MARINE AIR SUPPORT SQUADRON 3 Marine Air Control Group 18 1st Marine Aircraft Wing FPO San Francisco, California 96602

> 3:KPC:rmo 5750 6 Jan 1969 03 - 69

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From: Commanding Officer

To: Commanding Officer, Marine Air Control Group 18

Subj: Command Chronology (U)

(a) WgO 5750.10 (b) GruO 5750.1 Ref:

Encl: \sqrt{a} Command Chronology, MASS-3, 1 - 31 December 1968

- 1. In accordance with reference (a) and (b), the MASS-3 Command Chronology for December 1968 is submitted as enclosure (1).
- This letter becomes unclassified upon removal of enclosure (1).

K. L. SCARBOROUGH

Acting

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COMMAND CHRONOLOGY (U)

MARINE AIR SUPPORT SQUADRON 3

1-31 December 1969

Chu Lai, RVN

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Part I Organizational Data

(U)	Commanding Officer	1-31	Dec	68	LtCol William J. SULLIVAN
	Executive Officer	1-26 27-31			Maj Myrl S. ENGEL, Jr. Maj Kenneth L. SCARBOROUGH
	Operations Officer	1-31	Dec	68	Capt Kenneth P. CLARENDON
	Services Officer	1-31	Dec	68	Capt Charles W. FISH
	Administrative Officer	r 1- 31	Dec	68	1st/Lt John A. HODGES
	OIC, MASS-3 Det. #1 Da Nang	1-26 27-31			Maj Kenneth L. SCARBOROUGH Capt John C. WILLIAMS
	OIC, MASS_3 Det. #2 Vandegrift Combat Base	1– 31	Dec	68	Maj Charles H. MANAZIR

- (C) Marine Air Support Squadron 3, Chu Lai, RVN
 - a. CP, Chu Lai ASRT Alfa, Chu Lai, RVN
 - b. Da Nang DASC, Da Mang ASRT Alfa, Da Nang ASRT Bravo, Da Nang, RVN
 - c. Vandegrift DASC, Vandegrift Combat Base, RVN
- (U) Average monthly strength of squadron:

Marine Officers 36
Marine Enlisted 198
Naval Officers Ø
Naval Enlisted 2

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Part II Narrative Summary

(C) During the month of December Da Nang ASRT A conducted a special test and evaluation project under the direction of the Seventh Air Force and Task Force Yankee of the First Marine Division.

The purpose of the project was to use the AN/TPQ-10 Radar Course Directing Central for control of C-130 aircraft dropping the 10,000 pound MK-121 bomb to clear helicopter landing zones and possible fire support bases on terrain covered by heavy canopy and dense undergrowth. Ten MK-121 bombs were dropped with satisfactory results.

The missions were conducted at 150 KTS True Air Speed (the minimum acceptable airspeed for the radar computers) and at an altitude of 6000 feet AGL. Tracking difficulties were discovered at this airspeed/altitude at an associated target distance of 42,000 meters slant range. This was resolved by the installation of an AN/APN-154 Beacon Transponder in the bottom of the aircraft fuselage and using an extended antenna.

The aircraft was configured for a two weapon capacity with the bombs resting on sleds side by side on the deck of the aircraft. To each weapon was attached a 23 foot extraction parachute which was deployed at 30 seconds from target (2,000 meters). At 800 meters and at 400 meters respectively a "stand-by" command was transmitted by the ASRT Controller and then a single "Mark" at approximately 25 meters to target. At this time the loadmaster pulled the single restraining load-locking pin and the extraction was effected. The chute remains with the weapon during its trajectory-estensibly providing some degree of stabilization in flight. In addition to the 30 seconds advisory, the pilot also required a one minute and two minute warning (4,000 meters and 8,000 meters to target). These periodic transmissions are given in time frames instead of meters since the Air Force crew were more familiar with this type countdown.

Ballistics information was provided by the Air Force for time of Fall, Trail, and wind offset. Zero winds were inserted into the Ballistics Computer, True Air Speed set at 150 KTS, and the appropriate target latitude entered. Organic to the time of fall figure was a programmed factor for reaction time involved with the transmission and interpretation of the release command and the physical delay of removing the bomb sled locking pin.

The results of the project proved the method of delivery accurate to 25 meters. Depending on the target location and the nature of the terrain topography this may or may not be sufficient. The weapon's Effective Casualty Radius is estimated at approximately 900 meters. Favorable results were achieved as far as clearing a desired area without creating unfavorable crater effects.

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Part III Significant Events

1. (C) Operations. Air Support Operations for the month of December:

DASC

	Da Nang	Vandegrift	Totals
Fixed Wing Missions	1,447	1,116	2,563
Helo Missions	779	297	1,076
Med-Svac Missions	686	267	953

ASRT

	Chu Lai "A"	Da Nang "A"	Da Nang "B	Totals
Bombing Missions	3 248	263	163	674
Targets Hit	320	3 86	237	943
Visual Targets	ø	Ø	Ø	Ø
Ordnance dropped (tons)	i 680.72	737.19	484,07	1,9 01,98
Sorties	252	3 3 0	198	780 680

2. (U) System operating hours as of 31 December 1968:

		A-7	<u>A-9</u>	<u>A-15</u>
Total	operating hours	19,081	22,666	UNKNOJN*
Hours	since rchab.	14,687	11,666	7,926
Hours	during December	6 9 5	6 8 7	712

*Log book doesn't go that far back
3. (U) MASS-3 Units Participated in the following operations during the month of December:

Operation	Date	Agency
Hardin Falls	2-31 Dec	Chu Lai ASRT Alfa
Fayette Canyon	15-31 Dec	-do-
Meade River	1-9 Dec	Da Nang DASC, ASRT Alfa and Bravo
Taylor Common	7-31 Doc	-do-
Scotland II	1~3. Doc	Vandegrift DASC
Dawson River	!-3! Doc	-do-

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4. (U) Civic Action

During the month of December MASS-3 MEDCAP treated 148 persons. 200 bars of soap were distributed throughout Trung Toan Hemlet for hygienic purposes.

On 3 December the MASS-3 Civic Action Officer passed out 11 scholarships to children of Trung Toan and Sam Hai hamlets.

On 25 December a Christmas party was held at the Trung Toan Mamlet office. 500 children attended. Ice cream, candy, nuts, and cookies were served. Toys were given out as Christmas gifts.

During the month of December 164 children were brought to the MASS-3 area to attend movies shown by the MASS-3 Civic Action Team.

During the month of December ten bags of cement were given to individuals in San Hai and Trung Toan Hamlets.

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