

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

VMA (AW)-242 S&C FILES
Log No. 043-70
Date 1 of 7

3:CHD:ewg
5750
5 March 1970

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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 1-28 February 1970

1. In accordance with references (a) and (b), the Command Chronology for the month of February 1970 is submitted as enclosure (1).
2. This letter is unclassified upon removal of enclosure (1).

P. J. McCarthy
for S. P. LEWIS

VMA (AW)-242

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Marine Aircraft Group 11
1st Marine Aircraft Wing, FMF, Pacific
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COMMAND CHRONOLOGY

1 FEBRUARY 1970 - 28 FEBRUARY 1970

INDEX

- PART I - ORGANIZATIONAL DATA
- PART II - NARRATIVE SUMMARY
- PART III - SEQUENTIAL LISTING OF SIGNIFICANT EVENTS
- PART IV - SUPPORTING DOCUMENTS

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ENCLOSURE (1)

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PART I

ORGANIZATIONAL DATA1. DESIGNATION

VMA(AW)-242

COMMANDER

LTCOL. S. P. LEWIS
(1- 28 February 1970)

2. LOCATION

1-28 February 1970: DANANG AIR BASE, RVN

3. STAFF OFFICERS

Executive Officer	Major P. J. MCCARTHY	1-28 February 1970
Administrative Officer	1/Lt. J. J. EWING	1-28 February 1970
Operations Officer	Major C. H. DUBAC	1-28 February 1970
Logistics Officer	1/Lt. T. N. KISER	1-28 February 1970
Maintenance Officer	Capt. D. J. SNOOKS	1-28 February 1970
Safety Officer	Capt. W. D. CARR	1-28 February 1970
Flight Surgeon	Lt(MC) L. M. MOSS	1-28 February 1970
Materiel Officer	1/Lt. W. B. CUMMINGS	1-28 February 1970

4. AVERAGE MONTHLY STRENGTH

a. USMC

Naval Aviators	16
Bombardier/Navigators	12
Ground Officers	4
Enlisted	202

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03:GHD:ewg
5750
5 March 1970

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D. USN

Naval Flight Surgeon 1

Enlisted 0

e. OTHER

Officers 0

Enlisted 0

PART II

NARRATIVE SUMMARY

Flight operations were again dominated by system sorties with Armed Reconnaissance (AR) flights into the Steel Tiger area of LAOS accounting for over fifty percent of these sorties. The majority of the AR flights were Commando Bolt operations conducted in conjunction with Task Force ALPHA, located at NAKHON PHANOM, Thailand. TFA's ability to detect trucks utilizing ground sensors, coupled with the A6A's ability to find the trucks using AMTI and deliver devastating ordnance, has produced excellent results. As a result of these operations, the enemy has increased its defensive posture by relocating AAA positions and movement of a SAM site to the NVN border overlooking the area of operation. The majority of the remaining system sorties were RABFAC beacon missions. This offset bombing capability of the A6A continues to provide ground forces with effective all weather close air support.

During the first week of the month, 1stMAW operation GRAND CANYON, a concentrated road interdiction effort against the primary LOC's into ICTZ, dominated flight operations. The A6A was utilized primarily at night during this period to provide H and I bombing on selected points (road cuts) that had been interdicted during daylight hours. As the month drew to a close, the squadron conducted daily conventional Close Air Support (CAS) missions in support of

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03:GHD:ewg
5750
5 march 1970

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ground troops in the ICTZ. It is anticipated that the amount of CAS sorties conducted by A6A aircraft will increase as the gradual withdrawal of fixed wing units of the 1stMAW continues.

PART III

SEQUENTIAL LISTING OF SIGNIFICANT EVENTS

1. Administration.

- a. Casualties. There were no casualties during the month of February 1970.
- b. Morale/Welfare. Twenty (20) squadron personnel participated in the out-of-country R&R program. Nine (9) personnel participated in the in-country R&R program.
- c. Career Planning. There were thirty (30) reenlistment interviews conducted during the month. One Sergeant was reenlisted for three (3) years.
- d. Education. There were twenty-five (25) education interviews during the month. There were three (3) USAFI and two (2) MCI enrollments. There were four (4) High School GED tests given and one (1) application submitted for High School Certificate.
- e. Bonds. The squadron attained 54.5% participation in the Savings Bond program.
- f. TIO. There were sixty-one (61) home town news releases processed during the month.
- g. Passports/Visa's. There was one (1) application for a passport/visa processed during the month.
- h. Awards. There were three (3) meritorious masts; one (1) Letter of Commendation; seventeen (17) Good Conduct medals; one (1) promotion to Lance Corporal; twenty-six (26) promotions

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03:GHD:ewg
5750
5 March 1970

to Corporal; and one (1) meritorious Combat promotion to Sergeant.

2. Personnel.

a. There were four (4) officers and forty-one (41) enlisted personnel joined during the month. Six (6) officers and twenty-one (21) enlisted personnel were transferred.

3. Air Operations.

a. Day Sorties Scheduled	<u>131</u>	Day Sorties Flown	<u>148</u>
Night Sorties Scheduled	<u>188</u>	Night Sorties Flown	<u>176</u>
Total Sorties Scheduled	<u>319</u>	Total Sorties Flown	<u>324</u>
Sorties cancelled	<u>16</u>	Write-in Sorties	<u>21</u>

b. The above sorties were flown in support of:

Army	<u>84</u>	III MAF	<u>138</u>	ROK	<u>0</u>
Marine	<u>21</u>	ARVN	<u>1</u>		
7th Air Force	<u>80</u>	7th Fleet	<u>0</u>		

c. Type of Sorties Flown.

CAS	<u>17</u>	DAS	<u>10</u>	CAP	<u>0</u>	OTHER	<u>0</u>
TPQ	<u>69</u>	AR	<u>113</u>	BC	<u>24</u>		
TEST	<u>13</u>	FERRY	<u>2</u>	AIRABORT	<u>6</u>		

d. Hours Flown.

Combat Hours	431.8
Operational Hours	16.4
Total Hours	448.2

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5750
5 March 1970

e. Ordnance.

<u>NALC</u>	<u>NOMENCLATURE</u>	<u>NUMBER</u>
E465	250# LD, MK-81 MOD 1 w/cable	44
E482	500# LD, MK-82 MOD 1 w/cable	6,547
E507	1000# LD, MK-83 MODS w/cable	321
F127	2000# LD, MK-84 MODS w/cable	34

Total Tonnage for the month of February 1970: 1,961.917

f. Bomb Damage Assessment.

Trucks Damaged	52	Bunkers Destroyed	14
Trucks Destroyed	8	Bunkers Damaged	1
Secondary Explosions	46	Bunker Complex Damaged	1
Secondary Fires	30	Road Cuts (No/mtrs)	2/800
Trail Cuts	8	Ridgeline Damaged (mtrs)	70
Structures Destroyed	2	LZ Constructed (No/mtrs)	2/30
Sustained Fires	5	Trenchline Damaged (mtrs)	50
Treeline Damaged (mtrs) 1700			

g. Aircraft Dispersal. Two aircraft diverted to UBON, Thailand due to inadequate fuel reserves prompted by extended time on target necessitated by operational requirements.

4. Aviation Safety.

a. Three (3) reportable mishaps occurred during the month. One (1) was Pilot error (Echo damage), one (1) material failure (Golf damage), and one (1) ground crew error (Echo damage).

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03:GHD:ewg
5750
5 March 1970

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The squadron has reemphasized to flight crews and maintenance personnel alike that strict adherence to established NATOPS and SOP procedures is mandatory and is conducting an extensive training program in all safety procedures.

5. Logistics.

a. Availability of aircraft tow tractors continues to be a problem within the squadron. Most of the month the squadron has been forced to operate with only one tow truck, which greatly hampers the maintenance effort. A similar problem area exists in mount-out boxes. At present, sufficient boxes have been requested, but manufacture has been short of demand.

6. Maintenance.

a. Operational readiness for the month increased slightly as personnel strength and supply support increased. Although the input of new personnel surpassed the output this month, the maintenance effort suffers from the loss of skilled personnel. As a result, a great deal of OJT must be accomplished. The daily average AOCF rate remained at twenty (20) items but a reduction in lead time for parts has enlightened the supply support situation. In resume, out of 309 combat sorties launched during February, 277 were full system and 32 were partial system. Of these full system sorties, 182 arrived over target in an up status and 163 were recovered in an up status.

7. Significant Events.

2 February

MAJGEN. W. G. DOLVIN, Chief of Staff, Headquarters MACV, visited the squadron and was briefed on operations by the Commanding Officer.

1STMAW Operation GRAND CANYON commenced.

9 February

1STMAW Operation GRAND CANYON concluded.

19 February

MG. LEE, DONG YONG, Commanding General, Second Republic of Korea Marine Corps Brigade, and party toured the squadron and received an operational brief.

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5750
5 March 1970

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PART IV

SUPPORTING DOCUMENTS

1. The following supporting documents are included:

✓a. Corrected Daily Flight Schedule for February 1970

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MARINE ALL WEATHER ATTACK SQUADRON 242
FLIGHT SCHEDULE FOR SUNDAY, 1 FEBRUARY 1970

ODO: 0600-1200 LT DANIEL SDO: LT DANIEL SUNRISE: 0717
1200-1800 LT VALOVICH SUNSET: 1845
1800-2400 LT CUMMINGS MOONRISE: 0103
2400-0600 LT DAVIS MOONSET: 1230
LFI: 35%

MSN#	TYPE	ORDNANCE	CREW	BRIEF	T/O LAND	TOT	REMARKS
			CAPT CONCORAN		0740		
6060	BCN	22D-2W/Y	LT CARSON	0600	0920	0800	
			CAPT RIPLEY		0940		
6362	BCN	22D-2W/Y	LT GRIFFITH	0800	1120	1000	
			LT PLOCK		1340		
6366	BCN	22D-2W/Y	LT EWING	1200	1520	1400	
			LT SMITH		1440		
6368	BCN	22D-2W/Y	LT STARR	1300	1620	1500	
			LT COL DAVIS		1740		
6372	BCN	22D-2W/Y	LT WINGERTER	1545	1920	1800	
72			LT SPIZZ		1900		
0932	CB	28D-2W	LT MONK	1600	2100	1930	WS/HT
74			LT DAVIS		2045		
0938	CB	28D-2W	LT VALOVICH	1600	2245	2115	WS/HT
76			LT DAVIS		0025		
0952	AR	28D-2W/Y	LT CUMMINGS	1600	0215	0045	
78			LT BOHM		0245		
0970	CB	28D-2W	LT WINGERTER	1600	0445	0315	WS/HT
			MAJ DUBAC		0340		
6376	BCN	22D-2W/Y	CAPT CARR	1700	0520	0400	
80			LT CLEMENTS		0430		
0984	CB	28D-2W	LT STARR	1600	0630	0500	WS/HT

EXERCISES SCHEDULED: 11

1. SAFETY QUESTION: WHAT IS THE MAXIMUM SPEED FOR RETRACTING THE RAT?
ANS. 475 KNOTS.
2. SYSTEM QUESTION: IF AT THE END OF THE ROUGH ALIGN PHASE IN COMPASS-LESS, THE DVRI HEADING IS SUBSTANTIALLY OFF, WHAT SHOULD BE CHECKED?
ANS. MAG VAR AND COMPASS SYNCH.
3. SOP: TO NOT REFUEL WITH THE CANOPY CLOSED.
4. TURN DOPPLER OFF WHEN GETTING HIGH VELOCITIES - DICKY SENDS.

Carl H. Dubac

CARL H. DUBAC
By direction

MARINE ALL WEATHER ATTACK SQUADRON 242
FLIGHT SCHEDULE FOR MONDAY, 2 FEBRUARY 1970

ODO: 0600-1200 LT EWING	SDO: LT EWING	SUNRISE: 0716
1200-1800 LT STARR		SUNSET: 1845
1800-2400 LT GRIFFITH		MOONRISE: 0205
2400-0600 LT ROEHM		MOONSET: 1327
		LFI: 25%

MSN#	TYPE	ORDNANCE	CREW	BRIEF	T/O LAND	TOT
6363	BON	22D-2W/Y	LT SPIRZ		0940	
			LT CARSON	0800	1120	1000
6365	"	"	CAPT JERCOGAN		1140	
			LT CUMMINGS	1000	1320	1200
6367	"	"	LT ROEHM		1340	
			LT VALOVICH	1200	1520	1400
6371	"	"	MAJ MCCARTHY		1540	
			LT EWING	1400	1720	1600
*6129		10D-2W/Y (DC)	MAJ DUBAC			
		18D-2W/Y	LT WINGERTER	1600		2000
*6133		"	LTCOL DAVIS			
			LT WIDELL CAPT BARR			2130
*6137		"	LT PIACK			
			LT CUMMINGS	"		2300
*6141		"	LT SMITH			
			LT VALOVICH	"		0030
*6145		"	CAPT RIPPY			
			LT STARR	"		0200
*6149		"	LT CLEMENTS			
			LT GRIFFITH	"		0315
*6171		"	LT DAVIS			
			CAPT CARR LT WIDELL			0500
*6173		"	LT DANIEL			
			LT WINGERTER	"		0600

SORTIES SCHEDULED: 12

1. SAFETY QUESTION: WHAT IS THE OPTIMUM AIR SPEED FOR THUNDERSTORM PEN-
ETRATION? ANSWER: 230 - 280 KIAS.
2. SYSTEM QUESTION: WHEN SHOULD THE S/R MAGNETRON RESET BUTTON BE USED?
ANSWER: WHEN THE SAFETY OF THE CREW OR THE OUTCOME OF AN IMPORTANT MISSION
IS DEPENDENT ON THE OPERATION, EVEN TEMPORARY OF THE SEARCH RADAR.
3. SOP: RESET THE STATIONS WITH THE MASTER SWITCH OFF.
4. *NOTE: SCHEDULE REVISED OLD EDITION INVALID.

for *Dick A. Davis*
CARL H. DUBAC
By direction

MARINE ALL WEATHER ATTACK SQUADRON 242
FLIGHT SCHEDULE FOR TUESDAY, 3 FEBRUARY 1970

ODO: 0600-1200 LT SMITH, R. SDO: LT SMITH, R. SUNRISE: 0715
1200-1800 CAPT CARR SUNSET: 1845
1800-2400 CAPT CORCORAN MOONRISE:
2400-0600 LT PTACK MOONSET:
LFI:

MSN#	TYPE	ORDNANCE	CREW	BRIEF	T/O LAND	TOT	REMARKS
			CAPT CORCORAN		0740		
6360	BCN	22D-2W/Y	LT MONK	0600	0920	0800	
			LT DANIEL		1140		
6364	BCN	22D-2W/Y	LT EWING	1000	1320	1200	
			LT SMITH		1440		
6368	BCN	22D-2W/Y	LT CUMMINGS	1300	1620	1500	
			CAPT RIPPY		1740		
6372	BCN	22D-2W/Y	LT STARR	1545	1920	1800	
	INJURE	10D-2YDC	LT SPITZ		1940		
6126	PEOPLE	18D-2Y	CAPT CARR	1600	2120	2000	
	INJURE	10D-2YDC	LTCOL LEWIS		2110		
6130	PEOPLE	18D-2Y	LT VALOVICH	1600	2250	2130	
	INJURE	10D-2YDC	LT PTACK		2240		
6134	PEOPLE	18D-2Y	CAPT CARR	1600	0020	2300	
	INJURE	10D-2YDC	LT BOEHM		0010		
6138	PEOPLE	18D-2Y	LT WINGERTER	1600	0150	0030	
	INJURE	10D-2YDC	LT DAVIS		0140		
6142	PEOPLE	18D-2Y	LT CUMMINGS	1600	0320	0200	
			LTCOL DAVIS		0240		
6374	BCN	22D-2W/Y	LT EWING	1700	0420	0300	
	INJURE	10D-2YDC	LT ELEMENTS		0340		
6148	PEOPLE	18D-2Y	LT TURJEVICH	1600	0520	0400	
	INJURE	10D-2YDC	MAJ MCCARTHY		0440		
6426	PEOPLE	18D-2Y	LT WIDELL	1600	0620	0500	
	INJURE	10D-2YDC	LT DANIEL		0540		
6428	PEOPLE	18D-2Y	LT STARR	1600	0720	0600	

SORTIES SCHEDULED: 13

1. SYSTEMS QUESTION: IF THE VDI GOES BLANK, WHAT SHOULD THE PILOT CHECK? ANS: THE CIRCUIT BREAKER LABELED ATTITUDE REF LOCATED BY THE PILOTS LEFT LEG.
2. SAFETY QUESTION: WHAT IS THE MAXIMUM GROSS WEIGHT FOR A FMLP TYPE LANDING? ANS. 33,500lbs
3. SOP: THAT THE CREW BE COMPLETELY UNSTRAPPED DURING HOT REFUELING OPERATIONS.

J.B.G. 6-16-70
CARL H. DUBAC
By direction

6544 TEST

MAT. DUBAC
CAPT. CARR

1020
1100

6544 TEST

LTCOL. LEWIS
LT. TURJEVICH

1220
1300

**MARINE ALL WEATHER ATTACK SQUADRON 242
FLIGHT SCHEDULE FOR WEDNESDAY, 4 FEBRUARY 1970**

ODO: 0600-1200 LT POULSEN SDO: LT POULSEN SUNRISE: 0717
 1200-1800 LT JURJEVICH SUNSET: 1846
 1800-2400 LT STARR MOONRISE: 0206
 2400-0600 LT DANIEL MOONSET: 1327
 LFI: 24%

MSN#	TYPE	ORDNANCE	CREW	BRIEF	T/O LAND	TOT	REMARKS
6361	BCN	22D2W/Y	LTCOL LEWIS	0600	0740	0800	
			LT VALOVICH		0920		
6363	"	"	LT CLEMENTS	0800	0940	1000	
			LT WINGERTER EWING		1120		
6367	"	"	LT KISER	1200	1340	1400	
			LT POULSEN		1520		
6371	"	"	LT BOEHM	1400	1540	1600	
			LT WINGERTER		1720		
6127	INJURE PEOPLE	1002Y DC 18D2W	LT PEACK	1600	1840	1900	
			LT JURJEVICH		2020		
6131	"	"	LTCOL LEWIS	"	2025	2045	
			LT MONK		2205		
6135	"	"	LT DANIEL	"	2155	2215	
			LT EWING		2335		
6139	"	15D3U	LT SMITH	"	2325	2345	BALL
			LT VALOVICH		0105		PEEN
6143	"	1002Y DC 18D2W	LT KISER	"	0055	0115	
			LT STARR		0235		
6147	"	15D3U	CAPT RIPPY	"	0225	0245	BALL
			LT CUMMINGS		0405		PEEN
6149	"	1002Y DC 18D2W	LT DAVIS	"	0255	0315	
			CAPT CARR		0435		
6377	BCN	22D2W/Y	LTCOL DAVIS	1700	0340	0400	
			LT EWING WINGERTER		0520		
6379	"	"	LT SPITZ	"	0440	0500	
			LT JURJEVICH		0620		

SORTIES SCHEDULED: 13

1. SAFETY QUESTION: WHAT IS THE MAXIMUM SPEED WHEN USING THE WINDSHIELD RAIN REMOVAL SYSTEM? ANSWER: 360 KNOTS.
2. SYSTEM QUESTION: WITH SRTC SELECTED, WHAT IS THE SEARCH RADAR SCAN ANGLE? ANSWER: 60-114 DEGREES.
3. DEPT HEAD MEETING 1045 IN CO'S OFFICE.
4. THERE WILL BE NO PARADE TODAY.

Chal
 CARL H. DUBAC
 By direction

MARINE ALL WEATHER ATTACK SQUADRON 242
FLIGHT SCHEDULE FOR THURSDAY, 5 February 1970

ODO: 0600-1200 CAPT CARR SDO: CAPT CARR SUNRISE: 0716
1200-1800 LT SMITH, R. SUNSET: 1846
1800-2400 LT DAVIS MOONRISE: 0414
2400-0600 LT WINGERTER MOONSET:
LFI:

MSN	TYPE	ORDNANCE	CREW	BRIEF	T/O LAND	TOT	REMARKS
			LTCOL LEWIS	LT. SMITH	0740		
6360	BCN	22D-2W/Y	LT POULSEN	0600	0920	0800	
			LT PTACK		0940		
6362	BCN	22D-2W/Y	LT STARR	0800	1120	1000	
			LTCOL REDDY	CAPT. CARR	1340		
6366	BCN	22D-2W/Y	LT CUMMINGS	1200	1520	1400	
			LT DAVIS		1540		
6370	BCN	22D-2W/Y	CAPT CARR	1400	1720	1600	CNX
		10D-2YDC	LT KISER		1840		
6122	IP	18D-2W	LT POULSEN	1600	2020	1900	
		10D-2YDC	LT DANIEL		2025		
6126	IP	18D-2W	LT EWING	1600	2205	2045	BALL PEN
		10D-2YDC	LT SPITZ		2155		
6130	IP	18D-2W	LT WINGERTER	1600	2335	2215	
			LT DANIEL		2325		
6134	IP	15D-3U/Q	LT EWING	1600	0105	2345	
		10D-2YDC	LT CLEMENTS		0055		
6138	IP	18D-2W	LT JURJEVICH	1600	0235	0115	BALL PEN
			LT BOHM		0225		
6142	IP	15D-3U/Q	LT VALOVICH	1600	0405	0245	
		10D-2YDC	LTCOL LEWIS		0255		
6146	IP	18D-2W	LT CUMMINGS	1600	0435	0315	
			CAPT RIPPY		0340		
6376	BCN	22D-2W/Y	LT STARR	1700	0520	0400	CNX
			LT SMITH		0440		
6378	BCN	22D-2W/Y	CAPT CARR	1700	0620	0500	CNX

SORTIES SCHEDULED: 13

1. WHAT IS THE MAXIMUM A/S FOR FLAPS IN TH T.O. POSITION? ANS. 250 KTS
2. SYSTEM QUESTION: WHAT ARE THE ALTITUDE OPERATION LIMITS OF THE APN-153 DOPPLER? ANS. 40 FEET ABOVE THE TERRAIN ~ 50,000 FEET ABOVE SEA LEVEL.
3. SOP: HOLD WING FOLD HANDLE FORWARD DURING START.
4. AOM 1430 AT THE O'CLUB.

KRP
for CARL H. DUBAC
By direction

MARINE ALL WEATHER ATTACK SQUADRON 242
FLIGHT SCHEDULE FOR FRIDAY, 6 FEBRUARY 1970

ODO: 0600-1200	LT KISER	SDO: LT KISER	SUNRISE: 0715
1200-1800	LT POULSEN		SUNSET: 1846
1800-2400	LT BOEHM		MOONRISE: 0609
2400-0600	LT CARSON		MOONSET: 1754
			LFI: 00%

MSN#	TYPE	ORDNANCE	CREW	BRIEF	T/O LAND	TOT	REMARKS
		10D-2EDC	LT SMITH		1940		
6125	IP	18D-2W	CAPT CARR	1600	2120	2000	
			LT DAVIN		2340		
6129	IP	"	LT VALOVICH	1600	0120	2400	BALL PENN
			LT BOEHM		0240		
6375	BCN	22D-2W/Y	LT CUMMINGS	1700	0420	0300	
		10D-2YDC	LT PLACK		0340		
6133	IP	18D-2W	LT WINGERTER	1600	0520	0400	
			CAPT FITZPATRICK		0440		
6379	BCN	22D-2W/Y	LT EWING	1700	0620	0500	
		28D-2W/Y	LT KISER		0800		IN READY
STAND-BY CREWS:			CAPT CARR		1200		ROOM
			LT DANIEL		1200		IN READY
			LT POULSEN		1800		ROOM
			LT DANIEL		1635		
6553	TEST		LT. VALOVICH		1740		
			LTCOL. LEWIS		0100		
0955	AR		LT. POULSEN		0300	0130	
			LT. DANIEL		0230		
0959	AR		LT. JURJEVICH		0430	0300	

EXERCISES SCHEDULED: 5

1. SAFETY QUESTION: WHAT ARE THE LAST TWO WORDS OR THE LAST TWO SENTENCES OF THE TSUMI RITUAL? ANSWER: GALATEE, GALXTAA.
2. SYSTEM QUESTION: WHEN WILL THE TRACK AFC LOCK-UP? ANSWER: ONLY WHEN THE TRACK RADAR IS ON AND TRANSMITTING.
3. SOP: ALL TAKE-OFFS WILL COMMENCE FROM THE POINT WHERE MAXIMUM RUNWAY LENGTH IS AVAILABLE.
4. 1400 BRIEF AT RINGNECK BY TFA - ALL AIRCREWS ATTEND.

H.O. Daniel
for CARL H. DUBAC
By direction

MARINE ALL WEATHER ATTACK SQUADRON 242
FLIGHT SCHEDULE FOR SATURDAY, 7 FEBRUARY 1970

ODC: 0600-1200 LT CUMMINGS SDO: LT CUMMINGS SUNRISE: 0715
1200-1800 LT JURJEVICH SSUNSET: 1847
1800-2400 LT EWING MOONRISE: 0658
2400-0600 LT SMITH, R. MOONSET: 1857
LFT: 1%

MSN#	TYPE	ORDNANCE	CREW	BRIEF	T/O LAND	TOT
18A	TFQ	18D-2W/Y	LT HAGAN		0840	
			LT DANIEL	0700	1020	0900
			LTCOL DAVIS		0940	
6362	BCN	22D-2W/Y	CAPT GARR	0800	1120	1000
			LT KISER		1025	
6363	CAS	5D-4YDC	LT STARR	0800	1205	1045
			LT SMITH		1025	
6364	CAS	5D-4YDC	LT VALOVICH	0800	1205	1045
			LT DAVIES		1240	
18A	TFQ	18D-2W/Y	LT KISER	1100	1420	1300
			LTCOL LEWIS		1340	
6366	BCN	22D-2W/Y	LT CHALLENGE	1200	1520	1400
			LT SMITH		1540	
6370	BCN	22D-2W/Y	LT WINGERTER	1400	1720	1600
			LT SPITZ		1940	
6374	IF	15D-3U/Q	LT VALOVICH	1600	2120	2000
			LTCOL REDDY		2340	
6376	IF	18D-2W	LT STARR	1600	0120	2400
6377	IF	10D-2YDC	LT PUCK		0110	
0951	GB	18D-2W	LT WINGERTER	1600	0250	0130
6378	IF	10D-2YDC	LT DAVIS		0155	
0956	GB	18D-2W	CAPT GARR	1600	0335	0215
			LT DANIEL		0240	
6374	BCN	22D-2W/Y	LT POUlsen	1700	0420	0300
			LT BOEHM		0340	
6372	IF	18D-2W	LT EWING	1600	0520	0400
			MAJ DUBAC		0440	
6378	BCN	22D-2W/Y	LT JURJEVICH	1700	0620	0500

SCENARIOS SCHEDULED: 14

1. SAFETY QUESTION: WHICH FUSELAGE FUEL CELL SUPPLIES FUEL TO THE ENGINE FUEL CONTROLS? ANSWER: AFT FUSELAGE CELL.
2. SYSTEM QUESTION: WHEN THE SYSTEMS ARE FIRST TURNED ON WHAT SHOULD THE D/N CHECK IF A CONSTANT PATHWAY AND RELEASE MARKER ARE PRESENT ON THE VDT? ANSWER: CHECK TO SEE IF THE COMPUTER OUTPUT CIRCUIT BREAKER IS IN.
3. SOP: THE SECOND AIRCRAFT CLEARED FOR TAKEOFF WILL NOT ROLL UNTIL AIRCRAFT AHEAD IS AIRBORNE OR PAST THE N-21 ARRESTING GEAR.
4. ALL AIRCREWS ATTEND AIRNAFARE BRIEF AT R/N AT 0930 OR 1400.

R. Boehm

CARL H. DUBAC
By direction

MARINE ALL WEATHER ATTACK SQUADRON 242
FLIGHT SCHEDULE FOR SUNDAY, 8 FEBRUARY 1970

ODO: 0600-1200 LT DANIEL SDO: LT DANIEL SUNRISE: 0715
1200-1800 LT VALOVICH SUNSET: 1847
1800-2400 LT KISER MOONRISE: 0743
2400-0600 LT POULSEN MOONSET: 1956
LFI: 4%

MSIN	TYPE	ORDNANCE	CPWL	BRIEF	T/O LAND	TOT	REMARKS
6361	BCN	22D2W/Y	LT KISER	0600	0740	0800	
			LT VALOVICH		0920		
6365-1	DAS	5DY DC	LT POOL MONIS	0800	0920	1000	
			LT POULSEN		1120		
6365-2	"	"	LT SPITZ	"	"	"	
			LT WIDELL				
6365	TPQ	22D2W/Y	LT DAVIES	0830	1010	1030	
			MAJ DAVIS		1150		
6365	BCN	"	CAPT FITZPATRICK	1000	1140	1200	
			LT STARR		1320		
6365	TPQ	"	LT HARRIS	1230	1410	1430	
			MAJ DAVIS		1540		
6369	BCN	"	LT STARR	PTACK 1300	1240	1500	
			LT HARRIS		1620		
6373	"	"	LT STARR	1545	1740	1800	
			LT HARRIS	CAPT. FITZPATRICK	1920		
6117	IP	1002Y DC	LT HARRIS	1600	2120	2200	
		1802W	LT VALOVICH		2320		
MAN71	CB	1002Y DC	MAJ DUBAG	"	2325	0015	WS/AT
0963		1802W	LT CLEMENTS		0130		
MAN73	"	"	CAPT RUFFY	"	0115	0145	"
0963			LT STARR		0300		
6121	IP	1513U/Q	LT DAVIES	"	0120	0200	
			CAPT GARR		0320		
6377	BCN	22D2W/Y	LT CLEMENTS	1700	0320	0400	
			LT CLEMENTS		0520		
6125	IP	1002Y DC	LT CLEMENTS	1800	0320	0610	
		1802W	LT VALOVICH	LT. CLEMENTS	0720		

SORTIES SCHEDULED: 14

1. SAFETY QUESTION: UNDER WHAT CONDITIONS IS EJECTION MANDATORY? ANSWER: DOUBLE ENGINE FAILURE BELOW 1500' AND 250 KIAS.
2. SYSTEM QUESTION: HOW LONG AFTER A DISCRETE LOCK-ON DOES IT TAKE FOR THE COMPUTER TO GET USEFUL INFO? ANSWER: 18 ITERATIONS OR APPROX. 9.7 SECONDS.
3. SOP: TO FLY WITH HEADING VECTOR DOWN AT ALL TIMES.
4. ALL AIRCREWS ATTEND AIR WARFARE BRIEF AT 0930 OR 1400.

#107

Carl H. Dube
CARL H. DUBAG
By direction

MARINE ALL WEATHER ATTACK SQUADRON 242
FLIGHT SCHEDULE FOR MONDAY, 9 FEBRUARY 1970

ODO: 0600-1200 LT EWING
1200-1800 LT DAVIES
1800-2400 LT PTACK
2400-0600 LT VALOVICH

SDO: LT EWING

SUNRISE: 0715
SUNSET: 1848
MOONRISE:
MOONSET:
LFI: 10%

MSN#	TYPE	ORDNANCE	CREW	BRIEF	T/O LAND	TOT	REMARKS
6362	BCN	22D-2W/Y	LT BOEHM		0940		
			LT VALOVICH	0800	1120	1000	
			CAPT RIPPY		1025		
6538-1	CAS	5D-4DC	LT STARR	0845	1200	1045	
			LT PTACK HAGEN				
6538-2	"	"	LT POULSEN	0845	"	1045	
			MAJ DUBAG LT DAVIES		1340		
6366	BCN	22D-2W/Y	LT MONK	1200	1520	1400	
			LT HAGAN		1240		
TBA	TPQ	28D-2W/Y	LT SPITZ	1100	1420	1300	FAM III
			LT DAVIS		1540		
6370	BCN	22D-2W/Y	LT EWING	1400	1720	1600	
			LTCOL DAVIS MAJ DUBAG		2025		
6114	IP	15D-3U/Q	LT WIDELL	1600	2200	2045	*
72		10D-2YDC	LT DANIEL		2130		
0954	GB	18D-2Y	LT POULSEN	"	2315	2200	WS
73			LT KISER		2345		
0956	"	"	LT JURJEVICH	"	0130	0015	WS/HT
			LTCOL LEWIS		0225		
6120	IP	15D-3U/Q	CAPT CARR	"	0400	0245	*
			CAPT FITZPATRICK		0340		
6376	BCN	22D-2W/Y	LT STARR	1700	0520	0400	
			LTCOL REDDY LTCOL LEWIS		150440		
6378	"	"	CAPT CARR	"	0620	0500	
		10D-2YDC	LT CLEMENTS		0625		
6124	IP	18D-2Y	LT CUMMINGS	1600	0815	0645	

* SEE ODO FOR Q FUSE DELAY.

SORTIES SCHEDULED:

1. SAFETY QUESTION: IF A DOUBLE ENGINE FAILURE OCCURS, WHAT IS THE MINIMUM INDICATED A/S TO ENSURE ADEQUATE ENGINE WINDMILL RPM FOR HYDRAULIC PRESSURE? ANSWER: 150 KTS.
2. SYSTEM QUESTION: WHAT ARE THE ALTITUDE OPERATION LIMITS OF THE APN-153 DOPPLER? ANSWER: 40 FEET ABOVE TERRAIN, 50,000 FEET ABOVE SEA LEVEL.
3. SOP: TO USE THE TAILHOOK AS A GROUND DURING REFUELING OPERATIONS.

CARL H. DUABC
By direction

MARINE ALL WEATHER ATTACK SQUADRON 242
FLIGHT SCHEDULE FOR TUESDAY, 10 FEBRUARY 1970

ODO: 0600-1200 LT POULSEN
1200-1800 LT HAGAN
1800-2400 LT STARR
2400-0600 LT BOEHM

SDO: LT POULSEN

SUNRISE:
SUNSET:
MOONRISE:
MOONSET:
LFI:

CON#	TYPE	CREW/NO	CREW	BRIEF	T/O LAND	TOT	REMARKS
			LT SPITZ		0740		
6361	BCN	22D-2W/Y	LT WIDELL	0600	0920	0800	
			MAJ DUBAC		0940		
6371-1	DAS	5D-4YDC	LT HAGAN	0800	1120	1000	
			LT DAVIES		0940		
6371-2	DAS	5D-4YDC	LT DAVIES	0800	1120	1000	
			LT KISER		1140		
6372	BCN	22D-2W/Y	LT JURJEVICH	1000	1320	1200	
			LTCOL LEWIS		1440		
6373	BCN	22D-2W/Y	LT POULSEN	1300	1620	1500	
			LTCOL REEDY	MAJ. DUBAC	1740		
6374	BCN	22D-2W/Y	LT CUMMINGS	1545	1920	1800	
			LT DAVIES		1840		
6375	BCN	22D-2W/Y	LT JURJEVICH	1700	2020	1900	
6376	CB	10D-2YDC	LT BOEHM		2130		
6377	CB	18D-2Y	LT VALOVICH	1600	2315	2200	WS/HT
			LT HAGAN		2240		
6378	TPQ	22D-2W/Y	MAJ DAVIS	1700	0020	2300	
6379	CB	10D-2YDC	CAPT FITZPATRICK		0100		
6380	CB	18D-2Y	LT STARR	1600	0245	0130	WS
6381	CB	10D-2YDC	CAPT RIPPY		0245		
6382	CB	18D-2Y	LT EWING	1600	0430	0315	WS
			LT DANIEL		0340		
6383	BCN	22D-2W/Y	CAPT CARR	1700	0520	0400	
6384	CB	10D-2YDC	LT PEACK		0415		
6385	CB	18D-2Y	LT CUMMINGS	1600	0600	0445	WS/HT

SCOTTIES SCHEDULED: 13

1. SAFETY QUESTION: WHAT ARE THE ROLL AND PITCH ATTITUDE LIMITS OF THE AFCSS? ANS. THE SYSTEM WILL HOLD A BANK OF 5°-60° AND PITCH LIMITS ARE 25° NOSE UP AND 60° NOSE DOWN.

2. SYSTEM QUESTION: WHAT PROCEDURE SHOULD BE FOLLOWED IF THE INS TEMP LIGHT REMAINS ON IN STBY MODE? ANS. CHK THE INS CIRCUIT BREAKERS. IF NONE ARE POPPED, SELECT MAG/VCI AND TURN THE INS OFF.

3. SOP: TURN IN SURVIVAL RADIOS IN TO PARALOFT.

4. NEW GUY BRIEF AT RINGNECK AT 1800 FOR LT. CRIST.

5. ALL AIRCREWS SIGN FOR WHEELS BEFORE HOP AND TURN THEM IN AFTER HOP TO ODO.

K.R. Peack
for CARL M. DUBAC
By direction

MARINE ALL WEATHER ATTACK SQUADRON 242
FLIGHT SCHEDULE FOR WEDNESDAY, 11 FEB 1970

ODO:
 0600-1200 CAPT CARR
 1200-1800 LT DAVIES
 1800-2400 LT PTACK
 2400-0600 LT CUMMINGS

SDO:
 CAPT CARR

SUNRISE:
 SUNSET:
 MOONRISE:
 MOONSET:
 LFI:

T/O

MAN#	TYPE	ORDNANCE	CREW	BRIEF	LAND	TOT	REMARKS
6362	BCN	22D2W/Y	LT DAVIS	0800	0940	1000	
			LT POULSEN		1120		
6366	"	"	CAPT FITZPATRICK	1200	1340	1400	
			CAPT CARR		1520		
6370	"	"	LT PTACK	1400	1540	1600	
			LT CUMMINGS		1720		
TDA	TPQ	"	LT DAVIES	1700	1840	1900	
			MAJ DAVIS		2020		
MAN71	CB	10D2Y DC	MAJ DUBAC	1600	2015	2045	WS/HT
6362		18D2Y	LT MONK		2200		
TDA	TPQ	22D2W/Y	LT HAKAN	1700	2140	2200	
			LT VALOVICH		2320		
MAN73	CB	10D2Y DC	LTCOL LEWIS	1600	2345	0015	WS/HT
6366		18D2Y	LT WIDELL		0130		
MAN75	"	"	LT DANIEL	1600	0200	0230	WS
6360			LT EWING		0345		
6374	BCN	22D2W/Y	LT CLEMENTS	1700	0240	0300	
			LT JURNEVICH		0420		
MAN77	CB	10D2Y DC	LT KISER	1600	0330	0400	WS/HT
6364		18D2Y	LT POULSEN		0515		
6378	BCN	22D2W/Y	LT BOEHM	1700	0440	0500	
			LT STARR		0620		

SORTIES SCHEDULED: 11

1. SAFETY QUESTION: AFTER IN FLIGHT REFUELING THE WING AND DROP TANK FUEL IS NOT TRANSFER. WHAT IS THE PROBABLE CAUSE? ANSWER: THE FUEL READY SWITCH MUST BE RETURNED TO THE OFF POSITION TO TRANSFER THE WING AND DROP TANK FUEL.
2. SYSTEM QUESTION: IN THE DR MODE, WHAT IS READ IN THE DATA POSITION? ANSWER: ONLY WINDS WHICH ARE ENTERED VIA THE KEYBOARD.
3. SOP: TO MAKE PRACTICE OR ACTUAL GCI/GCA APPROACHES AT THE CONCLUSION OF NIGHT FLIGHTS WHENEVER CONDITIONS PERMIT.
4. NEW GUY BRIEF AT 1800 FOR LT CRIST AT RINGNECK.
5. COM-NAV EQUIPMENT MUST BE GRIPED BY PILOT ON YELLOW SHEET.
6. DEPT HEAD MEETING IN CO'S OFFICE AT 1045.
7. GDO POSTING IS NOW A FORMAL RELIEF IN GROUP XO'S OFFICE AT 0800.

By direction
 CARL H. DUBAC

6546	TEST	LT. KISER	1014
		LT. VALOVICH	1024
6558	TEST	LT. DANIEL	1711
		LT. EWING	1806

MARINE ALL WEATHER ATTACK SQUADRON 242
FLIGHT SCHEDULE FOR THURSDAY, 12 FEBRUARY 1970

ODO: 0600-1200 LT KISER SDO: LT KISER SUNRISE: 0714
1200-1800 LT POULSEN SUNSET: 1849
1800-2400 LT DANIEL MOONRISE: 1028
2400-0600 LT VALOVICH MOONSET: 2339
LFI: 36%

MSN#	TYPE	ORDNANCE	CREW	BRJEE	T/O LAND	TOT	REMARKS
			LTCOL LEWIS		0740		
6361	BCN	22D-2W/Y	LT STEWINGS	0600	0920	0300	
			LT FTACK		1140		
6365	BCN	22D-2W/Y	LT EWING	1000	1320	1200	
			CAPT RIPPY		1440		
6369	BCN	22D-2W/Y	LT WIDELL VALOVICH	1300	1620	1500	
			LT KISER		1740		
6373	BCN	22D-2W/Y	LT HANE POULSEN	1545	1920	1800	
			LT HAGAN		1910		
TBA	TPQ	28D-2W/Y	LT EWING	1700	2030	1930	
MAN 72		10D-2YDC	LT DAVIS		2130		
0955	CB	18D-2Y	LT VALOVICH WIDELL	1600	2320	2200	
			LT DAVIES		2240		
TBA	TPQ	28D-2W/Y	MAJ DAVIS	1700	2400	2300	
MAN 74		10D-2YDC	LT SELTZ		0100		
0959	CB	18D-2Y	CAPT SAER	1600	0250	0130	WS/41
MAN 76		10D-2YDC	LT BOEHM		0245		
0963	CB	18D-2Y	LT JURJEVICH	1600	0435	0315	
MAN 78		10D-2YDC	CAPT FITZPATRICK		0415		
0967	CB	18D-2Y	LT STARE	1600	0605	0445	
			MAJ DUBAC		0340		
6377	BCN	22D-2W/Y	LT POULSEN	1700	0520	0400	

SORTIES SCHEDULED: 11

1. SAFETY QUESTION: UNDER WHAT CONDITIONS IS EJECTION MANDATORY?

ANS. DOUBLE ENGINE FAILURE BELOW 1500 FT. AND 250 KTS.

2. SYSTEM QUESTION: IN ARE-50 WHAT IS THE DISPLAYED SWEEP LENGTH?

ANS. 1.5 OF RG UNDER 1.7 MILES AND .38 OF RG OVER 1.7 MILES.

3. SOP: TO MAKE PRACTICE OR ACTUAL GCI/GCA APPROACHES AT THE CONCLUSION OF ALL NIGHT FLIGHTS WHENEVER CONDITIONS PERMIT.

Carl E. Widel
CARL H. DUBAC
By direction

MARINE ALL WEATHER ATTACK SQUADRON 242
FLIGHT SCHEDULE FOR FRIDAY, 13 FEBRUARY 1970

CDO: 0600-1200 LT PTACK SDC: SUNRISE:
1200-1800 LT JURJEVICH LT DAVIS SUNSET:
1800-2400 LT HAGAN MOONRISE:
2400-0600 LT STARR MOONSET:
LFI:

MSN#	TYPE	ORDNANCE	CREW	BRIEF	T/O LAND	TOT	REMARKS
0952	BCN	22D2W/Y	LT KISER	0800	0940	1000	EWING
			MAJ DAVIS		1120		AT BRID
15A	TPQ	12D2W/Y	LT CLEFF	0900	1040	1100	BRID
			LT SMITH E		1220		SADDLES
0366	BCN	22D2W/Y	LT HAGAN	1200	1340	1400	RUBEN
			LT GRIFFITH		1520		
05A	TPQ	"	LT CRIST	1300	1440	1500	FLY
			LT BOEHM		1620		
0570	BCN	"	LT DAVIES	1400	1540	1600	RUBEN
			LT VALOVICH		1720		
MAN72	CB	10D2Y D6	MAJ DUBAC	1600	0015	0045	WS RE
0954		18D2Y	LT EWING		0200		
MAN74	"	"	LT DANIEL	"	0145	0215	WS
0958			LT POLISEN		0330		
0374	BCN	22D2W/Y	CAPT FINEPATRICK	1700	0240	0300	
			CAPT CARR		0420		
MAN76	CB	10D2Y D6	LTCOL LEWIS	1600	0330	0400	WS
0362		18D2Y	LT GIMMINGS		0515		
0378	BCN	22D2W/Y	LTCOL DAVIS	1700	0440	0500	
			LT GRIFFITH		0620		
MAN78	CB	10D2Y D6	LT PTACK	1600	0415	0545	WS RE
0966		18D2Y	LT WIDFEL		0700		

SORTIES SCHEDULED: 11

1. SAFETY QUESTION: IT IS POSSIBLE TO DUMP DOWN TO HOW MANY POUNDS OF FUEL IN THE A6? ANSWER: 3600#
2. SYSTEM QUESTION: ON A TPQ, BCN, OR AR IT IS VERY IMPORTANT THAT THE W. CHECK WHAT ON THE LHP? ANSWER: ONE OF THE ATTACK MODE SWITCHES MUST BE DEPRESSED, PREFERABLY STRAIGHT PATH OR DROPS WILL NOT BE OBTAINED. (NO MULTIPLE RELEASE).
3. SOP: HIGH DIVE ONLY OS CAS.
4. LOM AT 1430 AT THE "O" CLUB.
5. BCN BRIEF AT 1100 FOR LT HAGAN AND LT DAVIES IN READY ROOM.
6. CDO IS NEW A FORMAL RELIEF IN GROUP XO'S OFFICE AT 0800.

PT Hagan
CARL H DUBAC
By direction

6216 BCN

LT. BOEHM 0240
LT. GRIFFITH 0420

MARINE ALL WEATHER ATTACK SQUADRON 242
FLIGHT SCHEDULE FOR SATURDAY, 14 FEBRUARY 1970

ODO: 0600-1200	LT CUMMINGS	SDO: LT VLAOVICH	SUNRISE: 0713
1200-1800	LT BOEHM	GDO: LT VALOVICH	SUNSET: 1850
1800-2400	LT CRIST		MOONRISE: 1159
2400-0600	LT CLERY		MOONSET: 0035
			LFI: 58%

MSN#	TYPE	ORDNANCE	CREW	BRIEF	T/O LAND	TOT	REMARKS
			CAPT RIPPY		0740		
6361	BCN	22D-2W/Y	LT JURJEVICH	0600	0920	0800	
			LT BOEHM		1040		
TBA	TPQ	22D-2W/Y	LT DANIEL	0900	1220	1100	INST OK
			LTCOL LEWIS		1140		
6365	BCN	22D-2W/Y	LT EWING	1000	1320	1200	
			LT SPITZ		1440		
6369	BCN	22D-2W/Y	LT POULSEN	1300	1620	1500	
			LT CRIST		1540		
TBA	TPQ	18D-2W/Y	LT PTACK	1400	1720	1600	FAM
			MAJ DUBAC		1740		
6373	BCN	22D-2W/Y	LT CUMMINGS	1545	1920	1800	
MAN 72		10D-2YDC	CAPT FITZPATRICK		2045		
0255	CB	18D-2Y	LT SMITH, E.C.	1600	2230	2115	WS
MAN 74		10D-2YDC	LT CLERY		2215		
0259	AR	18D-2Y	LT MONK	1600	2400	2245	
MAN 76		10D-2YDC	LT KISER		0300		
0263	CB	18D-2Y	CAPT CARR	1600	0445	0330	WS
			LT DAVIS CLERY		0340		
6377	BCN	22D-2W/Y	LT WIDELL	1700	0520	0400	
MAN 78		10D-2YDC	LTCOL REDDY		0445		
0267	CB	18D-2Y	LT GRIFFITH	1600	0630	0515	WS

SORTIES SCHEDULED: 11

1. SYSTEM QUESTION: WHEN WILL THE TRACK AFC LOCK-UP? ANS. ONLY WHEN THE TRACK RADAR IS ON AND TRANSMITTING.
2. WHAT ARE THE MAX EGT LIMITS ON THE P8 ENGINE? ANS. START-455 CONTINUOUS-594, MILITARY 30 MIN-650 ACC 8 MIN 677.
3. SOP: OVERHEAD APPROACHES ARE NOT AUTHORIZED AT NIGHT.
4. GDO IS NOW A FORMAL RELIEF IN GROUP XO'S OFFICE AT 0800 DAILY.
5. ALL B/NS CARRY SYSTEMS TROUBLE SHOOTING CARD.
6. ORAL HISTORY INTERVIEW AT RINGNECK FOR LT SMITH, E.C. AT 0900.

for CARL H. DUBAC
By direction

6549 TEST

LT. KISER
CAPT. SNOOKS

1005
1056

MARINE ALL WEATHER ATTACK SQUADRON 242
FLIGHT SCHEDULE FOR, SUNDAY 15 FEBRUARY 1970

ODO:

0600-1200 LT DANIEL
1200-1800 LT EWING
1800-2400 LT SMITH E C
2400-0600 LT KISER

SDO: LT PTACK
GDO: LT PTACK

SUNRISE:

SUNSET:

MOONRISE:

MOONSET:

LFI:

T/O

MSN#	TYPE	ORDNANCE	CREW	BRIEF	LAND	TOT	REMARKS
TBA	TPQ	22D2W/Y	LT CRIST	0730	0910	0930	FAM
			CAPT CARR		1050		
6362	BCN	"	LT HAGAN	0800	0940	1000	
			LT EWING		1120		
TBA	TPQ	"	LTCOL LEWIS	0900	1040	1100	INST
			MAJ DUBAC		1220		CHECK
TBA	"	"	LT JOHN	1100	1240	1300	
			LT CLERY		1420		
6366	BCN	"	LT DAVIES	1200	1340	1400	
			LT POULSEN		1420		
6370	"	"	LT KISER	1400	1540	1600	
			MAJ DAVIS		1720		
TBA	TPQ	"	LT ELLIOTT	1500	1640	1700	BACK
			LT JOHN		1820		SADDL
MAN71	CB	10D2Y DC	LT DAVIS	1600	1900	1930	WS
		18D2Y	LT GRIFFITH		2045		
MAN73	"	"	LTCOL DAVIS	"	2045	2115	WS
			LT CUMMINGS		2230		
MAN75	"	"	LT BOEHM	"	2230	2300	WS
			LT JURJEVICH		0015		
MAN77	"	"	LT CLEMENTS	"	0015	0145	WS
			LT V. LOVICH		0200		
6374	BCN	22D2W/Y	CAPT FITZPATRICK	1700	0240	0500	
			LT SMITH E		0420		
6378	"	"	LT DANIEL	"	0440	0500	
			LT WIDELL		0620		

SORTIES SCHEDULED: 13

1. SAFETY QUESTION: WHAT IS OPTIMUM A/S FOR THUNDERSTORM PENETRATION?

ANSWER: WHEN NECESSARY TO PENETRATE A TS OPT SPEED IS 230-280 KIAS.

2. SYSTEM QUESTION: IN ARE-50 WHAT IS THE DISPLAYED SWEEP LENGTH?

ANSWER: 1.5 OF RG UNDER 1.7 MILES AND .88 OF RG OVER 1.7 MILES.

3. SOP: POST FLIGHT A/C FOR DAMAGED ALQ-100'S.

4. B/N'S NOTE: EMERGENCY DOPPLER SHOULD NOT BE USED IF DOPPLER IS DOWN.

DOPPLER SHOULD BE LEFT IN STANDBY OR OFF IF DOPPLER GROUND SPEED OR DRIFT ANGLE IS INCORRECT.

for *LE Crist*
CARL H. DUBAC
By direction

MARINE ALL WEATHER ATTACK SQUADRON 242
FLIGHT SCHEDULE FOR MONDAY, 16 FEBRUARY 1970

ODO: 0600-1200	LT DAVIS	SDO: LT DAVIS	SUNRISE: 0712
1200-1800	CAPT CARR		SUNSET: 1850
1800-2400	CAPT FITZPATRICK		MOONRISE: 1342
2400-0600	LT BOEHM		MOONSET: 0225
			LFI: 76%

MSN#	TYPE	ORDNANCE	CREW	BRIEF	T/O LAND	TOT	REMARKS
			LT JOHN		0740		
6361	BCN	12D-3W/Y	LT MONK	0600	0920	0800	DANANG
			LT ELLIOTT		1140		
6365	BCN	22D-1X	LT JURJEVICH	1000	1320	1200	DANANG
			LTCOL REDDY LT. KISER		1440		
6369	BCN	22D-2W/Y	LT CUMMINGS	1300	1620	1500	HELIX
			LT KISER RIPPY		1740		
6273	BCN	22D-1X	LT VALOVICH	1545	1920	1800	DANANG
0955		10D-2YDC	LT PTACK		2015		
MAN 72 CB		18D-2Y	LT SMITH	1600	2205	2045	
			LT CRIST		2110		
TBA	TPO	22D-2W/Y	LT CUCCHIARA	1700	2230	2130	FAM
0959		10D-2YDC	CAPT RIPPY		2200		
MAN 74 CB		18D-2Y	LT EWING	1600	2350	2230	
0962		10D-2YDC	MAJ DUBAC		2345		
MAN 76 CB		18D-2Y	LT POULSEN	1600	0135	0015	
0967		10D-2YDC	LT CLERY		0145		
MAN 78 CB		18D-2Y	LT WIDELL	1600	0335	0215	
			LT DAVIS		0340		DANANG
6377	BCN	22D-2W/Y	CAPT CARR	1700	0520	0400	DASC

SORTIES SCHEDULED:

1. SAFETY QUESTION: WHEN INFIGHT REFUELING AT A LOW ALTITUDE HOW CAN THE FUEL BE FIRST RECEIVED IN THE FUSELAGE TANKS? ANS. BY PLACING THE WING DUMP SWITCH TO DUMP.
2. SYSTEM QUESTION: WHEN THE SYSTEMS ARE FIRST TURNED ON WHAT SHOULD THE B/N CHECK IF A CONSTANT PATHWAY AND RELEASE MARKER ONE PRESENT ON THE VDI? ANS. CHECK TO SEE IF THE COMPUTER OUTPUT CIRCUIT BREAKER IS IN.
3. SOP: HIGH DIVE ONLY ON CAS.

EC Smith
CARL H. DUBAC
By direction

MARINE ALL WEATHER ATTACK SQUADRON 242
FLIGHT SCHEDULE FOR TUESDAY, 17 FEBRUARY 1970

ODO:
0600-1200 LT SMITH E
1200-1800 LT CUMMINGS
1800-2400 LT O'NEILL
2400-0600 LT GRIFFITH

SDO: JURJEVICH

SUNRISE: 0711
SUNSET: 1850
MOONRISE: 1435
MOONSET: 0315
LFI: 84%
T/O

MSN#	TYPE	ORDNANCE	CREW	BRIEF	LAND	TOT	REMARKS
6362	BCN	12D3W/Y	LT KISER	0800	0940	1000	NATOPS
			LT VALOVICH EWING		1120		DNG CHECK
6366	"	22D1X	LT CLERY	1200	1340	1400	DNG
			LT EWING VALOVICH		1520		
TBA	TPQ	22D2W/Y	MAJ MCCARTHY	1300	1440	1500	BACK IN
			LT O'NEILL		1600		SADAIN
6370	BCN	"	LT DAVIS	1400	1540	1600	
			LT SMITH		1720		
MAN71	CB	10D2Y DC	LTCOL LEWIS	1600	1900	1930	NATOPS
		18D2Y	LT GRIFFITH		2050		WSHTCHECK
MAN73	"	"	LT DANIELS	"	2215	2245	WS
			LT CUMMINGS		0005		
MAN75	"	"	CAPT FITZPATRICK	"	0030	0100	WSHT
			LT CUCCHIARA		0220		
MAN77	"	"	LT JOHN	"	0200	0230	"
			CAPT CARR		0350		
6374	BCN	22D2W/Y	MAJ DUBAC	1700	0240	0300	HELI
			LT WIDELL		0420		
6378	"	"	LT BOEHM	"	0440	0500	"
			LT POULSEN		0620		

SORTIES SCHEDULED: 10

1. SAFETY QUESTION: IT IS POSSIBLE TO DUMP DOWN HOW MANY POUNDS OF FUEL IN THE A6 ? ANSWER: 3600#
2. SYSTEM QUESTION: ON A TPQ, BCN, OR AR IT IS VERY IMPORTANT THAT THE B/N CHECK WHAT ON THE LHP ? ANSWER: ONE OF THE ATTACK MODE SWITCHES MUST BE DEPRESSED, PREFERABLY STRAIGHT PATH OR DROPS WILL NOT BE OBTAINED (NO MULTIPLE RELEASE).
3. SOP: HIGH DIVE ONLY ON CAS.
4. BOTH CREWMEMBERS WILL ATTEND BRIEFS FOR THEIR FLIGHTS AT SCHEDULED TIME.

CARL H. DUBAC
By direction

6353 BCN

MAJ. MCCARTHY 1030
LT. POULSEN 1210

NAVAL AVIATION ALL WEATHER ATTACK SQUADRON 142
FLIGHT SCHEDULE FOR WEDNESDAY, 18 FEBRUARY 1970

ODO: 0600-1200 LT DANIEL	SDO: LT WIDELL	SUNRISE:
1200-1800 LT PTACK	SDO: LT WIDELL	SUNSET:
1800-2400 LT VALOVICH		MOONRISE:
2400-0600 LT POULSEN		MOONSET:
		LFI:

MSN#	TYPE	ORDNANCE	CREW	BRIEF	T/O LAND	TOT	REMARKS
			LT PTACK		0740		
6361	BCN	12D-3W/Y	LT VALOVICH	0600	0920	0800	DANANG
			LTCOL LEWIS		1140		
6365	BCN	22D-2W/Y	LT CUMMINGS	1000	1320	1200	HELIX
			LT JOHN GRIFFITH		1440		
6369	BCN	22D-2W/Y	LT CUCCHIARA	1300	1620	1500	LOPEZ
			CAPT FITZPATRICK		1740		
6373	BCN	22D-1X	CAPT CARR CUCCHIARA	1545	1920	1800	DANANG
		10D-2YDC	LT DAVIS		2000		
MAN 72 CB		18D-2Y	LT SMITH, E.C.	1600	2145	2030	WS/HT
		10D-2YDC	MAJ MCCARTHY		2145		
MAN 74 CB		18D-2Y	LT POULSEN	1600	2330	2215	WS/HT
		10D-2YDC	MAJ DUBAC		2345		
MAN 76 CB		18D-2Y	LT JURJEVICH	1600	0130	0015	WS
		10D-2YDC	LTCOL REEDY DAVIS		0315		
MAN 78 CB		18D-2Y	LT O'NEILL	1600	0500	0345	WS
			LT DANIEL		0340		
6377	BCN	22D-2W/Y	LT GRIFFITH CARR	1700	0520	0400	DANANG

SORTIES SCHEDULED:

1. SAFETY QUESTION: WHAT IS THE INDICATION OF A CSD/S OVERSPEED?
ANS. A FLASHING CSD/S LIGHT.
2. SYSTEM QUESTION: HOW MUCH TIME IN MEMORY POINT DO YOU NEED FOR AN ACCURATE AUTO VELOCITY CORRECT? ANS. 12-18 SECS.
3. SOP: TO FLY WITH YOUR HELMET VISOR DOWN AT ALL TIMES.
4. BOTH CREWMEMBERS WILL ATTEND RINGNECK BRIEF AT SCHEDULED BRIEF TIME.
5. AIRCRAFT INSPECTIONS:

DT- 1 LT BOEHM
 2 LT CUMMINGS
 3 LT CLERY
 4 LT GRIFFITH
 6 LT DAVIS

DT- 7 LT JURJEVICH
 8 LT KISER
 9 LT POULSEN
 11 LT PTACK
 12 LT SMITH, E.C.

Carl H. Dubac
 CARL H. DUBAC
 By direction

NINE ALLWEATHER ATTACK SQUAD 242
 FLIGHT SCHEDULE FOR THURSDAY, 19 FEBRUARY 1970

ODD:
 0600-1200 LT SMITH E
 1200-1800 CAPT CARR
 1800-2400 LT DAVIS
 2400-0600 CAPT FITZPATRICK

SOO:
 LT SMITH E

SUNRISE: 0711
 SUNSET: 1851
 MOONRISE: 1619
 MOONSET: 0446
 LFI: 95%

MSN#	TYPE	ORDNANCE	CREW	BRIEF	T/O LAND	TOT	REMARKS
TBA	TPQ	22D2W/Y	MAJ MCCAUGHAN	0700	0840	0900	
			LT VALOVICH SMITH		1020		
6362	BCN	15D3W/Y	LT DAVIS	0800	0940	1000	DAMAGED
			LT POULSEN JURJEVICH		1120		
6366	"	22D2W/Y	MAJ MCCARTHY	1200	1340	1400	HELLA
			LT SMITH E		1520		
6370	"	"	LT PLOCK KISER	1400	1540	1600	"
			LT QUINN		1720		
MAN71	CB	10D2Y DC	CAPT FITZPATRICK	1600	1900	1930	WS HT
0952		18D2Y	LT CUCCHIARA		2150		
MAN73	"	"	LT COL DAVIS REDDY	"	2045	2115	"
0956			LT WIDELL GRIFFITH		2235		
MAN75	"	"	LT COL JEWIS	"	2230	2300	WS
0960			LT CUMMINGS		0020		
MAN77	"	"	LT KISER	"	0130	0200	"
0964			LT GRIFFITH		0320		
6374	BCN	22D2W/Y	LT CLEMENTS	1700	0240	0300	HELLA
			CAPT CARR		0420		
6378	"	"	LT CLERY	"	0440	0500	"
			LT JURJEVICH POULSEN		0620		

SORTIES SCHEDULED: 10

1. SAFETY QUESTION: WHAT IS THE NORMAL POSITION OF THE GENERATOR SWITCH DURING ENGINE START? ANSWER: ON
2. SYSTEMS QUESTION: WHAT WILL BE THE RESULTS OF A MISALIGNED SYNCH SET? ANSWER: AN INACCURATE SLANT RANGE TO TGT.
3. SOP: NOT TO REFUEL WITH HUNG CBU 24 OR 29.
4. A/C INSPECTIONS

DT-1	LT BOEHM	DT-7	LT JURJEVICH
2	LT CUMMINGS	8	LT KISER
3	LT CLERY	9	LT POULSEN
4	LT GRIFFITH	11	LT PLOCK
6	LT DAVIS	12	LT SMITH E
5. BOTH CREWMEMBERS WILL GET RINGNECK BRIEF AT SCHEDULED BRIEF TIME.
6. DEPT HEAD MEETING AT 1045 IN THE CO'S OFFICE.
7. AOM AT 1415 IN "O" CLUB.

K. P. Plock
 for CARL H. DUBAC
 By direction

6548	TEST	LT. DANIEL	1635
		LT. VALOVICH	1730
0962	CB	LT. PLOCK	0130
		LT. WIDELL	0320

DECLASSIFIED

FLIGHT SCHEDULE FOR FRIDAY, 20 FEBRUARY 1970

ODO: 0600-1200 ~~ONEILL~~
 1200-1800 ~~LT KISER~~
 1800-2400 LT PTACK
 2400-0600 LT CUMMINGS

SDD: LT ~~ONEILL~~

SUNRISE: 0710
 SUNSET: 1852
 MOONRISE: 1708
 MOONSET: 0525
 LFI: 93%

MSN#	TYPE	ORDNANCE	CREW	BRIEF	T/O LAND	TOT	REMARKS
			LTCOL DAVIS		0740		
6361	BCN	15D-2W/Y	LT JURJEVICH SMITH	0600	0920	0800	DANANG
			LTCOL LEWIS		1140		
6365	BCN	15D-2W/Y	LT SMITH JURJEVICH	1000	1320	1200	LOPEZ
			LT DAVIS		1440		
6362	BCN	15D-2W/Y	LT ONEILL SMITH	1300	1620	1500	DANANG
			CAPT FITZPATRICK		1710		
TBA	BCN	28D-2W/Y	LT CUCCHIARA	1530	1850	1730	
			LT RESSE EWING		1720		
6373	BCN	28D-2W/Y	LT CUMMINGS	1545	1920	1800	HELIX
		10D-2YDC	MAJ DUBAC		1900		
MAN 71 CB		18D-2Y	CAPT CARR	1600	2045	1930	WS
		10D-2YDC	LT DANIEL		2030		
MAN 73 CB		18D-2Y	LT POULSEN	1600	2215	2100	WS
		10D-2YDC	MAJ MCCARTHY		2200		
MAN 75 CB		18D-2Y	LT SMITH ONEILL	1600	2345	2230	WS
		10D-2YDC	LT PTACK KISER		0100		
MAN 77 CB		18D-2Y	LT JURJEVICH	1600	0245	0130	WS/HT
			LT CLERY		0340		
6377	BCN	15D-3U	LT GRIFFITH	1700	0520	0400	DANANG
			LT. CLEMENTS		1000		
6535 TEST			LT. WIDELL		1200		
			LT. BOEHM		1405		
6549 TEST			LT. EWING		1835		

SORTIES SCHEDULED: 70

1. SAFETY QUESTION: What will be the result on the aux pump system if excessive loss of combined system hydraulic fluid occurs?

ANS. The aux pumps will be inoperative. Aux brakes will be limited to the cycles indicated on the gauge and the canopy will be hydraulically inoperative.

2. SYSTEM QUESTION: What are the restrictions for using the track radar with landing mode? ANS. It is restricted to a discrete lock-on on a rotating reflector or a ground lock-on on well defined fixed tgts.

NOTE: The pathway will disappear momentarily when a ground or discrete lock-on is acquired.

3. To identify BCN on each pass.

4. A/C Inspections:

DT-1 LT BOEHM

2 LT CUMMINGS

3 LT CLERY

4 LT GRIFFITH

6 LT DAVIS

DT-7 LT JURJEVICH

8 LT KISER

9 LT POULSEN

11 LT PTACK

12 LT SMITH, E.

5. Both crewmembers will get Ringneck Brief at scheduled brief time.

6. SEAODT tryouts postponed until Saturday (21 Feb) 1800 at the O'club.

7. LT CLEMENTS and LT WIDELL brief 0900 with OPS OFFICER #116.

8. BE NICE TO SHOOTER - TOMCROW'S BIRTHDAY.

9. Number 108 Shooter. The Phantom

for DA Davis
 CARL H. DUBAC

DECLASSIFIED

MARINE ALL WEATHER ATTACK SQUADRON 242
FLIGHT SCHEDULE FOR SATURDAY, 21 FEBRUARY 70

ODO: 0600-1200 LT DANIEL SDO: 0600
1200-1800 LT DAVIS LT BOEHM
1800-2400 LT EWING
2400-0600 LT POULSEN

SUNRISE: 0710
SUNSET: 1852
MOONRISE: 1756
MOONSET: 0602
LFI: 100%
T/O

MSN#	TYPE	ORDNANCE	CREW	BRIEF	LAND	TOT	REMARKS
6362	BCN	15D3W/Y	MAJ MCCARTHY	0800	0940	1000	DANANG
			CAPT CARR		1120		
6366	BCN	22D2W/Y	MAJ DUBAC	1200	1340	1400	HELIX
			LT CUMMINGS		1520		
6370	"	"	LT DANIEL	1400	1540	1600	LOPEZ
			LT POULSEN		1720		
MAN72	CB	10D2Y DC	LTCOL LEWIS	PTAC 1600	2000	2030	WS
6254		18D2Y	LT CUCCHIARA		2200		
MAN74	"	"	LT DAVIS	"	2130	2200	"
6258			LT GRIFFITH		2330		
MAN76	"	"	LT FRANK	LTCOL LEWIS	2315	2345	"
6262			LT O'NEILL		0115		
MAN78	"	"	LT CLERY	"	0245	0315	WS HT
6266			LT EWING		0445		
6374	BCN	22D2W/Y	LT ELLIOTT	1700	0240	0300	HELIX
			LT JURJEVICH		0420		
6378	"	"	LTCOL REDDY	"	0440	0500	"
			LT SMITH		0620		

SCENARIOS SCHEDULED: 9

1. SAFETY QUESTION: UNDER WHAT CONDITIONS IS EJECTION MANDATORY? ANSWER: DOUBLE ENGINE FAILURE BELOW 1500 FT. AND 250 KTS.
2. SYSTEM QUESTION: IN ARE-50 WHAT IS THE DISPLAY SWEEP LENGTH? ANSWER: 1.5 OF RG UNDER 1.7 MILES AND .88 OF RG OVER 1.7 MILES.
3. SOP: TO MAKE PRACTICE OR ACTUAL GCI/GCA APPROACHES AT THE CONCLUSION OF ALL NIGHT FLIGHTS WHENEVER CONDITIONS PERMIT.

1LT J. Blaine Guffey
CARL H. DUBAC
By direction

117 FROM MAINT TO OPS. A NON.

6552 TEST LT ELLIOTT 1600
CAPT. SNOOKS 1711

MARINE ALL WEATHER ATTACK SQUADRON 242
FLIGHT SCHEDULE FOR SUNDAY, 22 FEBRUARY 1970

ODO:

0600-1200 LT GRIFFITH
1200-1800 LT CUMMINGS
1800-2400 LT KISER
2400-0600 LT JURJEVICH

SDO:

LT GRIFFITH

MSN#	TYPE	ORDNANCE	CREW	BRIEF	T/O LAND	TOT	REMARKS
6361	BCN	22D2W/Y	LT ELLIOTT	0600	0740	0800	DNG
			LT CUMMINGS		0920		
6521-1	CAS	22D2W	LTCOL LEWIS	0800	0940	1000	LOPEZ
			LT CUCCHIARA CARR		1120		
6521-2	"	"	LT DAVIS	"	"	"	"
			LT MONK				
6365	BCN	22D2W/Y	MAJ MCCANNEN	1000	1140	1200	RABBIT
			LT GRIFFITH CUMMINGS		1320		HELIX
6369	"	"	MAJ MCCARTHY	1300	1440	1500	DNG
			LT EWING		1620		
6273	"	"	LT SPENCER	1545	1740	1800	LOPEZ
			LT POULSEN CUCCHIARA		1920		
6957	CB	10D2Y DC	LTCOL DAVIS	1600	2030	2100	WSHT
73		18D2Y	CAPT CARR		2230		
6959	"	"	MAJ DUBAC	"	2130	2200	WS
74			LT JURJEVICH		2330		
6965	"	"	LT KISER	"	0100	0130	WSHT
77			LT CUMMINGS POULSEN		0300		
6967	"	"	LT BOEHM	"	0245	0315	WS
78			LT SMITH		0445		
6277	BCN	22D2W/Y	LT PLACK	1700	0340	0400	HELIX
			LT O'NEILL		0520		

SHORTS SCHEDULED: 11

1. SAFETY QUESTION: WHAT IS THE MAXIMUM A/S FOR FLAPS IN THE T.O. POSITION?
ANSWER: 250 KTS.

2. SYSTEM QUESTION: WHAT ARE THE ALTITUDE OPERATION LIMITS OF THE APN-153 DOPPLER? ANSWER: 40 FEET ABOVE THE TERRAIN - 50,000 FEET ABOVE SEA LEVEL.

3. SOP: HOLD WING FOLD HANDLE FORWARD DURING START.

C. H. DUBAC
C. H. DUBAC
By direction

0971 AR LTCOL. LEWIS 1840
LT. EWING 2020

MARINE ALL WEATHER ATTACK SQUADRON 242
FLIGHT SCHEDULE FOR TUESDAY, 23 FEBRUARY 1970

ODO: 0600-1200	CAPT CARR	SDO: CAPT CARR	SUNRISE: 0709
1200-1800	LT O'NEILL		SUNSET: 1853
1800-2400	LT PTACK		MOONRISE: 1929
2400-0600	LT SMITH, E.C.		MOONSET: 0710
			LFI: 97%

MSN#	TYPE	ORDNANCE	CREW	BRIEF	T/O LAND	TOT	REMARKS
			MAJ DUBAC		0940		
6362	BCN	22D-2W/Y	LT EWING <i>DAVIS</i>	0800	1120	1000	
			LT CLERY		1010		*
6522	CAS	22D-2W/Y	LT JURJEVICH	0830	1130	1030	(5)
			LT SPIEZ		1010		*
6522	CAS	22D-2W/Y	LT CUMMINGS	0830	1130	1030	(5)
			LT DAVIS		1340		
6366	BCN	22D-2W/Y	LT SMITH	1200	1520	1400	
			LTCOL IEMIS		1540		
6370	BCN	22D-2W/Y	CAPT CARR	1400	1720	1600	
0952		10D-2YDC	LTCOL REIDY <i>REIDY</i>		1900		
MAN 71 CB		18D-2Y	LT CUCCHIARA	1600	2150	1930	WS
0956		10D-2YDC	MAJ MCCARTHY		2030		
MAN 73 CB		18D-2Y	LT O'NEILL	1600	2230	2100	WS
0960		10D-2YDC	LT PTACK		2200		
MAN 75 CB		18D-2Y	LT MONK <i>GRIFFITH</i>	1600	2400	2230	WS/HT
0964		10D-2YDC	LT CLEMENTS <i>KISER</i>		0100		
MAN 77 CB		18D-2Y	LT CUMMINGS <i>MONK</i>	1600	0300	0130	WS
			LT BOEHM		0240		
6374	BCN	22D-2W/Y	LT POULSEN	1700	0420	0300	WS
			LTCOL DAVIS		0440		
6378	BCN	22D-2W/Y	LT EWING	1700	0620	0500	

SORTIES SCHEDULED:

1. SAFETY QUESTION: Which fuselage fuel cell supplies fuel to the engine fuel controls? **ANS.** Aft fuselage cell.
2. Systems Question: If the VDI goes blank, what should the pilot check? **ANS.** The circuit breaker labeled attitude ref located by the pilots left leg.
3. SOP: That the crew be completely unstrapped during hot refueling operations.
4. 0900 brief in Operations for Lt KISER and Lt GRIFFITH #116.
5. *(1) BRIEF CAS WITH CAPT CARR 0900 IN READY ROOM.
6. NO PARADE TODAY.

Carl H. Dubac
CARL H. DUBAC
By direction

0968 AR

MAJ. DUBAC

1825

LT. CUMMINGS

2030

MARINE ALL WEATHER ATTACK SQUADRON 242

FLIGHT SCHEDULE FOR TUESDAY, 24 FEBRUARY 1970

ODO: 0600-1200 LT DAVIS SDO: LT DAVIS, D. SUNRISE: 0708
 1200-1800 LT HAGEN SUNSET: 1853
 1800-2400 LT CRIST MOONRISE: 2017
 2400-0600 LT DAVIES MOONSET: 0744
 LFI: 94%

MSN#	TYPE	ORDNANCE	CREW	BRTF	T/O LAND	TOT	REMARKS
			LT HAGEN		0740		RAB FAC
6361	BCN	22D-2W/Y	LT SMITH	0600	0920	0800	FAM
			MAJ MCCARTHY		0940		
6335-1	CAS	22D-2W/Y	MAJ DAVIS	0800	1120	1000	
			LT PTACK		0940		
6335-2	CAS	22D-2W/Y	LT O'NEILL	0800	1120	1000	
			LT DAVIES		1140		RAB FAC
6365	BCN	22D-2W/Y	CAPT CARR	1000	1320	1200	FAM
			LT CRIST		1340		
75A	TPQ	22D-2W/Y	LT CUCCHIARA	1200	1520	1400	
			LT DAVIS		1440		
6369	BCN	22D-2W/Y	LT WINGERTER	1300	1620	1500	
			LTCOL REDDY		1740		
6373	BCN	22D-2W/Y	LT O'NEILL	1545	1920	1800	
MAN 72		10D-2YDC	MAJ DAVIS		2000		
0955	CB	18D-2Y	LT FOLSEN	1600	2200	2030	WS
MAN 74		10D-2YDC	LT BOEHM		2130		
0959	CB	18D-2Y	LT JURJEVICH	1600	2330	2200	WS/HT
MAN 76		10D-2YDC	LT SPITZ		0030		
0963	CB	18D-2Y	CAPT CARR	1600	0230	0100	WS
			LT SMITH, R.		0340		
6377	BCN	22D-2W/Y	LT CUCCHIARA	1700	0520	0400	
MAN 78		10D-2YDC	MAJ DUBAG		0400		
0967	CB	18D-2Y	LT EWING	1600	0600	0430	WS
			LT CLEMENTS		1045		
6551	TEST		LT. WIDELL		1200		

SORTIES SCHEDULED: 12 *ESCORT

1. SAFETY QUESTION: What is the normal position of the generator switch during engine start? ANS. ON
2. SOP: Not to refuel with hung CBU 24 or 29.
3. SYSTEM QUESTION: How much time in memory point do you need for an accurate auto velocity correct? ANS. 12-18 secs.
4. Brief CAS with OAG 0430 in ready room.
5. LT KISER and LT GREENFELD 0900 brief #116.
6. A/C INSPECTIONS: DT-01 LT BOEHM DT-07 LT JURJEVICH
 02 LT HAGEN 08 LT PTACK
 03 LT CRIST 09 LT SMITH, R.
 04 LT DAVIES 10 LT EWING
 05 LT DAVIS 12 LT O'NEILL

7. Dinner Dress inspection 2500 #109.

PC Smith
 FOR: CARL H. DUBAG
 By direction

MARINE ALL WEATHER ATTACK SQUADRON 242
FLIGHT SCHEDULE FOR WEDNESDAY, 25 FEBRUARY 1969

ODO: 0600-1200 LT JURJEVICH SDO: LT JURJEVICH SUNRISE: 0707
1200-1800 LT SMITH E SUNSET: 1854
1800-2400 LT BOEHM MOONRISE: 1847
2400-0600 LT SMITH R MOONSET: 0640
LFI: 88%

MSN#	TYPE	ORDNANCE	BRIEF	T/O LAND	TOT	REMARKS
6362	BCN	22D2N/Y	LT SMITH	0800	0940	1000
6528-1	CAS	10D2Y DC	MAJ MCCARTHY	1200	1340	1400 **
		12D2Y	LT EWING		1520	
6528-2	"	"	LT BOEHM	1200	1340	" **
			LT WINGERTER		1520	
6366	BCN	22D2N/Y	LT PTACK	1200	1340	"
			LT JURJEVICH		1520	
6370	BCN	"	MAJ MCCARTHY	1400	1540	1600
			LT MONK		1720	
MAN71	CB	10D2Y DC	LT SMITH	1600	1930	2000 WSHT
0952		18D2Y	LT O'NEILL		2115	
MAN73	"	"	LT DAVIES	"	2100	2130 WS
0956			CAPT CARR		2245	
MAN75	"	"	LT HAGAN	"	2245	2315 WSHT
0960			LT WINGERTER		0030	
MAN77	"	"	MAJ DAVIS	"	0215	0245 WS
0974			MAJ DAVIS		0400	
TBA	TTQ	22D2W/Y	LT CRIST	0500	0140	0200 FAM V
			LT POULSEN		0320	
6374	BCN	"	LT CLERY	1700	0240	0300
			LT CUMMINGS		0520	
6378	"	"	MAJ DUBAC	1700	0440	0500
			LT CUCCHIARA		0620	
6544	TEST		LT. RIPPY		1104	
			LT. POULSEN		1219	

SORTIES SCHEDULED: 12

1. 1500 COMMANDO BOLT BRIEF OPS OFFICE FOR MAJ DAVIS, LT DAVIES, LT HAGAN.

2. A/C INSPECTIONS:

DT-01	LT BOEHM	DT-07	LT JURJEVICH
02	LT HAGAN	08	LT PTACK
03	LT CRIST	09	LT SMITH, E.
04	LT DAVIES	10	LT EWING
00	LT DAVIS	12	LT O'NEILL

3. SAFETY QUESTION: UNDER WHAT CONDITIONS IS EJECTION MANDATORY?
ANS. DOUBLE ENGINE FAILURE BELOW 1500' AND 250 KNOTS.

4. SYSTEM QUESTION: HOW LONG AFTER A DISCRETE LOCK-ON DOES IT TAKE FOR THE COMPUTER TO GET USEFUL INFO? ANS. 18 ITERATIONS OR APPROX. 9.7 SECONDS.

5. SCF: TO FLY WITH HELMET VISOR DOWN AT ALL TIMES.

6. **CAS BRIEF 1230 OPS.

P. J. Hagan
CARL H DUBAC
By direction

MARINE ALL WEATHER ATTACK SQUADRON 242
FLIGHT SCHEDULE FOR THURSDAY, 26 February 1969

ODO: 0600-1200 LT O'NEILL SDO: LT O'NEILL SUNRISE: 0706
1200-1800 LT WINGERTER SUNSET: 1857
1800-2400 LT DAVIS LFI: 81%
2400-0600 LT WIDELL

MSN#	TYPE	ORDNANCE	CREW	BRIEF	T/O LAND	TOT	REMARKS
			LT CLEMENTS		0740		
6361	BCN	22D-2W/Y	LT EWING	0600	0920	0800	
			LTCOL DAVIS		1040		
6537-1	CAS	28D-2X	LT JURJEVICH	0900	1220	1100	**
			LT DAVIES		1040		
6537-2	CAS	28D-2X	LT SMITH, E.	0900	1220	1100	
			LT HAGAN		1140		
6365	BCN	22D-2W/Y	LT WINGERTER	1000	1320	1200	RABFAC
			LT SMITH, R.		1440		
6369	BCN	22D-2W/Y	LT MONK	1300	1620	1500	
			MAJ DURAG		1740		
6373	BCN	22D-2W/Y	LT O'NEILL	1545	1920	1800	
			LT CRIST		2140		
TBA	TPQ	28D-2W/Y	CAPT CARR	2000	2320	2200	FAM VI
MAN 72		10D-2YDC	LT DAVIS		0030		
0955	CB	18D-2Y	LT SMITH	1600	0315	0100	
MAN 74		10D-2YDC	LT BOEHM		0200		
0959	CB	18D-2Y	LT CUMMINGS	1600	0345	0230	
MAN 76		10D-2YDC	MAJ MCCARTHY		0245		
0963	CB	18D-2Y	LT JURJEVICH	1600	0430	0315	
MAN 78		10D-2YDC	CAPT RIPPY		0415		
0967	CB	18D-2Y	LT CUCCHIARA	1600	0600	0445	
			LTCOL LEWIS		0340		
6377	BCN	22D-2W/Y	LT POULSEN	1700	0520	0400	

SORTIES SCHEDULED: 12

1. ** 0930 GAS BRIEF - OPS.
2. SAFETY QUESTION: WHAT IS THE MAXIMUM A/S FOR FLAPS IN THE T.O. POSITION. ANS. 250 KBOTS.
3. SYSTEM QUESTION: WHAT ARE THE ALTITUDE OPERATION LIMITS OF THE APN-153 DOPPLER? ANS. 40 FEET ABOVE THE TERRAIN-50,000 FEET ABOVE SEA LEVEL.
4. SOP: HOLD WING FOLD HANDLE FORWARD DURING START.

R. Boehm
CARL H. DUBAG
By direction

MARINE ALL WEATHER ATTACK SQUADRON 242
FLIGHT SCHEDULE FOR FRIDAY, 27 FEBRUARY 1970

ODO: 0600-1200 LT SMITH, R. SDO: LT SMITH, R. SUNRISE: 0706
1200-1800 LT DAVIES SUNSET: 1854
1800-2400 LT CRIST MOONRISE: 2354
2400-0600 LT CUMMINGS MOONSET: 0929
LFI: 62%

MSN#	TYPE	ORDNANCE	CREW	BRIEF	T/O LAND	TOT	REMARKS
6362	BCN	22D-2W/Y	LT DAVIES	0800	0940	1000	RABFAC
			LT WINGERTER		1120		
			MAJ MCCAUGHAN		0940		
6536-1	CAS	28D-2T	CAPT CARR	0800	1120	1000	***
			LT HAGAN		0940		
6536-2	CAS	28D-2T	LT EWING	0800	1120	1000	
			LT CRIST		1410		
TRA	TPQ	28D-2W/Y	LT CUMMINGS	1230	1430	1430	FAM VII
			LT SMITH, R.		1240		
6356	BCN	22D-2W/Y	LT JURJEVICH	1200	1420	1400	
			LTCOL LEWIS		1530		
6370	BCN	22D-2W/Y	LT POULSEN	1400	1720	1600	
MAN 71		10D-2YDC	LTCOL REDDY-LT. SPITZ		2245		
0952	CB	18D-2Y	LT CUMMINGS	1600	0030	2315	WS/HT
MAN 73		10D-2YDC	LT PIACK		0100		
0956	CB	18D-2Y	LT CUCCHIARA	1600	0243	0130	WS
MAN 75		10D-2YDC	LT CLERY		0230		
0960	CB	18D-2Y	LT EWING	1600	0415	0300	WS
			MAJ MCCARTHY		0240		
6374	BCN	22D-2W/Y	MAJ DAVIS	1700	0420	0300	RABFAC
MAN 77		10D-2YDC	LT KISER		0345		
0964	CB	18D-2Y	LT GRIFFITH	1600	0520	0415	WS
			LT BOEHM		0440		
6378	BCN	22D-2W/Y	LT O'NEILL	1700	0520	0500	
			LT KISER				
6540	TEST		LT GRIFFITH				

SORTIES SCHEDULED:

1. SAFETY QUESTION: What is the maximum gross weight for a FMLP type landing? ANS. 33,500 lbs.
2. SYSTEMS QUESTION: If the VDI goes blank, what should the pilot check? ANS. The circuit breaker labeled Attitude Ref located by the pilots left leg.
3. SOP: That the crew be completely unstrapped during hot refueling operations.
4. Department Head meeting 1030 C.O. Office.
5. AOM 1400 O'Club.
6. CAPT RIPPY and LT SMITH, E. brief 0900 #116
7. ** CAS Brief 0830 OPS.
8. Many Missions: LTCOL LEWIS, MAJ DUBAC, CAPT CARR, LT WINGERTER, LT JURJEVICH, LT POULSEN.

6548-1 CAS

MAJ. MCCARTHY
LT. WINGERTER1540
1720

6548-2 CAS

LT. SPITZ
CAPT. CARRCARL H. DUBAC 1540
By direction 1720

MARINE ALL WEATHER ATTACK SQUADRON 242
FLIGHT SCHEDULE FOR SATURDAY, 28 FEBRUARY 1970

ODO: 0600-1200	LT GRIFFITH	SDO:	SUNRISE: 0705
1200-1800	LT WINGERTER	LT GRIFFITH	SUNSET: 1854
1800-2400	LT HAGAN		MOONRISE: 0052
2400-0600	LT O'NEILL		MOONSET: 1014
			LFI: 51%

MSN#	TYPE	ORDNANCE	CREW	BRIEF	T/O LAND	TOT	REMARKS
6361	BCN	22D2W/Y	LT DAVIS LT JURJEVICH	0600	0740 0920	0800	
6365	"	"	LT PIACK LT EWING	1000	1140 1320	1200	
6537-1	CAS	28D2X	MAJ MCCARTHY GUNNER HUNTLEY	"	1140 1320	"	
9537-2	"	"	LT SMITH R LT O'NEILL	"	"	"	
TBA	TPQ	28D2W/Y	MAJ DUBAC LTCOL LEWIS	1200	1340 1520	1400	INST CHECK
6369	BCN	22D2W/Y	LT CRIST LT CUMMINGS	1300	1440 1620	1500	RABFAC
6373	"	"	LT BOEHM LT CUCCHIARA	1545	1740 1920	1800	
MAN72	CB	10D2Y DC	MAJ DUBAC	1600	2345	0015	WS
0955		18D2Y	LT POULSEN		0130		
MAN74	"	"	LTCOL LEWIS	"	0115	0145	"
0959			LT MONK		0300		
MAN76	"	"	LT DAVIES	"	0300	0330	"
0963			LT WINGERTER		0445		
6377	BCN	22D2W/Y	LT KISER MAJ DAVIS	1700	0340 0520	0400	RABFAC
MAN78	CB	10D2Y DC	LT HAGAN	1600	0445	0515	WS
0967		18D2Y	CAPT CARR		0630		

SORTIES SCHEDULED:

1. SAFETY QUESTION: WHAT ARE THE ROLL AND PITCH ATTITUDE LIMITS OF THE AFCS? ANS. THE SYSTEM WILL HOLD A BANK OF 5° - 60° AND PITCH LIMITS ARE 25° NOSE UP AND 60° NOSE DOWN.
2. SYSTEM QUESTION: WHAT PROCEDURE SHOULD BE FOLLOWED IF THE INS TEMP LIGHT REMAINS ON IN STBY MODE? ANS. CHECK THE INS CIRCUIT BREAKERS, IF NONE ARE POPPED, SELECT MAG/VGI AND TURN THE INS OFF.
3. SOP: TURN IN SURVIVAL RADIOS IN TO PARALOFT.
4. MARINE/NCO OF THE MONTH MEETING 1300 XO'S OFFICE.

J. C. Davies
for CARL H DUBAC
By direction