

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

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5750  
4 July 1970

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From: Commanding Officer  
To: Commanding Officer, Marine Aircraft Group 11  
Subj: Command Chronology for period 1 June to 30 June 1970  
Ref: (a) WgO 5750.4  
(b) GruO 5750.1B  
Encl: ✓(1) VMA(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

VMA (AW)-242 SAC FILES  
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VMA (AW)-242

JUNE 1970

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COMMAND CHRONOLOGY

1 JUNE 1970 - 30 JUNE 1970

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## PART I

## ORGANIZATIONAL DATA

1. DESIGNATION

VMA(AW)-242

COMMANDERLTCOL S. P. LEWIS  
(1-30 June 1970)2. LOCATION

1-30 June 1970: DANANG AIR BASE, RVN

3. STAFF OFFICERS

Executive Officer	Major P. J. MCCARTHY Major C. H. DUBAC	1-5 June 1970 6-30 June 1970
Administration Officer	Capt J. W. RIPPY	1-30 June 1970
Operations Officer	Major C. H. DUBAC Capt J. C. STIERS	1-5 June 1970 6-30 June 1970
Logistics Officer	Capt J. C. STIERS 1/Lt T. K. KISER	1-5 June 1970 6-30 June 1970
Maintenance Officer	Capt D. J. SNOOKS	1-30 June 1970
Safety Officer	Capt W. D. GARR Capt J. J. FITZPATRICK	1-5 June 1970 6-30 June 1970
Flight Surgeon	Lt(MC) L. J. DAVIS	1-30 June 1970
Material Officer	1/Lt W. B. CUMMINGS	1-30 June 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>
31	204	1	0	0	0

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## PART II

NARRATIVE SUMMARY

Flight operations slowed somewhat this month to 368 sorties, 332 of them combat sorties. Total flight hours, 487.9, were down 54.3 hours from last month. The reduction in flight hours was largely caused by supply problems. Nine AOC's for mach modules reduced available systems to three in the squadron. Other supply problems include combustion liners for the J-52 engine, left hand units for ordnance release, and IMA test bench availability. These shortages have severely hampered maintenance activities for the past month.

RABFAC beacon sorties continue to dominate the system sorties with 112 completed. This all-weather close air support mission continues to be a great success for Marine aviation, and offers direct support to the Marines on the ground in Vietnam. Problems with the AN/PPN-18 Transponder Set manufactured by Vega Precision Laboratories have resulted in the loss of several beacon sorties. The problems have been partially eased by allowing a 15 minute warm-up period for the set. Under some circumstances this procedure would not be practical and is not a final solution to the present problem. Recommendations to evaluate the suitability of the AN/PPN-18 transponder are still pending.

Out-of-country missions consisted of armed reconnaissance in the Steel Tiger area of Laos and Commando Bolt operations in the Ban Karai Pass and Mugia Pass areas. Both missions utilize the AMTI capability of the A6A to acquire moving targets and the integrated weapons system to engage them. Mining operations against preselected targets were carried on in conjunction with armed reconnaissance missions in the Steel Tiger area, utilizing the multiple mission capability of the A6A on single flights provided by the large load capacity and long loiter time of the aircraft. The truck traffic reported in these areas was down from the previous month, due to the summer monsoons which have hampered enemy activities.

Close air support missions replaced TPQ-10 ASRT controlled bombing as the most prevalent non-system sortie for the squadron. The trend was due to the emphasis placed on pilot retraining in CAS, and to priority targets requiring large loads of ordnance delivered in a high-dive mode.

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A great deal of valuable information was obtained on completion of the Phase A tests of the A-6A/TPQ-10 Aerial Survey (ATAS). It was shown that a point of land could be accurately surveyed without benefit of maps, utilizing the A6A aircraft in conjunction with the TPQ-10 radar. It was recommended that further testing of the ATAS concept be conducted in a non-hostile environment; i. e., CONUS, to provide more ideal conditions for accurate tests and to eliminate the danger to the ground team. With the theory of the ATAS program shown sound, the remaining problem is to determine the feasibility of such a program.

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# 1. CHRONOLOGICAL LISTING OF SIGNIFICANT EVENTS

- 2 June Phase A tests of the A-6A/TPQ-10 Aerial Survey completed.
- 7 June Interim Report of the A-6A/TPQ-10 Aerial Survey (ATAS) submitted.  
Ref: ATAS Interim Report, Phase A Tests (Part IV, Section 2)
- 7 June MajGen J. W. SUTHERLAND, USA, Commanding General, XXIV Corps, toured squadron and received tactical briefs on A-6A operations from the Commanding Officer and on the A-6A weapons system from Capt W. D. CARR.
- 11 June Five ground officers of the 1st Marine Regiment were given a comprehensive tour of the squadron area and briefed on tactics and operating procedures of the squadron.
- 16 June Cdr J. F. FRICK, Commanding Officer, Attack Squadron 35, expressed appreciation for maintenance support given his squadron by VMA(AW)-242.  
Ref: Attack Squadron 35 letter FF12/VA-35/00/mn over 5700/342 dated 16 June 1970 (Part IV, Section 3)
- 18 June Col G. S. STEWART relieved as Commanding Officer of Marine Aircraft Group 11 by Col A. G. POMMERENK.
- 26 June The Secretary of the Navy toured the Marine Aircraft Group 11 area and received briefs on operations and problem areas of the Group, among them a brief by LtCol S. P. LEWIS on employment of the A-6A.
- 27 June Col A. C. POMMERENK, Commanding Officer, Marine Aircraft Group 11, visited the squadron and discussed current and future problem areas with LtCol S. P. LEWIS.

## 2. SUMMARY OF AIR OPERATIONS

### a. Sorties

Day Sorties Scheduled	189	Day Sorties Flown	204
Night Sorties Scheduled	166	Night Sorties Flown	164
Total Sorties Scheduled	355	Total Sorties Flown	368
Sorties Cancelled	12	Write-in Sorties	22

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## b. Units Supported

Marines	108
7th AF	110
Army	107
ARVN	2

## c. Types of Sorties

CAS 63 TPQ 45 AR 107 BCN 112 TEST 36 AIR ABORT 5

## d. Hours Flown

Combat Hours	440.6
Operational Hours	47.3
Total Hours	487.9

## e. Ordnance

<u>NALC</u>	<u>NOMENCLATURE</u>	<u>AMOUNT EXPENDED</u>
EL82	500#LD, MK-82 MODS W/CABLE	6,024
E507	1000#LD, MK-83 MODS W/CABLE	241
EL27	2000#LD, MK-84 MODS W/CABLE	578
EL84	CONTAINER CBU-24B	19
EL73	MK-20 ROCKEYE	39

TOTAL TONNAGE FOR THE MONTH OF JUNE, 1970-----1,863.91

## f. Bomb Damage Assessment

27 Trucks Damaged	31 Secondary Fires
18 Trucks Destroyed	40 Structures Destroyed
1 Bunker Damaged	1,075 Mtrs of Treeline Destroyed
83 Bunkers Destroyed	25 Fighting Positions Destroyed
137 Secondary Explosions	3 Caves Destroyed

3. Personnel. Three (3) officers and twenty-four (24) enlisted personnel were transferred during the month while one (1) officer and sixteen (16) enlisted personnel were joined. There were forty-one (41) promotions to Sergeant and one promotion to First Lieutenant on a temporary limited duty officer basis.

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4 July 19704. Administration

- a. The squadron reached 68% participation in the savings bond program.
  - b. Sixty (60) Hometown News Releases were processed during the month.
  - c. One (1) passport was issued.
  - d. Fifteen (15) education interviews were held with five (5) USAFI and three (3) MCI course enrollments. No high school GED tests were taken and there were no applications for high school certificates. No college comprehension tests were administered.
  - e. Eleven (11) personnel participated in the out-of-country R&R program. There were no participants in the in-country R&R program.
  - f. Twenty-seven (27) career planning interviews were held during the month with one (1) reenlistment. Six (6) requests for in-country extensions were processed.
5. Awards. Three (3) meritorious masts were awarded during the month. Two (2) Bronze Stars, three (3) Navy Commendation Medals, and one (1) Navy Achievement Medal were submitted and approval was received on four (4) Distinguished Flying Crosses, two (2) Bronze Stars, two (2) Navy Commendation Medals, and eleven (11) Navy Achievement Medals.
6. Aviation Safety. During the month of June the squadron experienced two A/C incidents and one explosive incident/safety UR. The explosive incident/safety UR was caused by material failure. One A/C incident, a cracked windscreen, was caused by pilot error, and the second involved maintenance, in that a conical tail fin separated from a hung MK-82 bomb and fell on the runway.
7. Maintenance. The month began with eight useable aircraft and systems, and ended with eight useable aircraft and three systems, out of twelve aircraft assigned. The average daily availability was 4.9 aircraft. The average AOC rate is 37.5 items daily with no relief in sight. At the present time nine mach modules (part of the air data computer) are AOC.

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The IMA test bench was again down most of the month, although technical assistance has arrived and at present the bench is up. This month J-52 engine combustion liners became critical especially for engines with AFC-152 incorporated for over 500 hours. APQ-92 upper receivers are critical, with the pool assets all awaiting parts. All aircraft calendar checks have been rescheduled from seventeen weeks to twenty-six.

#### 8. Logistics

a. Availability of aircraft tow tractors continues to be a serious problem. Lack of sufficient tow tractors greatly increases the time aircraft are down awaiting maintenance.

b. Air conditioning repair is still a very serious problem. At the present time two air conditioners are at public works for repairs. One of these had to be classified as code "H" and cannot be repaired due to their shortage of compressor units. A replacement air conditioner must be ordered, involving an even longer delay in obtaining adequate air conditioning for the flight equipment storage area.

c. A total of 132 requisitions were filled during the month with 33 pending as the reporting period ended.

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PART IV

SUPPORTING DOCUMENTS

- ✓ SECTION I      Corrected Daily Flight Schedule for June 1970.
- ✓ SECTION II     ATAS Interim Report, Phase A Tests.
- ✓ SECTION III    Attack Squadron 35 letter FF12/VA-35/00/mn over 5700/342  
dated 16 June 1970.

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MARINE ALL WEATHER ATTACK SQUADRON 242  
FLIGHT SCHEDULE FOR MONDAY, 1 JUNE 1970

ODO: 0600-1200 LT CLERY SDO: CAPT STIERS SUNRISE: 0614  
1200-1800 LT CLEMENTS SUNSET: 1916  
1800-2400 CAPT CARR MOONRISE: 0426  
2400-0600 CAPT STIERS MOONSET: 1741  
LFI: 05%

MSN#	TYPE	ORDNANCE	CREW	BRIEF	T/O LAND	TOT	REMARKS
			MAJ MCCARTHY		0740		
6350	BCN	22D-2W/Y	LT EWING	0600	0920	0800	
			LTCOL LEWIS		0940		
6362	"	"	LT JURJEVICH	0800	1120	1000	
			LT KISER		1340		
6534-1	CAS	15D-3T	DOC DAVIS	1200	1520	1400	
			LT DAVIES				
6534-2	"	"	LT CUMMINGS	"	"	"	
			LT HALL				
6366	BCN	22D-2W/Y	LT WIDELL	"	"	"	
			LT PEACK		1540		
6370	"	"	LT THORNLEY	1400	1720	1600	
			CAPT STIERS		1740		
TBA	TPQ	28D-2W/Y	LT STARR	1600	1900	1800	
0952		4D-3	CAPT RIPPY		1945		
MAN 71	CB	12D-2Y/DC/BS	CAPT MULLANE	"	2145	2015	
0956			LT SMITH		2130		
MAN 73	"	"	MAJ DAVIS	"	2330	2200	HT
0960	SEED	10D-2Q	LT CLERY		2340		
MAN 75	AR/CB	12D-2Y/BS	LT POULSEN	"	0140	2400	
			LT HAGAN		0040		
TBA	TPQ	28D-2W/Y	LT LINDSTROM	2300	0200	0100	
			LT CLEMENTS		0240		
6374	BCN	22D-2W/Y	LT MONK	0100	0420	0300	
0966	SEED	10D-2Q	MAJ DUBAC		0340		
MAN 78	AR/CB	12D-2Y/BS	CAPT CARR	1600	0540	0400	
			CAPT FITZ		0440		
6378	BCN	22D-2X	LT VALOVICH	0300	0620	0500	

SORTIES SCHEDULED: 11

1. NATOPS 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. LT HALL SQUADRON PAY OFFICER MUSTER 0530 DISBURSING.

5. LT MCINTYRE GROUP PAY OFFICER MUSTER 0530 DISBURSING

6. LT MONK ORAL HISTORY INTERVIEW GROUP 1000.

7. S-1/S-3 SECTION PARTY CHINA BEACH 1200-1700.

8. IF YOU CAN'T FLY AT A CERTAIN TIME PUT IT ON THE SNEVEL BOARD AT LEAST ONE DAY IN ADVANCE OR YOU DON'T HAVE A VALID GRIPE. NO TRADING ROSES UNLESS AUTHORIZED BY OPS OFFICER.

*K. S. Paulsen*  
for C. H. DUBAC  
By direction