

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  
03A10070

7 APR 1970

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

Subj: Command Chronology for period 1-31 March 1970 (U)

Ref: (a) Gru0 5750.1A

Encl: ✓(1) Command Chronology, 1-31 March 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).

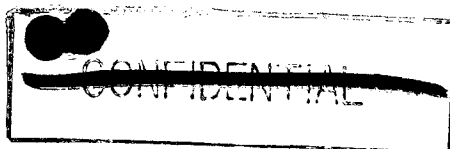
*R. W. Molyneux Jr.*  
R. W. MOLYNEUX JR.

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MACS-4	
COPY <u>1</u> OF <u>6</u> COPIES	
NO <u>03A10070</u>	

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 Marine Air Control Group-18  
 1st Marine Aircraft Wing, FMF, Pacific  
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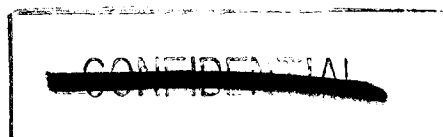
COMMAND CHRONOLOGY

1 to 31 March 1970

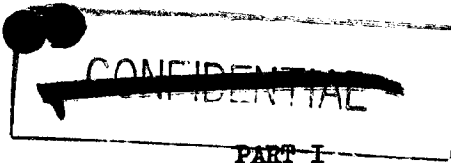
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ORGANIZATIONAL DATA1. (U) COMMAND AND STAFF

<u>Billet</u>	<u>Period Covered</u>	<u>Rank/Name</u>
Commanding Officer	1-31 March 1970	Major Robert W. MOLYNEUX JR.
Executive Officer	1-31 March 1970	Major Michael P. MULQUEEN
Sergeant Major	1-31 March 1970	SgtMaj John R. MCINNIS
Administration Officer	1-31 March 1970	1stLt Daniel C. DOUGLAS
Intelligence Officer	1-31 March 1970	Capt Paul C. KIRK
Operations Officer	1-31 March 1970	Major Theodore P. LINGENFELTER
Services Officer	1-31 March 1970	Major Francis J. KIRCHNER
Communications/Electronics Officer	1-29 March 1970	Capt James W. BIERMAN
Communications/Electronics Officer	30-31 March 1970	Capt Raymond J. SPILLANE

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) 36
- b. Enlisted (USMC) 254
- c. Enlisted (USN) 3

4. (U) IMPORTANT VISITORS TO THE COMMAND

6 March 1970 Colonel REID, Deputy Chief of Staff, First Marine Division  
Colonel KEELY, First Marine Division

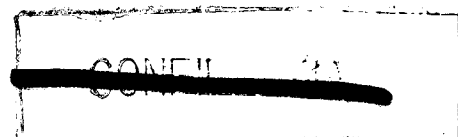
12 March 1970 Lieutenant General MCCUTCHEON, Commanding General, Third  
Marine Amphibious Force

20 March 1970 Lieutenant General ZAIS, XXIV Corps, United States Army  
Lieutenant General MCCUTCHEON, Commanding General, Third  
Marine Amphibious Force  
Major General THRASH, Commanding General, First Marine  
Aircraft Wing  
Colonel WALTER, XXIV Corps, United States Army

26 March 1970 Colonel WILSON, First Marine Aircraft Wing

31 March 1970 Vice Admiral BARDSHAR, CTF-77  
Major General THRASH, Commanding General, First Marine  
Aircraft Wing

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## PART II

NARRATIVE SECTION

1. (C) Throughout the period 1-31 March 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 6 March 1970, Major LINGENFELTER, S-3, Marine Air Control Squadron Four, briefed Colonel REID, Deputy Chief of Staff, First Marine Division and Colonel KEELY, First Marine Division.
  - b. On 12 March 1970, Major MOLYNEUX, Commanding Officer, Marine Air Control Squadron Four, briefed Lieutenant General MCCUTCHEON, Commanding General, Third Marine Amphibious Force.
  - c. On 20 March 1970, Major MOLYNEUX, Commanding Officer, Marine Air Control Squadron Four, briefed Lieutenant General ZAIS, XXIV Corps, United States Army, Lieutenant General MCCUTCHEON, Commanding General, Third Marine Amphibious Force, Major General THRASH, Commanding General, First Marine Aircraft Wing, and Colonel WALTER, XXIV Corps, United States Army.
  - d. On 26 March 1970, Major LINGENFELTER, S-3, Marine Air Control Squadron Four, briefed Colonel WILSON, First Marine Aircraft Wing.
  - e. On 31 March 1970, Colonel DUNWIDDIE, Commanding Officer, Marine Air Control Group-18, briefed Vice Admiral BARDSHAR, CTF-77 and Major General THRASH, Commanding General, First Marine Aircraft Wing.

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PART III

SIGNIFICANT EVENTS

1. (U) ADMINISTRATION

a. Messages:

(1) Received - 2240

(2) Sent - 604

b. Legal:

(1) Investigations - 3

(2) Office Hours - 12

(3) Summary Court Martial - 1

2. (C) PERSONNEL

a. Joined: Officers-2 Enlisted-22

b. Transferred: Officers-5 Enlisted-76

c. Temporary Additional Duty: Officers-3 Enlisted-7

d. On Leave: Officers-4 Enlisted-9

e. On R&R: Officers-2 Enlisted-12

f. Hospitalized: Officers-2 Enlisted-0

g. Critical Shortages:

<u>NOS</u>	<u>M/L</u>	<u>ON HAND</u>
8151 Guard	27	19
1121 Plumber and Water Supplyman	2	1
1341 Engineer Equipment Mechanic	7	2
2532 Radio Relay Operator	6	2
2537 Radio Chief	1	0
2549 Communications Center Chief	1	0
2861 Radio Technician	3	1
3041 Supply Administration Man	11	4
3061 Subsistence Supplyman	1	0
3311 Baker	2	0
6756 Air Control Electronics Operator, Automated System	39	28*

\*Includes 6755 and 6753 Military Occupational Specialties

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3. (U) COMMAND RELATIONSHIPS/COMMAND AND CONTROL. None.
4. (C) AIR CONTROL. The following services were provided during the month:
- a. Unknown tracks reported to Panama - 0
  - b. Aircraft provided navigational assistance - 10,823
  - c. TPQ-10 handoffs - 59
  - d. IFF/SIF checks - 9,472
  - e. GCI/GCA handoffs - 964
  - 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. Victory Dragon
  - b. Geneva Park
  - c. Frederick Hill
  - d. Iron Mountain
  - e. Nantucket Beach
  - f. Randolph Glen
  - g. Green River
6. (U) CIVIC ACTION. None.
7. (C) GROUND DEFENSE
- a. During the month of March, approximately eight hundred meters of single strand concertina was implaced inside the perimeter and approximately fifty meters of tanglefoot wire was implaced. Thirty-four trip flares were implaced.
  - b. Two patrols were conducted during the month of March. One four man patrol on 10 March and one six man patrol on 14 March. Both patrols reported negative hostile activity.
8. (U) TRAINING

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a. Six hours of basic training were conducted with one hundred and thirty three persons attending.

b. Fifty two and one half hours of technical training were conducted with three hundred and seventeen persons attending.

9. (U) LOGISTICS. See Appendix A (LogSum for March 1970)

10. (U) SUPPLY. See Appendix A (LogSum for March 1970)

11. (U) ENGINEERING. None.

12. (U) MAINTENANCE. See Appendix A (LogSum for March 1970)

13. (C) COMMUNICATIONS/ELECTRONICS

a. On 1 March 1970, the right vertical beam of the rigid antenna of radar set AN/TPS-22D, serial number A-14, sheared off causing the antenna to collapse. The antenna was taken down and replaced with the antenna from serial number A-6. Serial number A-14 was returned to operation on 2 March 1970.

b. On 19 March 1970, the coolant pump on the radar set AN/TPS-34B, serial number A-9, burned out and the radar set was deadlined. On 26 March 1970, NORS Requisition MO0979-0085-055 was submitted for a replacement coolant pump.

c. On 30 March 1970, radar set AN/TPS-22D, serial number A-6, was evacuated to the First Marine Aircraft Wing for shipment to CONUS for induction into the FY-70 R&E Program.

14. (U) CONSTRUCTION. None.

15. (U) MOTOR TRANSPORT. During the month of March, Marine Air Control Squadron Four vehicles traveled 15,547 miles, hauled 286 tons of cargo, 38,000 gallons of fuel, and transported 2,659 passengers.

16. (U) INFORMATIONAL SERVICES. Thirty eight Fleet Home Town News Releases were submitted during the month of March.

17. (C) CASUALTIES. None.

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

a. Bronze Star Medal - 2

b. Navy Commendation Medal - 4

c. Navy Achievement Medal - 9

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a. A total of one floor show was presented at the Staff Non-commissioned Officers'/Officers' Club and three floor shows were presented at the Enlisted Club during the month of March.

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

c. The Monkey Mountaineers played at the Staff Noncommissioned Officers'/Officers' Club one time during the month of March. This was the last appearance of the group due to transfer of personnel.

20. (U) AIR DEFENSE. None.21. (U) BASE DEVELOPMENT AND MILITARY CONSTRUCTION. None.

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PART IV

SUPPORTING DOCUMENTS - TABLE OF CONTENTS

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APPENDIX A

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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4:DHW:rt  
4000  
23 March 1970

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

Subj: Logistics Summary Report

Ref: (a) WgO 4000.28

Encl: ✓ (1) Logistics Summary Report

1. In accordance with the instructions contained in reference (a), enclosure (1) is herewith submitted.

*M. P. Mulqueen*  
M. P. MULQUEEN  
By direction

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SECTION I -- SUPPLY

1. 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, generators and air conditioners. For the period 21 February thru 20 March, 1970, 382 requisitions were completed, of these 29 were MARES. During the same period 498 requisitions were submitted either to MPB, MCI, or MRL, of these 22 were MARES. The total number of outstanding MARES to date is 104.

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.

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) AN/TYA-11: Since the last reporting period supply support has remained the same. One document was completed during this reporting period. Four documents still remain outstanding and "GA" cards have been submitted.

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(2) Test Set AN/TPM-20: The AN/TPM-20 is employed in the repair of maintenance float subassemblies and boards for the AN/TPS-22D and the AN/TPS-34B radar sets. Only one document number applies to this test set, MO0979/8102/3861.

(3) Operation Radar Set AN/TPS-22D, Ser # A-14: This set is performing marginally due to a lack of transmit/receive (T/R) tubes, type MPT-17. Partial shipment on document number MO0979/9302/2197 has been received.

(4) AN/TYA-26: No change has occurred from the last reporting period. Two documents were completed on 0058. Four documents have been reported on the MARES system.

(5) AN/TPX-28A: Documents have been submitted on the MARES system for the IFF Interrogator Sets that remain inoperative due to a lack of repair parts. Except for the completion of two documents during this reporting period, "GA" cards have been resubmitted.

(6) AN/UPS-1D: During this reporting period one MARES document has been completed. The status remains the same for the other three documents. Further loss of equipment for a prolonged period will create a critical situation operationally.

(7) Generator Set PU-648/N: These generators are presently being utilized as a backup power source for this units automated air control system. Repair parts have been ordered under NORS G and priority O2 documents. Many of the NORS G documents have been completed during this reporting period.

(8) 100 KW Converter Motor Generator: Presently there are five documents all "GA" submitted and the latest status received is BV, procured for direct shipment. Operation of the MTDS System relies on the power furnished by these generators.

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

11. Class X. N/A

## SECTION II - MAINTENANCE

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### 12. Maintenance Situation

a. The present maintenance situation within this squadron is affected 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 deadlined status for Engineer equipment is excessively high (approximately 55 %) and mainly is the result of the number of PU/648 generators non-operational. Although these generators are not this squadrons 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 within MACS-4 requires twelve (12) PU/648's. At present we have a total of six (6) that are operational and available to us for emergency tactical power should our primary system fail.

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The remainder of the twenty-nine that we are authorized are either on temporary loan to other units or deadlined. The majority of those that are deadlined 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 (approximately 16%). 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 squadrons main transportation source for transporting personnel for operational and moral purposes.

13. Aircraft. N/A

14. Major Items of Equipment:

a. Status

<u>TYPE</u>	<u>AUTH</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	4		
M35	6/0	3	2	1	
M35A2	0/6	0/7	4	2	1
M49A2C	0/2	2	1		1
M50A2	0/2	2	2		
M52A2	0/3	3	3		
M-100	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	0/1	1	1		
M715	0/5	4	2	2	
M725	0/1	1	1		
M151A1	0/4	4	4		
23CFM	0/1	1	1		
JOM-1	0/1	1	1		

b. Major Items

(1) Wheeled Vehicles

<u>TYPE</u>	<u>SER NO</u>	<u>NORS</u>	<u>NORM</u>	<u>LOCATION</u>	<u>REMARKS</u>
M38A1	94-67742		1	MACG-18	Engine
M35A2	95-11731	1		OKINAWA	Rehab.
M35A2	95-11749	1		OKINAWA	Rehab.
M35A2	95-11747		1	MACG-18	Differential
M49A2	95-17420		1	MACG-18	Differential
M715	95-17934		1	MACG-18	Engine
M715	95-17862		1	MACG-18	Engine

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~~CONFIDENTIAL~~(2) Tracked Vehicles

<u>TYPE</u>	<u>SER. NO.</u>	<u>AUTH/OH</u>	<u>OR</u>	<u>NORS</u>	<u>NORM</u>	<u>REMARKS</u>
D-6	4806672	0/1	0		1	Awaiting disposition instructions

(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	13-78366	1/2	1			Ser. No. 13-78366 located at YOKUSKA for REHAB.
	13-21599					

(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</u>
PU/499	2.5/400	7/6	1		5	QTY 1 on Order
						QTY 1 MWCS-1
						QTY 5 WERS-17
						<del>QTY</del> 1 WERS-17
PU/565	4/60-400	0/2	1		1	QTY 1 WERS-17
PU/344	20/400	5/4	3		1	QTY 2 MASS-3
						QTY 1 WERS-17
PU/482	30/60	3/3			3	QTY 3 WERS-17
PU/590	30/60	2/2	1		1	QTY 1 PU/239
						SUB ON HAND
						QTY 1 PU/657
						SUB WERS-17
PU/718	30/60	?/2	2			
PU/719	30/400	?/1	1			
PU/648	45/400	29/31	6			SEE NOTE
MOTOR GEN 100/60-400		7/7	7			

NOTE: QTY (10) PU/648's ON HAND MACS-4, (6) OPERATIONAL, (4) DEADLINED, QTY (5) ON TEMPORARY LOAN, STATUS UNKNOWN, QTY (12) AT WERS-17 FOR THIRD AND FOURTH ECHELON MAINTENANCE, QTY (4) AT PUBLIC WORKS, YOKUSKA FOR REHABILITATION.

(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/GRC-112	18	18	11	3	4
AN/GRC-134	5	5	2	0	3
AN/GRC-135	5	4	4	0	0
AN/TRC-97	4	4	2	0	2
AN/TRC-75	7	7	2	1	4
AN/TFX-28A	6	6	2	3	1
AN/TPS-22	2	2	1	1	0

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<u>TYPE</u>	<u>AUTH</u>	<u>OH</u>	<u>OR</u>	<u>NORS</u>	<u>NORM</u>
AN/TPS-34B	2	2	0	2	0
AN/UPS-1D	2	2	0	1	1
AN/TRD-12	2	2	0	1	1
AN/TGC-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 that are unservicable. This could have an extremely deleterious affect on the future operational status of Motor Transport equipment if it continues.

(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 100KW 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.

(3) Communications Electronics.

(a) AN/GRC-112-134 and 135: The UHF radio situation has remained static. No delivery date has been received on the special UHF Electronics Shop Van. A request has been made to delete three AN/GRC-135's from Special Allowance T/E P4960.

(b) AN/TRC-97 and AN/TRC-75: Modules from two AN/TRC-97's are being repaired at MWCS-1. Components from two AN/TRC-75's are being repaired at MWCS-1.

(c) AN/TPX-28A: Three IFF Interrogator Sets remain in a NORS status. The situation is not critical. The AN/TPX-28B Interrogator Sets, due to arrive in February, have not been received.

(d) AN/TPS-22D: The inoperative TPS-22D radar serial number A6 is in the process of being prepared for turn in.

(e) AN/TPS-34B: One AN/TPS-34B serial number A5 is held as a maintenance float. This radar is presently being prepared for turn in. AN/TPS-34B serial number A9 is inoperative due to a coolant pump failure. The situation is critical.

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(f) AN/UPS-1D: One UPS-1 is inoperative awaiting repair parts and is not considered critical. The other UPS-1 is in a maintenance status.

(g) AN/TRD-12: One direction finder AN/TRD-12 is inoperative awaiting parts. The other is in the process of being aligned and prepared for operation.

d. Critical Items:

(1) Test Set AN/TFM-20 remains on the list of items critically needed. The test set is used in the repair of maintenance float subassemblies for the AN/TPS-22D and AN/TPS-34B Radars. The test set is on order under document number 8102-3861.

(2) The coolant pump, FSN 4320-964-7201 for the AN/TPS-34B radar is critically needed. Without the pump the radar cannot be operative.

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

### SECTION III - SERVICES

15. Services Situation:

a. The situation within the Services Section of this squadron remains basically the same as reflected in CO MACS-4 ltr #DLS:rt over 4000 of 25 Jan 1970 (Logistics Summary Report). However, since the last reporting period

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 was Embarkation. An immediate program was initiated to improve the squadrons embarkation posture and as of this report is progressing well. Each section within the squadron has completed new up to date Cargo Manifests and Vehicle Summary and Priority Tables. The tactical marking of all equipment and containers is approximately 95% completed with the exception of those boxes which are presently under construction for this squadron by H&HS-18. Further, all MEDS keypunch worksheets have been completed for the entire squadron in preparation for the processing of a new up to date MEDS cardex file. Upon completion of the MEDS Cards this squadron will have the capability of embarking by the manual or automated system.

16. Significant Problem Areas:

a. Garrison/Club's Property. As a result of a possible retrograde movement in the future it is requested that firm information be provided by higher echelon concerning the possible embarkation 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.

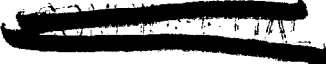
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b. Equipment Turn-in Procedures: Recently this squadron has experienced a problem in having Maintenance Battalion 1st Force Service Regiment accept items of motor transport equipment for survey and repair. The problem seems to be one of an inconsistency on that units part in relation to what documentation is necessary for turn-in of the equipment. On several different occasions this squadron has delivered vehicles to Maintenance Battalion for the above stated reasons only to have them rejected for what they term an administrative discrepancy in the accompanying documentation. This has created a problem for this squadron due to our distance from 1st Force Service Regiment and our having to retain the item(s) and return them to the MACS-4 cantonment until the error can be corrected.

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

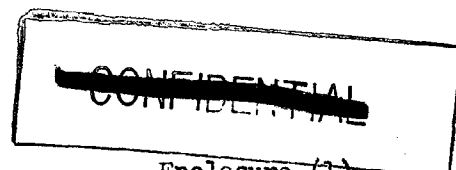
20. Current Plans: N/A

SECTION VI- MISCELLANEOUS

21. N/A

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