

MA (AW)-242 S&C FILES

Log No. 0340-69

Distribution

Copy 1 of 7

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

3:DEE:fas

5750

SerNo:

6 November 1969

UNCLASSIFIED

From: Commanding Officer
To: Commanding Officer, Marine Aircraft Group 11

Subj: (U) Command Chronology; submission of

Ref: (a) WgO 5750.4
(b) GruO 5750.1A

Encl: (1) Command Chronology for period 1-31 October 1969

1. In accordance with the instructions contained in references (a) and (b), the Command Chronology for the month of October 1969 is submitted as enclosure (1).

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

Thomas L. Griffin
Thomas L. GRIFFIN

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VMA (AW)-242

CMD Chron

OCT 1969

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6 November 1969

COMMAND CHRONOLOGY

MARINE ALL WEATHER ATTACK SQUADRON 242

MARINE AIRCRAFT GROUP 11

1ST MARINE AIRCRAFT WING

FLEET MARINE FORCE PACIFIC

FPO, SAN FRANCISCO, 96602

DANANG AIR BASE, VIETNAM

1 OCTOBER 1969 - 31 OCTOBER 1969

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ENCLOSURE (1)

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6 November 1969

~~CONFIDENTIAL~~PART I - ORGANIZATIONAL1. Commanding Officer and Executive Staff

Commanding Officer	LtCol	T. L. GRIFFIN	1-31 October 1969
Executive Officer	Major	L. L. LONO	1-31 October 1969
Administrative Officer	Capt	K. G. CORCORAN	1-31 October 1969
Operations Officer	Major	D. E. ELEY	1-31 October 1969
Logistics Officer	Capt	J. J. FITZPATRICK	1-31 October 1969
Maintenance Officer	Capt	D. R. BYERS	1 October 1969
	Capt	R. C. SHEPHERD	2-31 October 1969
Safety Officer	Capt	S. R. FORT	1-31 October 1969
Flight Surgeon	Lt(MC)	L. M. MOSS	1-31 October 1969
Material Officer	1/Lt	W. B. CUMMINGS	1-31 October 1969

2. Average Monthly Strength

a. Naval Aviators	<u>20</u>
b. Bombardier/Navigators	<u>15</u>
c. Ground Officers	<u>4</u>
d. Naval Flight Surgeon	<u>1</u>
e. Marine Enlisted	<u>221</u>

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3. Important Visitors

a. 5 October 1969. Brigadier General BURDETT, U.S. Army and party visited the squadron to observe a static display of the A6A. LtCol T.L. GRIFFIN and 1/Lt W.A. BARNETT briefed the visitors on the all weather close air support capability of the A6A and demonstrated the systems operations on the radar maintenance dock.

b. 18 October 1969. Colonel Lewis M. JAMISON, U.S. Air Force Director of Combat Fighter Operations for the 7th Air Force visited the squadron to observe a static display of the A6A and to attend a short briefing on the all weather capability to strike moving targets. Since the Colonel's visit, the authorized recce area for A6's in the Steel Tiger area has been expanded from 100 miles of roads to 150 miles.

PART II - NARRATIVE SUMMARY OF SIGNIFICANT HIGHLIGHTS

System sorties continued to dominate daily flight operations during this period. An average of five (5) beacon sorties, five (5) armed reconnaissance sorties, and two (2) direct air support sorties were fraggd daily. TPQ-10 sorties were added at the request of the squadron to FAM new aircrews and to provide warm up flights for personnel who had been on TAD from the squadron. A ten flight syllabus has been incorporated to train new aircrews in the A6A FAC Beacon capabilities with excellent results. The FAC Beacon sorties became very important during this period due to heavy precipitation and low visibility caused by Monsoon conditions. The accuracy of the all weather bombing capability has substantially increased with the increased emphasis on crew training, published FAC Beacon procedures, and the incorporation of beacon procedures in the FAC training syllabus. Direct air support sorties were increased during this period which can be directly contributed to H&MS-11 Playboy TA4F's capability of locating targets in the Steel Tiger area which can be struck by utilizing the off-set bombing system in the A6A during daylight hours. The squadron continued to fly night/all weather sorties in the Steel Tiger area utilizing the system to locate and to strike moving vehicles on all fraggd routes and to bomb stationary targets of radar significance or targets which could be struck utilizing the off-set bombing system. Captain R.C. SHEPHERD (pilot) and 1/Lt J.J. EWING (B/N) flying lead aircraft with Captain J.J. FITZPATRICK (pilot) and 1/Lt W.A. BARNETT (B/N) flying wing were fraggd by the 7th Air Force to strike a known 100MM gun position in the Steel Tiger area on 26 October. An Air Force FAC(A) marked the target for the flight and both aircraft put all bombs on target utilizing a bore sight attack. No BDA was reported.

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~~CONFIDENTIAL~~PART III - SIGNIFICANT EVENTS

1. Personnel. Eight (8) officers and seventeen enlisted men were joined during this period. Ten officers and thirty one enlisted men were transferred to CONUS. Corporal D. R. BERRIAN and Lance Corporal D. A. KOENIG received meritorious promotions to their present rank.

2. Administration

a. There were no hostile casualties during this period. An electronic search for Major L. L. LONO and 1/Lt P. R. CURRAN who failed to return from a mission on 29 September 1969 is still in progress.

b. Morale/Welfare. Sixteen Marines participated in the out-of-country R&R program. Five (5) Marines enjoyed the benefits of the in-country R&R program.

c. Career Planning. Twenty two Marines were interviewed by the Squadron Career Planner, and six (6) Marines submitted requests for overseas extensions.

d. Education. Thirteen educational interviews were conducted resulting in three (3) USAFI enrollments and one (1) MCI enrollment. There were two (2) high school level GED tests and one (1) college comprehension test administered this month. There were three (3) applications submitted for high school certificates.

e. Bonds. The squadron reached 78% participation in the U. S. Saving Bond Program.

3. Awards. First Lieutenant H. A. DETERING was presented a Distinguished Flying Cross by Colonel N. E. HEFFERNAN, Commanding Officer Marine Aircraft Group 11, on 14 October 1969. Fifty four Air Medals were awarded for combat strike/flights, nine (9) enlisted men received the Good Conduct Medal, and four (4) Marines received Meritorious Mast during this period.

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4. Air Operations

a. Day sorties scheduled 136 day sorties flown 182

Night sorties scheduled 225 night sorties flown 218

Total Sorties scheduled 361 total sorties flown 400

Sorties cancelled 17 write in sorties 56

b. The above sorties were flown in support of

Army	<u>72</u>	ARVN	<u>0</u>
Marines	<u>122</u>	ROK	<u>0</u>
7th Air Force	<u>173</u>	7th Fleet	<u>0</u>

c. Type of sorties flown

GAS	<u>6</u>	DAS	<u>28</u>	CAP	<u>0</u>	OTHER	<u>0</u>
TPQ	<u>114</u>	AR	<u>145</u>	BCN	<u>74</u>		
TEST	<u>3</u>	FERRY	<u>13</u>	AIR ABORTS	<u>17</u>		

d. Hours flown

Combat hours	509.3
Operational hours	13.9
Total hours	523.2

e. Ordnance

<u>NALC</u>	<u>NOMENCLATURE</u>	<u>NUMBER</u>
E482	500# LD, MK-82 MOD 1 W/CABLE	6681
E507	1,000# LD, MK-83 MODS W/CABLE	221
UW01	KIT, 500# MK-75-1	60
E127	2,000# LD, MK-84	189
E173	GBU, ROCKEYE II MK-20	80

Total tonage for the month of October

2084.023

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f. Bomb damage assessments

Structures destroyed	26
Structures damaged	8
Bunkers damaged	9
Bunkers uncovered	1
Secondary explosions	41
Secondary fires	18
KBMA	1
Trails cut	2
Treeline destroyed MTRS	2225
Sustained fires	1
Roads cut	6
Ford destroyed	2

g. Aircraft Dispersal. Eleven aircraft diverted to Ubon and two (2) diverted to Chu Lai during this period due to below minimums weather at Danang.

5. Aviation Safety. VMA(AW)-242 experienced one (1) aircraft incident and two (2) safety UR/aircraft incidents during the month of October.

The first incident for the month occurred when the ordnance loading crew failed to make the proper changes in the AERO-7A configuration. The aircraft was configured for dropping MK-84's from the AERO-7A when MER's were loaded. The result was inadvertant jettisoning of four (4) MER's and twenty two D-2's with no damage to the aircraft.

The second incident combined with safety UR occurred when three (3) resistors and one (1) capitor failed in the B/N seat causing the seat actuator motor to burn out.

The third incident and safety UR was caused by a pilot leaving the windshield rain removal system on after take-off. This resulted in a shattered windscreen on the pilots side caused by the high temperature of the removal air.

6. Logistics. See Appendix B.

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7. Maintenance

a. The overall aircraft availability was outstanding during this period despite many days of rain and a complete relocation of the flight line and ordnance area. Systems up status decreased slightly, which is contributed to high humidity and not as a result of logistical support or the maintenance effort. Out of 357 full systems launched, 272 were in an up status over target, and 238 were in an up status after landing. The average NORS of 7.7% was below the NORS standard specified in OPNAV INST 05442.4.

b. Fourteen new concrete revetments were completed by the U. S. Navy Construction Battalion and turned over to the squadron on 23 October. At 1200 on the 24th all aircraft, support equipment, and ordnance had moved to the new area and flight operations were in progress. The complete move was conducted without missing a fragged sortie.

App A - Roster of Air Medals Received During Oct.
App B - Logistic Summary Report
App C - Flight Schedule

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APPENDIX A
ROSTER OF AIR MEDALS RECEIVED DURING OCTOBER

<u>NAME</u>	<u>RANK</u>	<u>SER/NO</u>	<u>AWARD NO.</u>	<u>DATES</u>
BARNETT, W.A.	1STLT	0104449	9TH 10TH 11TH	20SEP-30CT69 30CT-120CT69 150CT-260CT69
BERSHINSKY, G.V.	CAPT	094391	8TH	11SEP-180CT69
BOEHM, R.H.	1STLT	0101718	NONE	
BRANDT, G.J.	1STLT	0102413	10TH	16SEP-500CT69
BYERS, D.R.	CAPT	094589	18	14SEP-400CT69
CARSON, W.C.	1STLT	0101747	NONE	
CHRISTIANSEN, J.O.	CAPT	091105	7TH	17SEP-170CT69
CORCORAN, K.C.	CAPT	094383	7TH	17SEP-170CT69
CLEMENTS, D.C.	1STLT	0101816	1ST	15AUG-220CT69
CLERY, D.A.	1STLT	0103409	3RD 4TH	16SEP-100CT69 10CT-140CT69
CUMMINGS, W.B.	1STLT	0106244	2ND 3RD	27SEP-1300CT69 130CT-220CT69
CUCCHIARA, S.	1STLT	0101843	6TH 7TH 8TH	27SEP-500CT69 70CT-1600CT69 170CT-2800CT69
DANIEL, H.D.	1STLT	0100977	8TH 9TH	19SEP-400CT69 40CT-1500CT69
DAVIS, D.A.	1STLT	0103288	NONE	
DETERING, H.A.	1STLT	0101599	13TH 14TH 15TH	21SEP-200CT69 20CT-1400CT69 140CT-2200CT69
ELEY, D.E.	MAJOR	069493	9TH 10TH 11TH	28AUG-28SEP69 29SEP-1300CT69 130CT-2900CT69
ELLIOTT, J.L.	1STLT	0101032	8TH 9TH	12SEP-29SEP69 30SEP-1400CT69
EWING, J.J.	1STLT	0102421	4TH 5TH	26SEP-900CT69 90CT-2000CT69
FITZPATRICK, J.J.	CAPT	093918	1ST	90CT-2900CT69

<u>NAME</u>	<u>RANK</u>	<u>SER/NO</u>	<u>AWARD NO</u>	<u>DATES</u>
FORT, S.R.	CAPT	094705	11TH	30SEP-16OCT69
GRIFFITH, J.B.	1STLT	0102914	3RD 4TH 5TH	25SEP20OCT69 4OCT-18OCT69 18OCT-27OCT69
GRIFFIN, T.L.	LTCOL	056512	17TH 18TH	23SEP-6OCT69 6OCT-20OCT69
JOHN, M.H.	1STLT	0103106	1ST	12SEP-12OCT69
JURJEVICH, J.A.	1STLT	0104615	NONE	
KISER, T.N.	1STLT	095710	2ND 3RD 4TH	13SEP-20OCT69 20CT-14OCT69 14OCT-25OCT69
MCINTYRE, R.C.	1STLT	0102921	1ST 2ND	12SEP-30SEP69 1OCT-22OCT69
MONK, C.W.	1STLT	0104878	NONE	
O'NEILL, C.N.	1STLT	0101287	5TH	20SEP-23OCT69
PAUL, S.S.	1STLT	0101373	NONE	
POULSEN, K.S.	1STLT	0106317	1ST	26SEP-22OCT69
RIPPY, J.W.	CAPT	095018	1ST	8OCT-27OCT69
SHEPHERD, R.C.	CAPT	091956	12TH 13TH	21SEP-8OCT69 9OCT-21OCT69
SMITH, E.C.	1STLT	0103806	3RD 4TH	20SEP-4OCT69 4OCT-16OCT69
SMITH, R.W.	1STLT	0102291	NONE	
SPITZ, R.D.	1STLT	0102297	NONE	
STARR, R.M.	1STLT	0104354	NONE	
VALOVICH, J.M.	1STLT	0104828	4TH 5TH 6TH 7TH	22SEP-30OCT69 3OCT-12OCT69 12OCT-22OCT69 22OCT-30OCT69
WINGERTER, J.R.	1STLT	0103894	6TH 7TH	25SEP-9OCT69 9OCT-15OCT69

MARINE ALL WEATHER ATTACK SQUADRON 242
Marine Aircraft Group 11
1st Marine Aircraft Wing, MACV, Pacific
APO San Francisco, California, 96602

04:JJP:mcb
4000/1
27 Oct 1969

From: Commanding Officer
To: Commanding Officer, Marine Aircraft Group 11 (Attn: 3-4)
Subj: Logistic Summary Report; submission of
Ref: (a) WGO 4000.28.A Ch.1
(b) GWO 4000.1 Ch.1
Encl: ✓(1) Logistic Summary Report
1. In accordance with reference (a) and reference (b), enclosure (1)
is hereby submitted.

J. J. FITZPATRICK
By direction

App B

Logistic Summary Report-VMA(AW) 242

Section I - Supply

1. Overall Supply Situation. The overall supply situation has been good. For this reporting period there were three (3) NORS outstanding. The average NORS for the month of October 1969 was three (3).

- 2. Class I. N/A
- 3. Class II. N/A
- 4. Class III. N/A
- 5. Class IV. N/A
- 6. Class V. N/A
- 7. Class VI. N/A
- 8. Class VII. N/A
- 9. Class VIII. N/A
- 10. Class IX. N/A
- 11. Class X. N/A

Section II - Maintenance

12. Maintenance Situation. The overall maintenance situation continues to be outstanding. For the period ending at 2400 27 October 1969, 341 sorties were flown for 444.6 flight hours. Systems up status decreased slightly. Out of 338 systems launched, 320 were launched with full systems, 245 were up over target, and 216 were recovered in an up status. This decrease is considered a direct result of extremely adverse weather conditions during the reporting period and not a result of logistics support as such.

13. Aircraft.a. Status

(1) <u>Type A/C</u>	<u>Average</u>	<u>Average</u>	<u>Average</u>
A6A	<u>$\bar{S} - O^1$</u> 61.3%	<u>$\bar{S} - NORS$</u> 7.6%	<u>$\bar{S} - NORM$</u> 11.3%
(2) <u>Ave No. A/C</u>	<u>Ave No. A/C</u>	<u>No. A/C</u>	<u>No. A/C</u>
<u>Sched. Maint</u>	<u>Un-sched. Maint</u>	<u>Battle Dam</u>	<u>Eng Chg</u>
.5	.8	0	0

b. Critical Items. N/Ac. Significant Problem Areas.

ENCLOSURE (1)

(1) Availability of H2-10's or other satisfactory air conditioning remains the squadron's largest problem. To meet system aircraft schedules, the radar decks with operable H2-10's are in constant demand. The U. S. Air Force cooling cart which is used when the H2-10 is down is unsatisfactory because it produces excessive moisture in the system and long down times are then required to dry the system. Heavy rains during this period made cooling cart operations all the more undesirable. Additionally this cart requires GFC-55 type support which is also in high demand elsewhere.

(2) Part of the roof on the squadron's hangar is in bad need of repair, especially since the monsoon season is fast approaching. The roof covering the working spaces on the North and South of the hangar is the portion which leaks. With every sizable rain, chop area overheads start leaking, causing hazardous working conditions, i.e. slippery floors disrupting normal work routines, and all but halting administrative work.

(3) The move to the new aircraft revetments is still underway and it is too early to define associated trends and problem areas. It is felt that after this next month of operations, that problem areas will be readily defined and that they can be presented with some degree of validity. However some potential problem areas would now appear to be:

- (a) Revetments not providing weather protection for the aircraft.
- (b) Ordnance storage areas being exposed.
- (c) The general security of the area requires strengthening.

14. Major Items of Equipment.

- a. Status. N/A
- b. Major Items. N/A
- c. Comment. N/A
- d. Critical Items. N/A
- e. Significant Problem Areas. N/A

Section III - Services

15. Services Situation. Basic services were satisfactory during the reporting period.

16. Significant Problem Areas. None

Section IV - Transportation

17. N/A

18. N/A

19. E/A

20. E/A

Section VI - Miscellaneous

21. None

MARINE ALL WEATHER ATTACK SQUADRON 242
FLIGHT SCHEDULE FOR TUESDAY, 1 OCTOBER 1969

ODO: 0700-1200 LT MAGILL
1200-1800 LT DANIEL
1800-2400 LT VALOVICH
2400-0700 LT SMITH

SUNRISE: 0637
SUNSET: 1836
MOONRISE: 2237
MOONSET: 1121
ILL: 73%

MSN#	TYPE	ORDNANCE	CREW	BRIEF	T/O LAND	TOT	REMARKS
MAN	DAS	22D-2W/Y	LT DETERING	0600RAID	TBA	0800-1300	
60-1	ALERT		LT WINGERTER	0630R/N			
MAN	"	"	LT ELLIOTT	"	"	"	
60-2			LT POULSON				
6362	BCN	"	LT BRANDT	0700	0840	0900	
			CAPT BYERS		1020		
6368	"	"	LT ELLIOTT	1200	1340	1400	NATOPS
			LT VANZANDT		1520		CHECK
6366	"	"	CAPT SHEPARD	1400	1540	1600	
			LT WINGERTER		1720		
6372	"	"	LT DETERING	1600	1740	1800	
			LT EWING		1920		
MAN	AR	22D-2W	LTCOL GRIFFIN	"	1940	2000	
71		4D-8	LT GRIFFITH		2120		
MAN	"	"	CAPT SHEPARD	"	2025	2045	
72			LT SMITH		2205		
MAN	"	"	LT DANIEL	"	2110	2130	NATOPS
73			LT BARNETT		2250		CHECK
MAN	"	"	LT CHERY	"	2240	2300	
75			LT EWING		0020		
MAN	"	"	LT KESER	"	0040	0100	
77			LT VALOVICH		0220		
MAN	"	"	LT CLEMENTS	"	0125	0145	
78			LT BARNETT		0305		
6376	BCN	22D-2W/Y	CAPT BERSHINSKY	1700	0240	0300	NATOPS
			LT VANZANDT		0420		CHECK
6378	"	"	MAJ ELEY	"	0440	0500	
			LT CUCCHIARA		0620		

SORTIES SCHEDULED: 14

1. SAFETY QUESTION: WHAT WILL BE THE RESULT ON THE AUX PUMP SYSTEM IF EXCESSIVE LOSS OF COMBINED SYSTEM HYD FLUID OCCURS?
2. YESTERDAY'S ANSWER: A FLASHING CSD/S LIGHT IS THE INDICATION OF A CSD/S OVER SPEED.
3. SYSTEM QUESTION: WHAT WILL BE THE RESULT OF A MISALIGNED SYNCH SET?
4. YESTERDAY'S ANSWER: THE COMPUTER STARTS TO CALCULATE A GREAT CIRCLE ROUTE AT 150 MILES.
5. SOP: HOLD WING FOLD HANDLE FORWARD DURING STARTS.

D. E. Eley
D. E. ELEY
BY DIRECTION

AppC

MARINE ALL WEATHER ATTACK SQUADRON 242
FLIGHT SCHEDULE FOR THURSDAY, 2 OCTOBER 1969

ODO: 0700-1200 LT DETERING	SUNRISE: 0637
1200-1800 LT CLERY	SUNSET: 1836
1800-2400 LT VALOVICH	MOONRISE: 2328
2400-0700 LT CUCCHIARA	MOONSET: 1216
	LFI 64%

MSN#	TYPE	ORDNANCE	CREW	BRIEF	T/O LAND	TOT
		22D-2W/Y	LT BRANDT		0740	
6361	BCN	CONICAL	LT WINGERTER	0600	0920	0800
			LT CLERY		0840	
6363	"	"	LT GRIFFITH	0700	1020	0900
MAN	DAS		LT DANIEL	1330RN	1300	
61-1	ALERT	"	LT BARNETT	1345	1800	STAND-BY
MAN			LT KISER			
61-2	"	"	LT VALOVICH	"	"	
			LTCOL REDDY		1540	
6369	BCN	"	CAPT G-11	1400	1720	1600
			MAJ ELEY		1740	
6373	"	"	LT EWING	1545	1920	1800
MAN		22D-2Y	LT KISER		1940	
71	AR	4D-8	LT SMITH	1600	2120	2000
MAN			LT ELLIOTT		2040	
73	AR	"	LT CUCCHIARA	"	2220	2100
MAN			CAPT SHEPHERD		2310	
74	AR	"	LT VANZANDT	"	0050	2330
MAN		22D-2W	CAPT BERSHINSKY		0040	
76	AR	4D-8	LT VALOVICH	"	0220	0100
		22D-2W/Y	LT DANIEL		0210	
6375	BCN	CONICAL	LT VANZANDT	1700	0350	0230
MAN		22D-2W/Y	LT CLEMENTS		0240	
78	AR	4D-8	LT O'NEILL	1600	0420	0300
MAN		22D-2W/Y	LT DETERING		0410	
80	AR	4D-8	LT BARNETT	"	0550	0430
		22D-2W/Y	LTCOL METZKO		0440	
6379	BCN	CONICAL	LT GRIFFITH	1700	0620	0500

SORTIES SCHEDULED: 14

1. CO'S HANGAR INSPECTION 0930.
2. DEPARTMENT HEAD MEETING 1045 CO'S OFFICER.
3. LOM 1430 "O" CLUB.
4. FORMATION (ALL HANDS) 1815 HANGAR.

NOTICE: LAST MONTH WE OBTAINED AN ALL MARINE CORPS RECORD BY FLYING 368 SYSTEM SORTIES. WE FLEW A TOTAL OF 376 SORTIES AND LOGGED 505 FLIGHT HOURS. A VERY HEARTY "CONGRATULATIONS" AND "THANK YOU" FOR A JOB WELL DONE TO THE MEN THAT FIX'EM FROM THE MEN WHO FLY'EM.

D. E. ELEY

By direction

MARINE ALL WEATHER ATTACK SQUADRON 242
FLIGHT SCHEDULE FOR FRIDAY, 2 OCTOBER 1969

ODO:	0700-1200	CAPT FORT	SUNRISE:	0637
	1200-1800	LT BRANDT	SUNSET:	1835
	1800-2400	LT VALOVICH	MOONRISE:	
	2400-0700	LT KISER	MOONSET:	1308
			LFI:	54%

MSN#	TYPE	ORDNANCE	CREW	BRIEF	T/O LAND	TOT	REMARKS
MAN	DAS	22D-2W/Y	LT ELLIOTT	0600	0800-1300		
60-1	ALERT		LT EWING	0630			
MAN	"	"	LT CLERY	"	"		
60-2			LT SMITH				
6360	BCN	"	LT KISER	0600	0740	0800	
			LT CUCCHIARA		0920		
6364	"	"	LT BRANDT	0800	0940	1000	
			LT WINGERTER		1120		
6366	"	"	LT KISER	1200	1340	1400	
			LT VALOVICH		1520		
6368	"	"	LT CLEMENTIS	1400	1540	1600	
			LT VANSANDT		1720		
6372	"	12D-3W	LT DETERLING	1545	1740	1800	
			CAPT C-11		1920		
MAN	AR	22D-2Y	LTCOL GRIFFIN	1600	1940	2000	NATOPS
71	"	4D-8	LT VANSANDT		2120		CHECK
MAN	"	"	MAJ REE	"	2110	2130	
73	"	"	LT EWING		2250		
MAN	"	"	LTCOL BENDY	"	2240	2300	
75	"	"	LT BARNETT		0020		
MAN	"	"	LT ELLIOTT	"	0010	0030	
77	"	"	LT CUCCHIARA		0150		
MAN	"	22D-2W/Y	CAPT SHEPHERD	"	0140	0200	
79	"	4D-8	LT GRUFFITH		0320		
MAN	"	"	LT DANIEL	"	0225	0245	
80	"	"	LT WINGERTER		0405		
6378	BCN	22D-2W/Y	LT CLERY	1700	0440	0500	
			LT GRIFFIN		0620		

SORTIES SCHEDULED: 14

1. SAFETY QUESTION: IT IS POSSIBLE TO DUMP DOWN TO HOW MANY LBS OF FUEL IN THE A-6?
2. YESTERDAY'S ANSWER: IF EXCESSIVE COMBINED SYSTEM HYD. FLUID IS LOST THE AUX PUMP WILL BE INOPERATIVE.
3. SYSTEM QUESTION: WHAT CAN THE B/N BE DETERMINED BY AN ECHO CHECK.
4. YESTERDAY'S ANSWER: A MISALIGNED SYNCH SET RESULTS IN AN INACCURATE SLANT RANGE TO TARGET.

[Signature]
W. E. ELEY
BY DIRECTION

MARINE ALL WEATHER ATTACK SQUADRON 242
FLIGHT SCHEDULE FOR SATURDAY, 4 OCTOBER 1969

ODO: 0700-1200 LT DETERING
1200-1800 LT POULSEN
1800-2400 LT VALOVICH
2400-0700 LT CLERY

SUNRISE: 0637
SUNSET: 1834
MOONRISE: 0021
MOONSET: 1355
LFI: 47%

MSN#	TYPE	ORDNANCE	CREW	BRIEF	T/O LAND	TOT
6261	BCN	22D-2W/Y CONICAL	LT CLERY LT BARNETT LT ELLIOTT	0600	0740 0920 0940	0800
6263	"	"	LT VALOVICH CAPT FORT	0800	1120 1140	1000
6365	"	"	LT CUCCHIARA	1000	1320	1200
MAN	DAS	15D-3X	CAPT SHEPHERD	1330	1300	
61-1	ALERT		LT BARNETT	1345	1900	
MAN			LT ELLIOTT			
61-2	"	"	LT EWING	"	"	
6269	BCN	22D-2W/Y CONICAL	LT BRANDT LT GRIFFITH LT DANIEL	1500	1640 1810 1810	1700
6273	"	"	LT WINGERTER	1630	1950	1830
MAN		22D-2W	CAPT SHEPHERD		2010	
71	AR	1D-8	LT O'NEILL	1600	2150	2030
MAN			MAJ ELEY		2140	
73	"	"	LT SMITH	"	2320	2200
MAN			LT DETERING		2225	
74	"	"	LT CUCCHIARA	"	0005	2245
MAN			LT DANIEL		2355	
76	"	"	LT WINGERTER	"	0205	0015
MAN			LT KISER		0040	
77	"	"	LT VALOVICH	"	0220	0100
MAN			LTCOL GRIFFIN		0210	
78	"	"	LT EWING	"	0350	0230
MAN			LT KISER		0320	
6279	BCN	22D-2W/Y CONICAL	LT GRIFFITH	1700	0520	0400

SORTIES SCHEDULED: 14

1. SAFETY QUESTION: WHEN IN FLIGHT REFUELING AT A LOW FUEL STATE HOW CAN THE FUEL BE FIRST RECEIVED IN THE FUSELAGE TANK?
2. YESTERDAY'S ANSWER: IT IS POSSIBLE TO DUMP DOWN TO 3600 POUNDS OF FUEL IN THE A-6A.
3. SYSTEM'S QUESTION: AT WHAT RANGE DOES THE COMPUTER START TO CALCULATE A GREAT CIRCLE ROUTE?
4. YESTERDAY'S ANSWER: AN ECHO CHECK GIVES THE B/N AN INDICATION OF S/R VIDEO RNG.
5. HOOCH INSPECTION 1300 CAPT FITZPATRICK AND CAPT RIPPY. BRIEF IN CO'S OFFICE AT 1100.
6. AWARDS PRESENTATION 0730 AT H&MS-11. ALL AVAILABLE OFFICERS ARE REQUESTED TO ATTEND.

D. E. ELEY

By direction

MARINE ALL WEATHER ATTACK SQUADRON 242
FLIGHT SCHEDULE FOR SUNDAY, 5 OCTOBER 1969

ODO: 0700-1200 LT MCINTYRE
1200-1800 LT ELLIOTT
1800-2400 LT VALOVICH
2400-0700 LT BRANDT

SUNRISE: 0637
SUNSET: 1834
MOONRISE: 0114
MOONSET: 1440
LFI: 36%

MSN#	TYPE	ORDNANCE	CREW	BRIEF	T/e LAND	TOT	REMARKS
6360	BCN	22D-2W/Y	LT BRANDT	0600	0740	0800	
			LT SMITH		0920		
6368	"	"	LT JOHN	1300	1440	1500	
			LT BARNETT		1620		
MAN	DAS	15D-3XT	LT WINTERING	1330	1300-1900		
61-1	ALERT		LT CUCCHIARA	1345			
MAN	"	"	LT CLERY	"	"		
61-2			LT POULSEN				
6370	BCN	22D-2W/Y	LTCOL GRIFFIN	1400	1540	1600	
			LT CUMMINGS		1720		
6372	"	"	LT MCINTYRE	1545	1740	1800	
			LT BARNETT		1920		
MAN	AR	22D-2W/Y	MAJ ELEY	1600	2010	2030	
71		AD-8	LT O'NEILL		2150		
MAN	"	"	LTCOL REDDY	"	2055	2115	
72			LT EWING		2235		
MAN	"	"	CAPT SHEPHERD	"	2225	2245	
74			LT CUCCHIARA		0005		
MAN	"	"	LT DANIEL	"	0040	0100	
76			LT VALOVICH		0220		
MAN	"	"	LT ELLIOTT	"	0210	0230	
78			LT SMITH		0250		
MAN	"	"	LT DANIEL	"	0340	0400	
79			LT GRIFFITH		0520		
6376	BCN	22D-2W/Y	LT KISER	1700	0440	0500	
			LT VALOVICH		0620		
6378	"	"	LT WINTERING	"	0540	0600	
			LT EWING		0720		

SCORTIES SCHEDULED: 14

1. SAFETY QUESTION: WHAT IS THE OPTIMUM AIRSPEED FOR THUNDERSTORM PENETRATION?

2. YESTERDAY'S ANSWER: FUEL CAN FIRST BE RECEIVED IN THE FUSELAGE TANKS BY PLACING THE WING DUMP SWITCH TO DUMP.

3. SYSTEM QUESTION: HOW CAN THE T/R BE TUNED MANUALLY?

4. YESTERDAY'S ANSWER: THE COMPUTER STARTS TO CALCULATE A GREAT CIRCLE ROUTE AT 150 MILES.

5. 1000 RABFAC BRIEF FOR LT CUMMINGS, LT MCINTYRE, LT JOHN, LT BARNETT, LT POULSEN, LT CUCCHIARA, AND LT WINTERER IN READY ROOM.

6. 1300 SQDN SOP BRIEF, CAPT'S FITZPATRICK, RIPPY, LT'S STARR AND SPITZ IN READY ROOM.

D. E. ELEY
BY DIRECTION

DECLASSIFIED

MARINE ALL WEATHER ATTACK SQUADRON 242
FLIGHT SCHEDULE FOR MONDAY, 6 OCTOBER 1969

ODO: 0700-1200 LT DETERING
1200-1800 LT CUCCHIARA
1800-2400 LT MCINTYRE
2400-0700 LT JOHN

SUNRISE: 0637
SUNSET: 1833
MOONRISE: 0206
MOONSET: 1520
LFI: 27%

MSN#	TYPE	ORDNANCE	CREW	BRIEF	T/O LAND	TOT	REMARKS
		22D-2W/Y	LT MCINTYRE		1340		
6367	BCN	CONICAL	LT BARNETT	1200	1530	1400	
MAN	DAS		MAJ ELEY	1330	1300		
61-1	ALERT	15D-3XT	LT WINGERTER	1345	1900	STAND-BY	
MAN			LT ELEY				
61-2	"	"	LT POULSEN	"	"	"	
		22D-2W/Y	LT CLEARY		1440		
6369	BCN	CONICAL	LT VALOVICH	1300	1620	1500	
			CAPT FORT		1540		
6371	"	"	LT CUMMINGS	1400	1720	1600	
			LT DETERING		1740		
6372	"	"	LT O'NEILL	1545	1920	1800	
MAN		22D-2W/Y	CAPT SHEPHERD		2010		
71	AR	4D-8	LT O'NEILL	1600	2150	2030	
MAN			LTCOL HENKO		2040		
72	"	"	LT VALOVICH	"	2220	2100	
MAN			LTCOL FORT		2140		
73	"	"	LT GRIFITH	"	2320	2200	
MAN			CAPT FORT		2210		
74	"	"	LT EWING	"	2350	2230	
MAN			LTCOL GRIFITH		2310		
75	"	"	CAPT C-11	"	0050	2330	
MAN			LT DANIEL		2355		
76	"	"	LT WINGERTER	"	0134	0015	
MAN			LT CLEARY		0040		
77	"	"	LT BARNETT	"	0220	0100	
MAN			LT ELLIOTT		0125		
78	"	"	LT CUCCHIARA	"	0305	0145	
		22D-2W/Y	MAJ ELEY		0140		
6375	BCN	CONICAL	LT EWING	1700	0320	0200	
MAN		22D-2W/Y	LT DETERING		0210		
79	AR	4D-8	LT CUMMINGS	1600	0350	0230	
		22D-2W/Y	LT DANIEL		0240		
6377	BCN	CONICAL	LT WINGERTER	1700	0420	0300	
MAN		22D-2W/Y	LT CLEARY		0255		
80	AR	4D-8	LT GRIFITH	1600	0435	0315	
		22D-2W/Y	LT ELLIOTT		0340		
6379	BCN	CONICAL	LT CUCCHIARA	1700	0520	0400	

SORTIES SCHEDULED: 19

1. SAFETY QUESTION: WHAT IS THE MAXIMUM SPEED WHEN USING THE WINDSHIELD RAIN REMOVAL SYSTEM?
2. YESTERDAY'S ANSWER: THE OPTIMUM AIRSPEED FOR THUNDERSTORM PENETRATION IS 230 - 230 KNOTS.
3. SYSTEM'S QUESTION: HOW CAN T/R BE TAKEN OUT OF FAIL SAFE?
4. YESTERDAY'S ANSWER: THE T/R CAN BE TUNED MANUALLY BY DEPRESSING THE EMERGENCY SEARCH AND SYNCH SET-ON THE BNCB AND GOING TO SEARCH AND GOING TO SEARCH AND DISPLAY MODES ON THE PCB. USING THE T/R SUM VIDEO NOW DISPLAYED ON THE PHD, ADJUST FOR MAXIMUM VIDEO.
5. SOP: THE 90 DEGREE CROSSWIND COMPONENT FOR TAKE-OFF IN THE A-6A IS 20 KNOTS ON A WET RUNWAY AND 25 KNOTS ON A DRY RUNWAY.
6. AFTER EVERY BCN HOP INSTRUCTOR PILOT OR B/N WILL FILL OUT EVALUATION FORM AND SUBMIT IT TO THE ODO.

D. E. ELEY

DECLASSIFIED

MARINE ALL WEATHER ATTACK SQUADRON 242
 FLIGHT SCHEDULE FOR TUESDAY, 7 OCTOBER 1969
 ODO: 0700-1200 LT CLEMENTS SUNRISE: 0638
 1200-1800 LT MCINTYRE SUNSET: 1832
 1800-0700 LT DETERING MOONRISE:
 MOONSET:
 LFI:

MSN#	TYPE	ORDNANCE	CREW	BRIEF	T/O LAND	TOT	REMARKS
MAN	DAS	15D-3X,T	CAPT FORT	0630	TBA	0800-1300	
60-1	ALERT		LT VALOVICH	R/N			
MAN	"	"	LT CLERY	"	"	"	
60-2			LT POULSEN				
6360	BCN	22D-2W/Y	CAPT SHEPHERD	0600	0740	0800	
			LT SMITH		0920		
6362	"	"	LT MACINTYRE	0800	0940	1000	
			LT BARNETT		1120		
6364	"	"	MAJ ELEY	1000	1140	1200	
			LT SMITH		1320		

SORTIES SCHEDULED: 5

1. SAFETY QUESTION: WHAT DOES A LOW OIL LIGHT INDICATE?
2. YESTERDAY'S ANSWER: THE MAXIMUM SPEED WHEN USING THE WINDSHIELD RAIN REMOVAL SYSTEM IS 360 KNOTS.
3. SYSTEM QUESTION: WHAT IS THE MAXIMUM STAND-BY TIME (WARM-UP) FOR THE INS?
4. YESTERDAY'S ANSWER: THE T/R CAN BE TAKEN OUT OF FAIL SAFE BY CYCLING IN AND OUT OF BORESAFE.
5. SOP: FOR THE CREW TO PERFORM THE TAKE OFF CHECKLIST WITH THE AIRCRAFT STOPPED.
6. 1000 AOM IN SQUADRON TRAINING ROOM.

D. E. Eley
 D. E. ELEY
 BY DIRECTION

MARINE ALL WEATHER ATTACK SQUADRON 242
FLIGHT SCHEDULE FOR WEDNESDAY, 8 OCTOBER 1969

ODO: 0700-1200 LT MAGILL
1200-1800 LT CUMMINGS
1800-2400 LT MCINTYRE
2400-0700 LT GRIFFITH

SUNRISE: 0637
SUNSET: 1831
MOONRISE: 0347
MOONSET: 1634
LFI: 12%

MSN#	TYPE	ORDNANCE	CREW	BRIEF	T/O LAND	TOT	REMARKS
MAN	DAS	22D-2W/Y	LT DANIEL		0800		
60-1	ALERT	CONICAL	LT SMITH	0600	1300	TBA	
MAN			MAJ ELEY				
60-2	"	"	LT CUCCHIARA	0600	"	TBA	
			CAPT CORCORAN		0740		
6361	BCN	"	LT BARNETT	0600	0920	0800	
		12D-2W/Y	CAPT FORT		0940		FAM
TBA	TPQ	CONICAL	CAPT FITZPATRICK	0800	1120	1000	I
		22D-2W/Y	LT DETERING		1140		RAB FAC
6365	BCN	CONICAL	LT POULSEN	1000	1320	1200	I
			LT MCINTYRE		1440		RAB FAC
6369	"	"	LT BARNETT	1300	1620	1500	I
		12D-2W/Y	LT DETERING		1540		FAM
TBA	TPQ	CONICAL	CAPT RIPPY	1400	1720	1600	I
		22D-2W/Y	CAPT SHEPHERD		1740		RAB FAC
6373	BCN	CONICAL	LT CUMMINGS	1600	1920	1800	II
MAN		22D-2W/Y	LTCOL GRIFFIN		1940		
71	AR	4D-8	LT GRIFFITH	"	2120	2000	
MAN		22D-2W	CAPT FORT		2210		
73	"	4D-8	LT VALOVICH	"	2350	2230	
MAN			MAJ ELEY		2310		
75	"	"	LT EWING	"	0050	2330	
MAN			LT KISER		0040		
77	"	"	LT WINGERTER	"	0220	0100	
MAN			LT CLERY		0210		
79	"	"	LT SMITH	"	0350	0230	
		22D-2W/Y	LT ELLIOTT		0440		
6377	BCN	CONICAL	LT WINGERTER	1700	0620	0500	

SORTIES SCHEDULED: 17

1. YESTERDAY'S SAFETY ANSWER: A LOW OIL OIL LIGHT INDICATES OIL LEVEL OF LESS THAN 33% CAPACITY.
2. YESTERDAY'S SYSTEM ANSWER: THE MINIMUM STAND-BY TIME (WARM-UP) IS 5 MIN.
3. SOP: ALL TAKE-OFFS WILL COMMENCE FROM THE POINT WHERE MAXIMUM RUNWAY LENGTH IS AVAILABLE.
4. 1300 TRAINING FOR BRAVO FLIGHT IN READY ROOM.
5. 1500 CAPT FITZPATRICK, LT'S FOULSEN, CLERY, CLEMENTS, GRIFFITH, CUCCHIARA MEET IN SQUADRON ADMIN OFFICE.
6. 1800 S-2 NEW GUY BRIEF R/N LT SPITZ, LT STARR, LT JURJEVICH, LT MONK.

for Henry A. Deering
D. E. GLEY
By direction

MARINE ALL WEATHER ATTACK SQUADRON 242
FLIGHT SCHEDULE FOR THURSDAY, 9 OCTOBER 1969

ODO: 0700-1200 LT BRANDT
1200-1800 LT MAGILL
1800-2400 LT MCINTYRE
2400-0700 LE CLEMENTS

SUNRISE: 0638
SUNSET: 1831
MOONRISE: 0437
MOONSET: 1708
LFI: 06%

MSN#	TYPE	ORDNANCE	CREW	BRIEF	T/O LAND	TOT	REMARKS
		22D-2W/Y	LT JOHN		0940		HAB FAC
6362	BCN	CONICAL	LT BARNETT	0800	1120	1000	II
MAN	DAS	15D-3XT	CAPT FORT		1300		
61-1	ALERT		LT VALOVICH	1330	1900	STAND-BY	
MAN			LT MCINTYRE				
61-2	"	"	LT CUCCHIARA	"	"		
		22D-2W/Y	LTCOL REDDY		1340		
6366	BCN	CONICAL	LT BARNETT	1200	1520	1400	
			LT KISER		1540		
6370	"	"	LT EWING	1400	1720	1600	
MAN		22D-2W	LT DANIEL		2025		
72	AR	4D-8	LT EWING	1600	2205	2045	
MAN			MAJ ELEY		2155		
74	"	"	LT CUMMINGS	"	2335	2215	
MAN		22D-2W/Y	LTCOL GRIFFIN		2325		
76	"	4D-8	LT VALOVICH	"	0105	2345	
MAN			CAPT SHEPHERD		0055		
78	"	"	LT SMITH	"	0235	0115	
MAN		22D-2W	LT CLERY		0225		
80	"	4D-8	LT WINGERTER	"	0405	0245	
		22D-2W/Y	CAPT CORCORAN		0255		
6374	BCN	CONICAL	LT CUCCHIARA	1700	0435	0315	
			LT ELLIOTT		0410		
6378	"	"	LT SMITH	"	0550	0430	
		12D-2W/Y	CAPT FORT		1010		FAM
* TBA	IPQ	CONICAL	CAPT FITZPATRICK	0830	1150	1030	I
			CAPT RIPPY		1640		FAM
* "	"	"	LT DETERING	1500	1820	1700	II
		22D-2W/Y	LTCOL DAVIS		0840		
* "	"	CONICAL	LT POULSEN	0700	1020	0900	

SORTIES SCHEDULED: 15

1. SAFETY QUESTION: UNDER WHAT CONDITIONS IS EJECTION MANDATORY? ANSWER: DOUBLE ENGINE FAILURE BELOW 1500 FEET AND 250 KNOTS.
2. SYSTEM'S QUESTION: WHEN IS THE HSI GETTING ITS HEADING INFORMATION FROM THE INERTIAL SYSTEM? ANSWER: IN COMPASS OUT MODE.
3. SOP: CHECK NOSE AND TAIL ARMING CIRCUIT BREAKER PRIOR TO EACH HOP.
4. 0930 COMMANDING OFFICERS HANGAR INSPECTION.
5. 1045 DEPARTMENT HEAD MEETING CO'S OFFICE.
6. 1315 GROUP CO'S NEW GUY BRIEF R/N TARGETING, LT'S SPITZ, STARR, MONK AND JURJEVICH.
7. 1430 AOM AT "O" CLUB.
8. * NOTE TIME

RCM McIntyre
For D. E. ELEY
By direction

MARINE ALL WEATHER ATTACK SQUADRON 242
FLIGHT SCHEDULE FOR FRIDAY, 10 OCTOBER 1969

ODO: 0700-1200 LT POULSEN
1200-1800 LT BRANDT
1800-2400 LT MCINTYRE
2400-0700 LT ELLIOTT

SUNRISE: 0638
SUNSET: 1830
MOONRISE: 0527
MOONSET: 1744
LFI: 02%

MSN#	TYPE	ORDNANCE	CREW	BRIEF	T/O LAND	TOT	REMARKS
		22D-2W/Y	LT MCINTYRE		0740		RAB PAC
6361	BCN	CONICAL	LT BARNETT	0600	0920	0800	II
MAN	DAS		LT JOHN			0830	
60-1	ALERT	15D-3X/T	LT GRIFFITH	0700	TBA	1300	
MAN	DAS		MAJ ELEY			0830	
60-2	ALERT	"	LT EWING	0700	TBA	1300	
		18D-2W/Y	CAPT RIPPY		0940		
TBA	TPQ	CONICAL	LT DANIEL	0800	1100	1000	FAM III
		22D-2W/Y	CAPT FORT		1140		RAB PAC
6365	BCN	CONICAL	LT CUMMINGS	1000	1320	1200	III
		22D-2W/Y	LT KISER		1440		
6369	"	CONICAL	LT GRIFFITH	1300	1620	1500	
		12D-2W/Y	CAPT FITZPATRICK		1540		
TBA	TPQ	CONICAL	CAPT FORT	1400	1700	1600	FAM I
		22D-2W/Y	CAPT CORCORAN		1740		RAB PAC
6373	BCN	CONICAL	LT POULSEN	1600	1920	1800	I
MAN		22D-2W/Y	CAPT SHEPHERD		1940		
71	AR	4D-8	LT CUMMINGS	"	2120	2000	
MAN			LT ELLIOTT		2110		
73	AR	"	LT CUCCHIARA	"	2250	2130	
MAN			LTCOL GRIFFIN		2240		
75	AR	"	LT WINGERTER	"	0020	2300	
MAN			LTCOL REDDY		0010		
77	AR	"	LT VALOVICH	"	0150	0030	
MAN			LT CLERY		0140		
79	AR	"	LT SMITH	"	0320	0200	
		22D-2W/Y	LT DANIEL		0440		
6377	BCN	CONICAL	LT VALOVICH	1700	0620	0500	

SORTIES SCHEDULED: 14

1. SAFETY QUESTION: IT IS POSSIBLE TO DUMP DOWN TO HOW MANY POUNDS OF FUEL IN THE A-6A? ANSWER: 3600 POUNDS.
2. SYSTEM'S QUESTION: IN THE DR MODE, WHAT IS READ IN THE DATA POSITION? ANSWER: ONLY WINDS WHICH ARE ENTERED VIA THE KEYBOARD.
3. SOP: CHECK WINDSHIELD AIR AND WINDSHIELD WASH PRIOR TO EVERY HOP.
4. 1300 CREW TRAINING READY ROOM FOR ALPHA FLIGHT.

D.E. Eley
D. E. ELEY
By direction

MARINE ALL WEATHER ATTACK SQUADRON 242
FLIGHT SCHEDULE FOR SATURDAY, 11 OCTOBER 1969

ODO: 0700-1200 LT CLEMENTS
1200-1800 LT WINGERTER
1800-2400 LT MCINTYRE
2400-0700 LT ELLIOTT

SUNRISE: 0638
SUNSET: 1829
MOONRISE: 0818
MOONSET: 1821
LFI: 00%

MSN#	TYPE	ORDNANCE	CREW	BRIEF	T/O LAND	TOT	REMARKS
6000-1	CAS	22D-2X	LT DETERING LT GRIFFITH	0530	0710 0850	0730	INST CHECK
6000-2	CAS	"	CAPT FORT LT STARR	0530	"	"	
6362	BCN	22D-2W/Y CONICAL	LT JOHN LT BARNETT	0800	0940 1120	1000	RABFAC
MAN 61-1	DAS ALERT	"	LT DETERING LT SMITH	1230 @ RN	TBA	1300 1900	
MAN 61-2	DAS ALERT	"	LT KISER LT STARR	1230 @ RN	TBA	"	
6366	BCN	"	LT MCINTYRE LT BARNETT	1200	1340 1520	1400	RABFAC 2
6370	BCN	"	MAJ ELEY LT CUCCHIARA	1400	1540 1720	1600	RABFAC CHECK
MAN 72	AR	22D-2W/Y 4D-8	LTCOL GRIFFIN LT CUMMINGS	1600	2025 2205	2045	
MAN 74	AR	"	LT ELLIOTT LT CUCCHIARA	"	2155 2335	2215	
MAN 76	AR	"	LT CLERY LT EWING	"	2325 0105	2345	
MAN 78	AR	"	LT DANIEL LT WINGERTER	"	0055 0235	0115	
MAN 80	AR	"	LTCOL REDDY LT VALOVICH	"	0225 0405	0245	
6374	BCN	22D-2W/Y CONICAL	CAPT SHEPHERD LT POULSEN	1700	0340 0520	0400	RABFAC I
6378	BCN	"	LT DANIEL LT GRIFFITH	"	0540 0720	0600	

SORTIES SCHEDULED: 14

1. SAFETY QUESTION: WHAT DOES AN IFF ANNUNCIATOR PANEL WARNING LIGHT INDICATE? ANSWER: ASSOCIATED WITH THE MODE 4 OPERATION THE LIGHT WILL ILLUMINATE WHEN INTERROGATIONS ARE NOT PROPERLY DECODED OR REPLIES TO CORRECTLY CODED ARE NOT TRANSMITTED.
2. SYSTEM'S QUESTION: WHEN THE SYSTEMS ARE FIRST TURNED ON WHAT SHOULD THE B/N CHECK IF A CONSTANT PATHWAY AND RELEASE MARKER ARE PRESENT ON THE VDI? ANSWER: CHECK COMPUTER OUTPUT CIRCUIT BREAKER IN.
3. SOP: ENSURE THAT PERSONNEL ARE CLEAR OF THE CANOPY WHILE CONNECTING OR DISCONNECTING EXTERNAL POWER.
4. 1100-1300 LT JURJEVICH POSTAL INSPECTION.
5. 1100 HOOTCH INSPECTION BRIEF CO'S OFFICER LT CLEMENTS & LT MONK. HOOTCH INSPECTION 1300

D. E. ELEY
D. E. ELEY
By direction

MARINE ALL WEATHER ATTACK SQUADRON 242
FLIGHT SCHEDULE FOR SUNDAY, 12 OCTOBER 1969

ODD: 0700-1200 LT CLEMENTS
1200-1800 LT BRANDT
1800-2400 LT MCINTYRE
2400-0700 LT ELLIOTT

SUNRISE: 0639
SUNSET: 1828
MOONRISE: 0712
MOONSET: 1900
LFI: 00%

MSN#	TYPE	ORDNANCE	CREW	BRIEF	T/O LAND	TOT	REMARKS
		22D-2W/Y	MAJ ELEY		0740		RAB PAC
6261	BCN	CONICAL	LT CUMMINGS	0600	0920	0800	4
MAN	DAS		CAPT FORT	0730		0800	
60-1	ALERT	"	LT CUCCHIARA	@ RN	TBA	1300	
MAN	DAS		LT CLEBY				
60-2	ALERT	"	LT EWING	"	TBA	"	
			LT JOEN		1140		RAB PAC
6265	BCN	"	LT BARNETT	1000	1320	1200	4
			CAPT FINEPATRICK		1240		
TBA	TPQ	"	LT WINGERTER	1100	1400	1300	FAM 3
			LT COL DAVIS		1340		
TBA	TPQ	"	LT STARR	1200	1500	1400	FAM 3
			CAPT MCCORAN		1540		
TBA	TPQ	"	LT JURJERVICH	1400	1700	1600	FAM 1
			LT MCINTYRE		1740		RAB PAC
6369	BCN	"	LT CUCCHIARA	1300	1620	1500	3
			CAPT FORT		1740		RAB PAC
6373	"	"	LT POULSEN	1600	1920	1800	2
			CAPT RIPPY		1840		
TBA	TPQ	"	LT VALOVICH	1700	2000	1900	FAM 4
MAN		22D-2W/Y	LT COL GRIFFIN		1940		
71	AR	4D-3	LT BARNETT	1600	2120	2000	
MAN			LT ELLIOTT		2110		
73	AR	"	LT VALOVICH	"	2250	2130	
MAN			CAPT SHEPHERD		2240		
75	AR	"	LT GRIFFITH	"	0020	2300	
MAN			LT DANIEL		0010		
77	AR	"	LT WINGERTER	"	0150	0030	
MAN			LT DETERING		0140		
79	AR	"	LT EWING	"	0320	0200	
		22D-2W/Y	LT KISER		0440		
6377	BCN	CONICAL	LT SMITH	1700	0620	0500	

NOTE: IF DAS LAUNCHES CANK THE 1400 AND 1600 TPQ

1. SAFETY QUESTION: WHAT IS THE MAXIMUM AIRSPEED FOR FLAPS IN THE T/O POSITION? ANSWER: 250 KNOTS.

2. SYSTEM'S QUESTION: WHEN WILL THE TRACK AFC LOCK-UP? ANSWER: ONLY WHEN THE TRACK RADAR IS ON AND TRANSMITTING.

3. SOP: IF THE COMPUTER OVERHEAT CAUTION LIGHT ON THE ANNUNCIATION PANEL REMAINS ON SECURE THE COMPUTER.

4. 1100-1300 LT JURJERVICH POSTAL INSPECTION.

D. E. ELEY

By direction

DECLASSIFIED

MARINE ALL WEATHER ATTACK SQUADRON 242
FLIGHT SCHEDULE FOR MONDAY, 13 OCTOBER 1969

ODO: 0700-1200 LT CLEMENTS
1200-1800 LT BRANDT
1800-2400 LT JOHN
2400-0700 LT DANIEL

SUNRISE: 0639
SUNSET: 1828
MOONRISE: 0812
MOONSET: 1900
LFI: 03%

MSN#	TYPE	ORDNANCE	CREW	BRIEF	T/O LAND	TOT	REMARKS
MAN	DAS		MAJ ELEY	0700		0800	
60-1	ALERT	15D-3X/T	LT CUMMINGS	@ RN	TBA	1300	
MAN	DAS		LT MCINTYRE				
60-2	ALERT	"	LT VALOVICH	"	TBA	"	
		22D-2W/Y	CAPT FORT		0940		RAB FAC
6352	BCN	CONICAL	LT POULSEN	0800	1120	1000	3
			CAPT FITZPATRICK		1040		
TBA	TPQ	"	LT GRIFFITH	0900	1200	1100	FAM 1
			LT JOHN		1340		RAB FAC
6366	BCN	"	LT BARNETT	1200	1520	1400	5
			CAPT GORCORAN		1440		
TBA	TPQ	"	LT JURENICH	1300	1600	1500	FAM 2
			LT MCINTYRE		1540		RAB FAC
6370	BCN	"	LT CUCCHIARA	1400	1720	1600	3
			CAPT RILEY		1810		
TBA	TPQ	"	LT WINGERTER	1630	1930	1830	FAM 5
			MAJ ELEY		1855		
TBA	TPQ	"	LT STARR	1715	2015	1915	FAM 4
MAN		22D-2W/Y	LTCOL GRIFFIN		2025		
72	AR	4D-8	LT EWING	1600	2205	2045	
MAN			LT DANIEL		2155		
74	AR	"	LT WINGERTER	"	2335	2215	
MAN			LT CLERY		2325		
76	AR	"	LT SMITH	"	0105	2345	
MAN			LT ELLIOTT		0055		
78	AR	"	LT CUCCHIARA	"	0235	0115	
MAN			LT KISER		0225		
80	AR	"	LT GRIFFITH	"	0405	0245	
		22D-2W/Y	LT DETERING		0340		
6374	BCN	CONICAL	LT SMITH	1700	0520	0400	
			CAPT SHEPHERD		0540		RAB FAC
6378	BCN	"	LT CUMMINGS	"	0720	0600	5

SORTIES SCHEDULED: 16

1. SAFETY QUESTION: WHICH FUEL CELL SUPPLIES FUEL TO THE ENGINE FUEL CONTROLS? ANSWER: AFT FUSELAGE CELL.
2. SYSTEM'S QUESTION: IF SEARCH MAG "I" IS NOT OBTAINED AFTER THE SEVEN MINUTE TIME IN PERIOD WHAT SHOULD THE B/N DO BEFORE CALLING HIS FRIENDLY F/C TECH? ANSWER: TURN THE SEARCH ALL THE WAY OFF AND TIME IN FOR A FULL SEVEN MINUTES AGAIN (STAND-BY RELAY MAY HAVE STUCK THE FIRST TIME) IF MAG "I" IS STILL NOT OBTAINED GET F/C TECH.
3. 1000 ALFA FLIGHT TRAINING IN READY ROOM.
4. SOP: RETURN TO CONUS IN TWELVE MONTHS.
5. NOTE: IF DAS ALERT LAUNCHES CANX 1100 TPQ AND 1500 TPQ.

RCM McIntyre
For D. E. ELEY
By direction

DECLASSIFIED

DECLASSIFIED

MARINE ALL WEATHER ATTACK SQUADRON 242
FLIGHT SCHEDULE FOR TUESDAY, 14 OCTOBER 1969

ODO: 0700-1200 LT CLEMENTS
1200-1800 LT EWING
1800-2400 LT JOHN
2400-0700 LT BARNETT

SUNRISE: 0639
SUNSET: 1827
MOONRISE: 0908
MOONSET: 2034
LFI: 08%

MSN#	TYPE	ORDNANCE	CREW	BRIEF	T/O LAND	TOT	REMARKS
MAN	DAS		LT DETTING		0800		
60-1	ALERT	15D-3X/T	LT SMITH	0700	1300	TBA	
MAN	DAS		LT CLERY				
60-2	ALERT	"	LT WINGERTER	0700	"	"	
		22D-2W/Y	LT MCINTYRE		0740		RAB FAC
6361	BCN	CONICAL	LT BARNETT	0600	0920	0800	6
			CAPT FORT		1140		RAB FAC
6365	"	"	LT FOULSEN	1000	1320	1200	4
			LT ELLIOTT		1440		
6369	BCN	"	CAPT G-11	1300	1620	1500	
			LT CLERY		1640		
TBA	TPQ	"	LT JURJEVICH	1500	1800	1700	FAM 3
			CAPT CONCORAN		1740		RAB FAC
6373	BCN	"	LT CUMMINGS	1600	1920	1800	6
			CAPT RIPPY		1840		
TBA	TPQ	"	LT VALOVICH	1700	2000	1900	FAM 6
MAN		12D-3W/Y	LT KISER		1940		
71	AR	4D-8	LT WINGERTER	1600	2120	2000	
		22D-2W/Y	CAPT FITZPATRICK		2040		
TBA	TPQ	CONICAL	LT GRIFFITH	1900	2200	2100	FAM 5
MAN		12D-3W/Y	LT ELLIOTT		2110		
73	AR	4D-8	LT VALOVICH	1600	2250	2130	
		22D-2W/Y	CAPT SHEPHERD		2140		
TBA	TPQ	CONICAL	LT STARR	2000	2300	2200	FAM 5
MAN		12D-3W/Y	LTCOL REDDY		2240		
75	AR	4D-8	LT EWING	1600	0020	2300	
MAN			LTCOL GRIFFIN		0010		
77	AR	"	LT GRIFFITH	"	0150	0030	
MAN			LT DANIEL		0140		
79	AR	"	LT CUCCHIARA	"	0320	0200	
		22D-2W/Y	LT JOHN		0440		RAB FAC
6377	BCN	CONICAL	LT CUCCHIARA	1700	0620	0500	6

SORTIES SCHEDULED: 16

1. SAFETY QUESTION: ABOVE WHAT ALTITUDE IS THERE A POSSIBILITY OF JAMMING THE NOSE GEAR DOOR WHEN LANDING GEAR IS ACTUATED WITH COCKPIT PRESSURIZED?
ANSWER: 8,000 FEET.
2. SYSTEM'S QUESTION: WHAT IS TRACK RADAR MRI FOR AND IN WHAT MODES IS IT EFFECTIVE? ANSWER: IT PERMITS THE PILOT TO SHAPE THE TRACK RADAR BEAM TO IMPROVE VIDEO DEFINITION. IT IS EFFECTIVE IN E-SCAN/ELEVATION ONLY $3\frac{1}{2}$ DEGREES TO $\frac{1}{2}$ DEGREES, TOPPI IN ELEVATION AND AZ AND E-SEARCH IN AZ ONLY.
3. ALPHA FLIGHT TRAINING IN READY ROOM AT 1300.
4. THE FOLLOWING OFFICERS ARE TO ATTEND GAS CHAMBER DRILL BY THE 542 HANGAR AT 0900. SCHEDULED FLIGHTS WILL HAVE PRIORITY:
CAPT FITZPATRICK
CAPT RIPPY
LT BOEHM
LT MONK
LT JOHN
LT STARR
LT SPITZ
LT FOULSEN
5. SOP: TO MAKE AN IFR DEPARTURE TO VFR ON TOP WHEN SKY CONDITION IS OVERCAST.
6. NOTE: IF DAS ALERT LAUNCHES CANY THE 1700 AND 2200 TPQ.

D. E. ELEY

DECLASSIFIED

MARINE ALL WEATHER ATTACK SQUADRON 242
FLIGHT SCHEDULE FOR WEDNESDAY, 15 OCTOBER 1969

ODO: 0700-1200 LT ELLIOTT
1200-1800 LT STARR
1800-2400 LT JOHN
2400-0700 LT CLERY

SUNRISE: 0639
SUNSET: 1827
MOONRISE: 0908
MOONSET: 2034
LFI: 8%

MSN#	TYPE	ORDNANCE	CREW	BRIEF	T/O LAND	TOT	REMARKS
6362	BCN	22D-2X	MAJ ELEY LT CUMMINGS	0800	0940 1120	1000	RAB FAC
MAN	DAS	22D-2W/T	CAPT FORT LT EWING	1230	1300-1900		
6367	"	"	LT JOHN	"	"		
6368	BCN	22D-2W/Y	LT GRIFFIN LT DETERING CAPT C-11	1300	1440 1620	1500	
6370	TPQ	"	CAPT FITZPATRICK LT SMITH	1400	1540 1700	1600	FAM 3
6372	BCN	"	LTCOL DAVIS LT BARNETT	1600	1740 1920	1800	RAB FAC 1
6374	TPQ	"	CAPT BE SHINSKY LT STARR	1700	1840 2000	1900	FAM 3
MAN	AR	12D-3W/Y LD-8	CAPT CORCORAN LT SMITH	1600	1940 2120	2000	
6376	"	"	LTCOL GRIFFIN LT CUMMINGS	"	2020 2205	2045	
6378	"	"	LT CLERY LT EWING	"	2240 0005	2245	
6380	"	"	LT ELLIOTT LT WINGERTER	"	2355 0135	0015	
6382	"	"	CAPT SHEPHERD LT CUCCHIARA	"	0125 0305	0145	
6384	"	"	LT KISER LT GRIFFIN	"	0340 0520	0400	
6374	BCN	22D-2W/Y	LT MCINTYRE LT BARNETT	1700	0340 0520	"	RAB FAC 5
6376	"	"	LT ELLIOTT LT CUCCHIARA	1700	0440 0620	0500	
6378	"	"	LT DANIEL LT WINGERTER	1700	0540 0720	0600	

SORTIES SCHEDULED: 16

1. SAFETY QUESTION: WHICH BUSS SUPPLIES POWER FOR FUEL DUMP CONTROL?
2. YESTERDAY'S ANSWER: MONITORED A/C BUSS.
3. SYSTEM QUESTION: WHEN THE SYSTEMS ARE FIRST TURNED ON WHAT SHOULD THE P/N CHECK IF A CONSTANT PATHWAY AND RELEASE MARKER ARE PRESENT ON THE VDI ?
4. YESTERDAY'S ANSWER: CHECK TO SEE IF THE COMPUTER OUTPUT CIRCUIT BREAKER IS IN.
5. SOP: RESET THE STATIONS WITH THE MASTER ARM SWITCH OFF.
6. BRAVO FLIGHT CREW TRAINING IN THE READY ROOM AT 1300.
7. FAM FIRE-MUSTER BEHIND THE MAG-11 MESS HALL AT 0730 WITH T/O WEAPON: CAPT RIPPY, CAPT FITZPATRICK, LT SPITZ, LT STARR, LT MONK AND LT BOEHM.
8. CANX TPQ IF DAS LAUNCHES.
9. SDO WILL BE POSTED IN THE S-1 OFFICE PROMPTLY AT 0800 DAILY.

MARINE ALL WEATHER ATTACK SQUADRON 242

FLIGHT SCHEDULE FOR THURSDAY, 16 OCTOBER 1969

ODO: 0700-1200 LT CLEMENTIS
 1200-1800 CAPT RIPPY
 1800-2400 LT JOHN
 2400-0700 LT KISER

SUNRISE: 0640
 SUNSET: 1826
 MOONRISE: 1116
 MOONSET: 2230
 LEI: 24%
 SDO: LT BOEHM
 GDO: LT BOEHM

MSN#	TYPE	ORDNANCE	CREW	BRIEF	T/O LAND	TOT	REMARKS
MAN	DAS	22D-2W/T	LT DETERING		0800		
60-1	ALERT		LT SMITH	0700	1300	TBA	
MAN	DAS	"	CAPT FITZPATRICK				
61-2	ALERT		LT WINGERTER	"	"	TBA	
		22D-2W/Y	MAN FRY		0940		
6363	BCN	CONICAL	LT EWING	0800	1100	1000	
			CAPT BERSHINSKY		1340		
6367	"	"	CAPT C-11	1200	1500	1400	
			LTCOL METZKO		1540		
6371	"	"	LT O'NEILL	1400	1700	1600	
			LT CLERY		1840		
TBA	TPQ	"	LT STARR	1700	2000	1900	FAM 4
MAN		4D-4W/X	LT ELLIOTT		1940		
71	AR	4D-8	LT SMITH	1600	2100	2000	
		22D-2W/Y	CAPT FITZPATRICK		2040		
TBA	TPQ	CONICAL	LT WINGERTER	1900	2200	2100	FAM 5
MAN		4D-4W/Y	LT MCINTYRE		2140		
73	AR	4D-8	LT GUCCILARA	1600	2300	2200	
MAN			CAPT FORT		2310		
75	AR	"	LT BARNETTE	"	0030	2330	
MAN			LTCOL GRIFFIN		0040		
77	AR	"	LT CUMMINGS	"	0200	0100	
MAN			CAPT CORCORAN		0210		
79	AR	"	LT GRIFFITH	"	0330	0230	
		22D-2W/Y	LTCOL REDDY		0340		
6375	BCN	CONICAL	LT CUMMINGS	1700	0500	0400	
			CAPT SHEPHERD		0540		
6379	"	"	LT EWING	1700	0700	0600	

SORTIES SCHEDULED: 14

1. SAFETY QUESTION: WHAT IS THE MINIMUM AIRSPEED FOR GROUND LEVEL EJECTION?
ANSWER: 100 KNOTS.

2. SYSTEM'S QUESTION: IF FLAG DROPS ARE PRESENT FOR ALL STATIONS BUT ONE STATION FAILS TO DROP BOMBS, WHAT CAN THE B/N CHECK? ANSWER: CHECK THE WEAPONS RELEASE BREAKERS LOCATED NEXT TO THE B/N'S RIGHT LEG ON THE RIGHT CONSOLE.

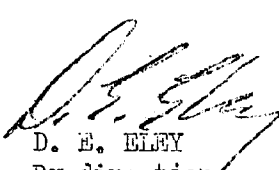
3. SOP: NEVER STOW MAPS OR NAV GEAR AGAINST THE CANOPY WHERE IT MIGHT INTERFERE WITH DEFOG AIRFLOW.

4. 0930 HANGAR INSPECTION.

5. 1045 DEPARTMENT HEAD MEETING.

6. 1430 AOM TRAINING ROOM.

7. 1815 SQUADRON FORMATION HANGAR.



D. E. ELFY

By direction

MARINE ALL WEATHER ATTACK SQUADRON 242
FLIGHT SCHEDULE FOR FRIDAY, 17 OCTOBER 1969

ODO: 0700-1200 LT CLEMENTS
1200-1800 LT STARR SDO: LT ELLIOTT
1800-2400 LT VALOVICH GDO: LT ELLIOTT
2400-0700 LT DETERING
SUNRISE: 0640
SUNSET: 1825
MOONRISE: 1218
MOONSET: 2335
LFI: 35%
T/O

MSN #	TYPE	ORDNANCE	CREW	BRIEF	BRIEF	TOT	REMARKS
MAN	DAS	22D-2W/Y	MAJ ELEY	0700	0800-1300		
62	ALERT		LT WINGERTER				
"	"	"	LT JOHN	"	"		
			LT EWING				
6360	BCN	"	LT CLERY	0600	0740	0800	
			CAPT D-11		0900		
6362	TPQ	"	LT DANIEL	0730	0900	0940	INST
			CAPT FORT		1030		CHECK
6364	BCN	"	CAPT FITZPATRICK	1000	1140	1200	RAB FAC
			LT CHOCCHIARA		1300		
6366	TPQ	"	LT DANIEL	1200	1340	1400	FAM- 2
			LT MONE		1500		
6368	BCN	"	CAPT SHEPHERD	1300	1440	1500	RAB FAC
			LT CUMMINGS		1600		
6372	"	"	LT MCINTYRE	1600	1740	1800	RAB FAC
			LT BARNETT		1900		
6374	TPQ	"	CAPT RIPPY	1700	1840	1900	FAM 6
			MAJ SKELTON		2000		
MAN	AR	4D-4X/Y	CAPT GILCORAN	1600	2055	2115	
72		4D-8	LT EWING		2215		
6376	TPQ	22D-2W/Y	CAPT RIPPY	2000	2130	2150	FAM 7
			MAJ SKELTON		2250		
MAN	AR	4D-4X/Y	LT DETERING	1600	2225	2245	
74		4D-8	LT SMITH		2345		
MAN	"	"	LT KISER	"	2455	0015	
76			LT VALOVICH		0115		
MAN	"	"	CAPT BERSHINSKY	"	0125	0145	
78			LT GRIFITH		0245		
MAN	"	"	MAJ ELEY	"	0255	0315	
80			LT CUMMINGS		0415		
6376	BCN	22D-2W/Y	LTCOL METZKO	1700	0440	0500	
			LT WINGERTER		0600		

SORTIES SCHEDULED: 16

1. SAFETY QUESTION: WHAT IS THE INDICATION OF A CSD/S OVERSPEED?

ANSWER: A FLASHING CSD/S LIGHT.

2. SYSTEM'S QUESTION: WHAT IS THE FREQ. RANGE OF THE AUX RECEIVER?

ANSWER: 265.0-284.9

3. SOP: RADIO MISSION COMPLETE/INCOMPLETE TO RINGNECK AND AIRCRAFT/SYSTEM STATUS TO THE ODO WHILE TAKING BACK TO THE LINE.

A. H. Gosh
D. E. ELEY
BY DIRECTION

DECLASSIFIED

MARINE ALL WEATHER ATTACK SQUADRON 242

FLIGHT SCHEDULE FOR SATURDAY, 18 OCTOBER 1969

000: 0700-1200 LT CLEMENTS
 1200-1800 LT JURJERICH
 1800-2400 CAPT FORT
 2400-0700 LT CLERY

SUNRISE: 0640
 SUNSET: 1824
 MOONRISE: 1315
 MOONSET:
 LEI: 46%

MSN#	TYPE	ORDNANCE	CREW	BRIEF	T/O LAND	TOT	REMARKS
6363	BCN	22D-2W/Y	CAPT RIPPY LT CUCCHIARA	0800	0940 1120	1000	
6364	TPQ	"	LT CLERY LT JURJEVICH	0900	1040 1200	1100	
6365	"	"	MAJ ELEY LT MONK	1000	1140 1300	1200	
6366	DAS	"	CAPT FORT LT BARNETT	1300R/N 1330RAID	1300 1900	1300	
6367	"	"	LT CLERY LT GRIFFITH	"	"	"	
6367	BCN	22D-2X	LT ELLIOTT CAPT C-11	1200	1340 1520	1400	
6368	TPQ	12D-2W/Y	LT BOEHM LT DETERING	1300	1440 1600	1500	
6371	BCN	22D-2X	LT MCINTYRE LT CUCCHIARA	1400	1540 1720	1600	
6372	AR	4D-4X/Y 4D-8	LTCOL GRIFFIN LT EWING	1600	1940 2120	2000	
6373	TPQ	26D-2W/Y	CAPT FITZPATRICK LT VALOVICH	1700	2040 2300	2100	
6374	AR	4D-4X/Y 4D-8	CAPT CORCORAN LT GRIFFITH	1600	2110 2250	2130	
6375	"	"	LT DETERING LT BARNETT	"	2240 0020	2300	
6376	"	"	LT KISER LT VALOVICH	"	0010 0150	0030	
6377	"	"	CAPT FORT LT SMITH	"	0140 0320	0200	
6378	BCN	22D-2W/Y	LT DANIELS LT WINGERTER	1700	0340 0520	0400	
6379	"	"	CAPT SHEPHERD LT CUMMINGS	"	0540 0720	0600	

SHORTIES SCHEDULED: 16

1. SAFETY QUESTION: WHAT IS THE MINIMUM SAFE AIRSPEED FOR GROUND LEVEL EJECTION?
 ANSWER: 100KTS

2. SYSTEM QUESTION: WITH SRTC SELECTED, WHAT IS THE S/R SCAN ANGLE?
 ANSWER: 60DEGREES-114DEGREES

3. SOP: TO CARRY TWO SURVIVAL RADIOS ON ALL FLIGHTS.

4. 1300 HOOTCH INSPECTION: LT KISER AND LT STARR, BRIEF IN THE CO'S OFFICE AT 1400.

5. THE CATHOLIC AND PROTESTANT CHURCH SERVICES WILL BE DEDICATED TO MAJ LONO AND LT CURRAN ON SUNDAY 19 OCT AT THEIR RESPECTIVE TIMES.

J. E. Eley
 BY DIRECTION

DECLASSIFIED

MARINE ALL WEATHER ATTACK SQUADRON 242

FLIGHT SCHEDULE FOR SUNDAY, 19 OCTOBER 1969

ODO: 0700-1200 LT CLEMENTS
 1200-1800 LT SMITH
 1800-2400 LT VALOVICH
 2400-0700 LT DANIEL

SUNRISE: 0640
 SUNSET: 1824
 MOONRISE: 1407
 MOONSET: 0039
 LFI: 57%
 SDO: LT CUCCHIARA

MSN#	TYPE	ORDNANCE	CREW	BRIEF	T/O LAND	TOT	REMARKS
6360	BCN	22D-2X/T	LT ELLIOTT		0740		
			LT EWING	0600	0920	0800	
6364	TPQ	22D-2W/Y	LT CLERY		0840		
		CONICAL	LT JURJEVICH	0700	1000	0900	FAM
			LT MCINTYRE		1140		RAB FAC
6366	BCN	"	CAPT C-11	1000	1320	1200	5
		12D-2W/Y	LT BOEHM		1210		
6368	TPQ	CONICAL	LT DETERING	1030	1350	1230	FAM
		22D-2W/Y	CAPT RIPPY		1440		RAB FAC
6368	BCN	CONICAL	LT CUCCHIARA	1300	1620	1500	3
			LT DANIEL		1600		
6372	TPQ	"	LT MONK	1430	1730	1630	FAM
			CAPT FITZPATRICK		1740		RAB FAC
6372	BCN	"	LT BARNETT	1300	1920	1800	1
		28D-2W/Y	LT KISER		1940		
6376	TPQ	CONICAL	LT STARR	1700	2100	2000	FAM
MAN		4D-4X/Y	CAPT FORT		2025		
72	AR	4D-8	LT CUMMINGS	1600	2205	2045	
MAN			LT DETERING		2155		
74	"	"	LT WINGERTER	"	2335	2215	
MAN			CAPT CORCORAN		2325		
76	"	"	LT SMITH	"	0105	2345	
MAN			CAPT BERSHINSKY		0055		
78	"	"	LT GRIFFITH	"	0235	0115	
MAN			LTCOL GRIFFIN		0225		
80	"	"	LT VALOVICH	"	0405	0245	
		22D-2W/Y	CAPT SHEPHERD		0440		RAB FAC
6376	BCN	CONICAL	LT POULSEN	1700	0620	0500	4
MAN	DAS		LT DANIEL	1300RN	1300		
61-1	ALERT	"	LT WINGERTER	1330RAID	1900	STAND-BY	
MAN			MAJ ELEY				
61-2	"	"	LT VALOVICH	" "	"	"	

SORTIES SCHEDULED: 16

1. SAFETY QUESTION: UNDER WHAT CONDITIONS IS EJECTION MANDATORY? ANSWER: DOUBLE ENGINE FAILURE BELOW 1500 FEET AND 250 KNOTS.
2. SYSTEM'S QUESTION: WHEN IS THE HSI GETTING ITS HEADING INFORMATION FROM THE INERTIAL SYSTEM? ANSWER: IN COMPASS OUT MODE.
3. 1300 RAB FAC TRAINING IN READY ROOM FOR CAPT FITZPATRICK, LT'S MONK, JURJEVICH AND STARR.
4. CATHOLIC MASS: PRAYERS WILL BE SAID FOR MAJOR LONO AND LT CURRAN TODAY.
5. PROTESTANT SERVICE: THE SERVICE WILL BE DEDICATED TO MAJOR LONO AND LT CURRAN.

D. E. Eley
 D. E. ELEY
 By direction

MARINE ALL WEATHER ATTACK SQUADRON 242
FLIGHT SCHEDULE FOR MONDAY, 20 OCTOBER 1969

ODO:

0700-1200 LT BARNETT
1200-1800 LT STARR
1800-2400 LT VALOVICH
2400-0700 LT CLEMENTS

SDO: LT POULSEN

SUNRISE: 0641
SUNSET: 1823
MOONRISE: 1454
MOONSET: 0142
LEI: 68%

MCN#	TYPE	ORDNANCE	CREW	BRIEF	T/O LAND	TOT	REMARKS
6363	BCN	22D-2W/Y	MAJ ELEY LT JURJEVICH	0800	0940 1120	1000	RAB FAC 1
6351	SEED	24D-27	LT CERRY LT SMITH	1100	1240 1320	1300	
6353	"	"	LT KISER LT POULSEN	1130	1310 1450	1330	
6367	BCN	22D-2X	CAPT FITZPATRICK LT CUCCHIARA	1200	1340 1520	1400	RAB FAC II
6368	TPQ	18D-2W/Y	LT BOEHM LT WINGARTER	1300	1440 1620	1500	FAC II
6371	BCN	22D-2X	CAPT CONCORAN LT MONK	1400	1540 1720	1600	RAB FAC I
6371	AR	22D-2W/Y	LTCOL REDDY	1600	1940	2000	
6371	"	4D-8	CAPT C-11	"	2120		
6371	"	"	LT DETERING	"	2110	2130	
6371	"	"	LT EWING	"	2250		
6371	"	"	LT MCINTYRE	"	2240	2300	
6371	"	"	LT WINGARTER	"	0050		
6371	"	"	LTCOL GRIFFIN	"	0010	0030	
6371	"	"	LT GRIFFITH	"	0150		
6371	"	"	CAPT SHEPHERD	"	0140	0200	
6371	"	"	LT VALOVICH	"	0320		
6375	BCN	22D-2W/Y	CAPT BRIPPY LT BARNETT	1700	0320 0540	0400	RAB FAC IV
6379	"	"	LT DANIEL LT VALOVICH	"	0540 0720	0600	
61-1	DAS	22D-2XT	LT ELLIOTT	1300RN	1300-		
61-1	"	"	LT CUMMINGS	1330RAID	1900		
61-2	"	22D-2W/Y	LT MCINTYRE LT EWING	1300 1330	"		

SORTIES SCHEDULED: 15

1. SAFETY QUESTION: WHAT ARE THE NORMAL OIL PRESSURE LIMITS ?

ANSWER: 35 LBS AT IDLE 40-50 PSI IN FLIGHT.

2. SYSTEM QUESTION: WHEN IN ATTACK MODE AND "ON CALL" WHAT DOES THE NUMBER IN THE LONG WINDOW REPRESENT.

ANSWER: THE WEAPON CODE FOR THE SELECTED WEAPON.

3. NEW GUY INDOC LECT 1245 AT THE NCO CLUB FOR CAPT'S FITZPATRICK, RIPPY, AND LT'S STARR, MONK, JURJEVICH, BOEHM, AND SMITH.

4. SOP: TO GET AN IDENT ON EVERY PASS FROM THE BCN.

JM Valovich
D. E. ELEY
BY DIRECTION

MARINE ALL WEATHER ATTACK SQUADRON 242
FLIGHT SCHEDULE FOR TUESDAY, 21 OCTOBER 1969

ODO: 0700-1200 LT JURJEVICH
1200-1800 CAPT FITZPATRICK
1800-2400 LT VALOVICH
2400-0700 LT CUMMINGS
SDO: LT EWING

SUNRISE: 0641
SUNSET: 1822
MOONRISE: 1536
MOONSET: 0241
LFI: 78%

MSN#	TYPE	ORDNANCE	CREW	BRIEF	T/O LAND	TOT	REMARKS
			MAJ ELEY		0740		RAB FAC
6360	BCN	22D-2W/Y	LT MONK	0600	0920	0800	2
			LTCOL DAVIS		1140		
6364	BCN	"	LT CUCCHIARA	1000	1320	1200	
			LT BOEHM		1240		
TBA	TPQ	"	LT EWING	1100	1400	1300	FAM 3
			CAPT SHEPHERD		1440		RAB FAC
6368	BCN	"	LT JURJEVICH	1300	1620	1500	2
			LT CLEMENTS		1540		
TBA	TPQ	"	LT CUCCHIARA	1400	1720	1600	
			CAPT CORCORAN		1740		RAB FAC
6372	BCN	"	LT POULSEN	1600	1920	1800	4
			LT CLERY		1940		
TBA	TPQ	"	LT SMITH	1700	2100	2000	
MAN		22D-2W/Y	CAPT BERSHINSKY		2025		
72	AR	4D-8	LT O'NEILL	1600	2205	2045	
MAN			LT DETERING		2155		
74	AR	"	CAPT G. 1115	"	2335	2215	
MAN			LT DANIEL		2325		
76	AR	"	LT GRIFFITH	"	0105	2345	
MAN			LT MCINTYRE		0055		
78	AR	"	LT VALOVICH	"	0235	0115	
MAN		18D-27	LT KISER		0225		
80	AR	4D-8	LT CUMMINGS	"	0405	0245	
			CAPT FITZPATRICK		0440		RAB FAC
6376	BCN	22D-2W/Y	LT BARNETT	1700	0620	0500	2
MAN			LT DETERING	1300RN	1300		
61-1	DAS	22D-2T/X	LT WINGERTER	1330RAID	1900		
MAN			LT KISER				
61-2	DAS	"	LT GRIFFITH	"	"		

SORTIES SCHEDULED: 15

1. SAFETY QUESTION: WHAT ARE THE MAXIMUM EGT LIMITS ON THE P8 ENGINE?

ANSWER: START 455 DEGREES, CONTINUOUS 594, MILITARY 30 MINUTES-650, ACC 8 MINUTES-677

2. SYSTEM'S QUESTION: WHAT WILL BE THE RESULT OF A MISALIGNED SYNCH SET?

ANSWER: AN INACCURATE SLANT RGE TO TARET.

3. ALPHA FLIGHT CREW TRAINING 1400 IN READY ROOM.

4. 1800 S-3 NEW GUY BRIEF AT RINGNECK.

D. E. Eley
D. E. ELEY

By direction

MARINE ALL WEATHER ATTACK SQUADRON 242

FLIGHT SCHEDULE FOR WEDNESDAY, 22 OCTOBER 1969

ODO: 0700-1200 LT EWING
 1200-1800 LT BOEHM
 1800-2400 LT VALOVICH
 2400-0700 LT CLERY

SUNRISE: 0641
 SUNSET: 1822
 MOONRISE: 1616
 MOONSET: 0338
 LFI: 87%

MSN#	TYPE	ORDNANCE	CREW	BRIEF	T/O LAND	TOT	REMARKS
			CAPT RIPPY		0940		RAB FAC
6363	BCN	22D-2W/Y	LT CUCCHIARA	0800	1120	1000	4
			CAPT RIPPY		1340		RAB FAC
6367	"	"	LT CUCCHIARA	1200	1520	1400	5
			LT CLEMENTS		1440		INST
6367	TPQ	"	MAJ ELEY	1300	1600	1500	CHECK
			CAPT SHEPHERD		1540		
6371	BCN	"	LT EWING	1400	1720	1600	
MAN		4D-4X/Y	LT MCINTYRE		1940		
61-1	AR	4D-8	LT EWING	1600	2120	2000	
			LT BOEHM		0040		
TBA	TPQ	22D-2W/Y	LT VALOVICH	1700	0200	0100	FAM 4
MAN		4D-4X/Y	LT KISER		2140		
73	AR	4D-8	LT CUMMINGS	1600	2320	2200	
MAN			CAPT CORCORAN		2340		
75	AR	"	LT POULSEN	"	0120	2400	
MAN			LT DETERING			0300	
73	AR	12D-8	LT WINGERTER	"		0400	
			LTCOL GRIFFIN		0340		RAB FAC
6375	BCN	22D-2W/Y	LT POULSEN	"	0520	0400	5
			CAPT FITZPATRICK		0540		RAB FAC
6379	"	"	LT BARNETT	"	0720	0600	3
MAN			LT DETERING	1300RN	1300		
61-1	DAS	22D-2T/X	LT WINGERTER	1330RAID	1900	STAND-BY	
MAN			LT CLERY				
61-2	DAS	"	LT VALOVICH	"	"	STAND-BY	
			LT SPIEZ		1140		
TBA	TPQ	12D-2W/Y	LT DANIEL	1000	1300	1200	FAM 1

SORTIES SCHEDULED: 14

1. SAFETY QUESTION: WHICH BUSS SUPPLIES POWER FOR FUEL DUMP CONTROL?
 ANSWER: MONITORED A/C BUSS.

2. SYSTEM'S QUESTION: HOW LONG SHOULD THE S/R BE LEFT IN STAND-BY? ANSWER:
 AT LEAST 8 MINUTES.

3. LTCOL GRIFFIN, CAPT'S BERSHINSKY, CORCORAN, LT'S BARNETT, CUCCHIARA
 DANIEL AND WINGERTER, MANY MISSION DINNER ON 24 OCTOBER.

4. S-2 NEW GUY BRIEF AT 1800 FOR LT'S SMITH AND DAVIS.

D. E. ELEY
 D. E. ELEY

By direction

MARINE ALL WEATHER ATTACK SQUADRON 242
FLIGHT SCHEDULE FOR WEDNESDAY, 23 OCTOBER 1969

0700-1200 LT KISER
1200-1800 LT DAVIS
1800-2400 LT SPITZ
2400-0700 LT CLEMENTS

SUNRISE: 0614
SUNSET: 1821
MOONRISE: 1654
MOONSET: 0433
LFI: 93%

ASN	TYPE	ORDNANCE	CREW	BRIEF	T/O LAND	TOT	REMARKS
6360	BCN	22D-2W/Y	LT CLEMENTS	0600	0740	0800	
			LT CUCCHIARA		0920		
6354	"	"	LT DANIEL	1000	1140	1200	
			LT VALOVICH		1320		
	"	"	LTCOL DAVIS	1300	1440	1500	
			LT WINGERTER		1620		
MAN	AR	4D-4X/Y	LTCOL METZKO	1600	2110	2130	
		4D-8	LT O'NIELL		2250		
MAN	"	"	LTCOL REDDY	"	2310	2330	
			CAPT RIDENOUR		0050		
MAN	"	"	CAPT KENNEDY	"	0240	0300	
60			LT SHELL		0420		
6378	BCN	22D-2W/Y	LT HOMES	1700	0540	0600	
			LT LARSEN		0720		
MAN	PAS	22D-2T/X	CAPT SHEPHERD	0615	0800		
60-1			LT CUMMINGS	0630		1300	
MAN	"	"	CAPT RIFEY	"	"		
60-2			LT EWING				

SORTIES SCHEDULED: 9

1. SAFETY QUESTION: WITH FLT. HYDRAULIC SYSTEM FAILURE WHAT SYSTEMS WILL CONTINUE TO OPERATE NORMALLY?
ANSWER: FLT CONTROLS, SPEED BRAKES, ASSIST SPIN RECOVERY AND RAT RETRACTION.
2. SYSTEM QUESTION: WHEN WILL THE TRACK AFC LOCK-UP?
ANSWER: ONLY WHEN IN TRANS.
3. SOP: IF UNABLE TO WORK ASSIGNED BCN CONTACT VLS. SQUAD FOR STAND-BY BCN.
4. HANGER INSPECTION AT 0930.
5. DEPARTMENT HEAD MEETING AT 1045.
6. OFFICERS TO MEET IN S-1 OFFICE AT 0930: CAPT FITZPATRICK, LT CUCCHIARA, LT MCINTYRE, LT GRIFFITH, LT CLERY, LT POULSEN.
7. MESS NIGHT UNIFORM: SUMMER SERVICE "C" WITH RIBBONS.

D. E. ELEY
BY DIRECTION

**MARINE ALL WEATHER ATTACK SQUADRON 242
FLIGHT SCHEDULE FOR FRIDAY, 24 OCTOBER 1969**

ODO: 0700-1200	SUNRISE: 0642
1200-1800 LT CLERY	SUNSET: 1821
1800-2400 LT VALOVICH	MOONRISE: 1732
2400-0700 LT SMITH, E.C.	MOONSET: 0527
SDO: CAPT FITZPATRICK	LFI: 98%

MSN#	TYPE	ORDNANCE	CREW	BRIEF	T/O LAND	TOT	REMARKS
MAN			MAJ ELEY	1300RN	1300		
61-1	DAS	22D-2T/X	LT BARNETT	1330RAID	1900		
MAN			LT MCINTYRE				
61-2	"	"	LT EWING	"	"		
MAN		4D-4X/Y	LTCOL GRIFFIN		1940		
71	AR	4D-8	LT POULSEN	1600	2120	2000	
MAN			LT KISER		2110		
73	"	"	LT EWING	"	2250	2130	
MAN			CAPT CORCORAN		2240		
75	"	"	LT CUMMINGS	"	0020	2300	
MAN			CAPT SHEPHERD		0040		
77	"	"	LT VALOVICH	"	0220	0100	
MAN			LT DANIEL				
80	"	TBA	LT GRIFFITH	"	TBA	TBA	
			CAPT FITZPATRICK		0340		
6375	BCN	22D-2W/Y	LT BARNETT	1700	0520	0400	
			CAPT RIPPY		0540		
6379	"	"	LT CUCCHIARA	"	0720	0600	

SORTIES SCHEDULED: 9

1. SAFETY QUESTION: WHAT ARE THE ROLL & PITCH ALTITUDE LIMITS OF THE AFCS?
ANSWER: SYS WILL HOLD A BANK OF 5 - 60 DEGREES AND PITCH LIMITS ARE 25 DEGREES NOSE UP AND 60 DEGREES NOSE DOWN.
2. SYSTEM'S QUESTION: WHAT HAPPENS TO THE S/R DISPLAY IF THE S/R TRACK SWITCH IS IN THE "ON" POSITION? ANSWER: THE S/R WILL GO TO FAST SCAN AND A SCAN ANGLE OF 60 DEGREES WILL RESULT.
3. SOP: POST FLIGHT A/C FOR DAMAGED ALQ-100'S.
4. AOM 1400 "O" CLUB PATIO.
5. BRAVO FLIGHT TRAINING 1000 READY ROOM.

[Signature]
C.D. ELEY
By direction

MARINE ALL WEATHER ATTACK SQUADRON 242
FLIGHT SCHEDULE FOR SATURDAY, 25 OCTOBER 1969

ODO: 0700-1200 LT BOEHM
1200-1800 LT CLEMENTS
1800-2400 LT VALOVICH
2400-0700 LT CLERY

SUNRISE: 0642
SUNSET: 1820
MOONRISE: 1812
MOONSET: 0621
LFI: 100%

MSN#	TYPE	ORDNANCE	CREW	BRIEF	T/O LAND	TOT	REMARKS
			CAPT CORCORAN		0740		RAB FAC
6360	BCN	22D-2W/Y	LT POULSEN	0600	0920	0800	5
			CAPT SHEPHERD		1140		RAB FAC
6364	"	"	LT CUMMINGS	1000	1320	1200	6
			LT SPITZ		1340		
TBA	TPQ	"	LT VALOVICH	1200	1500	1400	FAM II
MAN			LT DANIEL	1300RN	1300		
61-1	DAS	22D-2X/T	LT GRIFFITH	1330RAID	1900		
MAN			LT KISER				
61-2	"	"	LT POULSEN	"	"		
			LTCOL DAVES		1440		
6263	BCN	22D-2W/Y	LT EWING	1300	1620	1500	
			CAPT WINTERPATRICK		1740		RAB FAC
6372	"	"	LT BARNETT	1600	1920	1800	4
MAN		4D-4W/Y	LT KISER		1940		
71	AR	4D-8	LT EWING	"	2120	2000	
MAN			CAPT BRUSHENSKY		2110		
72	"	"	LT BARNETT	"	2250	2130	
			LT BOEHM		2140		
TBA	TPQ	22D-2W/Y	LT GRIFFITH	1700	2300	2200	FAM V
MAN		4D-4W/Y	LTCOL GRIFFIN		2240		
75	AR	4D-8	LT O'NEILL	1600	0020	2300	
MAN			LT DANIEL		0040		
77	"	"	LT VALOVICH	"	0220	0100	
MAN			MAJ ELEY		0240		
79	"	"	LT CUMMINGS	"	0420	0300	
			CAPT RIPPY		0340		RAB FAC
6374	BCN	22D-2W/Y	LT GUGGIARA	1700	0520	0400	5

SORTIES SCHEDULED: 14

1. SAFETY QUESTION: WITH AIR CONDITIONING MASTER SWITCH OFF, WHAT DANGER EXISTS WITH RESPECT TO FUEL TANK PRESSURIZATION AND G-SUIT INFLATION? ANSWER: YOU GET HOT ENGINE BLEED AIR DIRECTLY TO THE FUEL TANKS.
2. SYSTEM'S QUESTION: HOW LONG AFTER A DISCRETE LOCK ON DOES IT TAKE FOR THE COMPUTER TO GET USEFUL INFORMATION? ANSWER: APPROX 9.7 SECONDS.
3. SOP: IF ALTITUDE ERROR EXCEEDS 75 FEET DO NOT USE FOR IFR FLIGHT.
4. DEPARTMENT HEAD MEETING 1400 FOR PRE A & M.

D. E. Eley
D. E. ELEY
By direction

MARINE ALL WEATHER ATTACK SQUADRON 242
FLIGHT SCHEDULE FOR SUNDAY, 25 OCTOBER 1969

CDO: 0700-1200 LT SMITH E. C.
1200-1800 LT MONK
1800-2400 LT VALOVICH
2400-0700 LT CLEMENTS

SDO: LT CLICKNER

SUNRISE: 0642
SUNSET: 1820
MOONRISE: 1854
MOONSET: 0716
LFI: 99%

MSN#	TYPE	ORDNANCE	CREW	BRIEF	T/O LAND	TOT	REMARKS
6557-1	GAS	22D-2X	MAJ ELEY LT BOEHM	0600	0740 0920	0800	
6557-2	GAS	"	LT KISER LT SPITZ	"	"	"	
MAN	DAS	22D-2T/X	CAPT SHEPHERD LT EWING	0615R/N 0630	0800-	1300	
MAN	"	"	CAPT FITZPATRICK LT BARNETT	"	"	"	
6563	BON	22D-2X	CAPT CORCORAN LT GRIFFITH	0800	0940 1120	1000	
6567	"	"	LT COL DAVIS LT VALOVICH	1200	1340 1520	1400	
6571	"	"	LT HOLMES LT EWING	1400	1540 1720	1600	
MAN	AR	4D-4X/Y	LT COL METZKO LT POULSEN	1600	2025 2205	2045	
72	"	4D-8	CAPT RIPPY	"	2155	2215	
74	"	"	LT CUCCHIARA	"	2345		
MAN	"	"	LT COL GRIFFIN LT CUMMINGS	"	2325 0105	2345	
76	"	"	LT DANIEL	"	0125	0145	
78	"	"	LT VALOVICH	"	0305		
MAN	"	22D-2Y	LT KISER	"	0540	0400	
80	"	4D-8	LT GRIFFITH	"	0520		
6575	BON	22D-2W/Y	CAPT SHEPHERD LT MONK	1700	0340 0520	0400	RABFAC 3
6579	"	"	CAPT CORCORAN LT JURJEVICH	"	0540 0720	0600	RABFAC 1

SORTIES SCHEDULED: 14

1. SAFETY QUESTION: WHAT IS THE MAX. SPEED WHEN USING THE WINDSHIELD RAIN REMOVAL SYSTEM?

ANSWER: 360 KTS

2. SYSTEM QUESTION: WHAT IS THE FREQ. RANGE OF THE AUX RECEIVER?

ANSWER: 265.0-284.9

3. SOP: DO NOT RETRACT FLAPS BELOW 1500' AND 180 KTS AFTER T/O.

DM Valovich
for D. E. ELEY
BY DIRECTION

MARINE ALL WEATHER ATTACK SQUADRON 242
FLIGHT SCHEDULE FOR MONDAY, 27 OCTOBER 1969

ODO: 0700-1200 LT CLEARY
1200-1800 LT SMITH, R.
1800-2400 LT VALOVICH
2400-0700 LT SMITH, E.C.

SUNRISE: 0642
SUNSET: 1820
MOONRISE: 1939
MOONSET: 0812
LFI: 97%

MSN#	TYPE	ORDNANCE	CREW	BRIEF	T/O LAND	TOT	REMARKS
MAN			MAJ ELEY	0615	0800		
6361	DAS	22D-2X/T	LT BARNETT	0630	1300		
MAN			CAPT FITZPATRICK				
6362	"	"	LT EWING	"	"		
			LTCOL METZKO		0740		RAB FAC
6360	BCN	22D-2W/Y	LT POULSEN	0600	0220	0800	5
			LT SPITZ		1410		
TEA	TPQ	"	LT VALOVICH	1230	1530	1130	FAM 3
			CAPT RITTY		1140		RAB FAC
6364	BCN	"	LT GUGONAPA	1000	1320	1200	7
			LT DANIEL		1440		
6368	"	"	LT CUMMINGS	1300	1620	1500	
			CAPT SHEPHERD		1740		BRIEF IN GOC
6372	"	"	LT MONK	1600	1320	1800	RAB FAC 2
MAN		1D-1A/Y	CAPT GURCHMAN		1940		
71	AR	1D-8	LT POULSEN	"	2120	2000	
			LT EWING		0010		
TEA	TPQ	22D-2W/Y	LT GRIFFITH	1700	0130	0030	FAM 6
MAN		1D-1X/Y	CAPT RITTY		2110		
73	AR	1D-8	LT GUGONAPA	1600	2250	2130	
			LT SPITZ		2140		
TEA	TPQ	22D-2W/Y	LT EWING	1700	2300	2200	FAM 1
MAN		1D-1X/Y	LT DANIEL		2240		
75	AR	1D-8	LT CUMMINGS	1600	0020	2300	
MAN			CAPT KEMENSKY		0040		
77	AR	"	LT VALOVICH	"	0220	0100	
MAN			LT KISER		0240		
79	AR	"	LT GRIFFITH	"	0420	0300	
			LTCOL GRIFFIN		0340		RAB FAC
6374	BCN	22D-2W/Y	LT JURSEVICH	1700	0520	0400	1

SORTIES SCHEDULED: 15

1. SAFETY QUESTION: WHAT IS THE MAXIMUM SPEED FOR RETRACTING THE RAT? ANSWER: 475 KNOTS.
2. SYSTEM'S QUESTION: HOW MUCH TIME DO YOU NEED FOR AN ACCURATE AUTO VELOCITY CORRECT? ANSWER: 12 - 18 SECONDS.
3. SOP: CHECK NOSE & TAIL ARMING CIRCUIT BREAKER PRIOR TO EACH HOP.

D. F. Eley
D. F. ELEY
By direction

MARINE ALL WEATHER ATTACK SQUADRON 242
 FLIGHT SCHEDULE FOR TUESDAY, 28 OCTOBER 1969

ODO: 0700-1200 LT SPITZ SDC: LT SMITH E.G. SUNRISE: 0643
 1200-1800 LT CUMMINGS SUNSET: 1819
 1800-2400 LT VALOVICH MOONRISE: 2027
 2400-0700 LT DANIEL MOONSET: 0909
 LFI: 93%

MSN#	TYPE	ORDNANCE	CREW	BRIEF	T/O LAND	TOT	REMARKS
MAN	DAS	22D-2XT	MAJ ELEY	0615	0800		
60-1			LT POULSEN	0630		1300	
MAN	"	"	CAPT RUPPY	"	"		
60-2			LT BARNETT				
6355	GAS	22D-2Y	CAPT SHEPHERD	0800	0940	1000	
1			LT SMITH R.		1120		
6355	"	"	LT CLERY	"	"	"	
2			LT DAVIS				
6363	BCN	22D-2W/Y	LT CLEMENTS	"	"	"	RAB FAC 1
			LT GUCCHIARA				
6367	"	"	LTCOL DAVIS	1200	1340	1400	
			CAPT RIDENOUR		1520		
6371	"	"	LT DANIEL	1400	1540	1600	
			LT VALOVICH		1720		
MAN	AR	4D-4XY	LTCOL REDDY	1600	2025	2045	
72		4D-8	LT O'NEILL		2205		
MAN	"	22D-2Y	LTCOL GRIFFIN	"	2155	2215	
74		4D-8	LT GUCCHIARA		2335		
MAN	"	4D-4XY	CAPT FITZPATRICK	"	2340	2400	
76		4D-8	LT BARNETT		0120		
MAN	"	22D-2W/Y	CAPT BERSHINSKY	"	0140	0200	
78		4D-8	LT CUMMINGS		0320		
MAN	"	22D-2Y	LT KISER	"	0340	0400	
80		4D-8	LT GRIFFITH		0520		
6377	BCN	22D-2W/Y	CAPT FORT	1700	0440	0500	
			LT MONK		0620		
6379	"	"	CAPT CORCORAN	"	0540	0600	RAB FAC 5
			LT POULSEN		0700		
TBA	TPQ	"	LT SPITZ	"	1910	1930	FAM 4
			LT EWING		2030		
TBA	"	28D-2W/Y	LT BOEHM	"	0040	0100	FAM 6
			LT VALOVICH		0200		

SORTIES SCHEDULED: 16

1. SAFETY QUESTION: THE EMERGENCY GEAR EXTENSION SYS SHOULD BE ACTUATED WITH THE GEAR HANDLE IN WHAT POSITION?

ANSWER: DOWN POSITION.

2. SYSTEM QUESTION: WHEN THE SYSTEM IS FIRST TURNED ON WHAT SHOULD THE B/N COMP DO IF A CONSTANT PATHWAY AND RELEASE MARKER ARE PRESENT ON THE VDI?

ANSWER: CHECK TO SEE IF THE COMP. OUTPUT C/B IS IN .

3. ENLISTED SCREENING BOARD MEETING AT 1330 - MAJ ELEY, CAPT SHEPHERD, CAPT CORCORAN, LT CLICKNER AND LT DANIEL AT TRAINING ROOM.

J. M. Valovich
 D. E. ELEY
 BY DIRECTION

MARINE ALL WEATHER ATTACK SQUADRON 242
FLIGHT SCHEDULE FOR WEDNESDAY, 29 OCTOBER 1969

ODO: 0700-1200	LT DAVIS	SUNRISE:	0643
1200-1800	LT SMITH, R.	SUNSET:	1819
1800-2400	LT JOHN	MOONRISE:	2118
2400-0700	CAPT RIPPY	MOONSET:	1005
		LFI:	87%
		SDO:	LT VALOVICH

MSN#	TYPE	ORDNANCE	CREW	BRIEF	T/O LAND	TOT	REMARKS
			MAJ ELEY		0740		RAB FAC
6360	BCN	22D-2W/Y	LT JURJEVICH	0600	0920	0800	2
MAN			CAPT SHEPHERD	0615	0800		
60-1	DAS	22D-2X/T	LT EWING	0630	1300	TBA	
MAN			LT CLERY				
60-2	"	"	LT CUCCHIARA	"	"	"	
			LT SMITH		0940		
TBA	TPQ	12D-2W/Y	LT CLERY Capt Fort	0800	1100	1000	FAM I
			LT CLEMENTS		1140		RAB FAC
6364	BCN	22D-2W/Y	LT BARNETT	1000	1320	1200	2
			CAPT BERSHINSKY		1440		
6368	"	"	LT VALOVICH	1309	1620	1500	
			LT DAVIS		1540		
TBA	TPQ	12D-2W/Y	LT KISER	1400	1700	1600	FAM I
			LT JOHN		1610		BACK IN
TBA	"	"	LT GRIFFITH	1430	1730	1630	THE SADDLE
			CAPT FORT		1740		RAB FAC
6372	BCN	22D-2W/Y	LT CUMMINGS	1600	1920	1800	4
MAN		4D-4X/Y	CAPT RIPPY		1940		
71	AR	4D-8	LT O'NEILL	"	2120	2000	
MAN		22D-2W/Y	CAPT FITZPATRICK		2110		
73	"	4D-8	LT BARNETT	"	2250	2130	
MAN		4D-4X/Y	LTCOL GRIFFIN		2240		
75	"	4D-8	LT ROULSEN	"	0020	2300	
MAN			LT KISER		0040		
77	"	"	LT GRIFFITH	"	0220	0100	
MAN			LT CLERY		0240		
79	"	"	LT SMITH	"	0420	0300	
			CAPT CORCORAN		0340		RAB FAC
6374	BCN	22D-2W/Y	LT MONK	1700	0520	0400	4

SORTIES SCHEDULED 15

1. SAFETY QUESTION: WHAT DOES A FLASHING CSD/S LIGHT INDICATE AND WHAT IS THE CORRECTIVE ACTION? ANSWER: CSD/S OVERSPEED - REDUCE RPM & RESET CSD/S.
2. SAFETY QUESTION: IF AT THE END OF ROUGH ALIGN PHASE IN COMPASS-IN, THE PURI HEADING IS SUBSTANTIALLY OFF, WHAT SHOULD BE CHECKED? ANSWER: MAG VAR AND COMPASS SYNCH.
3. BRIEFING AT 1000 FOR ALL AIRCREWS AT RINGNECK.
4. ENLISTED SCREENING BOARD MEETING AT 1330. MAJ ELEY, CAPT'S CORCORAN, SHEPHERD, LT'S CLICKNER AND DANIEL AT TRAINING ROOM.
5. FOOTBALL GAME AT 1400.

fm Valovich
D. E. ELEY
By direction

MARINE ALL WEATHER ATTACK SQUADRON 242
FLIGHT SCHEDULE FOR THURSDAY, 30 OCTOBER 1969

GDO: 0700-1200 LT JURJEVICH
1200-1800 LT SMITH R SDO: LT BARNETT
1800-2400 LT JOHN
2400-0700 LT POULSEN

SUNRISE: 0643
SUNSET: 1818
MOONRISE: 2211
MOONSET: 1048
LFI: 79%

MSN#	TYPE	ORDNANCE	CREW	BRIEF	T/O LAND	TOT	REMARKS
6561	BCN	22D-2W/Y	LT CLEMENTS LT CUCCHIARA	0600	0740 0920	0800	RAB FAC 3
MAN	DAS	22D-2X/T	LT DANIEL LT BARNETT	0615RAID 0630 RN	0800- 1300		LOAD 8 AUM RPL
MAN	"	"	CAPT FITZPATRICK LT MONK	"	"		
MAN	TPQ	22D-2W/Y	LT DAVIS LT SMITH	0700	0840 1000	0900	FAM 2
MAN	DAS	22D-2X/T	CAPT FORT LT VALOVICH	1300RN 1330RAID	1300- 1900		LOAD 8 AUM RPL
MAN	"	"	LT KISER LT GRIFFITH	"	"		
MAN	TPQ	22D-2W/Y	LT DAVIS LT SMITH	1700	0110 0230	0130	FAM 4
6573	BCN	"	CAPT SHEPHERD LT JURJEVICH	1600	1740 1920	1800	RAB FAC 1
MAN	AR	4D-4W/Y	LTCOL GRIFFIN	"	2020	2045	
MAN	"	4D-8	LT EWING	"	2205		
MAN	"	"	CAPT BERSHUNSKY	"	2155	2215	
MAN	"	"	LT POULSEN	"	2335		
MAN	"	"	LT CLERY	"	2330	2400	
MAN	"	"	LT VALOVICH	"	0120		
MAN	"	"	MAJ ELEY	"	0140	0200	
MAN	"	"	LT GRIFFITH	"	0320		
MAN	"	"	CAPT CORCORAN	"	0340	0400	
MAN	"	"	LT CUMMINGS	"	0520		
6579	BCN	22D-2W/Y	CAPT FITZPATRICK LT CUCCHIARA	1700	0540 0720	0600	RAB FAC 5

SUPPLIES SCHEDULED: 14

1. SAFETY QUESTION: WHAT DOES LOW OIL LIGHT INDICATE?

ANSW BR: OIL LEVEL OF LESS THAN 33% CAPACITY.

2. SYSTEM QUESTION: IF THE VDI. GOES BLANK, WHAT SHOULD THE PILOT CHECK?

ANSWER: THE ATTITUDE REFERENCE CIRCUIT BREAKER LOCATED BY PILOTS LEFT LEG.

3. DEPARTMENT HEAD MEETING AT 1045, HANGER INSPECTION AT 0930, AQM 1430 AT "0"
CLUB, SQUADRON FORMATION AT 1800.

D.E. ELEY

BY DIRECTION

MARINE ALL WEATHER ATTACK SQUADRON 242
FLIGHT SCHEDULE FOR FRIDAY, 31 OCTOBER 1969

ODO: 0700-1200 LT DAVIS
1200-1800 LT CLEMENTS
1800-2400 LT JOHN
2400-0700 CAPT FITZPATRICK
SDO: LT DANIEL

SUNRISE: 0644
SUNSET: 1818
MOONRISE: 2305
MOONSET: 1148
LEI: 71%

MSN#	TYPE	ORDNANCE	CREW	BRIEF	T/O LAND	TOT	REMARKS
MAN			CAPT SHEPHERD	0615RAID	0800		
60-1	DAS	28D-2W/Y	LT BARNETT	0630R/N	1300	TBA	
MAN			LT KISER				
60-2	"	"	LT MONK	"	"	TBA	"
			CAPT FORT		0940		RAB FAC
6062	BCN	22D-2W/Y	LT JURJEVICH	0800	1120	1000	1
MAN			MAJ BLEY	1300R/N	1300		
61-1	DAS	28D-2W/Y	LT GRIFFITH	1330RAID	1900	TBA	
MAN			CAPT RIPPY				
61-2	"	"	LT VALOVICH	"	"	TBA	
			LTCOL GRIFFIN		1440		RAB FAC
6368	BCN	22D-2W/Y	LT MONK	1300	1620	1500	5
			LT KISER		1540		
TBA	TPQ	"	LT STARR	1400	1720	1600	FAM
			LT DAVIS		1610		
TBA	TPQ	"	LT CUCCHIARA	1430	1730	1630	FAM 4
MAN		4D-4X/Y	LT DANIEL		1940		
71	AR	4D-8	LT VALOVICH	1600	2120	2000	
MAN		22D-2W/Y	CAPT FORT		2110		
73	"	4D-8	LT CUMMINGS	"	2250	2130	
MAN		4D-4X/Y	LT CLERY		2240		
75	"	4D-8	LT GRIFFITH	"	0020	2300	
MAN			LTCOL REDDY		0040		
77	"	"	LT POULSEN	"	0220	0100	
MAN			CAPT CORCORAN		0240		
79	"	"	LT EWING	"	0420	0300	
			LT JOHN		0340		RAB FAC
6374	BCN	22D-2W/Y	LT BARNETT	1700	0520	0400	7

SORTIES SCHEDULED: 14

1. SAFETY QUESTION: WHAT IS THE MAX RECOMMENDED CANOPY JETTISON SPEED? ANSWER 220 KIAS.
2. SYSTEM'S QUESTION: WHEN IS THE HSI GETTING ITS HEADING INFORMATION FROM THE INERTIAL SYSTEM? ANSWER: IN THE COMPASS OUT MODE.
3. SOP: REMAIN ON GROUND CONTROL FREQUENCY AT ANY TIME YOU ARE ON THE TAXI WAYS.

M. H. John
D. E. BLEY
By direction