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PROVISIONAL MARINE AIRCRAFT GROUP-10
 1st Marine Aircraft Wing, FMFPac
 FPO, San Francisco 96602

10 January 1974

PROVMAG-10 PARTICIPATION IN EXERCISE FLYAWAY

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* ENCLOSURES AVAILABLE MAG-36 FILES

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1.

PROVMAG-10 KEY STAFF

COMMANDING OFFICER	COL R. A. KUCI 203 22 39 30/9907
EXECUTIVE OFFICER	LTCOL L. W. SMITH 578 40 94 91/7565
OPERATIONS OFFICER	LTCOL V. P. HART 527 38 12 00/7522
AIR CONTROL OFFICER	LTCOL C. D. GODDARD 443 32 66 55/6708
S-1	CAPT J. R. TAYLOR 532 40 32 23/7562
S-2	CAPT R. R. KERSEY 540 48 49 81/7562
S-4	MAJ B. L. DANIELS 422 44 99 45/7564
AVIATION SAFETY OFFICER	CAPT G. O. HENKEL 369 44 21 30/7596
CEO	MAJ D. D. HALL 482 34 89 15/2502
LEGAL OFFICER	CAPT V. N. EDEN 455 44 50 40/4402
EMBARKATION OFFICER	CAPT T. J. DOYLE 460 38 14 69/7557
CAMP ENGINEER	CAPT J. D. WINTERSTEEN 193 34 28 96/1302
CHAPLAIN	LT (CHC) R. C. SCHALL USNR 384 36 11 99/ 4105
SERGEANT MAJOR	1STSGT W. L. THRONE 197 22 14 51/9999

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2.

PROVMAG-10 TASK ORGANIZATION

PROVMAG-10 HEADQUARTERS

VMFA-115 LTCOL C. V. SMILLIE

VMA-311 LTCOL J. H. MILLER

HMM-164(-)(REIN) LTCOL K. H. WILCOX -

DET VMO-6 MAJ J. R. ZELlich

DET HML-367 MAJ R. A. FETTERLY

DET MACS-4 LTCOL R. L. MURRAY

DET MASS-2 LTCOL C. D. GODDARD

DET MARS-36

DET VMGR-152

DET VM CJ-1

DET H&HS-18 (TACC)

DET MWCS-18

DET MATCU-66

DET LAAM BN

DET FAAD BTRY

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3.

MOVEMENT TO OBJECTIVE AREA

10-15Jan74 Eighteen (18) PATMA C-130 airlifts of base camp equipment from Kadena AB to Pohang Airfield. *

13Jan74 LSD ANCHORAGE loads MACS-4, MASS-2 personnel and heavy equipment at White Beach Okinawa.

16Jan74 LSD ANCHORAGE off-loads embarked personnel, equipment and 10,000 gallons of JP-5 via LCM at Pohang port.

18Jan74 LSD ANCHORAGE loads H&HS-18 (TACC), MWCS-18, crash truck, fuel trucks, generators, heavy equipment and communications gear at Iwakuni.

18Jan74 Flight-ferry two CH-53D's from MCAS(H) Futema to Taegu AB via MCAS Iwakuni

19Jan74 C-141 departs Kadena AB for Taegu AB with personnel and equipment for VMO-6 and HMM-164 units at Taegu.

20Jan74 Three (3) OV-10A aircraft depart from MCAS(H) Futema for flight-ferry to Taegu AB. Aircraft should arrive the same day, enroute weather permitting.

21Jan74 LSD ANCHORAGE off-loads embarked personnel, equipment and 20,000 gallons of JP-5 via LCM at Pohang port.

21Jan74 Estimated time of arrival at Taegu AB of the two (2) CH-53D flight-ferry aircraft.

26Jan74 LPD DENVER loads PROV MAG staff nucleus, four (4) UH-1E and two (2) CH-53D aircraft at White Beach pier.

29Jan74 LPD DENVER off-loads personnel and aircraft at Pohang port.

* Eighteen C-130 airlifts required due to the paucity of surface transport.

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4.

EMPLOYMENT OF PROV MAG RESOURCESVMFA-115

During the week of 23-30Jan74, randomly scheduled flights of squadron aircraft will be flown from Iwakuni to the AOA to familiarize aircrews with PROV MAG and Korean air control procedures. 30Jan74 (R-Day) 3 F4 events (6 sorties) will be flown under actual exercise conditions. Aircraft will participate in air intercepts on VMA-311 A-4 aircraft (controlled by MACS-4 TACC). In addition, they will accomplish aerial refueling with VMGR-152 tankers. 1Feb74 through 6Feb74, the squadron will be tasked daily for six pre-planned events (12 sorties) for the play of the problem. All air operations in the AOA will be conducted under VFR conditions. IFR departures and recoveries are planned for these Iwakuni based aircraft.

VMA-311

During the week of 23-30Jan74, randomly scheduled flights of squadron aircraft will be flown from Iwakuni to the AOA to familiarize aircrews with PROV MAG and Korean air control procedures. 30Jan74 (R-Day) four A-4 events (8 sorties) will be flown under actual exercise conditions. Aircraft will participate in CAS missions and act as aggressor air for intercepts conducted by MACS-4 TACC and VMFA-115 aircraft. In addition, they will accomplish aerial refueling with VMGR-152 tankers. 1Feb74 through 6Feb74, the squadron will be tasked daily for nine pre-planned events (18 sorties) for the play of the problem. Like the F-4 missions, all A-4 operations will be conducted under VFR conditions. CAS missions will only be flown during daylight hours and 5,000 foot ceiling and 5 miles visibility must prevail in the AOA. IFR departures and recoveries are planned for these Iwakuni based aircraft. Taegu AB will serve as the emergency divert field in Korea for all exercise aircraft.

HMM-164(-)(REIN)

The advance elements of this composite squadron will be flown to Taegu AB from Kadena AB on 15 and 18Jan74 via VMGR-152 MARLOG flights. On 18Jan74 LtCol WILCOX (CO) will depart MCAS(H) Futema leading the flight-ferry of two CH-53D's to Taegu AB. ETA is estimated to be 21Jan74 depending on enroute weather. The flight will be conducted during daylight hours and VFR conditions only. Upon arrival at Taegu AB, these helicopters and crews will be utilized to airlift PROV MAG-10 personnel and equipment to remote radio relay and air control sites within the AOA.

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On 20Jan74, three OV-10A aircraft will depart MCAS(H) Futema for Taegu AB. The flight will be conducted under VFR conditions. Upon arrival at Taegu AB, the pilots will begin familiarization flights in the AOA. In addition, orientation flights will be conducted for Korean air officers for TAC(A) missions with ROK Marine ground units. During the play of the problems, VMO participation will consist of TAC(A), photo, observation, radio-relay, paradrop and close-in air support (CIAS).

On 26Jan74, four HML-367 UH-1E helicopters will be flown aboard the LPD DENVER at Okinawa. The two additional CH-53D's from HMM-164 will also be flown aboard at this time. Upon the arrival of the LPD DENVER off Pohang on 29Jan74, the UH-1E and CH-53 aircraft will be flown to Taegu AB. During the play of the problem, the UH-1E aircraft will be used for light logistic, observation, medevac, VIP and administrative transport. From sunset to sunrise, one UH-1E will be on 15 minute alert at Pohang for actual medevacs. This aircraft will be backed-up by a CH-53D on 30 minute alert at Taegu for any emergency mission the UH-1E may not be able to accomplish, i.e. overwater flight, heavy lift, etc.

The CH-53D aircraft will be used for normal heavy lift missions. This will include airlift of the UYQ-3 to its remote position on Hill 222, R-Day and D-Day USMC troop-lifts from the LPD DENVER and ROK troop-lifts from the LSD ANCHORAGE. The scheme of maneuver ashore also calls for limited helicopterborne operations.

LtCol WILCOX will have operational control of all PROV MAG resources operating from Taegu AB.

DET MACS-4

This unit will be transported to Pohang port via the LSD ANCHORAGE - arriving there on 21Jan74. As soon as the equipment is off-loaded by LCM on the beach, it will be transported to Pohang airfield and placed in operation ASAP. A manual TAOC utilizing the UPS-1 radar and either the TPS-22 or TPS-32 (whichever is in the best operating condition) will be established adjacent to the PROV MAG-10 Pohang base camp. A manual TAOC is considered more than adequate to handle the limited fixed-wing participation. In addition, there are no NTDS ships involved in the exercise. A maximum of 7 to 10 USMC fixed-wing aircraft will be operating in the AOA at any one time. A maximum of 9 to 12 air intercepts will be performed daily.

DET MASS-2

This unit will also be transported to Pohang port via the LSD ANCHORAGE. The equipment will initially be moved to Pohang airfield. During the week of 23 to 30Jan74, the DASC (UYQ-3) will be

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airlifted by CH-53D to Hill 222. The DASC will be tied in to the 9thMAB FSCC (located at the base of Hill 222) by wire communications. It is not planned to relocate the DASC during the play of the problem. It was planned to airlift the ASRT to Hill 293. However, as of this writing, the ASRT to be used on this exercise is in a down status due to major TPQ-10 electronic and parts problems. The other two ASRT's assigned to MASS-2 are not available as one is being utilized at Cubi Point and the other one is being surveyed. Should the defective ASRT be restored to an up status or a replacement ASRT be received from CONUS in sufficient time prior to D-Day, one will be utilized in the exercise.

DET MABS-36

Commence loading at Kadena AB on 10Jan74. Eighteen PATMA C-130 loads required between 10-15Jan74 to move PROV MAG-10 base camp equipment to Pohang airfield due to the paucity of Navy shipping. The base camp will be constructed to accommodate 600 personnel under canvas in a cold weather environment. It is planned to have most of the base camp constructed before the majority of personnel and air control equipment arrive via ship on 16 and 21Jan74. Base camp personnel loading will consist of the following:

PROVMAG Staff	35
DET MACS-4	150
DET MASS-2	50
DET MABS-36	120
DET H&HS-18	120
DET MWCS-18	
DET MATGU-66	25
MISCELLANEOUS	<u>50</u>
	550 TOTAL

In addition, PROV MAG-10 has been tasked by 9thMAB to billet 25 TECG personnel and to temporarily billet one rifle company for a few days.

It is estimated that fuel requirements to run the base camp/air control power generating equipment and the tent heating stoves will be approximately 2,200 gallons of JP-5 daily.

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As soon as the messhall facilities are operational, "A" rations will be served to all personnel.

See TAB A for base camp layout.

DET VMGR-152

As a result of scheduled runway construction at MCAS (H) Futema, VMGR-152 aircraft will deploy to Kadena AB and MCAS Iwakuni. Routine MARLOG flights (13 total) will transit the route between Kadena AB, MCAS Iwakuni, Pohang airfield and Taegu AB about every 3 days during the period 15Jan through 21Feb74.

During the week of 23 to 30Jan74 random refueling tracks will be controlled by the TAOC. Where possible, MARLOG aircraft will be used briefly for these practice missions. On 30Jan74 and during the period 1 through 6Jan74, three aerial refueler missions will be conducted daily. Taegu AB will be available for tanker replenishment.

VMGR-152 transport may be required to assist in the retrograde of PROVMAg-10 personnel. MARLOG flights will be used to the maximum extent for this purpose. This extra use is the result of the late debarkation by ship of PROVMAg resources. Although the FINEX date is 6Feb74, some PROVMAg personnel and considerable equipment will have to remain at Pohang airfield waiting for surface shipping until 21Feb74.

DET VM CJ-1

This detachment will operate out of MCAS Iwakuni and conduct electronics reconnaissance/countermeasures and photo reconnaissance in support of 9thMAB forces and serve as aggressor recon aircraft as the play of the problem and VM CJ-1 resources permit. Provide electronic reconnaissance reports and imagery reproductions to PROVMAg-10 S-2 via most expeditious means.

DET H&HS-18

Embark from MCAS Iwakuni on 18Jan74 via the LSD ANCHORAGE for Pohang port. On 21Jan74 move ashore via LCM and establish a manually operated TACC in close proximity to the TAOC at Pohang airfield. Considering the scope of the fixed-wing and helicopter participation, a manually operated TACC is considered more than adequate.

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DET MWCS-18

Embark from MCAS Iwakuni on 18Jan74 via the LSD ANCHORAGE for Pohang port. On 21Jan74 move ashore via LCM and provide necessary communication support (personnel and equipment) to establish and maintain PROV MAG-10 air control communications facilities. Covered circuits will be used on all PROV MAG UHF and FM tactical nets.

DET MATCU-66

Deploy from Kadena AB during 10-15Jan74 period via PATMA C-130 aircraft for Pohang airfield. MATCU will set-up UHF and FM tower frequencies to control PROV MAG air traffic in and out of Pohang airfield. In addition, MATCU personnel will be available to augment USAF tower operators at Taegu should this be required.

DET LAAM BN

Embark from CONUS (MCAS Yuma) via C-141 aircraft for Taegu AB. The detachment will be moved by surface transportation to Pohang airfield where it will be tactically positioned on a ridge 2.5 kilometers to the west of Pohang airfield. This assault fire unit will provide air defense protection for the Pohang port and airfield complex and will be manually tied into the TAOC. To date, it has not been confirmed that this unit will participate.

DET FAAD BTRY

Embark from CONUS (MCAS El Toro) via C-141 with the LAAM detachment for Taegu AB. The detachment will motor convoy to Pohang airfield for utilization by PROV MAG and aggressor forces. The TECCG will employ this detachment for a portion of the exercise against 9thMAB air support operations. When available to PROV MAG they will be used for close-in air defense of the DASC, ASRT and airfield complex. To date, it has not been confirmed that this unit will participate.

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