

MARINE AIR CONTROL SQUADRON FOUR  
Marine Air Control Group Eighteen  
1st Marine Aircraft Wing, FMFPac  
FPO, San Francisco, California 96602

1:CPB:rek  
5750  
01A31167  
7 November 1967  
Copy 1 of 7 Copies

~~CONFIDENTIAL~~  
~~CONFIDENTIAL~~

From: Commanding Officer  
To: Commanding Officer, Marine Air Control Group Eighteen  
Subj: Command Chronology for period of 1 October 1967 to 31 October 1967

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

Encl: ✓(1) Organizational Data  
✓(2) Narrative Summary  
✓(3) Sequential Listing of Significant Events

1. In accordance with the provisions of references (a) and (b), enclosures (1) through (3) are submitted.
2. This letter is downgraded to unclassified upon removal of the enclosures.

*C. P. Buschmann*  
C. P. BUSCHMANN

DOWNGRADED AT 3 YEAR INTERVALS  
DECLASSIFIED AT 3 YEAR INTERVALS  
DATE 01A31167

DECLASSIFIED

~~CONFIDENTIAL~~  
~~CONFIDENTIAL~~  
ENCLOSURE (5)

MACS-4

CPD CHRON

OCT 1967

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

1:CPB:rek  
5750  
01A31167  
7 November 1967  
Copy 1 of 7 Copies

COMMAND CHRONOLOGY

1 October 1967 to 31 October 1967

INDEX

PART I - ORGANIZATIONAL DATA

PART II - NARRATIVE SUMMARY

PART III - SEQUENTIAL LISTING OF SIGNIFICANT EVENTS

DECLASSIFIED

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~~~CONFIDENTIAL~~

1:CPB:rek  
5750  
01A31167  
7 November 1967  
Copy/ of 7 Copies

## PART I

1. ORGANIZATIONAL DATA

## a. Marine Air Control Squadron Four

- (1) Commanding Officer - LtCol Conrad P. BUSCHMANN
- (2) Executive Officer - LtCol William A. COHN
- (3) First Sergeant - 1stSgt Frank R. MIRANDA
- (4) S-1 Officer - 2ndLt John E. JULIAN
- (5) S-2 Officer - Major Herbert M. FIX
- (6) S-3 Officer - Major Ralph L. LARY
- (7) C & E Officer - Major Thomas J. LAPHAM
- (8) Supply Officer - 2ndLt Walter N. TURNBULL
- (9) Mtr. Trans Officer - 1stLt Melvin J. OUBRE
- (10) Services Officer - Major Meritt G. YEAGER
- (11) Utilities Officer - CWO-2 Ferris D. BROWN

2. TASK ORGANIZATION. UNIT LOCATION AND PERIOD COVERED.

## a. Task Organization. Not Applicable

b. Unit Designation and Location: Marine Air Control Squadron Four,  
Danang, RVN.

c. Period Covered: 1 October 1967 to 31 October 1967.

3. AVERAGE MONTHLY STRENGTH.

a. October      29 Officers  
                 235 Enlisted (USMC)  
                 3 Enlisted (USN)

**DECLASSIFIED**

ENCLOSURE (1)

~~CONFIDENTIAL~~~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

1:CPB:rek  
5750  
01A31167  
7 November 1967  
Copy 1 of 7 Copies

4. IMPORTANT VISITORS TO THE COMMAND.

- a. 2 Oct: LtGen MASTERS, LtGen CUSHMAN, MajGen NICKERSON
- b. 18 Oct: BrigGen KELLER
- c. 24 Oct: LtGen KRULACK
- d. 24 Oct: MajGen ANDERSON

DECLASSIFIED

ENCLOSURE (1)

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

1:CPB:rek  
5750  
01A31167  
7 November 1967  
Copy 1 of 7 Copies

## PART II

## 1. NARRATIVE SUMMARY

a. MACS-4 maintained its surveillance role and participated on Link II with NTDS/ATDS for 24 hours a day for the entire month, less outages created by propagation difficulties and normal link administrative functions.

b. MACS-4 assumed the control functions of the Air Force CRC 16 times from Panama for a total of 14 hours and 38 minutes.

c. On 8 October 1967, MACS-4 sustained winds in excess of seventy knots. The two antenna assemblies (AS-1310) for the AN/TYQ-3 and both long range search radars were damaged. The Radar Set AN/TPS-34 was completely blown over and the AN/TPS-22 was damaged to the extent that the antenna had to be taken down to replace the base ring. Both radars have remained in a down status awaiting parts for repair. The AN/TPS-22 has been configured to provide long range IFF tracking.

d. NSA Public Works commenced installation of the 200KW generators and the 100 KW converters for 400 Hertz power.

e. MCB-7 has continued its efforts to improve the drainage of the operating and cantonment areas.

DECLASSIFIED

~~CONFIDENTIAL~~~~CONFIDENTIAL~~

~~CONFIDENTIAL~~~~CONFIDENTIAL~~

1:CPB:rek  
 5750  
 01A31167  
 7 November 1967  
 Copy 1 of 2 Copies

## PART III

1. LIST OF SIGNIFICANT EVENTS 1 OCTOBER THROUGH 31 OCTOBER 1967

- a. Personnel: None
- b. Administration: None
- c. Operations:

(1) The following navigational assistance was provided for aircraft during the month of October.

- (a) Tracks reported to Panama - 9
- (b) Aircraft provided navigational assistance - 7218
- (c) TPQ-10 Runs monitored - 2140
- (d) GCI/GCA Handoffs - 2061
- (e) IFF/SIF checks - 7223
- (f) Intercepts (practice) - 107/118

(2) MACS-4 assumed the control function of the Air Force CRC for a total of 14 hours and 38 minutes during the month of October.

d. Command Relations

(1) 2 Oct: LtGen MASTERS visited MACS-4 site and was briefed on the MACS-4 mission.

(2) 18 Oct: BrigGen KELLER visited MACS-4 site and was briefed on the MACS-4 mission.

(3) 24 Oct: LtGen KRULAK and MajGen ANDERSON visited MACS-4 site and was briefed on the MACS-4 mission.

e. Air Defense

(1) 118 practice GCI's were conducted with 107 successful.

f. LOGISTICS

(1) 18Oct: NSA Public Works commenced work on installation of 200 KW converters for 400 Hertz power.

(2) 23 Oct: Utilities personnel attended school on generators at 1st LAAMBBN HQ. The School was conducted by a contact team from FMFPac.

DECLASSIFIED

ENCLOSURE (3)

~~CONFIDENTIAL~~~~CONFIDENTIAL~~

~~CONFIDENTIAL~~~~CONFIDENTIAL~~

1:CPB:rek  
5750  
01A31167  
7 November 1967  
Copy 1 of 7 Copies

g. Supply

(1) 20 Oct: The Squadron Supply Officer attended the 1stMAW supply officers conference. The main topic was monsoon requirements.

h. Motor Transport

(1) During the month of October MACS-4 vehicles traveled 12,279 miles, hauled 625 short tons of cargo and 2,715 passengers.

i. Communications/Electronics

(1) 1 Oct: Two leg failures were experienced on Radar Set AN/TPS-34B Ser. A-3. One failure occurred at 1940. This leg was replaced. The second leg failed at 2335 and was also replaced. These failures were reported to HQMC on MACS-4 ~~45R~~ 41-67.

(2) 2 Oct: The AN/TPS-22 antenna support assembly failed at about 2345. Three antenna support ring sections and three antenna support arms were broken. Failure is believed to have been caused by high winds distorting the radome. This distortion caused increased wind resistance to the rotation of the paraballoon antenna within the radome and the subsequent failure of the antenna support assembly. An attempt was made to have the failed sections repaired at H&MS-11 and at 1stFSR. Repair was beyond the capability of these organizations. Assistance was requested of First MAW and arrangements were made to send the failed sections to MACS-6 and to replace the failed sections with usable parts from the MACS-6 AN/TPS-22. At the time of this report the radar has not been returned to operation.

(3) 5 to 6 Oct: MACS-4 representatives (Capt. HUNT and CWO MASSAROTTI) attended a meeting at CTF-77 on Link 11 coordination.

(4) 9 Oct: At 0125 hours the AN/TPS-34B was blown over by high winds with gusts estimated in excess of 70 knots. One radome section experienced multiple seam separations and tore. Eight associated catenary clips failed and the wind blew into the radome interior. The reflector and back up structure were blown over, striking the radome. An insufficient quantity of serviceable radome sections were on hand to return the radar to operation. This incident was reported to HQMC on MACS-4 ~~45R~~ 42-67.

DECLASSIFIED

~~CONFIDENTIAL~~~~CONFIDENTIAL~~

~~CONFIDENTIAL~~~~CONFIDENTIAL~~

1:CPB:rek  
5750  
01A31167  
7 November 1967  
Copy 1 of 7 Copies

(5) 9 Oct: The top section of both antenna assemblies AS-1310 of the AN/TYQ-3 were damaged during high winds. Damage consisted of one broken radial element and seven radial elements broken loose from the top hat assembly. Damage was caused by the failure of the thole pins which caused failure of the welded seam of the holding brackets. Repairs were made by 1st FSR. No TDCC operational functions were lost during this period.

DECLASSIFIED

3

ENCLOSURE (3)

~~CONFIDENTIAL~~