

## DECLASSIFIED

HEADQUARTERS, MARINE AIRCRAFT GROUP-13  
 1st Marine Aircraft Wing, FFPac  
 FPO, San Francisco 96602

3:DMB:jrf  
 5750  
 Ser: 003A35166

DEC 17 1966

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From: Commanding Officer  
 To: Commanding General, 1st Marine Aircraft Wing  
 Subj: Command Chronology Period 1-30 November 1966 (U)

Ref: (a) MCO 5750.2  
 (b) WgO 5750.1B

Encl: ✓(1) MAG-13 Command Chronology for period 1-30 November 1966

✓TAB A, SOP

1. In accordance with references (a) and (b), the subject report is submitted as enclosure (1).
2. Upon removal from the subject report this letter is downgraded to unclassified.

*D. D. Petty Jr.*

D. D. PETTY JE

MAG-13

Cmd Chron

MAG-13	
S&C # 66-1614	
COPY #1	

1st MAW S&C No.	Copy No.
5663-66	1

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MAG-13

COMMAND CHRONOLOGY

FOR

1-30 NOVEMBER 1966

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PART ONE: ORGANIZATIONAL DATA1. Commanders and Staff:a. Headquarters, MAG-13 (1-30 November)

<u>NAME</u>	<u>BILLET</u>	<u>RANKS</u>
		T/O ACTUAL
DOUGLAS D. PETTY JR.	CO	COL COL
FREDERIC T. WATTS	XO	LTCOL COL
MICHAEL O. BOSS (1-7 Nov)	ADJ	CAPT CAPT
RICHARD V. MAY (8-30 Nov)	ADJ	CAPT 1STLT
HARRY D. STOTT	S-1	MAJOR LTCOL
CLYDE C. SIMON	S-2	MAJOR CAPT
WILLIAM H. HEINTZ (1-8 Nov)	S-3	LTCOL MAJOR
HARRY G. ROBINSON (9-30 Nov)	S-3	LTCOL LTCOL
KENNETH G. FIEGENER	S-4	LTCOL LTCOL

b. H&MS-13 (1-30 November)

<u>NAME</u>	<u>BILLET</u>	<u>RANKS</u>
		T/O ACTUAL
WALTER E. DOMINA	CO	LTCOL LTCOL
REECE J. WOODARD (1-2 Nov)	XO	MAJOR MAJOR
VIRGIL B. BRANDON (3-30 Nov)	XO	MAJOR MAJOR
JAMES H. FULLBRIGHT	A/C MaintO	MAJOR MAJOR
LOUIS F. GAGNON	OpsnO	CAPT MAJOR
LIONEL D. TAKER	AdminO	LT 2NDLT

c. MABS-13 (1-30 November)

<u>NAME</u>	<u>BILLET</u>	<u>RANKS</u>
		T/O ACTUAL
OWEN L. OWENS	CO	LTCOL LTCOL
RAY B. STICE	XO	MAJOR MAJOR
JOHN L. LOHR	AdminO	CAPT 2NDLT
WALTER C. SERVICE III	BaseOpsO	MAJOR MAJOR
JAMES F. NEWELL	BaseServO	MAJOR CAPT

d. VMFA-542 (1-30 November)

<u>NAME</u>	<u>BILLET</u>	<u>RANKS</u>
		T/O ACTUAL
DONALD L. MAY	CO	LTCOL LTCOL
WALTER O. POITEVENT	XO	MAJOR MAJOR
JAMES J. MORIN	S-1	LT CAPT
VINCENT M. LEVITSKY	S-2	LT 1STLT
EDDIE R. MAAG	S-3	MAJOR MAJOR
ROBERT L. DANIELS	S-4	WO CAPT
MICHAEL P. CADY	MaintO	MAJCR MAJOR

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e. VMFA-323 (1-30 November)

<u>NAME</u>	<u>BILLET</u>	<u>RANKS</u>	
		<u>T/O</u>	<u>ACTUAL</u>
AUBREY W. TALBERT	CO	LTCOL	LTCOL
BILLY D. FRITSCH	XO	MAJOR	MAJOR
RONALD C. ANDREAS	S-1	LT	MAJOR
HUGH J. JULIAN	S-2	LT	CAPT
ROBERT J. DIVOKY (1-15 Nov)	S-3	MAJOR	MAJOR
JOSEPH C. BYRAM JR. (16-30 Nov)	S-3	MAJOR	MAJOR
JOSEPH B. KUERTZ	S-4	WO	MAJOR
JIMMY L. PAPPAS	MaintO	MAJOR	MAJOR

f. VMFA-314 (1-30 November)

<u>NAME</u>	<u>BILLET</u>	<u>RANKS</u>	
		<u>T/O</u>	<u>ACTUAL</u>
DARREL E. BJORKLUND (1-18 Nov)	CO	LTCOL	LTCOL
WILLIAM H. HEINTZ (19-30 Nov)	CO	LTCOL	MAJOR
ROBERT R. SHEAHAN (1-18 Nov)	XO	MAJOR	MAJOR
AUSTIN H. GREEN	XO	MAJOR	MAJOR
HARRY COLLINS II	S-1	LT	MAJOR
DAVID E. FRITZ	S-2	LT	1STLT
JAMES RYAN JR.	S-3	MAJOR	MAJOR
HERBERT F. STROMAN	S-4	WO	MAJOR
JOHN T. TYLER	MaintO	MAJOR	MAJOR

2. Task Organization and Unit Location

<u>Organization</u>	<u>Location</u>	<u>Commanding Officer</u>	<u>Date of Office</u>
MAG-13	CHU LAI, RVN	COL. DOUGLAS D. PETTY JR.	(1Nov-30Nov)
H&MS-13	CHU LAI, RVN	LTCOL WALTER E. DOMINA	(1Nov-30Nov)
MABS-13	CHU LAI, RVN	LTCOL OWEN L. OWENS	(1Nov-30Nov)
VMFA-314	CHU LAI, RVN	LTCOL DARREL E. BJORKLUND MAJOR WILLIAM H. HEINTZ	(1Nov-18Nov) (19Nov-30Nov)
VMFA-323	CHU LAI, RVN	LTCOL AUBREY W. TALBERT JR.	(1Nov-30Nov)
VMFA-542	CHU LAI, RVN	LTCOL DONALD L. MAY	(1Nov-30Nov)

3. Average Monthly Strengths

<u>SQUADRON</u>	<u>MARINE</u>			<u>NAVY</u>		
	<u>NA</u>	<u>NFO</u>	<u>AG</u>	<u>ENLISTED</u>	<u>OFFICER</u>	<u>ENLISTED</u>
H&MS-13	24	1	20	335	0	0
MABS-13	7	0	14	501	2	23
VMFA-314	21	18	7	220	1	1
VMFA-323	23	17	6	219	1	2
VMFA-542	22	17	6	229	1	2
<b>TOTAL</b>	<b>97</b>	<b>53</b>	<b>53</b>	<b>1504</b>	<b>5</b>	<b>28</b>

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4. Important Visitors to the Command

GENERAL WILLIAM C. WESTMORELAND

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DECLASSIFIEDPART TWO: NARRATIVE SUMMARY

Flight operations were somewhat reduced because of the monsoon season. However the Group flew 1349 sorties for a total of 1730 hours in support of the III MAF and 7th Air Force, participating in Operations Attleboro, Mississippi, Prairie and Rio Blanco.

Continuing emphasis during this reporting period was placed on construction and improvement of operating areas and the preparation of ground defense positions for security of aircraft and equipment.

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PART THREE: SIGNIFICANT EVENTS1. Personnel

a. During the month of November, Marine Aircraft Group-13 had a loss of 26 officers and 161 enlisted personnel due to rotation. During this same period, 23 officers and 124 enlisted personnel reported to Marine Aircraft Group-13 for duty.

2. Awards

a. Air medals received by members of this Command during November:

- (1) Seven Air Medals.
- (2) 65 Gold Stars in lieu of Air Medals.
- (3) 19 Silver Stars in lieu of Air Medals.
- (4) Two Purple Heart Medals.
- (5) One Navy Commendation Medal.

3. Casualties

a. Non-hostile casualties:

- (1) Total for November - 15
- (2) Total returned to duty - 14
- (3) Total Med Evac out of RVN - One
- (4) Total number of man days lost - 83

4. Civic Action

a. Med Cap treated 155 Vietnamese civilians. Also, an operation was performed on the leg of a minor boy who had been afflicted with Poliomyelitis.

b. Marine Aircraft Group-13 has donated 13 sheets of plywood towards the building of a Parsonage for the local Christian Church. Five gallons of paint was donated to repair the local maternity ward in An Tan.

5. Industrial Relations

a. Marine Aircraft Group-13 has hired 35 Vietnamese laborers and one interpreter. This is the total allowed by the Wing at the present time.

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REF ID: A6520

## 6. Intelligence/Counterintelligence

### a. Preparation for Execution of Assigned Mission.

(1) Particular Events Related. Continued Intelligence Operations, Briefing and Debriefing of assigned aircrews, and orientation to insure assigned units receive maximum familiarity with combat conditions in the Republic of Vietnam.

### b. Activities

(1) Captain C. C. SIEON, S-2 and Captain W. L. CRAVEN, Assistant S-2 attended E&E brief (BRIGHT LIGHT) at MAG-12 given by a Navy representative of CTF-77 on 9 November 1966.

(2) Captain W. L. CRAVEN, Assistant S-2 departed Chu Lai for DaNang, for liaison visit at 1st Marine Aircraft Wing Headquarters on 10 November 1966.

(3) First Lieutenant V. M. LEVITSKY, S-2 Officer of VF-FA-542, attended the Jungle Environment Survival Training School at Cubi Point, Philipines on 30 November 1966.

### (4) Inspections

(a) Captain W. L. CRAVEN, Assistant S-2 Officer MAG-13. Conducted the Counterintelligence portion of the A&M Inspection held on VF-FA-542 on 26 November 1966. Results; Satisfactory with Minor Discrepancies.

### (5) Training

(a) Intelligence briefs were presented to the Commanding Officer, his Staff and Squadron Commanders at the regularly scheduled weekly CO's conference.

(b) On-the-job training for all Intelligence personnel within the Group was conducted during this period.

### (6) Administrative

(a) Classified files were maintained in accordance with OPNAVINST 5510.1C and current applicable directives.

(b) Personnel security clearances were processed in accordance with current directives.

(c) Unclassified files were maintained in accordance with SECNAV INST P5213.1 (Naval Filing System).

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7. Air Operationsa. H&MS-13.

(1) During the month of November 1966, H&MS-13 Operations conducted 136 TF-9J sorties (180.5 hrs.) and 123 C117D sorties (111.6 hrs.). Type flights flown by the TF-9J were Visual Recce, Helo Escort, DAS, TPQ Calibration and TAC(A). The C117D conducted normal schedule Marlog Flights and assumed the Flare Alert on seven occasions.

b. MABS-13.

(1) The total arrests by the launch and recovery section was 381 of which 11 arrests were for emergency purposes and 131 were wet tape arrests. The launch and recovery section relocated to its new area at the 4000 foot marker on the West side of the runway.

(2) The crash crew responded to 68 emergencies of which six involved aircraft damage. The crash crew relocated to a semi-permanent site at mid-field which enables the section to respond to emergencies more rapidly.

c. PHANTOM SQUADRONS. The following sorties and hours were flown during November.

<u>SQUADRON</u>	<u>SORTIES</u>	<u>HOURS</u>
VMFA-542	401	527.8
VMFA-323	420	517.1
VMFA-314	392	506.6

8. Logistics

a. During the month of November MABS-13 Ordnance delivered 73.9 tons of ordnance per day for 29 days. The TAFDS section dispensed 2,381,777 gallons of JP-4. The liquid oxygen section produced 11,970 gallons of LOX. The Food Service section served 151,748 meals. The messhall received new water coolers, ice cube machines, gas stoves and salad bars.

9. Motor Transport

a. The total number of miles traveled by vehicles of MAG-13 was 60,263 miles carrying 16,170 passengers and 201,087 tons of cargo. The amount of fuel used was 642,350 gallons. The section held 188 preventive maintenance checks and changed 260 tires.

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b. The heavy equipment section vehicles were operated for 4088 hours and the section held 714 preventive maintenance checks ranging from eight hours to 500 hour checks. Completed total of 57 work orders.

10. Base Development/Military Construction

a. The utilities section construction projects: Completed the Medical and Dental buildings and five huts for MABS. The electric shop installed permanent power lines in the headquarters area and placed two 100 KW generators on the line.

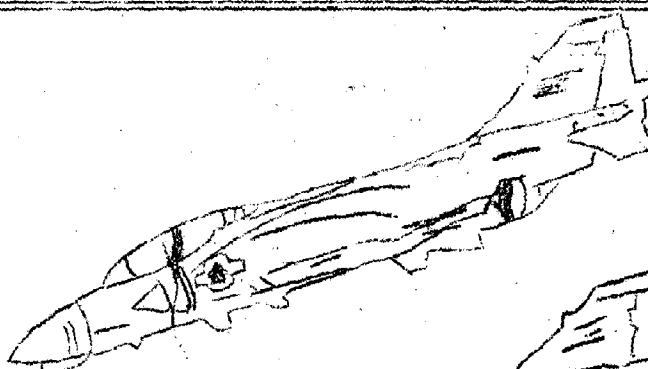
11. Communications

a. The communications section completed its move to the Group Headquarters area. During November the wire section maintained 152 telephones, approximately 240 miles of wire and 110 telephone poles. A separate switchboard building is being constructed by the section and relocation of lines to this location is in progress. The radio section experimented with the use of AN/FRC-25 for air to ground communications in a TF-9J. Positive results with contact to 70 miles were experienced. Two flare drops were conducted using an FM re-transmission unit in a C117D. The communication center handled 4680 incoming and 1307 outgoing messages. This was an increase of 343% on incoming and an increase of 660% on outgoing traffic.

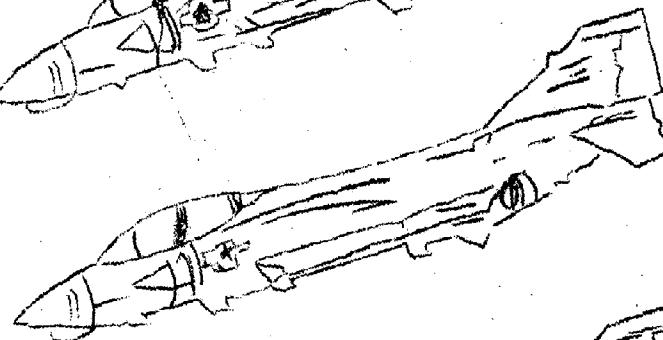
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MIG-13

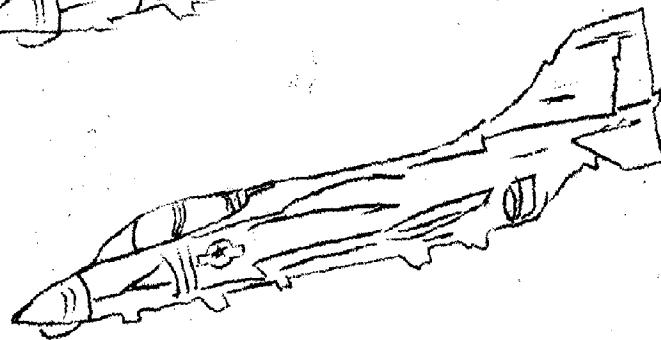
OPERATIONS



VMFA  
314



VMFA  
542



VMFA  
323



HEMS  
13

S.O.P.

TAB A

HEADQUARTERS, MARINE AIRCRAFT GROUP-13  
1st Marine Aircraft Wing, FMFPac  
FPO, San Francisco 96602

GruO P3120.1A  
3:FLF:jrf  
19 Nov 1966

GROUP ORDER P3120.1A

From: Commanding Officer  
To: Distribution List

Subj: Standard Operating Procedures for Operation of Aircraft  
Within Marine Aircraft Group-13

Encl: (1) Locator Sheet

1. Purpose. To promulgate instructions for the operation of aircraft for all squadrons within Marine Aircraft Group-13.
2. Cancellation. Group Order P3120.1.
3. Action. Commanding Officers of all squadrons will be guided by the provisions of this order.
4. Certification. Reviewed and approved this date.

DISTRIBUTION: "A"

D. D. PETTY, JR. *D. D. Petty Jr.*

GruO P3120.1A  
19 Nov 1966

LOCATOR SHEET

Subj: MAG-13 Standard Operating Procedures

Location:

(Indicate the location(s) of the copy(ies) of this publication.)

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RECORD OF CHANGES

Log completed change action as indicated.

INDEX OF ATTACHED ORDERS

Wing Order 1650.6 Criteria for determining eligibility for award of the Air Medal under the Strike/Flight System

Wing Order 03320.3 Air Defense Operations in the Republic of VietNam

Group Order 3710.8 Authority to Fly MAG-13 Aircraft

Group Bulletin 3700 Tactical Flight Time for MAG-13 Staff Aviators

Wing Order 03310.8 Airborne Control of Strike Missions

Wing Order P3310.4 SOP for Helicopter Escort and Helicopter Air Support

Group Order 10340.1 Hot Refueling A4 and F4 Aircraft, Procedures for

Wing Order 3720.1 Instrument Rating Qualifications

Wing Order 3740.9 Minimum Annual/Semi-Annual Flying Time Requirements and Instrument Rating, waiver concerning

Group Order 8600.1 SOP for Ordnance

Wing Order 3440.8 Disaster Recovery

Wing Order P03600.1 SOP for Airborne Operations in Support of HAWK Training

Wing Order 3700.4 Special Procedures for Tactical Operation Flights

Group Order 3750.8 Grounding of Aircraft

Marine Corps Order 3760.1 Flight Performance/Duty Assignment Report

Airfield Operations Manual for the Chu Lai Complex

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SECTION I

INTRODUCTION

101. GENERAL

1. This SOP prescribes procedures for the operation of MAG-13 Aircraft while based at Chu Lai Airfield, RVN. This document is a supplement to the NATOPS Manual and in no manner is it intended as a substitute.

102. PURPOSE AND SCOPE

1. The purpose of this SOP is to improve the combat effectiveness of MAG-13 by prescribing procedures which will allow maximum utilization of the total resources while maintaining the safest possible operating environment.

103. CHANGE PROCEDURES

1. In order to be effective, this SOP must be maintained in a current status. Comments and recommendations regarding improvement will be considered at any time. Submit comments and/or recommendations to CO, MAG-13 (Attn: S-3).

## SECTION II

SCHEDULING201. COMBAT MISSIONS

1. A mission is a sortie which has become airborne after having been assigned a mission number. The flight/strike system, set forth in Wing Order 1650.6, is in effect and will be utilized to give the proper point value to each mission.
2. Mission assignments for MAG-13 are made by fragmentary order from the 1st Marine Aircraft Wing. These missions can be divided into three categories; those in support of III MAF, those in support of the 7th Air Force, and those in support of other forces external to III MAF such as I Corps. Letters of Instruction to the III MAF from COMUSMACV establish priorities for air support. The 1st Marine Aircraft Wing fragmentary order will assign mission numbers, event numbers, number of aircraft, ordnance, target controlling agencies and target times. From this information, MAG-13 Operations will draft the Group Fragmentary Order, which includes information contained in the 1st MAW Frag Order, prescribes briefing times, and assigns the missions to the squadrons. Allocation of missions within the Group is based on many factors; however, every effort is made to equate the numbers and types of sorties between the squadrons within the limitations imposed by aircraft availability.

202. NON-COMBAT AND COMBAT SUPPORT MISSIONS

1. Certain flights are generated within the Group and will not appear on the 1st MAW Frag. These include, but are not limited to, missions such as ferry, test, instrument and logistics flights. Generally, combat support and non-combat flights are scheduled by the individual squadrons concerned. Procedures are to notify the S-3, MAG-13 (Swiss ODO), who will obtain mission numbers for local flights from the 1st MAW. Ferry flights will be filed in accordance with standard ICAO, procedures. To assure maximum utilization, C-117D flights, will be coordinated by the S-3, MAG-13 and scheduled by the CO, H&MS-13.

203. ALERT RESPONSIBILITIES

1. MAG-13 is scheduled for the Air to Air alert and the Air to Ground alert by the 1st MAW. These alert responsibilities will be reassigned to the tactical squadrons on a rotating basis. Designated squadrons will provide pilots, NFO's and aircraft as required by the fragmentary order and any additional forces determined to be required by the CO, MAG-13. Alert conditions will be specified in the MAG-13 fragmentary order. The Air to

Air scramble authority is the 7th Air Force. The Air to Ground scramble authority is the 1st MAW. The Air to Ground authority may be delegated as required by CG 1st MAW, e. g., Chu Lai DASC. The scramble order will be passed to the squadron concerned by the S-3 MAG-13 or the appropriate controlling agency. All alerts will be reconstituted by the alert squadron as directed. The air defense agreement, set forth in Wing Order 03320.3, applies to the Air to Air alert.

204. POLICY FOR FLYING MAG-13 AIRCRAFT

1. General. Pilots and NFO's other than those assigned to MAG-13 may, at the discretion of the Commanding Officer, MAG-13, be assigned to fly with the tactical squadrons.
2. Procedure. Requests from pilots and NFO's external to MAG-13 to fly group aircraft will be submitted to the Group Commanding Officer (Attn: S-3) in accordance with Group Order 3710.8.
3. Pilots and NFO's who are assigned to H&MS-13 or MABS-13 will fly with the tactical squadrons in accordance with Group Bulletin 3700.

## SECTION III

BRIEFING301. GENERAL

1. All NA's and NFO's will receive the Group In-Country briefing prior to their first In-Country flight. A log book entry is required to certify attendance at the "Rules of Engagement" Lecture. Lectures will be scheduled by the S-3 office upon request.
2. Mission. Briefings will be conducted at the MAG-13 briefing room and will consist of an intelligence brief, operational brief and weather brief for all combat missions. Responsibility for the specific flight brief will rest with the squadron concerned; however, it is incumbent upon each flight leader to keep abreast of the current intelligence situation and the status of the airfield facilities. Alert crews will receive their brief one hour prior to assuming the alert. All crews must know appropriate codewords.
3. The following are mandatory items which will be carried on all flights by aircrew personnel.
  - a. Armed Forces ID card.
  - b. Geneva Convention card.
  - c. Identification (Dog) tags.
  - d. A survival vest equipped by the squadron parachute loft.
  - e. .38 caliber pistol and ammunition.
  - f. Navigation bag to include appropriate charts, maps, and knee board cards.
  - g. Flashlight.
  - h. A squadron divert packet to include chits for fuel and aircraft components.
4. Aircrews will not carry items that would reveal information of military significance other than those shown above.

302. BRIEFING PERSONNEL DUTIES

1. Intelligence briefing officers will be furnished by S-2 and will be available for all briefings. Weather briefings will be given by a qualified Aerologist. Operational briefings will be conducted by one of the Operations Duty Officers. The Operations Duty Officer will be responsible for the following:
  - a. Brief all missions scheduled during the watch.
  - b. Maintain a current airfield facilities board in the briefing room and alert shack with the status of the runway and all facilities, to include Crash Crew.
  - c. Insure accuracy of take-off time, time on target and land times indicated by the Group Fragmentary Order.
  - d. Maintain current and forecast weather for Chu Lai and the availability of alternate airfields.
  - e. Post NOTAMS and any special information pertinent to flight operations.
  - f. Receive and republish the daily fragmentary order.

303. DEBRIEFING

1. All flights, whether combat or combat support, will debrief at the MAG-13 debrief room within one hour after recovery. A representative from group S-2 or S-3 will debrief using the standard debriefing form. Flight leaders must be present at debriefing. Alert crews may debrief by telephone. Debriefing officers will pass any pertinent information, such as significant sightings, to the ODO.
2. Pilot reports on area weather and comments on the base operations facilities remarks sheet are encouraged during debriefing.

## SECTION IV

FLIGHT PLANNING401. GENERAL

1. The MAG-13 Fragmentary Order will specify TOT, ordnance load, type mission and number of aircraft. Additionally Air to Air alert, Air to Ground alert, and RDO/Wheels Watch responsibilities will be disseminated.

402. FUEL REQUIREMENTS

1. Plan missions to arrive at the break with a minimum of 2500# when the field is VFR. No hard and fast IFR fuel bingo will be assigned by this SOP. This must be determined by the flight leaders judgement based upon the best available information prior to and during the conduct of the flight.

403. FLIGHT LEADER RESPONSIBILITIES

1. Flight leaders will be designated, in writing, by the squadron commander. These will be combat qualified crew men whose capabilities and judgement warrant such responsibility. Squadron commanders will submit nominations, to the group, for TACA's. TAC(A)'s will be familiar with Wing Order 03310.8.

2. It is the flight leader's responsibility to insure that his mission is planned for the maximum probability of success. Mission brief will be in accordance with current NATOPS, NWP's, COMOPDEVEOR AEN's and as specified elsewhere in this SOP.

404. WEATHER CRITERIA

1. The weather minimums will be followed by all Flight Leaders. Any exception must be approved by the Group Operations Duty Officer. The weather minimums are as follows:

## LAUNCH WEATHER

<u>Priority</u>	Chu Lai Weather		
Routine - Day/Night	No Alt	Alt w/o GCA	Alt w/GCA
	800/2	500/1 $\frac{1}{2}$	300/1
Priority - Day/Night	800/1	500/1	300/1
Emergency - Day/Night	500/1	300/1	300/1
Mandatory - Day/Night	00		

Notes:

1. All WX criteria AGL.
2. Minimums are based on all field facilities and navigational aids being in a up status. The Group Operations Officer will readjust the launch minimums when facilities are not available.
3. Alternate minimums are:

Tacan	Danang
Tacan/ASR	900/2
Tacan/PAR	900/2
	800/1 $\frac{1}{2}$

Tacan	Cam Ranh Bay
Tacan/ASR	800/2
Tacan/PAR	800/2
	600/1 $\frac{1}{2}$

Tacan	Ubon
Tacan/ASR	900/2
Tacan/PAR	900/2
	700/1 $\frac{1}{2}$

2. Recovery will not be attempted unless the weather is above the published minimums for the operating navigational facilities except when the existing conditions eliminate the availability of an alternate.

3. The minimum safe target weather depends on many variables, such as type terrain, mission, and ordnance. Target weather minimums will therefore be left to the discretion of the flight leader. The exception is that aircraft will not enter North VietNam unless the ceiling is at least 5000 feet and the visibility is 5 miles or better.

## SECTION V

GROUND AND FLIGHT PROCEDURES501. GENERAL

1. Aircraft operating procedures will be in accordance with the current NATOPS Manual for the model concerned and the applicable NWP's and NWIP's amplified by procedures contained herein. Aircraft will not go on a mission unless all systems are functioning properly. The exception is that aircraft systems radar may be inoperative for air to ground missions only.

502. TAXI PROCEDURES

1. The area that can be utilized for parking and taxiing is limited, therefore extreme caution is required in all ground movement of aircraft. An added hazard is the loss of traction when the taxiway and runway are wet. Nose wheel steering should be utilized to the fullest extent practical.

a. Avoid using excess power and use both brakes evenly when they are required. 75% is considered to be the maximum power in the ramp area.

b. Taxiing is under positive control and normally will be accomplished on ground control frequency. IFR scramble aircraft may taxi on departure control frequency.

c. The nose wheel of the aircraft should be kept on the line marking the center of the taxiways to insure adequate clearance.

d. A minimum of 500' will be maintained between taxiing aircraft. The excessive amount of foreign objects on the taxiways and ramp require that pilots use minimum power and maximum caution.

e. Taxi patterns vary with the duty runway, construction, and repairs; therefore, current procedures must be noted prior to each flight.

503. TAKE-OFF PROCEDURES

1. All combat equipped aircraft will go to the arming area prior to takeoff.

2. Aircraft normally will be cleared onto the duty runway on tower frequency. IFR scramble aircraft may utilize departure control frequency. A maximum of 3 aircraft may be cleared into take-off position at one time.
3. Engine run ups will be made on the runway, 500 feet from the approach end, to avoid damage to lights and the over run area.
4. After commencing take-off roll, pilots will continue a straight ahead take-off. The leader normally will take the downwind side of the runway if there is an appreciable cross wind. If the cross wind is not a consideration the leader will take the inboard side if he has a division so that number four can take his position as soon as the leader starts to rotate. Aircraft stacked for VFR take-off will commence their roll when the previous aircraft rotates to flying altitude. IFR take-off interval will be 30 seconds or as cleared by departure control.
5. Unless directed otherwise, aircraft will maintain the runway heading until reaching 1500' or 3 miles on the TACAN, whichever is first, to avoid the ordnance dump on the south end and the MAG-36 area on the north end after take-off.
6. VFR aircraft will remain on tower frequency until above 2000' or beyond 5 miles of the TACAN.
7. Rendezvous will be accomplished beyond 5 miles on the TACAN or above 2000'.

504. LANDING PROCEDURES

1. Patterns will be covered in the Air Operations Manual, however any pattern utilized should be timed so that no less than one half runway length is used between landing aircraft.
2. Crew members will not raise flaps, open canopies or operate unnecessary systems unless a justifiable reason exist while on the runway.
3. All combat equipped aircraft will roll to the end of the runway, unless arrested, and go to the de-arming area prior to returning to the ramp. Arrested aircraft may use intermediate taxi ways if clearing the runway is required.
4. Pilots will always use extreme caution not to jeopardize the safety of personnel and property by over flying or pointing any armed aircraft at populated areas in the Chu Lai complex.

5. Field traffic pattern will be normal with the exception that the break interval between aircraft will be 5 seconds and the pilot will indicate wheels down and locked at the 180° position. Gross weight must be given if an arrested landing is to be made.
6. A mirror approach will be made to touchdown which will be approximately 2750' short of the near arresting gear. The mirror is set for 3° to coincide with the GCA pattern. Touchdown is 750' from the end of the runway.
7. An RDO & Wheels Watch will be on station at all times when group aircraft are airborne. Squadrons will be scheduled for the RDO & Wheels Watch on a rotating basis.
8. Maximum gross weight for the M-21 gear is 34,000# at 150 kts dry and 34,000# at 100 kts with a wet tape.
9. Maximum gross weight for the M-24 gear is 45,000# at 145 kts.
10. Inbound tactical jet VFR aircraft will report the 5 mile initial at 3000' to the Chu Lai tower and descend to arrive over the numbers at 1500' and maximum speed of 350 KIAS. In the event that weather prohibits a 3000' entry, aircraft will maintain VFR and report altitude to the tower on the initial call up.
11. Turning downwind, descend to 1000' and call abeam with a standard gear check and gross weight if arrested landing is anticipated.
12. Arrested landings will be made under the following conditions:
  - a. Pilot's discretion and Group and Squadron SOP.
  - b. When directed.
  - c. Wet runway.
  - d. 20 KT crosswind component.
  - e. Emergency situations set forth in the NATOPS Manual.

13. Aircraft returning to the field with lost radio will make a straight in approach to the duty runway. The survival radio will be utilized for voice communications when the aircraft system fails. If alone, a fly by may be made by rocking wings in front of the tower when there is no ordnance aboard.

a. The no radio VFR initial will be 5 miles and 2000 feet. After passing the initial, a descent to pass through 600 feet at two miles will be initiated if in section. The lead aircraft will call "gear" for both aircraft and indicate MOREST intentions to the no radio aircraft:

HOOK DOWN - ARREST

HOOK DOWN THEN UP - ARREST IF DESIRED

HOOK UP - NO ARREST

At night have lights bright and flashing. In addition, the lead aircraft will indicate to no radio aircraft with a flashlight which M-21 is to be utilized in the following manner:

ONE LIGHT (Fist during day) - NEAR M-21

TWO LIGHTS (Fists during day) - FAR M-21

b. The no radio aircraft will fly into the break in the reverse echelon formation. The leader will lower his gear to indicate tower approval to land. The signal that landing clearance has been recinded will be for the leader to retract his gear. The flight leader will not go below 200'. When the no radio aircraft has landed, the lead aircraft may call for downwind or initiate another approach as the weather dictates. Should the no radio aircraft not land the leader will make a rendezvous, take the lead, and bring the wingman around for another pass.

c. No radio IFR procedures are covered in the Air Operations Manual.

14. All flights returning with hung ordnance will make a straight-in approach. Initial point for this approach will be 5 miles at 2500 feet. If a wave-off is necessary, continue straight ahead to clear the MAG-36 area to the north and the ordnance dump to the south prior to turning downwind.

#### 505. RIO PROCEDURES

1. Reporting procedures will vary with the mission and conditions of flight, whether under instrument or visual conditions. Aircraft are not required to check out with Swiss radio. Missions will automatically be checked out prior to TOT. When a TOT can-

not be met the ODO (Swiss radio) will be notified by telephone and a revised TOT issued or the mission cancelled. The agency responsible for accounting for airborne flights is (Name Classified), the 1st Marine Aircraft Wing TADC.

a. The minimum report to this agency outbound is:

- (1) Event number.
- (2) Mission number.
- (3) Number and type of aircraft.
- (4) Ordnance aboard.
- (5) Hour & minutes of fuel aboard.
- (6) ETR.

b. The minimum report inbound is:

- (1) Event number.
- (2) Mission number.
- (3) Ordnance expenditure.
- (4) Coordinates of target (unless classified).
- (5) Controlling agency.
- (6) Damage assessment (if known).

2. For any particular mission, additional agencies may be specified in the briefing which may include but are not limited to:

- a. A Direct Air Support Center (USMC).
- b. A Helo Flight Leader (USMC).
- c. A TAC(A) (USMC).
- d. A Forward Air Controller (USMC or USAF).
- e. A Tactical Air Operations Center (TAOC).
- f. An Air Support Radar Team (ASRT).

3. Aircraft returning to Chu Lai may contact Swiss ODO prior to penetration. Aircrues will receive the local back door weather, field condition, navigational facilities available and any other pertinent information. ODO's will receive aircraft fuel on board, ordnance configuration, and any other pertinent information. Prior to shut down all aircraft will notify the ODO (Swiss radio) that they are on the ground.

4. When an aircraft requires assistance the ODO (Swiss radio) may be notified, however, Chu Lai tower controls traffic and possesses the necessary communications to prepare the field for aircraft in distress. Therefore all pertinent information will be given to the tower, or the controlling agency if under positive control, inbound to assure that the appropriate field facilities are ready to receive the aircraft.

#### 506. ENROUTE PROCEDURES

1. The density of air traffic and the possibility of air opposition require that all MAG-13 aircraft maintain the best possible lookout coverage.

2. The Tactical Defense Formation as prescribed in NWIP 41-3 is designed to provide optimum lookout coverage and to maintain the formation in the best relative position for mutual support in the event of attack. The defensive tactical formation is applicable to two, three, and four plane flights. MAG-13 aircraft will employ this formation enroute to and returning from target areas.

#### 507. DEFENSIVE TACTICS

1. The defensive tactics as described in the F4B conventional weapons delivery Supplement against aggressor aircraft and tactics described in the COMOPDEVFOR Advance Evaluation Notes (AEN) against surface-to-air missile are to be reviewed quarterly by all pilots of MAG-13. Particular emphasis is to be placed on the use of the hard turn, break, split-S, spiral and reversal. The F4B aircraft attached to MAG-13 are air-to-air offensive aircraft. Any MAG-13 aircraft encountering air opposition will take immediate offensive action in accordance with the Rules of Engagement. Should the enemy already have the advantage take defensive action to disengage and re-engage under favorable conditions. The pilot may jettison external stores at his discretion.

508. TARGET PROCEDURES

1. The type of attack used depends primarily on the number of aircraft, type weapons carried, weather, distance to target, hostile fire capability and type of target. Flight leaders will brief each flight accordingly.
2. Normally a maximum of 2 bomb/rocket runs per aircraft is desired on pinpoint targets. Area targets or targets of vital importance may require more runs but only if hostile fire is not present. During CAS/DAS or escort missions, when friendly forces are under attack, multiple runs are authorized. A maximum of 2 runs per aircraft will be made on targets in North VietNam.
3. Flight leaders will where practical vary run-in headings, jinx on and off target, and change altitudes/airspeeds while in the target area.
4. The 45° dive angle is recommended when there is known AAA positions, low angle attacks in this situation will be used only in emergency situations, "..... i.e., where friendly ground troops are engaged in close contact with enemy forces."
5. The number of aircraft in the pattern will be governed by squadron SOP. Normally there will be a maximum of 4 aircraft in the day pattern and one aircraft in the night pattern. Usually the same delivery technique will be utilized by aircraft in the pattern.
6. Strafing will be limited to one  $1\frac{1}{2}$ /2 second burst per run. The number of runs will depend on target location, target importance, and enemy fire.
7. Minimum altitude for recon is 4600' in North VietNam and 2500' in South VietNam. Minimum recovery altitude (Not applicable to SE or napalm) is 2200' in North VietNam and 1500' in South VietNam.
8. Helicopter escort and helicopter air support procedures are set forth in Wing Order P3310.4.

509. AIR REFUELING PROCEDURES

1. When flagged a KC-130 is on a 15 minute alert at DaNang for air refueling 1stMAW tactical aircraft. Procedure is to notify the 1stMAW TADC giving the following information:
  - a. Event number.
  - b. Mission number.
  - c. Number of aircraft in flight.
  - d. Amount of fuel required per aircraft.
  - e. Radial, distance and altitude desired for refueling.
  - f. Frequency if different from standard refuel frequency.
2. Refueling procedures will be in accordance with the current NATOPS Manual.

510. HOT REFUELING

1. Hot refueling is authorized in MAG-13. Prior to hot refueling pilots will be thoroughly familiar with GruO 10340.1.

511. AIRCRAFT LIGHTING

1. The following will be the lighting doctrine for MAG-13 aircraft. Lights will be used  $\frac{1}{2}$  hour prior to sunset through  $\frac{1}{2}$  hour after sunrise.

a. Aircraft in the chocks	Dim and steady
b. Aircraft taxiing	Bright and steady
c. Aircraft ready for take-off	Bright and steady (Taxi light on optional)
d. Aircraft in flight	As briefed
e. Aircraft breaking and in the landing pattern	Bright and steady
f. Single aircraft with no radio make low pass by tower prior to turning downwind	Bright and flashing, taxi light on
g. Arrest desired with no radio	Bright and flashing taxi light on

- h. Aircraft with brake failure after arrest Bright and flashing
- i. Ground emergency - no radio Bright and flashing
- j. Normal landing Bright & steady (Taxi light optional)

## SECTION VI

INSTRUMENT PROCEDURES601. GENERAL

1. Chu Lai Airfield has facilities for the launch and recovery of aircraft under instrument conditions on tactical flight plans. It must be emphasized that no waivers have been issued to OPNAV Instructions or doctrinal publications for the conduct of instrument flight in single-piloted aircraft in VietNam. If tactical necessity requires waiver of any of these binding regulations the Commanding Officer will be the sole authority for approving such waivers. Instrument departures and recoveries are contained in the Air Operations Manual.
2. Instrument cards will be issued by the Group Commander at the request of the Squadron Commanders. Air crewmen will complete the written group instrument examination. No flight check is required for tactical squadron air crewmen and those flying with tactical squadrons at the discretion of the squadron commander. Other group air crewmen will be given a flight check prior to receiving an instrument card renewal. An instrument flight board will be established in accordance with Wing Order 3720.1. All group aircr~~ee~~ men will satisfy OPNAV minimum flying time requirements unless relieved of that responsibility, in writing, by the Group Commander. Wing Order 3740.9 applies in all cases.

602. PRUDENTIAL RULES

1. No section take-offs will be made.
2. Section landings will not normally be made at Chu Lai. Section landings may be made in emergency situations which clearly require near simultaneous recovery of both aircraft.
3. Section GCA approaches to final landing will only be made when one of the aircraft has lost communications, lost navigational aids, lost instruments for control of the aircraft or such other emergency that in the judgement of the flight leader requires a lead aircraft to insure a safe approach and landing.
4. Normally section GCA approaches will not be made when the weather is below ceiling of 1000 feet or the visibility is less than one mile.

5. Division GCA approaches will not be attempted.
6. Arresting gear will be utilized as shown in paragraph 504.12. If on GCA, notify the controller of gross weight and intentions.
7. If it is necessary to jettison external stores to conserve fuel, every effort will be made to jettison under positive radar control utilizing approved jettison areas, or at least 10 miles at sea. If radar control is not obtained, the flight leader will insure that a TACAN distance and bearing is recorded at the time of jettisoning. Ordnance will be jettisoned in a safe condition.
8. When the airfield is IFR all flight leaders will file tactical instrument flight plans with Base Operations, including the Tactical Instrument Departure desired, radar hand-offs desired, and block times for recovery in the event of communications failure, block times will be utilized on all night flights. The flight leader retains the responsibility for obtaining latest available weather, including in-flight checks. A minimum of thirty (30) seconds separation between flights or single aircraft will be adhered to on all TACAN, Radar or GCA approaches when arrested landings are being accomplished.
9. Approach times will be cancelled with approach control or the tower if they are not to be utilized.
10. Clearances will be obtained on departure control frequency prior to taxi.

#### 603. ALTERNATE AIRFIELD AND FUEL BINGO REQUIREMENTS

1. Fuel requirements for tactical instrument flights will be planned for each segment of the flight to insure that the mission can be effectively completed and the aircraft returned to Chu Lai as expeditiously as possible. The flight leader and the MAG-13 ODO are responsible to keep abreast of both the existing Chu Lai weather, the weather at potential divert fields, and the navigational, approach and landing facilities available. No hard and fast fuel bingo for all missions will be assigned by this SOP. This must be determined by the flight leaders judgement based upon the best available information prior to and during the conduct of the flight. The decision of whether or not to divert moreover must be the result of an examination of the existing weather/facilities at Chu Lai relative to the minimums of the available approaches at the time the descent is contemplated.

2. Normal priority for alternates, subject to forecast weather being at or above minimums, are DaNang, Ubon, Cam Ranh Bay, Bien Hoa, Tan Son Nhut and Udom. All these fields have the necessary facilities for recovering aircraft in IFR weather. External stores may be jettisoned for distant alternates. GCI Radar Flight following will be requested and maintained enroute.

604. GENERAL OPERATIONS IN MARGINAL WEATHER

1. Due to the nature of supporting operations, it may be necessary to operate during marginal weather conditions. Weather criteria for launch and recovery is set forth in paragraph 404 of this order.

## SECTION VII

ORDNANCE PROCEDURES701. GENERAL

1. A variety of ordnance is available and used by MAG-13 and the restrictions and limitations with which the pilot must be familiar prior to participating in any ordnance mission are many. Current procedures as stated in the Conventional Weapons Delivery Supplement, AEN's, ordnance pamphlets and the various intermediate command directives must be applied to minimize these hazards. There is no substitute for the professional approach to handling and delivering ordnance.
2. MAG-13 F4B aircraft will be carrying the MK-4 gun pod when fraged. Pilots should retain approximately 1/3 of the 20MM load for the return trip unless the importance of the target requires that all ordnance be expended. The retained 20MM will otherwise be saved for possible enemy interception, CAP downed aircraft or crew, etc.

702. BRIEFING

1. Flight leaders will consult all available publications for type delivery anticipated and for the type weapons carried. A thorough briefing will be conducted covering but not limited to:
  - a. Pre-flight of ordnance and fuzes.
  - b. Arming.
  - c. Emergency jettison for take-off.
  - d. Ordnance pattern (including minimum intervals).
  - e. Terrain elevation.
  - f. Minimum pull-out altitude.
  - g. Radio calls required.
  - h. Lost communications.
  - i. Jettison and free-strike procedures.
  - j. Hung ordnance.

## k. De-arming.

2. Particular attention should be devoted to "G" limits for the weights and maneuvers involved.

703. PRE-FLIGHT

1. A thorough pre-flight of the ordnance aboard the aircraft is as essential as a pre-flight of the aircraft itself. Each pilot should allow enough time to determine that the ordnance load is as prescribed in the brief and that switches and settings are proper for the type mission being flown.

704. ARMING

1. All arming and de-arming will be done in the designated areas shown in the Air Operations Manual. The headings to be utilized are  $315^{\circ}$  and  $135^{\circ}$  as applicable.

705. ORDNANCE PATTERNS

1. Standard ordnance patterns depicted in the Conventional Weapons Delivery Supplement to NWIF 41-3 will be used for those weapons covered in that publication. For Snakeye and Napalm deliveries, refer to COMOPDEVFOR AEN's. Fragmentation patterns and the possibility of secondary explosions will determine minimum safe interval between aircraft.
2. Full out restrictions will vary according to delivery method and ordnance load; however, experience has shown that a great percentage of bomb frag hits on aircraft have been caused using a high and fast delivery, which resulted in a low pullout. The fragmentary altitude restriction of 1500' AGL applies for un-retarded bombs and zunes on general ID targets.
3. Each aircraft will call "rolling in". Each aircraft will call "off". After the last run, fuel state, switches safe and hung ordnance will be reported to the flight leader on squadron tactical frequency.
4. No aircraft will drop ordnance without an operable receiver except in an emergency. Loss of an operable transmitter will not necessarily preclude dropping.

706. JETTISON AND FREE STRIKE PROCEDURES

1. There are numerous occasions when a pilot may fail to expend. There are also many procedures which can be followed,

depending on weather conditions, runway conditions and type ordnance carried. The following general guidelines are furnished:

- a. 20MM may be returned under any conditions.
- b. Bombs fuzed with chemical long delay fuzes will be jettisoned on safe in an authorized jettison area or returned to Chu Lai utilizing procedures prescribed in Group Order P8600.1.
- c. Rockets may be returned only if no arrestment is anticipated. If an arrestment is required the rocket packs must be jettisoned. If this is not possible without sacrificing the MER/TER, or an unanticipated arrestment becomes necessary due to control difficulties during roll out an arrestment is authorized. Notify the tower if possible.
- d. If the CBU Dispenser is expended, jettison prior to landing.
- e. Napalm will normally only be returned if expenditure or jettison cannot be accomplished. This may be modified when napalm tanks are in short supply. Arrested landings will not be made with napalm. In the event that an aircraft returns with unexpended napalm and an arrestment is anticipated napalm must be jettisoned. If unable, divert to an airfield where an arrestment will not be necessary. If this is not practical jettison the MER/TERS involved. In the event all these steps have been unsuccessful declare an emergency and advise the tower that an arrestment with napalm is intended. If an unanticipated arrestment becomes necessary during roll out because of control problems this also is an emergency and an arrestment may be made.
- f. GP bombs may be returned under any conditions.

2. Notify the tower of hung ordnance and of any assistance required. Hung ordnance is defined as any ordnance carried, whether an attempt to release has been made or not.

3. There are two local ordnance jettison areas:

- a. Three (3) mile circle on the 10MM/050° radial, Chu Lai TACAN. Clearance into this area will be obtained from Chu Lai tower when conditions are VFR, and after a visual inspection jettison will be accomplished on "safe" at an altitude commensurate with the minimum altitude for delivering live ordnance of the type being jettisoned.

b. Five (5) mile circle on the 40NM/050° radial, Chu Lai TACAN. Clearance into this area will be obtained from Chu Lai approach control where conditions are IFR. Jettison will be with bombs on "safe".

c. When ordnance must be jettisoned and it is not practical to utilize the jettison areas due to low fuel, heavy weather etc., pilots will confirm their position with the appropriate control agency and request a free drop. All stores will be dropped on "safe". Should radio contact be lost, pilots will jettison in the most unpopulated area available and report the position and expenditure at debriefing.

d. Free strike areas are published by COMUSMACV and FMAW periodically and are areas which are VC controlled with no known friendlies; however, drops in the free strike zones will normally be made under FAC control. Designated TAC(A)s may also control strikes in these zones should a FAC not be available. The Rules of Engagement apply.

#### 707. DE-ARMING

1. After landing and before returning to the fuel pits or line area all aircraft must be de-armed. Aircraft will not be loaded or down loaded in the fuel pits.
2. The Chu Lai Airfield Operations Manual reflects de-arming area locations and procedures in detail.
3. In an emergency or where normal de-arming procedures cannot be followed due to traffic congestion or construction work, pilots and de-arming crews will ensure that a "hot" aircraft is pointed into an area where an accidental discharge during de-arming will not endanger life or property.

#### 708. WEATHER CRITERIA FOR ORDNANCE DELIVERY

1. The following weather criteria is provided as a guideline for ordnance delivery.

<u>DELIVERY</u>	<u>MIN. CEILING</u>	<u>MIN. VIS.</u>	<u>TAS AIRSPEED</u>
Unretarded bombs	5000'	5	450
Unretarded bombs	3500'	5	350
Snakeye bombs	1000'	5	450
Snakeye bombs	1000'	3	350
Strafing	1000'	5	450
Strafing	1000'	3	350

DECLASSIFIED

Rockets	2000'	5	450
Rockets	2000'	3	350
Zuni Rockets	3000'	5	450
CBU	1000'	5	450
Napalm	1000'	5	450
Napalm	1000'	3	350
Helo Escort	2200'	5	

## SECTION VIII

GENERAL PROCEDURES801. DISASTER RECOVERY

1. The nature of the current situation and the geographical location of MAG-13 results in a high disaster potential.
2. Wing Order 3440.8 concerning the responsibilities and procedures for recovery from disasters resulting from acts of nature, nuclear attack/accident or conventional warfare apply.

802. HAWK TRAINING

1. MAG-13 will participate in the Hawk Training Program.
2. Operations will be conducted in accordance with Wing Order P3600.1.

803. SPECIAL PROCEDURES FOR TACTICAL OPERATIONAL FLIGHTS

1. Special procedures for tactical operational flights are set forth in Wing Order 3700.4. These procedures are applicable to current MAG-13 operations.

804. GROUNDING OF AIRCRAFT

1. GruO 3750.8 applies.

805. FLIGHT TIME REPORTING PROCEDURES

1. All aeronautically designated personnel of this command will submit the annual flight performance/duty assignment report in accordance with Marine Corps Order 3760.1.