

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

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3:FOM:tjp
 5750
 10 March 1970
 03A06970

From: Commanding Officer
 To: Commanding Officer, Marine Air Control Group-18
 Subj: Command Chronology for period 1-28 February 1970.(U)
 Ref: (a) Gru0 5750.1A

Encl: ✓(1) Command Chronology, 1-28 February 1970.(U)

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	
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NO <u>03A06970</u>	

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ANNEX B

MACS-4

FEB 1970

MARINE AIR CONTROL SQUADRON FOUR
Marine Air Control Group-18
1st Marine Aircraft Wing, FMF, Pacific
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COMMAND CHRONOLOGY

1 - 28 February 1970

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PART I

ORGANIZATIONAL DATA1. (U) COMMAND AND STAFF

<u>Billet</u>	<u>Period Covered</u>	<u>Rank/Name</u>
Commanding Officer	1-28 Feb 70	Major Robert W. MOLYNEUX JR.
Executive Officer	1-28 Feb 70	Major Michael P. MULQUEEN
Sergeant Major	1-28 Feb 70	SgtMaj John R. MCINNIS
Administration Officer	1-28 Feb 70	1stLt Daniel C. DOUGLAS
Intelligence Officer	1-28 Feb 70	Capt Paul C. KIRK
Operations Officer	1-28 Feb 70	Major Theodore P. LINGENFELTER
Services Officer	1-28 Feb 70	Major Francis J. KIRCHNER
Communications/Electronics Officer	1-2 Feb 70	Capt Raymond A. MENDOZA
Communications/Electronics Officer	3-28 Feb 70	Capt James W. BIERMAN

2. (C) TASK ORGANIZATION AND UNIT LOCATION

- a. Task Organization: Normal Manning Level.
- b. Unit Location: Hill 647, Da Nang, Republic of Vietnam.

3. (C) AVERAGE MONTHLY STRENGTH

- a. Officers (USMC) 37
- b. Enlisted (USMC) 302
- c. Enlisted (USN) 3

4. (U) IMPORTANT VISITORS TO THE COMMAND

14 February 1970 Vice Admiral BRINGLE - COM 7th Fleet
 14 February 1970 Major General THRASH - CG, 1stMAW
 24 February 1970 Colonel MILLER - 1stMAW

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PART II

NARRATIVE SECTION

1. (C) Throughout the period 1-28 February 1970, the mission of air defense, digital data exchange, and air traffic control continued.
2. (U) Briefings on the squadron mission and capabilities were conducted as follows:

- a. On 14 February 1970, Colonel DUNWIDDIE, Commanding Officer, Marine Air Control Group-18, briefed Vice Admiral BRINGLE, COM 7th Fleet and Major General THRASH, Commanding General, First Marine Aircraft Wing.

- b. On 24 February 1970, Captain KIRK, Marine Air Control Squadron Four, briefed Colonel MILLER, First Marine Aircraft Wing.

3. (U) COMMAND RELATIONSHIPS/COMMAND AND CONTROL

On 25 February 1970, 24 members of Marine Air Control Squadron Four attended the Personnel Response Program presented by Marine Air Control Group-18.

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PART III

SIGNIFICANT EVENTS1. (U) ADMINISTRATION

a. Messages:

(1) Received - 1868

(2) Sent - 297

b. Legal:

(1) Investigations - 3

(2) Office Hours - 3

(3) Summary Courts - 3

(4) Special Courts - 4

(5) Undesirable Discharge - 1

2. (C) PERSONNEL

a. Joined: Officers 4 Enlisted 22

b. Transferred: Officers 2 Enlisted 33

c. TAD: Officers 1 Enlisted 9

d. On Leave: Officers 0 Enlisted 9

e. On R&R: Officers 3 Enlisted 23

f. Hospitalized: Officers 0 Enlisted 9

g. Critical Shortages:

<u>MOS</u>	<u>M/L</u>	<u>ON HAND</u>
1341 (Eng Equip Mech)	7	4
2549 (ComCtrC)	1	0
3041 (Sup Admin Mn)	11	7
3061 (Sub Sup Mn)	1	0
3071 (Avn Sup Mn)	3	1
3311 (Baker)	2	1*
5943 (Hgtfdr Rdr Rprmn)	4	2
6756 (Air Con Elec Oper Auto Sys)	39	32*
7041 (Avn Opr Mn)	3	1*

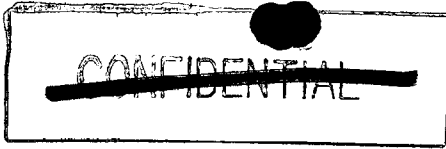
See also Appendix A (LogSum for Feb 70)

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*Denotes Projected Shortages as follows:

<u>MOS</u>	<u>M/L</u>	<u>O/H</u>	<u>DATE</u>
3311	2	0	20 Mar 70
3371	8	5	10 Mar 70
6756	39	26	15 Apr 70
7041	3	0	20 Mar 70

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

- a. Unknown tracks reported to Panama - 0
- b. Aircraft provided navigational assistance - 10,474
- c. TPQ-10 handoffs - 289
- d. IFF/SIF checks - 8,962
- e. GCI/GCA handoffs - 953
- f. Intercepts - 0
- g. Emergency assistance - 5

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

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

6. (U) CIVIC ACTION. None.

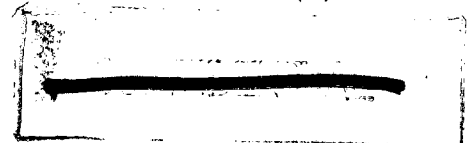
7. (C) GROUND DEFENSE

- a. Work continued on the triple concertina with double apron fence around the perimeter. Approximately three hundred and seventy five meters of wire were repaired and reinforced. Approximately ninety meters

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of double apron were replaced and reinforced with tangle foot wire. Fifty six trip flares were emplaced. Six new two man fighting holes were built and five were repaired and reinforced.

b. One seven man patrol was sent out on the 27th of February to investigate the recent increase in activity in area two. The patrol apprehended five Vietnamese males between the ages of seventeen and thirty. The Vietnamese were in the area illegally but there was no evidence of hostile activity. The five detainees were immediately turned over to Combat Control North for interrogation.

8. (U) TRAINING

a. Ten hours of basic training were conducted with 126 persons attending.

b. Fifty two hours of technical training were conducted with two hundred and twenty seven persons attending.

9. (U) LOGISTICS. See Appendix A (LogSum for Feb 70).

10. (U) SUPPLY. See Appendix A (LogSum for Feb 70).

11. (U) ENGINEERING. None.

12. (U) MAINTENANCE. See Appendix A (LogSum for Feb 70).

13. (C) COMMUNICATIONS/ELECTRONICS

a. The Radar Set, AN/TPS-22D, serial number A-6, became operational on the 6th of February. The radar set appeared to be operating satisfactorily although it was not integrated with the TAOC, AN/TYQ-2. On the 7th of February, a failure of the magnetron deadlined the radar set. It is estimated that the radar set will not be operational until the replacement magnetron is received.

b. On 24 February, the IFF Antenna, AT-309, fell from its mounting bracket atop the AN/TPS-22D, serial number A-14, rigid antenna and suffered extensive electrical and mechanical damage. The IFF Antenna, AT-309 will be evacuated to a rebuild facility for repair. The IFF Antenna, AT-309, was replaced with the less operationally acceptable IFF Antenna, AT-352.

14. (U) CONSTRUCTION. None.

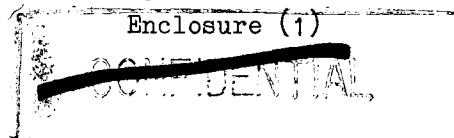
15. (U) MOTOR TRANSPORT. During the month of February, MACS-4 vehicles traveled 16,485 miles, hauled 283 tons of cargo, 133,000 gallons of water, 43,000 gallons of fuel, and transported 2,519 passengers.

16. (U) INFORMATIONAL SERVICES. Sixty two Fleet Home Town News Releases were submitted during the month of February.

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17. (C) CASUALTIES. None.

18. (U) AWARDS. The following award recommendations were submitted during the month of February:

- a. Navy Commendation Medal - 3
- b. Navy Achievement Medal - 4

19. (U) MORALE AND WELFARE

a. A total of two floor shows were presented at both the Staff NCO/Officers club and the Enlisted club during the month of February.

b. Movies are shown at all clubs seven nights a week.

c. The Monkey Mountaineers played at the Staff NCO/Officers Club three (3) times and at the Enlisted club one (1) time during the month of February.

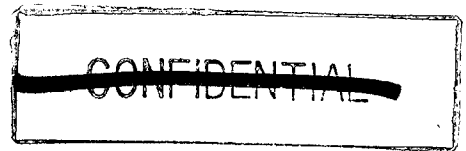
d. On 5 February 1970, the MACS-4 handball court was officially opened.

e. Also see Appendix A. (LogSum for Feb 70)

20. (U) AIR DEFENSE. None.

21. (U) BASE DEVELOPMENT AND MILITARY CONSTRUCTION. None.

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PART IV

SUPPORTING DOCUMENTS - TABLE OF CONTENTS

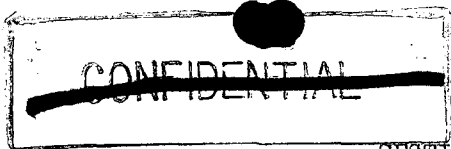
J APPENDIX A LogSum for February 1970

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SECTION I - SUPPLY

1. Overall Supply Situation. Supply support from higher echelon is relatively good. The average lead time 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, generators and air conditioners. For the period 23 January thru 20 February 1970, 312 requisitions were completed, of these 18 were MARES. During the same period 454 requisitions were submitted, of these 29 were MARES. The total number of outstanding MARES documents to date is 82.

2. Class I. N/A

3. 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/A

5. Class IV. N/A

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. Electronics components and repair assemblies continue to be the most critically required items needed for continued operational support. Further, an additional problem is being experienced in the receipt of repair parts and assemblies for the PU/648 generators and the HD-706 air conditioners utilized in conjunction with the MTDS system.

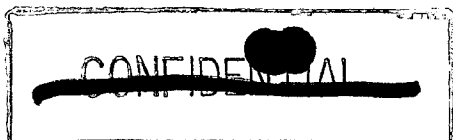
b. Critical Items

(1) Test Set AN/TPM-20: This item is employed in the repair of maintenance float subassemblies and boards for the AN/TPS-22D and AN/TPS-34B radar sets. This item has been submitted on a MARES "GA" card, on 8203. MACS-4 message 170245Z Feb 70 applies.

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(2) Operation Radar Set AN/TPS-22D, Ser # A-14: Has remained static since the last reporting period. Requisitions are pending for transmit/receive CT/R/ tubes, type MPT-17, and have been inducted into MARES system. Document number MOO979/9302/2197, latest status 9321 direct shipment: document number MOO979/9228/G821, latest status 9338 direct delivery.

(3) AN/TYA-26: During a recent lightning storm the power entry panel, belonging to this Ancillary Group, was damaged. This loss prevents interface of Radar Set AN/TPS-37 with the AN/TYQ-2 as components of the AN/TPS-37 are housed within the AN/TYA-26. Since the last reporting period a few items have come in that have been reported on the MARES system.

(4) AN/TPX-28A: Since the last report, there have been no changes. Three IFF Interrogator Sets remain inoperative due to the lack of repair parts. All required repair parts have been requisitioned through the MARES system. The status on these requisitions have not changed over the past thirty days.

(5) AN/TYA-11: Over the past thirty days supply support has improved. There are fewer radios deadlined, a total of six "GA" cards have been submitted. Three documents were completed during the past report.

(6) AN/UPS-1D: This radar is still inoperative due to a lack of repair parts which have been reported on the MARES system. The status still remains the same as reported in the last report.

(7) Generator Set PU-648/N: These generators are being used as a backup power source for this unit's automated air control system. There has been no increase status change since the last report.

(8) 100 KW Converter Motor Generator: The power needed to operate the MTDS system is furnished by these generators. The status received on documents submitted through the MARES system is still under technical review and item identification.

c. Significant Problem Areas. There is one significant problem area being experienced in Supply as of this report. It is the lack of sufficient personnel to properly maintain the existing satisfactory status of the account and to improve other areas such as inventory control, posting, and requisition control. Specific shortages will be reflected in another portion of this report.

11. Class X. N/A

SECTION II - MAINTENANCE

12. Maintenance Situation

a. The present maintenance situation within this Squadron is affect-



ed by several factors such as; lack of sufficiently trained personnel, supply support for those critically required items required to remove tactical generators, and Motor Transport equipment from deadline status. At present the deadline status for Engineer Equipment is excessively high (Approximately 61%) and mainly is the result of the number of PU/648 generators nonoperational. Although these generators are not this Squadron's primary source of tactical power they would be immediately required to provide back-up support for our commercial generators should they fail. To run the entire MTDS system as configured with MACS-4 it requires twelve (12) PU/648's, at present we have a total of five (5) that are operational and available to us for emergency tactical power should they fail. The remainder of the twenty nine (29) that we are authorized are either on temporary loan to other units or deadline. The majority of those that are deadline have been evacuated to a higher echelon repair facility. A specific breakdown in location and quantities will be reflected in another portion of this report. In relation to the deadline rate of motor transport items of equipment, at present it is relatively low. In regards to maintenance the primary factor affecting the present deadline rate is the lack of repair parts for the M715's, M37B1's, and M38A1's. These particular vehicles are this Squadron's main transportation source for transporting personnel for operational and morale purposes.

13. Aircraft. N/A

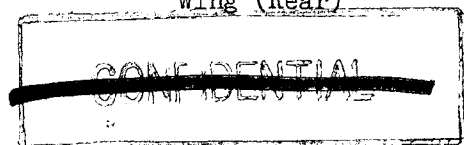
14. Major Items of Equipment

a. Status

<u>Type</u>	<u>USMC/USN</u>	<u>OH</u>	<u>OR</u>	<u>NORS/NORM/IN/T</u>	<u>Remarks</u>
M38A1	0/0	2	1	1	
M37B1	4/0	4	3	1	
M35	6/0	2	1	1	
M35A2	0/6	7	4	3	
M49A2C	0/2	2	2		
M50A2	0/2	2	2		
M52A2	0/3	3	3		
M100	0/1	1	1		
M101A1	4/0	4	4		
M105	2/0	3	3		
M149	0/3	3	3		
M127	0/2	2	2		
M172	0/2	2	2		
M715	0/5	4	2	2	Qty (1) provided to Wing (Rear)
M725	0/1	1	1		
M151A1	0/4	4	4		
23CFM	0/1	1	1		
JOM-1	0/1	1	1		

b. Major Items

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(1) Wheeled Vehicles

Type	SerNo	NORS	NORM	Location	Remarks
M38A1	94-67745	2		MACS-4	Water pump
M37B1	320461		x	MACS-4	Fuel System.
M35A2	95-11731				rehabilitation
					at a higher
					echelon.
	95-11730				
M715	95-17934	x		MACG-18	
	95-17862	x		MACG-18	

(2) Tracked Vehicles

Type	SerNo	Auth/OH	OR	NORS	NORM	Remarks
D-6	4806672	0	1	0	1	Item being processed for survey.

(3) Material Handling Equipment

Type	SerNo	Auth/OH	OR	NORS	NORM	Remarks
RTF	13-78366	1	2	1		SerNo 13-78366 located at Yokosuka for rehab.

(4) Engineer Construction Equipment

Type	EW/RS	Auth/OH	OR	NORS	NORM	Remarks
PU/344	20/400	5	4	1		Qty 3 temp loan.
PU/482	30/60	3	3			Qty 3 WERS-17.
PU/499	2.5/400	7	6	1		Qty (5) at WERS-17, Qty (1) at 3rd FSR.
PU/565	4/60-400	1	2	1		Qty (1) at WERS-17.
PU/590	20/60	2	2	1	1	Substitute items on hand PU/239, PU/657.
PU/648	60/400	29	31	7		See note.
Motor Gen	100/60-400	7	7	7		

Note: Qty (9) PU/648's on hand MACS-4, (5) operational, (4) deadlined.
Qty (6) on temporary loan, status unknown, Qty (11) at WERS-17 for third and fourth echelon maintenance, Qty (6) at Public Works Yokosuka for rehabilitation.

(5) Marine Amphibious Equipment. N/A

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(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	11	2	5
AN/GRC-134	5	5	3	1	1
AN/GRC-135	5	4	3	1	0
AN/TRC-97	4	4	1	2	1
AN/TRC-75	7	7	2	4	1
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	1	1
AN/TCC-14A	7	2	2	0	0

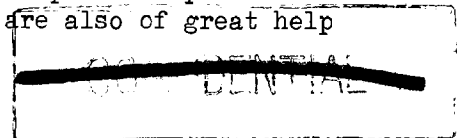
c. Comments

(1) Motor Transport. As previously reiterated, the continued lack of sufficient supply support for certain primary items of equipment is the biggest problem experienced by the Squadron. In addition another item of concern is the receipt of Direct Exchange (DX) items from WERS-17 that are unserviceable. This could have an extremely deleterious affect on the future operational status of motor transport equipment if it continues. Further, another item which is not directly affecting the status of this Squadron's Motor Transport, but is of concern is that once a vehicle is turned in for rehabilitation, little or no further information is provided as to its status or estimated time of return.

(2) Engineer Construction Equipment. The problem of greatest concern to this unit is the continued excessively high deadline rate of the PU/648 generators. In the event of commercial generator or 100 KW Motor Generator failure, the PU-648's will be required to provide power for the Marine Tactical Data System equipments, radars, and radios. These generators have a history of high failure rate, especially the electronic components. The apparent great demand for repair assemblies and components has created a serious shortage of these items in the supply system. Further, the susceptibility of the PU/648's electronic components to moisture increases the deadline rate. To compound the problem of design, the electronic sophistication of the PU/648 makes it very difficult to maintain by inexperienced personnel which constitute the majority of 1341/1141's assigned to this unit. The preparation of a training syllabus is still in the formative stages to alleviate the inexperience problem. Visits by the Wing Engineer Equipment Control Team are also of great help in training personnel.

(3) Communications Electronics

(a) AN/TYA-11, AN/CRC-112, 134, and 135: The UHF radio situation has remained static since the last report. There is still no delivery date on the special UHF Electronic Shop Van.



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(b) AN/TRC-97 and AN/TRC-75: Floatable modules from both equipments are being repaired at MWCS-1. One TRC-97 was received through the R&E Program and has not been operationally checked. One TRC-75 was received to bring the T/E on hand allowance to seven; it has not been operationally checked.

(c) AN/TPX-28A: No change from last month. Three IFF Interrogator Sets still remain inoperative due to a lack of repair parts. The situation is not critical. All required repair parts are on order.

(d) AN/TPS-22D: No change from last month. The inoperative radar set was operated briefly, but a magnetron failure occurred. The required part is on order. Lack of a second operational AN/TPS-22D is not considered critical.

(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.

(f) AN/TRD-12: One direction finder is still inoperative and awaiting repair parts. The second TRD-12 has been bench checked and is presently being erected for operation.

(g) AN/TGC-14: Both sets are operational, a third TGC-14 is still on order (9298-2072).

(h) AN/TYA-9: All huts are operational but a lack of repair parts for the Major Deflection Amplifiers has caused some problems. Three consoles are inoperative due to Major Deflection Amplifiers in addition to four spares that are awaiting parts. All required repair parts on order. The inoperative consoles are being upgraded to NORS.

d. Critical Items

(1) Test Set AN/TPM-20 remains on the list of items critically needed. The test set is used in the repair of maintenance float sub-assemblies 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.

(2) MACS-4 UER 14-69 and MACS-4 140130Z Jan 70 reported the 30 X 250 electron tube manufactured by EIMAC is not satisfactory for use in the Radio Sets AN/GRC-112, AN/GRC-134, and AN/GRC-135. The electron tube 4G x 250 manufactured by RCA provides the only acceptable performance standards. Ten of the RCA tubes are required and the EIMAC tube needs to be purged from the Supply System.

e. Significant Problem Areas: None that have not been previously discussed.

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APPENDIX A
ENCLOSURE (1)



SECTION III - SERVICES

15. Services Situation. The situation within the Services section of this Squadron remains basically the same as reflected in CO, MACS-4 ltr 4:DLS:rt over 4000 of 25 January 1970 (Logistics Summary Report). However, since the last reporting period the First Marine Aircraft Wing inspected all elements of this section and found them to be in a satisfactory state of readiness. The one area in which it was determined that improvement is required is Embarkation. An immediate program was initiated to improve the Squadron's embarkation posture and as of this report is progressing well. Each section within the Squadron is presently completing new up to date Cargo Manifests, Vehicle Summary, and Priority Tables and ascertaining that all equipment and gear is properly marked. Further, requests for boxes have been submitted to the S-4 office and these requests are presently being consolidated for submission to the MACG-18 requesting assistance be provided in their construction. It is presently felt that all required details will be completed for a re-inspection by the First Marine Aircraft Wing during March 1970.

16. Significant Problem Area

a. Personnel. The personnel situation within the Services section is considered good at the present time, however, it is anticipated that during the months of March and April a considerable number of personnel will be lost for various reasons. The following is a breakdown of those MOSs by rank that we are presently short and those projected shortages that will occur during March of personnel due to rotate.

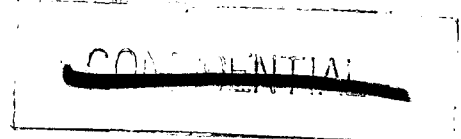
(1) Supply

Present Shortage	Rank	MOS
1	SSgt	3041
Projected Shortage		
2	Cpl	3041
2	LCpl	3041

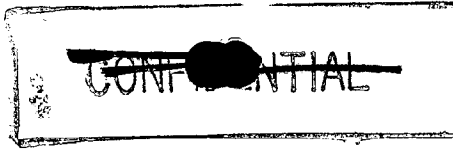
(2) Food Services

Present Shortage	Rank	MOS
1	Sgt	3311
2	Sgt	3371

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(3) Motor Transport

Present Shortage	Rank	MOS
1	LCpl	3531

Projected Shortage

N/A	N/A	N/A
-----	-----	-----

(4) Utilities

Present Shortage	Rank	MOS
1	PFC	1141
1	LCpl	1142
1	SSgt	1341
2	Cpl	1341

Note: At present we have an excess of (2) 1161's which are filling the billet of 1341's.

Projected Shortage	Rank	MOS
N/A	N/A	N/A

b. Excess Equipment. At present this Squadron has on hand several items of excess equipment. In view of a possible retrograde movement in the future it is desired that firm guidance be provided by higher echelon concerning the disposition of this equipment to preclude any last minute problems in disposing of it.

c. Garrison/Club's Property. Again due to a possible retrograde movement in the future it is requested that firm information be provided by higher echelon concerning the possible embarking or turn in procedures for both garrison and club property. A considerable amount of time will be required in preparing this equipment for embarking should it be required. If guidance could be provided concerning its disposition in the near future it would alleviate a considerable number of problems and lost time.

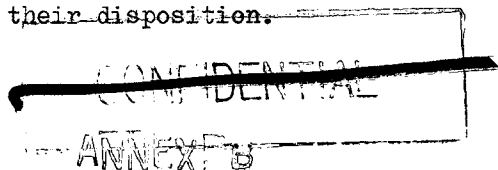
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d. Excess Bunker Material. At present this Squadron has on hand a considerable number of excess timbers that were previously utilized for building personnel bunkers. This Squadron has no use for these and it is requested that guidance be provided as to their disposition.

SECTION IV - TRANSPORTATION

17. N/A

18. N/A



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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 - MISCELLANEOUS

21. N/A.

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