

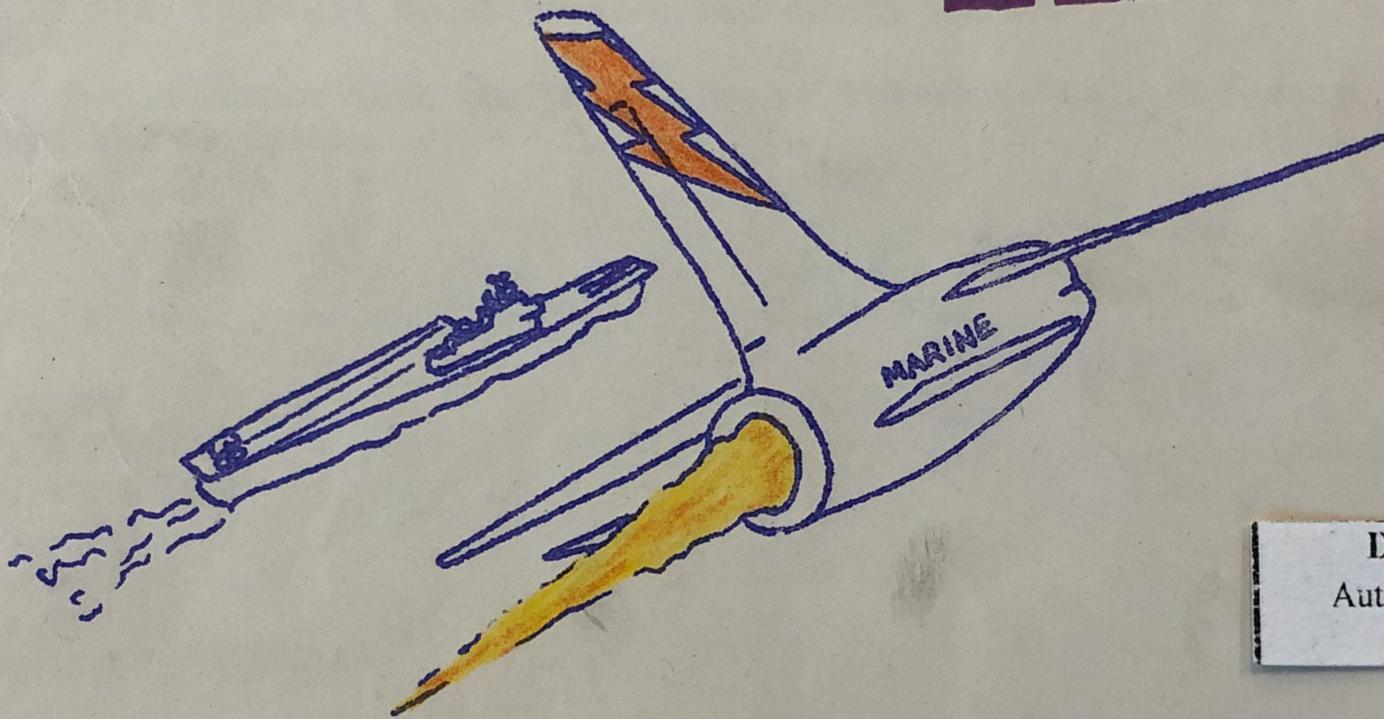
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# VMF251 THUNDERBOLTS

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MEDITERRANEAN CRUISE  
USS SHANGRI-LA  
FEB 7 - 28 AUG  
1962

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S&C VMF-251  
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MARINE FIGHTER SQUADRON 251  
Marine Aircraft Group 32, 2d Marine Aircraft Wing, FMFLant  
Marine Corps Air Station  
Beaufort, South Carolina

13 September 1962

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From: Commanding Officer  
To: Headquarters Marine Corps (Code AO3E)  
Via: (1) ~~Commanding Officer, Marine Aircraft Group 32~~  
(2) Commanding General, 2nd Marine Aircraft Wing  
(3) Commanding General, FMFLant

Subj: Special Report of VMF-251 Mediterranean Deployment aboard the  
USS SHANGRI-LA (CVA-38)

Ref: (a) MCO 3480.1

Encl: (1) VMF-251 Mediterranean Deployment Report

1. In accordance with the provisions of reference (a), enclosure (1) is  
submitted herewith.

*E E Poor*  
E. E. PCOR

Copy to:  
CG, FMFLant  
CG, Air FMFPac  
CG, 2dMAW  
CO, MAG-32  
CO, CVG-10  
CO, USS SHANGRI-LA

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## I. General Resume of Mediterranean Deployment VMF-251 7 February- 28 August 1962

Seven months after reforming from scratch this squadron returned from a two month deployment at NAS, Guantanamo Bay Cuba on 1 October 1961. On this date the squadron was notified that it would participate in a seven month Mediterranean deployment aboard the USS SHANGRI-LA commencing in February 1962. Liaison was effected with COMNAVAIRLANT and a T/O for both officer and enlisted was established. It was determined that twelve of the currently assigned F8U-1E aircraft would be embarked. Day qualification was planned for the USS ROOSEVELT commencing 30 October with night qualification to be accomplished in December aboard the same ship.

The squadron immediately "turned to" in preparation for the new commitment. Many conferences were requested and attended with the ship, CAG, and Navy units that had been deployed with Crusaders. This early liaison proved very profitable. FMLP was commenced and personnel interviews were set up for officers and men to determine who would deploy. After many interviews and MAG-32 decisions as to valid hardships, etc., a stabilization roster of officers and NCO's was furnished headquarters Marine Corps in December although personnel continued to be transferred and joined through the day the squadron deployed.

Carrier qualification was commenced on schedule aboard the USS-ROOSEVELT, but was halted after a portion of two days due to major problems developing with the ship's arresting gear. The squadron was off loaded and returned to Beaufort. Carrier qualifications, both day and night, were re-scheduled aboard the USS SHANGRI-LA during the week 10-16 December. Night FMLP was commenced and day operations consisted of ordnance training, air refueling and instruments training.

Carrier qualifications aboard the USS SHANGRI-LA were effected on schedule in December in spite of a week of extremely bad weather. Bingo fields were seldom above minimums and some night qual was conducted with a 600-700 foot ceiling and rain. VMF-251 became the first day and night carrier qualified F8U squadron in the Marine Corps on 16 December 1961.

During November and December 1961 many aircraft transactions took place. O&R modification teams were almost continuously working on the thirteen "GO" airplanes. Major landing gear re-work, strut packing, corrosion control work and normal maintenance were in progress around the clock.

The squadron embarked on the USS SHANGRI-LA in mid-January 1962 for participation in LANTFLEX 62. Although very little flight operations were accomplished much valuable training and experience was gained by the squadron as regards, ship board procedures, learning the location of spaces and facilities and establishing a working relationship with the CAG and ship.

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After all the normal frustrations of personnel stabilization and training, aircraft transfers, modification, and preparation plus equipment inventory, turn in, storage and packing, the squadron embarked aboard the USS SHANGRI-LA (CVA-38) on 4-5 February 1962 for the seven month deployment.

Operations enroute consisted of two days flight operations and many hours of aircraft maintenance. All aircraft were flown to Mayport originally on a one time flight clearance while AOCP for new nose gear scissor assemblies. Upon receipt these were installed. During the Atlantic crossing two starboard main gear struts collapsed after the hollow axle broke during landing. Aircraft were again AOCP for solid axle struts which were eventually received and installed and ended this problem.

Operations in the Med were conducted from 19 February through 18 August 1962 and in all parts of the eastern, central and western Med. Liberty ports were visited in France, Italy, Greece, Turkey, Malta, Sicily and Rhodes. No Spanish ports were visited.

On 3 May 1962 after landing and while taxiing forward, one pilot, Captain Harry H. GRUNWALD JR., skidded over the side in an area where no flight deck combing was installed. The pilot and the aircraft were lost. This was the only accident incurred during the cruise where either a pilot or an aircraft was lost. Three struts collapsed on landing but the aircraft were repairable and put back into service in a minimum time period.

The USS SHANGRI-LA (CVA-38) was relieved by the USS ENTERPRISE (CVA-65) on 19 August 1962 and the SHANGRI-LA sailed for CONUS that date. The return trip was uneventful and used for ground training, aircraft maintenance and corrosion control as well as packing. Spaces were cleaned, painted and turned back to the ship.

The flight echelon of VMF-251 was launched to Beaufort early on the morning of 28 August 1962 and the ship docked that date at Naval Station Mayport. Personnel and equipment were transported to Beaufort via truck and bus, thus concluding the seven month commitment. Many personnel of the squadron departed immediately on leave, which had been practically non-existent within the unit for well over a year

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## II. Administrative Cruise Report

A. Introduction. When notified on 1 October that this squadron was scheduled for a 7 month Mediterranean deployment commencing in February the administrative unit had not yet unpacked from a two month Guantanamo deployment.

During the October - February period the administration unit was extremely busy with the many personnel transfers, orders to Mayport and returns from carrier qualification periods and the shakedown cruise.

During the deployment the section was kept busy initially becoming oriented to Navy administration. It was found that administration aboard ship, though initially confusing, was a little slower moving. As soon as the ships methods were understood and the squadron changed its procedures accordingly, no major problems were present for the remainder of the cruise.

### B. Planning, Preparation, Carrier Qualification and Shakedown Cruise.

1. Preparations commenced immediately upon returning from GTMO. By using the cruise reports of VMA-225 and VMA-224, recently Med-deployed squadrons, a list of administrative requirements was compiled for planning purposes.

2. One of the first requirements was to reorganize the squadron around the standard Navy F8U-1E squadron manpower authorization. This was accomplished by preparing a list of navy enlisted classification codes (NEC's) and comparable Marine Corps MOS's and job titles.

3. In order to provide a visual display of the new squadron T/O, a breakdown of every enlisted occupational field by MOS and rank was prepared with spaces for names included.

4. Concurrently, those personnel who did not desire to make the Med cruise for personal reasons were interviewed individually. Those cases wherein a definite hardship existed were placed on a list for intra-group transfer, and the reasons were noted beside their names.

5. Upon completion of the above, the names of those personnel to remain in the squadron were placed on the visual display of the squadron T/O.

6. On 1 November 1961, a letter was sent to the Commanding Officer MAG-32, with a copy of the proposed T/O with the names of individuals inserted, a list of personnel whose expiration of enlistment dates were prior to 15 September 1962 and who did not intend to extend or reenlist, and a list of the hardship cases. This letter requested that the Group assign personnel to complete the T/O by rank and MOS, transfer out of VMF-251 the personnel who would not extend or reenlist, and, if possible, replace those personnel who had hardship cases with personnel of the same rank and MOS. A target date of 1 December 1961 was requested for completion of the above personnel transactions.

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7. Those officers who for various reasons were not to accompany the squadron on the Med-Cruise were transferred within the Group. The proposed deployment T/O also called for 19 pilots plus ground officers. However, the Commanding Officer of CAG-10 recommended that the squadron deploy with 17 pilots. In order to provide enough leeway for attrition during carrier qualifications, it was requested from MAG-32 that at least two additional experienced captains be assigned. At the same time, a qualified replacement as Executive Officer was requested, as the major filling the billet had been selected for promotion to lieutenant colonel. Two first tour lieutenants with 100 hours in the F8U were assigned and no replacement major was assigned.

8. A list of supplies for a seven month period aboard ship was submitted to the materiel officer, together with a list of typewriter requirements for the same period.

9. Officer and enlisted personnel were notified of the uniform requirements for the Med-Cruise. These requirements were as follows:

a. Officers: All required uniforms and sword plus suitable civilian attire.

b. Enlisted: All required uniforms, less the barracks cap. It was recommended that each man take extra dungarees since laundry facilities were expected to be at a bare minimum. No civilian clothing was authorized, it is prohibited by sixth fleet regulations.

10. To accomplish the desired transfers and joinings in order to deploy at Navy T/O strength, the following changes of personnel took place:

a. Officers: By 2 November 6 officers were transferred and 1 officer was joined. This left an onboard strength of 21 pilots to allow for the expected attrition during the carrier qualification period. On 2 February 1962, the last transfers were accomplished, leaving the squadron with 16 Marine Corps pilots, 1 Air Force pilot, 3 aviation ground officers and 1 Navy Flight Surgeon. A T/O of officers at time of deployment and a recommended T/O is attached in the statistic sheets.

b. Enlisted: Between the squadron's return from GITMO and the departure for the Med, 156 enlisted transactions were accomplished, 79 transferred and 77 joined. The final enlisted pre-deployment transfers and joinings were accomplished on 3 February 1962. Actual total embarked enlisted strength was 165 Marines and 1 Navy corpsman.

11. Seven men were left on the SHANGRI-LA to act as security for squadron gear left aboard ship from the end of the shakedown cruise on 24 January, until the squadron reembarked for the Med cruise on 7 February 1962.

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12. The final movement of the squadron to Mayport, Florida, commenced on 4 February 1962 and was accomplished expeditiously and uneventfully by 5 February 1962 via bus and truck transportation.

### C. Deployment.

1. The SHANGRI-LA departed Mayport, Florida on 7 February 1962. The period from 7-17 February was spent getting settled in extremely cramped spaces and conducting lectures and training necessary for life aboard ship.

### 2. Difficulties encountered and recommendations for solution:

a. Transfers. After deployment 1 man was transferred by SR on 9 February 1962, while sick USNH, Beaufort, and 1 man remained in CONUS on emergency leave. On 19 April one Marine aviator returned to CONUS due to operational difficulties. On 3 May one Marine aviator was lost at sea during operations. This decreased the squadron's on-board strength from 16 to 14 Marine aviators, and 1 USAF aviator. On 15 May the enlisted man remaining in CONUS on emergency leave was transferred. On 11 May three (3) enlisted were sent TAD from CONUS. On 21 June and 2 July two (2) other enlisted transfers were effected. These changes did not seriously affect squadron organization, with the exception of the two aviators, both captains, which left the squadron at an extremely low pilot experience level for an extended deployment.

b. Orders. This squadron deployed on TAD orders considered "Field Duty" with individual Tango numbers for officers and enlisted.

(1) Necessary personnel were sent to Naples, Sigonella and Rota during the deployment to affect repair on squadron aircraft. In all cases an endorsement on the original orders and the statement as to the availability of billeting and messing was all that was necessary. At NAF, Naples, billeting and messing is not available and \$15.00/day per man is the per diem rate. Advance per diem may be drawn. At all other places billeting and messing were available.

(2) Emergency leave, TAD and transfers were processed by an endorsement to the original orders.

c. Watch Lists. There were 16 officers who stood the integrity, SDO, shore patrol, beach guard, ODO and condition CAP pilot watches. Since there were usually 155 watches per month to be stood, scheduling of officer watches presented a knotty problem. The only solution was for virtually every officer in the two duty sections to stand one watch on his duty day. Of necessity changes to the watch lists were kept to a minimum.

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d. Geneva Convention Cards. The Navy requires that all naval personnel, deployed outside CONUS, be issued their current GCC. Marine Corps requires that this document be issued only if capture is likely. This problem was solved by submitting a memorandum to the ship's XO, requesting a waiver of this requirement, and it was granted.

e. Enlisted Uniform Stowage. Each enlisted man, E-6 and below, is issued a small locker for his clothing and personal gear. These lockers are too small for hanging green or tropical uniforms. Everything must be folded and laid flat. In some berthing spaces it was possible to rig a pipe for the hanging of "dry clean and press" items. These clothes were then covered with a sail cloth curtain. In other instances empty storage spaces, e.g., "blanket lockers", were adapted as storage rooms by rigging them with pipes. There were no dry cleaning facilities aboard the USS SHANGRI-LA.

f. Squadron Orders. In order to comply with shipboard regulations it was necessary to rewrite certain orders and issue new squadron bulletins. Of note were orders for the SDO, DNCO, leave and liberty, Air Department Integrity Watch, storage of uniforms and ODO. A change containing new enclosures to cover shipboard procedures was the most expeditious procedure to follow. Bulletins were issued with cancellation dates of 1 September 1962, the scheduled date of return to CONUS.

g. Immunizations, Duty Section Rosters, and Liberty Cards. The difficulty here was that the squadron was not completely stabilized until 4 days prior to departure from the states. That meant that each of the subject items had to be accomplished during the 10-day crossing period. With two days used to conduct flight operations, very few days could be devoted to accomplish these items. Immunization unpacking, and moving into shops and spaces took several days; liberty cards could not be made until firm duty sections were formed; and with preparations for impending flight operations going on around the clock, the duty section rosters were slow in completion. The best solution would be to stabilize the squadron at least two months in advance. That would allow ample time for accomplishment of these purely administrative details prior to deployment leaving the time spent in crossing for preparing for flight operations and unpacking and moving into spaces and shops.

h. Message Handling. Initially all message traffic was delivered by ship's communications. Sometimes messages were delivered to operations, and sometimes to the administrative office. The latter was preferable since all messages were routed by admin. Outgoing messages were a problem initially. For example, an initial report of an aircraft accident was not transmitted from the ship for more than 24 hours after the accident although the message had been prepared and delivered to communications within the required four hours.

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All messages must be drafted with the ship as originator, signed by the Commanding Officer of the squadron as drafter, approved by the Commander of the air group, and finally released by either the CO or XO of the ship. This system is prone to delay in itself due to the difficulty in locating the officers indicated above. This problem was solved when the following procedure was established. Ship's communications was requested to cease message deliveries to this squadron. Administrative office clerks started calling the communications office hourly throughout the day to check on message traffic for the squadron. Whatever traffic was available was picked up, logged in the incoming message log, and prepared for routing. Outgoing messages, after being signed by the CO, were logged in the outgoing message log and delivered to the air group office for further action. The time of delivery to the air group office was logged. The date time group and time of receipt of the "has been sent" copy was also logged. One file copy of each message, outgoing and incoming, was placed on a dispatch board in the pilot's ready room and a copy was sent to the cognizant section within the squadron. File copies were removed periodically and filed in a message folder in the administrative office.

i. Legal Matters.

(1) Violations of UCMJ are handled by the ship's legal department. Article 15 is a privilege of the Captain and all other Commanding Officers customarily turn this function over to him. Violations are investigated within the squadron and comments and recommendations are forwarded via the CAG. A preliminary hearing is held by the XO at Executive Officer's Inquiry. He determines what goes to Captain's Mast. The Navy does not know Marine rank structure, service record book structure and service record book entries as well as they should. Do not depend on the ship for the last word in legal matters.

(2) Conduct ashore is a sore point. 6th Fleet Regs. and policy are definitely adverse to any misconduct ashore. Usually shore patrol teams are from the ships at anchor and will stop trouble before it starts. A system of cancellation of liberty chits is used. If a man is found on the verge of becoming drunk or disorderly a cancellation chit is issued. This means he returns to the ship immediately. A more severe violation will rate a Shore Patrol Report chit. Straight jackets and paddy wagons are occasionally used. Cancellation chits are often given when report chits are warranted because of the desire to keep the conduct ashore record within bounds.

(3) In general the squadron is responsible for its own investigations and injury reports. Report chits within the squadron may be handled according to the Commanding Officer's policy since the ship's wheels turn extremely slow at times.

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d.

3. Personal Affairs.

a. Indebtedness

(1) All personnel were advised prior to deployment to make the necessary arrangements to clear up their indebtedness to the best of their ability. In many instances this was accomplished. In a few cases nothing was done by the personnel concerned and a few letters were received from CONUS business concerns requesting payment.

(2) In several cases the man concerned had already mailed the amount due before the receipt of the letter requesting payment. The time lag in mail to and from CONUS was the contributing factor. A letter from the man concerned to the businessman proved satisfactory.

(3) Isolated cases of dependents not receiving sufficient funds arose. Personnel should be advised that the safest way of insuring that their dependents receive sufficient funds is to take out allotments. These allotments should be registered two to three months ahead of time if possible. This will help reduce message traffic, administrative workload and the dependents' mental anguish.

b. Emergency Leave. In those cases where a member of a Marine's family had passed away there was insufficient time remaining before the funeral for the Marine to attempt a return to CONUS by the time this command was notified. Little can be done to alleviate this problem due to the time and distance factors involved.

c. Annual Leave. CAG will not allow more than ten percent of its personnel, both officer and enlisted, on leave during any one period. To insure compatibility with this system it is advisable to program all leave at least ten to fifteen days in advance. A possible solution would be to allot leave to a certain percentage of personnel within various units throughout the squadron to insure equal rotation. The granting of leave will depend on squadron commitments and the work load.

4. Secret and Confidential Files. There is little floor space for drawer-type safes aboard ship. A recommended procedure is to sort all S&C material as to importance, taking only those documents required for normal operations and storing the remainder with the group S-2. All required Navy publications are held by the ship, either in communications, air intelligence, administrative office or the operations department. One field safe can be maintained in the operations section for ready reference material and the two-drawer safe can be maintained in the ship's air intelligence office.

5. Special Services.

a. Coffee mess electrical equipment must be approved and installed according to the ship's policy. Coffee, cream, and sugar are drawn weekly at no cost.

b. The ship's special services financial allotment is \$1.50 per man to cover expenses of parties, etc.

c. The ship's special services furnishes complete athletic equipment, arranges all tours during in-port periods and serves the same functions as found ashore. This squadron's special services officer also served as tour coordinator,

d. Movies and television sets are furnished by the ship.

e. Wardroom mess bills are payable monthly. Squadron mess dues can be discontinued or continued as needed to settle accounts or provide capital for squadron patches, lighters, etc.

6. Education.

a. Though personnel are afforded very little spare time aboard ship, it is difficult for them to keep occupied during this time. It would be most advisable for personnel to apply for correspondence courses. These courses could be completed in the time afforded.

b. There was a great deal of interest taken in correspondence courses, even though good study areas were lacking. The ready room was made available whenever possible and the ship's library could be used at times, but most of the work was done in the berthing areas. Even so, there were eighty new enrollments in MCI, MCS, USAFI and ECI courses with thirty completions. At the end of the cruise sixty-two percent of squadron personnel were enrolled in courses.

c. GED tests were administered to all those interested, and twenty-five men completed series of high school or college tests.

d. Numerous interviews were held with stress placed upon developing a program for men to fulfill requirements for a high school diploma or certificate of equivalency. To accomplish this correspondence was initiated with high schools and state boards of education throughout the country.

e. Due to the lack of space and the often irregular working hours we found that group study courses were impractical.

D. Statistic Sheets.

1. Navy F8U Fighter Squadron Officers' T/O

Cdr	L/Cdr	Lt	LtJG & Ens	Ground Officers
2	2	6	8	3

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2. VMF-251 Officer Strength at deployment.

LtCol	Maj	Capt	Lt	Ground Officers
1	1	*4	11	3

- \* a. One captain promoted to Major
- b. One captain transferred CONUS 19Apr62 due to operational difficulties.
- c. One captain lost at sea 3 May 1962

3. Recommended manning for carrier deployment (based on Navy 12 plane F8U-1E squadron manpower authorization table)

MOS	E-9	E-8	E-7	E-6	E-5	E-4	E-3	E-2	E-1
0141				1	1	1	2		
0221						1			
3071				1	1	2	2	1	
6412		1	2	7	9	18	18	2	
6441				1	4	3	3		
6442			1	1	3	3	3	1	
6443					1	2	2		
6491					1	2	1		
6511			1	2	2	4	2		
6611			1	2	2	3	2		
6614				2	1	2	1		
6631		1		3	3	4	2		
7041					1	1	2		
7113				1	1	3			
9999	1								
1371					1	1			
3371					1				
3613							2		
3261					1				
3619				1					
0100						1			
8404									
5711						1			

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installed according to the ship's policy. Coffee, cream, and sugar are drawn weekly at no cost.

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4. On board strength during deployment.

MOS	E-9	E-8	E-7	E-6	E-5	E-4	E-3	E-2	E-1
0141				1		1	1		
0241				1					
3071					1	1	5		
6412		1	2	5	7	26	19		
6441					3	3	4		
6442				1		4	9	1	
6443						4	1		
6491					1	1	2		
6511			1	3	1	4	2		
6611			1		2	3	3		
6614			1	1	1	3			
6631		1		2	2	7	1		
7041					1	1	2		
7113			1			3	1		
9999	1								
1371					1	1			
3371					1			1	
3613							2	1	
3261					1				
3619				1					
0100						1			
8404						1			

E. List of Predeployment Administrative Requirements.

1. Duty section rosters, officer and enlisted, broken down into 3 and 4 duty sections.
2. Liberty cards made up according to 4 duty sections with a different color for each duty section, corresponding to the ship's liberty card colors.
3. Get all immunizations and prepare DD Form 737 (shot card) for all personnel.
4. Establish uniform requirements and hold inspections to ensure strict compliance. Unserviceable items are hard to replace. Dry cleaning facilities are nonexistent and pressing facilities are barely adequate.
5. Send one photo of each officer to the ship and to CAG for photo boards. Find out size of photo and uniform required.
6. As soon as possible send CAG and ship an officer's directory, including name, rank, billet, office (shipboard), and stateroom phone numbers.
7. Send CAG and the ship officer's lineal precedence rosters for wardroom seating, berthing, etc., and copies of squadron social roster.
8. Send CAG and ship the total number of E-7's and above and E-6's and below for berthing and messing assignments.

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9. Find out the ship's methods of handling message traffic, incoming and outgoing, and establish compatible squadron procedures.
10. Investigate ship and CAG required reports. For consolidation on reports control board find out which reports submitted while shore based will not be required during deployment.
11. Learn as much as possible about the peculiarities of operating on the ship under CAG.
12. Establish those changes to squadron orders pertaining to SDO, ODO, Duty NCO, and uniform regulations which will be required. These changes can be effected soon after sailing.
13. Obtain copies of all the ship's and CAG's orders and instructions, especially compartment regulations, shipboard emergency instructions such as GQ, fire, collision and abandon ship and all instructions on watch standing, leave and liberty.
14. Determine the number of personnel to be placed in support of the ship and CAG. During this deployment, requirements were as follows: messmen (8), compartment cleaners (4), laundrymen (3), stewards (4), supply (2), master at arms (1), corpsman (1), police petty officer (1), CAG liquid O<sub>2</sub> pool (2), CAG electronics shop (2), and LJC telephone talker (1).
15. Take care of all personal affairs such as wills, power of attorney, bank accounts, allotments and debts.
16. Check all DD-93's, Geneva Convention cards, I. D. tags and I. D. cards to ensure that they are current.
17. Make a list showing the security clearances of all personnel, officer and enlisted, who hold clearances of secret or higher.
18. Prepare to take at least the following amounts of office materials:
  - a. 2 field safes ( 1 for S&C)
  - b. 3 typewriters
  - c. 1 2-drawer safe (share with AIO)
  - d. 1 ditto machine
  - e. several file baskets
  - f. 7 months' supply of all forms, paper, pens, etc., especially ditto paper. All administrative files and all Marine Corps and Navy directives files.
19. Request authority for CO to modify TAD orders. Get complete instructions on sending personnel to CONUS, using Marine Corps appropriation data, and liquidating Navy tango numbers.
20. Prepare to take all pay records for deployment and shake-down cruise. Learn the ship's disbursing procedures.

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21. Promulgate a new squadron mailing address. This squadron used the following:

Rank, Name, Service #, USMC

VMF-251

c/o FPO, New York, N. Y.

Mail is delivered 3 or 4 times a week. Air mail letters take from 4 to 6 days to arrive.

22. Disposition of Special Services Equipment.

- a. Turn in all group or station special services property.
- b. Make arrangements to receive all remaining special services funds for transfer to the ship's special services fund.
- c. Procure coffee makers, cups, etc. prior to departure.
- d. A movie projector with cinemascope lens will prove useful.

23. Be prepared to set up interview boards for different programs, e.g., Warrant Officer/Limited Duty Officer program. This would normally be a function of the group.

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### III. Operations Cruise Report

A. Introduction. This squadron received notice in early October that it had been committed to a Mediterranean cruise commencing the following February. This commitment came only a few days after returning from a two (2) month GITMO deployment. Immediate preparations were made for day and night carrier qualification and the conducting of additional flying training necessary prior to deployment. (Sidewinder firing, A/R, strafing and instrument training) Carrier qualification was completed aboard the SHANGRI-LA on schedule, training was continued on a limited basis over the holiday period until LantFlex and the shakedown cruise in January. Subsequent to the January cruise limited flying training was continued and final preparations were made for embarkation on 7 February. On 19 February SHANGRI-LA made the turn-over from the USS INTREPID in the Mediterranean. Operations were commenced immediately after turn-over with this squadron getting off to a rather slow start due to 2 landing accidents enroute and a high initial AACP rate as a result. During March availability increased and as a result so did flying. Mid March showed the squadron with good availability and meeting all commitments with the rest of the air group. Type flying during the cruise consisted of participation in all 6th Fleet major exercises, AAW exercises, providing service flights for ships within the force i.e. (AIC training, radar calibration and gun tracking exercises), and air group training. (See statistic sheet 1). For a resume of pilot and overall flight time see statistic sheet 2. In port periods accounted for about 50% of the time in the Mediterranean. (See statistic sheet 3) At sea periods were broken up flying wise with Sunday holiday routines, replenishments and refueling of ships in the force. The tempo of operations while at sea following relatively long periods in port (5 to 8 days) with no flying presented problems for maintenance and flight safety. All pilots had to be well briefed to be extremely alert after long lay-offs. Flying ceased on 18 August and turn-over was made with the USS ENTERPRISE on the following day. SHANGRI-LA departed the Mediterranean immediately after turn-over was complete, all aircraft were flown off on 28 August and SHANGRI-LA docked at the Naval Station, Mayport on 28 August 1962.

#### B. Planning, Preparation, Carrier Qualification and Shakedown Cruise.

1. On 30 September this squadron returned from a two (2) month gunnery deployment at Guantanamo Bay. On 2 October a commitment was received to deploy with Carrier Air Group 10 to the Mediterranean aboard the USS SHANGRI-LA in February. Upon receipt of this commitment immediate liaison was affected by the squadron with Commander, Carrier Air Group 10 and all other senior echelons concerned. The following was determined to be the schedule for operations up to deployment date.

a. Day carrier qualification on USS F. D. ROOSEVELT 4-6 November 1961.

b. Day refresher and night carrier qualification on USS SHANGRI-LA 11-15 December 1961.

c. LantFlex and shakedown cruise 6-18 January 1962.

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2. Immediate consideration was given to flight operations with regard to training requirements, priorities, sorties required and the time available for accomplishment. Factors having no small effect on the above were pilot turn-over, maintenance, and the Christmas/New Years holiday period. It was determined that the squadron would deploy with 12 aircraft and 17 pilots leaving no aircraft or personnel behind. Since carrier qualification took highest priority in this case, FMLP was commenced immediately. An average of 20 day FMLP periods was set as a goal for all pilots. Depending on experience level and carrier experience this may seem a little excessive but looking at it from the LSO stand point it paid dividends during actual carqual. Even though there were pilots assigned who had carqualed in the F8U it is safe to say the entire squadron had no carrier experience as such.

3. FMLP was completed on schedule and the squadron commenced day carqual aboard the FDR. Only about 1/3 of the required day landings were accomplished on the FDR due to major ships arresting gear problems. The squadron returned to Beaufort and immediately commenced night FMLP with the plan of completing the required day landings during the same period night quals were to take place. Based on experience of Navy F8U squadrons a minimum of 15 night FMLP periods were strived for. Also during this period 4-6 sorties were scheduled daily prior to night operations which were devoted to Air Refueling, Sidewinder firing and Instrument training. Instrument training during this period was further pursued with the help of Beaufort RATTTC by conducting all night FMLP flights under positive radar control using simulated GCA procedures. Visibility conditions in the Mediterranean have proven this training invaluable.

4. At the completion of night FMLP training the squadron deployed aboard SHANGRI-LA and the remainder of the day and night qual was completed on schedule. Upon return to Beaufort flight operational priorities were placed on Air Refueling, Sidewinder, Strafing, and refresher FMLP. This program was continued until deployment on LantFlex on 6 January. During LantFlex, flight operations did not accomplish what the squadron had hoped for. Emphasis seemed to be placed on Task Group operations and not on Air Group training. Each pilot netted an average of 4 day and 1 night landing during this period. After returning to Beaufort operational priorities were again concentrated on Air Refueling, Instruments, and FMLP refresher until deployment date.

#### C. Deployment.

1. The squadron deployed as scheduled on 7 February with Carrier Air Group 10. During the crossing, limited flight operations were conducted which netted each pilot about 2 landings in the period between 7 February and turn-over on the 19th. Two landing accidents occurred, one on 12 February and one on 15 February, the first as a result of a strut failing on a cat shot and the other as a result of excessive sink rate during landing. Both aircraft were equipped with hollow main gear axles; all aircraft were inspected, AACPed as appropriate and solid axles were eventually installed on all aircraft. This period resulted in a very low aircraft availability during the last two (2) weeks of February and the first two (2) weeks of March.

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During the latter half of March flight operations picked up to an acceptable level with better and more reliable aircraft availability and steadily improved throughout the cruise to terminate with an overall 72% availability and a 92% utilization factor.

2. Daily flying operations consisted of Task Group Operations which were aimed primarily at furthering the Force AAW capability, and Task Force exercises in which this squadron's participation was either CAP, Escort, Fighter Sweep, or Flak Suppression, and often a combination thereof. The remainder of the time was devoted to provide services to other ships in the force i.e. AIC training, radar calibration, and gun and missile tracking exercises, and Air Group training. Although a squadron should not come to the Mediterranean expecting to accomplish any amount of syllabus training, this squadron was able to do some in the areas of Strafing, Air Refueling, Sidewinder firing during Fire Power Demonstrations, Fighter Tactics, and Air to Air Intercepts. Fighter Tactics were limited to no A/B use due to the inflexible cycle of time of an Essex class CVA but in spite of that good training was accomplished.

3. The aviation safety program on ship and within the Air Group on the staff level was nonexistent. Therefore it required, at the squadron level, a very aggressive effort on the part of the ASO and GSO. Constant indoctrination of pilots and ground crews was absolutely essential. The Safety program can be no less than an all out squadron effort. Complacency and carelessness invariably work their way in among the enlisted crews as they become more indoctrinated to carrier operations and with pilots when they become more proficient and sure of themselves flying around the ship. ISO's must be especially watchful for the latter.

4. Training aboard this class ship presents a problem for enlisted due to the lack of ample space. In-port periods were the most practical time and then the pilots ready room had to be used with only one duty section at a time. This is extremely time consuming and the work load of maintenance as well as other departments precluded 100% attendance.

5. Pilot training for the most part was conducted during at sea periods due to the heavy duty schedule in port i.e. shore patrol, beach guard, integrity watches, and alert pilot watches. Most required pilot training can be accomplished during at sea periods.

6. During day to day operations at sea it was found that the flexibility of operations required very close liaison and coordination with the ships Operations and Air Department. In view of this a system of having an Operations duty officer was adopted. His duties entailed conducting general mission, divert field and weather briefings along with insuring the close liaison and coordination with Air Operations, Primary Fly and Flight Deck Control. This proved to be a sound method of executing the flight schedule with the existing relationship between Carrier Air Group 10 and various ships departments as well as the working relationship within the ships departments themselves.

7. No appreciable additional administrative work load was encountered within the operations section as a result of being assigned

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to Carrier Air Group 10. Occasional reports were required but they were few and relatively simple. Arrangements were made with MAG-32 to continue our same reports and reporting procedures with the exception that all reports would be submitted direct to the appropriate commands with copies to those who normally received them.

D. Statistic Sheets:

1. Breakdown of Sorties flown.

a. Fleet and Task Force Exercises

- (1) Fighter Sweep/Escort/Strike - 166
- (2) Combat Air Patrol - 353

b. Services.

- (1) AIC Training - 146
- (2) Gun and Missile Tracking Exercises - 15
- (3) Fire Power Demonstrations - 24

c. Air Group Training.

- (1) Tactics - 176
- (2) Nav Inst - 49
- (3) BCI - 81
- (4) CCI - 46
- (5) CCA - 47
- (6) Strafe - 83
- (7) Air Refueling - 94 (AR sorties were all flown in conjunction with other missions)

d. Miscellaneous.

- (1) Test, XC, FMLP, Refresher - 88

2. Monthly flight time/CV landings 1 February - 18 August 1962.

	Feb	Mar	Apr	May	Jun	Jul	Aug
POOR	5.0/3	15.5/10	24.8/13	22.2/12	46.6/26	32.2/19	14.7/9
PREIS	4.8/2	18.9/11	24.4/14	20.7/13	41.8/23	25.8/15	13.8/9
PARRISH	4.6/2	16.2/9	24.4/14	17.0/9	38.2/21	22.3/13	27.1/16
TUMMILLO	6.2/2	15.2/10	24.1/13	25.2/13	37.2/23	24.1/14	14.3/8
KNOTT	8.4/2	18.8/8	24.0/13	20.1/10	40.6/22	24.6/11	28.4/17
OMER	8.2/2	17.0/10	13.7/7	-/-	45.6/25	27.6/14	37.5/23
POOL	5.5/2	16.0/10	23.6/13	21.4/12	41.0/23	17.9/10	31.6/19
DENTON	3.6/2	19.7/12	23.4/13	24.8/13	42.2/24	25.4/14	15.7/10
HINES	4.1/1	19.8/12	24.9/13	24.9/13	38.3/21	26.6/15	21.1/12
LYON	6.0/2	18.4/11	26.6/13	24.7/13	47.4/24	24.9/13	17.4/10
ALLINDER	4.5/2	19.1/10	19.5/12	21.3/11	37.9/21	13.1/8	37.2/22
SABIN	5.5/2	12.6/8	21.7/12	24.2/13	21.5/12	23.7/13	36.8/22
JONES	5.6/2	18.6/12	22.9/12	20.7/12	38.7/23	24.5/14	14.8/8

a. Does not include monthly time of two pilots released to inactive duty during the last week of operations.

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b. All fifteen pilots became SHANGRI-LA centurions during the cruise even though some day carqual was effected on the USS ROOSEVELT.

3. Operating days by month 19 February through 18 August 1962.

February	- 7
March	- 16
April	- 14
May	- 15
June	- 18
July	- 11
August	- 11
Total	92

There were fifteen (15) in port periods ranging from 3 to 8 day duration during this cruise period.

E. Check list of pertinent items.

1. Early liaison with Air Group and squadron, if replacing a squadron as was the case with VMF-251.
2. Determine training requirements, both flight and ground, and establish priorities for accomplishment in the time available.
3. Obtain copies of Carrier Air Group SOP, if one exists, and Ships Operations Manual.
4. Be familiar with all long standard operation orders and make detailed studies of all Operation orders currently in effect.
5. Effect liaison with ships Operations and Air Department at the earliest.
6. All pilots must be through Phase II. Emphasis should be placed on carqual and as many landings as possible logged prior to embarkation. Strong emphasis on instrument flying, particularly at night and proficiency in air refueling. This is not to say that other training be sacrificed but these are the areas where proficiency is mandatory.
7. Order publications and maps pertinent to the area of operation early as to insure having them on hand.
8. Have all pertinent orders on hand that will be required for day to day operations and reports. Take sufficient office supplies for the duration of the cruise.
9. Obtain copies early of all CAG and Ships Instructions pertinent to operations.

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IV. Maintenance Cruise Report.

A. Introduction. From the period of 1 October 1961 to 28 August 1962 the maintenance department was involved with preparation, carrier qualification, shakedown cruise, and deployment aboard the USS SHANGRI-LA. Although encountering many problems, which will be discussed in detail, the deployment aboard ship proved to be a very fruitful and productive period for the maintenance department. The close quarters and long hours aboard ship enabled our less experienced to gain much in the way of technical training while almost constantly under the supervision of senior NCO's. The training that these men received brought the maintenance department's experience level to a much higher peak than would have been possible for the same period of time in the United States. Through this experience the department was able to maintain a high level of aircraft readiness at all times, and maintain enough aircraft to complete the ships assigned schedule and more.

B. Planning, Preparation, Carrier qualification and Shakedown cruise.

1. Preparation and Planning. When the maintenance department was notified of the pending deployment to the Med the following steps were taken:

a. Aircraft logs and records were screened to determine which aircraft would be retained for the cruise. The things taken into consideration when selecting the aircraft were:

- (1) Period end dates.
- (2) ASC configuration.
- (3) Aircraft reliability and material condition.

b. Correspondence was initiated to CG 2dMAW, FMFLant, and CNAL to obtain on a priority basis, coded "F" and coded "O" aircraft service changes that were required to bring the aircraft up to the material condition required or desired for ship-board operation. Only those aircraft that would be making the cruise, plus one back up, were considered in this program. O&R Mod teams were utilized in programing and installing the coded "O" service changes and the modifications to the landing gear. This required many hours of thought and planning to accomplish and still maintain aircraft availability to meet the operational commitments required by operations to prepare the pilots for the deployment.

c. Conferences were scheduled with the ship, CAG-10, and VF-62 to obtain reliable information on which to base the department requirements. These conferences (four in all) proved very helpful and brought to light many areas that needed command attention. Some of the things discussed at these conferences were:

- (1) Ships AMSEL. A copy of the ships AMSEL was procured through the CAG maintenance officer. It was compared with the squadrons AMSEL at this first conference to give the ship a general idea on what the requirements would be. Later, many hours were spent researching the ships AMSEL against our own for items that we would have to furnish.

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Any Items required by maintenance not listed on the ships AMSEL must be furnished by the squadron. A thorough inspection and inventory of the gear listed on the AMSEL should be made. The maintenance department inspection and inventory was held during the carrier qualification cruise aboard the USS SHANGRI-LA and resulted in most of the gear being off loaded for repair or modification at O&R Jacksonville. This squadron later sent an additional team to the ship during one of its inport periods to reinventory the support equipment and to aid the CAG in setting up the avionics test benches required for the FSU-1E. This allowed them to do a thorough job on that one thing (support equipment) without five squadrons trying to use part of it at the same time. NOTE: Extra sets of aircraft securing gear, down locks, intake covers, jury struts, etc. were procured. This aided the squadron in handling aircraft binged to the beach and was also a buffer for the gear that invariably disappeared aboard ship.

(2) Maintenance and Storage Spaces. Number, type and size of these spaces were discussed at length. Space was limited and all departments extremely crowded. The squadron ended up keeping most of the five point nine boxes with their inserts aboard for the cruise and working out of them. However this was against regulations unless they were firmly anchored and even then violated the fire bill.

(3) Transfer of excess aircraft. When to transfer excess aircraft was discussed at length. It was decided to keep the aircraft in the squadron until the last week prior to the shakedown cruise. This provided a maximum number of aircraft available for continued operations. It caused some confusion later due to the season of the year (Christmas) and the last minute frustrations of getting ready to deploy by imposing a greater work load at this time.

d. CAG Maintenance Officer. The CAG maintenance officer was contacted early and close liaison was maintained with him throughout the pre-deployment phase. He was able to provide the answer or reliable information to almost any question related to carrier operations. Any requests to the ship dealing with maintenance was routed through him.

e. Publications and Forms. A seven months usage of maintenance forms (HIR's, work orders, report forms, etc.) was ordered for the cruise. No standard forms were available from the ships supply and shipments from the states usually took six weeks to three months to arrive. The method of storage, and where to store aboard ship was considered carefully in order to prevent water damage, pilferage, etc.

2. Carrier Qualification Cruise. Two carrier qualification deployments were made, one on the USS ROOSEVELT and one on the USS SHANGRI-LA. The two deployments cut into maintenance time for preparing to deploy and added to the work load immensely. Maintenance on the beach during the second deployment was at a near stand still.

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Most personnel were either on the ship or were involved in maintaining the aircraft binged from the ship for major discrepancies. While aboard for the second cruise the support equipment aboard was inventoried and inspected with the assistance of the CAG maintenance officer. The inspection resulted in most of it being off loaded for repair on our return to port. This is an important item. Be sure the on board equipment is in operable condition, as to repair and calibration, as replacement or calibration is nonexistent on the cruise. The second period proved to be of great benefit in getting accustomed to the ship, facilities, and the working conditions. Maintenance procedures were studied at great length and information was collected for changing and revamping squadron procedures to conform with carrier requirements.

3. Shakedown Cruise (3 to 24 January). This period was utilized in smoothing out the rough ends of our new maintenance procedures and adapting new ones as the different situations arose.

C. Deployment. The crossing of the Atlantic was utilized for incorporating service changes, touching up the paint jobs on the aircraft, performing the regular scheduled maintenance, and becoming familiar with facilities and spaces as well as revamping procedures where necessary.

1. Maintenance Structure.

a. Basically the maintenance department was operated on the regular Marine concept with the hydraulic shop and the avionics department beefed up as much as possible. Ordnance personnel were cut below the authorized manning level to conform with a twelve plane squadron.

b. The shops were split down the middle in two groups, a day crew and night crew, and two seven man check crews. The squadron deployed with one E-6 and two E-7's in the 6412 MOS. The maintenance chief worked days and as required at other times. The engineering chief and the quality control chief were assigned the job of hangar deck chief, one with each group, and rotated with the same group periodically from day to night crew. The shift in crews was made prior to leaving each port which gave the crew approximately two weeks on each shift.

c. It is imperative that the key staff NCO's be well qualified in all systems of the aircraft and that they have a can-do attitude. A lot of forethought, planning, coordination, imagination and determination is required on every man's part to accomplish the job. Key personnel must be able to maintain a close and friendly relationship with flight deck control personnel. This is essential.

d. The flight line chief is one of the most trying and essential jobs in carrier operations. The person filling this billet must be one who has the attitude that nothing is impossible. While at sea flight quarters will be in effect an average of eighteen to twenty hours each day and around the clock at times. Two personnel were assigned to each aircraft as plane captains who were fully qualified. Five extra men for building up tires and operating the starter probes were assigned to the flight line.

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The line personnel were divided into three sections and an E-5 was put in charge of each section. The section leaders were of great benefit to the line chief in keeping the program moving.

## 2. Maintenance.

a. The scheduled aircraft maintenance (checks, cam's, etc) was set up under CNAL LAB 26 when the squadron first deployed and later under BUWEPS 4730.2A. Both were used to advantage. The maintenance department aircraft inspections should be staggered so that one inspection is commenced each 7 days. The ship averaged five to seven days at sea with four to six days in port. Using this and the five day leeway authorized by BUWEPS INSTR. 4730.2A it is possible to schedule all of the heavy maintenance for in port periods. Maximum availability while at sea is essential due to the limited "at sea" time and the tempo of operations.

b. In port maintenance has its drawbacks such as; restrictions on turnups, refueling and defueling of aircraft, availability of respots and the number of personnel required by the ship for details make each job accomplished a major task. It is imperative that flight deck control be kept up to date at all times in port and at sea as to required turnups, maintenance requirements, and aircraft availability so that aircraft can be programmed for moves to and from the flight deck during respots.

c. Due to the non-availability of aircraft for maintenance during flight operations, poor lighting conditions at night when most of the maintenance is performed, the lack of communications between shops and the scarcity of aircraft turnups the trouble shooting has to be done from knowledge of the aircraft and the HMI. Specialists from each shop should be readily available on the flight deck during launch to correct minor discrepancies where possible after turnup.

d. Maintenance space for coordination of yellow sheet gripes, work orders, etc. will vary from ship to ship. If possible the pilots ready room should be utilized where phone, squak box and sound power phone communications with all departments of the ship concerned with aircraft are available.

## 3. Avionics.

a. In general the problems were basically the same as those of operating on the beach as far as the individual pieces of equipment are concerned. Some difficulty was encountered at first with the ASQ-17 breaking loose from its mounts. This was corrected by the metal shop beefing up the support brackets.

b. A power supply (AC & DC) problem is inherent in this class ship. Shortage of outlets, poor upkeep of equipment and shortage of cables were encountered. One solution was to connect cables together with a jury rig arrangement in order to reach flight deck parking spots.

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c. Two bench technicians were sent TAD to the CAG for working in the avionics service pool. These men should be well qualified technicians as they accomplish the repair and test of all squadron avionics components.

d. In spite of usage data and suggested level of spares the ship had difficulty in maintaining the required high usage avionics items. It is recommended that squadrons bring adapters, boxes, cables, and test equipment, if available.

## 4. Corrosion Prevention and Control.

a. A major problem afloat is aircraft corrosion, especially with the FSU aircraft. Many hours were devoted by the squadron in establishing the most effective corrosion control program possible. After conferences with stateside Navy squadrons and deployed squadrons in the Med the following program was established and proved to be effective although time consuming. Over 4000 direct man hours were utilized on corrosion control on the 12 onboard aircraft during the seven months.

(1) Have aircraft completely free of corrosion and paint in good condition prior to deployment.

(2) Arrange for immediate fresh water wash down of all aircraft subjected to salt water spray or bath.

(3) Arrange for wash during each in port period of all aircraft, using a water emulsion cleaning solution.

(4) Establish a corrosion control crew composed of 5-7 people supervised by an NCO whose sole duty is to combat corrosion including strip and paint of aircraft. This crew should work on aircraft at every available opportunity.

(5) Instruct plane captains, pilots and the corrosion control team on where to look and how to detect corrosion in the early stages.

(6) Require a daily report by plane captains and weekly report by pilots of all corrosion detected.

(7) Institute a work order system for elimination of the detected corrosion on the same priority as other aircraft discrepancies.

b. Although the entire aircraft is subject to corrosion the following areas are the most susceptible.

(1) Unit horizontal tails.

(2) Rudder and rudder hinges.

(3) Droop, aileron, and flap hinges.

(4) Bottom of outer wing panels.

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(5) Metallite panels on top of wing center section forward of the ailerons.

(6) Areas under the identification plates of struts and actuating cylinders were treated and painted but still remained a problem.

(7) Areas of dissimilar metals.

(8) Wing fold areas.

5. Pre-Launch Procedures.

a. After turnup and system check out the roll and yaw stabs should be placed to the off position and not reset until on the catapult. This prevents stab systems from being subjected to high jet blast velocities while taxiing up the deck.

b. Fuel transfer switch to pressure dump position until airborne. This prevents wing fuel cell cracks due to acceleration of aircraft while wing cells are pressurized.

c. The jury struts should be kept in the wingfold until the aircraft is turned into the wind. This prevents damage to the wing fold hinge fitting due to high winds over the deck. The jury struts should be replaced prior to shut down after recovery. This procedure keeps the struts from binding during removal.

d. The hook should be checked by cycling it prior to each launch.

6. Ordnance. The major problems encountered by Ordnance are.

a. Radiation hazard. There are certain areas of the ship where Ordnance can not be loaded due to radiation hazard.

b. Checking of all circuits prior to Ordnance loading is a must.

7. Alert Aircraft. Two aircraft on 15 minute alert were required during all in port periods. Due to the at anchor condition the aircraft had to be fueled to only 7300 pounds. Knowing which aircraft will be used in advance is beneficial in that they can be partially fueled after the last operational mission at sea and eliminate the de-fueling in port.

D. Statistic Sheet. NOTE: This does not include data during the carqual or predeployment phase.

1. Number of aircraft inspections completed during the deployment.

a. Major - 15

b. Intermediate - 12

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2. Number of arresting gear assemblies changes.

a. Total - 20

b. Changed due to damage - 4

c. Changed due to 100 traps - 16

3. Number of aircraft service changes installed.

a. Coded F - 160

b. Coded O - 1

4. Engine Changes. No engines were changed due to maximum time or FOD. Seven engines were changed due to cracked diffuser case (a common discrepancy for F8U aboard the Essex class ship), 1 excessive vibration and 1 oil leak.

5. Man hours spent on corrosion control. 4200 (this is direct man hours excluding pilot and plane captain inspections)

6. Aircraft damaged due to crunches.

a. 60 A/C crunches were experienced. (Although crunches are common on this class ship for the F8U due to the aircraft length and crowded hangar and flight deck conditions, this is an excessive figure.) Flight deck crews were initially unfamiliar with the F8U.

b. Man hours spent on crunch repair 1250.

7. Availability.

a. Overall average 72%

b. Average at sea 85%

8. Aircraft utilization based on 30 hours per-aircraft per month. 93%.

9. Total number of hours flown. 2,356

10. Average number of aircraft AOCF. 2.2%

E. Check Off List.

1. Screen aircraft logs and records to determine aircraft to be retained.

a. Period end date.

b. ASC configuration.

c. Reliability and material condition.

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2. Incorporate all "F" and "O" aircraft service changes that are required or desired for carrier duty.
3. Obtain a master check sheet of all carrier directives and inspections.
4. Develop a high usage parts list and submit to the ship.
5. Boresight all aircraft.
6. Swing compasses of all aircraft.
7. Attempt to stabilize personnel in the maintenance section as soon as possible.
8. Obtain a copy of the ships AMSEL. Inspect this equipment and have it repaired. Follow this up.
9. Secure extra down locks, jury struts, intake and tail covers.
10. Keep a ready reserve of 20 main and 15 nose tires at all times.
11. Select and train a corrosion control team as soon as possible.
12. Bring a two month supply of paint and thinner to augment the ships supply.
13. Maintain a good relationship with flight deck control.
14. Service all struts as prescribed in the HMI and service them on every check vice every second check.
15. Assure that aircraft are free of corrosion and that paint is in good condition.
16. Request service of factory technical representative if desired.

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V. Materiel Cruise Report.

A. Introduction. When this section was first notified of the cruise, allowance lists were screened to check on items which would be required for shipboard operation that were not normally required for shore based operations. These items were placed on order.

Early liaison with the ship's supply department was arranged. Usage data was prepared for submission to the ship's supply officer and the squadron's AMSEL was screened for comparison with the ship's AMSEL. The materiel officer attended the liaison conference and talked with the aviation supply officer. This conference was very profitable for both parties.

Upon return to our home base the initial procurement of supplies and equipment for the cruise began. A conference was held with group supply in order to obtain their assistance and advise them of special requirements. Service changes that were required to bring aircraft up to date for the cruise were brought to the attention of the group supply officer and his assistance was requested in advancing priorities on procurement of same.

Due to limited space available to troops for storage of personal equipment and clothing, arrangements were made to have all excess Marine Corps property turned in prior to departure. This included weapons, 782 gear and squadron property not to be used on the cruise.

During carrier qualification supply personnel were sent along to get acquainted with the ship's procedures and to check on action taken on usage data submitted. Every man in the materiel section went on the shakedown cruise or a carrier qualification cruise so that when the section embarked on the cruise all were well checked out on shipboard supply operations.

Aboard ship the section settled into working spaces as soon as practical as maintenance required immediate support. A firm relationship was established with the ship's supply personnel and other squadrons. The materiel personnel were instructed to be friendly, firm and patient in their dealings. This attitude helped promote an excellent relationship.

The support provided by the aviation supply office aboard the USS SHANGRI-LA was outstanding overall. About 90% of all items requested were found aboard. A low AOCF percentage was maintained, however, this was due mainly to painstaking control by maintenance to keep the number of hangar queens to an absolute minimum.

Due to constantly changing operational commitments, it was necessary to keep a continuous review of the squadron's bravo funds. This unit had direct liaison with the wing fiscal officer prior to deployment and throughout the cruise in order to solve problems of excess funds or requirements for additional funds as soon as they occurred.

Loss of gear was a major problem throughout the cruise. Equipment and supplies disappeared from offices, working spaces and the ready room in spite of all precautions. Tools, small items of support equipment and flight deck gear headed the list. Nothing could be left even momentarily unattended.

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In preparation for return to the states, it was necessary to begin early to assemble material for reworking and to prepare for debarkation. Ship's spaces required painting and minor repairs so they could be turned in. The major portion of the work was programmed for the return trip. Planning is required early so as to facilitate the procurement of supplies before leaving the Mediterranean.

B. Planning, Preparation, Carrier Qualification and Shakedown Cruise.

1. Planning.

a. Allowance lists, such as TBA-37-2, QT-5, and section "H" were screened to check on items which would be required for ship-board operation that were not normally required for shore based operations. These items were placed on order.

b. Early liaison with the ship's supply department was planned and arranged.

c. The squadron's AMSEL was screened for comparison with the ship's AMSEL at a future conference. This involved the maintenance officers more than the supply officers. However, the materiel officer was involved in the procurement of items to be supplied by the squadron and kept abreast of the situation.

d. Many meetings were held by the materiel officer and other departments to plan requirements. Items were placed on order as soon as a need could be seen or anticipated. This action proved very helpful. However, some things were overlooked due to a lack of reliable information to base requirements on.

e. Squadron usage data was submitted to the ship's aviation supply office and arrangements were planned to have the information on action taken expeditiously forwarded to the squadron. Required quantities of high usage items were suggested for procurement by the ship.

f. Allotments were discussed. Only one major change which would affect the squadron was the ALPHA fund. This was to be supplied to the squadron from the ship via the Carrier Air Group. It was very limited and was subject to great strain. A research of current instructions is advised so as to be able to foresee what items will be procured with these funds. NAVCOMPT manual volume II is the most comprehensive source of this information. Note that many items which were normally charged to bravo funds must now be purchased with ALPHA money, for example.

- (1) Rags and cleaning compounds for aircraft
- (2) Hand tools, masking tape
- (3) Cleaning gear, paint for spaces
- (4) Office supplies

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g. Storage spaces. At first there weren't any. However, some were found, mostly dead storage type. But this was utilized to advantage. Maximum cooperation must be maintained between the departments in the squadron so as to utilize spaces that are assigned to maximum advantage. Space of any kind is at a premium. Officers' state rooms become their offices, including the commanding officer's.

h. A number of supply personnel will be TAD to the ship's supply section. VMF-251 supply furnished two 3071's to ASO.

2. Preparation

a. Flight deck gear was ordered to augment the limited supply possessed by the ship. The following items were placed on order.

- (1) Flight deck shoes.
- (2) Sound helmets (colored).
- (3) Colored jerseys (green, brown, and red).
- (4) Flight deck goggles.

b. A conference was held with MAG-32 supply personnel and the following items were planned for action.

(1) To supplement the alpha funds to be supplied by the ship the squadron would order and carry with them a six (6) months supply of selected items to include:

- (a) Rags
- (b) Hand tools, including flashlights and wands
- (c) Cleaning gear
- (d) Office supplies
- (e) Masking tape and paint brushes
- (f) Supplies for aircraft corrosion control:
  1. Paints, primers.
  2. Cleaning compounds.
  3. Tools, wire brushes.

It is strongly recommended that an ample supply of corrosion control supplies be procured. Very high usage of this type item will occur

(2) Required service changes were ordered.

(3) Cruise boxes were ordered. A maximum number should be obtained as storage space is critical and wooden boxes

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(4) Arrangements were made to have all excess Marine Corps property turned in prior to departure.

(5) A visit was made to VF-62 which was equipped with the same type aircraft and had deployed on the same ship previously. Conferences were held to gain information on problem areas which occurred and the solutions used to solve these problems. These talks were of great help in the late planning stage. The following topics were discussed:

- (a) AOCOP rate and time of delivery.
- (b) Accounting procedures.
- (c) Reports.
- (d) Flight packets.

Instruction is required to rebrief pilots in the use of flight packets in foreign countries.

3. Carrier Qualifications. Supply personnel were sent with the ship on carrier qualifications and much valuable information was obtained as to ship's procedures, spaces, stock levels, and progress was made on requisitions requested. Constant follow up is necessary regardless of the subject.

4. Shakedown Cruise. The entire materiel unit deployed on this cruise. As a result all personnel were familiar with the location of all ship's supply sections and with the supply procedures in effect prior to embarking for the Mediterranean. This is important as the initial reaction of the ship toward Marines is one of "if you don't ask we won't tell you". Very little information is volunteered. This attitude changes as personnel become acquainted.

C. Deployment.

1. A SOP for the operation of the section aboard was published to shops and departments concerned in order to familiarize them with the method of shipboard support.

2. Upon arrival in the Mediterranean a conference was held with the materiel officer of VF-33 which was the counter-squadron being relieved. This officer had prepared turn over information outlining supply support in the Med. It proved to be of a great value to the materiel unit.

3. Alpha Funds provided by the ship for:

a. The 3rd quarter FY'62, the squadron was allotted \$585.00 for alpha expenditures.

b. The 4th quarter FY'62, the squadron was allotted \$876.00 which was ample to meet the squadron needs.

4. Reports. Since a definite time lag is induced by the uncertain mail service to and from the states, all reports should be

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submitted via air mail and as early as possible. If practical, a message report is advisable. Special reports are a particular problem. In three instances reporting materials and requirements mailed to this unit were received after the date due. A reports control board should be very carefully made up prior to leaving the States, and all records and necessary report material should be kept available.

5. Assistance in the Mediterranean Area.

a. Special Med Handling - One way in which COMAIRMED will help is to provide special flights for AOCOP parts. The ship's ASO is the best man to arrange this for the squadron. This special handling must be arranged through COMAIRMED and has to be requested in unusual conditions which warrant special attention.

b. Customer service - Provided by AERFER, CAPODICHINO Airport, Naples, Italy. Particularly applicable to coded MO items (Fuel lines, etc.) obtainable through the Navy liaison officer at AERFER.

6. Loss of equipment. The following is a partial list of items which simply disappeared while on board ship:

- a. 2 high pressure air bottles.
- b. 2 spray guns (which cannot be procured on board ship)
- c. Tool boxes with tools.
- d. 1 vise, bench type.
- e. 2 nose intake screens
- f. 1 Jet-Cal analyser
- g. 1 engine trim box
- h. Dozens of flight deck clothing items.
- i. Marine's shoes disappeared from under bunks during the night

Investigations that were made by surveying officers indicated that these items were stolen in some cases, blown over the side in others, and in some cases thrown over the side for some unknown reason. Impress upon all hands to keep their gear and equipment locked up or guarded at all times. Replacements were not to be had in most cases and a large amount of work is involved trying to survey accountable items which just disappear, to say nothing of expense. The Navy seems to expect this sort of thing and takes it in stride without effecting a solution.

Items e, f, and g must have been thrown over the side as they are of no use to the ship or CAG units.

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7. Procuring Marine Corps Clothing for enlisted personnel. Due to loss and damage in ship's laundry to enlisted uniforms, it may be necessary to procure replacements for enlisted personnel. There are two methods of obtaining these replacement items.

a. Order through the ship's Marine Detachment. Delivery time is uncertain, and quantities limited.

b. Some items of clothing can be procured through the Marine Detachment at Naples, however stocks are limited and prior liaison is necessary for procurement. Personnel should bring an extra quantity of khaki, dungarees, socks, and underwear. Each man should bring two pair of field shoes.

D. Statistics Sheet.

1. AOCF status.

a. Average number of aircraft AOCF per day.

(1) February	2.2%
(2) March	1.8%
(3) April	1.8%
(4) May	1.4%
(5) June	1.1%
(6) July	2.0%
(7) August	1.2%

b. Average number of AOCF parts per day.

(1) February	4.0
(2) March	4.3
(3) April	5.3
(4) May	2.0
(5) June	7.2
(6) July	15.1-(Not realistic due to many small parts)
(7) August	15.3 required for main fuel cell change)

c. Average AOCF delivery time. Six days throughout the cruise.

2. Bravo fund status.

a. Authorized 3rd quarter FY'62 110,000.00  
32. ENCLOSURE (1)

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(1) Increased	none
(2) Decreased	25,000.00
b. Authorized 4th quarter FY'62	50,000.00
(1) Increased	42,000.00
(2) Decreased	15,000.00
c. Authorized 1st quarter FY'63	60,000.00
(1) Increased	none
(2) Decreased	none

E. Check Off List.

1. Planning.

- a. Screen allowance lists.
- b. Arrange early liaison with ship's supply.
- c. Prepare and submit usage data to ship.
- d. Screen and compare squadron ANSEL with ship's V-6 ANSEL.

2. Preparation.

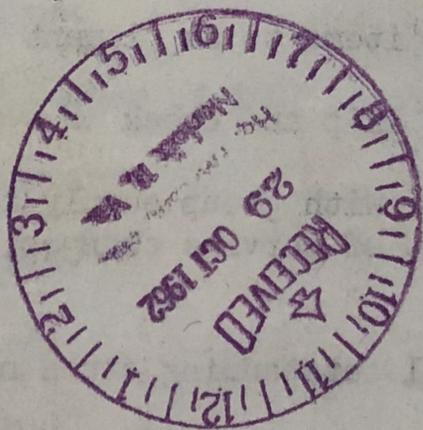
- a. Order flight deck gear.
- b. Order items to supplement alpha funds provided by ship.
- c. Visit ship and check on working spaces and storage spaces.
- d. Confer with group supply and obtain maximum assistance on procurement of service changes, alpha material, office supplies, etc..
- e. Cancel outstanding stubs not required at home base.
- f. Plan on having outstanding service changes either cancelled or forwarded.
- g. Screen delta requests, decide if gear will be retained in storage or shipped.
- h. Provide the supporting activity with the shipping data necessary to forward gear if requested.
- i. Provide access to storage areas and leave definite instructions for storage of gear received that is to be retained.
- j. Plan a liaison system with local supplying activities to provide basis for solving problems which may occur while the unit is deployed.

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- k. Turn in Marine Corps property.
  - l. Recheck and pack gear scheduled for the ship.
  - m. Provide group S-4 with an inventory of all equipment left behind and submit a request for security of same.
3. Aboard ship.
- a. Establish firm relationship with ship's supply personnel.
  - b. Store supplies quickly and properly. This will save much time, effort, and grief later. Get it locked up securely or else when you need it, it won't be there. Theft is a big headache.
  - c. Establish a system so as to be informed on all messages concerning the materiel section (parts or equipment obligated, AOCF reports, etc..)
  - d. Establish an SOP for 24 hour operation of the section. Again coordinate with the ship's ASO. Write the SOP and put it in effect as soon as possible so that the shops will understand how your section will support them aboard ship.
  - e. Establish an SOP for handling lost/stolen/missing gear. This will be a big problem area.



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