

10/23

UNITED STATES MARINE CORPS  
Marine Fighter Attack Squadron 251  
Marine Aircraft Group 31, 2dMAW, FMFLant  
MCAS, Beaufort, South Carolina 29904

5750  
S-3  
2 Jul 1984

From: Commanding Officer  
To: Commandant of the Marine Corps (Code HD), Headquarters, U.S. Marine Corps, Washington, D. C. 20380  
Via: (1) Commanding Officer, Marine Aircraft Group 31 (S-3)  
(2) Commanding General, 2d Marine Aircraft Wing, Fleet Marine Force, Atlantic, Marine Corps Air Station, Cherry Point, North Carolina 28533  
(3) Commanding General, Fleet Marine Force, Atlantic, Norfolk, Virginia 23511  
Subj: COMMAND CHRONOLOGY; PERIOD 1 JANUARY 1984 THROUGH 30 JUNE 1984  
Ref: (a) MCO P5750.1E

SECTION I  
ORGANIZATIONAL DATA

1. Unit Designation

- a. Reporting Unit Code: 01251
- b. Table of Organization Number: 8849N

2. Period Covered and Location

- a. 1 January 1984 through 30 June 1984
- b. Marine Corps Air Station, Beaufort, South Carolina 29904

3. Personnel Information

a. Commanding Officer

LTCOL G. L. ELSTEN	1 January 1984 - 27 January 1984
LTCOL D. L. DOYLE	28 January 1984 - 30 June 1984

b. Executive Officer

LTCOL D. L. DOYLE	1 January 1984 - 27 January 1984
MAJ B. F. RAMEY	28 January 1984 - 30 June 1984

c. Administrative Officer

CAPT J. R. KENNEY	1 January 1984 - 30 June 1984
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UNITED STATES MARINE CORPS

Jan - June 84

d. Intelligence Officer

CAPT J. D. FROMULARO 1 January 1984 - 2 May 1984  
CAPT J. E. HUNTER 2 May 1984 - 30 June 1984

e. Operations Officer

MAJ B. F. RAMEY 1 January 1984 - 27 January 1984  
MAJ T. V. WOLF 28 January 1984 - 30 June 1984

f. Logistics Officer

CAPT R. J. LEVESQUE 1 January 1984 - 6 May 1984  
CAPT J. D. FROMULARO 7 May 1984 - 30 June 1984

g. Aircraft Maintenance Officer

MAJ E. A. DANIELS 1 January 1984 - 30 June 1984

h. Safety Manager

CAPT W. F. PRATT 1 January 1984 - 30 June 1984

i. Staff Historian

CAPT R. B. CLARK 1 January 1984 - 15 April 1984  
1STLT H. F. BARKER 16 April 1984 - 30 June 1984

j. Sergeant Major

SGTMAJ D. E. RIPLEY 1 January 1984 - 30 June 1984

4. Average Monthly Strength

<u>Month</u>	<u>Officers</u>	<u>Enlisted</u>
January 1984	33	233
February 1984	32	220
March 1984	32	225
April 1984	31	230
May 1984	32	227
June 1984	34	238

5. Equipment

<u>Month</u>	<u>No./Type</u>
January 1984	12 F-4S
February 1984	12 F-4S
March 1984	12 F-4S
April 1984	12 F-4S
May 1984	12 F-4S
June 1984	12 F-4S

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SECTION II

NARRATIVE SUMMARY

Command, Operations and Training

Starting the year off right, VMFA-251 held a two day Safety Standdown, which emphasized all facets of ground and aviation safety. In conjunction with this safety theme, and in preparation for a Missile Firing Exercise, the flight simulators (2F-88/15C4) were used extensively throughout January. With the new year aboard, CAPT FARRA and CAPT LARSEN continued their workup for ACTI certification, and the squadron geared up for the Missile Firing Exercise. Interspersed with this flying were multiple lectures for cold weather training and airborne tanking. The Missile Firing Exercise went from 10-19 January 1984. To finish the month, LTCOL ELSTEN turned over command to LTCOL DOYLE at 1400 on 27 January 1984.

With a major deployment approaching, the squadron training emphasis was maximum tanking. During this tanking phase All Weather Intercepts and Fighter Intercepts were additional training sorties. Along with the mission requirements for the deployment, some low level navigation training was also accomplished. Once again the simulators were used aggressively, with emphasis placed on electronic warfare and radar training. This included familiarization with European approaches/air operating areas.

March kicked off with the TRANSLANT Exercise "Agile Eagle". This movement took the squadron to Bodo, Norway for NATO Exercise "Teamwork 84". Retrograde from Europe was also accomplished as part of the "Agile Eagle" Exercise, with the squadron arriving back in Beaufort on 3 April 1984. During "Teamwork 84" the squadron participated in cold weather operations, All Weather Intercepts, air-to-surface mock attacks, and aerial refueling. With the squadron back in place at Beaufort, flight operations resumed with concentration placed on air-to-air refreshing, and night intercepts.

In preparation for our crews who would attend the WTI Course 2-84, two aircraft were sent to Yuma on 13 April 1984. These aircraft were utilized to ensure those WTI crews would be properly trained in "Low Altitude Tactics" prior to attending WTI. The following weekend two aircraft were flown to Yuma to be used for the WTI Course itself. Back in Beaufort, terrorist briefs were the prime consideration and all hands on board were required to receive this training. Public affairs continued to be of prime importance in April, with numerous briefings and tours given to various educator and public official groups.

In response to 2dMAW frag orders, the squadron flew three EVM missions and a simulated CAS mission at Cherry Point. VMFA-251 ended the month in fine form, by flying a successful mission on 30 April 1984 for SOPWITH CAMEL.

May arrived with the squadron supporting a wing simulated CAS event on three different days. Along with supporting these events, intercept and air-to-air training continued, and low level training was heightened. The air-to-air training at the beginning of the month was geared toward the pending "Overland" deployment to Nellis AFB. Departing on 4 May 1984 and arriving home on 13 May 1984, five aircraft and six crews successfully completed that

ENCLOSURE (5)

deployment. CAPT JOHNSON and CAPT FROMULARO returned on 19 May 1984 after graduating WTI.

With all aircraft aboard, the squadron started training heavily for the air-to-ground environment. On 25 May 1984, the squadron stood down for the day and ran its semi-annual PFT. On 29 May 1984, CAPT GOULD and CAPT TRUJILLO started their work-up for ACTI. That date was also the beginning of the "Anti-air Warfare Exercise (AAWEX) 2-84".

On 1 June 1984, AAWEX 2-84 ended with VMFA-251 completing all of its scheduled and added missions. June was dedicated primarily to air-to-ground, low level navigation and low altitude tactics training. Still, CAPT GOULD, CAPT TRUJILLO and CAPT JOHNSON, an add-on for ACTI, completed that training syllabus. Wing frag orders, again gave the squadron simulated CAS missions on 4, 5 and 7 June 1984. Aircrew training lectures continued throughout the month for the Yuma air-to-ground deployment in July. On 20-22 June 1984 the squadron supported the Wing "Live Exercise (LIVEX ) 84" in strike, CAP and escort missions. Then on 26 June 1984 the MAG-31 flying budget was depleted, and flying was secured until July.

### SECTION III

#### SEQUENTIAL LISTING OF SIGNIFICANT EVENTS

<u>January 1984</u>	VMFA-251 flew 201 sorties/305.5 hours
3-4	Safety Standdown
10-19	MISSILEX
26	ACTI completed
27	Change of Command - 1400
<u>February 1984</u>	VMFA-251 flew 176 sorties/339.4 hours
24	LATT qualified WTI crew
28	2d ADG brief for TRANSLANT
<u>March 1984</u>	VMFA-251 flew 163 sorties/456.1 hours
2-11	Agile Eagle TRANSLANT
12-14	Exercise Busy Eagle
16-21	Exercise Teamwork 84
22-3 April	Agile Eagle Retrograde

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2 Jul 1984

April 1984 VMFA-251 flew 246 sorties/365.9 hours  
3 Standdown  
6 WTI crew leaves  
12-13 Terrorist update/brief  
13 2 A/C to Yuma for WTI crew LATT qualification  
18-21 Ferry to Yuma for WTI  
30 Launch for SOPWITH CAMEL  
May 1984 VMFA-251 flew 235 sorties/318.4 hours  
4-5 Movement to Overland  
4-13 Overland Detachment  
6-11 Actual exercise ("Overland")  
12-13 RTB from Overland  
19 WTI crews return  
24 Practice AAWEX  
25 Semi-annual PFT and standdown  
29 Start ACTI work-up  
30 AAWEX 2-84 begins  
June 1984 VMFA-251 flew 237 sorties/308.5 hours  
1 AAWEX 2-84 completes  
14 ACTI complete  
15 ACTI complete  
18 Ferry A/C to Cherry Point for SDLM  
20-22 LIVEX  
26-30 No fly for fuel

  
D. L. DOYLE

ENCLOSURE ( 5 )



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:

DLD/rav

19 Apr 1984

From: Commanding Officer  
To: Commanding Officer, Marine Aircraft Group 14  
Subj: Command Chronology; period 1 March through 3 April 1984  
Ref: (a) MCO P5750.1E

SECTION I

ORGANIZATIONAL DATA

1. Unit Designation
  - a. Reporting unit code: 01251
  - b. Table of organization number: 8849N
2. Period Covered and Location
  - a. 1 March through 3 April 1984
  - b. R. NAF Bodo, Norway
3. Personnel Information
  - a. Commanding Officer  
LtCol D. L. DOYLE 1 March through 3 April 1984
  - b. Executive Officer  
Major B. F. RAMEY 1 March through 3 April 1984
  - c. Administrative Officer  
Captain J. R. KENNEY 1 March through 3 April 1984
  - d. Intelligence Officer  
Captain M. G. DASOVICH 1 March through 3 April 1984
  - e. Operations Officer  
Major T. V. WOLF 1 March through 3 April 1984
  - f. Logistics Officer  
Captain R. J. LEVESQUE 1 March through 3 April 1984
  - g. Aircraft Maintenance Officer  
Major E. A. DANIELS 1 March through 3 April 1984

h. Safety Manager

Captain W. F. PRATT 1 March through 3 April 1984

i. Staff Historian

Captain R. B. CLARK 1 March through 3 April 1984

j. Sergeant Major

Sergeant Major D. R. RIPLEY 1 March through 3 April 1984

4. Average Monthly Strength

<u>Month</u>	<u>Officers</u>	<u>Enlisted</u>
March 1984	31	149

5. Equipment

<u>Month</u>	<u>Type</u>
March 1984	12 F-4S

SECTION II

NARRATIVE SUMMARY

COMMAND OPERATIONS AND TRAINING

March 1984 eamarked VMFA-251's participation in a major NATO exercise "Teamwork 84". The evolution included a translant deployment and retrograde, "Translant Agile Eagle", participation in a Marine Command and control exercise, "Busy Eagle", and participation in the "Teamwork 84" exercise. The first Aircraft departed MCAS Beaufort on 1 March. Significant crosswinds at the first stopover base, Lajes Field, Azores, required these aircraft to divert into Pease AFB, N.H. Continued adverse weather at the various enroute airfields resulted in further delays. The squadrons first aircraft arrived at the deployment site in Norway on 9 March. One aircraft remained at Lajes Field after developing an oil leak which required an engine replacement. This aircraft was repaired and flown back to the States during the translant retrograde.

After arriving in Norway the unit participated in "Busy Eagle" and "Teamwork 84". The exercise operating area was 160 nm north of Ronaf, Bodo. Extensive utilization of KC-130 air refuelers from VMGR-252 was necessary to satisfactorily accomplish the exercise missions. The exercise's were completed on 22 March. That afternoon VMFA-251 launched eleven aircraft to RAF Machrihanish, Scotland beginning the translant Agile Eagle retrograde. Adverse weather again caused considerable delays in the retrograde translant. The units last F-4's completed the translant movement by arriving in Beaufort on 3 April.

SECTION III

SEQUENTIAL LISTING OF SIGNIFICANT EVENTS

1 March through 3 April 1984 VMFA-251 flew 191 sorties/537.7 flight hours

1-10 March VMFA-251 conducted translant Agile Eagle Deployment 43 sorties/  
160.0 flight hours.

1 March VMFA-251 main body departs MCAS Beaufort for Ronaf Bodo, Norway.

9 March 2 F4's from VMFA-251 arrive at Ronaf Bodo, Norway.

10 March 9 F4's from VMFA-251 arrive at Ronaf Bodo, Norway.

12-14 March VMFA-251 participates in exercise Busy Eagle 32 sorties/68.3  
flight hours.

16-22 March VMFA-251 participates in exercise Teamwork 84 58 sorties/  
129.8 flight hours.

22 March 11 F-4S from VMFA-251 depart Ronaf Bodo for translant Agile  
Eagle retrograde. Retrograde concluded on 3 April; total sorties/54  
flight hours/174.7.

23 March VMFA-251 main body departs Ronaf Bodo for MCAS Beaufort.

D. L. DOYLE



**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:RBC:tk

5750

11 Jan 1984

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 (S-3)  
 (2) Commanding General, 2d Marine Aircraft Wing, Fleet Marine Force, Atlantic, Marine Corps Air Station, Cherry Point, North Carolina 28533 (SC-103)  
 (3) Commanding General, Fleet Marine Force, Atlantic, Norfolk, Virginia 23511

Subj: Command Chronology; period 1 July 1983 through 31 December 1983

Ref: (a) MCO P5750.1E

SECTION I

ORGANIZATIONAL DATA

1. Unit Designation

- a. Reporting Unit Code: 01251
- b. Table of Organization Number: 8849N

2. Period Covered and Location

- a. 1 July 1983 through 31 December 1983
- b. Marine Corps Air Station, Beaufort, South Carolina 29904

3. Personnel Information

a. Commanding Officer

LtCol G. L. ELSTEN	1 July 1983 - 31 December 1983
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b. Executive Officer

LtCol D. L. DOYLE	1 July 1983 - 31 December 1983
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c. Administrative Officer

Major B. F. RAMEY	1 July 1983 - 21 November 1983
Capt J. R. KENNEY	22 November 1983 - 31 December 1983

ENCLOSURE ( 5 )

VMP A-051

921-10083

d. Intelligence Officer

Capt J. M. COOKE 1 July 1983 - 22 September 1983  
Capt J. D. FROMULARO 23 September 1983 - 31 December 1983

e. Operations Officer

Major J. M. GAUTREUX 1 July 1983 - 21 November 1983  
Major B. F. RAMEY 22 November 1983 - 31 December 1983

f. Logistics Officer

Capt R. J. LEVESQUE 1 July 1983 - 31 December 1983

g. Aircraft Maintenance Officer

Major E. A. DANIELS 1 July 1983 - 31 December 1983

h. Safety Manager

Capt W. F. PRATT 1 July 1983 - 31 December 1983

i. Staff Historian

Capt J. R. HEDGES 1 July 1983 - 10 July 1983  
Capt R. B. CLARK 11 July 1983 - 31 December 1983

j. Sergeant Major

1stSgt D. E. RIPLEY 1 July 1983 - 31 December 1983

4. Average Monthly Strength

<u>Month</u>	<u>Officers</u>	<u>Enlisted</u>
July 1983	31	235
August 1983	30	235
September 1983	32	233
October 1983	33	231
November 1983	33	229
December 1983	33	224

5. Equipment

<u>Month</u>	<u>Type</u>
July 1983	11 F-4S
August 1983	11 F-4S
September 1983	10 F-4S
October 1983	11 F-4S
November 1983	10 F-4S
December 1983	12 F-4S

SECTION II

NARRATIVE SUMMARY

Command, Operations and Training

The Thunderbolts commenced the second half of the calendar year going through an ACT(I) build-up and certification for Capt HOLMES and Lt WHITE. While this was going on the majority of the squadron was preparing to deploy for the last Mini-Dart Exercise at Tyndall AFB. On 31 July 5 aircraft departed MCAS Beaufort for Tyndall AFB, Florida.

August brought about a myriad of events. The main emphasis through the 12th of the month was on the Mini-Dart Exercise. This was a very successful deployment with invaluable experience being gained by the squadron's first tour aircrews. The use of the TACTS Range in particular was very useful. The 16th and 17th of the month saw VMFA-251 conducting night air refueling operations with VMGR-252. This was accomplished while utilizing VMAQ-2 for extensive ECM training. The month was completed with VMFA-251 participating in AAWEX 5-83.

Although flight time was extremely limited during September due to the shortage of funds, VMFA-251 still deployed 5 aircraft to MCAS Cherry Point to participate in DDS. Air-to-air training was accomplished while utilizing the Oceana TACTS Range. The Thunderbolts were able to successfully engage A-6's, TA-4's, A-4's, and F-5's in Air Combat Maneuvering (ACM). The main emphasis during September was put on ground training due to the limited flight hour funds. Leadership training, troop information, NBC, PFT and pistol range were all covered. The end of the month saw Capt PRATT leave for WTI.

All attention focused on the Fleet Fighter ACM Readiness Program (FFARP) at NAS Oceana, Virginia for the month of October. Due to the influx of new pilots and the last week of the FFARP being dedicated for MCCRES, a "FFARP" weekend was held at MCAS Beaufort prior to the squadron's departure for NAS Oceana. This alleviated the need to fly the 1v1 hops at Oceana allowing the squadron to proceed directly into the section work. The 1v1 weekend proved to be invaluable completing 27 F-4S sorties while the VF-43 aggressors passed along a wealth of information. On 12 October the advance party departed with two aircraft for Oceana. The following day 8 more aircraft and the main body arrived at Oceana. Classes were held on 14 October covering everything from spins to multi-bogey engagements. The rest of the month was an eye-opening experience for both young and experienced Thunderbolts alike, facing many difficult scenarios while being outnumbered by at least 2 to 1.

The first week of November saw VMFA-251 still at NAS Oceana completing FFARP and an air-to-air MCCRES. For the MCCRES

ENCLOSURE 15

a wide range of AWI's were flown including ECM. Various ACM sorties were flown ranging in complexity from 2V1 thru 2V4. Bogies consisted of TA-4's, A-4's, F-5's and F-14's. the overall training brought about a CRP increase of 3.66. Eight out of fifteen pilots completed the FFARP syllabus as well as 8 out of 11 RIO's. Two additional aircrews were within 1 hop of completing the course. In addition, all squadron pilots and 7 RIO's received a spin hop. The Thunderbolts faired well on the MCCRES receiving a 98% on the AWI portion and 87% on the ACM portion. The efforts of the Aircraft Maintenance Department were particularly noteworthy during this time period. Tasked with providing aircraft to meet a 14-16 sortie requirement per day, the maintenance personnel worked long arduous hours ensuring that the Thunderbolts accomplished the mission with the finest machines available. The squadron came home on the 5th of the month while our newest WTI, Capt PRATT returned from Yuma, AZ. The rest of the month consisted of completing ground training and continuing routine ops.

December started off with VMFA-251 participating in AAWEX 1-84. Throughout the month aircrews were sent to Fort Ripley MN to go thru cold weather training. The middle of the month saw the beginning of the ACT(I) build-up for Capt FARRA and Lt LARSEN.

### SECTION III

#### SEQUENTIAL LISTING OF SIGNIFICANT EVENTS

July 1983 VMFA-251 flew 250 sorties/302.5 hours

21 Capt HOLMES/Lt WHITE completed ACT(I) certification

31 5 A/C deployed to Tyndall AFB

August 1983 VMFA-251 flew 239 sorties/312.5 hours

1-12 5 A/C participated in a mini det at Tyndall AFB

16-17 VMFA-251 conducted night tanking with VMGR-252 and ECM training with VMAQ-2.

22-24 TPQ and air refueling missions were conducted at Cherry point, NC.

23-25 AAWEX 5-83 conducted with VMFA-251 participating as the orange air force.

September 1983 VMFA-251 flew 77 sorties/84.2 hours

10-17 VMFA-251 deployed 5 A/C to Cherry Point for DDS while utilizing the Oceana TACTS range.

19 Capt PRATT departed for WTI.

ENCLOSURE 5

October 1983

VMFA-251 flew 245 sorties/253.8 hours.

7-9 VMFA-251 flew air-to-air against F-5's from VF-43 in preparation for FFARP (Fleet Fighter Readiness Program)

13-31 VMFA-251 deployed to NAS Oceana for FFARP/MCCRES evaluation.

November 1983

VMFA-251 flew 229 sorties/304.1 hours

1-5 VMFA-251 still deployed to NAS Oceana continuing the FFARP/MCCRES evaluation.

7 CAPT PRATT returns from WTI with 1 A/C.

19-20 All squadron personnel briefed on cold weather in preparation for Exercise Teamwork 1-84.

December 1983

VMFA-251 flew 196 sorties/293.4 hours.

7 VMFA-251 participated in AAWEX 1-84.

6,7,12,13 Cold WX training for EX Teamwork.

16 Initiated ACT(I) build-up for Capt FARRA and Lt LARSEN.

  
D. L. DOYLE  
By direction