snakes will avoid humans unless provoked or surprised. Although cobras will be found everywhere in South Vietnam, they tend to be in dry areas and in their search for food enter villages and dwellings. The krait seems to have a preference for cultivated areas. They frequently enter houses and populated areas. Although they are very lethal, they seem reluctant to attack unless stepped on or restrained.

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- (3) Snakes tend to be more active at night because of the cooler temperature. This tendency makes movement at night especially hazardous because the snake probably will not be seen until stepped on. Snakes also are attracted to warm objects so special precautions should be taken to prevent them from entering sleeping areas.

- j. Harmful Plants: There are several plants common to South Vietnam that are harmful to man. They include: the sack or deadly upas tree, which has leaves like an elm and has a poisonous milk-like sap, the woody vine; some kinds of taro root that are poisonous when eaten, and the manioc plant which contains a poison known as prussic acid.

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- (1) That a snake is more active at night because of the cooler temperature. This tendency makes movement at night especially hazardous because the snake probably will not be seen until stepped on. Snakes also are attracted to warm objects so special precautions should be taken to prevent them from entering sleeping areas.

- j. Harmful Plants: There are several plants common to South Vietnam that are harmful to man. They include: the sack or deadly upas tree, which has leaves like an elm and has a poisonous milk-like sap, the woody vine; some kinds of taro root that are poisonous when eaten, and the manioc plant which contains a poison known as prussic acid.

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Appendix 2 (Counterintelligence) to Annex A (Intelligence to  
Operation Plan 1-65)

1. SECURITY OF CLASSIFIED MATERIAL.

- a. Prior to deployment, all safes and boxes containing classified material will be palletized and stowed in one central location. A guard consisting of one NCO and three sentries will be assigned security duty for the protection of classified material for the duration of this movement.
- b. All guard personnel must possess a security clearance of Secret, and will be armed with Cal. .45 pistols or M-14 Rifles.

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Marine Fighter/Attack Squadron-115  
Marine Aircraft Group-13  
1st Marine Aircraft Wing  
Marine Corps Air Station  
Iwakuni, Japan  
152400 Sep 1965

ANNEX B - (Flight Planning) to Operation Plan 1-65

Time Zone: Zulu

1. GENERAL.

- a. Ten aircraft will depart in sections from MCAS Iwakuni for NAS Cubi Point via in-flight refueling at a point thirty miles southwest of Kadena AB on 10 Oct 1965.
- b. The first and third sections will be composed of two aircraft each and the second and fourth sections will be composed of three aircraft each.

2. IWAKUNI DEPARTURE.

- a. The first and second sections will brief at 2230 9 Oct 1965. The first section will start aircraft 2330 9 Oct 1965 and take off at 2400 10 Oct 1965. The second section will start aircraft at 0015 10 Oct 1965 and take off at 0045 10 Oct 1965.
- b. The third and fourth sections will brief at 0230 10 Oct 1965. The third section will start aircraft at 0330 and take off at 0400. The fourth section will start aircraft at 0415 and take off at 0445.
- c. All sections will make their take off times exactly. No aircraft will launch singly. Call signs will be **DETAIN** and **MODEX NUMBER** to avoid confusion at the tanker.

3. ARCP ARRIVAL AND ABORT #1 DEPARTURE.

- a. Flight time from MCAS Iwakuni to the ARCP (238°/30NM Kadena TACAN) is approximately 1+08. Barring unforeseen difficulties, rendezvous of the first section with the tankers and hookup will occur at 0110 and the first section will complete refueling operations, disengage, depart abort point #1 (238°/105NM Kadena TACAN), and continue enroute at 0126.
- b. The second section will rendezvous with the tankers and hookup at the ARCP at 0155. The second section will complete refueling operations, disengage, depart abort point #1, and continue enroute at 0211.

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- c. The third section will rendezvous with the tankers and hookup at the ARCP at 0510. The third section will complete refueling operations, disengage, depart abort point #1, and continue enroute at 0526. The fourth section will rendezvous with the tankers and hookup at the ARCP at 0555. The fourth section will complete refueling operations, disengage, depart abort point #1, and continue enroute at 0611.

#### 4. ARRIVAL AT NAS CUBI POINT.

- a. Flight time from abort #1 to NAS Cubi Point is approximately 1+33 plus penetration and approach. Barring unforeseen difficulties, arrival time for the first section at NAS Cubi Point will be 0315 10 Oct 1965. The second section will arrive at 0400, the third section will arrive at 0715, and the fourth section will arrive at 0800.

#### 5. ALTERNATES/DIVERT FIELDS.

- a. In the event that a flight is unable to refuel inflight or is unable to take on a sufficient amount of fuel to enable it to continue on to NAS Cubi Point, the primary diverts will be Naha AB or Kadena AB. The secondary divert will be Tainan AB. In the event that weather prohibits any section from landing at NAS Cubi Point, the primary alternate will be Clark AB. The secondary alternate will be NAS Sangley Point. Tainan AB, Taiwan is also considered an alternate.
- b. If circumstances require an emergency landing enroute from MCAS Iwakuni to the ARCP, Naha AB is considered the primary emergency landing field. Kanoya Field (JMSDF) is considered the secondary emergency landing field.
- c. If circumstances require an emergency landing enroute from abort #1 to NAS Cubi Point, Tainan AB is considered the primary emergency landing field.
- d. The primary alternate enroute from NAS Cubi Point to Da Nang AB is MCAF Chu Lai, the secondary alternate is NAS Cubi Point via in-flight refueling over Da Nang AB. If this refueling is needed it shall be coordinated by the flight leader with Da Nang approach control.

*C. R. Jarrett*  
C. R. JARRETT

Lieutenant Colonel, U. S. Marine Corps  
Commanding

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Marine Fighter/Attack Squadron-115  
 Marine Aircraft Group-13  
 1st Marine Aircraft Wing  
 Marine Corps Air Station  
 Iwakuni, Japan  
 152400 Sep 1965

ANNEX C (ENROUTE PROCEDURES) TO Operations plan 1-65  
 Time Zone: Zulu

1. COMMUNICATION PROCEDURES.

- a. Departure and climb out from MCAS Iwakuni to FL 360 will be accomplished on Iwakuni Departure Control (236.2). In flight controlling agency from MCAS Iwakuni to point Bonito is Kagoshima Control (255.4). Five minutes prior to crossing point Bonito, an ADIZ penetration report will be made to both Kagoshima Control (255.4) and Okinawa Control (292.1). Flights will monitor Okinawa Control (292.1) until radio contact and rendezvous with the tankers has been affected. Once rendezvous with the tankers has been accomplished on Okinawa Control (292.1), the tankers and flights will switch to the primary refueling frequency (234.6) or, if contact is not established, to the secondary refueling frequency (299.5).
- b. After completion of inflight refueling, flights will return to Okinawa control (292.1) and obtain a frequency for Miyako-Jima radar for inflight following as far as point Denver. ADIZ penetration at point Denver will be reported to Miyako-Jima radar. Flight following between points Denver and Reno will be obtained from "High Club" on Taiwan on GCI common (278.4). ADIZ penetration at Point Reno will be reported to Manila Control (255.4). Tacan lock-on to LAOAG TACAN (Chan 88) should be within minutes after crossing point Reno. Manila control (255.4) will be monitored from point Reno until a handoff is obtained to NAS Cubi Point Approach Control (291.4).
- c. Departure and climb out from NAS Cubi Point will be accomplished on Cubi Point Area Control (291.4).
- d. Manila Control (255.4) will be monitored until Manila FIR is crossed. Phillipine ADIZ penetration will be reported to Manila control (255.4). Upon leaving Manila FIR and entering Saigon FIR, Saigon ACC (255.4) will be monitored. The Viet Nam ADIZ will be reported on Saigon ACC (255.4). Saigon ACC (255.4) will be monitored until handoff to Da Nang Approach Control (363.8) is accomplished.

2. FUEL MANAGEMENT.

- a. After takeoff the wing transfer switch will be placed in the hold position. The centerline tank should be transferred so that

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The tape does not read over 7500# at any time to preclude venting fuel overboard.

- b. An idle descent from FL 360 to FL 200 commencing over Kadena will place the flights at the ARCP (238°/30 miles Kadena TACAN) with 9000# (4000# in wings 5000# in fuselage) flights will rendezvous with the tanker and commence refueling as close as possible to the ARCP. Flights will remain plugged in for the entire course (75 miles/16 minutes) and disengaged at abort point #1 (238°/105 miles Kadena TACAN) with a full fuel load (17000#). A minimum of 14000# is required at abort #1 to continue to Cubi Point. The rendezvous controller will be the primary tanker
- c. Cubi Point weather and field status will be obtained from Manila Control at or just prior to reaching LAOAG TACAN. If a divert to Tainan air base is elected by the flight leader, 5000# fuel remaining is required at LAOAG for 2000# fuel overhead at Tainan air base.
- d. Enroute from NAS Cubi Point to Da Nang airbase, fuel is not a critical factor. However fuel transfer from centerline tank will be monitored as in all previous legs to preclude fuel venting overboard. In addition, fuel transfer from wing tanks to fuselage will be monitored to prevent aircraft from being in excess of maximum landing fuel weight at Da Nang.

### 3. NAVIGATION REMARKS.

- a. The navigation computer will be used as back up on all legs and will be up dated at every positive geographical fix.
- b. Enroute between abort #1 and point Reno there is approximately 350 miles where the only nav aids available will be flight following from Miyako-Jima radar, "High Club" on Taiwan, and the navigation computer.
- c. Enroute between NAS Cubi Point and Da Nang airbase there is approximately 350 miles between the Phillipine ADIZ and the Viet Nam ADIZ where the only nav aid available will be the navigation computer.

*C. R. Jarrett*  
C. R. JARRETT

Lieutenant Colonel, U. S. Marine Corps  
Commanding

#### APPENDIXES:

- ✓1 - ~~Abbreviated~~ Communication Plan
- ✓2 - Enroute Flight Log

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Appendix 1 (Abbreviated Communication Plan) to Annex C (Enroute Procedures)  
to Operations Plan 1-65

234.6	Squadron Common
236.2	Iwakuni Departure
255.4	Kaqoshima Control
292.1	Okinawa Control
234.6	Primary Refueling
299.5	Secondary Refueling
278.4	GCI Common
255.4	Manila Control
291.4	Cubi Point Approach
255.4	Saigon Control
363.8	Da Nang Approach

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Appendix 2 (Flight Plan) to Annex C (Enroute Procedures) to Operations  
Plan 1-65

1. LEG #1 MCAS IWAKUNI TO NAS CUBI POINT.

ROUTE	FIX	ID FREQ	LAT LONG	HDG	A/S	LEG DIST	TOT DIST	LEG TIME	TOT TIME	LEG FUEL	FUEL REM
	IWAKUNI	NEU 35	34°08'N 132°14'E								16500
D	LEVEL OFF FL 360			216°	.87	72	772	0+09	0+09	2325	14175
J65V	KAGOSHIMA	HKG 80	31°33'N 130°30'E	216°	.87	97	169	0+12	0+21	1070	13105
J75V	BONITO		30°00'N 129°39'E	210°	"	112	281	0+13	0+34	1250	11855
J75V	KADENA	OKI 78	26°21'N 127°46'E	208°	"	240	521	0+29	1+03	2650	9205
D	IDLE DESCENT FL 200	"		238°	KCAS	25	546	0+04	1+07	80	9125
D	A RCP# 1	"		"	280	5	551	0+01	1+08	100	9025
D	ABORT# 1			"	"	75	626	0+16	1+24	2100	6925
D	LEVEL FL 360			"	CLIMB .87	40	666	0+05	1+29	1000	16000
D	MIYAKO JIMA		24°48'N 125°20'E	238°	.87	21	687	0+03	1+32	270	15730
B2	DENVER		23°00'N 124°00'E	216°	"	127	814	0+15	1+47	1400	14330
B2	RENO		21°00'N 122°33'E	216°	"	145	959	0+18	2+05	1600	12730
JB2	LAOAG	LAO 88	18°11'N 120°32'E	215°	"	200	1159	0+24	2+29	2200	10530
JB1	PORO POINT	PP 80	16°37'N 120°17'E	188°	"	108	1267	0+13	2+42	1180	9350
JT19	DAS'L			214°	"	51	1318	0+06	2+48	560	8790
JT19	CUBI POINT	NCP 48	14°48'N 120°16'E	157°	"	73	1391	0+09	2+57	800	7990

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ROUTE	FIX	ID	FREQ	LAT	LONG	HDG	A/S	LEG	TOT	LEG	TOT	LEG	FUEL	REM
DIVERT #1 ARCP #1 TO NAHA AB														
D	FL 200	LYN		26°12'N		400								
	NAHA AB	96		127°39'E		058°	.65	95	721	0+14	1+38	1400	5525	
DIVERT #2 ARCP #1 TO TAINAN														
D	LEVEL							CLIMB						
	FL 360					238°	.87	40	666	0+05	1+29	1000	5925	
	MIYAKO			24°46'N				500						
D	JIMA			125°20'E		238°	.87	21	687	0+03	1+32	270	5655	
		WS		22°58'N										
D	TAINAN	78		120°12'E		250°	"	305	992	0+37	2+09	3400	2255	

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~~SECRET~~2. Leg # 2 NAS CUBI TO DA NANG.

ROUTE FIX	ID	LAT	HDG	A/S	LEG DIST	TOT DIST	LEG TIME	TOT TIME	LEG FUEL	FUEL REM
NAS	NCP	14°48'N								
CUBI	48	120°16'E								16500
	NCP	14°22'N		450						
D SHELL	48	119°22'E	210°	to.87	38	38	5	5		
		13°50'N		450						
JT18 REEF		119°26'E	227°	to.87	35	73	4	9	2325	14175
	PHILIP.	14°25'N		500						
R6 ADIZ		117°00'E	280°	to.87	144	217	17	26	1580	12595
	SAIGON	14°57'N								
R6 FIR		114°00'E	280°	"	177	394	21	47	1940	10655
	RVN	15°35'N								
R6 ADIZ		110°28'E	280°	"	209	603	25	1+12	2300	8355
	DAG	16°03'N								
R6 DA NANG	37	108°12'E	280°	"	133	736	16	1+28	1470	6885

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Marine Fighter/Attack Squadron-115  
Marine Aircraft Group-13  
1st Marine Aircraft Wing  
Marine Corps Air Station  
Iwakuni, Japan  
152400 Sep 1965

ANNEX D (Embarkation) to Operation Plan 1-65

Ref: (a) MAG-13 EmbarkO 4-65  
(b) WgO 4631.7

Time Zone: Zulu

1. ORGANIZATION FOR EMBARKATION.

a. Assignment of personnel to aircraft:

- (1) Passenger manifests will be published one week prior to departure.

b. Loading schedule and assembly areas:

- (1) For advance echelon, load 2 C-130 at MAG-13 flight line 292200 Sep, ETD 292300.
- (2) For enroute support team, load 1 C-130 at MAG-13 flight line 072200 Oct, ETD 072300.
- (3) For main body load at MAG-13 flight line as follows:
- (a) 1 C-130 at 112200 Oct ETD 112300.
  - (b) 1 C-130 at 122200 Oct ETD 122300.
  - (c) 2 C-130 at 132200 Oct ETD 132300.
- (4) To lift enroute support team from NAS Cubi Point, load 1 C-130 at air freight 140300 Oct.

c. Advance parties:

- (1) An advance echelon will be pre-positioned in Da Nang 1 Oct. See Appendix 1 to Annex E for personnel roste
- (2) An enroute support team will be positioned at NAS Cubi Point 8 Oct. See Appendix 2 to Annex E. This lift will include tires, tools and an RCPT-105 to be dropped at Naha AB for the VMFA-513 enroute support team.

d. Main body:

- (1) The main body and 2 civilian Tech Reps will arrive in Da Nang 12, 13 and 14 Oct 1965. See Appendix 3 to AnnexE for personnel roster.

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~~SECRET~~e. Rear echelon:

- (1) The rear echelon will depart MCAS Iwakuni aboard flight 5, 15 Oct or as soon as administrative details of the transfer are complete. See Appendix 4 to Annex E for personnel roster.

2. SUPPLIES AND EQUIPMENT TO BE EMBARKED.a. Description:

- (1) Generally will consist of 22 pallets of records and publications which will be unitized by a VMFA-115 work detail under the supervision of 1stLt. D. J. WILSON and 1stLt. R. P. ANDERSON.

b. Loading:

- (1) VMFA-115 will furnish personnel and fork lifts for all loading at MCAS Iwakuni.
- (2) VMFA-115 will furnish personnel and Station Air Freight will furnish fork lift for all loading at NAS Cubi Point.

c. Off Loading:

- (1) VMFA-115 will furnish personnel for off loading equipment for VMFA-513 enroute support team at Naha AB.
- (2) VMFA-115 will furnish personnel and fork lifts for all off loading at Da Nang.

3. MOVEMENT AND EMBARKATION OF PERSONNEL.a. Movement of personnel and baggage to staging area:

- (1) Trucks will be provided by VMFA-115 Motor Transport to move personnel and baggage from barracks to MAG-13 line commencing one hour and forty five minutes prior to respective scheduled take-off time.
- (2) One hour prior to scheduled take off personnel in each flight will muster with senior NCO designated by asterisk on each plane's manifest.

b. Uniforms:

- (1) Officers will wear flight suits and boots or utilities with field shoes or boots.

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- (2) Enlisted will wear utilities with safety shoes or boots.

c. Baggage permitted in accordance with reference (a):

- (1) Officers are allowed one locker box and two seabags or equivalent.
- (2) Staff NCO's are allowed one locker box and one B-4 bag or equivalent.
- (3) Sgt's and below are authorized two seabags.

4. Motor Cycles/Scooters:

a. Shipping:

- (1) In accordance with references (a) and (b), one motor cycle/scooter per person may be shipped on a space available, no expense to the government, basis. If space is not available for all motorcycles on aircraft designated for VMFA-115 airlift, the owner will turn the vehicle, an owners certificate, and release form (which may be obtained from VMFA-115, S-1) into station air freight to be shipped space available.
- (2) Gas tanks will be drained and motorcycles tagged by the owner prior to embarkation.

*C. R. Jarrett*  
C. R. JARRETT

Lieutenant Colonel, U. S. Marine Corps  
Commanding

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Marine Fighter/Attack Squadron-115  
Marine Aircraft Group-13  
1st Marine Aircraft Wing  
Marine Corps Air Station  
Iwakuni, Japan  
152400 Sep 1965

Annex E - (Administration) to Operation Plan 1-65

Time Zone: Zulu

1. STRENGTH. The actual strength for deployment will be as follows:

- a. Officers: 46
- b. Enlisted: 264
- c. A Personnel Action Report will be submitted to MAG-13 upon deployment.

2. REPLACEMENTS. In accordance with the policy of higher authority.

3. DISCIPLINE, LAW AND ORDER. In accordance with the Bulletins, regulations and policies of higher authority at destination.

4. PRISONERS OF WAR. Processed as directed by higher authority.

5. GRAVES REGISTRATION.

a. Collection, Evacuation and Processing of the dead.

(1) As directed by higher authority and Wing Order 3040.2A.

b. Casualty Reporting.

(1) The Commanding General, 1stMAW is charged with the responsibility for the collection and dissemination of casualty reports.

(2) A casualty card will be prepared and submitted to Casualty Report Control Center (CRCC) on each casualty.

(3) Embossing equipment will be used for imprinting standard identifying information on the casualty card.

(4) MCO 3040.1 and Wing Order 3040.2A will be used in reporting.

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- (5) Personnel Accounting System (PAS) cards will be obtained prior to departure from the Wing Casualty Reporting Officer.

c. Disposition of Personal Effects.

- (1) As directed by the individual's confidential data data form located in the SRB/OQJ.
- (2) In accordance with paragraph 2007, NAVMC 1063-PD (Rev. 1-58).
- (3) In accordance with chapter 12, MARCORPERSMAN.

6. MORALE AND PERSONNEL SERVICES.

a. Rest and Leave. Authorized in the following areas:

- (1) Bangkok
- (2) Hong Kong
- (3) Additions or deletions may follow.

b. Will be granted in accordance with Wing Order 1050.2E or as directed by higher authority.

c. Decorations, Medals and Awards. Processed in accordance with SECNAVINST P1650.1C, CINCPACFLTINST 1650.1, FMFPACO 1650.1 and WingO 1650.5.

d. Exchange Service. Minimum facilities are available. Only essential comfort items are provided and these are limited in quantity. Therefore, personnel should purchase most luxury items before departure. A few such items are as follows:

- (1) Small Fan.
- (2) Towels (colored).
- (3) Extension Cord.
- (4) Electrical outlets.
- (5) Small plastic wash pan.
- (6) Bed Lamp.
- (7) Self sealing envelope and writing paper.
- (8) Thermos bottle.

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- (9) Good supply of toilet articles.
- (10) Nails, nuts and bolts, shelve clamps and screws.
- (11) Bottle openers.
- (12) Cups.
- (13) Swim suit.
- (14) Foot powder/body powder.
- (15) Flashlight w/extra batteries.
- (16) Shaving mirror.
- (17) Rubber boots.
- (18) Two weeks supply of tobacco requirements.

e. Postal.

- (1) Official address will be announced upon arrival at destination, until then the following address will be used:

RANK, NAME, SERIAL NO.  
VMFA-115, 1stMAW  
c/o FPO  
San Francisco, Calif. 96601

- (2) The Squadron Postal Officer will insure that Wing Postal is properly notified of movement and that adequate information is provided.

f. Pay.

- (1) Pay records will be inventoried and packed by the senior officer of each roster. See Appendixes 1 through 4.
- (2) Hostile fire pay will amount to \$65.00 per month for all hands.
- (3) Personnel are allowed to draw all money due them each pay day or any amount upon request.
- (4) Officers are charged \$1.13 per day for rations. Disbursing deducts from pay.

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~~SECRET~~(5) Income Tax Deductions.

- (a) All income non-taxable for enlisted and warrant officers.
- (b) Officers are allowed \$200.00 per month deduction. Must advise disbursing on the amount of taxes to withhold.

g. Religious Activities.

- (1) A schedule of all services will be posted upon arrival at destination.

h. Special Services.

- (1) Limited equipment can be obtained from the squadron Special Services Officer. The following equipment will be available:
  - (a) Horseshoes.
  - (b) Volleyball and net.
  - (c) Ball gloves.
  - (d) Softballs.
  - (e) Bats.
  - (f) Swim fins.
  - (g) Swim masks.
  - (h) Swim snorkels
  - (i) Spearguns.
  - (j) Playing cards.
  - (k) Dart board.
  - (l) Badminton set.

7. UNIFORM.a. Required uniforms:

- (1) Officers:
  - (a) Winter Service "A".

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- (b) Summer Service "A".
- (c) Summer Service "C".
- (d) Utilities.

## (2) Enlisted:

- (a) Winter Service "A".
- (b) Summer Service "A".
- (c) Utilities.

- b. Uniform of the Day. Utility shirts of utility uniform may be modified to short sleeve. When shortened, the length should compare with that of the individual's short sleeved khaki shirt. Sleeves may be rolled up to above the elbow in lieu of shortening at the discretion of the individual.
- c. Liberty Uniform. Will be as follows:
  - (1) Officers - Summer Service "C" with short sleeved shirt.
  - (2) Enlisted - Summer Service "A" or "B", with short sleeved shirt.
- d. Civilian Clothing. Appropriate civilian attire may be worn on shore leave or liberty by officers, staff NCO's, sergeants and corporals.
- e. Lightweight Utility Uniform. Is authorized for wear as the uniform of the day as it becomes available. Sleeves may be rolled up but will not be altered in any manner. Personnel, upon transfer, will be required to return all such uniforms to material. The proper wearing of lightweight utilities is with the trousers bloused, coat worn outside the trousers and one button open at the neck.
- f. Rank Insignia. Will be worn on utility caps.

8. STORAGE AND DISPOSITION OF PERSONAL EFFECTS.

- a. All information pertaining to Personal Effects is contained in Squadron Bulletin 4050.

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9. CIVIL AFFAIRS.

- a. The legal officer is designated Civil Affairs Officer and will acquaint himself with those publications pertinent to Civil Affairs.

10. PERSONNEL PROCEDURES. In accordance with applicable Marine Corps Orders, FMFPACO P1000.3D (SOP for personnel) and WGO P 5000.1A (SOP for Administration).

*C. R. Jarrett*

C. R. JARRETT  
Lieutenant Colonel, U. S. Marine Corps  
Commanding

APPENDIXES:

- ✓1. - Roster of Advance Echelon
- ✓2 - Roster of Enroute Support Team
- ✓3 - Roster of Main Body
- ✓4 - Roster of Rear Echelon

DISTRIBUTION: Annex F (Distribution)

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Appendix 1 (Roster of Advanced Echelon) to Annex E (Personnel) to  
Operations Plan 1-65

<del>BARTEL, A. G.</del>	<del>Capt <sup>new</sup></del>	Officer-in-charge	
HALEY, M. H.	Capt	NORMAN, L. A.	LCpl
TEBOW, W. J.	Capt	SMITH, G. B.	LCpl
FERGUSON, R. G.	1stLt	SHERRILL, C. D.	LCpl
CARTER, L. W.	1stLt	WOLFE, E. L.	LCpl
WRIGHT, W. E.	WO	HICE, H. R.	LCpl
ALLEN, L. Jr.	WO	FRIDAY, F. R.	LCpl
<del>H. H. W. D.</del>	<del>WO</del>	WILLEY, T. E.	LCpl
NELSON, J. E.	<del>1st Sgt</del>	VINEY, R. A.	LCpl
SIMMONS, E. E.	M/Sgt	WILSON, J. F.	LCpl
JEFFREY, B. G.	GySgt	RINEER, J. C.	LCpl
ROBINSON, W. R.	GySgt	COTRELL, A. R.	LCpl
ROMINE, W. R.	GySgt	MANGLES, J. H.	LCpl
BREGLER, R. S.	SSgt	CHAPLIN, M. J.	LCpl
DRASGOW, J. R.	SSgt	KENDALL, L. A.	LCpl
BISHOP, G. S.	SSgt	BURTON, B. C.	LCpl
ROELAND, R.	SSgt	CURTIS, G. L.	LCpl
WINTERS, H. L.	SSgt	DAVIS, W. J.	LCpl
COMPTON, J. H.	SSgt	MCKINNEY, P. T.	LCpl
MOLISANI, C. M.	SSgt	MOORE, J. T.	LCpl
BELVILLE, A. J.	SSgt	SNYDER, P. E.	LCpl
OLMSTEAD, H. W.	SSgt	STALEY, J. J.	Pfc
SWITZER, W. E.	SSgt	GAMBILL, D. W.	Pfc
COWEN, W. L.	Sgt	LAUGHLIN, T.	Pfc
JEWETT, J. M.	Sgt	CECIL, J. M.	Pfc
DELAUTER, J. D.	Sgt	ANTICO, T. W.	Pfc
PATRICK, N. D.	Sgt	PREVETT, M. A.	Pfc
CROWE, J. T.	Sgt	WESLEY, F. J.	Pfc
YOUNG, J. H.	Sgt	REED, K. L.	Pfc
TALLMAN, T. J.	Sgt	HALL, R. C.	Pfc
BRECK, W. G.	Sgt	WILSON, B. E.	Pfc
SOUTHALL, G. E.	Sgt	URE, D. M.	Pfc
DAVIS, J. L.	Sgt	HATFIELD, R.	Pfc
BECK, C. E.	Cpl	HALL, D. W.	Pfc
HARD, J. J.	Cpl	MURPHY, E. T. Jr.	Pfc
DELSOLIA, R. F.	Cpl		
ROBERTSON, J. G.	Cpl		
THORNBURG, D. R.	Cpl		
WHISENHUNT, L. A.	Cpl		
ROTHHARR, B. C.	Cpl		
BARNHILL, C. R.	Cpl		
RHINEHART, R. L.	Cpl		
KANE, J. R.	Cpl		
PEREIRA, J. L.	Cpl		

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## Appendix 2 (Roster of Enroute Support Team) to Annex E (Personnel) to Operation Plan 1-65

BURKLEY, G. W.	Capt	Officer-in-charge	
ROGERS, L. F.	1stLt		
BENNETT, D. E.	GySgt	NAUGHER, J. H.	LCpl
NANCE, H. E.	SSgt	HOLLAND, E. R.	LCpl
MARTIN, R. E.	SSgt	DILLON, R. F.	LCpl
IVY, O. L.	SSgt	SMOTHERS, K. P.	LCpl
VICTOR, C. S.	SSgt	BRIMACOMB, D.	LCpl
ADAM, J.	SSgt	ROPER, C. T.	LCpl
MILLIRON, R. H.	SSgt	MARTINEZ, R. R.	LCpl
DUGAN, M. J.	SSgt	BEGEL, E.	LCpl
JACOBSON, G. H.	Sgt	MCKEE, D. A.	LCpl
RICHARD, W. N.	Sgt	HANDFORD, B. J.	LCpl
SENSEBE, L. E.	Sgt	KELLY, G. F.	LCpl
MALLORY, C. L.	Sgt	STONE, W. J.	LCpl
WILLIAMS, R. H.	Sgt	THOMAS, L. R.	Pfc
HERSEY, L. E.	Sgt	MCCABE, S. R.	Pfc
KAISER, M. F.	Sgt	SHOEMAKER, A. C.	Pfc
ROBLES, J.	Sgt	MATTOX, J. C.	Pfc
BINDLEY, R. D.	Cpl	LAPOLLA, A. J.	Pfc
BOSARGE, B. S.	Cpl	BURGESS, C. E.	Pfc
WUITE, R.	Cpl	CIRIO, D. C.	Pfc
MCCLANCY, J. S.	Cpl	SVERTZ, D. A.	Pfc
FITZGERALD, M. R.	Cpl	DUNN, G. E.	Pfc
SANDERSON, E. P.	Cpl	CAMPBELL, R. W.	Pfc
JONES, J. L.	Cpl	MABRAY, A. W.	Pfc
QUICK, J. L.	Cpl	SHEA, R. F.	Pfc
WIESNER, J. H.	Cpl	DOTY, G. I.	Pfc
MUNCY, J. L.	Cpl	SALAZAR, J. C.	Pfc
SMITH, J. L.	Cpl	MULLINIX, R. T.	Pfc
WHITEHURST, J. W.	Cpl	CRIVELLO, M. J.	Pfc
DANZ, W.	Cpl	FRYE, C. W.	Pfc
GRONAW, L. E.	Cpl	BOWLING, W. G.	Pvt
SUITS, J. D.	LCpl		
GLANDORF, K. L.	LCpl		
CISSELL, W. P.	LCpl		
TRIANCE, D.	LCpl		
CARMONA, G.	LCpl		
ARMSTRONG, W. L.	LCpl		

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~~SECRET~~Appendix 3 (Roster of Main Body) to Annex E (Personnel) to  
Operation Plan 1-65

1. The following is a roster of personnel in the main body.

<i>Battal</i>	<i>A.G.</i>	<i>Capt.</i>	<i>OIC</i>
HAMILTON, G. R.		Capt	<del>Officer in Charge</del>
DEMERS, R. A.	<i>AMW</i>	1stLt	<del>LEFORE, W. P.</del> <i>AMW</i> WO
FUCIK, J. J.	<i>AMW</i>	1stLt	<del>MCMALE, J. B.</del> <i>AMW</i> 1stLt
GEIGER, C. R.		1stLt	MOORE, D. W. 1stLt
GENDREYEN, W. R.	<i>AMW</i>	1stLt	ROSE, J. M. 1stLt
HILL, T. A.	<i>AMW</i>	WO	SHARP, H. F. 1stLt
HOGG, J. S.		1stLt	WILSON, D. J. 1stLt
ANDERSON, R. P.		1stLt	WEATHERS, D. M. 1stLt
KELLY, T. P.		WO	SMIT, R. L. (MC) Lt
KUZELA, E. V.	<i>AMW</i>	1stLt	FEHRS, W. (Tech Rep) Civ
			<del>DAWLE, G. (Tech Rep) Civ</del>
LAING, G. E.	<i>AMW</i>	1stSgt	FISHER, R. F. Cpl
CURRIER, E. J.		GySgt	MILLER, R. K. Cpl
HENKEL, O. A.		GySgt	GOMEZ, L. A. Cpl
LINEBERGER, R. F.		GySgt	BARTH, T. G. Cpl
GREEN, R. L.		GySgt	HOFFMAN, R. E. Cpl
BOOKHART, J. F.		GySgt	AYERS, R. F. Cpl
TOTH, W. P.		GySgt	STACY, C. E. Cpl
PLANK, A. L.		GySgt	HANSEN, R. W. LCpl
FERNBURG, M. E.		GySgt	SCHUBRING, E. J. LCpl
KNOX, M. P.		GySgt	WATSON, J. E. LCpl
EHLERT, W. J.		SSgt	RILEY, B. E. LCpl
ELLIS, H. E.		SSgt	SLOSS, W. L. LCpl
STEINMAN, H. A.		SSgt	MCKENZIE, E. W. Jr LCpl
SCHENK, A. E.		SSgt	WALKER, R. N. LCpl
PAGE, O. L.		SSgt	WALKER, R. C. LCpl
LUKONKI, J.		Sgt	PELLEGRINI, D. M. LCpl
SAROSY, R. L.		Sgt	MAGUILL, H. B. LCpl
BURGAN, C. E.		Sgt	GALASSI, T. LCpl
LARSON, C. J.		Sgt	DEAN, H. E. LCpl
KENDALL, C. L.		Sgt	PATTON, H. G. LCpl
SEALEY, R. M.		Sgt	LAHR, C. E. LCpl
RONNING, R. S.		Sgt	DIETZ, C. D. LCpl
PAX, T. J.		Sgt	NEUMAN, M. J. LCpl
FISCHER, H. J.		Sgt	NORRIS, O. J. LCpl
BRINK, D. P.		Sgt	BRENNER, R. D. LCpl
DEESE, J. D.		Sgt	GRZONKA, D. D. LCpl
KITCHEN, D.		Sgt	MACKENZIE, D. R. LCpl
HERNANDEZ, M. A.		Sgt	DOLGE, A. F. LCpl
WRIGHT, D. L.		Cpl	TIPTON, K. D. LCpl
HARDING, R. B.		Cpl	LIGHT, J. L. LCpl
ANDERSON, J. E.		Cpl	BOEHLE, R. J. LCpl
MULLINS, W. D.		Cpl	MCGAHA, O. R. LCpl
FULLER, W. J.		Cpl	

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CORNISH, D. L. LCpl  
 EHRET, E. E. LCpl  
 SWENSON, E. P. LCpl  
 STEWART, G. D. LCpl  
 BRUNING, L. B. LCpl  
 RUZZA, R. W. LCpl  
 JORDAN, P. D. LCpl  
 HANSON, R. W. LCpl  
 SHALTON, G. M. LCpl  
 LUTES, R. A. LCpl  
 SMITH, G. W. LCpl  
 MACEK, E. A. LCpl  
 BRIEN, J. T. LCpl  
 WILLIAMS, B. E. LCpl  
 GREGG, J. W. LCpl  
 NIGHTENGALE, J. R. LCpl  
 HALL, L. T. PFC  
 KAMINSKI, E. P. LCpl  
 BROWN, E. L. LCPL  
 TALLEY, D. F. PFC  
 HESSELMAN, T. J. PFC  
 WATKINS, E. D. PFC  
 REGAN, T. E. PFC  
 BRYSON, F. B. PFC  
 MILLER, R. F. PFC  
 WILSON, D. P. PFC  
 PENNINGTON, M. L. PFC  
 GIBSON, B. T. PFC  
 RUSSELL, G. L. PFC  
 BUTSAVICH, A. E. PFC  
 MORROW, W. F. PFC  
 YOUKER, R. D. PFC  
 KNIGHT, D. W. PFC  
 BOWMAN, J. W. PFC  
 GATES, M. J. PFC  
 WIMBERLY, E. G. PFC  
 SHANE, A. I. PFC  
 DAWSON, P. J. PFC  
 NEVENON, J. V. PFC  
 SOWER, C. D. PFC  
 BURGESS, L. P. PFC  
 SERRATOS, L. C. PFC  
 LOSOYA, S. Q. PFC  
 BIBLE, J. E. PFC  
 REYNOLDS, R. J. PFC  
 DEATHERAGE, D. L. PFC  
 BROWN, R. M. PFC

TUTTLE, P. M. PFC  
 BANKES, J. F. PFC  
 GREEN, H. D. PFC  
 GILBERTSEN, D. W. PFC  
 DOVE, V. D. PFC  
 HANSON, P. E. PFC  
 ROCHE, R. M. PFC

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**SECRET**SECRETAppendix 4 (Roster of Rear Echelon) to Annex E (Personnel) to Operations  
Plan 1-65

1. The following is a roster of personnel in the rear echelon.

LEVINE, D. C.	1stLt	Officer-in-charge
COLLISON, R.	Sgt	
MACIEJEWSKI, D. E.	Pfc	
GILLESPIE, W. D.	Pfc	
MONTELEONE, P.	Pfc	
SUITS, J. L.	Pfc	
TEMPLE, R. L.	Pfc	

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Marine Fighter/Attack Squadron-115  
Marine Aircraft Group-13  
1st Marine Aircraft Wing  
Marine Corps Air Station  
Iwakuni, Japan  
152400 Sep 1965

Annex F (Distribution) to Operation Plan 1-65

Time Zone: Zulu

<u>Distribution:</u>	CO, 1stMAW (REAR)	2
	CG, 1stMAW	5
	CO, MCAS Iwakuni	1
	CO, Naha AB	1
	CO, NAS Cubi Point	2
	CO, Da Nang AB	1
	CO, MAG-13	3
	CO, MAG-11	3
	CO, VMGR-152	3
	CO, VMFA-513	4
	CO, VMFA-323	1

*C. R. Jarrett*  
C. R. JARRETT

Lieutenant Colonel, U. S. Marine Corps  
Commanding

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MARINE FIGHTER/ATTACK SQUADRON 115  
 Marine Aircraft Group 11  
 1st Marine Aircraft Wing, FMFPac  
 FPO, San Francisco 96601

ADMIN:DCL:glf  
 5750  
 5 Jan 1966

From: Commanding Officer  
 To: Commanding Officer, Marine Aircraft Group 11  
 Subj: Command Chronology, period 1-31 December 1965  
 Ref: (a) GruO 5213.2H

1. In accordance with reference (a), the information contained in paragraphs 2. through 8. is submitted.

2. Personnel. On 7 December 1965, one Naval Flight Officer was transferred to Marine Aircraft Group 11. On 20 December 1965, six officers (3 Naval Aviators, 3 Naval Flight Officers) and sixty-four enlisted men were transferred to Marine Fighter/Attack Squadron 323. One Naval Aviator was transferred to the 1st Marine Air Wing. Eight officers (4 Naval Aviators, 4 Naval Flight Officers) and sixty-three enlisted men were joined 21 December 1965, all from Marine Fighter/Attack Squadron 323. On 28 December one Naval Aviator was joined, coming to us from Marine Air Control Squadron 7.

3. Civic Action. On 27 December 1965, the squadron presented Marine Aircraft Group 11 with a \$200.00 donation for use in the Group Civic Action Fund. It was intended to be applied in support of the Christian Elementary Day School of DaNang.

4. Morale Program. On 31 December 1965, on behalf of the officers and men of VMFA-115, LtCol C. R. JARRETT presented the Marine Aircraft Group 11 Chapel with a bronze bell, weighing approximately 75 pounds and inscribed as follows:

"This bell tolls for those of MAG-11 who have given their lives to insure the rights of self determination for the people of South Viet Nam. Given by VMFA-115 in memory of

Captain W. J. TEBOW  
 First Lieutenant W. R. GENDEBIEN  
 First Lieutenant J. B. McHALE  
 Chief Warrant Officer 2 J. R. PETTY Jr."

5. Awards. The following recommendations for awards to members of this command were made to higher authority: 112 Air Medals, 1 Navy Commendation Medal and 4 Letters of Commendation. Eight Air Medals were awarded during the month to flight crews within the squadron.

ENCLOSURE (19)

5750  
5 Jan 1966

6. Air Operations. Total flight hours approximated 600 for the month, with almost 590 hours of combat missions. Missions included helo escort, TPQ, interdiction, reconnaissance escort, landing zone prep, and air-to-air intercepts. Five officers accumulated individual total combat missions in excess of 100. From 0700H 9 December to 0700H 10 December, a squadron high was recorded, consisting of 39 sorties totaling 40.5 flight hours. A program of combat indoctrination flights for aircrews from Marine Fighter/Attack Squadron 314 was commenced. Each crew spent approximately one week at Danang. From 9 December to 21 December, the squadron supported the III MAF by participation in Operation Harvest Moon.

7. Air Defense. The squadron manned the Danang Air-to-Air hot pad on a 24 hour basis, with a 5 minute reaction time, from 12 December to 26 December. During this period, 1 active scramble occurred accounting for two sorties.

8. Embarkation. On 31 December, an advance echelon departed Danang for Iwakuni to conduct coordination/liaison with Marine Fighter/Attack Squadron 314, preparatory to squadron rotation.

  
C. R. JARRETT