



UNITED STATES MARINE CORPS

MARINE FIGHTER ATTACK SQUADRON 251

MARINE AIRCRAFT GROUP 31

2D MARINE AIRCRAFT WING, FMF, ATLANTIC

MCAS, BEAUFORT, SOUTH CAROLINA 29904

IN REPLY REFER TO:

3:JRM:jrm
5750
7 Jan 1983

From: Commanding Officer
 To: Commandant of the Marine Corps (Code HD), Headquarters
 Marine Corps, Washington, D. C. 20380
 Via: (1) Commanding Officer, Marine Aircraft Group 31
 (Attn: S-3)
 (2) Commanding General, 2d Marine Aircraft Wing, Fleet
 Marine Force, Atlantic, Marine Corps Air Station,
 Cherry Point, North Carolina 28533 (Attn: SC-103)
 (3) Commanding General, Fleet Marine Force, Atlantic,
 Norfolk, Virginia 23511

Subj: Command Chronology; period of 1 July 1982 through 31
 December 1982

Ref: (a) MCO 5750.1E
 (b) WgO 5750.1B
 (c) GruO 5750.1C

1. ORGANIZATIONAL DATA

a. Designation and Location

Marine Fighter Attack Squadron 251
Marine Corps Air Station
Beaufort, South Carolina 29904

b. Period Covered

1 July 1982 through 31 December 1982

c. Command and Staff

Commanding Officer	LtCol N. G. G. KERR 1 July - 12 August 1982
	LtCol G. L. ELSTEN 13 August - 31 December 1982
Executive Officer	Major H. L. LOGAN 1 July - 31 December 1982
Operations Officer	Major J. M. GAUTREAUX 1 July - 31 December 1982

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Administrative Officer	Major W. A. PEPPER 1 July - 31 December 1982
Aircraft Maintenance Officer	Major J. E. DAUBERT 1 July - 13 July 1982 Capt E. A. DANIELS 14 July - 31 December 1982
Intelligence Officer	Capt C. A. NUTLEY 1 July - 16 August 1982 Capt T. W. THOMAS 17 August - 31 December 1982
Logistics Officer	Capt N. P. MAMMARELLA 1 July - 8 October 1982 Capt J. M. COOKE 9 October - 31 December 1982
Safety Manager	Capt J. N. SUMMERLIN 1 July - 12 July 1982 Capt C. F. FRANZAGO 14 July - 31 October 1982 Capt W. F. PRATT 1 November - 31 December 1982
Sergeant Major	SgtMaj C. N. DORSEY 1 July - 31 December 1982

d. Average Monthly Squadron Strength

<u>MONTH</u>	<u>OFFICERS</u>	<u>ENLISTED</u>
July	28	225
August	28	226
September	31	225
October	30	223
November	28	225
December	31	224

2. SEQUENCE OF EVENTS

a. July

(1) VMFA-251 flew 202.3 hours/156 sorties.

(2) CAPT HEDGES and 1/LT NEDDERSEN plus 2 aircraft departed for NAS Miramar, Ca. to participate in the Navy Fighter Weapons School (Top Gun) program.

(3) On 13 July, MAJ J. E. DAUBERT was lost at sea and presumed dead subsequent to an uncommanded ejection in a squadron aircraft. The aircraft impacted the water and sustained Alpha damage. The pilot, CAPT B. E. HANKINS, survived the mishap with minor injuries.

b. August

(1) VMFA-251 flew 230.6 hours/150 sorties.

(2) 10 - 11 August, the squadron participated in a MAG-31 sponsored Anti-Air Warfare Exercise (AAWEX).

(3) 12 August, a Change of Command ceremony was conducted during which LTCOL G. L. ELSTEN relieved LTCOL N. G. G. KERR.

(4) 13 August, CAPT HEDGES and 1/LT NEDDERSEN plus 2 aircraft returned from Top Gun.

(5) 24 - 26 August, VMFA-251 participated in Exercise Seabat 4-82.

c. September

(1) VMFA-251 flew 338.6 hours/150 sorties.

(2) 4 September, the Thunderbolts deployed with 12 squadron aircraft to RDAF Station, Vandel, Denmark to participate in NATO Exercises Northern Wedding/Bold Guard.

d. October

(1) VMFA-251 flew 289.6 hours/186 sorties.

(2) 4 - 5 October, the squadron plus all aircraft and organic equipment returned to MCAS Beaufort from Vandel, Denmark. During the evolution the squadron flew 391.8 hours/172 sorties. (including deployment and retrograde).

(3) 13 - 15 October, the squadron conducted an Operational Training Evaluation (OPTEVAL).

(4) 20 - 21 October, the squadron participated in a MAG-31 sponsored "mini" AAWEX.

(5) 29 October, 7 squadron aircraft departed for MCAS Yuma, Az. to participate in Combined Arms Exercise (CAX) 2-83.

e. November

(1) VMFA-251 flew 354.6 hours/232 sorties.

(2) 1 - 11 November, VMFA-251 participated in Exercise Quick Thrust 1-83, sponsored by the 9th Air Force.

(3) 15 November, 7 squadron aircraft plus organic equipment and personnel returned from MCAGCC 29 Palms, Ca. subsequent to completion of CAX 2-83.

(4) 19 November, the squadron ferried 1 aircraft to MCAS Yuma, Az. for Weapons and Tactics Instructor Course (WTI) 1-83. CAPT T. V. WOLF departed for MCAS Yuma via C-9 to participate in the subject course.

(5) 20 November, CAPT C. F. FRANZAGO and FLT LT D. A. HURLEY (RAF), augmented by a MAG-24 aircrew, departed MCAS Beaufort in 2 aircraft for MCAS Iwakuni, Japan to transfer those aircraft to VMFA-312 and VMFA-212, deployed to 1st MAW.

f. December

(1) VMFA-251 flew 236.2 hours/161 sorties.

(2) 6 - 8 December, 4 aircraft deployed to MCAS Cherry Point, N. C. to participate in Debriefing Display System (DDS)/AVELEX 1-83, returning on 8 December.

(3) 9 - 10 December, the squadron participated in Anti-Air Warfare Exercise (AAWEX) 2-83 at MCAS Beaufort, S. C..

(4) 13 December, CAPT FRANZAGO and FLT LT HURLEY returned from MCAS Iwakuni, Japan.

(5) 17 December, CAPT WOLF and 1 aircraft returned to MCAS Beaufort subsequent to completion of WTI 1-83.

3. NARRATIVE SUMMARY

a. The squadron commenced this reporting period with local flight operations tailored toward increasing individual aircrew's Combat Readiness Percentage (CRP). In furtherance of this goal, a well balanced mix of all type of air-to-air and air-to-ground sorties were scheduled and flown. On 9 July, CAPT HEDGES and 1/LT NEDDERSEN plus 2 aircraft departed for NAS Miramar, Ca. to attend the Navy Fighter Weapons School (Top Gun). On 13 July, MAJ J. E. DAUBERT, a squadron Radar Intercept Officer, lost his life in an

aircraft mishap. The pilot of the aircraft, CAPT B. E. HANKINS, was rescued by SAR aircraft, and briefly hospitalized for a broken leg sustained during egress. This mishap ended the Thunderbolts record for mishap free flying at 10,020 hours.

b. On 10 and 11 August, the squadron participated in a MAG-31 sponsored Anti-Air Warfare Exercise at MCAS Beaufort. A total of 14 sorties for 18.5 hours were flown in support of the AAWEX. On 12 August, LTCOL G. L. ELSTEN relieved LTCOL N. G. G. KERR, becoming the 62nd Thunderbolt lead. On 13 August, CAPT HEDGES and 1/LT NEDDERSEN returned to MCAS Beaufort after successfully graduating from the Navy Fighter Weapons School. The remainder of the month, save for the period 24 - 26 August, during which the squadron participated in Exercise Seabat 4-82, was devoted primarily to flying Fighter Intercept/All Weather Intercept/Aerial Refueling sorties in preparation for the upcoming NATO Exercises Northern Wedding/Bold Guard.

c. The entire Thunderbolt team and all of its aircraft departed Beaufort on 4 September for Royal Danish Air Force Station, Vandel, Denmark for Northern Wedding/Bold Guard. The aircraft staged out of Goose Bay, Canada for the final leg to Denmark. All 12 squadron aircraft successfully completed the Trans-Lant, arriving at Vandel in three echelons. By 10 September, all aircraft were in place at Vandel and ready to commence exercise flight operations. During these back to back exercises, VMFA-251 flew 391.8 hours in 172 sorties including the deployment and retrograde phases. Particularly noteworthy were the efforts of the unit's Aircraft Maintenance Department, who's outstanding performance under austere working conditions resulted in the squadron flying all fraged missions.

d. Exercises Northern Wedding/Bold Guard terminated on 26 September, and after another successful Trans-Lant home via the Azores, all squadron personnel, equipment, and aircraft were back in place at MCAS Beaufort by 5 October. Immediately following the deployment, all squadron personnel were granted a well deserved 96 hour pass. VMFA-251 resumed local operations on 13 October with an Operational Training Evaluation (OPTEVAL) that terminated on 15 October. On 20 and 21 October, the squadron participated in a "mini" AAWEX conducted in local airspace. During this exercise 24 sorties were flown for a total of 28.5 hours. The month ended with 7 aircraft detaching for MCAS Yuma, Az. on 29 October, for participation in Combined Arms Exercise (CAX) 2-83.

e. During CAX 2-83, a unique, VMFA-251 inspired concept of operations was employed, wherein all CAX work-up sorties were flown from MCAS Yuma. This proved highly successful, increasing aircraft availability by providing the enhanced maintenance support facilities available at MCAS Yuma. In addition to the flight operations

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at Yuma, the 5 squadron aircraft that remained at Beaufort participated in the 9th Air Force sponsored Exercise Quick Thrust 1-83 from 1 to 11 November. On 15 November, 7 aircraft and accompanying equipment and personnel returned to home base after completing the CAX evolution. Continuing the high tempo during this month, the squadron ferried 1 aircraft to MCAS Yuma on 19 November for utilization during Weapons and Tactics Instructor Course (WTI) 1-83. CAPT WOLF departed via C-9 on 20 November as a participant in the subject course. On 20 November, CAPT FRANZAGO AND FLT LT HURLEY (RAF) along with a MAG-24 aircrew, ferried 2 squadron aircraft via Trans-Pac to MCAS Iwakuni, Japan for transfer to VMFA-212 and VMFA-312.

f. In December, the pace continued with a 4 plane detachment to MCAS Cherry Point on 6 December to participate in a Wing sponsored Aviation Element Exercise during which Air Combat Maneuvering sorties were highlighted. The detachment returned to Beaufort on 8 December. On 9 and 10 December, VMFA-251 participated in AAWEX 2-83 in local airspace. During these exercises, the squadron flew 60 sorties for 81.4 hours. LTCOL ELSTEN served as the Tactical Air Commander for the exercise.

g. Throughout the reporting period, the Thunderbolts continually demonstrated their ability to complete any and all commitments with eagerness and professionalism.


G. L. ELSTEN