

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

03:CHD:tv
5750
5 June 1970

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From: Commanding Officer
To: Commanding Officer, Marine Aircraft Group 11
Subj: Command Chronology for period 1 May to 31 May 1970

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

Encl: ✓(1) WA(AW)-242 Command Chronology

1. In accordance with the provisions set forth in references (a) and (b), enclosure (1) is hereby submitted.
2. This letter is unclassified upon removal of enclosure (1).

S. P. Lewis
S. P. LEWIS

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Marine Aircraft Group 11
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COMMAND CHRONOLOGY

1 MAY 1970 - 31 MAY 1970

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PART I

ORGANIZATIONAL DATA1. DESIGNATION

WA(AW)-242

COMMANDER

LTCOL S. P. LEWIS
(1-31 May 1970)

2. LOCATION

1-31 May 1970: DANANG AIR BASE, RVN

3. STAFF OFFICERS

Executive Officer	Major P. J. MCCARTHY	1-31 May 1970
Administration Officer	Capt. J. W. RIPPY	1-31 May 1970
Operations Officer	Major C. H. DUBAC	1-31 May 1970
Logistics Officer	Capt. J. C. STIERS	1-31 May 1970
Maintenance Officer	Capt. D. J. SNOOKS	1-31 May 1970
Safety Officer	Capt. W. D. CARR	1-31 May 1970
Flight Surgeon	Lt(MC) L. M. MOSS	1-31 May 1970
	Lt(MC) L. J. DAVIS	16-31 May 1970
Material Officer	1/Lt. W. B. CUMMINGS	1-31 May 1970

4. AVERAGE MONTHLY STRENGTH

<u>USMC</u>		<u>USN</u>		<u>OTHER</u>	
<u>OFF</u>	<u>ENL</u>	<u>OFF</u>	<u>ENL</u>	<u>OFF</u>	<u>ENL</u>
33	212	1	0	0	0

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PART II

NARRATIVE SUMMARY

The tempo of operations continued at a high pace throughout the month with a total of 433 sorties completed. Of this total, 415 were combat sorties for a total of 542.2 combat flight hours. RABFAC beacon sorties dominated the system sorties for the second month in a row with 117 such sorties completed. This offset bombing technique has continued to produce excellent results and has proven itself to be an effective all-weather close air support tool for the ground commander. The introduction of the AN/PPN-18 Transponder Set manufactured by Vega Precision Laboratories has resulted in some degradation of the RABFAC mission as the transmitted signal from the transponder set is difficult to obtain on the A-6A radar scope and once obtained has a tendency to fade during an attack. As a result, several RABFAC beacon sorties have been forced to divert to other combat missions while airborne. Recommendations to evaluate the suitability of the AN/PPN-18 transponder set have been submitted. The remaining system sorties (116) were a combination of armed reconnaissance flights in the OWL route structure of the Steel Tiger area of LAOS and Commando Bolt operations in the Ban Karai and Mugia Pass areas of LAOS. Both missions utilize the AMTI capability of the A-6A to detect moving vehicles and the integrated weapons system to engage them. In addition, several of the armed reconnaissance flights also conducted mining operations against selected targets in the Steel Tiger area of LAOS thus performing a multiple mission on a single flight. The advent of severe weather in the LAOS tactical area has resulted in a declining return from these operations as the amount of truck movement has decreased. It is anticipated that this trend will continue as the summer monsoons wash out the main LOC'S in LAOS.

Non system combat flights were again dominated by ASRT controlled radar bombing sorties (111) with conventional close air support flights increasing in number to 53, the highest in recent months. The tremendous load carrying capability of the A-6A coupled with an adequate loiter time make it an ideal close air support vehicle and it is anticipated that further increase in CAS missions will be realized in the future.

At the request of the Commanding General, 1st Marine Aircraft Wing, a study was conducted to determine the feasibility of using the A-6A aircraft, the RABFAC beacon, and the AN/TPQ-10 radar system of the ASRT to survey targets relative to the AN/TPQ-10's location.

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Locating targets relative to an AN/TPQ-10's location by this technique eliminates any requirement for the use of maps by the ASRT, which at present are inaccurate for the precision obtainable with the AN/TPQ-10 system. In essence, the technique is one of placing a RABFAC beacon at a selected point and then by performing practice attacks with the A-6A against the beacon, the ASRT is able to compute the location of the RABFAC beacon relative to the AN/TPQ-10's location. Targets at the surveyed point or relative to it can then be struck by ASRT controlled bombing attacks. The results of an initial investigation were encouraging and accordingly, a test program was established under the heading of A-6A/TPQ Aerial Survey (ATAS). Two successful test were conducted during the month. It is anticipated that testing of this concept will be completed by the middle of June 1970.

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PART III

SEQUENTIAL LISTING OF SIGNIFICANT EVENTS1. CHRONOLOGICAL LISTING

2 May	MAJGEN W. G. THRASH, Commanding General, 1st Marine Aircraft Wing, made an informal visit to the squadron and discussed the possibility of utilizing an A-6A in conjunction with the AN/TPQ-10 and RABFAC beacon to survey targets in ICTZ.
11 May	BGEN R. F. CONLEY, Assistant Wing Commander, toured the squadron and received a tactical brief of in-country A-6A operations.
12 May	A-6A/TPQ-10 Aerial Survey (ATAS) test program procedures formulated on verbal orders of CG, 1st Marine Aircraft Wing.
16 May	ATAS Test Plan published. Ref: ATAS Test Plan (Part IV, Section 2)
18 May	COL J. M. LEE, USA, Operations Officer, 24th Corps, received a tactical briefing on A-6A operations from the Commanding Officer.
21 May	First successful test of ATAS concept conducted.
28 May	MAJGEN W. G. THRASH, Commanding General, 1st Marine Aircraft Wing, visited the squadron and flew a combat mission as B/N with LTCOL S. P. LEWIS.
30 May	Second successful test of ATAS concept conducted.
31 May	Officers of MABS-11 toured the squadron and received a briefing of A-6A operations.

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2. SUMMARY OF AIR OPERATIONS

a. Sorties

Day Sorties Scheduled	209	Day Sorties Flown	222
Night Sorties Scheduled	240	Night Sorties Flown	211
Total Sorties Scheduled	449	Total Sorties Flown	433
Sorties Cancelled	26	Write-in Sorties	10

b. Units Supported

Marines	129
7th AF	113
Army	197
ARVN	4

c. Types of Sorties

CAS 53	TPQ 111	AR 116	BCN 117	TEST 17	AIR ABORT 10
FERRY 1	ATAS 8				

d. Hours Flown

Combat Hours	542.2
Operational Hours	22.1
Total Hours	564.3

e. Ordnance

<u>NALC</u>	<u>NOMENCLATURE</u>	<u>AMOUNT EXPENDED</u>
E465	250#LD, MK-81 MOD 1 W/CABLE	3
E482	500#LD, MK-82 MODS W/CABLE	7,531
E507	1000#LD, MK-83 MODS W/CABLE	148
E127	2000#LD, MK-84 MODS W/CABLE	23
E184	CONTAINER CHU-24B	3
E173	MK-20 ROCKEYE II	32

TOTAL TONNAGE FOR THE MONTH OF MAY, 1970-----2,138.66

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f. Bomb Damage Assessment

34 Trucks Damaged	74 Secondary Explosions
5 Trucks Destroyed	29 Secondary Fires
52 Bunkers Destroyed	16 Structures Destroyed
3 Bunkers Damaged	3 Structures Damaged
3 Cave Complexes Uncovered	1 Mortar Position Destroyed
150 MTRS Treeline Damaged	2 Trenches Opened
1 Trail Cut	

g. Aircraft Dispersal

One aircraft diverted to Chu Lai Airfield when adverse weather conditions closed Danang Air Base for an hour period. The aircraft returned after Danang Air Base re-opened.

3. Personnel. Two (2) officers and twelve (12) enlisted personnel were transferred during the month while three (3) officers and twelve (12) enlisted personnel were joined. There was one (1) promotion to Master Sergeant, one (1) Meritorious promotion to Gunnery Sergeant, one (1) regular promotion to Gunnery Sergeant, one (1) Meritorious promotion to Sergeant, two (2) Meritorious promotions to Corporal, seven (7) regular promotions to Corporal, and two (2) promotions to Lance Corporal.

4. Administration

a. The squadron reached 67% participation in the savings bond program.

b. Forty-two (42) home town releases were processed during the month.

c. Two (2) passports were issued.

d. Fifteen (15) education interviews were held with three (3) USAFI and three (3) MCI course enrollment. No high school GED tests were taken and there were no applications for high school certificates. Two (2) College Comprehension tests were administered.

e. Ten (10) personnel participated in the out-of-country R&R Program. There were no participants in the in-country R&R Program.

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f. Twenty five (25) career planning interviews were held during the month with one (1) reenlistment. Twelve (12) requests for in-country extensions were processed.

5. Awards. Six (6) meritorious masts were presented and two (2) air medals were awarded during the month.

6. Aviation Safety. There were no reportable mishaps during the month. A vigorous safety program has resulted in the squadron achieving its goal of zero defects.

7. Maintenance. The average daily availability was 5.4 aircraft. During the month, the NORS rate increased to an average of 35 items a day. As a result an average of four (4) aircraft were AOCP daily. The high NORS rate has resulted in a sharp increase in the cannibilization rate in order to meet operational commitments. The last six days of the month, only six (6) weapons systems were available. As the reporting period ended, the IMA test bench support and maintenance was still not available. During the month a trouble shooting crew was formed and utilized and as a result, the abort rate decreased by 40%. Prolonged high threat of evening attack forced the squadron to keep the radar docks in covered revetments for the majority of the month.

8. Logistics.

a. Poor availability of aircraft tow tractors continues to be a very serious problem with no relief in sight. Lack of sufficient aircraft tow tractors has hampered the maintenance effort for the past several months.

b. All phases of the squadron's embarkation are in satisfactory condition with the exception that some boxes require tactical markings. Paint for this purpose is presently on order and all markings will be completed when the paint arrives.

c. Air conditioning repair has become a serious problem. Several of the squadron air conditioners have broken down during the month and repair has been very slow. As an example, the flight equipment storage area has been without an air conditioner for over a week with no replacement available at present. Since survival radios are stored in this area, survival radio batteries have experienced reduced life spans, resulting in another logistics problem, as these batteries are difficult to replace.

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d. A total of 153 requisition were filled during the month
with 30 pending as the reporting period ended.

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PART IV

SUPPORTING DOCUMENTS

1. The following supporting documents are included:
 - ✓b. Corrected Daily Flight Schedule for May 1970.
 - ✓a. A-6A/TPQ-10 Aerial Survey (ATAS), Test Plan. For

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MARINE ALL WEATHER ATTACK SQUADRON 242
FLIGHT SCHEDULE FOR FRIDAY, 1 MAY 1970

ODO: 0600-1200 CAPT CARR SDO: CAPT STIERS SUNRISE: 0623
1200-1800 CAPT FITZPATRICK SUNSET: 1906
1800-2400 LT THORNLEY MOONRISE: 0342
2400-0600 CAPT STIERS MOONSET: 1604
LFI: 16%

MSN#	TYPE	ORDNANCE	CREW	BRIEF	T/O LAND	TOT
			LT CLEMENTS		0840	
6351	BCN	18D-24/Y	MAJ DAVIS	0700	1020	0900
			CAPT FITZ		0940	
6363	BCN	18D-24/Y	LT MONK	0800	1120	1000
			MAJ MCCARTHY		1140	
6529-1	CAS	18D-24/Y	LT SMITH <i>CARR</i>	1000	1320	1200
			LT MCINTYRE		1140	
6529-2	CAS	18D-24/Y	LT RYING	1000	1320	1200
			LT CLARK		1310	
6367	BCN	18D-24/Y	LT THORNLEY	1130	1450	1330
			LT SMITH		1540	
6371	BCN	18D-24/Y	LT WIDELL	1400	1720	1600
			MAJ DUBAC		1840	
TBA	TPQ	28D-24/Y	CAPT MULLANE	1700	2000	1900
* MAN 72		6D-21SETFDC	LT CRIST <i>DUBAC</i>		2030	
0255	CB	12D-21SETF	LT CUMMINGS	1600	2230	2100
* MAN 74		6D-21SETFDC	LT HIGAN		2215	
0259	CB	12D-21SETF	LT GRIFFITH	1600	0015	2245
			LTCOL LEWIS		0010	
TBA	TPQ	28D-24/Y	LT LINDSTROM	2230	0130	0030
MAN 76		6D-21DCSETF	CAPT RIPPY		0225	
0263	AR/CB	6D-21SETF, 4D-8	LT STARR	1600	0415	0245
			LT PTACK		0240	
6375	BCN	18D-24/Y	CAPT CARR	1630	0420	0300
MAN 78		6D-21DCSETF	LT DAVIES		0355	
0267	AR/CB	12D-21SETF	LT JURJEVICH	1600	0545	0415
			LT JOHN		0440	
6379	BCN	18D-24	LT VALOVICH	1630	0620	0500
6539			LT KISER			
TEST			CAPT CHAVES	0900	1000	
			LT HALL		1910	
6315	TPQ		CAPT MULLANE		2030	1930

SOMEIES SCHEDULED: 15

1. NATOPS QUESTION: AFTER INFLIGHT REFUELING THE WING AND DROP TANK FUEL WILL NOT TRANSFER. WHAT IS THE PROBABLY REASON? ANS. THE FUEL READY SWITCH MUST BE RETURNED TO THE OFF POSITION TO TRANSFER THE WING AND DROP TANK FUEL.
2. SYSTEM QUESTION: WHAT ARE THE ALTITUDE OPERATION LIMITS OF THE APN-153 CORPSE? ANS: 40 FEET ABOVE THE TERRAIN - 50,000 FEET ABOVE SEA LEVEL.
3. SOP: HOLD WING FOLD HANDLE FORWARD DURING START.
4. ALL PEOPLE INTERESTED IN PLAYING SOFTBALL FOR 242 PICK UP GEAR AT SPECIAL SERVICES AND MEET IN FRONT OF MCC CLUB AT 1830.
5. A/C INSPECTIONS FOR THE WEEK OF 27 APRIL: DT-00 CAPT STIERS

02 CAPT CARR
03 LT CRIST
04 LT VALOVICH
06 LT HALL
08 LT CUMMINGS
09 LT GRIFFITH
10 LT SMITH, E.
11 LT PTACK

MARINE ALL WEATHER ATTACK SQUADRON
FLIGHT SCHEDULE FOR SATURDAY, 2 MAY 1970.

ODO: 0600-1200	LT EWING	SDO: LT CRIST	SUNRISE: 0623
1200-1800	LT LINDSTROM	GDO:	SUNSET: 1906
1800-2400	LT JOHN		MOONRISE: 0423
2400-0600	LT CRIST		MOONSET: 1659
			LFI: 08

MSN#	TYPE	ORDNANCE	CREW	BRIEF	T/O LAND	TOT	REMARKS
6360	BCN	18D-2W/Y	MAJ DUBAC		0740		
			MAJ DAVIS	0600	0920	0800	
			CAPT FITZ		0940		
6526-1	CAS	18D-2X	LT GRIFFITH	0800	1120	1000	
			LT SPITZ <i>Crist</i>		0940		
W-2	CAS	18D-2X	LT CUMMINGS	0800	1120	1000	
			LT CLEMENTS		1140		
6364	BCN	18D-2W/Y	LT THORNTLEY	1000	1320	1200	
			LT MCINTYRE		1340		
6520	BCN	18D-2W/Y	LT EWING	1200	1520	1400	
			LT SMITH		1440		
6368	BCN	18D-2W/Y	LT VALOVICH	1300	1620	1500	
			LT PTACK		1740		
6372	BCN	18D-2W/Y	LT CUMMINGS	1545	1920	1800	
MAN 71		6D-2YSEFFDC	LTCOL LEWIS		2000		
0952	CB	12D-2YSEFFDC	CAPT MULLANE	1600	2200	2030	WS/HT
MAN 73		6D-2Y	LT HALL <i>John</i>		2130		
0956	CB	12D-2Y	LT WIDELL	1600	2330	2200	WS/HT
			LTCOL DAVIS		2240		
TBA	TPQ	28D-2W/Y	CAPT CARR	2100	0020	2300	
			LT JOHN <i>HALL</i>		0040		
TBA	TPQ	28D-2W/Y	LT THORNTLEY	2300	0220	0100	
MAN 75		6D-2YSEFFDC	CAPT STILERS		0130		
0960	AR/CB	6D-2YSEFF, 4D-8	CAPT CARR	1600	0330	0200	
MAN 77		6D-2YSEFFDC	LTCOL REDDY		0300		
0964	AR/CB	12D-2SEFF	LT SMITH	1600	0500	0330	
			CAPT RIPPY		0340		
6376	BCN	15D-3W/Y	LT LINDSTROM	1700	0520	0400	RABFAC
			MAJ DUBAC		1816		
6572	TEST		LT VALOVICH		1910		

SORTIES SCHEDULED: 14

1. NATOPS QUESTION: FAILURE OF ONE GENERATOR WILL RESULT IN THE LOSS OF WHICH ELECTRICAL BUSS? ANS. MONITORED BUSS.
2. WHEN SHOULD THE S/R MAGNETRON RESET BUTTON BE USED? ANS. THE USE OF THE S/R MAGNETRON RESET BUTTON SHOULD BE RESERVED FOR CIRCUMSTANCES 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: TO IDENT BCN AT 6 MILES ON EACH PASS. ALTITUDE ERROR EXCEEDING 75 FEET - DO NOT USE FOR IFR FLIGHT.
4. B/N'S WILL SIGN FOR WHEEL. ODO'S WILL INSURE COMPLIANCE.

[Signature]
CARL H. DUBAC
By direction

MARINE ALL WEATHER ATTACK SQUADRON 242
FLIGHT SCHEDULE FOR SUNDAY, 3 MAY 1970

ODO: 0600-1200 LT CLEMENTS
1200-1800 LT LINDSTROM SDO: LT HALL
1800-2400 LT PTACK
2400-0600 LT HALL

SUNRISE: 0622
SUNSET: 1906
MOONRISE: 0503
MOONSET: 1756
LEI: 03%

MSN#	TYPE	ORDNANCE	CREW	BRIEF	T/O LAND	TOT	REMARKS
6365	BCN	18D2W/Y	CAPT FITZPATRICK LT CUMMINGS	0800	0940 1120	1000	
6531-1	GAS	18D2X	LT COL LEWIS LT VALOVICH	0900	1040 1220	1100	
6531-2	"	"	LT JOHN MAJ DAVIS	"	"	"	
6351	BCN	18D2W/Y	CAPT STIERS LT WIDELL	1030	1210 1350	1230	
6367	"	"	LT SMITH LT GRIFFITH	1200	1140 1320	1400	
6371	"	18D2T	LT CLERY LT SMITH	1400	1540 1720	1600	
TBA	TPQ	5D4W/Y	LT CRIST LT WIDELL	1700	1840 2020	1900	
MAN72 0955	CB	18D2Y D6 SEFF	LT MCILTYRE LT VALOVICH	1600	2030 2220	2100	WS HP
MAN74 0959	"	"	LT CLEMENTS LT EWING	"	2200 2400	2230	WS HP
MAN76 0963	AR	12D2Y D6 SEFF 4D8	LT SPITZ MAJ DAVIS	"	2345 0145	0015	
MAN78 0967	AR	18D2Y DC SEFF	LT PTACK LT THORNLEY	"	0115 0315	0145	
6375	BCN	18D2W/Y	CAPT RIPPY CAPT MULLANE	0100	0240 0420	0300	
TBA	TPQ	5D4W/Y	MAJ MCCAUGAN LT GRIFFITH	0200	0340 0520	0400	
6379	BCN	18D3X	MAJ DUBAC CAPT CARR	0300	0440 0620	0500	

SCORTIES SCHEDULED:

1. NATOPS QUESTION: ZERO G FLIGHT IS LIMITED TO HOW MANY SECONDS? ANSWER 10 SECONDS.
2. SYSTEM QUESTION: WHAT IS THE MINIMUM STAND-BY TIME (WARM UP) FOR THE INS? ANSWER: 5 MINUTES.
3. LEAVE BOTH GENERATORS ON AFTER ENGINE SHUTDOWN.
4. MCAS SYDNEY BY 15 JUNE.

CARL H. DUBAC
By direction

MARINE ALL WEATHER ATTACK SQUADRON 242
FLIGHT SCHEDULE FOR MONDAY, 4 MAY, 1970

QDO: 0600-1200 LT GURRINGS
1200-1800 LT VALOVICH
1800-2400 CAPT RIPPY
2400-0600 LT WIDELL

SDO: LT WIDELL

SUNRISE:
SUNSET:
MOONRISE:
NOONSET:
LEI:

MSW	TYPE	ORDNANCE	CREW	BRIEF	T/O LAND	TOT	REMARKS
6360	BCN	18D-2W/Y	LT CRIST		0740		
			LT SMITH	0600	0920	0800	0830
			LT PTACK		0940		
6360	BCN	18D-2W/Y	LT VALOVICH	0800	1120	1000	1030
			LT COL REDDY	DAVIS	1140		
6360	BCN	18D-2W/Y	MAJ DAVIS	1000	1320	1200	1230
			MAJ DUBAC		1210		
6522-1	CAS	18D-2W/Y	LT SMITH, E.	1030	1350	1230	
			LT MCINTYRE		1210		
6522-2	CAS	18D-2W/Y	LT WIDELL	1030	1350	1230	
			CAPT STIERS		1440		
6368	BCN	18D-2W/Y	LT EWING	1300	1620	1500	
			LT HALL		1740		
6372	BCN	18D-2W/Y	LT THORNTON	1545	1920	1800	
0952		6D-2YDCSEFF	LT COL DAVIS	REDDY	2000		
MAN 71	CB	12D-2YSEFF	LT GURRINGS	1600	2200	2030	WS
0956		6D-2YDCSEFF	LT JOHN		2130		
MAN 73	CB	12D-2YSEFF	LT BRIDGEMAN	1600	2330	2200	WS
0960		12D-27, 4D-8	LT CLACK		2255		
MAN 75	AR	4D-2YDCSEFF, 6D-2YSEFF	CAPT WILLIAMS	1600	0045	2315	
			LT SMITH		2340		
TEA	TP	28D-2W/Y	LT EWING	2200	0100	2400	
			CAPT RIPPY		0040		
TEA	TP	28D-2W/Y	CAPT STIERS	2300	0200	0100	
0964		6D-2YDCSEFF	LT COL LEWIS		0240		
MAN 77	AR	12D-2YSEFF	CAPT CARR	1600	0430	0300	
			LT KISER		0340		R12
6374	BCN	18D-2W/Y	LT LUNDSTRUM	0200	0520	0400	FAS
			CAPT FITZ				
TEST			LT CLEMENTS	0900	1000		

SORTIES SCHEDULED: 15

1. SOP: Overhead approached are not authorized at night.
2. SYSTEM QUESTION: In AWE-50 what is the displayed sweep length? ANS. 1.5 of RG under 1.7 miles and .88 of RG over 1.7 miles.
3. NATOPS QUESTION: What are the normal engine oil pressure limits?
Ans. 35 lbs. at idle, 40 - 50 PSI in flight.
4. LT EWING - oral history 1000.

for *K. P. Black*
CARL H. DUBAC
By direction

MARINE ALL WEATHER ATTACK SQUADRON 242
FLIGHT SCHEDULE FOR TUESDAY, 5 MAY, 1970

ODC: 0600-1200 LT GRIFFITH
1200-1800 LT KISER
1800-2400 CAPT CARR
2400-0600 LT THORNLEY

SDO: LT THORNLEY

SUNRISE:
SUNSET:
MOONRISE:
MOONSET:
LFI:

MSN#	TYPE	ORDNANCE	CREW	BRIEF	T/O LAND	TOT
6363	BCN	14-D3X	MAJ DUBAC LT THORNLEY	0800	0940 1120	1000
6527-1	CAS	18D-2Y	LTCOL LEWIS CAPT CARR	1000	1140 1320	1200
6527-2	CAS	18D-2Y	LT PTACK CAPT MULLANE	1000	1140 1320	1200
6367	BCN	18D-2WY	LT SPITZ LT CUMMINGS	1200	1340 1520	1400
6371	BCN	18D-2WY	CAPT RIPPY LT GRIFFITH	1400	1540 1720	1600
6371	BCN	6D-2YDC	LT JOHN		1740	
6371	BCN	12D-2Y	CAPT MULLANE	1545	1920	1800
6505			LT CLERY		1940	
0955		28D-2W/Y	LT VALOVICH	1730	2030	1930
MAN 72	CB	6D-2YDCSEFF	LT SMITH		2030	
0959		12D-2YSEFF	MAJ DAVIS	1600	2230	2100
MAN 74	CB	6D-2YDCSEFF	LT MCINTYRE		2200	
0963		12D-2YSEFF	LT VALOVICH	1600	0001	2220
MAN 76	AR	6D-27	LT HALL		0125	
		6D-2YSEFF (DC)	LT WIDELL	1600	0315	0145
		6D-2YSEFF				
6375	BCN	18D-2W/Y	MAJ MCCAUGHAN LT SMITH	0100	0240 0420	0300
0967		12D-27 6D-14	LTCOL DAVIS		0310	
MAN 78	AR	4D-2YDCSEFF	LT EWING	1600	0500	0330
		6D-2YSEFF				
6523-1			LT KISER		0340	
TBA	TPQ	28D-2W/Y	CAPT RIPPY	0200	0500	0400
			CAPT STIERS		0440	
6379	BCN	18D-2W/Y	LT WIDELL	0300	0620	0500

SORTIES SCHEDULED: 14

1. NATOPS QUESTION: WHAT IS THE MAXIMUM A/S FO FLAPS IN THE T. O. POSITION? ANS. 250KTS.
2. SYSTEMS QUESTION: IN ARE-25 WHAT IS THE DISPLAYED SWEEP LENGTH? ANS. 1.5 OF RG UNDER 3.3 MILES AND .44 OF RG OVER 3.3 MILES.
3. SOP: THR 90 DEGREE CROSSWIND COMPONENT FOT TAKE-OFF IN THE A6A 1820 KTS ON A WET RUNWAY AND 25 KTS ON A DRY RUNWAY.
4. AIRCRAFT INSPECTION FOR WEEK OF 4 MAY 1970:

00 CAPT RIPPY
02 LT KISER
03 LT SMITH, R.
04 LT JOHN
08 LT MCINTYRE

09 LT HALL
10 LT EWING
11 LT THORNLEY
12 LT WIDELL

CARL H. DUBAC
By direction

MARINE ALL WEATHER ATTACK SQUADRON 242

FLIGHT SCHEDULE FOR WEDNESDAY, 6 MAY 1970

ODO: 0600-1200 LT SMITH EC
 1200-1800 LT JOHN
 1800-2400 LT HALL
 2400-0600 LT VALOVICH

SDO: LT VALOVICH

SUNRISE:
 SUNSET:
 MOONRISE:
 MOONSET:
 LFI:

MSN#	TYPE	ORDNANCE	CREW	BRIEF	T/O LAND	TOT
6360	BCN	18D2N/Y	LT COL LEWIS	0600	0740	0800
			CAPT CLARK		0920	
6350	"	"	LT SPITZ	0800	0940	1000
			LT CUMMINGS		1120	
6364	"	"	LT JOHN	1000	1140	1200
			LT VALOVICH		1320	
TBA	CAS-1	"	LT KISER	1100	1240	1300
			LT GRIFFITH		1420	
"	" -2	"	LT HALL	"	"	"
			LT CUMMINGS			
6368	BCN	"	LT SMITH	1300	1440	1500
			LT DAVIS		1620	
6372	"	"	LT MCINTYRE	1545	1740	1800
			LT WIDELL		1940	
MAN71	CB 6D2Y DG SEFF		LT CLERY	1600	1950	2000
0952	12D2Y SEFF		LT THORNTLEY		2130	
MAN73	"	"	LT DUBAC	"	2130	2200
0956			LT GRIFFITH		2330	
TBA	TPQ	28D2N/Y	LT COL REDDY	2100	2240	2300
6376			LT MCINTYRE		0001	
MAN75	AR 12D27 6D2Y SEFF		CAPT RIPPY	1600	0040	0100
0960	12D2Y DG SEFF 1D3		CAPT MULLINA		0230	
TBA	TPQ	28D2N/Y	LT COL LEWIS	0001	0140	0200
6376			LT EWING		0300	
MAN77	AR 6D2Y DG SEFF		LT FRACK	1600	0240	0300
0964	6D2Y SEFF 6D27		LT SMITH		0430	
6376	BCN	18D2N/Y	CAPT STIERS	0200	0340	0400
			LT EWING		0520	

SORTIES SCHEDULED:

1. SAFETY QUESTION: WHAT IS THE NEGATIVE G FLIGHT? ANSWER: 30 SECONDS.
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 NOT REFUEL WITH THE CANOPY CLOSED.



CARL H. DUBAC
 By direction

MARINE ALL WEATHER ATTACK SQUADRON 242
FLIGHT SCHEDULE FOR THURSDAY, 7 MAY 1970

ODO: 0600-1200 LT CUMMINGS SDO: CAPT RIPPY
1200-1800 LT PTACK
1800-2400 LT EWING
2400-0600 CAPT RIPPY

MSK#	TYPE	ORDNANCE	CREW	BRIEF	T/O LAND	TOT	REMARKS
		1D-4	LT COL DAVIS	MAJ DUBAC	0840		
6525-1	CAS	4D-4DC	LT WIDELL	0700	1020	0900	DAG
		1D-4	LT JOHN		0840		
6535-2	CAS	4D-4DC	LT SANDIN	0700	1020	0900	
			LT HALL		0940		
6562	BCN	18D-2W/Y	LT GRIFFITH	0800	1120	1000	
			MAJ DUBAC LT KISER		1040		
6551	BCN	18D-2W/Y	LT THORNLEY	0900	1220	1100	HEM
			CAPT RIPPY		1340		
6567	BCN	18D-2W/Y	CAPT MULLANE	1200	1520	0400	
			LT COL LEWIS LT SMITH		1540		
6571	BCN	18D-2W/Y	LT SMITH	1400	1720	1600	
MAN 72		6D-2YDCSEFF	LT KISER		2015		
0955	CB	12D-2YSEFF	LT VALOVICH	1600	2215	2045	
			LT PTACK		2040		
6577	TPQ	28D-2W/Y	LT THORNLEY	1900	2200	2100	
MAN 74		6D-2YDCSEFF	CAPT STILERS		2215		
0959	CB	12D-2YSEFF	LT CUMMINGS	1600	0015	2245	
			LT CLERY		2340		
6581	TPQ	28D-2W/Y	LT VALOVICH	2200	0100	0001	
MAN 76		12D-27, 4D-4	CAPT FITZ		0125		
0963	AR	4D-2YDCSEFF, 6D-2YSEFF	LT EWING	1600	0315	0145	
			LT SMITH LT COL LEWIS		0240		
6575	BCN	18D-2W/Y	MAJ DAVIS	0100	0420	0300	
MAN 78		12D-27, 3D-14	LT CUMMINGS MAJ DUBAC		0325		
0967	AR	4D-2YDCSEFF, 6D-2YSEFF	CAPT CARR	1600	0515	0345	
			LT MCINTYRE		0440		
6579	BCN	18D-2W/Y	LT SMITH	0300	0620	0500	
			LT SPITZ				
TEST			NO VANCE	0900	1000		
			LT JOHN		0140		
6585	TPQ	28D-2	LT MCINTYRE		0500	0130	

SORTIES SCHEDULED: 15

1. SOP: MAKE INDIVIDUAL, NOT SECTION TAKE-OFFS.
2. SYSTEM QUESTION: WHAT CAN THE B/N DETERMINE FROM AN ECHO CHECK?
ANS. AN ECHO CHECK GIVES THE B/N AN INDICATION OF S/R VIDEO RANGE.
3. NATOPS QUESTION: WHAT IS THE NORMAL POSITION OF THE GENERATOR SWITCHES DURING ENGINE START? ANS. ON.
4. LT KISER, 0900 READY ROOM CONDUCT TOUR OF 242.

M. H. JOHN
CARL H. DUBAC
By direction

3000

CLASSIFICATION: UNCLASSIFIED

SUBJECT: A-6A/TPQ-10 Aerial Survey (ATAS), Test Plan for

REFERENCE: (a) CO, VMA(AW)-242 ltr 3:CHD stvg over 3000 of
10 May 1970

ANNEXES:

- ✓A. Basic Operational Concept
- ✓B. Detailed Test Procedures
- ✓C. A-6A Air Crew Data Card
- ✓D. TPQ-10 Controller Data Card
- ✓E. OV-10 Air Crew Data Card
- ✓F. FAC Questionnaire

1. INTRODUCTION

a. Objective. To evaluate the ATAS concept to determine its suitability as a means of accurately obtaining the location of a ground target relative to an AN/TPQ-10 RCDC position and to evaluate the accuracy of subsequent ASRT controlled bombing of the target. The concept will be evaluated for operational suitability, ease of operation, safety, personnel requirements and operational effectiveness.

b. Background.

(1) It has become apparent that a means of accurately determining the location of targets relative to a AN/TPQ-10 RCDC is needed to insure effective ASRT directed air strikes of targets within ICTZ. The accuracy of existing maps is not sufficient for this purpose in most areas. Reference (a) presented the general results of preliminary tests conducted to determine the feasibility of accurately locating targets within the range of the ASRT's AN/TPQ-10 radar using the A-6A's weapons system, a RABFAC Beacon, and the AN/TPQ-10. The preliminary tests were sufficiently encouraging to warrant further testing of the concept to include the final application of ASRT-directed bombing of a target surveyed by ATAS.

(2) The Army and Air Force will not take part in the FMAW evaluation.

(3) There are no known similar test results available within the Marine Corps or elsewhere.

Enclosure (1)

2. PRELIMINARY DESCRIPTION

a. ATAS is a concept designed to accurately locate ground targets relative to an AN/TPQ-10 RCDC location. The concept is centered around the ability of the ASRT to accurately fix the position of an aircraft at any instant relative to its location and the ability of the A-6A weapons system to accurately determine the position of a ground RABFAC beacon (target) relative to the aircraft at the instant of simulated system bomb drop. Proper coupling of this information results in an accurate fix of the RABFAC beacon's location relative to the AN/TPQ-10 RCDC. To insure that this information is obtained by both the ASRT and the aircraft at the same instant, a bomb tone is transmitted by the A-6A which terminates at the instant of simulated bomb release. The equipment components for ATAS have been designated:

- (1) Grumman A-6A aircraft
- (2) AN/TPQ-10 RCDC (Radar Course Directing Central)
- (3) RABFAC Beacon (SST 122 KY or AN/PTN-18)

b. ATAS enables a commander to accurately locate and bring ASRT directed air strikes against any ATAS-surveyed target or targets in proximity to the ATAS point within the range of the AN/TPQ-10 radar without recourse to maps or charts. A basic operational concept is presented in Annex A.

3. TEST PROCEDURE INSTRUCTIONS

a. ATAS test will be divided into the following two phases.

(1) Phase A - Survey and ASRT controller bomb strikes of targets within twenty (20) nautical miles of the ASRT location.

(2) Phase B - Survey and ASRT controlled bomb strikes of targets beyond twenty (20) nautical miles of the ASRT location.

b. Each phase will require a minimum of three separate sites to substantiate results and eliminate any inherent bias.

c. Detailed Test procedures are presented in Annex B.

4. ADMINISTRATIVE INSTRUCTIONS

a. Project Officers.

(1) Major C. H. DUBAC, 070255/7511/7595/5903, USMC, Operations Officer VMA(AW)-242 is designated overall Project Officer and MAG-11 Project Officer.

(2) Captain J. R. GERMAN, 091295/6708 USMC, Officer In Charge Da Nang ASRT, MAG-3, MAG-18 is designated MAG-18 Project Officer.

b. Coordination Instructions.

(1) The overall project officer, with assistance from FMAW G-3, will effect coordination with all FMAW units involved in the tests.

(2) FMAW G-3, with the assistance of FMAW G-2, will effect coordination with all non-FMAW organizations involved in the tests.

c. Reports.

(1) Appropriate participating organizations will submit reports in the form of completed data cards and questionnaires (ANNEX C, D, E, and F) to the overall Project Officer within 24 hours of a test.

(2) The overall Project Officer will compile all data from participating agencies and submit an interim report to CG, FMAW within five (5) days of the completion of Phase A tests. The report will include results, conclusions, and recommendations for continuation of tests.

(3) The overall Project Officer will submit a final test report to CG FMAW within ten (10) days of the termination of this project. The report will include all results, conclusions, and recommendations for further employment of the ATAS concept. Completed copies of Annex C, D, E, and F will be forwarded as enclosures to the final report.

d. Test Period.

(1) A test period of seven (7) days for Phase A is proposed.

(2) A test period of twenty (20) days for the entire project is proposed.

(3) Termination of testing is authorized when conclusive results are determined.

(4) Requests for extension of the 20 day test period will be submitted to CG FMAW.

5. PARTICIPATING AGENCIES

a. The following presents a tentative list of agencies that will participate in the conduct of the tests. A brief description of their respective participation is included.

(1) FMAW G-3 and G-2. Effect coordination with non-FMAW organizations in the area of targeting and RABFAC Beacon FAC security. Assist in coordination within FMAW organizations.

(2) MAG-11. Provide A-6A aircraft for conduct of tests. Provide RABFAC Beacon and FAC. Provide OV-10 aircraft for aerial spotting during ASST directed strikes against ATAS targets.

(3) MACG-18. Provide ASRT for conduct of tests.

(4) MAG-16. Provide helicopter assistance as needed to transport and extract RABFAC Beacon team from targets assigned.

(5) 1st MARDIV. Provide "Pacifier" Platoon for security.

b. Additions to this tentative list are authorized should the need arise during the conduct of tests.

ANNEX A - Basic Operational Concept to Enclosure (1), (A-6A/TPQ-10 Aerial Survey (ATAS), Test Plan for)

1. Basic Concept.

a. The basic concept of ATAS is one of surveying in selected points relative to the known position of a AN/TPQ-10 RCDC by use of the A-6A weapons system, a RABFAC beacon, and the ASRT's AN/TPQ-10 system. Operationally this scheme requires that a RABFAC beacon team be placed at the selected point to be surveyed and remain there during the conduct of the ATAS. Approximately thirty to forty minutes are required for the actual ATAS. Upon completion of the ATAS, the team, with the beacon, would depart the area. Voice radio contact between the RABFAC team and the airborne A-6A is desirable for coordination purposes but if, for security reasons, voice contact is undesirable, it is not essential as long as prior coordination concerning times that the RABFAC beacon will be operational have been established.

b. During ATAS, the A-6A aircraft conducts a minimum of three simulated weapons system straight path attacks, using different attack headings on each attack, against the RABFAC beacon. Simultaneously, the ASRT controller maintains a AN/TPQ-10 radar lock on the A-6A aircraft. Upon simulated bomb drop from the A-6A, the ASRT controller records the data in the AN/TPQ-10 system to obtain the Projection of the A-6A's position relative to the AN/TPQ-10 RCDC at that instant. The A-6A weapons system automatically freezes all data at simulated bomb drop and pertinent information concerning ground range and altitude are recorded and transmitted to the ASRT controller by the aircrew. Using the information from the AN/TPQ-10 and the A-6A, the ASRT controller is able to graphically determine, on an X-Y plot, the position of the RABFAC beacon relative to the AN/TPQ-10 RCDC location. A minimum of three such simulated attacks are necessary to remove the effect of any bias in either of the two systems being employed.

2. Operational Use of ATAS

a. Once a position has been accurately located relative to an AN/TPQ-10 RCDC position by ATAS, it gains significant importance operationally. In many respects the ATAS point can be considered a bench mark relative to the AN/TPQ-10 RCDC. Not only can the position itself be struck by ASRT controlled bombing attacks at any time, but also targets in proximity to the ATAS point. These targets can be accurately located relative to the ATAS point from aerial photos or from ground/aerial observations. The ASRT controller need only apply proper corrections relative to the ATAS point to effectively strike these targets.

b. An important by product of ATAS would be its use in determining the quality of existing maps. Since the AN/TPQ-10 RCDC's position has been surveyed and therefore all ATAS positions relative to it can be compared with a map, any confirmed discrepancies can be promulgated to other agencies using the map for calibration purposes such as artillery, etc.

A-1

ANNEX A to
ENCLOSURE (1)

ANNEX B - Detailed Test Procedures to Enclosure (1), (A-6A/TPQ-10 Aerial Survey (ATAS), Test Plan for)

1. General

a. Detailed test procedures for Phase A and Phase B are identical with the following exceptions:

(1) Phase B tests will require that the A-6A aircraft have an operational AN/TPQ-10 aircraft beacon.

(2) Phase B tests will require a greater amount of security for the RABFAC beacon team because of the possible hostile environment of selected targets to the extent that only specially trained forces can be used.

b. Each Phase of the tests will require three different targets. The general location of the target will be disseminated to all agencies by FMAW G-3 at least 24 hours prior to a test to effect coordination at all levels.

c. Each test will consist of two portions; the ATAS portion and the ASRT controlled bombing portion.

d. The general schedule of events for a test will be:

(1) ATAS portion

0630 - Insert "Pacifier" Team.
0800 - Insert RABFAC beacon team at target.
0830 - Commence ATAS with A-6A and ASRT.
1000 - Extract RABFAC beacon team.

(2) ASRT Controlled Bombing Portion

1345 - OV-10 spotter aircraft at target.
1400 - Commence ASRT controlled bombing against ATAS target.
1530 - Secure test

e. During the ATAS portion of the test, a second operational A-6A aircraft will be available as a backup.

f. During a test, all participating units will use 270.4 MHZ as a common UHF frequency. Each unit will monitor GUARD throughout the test.

g. During the ASRT controlled bombing portion of the test, the A-6A will carry 12 conical fin bombs. At least two (2) and no more than three (3) bombs will be dropped on a single pass. A minimum stick length will be used on each bomb drop.

h. If available and feasible, the ATAS point will also be registered by an Intelligence Observation Device (IOD) team to cross check data obtained by the ATAS process.

B-1

ANNEX B to
ENCLOSURE (1)

i. Safety Precautions.

- (1) During the ATAS portion of a test, the A-6A will carry no ordnance.
- (2) During the ATAS portion of a test it is mandatory that the RABFAC beacon team have radio contact with the A-6A and that the A-6A have radio contact with the ASRT.
- (3) During the ASRT controlled bombing portion of the test it is mandatory that the OV-10 and A-6A have radio contact and that the ASRT and A-6A have radio contact.
- (4) A test will be conducted during visual day light hours only.
- (5) A weather ceiling of at least 3000 feet AGL over the target is mandatory.
- (6) Participating aircraft are responsible for maintaining clearance with other aircraft.
- (7) The ASRT will provide information on any SAV-A-PLANE or restricted areas in the target area.
- (8) During the ASRT controlled bombing portion of the test, the A-6A will repeat "ARMSTRONG" instruction received from the ASRT at 5000 meters from the target, but will not actually turn the ARM MASTER switch on until he receives a "CLEARED HOT" from the OV-10 spotting aircraft.
- (9) Any participating unit observing any dangerous situation developing can secure the test by broadcasting the following code words on the common UHF frequency or GUARD, "SECURE ATAS".

2. RABFAC Beacon Team

a. Equipment

- (1) RABFAC beacon (SST 122KY or AN/PPN-18) with battery.
- (2) UHF radio with battery.
- (3) Spare battery
- (4) Hand transportable barometric altimeter.
- (5) Air spot panel.

b. ATAS portion procedures:

- (1) Place RABFAC beacon in the target area so that it is not obstructed by any object.
- (2) Record target altitude from barometric altimeter.
- (3) Establish UHF radio contact with airborne A-6A on 270.4 MHZ and turn beacon on when directed (5 minute warm up required).
- (4) Ident beacon when directed.
- (5) Secure RABFAC beacon at completion of ATAS.
- (6) Securely place air spot panel where RABFAC beacon was located during test.

B-2

ANNEX B to
ENCLOSURE (1)

(7) Complete FAC questionnaire (ANNEX F) and return to Project Officer.

c. ASRT Controlled Bombing Portion Procedures

(1) Not applicable.

3. A-6A Aircrew

a. Equipment

(1) ATAS portion - fully operational A-6A weapons system.

(2) ASRT controlled bombing portion - A-6A aircraft with 12 conical fin bombs.

b. ATAS portion procedures

(1) Proceed to prebriefed orbit point, contact Danang ASRT on 270.4 MHZ and test bomb tone transmit signal and aircraft systems enroute.

(2) Contact RABFAC beacon team on 270.4 MHZ and acquire RABFAC beacon on radar scope. Positively identify beacon by use of IDENT feature of RABFAC.

(3) Conduct simulated straight path attack against the RABFAC beacon at an altitude of approximately 10,000 feet MSL and at an airspeed of 250 KIAS. Approximate attack headings will be supplied by the ASRT controller.

(4) Attempt to obtain a track radar ground lock on the RABFAC beacon.

(5) Maintain a constant altitude and airspeed during simulated attack.

(6) Commit (bomb tone transmitted) when release marker begins to drop (approximately 15 seconds prior to simulated bomb drop). Give ASRT 5 second warning prior to commit and approximately 5 seconds prior to drop. If bomb tone not available use voice back up giving "STANDBY" 5 seconds prior to simulated bomb drop and "MARK" at drop.

(7) After simulated bomb drop, record following data.

- (a) Time of simulated drop
- (b) DVRI
- (c) A-3 window
- (d) B-3 window
- (e) B-4 window
- (f) Inertial altitude
- (g) Pressure Altitude

(8) Pass all data to ASRT after each simulated attack.

B-3

ANNEX B to
ENCLOSURE (1)

(9) Repeat procedures for a minimum of three simulated attacks using three different attack headings.

(10) RTB to Danang and record Inertial altitude at completion of flight.

(11) Complete A-6A aircrew data card (ANNEX C) and return to Project Officer.

c. ASRT controlled bombing portion procedures.

(1) A conventional ASRT AN/TPQ-10 mission with Danang ASRT will be performed with the followign exceptions:

(a) UHF communications will be on 270.4 MHZ and the aircrew will have contact with both the OV-10 aircraft and Danang ASRT.

(b) Acknowledge ASRT directed "ARMSTRONG" at 5000 meters from target but do not turn the ARM MASTER switch on until the OV-10 transmits "CLEARED HOT".

(c) At least two (2) and not more than three (3) bombs will be dropped on a single pass..

(d) Be prepared to abort run on command of either the ASRT controller or the OV-10 aircrew.

4. ASRT CONTROLLER

a. Equipment

(1) AN/TPQ-10 RCDC

(2) Target Information Center Situation Board or appropriate plotting devices.

(3) AN/ARC-52 UHF radio

b. ATAS portion procedures.

(1) Orbit A-6A aircraft in an appropriate area free of SAV-A-PLANES. Aircraft should orbit at or above 15,000 feet MSL at 250 KIAS. Request aircrew to test "bomb tone".

(2) Contact DASC, or appropriate corresponding agency, and request a restrictive fire plan to cover an area around the RABFAC beacon. Three runs will be required and headings toward the beacon should be as close as possible to 120 degrees apart. The plan should cover the volume of airspace between two radials from angels 09 to 15.

(3) When the restricted fire plan is intact, vector the aircraft to a position such that when he makes a turn toward the beacon he will presenting a side profile to the radar. Inform A-6A aircrew of approximate desired attack heading for run. If possible, A-6A altitude will be approximately 10,000 feet MSL.

B-4

ANNEX E to
ENCLOSURE (1)

(4) Set the AN/TPQ-10 RCDC for "cancel ballistics" method of operation to be ready for a grid registration.

(5) Once the A-6A is on the approximate run-in-heading, no further corrections will be made. Inform A-6A where to orbit after you have broken lock.

(6) The A-6A aircrew will give you a warning about 5 seconds before the bomb tone starts and about 5 seconds before it stops ("ASRT, 5 SECONDS TO BOMB TONE" and "ASRT, TONE WILL STOP IN 5 SECONDS"). In the event the bomb tone is inoperative, the A-6A will transmit an alert about 15 seconds prior to simulated bomb drop; will transmit "STANDEY" at 5 seconds to go and "MARK" at simulated bomb release. During the bomb tone transmission, communications between ASRT and A-6A will be very difficult.

(7) The instant the bomb tone stops or A-6A aircrew transmits "MARK", the AN/TPQ-10 lock must be broken and the grid registration computed.

(8) Record at instant lock is broken: Aircraft to sea level altitude (recorded by ASCC), true airspeed heading (recorded by Technician). The operator must break lock at the exact instant of bomb tone termination being careful not to go into footswitch.

(9) When run completed, vector A-6A to designated area, inform aircrew if good mark has been obtained and determine the grid registration.

(10) A-6A aircrew will pass, when requested, the following information (called windows): DVRI, A-3, B-3, B-4, after each run. They will also pass Inertial altitude and pressure altitude. Record all data passed. (A description of each of these windows appears below with a model drawing of the situation.)

DVRI - A four digit readout. It represents the slant range from aircraft to beacon and is measured in feet. A zero must always be added behind the 4 digits to determine the actual slant range in feet.
Example: 1460 readout is 14600 feet.

A-3 - A three digit readout. It represents the vertical separation from aircraft to beacon and is measured in feet. A zero must always be added behind the 3 digits. If the actual separation is greater than 9990 feet, the digit 1 must be added in front of the three digits to obtain the proper altitude:
Example: Assuming aircraft at 11,000 feet MSL:
012 readout is 10120 feet
978 readout is 9780 feet

B-3 - A three digit readout. It represents the ground range from the aircraft projection to earth to the beacon and is measured in feet. Two zeros must always be added to obtain the proper range.
Example: 142 readout is 14200 feet.

B-5

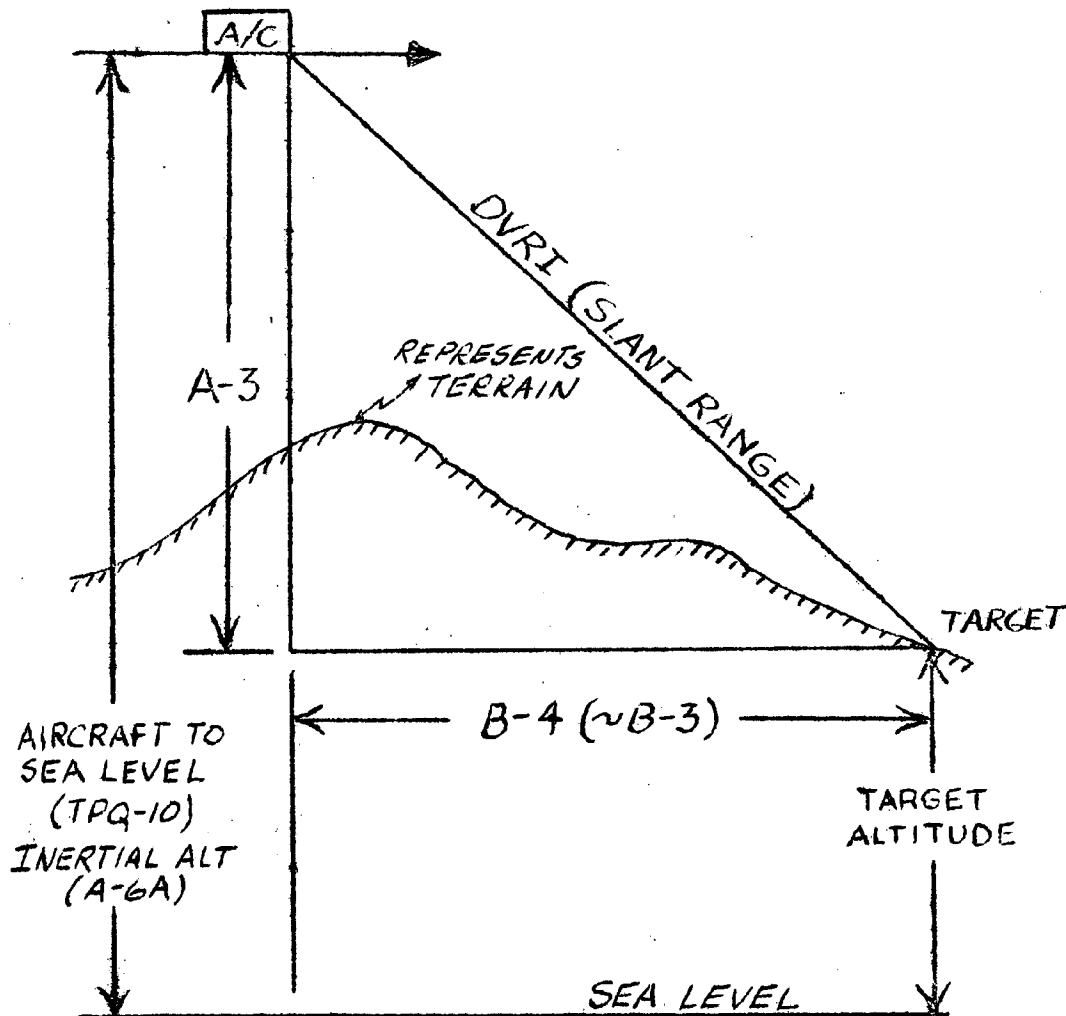
ANNEX B to
ENCLOSURE (1)

B-4 — A three digit readout. It represents the computed ballistic range from the aircraft projection on earth to the target and is measured in feet. A zero must always be added to the readout. This readout is almost identical in magnitude to B-3 and therefore it can be determined if the digit 1 must be added before the readout.

Example: B-3 readout 148 is 14,800 feet.

B-4 readout 446 is 14,460 feet.

MODEL DRAWING



B-6

ANNEX B-60
ENCLOSURE (1)

(11) After all data has been recorded, reacquire AN/TPQ-10 radar lock on A-6A and commence a second run. Inform aircrew of desired run-in heading. Each run-in heading should be, as far as possible, 120 degrees apart. Three good data runs are necessary, more are desirable if time permits.

(12) At the completion of the ATAS, graphically compute the location of the beacon as follows:

(a) For each run, determine the A-6A UTM Grid and using a scale length of B-4 (converted to meters) measure off the appropriate length along the TAS Heading recorded for the run and draw an arc using the UTM Grid as the center and B-4 as the radius.

(b) If the three runs have been 120 degrees apart, or nearly so, the three arcs so drawn will intersect to form a triangle (or single point), the center of which will be the location of the beacon (ATAS point).

(c) Target altitude is determined by subtracting A-3 from aircraft to sea level altitude. It may also be obtained by subtracting A-3 from Inertial Altitude.

(d) If the B-4 readout is not available, B-3 may be subtracted at the cost of slightly less accuracy.

(13) Complete ATAS portion of ASRT Controller Data Card (ANNEX D).

c. ASRT controlled bombing portion procedure.

(1) The ASRT controlled bombing mission against the ATAS target will be conducted as a conventional AN/TPQ-10 calibration mission with the following exceptions:

(a) All runs will be on approximately the same run-in heading,

(b) UHF communications will be on 270.4 MHz.

(c) A minimum of two (2) and a maximum of three (3) conical fin bombs will be dropped per run.

(d) On the first two bomb drops, the target will be that determined by the ATAS. On subsequent runs, corrections should be made to attempt to place bombs on the air spot panel. The OV-10 will provide spotting information after each drop. All ASRT corrections will be recorded.

(2) Complete ASRT controlled bombing portion of ASRT Controller Data Card (ANNEX D) and return to Project Officer.

5. OV-10 Aircrew

a. Equipment

(1) OV-10 Aircraft

3-4

ANNEX E to
ENCLOSURE (1)

b. ATAS portion procedures

(1) OV-10 aircrew will visually obtain location of RABFAC beacon during ATAS portion of test to alleviate any errors in the event an attempt is made to move the air spot panel after the RABFAC team is extracted.

(2) UHF communications will be on 270.4 MHZ :

c. ASRT controlled bombing portion procedures

(1) Proceed to ATAS target and acquire air spot panel visually.

(2) Establish UHF radio contact on 270.4 MHZ with A-6A.

(3) Give clearance to drop to A-6A by transmitting "cleared hot" after A-6A acknowledges ASRT's "ARMSTRONG" call at 5000 meters to target.

(4) Record position of actual bomb drop relative to air spot panel and pass to ASRT controller on UHF radio (A-6A can act as relay if necessary).

(5) Complete OV-10 aircrew Data Card (ANNEX E) and return to Project Officer.

ANNEX C - A-6A Aircrew Data Card to Enclosure (1), (A-6A/TPQ-10 Aerial Survey (ATAS), Test Plan for)

1. The following data card will be completed during the conduct of an ATAS test. Return completed form to Project Officer.

A-6A ATAS DATA CARD

CREW _____ / _____ A/C _____ DATE _____

MSN# _____ T/O _____ LAND _____

RUN	1	2	3	4
TIME	_____	_____	_____	_____
TRK LOCK	_____	_____	_____	_____
DVRI	_____	_____	_____	_____
A-3	_____	_____	_____	_____
B-3	_____	_____	_____	_____
B-4	_____	_____	_____	_____
INERT ALT	_____	_____	_____	_____

PRESS C - A-6A Aircrew Data Card to Enclosure (1), (A-6A/TPQ-10 Aerial Survey (ATAS), Test Plan for)

1. The following data card will be completed during the conduct of an RTBS INERT ALT turn completed for TIME Project Officer.

REMARKS A-6A ATAS DATA CARD

CREW _____ / _____ A/C _____ DATE _____

MSN# _____ T/O _____ LAND _____

RUN	1	2	3	4
TIME	_____	_____	_____	_____
TRK LOCK	_____	_____	_____	_____
DVRI	_____	_____	_____	_____
A-3	_____	_____	_____	_____
B-3	_____	_____	_____	_____
B-4	_____	_____	_____	_____
INERT ALT	_____	_____	_____	_____

C-1

ANNEX C to

ENCLOSURE (1)

ANNEX D ASRT Controller Data Card to ENCLOSURE (1), (A-6A/TPQ-10 Aerial
(ATA, Plan for)

1. The following data card will be completed during the conduct of
an ATAS test. Return completed form to Project Officer.

ASRT ATAS DATA CARD

A. ATAS PORTION

CREW _____/_____/_____

DATE _____ MSN# _____ TOS _____ TOD _____

RUN	1	2	3	4
TIME	_____	_____	_____	_____
DVRI	_____	_____	_____	_____
A-3	_____	_____	_____	_____
B-3	_____	_____	_____	_____
B-4	_____	_____	_____	_____
INERT ALT	_____	_____	_____	_____
PRESS ALT	_____	_____	_____	_____
A/C ALT	_____	_____	_____	_____
TAS HEADING	_____	_____	_____	_____
X _{AR}	_____	_____	_____	_____
Y _{AR}	_____	_____	_____	_____
UTM Grid of Aircraft Projection	_____	_____	_____	_____
Computed Beacon Location	_____			
Estimated Target Altitude	_____			
Estimated Accuracy of ATAS (Size of triangle)	_____			
REMARKS:	_____			

D-1

ANNEX D to

ENCLOSURE (1)

B. ASRT CONTROLLED BOMBING PORTION

CREW _____ / _____ / _____
 DATE _____ MSN# _____ TOS _____ TOD _____

RUN 1 2 3 4 5 6

TIME _____

BOMBS _____

COMP INPUTS
 (N-S) _____

(E-W) _____

TARGET ALT _____

WIND _____

PREDICTED
 IMPACT _____

ACTUAL
 IMPACT _____

Final Computed Target location _____

Difference between actual and ATAS target _____ (N-S)

_____ (E-W)

REMARKS:

D-2

ANNEX D to

ENCLOSURE (1)

ANNEX E - OV-10 Aircrew Data Card to Enclosure (1), (A-6A/TPQ-10 Aerial Survey (ATAS), Test Plan for)

1. The following data card will be completed during the conduct of an ATAS test. Return completed form to Project Officer.

OV-10 DATA CARD

CREW _____ / _____ A/C _____ DATE _____

MSN# _____ T/O _____ LAND _____

LOCATION OF PANEL (GEOREF) _____

DROP #	1	2	3	4	5	6
TIME	_____	_____	_____	_____	_____	_____
# BOMBS	_____	_____	_____	_____	_____	_____
APPROX LENGTH OF STICK	_____	_____	_____	_____	_____	_____
SPOT RELATIVE TO PANEL	_____	_____	_____	_____	_____	_____

REMARKS:

E-1

ANNEX E to

ENCLOSURE (1)

ANNEX F - FAC Questionnaire to Enclosure (1), (A-6A) Aerial Survey
(ATAS), Test Plan for)

FAC QUESTIONNAIRE

FAC _____ DATE _____

LOCATION OF TARGET (GEOREF) _____

1. This questionnaire is an informal request for information concerning evaluation of the ATAS concept. Please be specific as this sheet will be used in preparation of a report on ATAS. Please return completed questionnaire to Project Officer.

- a. Time arrived at target _____.
- b. How long after arrival before you were ready to commence ATAS operation with A-6A? _____.
- c. Did you experience any difficulty in finding a site for the beacon? _____. If yes, explain the problem(s) encountered. _____

_____.
- d. Did you encounter any problems with the beacon operation? _____. If yes, explain the problem(s) encountered. _____

_____.
- e. Approximately how many UHF radio transmissions were required by you to complete the ATAS test? _____.
- f. In your opinion, was this amount of transmissions excessive? _____. Explain: _____

_____.
- g. How much time was needed to conduct the actual ATAS? _____.
- h. Do you have any recommendations on how to decrease this time? _____. If yes, please explain: _____

_____.
- i. What was the target elevation as read on the barometric altimeter? _____.
- j. Time departed target? _____.
- k. Please make any suggestions you feel are pertinent to further testing. _____

_____.

5-3 540
 ALL WEATHER ATTACK SQUADRON
 FLIGHT SCHEDULE FOR FRIDAY, 8 MAY 1970

ODO: 0600-1200 LT CLEMENTS
 1200-1800 CAPT STIERS
 1800-2400 LT GRIFFITH
 2400-0600 CAPT FITZPATRICK

GDO: CAPT FITZPATRICK

SUNRISE: 0620
 SUNSET: 1903
 MOONRISE: 0813
 MOONSET: 2144
 LFI: 06%

MSN#	TYPE	ORDNANCE	ORIG	BRIEF	T/O LAND	TOT	REMARKS
6360	BCN	18D-2N/Y	LT KISER	0600	0740	0800	
			CAPT CARR		0840		
			CAPT KIPPY		0840		
TBA-1	CAS	"	LT SADDEN	0700	1020	0900	
			CAPT STIERS		0840		
TBA-2	CAS	"	LT GRIFFITH	0700	1020	0900	
			LTCOL LEWIS		0940		
6350	BCN	"	LT CUMMINGS	0800	1120	1000	
			LT JOHN		1140		
6364	BCN	"	LT VALOVICH	1000	1320	1200	
			LT PTACK		1440		
6368	BCN	"	LT EWING	1300	1620	1500	
			LT CLERY		1740		
6372	BCN	"	LT SMITH	1545	1920	1800	
0952		6D-2YDCSEFF	LT SMITH		1930		
MAN 71	CB	12D-2YSEFF	MAJ DAVIS	1600	2130	2000	WSHT
			CAPT FITZ		2040		
TBA	TR2	28D-2N/Y	LT SMITH	1900	2200	2100	
0956		6D-2YDCSEFF	LT MCINTYRE		2130		
MAN 73	CB	12S-2YSEFF	CAPT MULLANE	1600	2330	2200	WSHT
			LTCOL REDDY		2240		
TBA	TR2	28D-2N/Y	CAPT CARR	2100	0001	2300	
0950		12D-2Y 4D-6	LT HALL		0040		
MAN 75	AR	4D-2YDCSEFF	LT GRIFFITH	1600	0230	0100	
		6D-2YSEFF					
0964		6D-2YSEFF	LT CLEMENTS		0240		
MAN 77	AR	6D-2YDCSEFF	LT WIDELL	1600	0430	0300	
		6D-2YSEFF					
6376	BCN	18D-2Y	MAJ MCCAUGH		0340		
			LT THORNLEY	0200	0520	0400	

SORTIES SCHEDULED:

1. NATOPS QUESTION: AFTER IN FLIGHT REFUELING THE WING AND DROP TANK FUEL WILL NOT TRANSFER. WHAT IS THE PROBABLE CAUSE? ANS. THE FUEL READY SWITCH MUST BE RETURNED TO THE OFF POSITION TO TRANSFER THE WING AND DROP TANK FUEL.
2. SYSTEM QUESTION: HOW CAN T/R BE TUNED MANUALLY? ANS. DEPRESS EMERGENCY SEARCH AND SYNC SET ON THE BOMB AND GO TO SEARCH AND NOW DISPLAY ON THE PHD, ADJUST FOR MAX VIDEO.
3. SOP: HOLD WING FOLD HANDLE FORWARD DURING START.
4. FOLLOWING PERSONNEL BE IN FRONT OF OFFICERS MESS TOMORROW AT 0730 FOR TRANSPORTATION TO BLDG 506 ON AIR FORCE SIDE. SUBJECT: CUSTOM INSPECTIONS SCHOOL:

LT THORNLEY
 LT PTACK
 LT HALL
 LT WIDELL

5. CAPT STIERS: HOOTCH INSPECTION AT 1300.
6. AOM-1430 OFFICERS CLUB

MARINE ALL WEATHER ATTACK SQUADRON 242
FLIGHT SCHEDULE FOR SATURDAY, 9 MAY 1970

ODO: 0600-1200 LT SMITH
1200-1800 LT WIDELL
1800-2400 CAPT CARR
2400-0600 LT KISER

GDO: LT KISER

MSN#	TYPE	ORDNANCE	CRM	BRIEF	T/O LAND	TOT	REMARKS
6527-1	CAS	18D24/Y	MAJ DUBAC	0600	0740	0800	
"	"	"	LT CUMMINGS	"	0920	"	
6527-2	"	"	LT PILOK	"	"	"	
6527-3	BON	"	MAJ DAVIS				
6527-4	"	"	C. PT RIPPY	0800	0940	1000	
6527-5	"	"	CAPT MILLANE <i>CARR</i>		1120		
6527-6	"	"	LT KISER	1000	1140	1200	
6527-7	"	"	LT CUMMINGS <i>POULSEN</i>		1320		
6527-8	"	"	LT SMITH <i>HILL</i>	1200	1340	1400	
6527-9	"	"	LT VALOVICH		1520		
6527-10	"	"	LT HILL <i>SMITH</i>	1400	1540	1600	
6527-11	"	"	LT KING		1720		
6527-12	TPQ	"	MAJ MCCAUGN	1700	1840	1900	
6527-13	"	"	LT THORNLEY		2000		
MAN72	AR	6D2Y DC SEFF	CAPT FITZPATRICK	1600	2025	2045	
0955	"	12D2Y SEFF	LT SMITH		2215		
6527-14	TPQ	23D24/Y	LT PILOK	1930	2110	2130	
6527-15	"	"	LT WIDELL		2230		
MAN74	AR	6D2Y DC SEFF	LTCOL LEWIS	1600	2215	2245	
0959	"	12D2Y SEFF	LT KING		0015		
MAN76	"	"	LT CERRY	"	0125	0145	
0962	"	"	C. PT CARR		0315		
6527-16	BON	6D2Y DC	LT CUMMINGS <i>KISER</i>	0100	0240	0300	
6527-17	"	2D2Y	LT WIDELL		0420		
MAN78	AR	6D2Y DC SEFF	LTCOL DAVIS	1600	0325	0345	
0967	"	12D2Y SEFF	LT VALOVICH		0515		
6527-18	BON	15D3X	CAPT STEERS	0300	0440	0500	
6527-19	"	"	LT GRIFFITH		0620		

SCORTIES SCHEDULED:

1. HATOPS QUESTION: ZERO G FLIGHT IS LIMITED TO HOW MANY SECONDS? ANSWER: 10 SECONDS
2. SYSTEM QUESTION: WHAT IS THE MINIMUM STAND-BY TIME(WARM UP) FOR THE ENGINES? ANSWER: 5 MINUTES
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, 10 MAY 1970

ODO: 0600-1200 CAPT RIPPY EDO: LT GRIFFITH
1200-1800 LT VALOVICH
1800-2400 LT POULSEN
2400-0600 LT GRIFFITH

MSN#	TYPE	ORDNANCE	CREW	BRIEF	T/O LAND	TOT REM.
6260	PCN	18D-2X	LT SMITH	0600	0740	0800
6262	BCN	18D-2W/Y	LTCOL LEWIS	0800	0940	1000
6264	BCN	18D-2W/Y	LT POULSEN	0800	1120	1000
6263	PCN	18D-2W/Y	CAPT FITZ	1000	1140	1200
6520-1	CAS	18D-2W/X	LT CUMMINGS	1300	1440	1500
6520-2	CAS	18D-2W/X	LT SMITH	1400	1540	1600
6272	BCN	18D-2W/Y	CAPT CARR	1400	1720	1800
MAN 71	CB	6D-2YDCEFF	LTCOL DAVIS	1545	1740	1800
0922	CB	12D-2YSEFF	LT GRIFFITH	1600	1945	2015
TBA	TPQ	28D-2W/Y	LT CUMMINGS	1900	2040	2100
MAN 73	CB	6D-2YDCEFF	LT OLNEY	1900	2130	2200
0956	CB	12D-2YSEFF	LT SMITH, E.	1600	2330	2200
6538	TPQ	28D-2W/Y	LT WIDELL	2100	2240	2300
MAN 75	AR	4D-2YDCEFF, 6D-2YSEFF	CAPT MULLANE	1600	0040	0100
MAN 77	AR	6D-2YSEFF	LT SPITZ	1600	0230	0300
6276	BCN	18D-2W/Y	LT THORNLEY	1600	0430	0400
TEST			CAPT STILES	0900	1000	
0967	CB	18D-2	LT VALOVICH		0315	0445

SORTIES SCHEDULED: 15

1. SOP: TO FLY WITH HELMET VISOR DOWN AT ALL TIMES.
2. SYSTEM QUESTION: IN PREFLIGHT ALIGN HOW LONG IS CYRO COMPASSING?
ANS: IN PREFLIGHT ALIGN THERE IS NO CYRO COMPASSING. AFTER 2 MIN AND 50 SEC OF LEVEL AND ALIGNING THE SYSTEM IS READY TO OPERATE.
3. NATOPS QUESTION: ZERO G FLIGHT IS LIMITED TO HOW MANY SECONDS?
ANS: 10 SECONDS.

CARL H. DUBAG

By direction

MARINE ALL WEATHER ATTACK SQUADRON 242
FLIGHT SCHEDULE FOR MONDAY, 11 MAY 1970

ODO: 0600-1200 LT HALL
1200-1800 LT LINDSTROM
1800-2400 LT THORNLEY
2400-0600 CAPT CARR

SDO: CAPT CARR

SUNRISE: 0619
SUNSET: 1908
MOONRISE: 1056
MOONSET: 0015
LFI: 37%

MSN#	TYPE	ORDNANCE	CREW	BRIEF	T/O LAND	TOT	REMARKS
		3D-4WT	LTCOL DAVIS		0640		
6521-1	CAS	2D-4DC	LT VALOVICH	0500	0820	0700	
			CAPT FITZ		0640		
6521-2	CAS	5D-4WT	LT LINDSTROM	0500	0820	0700	
			CAPT RIPPY		0940		
6363	BCN	18D-2W/Y	CAPT CARR	0800	1120	1000	
			LTCOL LEWIS		1140		
6351	BCN	18D-2W/Y	LT LINDSTROM	1000	1320	1200	RABFAC
			MAJ DUBAC		1340		
6367	BCN	18D-2W/Y	LT THORNLEY	1200	1520	1400	
			LT CLERY		1540		
6371	BCN	18D-2W/Y	LT WIDELL	1400	1720	1600	RABFAC
			LT KISER		1840		
TBA	TPQ	28D-2W/Y	LT GRIFFITH	1700	2000	1900	
MAN 72		6D-27	LT SMITH		2025		
0955	AR	6D-2YDCSEFF	MAJ DAVIS	1600	2215	2045	
		6D-2YSEFF					
MAN 74		6D-27	MAJ MCCAUGN		2225		
0959	AR	6D-2YDCSEFF	LT GRIFFITH	1600	0015	2245	
		6D-2YSEFF					
			LTCOL REDDY		0010		
TBA	TPQ	28D-2W/Y	LT WIDELL	2230	0130	0030	
MAN 76		6D-2YDCSEFF	LT CLEMENTS		0115		
0963	CB	6D-2YSEFF	CAPT MULLANE	1600	0315	0145	
		4D-8					
			CAPT STIERS		0240		
6375	BCN	18D-2W/Y	LT CUMMINGS	0100	0420	0300	
MAN 78		6D-2YDCSEFF	LT HALL		0215		
0967	CB	12D-2YSEFF	LT SMITH	1600	0515	0345	
			LT SPITZ		0440		
6379	BCN	18D-2X	LT POULSEN	0300	0620	0500	

SORTIES SCHEDULED: 14

1. NATOPS QUESTION: WHAT IS THE MAXIMUM SPEED FOR RETRACTING THE RAT?

ANS: 475KTS

2. WITH SRTC SELECTED, WHAT IS THE SEARCH RADAR SCAN ANGLE? ANS: 60- 1140

3. TO FLY WITH YOU HELMET VISOR DOWN AT ALL TIMES.

for *K. L. Poulsen*
CARL H. DUBAC
By direction

MAINE ALL WEATHER ATTACK SQUADRON 242
FLIGHT SCHEDULE FOR TUESDAY, 12 MAY 1970

ODO: 0600-1200 LT KISER
1200-1800 LT CLEMENTS
1800-2400 CAPT STIERS
2400-0600 LT CUMMINGS

SUNRISE: 0619
SUNSET: 1908
MOONRISE: 1056
MOONSET: 0015
LFI: 37%

SDO: LT CUMMINGS

MSN#	TYPE	ORDNANCE	CREW	BRIEF	T/O LAND	TOT
6360	BCN	22D2Y	LT OLERY LT LINDSTROM	0600	0740 0920	0800
6522-1	CAS	18D2W	CAPT RIPPY LT GRIFFITH	0700	0840 1020	0900
6522-2	"	"	MAJ MOCAUGHAN LT POULSEN	"	"	"
6350	BCN	22D2W/Y	CAPT FITZ LT VALOVICH	0800	0940 1120	1000
6364	"	22D2X	LT CLEMENTS LT THORNLEY	1000	1140 1320	1200
6363	"	22D2W/Y	LT HALL CAPT MULLANE	1300	1440 1620	1500
6372	"	"	LT SMITH LT LINDSTROM	1545	1740 1920	1800
MAN71	AR	6D2Y 612Y SEFF	MAJ DUBAC	1600	2010	2030
0952		6D2Y DC SEFF	CAPT CARR		2200	
MAN73	"	"	LT KISER	"	2140	2200
0956			LT VALOVICH		2330	
TPA	TPQ	23D2W/Y	LT SPITZ LT CUMMINGS	2100	2240 0001	2300
MAN75	CB	6D2Y DC SEFF	CAPT STIERS	1600	0030	0100
0960		6D2Y SEFF 4PS	LT WIDELL		0230	
TPA	TPQ	23D2W/Y	LT CLEMENTS	0001	0140	0200
6368			LT SMITH		0300	
MAN77	CB	6D2Y DC SEFF	CAPT FITZPATRICK	1600	0230	0300
0964		12D2Y SEFF	LT POULSEN		0430	
6376	BCN	22D2W/Y	LACOL LEWIS MAJ DAVIS	0200	0340 0520	0400
6536	TEST		LT KISER SGT ERNSTER		1030 1630	

SORTIES SCHEDULED: 14

1. NATOPS QUESTION: FAILURE OF ONE GENERATOR WILL RESULT IN THE LOSS OF WHICH ELECTRICAL BUSS? ANSWER: MONITORED BUSS.
2. SYS QUESTION: WHEN SHOULD THE MAGNETRON RESET BUTTON BE USED? ANSWER: THE USE OF THE S/R MAGNETRON RESET BUTTON SHOULD BE RESERVED FOR CIRCUMSTANCES WHEN THE SAFETY OF THE CREW OR THE OUTCOME OF AN IMPORTANT MISSION IS DEPENDENT ON THE OPERATION, EVEN TEMPORARY, OF THE SEARCH R.D.R.
3. SOP: TO IDENT BCN AT 6 MILES ON EACH PASS. ALTIMETER ERROR EXCEEDING 7 FEET - DO NOT USE FOR IFR FLIGHT.
4. AIRCRAFT INSPECTIONS FOR THE WEEK OF 11 MAY.
00 LT SMITH, R, 02 LT CLEMENTS, 03 LT PACE, 04 LT CUMMINGS, 08 LT GRIFFITH, 09 LT LINDSTROM, 10 LT POULSEN, 11 LT SMITH E, 12 LT VALOVICH.

Carl H. Dubac
CARL H DUBAC
By direction

MAINE AIR WEATHER ATTACK SQUADRON 242
FLIGHT SCHEDULE FOR WEDNESDAY, 13 MAY 1970

0600-1200	CAPT RIPPY	0800: LT CUMMINGS	SUNRISE: 0618
1200-1800	LT JURJEVICH	0900: LT CUMMINGS	SUNSET: 1909
1800-2400	LT GRIFFITH		MOONRISE: 1148
2400-0600	LT DAVIES		MOONSET: 0053
			LFE: 46%

MSG#	TYPE	ORDNANCE	CREW	BRIEF	T/O LAND	TOT	REMARKS
1521-1	CAS	18D-2W	MAJ MCCARTHY LT STARR	0600	0710 0920	0800	
1521-2	CAS	"	LT DAVIES LT JURJEVICH	0600	0710 0920	0800	
1523	BCN	22D-2W/Y	LT GRIFFITH	0800	1120	1000	
1524	BCN	"	LT SPITZ		1040		
1567	BCN	"	LT WIDELL	0900	1220	1100	
			CAPT STIERS		1310		
			LT POULSEN	1200	1520	1400	
			LT CLEMENTS		1540		
1572	BCN	"	MAJ DAVIS	1400	1720	1600	
1509			CAPT FITZ		1610		
2114	TRQ	28D-2W/Y	LT NOME	1700	2000	1900	
MAN 72		6D-27, 6D-2YDCSEFF	LT JACK		2045		
0225	AR	6D-2YSEFF	LT EWING	1600	2245	2115	
1515			LT KESER		2210		
1714	TRQ	28D-2W/Y	LT WIDELL	2030	2330	2230	
MAN 74		6D-27, 6D-2YSEFF	LT COL DAVIS		2310		
0229	AR	6D-2YDCSEFF	CAPT MULLANE	1600	0100	2345	
MAN 75		6D-2YDCSEFF	CAPT RIPPY		0115		
0230	CB	6D-2YSEFF, 1D-1	LT THORLEW	1600	0315	0115	
			MAJ DUBAG		0240		
0235	BCN	22D-2W/Y	LT WALOVICH	0100	0420	0300	
MAN 76		6D-2YDCSEFF	LT PRACK		0315		
0267	CB	12D-2YSEFF	LT SMITH	1600	0430	0345	
			MAJ MCCARTHY		0440		
0272	BCN	22D-2W/Y	LT LINDSTRUM	0300	0620	0500	RAEFAC
			LT CHERRY				
TEST			CAPT GARR				

NOTES SCHEDULED: 15

1. SOP: TO GET A POSITIVE IFF CHECK PRIOR TO TAKEOFF.
2. SYSTEM QUESTIONS: WHAT PROCEDURE SHOULD BE FOLLOWED IF THE INS TEMP LIGHT REMAINS ON IN STBY-MODE? ANS: GIK THE INS CIRCUIT BREAKERS. IF NONE ARE POPPED, SELECT MAG/WHI AND TURN THE INS OFF.
3. MATOPS QUESTION: WHICH FUSELAGE FUEL CELL SUPPLIES FUEL TO THE ENGINE FUEL CONTROLS? ANS: AFT FUSELAGE CELL.
4. ALL CREWS WILL ATTEND BRIEFING AT RINGNECK AT 0900 OR 1400 MANDATORY.

Donald Clements
for CARL H. DUBAG
By direction

ALL WEATHER ATTACK SQUADRON
FLIGHT SCHEDULES FOR THURSDAY, 14 MAY 1970

MSNW	TYPE	OROWANCE	CREW	BRN	T/O	LAND	TOT	REMARKS
6229-1	GAS	150-3E	MAJ DAVIS	0500	0820	0700		
6520-2	GAS	"	MAJ DAVIS	0500	0820	0700		
6360	BON	22D-2W/Y	LT KINGS	0600	0920	0800		
6362	BON	"	LT KINGS	0600	0920	0800		
6364	BON	"	LT KINGS	0600	0920	0800		
6368	BON	"	LT KINGS	0600	0920	0800		
6372	BON	"	LT KINGS	0600	0920	0800		
6506	TRQ	28D-2W/Y	LT WALOWICH	1700	2000	1900		
MAN 71	AR	6D-2YDSEFF	LT GUMMINGS	1600	2330	2200		
0952	AR	6D-2YDSEFF	LT GUMMINGS	1600	2330	2200		
MAN 73	AR	6D-2YDSEFF	LT GUMMINGS	1600	2330	2200		
0955	AR	6D-2YDSEFF	LT GUMMINGS	1600	2330	2200		
6510	TRQ	28D-2W/Y	LT MONK	2000	0100	0001		
MAN 75	CB	6D-2YDSEFF	LT JURJEVICH	1600	0230	0100		
0960	CB	6D-2YDSEFF	LT JURJEVICH	1600	0230	0100		
MAN 77	CB	6D-2YDSEFF	LT JURJEVICH	1600	0230	0100		
0961	CB	6D-2YDSEFF	LT JURJEVICH	1600	0230	0100		
6376	BON	22D-2W/Y	LT KINGS	0600	0920	0800		

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

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

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

1. ACM 1130 OFFICERS CLUB.

DECLASSIFIED

MARINE ALL WEATHER ATTACK SQUADRON 242
FLIGHT SCHEDULE FOR FRIDAY, 15 MAY 1970

0600-1200 LT KISER
1200-1800 LT VALOVICH
1800-2400 LT LINDSTROM
2400-0600 LT FOULSEN

SOP: LT ENDER
GEO: LT ENDER

SUNRISE:
SUNSET:
MOONRISE:
MOONSET:
LFI:

TIME	TYPE	CREWMAN	CREW	BRN	LAND	TOT	REMARKS
6523-1			MAJ DUBAC		0840		
1300	CAS	180-2W	LT KISER	0700	1020	0900	
6523-2			LT CRIST				
1300	CAS	180-2W	LT LINDSTROM	0700		0900	
1362	BCN	220-2W/Y	CAPT PIPPY		0940		
1362	BCN	220-2W/Y	LT CRIST	0800	1120	1000	
1362	BCN	220-2W/Y	MAJ MCCARTHY		1040		
1362	BCN	220-2W/Y	MAJ DAVIS	0900	1220	1100	
1367	BCN	220-2W/Y	LT COL LEWIS		1340		
1367	BCN	220-2W/Y	LT LINDSTROM	1200	1520	1400	EASTAG
1367	BCN	220-2W/Y	LT CLEMENTS		1540		
1367	BCN	220-2W/Y	LT FOULSEN	1400	1720	1600	
1501			LT FRACK		1940		
1501	TRQ	280-2W/Y	LT SMITH	1800	2100	2000	
1501	TRQ	280-2W/Y	LT SMITH, R.		2055		
1501	AE	60-2YDCSEET	LT VALOVICH	1600	2245	2115	
1501	AE	60-2YDCSEET	LT BACAN		2330		
1501	AE	60-2YDCSEET	LT SMITH	1600	0400	2330	
1518			MAJ DUBAC		0010		
1518	TRQ	280-2W/Y	LT CRIST	2230	0130	0030	
1518	TRQ	280-2W/Y	LT KISER		0115		
1518	CB	60-2YDCSEET	LT CUMMINGS	1600	0315	0145	WS/AT
1518	CB	60-2YDCSEET	LT DAVIES		0240		
1518	CB	60-2YDCSEET	LT HERMICH	0100	0420	0300	
1518	CB	60-2YDCSEET	LT SPIITZ		0315		
1518	CB	60-2YDCSEET	MAJ DAVIS	1600	0515	0345	
1518	CB	60-2YDCSEET	LT FRACK		0540		
1518	CB	60-2YDCSEET	LT CUMMINGS	0300	0620	0500	

SORTIES SCHEDULED: 14

1. LT CRIST 1300 HUT INSPECTION.
2. SOP: MAKE INDIVIDUAL, NOT SECTION TAKE-OFFS.
3. SYSTEM QUESTION: WHEN IS THE ASI GETTING ITS HEADING INFORMATION FROM THE INERTIAL SYSTEM? ANS. IN THE COMPASS OUT MODE.

Washington Irving
for CARL H. DUBAC
By direction

MARINE ALL WEATHER ATTACK SQUADRON 242
 SCHEDULE FOR SUNDAY, 17 MAY

ODO: 0600-1200 LT STARR SDO: LT LINDSTROM SUNRISE: 0617
 1200-1800 LT CRIST GDO: LT LINDSTROM SUNSET: 1910
 1800-2400 LT HAGAN MOONRISE: 1459
 2400-0600 CAPT CARR MOONSET: 0245
 LFI: 74%

MSN#	TYPE	ORDNANCE	CREW	BRIEF	T/O LAND	TOT	REMARKS
			LTCOL DAVIS		0840		
6523-1	CAS	15D-3W/Y	LT CUMMINGS	0700	1020	0900	
			LT HAGAN		0840		
6523-2	CAS	"	LT JURJEVICH	0700	1020	0900	
			LTCOL LEWIS		0940		
6363	BCN	"	CAPT CARR	0800	1120	1000	
			LT KISER		1040		
6351	BCN	"	LT EWING	0900	1220	1100	
			LT PIRACK		1340		
6367	BCN	"	LT POULSEN	1200	1520	1400	
			LT CLERY		1540		
6371	BCN	"	LT CUMMINGS	1400	1720	1600	
			LT DAVIES		1740		
TBA	TFQ	28D-2W/Y	LT SMITH	1545	1920	1800	
0955	SEED	12D-27	LT CLEMENTS		2045		
MAN 72	AR/CB	6D-2YSEFF 6D-2YDCSEFF	LT STARR	1600	2245	2115	
0959		3D-14	CAPT RIPPY		2200		
MAN 74	AR/CB	6D-2YSEFF 6D-2YDCSEFF	LT SMITH	1600	2400	2230	
			LT CRIST		2340		
TBA	TFQ	28D-2W/Y	LT POULSEN	2200	0120	2400	
0963		4D-8	MAJ MCCARTHY		0115		
MAN 76	CB	6D-2YSEFF 6D-2YDCSEFF	LT JURJEVICH	1600	0315	0145	WS/HT
			LT SPITZ		0240		
6375	BCN	22D-2W/Y	LT MONK	0100	0420	0300	
0967		6D-2YDCSEFF	MAJ DUBAC		0315		
MAN 78	CB	12D-2YSEFF	LT GRIFFITH	1600	0515	0345	
			LT DAVIES		0440		
6379	BCN	22D-2W/Y	MAJ DAVIS	0300	0620	0500	

SORTIES SCHEDULED: 14

1. SAFETY QUESTION: WHAT IS THE MINIMUM AIRSPEED FOR GROUND LEVEL EJECTION? ANS. 100KTS
2. SYSTEM QUESTION: IN THE FR MODE, WHAT IS READ IN THE DATA POSITION? ANS. ONLY WINDS WHICH ARE ENTERED VIA THE KEYBOARD.
3. SOP: TO RADIO MISSION COMPLETION TO RINGNECK AND AIRCRAFT/SYSTEM STATUS TO THE ODO WHILE TAXIING BACK TO THE LINE.
4. LAST DAY FOR A/C INSPECTIONS.

DC Clements

C. H. DUBAC
 By direction

MARINE ALL WEATHER ATTACK SQUADRON 242
FLIGHT SCHEDULE FOR MONDAY, 18 MAY 1970

ODO: 0600-1200 LT EWING
1200-1800 LT CUMMINGS
1800-2400 LT KISER
2400-0600 LT JURJEVICH

SDO: LT STARR
GDO: LT STARR

SUNRISE: 0617
SUNSET: 1910
MOONRISE: 1517
MOONSET: 0315
LFI: 82%

MSW	TYPE	ORDNANCE	CREW	BRIEF	T/O LAND	TOT	REMARKS
6360	BCN	22D-2W/Y	LT PTACK CAPT CARR	0600	0740 0920	0800	
6522-1	CAS	22D-2T	LT KISER LT CUMMINGS	0700	0840 1020	0900	
6522-2	CAS	"	LT CLEMENTS LT SMITH	0700	"	0900	
6350	BCN	22D-2W/Y	CAPT RIPPY LT POULSEN	0800	0940 1120	1000	
6364	BCN	15D-3W/Y	LT HAGAN LT JURJEVICH	1000	1140 1320	1200	
6368	BCN	22D-2W/Y	LT SPITZ LT MONK	1300	1440 1620	1800	
6372	BCN	22D-2Y	MAJ DUBAC LT LINDSTROM	1515	1740 1920	2000	BARE
TBA	TEQ	28D-2W/Y	LT DAVIES LT GRIFFITH	1700	1840 2020	2100	
0952		6D-27	LT CLERY	1700	2000		
MAN 71	AR/CB	12D-2Y(DC)	LT POULSEN	1600	2200	2030	
0956		6D-2Y(DC)	LTCOL LEWIS	1600	22130		
MAN 73	AR/CB	12D-2Y	MAJ DAVIS	1600	2330	2300	
TBA	TEQ	28D-2W/Y	LTCOL REDDY LT LINDSTROM	2100	2230 0030	2300	
0960		4D-8	LT CRIST	1600	0030		
MAN 75	CB	12D-2Y(DC)	LT EWING	1600	0230	0100	WS
0964		6D-2Y(DC)	LTCOL DAVIS	1600	0230		
MAN 77	CB	12D-2Y	CAPT CARR	1600	0430	0300	WS/HI
6376	BCN	22D-2W/Y	MAJ MCCARTHY LT GRIFFITH	0200	0340 0520	0400	
MAN			LT DAVIES		0400		
81	CA		LT EWING		0600	0430	

SORTIES SCHEDULED: 14

1. SOP: Overhead approaches are not authorized at night.
2. SYSTEM QUESTION: ARE-50 WHAT IS THE DISPLAYED SWEEP LENGTH?
ANS. 1.5 OF RG UNDER 1.7 MILES AND .88 OF RG OVER 1.7 MILES.
3. NATOPS QUESTION: WHAT ARE THE NORMAL ENGINE OIL PRESSURE LIMITS?
ANS. 35 LBS., AT IDLE, 40-50 PSI INFLIGHT.

CARL H. DUBAG
By direction

MARINE ALL WEATHER ATTACK SQUADRON 242
FLIGHT SCHEDULE FOR TUESDAY, 19 MAY 70

ODO: 0600-1200	LT LINDSTROM	SDO: LT POULSEN	SUNRISE: 0616
1200-1800	LT KISER	GDO:	SUNSET: 1911
1800-2400	LT PTACK		MOONRISE: 1731
2400-0600	LT POULSEN		MOONSET: 0429
			LFI: 94%

MSN #	TYPE	ORDNANCE	CREW	BRIEF	T/O LAND	TOT	REMARKS
6367	BCN	22D2X	LT CLEMENTS	1200	1340	1400	
			LT POULSEN		1520		
6529-1	CAS	"	MAJ DUBAG	1300	1440	1500	
			LT GRIFFITH		1620		
6529-2	"	"	LT PTACK	"	"	"	
			LT SMITH				
6571	BCN	22D2W/Y	LT COL LEWIS	1400	1540	1600	
			LT MONK		1720		
TBA	TPQ	"	CAPT RIPPY	1500	1640	1700	
6507			LT JURJEVICH		1820		
"	"	2SD2W/Y	LT CLEFFY	1800	1940	2000	
6509			LT STARR		2120		
MAN72	AR/CB	6D27 6D2Y	LT SMITH	1600	2045	2115	
0955	SEED	6D2Y DC	LT GRIFFITH		2315		
MAN74	AR/CB	3D14 6D2Y DC	LT COL LEWIS	"	2200	2230	
0959		12D2Y	LT VALOVICH		2400		
MAN76	CB	4D8 6D2Y	LT CLEMENTS	"	0115	0145	WS RT
0963		6D2Y DC	LT SMITH		0315		
6375	BCN	22D2W/Y	LT SPITZ	1700	0240	0300	
			LT EWING		0420		
MAN78	CB	6D2Y DC	MAJ MCCARTHY	1600	0315	0345	WS
0967		12D2Y	LT LINDSTROM		0515		
6379	BCN	22D2W/Y	LT DAVIES	1700	0440	0500	
			CAPT CARR		0620		
TBA	TEST		LT HAGAN	0900-1000			
6543			LT CUMMINGS				

SORTIES SCHEDULED: 13

1. SAFETY QUESTION: FAILURE OF ONE GENERATOR WILL RESULT IN THE LOSS OF WHICH ELECTRICAL BUSS? ANS: MONITORED BUSS,
2. SYSTEM QUESTION: WHAT IS THE MINIMUM STANDBY TIME (WARM UP) FOR THE INS? ANS: 5 MINUTES.
3. SOP TO LEAVE BOTH GENERATORS ON AFTER ENGINE SHUTDOWN.
4. 1000- LT LINDSTROM AR/CB BRIEF-READY ROOM
5. A/C INSPECTIONS: 01 LT DAVIES, 03 LT KISER, 07 LT JURJEVICH, 08 LT CRIST, 09 LT LINDSTROM, 10 CAPT CARR, 11 LT EWING.

for K.S. Poulsen
CARL H DUBAG
BY DIRECTION

MARINE ALL WEATHER ATTACK SQUADRON 242
FLIGHT SCHEDULE FOR WEDNESDAY, 20 MAY 1970

ODO: 0600-1200 CAPT RIPPY SDO: LT CLEMENTS SUNRISE: 0616
1200-1800 LT SMITH, R. SUNSET: 1911
1800-2400 LT VALOVICH MOONRISE: 1828
2400-0600 LT CLEMENTS MOONSET: 0511
LFI: 98%

MSN#	TYPE	ORDNANCE	CREW	BRIEF	T/O LAND TOT	REMARKS
			LT CLERY		0740	
6360	BCN	22D-2W/Y	CAPT CARR	0600	0920 0800	
6538-1			LTCOL LEWIS		0730	
TBA	ATAS	NONE	LT JURLEVICH	0700	0930 0800	
6538-5			MAJ DUBAC		0730	
TBA	ATAS	NONE	LT STARR	0700	0930 0800	
			LT SMITH		0940	
6360	BCN	22D-2W/Y	LT VALOVICH	0800	1120 1000	
		"	LT PTACK		1140	
6364	BCN		LT GRIFFITH	1000	1320 1200	
6502			MAJ MCCARTHY		1340	
TBA	TPQ	12D-2Y	LT VALOVICH	1200	1520 1400	
			LT CLEMENTS		1440	
6368	BCN	22D-2W/Y	LT EWING	1300	1620 1500	
			MAJ MCCARTHY		1740	
6372	BCN	22D-2X	LT LINDSTROM	1545	1920 1800	RABFAC
MAN 71	SEED	10D-27, 6D-2YSEFF	LT KISER		2000	
0952	AR/CB	6D-2YDCSEFF	LT POULSEN	1600	2200 2030	
MAN 73		6D-2YDCSEFF	CAPT RIPPY		2130	
0956	AR/CB	12D-2YSEFF	LT JURLEVICH	1600	2330 2200	
6514			LT CLERY		2240	
TBA	TPQ	28D-2W/Y	LT LINDSTROM	2100	0020 2300	
MAN 75		4D-8, 6D-2YSEFF	MAJ DUBAC		0030	
0961	CB	6D-2YDCSEFF	LT STARR	1600	0230 0100	WS
MAN 77		6D-2YDCSEFF	LT PTACK		0230	
0964	CB	12D-2YSEFF	LT MONK	1600	0430 0300	WS/HT
			LT CRIST		0340	
6376	BCN	22D-2X	LT SMITH	1700	0520 0400	
6518			LT SPITZ		0440	
TBA	TPQ	28D-2W/Y	MAJ DAVIS	1700	0620 0500	

SORTIES SCHEDULED: 15

1. NATOPS QUESTION: FAILURE OF ONE GENERATOR WILL RESULT IN THE LOSS OF WHICH ELECTRICAL BUSS? ANS. MONITORED BUSS.
2. SOP: TO IDENT BCN AT 6 MILES ON EACH PASS, ALTIMETER ERROR EXCEEDING 75 FEET - DO NOT USE FOR IFR FLIGHT.
3. 0730 LT LINDSTROM AND LT CRIST AT MESSHALL FOR PISTOL RANGE.
4. A/C INSPECTIONS:

DT-01	LT DAVIES	DT-08	LT CRIST
03	LT KISER	09	LT LINDSTROM
07	LT JURLEVICH	10	CAPT CARR
		11	LT EWING

Carl H. Dubac
CARL H. DUBAC
By direction

MARINE ALL WEATHER ATTACK SQUADRON 242
FLIGHT SCHEDULE FOR THURSDAY, 21 MAY 1970

ODO: 0600-1200	CAPT CARR	SDO: LT EWING	SUNRISE: 0616
1200-1800	LT STARR		SUNSET: 0911
1800-2400	LT JURJEVICH		MOONRISE: 1930
2400-0600	LT EWING		MOONSET: 0600
			LFI: 100%

MSN#	TYPE	ORDNANCE	CREW	BRIEF	T/O LAND	TOT	REMARKS
			LT COL LEWIS		0810		
6351	BCN	22D-2W/Y	LT GRIFFITH	0630	0920	0830	
			CAPT RIPPY		0940		
6353	"	"	LT VALOVICH	0800	1120	1000	OK
6357-1			MAJ MCCARTHY		1240		
TBA	CAS	22D-2X	LT EWING	1100	1420	1300	
6357-2			LT CLERY		1240		
TBA	"	"	LT POULSEN	1100	1420	1300	
			MAJ DUBAC		1340		
6367	BCN	22D-2X	LT GRIFFITH	1200	1520	1400	
			LT SPITZ		1540		
6371	"	"	LT SMITH	1400	1720	1600	
			LT KISER		1840		
TBA	TPQ	28D-2W/Y	LT POULSEN	1700	2020	1900	
0953	SEED	6D-27	LT COL DAVIS		2045		
MAN 72	AR/CB	6D-2Y 6D-2YDC	LT VALOVICH	1600	2245	2115	
0959	SEED		LT CLEMENTS		2300		
MAN 74	AR/CB	6D-27 6D-2Y 6D-2YDC	CAPT CARR	"	0100	2330	
6373			MAJ DUBAC		2340		
TBA	TPQ	28D-2W/Y	LT MONK	2200	0120	2400	
0953			MAJ MCCARTHY		0115		
MAN 76	CB	4D-8 6D-2Y 6D-2YDC	MAJ DAVIS	1600	0315	0145 WS/IT	
			LT PIACK		0240		
6375	BCN	22D-2W/Y	LT JURJEVICH	0100	0420	0300	
0957			LT COL LEWIS		0315		
MAN 78	CB	12D-2Y 6D-2YDC	LT LINDSTROM	1600	0515	0345 WS	
			LT CLEMENTS		0440		
6379	BCN	22D-2W/Y	LT STARR	0300	0620	0500	

SORTIES SCHEDULED: 14

1. MATOPS QUESTION: ZERO G FLIGHT IS LIMITED TO HOW MANY SECONDS?

ANS: 10

2. SYSTEMS QUESTION: WHAT IS THE MINIMUM STAND-BY TIME (WARM-UP)

FOR THE INS? ANS: 5 MINUTES

3. SOP: TO HOT REFUEL WITH THE CANOPY CLOSED.

4. AM 1430 OFFICERS CLUB

5. A/C INSPECTIONS

6. WELCOME ABOARD PNG LT CLERY.

Trout Fishing in America Sh.

C. H. DUBAC

By direction

6355 ATAS
6503 ATAS

MAJ DUBAC
LT POULSEN
LT SMITH
LT POULSEN

0930
0930
1430
1630

MARINE ALL WEATHER ATTACK SQUADRON 242
FLIGHT SCHEDULE FOR FRIDAY, 22 MAY 1970

ODO:

0600-1200 LT SMITH
1200-1800 LT PTACK
1800-2400 LT HAGAN
2400-0600 LT CLERY

SDO: LT CLERY

SUNRISE: 0616
SUNSET: 0912
MOONRISE: 2033
MOONSET: 0654
LFI: 99%
T/O

MSN#	TYPE	ORDNANCE	CREW	BRIEF	LAND	TOT
6360	BCN	22D2W/Y	LTCOL DAVIS	0600	0740	0800
			LT POULSEN		0920	
6350	"	"	LT CLERY DAVIES	0800	0940	1000
			LT VALOVICH		1120	
6364	"	"	MAJ DUBAC	1000	1140	1200
			LT MONK		1320	
6548	GAS	"	LT CLERY	1200	1340	1400
			LT POULSEN		1520	
6543	"	"	LT KISER	1200	"	1400
			MAJ DAVIS			
6368	BCN	"	LT HAGAN	1300	1440	1500
			CAPT CARR		1620	
6372	"	"	MAJ MCCARTHY	1600	1740	1800 RABT
			LT LINDSTROM		1920	
TBA	TPQ	28D2W/Y	LT CLEMENTS	1700	1840	1900
			CAPT CARR		2020	
0954	AR/CB	10D2Y	LT SMITH	1600	2055	2115
MAN72	SEED	12D2Y DG/BS	LT EWING		2245	
0958	AR/CB	18D2Y DG/BS	LT SPITZ	1600	2310	2330
MAN74			LT GRIFFITH		0100	
TBA	TPQ	28D2W/Y	MAJ MCCARTHY	1700	0010	0030
			LT EWING		0150	
0962	CB	4D8	MAJ DUBAC	1600	0115	0145
MAN76		12D2Y DG/BS	LT SMITH		0315	
0966	"	18D2Y DG/BS	LT PTACK	1600	0315	0345 WSA
MAN73			LT STARR		0515	
6376	BCN	22D2W/Y	LTCOL REDDY	1700	0340	0400
			LT CUMMINGS		0520	
TBA	TEST		LTCOL LEWIS	0900		US
			LT JURJEVICH			
TBA	"		LT KISER	0745	0830	
			LT GRIFFITH		1000	

SORTIES SCHEDULED: 16

1. SAFETY QUESTION: AFTER INFLIGHT REFUELING THE WING AND DROP TANK FUEL WILL NOT TRANSFER. WHAT IS THE PROBABLE REASON? ANS: THE FUEL READY SWITCH MUST BE RETURNED TO THE OFF POSITION TO TRANSFER THE WING AND DROP TANK FUEL.
2. SYSTEM QUESTION: WHAT ARE THE ALT OPERATIONAL LIMITS OF THE APN-153 DOPPLER? ANS 40 FT ABOVE THE TERRAIN - 50,000 FT ABOVE SEA LEVEL.
3. SOP: HOLD WING FOLD HANDLE FORWARD DURING START.
4. LT PTACK, HUT INSPECTION 1300.
5. A/C INSPECTIONS: 01 LT DAVIES, 03 LT KISER, 07 LT JURJEVICH, 09 LT CRIST, 09 LT LINDSTROM, 10 CAPT CARR, 11 LT EWING.

CARL H. LEBAC
BY DIRECTOR

MARINE ALL WEATHER ATTACK SQUADRON 242
FLIGHT SCHEDULE FOR SATURDAY, 23 MAY 1970

0600-1200	LT KISER	SDO: LT DAVIES	SUNRISE: 0615
1200-1800	LT POULSEN		SUNSET: 1912
1800-2400	LT CUMMINGS		MOONRISE: 2136
2400-0600	LT DAVIES		MOONSET: 0859
			LFI: 90%

MSM#	TYPE	ORDNANCE	CREW	BRIEF	T/O LAND	TOT	REMARKS
6351	BCN	22D-2W/Y	LT DAVIES		0740		
		"	LT VALOVICH	0600	0920	0800	
6413	BCN		LT CLEMENTS		0940		
			CAPT CARR	0800	1120	1000	
6503	TPQ	TBA	LT HAGAN		1140		
			LT VALOVICH	1000	1320	1200	
			LTCOL DAVIS		1340		
6267	BCN	22D-2W/Y	LT SMITH	1200	1520	1400	
			LT SMITH		1540		
6371	BCN	22D-2T	LT STARR	1400	1720	1600	
6525	TPQ	TBA	LT CLERY		1710		
			LT DAVIS	1530	1850	1730	
6509	TPQ		LT SPITZ		1910		
			LT SMITH	1730	2050	1930	
MAN 71	SEED	10D-27	LT KISER		2000		
0253	AR/CB	12D-2Y/DC/BS	LT LINDSTROM	1600	2200	2030	
MAN 73	"	"	LT CLERY		2130		
0257			LT POULSEN	1600	2330	2200	
6513	TPQ		MAJ MCCARTHY		2240		
			MAJ DAVIS	2100	0020	2300	
MAN 75		LD-8	LT HAGAN		0030		
0261	CB	12D-2Y/DC/BS	LT CUMMINGS	1600	0230	0100	
			LT PTACK		0240		
6375	BCN	22D-2W/Y	LT EWING	0100	0420	0300	
MAN 77			LTCOL REDDY		0300		
0265	CB	18D-2Y/DC/BS	LT MCNK	1600	0500	0330	
			MAJ DUBAC		0450		
6379	BCN	22D-2X	LT GRIFFITH	0300	0620	0500	
			LT KISER		1440		
6557	TEST		LT GRIFFITH		1535		

SORTIES SCHEDULED: 14

1. NATOPS QUESTION: WHICH BUSS SUPPLIES POWER FOR FUEL DUMP CONTROL?
ANS: MONITORED A/C BUSS.
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: TO CARRY TWO SURVIVAL RADIOS ON ALL FLIGHTS.
4. A/C INSPECTIONS: DT- 01 LT DAVIES DT- 08 LT CRIST
03 LT KISER 09 LT LINDSTROM
07 LT JURJEVICH 10 CAPT CARR
11 LT EWING

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

MARINE ALL WEATHER ATTACK SQUADRON 242
FLIGHT SCHEDULE FOR SUNDAY, 24 MAY 1970

ODO: 0600-1200 LT JOHN SDO: LT HAGAN SUNRISE: 0615
1200-1800 LT CLEMENTS SUNSET: 0913
1800-2400 LT LINDSTROM MOONRISE: 2235
2400-0600 LT HAGAN MOONSET: 1003
LFI: 81%

MSN#	TYPE	ORDNANCE	CREW	BRIEF	T/O LAND	TOT	REMARKS
			LT SPITZ		0740		
6360	BCN	22D-2X	LT POULSEN	0600	0920	0800	
			LT CLERY		0940		
6350	"	22D-2W/Y	LT LINDSTROM	0800	1120	1000	RABFAC
			LT MCINTYRE		1140		
6364	"	"	LT STARR	1000	1320	1200	
6002-1			MAJ MCCARTHY		1240		
TBA	CAS	TBA	LT CUMMINGS	1100	1420	1300	
6002-2			LT HAGAN				
TBA	"	"	LT SMITH	"	"	"	
			LT KISER <i>HALL</i>		1440		
6368	BCN	22D-2W/Y	LT MONK	1300	1620	1500	
			MAJ DUBAC <i>CAPT STIERIS</i>		1740		
6372	"	"	LT CUMMINGS	1545	1940	1800	
6008			LT SMITH <i>JOHN EWING</i>		1840		
TBA	TPQ	28D-2W/Y	LT MONK	1700	2020	1900	
0954		4D-8	LT DAVIES		2030		
MAN 72	CB	12D-2Y/DC/BS	LT GRIFFITH	1600	2230	2100	WS
0958			LT CLEMENTS		2300		
MAN 74	CB	18D-2Y/DC/BS	MAJ DAVIS	"	0100	2330	WS
0962	SEED	10D-27	LT JOHN <i>MAJ DUBAC</i>		0115		
MAN 76	AR/CB	12D-2Y/DC/BS	CAPT CARR	"	0315	0145	
0966	SEED		LT MCINTYRE <i>KISER</i>		0245		
MAN 78	AR/CB	"	LT VALOVICH	"	0445	0315	
			LTCOL DAVIS		0340		
6376	BCN	22D-2W/Y	LT EWING <i>THORNTON</i>	0200	0520	0400	
6574			LT PTACK		0440		
TBA	TPQ	28D-2W/Y	LT POULSEN	0300	0620	0500	

SORTIES SCHEDULED: 14

1. NATOPS QUESTION: WHEN WILL THE LOW LEVEL FUEL CAUTION LIGHT ILLUMINATE?
ANS: 1360-1660.
2. SYSTEMS QUESTION: IN THE DR MODE, WHAT IS READ IN THE DATA POSITION?
ANS: ONLY WINDS WHICH ARE ENTERED VIA THE KEYBOARD.
3. SOP MAKE INDIVIDUAL, NOT SECTION TAKE-OFFS.
4. A/C INSPECTIONS (LAST DAY)
5. WELCOME ABOARD FNG LT MONK.

KR/Hack
for C. H. DUBAC
By direction

MAINE ALL WEATHER ATTACK SQUADRON 242
FLIGHT SCHEDULE FOR MONDAY, 25 MAY 1970

ODO: 0600-1200 CAPT STIERS
 1200-1800 LT MCINTYRE
 1800-2330 LT THORNLEY
 2330-0600 LT HALL

SDO: LT HALL

SUNRISE: 0615
 SUNSET: 1913
 MOONRISE: 2329
 MOONSET: 1058
 LFI: 72%

MSN#	TYPE	ORDNANCE	CREW	BRIEF	T/O LAND	TOT	REMARKS
6351	BCN	22D-2W/Y	LT SPITZ	0600	0740	0800	LEAVE
6363	BCN	"	LT CLEMENTS	0800	0940	1000	
6531-1	CAS	22D-2X	LT CUMMINGS	1000	1140	1200	BADLY
6531-2	CAS	"	LT HALL	1000	"	1200	"
6367	BCN	"	LT MONK	1000	1340	1400	
6371	BCN	22D-2T	LT KISER	1200	1520	1600	
TBA	TPQ	28D-2W/Y	LT GRIFFITH	1400	1540		CALL FOR
MAN 71	CB	4D-8	LT SMITH	1545	1740	1800	NEW 1000
0953	CB	12D-2Y/DC/BS	LT STARR	1600	2000	2030	WS
MAN 73	CB	18D-2Y/DC/BS	LT HAGAN	1600	2130	2200	WS/HT
0957	CB	18D-2Y/DC/BS	LT DAVIS	1600	2330	2400	
TBA	TPQ	28D-2W/Y	LT JURJEVICH	2200	0120	2400	
MAN 75	SEED	10D-27	CAPT STIERS	1600	0030	0100	
0961	AR/CB	12D-2Y/DC/BS	LT DAVIES	1600	0230	0300	
MAN 77	"	"	MAJ MCCARTHY	1600	0200	0230	
0965	"	"	LT THORNLEY	1600	0200	0230	
6375	BCN	22D-2W/Y	LT MCINTYRE	0100	0240	0300	
6379	BCN	22D-2X	LT CLERY	0300	0420	0500	
TBA	TEST		MAJ DAVIS	0900-1000	0440		
			LT POUlsen		0620		
			MAJ DUBAC				
			LT VALOVICH				

SORTIES SCHEDULED: 15

1. SAFETY QUESTION: What position should the left primary hydraulic accumulator grommet be in during preflight? **ANS. CHECK YOUR NATOPS.**
2. SYSTEM QUESTION: What position should the B/N's flak curtain be to enable the B/N to get a visual present position? **ANS. DOWN.**
3. NOT TO BITCH AT SCHEDULING OFFICER IF YOU GET A BAD DEAL.
4. MANY MISSIONS DINNER 1800 (DRESS WHITES AND SAM BROWN BELTS):
 LTCOL LEWIS, MAJ MCCARTHY, LT CLEMENTS, LT KISER, LT PTACK, LT SMITH, LTCOL DAVIS, LT SPITZ, LT CUMMINGS, LT EWING, LT GRIFFITH, LT POULSEN, LT MONK.

Donald C. Clements
 for CARL H. DUBAC
 By direction

104

MARINE ALL WEATHER ATTACK SQUADRON 242
FLIGHT SCHEDULE FOR TUESDAY, 26 MAY 1970

ODO: 0600-1200 LT EWING SDO: LT GRIFFITH SUNRISE: 0615
1200-1800 LT JURJEVICH SUNSET: 1913
LT PTACK MOONRISE: 0017
LT GRIFFITH MOONSET: 1201
LFI: 61%

MSN#	TYPE	ORDNANCE	CREW	BRIEF	T/O LAND	TOT	REMARKS
6360	BCN	22D-2W/Y	LT JOHN LT JURJEVICH	0600	0740 0920	0800	HELIX
6350	"	"	CAPT STIERS LT GRIFFITH	0800	0940 1120	1000	
6364	"	"	MAJ MCCARTHY LT THORNLEY	1000	1140 1320	1200	HEAVY
6530-1	CAS	22D-2X	LTCOL LEWIS LT LINDSTROM	1100	1240 1420	1300	
6530-2	"	"	LT DAVIES LT STARR	"	"	"	
6368	BCN	22D-2X	LT MCINTYRE MAJ DAVIS	1300	1440 1620	1500	DAN
8504 TBA	TPQ	28D-2W/Y	LT CLEMENTS DOC DAVIS	1800	1940 2120	2000	
0954 MAN 72	CB	12D-2Y/DC/BS	LT SMITH CAPT MULLANE	1600	2030 2230	2100	HE
6372	BCN	22D-2W/Y	LT CLERY LT LINDSTROM	1930	2110 2240	2130	DAN
0958 MAN 74	CB	18D-2Y/DC/BS	LTCOL DAVIS LT EWING	1600	2300 0100	2330	
0962 MAN 76	AR/CB	18D-2Y/DC	LT PTACK LT MONK	"	0125 0325	0145	
0966 MAN 78	"	"	LT HALL CAPT CARR	"	0255 0455	0315	
6376	BCN	22D-2W/Y	LT HAGAN LT THORNLEY	0200	0340 0520	0400	HEAVY
6510 TBA	TPQ	28D-2W/Y	MAJ MCCARTHY CAPT CARR	0300	0440 0620	0500	

SORTIES SCHEDULED: 14

1. SAFETY QUESTION: WHICH BUSS SUPPLIES POWER FOR FUEL DUMP CONTROL?
ANS: MONITORED A/C BUSS.
2. SYSTEMS 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: TO CARRY TWO SURVIVAL RADIOS ON ALL FLIGHTS.
4. S-1 BULLETIN BOARD PICTURES NEEDED FOR: LT LINDSTROM, LT. WIDELL AND LT MONK.
5. A/C INSPECTIONS:

01 CAPT STIERS	07 LT MONK
02 LT HAGAN	08 LT CLEMENTS
00 LT THORNLEY	09 LT HALL
06 LT WIDELL	10 LT MCINTYRE

THOSE WHO MISS WILL HAVE THE HONOR OF THE DUTY FOR A WHOLE WEEK.

C. H. DUBAC
By direction

MARINE ALL WEATHER ATTACK SQUADRON 242

FLIGHT SCHEDULE FOR WEDNESDAY, 27 MAY 1970

0600-1200 CAPT CARR
 ODO: 1200-1800 LT CLERY SDO: LT KISER
 1800-2400 LT DAVIES LFI: 49%
 2400-0600 LT KISER

SUNRISE: 0615
 SUNSET: 1914
 MOONRISE: 0017
 MOONSET: 1301

MSN #	TYPE	ORDNANCE	CREW	BRIEF	T/O LAND	TOT
6351	BCN	22D2W/Y	LT DAVIES <i>SMITH</i> LT JURJEVICH	0600	0740 0920	0800
6363	"	"	LTCOL REDDY <i>DAVIES</i> CAPT MULLANE	0800	0940 1120	1000
6527-1	CAS	"	MAJ MCCARTHY LT JURJEVICH <i>WIDELL</i>	1000	1140 1320	1200
6527-2	"	"	LT SPITZ LT EWING	"	"	"
6367	BCN	"	LT CLEMENTS MAJ DAVIS	1200	1340 1520	1400
6371	"	"	LT SMITH <i>BERRY</i> LT POULSEN <i>WIDELL</i>	1400	1540 1720	1600
TBA <i>6507</i>	TPQ	28D2W/Y	CAPT STIERS LT THORNLEY	1600	1740 1920	1800
MAN71	CB	4D8	LT CLERY	1600	2000	2030
0953		12D2Y DC/BS	LT GUMMINGS <i>THORNLEY</i>		2200	
TBA <i>6513</i>	TPQ	28D2W/Y	LT KISER LT LINDSTROM	2000	2140 2320	2200
MAN73	CB	18D2Y DC/BS	LTCOL LEWIS LT GRIFFITH	1600	2245 0045	2315
0957			LT MCINTYRE	"	0040	0100
MAN75	SEED	10D27	LT STARR		0240	
0961	AR/CB	12D2Y DD/BS	LT HAGAN	"	0210	0230
MAN77	"	"	LT MONK		0410	
0965			LT HALL	0100	0240	0300
6375	BCN	22D2W/Y	LT EWING <i>WIDELL</i>		0420	
6379	"	"	LT JOHN CAPT CARR	0300	0440 0620	0500

SORTIES SCHEDULED: 14

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

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

2. SYSTEM QUESTION: IN THE DR MODE WHAT IS READ IN THE DATA POSITION:

ANSWER: ONLY WINDS WHICH ARE ENTERED VIA THE KEYBOARD.

3. TO HOT REFUEL WITH THE CANOPY CLOSED.

4. A/C INSPECTIONS: DT: 01-CAPT STIERS, 02-LT HAGAN, 03-LT THORNLEY,
06-LT WIDELL, 07-LT MONK, 08-LT CLEMENTS, 09-LT HALL, 10-LT MCINTYRE

for J. C. Foye
 CARL H. DUBAO
 BY DIRECTOR

MARINE ALL WEATHER ATTACK SQUADRON 242
FLIGHT SCHEDULE FOR THURSDAY, 28 MAY 1970

000: 0600-1200 LT CLEMENTS
1200-1800 LT LINDSTROM
1800-2400 LT CUMMINGS
2400-0600 LT JOHN

SDO: LT JOHN

SUNRISE: 0615
SUNSET: 1914
MOONRISE: 0101
MOONSET: 1358
LFI: 38%

W#	TYPE	ORDNANCE	CREW	BRIEF	T/O LAND	TOT	REMARKS
260	BCN	22D-2X	LT JOHN CAPT CARR	0600	0740 0920	0800	
300	TPQ	28D-2W/Y	LTCOL LEWIS MAJ GEN THRASH	0800	0910 1050	0930	
350	BCN	22D-2W/Y	LT PTACK LT EWING	0800	0940 1120	1000	
364	BCN	22D-2Y/DC	MAJ MCCARTHY LT GRIFFITH	1000	1140 1320	1200	
532-1	CAS	22D-2X	LT CLERY CAPT MULLANE	1130	1310 1450	1330	
532-2	CAS	"	LT HAGAN LT THORNLEY	1130	"	1330	
5368	BCN	22D-2W/X	LT HALL LT MONK	1300	1440 1620	1500	
5372	BCN	22D-2Y/DC	LT KISER MAJ DAVIS	1600	1740 1920	1800	
5576 THA	TPQ	28D-2W/Y	CAPT STIERS LT POULSEN <i>Widell</i>	1800	1940 2120	2000	
5574 MAN 72	CB	12D-2Y/DC/BS	MAJ DUBAC LT LINDSTROM	1600	2030 2230	2100	HT
5558	CB	18D-2Y/DC/BS	LT CLEMENTS LT VALOVICH	1600	2300 0100	2330	
5576 MAN 76	SEED	10D-27	LT SPITZ		0125		
5562	AR/CB	12D-2Y/DC/BS	LT CUMMINGS	1600	0325	0145	
5578 MAN 78	SEED	"	LT DAVIES		0250		
5568	AR/CB		LT JURJEVICH	1600	0450	0315	
5576 MAN 76	BCN	22D-2W/Y	LTCOL DAVIS LT WIDELL <i>Poulsen</i>	0200	0340 0520	0400	
5546 MAN	TEST		LT MCINTYRE LT STARR	0900	1040 1220		U.S.

PORTIES SCHEDULED: 15

1. SAFETY QUESTION: FAILURE OF ONE GENERATOR WILL RESULT IN THE LOSS OF WHICH ELECTRICAL BUSS? ANS. MONITORED BUSS.
2. SYSTEM QUESTION: WHAT IS THE MINIMUM STANDBY TIME (WARM UP) FOR THE INS? ANS. 5 MINUTES.
3. SOP: TO LEAVE BOTH GENERATORS ON AFTER ENGINE SHUTDOWN.
4. A/O INSPECTIONS:

DT-01	CAPT STIERS	DT-07	LT MONK
02	LT HAGAN	08	LT CLEMENTS
00	LT THORNLEY	09	LT HALL
06	LT WIDELL	10	LT MCINTYRE

APOLOGIES TO CWM.

... AND 28D-2'S? I DOUBT IT!

Declassified for
CARL H. DUBAC

By direction

DECLASSIFIED

LINE ALL WEATHER ATTACK SQUADRON 42
FLIGHT SCHEDULE FOR FRIDAY, 29 MAY 1970

ODO: 0600-1200	CAPT STIERS	SDO: LT JURJEVICH	SUNRISE: 0611
1200-1800	LT VALOVICH		SUNSET: 1911
1800-2400	LT HAGAN		MOONRISE: 0112
2400-0600	LT JURJEVICH		MOONSET: 1455
			LFI: 28%

MSN#	TYPE	ORDNANCE	CREW	BRIEF	T/O LAND	TOT	REMARKS
6351	BCN	22D-2W/Y	LT HAGAN		0710		
			CAPT MELLANE	0600	0920	0800	
6539-1	ATAS	NO ORD	MAJ LUBAC		0810		
			LT LINDSTROM	0700	1020	0900	
6539-2	"	"	LT FTACK		"	"	
6539-3	"	"	LT MONK	"	"	"	
TBA	TPQ	18D-2W/Y	LT CLERY		0940		
			LT GRIFFITH	0800	1120	1000	
6367	BCN	22D-2W/Y	LTCOL LEWIS		1310		
			LT VALOVICH	1200	1520	1400	
6369	"	"	LTCOL REDDY		1410		
			LT THORNLEY	1300	1620	1500	
6371	"	"	LT SMITH		1510		
			LT MONK	1400	1720	1600	
6373	"	"	LT CLEMENTS		1710		
			LT JURJEVICH	1600	1920	1800	
0953		4D-8	LT JOHN		2000		
MAN 71	CB	12D-2Y/DC/BS	LT EWING	1600	2200	2030	
0957			CAPT STIERS		2130		
MAN 73	"	18D-2Y/DC/BS	CAPT CARR	1600	2330	2200 HT	
0961	SEED	10D-2Q	LT KISER		0040		
MAN 75	AR/CB	12D-2Y/DC	LT POULSEN	1600	0240	0100	
0965			MAJ MCCARTHY		0210		
MAN 77	"	"	MAJ DAVIS	1600	0410	0230	
			LT KISER		0310		
6377	BCN	22D-2W/Y	LT CUMMINGS		0310		
			LT DAVIES	0200	0520	0400	
TBA	TPQ	28D-2W/Y	LT GRIFFITH	0300	0620	0500	

SORTIES SCHEDULED: 11

1. SAFETY QUESTION: WHAT IS THE MINIMUM AIRSPEED FOR GROUND EJECTION? ANS. 100 KTS.
2. SYSTEMS QUESTION: IN THE FR MODE, WHAT IS READ IN THE DATA POSITION? ANS. ONLY WINDS WHICH ARE ENTERED VIA THE KEYBOARD.
3. SOP: TO RADIO MISSION COMPLETION TO RINGNECK AND AIRCRAFT/SYSTEM STATUS TO THE ODO WHILE TAXIING BACK TO THE LINE.
4. SOP: STANDBY ON DOPPLER BELOW 200' AGL.
5. ACM 1430 OFFICERS CLUB
6. DO NOT BORROW OTHER CREW'S FLIGHT GEAR WITHOUT THEIR PERMISSION SEE FLIGHT EQUIPMENT IF YOU NEED. GEAR.

C. H. DUBAC
By direction

MARINE ALL WEATHER ATTACK SQUADRON 242
FLIGHT SCHEDULE FOR SATURDAY, 30 MAY 1970

ODO: 0600-1200 LT PTACK
1200-1800 CAPT FITZPATRICK
1800-2400 LT HALL
2400-0600 LT WIDELL

EDO: LT WIDELL

SUNRISE: 0614
SUNSET: 1915
MOONRISE: 0222
MOONSET: 1522
LFI: 18%

TIME	TYPE	ORDNANCE	CREW	BRIEF	T/O LAND	TOT	REMARKS
0600	BCN	22D-2W/Y	LT SPITZ		0740		
6500-1			LT MONK	0600	0920	0800	
	ATAS	NONE	CAPT FITZ		0840		
6500-2			CAPT CARR	0700	1020	0900	
	ATAS	NONE	LT JOHN		0840		
			LT EWING	0700	1020	0900	
			CAPT STIERS		0940		
0602	BCN	22D-2W/Y	LT GRIFFITH	0800	1120	1000	
		"	LTCOL DAVIS		1340		
0605	BCN	"	LT POULSEN	1200	1520	1400	
		"	LT DAVIES		1540		
0610	BCN	"	MAJ DAVIS	1400	1720	1600	
			LT CLEMENTS		1740		
0614	TPQ	28D-2W/Y	DOC DAVIS	1600	1900	1800	
0615		LD-8	LT CLERY		2000		
0652	CB	12D-2Y/DC/BS	CAPT MULLANE	1600	2200	2030	
0653			LT HANAN		2130		
0656	CB	18D-2Y/DC/BS	LT WIDELL	1600	2330	2200	HT
6557			LT SMITH		2240		
0658	TPQ	28D-2Y/DC/BS	LT GUMMINS DAVIS	2100	2400	2300	
0659	SEED	10D-2Q	LTCOL LEWIS		0010		
0700	AR/CB	12D-2Y/DC/BS	LT LINDSTROM	1600	0210	0030	
0701	"	"	LT HALL		0140		
0702			LT VALOVICH THORNTON	1600	0340	0200	
			MAJ DUPAC		0240		
0704	BCN	22D-2W/Y	LT VALOVICH	0100	0420	0300	
			MAJ MCCARTHY CAPT STIERS		0440		
0708	BCN	22D-2X	LT JURJEVICH	0300	0620	0500	
			LT JOHN		1445		
0708	TPQ		LT BURKETT	1300	1645	1500	
			LT CLERY		1500		
0742	TEST		GYSGT STEWART		1630		

RETRIES SCHEDULED: 14

SAFETY QUESTION: WHAT ARE THE NORMAL ENGINE OIL PRESSURE LIMITS?

35 LBS AT IDLE, 40-50 PSI IN FLIGHT.

SYSTEM QUESTION: IN THE DR MODE WHAT IS READ IN THE DATA POSITION?

3. ONLY WINDS WHICH ARE ENTERED VIA THE KEYBOARD.

DO NOT REFUEL WITH THE CANOPY CLOSED.

LT JURJEVICH MUSTER AT MESSEY 0900 FOR BCN DEMO IN FIELD.

ACM 1430 AT O'CLUB.

Carl H. Dubac
CARL H. DUBAC
By direction

MARINE ALL WEATHER ATTACK SQUADRON 242
 FLIGHT SCHEDULE FOR SUNDAY, 31 MAY 1970

ODO: 0600-1200 LT EWING
 1200-1800 LT POULSEN SDO: LT THORNLEY
 1800-2400 CAPT RIPPY
 2400-0600 LT THORNLEY

SUNRISE: 0614
 SUNSET: 1915
 MOONRISE: 0222
 MOONSET: 1522
 LFI: 18%

MSN#	TYPE	ORDNANCE	CREW	BRIEF	T/O LAND	TOT	REMARKS
6351	BCN	22D2W/Y	CAPT RIPPY LT POULSEN	0700	0840 1020	0900	
6365	"	22D2X	LT DAVIES LT LINDSTROM	1000	1140 1320	1200	
6537-1	CAS	"	MAJ DUBAC LT VALOVICH	1100	1240 1420	1300	
6537-2	"	"	LT HALL LT EWING	"	"	"	
6367	BCN	22D2W/Y	LT HIGAN LT THORNLEY	1200	1340 1520	1400	
6371	"	"	MAJ MCCARTHY LT WIDELL	1400	1540 1720	1600	
TBA	TPQ	28D2W/Y	LT CLEFF DOC DAVIS	1700	1840 2000	1900	
6502							
MAN72	CB	408	LTCOL LEWIS	1600	2030	2100	
0955		12D2Y DC/RS	LT MONK		2230		
MAN74	"	18D2Y DC/RS	CAPT FITZ	"	2215	2245	HT
0959			LT JURJEVICH		0015		
TBA	TPQ	28D2W/Y	LT KISER	1700	2310	2330	
6511			CAPT MULLANE		2430		
MAN76	SEED	10D2Q	LT MCINTYRE	1600	0025	0045	
0963	AR CB	12D2Y DC/RS	LT STARR VALOVICH		0225		
6375	BCN	22D2W/Y	LT CLEMENTS MAJ DAVIS	1700	0240 0420	0300	
MAN78	SEED	10D2Q	LT FLACK	1600	0325	0345	
0967	AR CB	12D2Y DC/RS	LT CUMMINGS		0525		
6379	BCN	22D2X	CAPT STILERS CAPT CARR	1700	0440 0620	0500	
TBA	TEST		LT JOHN	0900	1040	1100	
6543			LT GRIFFITH		1220		

SORTIES SCHEDULED:

1. SAFETY QUESTION: WHEN WILL THE LOW LEVEL FUEL LIGHT ILLUMINATE?
 ANSWER: 1360-1660.
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: RESET THE STATIONS WITH THE MASTER ARM SWITCH OFF.
4. CAPT FITZ - BRIEFING OFFICER FOR MABS-11 TOUR-1300

KR Flack
 for CARL H DUBAC
 BY DIRECTION