



**VMA-251 - Command Diary - April 1953**

**Korean War**

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THIRD ENDORSEMENT on CC VMA-251 ltr ser 023 of 3 May 1953

From: Commanding General, Fleet Marine Force, Pacific  
To: Commandant of the Marine Corps

Subj: Type "B" Report (Command Diary) for the month of  
April 1953

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detachment from the enclosure.

*Edward A. Wilcox*

EDWARD A. WILCOX

By direction

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11 MAY 1953

SECOND ENDORSEMENT on CO, VMA-251 Conf ltr ser 023 of 3 May 1953

From: Commanding General, Aircraft, Fleet Marine Force, Pacific

To: Commandant of the Marine Corps

Via: Commanding General, Fleet Marine Force, Pacific

Subj: Type "B" Report (Command Diary) for the month of April 1953

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2. This endorsement may be downgraded to unclassified upon removal of basic correspondence.



A. EDWARDS

By direction

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6 MAY 1953

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FIRST ENDORSEMENT on CO, VMA-251 Conf ltr ser 023 of 3 May 1953

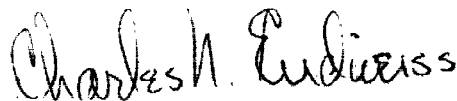
From: Commanding Officer, Marine Aircraft Group-15  
To: Commandant of the Marine Corps  
Via: (1) Commanding General, Aircraft, Fleet Marine Force,  
Pacific  
(2) Commanding General, Fleet Marine Force, Pacific

Subj: Type "B" Report (Command Diary) for April 1953, covering  
the period 1 April 1953 through 30 April 1953

Encl: (1) Type "B" Report (Command Diary) for April 1953  
(2) Type "B" Report (Command Diary) for April 1953,  
11 copies for Info. Addressees

1. Forwarded.

2. Upon removal of Enclosure (1) this letter is downgraded to unclassified.



CHARLES H. ENDWEISS

Acting

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MARINE ATTACK SQUADRON-251  
MARINE AIRCRAFT GROUP-15  
Aircraft, Fleet Marine Force, Pacific  
Marine Corps Air Station  
El Toro (Santa Ana), California

FF14/VMA-251/HZH:cjm

A12-1


Ser: 023

3 MAY 1953

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From: Commanding Officer, Marine Attack Squadron-251  
To: Commandant of the Marine Corps  
Via: (1) Commanding Officer, Marine Aircraft Group-15  
(2) Commanding General, Aircraft, Fleet Marine Force, Pacific  
(3) Commanding General, Fleet Marine Force, Pacific  
Subj: Type "B" Report (Command Diary) for April 1953, covering the period  
1 April 1953 through 30 April 1953  
Ref: (a) Part E Chapter 11, MCM (Change ltr 1 to Change 4)  
(b) AirFMFPac Memo No. 31-53 of 20 Mar 1953  
Encl: (1) Type "B" Report (Command Diary) for April 1953  
(2) Type "B" Report (Command Diary) for April 1953, 11 copies for  
Info. Addressees

1. In accordance with references (a) and (b), enclosure (1) is submitted herewith.
2. In order that distribution list copies will be complete with endorsements of superiors in the chain of command, enclosure (2) is forwarded herewith to Headquarters, Fleet Marine Force, Pacific for distribution.
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HAROLD A. HARWOOD

120244

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FF14/VMA-251/HAH:cjm  
A12-1  
Ser: 023  
3 MAY 1953

MARINE ATTACK SQUADRON-251  
MARINE AIRCRAFT GROUP-15  
Aircraft, Fleet Marine Force, Pacific  
Marine Corps Air Station  
El Toro (Santa Ana), California

T-Y-P-E "B" R-E-P-O-R-T (C-O-M-M-A-N-D D-I-A-R-Y)

PERIOD 1 APRIL 1953 THROUGH 30 APRIL 1953

DISTRIBUTION

Commandant of the Marine Corps  
Commander in Chief U. S. Pacific Fleet  
Commander Air Force, Pacific Fleet  
Commandant, Marine Corps Schools  
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Commanding General, 1st Marine Aircraft Wing  
Commanding General, 2nd Marine Aircraft Wing  
Commanding General, 3rd Marine Aircraft Wing  
Commanding Officer, Marine Aircraft Group-15  
1st Provisional Marine Air-Ground Task Force  
Pacific Fleet Evaluation Group

HISTORICAL OFFICER

Second Lieutenant Francis E. MARTIN, USMC

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Expended for the Month of April 1953

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INTRODUCTORY SUMMARY

During the period covered by this report, Marine Attack Squadron-251 was located at the U. S. Marine Corps Air Station, El Toro (Santa Ana), California. The Commanding Officer from 1 April through 30 April 1953 was Lieutenant Colonel Harold A. HARWOOD 08585/7302, U. S. Marine Corps. This squadron is a unit of Marine Aircraft Group-15. During the period 1 April 1953 through 30 April 1953, Marine Attack Squadron-251 conducted an intensive training program designed to qualify all Naval Aviators and Naval Aviation Pilots, assigned to this squadron, for combat in the AD type aircraft.

Due to the limited facilities and targets available for use by this squadron at MCAS, El Toro, thirty-five (35) officers and one hundred fifty-seven (157) enlisted men were deployed to Naval Auxiliary Air Station, El Centro, California for a five (5) week training period from 12 April 1953 to 19 May 1953.

Extensive training is being conducted with the use of flares and all pilots are to receive a minimum of sixteen (16) hours bombing or strafing under flares.

This squadron is preparing for deployment to Korea in June 1953.

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CHRONOLOGICAL NARRATIVE

1 April 1953

Fourteen officers from this squadron attended a lecture in the station theater on the evaluation of the Mark 7 Bomb, given by Lieutenant Colonel YUNCK.

One (1) AD-3 Bureau No. 122765 was received from NAS Moffett, California.

Four (4) officers detached to the Indoctrination Course (cutaway school) on the AD aircraft at NAS San Diego, California, completed their instructions and returned to MCAS, El Toro, California.

Routine Working Day. (See Appendix II)

2 April 1953

Major Worrell P. NICHOLS, 025172/6708, USMC from MACG-3 presented a lecture to the pilots of this squadron on the operations and procedures of MPQ.

One (1) AD-4B, Bureau No. 132309, was received from NAS, San Diego, California. This was the first plane assigned to this squadron with UHF Radio.

5 April 1953

Holiday Routine. (See Appendix II)

6 April 1953

Ground School was held for all pilots in recognition, E6B computer, and ADF/MDF operations.

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7 April 1953

Captain Dewey M. MARK 035475/7331 USMCR, assistant operations officer participated in test drops at Camp Pendleton using experimental ordnance.

10 April 1953

One (1) AD-4 Bureau No. 128989 was received from NAS, Alameda, California.

12 April 1953

Thirty-five (35) officers and one hundred fifty-seven (157) enlisted men departed for NAAS El Centro, California for a period of five (5) weeks intensive training. Nineteen (19) AD aircraft were flown by squadron pilots to NAAS El Centro this date.

15 April 1953

Captain James R. BLUNT 03505/7302 USMCR, experienced a loss of power and a rough engine, at all RPM's, while flying AL-16 Bureau No. 122790. Upon return to the base, paint, (Zinc Chromate) was found in the strainer. Investigation determined that the fuel strainer in a gas truck at NAAS, El Centro had been painted with zinc chromate. All planes were checked and paint was found in four (4) strainers.

16 April 1953

Representatives from Curtiss Wright Aircraft Corporation presented a lecture on the performance and capabilities of the 3350-26 engine.

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Second Lieutenant Waldo R. REYNOLDS 059772/7301 USMCR experienced an engine failure on take off in AL-15 when about fifty feet in the air and landed straight ahead on runway 26, an 8000 foot runway at El Centro. Ground test and a flight test hop the next day failed to determine the cause. It is believed that this engine failure was caused from paint in the gas as noted on Captain BLUNT's hop on 15 April 1953.

19 April 1953

Major RANKIN presented a lecture on Close Air Support to all pilots of this squadron. Major RANKIN is assigned as an instructor in the Close Air Support School at the Naval Amphibious Base, Coronado, California.

20 April 1953

A disposition board was held on First Lieutenant James I. ELLIS 032417/7302 USMCR at MCAS, El Toro, California. Lieutenant ELLIS was grounded at his own request and the board requested that he be assigned to an Aviation Intelligence Billet.

The first flare drops were made this date using a sonobouy dispenser.

22 April 1953

Two (2) AD-3 Aircraft Bureau No.'s 122780 and 122815 were received from NAS, Alameda, California.

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24 April 1953

Captain SEMB, from MAG-15, conducted a briefing for all pilots on the forthcoming PHIBEX II Manuever.

25 April 1953

At 1957, Captain Milton A. WILSON 030817/7304 USMCR, made a wheels up landing in AL-6 Bureau No. 122762. Captain Wilson took a wave off when clearance to land was not received from the tower on his first approach and failed to extend his gear on the second and final approach. The plane received class B damage.

Eighteen officers and twelve enlisted men were dispatched to target 103-A to observe flare drops and night bombing. This observation indicated that the planes were easy to detect due to the reflection of light from the flares. Permission to change the color scheme of the aircraft to black with red markings has been requested. (See Appendix V)

27 April 1953

Captain James R. BLUNT, Squadron Intelligence Officer, conducted a briefing for all pilots on PHIBEX II.

28 April 1953

All nose flaps in the AD-4 aircraft were wired off this date. The automatic cowl flap regulators do not perform adequately and require constant

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checking by the pilot to prevent overheating of the engine.

One (1) AD-3 aircraft Bureau No. 122785 was received from NAS, Alameda, California.

Twelve (12) planes departed for MCAS, El Toro to participate in PHIBEX II. Eight planes were used for night close air support and two (2) planes for flare drops, with two (2) standbys.

29 April 1953

All scheduled flights for PHIBEX II from this squadron were cancelled due to weather at the target.

30 April 1953

Night close air support flights were conducted in Carrizo Valley with the aid of flares. Flights were controlled by a Forward Air Controller using a radio jeep located in the target area.

One (1) AD-4B aircraft Bureau No. 132316 was received from NAS, San Diego, California.

The alertness and quick thinking of Staff Sergeant Daniel E. BLASZAK 1136730/6519 prevented the possible damage of loss of an aircraft. While loading a sonobouy dispenser, a 1,000,000 candle power flare was released and ignited under the wing of an AD-4 aircraft. Sergeant BLASZAK pulled the burning flare to a clear area. The fire Department at NAAS El Centro was unable to extinguish the flare.

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APPENDIX I  
TASK ORGANIZATION

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TASK ORGANIZATION

Unit:	Marine Attack Squadron-251
Commanding Officer:	Lieutenant Colonel HAROLD A. HARWOOD 08585/7302, U. S. Marine Corps
Geographic Location:	Marine Corps Air Station, El Toro (Santa Ana), California
Next Higher Echelon:	Marine Aircraft Group-15
Commanding Officer:	Colonel WILLIAM K. POTTINGER, 04643/9907 U. S. Marine Corps

APPENDIX I

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APPENDIX II  
PLAN OF THE DAY

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PLAN OF THE DAY

<u>Daily (Including Saturday)</u>	<u>Sundays &amp; Holidays</u>
0600 Reveille	None
0630-0730 Breakfast	0700-0800
0700 Duty Section Muster & Sweepdown	1300
0730 General Muster in Squadron Area	None
0800 Turn To	None
0800-0900 Sick Call	0800-0900
1130-1230 Noon Meal	1130-1230
1200* Liberty (Saturday Only)	Regular Liberty all day Sunday
1300 Turn To	None
1300-1400 Sick Call	1300-1400
1615 General Muster in Squadron Area	None
1630 Liberty	Regular Liberty all day Sunday
1700-1800 Evening Meal	1630-1715
1800 Duty Section Muster & Sweepdown	1800
1800-1830 Sick Call	1800-1830
2130 Duty Section Muster & Sweepdown	2130
2145 Call to Quarters	2200
2200 Taps, Lights Out	2215

\* Normal Holiday Routine shall prevail from 1200 on Saturday until 0730 on the following Monday unless otherwise specified by the Squadron Commander or higher authority.

APPENDIX II

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Type "B" Report (Command Diary) for April 1953 VMA-251 Continued  
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APPENDIX III

STRENGTH, AIRCRAFT, AND FLIGHT TIME REPORT AND  
ORDNANCE EXPENDED FOR THE MONTH OF APRIL 1953

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APRIL 1953

<u>Date</u>	<u>Sorties</u>	<u>Hours</u>	<u>Type of Sorties</u>
1 Apr	17	22.5	Familiarization, Cross Country, MPQ, Ferry
2 Apr	23	27.3	Familiarization, MPQ, Night Section Tactics, Instrument, Cross Country
3 Apr	3	2.4	Cross Country
4 Apr	6	8.6	Instrument, GCA
6 Apr	6	5.5	GCA, GCA Chase, Test
7 Apr	39	49.3	MPQ, GCA, Night MPQ, Night GCA, Test, Cross Country, Experimental Bombing, Night Familiarization, GCA Chase
8 Apr	27	37.0	MPQ, GCA, Night MPQ, Ferry, GCA Chase, Test
10 Apr	4	4.1	Ferry, Cross Country, Test
12 Apr	22	44.3	Navigation, Cross Country, Instrument, Instrument Chase, Slow Time, Test
13 Apr	58	82.3	Night Bombing, Night Division Tactics, Section Tactics, Division Tactics, Instrument, Familiarization, Test
14 Apr	62	78.4	Night Bombing, Division Tactics, Section Tactics, Bombing, Familiarization
15 Apr	53	71.9	Night Bombing, Bombing, Night Navigation, Navigation, Cross Country, Test

APPENDIX III

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APRIL 1953 Cont

16 Apr	64	78.7	Night Strafing, Night Division Tactics, Night Familiarization, Bombing, Instrument, Test, Navigation
17 Apr	63	80.8	Night Strafing, Night Familiarization, Bomb- ing, Strafing, Instrument, Test, Familiari- zation
18 Apr	46	72.0	Night Navigation, Strafing, Section Tactics, Cross Country, Test, Familiarization
19 Apr	33	44.9	Instrument, Navigation, Instrument Chase, Test
20 Apr	66	87.3	Night Flare Bombing, Night Bombing, Night Flare Drops, Night Familiarization, CAS, Cross Country, Test
21 Apr	53	70.3	Night Flare Bombing, Night Bombing, Night Familiarization, CAS, Test, Night Division Tactics, Familiarization, Night Flare Drops
22 Apr	64	83.6	Night Flare Bombing, Night Flare Drops, Night Bombing, CAS, Cross Country, Test, Ferry, Familiarization
23 Apr	26	38.9	CAS, Night Flare Drops, Night Flare Bombing, Test, Ferry, Cross Country
24 Apr	40	49.3	Night Flare Bombing, Night Flare Drops, Night Bombing, Instrument, Cross Country, Test

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APRIL 1953 Cont

25 Apr	50	77.7	Night Flare Bombing, Night Flare Drops, Cross Country, Search, CAS, Test
26 Apr	38	57.8	Night Flare Bombing, Night Flare Drops, CAS, Night Navigation
27 Apr	3	2.8	Test, Cross Country
28 Apr	27	62.1	Night CAS, Cross Country, Night Navigation, Test, Ferry, Night Flare Drops
29 Apr	26	59.9	Night Intruder, Night Navigation, Instrument, Smoke, Cross Country, Instrument Chase
30 Apr	27	<u>35.3</u>	Night CAS, Night Flare Drops, Cross Country, Test, Ferry
TOTALS:	946	1335.0	

STATISTICAL SUMMARY

1. Total Aircraft Authorized		24 AD
2. Total Aircraft On Hand		27 AD
3. Aircraft Lost		0
4. Aircraft Availability		50 %
5. Pilots Combat Ready		32
6. Officer Strength:	<u>On Hand</u>	<u>Authorized</u>
a. Naval Aviators:	33	53
b. Aviation Ground Officers	3	6

APPENDIX III

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APRIL 1953 Cont

c. Naval Officers (Medical Corps):	<u>0</u>	<u>1</u>
d. TOTAL:	41	60
7. Enlisted Strength:	172	179
a. Naval Aviation Pilots:	3	0
b. Naval Hospital Corpsmen:	<u>0</u>	<u>3</u>
c. TOTAL:	175	182

ORDNANCE EXPENDED

1000 lb. GP (MK13)	26
1000 lb. WSF (MK22)	48
500 lb. GP (MK12)	46
500 lb. WSF (MK21)	50
100 lb. GP (MK4)	212
100 lb. WSF (MK15)	1100
Miniature (MK23)	723
3.5 Rocket Head, Smoke (MK6)	166
5.0 Rocket Head	218
11.75 Rocket Head	28
Flare, Aircraft Parachute, (MK5)	831

APPENDIX III

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Cartridges, 20 mm.	17674
Fuze, Bomb Nose	304
Fuze, Rocket Nose	166

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APPENDIX IV  
STATION LIST  
for  
MARINE ATTACK SQUADRON-251

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-----  
 Type "B" Report (Command Diary) for April 1953 VMA-251 Continued  
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STATION LIST OF MARINE ATTACK SQUADRON-251

T/O JOB TITLE	T/O RANK	T/O MOS	NAME	RANK	MOS	ADD MOS	SERVICE NUMBER
<u>HEADQUARTERS</u>							
CommandingO	LtCol	7331	HARWOOD, Harold A.	LtCol	7302	7331	08585
ExecutiveO	Maj	7331	MERRITT, James W.	Maj	7302		011242
Adjutant	Capt	0130	CARPENTER, Stanley H.	Capt	7331		048955
<u>INTELLIGENCE</u>							
Avn Intello	Capt	7010	BLUNT, James R.	Capt	7302	7010	030505
<u>FLIGHT SECTION</u>							
Pilot VMA (O)	Maj	7331	BARTON, Leroy C.	Maj	7304	6410	025336
Pilot VMA (O)	Maj	7331	COCHRANE, Kevin	Maj	7304		026651
Pilot VMA (O)	Maj	7331					
Pilot VMA (O)	Maj	7331					
Pilot VMA (O)	Capt	7331	AARON, Albert V.	Capt	7302		029481
Pilot VMA (O)	Capt	7331	BARR, Elree G.	Capt	7331		029052
Pilot VMA (O)	Capt	7331	FOSTER, William J., Jr.	Capt	7302		038988
Pilot VMA (O)	Capt	7331	FREE, Stanley E.	Capt	7302		032163
Pilot VMA (O)	Capt	7331	MARK, Dewey M., Jr.	Capt	7302		035475
Pilot VMA (O)	Capt	7331	MERKLE, Jack R.	Capt	7302	6410	038243
Pilot VMA (O)	Capt	7331	ROBBINS, Jack W.	Capt	7301	5230	049637
Pilot VMA (O)	Capt	7331	STEINWAY, Robert A.	Capt	7331		049182
Pilot VMA (O)	Capt	7331	STOKES, Jay A.	Capt	7302	7303	030581
Pilot VMA (O)	Capt	7331	WEBBEKING, Albert G.	Capt	7302		036090
Pilot VMA (O)	Capt	7331	WILSON, Milton A.	Capt	7304		030817
Pilot VMA (O)	Lt	7331	BELFORD, Edward M.	1Lt	7331	7010	054177
Pilot VMA (O)	Lt	7331	BOULDIN, Billy D.	1Lt	7304		045137
Pilot VMA (O)	Lt	7331	EUWEMA, Ralph M.	1Lt	7302		033054
Pilot VMA (O)	Lt	7331	SIGFRINIUS, Kenneth E.	1Lt	7302		035510
Pilot VMA (O)	Lt	7331	STIVER, Donald R.	1Lt	7304	7377	051530
Pilot VMA (O)	Lt	7331	ALBERT, Duane H.	2Lt	7301		059737
Pilot VMA (O)	Lt	7331	CLAPP, Frederick H.	2Lt	7301		059739
Pilot VMA (O)	Lt	7331	KUCHARSKI, Charles R.	2Lt	7302		052938
Pilot VMA (O)	Lt	7331	MARTIN, Francis E.	2Lt	7304		048528

APPENDIX IV

RESTRICTED  
 SECURITY INFORMATION

RESTRICTED  
SECURITY INFORMATION

[illegible]

## OPERATIONS

OPERATIONS							
AvnOperations0	Maj	7393	LAMONT, William A.	Maj	7331	6410	018619
LandingSignal0	Capt	7381					
RadDef0	Lt	5710	BURTON, John R.	1Lt	6510		052503

## AIRCRAFT MAINTENANCE

A/C EngineO	Capt	6410	EATON, Byron A.	1Lt	6410	052509
Asst A/C EngineO	Lt	6410				

## APPENDIX IV

RESTRICTED  
SECURITY INFORMATION

DECLASSIFIED

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 Type "B" Report (Command Diary) for April 1953 VMA-251 Continued  
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RESTRICTED  
 SECURITY INFORMATION

T/O JOB TITLE	T/O RANK	T/O MOS	NAME	RANK	MOS	ADD MOS	SERVICE NUMBER
<u>MATERIEL</u>							
SqdnMatO	Lt/WO	6406	FULLERIGHT, James H.	2Lt	6410		058825
<u>ORDNANCE</u>							
AvnOrdO	Lt/WO	6510	BURTON, John R.	1Lt	6510		052503
<u>ELECTRONICS</u>							
AvnElectrO	Lt/WO	6610	ANDREPONT, John W.	Capt	7302		047195
<u>MEDICAL SECTION</u>							
MedicalO	Lt(MC)						
<u>NON-EFFECTIVES</u>							
AwtAssn			ELLIS, James I.	1Lt	7302		032417
USNH			LUND, Kenneth A.	Capt	7304		038029

## APPENDIX IV

RESTRICTED  
 SECURITY INFORMATION

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Type "B" Report (Command Diary) for April 1953 VMA-251 Continued  
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APPENDIX V

REQUEST FOR CHANGE IN COLOR AND MARKING OF AIRCRAFT

DECLASSIFIED



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MARINE ATTACK SQUADRON 251  
MARINE AIRCRAFT GROUP 15  
Aircraft, Fleet Marine Force, Pacific  
Marine Corps Air Station  
El Toro (Santa Ana), California

FF14/VMA-251/HAH:wrđ  
L9-3  
Ser: 213  
2 May 1953

From: Commanding Officer, Marine Attack Squadron 251  
To: Commanding General, Aircraft, Fleet Marine Force, Pacific  
Via: Commanding Officer, Marine Aircraft Group-15

Subj: Change of Paint and Markings Color for this Units Aircraft,  
request for

1. In the light of recent ground observations of aircraft operating at night, under flares, it is obvious to observers that the standard, glossy, blue aircraft paint with white markings on fuselage and wings are undesirable for night operations. Reflection from these surfaces is great, particularly when the aircraft makes any turns below the flares.

2. Therefore, it is requested that this unit be permitted to paint its aircraft with a dull, black finish and to paint all markings red.

HAROLD A. HARWOOD

APPENDIX V

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