

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

~~CONFIDENTIAL~~

3:FOU:thl
5750
03A00770
7 February 1970

~~CONFIDENTIAL~~

From: Commanding Officer
To: Commanding Officer, Marine Air Control Group 18

Subj: Command Chronology for period 1 to 31 January 1970

Ref: (a) GruO 5750.1A

Encl: ✓(1) Marine Air Control Squadron Four Command Chronology

1. In accordance with the provisions of reference (a), enclosure (1) is submitted.

2. This page is unclassified upon removal of enclosure (1).

R. W. Molyneux Jr.
R. W. MOLYNEUX JR.

MACS-4
COPY 1 OF 6 COPIES
NO 03A00770

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

DECLASSIFIED

ENCLOSURE (4)

~~CONFIDENTIAL~~

MACS-4

JAN 1970

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

COMMAND CHRONOLOGY

1 to 31 January 1970

~~CONFIDENTIAL~~

INDEX

- PART I - ORGANIZATIONAL DATA
- PART II - NARRATIVE SUMMARY
- PART III - SEQUENTIAL LISTING OF SIGNIFICANT EVENTS
- PART IV - SUPPORTING DOCUMENTS

DECLASSIFIED

~~CONFIDENTIAL~~

PAGE 1 OF 16 PAGES

ENCLOSURE (1)
ENCLOSURE (4)

~~CONFIDENTIAL~~5750
7 February 1970

PART I

ORGANIZATIONAL DATA1. (U) DESIGNATIONCOMMANDER

Marine Air Control Squadron-4
 Marine Air Control Group-18
 1st Marine Aircraft Wing
 Fleet Marine Force, Pacific
 FPO, San Francisco, California 96602

Major R. W. MOLYNEUX Jr.

2. (C) LOCATION

1-31 January 1970: DaNang, Republic of Vietnam

3. (U) STAFF OFFICERS

<u>BILLET</u>	<u>NAME/RANK</u>	<u>PERIOD COVERED</u>
Executive Officer	MULQUEEN, M. P. Major	1-31 Jan
Sergeant Major	MCINNIS, J. R. SgtMaj	1-31 Jan
Administration Officer	DOUGLAS, D. C. 1stLt.	1-31 Jan
Intelligence Officer	BROWN, C. O. Capt	1-25 Jan
Intelligence Officer	KIRK, P. C. Capt	26-31 Jan
Operations Officer	LINGENFELTER, T. P. Major	1-31 Jan
Services Officer	KIRCHNER, F. J. Major	1-31 Jan
Communication/Electronics Officer	SPAINHOUR, H. L. Capt	1-7 Jan
Communication/Electronics Officer	MENDOZA, R. A. Capt	8-31 Jan

4. (C) AVERAGE MONTHLY STRENGTH

<u>USMC</u>		<u>USN</u>	
<u>OFF</u>	<u>ENL</u>	<u>OFF</u>	<u>ENL</u>
35	297	0	3

DECLASSIFIED

ENCLOSURE (4)

~~CONFIDENTIAL~~
ENCLOSURE (1)~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

5750
7 February 1970

PART II

NARRATIVE SUMMARY

1. (C) Throughout the period 1-31 January, the mission of air defense, digital data exchange and air traffic control continued.
2. (C) In a continuing effort to improve the defensive positions of MACS-4, HML-367 supplied one UH-1E at 1615 on 25 January 1970 for the purpose of an airborne reconnaissance. An Air Support Fire Plan has been developed jointly and forwarded to Marine Air Control Group 18.

DECLASSIFIED

ENCLOSURE (4)

PAGE 3 of 16 PAGES

~~ENCLOSURE (1)~~

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

5750
7 February 1970

PART III

SEQUENTIAL LISTING OF SIGNIFICANT EVENTS

1. (C) SPECIAL OPERATIONS: Navigational assistance was provided for aircraft operating in support of the following operations:

- | | |
|--------------------|-------------------|
| a. Fredrick Hill | e. Victory Dragon |
| b. Geneva Park | f. Fulton Square |
| c. Iron Mountain | g. Randolph Glen |
| d. Nantucket Beach | h. Green River |

2. (C) AIR CONTROL. The following services were provided during the month:

- | | |
|--|---------------|
| a.. Unknown Tracks Reported to Panama | 0 |
| b. Aircraft Provided Navigational Assistance | <u>13,299</u> |
| c. TPQ-10 Handoffs | <u>11</u> |
| d. IFF/SIF Checks | <u>11,726</u> |
| e. GCI/GCA Handoffs | <u>1,213</u> |
| f. Intercepts (Practice) | |
| (1) Attempted - 42 | |
| (2) Completed - 42 | |

3. (C) GROUND DEFENSE. Work continued on the triple concertina with double apron fence around the perimeter. Approximately thirteen hundred and fifty meters of wire was repaired and reinforced. Three hundred and forty-five trip flares were implaced. Approximately four hundred meters of foliage was cleared from the perimeter. Forty new two man fighting holes were completed. Thirty two fighting holes and three, four post culvert bunkers were built. There were a total of nine patrols conducted by security personnel this period. Evidence of Woodcutters was detected in the vicinity of LZ-12, but no evidence of hostile activity was found. A Squadron Defense Alert Exercise was conducted on 23 January 1970.

4. (U) LOGISTICS. See Appendix A (LogSum for Month of January)
5. (U) SUPPLY. See Appendix A (LogSum for Month of January)
6. (U) ENGINEERING. See Appendix A (LogSum for Month of January)
7. (U) MAINTENANCE. See Appendix A (LogSum for Month of January)
8. (C) ADMINISTRATION.

- a. Messages

- (1) Received - 427
(2) Sent - 60

DECLASSIFIED

ENCLOSURE (4)

ENCLOSURE (1)
~~CONFIDENTIAL~~

~~CONFIDENTIAL~~5750
7 February 1970

b. Legal

- (1) Investigations - 3
- (2) Office Hours - 2
- (3) Special Courts Martials- 1

9. (C) PERSONNEL

- a. Joined: Officers - 5, Enlisted - 41
- b. Transferred: Officers - 11, Enlisted - 24
- c. TAD: Officers - 6, Enlisted - 2
- d. On Leave: Officers - 1, Enlisted - 12
- e. On R&R: Officers - 2, Enlisted - 18
- f. Hospitalized: Officers - 0, Enlisted - 6
- g. Critical Shortages;

<u>MOS</u>	<u>M/L</u>	<u>On Hand</u>
(1) 2861 (Radio Tech)	3	0
(2) Also see Appendix A (LogSum for Jan)		

10. (C) COMMUNICATIONS/ELECTRONICS. During January, a systematic initiation of the Radar Set AN/TPS-22, Serial number A-6, has been in progress. Bringing the system to an operational status has been hampered by many failures of component parts when energized. These failures are attributed to a long storage period and are being corrected and eliminated as they occur. It is estimated that the Radar Set, AN/TPS-22, Serial number A-6, will be operational during late February.

11. (C) CASUALTIES.

- a. As a result of hostile action: None
- b. Not as a result of hostile action:
 - (1) Deaths: Officer - 1, Enlisted - 1
 - (2) Injuries: Officers - 0, Enlisted - 2

DECLASSIFIED

12. (C) MOTOR TRANSPORT. During the month, MACS-4 vehicles traveled 14,607

ENCLOSURE (4)

ENCLOSURE (1)

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

5750

7 February 1970

miles, transported 2,248 passengers, and hauled 214 tons of cargo. See also Appendix A (LogSum for month of January).

13. (U) AIR DEFENSE. From 10-24 January, six officer controllers from MACS-4 participated in an air-to-air missile exercise in support of MAG-13. The facilities of the 848th AC&W Squadron, Wallace Air Station, Poro Point, R. P., were used for control.

14. (U) TRAINING. Thirty-six hours of technical training were conducted with 359 persons attending. Nine hours of Basic Training were conducted with 96 persons attending.

15. (U) AWARDS.

a. The following award recommendations have been submitted:

- (1) Bronze Star - 2
- (2) Navy Commendation Medal - 1
- (3) Certificate of Commendation - 1

b. The following awards were presented:

- (1) Certificate of Commendation - 5
- (2) Meritorious Mast - 1
- (3) Meritorious Promotion:
 - (a) Meritorious Corporal - 1
 - (b) Meritorious Lance Corporal - 2

16. (U) INFORMATIONAL SERVICES. Forty-four Fleet Home Town News Releases were submitted during the month of January.

17. (U) MORALE AND WELFARE.

a. Two floor shows were presented at the Staff NCO/Officers Club and four floor shows were presented at the Enlisted Club during January.

b. The Monkey Mountaineers Western Band played at the Staff NCO/Officers Club three times and at the Enlisted Club two times during January.

c. Movies were shown at both clubs seven nights a week.

ENCLOSURE (4)

~~CONFIDENTIAL~~
ENCLOSURE (1)
~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

5750
7 February 1970

PART IV

SUPPORTING DOCUMENTS

- ✓1. (U) Appendix A (Logistic Summary Report, January 1970)

DECLASSIFIED

Page 7 of 16 PAGES

~~CONFIDENTIAL~~
ENCLOSURE (1)

ENCLOSURE (4)

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~~~CONFIDENTIAL~~4000
7 February 1970SECTION I - SUPPLY1. Overall Supply Situation

a. Supply support from higher echelon continues to be relatively good. A lead time of from 45 to 50 days is still required for common repair assemblies and general support type supplies. A chronic problem exists in awaiting many critically required items which are peculiar to radar, communications equipment and generators. For the period 23 December 1969 thru 20 January 1970, a total of twenty (20) MARES documents were completed. During the same period thirty (30) MARES documents were submitted. There are eighty-nine (89) MARES documents outstanding.

b. The supply section is presently under manning level as follows:

(1) SSgt MOS 3041

(2) LCpl MOS 2111

c. As a result of RTD's the following critical shortages are anticipated in the months indicated.

(1) Cpl MOS 3071 Feb

(2) Cpl MOS 3071 Feb

(3) Sgt MOS 3071 Mar

(4) Cpl MOS 3041 Mar

(5) Cpl MOS 3041 Mar

(6) Cpl MOS 3051 Mar

(7) LCpl MOS 3041 Mar

(8) LCpl MOS 3041 Mar

2. Class I. N/A

3. Class II. N/A

4. Class III. N/A

5. Class IV. N/A

DECLASSIFIED

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~4000
7 February 1970

- 6. Class V. N/A
- 7. Class VI. N/A
- 8. Class VII. N/A (all Subclasses)
- 9. Class VIII. N/A
- 10. Class IX.

a. Situation: Electronic components and repair assemblies continue to be the most critically required items needed for continuous operational support. On hand excesses within this unit are continually being screened to determine the support value of each item. The screening of these excesses is approximately 97% completed. Upon completion, these excesses will be turned into the appropriate supply source, or a letter submitted to higher echelon requesting retention as insurance items.

b. Critical Items:

(1) Test Set AN/TPM-20: This test set is employed in the repair of maintenance float subassemblies and boards for the AN/TPS-22D and AN/TPS-34B radar sets. With a 24 hour operation, dynamic testing of maintenance float subassemblies is virtually impossible without this test set. Document number MO0979/8102/3861, FSN 6625-789-0118, quantity one (1) applies. Document inducted into Mares System on 8203. Latest status received from MPB Phila, Material Release Order issued will advise when shipped, date of status 9329.

(2) Operation Radar Set AN/TPS-22D, Ser #A-14: Performing marginally due to a lack of transmit/receive (T/R) tubes, type MPT-17. Requisitions are pending under document numbers MO0979/9302/2197, latest status 9321 direct shipment: document number MO0979/9228/G821, latest status 9338 direct delivery.

(3) AN/TYA-26: The Ancillary Group is awaiting parts for the power entry panel which was seriously damaged in a recent lightning storm. Loss of the 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. Repair parts have been ordered under NORS G outstanding AN/TYQ-2 documents.

(4) AN/TPX-28A: Three IFF Interrogator Sets remain inoperative due to lack of repair parts. This situation is not currently critical; however, any further loss of equipment for a prolonged period will create a critical situation operationally. Repair parts have been ordered under NORS G and priority O2 documents.

DECLASSIFIED

~~CONFIDENTIAL~~
APPENDIX A~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

4000

7 February 1970

(5) AN/TYA-11: Since the last reporting period this units UHF radio situation has improved considerably. Fewer radios are deadlined indicating improved supply support and maintenance capabilities; however, requirements for repair parts still exist.

(6) AN/UPS-1D: This radar is inoperable due to a lack of repair parts, the situation is not currently critical; however, any further loss of equipment for a prolonged period will create a critical situation operationally. Repair parts have been ordered under NORS G and priority O2 documents.

(7) Generator Set PU-648/M: The PU/648 generators are presently being utilized as a backup power source for this units automated air control system. Should our main source of power fail these generators would be critically required. Repair parts have been ordered under NORS G and priority O2 documents.

(8) 100 KW Converter Motor Generator: These generators provide the power needed to operate the entire MTDS system. Repair parts have been ordered under NORS G and priority O2 documents.

c. Significant Problem Areas. None other than those mentioned in the preceeding paragraphs.

11. Class X. N/A

SECTION II - MAINTENANCE

12. Maintenance Situation.

a. The present maintenance situation within this squadron is primarily affected by the lack of sufficiently trained personnel and supply support for those critically required items. The high deadline rate experienced at this time with generators is mainly the result of the number evacuated to a higher echelon or repair. Another factor which must be considered in this squadron's high generator deadline rate is the number of PU/648's and 344's that are on temporary loan to other squadrons within MACS-18. Although these generators may not be deadlined they are not available to this squadron should they be required in an emergency situation. The maintenance situation within Motor Transport remains relatively stable with the biggest factor contributing to the deadline rate being the lack of repair parts.

13. Aircraft. N/A

DECLASSIFIED

~~CONFIDENTIAL~~
APPENDIX A~~CONFIDENTIAL~~

~~CONFIDENTIAL~~CONFIDENTIAL

4000

7 February 1970

14. Major Items of Equipmenta. Status

<u>TYPE</u>	<u>AUTH</u>	<u>OH</u>	<u>NOOR</u>	<u>NORS</u>	<u>NORMS</u>	<u>REMARKS</u>
<u>M</u>	<u>MC/N</u>	<u>MC/N</u>	<u>MC/N</u>	<u>MC/N</u>	<u>MC/N</u>	
M-38A1	0/0	0/3	0/1	0/2	0/0	Qty (1) awaiting disposition
						Qty (1) MACG-18
M-37B1	4/0	4/0	2/0	2/0	0/0	Qty (1) WERS-17
						Qty (1) MACG-18
M-35	6/0	3/0	1/0	0/0	2/0	Qty (1) Admin D/L
						Qty (1) Awaiting disposition
M-35A2	0/6	0/7	0/5	0/2	0/0	Qty (2) Rehab
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	0/3	0/0	0/0	
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	2/0	2/0	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	
23CFM	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	0/4	0/3	0/0	0/1	Qty (2) MACG-18
M-725	0/5	0/1	0/1	0/0	0/0	

b. Major Items(1) Wheeled Vehicles

<u>TYPE</u>	<u>SER NO</u>	<u>NOR</u>	<u>NORM</u>	<u>LOCATION</u>	<u>REMARKS</u>
M-38A1	94-67722	1		MACS-4	Awaiting disposition
M-38A1	94-67742	1		GROUP-18	Transmission
M-37B1	320461		1	WERS-17	Engine
M-37B1	314587		1	GROUP-18	R/R Rear Axle
M-35	199970		1	FLC	R/R Engine/Disposition
M-35A2	95-11731		1	OKINAWA	Rehab
M-35A2	95-11749		1	OKINAWA	Rehab
M-715	95-17862		1	GROUP-18	R/R Brakes, distributor
M-715	95-17934		1	GROUP-18	R/R Engine

DECLASSIFIED

APPENDIX A

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~~~CONFIDENTIAL~~

4000

7 February 1970

c. (2) Tracked Vehicles

<u>TYPE</u>	<u>SER NO</u>	<u>AUTH/OH</u>	<u>OR</u>	<u>NORS</u>	<u>NORMS</u>	<u>REMARKS</u>
D-6	4806672	1/1	0	0	1	Being surveyed

(3) Material Handling Equipment

<u>TYPE</u>	<u>SER NO</u>	<u>AUTH/OH</u>	<u>OR</u>	<u>NORS</u>	<u>NORMS</u>	<u>REMARKS</u>
RTF	13-78366	1/2	1	0	1	To rehab on 9Sep69

(4) Engineer Construction Equipment

<u>TYPE</u>	<u>KW/NZ</u>	<u>AUTH/OH</u>	<u>OR</u>	<u>NORS</u>	<u>NORM</u>	<u>REMARKS/LOCATION</u>
PU-344	20/400	5/4		0	0	Qty (3) MASS-3
PU-482	30/60	3/3	0	0	0	Qty (3) WERS-17
PU-499	2.5/400	7/6	0	1	5	Qty (1) On Requisition Qty (5) WERS-17
PUO-565	4/60-400	1/1	0	0	1	Qty (1) WERS-17
PU-590	30/60	2/2		1	0	Substitute PU-239 on hand Substitute PU-657 on D/L
*PU-648	45/400	29/31		3	17	Qty (6) MASS-3 Qty (12) WERS-17 Qty (5) Rehab
Motor Gen 100/60-40		7/7	7	0	0	

* Qty (5) of PU-648's listed as OR at MACS-4, remainder of on temp. loan.
Qty (17) listed as NORM is an assumption since status cannot be readily determined.

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

<u>TYPE</u>	<u>AUTH</u>	<u>OH</u>	<u>OR</u>	<u>NORS</u>	<u>NORM</u>
AN/TYA-11	4	4	3	1	0
AN/GRC-112	18	18	12	1	5
AN/GRC-134	5	5	4	1	0
AN/GRC-135	5	4	1	0	3
AN/TRC-97	4	4	2	2	0
AN/TRC-75	7	6	3	3	0
AN/TPX-28	6	6	3	3	0
AN/TPS-22	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/TGC-14A	7	2	2	0	0
AN/TYA-9	5	5	4	1	0
AN/PRC-25	6	4	4	0	0

DECLASSIFIED

~~CONFIDENTIAL~~CONFIDENTIAL
APPENDIX A

~~CONFIDENTIAL~~~~CONFIDENTIAL~~

4000

7 February 1970

c. Comments

(1) Motor Transport. The increasing deadline rate of vehicles, once attributed primarily to insufficient supply support, is now compounded by a second factor which is a slow response in returning vehicles from third echelon repair at MACG-18. Examples of this slow response are as follows:

- (a) M37B1 (Ser# 32046), turned in on 69340.
- (b) M38A1 (Ser# 94-6774), turned in on 69326.
- (c) M715 (Ser# 95-17862), turned in on 69326.
- (d) M715 (Ser# 95-17934), turned in on 69331.

Additionally, repair parts for the M38A1 and M37B1 are virtually non-existent in the supply "direct exchange" system.

(2) Engineer Construction Equipment. The excessively high deadline rate of the PU-648 generators continues to be the problem of greatest concern. The design deficiencies and supply shortages concerning the PU-648's has been reported in previous Logistic Summary Reports. Recently a distinct shortage of direct exchange repair parts for voltage regulators and battery changers has been noted in the supply system.

(3) Communications-Electronics

(a) AN/TYA-11, AN/GRC-112, 134 and 135 - The UHF radio situation continues to improve with a total of 17 operational radios, including two Test bench equipments. Two AN/TYA-11's containing eight AN/GRC-112 radios and two AN/GRC-134 were received through the R&E program this month. Additional maintenance facilities are nearing completion, the special UHF Electronic Shop van has been delayed, delivery date is unknown.

(b) AN/TRC-97 and AN/TRC-75 - Floatable modules from both equipments are being repaired at MWCS-1, repair cycle is approximately one week. An increase of one operational AN/TRC-97 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. All required repair parts are on order and have been submitted on MARES "GA" cards. The arrival of the AN/TPX-28B interrogator sets is anticipated during February.

(d) AN/TPS-22D - No change from last month. The inoperative radar set has been erected but cannot be operationally employed until repair parts are received. Lack of a second operational AN/TPS-22D is not considered critical. All required repair parts are on order and have been submitted on MARES "GA" cards.

(e) AN/UPS-1D - No change from last month. The inoperative radar is not considered critical. The radar is inoperative due to a lack of repair parts, all of which are submitted on MARES "GA" cards.

DECLASSIFIED

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~~~CONFIDENTIAL~~

4000

7 February 1970

(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/TYQ-2 equipments is not critical. MARES "GA" card have been submitted for the required parts.

(g) AN/TYA-26 - No change from last month. Loss of this equipment prevents interface of Radar Set AN/TPS-37 with the AN/TYQ-2. MARES "GA" cards have been submitted for the required parts.

(h) AN/TGC-14A - An increase of one operational equipment has been realized since last month. One additional equipment is on order under document number 9298-2072, four equipments have been declared non-essential T/E items and will not be requisitioned.

(i) AN/TYA-9 - The one inoperative operator hut is not considered critical, however any further loss of equipment of a prolonged period would create a critical situation operationally. All required repair parts are on order and have been submitted on MARES "GA" cards.

(j) AN/PRC-25 - Authorized allowance has been adjusted from four to six. Two additional equipments are on order under document number 9354-3801.

(4) Critical Items:

(a) Test Set AN/TPM-20 remains on the list of items critically needed. This test set is employed in the repair of maintenance float subassemblies for the AN/TPS-22D and AN/TPS-34B. The item is on order under document number 8102-3861 and has been submitted on a MARES "GA" card.

(b) Operational Radar Set AN/TPS-22D, Ser# A14, is performing marginally due to a lack of transmit/recieve (T/R) tubes, type MPT-17. Requisitions are pending under document numbers 9302-2197, 9228-3821 and 9241-6147, all of which have been submitted on MARES "GA" cards.

(c) The replacement parts required for the AN/TYA-26 discussed in paragraph 3.g, above, are considered critical. As previously stated, the AN/TPS-37 height finder radar cannot interface with the AN/TYQ-2 without an operational AN/TYA-26. This greatly reduced the height determining capability of the squadron which, because of its mission, could create an operationally critical situation. Repair parts have been ordered under the following document numbers: 9294-G043, 0297-G064, 9297-G058, 9297-G059, 9297-G061, 9297-G062, 9297-G063. All documents have been submitted on MARES "GA" cards.

d. Critical Items.

e. Significant Problem Areas. N/A

DECLASSIFIED

~~CONFIDENTIAL~~
APPENDIX A~~CONFIDENTIAL~~

~~CONFIDENTIAL~~~~CONFIDENTIAL~~

4000

7 February 1970

SECTION III - SERVICES15. 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. During the reporting period no significant accomplishments have been achieved. However, plans are being made to begin construction of a Butler Building to house communications electronics equipment sometime during February. Additionally, a refuse collection contractor is also scheduled to begin pickup of all trash in the MACS-4 cantonment during the month of February.

16. Significant Problem Areas:

a. Personnel. The personnel strength within the Services section is good at the present time, however it is anticipated that during the months of February and March the section will experience a loss of approximately 18% which will be critical in relation to the support requirements of the squadron.

b. Minor Construction and Repair Projects. All major construction and repair requests submitted to the Public Works department of NSA Da Nang are still pending as shown in the October and November Logistics Summary Reports.

SECTION IV - TRANSPORTATION

17. N/A

18. N/A

19. N/A

DECLASSIFIED

~~CONFIDENTIAL~~
APPENDIX A~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

4000

February 1970

SECTION V - LOGISTICAL PLANS

20. Current Plans. N/A

SECTION VI - MISCELLANEOUS

21. N/A

DECLASSIFIED
DECLASSIFIED

Page 16 of 16 PAGES

~~CONFIDENTIAL~~
APPENDIX A

~~CONFIDENTIAL~~