

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

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3:FOM:ljk
5750
03A13270

8 MAY 1970

From: Commanding Officer
To: Commanding Officer, Marine Air Control Group-18
Subj: Command Chronology for the Period 1-30 April 1970 (U)
Ref: (a) Gru0 5750.1A
Encl: (1) Command Chronology, 1-30 April 1970 (U)

MACS-4

1. In accordance with the provisions of reference (a), enclosure (1) is submitted.
2. This page is unclassified upon removal of enclosure (1).

Ronald G. Richardson
RONALD G. RICHARDSON

MACS-4
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NO 03A13270

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Apr 1970

MARINE AIR CONTROL SQUADRON FOUR
Marine Air Control Group-18
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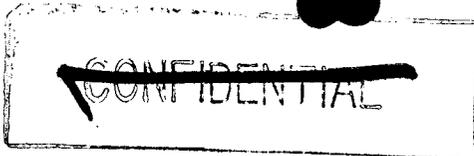
COMMAND CHRONOLOGY

1 to 30 April 1970

INDEX

Part I	-	Organizational Data
Part II	-	Narrative Summary
Part III	-	Significant Events
Part IV	-	Supporting Documents

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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	1-30 April 1970	Major Robert W. MOLYNEUX, JR.
Executive Officer	1-15 April 1970	Major Michael P. MULQUEEN
Executive Officer	16-30 April 1970	Major Francis J. KIRCHNER
Sergeant Major	1-30 April 1970	SgtMaj John R. MCINNIS
Administration Officer	1-30 April 1970	1stLt Daniel C. DOUGLAS
Intelligence Officer	1-30 April 1970	Capt Paul C. KIRK
Operations Officer	1-30 April 1970	Major Theodore P. LINGENFELTER
Services Officer	1-15 April 1970	Major Francis J. KIRCHNER
Services Officer	16-30 April 1970	1stLt Doyle H. WYATT
Communications/Electronics Officer	1-30 April 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

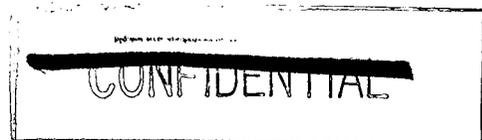
3. (C) AVERAGE MONTHLY STRENGTH

- a. Officers (USMC) 33
- b. Enlisted (USMC) 225
- c. Enlisted (USN) 3

4. (U) IMPORTANT VISITORS TO THE COMMAND

12 April 1970 Colonel R. W. TELLER, Chief of Staff, First Marine Aircraft Wing
 Mr. W. L. HICKMAN, Director of Integrated Logistics Support, Guidance Control System, Litton System Incorporated, Canoga Park, California
 Mr. C. C. COFFEY, Manager of Field Operations, Integrated Logistics Support, Guidance Control System, Litton System Incorporated, Canoga Park, California

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PART II

NARRATIVE SECTION

1. (C) Throughout the period 1-30 April 1970, the Squadron performed its assigned mission of air defense, digital data exchange, and air traffic control.

2. (U) A briefing on the Squadron mission and capabilities was conducted on 12 April 1970 by Major T. P. LINGENFELTER, S-3, Marine Air Control Squadron Four, to Colonel R. W. TELLER, Chief of Staff, First Marine Aircraft Wing, Mr. W. L. HICKMAN, Director of Integrated Logistics Support, Guidance Control System, Litton System Incorporated, and Mr. C. C. COFFEY, Manager of Field Operations, Integrated Logistics Support, Guidance Control System, Litton System Incorporated.

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PART III

SIGNIFICANT EVENTS

1. (U) ADMINISTRATION

a. Messages:

(1) Received - 1,821

(2) Sent - 460

b. Legal:

(1) Investigations - 1

(2) Office Hours - 9

(3) Special Court Martial - 1

2. (C) PERSONNEL

a. Joined: Officers - 1 Enlisted - 13

b. Transferred: Officers - 5 Enlisted - 24

c. Temporary Additional Duty: Officers - 2 Enlisted - 3

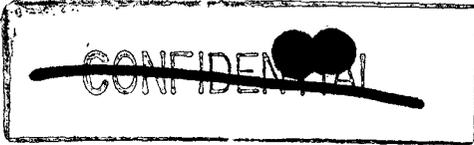
d. On Leave: Officers - 1 Enlisted - 6

e. On R&R: Officers - 7 Enlisted - 15

f. Hospitalized: Officers - 1 Enlisted - 3

g. Critical Shortages:

<u>MOS</u>	<u>M/L</u>	<u>ON HAND</u>
0141 Administrative Man	6	4
8151 Guard	27	18
1121 Plumbing and Water Supplyman	2	1
1341 Engineer Equipment Mechanic	6	3
2519 Wire Chief	1	0
2532 Radio Relay Operator	6	0
2549 Communications Center Chief	1	0
2861 Radio Technician	3	1
3061 Subsistence Supplyman	1	0
3091 Supply Administration and Operations Chief	1	0
3311 Baker	2	0
*6756 Air Control Electronics Operator, Automated Sys	2	2



b. On 22 April 1970, twenty two members of the Security Section FAM fired the following weapons:

- (1) M-16
- (2) M-79
- (3) M-60
- (4) M-3A1
- (5) Shotgun

8. (U) TRAINING

a. Eight hours of basic training were conducted with one hundred and seven persons attending.

b. Fifty eight hours of technical training were conducted with four hundred and sixty one persons attending.

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

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

11. (U) ENGINEERING. None.

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

13. (C) COMMUNICATIONS/ELECTRONICS

a. On 1 April 1970, the packing and shipment of the maintenance float for radar set AN/TPS-34, serial number A-5, was completed.

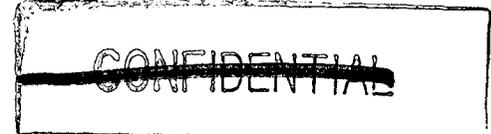
b. On 12 April 1970, the packing and shipment of the maintenance float for radar set AN/TPS-37, serial number 28, was completed.

c. During the evening of 12 April 1970, Radar sets AN/TPS-22 and the AN/TPS-37 antennas were lowered due to high winds gusting in excess of 50 knots per hour. Both radar sets were non-operational for approximately nineteen hours due to sustained winds throughout the night and most of the following day.

14. (U) CONSTRUCTION. None.

15. (U) MOTOR TRANSPORT. During the month of April, Marine Air Control Squadron Four vehicles traveled 14,016 miles, hauled 597 tons of cargo, 45,600 gallons of fuel, and transported 2,113 passengers.

16. (U) INFORMATIONAL SERVICES



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a. Fifty Fleet Home Town News Releases were submitted during the month of April.

b. On 28 April 1970, the First Marine Aircraft Wing Informational Service Team interviewed the FMFPac Food Service Team currently on Temporary Additional Duty at Marine Air Control Squadron Four.

c. On 30 April 1970, the First Marine Aircraft Wing Informational Service Team covered the change of command ceremony at Marine Air Control Squadron Four.

17. (C) CASUALTIES

a. Result of hostile action: None

b. Not a result of hostile action: 1 Enlisted (USMC)

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

a. Bronze Star Medal - 1

b. Navy Commendation Medal - 3

c. Vietnamese Award Recommendation - 1

19. (U) MORALE AND WELFARE

a. A total of three floor shows were presented at the Staff Non-commissioned/Officers Club and four floor shows were presented at the Enlisted Club during the month of April.

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

c. On 30 April 1970, the Monkey Mountaineers performed at the Staff Noncommissioned/Officers Club in honor of the departing Major R. W. MOLYNEUX, JR.

20. (U) AIR DEFENSE. None.

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

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PART IV

SUPPORTING DOCUMENTS - TABLE OF CONTENTS

✓ APPENDIX ALogSum for April 1970

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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

4:DHW:rt
4000
23 April 1970

From: Commanding Officer
To: Commanding Officer, Marine Air Control Group 18 (Attn: S-4)
Subj: Logistics Summary Report
Ref: (a) WgO 4000.28B
Encl: ✓(1) Logistics Summary Report

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

D. H. Wyatt
D. H. WYATT
By direction

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

a. Supply support from higher echelon remains relatively good. The average leadtime experienced for common repair assemblies and general support type supplies is presently 30 to 45 days. During this reporting period 256 requisitions were completed, of which 29 were MARES. Of those completed, 62 were priority O2 requisitions. A total of 613 requisitions were submitted either to MPB, MCI or MRI, of these 7 were MARES; and of the total submissions 52 were priority O2 requisitions. All requisitions submitted were for Marine Corps type items. The number of outstanding MARES to date is 69.

2. Class I. N/A3. Class II. N/A (all subclasses)a. Situation. N/Ab. Critical Items. N/Ac. Significant Problem Areas. N/A4. Class III. N/A5. Class IV. N/A6. Class V. N/A7. Class VI. N/A8. Class VII. N/A9. 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. Additionally, receipt of repair parts and assemblies for the PU/648 generators and the HD-706 air conditioners utilized in conjunction with the MFDS System continue to be a problem.

b. Critical Items.

(1) AN/TPS-34: A coolant pump, FSN 4320-964-7201, is needed to bring the AN/TPS-34 off deadline. Document number M00979/0085/G555 applies. A GA card was submitted on 0100 as was a followup requisition the same day. A supply assist has been transmitted to Group Supply, MACG-18, and readdressed to higher headquarters.

(1)

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Enclosure (1)

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(2) AN/TYA-11: Only one document number has been completed during this reporting period, M00979/9209/0400 applies. The UHF radio situation remains basically the same as reflected on the Logistics Summary Report of 23 March 1970.

(3) 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-34 Radar sets. Only one document number applies, M00979/8102/3351, and the status remains the same as the last reporting period.

(4) AN/TPX-28A: Four (4) GA cards pertaining to the three (3) IFF Interrogator sets, have been submitted into the MARES system and since the last reporting period the status has remained the same.

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

11. Class X. N/A

SECTION II - MAINTENANCE

12. Maintenance Situation

a. The present maintenance situation within this squadron is affected by several factors such as; lack of trained personnel, supply support for those critically required items needed to remove tactical generators and Motor Transport equipment from deadline status. The present deadline status for Engineer equipment is high (approximately 48 %) and is mainly a reflection 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 nine (9) that are operational and available to us for emergency tactical power should our primary system fail. The remainder of the thirty-one (31) that we have on hand are either on temporary loan or deadlined. The majority of those 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. The deadline rate of Motor Transport items is relatively low (approximately 14%), at present. The primary factor affecting the deadline rate is the lack of repair parts for the M715, M37B1 and M38A1. Presently MACS-4 has no M37B1's or M38A1's on deadline. However these vehicles do go on deadline frequently and on those occasions acquiring repair parts presents a considerable problem.

13. Aircraft. N/A

14. Major Items of Equipment.

a. Status

TYPE	AUTH	OH	OR	NORS/NORM/WN/T	REMARKS
	USMC/USN				
M38A1	0/0	2	2		
M37B1	0/0	4	4		
M35	6/0	3	3		

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<u>TYPE</u>	<u>USMC/USN</u>	<u>OH</u>	<u>OR</u>	<u>NORS/NORM/I.N/T</u>	<u>REMARKS</u>
M35A2	0/6	7	5	2	
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	3/0	3	3		
M149	0/3	3	3		
M127A2	0/2	2	2		
M172A2	0/1	1	1		
M715	0/5	4	2	2	
M725	0/1	1		1	
M151A1	0/4	4	4		
M530A	0/1	1		1	
23CFM	0/1	1	1		
JOM-1	0/1	1	1		
W200	0/0	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>
M35A2	95-11731	1		OKINAWA	Rehab,
M35A2	95-11749	1		OKINAWA	Rehab.
M715	95-17934	1		MACG-18	Engine
M715	95-17862	1		MACG-18	Engine
M530A	73-01297	1		MACG-18	Engine

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

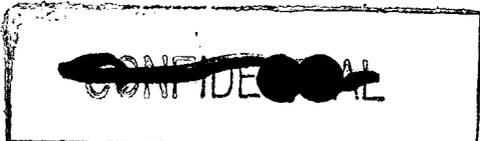
(4) Engineer Construction Equipment

<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	7/7			5	QTY 1 MWCS-1 QTY 5 WERS-17 QTY 1 MACG-18
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

(3)

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Enclosure (1)



(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. The request made to delete three (3) AN/GRC-135's from Special Allowance T/E P4960 has been cancelled.

(b) AN/TRC-97, AN/TRC-75: Modules from three (3) AN/TRC-97's and four (4) AN/TRC-75's are being repaired/floated 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 arrived.

(d) AN/TPS-22D: AN/TPS-22D ser A6 was shipped to Raytheon Corp. on 9 April 1970.

(e) AN/TPS-34B: AN/TPS-34B ser A-5 was shipped to Bendix Corp on 10 April 1970.

d. Critical Items.

(1) The AN/TPM-20 was received during April.

(2) The Coolant Pump, FSN 4320-964-7201, for the AN/TPS-34 is critically needed. The AN/TPS-34 cannot be operated without the pump.

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

SECTION III - SERVICES

15. Services Situation.

a. The situation within the MACS-4 Services Section remains basically the same as reflected in the Logistics Summary of the last reporting period. Work continues on Embarkation and 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 continues as new bases are received and changes in equipment occur. All MEDS keypunch worksheets have been completed and submitted to Group for 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.

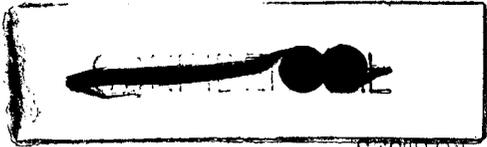
16. Significant Problem Areas.

a. Garrison/Club's Property. In the Logistics Summary of the last reporting period information was requested concerning the possible embarkation or turn in procedures for both garrison and club property. To date no information has been received. If guidance could be provided in the near future it would alleviate a considerable number of problems and lost time.

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Enclosure (1)



SECTION IV - TRANSPORTATION

17. N/A

18. N/A

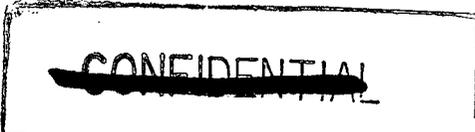
19. Significant Problem Areas. None that have not been covered in other sections of this report.

SECTION V - LOGISTICAL PLANS

20. Current Plans. N/A

SECTION VI - MISCELLANEOUS

21. N/A



(6)

Enclosure (1)