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MARINE AIR CONTROL SQUADRON FOUR
 Marine Air Control Group-18
 1st Marine Aircraft Wing, FMFPAC
 FPO, San Francisco, California 96602

3:COB:rm
 5750
 6 December 1969
 03034069

~~REDACTED~~ (Unclassified upon removal of Enclosure (1))

From: Commanding Officer
 To: Commanding Officer, Marine Air Control Group-18
 Subj: Command Chronology for Period 1 to 30 November 1969
 Ref: (a) GruO 5750.1A
 Encl: ✓(1) Command Chronology, 1-30 November 1969 (C)
 1. (U) In accordance with reference (a), enclosure (1) is submitted.

R. E. McCamey
 R. E. MCCAMEY

MACS-4	
COPY <u>1</u> OF <u>7</u> COPIES	
NO <u>03A34069</u>	

DOWNGRADED AT 3-YEAR INTERVALS DECLASSIFIED AFTER 12 YEARS DOD DIR 5200.10.

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ENCLOSURE (1)

MACS-4

CMD Chron

NOV 1969

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PART I

ORGANIZATIONAL DATA1. (U) Command and Staff

Commanding Officer	1-30 November 1969	LtCol Robert E. MCCAMEY
Executive Officer	1-30 November 1969	Major Richard C. REYNOLDS
Sergeant Major	1-30 November 1969	SgtMaj John R. MCINNIS
Administrative Officer	1-30 November 1969	1stLt Daniel C. DOUGLAS
Intelligence Officer	1-30 November 1969	Major Theodore P. LINGENFELTER
Operations Officer	1-30 November 1969	Major Robert W. MOLYNEUX JR.
Services Officer	1-30 November 1969	Major Francis J. KIRCHNER
Comm-Elect Officer	1-30 November 1969	Capt William B. WALLS

2. (C) Task Organization and Unit Location

a. Task Organization. Normal manning level augmented by a Detachment, Sentry Dog Platoon, H&S CO, 3rd Military Police Bn., FLC.

b. Unit Location. Hill 647, DaNang, Republic of Vietnam
1-30 November 1969

3. (C) Average Monthly Strength

43 Officers (USMC)
268 Enlisted (USMC)
3 Enlisted (USN)

4. (C) Important Visitors to the Command

19 November 1969, Col Sam DRESSIN, USMC, III MAF (CEO)

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PART II

NARRATIVE SECTION

1. (C) Throughout the period 1-30 November, the mission of air defense, digital data exchange and air traffic control continued.
2. (U) From 24 October to 10 November, Cpl CHAMBERS was TAD to Long Binh, Vietnam to attend the ~~Army~~ Crypto Maintenance School. From 26 October to 21 November, SSgt LEDREW was TAD to Camp Butler to attend Embarkation School. From 3-22 November, Pfc TODD was TAD to Long Binh, Vietnam to attend the Army Cable Splicing School. From 11-13 November, LtCol MCCAMEY was TAD to Udorn, Thailand for indoctrination on Airborne Battlefield Command/Control Center operations.

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PART III

SIGNIFICANT EVENTSA. (C) Administration

1. Messages:

a. Received 1512

b. Sent 93

2. Legal

a. Investigations 5

b. Office Hours 11

c. Summary Court 1

B. (C) Personnel

1. Joined: Officers - 4; Enlisted - 20
2. Transferred: Officers - 5; Enlisted - 42
3. TAD: Officers - 1; Enlisted - 4
4. On Leave: Officers - 2; Enlisted - 1
5. On R&R: Officer - 4; Enlisted - 23
6. Critical Shortages:

<u>MOS</u>	<u>M/L</u>	<u>ON HAND</u>
6141 (Administrative Man)	6	5 <i>Mr</i>
2861 (Radio Technican)	1	0
5942 (TPS-22 Repairman)	5	2

See also Appendix A (Logsum for month of November).

C. (C) Command Relationship/Command and Control

1. On 17 November Lt Brian FLYNN visited MAG-12, MAG-13, and MATCU 67 in efforts to improve radar handoffs to Chu Lai Approach Control.

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2. On 21 November, Lt. William CLEEK visited MATCU 67 to investigate communication problems with that unit.

D. (C) Air Control. The following services were provided during the month:

(1) Unknown tracks reported to Panama	<u>0</u>
(2) Aircraft provided navigational assistance	<u>11,827</u>
(3) TPQ-10 handoffs	<u>112</u>
(4) IFF/SIF checks	<u>10,444</u>
(5) GCI/GCA handoffs	<u>1,217</u>
(6) Intercepts (practice)	Attempted <u>0</u>
	Completed <u>0</u>
(7) Emergency assistance	<u>9</u>

E. (C) Special Operations. Navigational Assistance was provided for aircraft operating in support of the following operations:

Fredrick Hill	Nantucket Beach
Geneva Park	Republic Square
Iron Mountain	Norton Falls
Pipestone Canyon	Fulton Square

F. (U) Civic Action. None

G. (C) Ground Defense. Work continued on the installation of triple concertina wire with double apron fence around the perimeter. Approximately 150 meters of old wire was replaced and about 175 meters of new wire was laid. Two hundred twenty-four trip flares were placed within the perimeter wire. Fifteen (15) bunkers were repaired and reenforced and 300 sandbags were filled and stacked for ready use. There were a total of twelve (12) patrols by dog handlers and six (6) recon patrols by security personnel conducted during this reporting period. Evidence of the presence of wood choppers was found within 100 meters of the perimeter, but no evidence of hostile activity was found.

H. (U) Training. A total of 26 hours of technical training were conducted with 196 persons attending. Five (5) hours of basic training were conducted with 61 persons attending. The Communication Security Training visit was conducted on 17 and 18 November by the U. S. Naval Facility, Detachment Delta from DaNang.

I. (U) Logistics. See Appendix A (Logsum for month of November)

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J. (U) Supply. See Appendix A (Logsum for month of November).

K. (U) Engineering. None

L. (U) Maintenance. See Appendix A (Logsum for month of November).

M. (C) Communications/Electronics. The UHF radio situation continued to improve during November. A total of 16 UHF radios are now fully operational, which is an increase of 6 over the previous month. As with past improvement, this was a result of improved logistic support and an effective preventive maintenance program.

N. (U) Construction. None

O. (C) Motor Transport. During the month, MACS-4 vehicles traveled 19,225 miles, transported 1727 passengers and hauled 282 tons of cargo. See also Appendix A (Logsum for the month of November).

P. (U) Informational Services. On 11 November three men from Wing Informational Services were briefed on MACS-4's history, operations, and life on Monkey Mountain.

Q. (C) Casualties.

1. As a result of hostile action: None

2. Not as a result of hostile action: There were three (3) Category "B" casualties resulting in nine (9) man hours lost and one (1) evacuee.

R. (U) Awards.

1. There were five (5) recommendations submitted for the Navy Commendation Medal.

2. The following awards were presented during the month:

(a) Meritorious ~~Promotion~~

(1) To Corporal - BOEING, T. W.

(2) To Lance Corporal - MARTIN, R. A. ; BUZBEE, E. H. ; and
DRAKE, G. R.

(3) Meritorious Mast - Cpl BOEING, T. W.

S. (U) Morale and Welfare.

1. Four (4) floor shows were presented at the Staff NCO Club and five (5) were presented at the Enlisted Club.

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2. Movies were shown at the clubs every Tuesday, Thursday, Friday, Saturday and Sunday night.

3. The Monkey Mountaineers played at the Staff NCO club every Sunday night.

T. (U) Air Defense. None.

U. (U) Base Development and Military Construction. None.

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PART IV

SUPPORTING DOCUMENTS - TABLE OF CONTENTS

✓Appendix A - - - - - Logsum for November 1969

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MARINE AIR CONTROL SQUADRON FOUR
Marine Air Control Group-18
1st Marine Aircraft Wing, FMFPAC
FPO, San Francisco, California 96602

4:FJK:jwg
4000
26 November 1969

From: Commanding Officer
To: Commanding Officer, Marine Air Control Group 18 (S-4)

Subj: Logistics Summary Report

Ref: (a) WGO 4000.28

Encl: ✓(1) Logistics Summary Report
 - (2) Supplemental Report

1. In accordance with the instructions contained in reference (a), enclosures (1) and (2) are herewith submitted.

R. E. McCAMEY

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APPENDIX A

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~~CONFIDENTIAL~~SECTION I - SUPPLY1. Overall Supply Situation

a. Supply support from higher echelon is relatively good. The average leadtime experienced for common repair assemblies and general support type supplies is 45 to 50 days. A problem is being experienced in awaiting receipt of many items which are critically required, and peculiar to radars, communications equipment and generators. Enclosure (1) contains a listing of these items and their end item applications. For the period 23 October through 23 November 1969, a total of twenty-six (26) Mares documents were completed. During the same period fifty-seven (57) Mares documents were submitted. Presently this squadron has one hundred and three (103) Mares documents outstanding.

2. Class I. N/A3. Class II. N/A (all subclasses)

a. Situation. N/A

b. Critical Items. N/A

c. Significant Problem Areas. N/A

4. Class III. N/A5. Class IV. N/A6. Class V. N/A7. Class VI. N/A8. Class VII. N/A (all subclasses)9. Class VIII. N/A10. Class IX. See Enclosure (2) "Supplemental Report" on subclassification G type items.

a. Situation. Electronic components and repair assemblies continue to be the most critically required items needed for continued operational support. On hand excesses within this unit are continually being screened to determine the support value of each item. The screening of these items of excess is approximately 93% completed. Upon completion, these excesses will be turned into the appropriate supply sources or a request submitted to higher headquarters for their retention as insurance items.

b. Critical Items. See Enclosure (2)

c. Significant Problem Areas. N/A

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~~CONFIDENTIAL~~11. CLASS X. N/ASECTION II - MAINTENANCE12. Maintenance Situation.

a. Presently the maintenance situation within this unit is primarily affected by the lack of sufficiently trained personnel and supply support for those critically required items contained in the Supplemental Report. The deadline rate experienced at this time with generators is excessively high (63%), while that experienced with Motor Transport equipment is considered low at approximately 14%. During the reporting period several major items of combat essential equipment were removed from deadline status or returned to this squadron from higher echelon where they were rehabilitated. These items were as follows; a scooploader, two M-35A2's and one M-52A2.

13. Aircraft. N/A14. Major Items of Equipment.a. Status.

<u>TYPE</u> <u>"M"</u>	<u>AUTH</u> <u>USMC/USN</u>	<u>OH</u> <u>USMC/USN</u>	<u>NO OR</u> <u>USMC/USN</u>	<u>NO NORS</u> <u>USMC/USN</u>	<u>NO NORM</u> <u>USMC/USN</u>
M-38A1	0/0	0/3	0/2	0/1	0/0
M-37B1	4/0	4/0	3/0	1/0	0/0
M-35	6/0	3/0	2/0	1/0	0/0
M-35A2	0/6	0/7	0/4	0/3	0/0
M-49A2	0/2	0/2	0/2	0/0	0/0
M-50A2	0/2	0/2	0/2	0/0	0/0
M-52A2	0/3	0/3	0/2	0/0	0/1
M-100	0/1	0/1	0/1	0/0	0/0
M-101A1	4/0	4/0	4/0	0/0	0/0
M-105	2/0	3/0	3/0	0/0	0/0
M-149	0/3	0/3	0/3	0/0	0/0
M-127	0/2	0/2	0/2	0/0	0/0
M-172	0/1	0/1	0/1	0/0	0/0
23 CFM	0/1	0/1	0/1	0/0	0/0
JOM-1	0/1	0/1	0/1	0/0	0/0
M-715	0/5	0/5	0/3	0/2	0/0
M-725	0/1	0/1	0/1	0/0	0/0
M-151A1	0/4	0/4	0/4	0/0	0/0

b. Major Items.(1) Wheeled Vehicles.

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<u>TYPE</u>	<u>SER NO</u>	<u>NORS</u>	<u>NORM</u>	<u>LOCATION</u>	<u>REMARKS</u>
M35A2	95-11749		1	MACS-4	Being processed for Rehab
M35A2	95-11730	N/A	N/A	FLC	Awaiting notification from FLC to pick up
M-35A2	95-11731		1	MACS-4	Being processed for Rehab
M37B1	314587	1		MACS-4	Requires clutch
M715	95-17934	1		MACS-4	Requires distributor
M715	95-17862	1		MACS-4	Requires distributor

(2) Tracked Vehicles.

<u>TYPE</u>	<u>SER NO</u>	<u>NORS</u>	<u>NORM</u>	<u>OR</u>	<u>AUTH/OH</u>	<u>REMARKS</u>
D-6	4806672	0	1	0	1 / 1	Requires replacement of the cluster clutch which is beyond the capability of this unit

(3) Material Handling Equipment.

<u>TYPE</u>	<u>SER NO</u>	<u>AUTH/OH</u>	<u>OR</u>	<u>NORS</u>	<u>NORM</u>	<u>REMARKS</u>
RTF	6000lbs 1778366	1 / 2	1	0	1	One forklift presently on temporary loan from H&HS-18. One sent to Rehab on 9 Sept 1969.

(4) Engineer Construction Equipment.

<u>TYPE</u>	<u>KW/Hz</u>	<u>AUTH/OH</u>	<u>OR</u>	<u>NORS</u>	<u>NORM</u>	<u>REMARKS/LOCATION</u>
PU/344	20/400	5 / 2	1	1	0	Qty (2) on temp loan to MASS-3
PU/482	30/60	3 / 3	1	0	2	Qty (1) MACS-4, Qty (2) WERS-17
PU/499	2.5/400	7 / 6	0	1	5	Qty (1) on requisition Qty (5) WERS-17
PU/565	4/60-400	1 / 1	1	0	0	
PU/590	30/60	2 / 2	1	1	0	Substitute PU/239,657 on hand vice PU/590
PU/608	45/400	0 / 1	1	0	0	
*PU/648	45/400	29 / 31	9	0	22	Qty (6) Yokuska, Qty (4) MASS-2 Qty (2) MASS-3, Qty (1) MACS-1 Qty (10) WERS-17
Motor Gen	100/60	7 / 9	7	2	0	Qty (2) being rehabed by Philco-Ford

*Qty (2) of PU/648's listed as OR at MACS-4, remainder on temp loan. Qty (6) deadlined at MACS-4 awaiting supplies. Qty (22) listed as NORM is an assumption on the part of this unit as it cannot be readily determined what status they are in.

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~~CONFIDENTIAL~~(5) Marine Amphibious Equipment. N/A(6) Communications Equipment.

<u>TYPE</u>	<u>AUTH</u>	<u>OH</u>	<u>NO OR</u>	<u>NORS</u>	<u>NORM</u>
AN/TYA-11	4	4	2	2	0
AN/GRC-112	18	18	8	4	6
AN/GRC-134	5	5	3	2	0
AN/GRC-135	5	4	4	0	0
AN/TRC-97	4	4	1	2	1
AN/TRC-75	7	6	2	0	4
AN/PRC-25	4	4	4	0	0
AN/PPS-6	6	1	1	0	0
AN/TPX-28A	6	6	3	3	0
AN/TPS-22D	2	2	1	1	0
AN/UPS-1D	2	2	1	1	0
AN/TRD-12	2	2	0	2	0
AN/TYA-26	1	1	0	1	0
AN/TCC-14A	7	2	1	1	0
AN/GCC-3	1	1	1	0	0

c. Comments.

(1) Motor Transport. The lack of sufficient supply support in the general area of Motor Transport is the primary factor contributing to those vehicles in a deadlined status. However, the vehicle deadline rate is not considered excessive or critical as of this report with the exception of the M-715 Gladiators. The primary cause for concern with these vehicles is that sufficient repair parts are not available to support it nor are the proper tools available to perform the required maintenance on them. Presently this squadron's authorized allowance is five and five are on hand, of which two are deadlined. These vehicles are considered by this unit to be essential to the performance of its overall operation in that they are less costly to operate, require less maintenance per miles driven, are more utilitarian and more conducive to the type of driving and weather conditions experienced in our area of normal operations.

(2) Engineer Construction Equipment. The problem of greatest concern to this unit in relation to its engineer equipment is the excessively high deadline rate of generators, more specifically its PU/648 generators. The PU/648's are this squadron's primary backup source of tactical power. Should our commercial generators or 100KW Motor Generators fail it is mandatory that we have a full complement of operationally ready PU/648's to provide power for our automated air control system. These generators have a history of high failure rate, particularly the electronic components. Also repair assemblies and components are apparently in great demand throughout the Marine Corps creating a serious shortage of these items in the supply system. Another causative factor contributing to the PU/648 high deadline rate is the susceptibility of its electronic components to moisture. The PU/648 is a highly sophisticated piece of equipment and as such is very difficult to maintain and trouble shoot,

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by inexperience personnel. The majority of personnel with the MOS 1341/1141 being assigned to this unit lack experience with these generators (and most other types). A training syllabus is in the process of being prepared for instructional purpose in an attempt to alleviate this problem.

(3) Communications-Electronics.

a. AN/TYA-11, AN/GRC-112, 134 and 135 - The UHF radio situation continues to improve with a total of 15 operational radios, including two test bench equipments. The Interservice Support Agreement with Korat Air Force Base in Thailand has accounted for part of the improvement, along with the local establishment of a second test bench radio to expedite repairs. Additional maintenance facilities are still under construction and the arrival of a special UHF Electronic Shop van is anticipated shortly.

b. AN/TRC-(97) and AN/TRC-(75) - Floatable modules from both equipments are being repaired at MWCS-1. A slight increase in the number of operational equipments has been realized since last month. One AN/TRC-75 is on order under document number 8284-2112.

c. AN/TPX-28A - No change from last month. Three IFF interrogator sets remain inoperative due to a lack of repair parts. The situation is not critical; however, any further loss of equipment for a prolonged period will create a critical situation operationally. All required repair parts are on order and have been submitted on Mares "GA" cards.

d. AN/TPS-22D - No change from last month. The inoperative radar set will be erected and operationally employed upon receipt of repair parts. Lack of a second operational AN/TPS-22D is not considered critical, but would be highly desirable as a back up for the operational set. This is especially true in view of the reliability and excellent Moving Target Indicator (MTI) capabilities of this radar. Mares "GA" cards were submitted for the required repair parts.

e. AN/UPS-1D - No change from last month. The one non-operational radar is not considered critical. The radar is inoperative due to a lack of repair parts, all of which were submitted on Mares "GA" cards.

f. AN/TRD-12 - No change from last month. Both on-hand direction finders are inoperative and awaiting repair parts. The Electronic Downed Pilot Locator (EDPL) is operational, therefore the loss of both AN/TRD-12 equipments is not critical. Mares "GA" cards have been submitted for the required parts.

g. AN/TYA-26 - No change from last month. The Ancillary Group is awaiting parts for the power entry panel which was badly damaged in a recent lightning storm. Loss of this equipment also prevents interface of Radar Set AN/TPS-37 with the AN/TYQ-2, as components of the radar are housed within the AN/TYA-26. A total of 11 documents for repair parts are outstanding and have been submitted on Mares "GA" cards.

h. AN/TGC-14A - The one inoperative teletypewriter is not critical and has been evacuated to Maintenance Battalion, 1st FSR for repair. One additional equipment is on order under document number 9298-2072 and four equipments have been declared non-essential T/E items and will not be requisitioned.

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d. Critical Items. See Supplemental Report.

e. Significant Problem Areas. Other than those problem areas outlined in the preceeding paragraphs the one other that is considered significant and affecting the primary mission of the Services Section and this unit is the shortage of personnel. The current manning level is considered adequate in most areas, however, due to the necessity to provide personnel for collateral details such as guard, mess, refuse collection and wire laying as well as convoys or other no organic support, a severe shortage exists. At present the Services Section is providing from 14 to 16 personnel per week out of total of 70 available, including Officers and SNCO's for these collateral duties. This fact combined with an actual shortage of 12 personnel within manning level and the requirements for the upkeep of the cantonment, the maintenance of equipment and the performance of normal duties has created an extremely untenable situation. A breakdown of these existing personnel shortages is contained in paragraph 16 (a).

SECTION III - SERVICES

15. Services Situation.

a. The Services Section of this unit is responsible for the general logistical support and welfare of approximately 350 personnel within MACS-4. This is developing into a mammoth task taking into consideration the deteriorating status of all existing facilities, the shortage of qualified personnel, the long lead time experienced in awaiting assistance from various support activities and the age and condition of existing equipment. Those factors mentioned in paragraph 14 and the physical location and distance of this unit from its support activities and the amount of time lost in traveling to and from these areas is excessively demanding on personnel, equipment and time. Considering the personnel, equipment and support problems, at present, we have been unable to implement and carry through to completion many new programs that are designed to provide better living, messing and working conditions for the squadron personnel, thus the general welfare and morale of these people are being jeopardized. Despite the above listed problems the Services Section has been able to maintain and support the normal operating requirements.

16. Significant Problem Areas.

a. As outlined in paragraph (14) and (15), the most significant problem area affecting the overall situation is that of personnel. The below listed information reflects current shortages within each of the Services sections.

(1) Supply

a. Present Shortage
1

Rank
E-5

MOS
3041

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~~CONFIDENTIAL~~(2) Utilitiesa. Present Shortage

	<u>Rank</u>	<u>MOS</u>
1	E-3	1121
2	E-2,1	1141
1	E-3	1142
3	E-6/E-2,1	1341
1	E-4	1371

(3) Motor Transporta. Present Shortage

	<u>Rank</u>	<u>MOS</u>
1	E-2,1	3531

(4) Food Servicesa. Present Shortage

	<u>Rank</u>	<u>MOS</u>
1	E-5	3311
2	E-5	3371

b. Other significant problem areas affecting the overall Services situation are as follows.

(1) Minor Construction Projects. CO MACS-4 ltr 4:FJK:jwg over 4000 of 26 October 1969 (Logistics Summary Report) listed those minor construction projects which are considered critical to this unit. As of this time, action has not been taken on any of these requests. Since the last report several new requests have been submitted. They are as follows:

a. <u>W. R. NO</u>	<u>SUBMISSION DATE</u>	<u>DESCRIPTION</u>	<u>REMARKS</u>
UNK	22 Nov 1969	Inspect and rewire if necessary the electrical wiring system in barracks	The present wiring is considered unsafe and a potential fire hazard exists

b. <u>W. R. NO</u>	<u>SUBMISSION DATE</u>	<u>DESCRIPTION</u>	<u>REMARKS</u>
UNK	22 Nov 1969	Construct a new grease trap and drainage system for messhall	The present grease trap and drainage system is inadequate and creates a definite health hazard. The present system has been a constant source for comments during Medical & Sanitation inspection held on this unit

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<u>C. W. R. NO</u>	<u>SUBMISSION DATE</u>	<u>DESCRIPTION</u>	<u>REMARKS</u>
UNK	21 Nov 1969	Repair Steps and handrails	The present steps and handrails leading into several barracks and the steps and handrails leading from the barracks to the work areas, messhall area etc. are completely deteriorated from the harsh weather conditions atop Hill 647. These steps etc. have become a definite hazard to personnel.

(2) Repair of Messhall Equipment.

a. This units Logistics Summary Report of 26 September 1969 reported the deadlined status of certain items of mess equipment which are considered to be of significant importance to the health and welfare of personnel in MACS-4. The following is an updating of that status.

<u>NOMENCLATURE</u>	<u>QTY</u>	<u>REMARKS</u>
Steam Kettle	2	Work order K3957 applies. These items are still inoperable due to the unservicability of the magnetic switches.
Scullery Machine	1	This unit had the motor repaired which was previously reported as deadlined. The motor is presently working, however, it still requires two heating elements before it will be 100% operational.

(3) Direct Exchange Items (DX).

a. Recently MASS-2 returned four generators to this unit as a result of CO MACG-18 ltr 4:TJJ:rm over 11270 of 23 October 1969. All the generators were missing certain DX items. This unit was able to replace most of the items with on-hand excesses, however, the PU/657 that was returned is still missing a battery charger, voltage regulator and a governor. In addition the manuals for the PU/657 were also missing. The MASS-2 Utilities Officer was apprised of this situation and stated the required items were forthcoming. To date these items have not been received. Further, a definite shortage of generator DX items exists at the Force Logistics Command, and is a primary reason for this units high generator deadline status.

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SECTION IV - TRANSPORTATION

17. N/A

18. N/A

19. Significant Problem Areas. None that have not been covered in other sections of this report.

SECTION V - LOGISTICAL PLANS

20. Current Plans. N/A

SECTION VI - MISCELANIOUS

21. N/A

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