



## WING UPDATE

### 1ST MAW OKINAWA

Throughout 2013, 1st Marine Aircraft Wing (1st MAW) continued to strengthen partnerships with nations throughout the U.S. Pacific Command (PACOM) Area of Responsibility (AOR) while continuing to enhance its operational capabilities. In an AOR covering more than half the earth's surface and containing half of the world's population, 1st MAW flew 23,580 flight hours, and delivered over 1,075 tons of ordnance in 2013. The Wing continued to support the 31st Marine Expeditionary Unit (31st MEU) Aviation Combat Element (ACE) with a full complement of aircraft and personnel to support contingency operations throughout the AOR. Balancing its focus between major theater warfighting capabilities and regional contingency responsibilities, 1st MAW recently demonstrated its force in readiness during Operation DAMAYAN.

#### RIGHT

Hornets from 1st MAW depart for an exercise to enhance interoperability.

PHOTO COURTESY: U.S. MARINE CORPS

#### FAR RIGHT

1stLt Robert D. Bowers, a 3rd MarDiv, III MEF planner works in the Landing Force Operations Center along with other Marines aboard USS *Blue Ridge*, during exercise UFG 2013. UFG is carried out in the spirit of the Republic of Korea and U.S. Mutual Defense Treaty signed on 1 Oct 1953, and further contributes to training and enabling of the Republic of Korean military taking the lead for their combined defense in 2015.

PHOTO COURTESY: U.S. MARINE CORPS

In early November, as Typhoon Haiyan neared landfall in the Philippines, 1st MAW prepared to provide relief support as it does with every major storm in the AOR. As the storm struck the Philippines on the 8th and 9th of November, it became evident that this typhoon was the most powerful storm ever recorded to make landfall, and would require a monumental recover effort. On 10 November, Operation DAMAYAN commenced, and as part of this Marine Aircraft Group 36 (MAG-36) deployed KC-130Js and MV-22Bs to transport food, water, supplies, and medical personnel to locations isolated and unreachable by other means of travel. After viewing the scope of destruction, and the level of coordination required to manage this relief initiative, Operation DAMAYAN was upgraded to a Joint Task Force 505 effort led by III Marine Expeditionary Force (III MEF). With MAG-36 designated as the ACE, on 11 November, the command element deployed to the Philippines, and on 12 November additional KC-130Js and MV-22Bs were deployed. Marine Aircraft Control Group 18 (MACG-18) provided the

AN/TPN-31A Air Traffic Navigation Integration Coordination System, a highly mobile, self-contained, tactical airport surveillance radar and precision approach radar system that provides air traffic service at designated airfields and landing sites. A robust aviation ground support package was also deployed to conduct forward arming & refueling point (FARP) operations in country. As the Marine Expeditionary Brigade (MEB) ACE, MAG-36 commanded 8 KC-130J Hercules and 14 MV-22B Ospreys from Clark Air Base, Philippines as well as command and control (C2) and FARP operations based out of Tacloban and Ormoc. During the deployment, MAG-36 assisted The Republic of the Philippines with over 800 flight hours of support moving more than 11,600 passengers and 1,400 tons of relief supplies.

#### REBALANCING IN THE PACIFIC

The Marine Corps Aviation Plan (AVPLAN) and the Defense Policy Review Initiative (DPRI) agreements between the United States and Japan continue to reshape much of 1st MAW's AOR in the Pacific. It was a pivotal year in the support of





these initiatives with a tremendous amount of planning, construction, and relocation of aircraft, equipment and manpower into theater. The Wing continued to enhance its operational capabilities with the addition of new aircraft that can fly faster, further, and with more efficiency, continuing to support the Marine Air-Ground Task Force (MAGTF) commander at a moment's notice. The 1st MAW also continued to shape the resumption of the aviation Unit Deployment Program (UDP), to meet rebalancing efforts in the Pacific while continuing to meet the growing demand for Marine aviation across the PACOM AOR.

### SECOND MV-22B SQUADRON ARRIVES IN OKINAWA

In accordance with the 2013 AVPLAN, the "Flying Tigers" of Marine Medium Helicopter Squadron 262 (HMM-262) began their transition to Marine Medium Tiltrotor Squadron 262 (VMM-262) in July 2013, with the arrival of twelve MV-22B aircraft. These aircraft quickly integrated into normal flight operations at Marine Corps Air Station (MCAS) Futenma and after a few short months of building

pilot proficiency and flight leadership designations, the squadron was officially designated to VMM-262, rounding out MAG-36's complement of MV-22B aircraft. The Flying Tigers are now focused on providing III MEF with assault support capability and preparing to assume the duties as the ACE for the 31st MEU in the spring of 2014.

### UDP GROWTH AND MODERNIZATION

Once again 1st MAW finds itself in a state of growth as it resumes pre-OPERATION IRAQI FREEDOM UDP levels. In 2013, 1st MAW was supported by UDP squadron professionals from: Marine Tactical Electronic Warfare Squadron 4 (VMAQ-4), VMAQ-2, Marine Heavy Helicopter Squadron 462 (HMH-462), HMH-463, HMH-772, HMH-464, Marine Light Attack Helicopter Squadron 367 (HMLA-367), HMLA-369, HMLA-167, HMLA-469, Marine Fighter Attack Squadron 122 (VMFA-122), VMFA-112, VMFA-232, Marine All-Weather Fighter Attack Squadron 533 (VMFA(AW)-533), Marine Attack Squadron 513 (VMA-513), VMA-214, VMA-223, 2nd Low Altitude Air Defense (2nd LAAD) and 3rd LAAD. All of these

squadrons provided exceptionally skilled and dedicated aviation support to III MEF. Because organic LAAD assets no longer exist in III MEF, the re-introduction of this capability has the potential to once again be a force multiplier in the AOR. Planning remains on track to complete the UDP footprint with the resumption of additional CH-53E, UH-1Y, and AH-1W helicopters in support of III MEF.

### RETIREMENT OF THE CH-46E FROM OKINAWA

On 30 September 2013, the last flight of CH-46E helicopters departed from MCAS Futenma to Camp Kinser. As the Sea Knight marked the end of an era and completed its sun down phase at 1st MAW the Marines and Sailors of MAG-36 gave pause to remember the exceptional contributions of this highly capable platform with over 40 years of service, operating in every clime and place. The last flight of the Sea Knight also marked the complete transformation of MAG-36 to the next generation of assault support aircraft. The Osprey now stands to make its mark in history as an even more capable platform that can fly



faster, go further, and carry more cargo, making it a true force multiplier in the PACOM AOR.

### HMLA-367 MAINTAINS ITS AVIATION EXCELLENCE IN HAWAII

“Scarface” never shies away from a challenge. When the squadron was directed to relocate from Camp Pendleton, California, to Kaneohe Bay, Hawaii, in the summer of 2012, HMLA-367’s Marines and Sailors took the task in stride. After making their initial milestones in manning, training, and equipment and achieving initial operational capability in late 2012, 2013 offered an even bigger challenge: double in size with respect to personnel and equipment, while participating in an aggressive training plan. By end of 2013, the squadron had successfully deployed to the Big Island of Hawaii to participate in exercises Lava Viper 13.1 and 13.2; completed monthly weapons detachments to the Pohakuloa Training Area; deployed to 29 Palms, California, to participate in Integrated Training Exercise 5-13; and supported Weapons and Tactics Instructor course in Yuma, Arizona. The year also marked the beginning of Scarface’s rotational deployments in support of the 31st MEU. In 2013, the squadron also received their full complement of 14 AH-1W aircraft, and received UH-1Y helicopters #5, #6, and #7.

### UNMANNED AIRCRAFT TRANSFER TO HAWAII

Initially published in the 2009 AVPLAN, Commander Marine Forces Pacific made the final decision to move Marine Unmanned Aerial Vehicle Squadron 3 (VMU-3) from 29 Palms to Kaneohe Bay in August of 2011. In 2013, the decision was made to place VMU-3 under the command of MAG-24. During the transition, a tremendous amount of planning ensured VMU-3 possessed the facilities, ranges, personnel, and equipment to successfully relocate from 3rd MAW to 1st MAW. The squadron will operate the RQ-7B Shadow initially, and later employ the RQ-21B STUAS. These platforms will provide air reconnaissance, analyze and synthesize information, control indirect fires, and conduct terminal guidance operations in support of 1st MAW and III MEF forces in the conduct of theater security cooperation and Phase O shaping in the PACOM AOR. Although still attached to 3rd MAW, VMU-3 completed their first Pacific exercise by participating in Lava Viper.

### STRENGTHENING ALLIANCES AND COMBAT READINESS

Throughout 2013, 1st MAW remained a stable ally to international partners throughout the AOR. This stability is based from decades of deep partnerships and alliances and is carried into the future by conducting exercises focused on joint-service interoperability and combat readiness. Exercises that continued to build on international relations were conducted with several partner nations to include Japan, Republic of Korea (ROK), Malaysia, Thailand, Singapore, The Republic of the Philippines, Guam, Tinian, Saipan, and Australia.



**1.** Japanese Media record the arrival of MV-22B Ospreys assigned to VMM-262, at MCAS Futenma.

PHOTO COURTESY: U.S. MARINE CORPS

**2.** Marines with Weapons Platoon assigned to the 31st MEU offload from an MV-22 Osprey on Landing Zone Mallard during exercise Koolendong 13 at Bradshaw Field Training Area, Northern Territory, Australia.

PHOTO COURTESY: U.S. MARINE CORPS

**3.** A Sailor monitors flight deck operations while Marines and Sailors refuel an MV-22B Osprey tilt-rotor aircraft on the flight deck of USS *George Washington* during Operation DAMAYAN.

PHOTO COURTESY: U.S. NAVY

**4.** An AH-1W Super Cobra with HMLA-367 provides security as two CH-53E Super Stallions from HMH-463 perform a mid-air refuel demonstration from a KC-130 Hercules aircraft.

PHOTO COURTESY: U.S. MARINE CORPS

BELOW: Capt Joseph White, the deputy logistics officer of the 31st MEU and Philippine Army PFC Vic D. Victorlano carry U.S. Agency for International Development relief supplies from an MV-22 Osprey tiltrotor aircraft. PHOTO COURTESY: U.S. MARINE CORPS

### AUSTRALIA: MARINE ROTATIONAL FORCE-DARWIN SHAPING

Following a 2011 agreement between U.S. President Barack Obama and Australian Prime Minister Julia Gillard to establish a Marine rotational force in Darwin, 2013 was largely devoted to shaping this initiative in preparation for Phase 2. Set to begin in the spring of 2014, Phase 2 will encompass the deployment of a battalion of Marines, along with an ACE. These six-month rotations provide a venue to maximize bilateral training opportunities with a forward-deployed MAGTF also to respond to any crisis or contingency in theater in support of PACOM directives. The Wing supported an aggressive exercise schedule in Australia that included Talisman Saber (15 July to 12 August), Southern Frontier (12 August to 15 September), and Koolendong (1 to 7 September). As the capstone exercise, Koolendong served as a "proof of concept" in the Bradshaw Field Training Area in the Northern Territory of Australia. It validated the area's capability to

train larger MAGTF's in the future. Additionally, this training proved an excellent opportunity for 1st MAW to work alongside Marine ground forces while participating in the execution of missions that included command post exercises, troop inserts, CAS, FAC(A), CFF, and aerial refueling missions with their Australian counterparts. The 1st MAW plans to support Phase 2 with an ACE comprised of four CH-53Es from HMH-463 and aviation enablers from Marine Aviation Logistics Squadron 24 (MALS-24), Marine Wing Support Squadron 172 (MWSS-172) and MACG-18.

### GUAM AND COMMONWEALTH OF NORTHERN MARIANA ISLANDS

The Marianas Island Range Complex provides an exceptional training venue for 1st MAW, containing some of the best air-to-air and air-to-ground ranges in the PACOM AOR. In July 2013, MAG-12 deployed to Andersen Air Force Base, Guam, for training under the U.S.-Japan Aviation Training Relocation (ATR) program in support of exercise Asan





**TOP LEFT**  
CH-46E Sea Knight helicopters practice landing and taking off at a confined landing zone in the Central Training Area as part of a sundown flight held to commemorate the aircraft. Sundown flights are conducted as a military tradition for retiring aircraft.

PHOTO COURTESY: U.S. MARINE CORPS



**BOTTOM LEFT**  
Marines with VMGR-352 offload a KC-130J Super Hercules on the flight line of Clark Air Force Base, Philippines'

Fury with F/A-18s from MAG-12 and 5th ANGLICO. This exercise allowed MAG-12 to conduct CAS, FAC(A), SCAR/AR, AI, AAD, OAAW and JTAC sorties in order to improve combat readiness for possible contingency operations within the PACOM AOR. In December 2013, 1st MAW deployed to Guam again in support of another US-Japan ATR program to conduct exercise Forager Fury II. This capstone event allowed MAG-12(-) (REIN) to train alongside the U.S. Navy and U.S. Air Force to employ fixed-wing, rotary-wing, tiltrotor aircraft, and aviation enablers from Andersen Air Force Base and Tinian West Field. This provided an excellent opportunity to tactically employ aircraft and equipment in order to refine MAGTF combat power generation, conduct expeditionary operations, and enhance unit level training. Aircraft, units and enablers involved in this exercise included the F/A-18C,

F/A-18D, EA-6B, KC-130J, MV-22B, C-12, Mk-58, HH-60, E-3, B-52, F-15, KC-135, 3rd LAAD, Marine Air Control Squadron 4 (MACS-4), Marine Wing Communications Squadron 18 (MWCS-18), Marine Air Support Squadron 2 (MASS-2), MWSS-171, 5th ANGLICO, 12th Marines, 3rd Recon, 4th Marines, Pacific Missile Range Facility, Marine Aviation Weapons and Tactics Squadron One (MAWTS-1), CLC-36, 44 FS, and 36 CRG. These units deployed over 1,300 personnel, flew more than 1,070 flight hours, and dropped 127,887 pounds of ordnance while executing a myriad of vignettes that included dynamic re-tasking, OPFOR / Urban CAS, CSAR / TRAP, CBRND Ex, Field Arrestment Ex, missile Ex, MV-22B fixed-wing escort, attack on maritime targets, and EWTO certifications.

**REPUBLIC OF THE PHILIPPINES**  
Philippine and the United States

routinely conduct bilateral training to reinforce the partnership between our two countries. The Wing plays an instrumental role in this relationship, conducting numerous exercises in the Philippines each year. In April, 1st MAW deployed elements of MAG-12 and MAG-36, including F/A-18C, MV-22B, KC-130J aircraft and aviation enablers to the Philippines to participate in exercise Balikatan. In September, 1st MAW returned to support PHIBLEX, III MEF annual exercise designed to enhance amphibious readiness, improve interoperability, and combat readiness, and improve TSC with the Republic of the Philippines. In addition, 1st MAW units conducted quarterly tactical air exercises with F/A-18s, and aviation assault support exercises with MV-22B Ospreys that provide opportunities to train with the Philippine Air Force and conduct unit level training. These training events early in the year gave personnel an excellent preparation for the upcoming events that unfolded with Operation DAMAYAN.

### REPUBLIC OF KOREA

One of the primary requirements for 1st MAW is to remain ready to "fight tonight" against adversaries developing nuclear capability, advanced missile technology, and continues to create an unacceptable level of instability on the Korean peninsula. The 1st MAW participated in several major exercises to maintain close ties with our ROK allies, improve interoperability, and prepare the



ROK military to assume the primary responsibility for security in the Korean Theater of Operations. Personnel played a vital role in training the ROK Marines and ROK elements of the Combined Air Component Command in the effective C2 of aviation.

In early spring 2013, 1st MAW Marines and sailors deployed to the Korean peninsula in support of two overlapping exercises, Key Resolve and Foal Eagle. These bilateral exercises provided 1st MAW an opportunity to establish the full Tactical Air Command Center (TACC), command and control aviation operations at the MEF level, and execute both live and virtual training events. For Key Resolve, 1st MAW established its full TACC set-up at Osan Air Base, deepening our already strong ties with the 7th Air Force and the ROK Air Force. In August, 1st MAW participated in the annual exercise Ulchi Freedom Guardian (UFG), providing an excellent venue for 1st MAW to further rehearse its ability to conduct major combat operations in support of South Korea. Marines and Sailors participated in these joint and combined command post exercises for the Combined Forces Commander and Component Commander staffs through a simulation driven exercise. An annual focus of effort for the 1st MAW headquarters and battle staff, UFG provides the opportunity for Marine Corps aviation to integrate as a reinforced MAW and execute an air tasking order in a simulated joint and combined aviation battlefield with over 850 daily sorties.

### **MALAYSIA**

Each year Malaysia and the United States come together to conduct bilateral training and strengthen our enduring relationship, and as one of the leaders in this relationship, 1st MAW conducts exercise AIR WARRIOR with the Royal Malaysian Air Force (RMAF). From 11-30 September, MAG-12 deployed to Butterworth Air base, Malaysia to participate in this bilateral event that included an aviation field training exercise and a series of subject



matter expert exchanges. Eight F/A-18s from VMFA-112, supported by aviation logistics and C2 enablers from MALS-12 and MACS-4, honed their skills in dissimilar air combat missions against MiG-29s, SU-30s, F/A-18s, and Hawk aircraft and enhanced interoperability with the RMAF.

### **THAILAND**

The Wing acted as the Commander of Marine Forces in the annual exercise Cobra Gold, which is designed to sustain military-to-military cooperation efforts with Thailand. In 2013, F/A-18, KC-130J, and MV-22B aircraft from MAG-12 and MAG-36, and Marine Corps' C2 capabilities from MACG-18 participated in the joint, combined training exercise with the Royal Thai Air Force. Cobra Gold improved joint, combined interoperability, and Thailand's capacity for planning and executing of military operations through a series of short-duration, joint, combined, and integrated field training exercise events. Additionally, Cobra Gold enabled PACOM to demonstrate its capability to project force strategically through rapid deployment of a joint and combined task force.

### **FOCUS ON THE FUTURE**

As 2014 begins, 1st MAW will remain the "Tip of the Spear" in Marine aviation through its continued efforts and focus in operational

Royal Thai Air Force aircraft rescue firefighters, wearing orange stripes, conduct a bilateral live-fire training exercise with U.S. Marines at Wing One RTAF base, Nakhon Ratchasima, Kingdom of Thailand in support of Cobra Gold 2013.

PHOTO COURTESY: U.S. MARINE CORPS

capability and combat readiness with the full resumption of the aviation UDP, the relocation of VMU-3 to Hawaii, the relocation of Marine Aerial Refueler Transport Squadron 152 (VMGR-152) to Iwakuni, the planning and construction in support of two additional MV-22B squadrons in Hawaii, and the stand-up of one F-35B Joint Strike Fighter squadron at Iwakuni.

The Marine Corps AVPLAN and DPRI will continue to bring new changes and capabilities to 1st MAW, but the mission remains the same: provide combat ready, task organized forces capable of conducting aviation operations across all six functions of Marine aviation in naval and expeditionary environments, and commands and controls aviation forces through the TACC in order to contribute to the accomplishment of our Nation's security objectives as required by standing operational plans in the PACOM AOR, engagement operations in support of Marine Forces Pacific, overseas contingency operations, and other operations as directed.