

MARINE AIR CONTROL SQUADRON SEVEN  
Marine Air Control Group-38  
3d Marine Aircraft Wing, FMFPac  
MCB, Camp Pendleton, California 92055

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14 January 1969

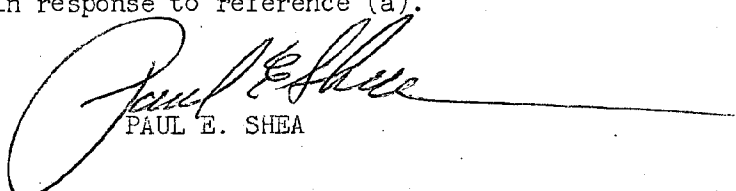
From: Commanding Officer  
To: Commanding Officer, Marine Air Control Group-38

Subj: Command Chronology; submission of

Ref: (a) GruO 5750.1A

Encl: (1) Command Chronology

1. Enclosure (1) is submitted in response to reference (a).

  
PAUL E. SHEA

MACS-7

Jul-Dec 1968

MARINE AIR CONTROL SQUADRON SEVEN  
Marine Air Control Group-38  
3d Marine Aircraft Wing, FMFPac  
MCB, Camp Pendleton, California 92055

COMMAND CHRONOLOGY

1 July 1968 to 1 January 1969

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## PART I

ORGANIZATIONAL DATA

1. DESIGNATION  
MARINE AIR CONTROL SQUADRON 7  
COMMANDER  
LTCOL P. E. SHEA - C.O.  
1Jul68 - 1Jan69
2. LOCATION  
MCB, CAMP PENDLETON, CALIFORNIA
3. STAFF OFFICERS

<p>EXECUTIVE OFFICER</p> <p>ADMINISTRATIVE OFFICER</p> <p>OPERATIONS OFFICER</p> <p>SERVICES OFFICER</p> <p>COMMUNICATIONS-ELECTRONICS OFFICER</p> <p>SUPPLY OFFICER</p>	<p>Major J. R. HOEKSTRA 1Jul68 - 5Sep68 Major F. R. MURRAY 6Sep68 - 1Jan69 1stLt T. E. HOOD 1Jul68 - 22Sep68 CWO2 J. J. TYLINSKI 23Sep68 - 30Nov68 1stLt D. C. DOUGLAS 1Dec68 - 1Jan69 Major J. D. KOPPANG 1Jul68 - 5Sep68 Major J. R. HOEKSTRA 6Sep68 - 1Jan69 1stLt R. J. RECKAMP 1Jul68 - 14Aug68 Captain R. R. LAU 15Aug68 - 1Jan69 Major J. W. TELFORD 1Jul68 - 1Jan69 Captain F. R. ROSS 1Jul68 - 30Nov68 Captain L. W. DOW 1Dec68 - 1Jan69</p>
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4. AVERAGE MONTHLY STRENGTH

<u>USMC</u>		<u>USN</u>	
<u>OFF</u>	<u>ENL</u>	<u>OFF</u>	<u>ENL</u>
34	211	0	2

## PART II

NARRATIVE SUMMARY

a. When the period began, the Squadron was capable of only limited operations. 50% of rated ground to air communication equipment was on hand and only secondary radar could be used. One of the four rated AN/TRC-97's had been received during the last week of June and this doubled our point to point capability, the other half being one AN/TRC-75. Daily operations were being conducted at a level which gave minimal training to radar operators, maintenance personnel, and controllers.

b. An engineering team from Sperry-Gyroscope Corporation had arrived in early June for the purpose of interfacing the primary radar AN/TPS-34 with TAOC system #5, by installation of Field Change #60. This work was finished during the latter part of July and long range radar was provided to the operations section - one year and one week after the squadron was established in its present location.

c. As the period progressed emphasis was placed on operational training as this was the most immediate method of increasing readiness and one which was within the capability of the squadron. Quotas to AIC school were rare and to MTDS school almost non-existent. The operations section set up its own MTDS school, ensuring by liaison with the school at MCB, 29 Palms that proper standards were achieved. The initial class was scheduled for August since MACS-7 played host from July 21st to MACS-24 (Washington, D. C.) for its annual two weeks ADT.

d. By the end of the year 26 radar operators and 9 controllers had been schooled within the squadron and were receiving OJT on system #5. Beginning in October, a night, day, and week-end operational schedule provided the intercept training necessary to promote most of the student controllers to a level of self confident efficiency. 1306 intercepts were conducted during the last quarter of 1968. The intensity of operations provided, of course, a valuable upswing in training radar operators and C&E maintenance personnel.

e. The Squadron's major weakness at the beginning of the period was its material deficiency. 62% of rated equipment had been delivered but many major items were lacking. Supplies and stores procurable by the squadron were on order and were arriving routinely. Major items being supplied by the Marine Corps were not predictable as to delivery date although the voids were being filled, irregularly but surely. Vehicles, taken into 3d MAF rehabilitation program in August 1967, were delivered in July. By the end of December 85% of rated equipment was on hand.

## PART III

SEQUENTIAL LISTING OF SIGNIFICANT EVENTSa. Personnel

- (1) Enlisted strength increased during the period from 204 to 219 while officer numbers dropped to 30 from 32. 3 officers and 43 men were released from active duty. 8 officers and 30 men were sent overseas or to other stations in the United States. The increase in enlisted strength is misleading because 23 men were provided as maintenance crew for the AN/TYQ-3, a non-organic item. Enlisted numbers based on T/O 8631 billets dropped from 204 to 196.
- (2) On July 1st there were critical shortages in Supply, Motor Transport, and Administration. During the last two months of the year the Supply section became fully manned. The experience level was very low but there were enough hands for the first time in the section's history. Administration remained critical, the experience level worsening through the transfer of a Warrant Officer and a Staff Sergeant. Motor Transport strength declined to 3 mechanics of 5 rated and to 6 drivers of 20 rated with an outlook of 3 more losses in early 1969. The MOS' of 1341 and 1371 were added to the critical list with 3 of 8 and 0 of 2, respectively, on hand.

b. Administration

- (1) On 16 July the squadron was inspected by the FMFPac team. No major discrepancies were found.
- (2) On 19 July Brigadier General James A. FEELEY, asst 3dMAW commander, was dropped by helicopter at the operating site for a tour of the area and a brief on status and activities.
- (3) On 21 July a detachment of MACS-24 (Washington, D. C.) representing about half of that squadron, arrived for two weeks ADT.
- (4) On 8 August, Major General Paul J. FONTANA, Deputy Commander of FMFPac, was flown into the operating site for a visit. He was briefed on the squadron training program, readiness status, and the forthcoming military construction program.
- (5) On 3 September, Colonel E. J. BERGER assumed command of Air Control Group-38 from Colonel R. J. GRAHAM. The change of command took place at an informal ceremony at the group headquarters.

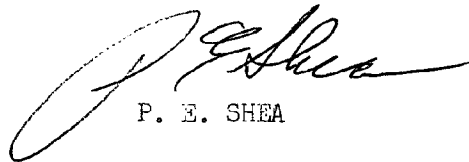


- (2) Navy Equipment - M679 Ambulance, 1 each; PV590, 1 each; M49 Tanker, 1 ea; M38A1, 3 each; High Pressure Steam Cleaner, 1 each; Floodlight Trailer MC-Z, 1 ea.
- (3) Comm-Elect - GRM-32, 1 each; AN/TRC-97, 2 each; GRM-48, 2 each; AN/TYA-11, 1 each; (This UHF HUF was shipped to ECT for required modification in February 1968 but an expected delivery date has not yet been furnished.) AN/TPS-22, 1 each; (This radar has been process of piecemeal delivery since 9 July, having been in use at MACS-3 for a R&D project. As of 31 December only a TR tube was lacking) AN/TCC-14, Telegraph Team, 4 each; SWBD, SB22PT, 1 each; AN/TXQ-1, 3 each; AN/TSQ-6, 1 each;

e. Logistics

(1) Supply

- (a) Personnel. A chronic shortage of personnel has kept this section in an unsatisfactory or marginally satisfactory state throughout its 18 month history. As December ended however, the required personnel were on hand and, in addition, a new and well experienced Supply Officer had been assigned. The out look for supply effectiveness is very optimistic.
- (2) Building Program - The FY69 milcon program for MACS-7 is firm. The installation of commercial power and the construction of an administrative building with associated paving and plumbing is all expected to begin during February. Other construction, a road, motor transport facilities, and warehousing, originally scheduled for FY 70 and 71, has been rescheduled for FY 71 and 72.



P. E. SHEA