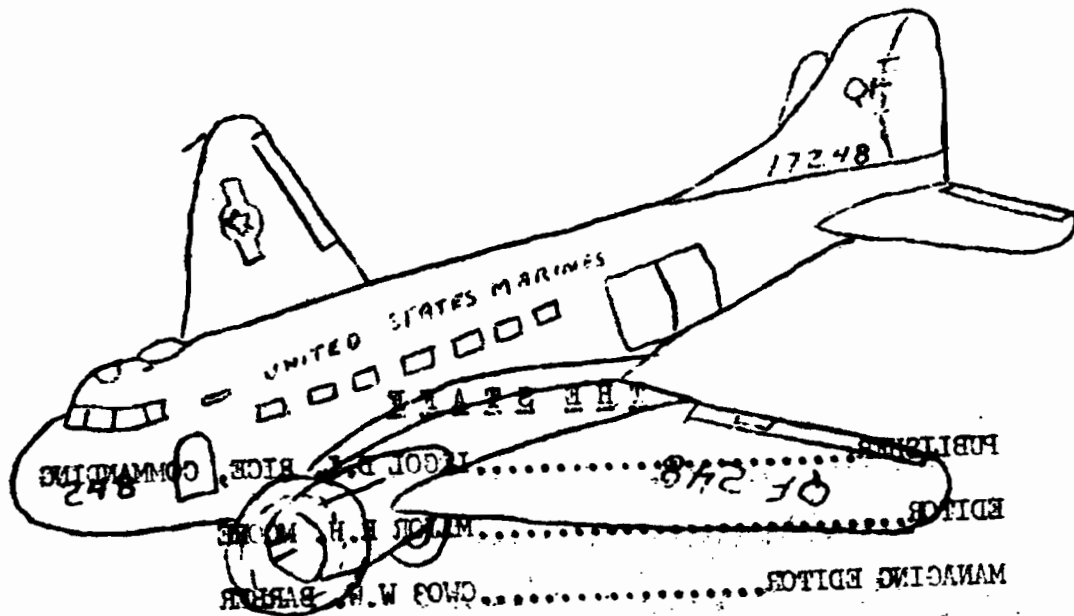
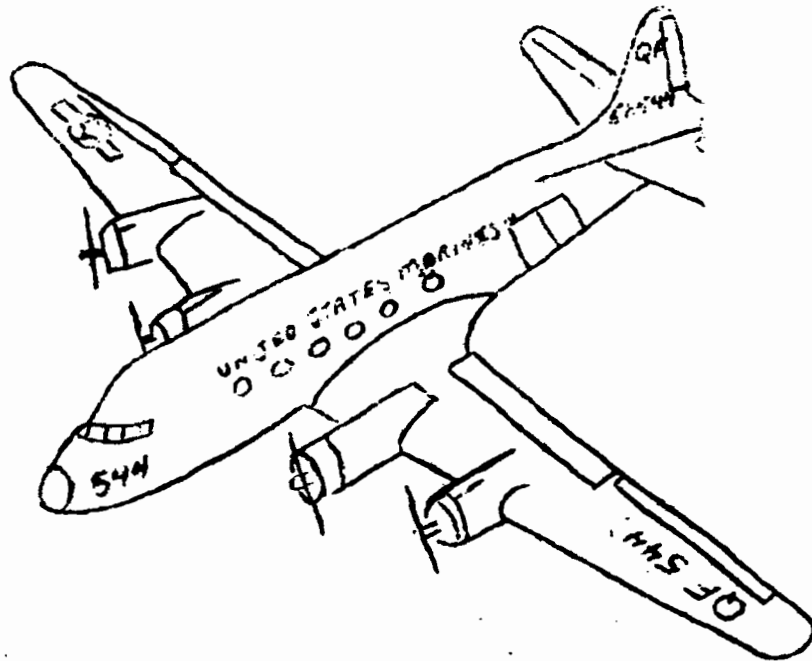
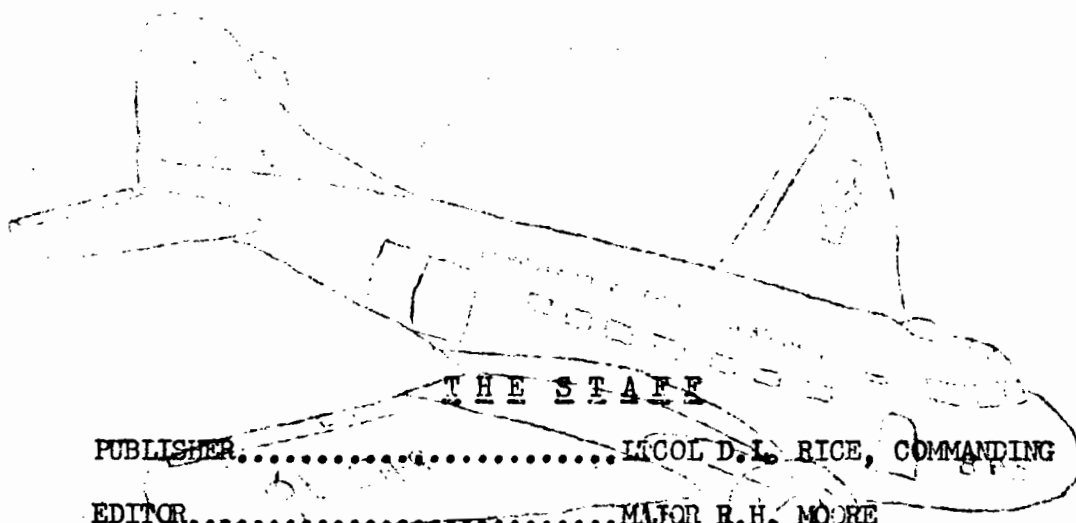
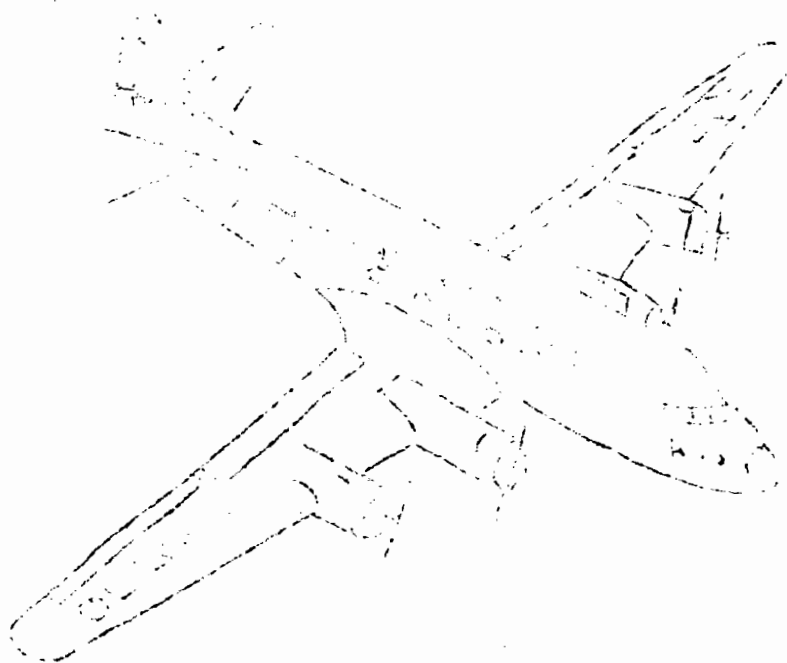




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H&MS-37 OPERATIONS NEWSLETTER



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OPERATIONS NEWSLETTER

In an attempt to keep the "DESK BOUND DRIVER" up to date on changes, notes and items of interest, a newsletter is published by the Operations Office of HMS-37 monthly. Contributions, comments, and even criticism are invited.

Our initial issue was well received in some quarters. Others acted as if they hadn't seen it. We hope to do a better job of reproduction so those who have trouble reading can read all the articles with out their glasses.

MISCELLANEOUS

1. A "READ AND INITIAL" book is kept in the HMS-37 Flight Office. It is another effort on our part to make sure you have the latest dope on whats new in the world of aviation.
2. A directive dated 28 October 1969 is in the aforementioned Read and Initial Book with a change in holding procedure. It went into effect on 13 November 1969 and covers what action is required when arriving at a Fix with no further clearance and what to do if told to hold.
3. If your trip involves a stop on San Clemente Island, the Squadron policy is as follows: If you want to go VFR the ceiling must be at least 2500 feet. This will give a couple minutes to get on guard and get channel 77 working on the SIF in case you have to go swimming. If going IFR, request a handoff from El Toro departure to Long Beach Approach Control. Tell Long Beach you would like them to monitor the flight to Avalon Intersection. From there San Clemente GCA can get you the rest of the way. A word of CAUTION! All headings/altitudes given by San Clemente GCA are advisory only.
4. Third Wing TACC is still putting out nasty letters about people not checking in and out with them. If you can't raise them on the radio, call BUDWORTH BASE (361.1) and we will do it by phone.
5. Planning a RON or an IN AND OUT? Be sure and take a gas packet. No one has to give service if you don't have the chits. There are instructions included on the proper way to fill them out and you as the AC are the one the Material Officer will talk to when you finally get home.
6. No Aircraft Commander will fly a Flare Hop until he has read and initialed the Flare Ops Manual. GySgt Meadows has custody of it.

7. H&S-37 will conduct a "BACK IN THE SADDLE" program after the Holidays for those of you who will be going on leave over the Holidays or have been having trouble getting out from under those piles of paper on your desk. It is nothing strenuous, just a review of the manuals and NATOPS procedures with a bounce hop thrown in for those who have not flown for 20 days or more.
8. NATOPS requires a survival lecture each quarter and a ditching drill yearly with an entry made in the Pilots Flight Jacket. In an effort to make our Jackets look better for the upcoming Wing A&M we will schedule a bunch of drills and lectures in the next week or ten days.
9. As of 22 December 1969 the weather at Camp Pendleton must be 3000 feet with 3 miles visibility before paradrops will be made. This allows a little margin over the 1000 feet below the ceiling. VFR-352 is also using these as their minimums so there should be no arguments with 5th-FSR about anyone dropping with lower ceilings and visibilities.
10. A mail-box for each pilot assigned to fly with us is kept in the Operations Office. When you sign the "READ and INITIAL" book mentioned in item # 1 and the Flare Ops Manual in item # 6, you will be standing next to it. Give your pigeon hole a look. It might have a surprise inside.
11. Last but not least and probably most important, as of 1 February 1970 the FAA has new Radar Beacon Procedures in effect. In short, it goes like this:
- A. VFR or VFR on TOP
 - 1. Below 10000 feet Code 23 00
 - 2. 10000 feet up to but not including Positive Control Area Code 34 00
 - B. VFR or IFR
 - 1. Two way radio failure
IFR or VFR Code 76 00
 - 2. Emergency IFF/SIF procedures remain the same.