

31 July 1967

## FIRST MARINE AIRCRAFT WING

The 1st Marine Aircraft Wing flies missions in support of III MAF, 7th Air Force, Task Force 77, and allied forces operating in the Republic of Vietnam.

Personnel strength of the Wing fluctuates around the 16,000 figure. The aircraft inventory includes 16 different types of aircraft.

The Wing has two helicopter groups, three fixed wing groups, a support group and a headquarters group. Wing headquarters, one fixed wing group and the support group are located at Da Nang. Other installations include Chu Lai (two fixed wing groups and one helicopter group); Marble Mountain (one helicopter group); Phu Bai (helicopter squadrons); Dong Ha and Khe Sanh (helicopter squadrons).

Wing aircraft log approximately 1600 sorties every day. Included in this figure are some 240 fighter attack sorties and more than 1300 helo sorties. In addition, Marine aircraft fly approximately 28 missions over North Vietnam (fighter/attack and electronic countermeasures) during an average 24 hour period in support of III MAF, the Air Force and the Navy.

Among the fighter attack aircraft assigned are A-4E Skyhawks, A-6A Intruders, F-4B Phantoms and F-8E Crusaders. For the support/recon role are TF-9J Cougars, RF-4B Phantoms, EA-6A Intruders, EF-10B Skynights, and O-1C observation craft. Carrying the brunt of the transport load and doubling as flare ships are the C-117 and the KC-130 which also is used for aerial refueling. The US-2B is used in a utility role.

With the addition of a squadron of CH-53A helicopters, the free world's largest and fastest transport helo, the 1st Marine Aircraft Wing now has four types of helicopters in Vietnam. The CH-46A Seahawk and the UH-34D Seahorse are used for transporting troops, re-supply, and medical evacuation missions. The UH-1E Iroquois also has a variety of missions including armed support, medical evacuations, observation. The CH-53A Sea Stallions transport troops and supplies and are used extensively for retrieving downed helicopters.

The commander of the 1st Marine Aircraft Wing is Major General Norman J. Anderson who also serves as Deputy Commander, III Marine Amphibious Force (Air).

## THE FORCE LOGISTIC COMMAND STORY

Force Logistic Command is the biggest supply and support outfit in Marine Corps history. Its job is logistic support for the 75,000 Marines fighting in Vietnam's I Corps.

The command was born March 15, 1966 when existing supply and support units, including the 1st Force Service Regiment were placed under one command. Since Oct. 1967, FLC has been commanded by Brigadier General Harry C. Olson, a combat veteran of World War II and Korea.

The command, made up of almost 10,000 Marines, is headquartered at Camp Books, eight miles northwest of Da Nang. Three of FLC's nine battalions are at Books - Headquarters and Service Bn., Supply Bn. and 7th Motor Transport Bn. Other units are scattered throughout I Corps, from Chu Lai to the DMZ.

Located west of the Da Nang airfield are Maintenance Bn., which repairs and maintains combat equipment for III Marine Amphibious Force Marines, and the 1st and 3rd Military Police Battalions. The MP battalions provide security forces for III MAF, sentry and scout dog platoons, security for the Da Nang airfield and the III MAF bridge and various other security and policing missions as assigned.

Force Logistic Support Group-Alpha at Phu Bai and Force Logistic Support Group-Bravo at Dong Ha are subordinate FLC units who supply and support Marine units in northern I Corps. Elements of these units are at Khe San, Col Co Island and Cha Viet.

Supporting Republic of Korea Marines in southern I Corps is a supply company from FLSG-B based at Chu Lai.

Fifth Communication Bn., located in East Da Nang provides communications support for Marine combat outfits throughout I Corps as well as garrison units.

Maintenance Battalion's five companies, Ordnance, Electronic, General Supply, Engineer and Motor Transport repair any Marine gear that can be fixed in Vietnam.

To repair gear that cannot be brought to the shops, each company sends "contact teams" into the field to make on-the-spot repairs. Equipment serviced can range from a 93,000 pound, 8-inch self-propelled gun to a 2½ pound, 45 caliber pistol.

## FLC Story 2-2-2-2-2

Both FLSG-A and FLSG-B have maintenance companies doing similar jobs in the north.

The III MAF Transient Facility and its Rest and Relaxation center are operated by FLC. Besides housing men headed for R&R, the facility provides temporary housing for transient personnel going to and from the U. S.

When a unit is in a remote area, is cut-off in a combat operation, or needs on-the-spot quick delivery, the Air Delivery Platoon goes into action, parachuting supplies into the outfit.

Not all FLC units are concerned with supply, maintenance and service support. The ticklish task of disarming duds or booby traps placed by the enemy is the job of the Explosive Ordnance Disposal teams. The EOD men are also called upon to disarm bombs on disabled aircraft.

Taking care of the human remains of men who are battle casualties is the task of the Graves Registration Section assigned to each medical battalion. Men working in these sections do so on a strictly volunteer basis.

Helping keep morale high are the mobile laundry, bakery and ice cream units operated by FLC. These units are able to go into the field to serve troops.

The Data Processing Platoon provides inventory control support for the basic supply mission and for personnel accounting and assigns Marines in accordance with their skills and ability. The platoon operates the only "IBM 360" computer in Vietnam.

Over a million gallons of fuel per day are pumped to Marine units throughout I Corps by FLC's 7th Separate Bulk Fuel Co. This specialized unit was designed and developed to serve bulk fuel requirements which were normally "man-handled" over roads and beaches, making delivery requirements extremely difficult. The "hose-humpers", as they are called utilize modern fuel handling equipment to efficiently service all fuel requirements.

Another specialized organization in the command is an ammunition company, which controls ammunition used by Marines in Vietnam.

Seventh Motor Transport Battalion, has companies located at Camp Books and at Phu Bai. The battalion has greatly increased the transportation facilities for supplying Marine units by truck convoys. Several times each month, the battalion makes up part of large convoys going to such places as Dong Ha and Hue.

FLC Story 3-3-3-3-3

Three Combined Action Platoons, Q-4, Q-5 and Q-6 are situated near FLC's Camp Books headquarters, within a 25-minute drive from Da Nang.

In the realm of Civic Action, the Force Logistic Command has a continuing program for building schools, relocating hamlets and providing building materials for local orphanages at Camp Books, Phu Bai and Chu Lai.

One of the command's biggest civic action projects is the Children's Hospital located on the Camp Books compound. Through combined efforts of the Marines of Force Logistic Command, hospital corpsmen and Seabees the Children's Hospital has given medical care to thousands of Vietnamese children. The hospital's new building will triple present facilities.

Designed to serve a population of 30,000 people within a radius of two or three miles of Camp Books, the hospital sometimes treats children from as far away as Dong Ha, near the DMZ.

The Medical Civic Action Program (MedCap) is becoming more extensive in the area and acts as a screening agency for the hospital, as well as treating patients of all ages in the villages.

1st MARINE AIRCRAFT WING

PRESS KIT

TABLE OF CONTENTS

<u>Page</u>	<u>Title</u>
1-2	Biography and photograph Commanding General
3-4	Biography and Photograph Assistant Wing Commander
5-6	Brief History of the 1st MAW
7-9	1st MAW in Vietnam
10-12	List of Operations in Vietnam participated in by 1st MAW
13	Map of I Corps
14	Commanding Generals
ENCLOSURE (1)	Aircraft of the 1st MAW

MAJOR GENERAL NORMAN J. ANDERSON, USMC  
Commanding General, 1st Marine Aircraft Wing

Major General Norman Jacob Anderson was born February 7, 1913 at Manitowoc, Wis., and completed high school at Glendale, Calif. He graduated from the University of California at Los Angeles in 1934 with an AB degree and completed a year of postgraduate study at Stanford University in 1935, prior to enlisting in the Marine Corps Reserve. Appointed an aviation cadet, he completed flight training at Pensacola, Fla., in 1937 and was commissioned a Marine Reserve second lieutenant.

When war erupted, he was serving as Aide to the Commanding General, 1st Marine Aircraft Wing. Overseas, he took part in combat with MAG-25 in the Solomons. Later, he flew more than 100 bombing missions as commander of VMB-423 in the Bismarck and Philippines areas, earning three Distinguished Flying Crosses and seven Air Medals.

Following the war, he commanded an aircraft engineering squadron at El Toro; completed the Junior Course at Quantico in 1947; and headed the Air Section, Amphibious Warfare School.

Upon the outset of hostilities in Korea, he was ordered to the Western Pacific as Deputy Commander, MAG-33. Based aboard the USS BADOENG STRAIT, he flew 57 missions and earned the Silver Star Medal for gallantry in aerial combat in the Pusan Perimeter fighting. He also earned a fourth Distinguished Flying Cross and his eighth through tenth Air Medals.

He was next assigned to the Pacific Fleet Evaluation Group; completed the National War College in 1953; and headed the Air Section, Tactics and Techniques Board, Development Center, at Quantico (1953-56), and the Policy Analysis Division, HQMC (1956-59). In the fall of 1959, he completed jet transitional training then reported to the 1st MAW in Japan as Commanding Officer, MAG-11, operating from airfields and aircraft carriers throughout the Western Pacific.

During 1961, he served at the National War College and as a member of a board convened to examine the organization of Headquarters Marine Corps. Promoted to brigadier general in November 1961, he served consecutively at HQMC as Deputy Assistant Chief of Staff (G-3), Assistant to the Deputy Chief of Staff (Plans) for Joint Matters, and Deputy Chief of Staff (Air).

General Anderson became Assistant Wing Commander, 2d MAW, in November 1963. The following March, he assumed duties as Commanding General, Marine Corps Air Bases, Eastern Area, and Marine Corps Air Station, Cherry Point, N.C., and served in that capacity until assuming command of the 2d MAW in May 1966. He was promoted to major general in January 1966. He assumed his present command during June 1967.

The General and his wife, the former Irene Fernandez of Northfield, Vt., have two children, Norma and Kirk.

USMC

(Revised June 1967 1st MAW)



BRIGADIER GENERAL ROBERT P. KELLER USMC  
Assistant Wing Commander, 1st Marine Aircraft Wing

Robert Prescott Keller, a Naval Aviator, and holder of the Silver Star Medal and three Distinguished Flying Crosses was born in Oakland, California, on February 9, 1920. He graduated from Castlemont High School and attended the University of California at Berkeley. As a result of civilian schooling in later years, he received a Bachelor of Science degree from the University of Maryland, and a Master of Arts degree from George Washington University.

He enlisted in the Marine Corps Reserve in 1940, and was ordered to active duty for flight training. He was commissioned a second lieutenant and received his wings in July 1941.

Lieutenant Keller served as an instructor at Pensacola, Florida, progressing to the rank of captain. In 1943, he joined Marine Fighter Squadron 212 and deployed to Midway Island in the Pacific. He was promoted to major and transferred to Marine Fighter Squadron 223, serving as Executive Officer and later Commanding Officer. He destroyed one enemy aircraft and damaged two others, in aerial combat.

Returning to the United States in 1944, he completed night-fighter training and deployed to Okinawa in 1945 as Commanding Officer of Marine Night Fighter Squadron 533. When the war ended, Major Keller and his squadron flew to Peiping, China, to assist in the repatriation of Japanese forces. In January 1947 he attended the Amphibious Warfare School. After graduation he reported to Pensacola, Florida, for assignment as Aviation Safety Officer. He attended the Air Command and Staff College at the Air University in Montgomery, Alabama in 1948. Upon completion of the course in 1949, he was ordered to El Toro, California, as Executive Officer and later Commanding Officer, of Marine Fighter Squadron 214.

He deployed with the initial Marine Corps Forces to reach Korea in 1950. Early in 1951, he became Tactical Air Support and Helicopter Operations Officer, Tactics and Techniques Board, Marine Corps Development Center, Quantico, Virginia. He was promoted to lieutenant colonel in January, 1951. Transferred to Camp Lejeune, North Carolina in June 1952, he then was ordered to Headquarters Marine Corps. In January, 1956, Lieutenant Colonel Keller became a student at the Armed Forces Staff College, Norfolk, Virginia. That summer, he was assigned to the Staff of the Commander-in-Chief, Allied Forces, Southern Europe in Naples, Italy.

Upon his return to the United States in August 1958, he underwent helicopter training and in November of that year became Executive Officer of Marine Aircraft Group-16 in Japan. Promoted to Colonel in October 1959, he served thereafter until February 1960, as Assistant Chief of Staff, G-3, 1st Marine Aircraft Wing at Iwakuni.

Returning to the United States, Colonel Keller reported to the Armed Forces College, as a member of the faculty from March 1960 to June 1963. Ordered to El Toro, California, he became Assistant Chief of Staff, G-5 (Plans), Aircraft, Fleet Marine Force, Pacific. In June 1964, Colonel Keller was assigned to the 3rd Marine Aircraft Wing. He became Commanding Officer, Marine Aircraft Group-15 in July 1964. In June 1965 he received orders to Headquarters Marine Corps, as Head, Joint and Special Plans Team, Joint Planning Group. In March 1966, he was assigned to duty as Assistant Director of the Joint Planning Group. He was promoted to brigadier general in August 1966, and assigned as Deputy Assistant Chief of Staff, G-3 until reassigned in April as AWC, 1st MAW.

The general and his wife, the former Lucille Norris of Rensacola, Florida, have two sons; Robert P. Jr., and Ronald R. and two daughters; Anne Elaine and Joan Elizabeth.





## BRIEF HISTORY OF THE 1st MARINE AIRCRAFT WING

The 1st Marine Aircraft Wing was commissioned at Quantico, Virginia, on July 7, 1941. Under the command of LtCol. Louis E. Woods, it initially consisted of a Headquarters Squadron and Marine Aircraft Group - 1, which was shortly redesignated Marine Aircraft Group-11.

Twenty-four hours after the attack on Pearl Harbor, the First Wing, now consisting of six squadrons, was ordered to the West Coast. Its mission, similar to that of Army and Navy aviation units was the defense of the coast. By March 1942 the Wing had expanded to five Air Groups. Of these new groups, Marine Aircraft Group-13 was the only one to be ordered overseas; this group provided air defense of Samoa.

On August 20, 1942, Marine Aircraft Group-23, which had joined the Wing from the 2nd Marine Aircraft Wing, landed at Henderson Field on Guadalcanal to support the First Marine Division in the first offensive action in the war. BGen. Roy S. Geiger, Wing Commander, shortly thereafter assumed command of all aviation units in the Guadalcanal area.

In December 1942, the First Wing was relieved at Guadalcanal but continued to support the Second Wing logistically and to dispatch units to the New Caledonia-New Hebrides area.

By March of 1943 all units of the First Wing had ceased operating in the Guadalcanal area and began to work through New Georgia, New Guinea, and other islands. Marine landings at Pelileu were supported by the First Wing, and the battle for the Philippines again saw them in action.

The Marine technique of close air support flying was demonstrated in 1945 when the First Wing aided the Army in round-the-clock support of the Philippines.

After WW II ended, the First Wing was ordered to North China to assist the First Marine Division in the occupation of the area, and to protect American interests in the civil strife rampant in this section.

In 1946 and 1947, units of the First Wing were returned to the United States or disbanded, and the Wing was returned to the United States Marine Corps Air Station, El Toro, Calif.

## BRIEF HISTORY

2-2-2

The First Wing was back in combat in the Korean conflict. Marine Aircraft Group-33 operated in the Pusan perimeter and after the Inchon landing, all Wing units were committed to full scale operations in support of United Nations forces.

It was during this war that the 1st Marine Aircraft Wing pioneered the use of the helicopter for tactical lift in combat.

In July 1956 the First Wing moved to Iwakuni, Atsugi and Oppama, Japan. Wing units took part in the defense of Taiwan and numerous large and small scale training maneuvers in the Far East before being assigned to Vietnam.

-usmc-

## THE 1ST MARINE AIRCRAFT WING IN VIETNAM

Increments of Marine Helicopter Squadron-362, commanded by LtCol. Archie J. CLAPP, were the first unit to the 1st Marine Aircraft Wing to serve in Vietnam.

Beginning Apr. 15, 1962 the operation, dubbed "ShuFly", continued without interruption until March 1965 when the 9th Marine Amphibious Brigade landed at Da Nang. "ShuFly" was headquartered initially at Soc Trang and later Da Nang. The operation provided helicopter support for Vietnamese units and conducted training programs for Vietnamese aviators who were to operate the UH-34's provided to the Vietnamese Air Force.

Prior to April of 1965, the only fixed wing Marine aircraft in Vietnam were several O-1B light observation aircraft performing visual and photographic observation missions and transient KG-130's which provided logistical flights in support of "ShuFly".

In April 1965, the first Marine Corps F-4B "Phantom" jets were added to the aviation inventory in Vietnam. (The Marine Corps uses the F-4B both as a fighter and as an attack aircraft.) In May, additional F-4B's were stationed at Da Nang. On May 11, 1965, MajGen. Paul J. FONTANA, arrived in Vietnam, and established Headquarters (Advanced) for the 1st Marine Aircraft Wing at Da Nang.

On June 1, the A-4 "Skyhawk", bulwark of Marine close air support was introduced. They were assigned to Chu Lai, where they began operations just three weeks after construction was started on an expeditionary airfield. This field was built on a spot which was previously deserted wasteland. The first night launch of A-4 aircraft from this field was flown by Marine Aircraft Group-12 on July 5.

The first Marine Corps night helicopter assault in the Republic of Vietnam was made by Marine Aircraft Group-36 on August 12. On September 1, construction began on the Ky Ha airfield at Chu Lai for Marine Aircraft Group-36.

Another first, tactical use of an airborne Marine Corps Direct Air Support Center (DASC) was realized September 7-10, when a VMGR-152 KC-130F equipped with special communications package operated over the battle field for 9 hours on the first day of OPERATION PIRANHA.

-more-

1st MAF in Vietnam  
add 2-2-2

The F-8E "Crusader" deployed to Vietnam when VMF(AW)-312 joined MAG-11 at Da Nang on December 19. The announced 30-hour Christmas cease fire on December 24-25 commenced as scheduled and was later extended on the 25th at the direction of higher authority. 1st Marine Aircraft Wing offensive air operations resumed at 1215 December 26, when a flight of VMA-211 A-4E's were diverted from a helicopter escort mission to strike a Viet Cong trenchline complex.

By the end of 1965:

Marine Medium Helicopter Squadrons were averaging about 20,000 sorties per month in support of military operations in the III MAF area, and hauling an average of 40,000 passengers and 2,200 tons of cargo.

Marine Observation Squadrons were averaging about 2,000 missions per month.

Tactical and fixed wing squadrons of F-4B's, F-8's and A-4's were averaging approximately 2,500 combat sorties per month, and delivering from 1,600 to 2,000 tons of ordnance in their air support role.

Total sorties flown, ordnance delivered and troops and cargo heli-lifted during the months of the rainy season in the III MAF area did not differ significantly from the average figures for all months.

During the first six months of 1966, the 1st Marine Aircraft Wing supplied close air support for more than 25 combat operations while at the same time expanding the civil affairs program throughout the I Corps Area. Elements of Marine Wing Support Group-17 entered Vietnam, May 31, 1966.

In July, the 1st Wing surpassed every record set for close air support of a combat operation, when Operation Hastings began July 15.

On the first day of the operation, MAG-16 deployed 2,200 Marines and 1,400 soldiers of the Army of the Republic of Vietnam within the zone. In all, 9,864 helicopter sorties were flown 1,301 jet aircraft sorties were flown, with 479 ordnance strikes carrying 672 tons of bombs. In addition, Marine transport aircraft brought in millions of pounds of men, munitions and supplies.

-more-

## 1ST MAW IN VIETNAM

3-3-3

On August 10, a second runway was completed at Da Nang, to handle the increase of air traffic.

On September 24, Marine Aircraft Group-13 elements arrived in Vietnam, and in October 1966 opened a new airfield at Chu Lai, with a 10,000 foot runway.

November 1, saw the first A6A "Intruder", newest fixed wing aircraft in the Marine Air arsenal join Marine Aircraft Group-11 at Da Nang.

By the end of 1966:

Fighter, Attack and Bomber aircraft of the 1st Marine Aircraft Wing flew a total of more than 61,000 sorties.

1st Marine Aircraft Wing helicopters lifted over 500,000 passengers and 32,000 tons of cargo, flying more than 400,000 sorties.

Transport aircraft ferried more than 245,000 passengers and more than 39,000 tons of cargo.

In addition, the 1st Marine Aircraft Wing provided air support for Task Force 77 and the 7th Air Force. Marines flew more than 1,000 sorties for the Task Force and over 18,000 for the Air Force.

In January 1967, the 1st Marine Aircraft Wing added the free world's largest and fastest production helicopter, the CH53A, to it's inventory.

Elements of the 1st Marine Aircraft Wing are now operating from Chu Lai, Ky Ha, Marble Mountain, Phu Bai and Dong Ha, with Wing Headquarters at Da Nang.

SIGNIFICANT OPERATIONS OF THE 1ST MARINE AIRCRAFT WING IN THE REPUBLIC  
OF VIETNAM FROM AUGUST 1965 TO JULY 1967

<u>CODE NAME</u>	<u>INCLUSIVE DATES</u>	<u>CODE NAME</u>	<u>INCLUSIVE DATES</u>
STARLIGHT	18-24 Aug 65	OTTOWA	20-22 Aug 66
PIRANHA	7-10 Sep 65	JACKSON	27-29 Aug 66
BLACK FERRET	3-5 Nov 65	TROY	2-4 Sep 66
BLUE MARLIN	10-12 Nov 65	NAPA	5-14 Sep 66
DAGGER THRUST	28 Nov-1 Dec 66	FRESNO	8-16 Sep 66
HARVEST MOON	9-21 Dec 65	COFFEE	24-25 Sep 66
LONG LANCE	5-8 Jan 66	PAWNEE II	8-14 Sep 66
DOUBLE EAGLE	28 Jan-1 Mar 66	GANNON	7-12 Sep 66
UTAH	4-8 Mar 66	MONTEREY	29-30 Sep 66
TEXAS	20-25 Mar 66	KENT	10-15 Oct 66
OREGON	20-23 Mar 66	TETON	12-20 Oct 66
INDIANA	28-30 Mar 66	DOVER	19-23 Oct 66
ORANGE	1-11 Apr 66		(Resumed 26-30 Oct 66)
IOWA	8-9 Apr 66	BACON	19-28 Oct 66
NEVADA	12-17 Apr 66	MADISON	21-23 Oct 66
HOT SPRINGS	21-23 Apr 66	KERN	21-25 Oct 66
VIRGINIA	27 Apr-10 May 66	PAWNEE III	29 Oct-24 Dec 66
GEORGIA	21 Apr-10 May 66	SHASTA	5-19 Nov 66
CHEROKEE	5-7 May 66	ARCADIA	9-14 Nov 66
WAYNE	10-12 May 66	MISSISSIPPI	29 Nov-7 Dec 66
MONTGOMERY	9-14 May 66	SUTTER	1-6 Dec 66
ATHENS	15 May-25 Jun 66	TRINIDAD II	8 Dec-11 Dec 66
YUMA	16-17 May 66	GLENN	17-21 Dec 66
MORGAN	20-22 May 66	STERLING	11-16 Dec 66
MOBILE	25-28 May 66	SHASTA II	20-21 Dec 66
BEAVER	1-9 Jun 66	CHINOOK	19 Dec-16 Feb 67
APACHE	6-12 Jun 66	LINCOLN	5-9 Jan 67
DODGE	7-23 Jun 66	SIENE	5-14 Jan 67
FLORIDA	9-12 Jun 66	CLEVELAND	24-25 Jan 67
KANSAS	15-28 Jun 66	TUSCALOOSA	24-28 Jan 67
OAKLAND	29 Jun-1 Jul 66	DE SOFO	26 Jan-7 Apr 67
JAY	25 Jun-2 Jul 66	TRINITY/SHARK	30 Jan-1 Feb 67
HOLT	1-6 Jul 66	SEARCY	1 Feb-9 Feb 67
MAGON	4 Jul-28 Oct 66	CLAY	1-3 Feb 67
WASHINGTON	6 Jul-14 Jul 66	INDEPENDENCE	1 Feb-9 Feb 67
HASTINGS	15 Jul-3 Aug 66	PRAIRIE II	1 Feb-18 Mar 67
FRANKLIN	26-29 Jul 66	STONE	2 Feb-22 Feb 67
BUCKS	2-8 Aug 66	CHINOOK II	17 Feb-4 Apr 67
PRAIRIE	3 Aug 66-31 Jan 67	RIO GRANDE	17 Feb-22 Feb 67
COLORADO	6-22 Aug 66	GIANT DRAGON	17 Feb-22 Feb 67
WILCOX	11-12 Aug 66	PULASKI	24-27 Feb 67
SWANEE	14-21 Aug 66	LANCKE	26-28 Feb 67
ALLEGHENY	20-29 Aug 66	LAFAYETTE	26 Feb-7 Mar 67
PAWNEE	26 Aug-6 Sep 66	GULF	4-7 Mar 67

<u>CODE NAME</u>	<u>INCLUSIVE DATES</u>	<u>CODE NAME</u>	<u>INCLUSIVE DATES</u>
YUBA	10-12 Mar 67	BUTLER	10-12 Jun 67
TIPPECANOE	13-18 Mar 67	ARIZONA	14-22 Jun 67
PRAIRIE III	19 Mar-19 Apr 67	ADAIR	15-24 Jun 67
NEW CASTLE	22-25 Mar 67	BROWN	18-22 Jun 67
BEACON HILL	20 Mar-1 Apr 67	BEACON TORCH	18 Jun-1 Jul 67
EARLY	24-25 Mar 67	CALHOUN	25 Jun-1 Jul 67
PERRY	25-27 Mar 67	MARYLAND	25-28 Jun 67
BOONE	1 Apr-7 Apr 67	BUTLER	10-12 Jun 67
BIG HORN	5-21 Apr 67	ELLIOT	5-6 Jul 67
CANYON	6-10 Apr 67	BEAVER TRAP	4-18 Jul 67
DLXIE	7-10 Apr 67	BEAR CLAW	3-19 Jul 67
SEA DRAGON	1-7 Apr 67	LAKE	6-12 Jul 67
HUMBOLT	13-17 Apr 67	BUFFALO	2-14 Jul 67
LAWRENCE	17-19 Apr 67	FREMONT	10 Jul-
YELL	18-20 Apr 67	GEM	12-15 Jul 67
GRAND	21-26 Apr 67	HICKORY II	14-16 Jul 67
SHAWNEE	22 Apr-21 May 67	KINGFISHER	16 Jul 67
UNION	21 Apr-17 May 67	ARDMORE	17 Jul 67
BEACON STAR	23 Apr-12 May 67	BEAR CHAIN	20-26 Jul 67
HAPPY DRAGON	5-11 May 67	PECOS	20-27 Jul 67
MALHEUR	11 May-8 June 67	BEACON GUIDE	21 Jul 67
CROCKETT	13 May-16 Jul 67	STOCKTON	27-29 Jun 67
WEBSTER	16-18 May 67		
BEAU CHARGER	18-26 May 67		
HICKORY	17-28 May 67		
THUNDER DRAGOON	17-27 May 67		
DUVAL	19-25 May 67		
BELT TIGHT	20-25 May 67		
CHOCTAW	22 May-9 Jul 67		
UNION II	26 May-5 Jun 67		
CIMARRON	1 Jun-2 Jul 67		
CUMBERLAND	3 Jun-17 Jul 67		
COLGATE	7-11 Jun 67		
ANGRY DRAGOON	5-7 Jun 67		
MALHEUR	8 Jun-		
BEAR BITE	2-5 Jun 67		



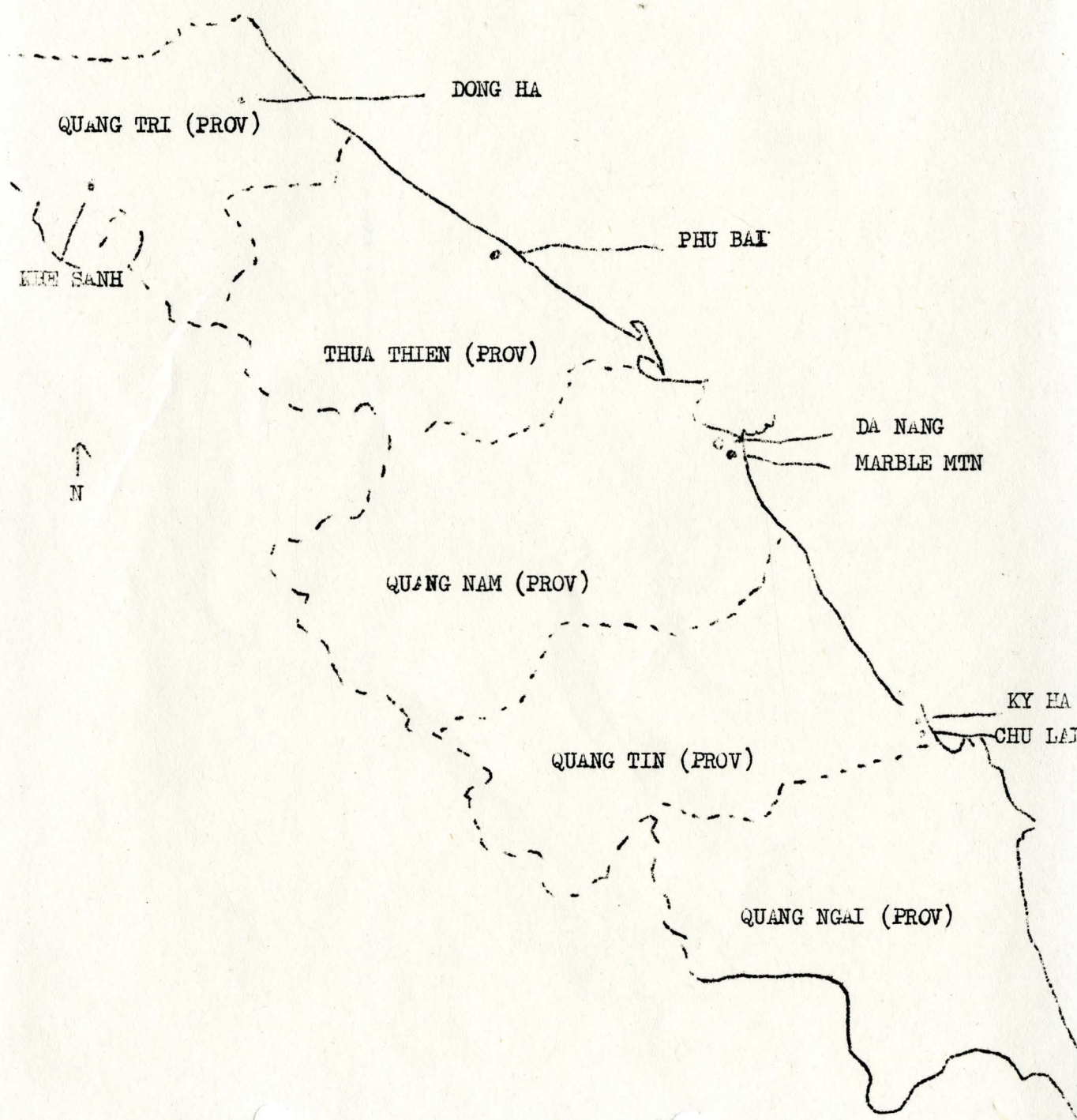
1ST MARINE AIRCRAFT WING SUPPORT OF OTHER UNIT OPERATIONS

<u>CODE NAME</u>	<u>INCLUSIVE DATES</u>	<u>UNIT</u>
ROLESTAR	22 Aug-25 Sep 66	ROKMC
LEE	29 Aug-25 Oct 66	ROKMC
DRAGON EYE	9-27 Nov 66	ROKMC
DAWN	1-7 Dec 66	ROKMC
GIANT DRAGON	17 Feb-22 Feb 67	ROKMC
SEA DRAGON	1-7 Apr 67	ROKMC
HAPPY DRAGON	5-11 May 67	ROKMC
THUNDER DRAGON	17-27 May 67	ROKMC
ANGRY DRAGON	5-7 Jun 67	ROKMC
ANGRY DRAGON II	7-14 Jun 67	ROKMC
DRAGON HEAD	3-11 July 67	ROKMC
DRAGON HEAD II	15-17 July 67	ROKMC
DRAGON HEAD III	18-26 Jul 67	ROKMC

THE 1ST MARINE AIRCRAFT WING SUPPORTED AMPHIBIOUS OPERATIONS FOR

DECKHOUSE 1, 2, 3, 4 and 6

MAP OF I CORPS



COMMANDING GENERALS OF THE FIRST MARINE AIRCRAFT WING

Lieutenant Colonel L. E. WOODS	7Jul41-20Aug41
Brigadier General R. S. GEIGER	21Aug41-20Apr43
Major General R. J. MITCHELL	21Apr43-31Jan44
Brigadier General J. T. MOORE	1Feb44-14Jun44
Major General R. J. MITCHELL	15Jul44-4Jun45
Major General L. E. WOODS	5Jun45-5Jun45
Colonel H. C. MAJOR	6Jun45-9Jun45
Brigadier General L. G. MERRITT	10Jun45-9Aug45
Major General C. A. LARKIN	10Aug45-1Nov45
Major General L. E. WOODS	2Nov45-24Jun46
Brigadier General L. H. M. SANDERSON	24Jun46-15Jul47
Brigadier General W. L. MCKITTRICK	16Jul47-30Sep47
Major General L. E. WOODS	1Oct47-31Jul49
Brigadier General T. F. CUSHMAN	1Aug49-19Aug49
Major General F. HARRIS	20Aug49-28May51
Brigadier General R. F. CUSHMAN	29May51-27Jul51
Brigadier General C. F. SCHILT	28Jul51-11Apr52
Brigadier General C. C. JEROME	12Apr52-8Jan53
Major General V. E. MEGEE	9Jan53-4Dec53
Major General A. D. COOLEY	5Dec53-25Mar54
Brigadier General V. J. MCCAUL	26Mar54-24Aug54
Brigadier General M. L. DAWSON	25Aug54-24Sep55
Brigadier General S. S. JACK	25Sep55-30Jun56
Brigadier General D. F. O'NEILL	1Jul56-30Dec56
Brigadier General A. F. BINNEY	31Dec56-15Dec57
Major General C. H. HAYES	16Dec57-2Apr59
Major General S. A. ROBERTS	3Apr59-1Nov59
Major General R. C. MANGRUM	2Nov59-20Apr60
Major General A. R. KIER	21Apr60-3Jun61
Major General J. P. CONDON	4Jun61-12Jun62
Major General F. E. LEEK	13Jun62-29Jun63
Major General F. C. THARIN	30Jun63-26Jun64
Major General J. F. FONTANA	27Jun64-5Jun65
Major General K. B. MCCUTCHEON	6Jun65-15May66
Major General L. B. ROBERTSHAW	16May66-31May67
Major General N. J. ANDERSON	1Jun67-

### III MARINE AMPHIBIOUS FORCE

#### The Mission - And How It Is Fulfilled

The III Marine Amphibious Force mission in I Corps is to assist the South Vietnamese to defeat the enemy trying to seize their country and to help them build their nation. This requires: (1) The defense of the highly strategic airfields at Da Nang, Chu Lai and Phu Bai; (2) The destruction of the NVA and main force VC in I Corps; (3) The conduct of a vigorous civil operations and revolutionary development support (CORDS) offensive; and (4) The destruction of the guerrilla infrastructure of the Viet Cong.

Some 75,000 Marines and 21,000 Army troops are operating from combat bases in I Corps in accomplishing this mission. The III Marine Amphibious Force has five major commands: 1st Marine Division, 3d Marine Division, the Americal Division (U.S. Army), 1st Marine Aircraft Wing and Force Logistics Command.

Major operating areas have been established at Da Nang, Chu Lai, Phu Bai, Dong Ha and Duc Pho. These areas comprise some 2,054 square miles.

The second part of the mission, destruction of the enemy, has been pursued during the first two years ashore by means of more than 200 major operations of battalion size or larger since March 1965.

Interest of late has been centered on heavy fighting in the DMZ area, the coastal plains and in operating areas south of Da Nang, where heavy casualties have been inflicted on

North Vietnamese forces by Marines, Army, ROKMC and ARVN forces in a series of hard fought actions against an enemy backed by artillery, mortars, rockets and field fortifications.

In addition, offensive action against guerrillas is being pressed by 'round the clock small unit operations. From June 1965 through Aug. 1967, for example, III MAF units have conducted more than 304,000 small unit operations of company size or smaller. These operations have been conducted at a rate of over 1200 in each 24-hour period since the first of 1967. The strangle hold on the village is maintained by the guerrilla and this offensive will directly support our CORDS offensive.

As the destruction of the enemy takes place, and as the villages and hamlets become secure and cleared of guerrillas, the CORDS offensive pushes forward to rebuild the economy and the social and political life of the people.

Marines have learned that in order to win this war they must not only liberate the people but must also win their hearts and trust. They are doing this through untold thousands of acts of individual kindness and through a massive, well organized civic affairs program that reaches into every village and hamlet in their areas of operations.

It has been said in the past that every Marine--regardless of his job--is a rifleman. And so it can be said in Vietnam that every Marine regardless of his job is also a practitioner of civil affairs--an ambassador of goodwill and in this he is

joined by the soldiers of III MAF.

III MAF is being assisted in its overall mission by some 21,000 U.S. Army personnel, more than 18,000 Navy personnel of the Naval Support Activity, Da Nang, the Naval Advisory Group and the 30th Naval Construction Regiment and Navy personnel attached to III MAF, nearly 7,000 members of the Air Force's 366th Tactical Fighter Wing, a number of Army Special Forces and advisors, and the 2d Korean Marine Brigade.

Directing this huge military/CORD offensive is Lieutenant General Robert E. Cushman, Jr., USMC who became Commanding General of the III Marine Amphibious Force on June 1, 1967. General Cushman is also Senior Advisor to the I Corps (First Corps) Vietnamese Commander, Lieutenant General Huong Xuan Lam.

#### I Corps - The Land And The People

I Corps, the northernmost of the four corps areas in the Republic of Vietnam, consists of five provinces which cover some 10,000 square miles. However, only about 30% of this area is populated, with nearly 90% of the population living in 10% of the area. The provinces, from north to south, are Quang Tri, Thua Tien, Quang Nam, Quang Tin and Quang Ngai. Total population of the five provinces is approximately 3,031,107.

The civilian population in the Da Nang area is about 400,000; at Chu Lai it is 112,800; and at Phu Bai it is approximately 53,000. The population in those areas

increases daily due to the influx of refugees and others resettling in these areas. Most of the population in I Corps is located along the coastal plain which extends inland from one to 15 miles.

Chu Lai is 55 miles to the south of Danang, while Phu Bai is 45 miles north of Danang.

III MAF operations are conducted in close cooperation with leaders and units of the Army of the Republic of Vietnam. U. S. Marines and soldiers and Vietnamese soldiers literally fight side by side in coordinated operations.

#### The Enemy

Whether you think of the enemy as the hamlet guerrilla or the well-trained, indoctrinated and equipped North Vietnamese soldier, he is an elusive and determined foe. He must endure many hardships and he is often very dedicated. An expert in the arts of camouflage, deception and ambush, he is a hardy and ruthless fighter. But he is not invincible.

The Guerrilla. The local hamlet, village, or district guerrilla is poorly educated and trained. He may be armed with a few grenades, an old French or German rifle, or a captured U.S. weapon. Although he may only be a part-time soldier, he is an important part of the VC effort.

The local guerrilla knows the people and the terrain; he controls the local populace and supports VC units operating

in the area, He may serve the VC as a guide or sentry; he may maintain a local cache and prepare village fortifications, or levy food or personnel requirements on the village for regular units; he may conduct acts of terrorism, harassment, or sabotage; and he may serve as an intelligence agent.

The Main Force Viet Cong. The Main Force Viet Cong is a full-time soldier. He may have gained combat experience against French, ARVN, or U.S. forces, or he may be a recent recruit from the local forces.

He is usually well-trained and equipped. He is outfitted with his weapon, a few grenades, a pack, a set or two of black pajamas, and other items of clothing and equipment. He may carry a variety of weapons, usually of U.S., French, German, Russian or Chinese origin. His ammunition is obtained from local caches: his unit participates in operations usually only in his own province.

The North Vietnamese Soldier. The NVA soldier has, in most cases, been fully indoctrinated and trained before his long trek into South Vietnam. He has been provided a simple, but lightweight and well-adapted set of equipment. He carries a modern and effective Chicom copy of a Russian family of weapons (SKS carbine, AK-47 assault rifle, RPD light machine gun, and RPG-2 rocket launcher). The carbine, assault rifle, and light machine gun all use a standard 7.62mm cartridge. He has trained and infiltrated with his unit into South Vietnam.



Detachments of the NVA operate with main force VC units or guerrillas to provide a heavy weapons base of fire, sappers or demolition experts, and other technical military skills.

#### Background, Facts, and Figures

The first Marine units to serve in Vietnam were elements of Marine Medium Helicopter Squadron 362 which arrived in country on April 15, 1962. The squadron provided helicopter support for Vietnamese units and conducted training programs for Vietnamese aviators who were to operate the UH-34 helicopters provided to the RVN Air Force.

The first U.S. combat units to land in Vietnam were the Marines of the 9th Marine Expeditionary Brigade who came ashore at Da Nang on March 8, 1965. Since then the principal goal of Marines in Vietnam has been to assist the Government of Vietnam forces to defeat the enemy, to establish security in the coastal lowlands of the I Corps Tactical Zone, and to help extend government control throughout the area.

Since the Marines first landed in force and occupied eight square miles around the Da Nang air base, the areas of Marine, and now Marine-Army, influence have continued to expand to a point approximating 2,054 square miles with a population of more than 1,282,000. This has been brought about in large measure by the Marines' aggressive determination to close with

him--whether the enemy is a guerrilla, a hard-core main force VC, or a North Vietnamese soldier.

A look at the record gives us a measure of the effectiveness of III MAF combat operations against the enemy. Since March 1965, we have buried more than 28,455 of the enemy, and it may be safely estimated that at least that many more have probably been killed or died of wounds.

Enemy ranks have been further depleted by more than 2344 guerrillas and soldiers taken prisoner by the Marines, and the Leathernecks have impaired his ability to wage war by capturing more than 3,952 of his weapons.

To do this, the Marines have conducted more than 304,000 patrols and 114,000 ambushes, and have successfully conducted more than 200 battalion size or larger operations since the 9th MEB landed at Da Nang in March 1965.

During this period, the aviation arm of the Marine air-ground team has contributed immeasurably to the destruction of the enemy, his installations and his supplies. Since March 1965, Marine aviators have logged more than 128,000 fixed wing sorties and more than 859,000 helicopter sorties in support of the Marines and other Free World forces on the ground.

Included in the Marine aviation inventory of aircraft in Vietnam are the A-4F "Skyhawk," F-4B "Phantom," F-8E

"Crusader," A-6A "Intruder," KC-130 "Hercules" transport, O-1E "Bird Dog" observation aircraft, UH-1E "Huey" light helicopter, CH-46 "Sea Knight" and UH-34 medium helicopters, and the CH-53 heavy helicopter.

Before the Marines landed, Viet Cong guerrilla terrorism permeated the daily lives of the people and they were ~~suffering~~ suffering heavily. Realizing that the keystone to success lay among the people, the Marines instituted a vigorous civic action program designed to help the Vietnamese people achieve a higher level of health, stability and productivity through an organized, compassionate individual and unit effort. As Marine combat operations brought security to the villages and hamlets, the Marine civic action program brought health through medical treatment, food for the hungry, and education for the young.

Conservatively, these compassionate and humanitarian efforts have reached well over a million Vietnamese.

Again, a glance at the record reveals the progress that has been made in the vital area of civic action during the past two years. For example, Marines and Navy Corpsmen have provided medical treatment for more than 2,232,451 Vietnamese and dental treatment for 108,462.

Through village and hamlet officials, Marines have contributed toward a better way of life for the Vietnamese people by distributing over 265,000 pounds of

clothing, another 265,000 pounds of soap, and more than 4,278,725 pounds of food to the Vietnamese citizens.

More important in the long run, working hand in hand with the ARVN forces, Marines have helped the Vietnamese people rebuild their war-torn country for the future. Convinced that education is the key to the future, 105 schools with nearly 229 classrooms have been constructed or rebuilt by the Vietnamese with the Marines' help.

More than 99 other buildings, such as dispensaries and churches, have been built since March 1965 to provide for the physical and spiritual needs of the people.

During the past year, nearly \$80,000 worth of CARE self-help kits have been distributed. These kits are designed to aid in the development and utilization of special skills and--in addition to school kits--include blacksmith, wood-working, midwife, textile, masonry and similar kits. Marines have even distributed a number of sewing machines.

More than 130 new wells provide water, while nearly 50 new bridges and 2100 miles of roads help the Vietnamese get their crops and goods to market. Since January 1, 1966 alone, more than 1,020 new dwellings have been constructed to provide shelter for Vietnamese families whose homes have been destroyed or who have fled the Viet Cong.

The III Marine Amphibious Force realizes that it is difficult to measure progress toward long-term goals in the

many-faceted war that is being fought in the Republic of Vietnam. At the same time, there is ample evidence that substantial progress has been made during the past two years, and we are convinced that we are winning the war, both against the enemy and for a new life for the Vietnamese people.

-usmc-

(Revised Oct. '67)



The F8 "Crusader" is a supersonic, single seat, swept wing fighter jet.



The TF9J "Cougar" is a single jet engine, two seat (tandem type) aircraft utilized as a tactical airborne coordinator.



The EA-6A is an electronic countermeasure-equipped version of the all weather attack bomber, the A6A "Intruder."





The F4B "Phantom" is a tandem type two seat supersonic fighter attack plane equipped with twin jet engines.



The CH-46 "Sea Knight" is a turbine powered, twin rotored helicopter designed to carry cargo and personnel.



The CH53A "Sea Stallion" is a twin turbine, heavy transport helicopter.



The UH1E "Huey" is a jet turbine helicopter, designed for utility use. A Gunship version supplies close air support.



The UH34D is a single engine helicopter designed for transportation of cargo and personnel including aeromedical evacuations.



The OLC is a single-engine, two-seat light observation plane.

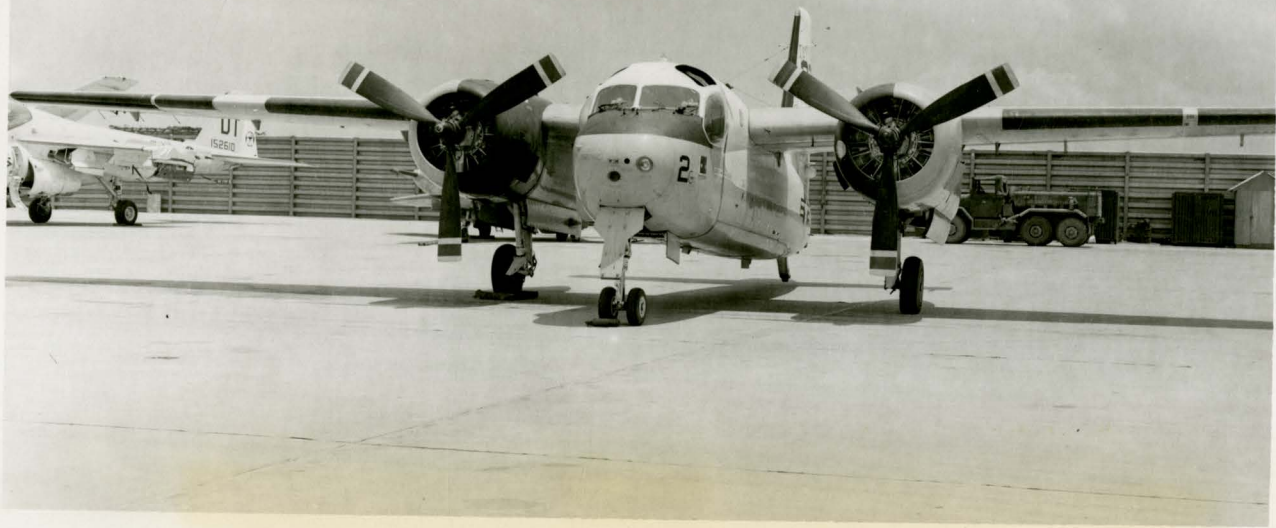


The KC-130F "Hercules" is a four engine, long-range aircraft designed to provide inflight refueling or transportation of personnel or cargo.



The C-117 is a twin-engine, medium range aircraft, designed for use as a diversified cargo, personnel or ambulance transport.

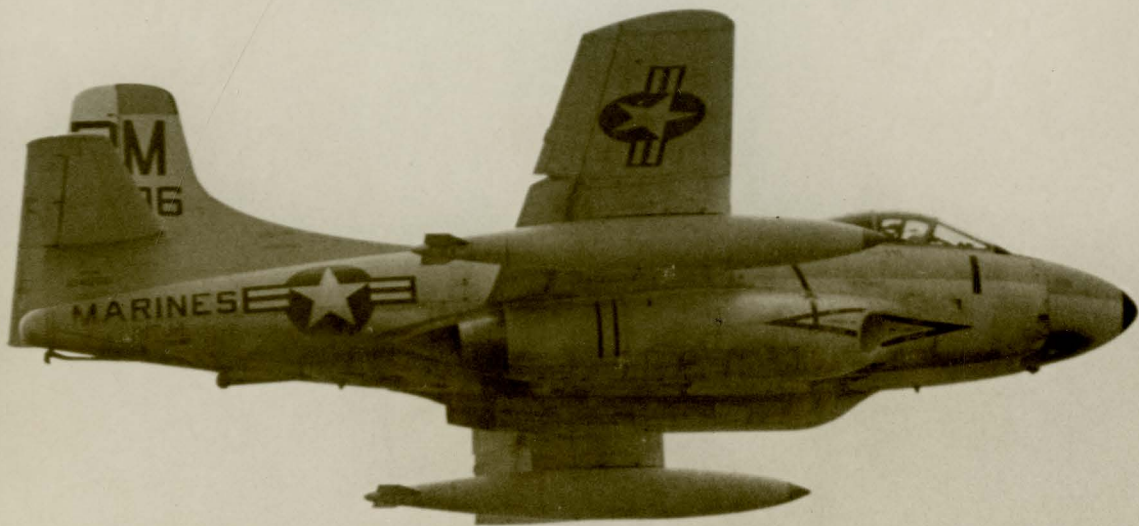




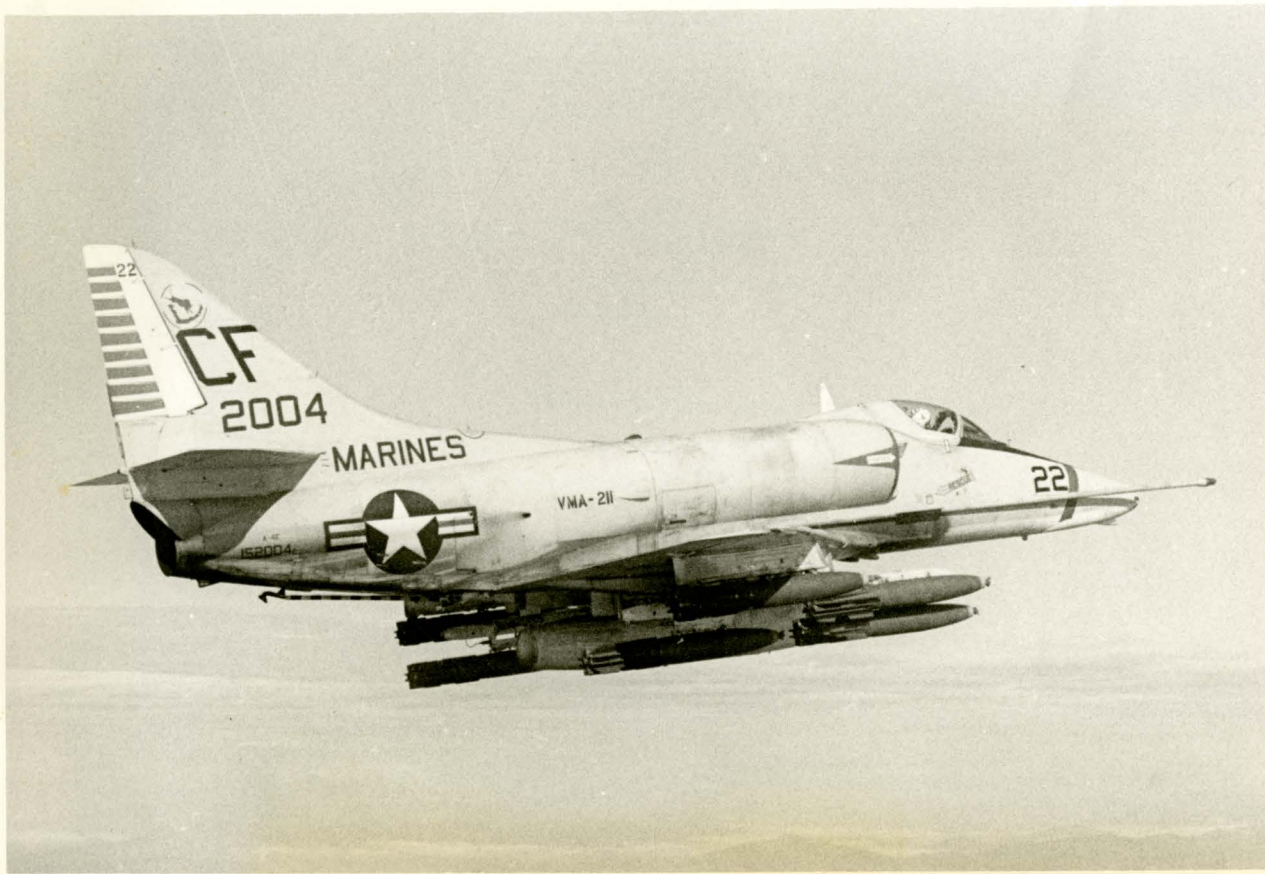
The US-2B is a twin engine, propeller-driven passenger and cargo aircraft, performing a utility role within the 1st Marine Aircraft Wing.



The RF4B "Phantom" is a photographic/reconnaissance version of the versatile F4B supersonic fighter attack jet.



The EF10B "Skynight" is a two-place twin-jet aircraft utilizing electronics to provide intelligence and countermeasures.



CLEARED FOR RELEASE  
BY ~~DAVID~~

The A4 "Skyhawk" is a single engine, single seat attack jet exceptionally well suited for its close air support role.



The A6A "Intruder" is a two seat jet-powered high altitude attack bomber, capable of carrying heavy loads of conventional ordnance.