

MINCLASSIFIED

MARINE ALL WEATHER ATTACK SQUADRON 242 Marine Aircraft Group 11 1st Marine Aircraft Wing, FMF, Pacific FPO San Francisco, 96602

> 3:EMW:rar Ser: 003A34366 9 December 1966

From: Commanding Officer

To: Commanding Officer, Marine Aircraft Group 11 (Attn: S-3)

Command Chronology report, letter of transmittal

(a) WgO 5750.1B Ref:

Encl: (1) Marine All Weather Attack Squadron 242 Command Chronology for November 1966 (S)

(2) Operation File Cabinet Post Exercise Report (U) (w/Original Only)

(3) Roster of Awards and Dates (U)

(4) Situation Report (C) (w/Original Only) (5) Logistics Report (U) (w/Original Only)

1. In accordance with reference (a), the enclosed Command Chronology report for the period 1 through 30 November 1966 for this squadron is hereby submitted.

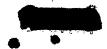
2. This letter is unclassified upon removal, Af enclosure (1).

MAG-11 SRC

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PART - Organizational Data

1. Command and Staffs

a. Commanding Officer and Executive Staff

Commanding Officer	LtCol Howard WOLF	1-30 Nov
Executive Officer	LtCol Earl E. JACBOSON, Jr.	ti
Administrative Officer	Capt. James L. ANDERST	ţţ
Intelligence Officer	Capt. Michael W. TIERNEY	11
Operations Officer	Major James M. McGARVEY	ij
Logistics Officer	Major John A. MARTIN	tt
Maintenance Officer	Major Fred J. CONE	ii

b. Special Staff

Safety Officer	Capt. James K. ENGSTRON	1-30 Nov
Flight Surgeon	Lt (MC) William F. ARNDT	tt .
Supply Officer	2/LT. Harry A. KLING	n
Headquarters Flight Leader	Major James M. McGARVEY	11
"A" Flight Leader	Major John A. MARTIN	P1
"B" Flight Leader	Capt. Jesse T. RANDALL	11
"C" Flight Leader	Capt. Michael W. TIERNEY	t1

2. Task Organization and Location

VMA(AW)-242 - DaNang A.B. Republic of South Viet Nam.

3. Average Monthly Strength

a.	Naval Aviators	17
b.	Naval Flight Officers	17
C.	Ground Officers	4
d.	Flight Surgeon	1
e.	Enlisted Marine	232
f.	Enlisted Navy	4
	ΤΟΤΔΤ.•	305

4. Visitors to the Command

- a. Major General ROBERTSHAW and Brigadier General ELWOOD greeted the Squadron upon arrival on 1 November 1966.
- b. Lieutenant General KRULAK visited the Squadron on 2 November 1966.
- c. Brigadier General ELWOOD flew a refamiliarization flight with Captain RANDALL, on 4 November 1966.
- d. Major General ROBERTSHAW informally inspected flight operations on 19 November 1966

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Enclosure (1)





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PART II

VMA(AW)-242, prior to its official arrival, had established a forward echelon at DaNang on 10 October, headed by Major J. M. McGARVEY, to receive the Squadron. On 1 November 1966, LtCol H. WOLF landed the first of the Squadron's 12 A-6A aircraft which were successfully Trans Paced as a unit from MCAS Cherry Point. (Enclosed report.) These were the first such type aircraft to be deployed by the Marine Corps in Viet Nam. For the next day and a-half the Squadron stood down, in order to become organized, receive required briefings and be ready to meet any assigned task. Radar Survey missions commenced on 3 November. to familiarize the aircrews with the terrain in which they'd be flying, as well as to develop uses of the aircraft's weapons systems in support of the ground forces, particularly under any weather and night conditions. Several projects have been undertaken with the initial results being satisfactory. New concepts and equipments are being developed to accomodate the projects, such as radar reflectors for offset bombing and a manual computer to determine the offset information required.

On 11 November, the lstMAW Commander ordered continuous strikes against specified targets of enemy build-up. Thus Operation Heavy Hand commenced, and on the afternoon of 12 November the Squadron launched 11 sorties dropping 68.750 tons of bombs, either by systems or TPQ control. Thereafter, for the next 9 days, 86 sorties were launched, mainly during the evening and night hours; and delivered 450.625 additional tons into the known and syspected enemy areas of concentration. This operation was concluded on 21 November 1966.

As an outgrowth, one Tally-Ho sortie is fully equipped and loaded per night, and makes a road reconnaisance of the area just north of the DMZ, seeking and attacking moving and preplanned fixed targets under cover of darkness and weather.

Since the cessation of Operation Heavy Hand, the squadron continues to fly night missions under the control of TPQ, providing air support throughout the I Corps area. Additional projects with several supporting evaluations have been assigned and are currently continuing. These are: the evaluation of offset bombing accuracy with TPQ monitor and a Tactical Air Coordinator (Airborne) (TAC (A)) spotting; and development of a cockpit "plotting board" device for converting UTM coordinates to usable bearings and distances. Unfortunately, dependance on visual support has slowed the evaluations through this month.

The personnel of the Squadron have worked long and hard to make their first month in combat a successful one. Round-the-clock maintenance, and full employment of the SATS ordnance loading concept on a continuing basis - a "first" for any Marine Squadron - enabled the Squadron to set an all time lstMAW record for ordnance tonnage expended, during their first month in country.





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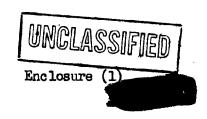
On 9 November while on routine missions, LtCol WOLF's and Major CONE's flights were diverted to provide close air support to protect and allow extraction of a recon patrol 14 miles South West of Hue. Again a similar divert was made on the 19th with Major McGARVEY and Capt. OETTING piloting. This incident occurred 20 miles South of DaNang and, after many ordnance runs, another patrol was recovered.

PART III - Significant Events

- 1. <u>Personnel</u>. Two officers and 2 enlisted men were joined. Motor Transport personnel were sent TAD to MABS-11 motor transport section. Two officers were promoted to the next higher rank, one to Major and one to Chief Warrant Officer 2.
- 2. Administration. N/A
- 3. Awards. On the 18th of November LtCol H. WCLF (Pilot) and Capt. R. B. MIZE (Bombardier/Navigator) earned the Squadron's first air awards. LtCol WOLF's was his 7th star in lieu of a medal and Capt. MIZE received the Air Medal. At the close of the month 31 Air Medals and 2 Gold Stars had been awarded. See enclosure (3).
- 4. Casualties. N/A
- 5. Civic Action. N/A
- 6. Morale/Welfare Programs. Several members of VMA(AW)-242 are participating in Group Intermural activities such as tennis, chess, and pool tournaments which will conclude in December.

Information concerning the Limited Duty Officer Program has been promulgated to eligible personnel in the Squadron.

- 7. Informational Services. 300 fleet home town news releases concerning the squadron's personnel arrival in South East Asia were sent out.
- 8. <u>Intelligence/Counter Intelligence</u>. N/A
- 9. ECM. N/A
- 10. Photo. N/A
- 11. Air Operations. See Part Two. The squadron flew 319 sorties delivering 1,132.5 tons of ordnance in 428 flight hours.
- 12. Air Defense/Control. N/A





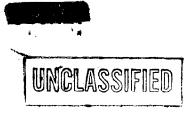


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13. Special Operations

- a. Heavy Hand 12-21 November 1966.
- Tally-Ho road reconnaissance 19-30 November 1966.
 7 Sorties with 1 divert and 3 Cancellations.
 24 tons of bombs and 8 Lau-32 A/A delivered.
- c. Radar surveys and CEP development missions were flown throughout the month.
- Li. Ground Defense. N/A
- 15. Command Relationships/Command and Control joined MAG-11 on 1 November 1966.
- 16. NBC Warfare. N/A
- 17. Training. 15 men FAM fired caliber .45 M3Al machine gun on 27 November 1966. Troops made aware of security responsibility and importance with assignments to the defense of the flight line area. Officers received training through ACM's on Rules of Engagement, legal SCP, tactics, morest and arrested landings, ground and airfield operations. A read and initial file records subject material and is available to aircrews in the ready room.
- 18. Logistics. See enclosure (5).
- 19. Supply. N/A
- 20. Motor Transport. Motor transport availability was 78% for the six vehicles allotted to the Squadron.
- 21. Engineering. N/A
- 22. Maintenance. N/A
- 23. Avionics. N/A
- 24. Base Development/Construction. Marine Corps property tent relocated from Group to Squadron's billeting area. Six additional huts were constructed for billeting in the Squadron area.
- 25. Communication/Electronics. N/A

Enclosure (1)
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26. Ordnance Delivered

673 MK81's; 3236 MK82's; 215 MK83's 46 AN-M66 GP's; and 8 LAU 32 A/A rocket launchers.

Total ordnance expended 1,132.5 tons.



Enclosure (1)







MARINE ALL WEATHER ATTACK SQUARON 21,2

Harine Aircraft Group II

1st Marine Aircraft Wing, Feb, Pacific

FPO, San Francisco, 96602

3:HM:rar 3710 30 November 1966

From: Commanding Officer

Yes Commanding Coners], 3rd Marine Aircraft Wing

Via: (1) Commending Officer, Harine Aircraft Group 11 (2) Commanding General, let Marine Aircraft Wing

Subj: Speration File Cabinet Post Exercise Report

Ref: (a) 12 Pag 0 3710.3

(a) CG 3rd MAH mag 2121062 Boy 66

anol: (1) VIA(E)-212 Anroute Flight Facket

(2) Space Parts and Support Equipment for A6 Deployment

- 1. In accordance with references (a) and (b), the following report is submitted.
- 2. Abstract. Upon initial notification of this squadron's deployment by 600, staff action was initiated for the planning and execution of the Trans Fac Movement. Datailed planning in the areas of Fersonnel, logistics and Operations was begun, and at the same time lisison established with VIJJ-2 Cadre.

then firs dates were established, flight crew assignments were made; and maintenance personnel and equipment were distributed between the Pathfinder and Chase Aircraft.

On 20 October 1955, three four-plane divisions deperted TOM Cherry Point for TOM TI Toro on the first leg of the Trans Tao Movement. In-Clicht refueling was conducted over Maintat Tidge Arkansas. This point was salected because the time/distance factors duplicated those of the designated AND for the MI Toro-Kansche leg.

The Trans Pac schedule allowed for a lift hour delay at El Torc. However, due to a variety, of reasons (weather, refuelor avails lity and lass availability), five Af's of his squadron were directed to depart for MAS handle on 21 Cotoner 1966. This decision was made although the squadron commander strongly urged a 24 hour delay to allow division integrity of four aircraft. Further discussion will be made in paragraph 5g.

ENCLOSURE (2)





The remaining aircraft experiences a fire marning light. Hein-tenance personnel checked the aircraft over, but found no evidence of a fire and sould not duplicate the fire warning on the dock. A sensor was replaced, and on 23 October, the section again departed El Port and egain the aircraft and determined that a coupling had overheated the warning light. Maintenance necessared was the aircraft and determined that a coupling had overheated the warning light system giving a false indication. The aircraft was test flow without incident on 23 October and the section proceeded to Easeshe, Bristle out incident on 23 October and the section proceeded to Easeshe, Bristle on the Elth. The three divisions departed Easeshe on schedule for like printing divert field if needed. The International Bateline was proceed

The head leg to dues was eneventful emount for the apparently efficiency decision to launch two hours shead of schedule. Fatigue of the personnel assigned to the Chase Almoralt was becoming a critical factor. On 27 Outcher, another two-hour advance in departure time for Chir Point was chroated. Ecudose of the fatigue factor (no hed rest for thirty-six hours) the squadron operander a readily second additionable to the original schedule. This remed was approved. This squadron departed on the pre-planned schedule.

The two day layever at MAS Cubi Foint eligand for a concentrated onintemproc effort prior to the in-country date of I hovember 1966. Vicinity 2 2 arrived at Ma Mang, Republic of Viet Man on I Hovember 1966, completing the Trans For Monagent on schedule.

- 3. Authority. Authority for this move was 5.0 heg 091700% Apr 66 as
- 4. Staff Cubinalty. Net required.
- 5. Discussions, Complusions and Recommendations
 - a. Training
- (1) Discussion Specific flight training was undertaken to accomplish three tasks determine the fuel specifics for the 152 PC engine (all fuel data charts were for the J52 PC engine), provide additional training in tax gross weight operations; and ray all its all atterms in devicent in-flight refueling at high prove weights.
- (2) Conclusions This training, directed specifically to the Trans For Movement, proved to be invalenble and contributed significantly to the success of the operation.





(3) recommendations - That all equadrons conduct a similar training program. A procedure for in-flight refueling for A6 sircraft was developed and is strongly recommended for all squadrons operating the alreadt. The technique is to lower the flaps/slate to the T/O position approaching the assigned droppe. This configuration allows for greater stability of the aircraft and precludes the regularment for the tanker to toboggen as the maximum fuel load is reached. This procedure has been submitted via appropriate channels for incorporation in the A6 HARPS Manual.

to Flanning

(1) Discussion - Sepresentatives of WA(AM)-th2 were directed to report to the Trans Pac Planning Staff, 3rd MW for final planning. Anticipated Trans Pac profiles were conducted to once again verify fuel specification the J52 FB engine.

Planning at the squadron level was begun about two months prior to the anticipated departure date. This included procurement of the necessary charts and publications, reproducing "Howgosit" charts, and incorporating all available information into individual flight packets. One packet was assigned to each aircraft and included route cards, range control charts, movement schedules, fuel graphs (Howgosit), standard enroute publications and a blank intinerary rough for administrative purposes. This detailed planning phase required approximately one month to complete.

- (2) Conclusions The flight packets aided the creas in the organising, planning and execution of each leg. Crews felt that the packets kept then "well sheed" throughout the Trans Pac. In addition, the predicted fuel usage graphs updated enroute in each aircraft gave excellent data for future use by squedrons operating similar aircraft. It was discovered on these graphs that higher indicated mach numbers shortened the enroute time and did not measurably increase fuel consumption. The blank itinerary form helped the crews record this and other data. It should be noted that, based upon VAA(Ax)-242's experience, it appears entirely feasible to Trans Fac A-6A aircraft without in-flight refueling should the necessity arise.
- (3) Recommendations The flight packet utilized by this squadron is incorporated as enclosure (1), to this report. It is strongly recommended that a similar packet be utilized by their squadrons.

c. Personel

(1) Discussion - The squadron deployed with the authorized manning level in officer and enlisted strength. Because of the pilot strength authorized and administrative requirement such as the advanced schelor, there were only 12 pilots to man the twelve afteraft. This was not true for the D/N strength which allowed four space D/N's to adversary the Trans Pac movement.





- (2) Conclusions Menever possible spare crew members should scorpany to flight movement to cover unformed draw downs on aircrew strength; i.e. illness or injury. Switching of aircrews will also allow each squadron crew member to receive the benefits of this training.
- (3) Recommendation That the maximum number of crew members participate in the Trans Fac meverant.

d. Operations

(1) Discussion - Decembe of the detailed planning and briefings conducted, the execution of the Trans Fac was relatively trouble free. One area of noncern, however, was the apparent elimination of the squadron consumer from the decision making process in the Trans Fac sevenent, including those areas associated with safety of flight, unit toothcal integrity, and administrative central of the squadron's specific interests in the ferry movement.

In some cases (El Toro to Emeche, Wake to Guar, Guam to Cubi) schedule changes had not been passed to all supporting activities, causing some communication/havigation agencies not being on station nor thoroughly briefed, and being confused as to what was actually occurring.

(2) Conclusions - While the necessity of a single co-cordinator and director is well recognized, this function should not in effect by-pass the equatron commander and relegate this officer to the position of an element flight leader.

Confusion exists when all agencies are not more of lost minute schedule changes.

(3) Recommendation - The equadron commander's position should not be diluted, but in fact he should assume a very real position in decisions affecting his unit.

That all agencies supporting the operation be informed by the most rapid means of all schedule changes.

e. Logistics

(1) Discussion - Significant problems in the area of logistics support were most notable in the aircraft maintenance field. This in part can be attributed to the apparent world side chartage of a6/366 spare parts and support equipment. Therefore VA(A)-2/2 departed DAS Cherry Point with anticipated spare pasts with little or no chance of procurement enrouts.

the a ea of particular corders was the sale bling of the Fathfinder and Chase Aircraft. After the departure from TAS Exceeds subsequent scheduling of the maintens or aircraft was such that there was no overlap at the step over laws. This situation desset underivated delays to correcting gripes and me orose talk between maintenance creas. In sany cases the Chase Aircraft personnel was afforded Little or no sleep between arrival and departure at step over points.

Billeting in rost cases was satisfactory. However, solisted billeting had not been arranged for at ACAS Hamache. Convenien existed over officer billeting at Cubi Point which may have resulted from the unsoled less arrival of the Originary in port.

West of Kansche, "Lin Collinet" occsed to have any meaning to supporting solitation and SAL.

(2) Conclusions - Opera perts and maintenance skills for A-6 aircraft must be a self or nteined expanility. Sain enance crows on the Chase and Pathiling a An orant must be allowed stringent overlap to ensure continuity of the maintenance of ort. Debed ling should be arranged so that fotig a in maintenance cross is an important acons deration as that of the flight oress.

In some cases administrative requirements were not known by support activities (billeting at Resembs and Cubi Foint).

(3) Seconmodations - Entil the spare part and aspect picture for the 4-6 improves the deploying equation should thoroughly plan for their can requirements enroute. To inserv this, the equatron must be placed on the highest enterity at least thirty days prior to deployment.

The maintenance alrereft must be assured of at least a fear hour everlap to ensure maintenance continuity and effort.

Every effort should be made to instruct all activities encouts are aware of the operation in progress to preclude electrostanding a diposible delays.

Alrerest space and support equipment considered to be adequate is listed in ecologies (2).

1. Commissions

- (1) Discussion Communications were adequate although some frequency compation was experienced on the lago where refueling was conducted. When required by the equation the SSA equipment of the represent Control Team was excellent.
- (2) Consisten The frequency congestion on the primary frequency was experienced on these less where refueling was conducted.





(3) Recommendation - If possible once voice centact is made with the refueler force the aircraft engaged in the refueling switch to the secondary frequency.

g. Remarks

- (1) Discussion From the standpoint of this squadron, the Trans Pac was completely successful. It was evident that the schedule was quite realistic and prudent. It permitted both schedule advancements on short notice (i.e. 2h hour advance From El Toro, 2 hour advance from Wake, 2 hour advance from Cubi Peint) and maintenance aborts (one mircraft 36 hours at El Toro). However, there were dangers introduced by some of these scheduled changes that were avident to the squadron commander, such as the necessity to use any available personnel for the receiving of the sircraft at way stations, the break-down in continuity between "Pethfinder" and "Maintenance" (chase) echelons, and the possibility of beging in a flight carefully pre-briefed against single plane operations. With the good communications available, it seem totally arbitrary to effectively eliminate these considerations from the decision making process, no matter how compelling the reasons for schedule changes at the Movement Control level. Only one message was received directly by this command from Movement Control and this was a directive in nature. All other communications were berbal via the Movement Control Lielson Team Officers, effectively making any imput from the squadron commander assume the aspents of a protest. In comparison, at Kanache, where it was possible to effect personal lieison with Movement Control, a course of action to catch up the two aircraft delayed at El Toro was arrived at which fully considered the requirements of the soundron and the over-all movement.
- (2) The pre-planning provided an excellent space-time framework, with a necessary regard for flexibility in both fore-shortening and stretch-out. In the execution of the inevitable schedule adjustments, however, the ultimate responsible officer, the unit commander, was not afforded adequate isput, and vistal considerations could well have been lost.
- (3) The unit commander should be aware of the requirements for schoolule changes as they apply to his command and his recommendations solicited before change are final and directive in nature.

H. WALL





SPACE PARTS AND SUPPLIES EDUTINENT FOR AS DEPT. YOUNT

1. The following list of spare parts and support equipment is submitted to sid future deploying A6 squadrons, in Trans Pac planning. It is recommended that these items be included on the maintenance sirchests.

A. General Support Equipment.

- 1. The hydraulic jenny 29-30 DVN.
- 2. One complete set of aircraft jacks (including: wing, nose, tail and two sheel jacks).
- 3. One scalant gun with caclking compound.
- 4. The all howser check and fill cart.
- one hydraulic check and fill cart.
- 6. Two MR 8 bomb hoists.

B. Special Support Equipment.

- 1. Two tow bars.
- 2. Four wing jury struts.
- 3. One test bos, constant speed drive.
- h. Two small portable air bottles.
- 5. One hydraulic servicing cart.
- 6. Main and Nose Axle wrenches.
- 7. Cross over adapters for hydraulic jenny.
- I. One set of tack pads.
- P. One front and rear engine adaptor assembly.
- 10. One set of sagging throw boards.
- Il. Meters for electric shop and various repair kits for hydraulic shop.
- 12. Your nose and Tour main wheels (built up) plus six main and four nose tires, including "0" rings and function pluss.
- 13. Two brake assemblies
- Ili. The set bydraulic filters.
- 15. One set mine, IFB, and section "B".
- 16. As many hand tools as possible.
- 17. As much Mil 57 gear as possible.

ENCLIBERE (2)



ROSTER OF AWARDS



LTCOL H. WOLF - Gold star in lieu of his 7th Air Medal on the 18th

LTCOL E. E. JACOBSON - 1st Air Medal on the 21st

MAJOR F. J. CONE - 1st Air Medal on the 20th

MAJOR J. A. MARTIN - 1st Air Medal on the 19th

MAJOR J. M. McGARVEY - 1st Air Medal on the 20th

CAPT J. A. ANDERST - 1st Air Medal on the 21st

CAPT J. H. BENTLEY - 1st Air Medal on the 29th

CAPT J. BUTCHKO - 1st Air Medal on the 21st

CAPT J. E. CARLTON - 1st Air Medal on the 21st

CAPT C. E.DIXON - 1st Air Medal on the 23rd

CAPT J. K. ENGSTROM - 1st Air Medal on the 23rd

CAPT T. W. GILLEY - 1st Air Medal on the 22nd

CAPT J. J. HAHN - 1st Air Medal on the 21st

CAPT E.A. HARCSAR - 1st Air Medal on the 24th

CAPT K. D. HORNBACHER - 1st Air Medal on the 23rd

CAPT R. G. MIZE - 1st Air Medal on the 18th

CAPT R. L. CETTING - 1st Air Medal on the 21st

CAPT S. P. PORCARI - 1st Air Medal on the 23rd

CAPT J. T. RANDALL - 1st Air Medal on the 19th

CAPT J. D. SEALE - 1st Air Medal on the 24th

CAPT R. L. SPRINGFIELD - 1st Air Medal on the 27th

CAPT R. C. TINSIEY - 1st Air Medal on the 20th

CAPT J. M. WARSHAW - 1st Air Medal on the 21st

CAPT E. M. WEBER - 1st Air Medal on the 20th

1/LT C. A. CLARK - 1st Air Medal on the 28th

1/LT R. E. KEARNS - 1st Air Medal on the 23rd

1/LT J. L. KLINGERMAN - 1st Air Medal on the 22nd

1/LT D. E. SAARELA - 1st Air Medal on the 2hth

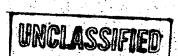
1/LT R. W. SHELTON - 1st Air Medal on the 23rd

2/LT H. A. KLING - 1st Air Medal on the 21st

2/LT G. M. SMITH - Gold Star in lieu of his lith Air Medal

2/LT E. YOUNG - 1st Air Medal on the 20th

CWO-2 D. E. WILSON - 1st Air Medal on the 21st



MARINE ALL MATRIE ATTACA SCHALKE 242
Mirine Aircraft Group 11
let Mirine Aircraft Wing, Fif, Facific
c/o FFO San Francisco, California 96002

VMA (AV) 242 SAC TILES HIV/HAR/cdb Log No. 0396-66 W4400 Distribution 9 Dec. 1 R 1966 Cony 3 of 5

From Commanding Officer

To: Commanding Officer, tarina Aircraft Group 11

(Attre 5-4)

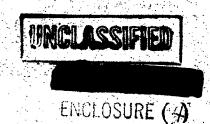
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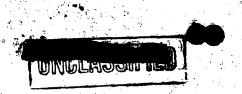
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Encl: (1) AGA CITTLEP

2. In accordance with instruction contained in Moference (a), the A6A SITUSP is stated for the month of Movember 1966 in Speciesure (1).

H. WILP





1.	Averara	D117	Availabili	ity

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- Dogles, Airfress and System, With/Witnout Track Padar

- rollerability

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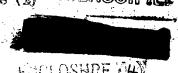
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a of the indicated by cancellations: 26 day/us night emostlations due to the by higher authority, in day/s night cancellations due to aircraft availability.

Inclosure (1

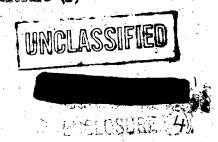


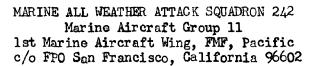
ENCLOSURE (4)

DECLASSIFIED

MINICIPASS	FIGH CARMIDALIZED CONTROLL TEACH TEACH TEACH TEACH TEACH TEACH COLLECTED CONTROLL TEACH TE	761546 RO 12 199-22000 RO 199-19080 RO SLF-2303 RO 761545 RO 636363 RO	380-872-3963 7 7 5841-877-6992 F 5841-266-5593 F 56610-571-1811 V 1280-872-3970 V 6605-872-1720 V G 5641-909-1362	ACT 5 Times 6 AIN 5 Times 7 TWO 5 Times 2 CPG 4 Times 9 CDP 4 Times 9
C.	Operationally 1	1 <u>202</u> 0/4 voice	1012 26.18 N	(II. III <u>. 53.95</u>)
. lar	Gat acquisition/	delivery nedo/control		
A.	Day visual oper	otions <u>166</u> Sorties	287.00 Tons ord	expanded.
Ą.,	(1) Under Ti	Control 57	Cortico 213.	00 Tons
	(2)	C/TACA Control 3	Sorties	75 Tons
	(3) Pi	lot Control	Corties 21.	50 Tons
		apons System	Sortios <u>6</u>	00_ Yons
L.	light Visual Op	erations		
	(1) Under	TPG Sectrol 140	Sorties 763.	75_ Tons
	(2) Under	Plares Pilot Control <u>O</u>	Scrties <u>0</u>	Tons
	(3) Urder	Wospons System Control 10	Corties <u>36-50</u>	
C.	IFR Chorations			
	(1) Under	TPC Control 0	Sorties 0	Fons
	(2) Under	Wespons System Control (direct) 0	Sorties 0	7ons
	(3) Undor	Wespons System Control (offset)	0_ Sortion0	Tods
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Enclosure (1)





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Commanding Officer

To:

Commanding Officer Marine Aircraft Group Eleven

(Attn: S-4)

Subj: Logistics Summary Report (Log Sum)

Ref: (a) MAG-11 Spd Ltr 04:SDC:jhk Dtd 280ct66

1. In accordance with reference (a) the following information is submitted:

A. Status

	Average	Average	Average
	Percent	Percent	Percent
Type	OR	NORS	NORM
A6-A	18	25	57

Comment: The operational readiness of this squadron for the reporting period was well below that required by OPNAVINST 05442.4A. The 25% NORS monthly average was due to two primary factors.

- (1) Removal of avionic components from the aircraft and introduction into the IMA without replacement from rotable pool.
- (2) The excessive time lag between introduction of component to IMA-determination of repairability at IMA-necessaity to put component on requisition, and processing of the requisitioned item.

As of this date 38 major components are on Priority 02 requisition. During the past 30 days 10 Priority 02 requisitions have been supplied. Additionally during the past 30 days, 232 major components have been turned into the IMA and determined repairable, with 176 returned RFI.

The 57% NORM, again excessive by OPNAVINST 05442.4A standards, is attributed primarily to inadequacy in ground support equipment availability.







Over the past 30 days this squadron has averaged 1 NC-10, or substitute, A/C power generating equipment per day; 2-HR2 air conditioner per day; 2 gas turbine starting units per day. Historically, this squadron has documented a need for a minimum of 7 NC-10's or substitutes, 4 NR-3A/NR-5 air conditioners and 4 gas turbine compressor starting units per day to support scheduled and unscheduled maintenance, and flight operations, Additionally, maintenance must be interupted during periods of bad weather due to non-avilability of aircraft shelter. This situation should be relieved, along with some aux. aircraft power generating requirements when full occupancy of the programmed hangars is effected.

Contributing to the NORM rate are the components deadlined at the IMA awaiting repair and for which no requisitions may be executed. The status of the aircraft to which these boxes are chargeable is therefore NORM.

B. Critical Items

		•	NO. DOCS
<u>FSN</u>		NOMANC LATURE	DURING PERIOD
RQ 6610-671-1811		AOA PROBE	10
RG 6610-942-5104		ALTITUDE MODULE	2
RG 6620-970-9113		FUEL FLOW INDICATOR	5
RG 6620-972-8491	VJPX	RPM INDICATOR	6
RG 6615-531 - 6389	VUBC	MA-1 GYRO	4

C. Significant Problems

In summary, the high NORM and NORS rate experienced over the past 30 days is attributable to:

- 1. In adequancies in available support equipment.
- 2. No replacements for removed avionics components either from rotable pool, Priority 02 requisitions, or repaired components from IMA.

H. WOLF