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MARINE FIGHTER ATTACK SQUADRON 232

Marine Aircraft Group 15
1st Marine Aircraft Wing
FPO San Francisco 96602

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5750
03A18473
3 July 1973

COMMAND CHRONOLOGY

1 JANUARY 1973 to 30 JUNE 1973

INDEX

PART I - ORGANIZATIONAL DATA

PART II - NARRATIVE SUMMARY

PART III - SEQUENTIAL LISTING OF SIGNIFICANT EVENTS

PART IV - SUPPORTING DOCUMENTS

VMFA-232

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Enclosure (1)

CONFIDENTIAL

CONFIDENTIAL

CONFIDENTIAL

CONFIDENTIAL

5750
03A18473
3 July 1973

PART I

ORGANIZATIONAL DATA1. DESIGNATION

Marine Fighter Attack Squadron 232

COMMANDER

Lt. Col R. O. LAWRENCE
1 January 1973 - 19 April 19732. GEOGRAPHICAL LOCATIONNam Phong Royal Thai Air Base
Nam Phong, ThailandMaj. J. M. MEAD
20 April 1973 - 30 June 1973PERIOD
1 January 1973 - 30 June 19733. STAFF OFFICERS

Executive Officer

Maj. W. T. MCFALL
1 January 1973 - 16 June 1973

S-1 Officer

Maj. D. G. DREWLOW
17 June 1973 - 30 June 1973

S-2 Officer

Capt. W. L. DOMINA
1 January 1973 - 30 June 19731/LT. P. A. LYND
1-21 January 19731/LT. P. V. MISUNAS
22-31 January 19731/LT. J. M. CLUELOW
1 February 1973 - 20 April 19731/LT. G. M. DENKIER
5 May 1973 - 14 June 1973

Enclosure (1)

CONFIDENTIAL

5750
03A18473
3 July 1973

CONFIDENTIAL

S-2 Officer

1/LT. R. E. NICOSIA
15-30 June 1973

S-3 Officer

Maj. A. E. PEET
1 January 1973 - 18 April 1973

S-4 Officer

Capt. L. T. HIGBEE
1 January 1973 - 30 June 1973

Maintenance Officer

Capt. C. L. CULLIER
1 January 1973 - 4 February 1973

Aviation Safety Officer

Capt. R. S. JONES
1 January 1973 - 20 March 1973

Human Affairs Officer

Capt. E. F. MAKES
21 March 1973 - 19 April 1973

4. Average Monthly Strength

<u>USMC</u>	<u>JAN</u>	<u>FEB</u>	<u>MAR</u>	<u>APR</u>	<u>MAY</u>	<u>JUN</u>
OFF/ENLISTED	33/212	35/204	36/199	33/195	34/186	32/172

Enclosure (1)
CONFIDENTIAL

CONFIDENTIALCONFIDENTIAL5750
03A18473
3 July 1973

PART II

NARRATIVE SUMMARY

(C) 1973 was ushered in by the "Red Devils" standing down on the 1st of January in compliance with a once day cease fire throughout Southeast Asia. During the remainder of the month, VMFA-232 flew 472 sorties, accumulating 704.9 hours. With Linebacker operations suspended, the emphasis was once again directed exclusively to the air-to-ground role. A total of 435 air-to-ground combat sorties were flown which resulted in 656.1 hours of flight time. Maintenance test flights, familiarization, and ferry hops accounted for an additional 37 sorties and 48.8 hours.

(C) On the 15th of January, the President of the United States ordered a halt to all bombing above the 17th parallel. The "Red Devils" began to concentrate their efforts in the MR-1 region of South Vietnam, with a majority of their air strikes taking place in the Quang Tri area.

(C) On 26 January two squadron aircraft were damaged by a rocket attack at Danang. The attack came during daylight hours. The crews were able to fly their aircraft back to Nam Phong, however both aircraft required approximately 25 man hours of maintenance prior to being ready for flight once again.

(C) The increased tempo of air-to-ground operations enabled the "Red Devil" aircrues to inflict substantial damage to enemy defenses in Laos and South Vietnam. Their professional approach to weapons delivery and pride in doing the best, established the call sign of "Motion" among FACs as a motto indicative with a job well done.

(C) VMFA-232 operations in South Vietnam came to an end on 27 January 1973. Motion 2 with Capt LUHMANN/1stLt POLING and Capt CAMPBELL/Capt CHURCH as aircrues delivered the last MAG-15 bombs on an enemy target in Quang Tri provence. It is of interest to note that 1stLt POLING's brother was an airborne FAC coordinating the air strike and commended the "Red Devils" for their professional work in view of the enemy 85MM anti-aircraft opposition.

(C) The month of February was an unusual one for the "Red Devils" of VMFA-232 as combat operations ceased in the country of Laos but for a brief one day period commenced in the country of Cambodia. The combat sorties rate declined con-

ENCLOSURE (1)
CONFIDENTIAL
CONFIDENTIAL

CONFIDENTIALCONFIDENTIAL5750
03A18473
3 July 1973

siderably from that of the previous month due to reduction of fraged sorties and the cessation of bombing in Laos and Cambodia. The squadron was required to fly only ten sorties as compared with sixteen sorties per day for the previous month. A total of 261 combat sorties were flown resulting in 373.8 flight hours. Non-combat sorties numbered 67 with a corresponding flight hour total of 103.7. Total flight hours for the month of February were 477.5.

(C) As the squadron's commitment decreased in Laos a concentrated effort was made to insure that MAG-15 staff pilots would meet their yearly proficiency minimums. On an average, non-squadron pilot's were flying 22% of the squadron's daily flight schedule. Emphasis was directed toward night minimums and because of this, the normal rush at the end of the fiscal year was alleviated. The MAG-15 staff personnel flew a total of 82 sorties for an accumulation of 137.9 flight hours.

(C) On 22 February the Laotian cease-fire went into effect. The "Red Devils" achieved the distinction of possessing the last Marine aircraft to deliver ordnance in Laos. The flight was led by the "Head Devil," LtCol R. O. LAWRENCE and his Radar Intercept Officer, 1stLt T. L. OWENS. The wingman was Major A. E. PEET with CWO-3 D. O. SWANEY as his RIO. Upon return to Nam Phong the crews were welcomed by refreshment and pictures taken in keeping with the spirit of the "Red Devils".

(U) The officers of VMFA-232 re-emphasized Marine aviation tradition on the 23rd of February. They arrived at the Udorn Officers Club in their resplendent "Red Devil" party suits for the Air Force "End the war happy hour". The "Red Devils" quickly took tactical command of the occassion by initiating a three man lift. Three burley Air Force officers agreed to be participants and the success of the venture can be best described by the words of one of the Air Force officers taking part when he said "I really thought the big Marine was going to lift all of us". The evening progressed with an introduction to "carrier quals", song competition and everything that exemplifies the "Red Devil Spirit". The reaction by the Air Force was tremendously enthusiastic and they described the whole affair as the "best Happy Hour we've ever had here".

ENCLOSURE (1)

CONFIDENTIAL**CONFIDENTIAL**

CONFIDENTIAL**CONFIDENTIAL**5750
03A18473
3 July 1973

(C) The versatility of VMFA-232 was shown on the 25th of February when they were tasked to fly combat sorties in Cambodia. Even though combat operations had been terminated the "Red Devils" quickly assumed their ready posture and met the commitment without a hitch.

(C) The remainder of the month saw the "Red Devils" reconfigure for a training role. Flight support lectures preceded the training flights which emphasized the air-to-air and ACM environment. The emphasis was placed on refresher

flights to foster safe, standardized training while regaining the reflexes necessary during ACM flying. These talents layed dormant while bombing for extended periods of time. Weather during the last part of the month played havoc with the amount of sorties generated as smoke and haze reduced visibility.

(U) The remoteness of Nam Phong did not limit educational opportunities for the personnel of VMFA-232. During the month of February a high school education program was initiated. The course was sponsored by St. Louis High School, Honolulu, Hawaii and completion enabled an individual to receive an actual high school diploma vice an equivalency. The courses were taught by Capt DEGNAN, Capt MC NUTT and 1st Lt SUMMERLIN three nights a week. Twenty "Red Devils" took the courses offered.

(U) The ending of February was highlighted by a MAG-15 Mess Night. VMFA-232 enjoyed the social event in "primitive" Nam Phong. The formality of the occasion was strictly adhered to with the exception that party flight suits were substituted for the dress uniform.

(C) The month of March proved to be a flexable period for the "Red Devils" of VMFA-232. The training programs initiated in February continued throughout most of March. The primary emphasis was on ACM and air-to-air proficiency. To proficiency. To realize the full potential of this type of training only full systems aircraft were flown. Total flight time decreased due to the nature of ACM sorties and scheduled sorties lost due to non-availability of full systems aircraft. The squadron considered this necessary in order to accomplish meaningful training.

(C) The decrease in flight hours was evident in the first two weeks and this was directly proportional to the unusually high NORS rate (Not Operational Ready Supply) that the maintenance section had to contend with. For the first fifteen days, the NORS rate averaged seven which meant that this same

ENCLOSURE (1)

CONFIDENTIAL

CONFIDENTIALCONFIDENTIAL5750
03A18473
3 July 1973

number of aircraft were lost to our flight schedule. In cases where an aircraft was available for flight but did not have a full system capability, the sortie was cancelled and maintenance was allowed to work on the system or wait for parts, rather than flying the aircraft in a degraded status. The trend began changing the second half of the month as the NORS rate dropped and full systems capable aircraft increased. The average flight time per day at the beginning of the month, was approximately 13.3 hours while the last two weeks increased to 20.6 hours per day. Red Devil maintenance experienced a steady reduction of personnel during this period.

(C) The "Red Devils" ACM syllabus was greatly enhanced by utilizing a low wing-loaded adversary, the A-6A from VMA(AW) -533. The A-6 turn radius and basic performance approximate certain soviet aircraft. It was utilized to simulate MIG series tactics employed in North Vietnam. These features made our "Red Devil" aircrews more conscientious in employing their tactics. The benefits of this program was two fold. The A-6 community was able to increase combat readiness by fulfilling training requirements and learning how to adequately defend themselves when being attacked. To make the training more meaningful for both squadrons a mutual exchange program was initiated that allowed one of VMFA-232's aircrewmen to fly in the right seat of the A-6 in order to give immediate tactical advise to the A-6 pilots. A better view of our tactics was accomplished by providing a back seat hop to the A-6 crews while engaging their own aircraft. The lessons learned and the exchange of information produced a mutual bond which significantly influenced the rapport and respect between the two squadrons. It was hoped that the program could be expanded to include section A-6 tactics against a section of F-4s which would be allowed both squadrons to obtain invaluable ACM experience and syllabus increase in CRP, but the involvement of Marine Aviation into the Cambodian theatre of operations precluded this from happening.

(C) On the 30th of March the "Red Devils" showed their combat ready posture once again by quickly assuming a combat role upon short notice. Due to the extremely long mission profiles (up to 850 miles) and impending poor weather, the decision was made to limit ordnance to six MK-82s and four ZUNI rockets. The reduced drag and gross weights provided more options to flight leaders for ensuring mission completion with an adequate margin of safety. The reduced ordnance load was considered acceptable since the total TAC air commitment in Cambodia was sufficient for the anticipated target availability.

ENCLOSURE (1)

CONFIDENTIAL

CONFIDENTIALCONFIDENTIAL5750
03A18473
3 July 1973

(C) The monthly flight time totals reflect the areas of concern mentioned. The "Red Devils" accumulated 267 sorties and 394.5 hours. Combat missions accounted for twelve sorties and 26.5 flight hours. The MAG-15 staff aircrews received their fair share of the squadrons total time by flying 70 sorties which totaled 121.7 hours. The limited number of combat sorties and continued emphasis on flying ACM training with full systems aircraft was the squadron's goal for April.

(C) During the month of April the "Red Devils" strived for a compromise between the scheduling of combat operations and training sorties. The emphasis was again on flying full systems aircraft on all missions. The personnel situation continued its downward trend. Facing these operational problems was not an easy task in view of the 100° mean daily temperature at Nam Phong. The "Red Devils" were able to work around these obstacles and fly 316 sorties and 590.8 hours. The combat commitment was 174 sorties and 398.7 hours.

(C) Meaningful training was achieved by working closely with the 621st Tactical Control Squadron at Udorn AFB. "Red Baron" missions were devised to simulate Soviet tactics and U. S. radar control procedures. Two separate controllers and frequencies were utilized to add realism to the mission.

(C) The first half of the month progressed as anticipated with a mixture of training and combat sorties. Group staff personnel, augmenting squadron aircrews, continued to receive their fair share of all missions. Experienced aircrews were leaving at the beginning of the month while less experienced personnel joined during the end of the month. This necessitated adapting training missions to the needs of the joined aircrew members. This also reduced combat effectiveness by breaking up aircrews, thus individual skills had to be relearned to function as an effective combat crew.

(U) The Officers of VMFA-232 toasted farewell to LtCol LAWRENCE at the CHAROEN Hotel in Udorn on the 16th of April. Pleasantries were exchanged among the officers. The official change-of-command ceremony was held with Major J. M. MEAD relieving LtCol R. O. LAWRENCE as the new "Head Devil" on April 19th. During the evening a reception was held for the officers to bid their final last adieu to LtCol LAWRENCE and make introductions to the new "skipper".

ENCLOSURE (1)

CONFIDENTIAL**CONFIDENTIAL**

CONFIDENTIALCONFIDENTIAL5750
03A18473
3 July 1973

(C) The month of May was another favorable flying month for VMFA-232. The squadron accumulated 350 sorties for a total of 665.3 hours. Of these 203 were combat sorties totaling 481.3 hours. Flying full systems aircraft on all missions paid extra dividends for the aircrews. The only way to avoid the monsoon thunder storms and successfully navigate to and from the target areas was to highlight the weather on radar, then deviate as necessary. The emphasis was placed on refreshing the newly joined pilots and RIOs. During the latter half of the month aircrews were teamed up and effectiveness increased substantially.

(U) The month of May saw the Red Devils display their construction talents under the guidance of the S-4 section. Many individual Red Devils assisted in improving the living standards in the enlisted area. Each hootch was divided into eight cubicles with each providing adequate clothing storage, a writing desk, valuable storage, and privacy. The troops morale increased accordingly throughout the month and projects were completed ahead of schedule. Along with the interior redesign, the exteriors were ~~louvered~~ and provided with protection from the monsoon rains. While the enlisted men were busy improving their quarters the officers were working on a project of their own. The officers completely insulated and air conditioned a hootch for use as a recreation and aircrew training facility. Work was accomplished by the officers of the squadron. All materials were procured from military bases throughout Thailand and the Phillipines from salvage by 1st Lt "Thunder" THEUNE.

(C) The squadron faced a major decision the last half of the month. A missile shoot was planned for MAG-15 at Cubi Point, Phillipines. This would mean deploying personnel to the Phillipines and continuing combat operations at Nam Phong. VMFA-232 was facing a shortage of enlisted personnel in maintenance, with radar and ordnance being two key areas. The influx of new aircrews with qualifications such that only meaningful training exercise that could be undertaken was a Phase III missile shoot. This would necessitate obtaining dissimilar ACM training in preparation for this 2 on 1 missile exercise. Additionally this would require a concentrated surge of training sorties over a short period to refresh aircrews adequately. The squadron felt that by dividing squadron assets, aircraft and radar systems avail-

ENCLOSURE (1)

CONFIDENTIAL**CONFIDENTIAL**

CONFIDENTIAL**CONFIDENTIAL**5750
03A18473
3 July 1973

ability would suffer and not recover until the end of September when personnel increases were projected. To avoid the possibility of cancelling combat sorties and losing weapon systems that had been maintained in the past, the missile shoot was postponed for VMFA-232.

(C) The month of June marked a historic occassion for VMFA-232. The squadron was able to operate and meet all its commitments with approximately 64% of T/O. The squadron flew 318 sorties and 610 flight hours. Of these 184 were devoted to combat totaling 442.4 hours. Continuing the policy of MAG-15 staff aircrews received their fair share of flying, and all staff pilots and RIOs attained their annual minimums while flying 12% of the squadron's flight time. The squadron continued to operate under the full systems concept and attained a 5.6 hours mean-time between failure rate on the AWG-10. This is a feat that is rarely attained under normal operating conditions but compounded with reduced personnel and adverse weather it will be hard duplicate.

(U) The first of June marked the founding of the Human Affairs Division as a special staff division under the Commanding Officer. The philosophy was to create a positive, preventative approach to solving stresses confronting personnel vice punative action once the problems surface.

The division is headed by the Human Affairs Officer with the following personnel aiding; Legal Officer, Equal Opportunity/Humans Relations Officer, Career Planning/Education Officer, Drug Abuse/Exemption Officer, Alcohol Abuse Officer, and Special Service Officer. The Executive Officer and Sergeant Major attend all meetings and offer special assistance as necessary.

The objective is to identify areas of human concern before they occur, analyze these areas and provide solutions. Individual Marines are advised of what is expected of them, informed of the services available to them within the squadron, and provide feedback by means of regularly conducted leadership sessions within their shops.

The Human Affairs Division Officer screens SRB's of all Corporals and below. He searches for traits which may prove adverse to the squadron's mission and military adaptability. Once identified the individuals are guided during bi-monthly "Had" council meetings with their OIC/

ENCLOSURE (1)

CONFIDENTIAL**CONFIDENTIAL**

CONFIDENTIALCONFIDENTIAL5750
03A18473
3 July 1973

NCOIC's. By these leadership actions personal problems are to be controlled and guided so punitive actions can be minimized.

(C) To maintain a keen, ready posture "Red Devil" aircrrews were sectioned together for maximum combat effectiveness. Sectioning aircrrews could minimize duplication in training and enable a smooth progression in assuming a total air-to-air role if tasked. The basic fighting element is a section of F-4's. To maintain the continued emphasis on ACM numerous aircrrew training sessions were conducted at the "Red Devil Den" during the month. To achieve a well-rounded exposure to aircraft employment a training session with TFS-555 at Udorn AFB was coordinated on 23 June. Aircrrews were exposed to the slatted F-4E and associated sophisticated avionics equipment. A brief discussion of tactical doctrine was beneficial to the aircrrews. It enabled them to evaluate and implement what they considered the best tactics during their next airborne training mission. It is hoped the exchange of ideas will continue and lead to better aircrrews for both.

(U) During the month work was started on the enlisted recreation hootch and should be completed by the middle of July. The enthusiasm and spirit that goes into accomplishing all tasks undertaken by the "Red Devil" can be summarized by a Thai motto "Can Do Easy".

ENCLOSURE (1)

CONFIDENTIAL**CONFIDENTIAL**

CONFIDENTIALCONFIDENTIAL5750
03A18473
3 July 1973

PART III

Sequential Listing of Significant Events

1 Jan 1973 New Years Day was celebrated with a one day cease-fire throughout Southeast Asia, consequently VMFA-232 operations were suspended.

6 Jan 1973 Corporal R. A. LAFONTAINE was meritorious promoted to his present rank.

15 Jan 1973 The United States discontinued operations above the 17th parallel. This enabled VMFA-232 to shift the majority of its combat sorties to the MR-1 region of South Vietnam in direct support of South Vietnamese ground forces.

24 Jan 1973 Motion 5 obtained a damage assessment of four (4) trucks destroyed, 50 small secondary explosions, and four (4) sustained fires while working in the "Steel Tiger" area.

26 Jan 1973 Two (2) squadron aircraft were damaged by a 122MM rocket attack on Danang Air Base.

27 Jan 1973 Motion 2 was the last Marine flight to utilize Danang Air Base as a turn around base to deliver ordnance in South Vietnam. During the squadron formation 1/LT. STANFILL was awarded a CG, 1st MAW Certificate of Commendation for his efforts in bring back safely to base a severly damaged aircraft.

28 Jan 1973 The cease-fire agreement was signed to end the United States participation in the Vietnam Conflict. However, "Red Devil" combat operations continued in the "Steel Tiger" and "Barrel Roll" areas of operation in Laos.

3 Feb 1973 Motion 4 was responsible for starting seven (7) sustained fires and destroying 20 military structures while flying combat sorties in the "Steel Tiger" area. The FAC's appraisal of the "Red Devil" success was expressed in these words "Number One Bombs". The crews were Capt. COOK/1/LT. OWENS and Capt. TAYLOR/Capt. HIGBEE.

ENCLOSURE (1)

CONFIDENTIAL**CONFIDENTIAL**

CONFIDENTIAL5750
03A18473
3 July 1973**CONFIDENTIAL**

10 Feb 1973 At a squadron formation the following personnel were awarded the Navy and Marine Corps Medal for their heroic action in preventing a fire in the fuel pits from spreading and producing an inferno of airplanes, bombs and missiles: 1/LT. T. L. OWENS, SSgt. W. M. RUSSELL, Sgt. L. C. MUNIEC, and Cpl. W. L. PAULSON.

15 Feb 1973 1/LT. J. W. SUMMERLIN, R. D. ZERR, G. B. CARVER, J. M. CLUELOW and P. E. FOSTER were awarded the Air Medal for their participation in combat operations as members of VMFA-232.

17 Feb 1973 Squadron personnel had the opportunity to visit with six (6) NFL football players and view the 1973 Super Bowl game.

22 Feb 1973 The first St. Louis High School extension classes were held by VMFA-232.

23 Feb 1973 Combat operations came to a close in Laos for the Marines of MAG-15 as the Laotian cease fire went into effect. Motion 4 led by LtCol. LAWRENCE delivered the last Marine ordnance in Laos.

25 Feb 1973 At a squadron formation Cpl. GRISWALD received the Navy Commendation Medal. Receiving their Air Medals were Capt.'s CAMPBELL, COOK, and CULLER, 1/LT.'s MISUNAS and OWENS.

3 Mar 1973 The "Red Devils" were launched on short notice in support of air operations in Cambodia. This was the first time MAG-15 air power was utilized in Cambodia.

19 Mar 1973 At a squadron formation Sgt. R. T. ROWLAND was presented the Navy Achievement Medal for his exemplary performance in 232's ordnance shop. Cpl. R. A. FINKEN was meritoriously promoted to his present rank.

An Air Combat Maneuvering training program including VMA(AW)-533 A-6A aircraft was initiated. The A-6A performed the role of Soviet aircraft, simulating their tactics, to add realism to VMFA-232's training. The resultant training accomplishment was beneficial to both squadrons and added to the combat ready posture of MAG-15.

ENCLOSURE (1)

CONFIDENTIAL

CONFIDENTIALCONFIDENTIAL5750
03A18473
3 July 1973

28 Mar 1973

The "Red Devil" crews received a rules of engagement brief concerning air operations in Cambodia. ACM training against the A-6A adversary was suspended.

30 Mar 1973

VMFA-232 reverted back to a familiar role of air-to-ground missions in Cambodia. The first mission was led by LtCol. LAWRENCE. The tradition of the "Red Devil" accuracy was maintained by Maj. FEET/Lt. CLUELOW and Capt. DAVIS/Capt. HIGEE flying as Motion 5. They accounted for 30 KBA and the FAC's comments "we're glad to have the Motion guys back with us", typify the respect attain by VMFA-232's aircrews.

31 Mar 1973

The shining example of physical fitness was exemplified by MSgt. EDWARDS, VMFA-232 Maintenance Chief, during a three mile run held in Udorn. The 47 years old "top" jogged to a second place in eighteen minutes and 7 seconds. Since joining in September he has logged over 1,000 miles at the Rose Garden". The afternoon was enjoyed by all members during a recreation field day with beverages and charcoaled hamburgers.

5 Apr 1973

Capt. D. CAMPBELL received MAG-15's Company Grade Officer of the Month for March nomination for his exemplary performance as VMFA-232's night maintenance officer. He received this coveted nomination again during the month of April.

16 Apr 1973

The officers of VMFA-232 hosted a going away party for LtCol. LAWRENCE at the CHAROEN HOTEL in Udorn. The party was a pleasant occassion for all with speeches given by outgoing squadron members and momentos exchanged.

19 Apr 1973

VMFA-232 held an official change-of-command ceremony. Relieving LtCol. LAWRENCE was Maj. J. M. MEAD. Among the guest were Thai Air Base Commander, Colonel NIMOL; MAG-15 Commanding Officer, Colonel TALBERT; and squadron CO's. The "Red Devils" hosted a reception at the Officers Club during the evening to say farewell to LtCol. LAWRENCE and introduce themselves to the new "Head Devil".

20 Apr 1973

The Vietnamese Cross of Gallantry was presented at a squadron formation to Major A. E. FEET, Captain W. L. DOMINA, and Captain G. H. TAYLOR. Also promoted to Sergeant was Corporal PETERS.

ENCLOSURE (1)

CONFIDENTIAL

5750
03A18473
3 July 1973

CONFIDENTIAL

CONFIDENTIAL

23 Apr 1973 Upholding the reputation of the "Red Devils" in Cambodia Motion 2 led by Maj. PEET/1/LT. THUENE with Capt. BOIVIN/1/LT. HUMBERD as the wingman, accounted for 60 KBA, two (2) machine guns, one (1) structure, one (1) mortar and numerous smallarms destroyed.

25 Apr 1973 Motion 2 won the MAG-15 "top gun" award for obtaining 40 KBA, 80 WBA, one (1) mortar and two (2) machine guns destroyed. the flight was led by Capt. DOMINA/1/LT. BROCK with Capt. SINGLETON/1/LT. HUZL as the wingman.

27 Apr 1973 "Red Devils" accounted for 45 KBA and 100 WBA while destroying three (3) mortar positions. The crews were 1/LT. SUMMERLIN/1/LT. HUMBERD and Capt. COOK/Capt. CHURCH.

3 May 1973 The BDA continued to mount under "Red Devil" aircrrew participation in Cambodia. Maj. MEREDITH/1/LT. FOSTER and Capt. CAMPBELL/1/LT. ROHLOFF destroyed four (4) bunkers, numerous smallarms, and 75 KBA.

4 May 1973 The "Red Devils" begin to dig into making the enlisted area more habitable. Hootches were partitioned into eight (8) cubicles and the exteriors were protected against forth coming monsoons.

9 May 1973 "Red Devil" officers pitched in to organize the construction of the "Red Devil Den". A vast display of carpentry talents were available and many were learned by all the participants. The recreation hootch would bring a little civilization into the "Rose Garden" and provide a facility for aircrrews training.

12 May 1973 Motion 1 delivered their ordnance on target in true "Red Devil" tradition, accounting for 45 KBA and eleven bunkers destroyed. The flight was led by Maj. MEAD/Capt. MARES with the wingman being Capt. OLSEN/1/LT. FOSTER.

A afternoon off was in store for all squadron members. The frolicing in the sun was interupted by a afternoon monsoon shower, but this did not damper the "Red Devil Spirit" as the party continued in the mud. A good time was had by all.

ENCLOSURE (1)

CONFIDENTIAL
CONFIDENTIAL

5750
03A18473
3 July 1973

CONFIDENTIAL

9 June 1973

The "Red Devil" officers hosted the MAG-15 Mess Night. True to "spirit" it was the best that many officers had witnessed. The occasion was stoically controlled by Col. TALBERT. The guest speaker was Col. R. W. CLEMENT, Commanding Officer of 432 Tactical Reconnaissance Wing, Udorn AFB. A good time was had by all and a favorable impression of Marine Corps tradition remained in the memory of all participants.

Capt. W. L. DOMINA was selected as the Company Grade Officer of the month for May 1973 for his professionalism in air and managerial abilities on the ground.

13 June 1973

Motion 1 led by Capt. OWENS/CWO SWANEY with Maj PYIE/1/LT. ROHLOFF as wingman accounted for 30 KBA while destroying 50 bunkers and numerous mortars and machine gun emplacements.

Receiving their first Air Medals were Capt.'s FELL, DUDLEY, OLSEN and 1/LT. ROHLOFF.

14 June 1973

Motion 1 furthered the BDA of the "Red Devils" by delivering their ordnance accurately. The flight accounted for 20 KBA while destroying bunkers and sustaining a fire.

15 June 1973

The officers of VMFA-232 hosted their official Mess Night in the "Red Devil Den". It was a elegant occasion and marked the parting of Majors MCFALL and MEREDITH. Col. TALBERT was the honored guest.

17 June 1973

VMFA-232's men were privileged by the visit of the Commandant of the Marine Corps, General CUSHMAN.

19 June 1973

"Red Devil" aircrews continued to deliver their ordnance accurately on Cambodia. Capt. DOMINA/1/LT. LEHMANN and 1/LT. DENKIER/1/LT. BROCK accounted for 30 KBA and several bunkers.

23 June 1973

To supplement aircrew training sessions being conducted in the "Red Devil Den" and gain knowledge concerning the equipment and operating procedures of other services the "Red Devils" descended upon TFS-555 at Udorn AFB.

ENCLOSURE (1)

CONFIDENTIAL
CONFIDENTIAL

5750
03A18473
3 July 1973

CONFIDENTIAL

13 May 1973 Motion 1 flown by 232 aircrews Maj. MEREDITH/1/LT. ROHLOFF and Capt. FELL/1/LT. CLUELOW struck an enemy position in Cambodia and knocked out several mortar and machine gun emplacements along with 30 KBA.

23 May 1973 VMFA-232's S-1 section did the impossible and received a noteworthy during 1st MAW's inspection. The inspecting team was so awed, they commented that it was the best in the Wing.

26 May 1973 The "Red Devils" continued to deliver their ordnance with accuracy on the enemy forces in Cambodia. Motion 3 took the MAG-15 "top gun" award with 40 KBA, destroying 50 bunkers and several mortar positions. The crews were Maj. MEREDITH/Capt. MARES and Capt. MORROW/1/LT. CARVER.

28 May 1973 Capt. DOMINA received a Single Mission Air Medal for his heroic participation during a rescue mission in Laos.

30 May 1973 Memorial Day celebrations were marked by the squadron's participation in the MAG-15 pageantry commemorating the dead and missing during the previous wars. Subsequently, there was limited squadron participation in the field day festivities. This was necessary due to the continuing combat requirements. This day marked the completion of the enlisted cantonment area and the officers recreation hootch. These projects unified the squadron with a new "spirit". By their own efforts, and sacrifices a more enjoyable life could be made at the "Rose Garden" and everyone learned that through cooperating with one another the "Red Devil" could conquer any limitations.

1 Jun 1973 The squadron Human Affairs Division was organized as a special staff billet to the Commanding Officer. By this approach a preventative program was established to solve personal problems of the squadron Marines before they erupt into corrective problems. It was felt this positive program would control and guide Marines with leadership when confronted with the stresses of life.

The "Red Devil Den" was officially christen and blessed by Father LUKE + 7 and opened to all members.

ENCLOSURE (1)

CONFIDENTIAL

CONFIDENTIALCONFIDENTIAL5750
03A18473
3 July 1973

A four (4) hour training program was conducted where the Marines learned a great deal and a beneficial exchange of ideas, tactics, and flight conduct were mutually satisfying to all participants.

26 June 1973 The second class of St. Louis High School was started with several VMFA-232 personnel participating as students and instructors.

30 June 1973 A milestone in the history of VMFA-232 was reached. While maintaining a critical 70% of manning level on personnel the squadron was able to mass 610 flight hours and fly 184 combat sorties while retaining 5.6 mean-time between failure on the AWG-10 weapon system. A feat that will be hard to surpass.

True to form the "Red Devils" displayed their professionalism in the sky with a BDA of 30 KBA and 20 WBA, to end the month. Motion 3 was led by Major DREWELLOW/1stLt ROHLOFF with 1stLt CIESLAK/Capt MC NUTT as the wingman.

ENCLOSURE (1)

CONFIDENTIAL**CONFIDENTIAL**

5750
03A18473
3 July 1973

CONFIDENTIAL

CONFIDENTIAL

PART IV

Supporting Documents

- A. (C) List of VMFA-232 BDA from 1 January 1973 to 30 June 1973
- B. (C) Personnel
- C. (C) Air Operations
- D. (C) Maintenance
- E. (C) Ordnance Expenditure from 1 January 1973 to 30 June 1973
- F. (U) Aviation Safety

Enclosure (1)

CONFIDENTIAL

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CONFIDENTIALCONFIDENTIAL5750
03A18473
3 July 1973

A. VMFA-232 BDA for the period 1 January 1973 to 30 June 1973

KBA-805
WBA-250
Probable-16
Bunkers-581 Destroyed; 37-Damaged
Trucks-40 Destroyed; 12-Damaged
Fortified Positions-87 Destroyed; 1-Damaged
Automatic Weapons Positions-8 Destroyed
Bridges-6 Destroyed; 5-Damaged
Military Structures-82 Destroyed; 31 Damaged
Carts-10 Destroyed; 1 Damaged
Warehouses- 4 Destroyed; 1 Damaged
Machine Guns-26 Destroyed
Mortars-27 Destroyed
Rockets-7 Destroyed
M-79's-10 Destroyed
Artillery/Rocket Positions-9 Destroyed
Small Arms-35 Destroyed
Artillery Pieces-3 Destroyed
Tanks- 2 Destroyed; 1 Damaged
Bulldozers-2 Destroyed
Stacks of Supplies-36 Destroyed
Cash Supplies-9 Destroyed
Road Graders-1 Damaged
POL Tanks-20 Destroyed
Fuel Dumps-1 Destroyed
Command Post-1 Destroyed
Steam Rollers- 2 Destroyed
Fords- 4 Destroyed; 1 Damaged
Boat Landings- 1 Destroyed
Dam- 1 Destroyed
Boats- 25 Destroyed
Ferry- 1 Destroyed
River Ford- 25' Destroyed
Barges- 3 Destroyed
Jeep Trailers- 1 Damaged
Pipeline Cut- 1 Damaged
Pipeline- 20' Damaged
Pumping Station- 1 Destroyed
Caves- 2 Destroyed; 1 Damaged
TIC Broken- 2
Trench Line- 130 meters cut
Road Cut- 80 Meters
Fires- 39 Small; 43 Medium;
33 Large; 1 Chemical
Secondary Explosions: 75 Small;
62 Medium; 27 Large

Tab A
Enclosure (1)CONFIDENTIAL**CONFIDENTIAL**

5750
03A18473
3 July 1973**CONFIDENTIAL**CONFIDENTIAL

B. (C) Personnel

	<u>OFFICERS</u>						<u>ENLISTED</u>					
	<u>JAN</u>	<u>FEB</u>	<u>MAR</u>	<u>APR</u>	<u>MAY</u>	<u>JUN</u>	<u>JAN</u>	<u>FEB</u>	<u>MAR</u>	<u>APR</u>	<u>MAY</u>	<u>JUN</u>
<u>Joined</u>	2	4	8	4	7	4	10	19	12	14	7	16
Transferred	3	3	7	5	5	6	24	31	22	14	16	30
Promoted	0	0	0	0	0	0	1	6	3	8	14	3

Tab B
Enclosure (1)CONFIDENTIAL**CONFIDENTIAL**

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5750
03A18473
3 July 1973

C. (C) Air Operations

	<u>JAN</u>	<u>FEB</u>	<u>MAR</u>	<u>APR</u>	<u>MAY</u>	<u>JUN</u>
Total Sorties	472	326	266	316	350	318
Total Flight Hours	704.9	477.5	394.5	590.8	665.3	610.0
Total Combat Sorties	435	261	12	174	203	184
Total Combat Hours	656.1	373.8	26.5	398.7	481.3	442.4
High Day Sorties	19	17	16	17	16	14
High Day Hours	28.5	24.6	24.8	27.1	31.1	28.1
Average Pilot Strength	14	13	14	15	15	14
Average Pilot Sorties	23.1	18.3	16.2	15.1	15.4	17.9
Average Pilot Hours	41.1	27.1	20.6	23.6	30.1	33.1
Average RIO Strength	14	13	15	17	15	14
Average RIO Sorties	27.6	20.5	18.0	17.0	22.4	20.8
Average RIO Hours	45.2	27.7	21.1	31.8	39.8	40.3

Tab C
Enclosure (1)

~~CONFIDENTIAL~~
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CONFIDENTIALCONFIDENTIAL5750
03A18473
3 July 1973

D. (C) Maintenance

	<u>JAN</u> 16	<u>FEB</u> 16	<u>MAR</u> 16	<u>APR</u> 16	<u>MAY</u> 16	<u>JUN</u> 16
Average Aircraft Assign						
Average Operational Readiness	56.9%	54.8%	48.8%	53.7%	58.1%	53.7%
Calander Inspection	3	2	2	4	3	2
Average Aircraft On Hand	16.0	16.0	15.7	15.9	15.9	15.4

Tab D
Enclosure (1)**CONFIDENTIAL**
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5750
03A18473
3 July 1973**CONFIDENTIAL**CONFIDENTIAL

E. (C) Ordnance Expenditure

	<u>JAN</u>	<u>FEB</u>	<u>MAR</u>	<u>APR</u>	<u>MAY</u>	<u>JUN</u>
MK 82 (500 pound bomb)	4,431	2,230	65	1,179	1,575	1,532
MK 83 (1,000 pound bomb)	56	0	0	0	0	0
CBU 20 (Rockeye II)	0	208	0	93	343	190
5.0 inch Zuni Rocket	354	227	8	114	241	80
Total Tonage	1,153	618	17	323	476	391

Tab E
Enclosure (1)**CONFIDENTIAL**

CONFIDENTIALCONFIDENTIAL5750
03A18473
3 July 1973

F. (U) Aviation Safety

	<u>JAN</u>	<u>FEB</u>	<u>MAR</u>	<u>APR</u>	<u>MAY</u>	<u>JUN</u>	<u>Total</u>
Aircraft Accident	0	0	0	0	0	0	0
Aircraft Incidents	3	1	1	0	1	3	9
Ground Accidents	0	1	1	1	1	1	5

Tab F
Enclosure (1)**CONFIDENTIAL**

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MARINE FIGHTER ATTACK SQUADRON 232

Marine Aircraft Group 15

1st Marine Aircraft Wing

FPO San Francisco 96602

3:RKW:ptr
5750
03A00273
2 January 1972

VMFA-232

COMMAND CHRONOLOGY

1 DECEMBER TO 30 DECEMBER 1972

INDEX

PART I - ORGANIZATIONAL DATA

PART II - NARRATIVE SUMMARY

PART III - SEQUENTIAL LISTING OF SIGNIFICANT EVENTS

PART IV - SUPPORTING DOCUMENTS

Enclosure (1)

~~DECLASSIFIED~~

Dec 1972

DECLASSIFIED

5750
03A00273
2 January 1973

DECLASSIFIED

PART I

ORGANIZATIONAL DATA

1. DESIGNATION

Marine Fighter Attack Squadron 232

COMMANDER

LtCol R. O. LAWRENCE
1-31 December 1972

2. GEOGRAPHICAL LOCATION

Nam Phong Royal Thai Air Base,
Nam Phong, Thailand

PERIOD

1-31 December 1972

3. STAFF OFFICERS

Executive Officer

Major W. T. MCFALL
1-31 December 1972

S-1 Officer

Captain W. L. DOMINA
1-31 December 1972

S-2 Officer

1/LT P. A. LYND
1-31 December 1972

S-3 Officer

Major A. E. PEET
1-31 December 1972

S-4 Officer

Captain L. T. HIGBEE
1-31 December 1972

Maintenance Officer

Captain C. L. CULLER
1-31 December 1972

Aviation Safety Officer

Captain R. S. JONES
1-31 December 1972

Human Affairs Officer

1/LT D. L. BORDERS
1-31 December 1972

4. AVERAGE MONTHLY STRENGTH

USMC		USN		OTHER	
OFF	ENL	OFF	ENL	OFF	ENL
33	236	0	0	0	0

USMC		USN		OTHER	
OFF	ENL	OFF	ENL	OFF	ENL
0	0	0	0	0	0

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Enclosure (1)

CONFIDENTIAL

5750
03A00273
2 January 1973

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PART II

NARRATIVE SUMMARY

(U) The "Red Devils" of VMFA-232 had their time well occupied during December. On the first day of the month, the Squadron newsletter was published and the next day, with no let up in launching combat missions, a personnel inspection was held by the MAG-15 Commanding Officer, Colonel A. W. TALBERT. The professional attitude and performance of the "Red Devils" in all aspects of their work was commended by Col. TALBERT.

(C) For the first eighteen days of December, the Squadron concentrated their efforts on launching sixteen air-to-ground combat sorties daily. On the nineteenth of the month, airstrikes into North Vietnam were resumed above the twentieth parallel, and VMFA-232 went back into the air-to-air action as the BARCAP in support of the U. S. Air Force LINEBACKER operations.

(C) Since the requirement to continue launching some air-to-ground missions still existed, a means of reducing time lost due to configuration changes was devised. By rearranging time on station periods, the need for three (3) external fuel tanks was eliminated and so the centerline tanks were removed. This in turn eliminated the problems experienced in the past of defueling the aircraft to get within allowable gross weight limitations when carrying ordnance. This change also allowed for improved performance while on the BARCAP; increased speed, better fuel specifications, less energy bleed-off in turns, and generally a better handling aircraft.

(C) Weather proved to be much better during this period of operation too. All LINEBACKER missions were flown as scheduled so the squadron did not have to cope with last minute air-to-ground schedule add-ons and aircraft reconfiguration, as was the case in the previous period of flying LINEBACKER.

(C) During the month, the "Red Devils" flew 334 air-to-ground sorties and 46 air-to-air sorties. These accounted for a total of 664.6 combat hours flown. Maintenance test and ferry flights brought the Squadron total to 413 sorties and 694.7 hours flown.

(C) The burden caused by a shortage of RIO's was lifted slightly with the joining of Captain K. E. MCNUTT and 1/Lt. G. B. CARVER. This brought the total number of Radar Intercept Officers on hand, up to the same number as the Naval Aviators in the Squadron.

(U) Morale was given a big boost with the coming of the BOB HOPE USO Christmas show. The efforts of MR. HOPE to bring a little bit of home to the Marines stationed here was greatly appreciated, and the "Red Devils" pitched in to give him a warm welcome and large vote of thanks.

Enclosure (1)

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5750
03A00273
2 January 1973

CONFIDENTIAL

(U) On Christmas Eve the Squadron had a short religious service followed by a carol sing and then a steak cook-out. As a result of a Christmas cease-fire, the "Red Devils" were able to take a break from their normal hectic routine and stand down on Christmas day.

Enclosure (1)

CONFIDENTIAL

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5750
03A00273
2 January 1973

DECLASSIFIED

PART III

SEQUENTIAL LISTING OF SIGNIFICANT EVENTS

1 Dec 1972 Squadron "Red Devils" newsletter published and distributed, tab (G).

2 Dec 1972 Personnel inspection held by MAG-15 Commanding Officer, Col. A. W. TALBERT. All hands were well prepared and Col. TALBERT commended the "Red Devils" for their outstanding performance during November.

12 Dec 1972 Cpl. R. L. HOWINGTON and Sgt. T. G. GALIPEAN were promoted to their present rank, meritoriously. Sgt.'s J. E. FREEMAN, D. E. LOCKETT and A. K. WALDRUP were awarded Good Conduct Medals, first award.

16 Dec 1972 Capt. R. K. WARD was awarded the Air Medal with bronze star for a combat mission flown on 13 June 1972. Capt. W. L. DOMINA was awarded a Certificate of Commendation for expertise in safely returning to base an aircraft with a severely ruptured fuel cell. Pfc. R. R. RUELAS was promoted to his present rank. L/Cpl. M. D. MOSES was given a Meritorious Mast for his efforts in establishing a low error rate in Unit Diary reporting.

19 Dec 1972 Bombing of military targets in North Vietnam above the twentieth parallel was resumed and VMFA-232 was again assigned the mission of BARCAP in support of U. S. Air Force LINEBACKER strikes.

23 Dec 1972 The BOB HOPE USO Christmas Show was presented at Nam Phong. It was very well received by everyone in attendance.

24 Dec 1972 A Squadron Christmas party was held in the enlisted cantiment. The Chaplain and SgtMaj. held a short service after which Red Cross Christmas presents were distributed.

25 Dec 1972 The Squadron stood down during a twenty-four hour Christmas ceasefire.

Enclosure (1)

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29 Dec 1972

Two (2) new RIO's, Capt. K. E. MCNUTT and 1/Lt. CARVER completed the MAG-15 in-country combat indoctrination course.

5750
03A00273
2 January 1973

PART IV

SUPPORTING DOCUMENTS

- a. (C) List of VMFA-232 BDA for the month of December
- b. (C) Personnel
- c. (C) Air Operations
- d. (C) Maintenance
- e. (U) Aviation Safety
- f. (C) Ordnance expenditure for December 1972
- g. (U) VMFA-232 Squadron Newsletter

Enclosure (1)

CONFIDENTIAL
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5750
03A00273
2 January 1973

DECLASSIFIED

A. (C) A list of VMFA-232 BDA for December follows:

1	Artillery Piece Damaged	2	Roads Cut
3	Secondary Explosions	5	Meters of Road Cut
8	Sustained Fires	4	Bunkers Uncovered
13	Bunkers Destroyed	20	Barrels Destroyed
2	Bunkers Damaged	200	Meters of Trench Line Destroyed
1	130 MM Gun Damaged	1	Supply Depot Destroyed
8	Structures Destroyed	2	Meters of Road Cut
3	Trucks Destroyed	15	Cases of Supplies Destroyed
3	Trucks Damaged	12	Stacks of Supplies Destroyed
2	Barges Sunk	1	Stack of 122MM Rockets Destroyed
1	85 MM Gun Damaged	1	Stack of Supplies Damaged
1	82 MM Morter Destroyed	1	Tank Damaged

Tab A
Enclosure (1)

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5750
03A00273
2 January 1973

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B. (C) PERSONNEL

	<u>OFFICERS</u>	<u>ENLISTED</u>
Joined	2	15
Transferred	2	12
Promoted	0	3

Tab B
Enclosure (1)

DECLASSIFIED

5750
03A00273
2 January 1973

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c. (c) AIR OPERATIONS

Total Sorties	413
Total Flight Hours	694.7
Total Combat Sorties	380
Total Combat Hours	664.6
High Day Sorties	19
High Day Hours	30.2
Average Pilot Strength	15
Average Pilot Sorties	27
Average Pilot Hours	46.3
Average RIO Strength	13
Average RIO Sorties	31
Average RIO Hours	53.4

Tab C
Enclosure (1)

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5750
03A00273
2 January 1973

DECLASSIFIED

D. (C) MAINTENANCE

Average Aircraft Assigned	16
Aircraft Operational Readiness	54.4
Calendar Inspection	4

Tab D
Enclosure (1)

CONFIDENTIAL
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DECLASSIFIED

5750
03A00273
2 January 1973

DECLASSIFIED
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E. (U) AVIATION SAFETY

Accident 0

Incident 3

Tab E
Exclusion (1)
DECLASSIFIED
CONFIDENTIAL

DECLASSIFIED

5750
03A00273
2 January 1973

DECLASSIFIED

F. (C) Ordnance expenditure for December 1972

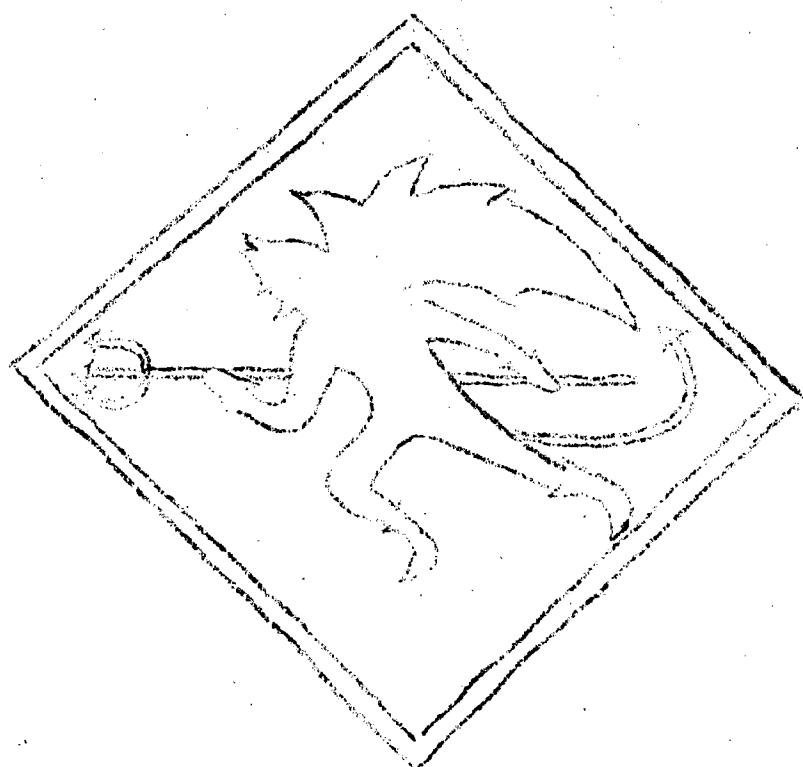
MK-82 500 pound LDGP bombs	1,268
MK-83 1000 pound Snakeye unretarded bombs	1,059
5.0 inch Zuni rockets	43
Total tonnage	905.15 tons

Tab F
Enclosure (1)

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DEC 1972

REEDSVILLE



NEWS LETTER

Editor: M. W. Besaw, SSGt.

Asst. Editor: R. F. Snyder, SSGt.

Typist: B. Thompson, LCpl.

Tab G
Enclosure (1)

From the Maintenance Officer

I have reviewed the content of the second monthly Q.A. newsletter, and I find the articles and notes included herein to be well worth reading for all hands. It is recommended that all shops encourage every man to take the time to read through this newsletter. Suggestions for articles and notes for inclusion in future newsletters are encouraged and should be turned in to the Q.A. officer.

Well the month of November has passed and we still find ourselves located in Rose Garden. This has been a month of extremely hard work with a production output of which every man in this squadron should deservedly be well proud ~~of~~. For the month of November we flew 515 sorties for a total flight time of 814.3 hours. Every man in this department deserves a personal vote of thanks. Well done to each of you.

We had a great month in November, but I think each of you realizes that this fact doesn't mean we can now "take the pack off" and take it easy. It is necessary to ask each of you to continue to do the job correctly the first time, and to do it safely.

Each of us have read and heard in the news of indications that our commitment in the war may soon end. Our hopes and prayers are that we may soon see a just conclusion to the fighting and the return of our POW's. However, that day has not yet arrived and until it does, we must continue to meet the commitments placed upon us. We have demonstrated over the past months our ability to do just this. Don't let down now that the end is so seemingly near.

W. P. Isbell
Capt. USMC
AMO

MONTH OF NOV.

814.3 HR.

515 SORTIES

460 COMBAT SORTIES

742.7 COMBAT HOURS

17 TRAINING SORTIES 25.0 HR.

38 TEST/FERRY SORTIES 46.6 HR.

BOMBS TONS

MK-82 3746 936.5

MK-83 358 179.

ZUNI'S 1073

CBU-20 166

CBU-24 61

⑥

MATERIAL CONTROL

I would like to thank the people concerned for reducing the amount of repairable items that we owed supply from approximately 75 down to 25 items. Now that these items have been turned back in they will hopefully be repaired and put back into the system for later use. Now that most of the gear has been turned in, there is just the problem of about 15 more pieces. When this is gone I will leave everyone alone as long as we don't go over 10 items.

Now that everyone is thinking about leaving here when this Police action is over, you might be thinking about where you are going to store some of this spare gear you have in your shop. If it's RFI Group supply will gladly take it over and ship it for you. It isn't worth all the trouble of packing it up before we leave and then a few days later having to unpack it. Let supply do it. That's their job, not yours. If you turn it into supply it will be ready and waiting to be ordered.

If you want to turn it in, bring me the item plus a stock number. If it's NON RFI bring it to me with a MAF and I will turn it into supply to have it repaired and put back into the system.

That's all I have for this month, if you have any questions concerning these notes, I'm always around the hangar somewhere and will give you any help that I can. If I don't have the answer, I know the people who do.

Your Friendly Expeditor

RADAR

No cameras on the line while radar package is being pulled, or when radar personell are working on the radar. (rear cockpit, etc.)

FLIGHT LINE

1. Gentlemen; The Flight Line would greatly appreciate all personell whome are working on the line to pick up the FOD they see and return it to the trash cans in the hanger. Not the fire extinguisher boxes located on the line they are not for this purpose.
2. It is also requested when the aircraft are turning up for launch no one is to get on the aircraft without consulting the plane captains first.
3. Also do to the area we are in it is extremely hard to keep the canopy's clean, it is requested that all personell, including air crews, please refrain from touching them with their hands after they have been cleaned.

SGT. MAJ.

COMMAND & LEADERSHIP

Commander: The person formally designated to direct the activities of a unit of any size.

Leader: A person who influences and directs others.

(G)

Maintenance Administration

When removing/installing a component which requires an accessory card, be sure the accessory card accompanies the MAF so we can enter it in the log book. If any of you have any suggestions on our cover letter for the Monthly Maint. Plan, feel free to drop by and give us your idea.

Electric Shop

Through past experience and mishaps, Electric Shop has had to expend a number of manhours to repair a discrepancy caused by the carelessness of another shop! Please remember the following warning to prevent this needless expenditure of manhours: Anytime you are using an electrical power unit or a 105, when you get finished with it, be sure to disconnect all unit cables from the aircraft. If this is not done and the ground support man gets in a hurry, the external power receptacle gets damaged to the extent where it has to be replaced, when the ground support man decides to drive away with the power unit without looking to see if the cables are disconnected from the aircraft. So, please take a couple of minutes and disconnect all power units from the aircraft when you are finished working on the aircraft.

Maintenance Chief Comments!!

Maintenance -- Why are you assigned to the Maintenance Division? Answer: You are assigned to the Maintenance Division because you have under gone technical training which qualifies you to participate in The Functions of Maintenance as follows:

(1.) Prevent -- Equipment failure:

Your daily preventative maintenance steps as set forth in the applicable MRC's are designed to prolong the useful life of our weapon systems. You, the worker, accomplish this task with a positive approach!

(2.) Correct Equipment failure:

Once a discrepancy has made itself known, you as the technician should consult your latest available printed material and your work center supervisor for assistance in your corrective action! Note: "This corrective method if followed usually removes discrepancies from the repeat gripes often found on Yellow sheets!"

(3.) Modify Equipment when approved to prevent undue failure or usage:

Often our weapon systems are called upon to meet many different applications. As Maintenance technicians, you may discover a method that will save time and \$\$\$, if accepted when you present it through proper channels.

Note: "Useful suggestions usually put \$\$\$ in it's originator's pocket also!"

"BE OBSERVANT"

(G)

POL. SGT.

I would like to take this opportunity to pass some word on what is being planned for our new area. All hootches will be painted and lowered in the near future. We are now in the process of acquiring steel matting for walk ways. Also, there will be a wash rack built on the back of the shower with running water.

We also plan to put in a patio area with Bar-B-Q pits and a recreation area including Horse Shoes and Volly Ball.

As you can see the Command has many projects in work to try and make living conditions a little more pleasant for all hands on their off-duty time.

HYDRAULICS

The Hydraulic Shop in this squadron subsequently faced with a tremendous rebuilding task due to a rotation of approximately 90% of it's experienced personnel to Con us in Sept. and Oct..

If not for the assistance, cooperation, and guidance of our sister shops, Q.A. and Maint. Control, we could not have held our high maintenance effort.

We would like now to take advantage of this opportunity and offer our sincere thanks to each of you.

S-1

Personnel should for their own protection come to their S-1 Office monthly and review their SRB. The most important item to check is their Record of Emergency Data and Servicemans Group Life Insurance Form. Insure that they are up to date and addresses are current. Whenever your parents or spouse moves - notify the SRB clerk immediately.

QUALITY ASSURANCE

Accident Prevention

The keystone in a pilots life is Quality Assurance. The lack of proper and adequate Quality Assurance has proved to be the grave-stone of many pilots and is strongly suspected in the death of others, in this world of checks, and counter checks, and balances. It is inconceivable that the ultimate check that could spell the difference between life and death is rather overlooked or done in such a slipshod manner as to be tantamount to criminal negligence. Quality Assurance is no reflection on the ability of Marine Corps technicians who number among the best in the world, but lack of Quality Assurance is a reflection of poor supervision and command attention to responsibility.

(C)

Q.A. News Letter

EMBARKATION:

After completing the last embark inspection, it was apparent that the squadron's embark readiness was far from adequate.

The major areas for improvement are:

(1.) Proper TAC marks (2.) Updating UCM's and packing slips (3.) Providing lids for all boxes

The importance of updating UCM's cannot be over emphasized. Without correct information provided by this form, it is impossible to determine the squadron's airlift requirements, accurately. Boxes, building materials and blank forms are now available through Material. Any questions should be directed to Lt. Summerlin, who hides in S-4.

Flight Equipment

(1.) Flight Equipment has a large amount of bailout bottles that have been empty lately by someone pulling the green apple. If you pull one accidentally, let us know so we can fill the bottle again. The crew needs that O2, it's a life saver in high altitude bailouts.

(2.) The seat pads in the planes are changed every six months. After a month in the plane, they look like hell. Refrain from stepping on the seat pad when entering or exiting the airplane.

Power Plants

(1.) At the present time we don't have a servicable engine run up screen (on order). However I have made arrangements with VMA-115's P/P NCOIC, and Maintenance Control to use their run screen. Screens will be checked out with 115's Maintenance Control and P/P NCOIC when needed and returned upon completion.

(2.) The NCOIC of the shop that requires engine run, will be responsible to see that the intake of the aircraft engines and front compressor section of the engines are checked for FOD and run up screens are installed before run up. If FOD is noted, POWER PLANTS will be notified before any other action is taken. The area in front of the aircraft will be policed, and the area behind the exhaust.

1.7.7

(C)

Tool Room

A different method for serializing tools and gages is now in effect. This pertains to items without factory assigned serial numbers that must go through calibration cycles. Test equipment excluded. Along with the serial number (whether factory or assigned) the item will also have the organization code (GB7) and work center code. Assigned serial numbers will be used as follows:

300 - 325 Flight Line & GSE
 326 - 335 Power Plants
 336 - 345 Hydraulics
 346 - 355 Safety & Survival
 356 - 365 Metal Shop
 366 - 599 Tool Room

All gages must be painted as follows:

Oxygen - Green
 Nitrogen - Gray
 Hydraulics - Blue & Yellow
 All others - Black

Safety & Survival

All you little red devils. Here it is November already and I know for some of us the days left over seas are getting shorter, but if we are going to be in good shape to catch that freedom bird, we are going to have to be a little more careful when we are working in or around the cockpits. Now we know how much the squadron has been working us so we can get those 300 flight hours, so here are some safety tips so we can get through a safe month. Number 1 on our list is for the Plane Captains. Be sure all six safety pins are in the seat before the bird leaves the pits after it's flight. This tip is a must for the safety of all personal and it is the Plane Captains responsibility. Now don't forget those pins all you bird catchers.

The next safety hazard is aimed at our great avionics teams, and like our first tip, this also pertains to all personal too. When you're working in the cockpit be sure to pick up all the little screws and washers that are dropped while installing gear in or under the consol. This point is very important for the safety of the aircrews in case of necessary ejection. We have found washers wedged in the ejection handles and this could very easily keep our seat from ejecting. So remember tweets, you have enough brains to work on your own system, so don't leave any of your system on the floor. Red hot tweets.

Now our third safety tip pertains to all personal. "Don't!" I repeat don't pull or mess with any of our little yellow & black handle, they can and very easily will kill you without a second thought.

If you see anything wrong on our seats that seems unsafe or just not right, please notify us so we can check it over. This way we all will be able to do our work safely and maybe we will see you all again back in the world.

(C)

COMM/NAV

Most probably the best method of preventative maintenance is proper operation and handling of equipment. Basically this encompasses equipment installation and a knowledge of correct operating procedures and system limitations.

Understandably, aircrews sometimes forget that a switch or knob was left in the "ON" position when they leave the aircraft. Consequently, when maintenance personnel unfamiliar with the various CNI/ECM controls apply electrical power to the aircraft, internal damage may be caused by a sudden surge of power, lack of necessary cooling air, or immediate system power without the required time for warm-up.

All personnel concerned with the positioning of cockpit controls would be eliminating potential equipment failure and possibly several maintenance manhours by ensuring that all knobs and switches are returned to the prescribed position for equipment shutdown.

Thank You

Operations

- (1.) During the present period S-3 is completing basic training records for all squadron personnel. Now each person checking IN/OUT of the squadron, should check IN/OUT with S-3 for training records purpose.
- (2.) The S-3 section is also working on a squadron history. When this is complete, it will be a complete squadron history of VMFA-232.
- (3.) Both of these projects are in addition to the normal work of keeping squadron flight time and handling school quotas.

Analysis Section

- (1.) The Analysis Section is now located with Maintenance Control. all documents will be turned into Analysis Section by 0830 daily. A basket is provided for incoming documents.
- (2.) This squadron is now supported by a Data Services. This means that you will receive read-outs on the MAFS, SAFS, TDS'S etc., that you turn in. Now is the time to take a good look at your 3M documentation. The 3M system can be used as an effective management tool at all levels if properly applied.
- (3.) You are no longer required to fill the tick marks on the optical reader forms (SAFS). The information is going to be punched directly off the source document.
- (4.) Any questions should be brought to the Analysis Section. With the cooperation of all the Shop Heads, this squadron will run an efficient 3M System. Any suggestions or recommendations concerning 3M are welcome.

(C)

DOPE

THE current spate of literature on narcotics and dangerous drugs in the news media is the source of widespread confusion as to the real effects of marijuana both during and between uses of the drug. Indeed, because of the dearth of fatalities directly due to marijuana overdosage and the lack of physical dependence on it, we are often urged to believe that it is, in fact, not a dangerous substance and possession of it should be legalized.

Part of the problem is related to the fact that the potency for mind-altering effect varies greatly. The active principle, THC (tetrahydrocannabinol), can be in very low quantity and diluted by other substances in some supplies of marijuana while that obtained in another area (e.g. Vietnam) may contain a greater amount of the active principle. Thus, statements about the acute effects of smoking a given amount of marijuana should be accepted with caution unless the quality of the substance used is known.

It is beyond question that the acute effects of marijuana, although unpredictable in terms of severity and exact change in thought processes, result in reduced effectiveness, reliability and response to reality. Thus, it is accepted that its use is exceedingly dangerous in a military setting. Recent scientific studies have confirmed disturbances of immediate memory which induce gaps in stream of thought and aberrations of speech content. Small amounts of THC (equivalent to that found in a high quality marijuana cigarette) produce somatic discomfort, dizziness, feeling of "weirdness" and a dream-like floating effect. Higher doses of THC provoke delusions, hallucinations and psychotic reactions similar to those seen with LSD.

In addition to these demonstrated aberrations due to the immediate adverse effects of marijuana, evidence is gradually being accumulated of abnormalities seen in chronic users when they are not under the immediate effects of the drug. Recent reports speak of subtle but ominous changes among chronic marijuana users: decreased drive, apathy, distractability, poor judgement, introversion, depersonalization, diminished capacity to carry out complex plans or prepare realistically for the future and progressive loss of insight. This complex of effects has been called the amotivated syndrome.

Scientific studies, both in the United States and abroad, to further document the effects of continuous marijuana use are planned. It is anticipated that, since the active principle has been purified, use of the drug in greater concentrations, such as in pills rather than smoking, will become more widespread with consequent occurrence of more psychotic reactions.

Don't bet your life on
the unknown effects
of a drug. - Ed.

Compiled from the Fall 1970
Mech

By CAPT. F. J. Linehan, MC
Office Deputy Assistant
Secretary of Defense (Health)

What's wrong guys?
Can't handle it?
The heck you can't!
All it takes is a little
extra effort on the part
of everyone who puts my
birds together an' then
ZAP! We go for the knock-
out.

FOD and CANCER are much
alike for both can:

- a. Destroy the insides.
- b. Be stopped.*
- c. Be cured.**
- d. Come back if we aren't careful.

THINK ABOUT IT!

* If detected early

** With regular
checkups

1. Install Protective covers.
2. Cleanup in a progressive manner. . . Not at the last minute.
3. Use vacuum cleaners. . . not compressed air. . . for cleaning
4. Accounting for your tools. . . at all times.
5. When you drop it. . . stop. . . and pick it up. . . now!

See ya' round.

Remember the name of the game
is 'STOP FOD!' It can be done.
The Phantom knows!

HORSEPLAY, SKYLARKING, GRAB . . . ING

Whatever The Name, The Game's The Same - And It's For Kids

Horseplay! It's that innocent prank we play on a pal. It's the friendly scuffle with a buddy. It's throwing a friend in the swimming pool at a party. We have all engaged in horseplay at one time or another. I wonder though how many times we have committed an act of horseplay and really given thought to the possible consequences of that act.

The National Fire Association reports a case where, as a prank, two nurses poured a half pint of ether in the laps of two student nurses, ages 19 and 23. They didn't notice that one of them was smoking a cigarette. The 19 year old student nurse died of her burns 4 days later; the 23 year old girl died 7 days later.

At one of our Naval air stations, two enlisted men were working at a job that required use of high pressure air. As a joke, one of them "goosed" his buddy with the air hose nozzle and triggered a shot of air. The high pressure blast shredded the man's intestines and he bled to death internally.

There is a gentleman who has spent the last 27 years in a wheel chair because two of his friends attempted to throw him into a swimming pool at a party, except they didn't quite get him into the pool; they slipped and dropped him on the edge, breaking his back.

A young lady was being given a "leg up" on a horse. The gentleman giving the assistance held on to her leg and pulled slightly as she was almost up. Just an innocent, fun-loving gesture. The horse, however, chose that moment to spook. The young lady, never having gotten her balance as a result of the playful little tug, fell under the horse and was trampled.

If any of the pranksters mentioned above had been warned that their action could result in injury or death to a friend, they probably would have been indignant at the suggestion. It is peculiar, but few people readily recognize horseplay for what it is - a potentially dangerous act that can and has crippled and killed.

If the human factors involved don't impress people, perhaps the monetary aspect might. Consider the legal or insurance complications which might arise as a result of horseplay in which you participate or tacitly condone. What would being sued mean to you and your family? If not sued, think of the guilt you might have to live with.

Horseplay is a poor way to show affection for your friends. It has no place in our lives. Not only is it not constructive, it can be very destructive. THINK before engaging in horseplay, then DON'T.

SUMMER 72 MECH

By LCDR Tom Tompkins, ASO, VRF-32

(G)

UR-The Right Way

Have you considered that you might have been able to prevent a particular mishap from occurring (accident, ground accident, incident) simply by submitting a Safety UR? This thought has a serious impact, particularly if the aircraft has been lost or a fatality incurred as the result of a material failure or malfunction - one which you experienced or knew about but failed to report.

The above may be hypothetical, yet entirely possible. There are many reasons why an individual does not submit a Safety UR when the occasion requires that one be submitted. Excuses can run the gamut from "Too much paper work involved" to "It was an isolated instance". Requests are often received at the Safety Center concerning guidelines for submitting the Safety UR message. These guidelines are explicitly documented in OPNAVINST 3750.6I Chapter 6, paragraph 602 which states:

"Incidents/ground accidents may be submitted on one of four formats. If material failure/malfunction, quality control, technical documentation, or maintenance procedures are considered to be known as probable cause factors, the Combined Safety Category UR/Incident/Ground Accident message shall be used. (See OPNAVINST 4790.2, Volume 3, Chapter 8 for details.) All other incidents/ground accidents will be submitted on the format in subparagraph 605b."

When submitting these safety UR messages, if intent for flight exists (see paragraph 104: OPNAVINST 3750.6I), and the circumstances listed in paragraph 105b(1) of that instruction are present, an incident report is in order, unless damage to the aircraft is greater than ECHO. (Note that no damage is involved in the circumstances listed in that paragraph.)

OPNAVINST 3590.5G states in part, "Professional reporting is essential to the success of the Naval Aviation Safety Program, consequently, squadrons shall receive credits toward winning a safety award for comprehensive and reputable reporting. Conversely, penalties for reporting, in particular, minor accidents or incidents, are prohibited."

The more documentation cases we have on hand regarding the unreliability of a given system, the easier it is to justify the recommendations for an improved system. The combined message report can save time and reduce paperwork. Help improve reliability and safety by using the message type report. It gets to the responsible activity as quickly as possible for timely correction.

(C)

Meeting Adjourned

The following safety meeting account, duly signed by the 12 members of the safety committee present, was submitted to a supervisor:

The subject of this month's meeting was accidents. We read the Five Minute Safety Talk entitled, "Accidents Are Caused." The impact of this subject was profound and at the conclusion of the reading a heated discussion arose.

During a lull, a member of the group raised his hand to ask a question, and accidentally knocked a coat off the rack, which fell over the head of another member. While removing the garment, the temporary blinded member struck the window with his elbow scattering glass all over the place.

In picking up the glass, two others got cuts on their hands. The group leader grabbed the push broom to sweep up the mess, but in the crowded room, either the handle of the broom or another member moving out of the way, dislodged a fire extinguisher from the wall, which fell and discharged, spraying the rest of the group with chemicals.

The member who originally raised his hand to ask the question said he forgot what he was going to say and, instead, complained of the cold air coming through the broken window. Since there is no cure for the common cold, it was decided to adjourn the meeting, and the members went back to work.

Navy Safety Review

The Plane Captain

Aircraft Preflight and Postflights

Over the long run, the squadron with the best plane captains usually has the best operational readiness and safety record. The motivated, dedicated and well-trained plane captain is the one who finds and reports the previously undetected fire damage, the cracked fitting, the hydraulic leak or the missing cotter pin. The plane captain, in a sense, is the final maintenance inspector who certifies that thousand of parts are properly assembled and ready to go. One pretty good indicator of the value of sharp, well trained, conscientious plane captains can be found in the all time, Advanced Training Command jet training squadron safety record of 71,150 accident free flight hours. The squadron which compiled this enviable record is also the one which advertises itself as "The Home of the Navy's Finest Plane Captains."

A careful preflight by well-qualified and properly trained plane captains is essential and warrants appropriate recognition. MRC cards point out the areas to be checked; however, each command must ensure that it's plane captains know what they are looking for and can recognize actual or potential problem areas.

Adapted from CNA Tra msg

(C)

HOW SAFE ARE SAFETY SHOES?

AIRCRAFT MAINTENANCE AND HANDLING ARE FOOT HAZARDOUS OCCUPATIONS. SO, SAFETY SHOES ARE ISSUED FOR FOOT PROTECTION.

DURING an A-7 tire change the jack collapsed pinning the mechanic's feet to the flight deck. His feet were injured in the process.

Although he had been issued a pair of safety shoes he was not wearing them because he mistakenly thought the protective cap would collapse, cutting his toes if subjected to a heavy weight.

To offset such thoughts on the part of others, here are some facts to demonstrate the protection offered by a safety shoe. MIL-S-21894B, specifications for safety shoes procured by DOD state the toe box of the shoe must withstand compression loads of 2500 lbs and impact loads of falling steel weighing no less than 50 lbs dropped from a distance of 18 inches. Don't try this on your loafer.

The "Safety Review" of November 1968 cites the case of a lineman suffering crushed toes when a bucket truck outrigger was lowered on his toes. Safety engineers said "... safety shoes would have prevented the injury." To prove it a safety shoe was placed under one of the outrigger legs of the 18,000 lb bucket truck. The leg was then lowered as is normally done to stabilize the truck.

The tempered cap bent moderately under the tremendous weight, but not to the extent of the worker's toes would have been seriously pinched. The toe of the safety shoe was then sawed off to show the extent of destruction by the outrigger leg. A full three-fourths inch of toe space remained.

How safe are safety shoes? On your feet they offer a lot of protection. In your locker they can't.

COMMUNICATE!

Pilots: If it isn't right, report it.

Mechs: If it isn't right, fix it.

Inspectors: If it's fixed, inspect it.

Maintenance: If it's inspected, record it.

What happened: While on an IFR cross country flight the helicopter's right, forward transmission access door came open. The access door was flapping but the crew chief was able to hold it open while the pilot executed a precautionary landing in a farmers field. The damage door was removed and the aircraft was flown back to home base at reduced airspeed.

Previous problem: The access door had opened slightly two days before with a different pilot and crew chief aboard. The helicopter had been part of a formation flight and a wingman reported the door ajar. The pilot made a precautionary landing, shut down the aircraft and the crew chief relatched the door. The pilot then rejoined the flight and returned to base without further incident. The pilot did not write up the discrepancy on the yellow sheet and the crew chief did not report it to the maintenance department. The crew chief, during the field inspection, found the door was not properly seated and that the forward locking mechanism was not correctly securing the door. It was vibrating in the windstream. The aircraft flew 6.5 hrs between the field inspection and the time of the cross-country incident.

Standard Operating Procedures: Obviously the pilot and the crew chief who experienced the first instance of the access door being ajar should have reported it. Anytime temporary repairs are made in the field or away from home base they should be reported upon return home base.

MECH Summer 1969

(C)

Repeat Grips

A commanding officer is not expected to monitor the minute operations of each department's functions, but there are certain indicators available to him to ascertain squadron efficiency and performance. Repeat yellow sheet gripes are one of those indicators. It is a good measure of maintenance efficiency. In addition to the obvious accident potential in certain critical gripes, the mere toleration of repeat gripes implies tacit approval of shoddy maintenance.

There is considerable wisdom in the old saw "take care of the small problems and the big ones will take care of themselves."

One of the problems associated with yellow sheet gripes is that of incomplete writeups by the pilot. Writeups such as "Engine runs rough," "Controls sloppy," and writeoffs such as "Ground checks O.K." or "Cannot duplicate gripe" are of less value than the yellow sheet they are written on.

Command attention to eliminate or reduce repeat gripes is well worth the effort. A trend towards particularly poor and/or incomplete writeups should be brought to the attention of the CO. Pilots should be confronted with this unprofessional approach. Quality maintenance will not be achieved in this manner. It is unlikely that any pilot has been reprimanded for being too thorough in writing up a gripe or failure. A good policy utilized by many units is to have maintenance personnel from the appropriate shop available to debrief with the pilot/crewmember concerning specific details of the malfunction/failure, while it is still fresh in his mind. This has resulted in reducing repeat gripes and has saved many maintenance man-hours.

THINK

STAY ON THE SAFE SIDE

It's not just the hard hat, the specs and the glove,
 That brings you home safe to the family you love,
 The guard on the grinder, the chain on the hose,
 The safety-load binder, the foul-weather clothes.
 The latch on the load hook, the outrigger block,
 Emergency brakes and the standard wheel chock,
 The safety valve feature on high-pressure tanks,
 The cave-in protection on vertical banks.
 The well-installed belt guard, the safety-toe shoes,
 The fire extinguisher ready to use,
 The seat belt that holds you inside your car,
 The road signs of safety, whereever you are -
 These things are mere tools, like a carpenters plane;
 They won't produce safety, or minimize pain.
 Your health and your safety depend on you:
 On whether you think about things that you do.
 So think before acting; make thinking a rule.
 Make use of your brain . . . your best safety tool!

(G)

NEVER ASSUME

Always Make Sure!

MANY times, while working off a discrepancy on an aircraft, a man may be distracted or even called off the job and a period of time may pass before work is resumed. In addition, the same man may not be assigned to complete the job which further adds to the confusion. There is usually a moment of hesitation before work resumes as the mech tries to recall, "Now, where was I?" or his relief wonders, "Where do I start?" This is the point in the game where most maintenance errors are introduced if a man decides, "I think this is where I should start again," instead of observing every precaution by first taking a look at the MIM's and making sure exactly where the previous action stopped and the new maintenance effort should begin. All available aids must be used to assure that proper maintenance is performed; check and recheck, do not take anything for granted. If even the slightest doubt as what has been done and what still needs to be done, it is better to check again.