

VMA (AW)-242 S&C FILES
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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:CHD:fas
5750
SerNo.
7 January 1970

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UNCLASSIFIED

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

Subj: (U) Command Chronology; submission of

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

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

1. In accordance with references (a) and (b), the Command Chronology for the month of December 1969 is submitted as enclosure (1).
2. This letter is unclassified upon removal of enclosure (1).

S. P. Lewis
S. P. LEWIS

VMA (AW) - 242

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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 DECEMBER 1969 - 31 DECEMBER 1969

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ENCLOSURE (1)

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PART I - ORGANIZATIONAL

1. Commanding Officer and Executive Staff

Commanding Officer	LtCol T. L. GRIFFIN	1-31 December 1969
Executive Officer	Major P. J. MCCARTHY	1-31 December 1969
Administrative Officer	Capt K. C. CORCORAN	1-31 December 1969
Operations Officer	Major C. H. DUBAC	1-31 December 1969
Logistics Officer	Capt J. J. FITZPATRICK	1-10 December 1969
	1/Lt T. N. KISER	11-31 December 1969
Maintenance Officer	Capt R. C. SHEPHERD	1-15 December 1969
	Capt D. J. SNOOKS	16-31 December 1969
Safety Officer	Capt S. R. FORT	1-15 December 1969
	Capt W. D. GARR	16-31 December 1969
Flight Surgeon	Lt(MC)L. M. MOSS	1-31 December 1969
Material Officer	1/Lt W. B. CUMMINGS	1-31 December 1969

2. Average Monthly Strength

a. Naval Aviators	<u>18</u>
b. Bombardier/Navigators	<u>15</u>
c. Ground Officers	<u>4</u>
d. Naval Flight Surgeon	<u>1</u>
e. Marine Enlisted	<u>205</u>

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3. Important Visitors

a. 6 December 1969. Lieutenant General H. W. BUSE, Jr., USMC. Commanding General Fleet Marine Force Pacific visited the squadron and received a brief on squadron operations. Emphasis was placed on describing the Forward Air Controller Beacon procedures and operations conducted by the A-6A aircraft and included a full scale simulated FAC Beacon run using an aircraft on the radar docks.

b. 29 December 1969. Group Captain M. J. R. SWINEY, RAF, British Attache, Saigon and Squadron Leader S. W. HOLMES, RAF, Assistant Air Attache, Saigon toured the squadron area and received a briefing on squadron operations.

PART - II NARRATIVE SUMMARY OF SIGNIFICANT HIGHLIGHTS

Flight operations in December were again dominated by systems sorties. Of the 417 missions flown during the month, 161 were armed reconnaissance missions in support of the 7th Air Force in the Steel Tiger and Barrel Roll areas and 119 sorties were FAC beacon missions in support of I Corps Forces. On 6 December 1969 the first sorties in support of operation Commando Bolt were conducted. Commando Bolt operations, utilizing the sensor capabilities of Task Force Alpha, based at Nakhon Phanom Thailand, to locate trucks in the Steel Tiger area, coupled with the ANTI capability of the A-6A, proved to be a highly successful endeavor. Initial operations were limited to the Ban Kari pass area of Steel Tiger but were latter extended to include Mugia Pass. The huge success experienced by the operation resulted in a gradual increase in the number of daily sorties allocated to Commando Bolt until all armed reconnaissance flights were shifted from the CWL routes of Steel Tiger to Commando Bolt. Initial enemy defensive reaction to the success was a rapid increase in AAA activity in the area of operation. This prompted a counter reaction, code named operation Assassin; the inclusion of frak suppression F-4 aircraft as escort for the A-6A. The result of this operation was a drastic reduction in the volume of AAA defensive fire. Commando Bolt/Assassin operations continued to dominate the armed Reconnaissance effort during the month.

On 18 December 1969, the first armed reconnaissance sorties into the Barrel Roll region of Laos along Route 7 commenced. An average of three sorties every two days were launched by the squadron in support of this operation which resulted in some significant success in acquiring and destroying movers. Because of the distances involved, aircraft flying into the Barrel Roll region were configured with two fuel drop tanks. In-country FAC beacon flights again increased during December. The accuracy of this offset bombing capability of the A-6A for all weather air support of ground forces has increased markedly as crew training and FAC performance on the ground has improved. The squadron A-6A aircraft's versatility was further utilized

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while conducting several day missions in the Steel Tiger area against targets located and identified by Headquarters and Maintenance Squadron 11 TA4F's.

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On 22 December 1969, the squadron Headquarters section, including S-1 and S-4, completed their move to new spaces in the Hangar area which had been prepared by the squadron on a self-help program. This mating of the entire squadron in one centralized area has increased both the efficiency and the capabilities of the command.

PART - III SIGNIFICANT EVENTS

1. Personnel. Two (2) officers and 22 enlisted men were joined during this period. Five (5) officers and 27 enlisted men were transferred to CONUS. Six (6) personnel were promoted during this period.

2. Administration.

a. There were no hostile casualties during the month of December. One non hostile casualty was medevaced during the month and one non-hostile casualty from a previous month returned to duty.

b. Morale/Welfare. 25 marines participated in the out-of-country R&R program. 12 marines enjoyed the benefits of the in-country R&R program.

c. Career Planning. Sergeant RULE, newly appointed carrer planner held no interviews this month. Sergeant RULE will be assigned to Career Planner School at Okinawa in January 1970. Corporal THOMPSON reenlisted for six (6) years and received a 8,000 dollar bonus.

d. Education. There were no education interviews held this month. There were three (3) USAFI and two (2) MCI course enrollments. There were no High School GED tests taken this month. There was one (1) application submitted for a High School Certificate.

e. Bonds. The squadron reached 78% participation in the saving bond program.

f. TIO. There were 102 home town news releases processed this month.

g. Passports and Visas. There were no applications for passports or visas processed this month.

3. Awards. One (1) Air Medal, four (4) promotions to Sergeant, and two (2) promotions to Corporal were presented this month.

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4. Air Operations

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a. Day sorties scheduled 190 day sorties flown 175

Night sorties scheduled 236 night sorties flown 242

Total sorties scheduled 426 total sorties flown 417

Sorties cancelled 35 write in sorties 26

b. The above sorties were flown in support of

Army 123

III MAF 98

ROK 2

Marines 26

ARVN 0

7th Air Force 168

7th Fleet 0

c. Type of sorties flown

CAS	<u>4</u>	DAS	<u>7</u>	CAP	<u>0</u>	OTHER	<u>0</u>
TPQ	<u>100</u>	AR	<u>161</u>	BCN	<u>119</u>		
TEST	<u>8</u>	FERRY	<u>10</u>	AIRPORT	<u>8</u>		

d. Hours flown

Combat Hours	<u>580.4</u>
Operational Hours	<u>15.8</u>
Total Hours	<u>596.2</u>

e. Ordnance

<u>NALC</u>	<u>NOMENCLATURE</u>	<u>NUMBER</u>
E482	500# LT, MK-82 MOD w/cable	8136
E173	CBU, Rockeye 11 MK-20	193
UN01	Kit, 500# MIC-75-1	773
E507	1000, LD, MK-83 MODS w/cable	43
L416	Flare A/C MK-45 w/Drouge Tray	104
Total tonnage for the month of December 1969		2177.801

f. Bomb damage assessments

Structures Destroyed	3
Structures Damaged	1
Bunkers Destroyed	11
Bunkers Damaged	3
Secondary Explosions	70
Secondary Fires	26
Trails Cut (Mtrs/No)	1150/Unknown

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Tree Lines (Mtrs)	402
Mtrs Trench (Destroyed/Uncovered)	350
Sustained Fires	7
Fighting Pos Destroyed	1
Tunnel Complex Destroyed	1
ZPU/23/37	1
Caves Destroyed	1
Trucks Destroyed	11
Trucks Damaged	40

g. Aircraft dispersal. Ten (10) aircraft diverted to other airfields during the month. Three (3) diverted to UDORN from Barrel Roll Armed Reconnaissance missions while seven (7) diverted to UBON from Commando Bolt missions. All divers were due to inadequate fuel reserves prompted by extended time on target due to operational necessity.

5. Aviation Safety. There were only two (2) reportable mishaps which resulted in one (1) direct enemy action report and one (1) incident report. Primary cause of the aircraft incident report is contributable to material failure.

6. Logistics. See Appendix B.

7. Maintenance. Operational readiness was again affected this month by a steadily decreasing supply support situation. The average AOCF rate has risen from 11 to 21 items and has necessitated a flexible rotation of parts. The major portion of required items are now being received from CONUS East coast supply points vice West coast or Pacific area depots. The long lead time for parts has caused the increased AOCF rate. The continued loss of key maintenance personnel without adequate replacement forthcoming remains a critical area with no apparent relief in sight. In resume, out of 417 sorties launched this month, 323 were full systems. Of these full system sorties 243 arrived over target in an up status and 235 were recovered as full systems. A second NR 10 air conditioner was made available to the squadron this month. Use of this item allowed fire control crews to perform maintenance on three and four aircraft simultaneously.

✓ App A - Roster of Air Medals Received during Dec 1969
✓ App B - Logistics Summary Rpt
✓ App C - Flight Schedules

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ENCLOSURE (1)

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APPENDIX A
ROSTER OF AIRMEDALS RECEIVED DURING DECEMBER

<u>NAME</u>	<u>RANK</u>	<u>SERNO</u>	<u>AWARD NUMBER</u>	<u>DATES</u>
BARNETT, W.A.	1stLT	0104449	13th 14th	4Nov-3Dec69 7Dec-31Dec69
BERSHINSKY, G.V.	CAPT	094391	10th	9Nov-7Dec69
BOEHM, R.H.	1stLT	0101712	2nd	22Nov-15Dec69
CARR, W.D.	CAPT	083966	25th 26th	20Nov-2Dec69 2Dec-21Dec69
CARSON, W.C.	1stLT	0101747	9th 10th	9Nov-23Nov69 23Nov-16Dec69
CORCORAN, K.C.	CAPT	094383	10th	30Nov-23Dec69
ELEMENTS, D.C.	1stLT	0101816	NONE	
GLERY, D.A.	1stLT	0103409	7th	25Nov-27Dec69
CUMMINGS, W.B.	1stLT	0106244	7th 8th	23Nov-6Dec69 8Dec-23Dec69
GUCCIARA, S.	1stLT	0101843	NONE	
HANDEL, H.D.	1stLT	0100977	12th	28Nov-18Dec69
DAVIS, D.A.	1stLT	0103288	1st 2nd	28Oct-1Dec69 2Dec-23Dec69
DAVIS, J.K.	LTCOL	051355	1st	4Nov-13Dec69
DOBAG, C.H.	MAJOR	070255	5th 6th	1Dec-14Dec69 14Dec-26Dec69
ELLIOTT, J.L.	1stLT	0101032	NONE	
EWING, J.J.	1stLT	0102421	8th 9th	26Nov-10Dec69 10Dec-31Dec69
FITZPATRICK, J.J.	CAPT	093918	3rd	11Nov-1Dec69
FORT, S.R.	CAPT	094705	14th 15th	25Nov-10Dec69 10Dec-26Nov69
GRIFFITH, J.B.	1stLT	0102914	9th	10Dec-25Dec69
GRIFFIN, T.L.	LTCOL	056512	21st 22nd 23rd	18Nov-1Dec69 2Dec-12Dec69 12Dec-27Dec69

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<u>NAME</u>	<u>RANK</u>	<u>SERNO</u>	<u>AWARD NUMBER</u>	<u>DATES</u>
JOHN, M.H.	1stLT	0103106	NONE	
JURJEVICH, J.A.	1stLT	0104615	2nd 3rd	28Nov-15Dec69 16Dec-28Dec69
KISER, T.N.	1stLT	095710	6th 7th	19Nov-3Dec69 3Dec-24Dec69
MCINTYRE, R.C.	1stLT	0102921	4th 5th	14Nov-7Dec69 8Dec-27Dec69
MONK, G.W.	1stLT	0104878	3rd 4th	18Nov-7Dec69 9Dec-22Dec69
PAUL, S.S.	1stLT	0101373	10th	7Aug-23Dec69
POHLSSEN, K.S.	1stLT	0106317	4th 5th 6th	9Nov-23Nov69 24Nov-6Dec69 6Dec-20Dec69
STACK, K.R.	1stLT	0101665	NONE	
SWIPPY, J.W.	CAPT	095018	4th	29Nov-23Dec69
SWINHERD, R.C.	CAPT	091956	15th	11Nov-1Dec69
SMITH, E.C.	1stLT	0103806	6th 7th	12Nov-5Dec69 6Dec-24Dec69
SOLIH, R.W.	1stLT	0102291	1st	2Nov-10Dec69
SPIETZ, R.D.	1stLT	0102297	2nd	23Nov-15Dec69
STARR, R.M.	1stLT	0104354	3rd 4th	26Nov-8Dec69 8Dec-26Dec69
VILCOVICH, J.M.	1stLT	0104828	9th 10th	23Nov-6Dec69 6Dec-19Dec69
WIDMELL, C.B.	1stLT	0105319	1st	13Nov-7Dec69
WINGERTER, J.R.	1stLT	0103894	10th 11th 12th	12Nov-23Nov69 23Nov-9Dec69 9Dec-20Dec69
MCCARTHY, P.J.	MAJOR	071213	NONE	

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

O4:FNK:mcb
4000/1
25 Dec 1969

From: Commanding Officer
To: Commanding Officer, Marine Aircraft Group 11 (Attn: S-4)

Subj: Logistic Summary Report; submission of

Ref: (a) MgO 4000.28A Ch.1
(b) GruO 4000.1 Ch.1

Encl: ✓(1) Logistic Summary Report

1. In accordance with reference (a) and reference (b), enclosure (1) is hereby submitted.

THOMAS L. GRIFFIN

APG 11

Logistic Summary Report-VIA(AW) 242
Section I - Supply

1. Overall Supply Situation. The overall supply situation has been excellent. The average AOCF items for the reporting period was 4.37 with 4 AOCF items outstanding. The average percent NCRS fell from 11.5% for the previous reporting period to 8.4% for this period.

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 has been outstanding. Due to the large number of flight hours each aircraft has accrued during the reporting period, the percent of unscheduled maintenance has increased from 11.6 to 19.3. However this has been offset to a great extent by decreases in percent aircraft awaiting maintenance and percent scheduled maintenance. For the period ending 2400 25 December 1969 406 sorties were launched for a total of 551.7 flight hours. Out of 385 systems launched, 313 were launched with full systems, 233 were up over target, and 224 were recovered in an up status.

13. Aircraft.

a. Status

(1) <u>Type A/C</u>	<u>Average</u> <u>%-OR</u>	<u>Average</u> <u>%-NCRS</u>	<u>Average</u> <u>%-NCFM</u>
A6A	65.8%	8.4%	25.8%
(2) <u>Ave. No. A/C</u> <u>Sched. Maint</u>	<u>Ave. No. A/C</u> <u>Unsched. Maint</u>	<u>No. A/C</u> <u>Little Dan</u>	<u>No. A/C</u> <u>Eng Chg</u>
.6	1.9	1	1

b. Critical Items. N/A

c. Significant Problem Areas.

(1) Availability of H3 10's has been satisfactory this month due to the fact that Group has been able to keep the equipment in an up status with a minimum of maintenance time.

(2) Availability of tow tractors and H3 10's or other satisfactory power units has been a significant problem this month. Also the distance separating the fuel pits, aircraft revetments, and the hangar has placed additional demands on the ground support equipment. It is felt that an increase in the number of H3C-2 power units available coupled with necessary additional wiring installed in the new revetments will significantly reduce time aircraft are awaiting maintenance.

(3) The lack of standard aircraft wiring has resulted in an AOCF situation. One aircraft has been in a down status for ten (10) days awaiting three (3) conductors, twenty (20) gauge wire; two (2) conductors, twenty (20) gauge wire; and single conductor, twenty four (24) gauge wire. It is recommended that this wire be stocked in local supply in anticipation of further requirements.

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. N/A

20. N/A

Section V - Miscellaneous

21. None

MARINE ALL WEATHER ATTACK SQUADRON 242
 FLIGHT SCHEDULE FOR MONDAY, 1 DECEMBER 1969

ODO: 0800-1600 LT JOHN SDO: SUNRISE: 0659
 1600-2400 LT VALOVICH MDO: CAPT SHEPHERD SUNSET: 1813
 2400-0800 LT SPITZ LFI: 61%

MSN#	TYPE	ORDNANCE	CREW	BRIEF	T/O LAND	TOT	REMARKS
6363	BCN	22D2W/Y	CAPT CORCORAN		0940		
			LT POLSEN	0800	1120	1000	RAB FAC
			MAJ MCCAUGHAM		1040		
TBA	TPQ	"	LT PAUL	0900	1200	1100	FAM
6367	BCN	"	CAPT SHEPHERD		1340		
			LT JURJEVICH	1200	1520	1400	RAB FAC
			LT PTACK		1440		
TBA	TPQ	"	LT SMITH	1300	1600	1500	FAM
			LT DANIEL		1540		
6371	BCN	"	LT EWING	1400	1720	1600	
			LT BOBEN		1300		
MAN 61	DAS	22D2XT	LT BARNETT	1300		1900	
		2D22A, 6D2Y	LTCOL GRIFFIN		1940	2000	
MAN 71	AR	4D2Y DC, 6D2W	LT STARR	1600	2125	2045	
		4D2Y DC	LT DETERING		2110	2130	
MAN 73	"	4D2Y, 16D27	LT EWING	"	2255	2215	
			CAPT FITZ		2240	2300	
MAN 75	"	"	LT CUMMINGS	"	0025	2345	
		4D2Y DC	CAPT RIPPY		0055	0115	
MAN 77	"	4D2Y, 16D2W	LT VALOVICH	"	0240	0200	
			LT KISER		0255	0315	
MAN 79	"	"	LT WINGERTER	"	0440	0400	
			LT JOHN		0340		
6375	BCN	22D2W/Y	LT MONK	1700	0520	0400	
			CAPT FORT		0540		
6379	"	"	CAPT CARR	"	0720	0600	RAB FAC

1. SAFETY QUESTION: WHAT IS THE MAX AIRSPEED FOR FLAPS IN THE TAKE OFF POSITION?
 ANSWER: 250KTS
2. SYSTEM QUESTION: IF FLAG DROPS ARE PRESENT FOR ALL STATIONS BUT ONE STATION FAILS TO DROP BOMBS WHAT CAN THE B/N CHECK? ANSWER: THE WEAPONS RELEASE C/B LOCATED NEXT TO THE B/N'S RIGHT LEG ON THE RIGHT CONSOLE.
3. SOP: HOME RACKS IN PRACTICE VICE ARMED POSITION.

Carl H. Dubac

CARL, H. DUBAC
 BY DIRECTION

App C

MARINE ALL WEATHER ATTACK SQUADRON 242
 FLIGHT SCHEDULE FOR TUESDAY, 2 DECEMBER 1969

MSN#	TYPE	ORDNANCE	CREW	BRIEF	T/O LAND	TOT	REMARKS
6360	BCN	22D2W/Y	LT DAVIS LT BARNETT LT DANIEL	0600	0740 0820 0800-	0800	RABFAC
MAN 60	DAS	22D2T	LT SMITH E LT SMITH R	0630		1300	
TBA	TPQ	22D2W/Y	LT McINTYRE CAPT CORCORAN	0800	0940 1100 1140	1000	BACK THE S
6364	BCN	"	LT JURJEVICH	1000	1320	1200	RABF
6368	BCN	"	LT SPITZ LT WINGERTER	1300	1440 1620	1500	RABFA
6372	BCN	"	CAPT FITZPATRICK LT PAUL	1545	1740 1920	1800	
TBA	TPQ	"	MAJ MCCOY CAPT CARR	1700	1840 2000	1900	FAM
MAN 72	AR	16D2X 8D8	LT DUBOIS LT GUCCHIARA	1600	2025 2205	2045 2130	
" 74	AR	6D2X, 8D8 2D22A	LT COL REDDY LT VALOVICH	"	2155 2335	2215 2300	WITH 46
" 76	AR	16D27 8D8	LT OLEARY LT JOHNSON	"	2325 0105	2345 0030	
" 78	AR	16D2Y 8D8	LT COL GRIFFIN LT GUNNINGS	"	0140 0320	0200 0230	
" 80	AR	"	LT KESER LT SHARR	"	0440 0620	0500 0545	
6376	BCN	22D2W/Y	CAPT SHEPHERD LT WIDELL	1700	0440 0620	0500	RABFAC

1. SAFETY QUESTION: IF A DOUBLE ENGINE FAILURE, WHAT IS THE MINIMUM IAS TO ENSURE ADEQUATE RPM FOR HYDRAULIC PRESSURE?

ANSWER: 150 KNOTS

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

ANSWER: 265.0-284.9

3. SOP: HIGH DIVE ONLY ON CAS.

AIRCRAW TRAINING AT RINGNECK BRIEF 0830-1000 3 DEC 69.

Carl H. Durac
 CARL H. DURAC
 BY DIRECTION

MARINE ALL WEATHER ATTACK SQUADRON 242
 FLIGHT SCHEDULE FOR WEDNESDAY, 3 DECEMBER 1969

ODO:

2030-0800 LT WIDELL

SDO: CAPT FORT

MDO: LT DANIEL

SUNRISE: 0700

SUNSET: 1814

MOONRISE: 0155

MOONSET: 1409

LFT: 42%

MSN#	TYPE	ORDNANCE	CREW	BRIEF	LAND	TOT	REMARKS
MAN		16D27	CAPT BERSHINSKY		2325	2345	
66	AR	8D8	LT BARNETT	1600	0105	0030	
MAN		16D2X	CAPT FORT		0140	0200	
78	"	8D8	LT MONK	"	0320	0230	
			LTCOL GRIFFIN		0440	0500	
		"	CAPT CARR	"	0620	0545	
			LT SMITH		0340		
3275	BON	22D2W/Y	LT CUCCHIARA	1700	0520	0400	RABFAC
			LT DAVIS		0540		
3222	"	"	LT WINGERTER	"	0720	0600	RABFAC
			LT PTACK		0240		
TEA	TEC	"	LT SMITH	"	0400	0300	FAM

1. SAFETY QUESTION: WHAT ASSOCIATED PROBLEMS MAY BE INDICATED IF IT IS NECESSARY TO RAISE THE LANDING GEAR BY ACTUATING THE OVERRIDE LEVER?

ANSWER: THE FLAPERON POP-UP MUST BE DEARMED TO PREVENT FLAPERON POP-UP WHEN POWER IS REDUCED TO IDLE.

2. SYSTEM QUESTION: WITH SRC SELECTED, WHAT IS THE SEARCH RADAR SCAN ANGLE?

ANSWER: 60-114 DEGREES.

3. CSOP: FOR PILOT AND B/N TO INSPECT ORDNANCE FOR LOOSE LUGS BENT FINS AND OTHER DISCREPANCIES.

4. AIRCREW TRAINING AT RINGBEEK BREVIF 0830-1000.

Carl H. Dubac
 CARL H. DUBAC
 BY DIRECTION

MARINE ALL WEATHER ATTACK SQUADRON 242
 FLIGHT SCHEDULE FOR THURSDAY, 4 DECEMBER 1969

ODO:

0745-1600 LT SPITZ
 1600-2400 CAPT GARR
 2400-0745 LT VALOVICH

SDO: LT BOEHM
 MDO: CAPT SHEPHERD

SUNRISE: 0710
 SUNSET 1812
 MOONRISE: 0155
 MOONSET -1409
 LFI: 42%

MSG#	TYPE	ORDNANCE	CREW	BRIEF	LAND	TOT	REMARKS
6360	BCN	22D2W/Y	LT DANIEL		0740		
			LT CUMMINGS	0600	0920	0800	
			LT KISER		1140		
6364	"	"	LT EMING	1000	1320	1200	
			LT JOHN				
6365	DAS	22D2T	LT MCNK	1300	1300	1900	
			LT CLEMENTS		1440		
6368	BCN	22D2W/Y	LT VALOVICH	1300	1620	1500	RABFAC
			LTCOL LEWIS		1740		
6372	"	"	LT CUCCHIARA	1545	1920	1800	RABFAC
			MAJ MCCAUGHAN		1840		
TBA	TPQ	"	LT STARR	1700	2020	1900	
MAN		2D228D8	LTCOL GRIFFIN		1940	2000	
71	AR	6D2X	LT SMITH	1600	2120	2030	
"		16D27	CAPT FORT		2110	2130	
73	"	8D8	LT PAUL	"	2250	2215	
"		16D27	LT MCINTYRE		2240	2300	
75	"	8D8	LT POULSEN	"	0020	2345	
"		16D2X	LTCOL REDDY		0055	0115	
77	"	8D8	LT ONEILL	"	0235	0200	
"		16D2X	LT SPITZ		0255	0315	
79	"	8D8	LT WINGERTER	"	0435	0400	
			MAJ DUBAC		0340		
TBA	BCN	22D2W/Y	CAPT GARR	1700	0520	0400	
"	"		CAPT CORCORAN		0440		
6376	"	"	LT WIDELL	1700	0620	0500	RABFAC

1. SAFETY QUESTION: WHAT ARE THE ROLL AND PITCH ATTITUDE LIMITS OF THE AFCS?
 ANSWER: ROLL 5-60 DEGREES PITCH 25 DEGREES UP, 60 DEGREES DOWN.
2. SYSTEM QUESTION: WITH SRTC SELECTED AND AMTI ON WHAT IS THE SCAN RATE?
 ANSWER: SLOW OR FAST, FAST ONLY WITH AMTI OFF.
3. SOP: POST FLIGHT AIRCRAFT FOR DAMAGED ACQ 100'S.

Carl H. Dubac
 CARL H. DUBAC
 BY DIRECTION

FURNISH ALL WEATHER ATTACK SQUADRON 242
FLIGHT SCHEDULE FOR FRIDAY, 5 DECEMBER 1969

ODO:

0745-1600 LT SPITZ
1600-2400 LT MCINTYRE
2400-0745 LT PTACK

SDO: CAPT RIPPY
MDO: CAPT CHAVES

SUNRISE: 0710
SUNSET: 1812
MOONRISE: 0155
MOONSET: 1409
LEI: 42%

MSN#	TYPE	ORDNANCE	CREW	BRIEF	LAND	TOT	REMARKS
MAN	DAS		LT CLERY	0615 RAID	0800		
60		22D2T	LT EWING	0630 R/N		1300	
6363	BCN	22D2W/Y	CAPT BARSZTINSKY		0940		
			LT SMITH	0800		1000	
			MAJ MCNULTY		1140		
TBA	TPQ	"	LT DANIEL	1000	1320	1260	FAM
			LT PLECK		1240		
TBA	TPQ	"	LT WIDELL	1100	1400	1300	FAM
			CAPT FORT		1340		
6367	BCN	"	LT STARR	1200	1520	1400	RABFAC
			LT BOEHM		1540		
6371	BCN	"	LT EWING	1400	1720	1600	
			MAJ DUBAC		2025	2045	
MAN 72	AR	9D3T&D8	LT PAUL	1600	2205	2130	
"	AR	3D3T&D8	LTCOL GRIFFIN		2155	2215	BRIEF WI*
74	AR	2D22A	LT WINGERTER	"	2335	2245	MAN 46
"		16D27	LTCOL DAVIS		2325	2345	
76	AR	8D8	LT MONK	"	0105	0030	
"	AR	9D3T	LT MCINTYRE		0140	0200	
78	AR	8D8	CAPT CARR	"	0320	0230	
			LT SMITH R		0340		
6375	BCN	22D2W/Y	LT VALOVICH	1700	0520	0400	RABFAC
MAN		9D3T	LT DAVIS		0440	0500	
80	AR	8D8	LT POULSEN	1600	0620	0545	
			LT KISER		0540		
6379	BCN	22D2W/Y	LT JURJEVICH	1700	0720	0600	

1. SAFETY QUESTION: WHAT IS THE NORMAL POSITION OF THE GENERATOR SWITCHES DURING ENGINE START?

ANSWER: ON

2. SYSTEM QUESTION: WHAT DOES A 088 ERROR CODE INDICATE?

ANSWER: STEERING CYCLED IN MEMORY POINT

3. SOP: HAVE BOTH ENGINES RUNNING AND CANOPY CLOSED FOR 5MIN PRIOR TO TURNING ON THE T/R AND COMPUTER.

4. A&M DEBRIEF 1400 O'CLUB

5. BLOOD CHIT CHECK-TODAY VISUAL BY ODO REQUIRED.

Carl H. Dubac
CARL H. DUBAC
BY DIRECTION

MARINES ALL WEATHER ATTACK SQUADRON 242
 FLIGHT SCHEDULE RCR SATURDAY, 6 DECEMBER 1969

ODO:

0745-1600 LT STARR
 1630-2400 LT PTACK
 2400-0745 LT WIDELL

SDO: LT COMMINGS
 MDO: LT MONK

SUNRISE: 0710
 SUNSET: 1812
 MOONRISE: 0155
 MOONSET: 1409
 LFI: 15%

MSM#	TYPE	ORDNANCE	CREW	BRIEF	LAND	TOT	REMARKS
6860	BCN	22D2W/Y	CAPT FORT LT WIDELL	0600	0740 0920	0800	RABFAC
TR4	TPQ	"	LT EWING LT MONK	0730	1030 1140	0930	FAM
6364	BCN	"	LT MONK	1000	1320	1200	
61	DAS	22D2T	LT WIDELL	1330		1900	
6366	BCN	22D2W/Y	LT DANIEL LT COMMINGS	1200	1340 1520	1400	
6368	"	"	LTCOL LEWIS LT WINGERTER	1300	1440 1620	1500	
6370	"	"	LT SMITH LT VALOVICH	1400	1540 1720	1600	RABFAC
6372	"	"	LT SPITZ LT EWING	1600	1740 1920	1800	
MAN		2D-22A	LTCOL REDDY		1940	2000	
71	AR	8D8 6A-2T	LT SMITH E.	1600	2125	2045	
"	"	8D8	LT DANIEL	"	2025	2045	
72	"	16D-27	LT JULJEVICH	"	2210	2130	
*"	"	8D8	LTCOL GRIFFIN	"	2110		
73	"	16D-2X	CAPT CARR	"	2250	2130	
*"	"	"	MAJ DUBAC	"	2210		
74	"	"	LT CUCCHIARA	"	2350	2230	
"	"	2D-22A	CAPT FORT	"	2240	2300	
75	"	8D8 6D-2T	LT VALOVICH	"	0025	2345	
"	"	8D8	LT JOHN	"	2325	2345	
76	"	16D-27	LT POULSEN	"	0110	0030	
"	"	"	LT DAVIS	"	0110	0130	
78	"	"	LT OWRELL	"	0255	0215	
"	"	8D8	CAPT CORCORAN	"	0310	0330	
80	"	16D-2T	LT STARR	"	0455	0415	
6376	BCN	22D2W/Y	CAPT BERSHINSKY LT POULSEN	1700	0440 0620	0500	RABFAC

1. SAFETY QUESTION: AFTER INFIGHT REFUELING, THE WING AND DROP TANK FUEL WILL NOT TRANSFER. WHAT IS THE PROBABLE CAUSE?

ANSWER: THE FUEL READY SWITCH HAS BEEN LEFT IN THE FLIGHT POSITION, IT MUST BE OFF TO TRANSFER FUEL.

2. SYSTEMS QUESTION: HOW LONG AFTER A DISCRETE LOCK ON DOES IT TAKE FOR THE COMPUTER TO GET USEFUL INFORMATION?

ANSWER: 18 ITERATIONS OR APPROX. 9-7 SECONDS.

3. SOP: LEAVE BOTH GENERATORS ON AFTER ENGINE SHUTDOWN.

Carl H. Dubac
 CARL H. DUBAC
 BY DIRECTION

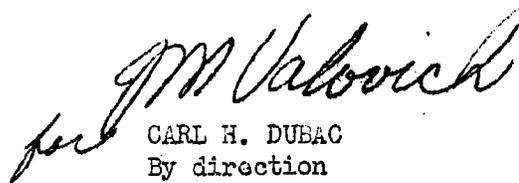
MARINE ALL WEATHER ATTACK SQUADRON 242
FLIGHT SCHEDULE FOR SUNDAY, 7 DECEMBER 1969

ODO: 0745-1600 LT VALOVICH SDO: LT POULSEN SUNRISE: 0752
1600-2400 CAPT CARR MDO: CAPT SNOOK SUNSET: 1815
2400-0700 LT SPITZ MOONRISE:
MOONSET:
LFI: 08%

MSN#	TYPE	ORDNANCE	CREW	BRIEF	T/O LAND	TOT	REMARKS
MAN			LT KISER	0615	0800		
60	DAS	22D-2T	LT WINGERTER	0630	1300	TBA	
6363	BCN	22D-2W/Y	LT CLERY		0940		
			LT JURJEVICH	0800	1120	1000	
6381	CAS	22D-2Q	CAPT FORT		1010		
			LT EWING	0830	1150	1030	
" -2	"	"	LT SPITZ				
			LT BARNETT	0830	"	"	
			LT DAVIS		1340		
6367	BCN	22D-2W/Y	LT POULSEN	1200	1520	1400	
			LT MCINTYRE		1540		
6371	"	"	LT ONEILL	1400	1720	1600	
			MAJ MCCARTHY		1640		
TBA	TPQ	"	LT WIDELL	1500	1800	1700	FAM
MAN		2D-22A, 8D-8	CAPT BERSHINSKY		1940	2000	
71	AR	6D-2X	LT MONK	1600	2120	2045	
MAN		16D-2X	MAJ DUBAC		2100		
73	"	8D-8	LT WINGERTER	1600	2250	2130	*
MAN		2D-22A, 8D-8	CAPT SHEPHERD		2240	2300	
75	"	6D-2X	LT BARNETT	1600	0020	2345	
MAN		16D-2X	LTCOL GRIFFIN		0030		
77	"	8D-8	LT CUMMINGS	1600	0220	0100	*
MAN		16D-2X	CAPT FORT		0200		
79	"	8D-8	LT SMITH	1600	0350	0230	*
			CAPT CORCORAN		0340		
6375	BCN	22D-2W/Y	CAPT CARR	1700	0520	0400	RABFAC
			LT PLACK		0440		
TBA	TPQ		LT STARR	0300	0600	0500	FAM
			LT DANIEL		0540		
6379	BCN		LT VALOVICH	1700	0720	0600	RABFAC

SORTIES SCHEDULED:

1. SAFETY QUESTION: UNDER WHAT CONDITIONS IS EJECTION MANDATORY? ANSWER: DOUBLE ENGINE FAILURE BELOW 1500 FEET AND 250 KNOTS.
2. SYSTEM'S QUESTION: WHAT ARE THE SOURCES OF THE SEARCH PRIMARY AND SECONDARY TRIGGERS? ANSWER: PRIMARY: AMTI UNIT, SECONDARY: SEARCH SYNCHRONIZ.
3. SOP: WHEN UNDER PLANE CAPTAINS DIRECTION NEVER TAKE FASTER THAN HE CAN WALK.

per 

CARL H. DUBAC

By direction

MARINE ALL WEATHER ATTACK SQUADRON 242
FLIGHT SCHEDULE FOR MONDAY, 8 DECEMBER 1969

ODO: 0745-1600 LT WIDELL
1600-2400 LT JOHN
2400-0700 LT BARNETT

SDO: LT DAVIS
MDO: LT WINGERTER

SUNRISE: 0702
SUNSET: 1815
MOONRISE:
MOONSET:
LFI: 03%

MSN#	TYPE	ORDNANCE	CREW	BRIEF	T/O LAND	TOT	REMARKS
			LT KISER		0740		
6360	BCN	22D2W/Y	LT EWING	0600	0920	0800	
			MAJ MCCARTHY		0940		
TBA	TPQ	"	LT SMITH E.	0800	1100	1000	
			CAPT FITZ		1040		
TBA	"	"	CAPT RIPPY	0900	1200	1100	
			LT JOHN		1140		
6364	BCN	"	LT JURJEVICH	1000	1320	1200	
MAN			LT DAVIS	1300	1300		
61	DAS	22D2T	LT MONK	1330		1900	
			LTCOL LEWIS		1440		
6368	BCN	22D2W/Y	LT WINGERTER	1300	1620	1500	RABFAC
			LT SMITH R.		1740		
6372	"	"	LT BARNETT	1545	1920	1800	RABFAC
			LT PTACK		1740		
TBA	TPQ	"	LT WIDELL	1600	1900	1800	FAM
MAN		16D27	LT MCINTYRE		2025	2045	
72	AR	8D8	LT STARR	1600	2205	2130	
"		6D2X8D8	LTCOL REDDY		2240	2300	WITH MAN
74	"	2D22A	LT POULSEN	"	0020	2345	46
"		10D2X	CAPT CORCORAN		0010		
76	"	8D8	LT CUMMINGS	"	0150	0030	*
"			LTCOL GRIFFIN		0140		
78	"	"	LT CUCCHIARA	"	0320	0200	*
"			MAJ DUBAC		0310		
80	"	"	CAPT CARR	"	0450	0330	*
			LT CLEMENTS		0440		
6376	BCN	22D2W/Y	LT V. LOVICH	1700	0520	0500	RABFAC

SORTIES SCHEDULED: 14

1. SAFETY QUESTION: WHAT ARE THE MAX EGT LIMITS OF THE P8 ENGINE? ANSWER: START-455, CONTINUOUS-594, MIL FOR 30 MIN 650, ACCELERATION 8 MIN 677.
 2. SYSTEMS QUESTION: WHAT IS THE SCAN ANGLE OF THE SEARCH RADAR? ANSWER: 20-114 DEGREES, UNLESS SRTC IS SELECTED THEN ITS 60-114 DEGREES.
 3. THE FOLLOWING OFFICERS REPORT TO MAINTENANCE OFFICE AT 1400.
LT BOEHM, LT. R. SMITH, LT DAVIS, LT PTACK, LT CUMMINGS.
 4. BASIC TRAINING 0600-1800 HANGAR DECK.
 5. PLAYBOY RADAR DOCK DEMO-1000-LT WINGERTER
- SOP: USE TAXI LIGHT DURING ALL TAKE-OFFS AND LANDINGS.

W.D. Carr
CARL H. DUBAC
BY DIRECTION

MARINE ALL WEATHER ATTACK SQUADRON 242
 FLIGHT SCHEDULE FOR WEDNESDAY, 10 DECEMBER 1969

ODO: 0745-1600 LT WIDELL SDO: LT JURJEVICH SUNRISE: 0704
 1600-2400 LT FTACK MDO: CAPT CHAVES SUNSET: 1816
 2400-0745 LT BARNETT MOONRISE: 0751
 MOONSET: 1909
 LFI: 01%

MSN#	TYPE	ORDNANCE	CREW	BRIEF	T/O	LAND	TOT	REMARKS
61	DAS		LT BOEHM		1300			
0462	ALERT	22D2T	LT STARR	1300		1900		
6360	BCN	22D2W/Y	LT FTACK		0740			
			LT WINGERTER	0600	0920	0800		RABFAC
			LT JOHN		0940			
TBA	TPQ	"	CAPT SHEPHERD	0800	1100	1000		INST CHECK
			LT MCINTYRE		0740			
6364	BCN	"	LT JURJEVICH	1000	1320	1200		
			LT KISER		1320			BACK IN THE
TBA	TPQ	"	LT GRIFFITH	1200	1500	1400		SADDLE
			LT SPITZ		1440			
6368	BCN	"	LT POULSEN	1300	1620	1500		
			MAJ DUBAC	1400	1540			
TBA	BCN	"	LT VALOVICH	1400	1720	1600		RABFAC
			LT SMITH B		1740			
6372	BCN	"	LT SMITH E.	1545	1920	1800		RABFAC
72		6D2W 8D8	CAPT RIPPY		2040	2100		
0862	AR	2D22A	LT BARNETT	1600	2220	2130		
74		8D8	CAPT BERSHINSKY		2210			
0900	"	12D2W	LT EWING	"	2350	2230	*	
76	"	"	CAPT FORT		0010			
0946	"	"	LT ONEIL	"	0150	0030	*	
78	"	"	LT DANIEL		0110			
0976	"	"	LT WINGERTER	"	0250	0130	*	
80	"	"	LTCOL GRIFFIN		0240			
0998	"	"	LT MONK	"	0420	0300	*	
			CAPT CORCORAN		0440			
6376	BCN	22D2W/Y	LT CUMMINGS	1700	0620	0500		RABFAC

SORTIES SCHEDULED: 14

1. SAFETY QUESTIONS: WHICH BUS SUPPLIES POWER FOR FUEL DUMP CONTROL?
 ANSWER: MONITERED A/C BUSS.

2. SYSTEM QUESTION: WITH SRTC SELECTED WHAT IS THE SEARCH RADAR ANGLE?
 ANSWER: 60-114°

SOP: HOLD WING FOLD HANDLE FORWARD DURING START.
 1000 LT WINGERTER RADAR DOCK DEMO FOR PLAYBOY.

Robert M. Starr
 for CARL H. DUBAC
 By direction

MARINE ALL WEATHER ATTACK SQUADRON 242
 FLIGHT SCHEDULE FOR THURSDAY, 11 DECEMBER 1969

ODO: 0745-1600 LT VALOVICH SDO: LT KISER SUNRISE: 0704
 1600-2400 LT SPITZ MDO: LT MONK SUNSET: 1816
 2400-0745 LT STARR MOONRISE: 0856
 MOONSET: 2017
 LFI: 04%

MSN#	TYPE	ORDNANCE	CREW	BRIEF	T/O LAND	TOT	REMARKS
60	DAS		LT SPITZ	0615RAID		0800	
0413	ALERT	22D2-T	LT JURJEVICH	0630RN	TBA	1300	
			LT SMITH R		0940		
6363	BCN	22D2W/Y	LT SMITH E	0800	1120	1000	RABFAC
			CAPT FORT		1140		
TBA	BCN	"	LT SIMMONS	1000	1320	1200	RABFAC
			CAPT RIPPY		1340		
6367	"	"	LT STARR	1200	1520	1400	
			CAPT SHEPHERD		1440		
TBA	BCN	"	LT WIDELL	1300	1620	1500	RABFAC
			LT KISER		1540		
6371	"	"	LT MONK	1400	1720	1600	
			LT BORN		1840		BACK IN
TBA	TPQ	"	LT CARSON	1700	2000	1900	SADDLE
72		8D3	LT JAVES		2025	2045	
0863	AR	16D2W	LT CUMMINGS	1600	2205	2130	
73		8D3	LT MCINTYRE		2155		
0893	"	16D27	LT WIDELL	"	2335	2215	
75		8D3	LT COL GRIFFIN		0025		
0947	"	12D2W	LT VALOVICH	"	0205	0045	*
77			LT COL REDDY		0155		
0985	"	"	LT WINGERTER	"	0335	0215	*
79			MAJ DUBAC		0325		
1003	"	"	LT BARNETT	"	0505	0345	*
			CAPT CONCORAN		0340		
6375	BCN	22D2W/Y	LT FOLSEN	1700	0520	0400	RABFAC
			LT CLEMENTS		0440		
TBA	BCN	"	LT SMITH	"	0620	0500	
			CAPT FITZPATRICK		0540		
6379	"	"	LT GRIFFITH	"	0720	0600	

SORTIES SCHEDULED: 15

1. SAFETY QUESTION: WHAT IS THE MINIMUM SPEED FOR GROUND LEVEL EJECTION?
ANSWER: 100 KNOTS.
2. SYSTEM QUESTION: WHAT IS THE RESULT OF A MISALIGNED SYNCH SET?
ANSWER: INACCURATE SLANT RANGE TO TGT.
3. SOP: TAKE OFF WITH RAT EXTENDED ON WET RUNWAY.
4. 1045 DEPARTMENT HEAD MEETING C.O.'S OFFICE
5. 1430 ACM O'CLUB PATIO
6. 1000 LT WINGERTER RADAR DOCK DEMO FOR PLAYBOY

Carl H. Dubac
 CARL H DUBAC
 By direction

MARINE ALL WEATHER ATTACK SQUADRON 242
 FLIGHT SCHEDULE FOR FRIDAY, 12 DECEMBER 1969

ODO: 0745-1600 LT WIDELL SDO: WO VANCE SUNRISE: 0705
 1600-2400 LT PTACK MDO: CAPT SNOOKS SUNSET: 1816
 2400-0745 LT BARNETT MOONRISE: 0455
 MOONSET: 2124
 LFI: 10%

MSN#	TYPE	ORDNANCE	CREW	BRIEF	T/O LAND	TOT	REMARKS
MAN			CAPT FORT			1300	
61	DAS	22D2-T	LT CUMMINGS	1300	TBA	1900	
6360	BCN	22D-2W/Y	LT SPITZ		0740		
			LT JURJEVICH	0600	0920	0800	
TBA	"	"	LT MCINTYRE		1040		
			LT CARSON	0900	1220	1100	
6364	"	"	CAPT SHEPHERD		1140		
			LT WIDELL	1300	1320	1200	RABFAC
6368	"	"	LT PTACK		1440		
			LT GRIFFITH	1300	1620	1500	RABFAC
TBA	"	"	LT CLEMENTS		1640		
			LT SMITH	1500	1820	1700	
6372	"	"	CAPT RIPPY		1740		
			LT STARR	1600	1920	1800	
TBA	TPQ	"	LT DAVIS		1940		
			LT EWING	1800	2100	2000	FAM
MAN		12D-2W	CAPT BERSHINSKY		2000		
71	AR	8D-8	LT BARNETT	1600	2150	2030	*
MAN		6D-2W, 8D-8	LT DANIEL		2345	0015	** WITH
74	"	2D-22A	LT POULSEN	"	0125	0100	MAN 46
MAN		16D-27	LTCOL LEWIS		0045	0115	
76	"	8D-8	LT MONK	"	0235	0200	
MAN		12D-2W	CAPT CORCORAN		0145		
77	"	8D-8	LT CARSON	"	0335	0215	*
MAN			LT KISER		0330		
79	"	"	LT VALOVICH	"	0520	0400	*
6376	BCN	22D-2W/Y	LT SMITH		0440		
			LT GRIFFITH	1700	0620	0500	RABFAC
TBA	"	"	LTCOL DAVIS		0540		
			LT WINGERTER	"	0720	0600	RABFAC

SORTIES SCHEDULED:

1. SAFETY QUESTION: WHAT IS THE INDICATION OF A CSD/S OVERSPEED? ANSWER: A FLASHING CSD/S LIGHT.
2. SYSTEM QUESTION: WHEN IS THE HSI GETTING ITS HEADING INFORMATION FROM THE INERTIAL SYSTEM? ANSWER: COMPASS OUT MODE.
3. SOP: TURN SURVIVAL RADIOS IN TO PARALOFT.
4. 1430 ACM OFFICERS CLUB.
5. AIRCRAFT INSPECTIONS DUE BY 1630 TODAY.

Carl H. Dubac
 CARL H. DUBAC

By direction

MARINE ALL WEATHER ATTACK SQUADRON 242
 FLIGHT SCHEDULE FOR SUNDAY, 14 DECEMBER 1969

ODO: 0745-1600 LT PLECK SDO: CAPT RIPPY SUNRISE: 0706
 1600-2400 LT BARNETT MDO: LT WINGERTER SUNSET: 1817
 2400-0745 LT WIDELL GDO: CAPT RIPPY MOONRISE: 1048
 MOONSET: 2228
 LFI: 18%

MSN#	TYPE	ORDNANCE	CREW	BRIEF	T/O LAND	TOT	REMARKS
61	DAS	22D2T	CAPT CORCORAN		1300		
0462	ALERT	22D2T	LT EWING	1300		1900	
6360	BCN	22D2W/Y	CAPT SHEPHERD		0740		
			LT POULSEN	0600	0920	0800	RABFAC
			LT BOEHM		0940		BCN CHECK
TBA	TPQ	"	LT JURJEVICH	0800	1100	2000	R/N MAINT
			LT SMITH		1140		
6364	BCN	"	LT WINGERTER	1000	1320	1200	RABFAC
			CAPT BERSHINSKY		1310		
TBA	"	"	LT WIDELL	1130	1450	1330	RABFAC
			LT KESER		1440		
6368	"	"	LT BARNETT	1300	1620	1500	
			MAJ MCARTHY		1540		
TBA	TPQ	"	LT CUMMINGS	1400	1700	1600	FAM
			LT SPENCER		1740		
6373	BCN	"	LT STARN	1545	1920	1800	
			LT DAVIS		1910		
TBA	"	"	LT JONATHAN	1730	2050	1930	
6374		12D2W	MAJ DUBAC		1945		
0856	AR	8D8	LT ONEILL	1600	2135	2015	*
73			LTCOL GRIFFIN		2145		
0892	"	"	LT SMITH	"	2335	2215	*
75			LT DANIEL		0015		
0946	"	"	LT CARSON	"	0155	0045	*
76		16D27	LTCOL LEWIS		0110		
0972	"	8D8	LT MONK	"	0250	0130	
79		12D2W	CAPT FORT		0330		
1000	"	8D8	LT VALOVICH	"	0520	0400	*
			LTCOL DAVIS		0440		
6376	BCN	22D2W/Y	LT GRIFFIN	1700	0620	0500	RABFAC

SCENES SCHEDULED: 15

1. SAFETY QUESTION: WHAT IS THE MAXIMUM GROSS WEIGHT FOR A FMLP TYPE LANDING? ANSWER: 33,500*
2. SYSTEM QUESTION: IN THE DR MODE, WHAT IS READ IN THE DATA POSITION? ANSWER: WINDS WHICH ARE ENTERED VIA THE KEYBOARD.
3. SOP: OVERHEAD APPROACHES ARE NOT AUTHORIZED AT NIGHT.
4. O'NEILL, PLECK, + GRIFFITH HAVE CLOSE-UP SERE PICTURE TAKEN ASAP.

R.C.M. McIntyre
 CARL H. DUBAC
 By direction

MARINE ALL WEATHER ATTACK SQUADRON 242
 FLIGHT SCHEDULE FOR WEDNESDAY, 17 DECEMBER 1969

ODO: 1600-2400 LT STARR	SDO: CWO DUNCAN	SUNRISE: 0708
2400-0800 LT VALOVICH	GDO: CWO DUNCAN	SUNSET: 1819
	MDO: LT MONK	MOONRISE:
		MOONSET:
		LFI: 60%

MSN#	TYPE	ORDNANCE	CREW	BRIEF	T/O LAND	TOT	REMARKS
			LT BOEHM		1740		
6373	BCN	22D-2W/Y	LT JURJEVICH	1545	1920	1800	
MAN			LTCOL GRIFFIN		2030		
71	AR	28D-2W	LT BARNETT	1600	2220	2100	*
MAN			LTCOL REDDY		2345		
73	"	"	LT CUMMINGS	"	0135	0015	*
MAN			LT DANIEL		0200		
75	"	"	LT CARSON	"	0350	0230	*
MAN			CAPT FORT		0245		
77	"	"	LT WINGERTER	"	0435	0315	*
MAN			MAJ DUBAC		0400		
79	"	"	LT POULSEN	"	0550	0430	*
			CAPT SHEPHERD		0340		
6375	BCN	22D-2W/Y	LT WIDELL	1700	0520	0400	RABFAC
			LTCOL DAVIS		0540		
6379	"	"	LT GRIFFITH	" 0430	0720	0600	RABFAC
			MAJ MCCARTHY		1840		
**TBA	TPQ	28D-1W/Y	LT EWING	"	2000	1900	FAM

SORTIES SCHEDULED: 9

1. SAFETY QUESTION: AFTER INFLIGHT REFUELING IF THE WING AND DROP TANKS WILL NOT TRANSFER, WHAT IS THE PROBABLE CAUSE? ANSWER: THE FUEL READY SWITCH MUST BE RETURNED TO THE OFF POSITION.
2. SYSTEM QUESTION: WHEN THE AMTI IS ON AND THE VELOCITY CORRECT SWITCH IS PUT IN THE MEMORY POINT POSITION, WHAT TAKES PLACE IN THE COMPUTER? ANSWER: THE SYSTEM WILL REMEMBER THE LAST KNOWN TARGET VELOCITY AND ADDS ADDITIONAL FILTERING FROM VELOCITY CORRECTION.
3. SOP: HOLD WING FOLD HANDLE FORWARD DURING START.
4. ** NOTE TIME.

Carl H. Dubac

CARL H. DUBAC
 By direction

DECLASSIFIED

MARINE ALL WEATHER ATTACK SQUADRON 242
 NIGHT SCHEDULE FOR THURSDAY, 18 DECEMBER 1969

ODO: 0745-1600 LT SPITZ SDO: LT JURJEVICH SUNRISE: 0709
 1600-2400 LT WIDELL GDO: LT JURJEVICH SUNSET: 1820
 2400-0745 LT MCINTYRE MDO: CAPT SNOOKS MOONRISE: 1448
 MOONSET: 0303
 LFI: 79%

MSN#	TYPE	ORDNANCE	CREW	BRIEF	T/O LAND	TOT	REMARKS
MAN			LT BOEHM	0600	1300	0800-1300	
61	DAS	22D2T	LT POULSEN EWING	1300	1900	TBA	
			LT DAVIS		0740		
6360	BCN	18D2W/Y	LT STARR	0600	0920	0800	
			LT SMITH		1140		
6364	"	"	LT WINGERTER	1000	1320	1200	
			CAPT BERSHINSKY		1140		
6554-1	TPQ	22D2X/Y	LT STARR	1000	1300	1200	
			LT CLERY		1140		
6554-2	"	"	LT WIDELL	"	1300	"	
			CAPT RIPPY MAS DUBAC		1440		
6368	BCN	18D2W/Y	LT EWING POULSEN	1300	1620	1500	
			LTCOL LEWIS		1740		
6372	"	"	LT WINGERTER	1545	1920	1800	RABFAC
			MAJ MCARTHY		1940		
TBA	TPQ	28D-1W/Y	LT EWING	1800	2100	2000	***
MAN			LTCOL GRIFFIN		2115	2215-	
90	AR	12D2W/Y	LT BARNETT	1700	2330	2245	**
			MAJ DUBAC FORT		2315		
74	AR	28D2W/Y	LT GRIFFITH	1600	2505	2345	*
			LT RISER		0230		
76	AR	"	LT MONK	"	0420	0300	*
			LT DANIEL		0330		
78	AR	"	LT ONEILL	"	0520	0400	**
			CAPT FORT RIPPY		0445		
80	AR	"	LT VALOVICH	"	0635	0515	**
			LTCOL REDDY		0430	0530-	
92	AR	12D2W/Y	LT CUMMINGS	1700	0645	0600	**
			LT SPITZ		0440		
6376	BCN	18D2W/Y	LT CARSON	1700	0620	0500	

SORTIES SCHEDULED 15

1. SAFETY QUESTION: WHAT DOES A FLASHING CSO/S LIGHT INDICATE AND WHAT IS THE CORRECTIVE ACTION? ANSWER: CSO/S OVERSPEED*** REDUCE RPM AND RESET CSO/S

2. SYSTEM QUESTION: IN ARB-50 WHAT IS THE DISPLAYED SWEEP LENGTH? ANSWER: 1.5. OF RANGE UNDER 1.7 MILES AND .88 OF RANGE OVER 1.7 MILES.

3. SOP: TO IDENT BCN AT 6MILES ON EACH PASS.

4. 1045 DEPARTMENT HEAD MEETING.

5. 1143C ADM AT "OH" CLUB

6. 1330 GROUP S-2 BRIEF AFTER FORMATION

CARL H. DUBAC

By direction

MARINE ALL WEATHER ATTACK SQUADRON 242
FLIGHT SCHEDULE FOR SATURDAY, 20 DECEMBER 1969

ODO: 0745-1600 CAPT FORT SDO: LT KISER SUNRISE: 0709
1600-2400 LT MCINTYRE MDO: LT DANIEL SUNSET: 1820
2400-0745 LT WIDELL MOONRISE: 1530
MOONSET: 0357
LFI: 87%

MSN#	TYPE	ORDNANCE	CREW	BRIEF	T/O LAND	TOT	REMARKS
MAN			CAPT RIPPY	0615RAID	0800		
60	DAS	22D-2T	LT EWING	0630R/N	1300	TBA	
			LT SMITH		0740		
6360	BCN	18D-2W/Y	LT STARR	0600	0920	0800	
			LT DAVIS		1140		
6364	"	"	LT STARR	1000	1320	1200	
			LT DANIEL		1440		
6368	"	"	LT MONK	1300	1620	1500	
			CAPT SHEPHERD		1510		
TBA	CAS	22D-2W/Y	LT PAUL	1330	1650	1530	
			LT CLERY				
TBA	"	"	LT WIDELL	"	"	"	
			CAPT FITZPATRICK		1740		
6372	BCN	18D-2W/Y	LT MONK	1545	1920	1800	
			MAJ MCCARTHY		1840		
TBA	TPQ	28D-1W/Y	CAPT RIPPY	1700	2000	1900	FAM
MAN			CAPT CORCORAN		2115	2215	
90	AR	12D-2W	LT CARSON	1700	2345	2245	** TANKS
MAN			LTCOL REDDY		2240	2300	
73	"	10D-2W/Y	LT POULSEN	1600	0020	2345	
MAN			MAJ DUBAC		2330		
75	"	28D-2W	LT JURJEVICH	"	0120	2400	*
MAN			LTCOL LEWIS		0115		
77	"	28D-2W	LT VALOVICH	"	0305	0145	*
MAN			LT BOEHM		0300		
79	"	28D-2W	LT ONEILL	"	0450	0330	*
			LT MCINTYRE		0440		
6376	BCN	18D-2W/Y	LT PAUL	1700	0620	0500	
MAN			CAPT FORT		0430	0530	
92	AR	12D-2W	LT GRIFFITH	"	0700	0600	** TANKS

SORTIES SCHEDULED:

1. SAFETY QUESTION: WHAT IS THE MAXIMUM RECOMMENDED CANOPY JETTISON SPEED?
ANSWER: 220 KNOTS.
2. SYSTEM QUESTION: WHAT CAN THE B/N DETERMINE FROM AN ECHO CHECK? ANSWER:
AN ECHO CHECK GIVES THE B/N AN INDICATION OF S/R VIDEO RANGE.
3. GENERAL QUESTION: WHY WASN'T YOUR AIRCRAFT INSPECTED????
4. SOP: IT IS SOP TO ARRIVE AT THE READY ROOM 1 HOUR PRIOR TO SCHEDULED
TAKEOFF TIME.

Carl H. Dubac
CARL H. DUBAC
By direction

MARINE ALL WEATHER ATTACK SQUADRON 242
 FLIGHT SCHEDULE FOR SUNDAY, 21 DECEMBER 1969

ODO: 0745-1600 CAPT CARR SDO: CAPT FORT SUNRISE: 0710
 1600-2400 LT PTACK MDO: LT WINGERTER SUNSET: 1820
 2400-0745 LT PAUL MOONRISE: 1615
 MOONSET: 0547
 LRI: 93%

MSN#	TYPE	ORDNANCE	CREW	BRIEF	T/O LAND	TOT	REMARKS
MAN			LT DAVIS		1300		
61	DAS	22D-2T	LT FOULSEN	1300	1900	TBA	
			LT SMITH		0940		
6363	BCN	22D-2W/Y	LT JURJEVICH	0800	1120	1000	
			LT SPITZ		1040		
TBA	BCN	26D-7W/Y	LT FOULSEN	0900	1220	1100	
			LT PTACK		1140		BACK IN
TBA	TPQ	28D-1W/Y	LT WIDELL	1000	1300	1200	SADDLE
			CAPT CORCORAN		1340		
6267	BCN	22D-2W/Y	LT CARSON	1200	1520	1400	
			LT COL LEWIS		1540		
6371	BCN	22D-2W/Y	LT PAUL	1400	1720	1600	
			LT SMITH, R.		1740		BACK IN
TBA	TPQ	28D-1W/Y	LT SMITH, E.	1545	1900	1800	SADDLE
MAN			LT CLERY		1830		
71	AR	28D-2W	LT GRIFFITH	1600	2020	1900 *	
			LT DANIEL		2115		
90	AR	12D-2W	CAPT FORT	1700	2345	2215 **	TANKS
			LT KISSE		2145		
73	AR	28D-2W	LT STARR	1600	2335	2215 *	
			CAPT RIPPY		0300		
77	AR	28D-2W	LT VALOVICH	1600	0450	0330 *	
			LT MCINTYRE		0340		
6375	BCN	22D-2W/Y	LT WIDELL	1700	0520	0400	
MAN			CAPT BERSHINSKY		0430		
92	AR	12D-2W	LT EWING	1700	0700	0530 **	TANKS
			LT BOEHM		0500		
79	AR	28D-2W	LT MONK	1600	0650	0530 *	
			CAPT FITZPATRICK		0540		
6379	BCN	22D-2W/Y	LT CARSON	1700	0720	0600	

SORTIES SCHEDULED:

- SAFETY QUESTION: WHAT ARE THE MAX EGT LIMITS ON THE P8 ENGINE?
 ANSWER: START -455 DEGREES, CONTINUOUS * 594 MIL 30 MIN-650 ACC 8 MIN 677
- SYSTEM QUESTION: WHAT IS THE MINIMUM STAND-BY WARM UP TIME FOR THE
 INS? ANSWER: 5 MIN.
- SOP: TO MAKE AN IFR DEPARTURE ANYTIME THE SKY MUST BE OVERCAST.

RO DUBAG
 CARL H. DUBAG
 BY DIRECTION

MARINE ALL WEATHER ATTACK SQUADRON 242
 FLIGHT SCHEDULE FOR MONDAY, 22 DECEMBER 1969

ODO: 0745-1600 LT STARR SDO: LT POULSEN SUNRISE: 0710
 1600-2400 LT MCINTYRE MDO: CAPT SMOOKS SUNSET: 1821
 2400-0745 LT VALOVICH MOONRISE: 1704
 MOONSET: 0641
 LFI: 97%

MSN#	TYPE	ORDNANCE	CREW	BRIEF	T/O LAND	TOT	REMARKS
MAN			LT CLERY	0615 RAID	0800		
60	DAS	22D-2T	LT SMITH, E.	0630 RN	1300		
6360	BCN	22D-2W/Y	MAJ MCCARTHY		0740		
			LT GRIFFITH	0600	0920	0800	RABFAC
TBA	BCN	28D-1 ^{1/2}	CAPT SHEPHERD		0940		
			LT POULSEN	0800	1120	1000	RABFAC
6364	BCN	22D-2W/Y	LT SMITH	1000	1140		
			LT JURJEVICH		1320	1200	
TBA	BCN	28D-1 ^{1/2}	LT MCINTYRE		1340		
			LT POULSEN	1200	1520	1400	
6368	BCN	22D-2W/Y	LT PLACK		1440		
			LT VALOVICH	1300	1620	1500	RABFAC
6372	BCN	22D-2W/Y	MAJ DUBAG		1740		
MAN			LT SMITH, E.	1545	1920	1800	RABFAC
71	AR	28D-2W	LTCOL REDDY		1830		
			LT O'NEIL	1600	2020	1900	*
73	AR	28D-2W	LT DAVIS		0015		
			CAPT CARR	1600	0205	0045	*
91	AR	12D-2W	LTCOL GRIFFIN		0030	0130	
			LT WINGBATER	1700	0300	0200	**TANKS
75	AR	28D-2W	CAPT CONROGAN		0200		
			LT CARSON	1600	0350	0230	*
77	AR	28D-2W	LTCOL LEWIS		0330		
			LT PAUL	1600	0520	0400	*
79	AR	28D-2W	LT SPITZ		0430		
			LT JURJEVICH	1600	0620	0500	*
6376	BCN	22D-2W/Y	LT KISEN		0440		
			LT WIDELL	1700	0620	0500	
TBA	BCN	28D-1 ^{1/2}	CAPT RIPPY		0540		
			LT STARR	1700	0720	0600	

SORTIES SCHEDULED:

1. SAFETY QUESTION: IT IS POSSIBLE TO DUMP DOWN TO HOW MANY POUNDS OF FUEL IN THE A6? ANS. 3600
2. SYSTEM QUESTION: AT WHAT RANGE DOES THE COMPUTER START TO CALCULATE A GREAT CIRCLE ROUTE? ANS. 150 MILES
3. SOP: TO CHECK THE OPERATION OF THE WINDSHIELD AIR PRIOR TO TAKEOFF.
4. TO CONTACT THE DUTY DRIVER AT NIGHT CALL 5656 FROM GDO OFFICE.

R.D. Dubag
 CARL H. DUBAG
 BY DIRECTION

MARINE ALL WEATHER ATTACK SQUADRON 242
 FLIGHT SCHEDULE FOR TUESDAY, 23 DECEMBER 1969

ODC: 0745-1600 CAPT CARR SDO: CAPT RIPPY SUNRISE: 0711
 1600-2400 LT SPITZ MDO: CAPT CHAVES SUNSET: 1822
 2400-0745 CAPT FORT MOONRISE:
 MOONSET:
 LFI: 99%

MSN#	TYPE	ORDNANCE	CREW	BRIEF	T/O LAND	TOT	REMARKS
MAN			LT SMITH		1300		
61	DAS	22D-2T	LT PAUL	1300	1900	TBA	
			LT PTACK		0940		
6263	BCN	22D-2W/Y	LT SMITH	0800	1120	1000	RABFAC
			LT DAVIS		1340		
6267	"	"	LT ONEILL	1200	1520	1400	
			CAPT FORT		1525		
TBA-1	CAS	28D-2	LT WINCERTER	1345	1705	1545	
			CAPT SHEPHERD				
TBA-2	"	"	LT EWING	"	"	1545	
			MAJ MCCARTHY		1540		
6371	BCN	22D-2W/Y	LT GRIFFITH	1400	1720	1600	RABFAC
MAN			MAJ DUBAC		2000		
72	AR	28D-2W/Y	LT STARR	1600	2150	2030	*
MAN			CAPT BERSHINSKY		2115		
74	"	"	LT PAUL	"	2305	2145	*
MAN			LT CLERY		0245		
75	"	"	LT SMITH	"	0435	0315	*
MAN			LT KISER		0315		
76	"	"	LT CUMMINGS	"	0505	0345	
MAN			LT DANIEL		0400		
78	"	"	LT VELOVICH	"	0550	0430	
MAN			LTCOL GRIFFIN		0030	0130	
91	"	12D-2W	CAPT CARR	1700	0330	0200	**
			LTCOL LEWIS		0340		
6375	BCN	22D-2W/Y	LT GRIFFITH	"	0520	0400	RABFAC
			CAPT FITZPATRICK		0540		
6379	"	"	LT CARSON	"	0720	0600	
			CAPT CORCORAN		1340		BACK IN THE
*TBA	TPQ	"	LT CUMMINGS	1200	1500	1400	SADDLE

SORTIES SCHEDULED:

1. SAFETY QUESTION: WHEN IN FLIGHT REFUELING AT A LOW FUEL STATE, HOW CAN THE FUEL BE FIRST RECEIVED IN THE FUS. TANKS? ANSWER: BY PLACING THE WING DUMP SWITCH TO DUMP.
2. SYSTEM QUESTION: WHAT WILL BE THE RESULT OF A MISALIGNED SYNCH SET? ANSWER: AN INACCURATE SLANT RANGE TO TARGET.
3. SOP: ALL AIRCREWS WILL SIGN OUT FOR RADIOS.
4. *NOTE TIME.

For *PC*
 CARL H. DUBAC
 By direction

MARINE ALL WEATHER ATTACK SQUADRON 242
 FLIGHT SCHEDULE FOR FRIDAY, 26 DECEMBER 1969

ODO: 0745-1600 LT PTACK SDO: LT DAVIS SUNRISE: 0712
 1600-2400 LT STARR MDO: LT GRIFFITH SUNSET: 1823
 2400-0745 LT DANIEL MOONRISE: 2034
 MOONSET: 0908
 LFI: 95%

MSN#	TYPE	ORDNANCE	CREW	BRIEF	T/O LAND	TOT	REMARKS
MAN			LT DANIEL	0615	0800		
60	DAS	22D-2T	LT JURJEVICH	0630	1300		
			MAJ DUBAC		0740		
6360	BCN	22D-2W/Y	LT WINGHAMER	0600	0920	0800	
			CAPT SHEPHERD		1040		
TBA	BCN	22D-2W/Y	LT MONK	0900	1220	1100	
			LT SPITZ		1140		
6264	BCN	22D-2W/Y	LT CUMMINGS	1000	1320	1200	
			LT PTACK		1240		
TBA	BCN	22D-2W/Y	LT SMITH	1100	1420	1300	
			CAPT RIPPY		1440		
6368	BCN	22D-2W/Y	LT VALOVICH	1300	1620	1500	
			MAJ MCCARTHY		1740		
6372	BCN	22D-2W/Y	LT GRIFFITH	1545	1920	1800	
MAN			LTCOL GRIFFIN		2030		
72	AR	28D-2W	CAPT CARR	1600	2220	2100	WS
			LT KISER		2145		
74	AR	28D-2W	LT JURJEVICH	1630	2335	2215	WS
			CAPT BERSHINSKY		2115		
90	BR	18D-2W	LT O'NEILL	1700	2345	2215	TANKS
			LTCOL REDDY		0330		
76	AR	28D-2W	LT GRIFFITH	1500	0520	0400	WS
			LT BOEHM		0340		
6376	BCN	22D-2W/Y	CAPT CARR	1700	0520	0400	
			LTCOL DAVIS		0400		
78	AR	28D-2W	LT CARSON	1600	0550	0430	WS
			CAPT CORCORAN		0430		
92	BR	18D-2	LT CUMMINGS	1700	0650	0530	TANKS
			LT CLERY		0610		
TBA	BCN	22D-2W/Y	LT WIDELL	1700	0750	0630	

SORTIES SCHEDULED:

1. WHAT DOES A LOW OIL LIGHT INDICATE? ANS: OIL LEVEL OF LESS THAN 33% CAPACITY
2. IF THE B/N LOSES VIDEO WHEN VARIING MAG/FREQ ON A BCN MISSION WHAT SHOULD BE CHECKED? ANS: CHECK BCN MODE SWITCH AND MAKE SURE IT IS IN THE MAGGLE POSITION.
3. NEVER TO STOW MAPS OR NAV GEAR AGAINST THE CANOPY WHERE IT MIGHT INTERFERE WITH DEFECG AIRFLOW.
4. DEPARTMENT HEAD MEETING 1045, AOM 1430 AT THE O-CLUB

MARINE ALL WEATHER ATTACK SQUADRON 242
 FLIGHT SCHEDULE FOR SUNDAY, 29 DECEMBER 1969

ODO: 0745-1600	LT PTACK	SDO: CAPT GORCORAN	SUNRISE: 0713
1600-2400	LT BOEHM	MDO: LT SMITH	SUNSET: 1824
2400-0745	LT WIDELL		MOONRISE: 2213
			MOONSET: 1025
			LFI: 84%

MSN#	TYPE	ORDNANCE	CREW	BRIEF	T/O LAND	TOT	REMARKS
MAN			LT CLERY	0615	0800		
60	DAS	22D-2T	LT GRIFFITH	0630	1300		
			LT KISER		0740		
6360	BCN	22D-2W/Y	LT WIDELL	0600	0920	0800	
			LT BOEHM		0840		
TBA	BCN	22D-2W/Y	LT CUMMINGS	0700	1020	0900	
			LT MCINTYRE		1040		
TBA	TPQ	22D-2W/Y	LT VALOVICH	0900	1220	1100	
			LT PTACK		1140		
6364	BCN	22D-2W/Y	LT WINGERTER	1000	1320	1200	RABFAC
			LT SPITZ		1440		
6368	BCN	22D-2W/Y	LT STARR	1300	1620	1500	
			CAPT FITZPATRICK		1540		
6370	BCN	22D-2W/Y	LT PAUL	1400	1720	1600	
MAN			LTCOL DAVIS		0330		
76	AR	28D-2W	LT POULSEN	1600	0520	0400	
			LTCOL REDDY		0400		
78	AR	28D-2W	LT JURJEVICH	1600	0550	0430	
			LTCOL LEWIS		0030		
81	BR	18D-2W	LT CUMMINGS	1700	0250	0130	TANKS
			CAPT RIPPY		0340		
6376	BCN	22D-2W/Y	LT MONK	1700	0530	0400	
			MAJ MCCARTHY		0540		
TBA	BCN	22D-2W/Y	LT GRIFFITH	1700	0720	0600	RABFAC
			CAPT BERSHINSKY		0430		
92	BR	18D-2W	LT VALOVICH	1700	0650	0530	TANKS

SCRTIES SCHEDULED:

1. 1300 ALL OFFICERS MEET IN OPERATIONS READY ROOM.
2. SYSTEM QUESTION: IF SEARCH MAG "I" IS NOT OBTAINED OFTEN THE SEVEN MINUTE TIME IN PERIOD WHAT SHOULD THE B/N DO BEFORE CALLING HIS FRIENDLY F/C TECH? ANS: 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.
3. SAFETY QUESTION: WITH HYDRAULIC FAILURE WHAT IS THE PROCEDURE FOR LOWERING THE LANDING GEAR? ANS: SLOW TO 180 KTS, FLAP LEVER TO T/O AND EXTEND FLAPS ELECTRICALLY TO THE T/O POSITION, SLOW TO 150 KTS, PUT GEAR HANDLE IN THE DOWN POSITION, ROTATE GEAR HANDLE 90° CW AND PULL.
4. SOP: TO FLY WITH YOUR HELMET VISOR DOWN AT ALL TIMES.

Carl H. Dubeac
 CARL H. DUBEAC
 By direction

MARINE ALL WEATHER ATTACK SQUADRON 242
 FLIGHT SCHEDULE FOR TUESDAY, 30 DECEMBER 1969

ODC: 0745-1600 LT SPITZ SDO: LT SMITH, R. SUNRISE: 0714
 1600-2400 LT BARNETT MDO: LT MONK SUNSET: 1825
 2400-0745 LT BOEHM MOONRISE:
 MOONSET:
 LFI: 96%

MIU#	TYPE	ORDNANCE	CREW	BRIEF	T/O LAND	TOT	REMARKS
			CAPT BERSHINSKY		0740		
6360	BCN	22D-2W/Y	LT CUMMINGS	0600	0920	0800	
			LTCOL DAVIS		1140		
6364	BCN	22D-2W/Y	LT BARNETT	1000	1320	1200	RABFAC
			LT SMITH		1140		
6412	DAS	28D-27	LT JURJEVICH	1000	1320	1200	
			LT FTACK		1340		
784	BCN	22D-2W/Y	LT GRIFFITH	1200	1520	1400	
			LT MCINTYRE		1440		
6368	BCN	22D-2W/Y	LT MONK	1300	1620	1500	
			LT BOEHM		1540		
784	BCN	22D-2W/Y	LT SMITH, E.	1400	1720	1600	RABFAC
			CAPT RUFFY		1740		
6372	BCN	22D-2W/Y	LT STARR	1545	1920	1800	
78		12D-27	LT CLERY		2030		
6868	CB	16D-2W	LT POULSEN	1600	2220	2100	WS
90			LT KISER		2115		
1864	BR	18D-2W	CAPT GARE	1700	2335	2215	TANKS
78		12D-27	LTCOL REDDY		2145		
6886	CB	16D-2W	LT CUMMINGS	1600	2335	2215	WS
			CAPT FITZPATRICK		0140		
784	BCN	22D-2W/Y	LT POULSEN	1700	0320	0200	
78			LTCOL LEWIS		0330		
1006	CB	28D-2W	LT JURJEVICH	1600	0520	0400	WS
			MAJ MCCARTHY		0340		
6876	BCN	22D-2W/Y	LT VALOVICH	1700	0520	0400	RABFAC
78			LT SPITZ		0400		
1014	CB	28D-2W	LT WIDELL	1600	0550	0430	WS/HT
92			LT DANIEL		0430		
1876	BR	18D-2W	LT POULSEN	1700	0650	0530	TANKS

SORTIES SCHEDULED:

1. SOP: TO CARRY TWO SURVIVAL RADIOS ON ALL FLIGHTS.
2. SYSTEM QUESTION: WHEN WILL THE TRACK AFC LOCK-UP? ANS. ONLY WHEN THE TRACK RADAR IS ON AND TRANSMITTING.
3. SAFETY QUESTION: WHAT ARE THE NORMAL ENGINE OIL PRESSURE LIMITS? ANS. 35# AT IDLE, 40-50PSI IN FLIGHT.

Carl H. Dubac
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 By direction

