

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

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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).

*F. R. Murray*  
F. R. MURRAY

*MACS-7*

*John - June 1969*

MARINE AIR CONTROL SQUADRON SEVEN  
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COMMAND CHRONOLOGY

1 January 1969 to 1 July 1969

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PART I

ORGANIZATIONAL DATA

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|--|---|
| <p>1. <u>DESIGNATION</u><br/>MARINE AIR CONTROL SQUADRON 7</p>   | <p><u>COMMANDER</u><br/>LTCOL P. E. SHEA - C.O.<br/>1Jan69 - 27Jun69<br/>Major F. R. MURRAY - C.O.<br/>28Jun69 - 30Jun69</p>  |
| <p>2. <u>LOCATION</u><br/>MCB, CAMP PENDLETON, CALIFORNIA</p>  |   |
| <p>3. <u>STAFF OFFICERS</u><br/><u>EXECUTIVE OFFICER</u></p> <p>ADMINISTRATIVE OFFICER</p> <p>OPERATIONS OFFICER</p> <p>SERVICES OFFICER</p> <p>COMMUNICATION-ELECTRONIC OFFICER</p> <p>SUPPLY OFFICER</p> | <p>Major F. R. MURRAY<br/>1Jan69 - 27Jun69<br/>Major J. W. TELFORD<br/>28Jun69 - 30Jun69<br/>1stLt D. C. DOUGLAS<br/>1Jan69 - 2Feb69<br/>1stLt J. M. WOODS<br/>3Feb69 - 30Jun69<br/>Major J. D. KOPPANG<br/>1Jan69 - 30Jun69<br/>Capt R. R. LAU<br/>1Jan69 - 14Apr69<br/>Major J. W. TELFORD<br/>15Apr69 - 27Jun69<br/>1stLt C. L. WALKER<br/>28Jun69 - 30Jun69<br/>Major J. W. TELFORD<br/>1Jan69 - 14Apr69<br/>Capt A. B. THRAIKILL<br/>15Apr69 - 30Jun69<br/>Capt L. W. DOW<br/>1Jan69 - 30Jun69</p> |

4. AVERAGE MONTHLY STRENGTH

<u>USMC</u>		<u>USN</u>	
<u>OFF</u>	<u>ENL</u>	<u>OFF</u>	<u>ENL</u>
31	225	0	2

PART II  
NARRATIVE SUMMARY

a. At the beginning of this period the 13th Engineers began leveling an area in preparation for a move of the MTDS and associated buildings. A road was also begun from the existing road to the new site. The move was to be completed prior to 1 February 1969. On or shortly after this date construction of an operations building was to commence, the actual move was commenced on 14 January 1969. The responsibility for the move rested with Marine Corps Base, Camp Pendleton, California specifically, Base Engineer Section. During January heavy rains caused several delays. These rains prevented the completion of the building site and road. The buildings therefore were moved to an interim location. The January rains washed out the primary road from Vandergrift Boulevard to the building site. The Edson Range road was also washed out and the only access to the site was through the Las Pulgas gate and then South to an improved dirt road, referred to locally as the "dump road". On 17 February 1969 the Squadron became somewhat operational with the AN/UFS-1 radar on the air. However, further rains caused the site to become isolated. The guard, radar watch and generator watch were relieved by air by HML-267. On 26 February a party of radar repairmen walked to the site for the purpose of disassembling the AN/TPS-34 radar. This was necessary as there was no economical method of getting fuel to the site for the PU/648 generator, which supports the bubble. As the rains subsided, equipment and personnel were able to gain access to the site. The radar and MTDS-Huts were set in place and were prepared to operate by the first week in March. However, on 12 March MACS-7 lost its UHF capability due to failure of the remaining radios in the TYA-11. This was not corrected until 29 April when the Squadron again became fully operational.

b. On 20 March 1969 MACS-7 was notified that the ICDL (Inter Center Data Link) test between MACS-7 and MACS-3 would commence the week of 24 March 1969. Testing was to be conducted on Thursday and Friday of each week for a period of about five (5) weeks with six (6) sub tests involved. On 24 March preliminary test plans were discussed and MACS-7 began their initial system check out on 25 March 1969. Communications were established on 27 March 1969 with MACS-3 via the TRC-97 and test #1 (report orders) was begun. However, data received via the link was erratic and unreliable. It was determined that MACS-7 had multiple problems in the "Z" and "V" units and was not ready to continue the tests. By 15 April the problems in these units had been corrected and testing continued. During the following two months, testing was conducted between the two units with satisfactory results. Internal problems associated with the data link were resolved to make the two systems compatible. Although the testing has not been completed in its entirety due to commitments at each unit, satisfactory data has been obtained to ascertain the validity of the ICDL.

c. Near the end of April 1969 MACS-7 was selected by Headquarters Marine Corps to operationally evaluate the CRI/MTI OP-aids modification kit installed in the AN/TPS-34 Radar and operating with MTDS. The objective of this program was to evaluate the performance, stability of adjustments, maintenance and reliability of the kit when installed in an operational MTDS. The report that was to be filed with Headquarters Marine Corps was to recommend either to accept or reject the modification Kit. The tests provided excellent results in the CRI/MTI modification and a report was forwarded recommending acceptance of the kit.

d. The month of June was taken up with planning and execution of operation Bell Call. MACS-7 commenced the operation on the 19th of June 1969 when the Squadron moved to the field and became tactical. During this operation ICDL and "TADLA" were accomplished, both links were accomplished with remarkable success. The operation terminated on 24 June 1969 with a great deal of training and experience being gained by all. During this exercise, on 20 June 1969 MACS-7 operating site was visited by Mr. J. G. WOODRUFF the special assistant to the Secretary of the Navy and accompanied by Major General OWENS. The General and Mr. WOODRUFF were escorted through the site and were present while the "TADLA" was in progress.

e. The final event for the period was the departure of Lt. Col. SHEA. He was relieved as Commanding Officer by Major F. R. MURRAY.

## PART III

## SEQUENTIAL LISTING OF SIGNIFICANT EVENTS

a. Personnel

(1) The average strength for the reporting period was 225 enlisted and 31 officers. There was a steady increase of enlisted strength during the period and the strength as of 30 June was 240 enlisted and 29 officers.

(2) Critical shortages in certain MOS's during the period covered. existed. Deprived MOS's are listed as follows:

MOS	T/O	M/L	OH	PROJ LOSS	PROJ GAIN
0141	7	7	3	0	0
1341	8	8	3	2	0
2511	6	6	5	0	0
2519	1	1	0	0	0
2532	6	6	3	2	0
2539	1	1	0	0	0
2542	7	7	4	0	0
2549	1	1	0	0	0
2591	2	2	1	0	0
3531	20	20	10	1	0

(3) Experience level in all deprived MOS's is low and is a significant factor that contributes to the overall problem. Projected input indicates no relief is in sight during the foreseeable future.

b. Administration

(1) 3 February: Lieutenant James M. WOODS relieved Lieutenant Daniel C. DOUGLAS as Administrative Officer.

(2) 3-7 March: Pre-A&M Inspection conducted by staff from MACG-38. Group Commanding Officer Colonel E. J. BERGER inspected the squadron on 7 March. Briefings were held to discuss possible problem areas needing attention prior to A&M Inspection.

(3) 14 March: An audit of all Officer's Qualification Records and Service Record Books was completed.

(4) 7-11 April: A&M Inspection conducted by members of the 3d MAW staff. Major General R. G. OWENS Jr., Commanding General 3d MAW, inspected the squadron on 11 April.

(5) 19-24 June: The Administration Section went to the field for Exercise Bell Call. Extensive training in unit displacement, casualty reporting procedures, and scouting & patrolling was conducted for the Administrative Section.

(6) 20 June: James G. WOODRUFF, Special Assistant to the Secretary of the Navy, accompanied by Major General R. G. OWEN Jr., Commanding General 3d MAW, visited the MACS-7 operation site.

(7) 27 June: Major F. R. MURRAY assumed command of MACS-7 from Lieutenant Colonel P. E. SHEA. A change of command took place at an informal ceremony at MACS-7 headquarters.

c. Training

- (1) Military Subjects were taught in basic training throughout the period as per Marine Corps Order.
- (2) Technical training was carried on by departments.
- (3) Formal schools that were attended by personnel of MACS-7 are as follows:

<u>School</u>	<u>Number of Personnel</u>	
	<u>Officer</u>	<u>Enlisted</u>
IOC School		3
MT School		9
AIC Course	2	
Embarkation School	1	
TAOC Weapons Controllers Course	2	4
UYK-8 Course		4
TDCC Maintenance Personnel Training Course		7
RPS School	3	
Aviation Supply School		1
TYA-11 School		2
CBR Officers Course	1	
ECCM Course	1	
35 MM Projectionist School		1
NCO Leadership School		3
NBC Defense Course		1
Naval Justice School	1	
Nuclear Weapons Orientation Course	4	
Predeployment School	8	11
HAWK Officers Course	1	
Drown Proofing Instructors Course		1

d. Equipment

## (1) Utilities

(a) The following equipment was received during this period:

Six (6), PU-667 generators  
 Six (6), PU-668 generators  
 Four (4), PU-670 generators  
 Two (2), PU-346 generators  
 Four (4), PU-296 generators (Used for TDCC)  
 One (1), Bath Unit  
 One (1), Illumination Set  
 One (1), Ice machine  
 One (1), Refer (8 cu ft)

(b) The following item was dropped during this period:

One (1), PU-648 generator (Authorization by MCO 4710.2B)

(2) Motor Transport picked up the following vehicles during this period:

Four (4), M151A1  
Two (2), M49A2E  
One (1), M725  
Two (2), Battery chargers  
One (1), Coil tester

- (3) Supply held the following programs, inspections and projects that were significant during this period.
- (a) January: Start of factor deck program to determine MO/MOA for this unit. TYQ-2, TYQ-3, TRC-97 projects.
  - (b) February: Continue factor deck program. Inventory and Excess program, phase I.
  - (c) March: Continued factor deck program (to determine this unit's MO/MOA rate). Maintenance float was established. Excess program, phase I, was continued.
  - (d) April: A&M Inspection was held. FSAO Inspection was held. Maintenance float was loaded into AN/GRM-48C van. Loading of OPSTK into AN/GRM-49A van took place. Completed.
  - (e) May: Continued work on the MO/MOA program. The OST Project was completed. The Excess program, phase I, was completed. Maintenance float was completely loaded into vans and transferred to the radar site on the hill (23 Area). Still loading OPSTK into the vans.
  - (f) June: MO/MOA project was completed. Started phase II of the Excess program. Completed the loading of OPSTK into AN/GRM-48A vans and transferred them to the hill (23Area).