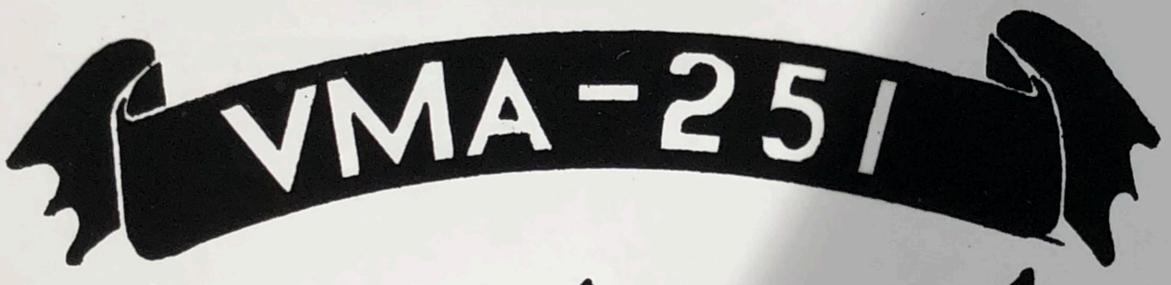


10104

SECRET

TYPE "B" REPORT COMMAND DIARY



FOR THE PERIOD

1-31 January 1954

HISTORICAL OFFICER

Second Lieutenant Francis E. MARTIN

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UNITED STATES MARINE CORPS
MARINE ATTACK SQUADRON 251, MARINE AIRCRAFT GROUP 12
1st Marine Aircraft Wing, Fleet Marine Force
c/o Fleet Post Office, San Francisco, California

TYPE "B" REPORT

COMMAND DIARY

1-31 JANUARY 1954

DISTRIBUTION

- (1) Original and one (1) copy to Commandant of the Marine Corps
(2) Via: (1) Commanding Officer, Marine Aircraft Group 12
(2) Commanding General, 1st Marine Aircraft Wing, FMF
(3) Commanding General, Aircraft, Fleet Marine Force, Pacific
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TASK ORGANIZATION

UNIT	Marine Attack Squadron 251
COMMANDING OFFICER	1-31 January 1954 Lt Col Frank R. PORTER, Jr, 07082/7331, USMC
GEOGRAPHICAL LOCATION	K-6 Air Base, Iyongtaek, Korea
NEXT HIGHER ECHELON	Marine Aircraft Group 12 1st Marine Aircraft Wing

MISSION AND TASKS

MISSION

Provide air support of Fleet Marine Force operations by destruction of surface targets.

TASKS

1. Conduct close air support
2. Conduct strikes against enemy installations, armed reconnaissance and interdiction operations.
3. Conduct visual reconnaissance.
4. Provide smoke laying, illumination and insecticide spraying.
5. Maintain the capability to perform mission and tasks during darkness.
6. Maintain capability to operate from aircraft carriers.
7. Maintain capability to depart from and return to base during all-weather conditions.

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INTRODUCTORY SUMMARY

During the month of January 1954, Marine Attack Squadron 251 was located at and operated from K-6 Airbase, Pyong-teak, Korea.

Cold weather operations have been necessarily used to a good advantage during the entire month.

The squadron personnel situation is beginning to get critical. During the past month only two officers and one enlisted man were joined while six officers and thirty enlisted men were transferred. The squadron lost one officer in a fatal aircraft accident.

The Intelligence section has been quite busy this month reclassifying all data originally marked "Restricted Security Information". A new Emergency Destruction Bill and a new Squadron Ground Defense Plan were published during the month. Instruction in Recognition, Survival and World Affairs is being given officers and men in the squadron by personnel in this office.

Flight operations were rather limited during January 1954 for various reasons. The most outstanding cause was a "readiness stand-down" during the prisoner of war release period. The night patrols normally flown by this squadron were placed on a "strip Alert" status by the Joint Operational Center.

This squadron exchanged several aircraft with Marine Attack Squadron 121 during the month. The result of the exchange is that this squadron has more aircraft capable of night radar intercept work than it had before.

Numerous "alerts" were observed by the squadron during January, but none were of any consequence.

Building and Grounds have done considerable work on fox holes and slit trenches in the squadron working area. Further work has been done by Utilities on the hangar doors and the working and living areas have been further winterized.

The engineering section has been greatly hampered this month by a loss of personnel. During cold weather operations, more man hours are required to keep the aircraft availability as high as possible and with so few men, the situation is getting rather critical.

The department performed seven (7) acceptance and transfer checks when this squadron exchanged aircraft with Marine Attack Squadron 121.

The metal smith shop improvised a method of holding armor plate in place. Replacements for special Dzus fasteners are not available, so the holes have been countersunk and standard fasteners are being used.

The ordnance section has kept all 20 mm cannons in excellent condition the past month. The loading and unloading of aircraft has been done efficiently and in close coordination with the Operations department.

K-25 cameras are being loaded on all aircraft assigned the lead on Close Air Support and Interdiction flights. The pictures aid in better evaluation of training flights.

Ordnance is another department that has been hard hit by a loss of personnel.

The material section had a routine month during January.

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CHRONOLOGICAL NARRATIVE FOR THE MONTH OF JANUARY 1954

1 JANUARY 1954

First Lieutenant William PHILBIN, 052460/0130 USMC was assigned duty as adjutant this date.

SORTIES:

Night Patrols	7	Cross-country	2
TOTAL SORTIES - - - - -	<u>9</u>		<u>20.4</u>
TOTAL OPERATIONAL HOURS - - - - -			
ORDNANCE EXPENDED - - - - -	NONE		

1745/2045 NIGHT PATROL Mission #90
 (Two (2) aircraft)
 2ndLt EVANKO
 2ndLt DANIELSON

Controller ELGIN
 Area patrolled SEOUL to 40 miles west
 Contacts or Intercepts None

2000/2230 NIGHT PATROL Mission #91
 Capt GARDNER

Controller ELGIN
 Area patrolled SEOUL to 40 miles west
 Contacts or Intercepts None

2130/2400 NIGHT PATROL Mission #92
 2ndLt REALSEN

Controller ELGIN
 Area patrolled SEOUL to 40 miles west
 Contacts or Intercepts None

2330/0235 NIGHT PATROL Mission #93
 2ndLt REYNOLDS

Controller ELGIN
 Area patrolled SEOUL to 40 miles west
 Contacts or Intercepts None

0145/0420 NIGHT PATROL Mission #94
 Capt PETERSON

Controller ELGIN
 Area patrolled SEOUL - INCHON area
 Contacts or Intercepts None

0410/0810 NIGHT PATROL Mission #95
 LtCol ALLM

Controller ELGIN
 Area patrolled INCHON to 25 miles west
 Contacts or Intercepts None

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ambulance and men were dispatched to search the area where the crash occurred.

Reports revealed that the aircraft struck the ground in a steep bank and at a high speed and exploded immediately. There was no possible chance of survival of the pilot. It was assumed that the cause of the crash was an extreme case of vertigo under adverse weather conditions.

This was the first fatal accident in WIR-251 since 13 May 1952.

SORTIES:

CAS	2	Instrument	4
Night Patrols	3	GCA	4

Four (4) aircraft on a bombing mission aborted due to weather.
One aircraft on a night patrol mission aborted due to mechanical failure.

TOTAL SORTIES	-----	13	
TOTAL OPERATIONAL HOURS	-----		29.5
ORDNANCE EXPENDED	-----	800	20mm

1750/2030 NIGHT PATROL Mission #90
Capt GARDNER

Controller	ELGIN
Area patrolled	INCHON to 50 miles east
Contacts or Intercepts	None

1925/2220 NIGHT PATROL Mission #91
2ndLt CLAPP

Controller	ELGIN
Area patrolled	10 miles east of SEOUL to 40 miles east of K-47
Contacts or Intercepts	None

2330/0225 NIGHT PATROL Mission #93
2ndLt REYNOLDS

Controller	ELGIN
Area patrolled	SEOUL to 30 miles east, then SEOUL to K-6
Contacts or Intercepts	ELGIN controlled a search for WARHEAD #92, contact could not be made due to low ceilings in a mountainous area.

5 JANUARY 1954

A training stand down was held this date, therefore the only missions flown were the night patrols.

SORTIES:

Night Patrols 4

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TOTAL SORTIES - - - - -	<u>4</u>	
TOTAL OPERATIONAL HOURS - - - - -		<u>12.6</u>
ORDNANCE EXPENDED - - - - -	NONE	

1740/2045 NIGHT PATROL Mission #90
2ndLt ALBERT

Controller	ELGIN
Area patrolled	40 miles east and west of SEOUL
Contacts or Intercepts	None

1935/2235 NIGHT PATROL Mission #91
Capt SMITH

Controller	ELGIN
Area patrolled	30 miles west-southwest of INCHON to K-6
Contacts or Intercepts	None

2145/0115 NIGHT PATROL Mission #92
Capt PETERSON

Controller	ELGIN
Area patrolled	K-47 to SEOUL
Contacts or Intercepts	None

2331/0225 NIGHT PATROL Mission #93
2ndLt HOAG

Controller	ELGIN
Area patrolled	INCHON to 60 miles east
Contacts or Intercepts	None

6 JANUARY 1954

No night patrols were flown this date due to low ceilings and poor visibility. Pilots were on a 30 minute stand-by.

SORTIES:

CAS	2	Instrument	2
GCA	2		

TOTAL SORTIES - - - - -	<u>6</u>	
TOTAL OPERATIONAL HOURS - - - - -		<u>8.7</u>
ORDNANCE EXPENDED - - - - -	NONE	

7 JANUARY 1954

SORTIES:

Bombing	8	Instrument	8
Interdiction	4	Test	1
Night Patrols	3		

TOTAL SORTIES - - - - -	<u>24</u>	
TOTAL OPERATIONAL HOURS - - - - -		<u>40.2</u>
ORDNANCE EXPENDED - - - - -	36 Miniature Bombs	
	50 2.25" Rockets	

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1735/2030
LtCol PORTER

NIGHT PATROL

Mission #90

Controller
Area patrolled
Contacts or Intercepts

ELGIN
INCHON to K-47
None

2240/0125
2ndLt DUNE

NIGHT PATROL

Mission #92

Controller
Area patrolled
Contacts or Intercepts

ELGIN
25 miles east of KIMPO to 50
miles west of INCHON
None

0350/0620
1stLt WEATHERWAX

NIGHT PATROL

Mission #94

Controller
Area patrolled
Contacts or Intercepts

ELGIN
SEOUL to 40 miles east to 20 mi.
west and south
None

8 JANUARY 1954

Due to low ceilings and poor visibility only two (2) night patrols were flown, the remaining flights were put on a 15 minute stand-by.

Captain Jack W. ROBBINS, 049637/7331 USMC joined the squadron this date

SORTIES:

Night Patrols	2	Familiarization	1
GCA	6	Test	1

Two (2) aircraft on an Interdiction mission aborted due to weather.

TOTAL SORTIES	- - - - -	10
TOTAL OPERATIONAL HOURS	- - - - -	14.1
ORDNANCE EXPENDED	- - - - -	50 2.25" Rockets

1750/1900
LtCol PORTER
2ndLt MILLER

NIGHT PATROL
(Two (2) aircraft)

Mission #90

Controller
Area patrolled
Contacts or Intercepts

ELGIN
SEOUL to 20 miles south
None

9 JANUARY 1954

Due to a squadron stand down only one flight was launched during the day. The night patrols were on a fifteen (15) minute stand-by due to poor visibility in the local and patrol areas.

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SORTIES:

Test 1

TOTAL SORTIES - - - - - 1
 TOTAL OPERATIONAL HOURS - - - - - 0.7
 ORDNANCE EXPENDED - - - - - NONE

10 JANUARY 1954

First Lieutenant Charles R. KUCHARSKI Jr., 052938/7331 USAF and
 Second Lieutenant William L. CLEVELAND Jr., 058791/7331 USMCR were
 transferred for duty with the 3rd Marine Division, FMF.

Master Sergeant W. L. SIMPSON was SCRAMBLED by Group Operations at
 1011 to intercept an unidentified aircraft, the aircraft was identified
 before an intercept could be started.

SORTIES:

SCRAMBLE	1	Night Patrols	4
Bombing	4	Instrument	2
Interdiction	6		

TOTAL SORTIES - - - - - 17
 TOTAL OPERATIONAL HOURS - - - - - 31.1
 ORDNANCE EXPENDED - - - - - 24 Miniature Bombs

1757/2005 NIGHT PATROL Mission #90
 Capt GARDNER (Two (2) aircraft)
 2ndLt NEBLITT

Controller	ELGIN
Area patrolled	SEOUL to 50 miles east
Contacts or Intercepts	None

2245/0130 NIGHT PATROL Mission #92
 1stLt EVANKO

Controller	ELGIN
Area patrolled	Coast to 45 miles east of K-55
Contacts or Intercepts	None

0320/0615 NIGHT PATROL Mission #94
 2ndLt REALSEN

Controller	ELGIN
Area patrolled	K-55 to K-16
Contacts or Intercepts	None

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11 JANUARY 1954

SORTIES:

CAS	4	Familiarization	2
Interdiction	4	Test	1
Night Patrols	2	TAC/A	1

One night patrol mission aborted due to mechanical failure.

TOTAL SORTIES - - - - - 14
TOTAL OPERATIONAL HOURS - - - - - 25.5
ORDNANCE EXPENDED - - - - - NONE

1755/2035 NIGHT PATROL Mission #90
1stLt EVANKO

Controller	EIGIN
Area patrolled	INCHON to 70 miles east
Contacts or Intercepts	None

2250/0015 NIGHT PATROL Mission #92
Capt PETERSON

Controller	EIGIN
Area patrolled	SEOUL to 40 miles east
Contacts or Intercepts	None

12 JANUARY 1954

The night patrol sorties normally flown by this squadron have been placed on an "available alert" until further notice. This is being done for maintenance purposes. The night patrols will be flown at the discretion of the Commanding Officer.

SORTIES:

Test	1
------	---

TOTAL SORTIES - - - - - 1
TOTAL OPERATIONAL HOURS - - - - - 0.6
ORDNANCE EXPENDED - - - - - NONE

13 JANUARY 1954

SORTIES:

CAS	2	Familiarization	2
Bombing	4	Test	3
Instrument	2		

TOTAL SORTIES - - - - - 13
TOTAL OPERATIONAL HOURS - - - - - 17.1
ORDNANCE EXPENDED - - - - - 12 100lb WSE bombs

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14 JANUARY 1954

No flights were launched this date as K-6 airfield was secured due to a heavy snowfall.

15 JANUARY 1954

No flights were launched this date due to a squadron stand-down and inclement weather.

16 JANUARY 1954

Due to the future releasing of the prisoners of war, all training flights have been cancelled. A stand-down will enable this squadron to attain and maintain a high availability to be ready for any emergency that may occur.

SORTIES:

Test	9	
TOTAL SORTIES - - - - -	9	
TOTAL OPERATIONAL HOURS - - - - -		9.1
ORDNANCE EXPENDED - - - - -	NONE	

17 JANUARY 1954

SORTIES:

Test	2	
TOTAL SORTIES - - - - -	2	
TOTAL OPERATIONAL HOURS - - - - -		1.4
ORDNANCE EXPENDED - - - - -	NONE	

18 JANUARY 1954

First Lieutenant William PHILBIN, 052460 USMC was promoted to Captain this date.

SORTIES:

Test	2	
TOTAL SORTIES - - - - -	2	
TOTAL OPERATIONAL HOURS - - - - -		1.5
ORDNANCE EXPENDED - - - - -	NONE	

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19 JANUARY 1954

First Lieutenant Byron A. EATON, 052509 USMC was promoted to the rank of Captain this date.

Second Lieutenant Francis E. MARTIN, 048528 USMC, Historical Officer, returned from emergency leave this date.

SORTIES:

Test 9

TOTAL SORTIES	- - - - -	9	
TOTAL OPERATIONAL HOURS	- - - - -		7.6
ORDNANCE EXPENDED	- - - - -	NONE	

20 JANUARY 1954

Major Earl W. JOHNSON, 021321 USMC was joined from VMA 121 this date.

Captain William PHILBIN, 052460 USMC departed for CONUS on emergency leave this date.

SORTIES:

Test 1

TOTAL SORTIES	- - - - -	1	
TOTAL OPERATIONAL HOURS	- - - - -		1.0
ORDNANCE EXPENDED	- - - - -	NONE	

21 JANUARY 1954

SORTIES:

Test 2

TOTAL SORTIES	- - - - -	2	
TOTAL OPERATIONAL HOURS	- - - - -		2.3
ORDNANCE EXPENDED	- - - - -	NONE	

22 JANUARY 1954

SORTIES:

Test 4

TOTAL SORTIES	- - - - -	4	
TOTAL OPERATIONAL HOURS	- - - - -		2.6
ORDNANCE EXPENDED	- - - - -	NONE	

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23 JANUARY 1954

Lieutenant Colonel Gordon L. ALLEN, 010926/7302 USMC, Executive Officer was transferred to MABS-12 this date.

Major Earl W. JOHNSON, 021321/7331 USMC was assigned duty as Squadron Executive Officer.

SORTIES:

Test 5

TOTAL SORTIES	-----	5	
TOTAL OPERATIONAL HOURS	-----		4.9
ORDNANCE EXPENDED	-----	NONE	

24 JANUARY 1954

Due to a squadron stand-down no flights were launched this date.

25 JANUARY 1954

SORTIES:

Familiarization	1	CAS	2
Test	4	Instruments	10

Three (3) aircraft on a bombing mission aborted due to weather.

One aircraft on an instrument hop aborted due to electronic failure.

TOTAL SORTIES	-----	17	
TOTAL OPERATIONAL HOURS	-----		28.3
ORDNANCE EXPENDED	-----	NONE	

26 JANUARY 1954

Lieutenant Albert C. BIEGEL, 184016/2105 USNR(MC) joined this date and was assigned to MAG-12 Dispensary.

SORTIES:

Familiarization 1

TOTAL SORTIES	-----	1	
TOTAL OPERATIONAL HOURS	-----		1.0
ORDNANCE EXPENDED	-----	NONE	

27 JANUARY 1954

SORTIES:

CAS	2	Cross-country	3
Instrument	7	Familiarization	2
Test	3		

One aircraft on an Instrument mission aborted due to electronic failure.

One aircraft on a cross-country hop aborted due to mechanical failure.

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TOTAL SORTIES	- - - - -	<u>17</u>	- - - - -	<u>21.2</u>
TOTAL OPERATIONAL HOURS	- - - - -		- - - - -	
ORDNANCE EXPENDED	- - - - -	NONE	- - - - -	

28 JANUARY 1954

SORTIES:

CAS	3	Interdiction	2
Instrument	3	Test	6
Familiarization	1		

One aircraft on an instrument mission aborted due to mechanical failure.

TOTAL SORTIES	- - - - -	<u>15</u>	- - - - -	<u>18.5</u>
TOTAL OPERATIONAL HOURS	- - - - -		- - - - -	
ORDNANCE EXPENDED	- - - - -	NONE	- - - - -	

29 JANUARY 1954

While on a routine navigation flight Major JOHNSON and Second Lieutenant DANIELSON were diverted by FREE TRADE at 1445 to intercept unidentified aircraft in their area. Major JOHNSON and Lieutenant DANIELSON sighted two (2) blue painted, navy type AD or F4U aircraft, located approximately 8 miles east of FREE TRADE. The unidentified aircraft were on a heading of 130° at 13,000 feet, their speed was approximately 200 knots.

FREE TRADE broke off the intercept before positive identification could be made.

SORTIES:

CAS	2	Cross-country	2
Navigation	2	Instrument	2
Test	4		

Two (2) aircraft on a CAS mission aborted due to electronic failure.

Two (2) aircraft on an Interdiction mission aborted due to inability to contact controller.

TOTAL SORTIES	- - - - -	<u>12</u>	- - - - -	
TOTAL OPERATIONAL HOURS	- - - - -		- - - - -	<u>22.5</u>
ORDNANCE EXPENDED	- - - - -	NONE	- - - - -	

30 JANUARY 1954

A dispatch from the Commanding General AirMETFAC was received this date. It stated that plans have been made to equip six (6) AD4B aircraft from this squadron with special weapons capabilities. No further information has been received. Material assignments will be made in the near future.

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Sorties:

Interdiction	4	Navigation	4
Instrument	8	Familiarization	2
Test	2		

TOTAL SORTIES - - - - -	20		
TOTAL OPERATIONAL HOURS - - - - -		31.9	
ORDNANCE EXPENDED - - - - -	NONE		

31 JANUARY 1954

The squadron held a stand-down this date, therefore no flights were launched.

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DEPARTMENTAL SUMMARIES

S-1 MONTHLY SUMMARY

For the period ending 2400, 31 January 1954, this squadron joined two (2) officers and one (1) enlisted man and transferred six (6) officers and thirty (30) enlisted men.

Two Officers were promoted to the grade of Captain. Fifteen (15) enlisted men were promoted to their next higher rank. The following man was demoted to the rank indicated:

Cpl Charles W. YAGER, 1240645/6511 USMC

The squadron reenlisted, Sergeant J. W. GAY and Sergeant J. O. GLASSCO for a period of three (3) years.

Captain W. PHILBIN departed on emergency leave this month. Second Lieutenant F. E. MARTIN and Master Sergeant R. N. GARRIS returned to duty from emergency leave.

Second Lieutenant William C. DURAND, 061224 USMCR, a member of this squadron since 25 October 1953, was killed in an aircraft accident on 4 January 1954. During the time Lieutenant DURAND was attached to this squadron he acted as assistant engineering officer.

One (1) man was sent to the hospital during the month and one (1) man returned.

Personnel on hand as of 2400, 31 January 1954:

Officers	35 NA's	5 AG's	2 USN
Enlisted	128 (two (2) NA's included)		3 USN

The squadron T/O is:

Officers	53 NA's	6 AG's	1 USN
Enlisted	194		3 USN

S-2 MONTHLY SUMMARY

Second Lieutenant Francis E. MARTIN 048528/7331 USMC, Squadron Historical Officer, returned from emergency leave on 19 January 1954.

A revised First Marine Aircraft Wing Standing Operating Procedure for the preparation and submission of the Command Diary (Type "B" Report) was received this month. The Command Diary type "B" report for January 1954 is submitted in accordance with the above listed standing operating procedure.

A Ground Defense Plan was published by this squadron on 19 January 1954.

A recognition Quiz is posted on the Bulletin Board each day and has proven very satisfactory in arousing the interest of the squadron pilots in the subject. The Quiz, consisting of two or three enemy or friendly aircraft is changed each day by the recognition Officer and the answer to the previous day's Quiz is posted. This information is supplemented with interesting articles from available publications on aeronautical achievements or developments.

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On 19 January 1954 a very interesting and informative lecture was given to the squadron pilots by Second Lieutenant Chester A. POLCK, Squadron Recognition Officer. This lecture covered a review of material covered in previous lectures and other Communist and United Nations aircraft that may be encountered in this area.

Captain Robert L. WILDEY, Squadron Intelligence Officer, presented a lecture on World Affairs to the enlisted men of this squadron. This lecture was the first in a series of World Affairs lectures to be presented to squadron enlisted personnel by members of this section.

The receipt of AINAV 59 and subsequent publications relating to the upgrading of restricted matter has created a shortage of storage space for classified matter within this squadron. Upon receipt of AINAV 59 which was promulgated by First Marine Aircraft Wing General Order number 193 of 10 December 1953, a search was made by this section of all files, book cases and Bulletin Boards within the squadron. All publications or Correspondence classified "Restricted Security Information" were either upgraded or downgraded according to existing directives and the upgraded information was afforded the proper storage.

An inventory of all survival gear assigned to this squadron was conducted on 5 January 1954 by the squadron survival officer, Second Lieutenant Arvid W. REALSEN. A complete set of survival gear (FSK-1 survival kit) has been issued to each pilot assigned to this squadron.

S-3 MONTHLY SUMMARY

During the month of January, Marine Attack Squadron 251, flew 241 effective sorties with 23 air aborts for a total of 372.1 operational hours. Included in the month's figures are 26 night patrol sorties totalling 73.4 hours.

The average number of pilots available during the month was 30 or 76.9% of the total pilots assigned. The average number of aircraft available for flight was 14 or 63.5% of the total aircraft assigned.

The pilots completed 18.7% of the new quarterly flight training syllabus that came into effect on 1 January 1954.

There were 5 instrument card renewals during the month of January. The cards were issued to Captain R. L. WILDEY, 1stLt L. C. WEATHERWAX, 2ndLt W. R. REYNOLDS, 2ndLt H. L. HOAG, and MSgt R. J. DELACQUA.

An unfortunate accident occurred at 2325 on 4 January 1954 when 2ndLt W. C. DURAND crashed while on a routine night patrol. Lieutenant DURAND had just finished an intercept on a friendly aircraft while under ELGIN's control when he complained of vertigo and requested a steer home. Shortly afterward ELGIN lost radar and radio contact with Lieutenant DURAND and a WHIPSAN night patrol pilot reported an explosion in the CR7090 area. A low overcast and haze in that area made an air search impossible, but early the next morning the Korean National Police found the wreckage and the remains of the pilot. The cause of the accident was determined to be vertigo and resultant loss of control.

On 5 January at 1515 the field was placed on "Yellow Alert", but the all clear sounded shortly afterward at 1521.

On 8 January the squadron began to transfer some of our AD-3's to Marine Attack Squadron 121 in exchange for their AD-4's. During the month a total of seven planes were interchanged with squadron 121, and in addition we acquired two AD-4's from Japan.

On 10 January 1954 at 1011 MSgt SIMPSON was "scrambled" for an intercept on a suspected bogie, but no contact was made. He returned and landed at 1150.

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On 16 January at 1143 the field was placed on a "Yellow Alert". The pilots manned the aircraft and dispersed them to the designated areas when instructed. The "All Clear" sounded at 1233, but the aircraft remained in the dispersal area until 1700 by the order of the Group Commander.

On 16 January flying was scoured and the squadron put on "standby" until further notice, pending the prisoners release period.

On 19 January at 1104 there was another brief "Yellow Alert" with the "All Clear" sounding at 1108.

On 20 January all aircraft were dispersed for an indefinite period by order of the Group Commander.

On 21 January from 0908 until 1056 Operation "Rusty Gate" went into effect simulating a "Black Alert" condition. Results were considered very satisfactory in the ensuing critique.

On 22 January at 1425 we were notified of another "Yellow Alert". The "All Clear" sounded at 1435.

On 23 January at 1715 the field was placed on "Yellow Alert" and at 1735 the "Red Alert" signal was sounded with every one taking cover as directed. The "All Clear" sounded at 1750.

On 25 January the squadron was relieved of the "standby" status and normal flight operations were resumed.

S-4 MONTHLY SUMMARY

Marine Attack Squadron 251 was attached to Marine Aircraft Group 12, K-6, Korea during period covered by this report. No squadron moves took place. Squadron assigned areas remained the same. No new buildings of any type were started or planned. Material, Ordnance and Engineering section reports follow:

BUILDING AND GROUNDS

During the month of January it was determined that additional fox holes were needed for personnel working on the line who might be caught working there during an attack. Two (2) twenty (20) man slit trenches were dug and sandbagged with special attention given to proper drainage of the trenches. This work was 85% completed in January.

Work continued on the doors to go on the WMA-251 hanger. The main swinging doors were installed and work is continuing on the upper portion of the doors. MABS Utilities are doing the construction and installation on this project.

Several additional stoves were installed in the office spaces where the former heating facilities were not adequate. Weather proofing was continued on the huts in the living areas with several doors replaced or made air tight. Four loads of crushed rock were scattered around the enlisted living area which greatly reduced the former muddy condition that existed.

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STATISTICAL SUPPLEMENT

1. PERSONNEL

(a) Personnel authorized:

Officers	AF 6	NA 53	USN 1
Enlisted	194	NAF 0	USN 3

(b) Personnel assigned:

Officers	AG 5	NA 35	USN 2
Enlisted	126	NAF 2	USN 3

(c) Personnel Lost:

Second Lieutenant William C. DURAND, 061224/7331 USMCR

2. AIRCRAFT:

(a) Aircraft authorized:

Type	AD-3	AD-4	AD-4B	Total	24
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(b) Aircraft assigned:

Type	AD-3	AD-3N	AD-4	AD-4B	Total	24
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(c) Aircraft Lost:

AD-4B Bureau Number 132279

3. OPERATIONS:

Availability of pilots	-----	30
Availability of aircraft	-----	14
Total effective sorties	-----	241
Total air aborts	-----	23
Total flight hours	-----	372.1

SECRET

RECAPITULATION OF FLIGHTS

<u>NON-COMBAT FLIGHTS</u>	<u>EFFECTIVE SORTIES</u>	<u>HOURS</u>
SCRAMBLES	3	4.5
Night Patrols	26	73.4
Instrument	56	79.9
Test	63	56.0
Interdiction	20	40.5
Bombing	16	32.0
CAS	19	31.8
Familiarization	12	16.6
GCA	12	15.3
Navigation	6	12.0
Cross-country	7	8.1
TAC/A	1	2.0
	<u>241</u>	<u>372.1</u>
TOTAL		

Air Aborts 23

ORDNANCE EXPENDED:

20 mm, rounds - - - - - 800
 Bombs, Miniature - - - - - 60
 Rockets, 2.25" - - - - - 100
 Bombs, 100 lb WSF - - - - - 12

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GLOSSARY

POINT OBOE - - - - - An island located at YB 3872
EIGIN - - - - - Code name for a Fifth Air Force
Tactical Air Direction Center
-do-
FREE TRADE - - - - -
CAS - - - - - Close Air Support
GCA - - - - - Ground Controlled Approach
TAC/A - - - - - Tactical Air Coordinator, Airborne
JOC - - - - - Joint Operational Center
WHIPSAW - - - - - Call sign used by VMI (H) 513
WSF Bombs - - - - - Water, Sand filled Bombs
(Able Jig) - - - - - None operational status

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UNITED STATES MARINE CORPS
MARINE ATTACK SQUADRON 251, MARINE AIRCRAFT GROUP 12
1st Marine Aircraft Wing, Fleet Marine Force
c/o Fleet Post Office, San Francisco, California

20 January 1954

SQUADRON ORDER)

: EMERGENCY BILL OF DESTRUCTION

NUMBER...3-54)

Ref: (a) WMA-251 Squadron Order 49 of 17 September 1953
(b) MAG-12 General Order 28 of 21 June 1951

1. Reference (a) is hereby cancelled and superceded.
2. This order is based on the requirements of Reference (b).
3. In the event a situation arises wherein destruction of classified documents and material is necessary, the order for such destruction will be promulgated by the Group Commander through the Group S-2 Officer. The following action will be taken by the Squadron Duty Officer when such orders are received:
 - (a) Notify each Department Head or his representative that destruction of documents is to be effected.
 - (b) Immediately obtain the combinations to all Squadron safes from the Group Communications Officer.
 - (c) Insure that destruction, as set forth in Paragraph (4) below, is effected.
4. The procedure to be followed in the destruction of classified matter will be as follows:
 - (a) All classified matter will be taken to the burn barrel that is located between the Group Operations building and officers' country. The gasoline located in the red five (5) gallon can next to the safes in the S-2 office will be used to expedite the complete burning of the matter.
 - (b) In the event there is not sufficient time to carry out the above instructions, Safe Destroying Incendiaries will be employed by placing one in or on each safe. These Incendiaries may be detonated either by pulling the pin as on a grenade or by an electric charge.
 - (c) Destruction shall be in the order of the relative security classification of the matter as follows:
 - (1) Top Secret documents, Files and equipment
 - (2) Secret, Files and equipment
 - (3) Confidential, Files and equipment
 - (4) Any other documents, files or equipment which might give aid to the enemy.
5. Each Department Head will insure that personnel concerned are familiar with the contents of this order and are instructed in the use of the Safe Destroying Incendiaries.

BY ORDER OF LIEUTENANT COLONEL PORTER

Earl W. JOHNSON
Major, U. S. Marine Corps
Executive Officer

~~O-F-F-I-C-I-A-L~~

R. L. Wildey
R. L. WILDEY
Captain, USMC
Intelligence Officer

0-9

DECLASSIFIED
Authority: NND 70959

UNITED STATES MARINE CORPS
MARINE ATTACK SQUADRON 251, MARINE AIRCRAFT GROUP 12
1st Marine Aircraft Wing, Fleet Marine Force
c/o Fleet Post Office, San Francisco, California

19 January 1954

CONFIDENTIAL

SQUADRON ORDER)

NUMBER....4-54) : GROUND DEFENSE PLAN

Ref: (a) Air Base Opn. Plan # 2-53

Encl: (1) Task Organization
(2) Squadron Defense Sector
(3) Emergency Wire Communication Net

1. GENERAL SITUATION

a. Communist guerilla forces are known to be present in South Korea. These forces are capable of conducting raids and sabotage operations against outlying bases, communications facilities, and supply facilities.

b. Marine Aircraft Group 12 is the next higher echelon responsible for the security of this air base. Marine Air Base Squadron 12 is responsible for the sector on the left flank of this squadron's defense sector, and 607 AC and W Squadron is responsible for the sector on the right flank.

2. MISSION:

a. To defend the sector assigned to VMA-251 (Reinf). (Encl. 2)

b. To provide internal security within squadron area.

c. Be prepared to launch aircraft in defense of K-6.

3. TACTICAL MISSIONS FOR SUBORDINATE UNITS:

a. Headquarters Platoon:

(1) Muster in command post area and proceed to assigned duties as directed by the Squadron Commanding Officer or his representative.

(2) Destroy all classified publications and files only upon the order of the Commanding Officer.

(3) Load supplies into vehicles as required.

(4) Dispatch two (2) men to Base Hdq. CP as runners.

(5) Man the Squadron CP and provide security for the CP.

(6) Establish a Squadron OP under command of Ground Defense Officer.
(Encl. 2)

b. First Platoon:

(1) Muster in assembly area and proceed to assigned defense sector.
(Encl. 2)

(2) Dispatch one (1) runner to Squadron OP. (Encl. 2)

c. Second Platoon:

(1) Muster in assembly area and proceed to the assigned defense sector.
(Encl. 2)

(2) Dispatch one (1) runner to the Squadron OP (Encl. 2)

d. Third Platoon:

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(1) Muster in assembly area and proceed to the Korean Village of Sana-Ri in the center of the squadron defense sector (Encl. 2) and starting on the South side, proceed through the village assembling all Koreans and escort them into the compound at the labor gate where they will be held under guard by MABS-12.

(2) Stand by near the Labor Gate to go to the aid of the 1st or 2nd platoons if required.

(3) Dispatch one (1) runner to the Squadron OP (Encl. 2)

e. Fourth Platoon:

(1) Muster on station and man such defensive stations as assigned.

(2) Dispatch three (3) men to the quad-fifty caliber machine gun with the Material weapons carrier to stand by to move this weapon into portion of the defense sector as directed.

(3) Deliver a unit of fire to the assembly area.

(4) Arm and scramble aircraft on order.

f. Det MTACS-2 (MASRT-1):

(1) Muster in VMA-251 assembly area (Encl. 2)

(2) Officer in charge report to Squadron CP.

(3) Provide perimeter defense for the Squadron Bomb Dump.

(4) Act as mobile reserve or replacements as required.

x. (1) VMA-251 assembly area is the open area between VMA-251 Operations Building and MAG-12 Operations Building.

(2) SDO will issue (3) Thompson Sub-machine Guns with ammunition to the 1st, 2nd, and 3rd platoons; two (2) to the MTACS-2 detachment; one (1) to OP commander; and three (3) to CP.

(3) In the event of a surprise attack, personnel near the point of attack will take immediate action to contain the enemy.

(4) Officers not attached to tactical units will muster with the Operations Officer in the assembly area.

(5) All hands will bring their T. O. weapon and steel helmet to muster.

(6) All units maintain strict fire discipline.

(7) After dark, strict blackout will be maintained.

(8) Mutual responsibility for contact between sectors.

(9) Ground Defense Officer will maintain a conspicuously posted current organization chart indicating by name the tactical assignment of all personnel.

(10) CBAR measures (Squadron SOP)

4. ADMINISTRATIVE MATTERS:

a. VMA-251 Command Post located in the sanbag emplacement adjacent to the Squadron Administration Building.

b. A squadron unit of fire will be delivered to the CP as soon as possible by elements of the Fourth Platoon.

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- c. Unit distribution of food, water, and ammunition.
- d. A first aid station will be located at the OP.
- e. Platoon Commanders will relay enemy situation, casualty, and damage reports every two hours and as situation dictates.
- f. The CO, XO, Opns O and the Adj. will be located in the CP.

5. COMMAND AND SIGNAL MATTERS

a. An emergency wire net will serve as primary means of communications. (Encl. 3)

b. Runners will be used as a supplementary and secondary means of communications. (Encl. 3)

c. Utilize CROWN facilities as available.

d. Visual signals: Colored smoke, Very pistol, or flares:

<u>Color</u>	<u>Meaning</u>
Green.....	In contact with the enemy.
Red.....	Enemy attacking, require assistance.

e. A Black Alert warning will be passed by CROWN to all units and will also be signaled by a series of five (5) short blasts sounded three (3) or more times on the air base warning horn.

f. A White Alert (All Clear) will be passed by CROWN and by one (1) long, steady blast of the warning horn.

g. Emergency wire net. (Encl. 3)

h. Report time of opening CP to Base Hdq CP.

i. Platoon Leaders report when positions are manned.

BY ORDER OF LIEUTENANT COLONEL FRANK P. PORTER,

GORDON L. ALLEN
 Lieutenant Colonel, U. S. Marine Corps
 Executive Officer

O-F-F-I-C-I-A-L

J. HOWARD DUNN
 2nd Lt USMC
 Adjutant

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