



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:

5750

S-3

3 Jan 1986

From: Commanding Officer, Marine Fighter Attack Squadron 251
 To: Commandant of the Marine Corps (Code HDH-4), Headquarters, U.S. Marine Corps, Washington, DC 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 JULY 1985 THROUGH 31 DECEMBER 1985

Ref: (a) MCO P5750.1F
 (b) WgO 5750.1E
 (c) GruO 5750.1D

1. In accordance with references (a) through (c), the Command Chronology is submitted.

SECTION I

Unit Designation

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

Period Covered and Location

1 July 1985-31 December 1985 at MCAS Beaufort, South Carolina 29904

Personnel Information

- a. Commanding Officer
 - LTCOL Dennis L. DOYLE
1 July 1985 - 12 December 1985
 - LTCOL Thomas L. WILKERSON
13 December 1985-31 December 1985
- b. Executive Officer
 - MAJ Ronald C. SMITH
1 July 1985 - 14 October 1985
 - MAJ Michael R. HUMBERD
15 October 1985 - 31 December 1985
- c. Administrative Officer
 - CAPT John D. FROMULARO
1 July 1985 - 31 December 1985
- d. Intelligence Officer
 - CAPT Steven J. DORA
1 July 1985 - 31 December 1985

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- e. Operations Officer
MAJ William F. PRATT
1 July 1985 - 20 September 1985
CAPT Randolph E. TOM
21 September 1985 - 31 October 1985
FLTLT Philip C. GOODMAN
1 November 1985 - 12 December 1985
CAPT Richard J. PACKARD
13 December 1985 - 31 December 1985
- f. Logistics Officer
CAPT Richard L. MCCUTCHEON
1 July 1985 - 12 December 1985
CAPT Roland J. LEVESQUE
13 December 1985 - 31 December 1985
- g. Aircraft Maintenance Officer
MAJ John B. HULICK
1 July 1985 - 12 December 1985
MAJ Barney J. FISHER
13 December 1985 - 31 December 1985
- h. Safety Manager
CAPT James E. HUNTER
1 July 1985 - 12 December 1985
CAPT Mark A. DRAPER
13 December 1985 - 31 December 1985
- i. Staff Historian
CAPT John M. GODWIN
1 July 1985 - 12 December 1985
GYSGT Thomas KITTLES
13 December 1985 - 31 December 1985
- j. Sergeant Major
SGTMAJ David E. RIPLEY
1 July 1985 - 12 December 1985
SGTMAJ Robert C. MARTIN
13 December 1985 - 31 December 1985

Average Monthly Strength:

	<u>USMC</u>		<u>USN</u>		<u>RAF</u>
	<u>Officer/Enlisted</u>		<u>Officer/Enlisted</u>		<u>Officer</u>
July 1985	27	235	1	2	1
August 1985	27	225	1	2	1
September 1985	27	221	1	2	1
October 1985	26	207	1	2	1
November 1985	22	204	1	2	1
December 1985	17	141	1	2	1

Equipment:

	<u>No/Type</u>
July 1985	13/F-4S
August 1985	13/F-4S
September 1985	10/F-4S

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October 1985	9/F-4S
November 1985	6/F-4S
December 1985	0/F-4S

SECTION 2

Command, Operations, and Training

July saw the squadron continuing it's work-up for the forthcoming air-to-ground deployment to Yuma. The primary missions included low level navigation, low altitude tactics, low altitude weapons delivery utilizing practice ordnance and aerial refueling from KC-130 aircraft. During the month the squadron was also assigned numerous Wing events which involved Dissimilar Air Combat Training and All Weather Intercepts.

August opened with the squadron participating in a local Anti-Air Warfare Exercise between the 6th-8th with Combat Air Patrol and Fighter intercepts as the primary missions. On 8 and 11 August the crews flew to MCAS Yuma to conduct an air-to-ground deployment. While at Yuma the primary missions were low level navigations, low altitude tactics, live air-to-ground ordnance delivery, Close Air Support utilizing both air and ground Forward Air Controllers, slow and high speed escort tactics, and aerial refueling from KC-130 aircraft. Night live ordnance sorties were also conducted using the KC-130 as a flare ship plus marking the target with ground artillery. Two aircraft were sent to the Military Aircraft Storage Depot in Davis-Montham AFB on 29 August and the remaining aircraft returned to MCAS Beaufort on 28 and 30 August.

September found the squadron working initially against Top-Gun adversary aircraft, 5-6 September, for Dissimilar Air Combat Training Missions. Between 10-13 September the squadron participated in a Seabat exercise involving more Dissimilar Air Combat Training. Throughout the month the squadron participated in several Wing Events including All Weather Intercepts and Air-to-Ground ordnance delivery.

October saw the squadron commencing it's standdown in preparation for the F/A-18 transition. During this period the squadron sent 2 aircraft and crews to the VMF-251 40th anniversary reunion at Kirkland AFB Albuquerque between 4-7 October. October 7-11 saw the squadron on its last F-4 deployment to MCAS Cherry Point for DDS. The sorties at DDS involved Dissimilar Air Combat Training, All Weather Intercepts and air refueling from KC-130 aircraft. The Officers attended a Professional evening while at MCAS Cherry Point, on 9 October, given by speakers from 2d MAW. Upon returning to MCAS Beaufort the squadron participated in an Amalgam Chief NORAD exercise on 22-23 October working out of NAS Pensacola.

November saw a reduced rate in the Operational tempo with more aircraft released to other units as part of the anticipated standdown. The sorties flown during the month were mainly All Weather Intercepts with the last F-4 flight being on 18 November. November also saw the first F/A-18 crews checking aboard in preparation for the conversion to the new aircraft. On 5th and 6th the squadron conducted a Safety standdown and the squadron conducted it's PFT on 15 November. The squadron transferred it's last F-4 aircraft on 22 November and preparations were made for the forthcoming Change of Command Ceremony.

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December saw more F/A-18 crews checking aboard and started with the squadron participating in NBC training in the gas chamber on 2 December. The squadron conducted a Christmas Party for squadron members and families on 6 December. Rehearsals for the Change of Command Ceremony started on 3 December in preparation for the actual event on 13 December.

Personnel and Administration

This last 6 months were highlighted by a high squadron turnover of personnel due to the transition being made from F-4's to F/A-18's. During the first quarter FY-86 over 150 Marines checking in and out and this, along with the daily routine, has kept the Administrative Section busy. Preparation for an upcoming MCDOSSET inspection will be the main thrust of the unit over the next two months.

Legal Action

The Commanding Officer, VMFA-251 is the Special Courts Martial Convening Authority for the squadron. As such, the following legal proceedings were held in this squadron:

Special Courts Martial: 1
Summary Courts Martial: 0

Non-Judicial Punishment: 9

JAG Manual Investigations: 1

Medical

The assignment of a squadron Flight Surgeon has continued to be beneficial in improving pilot/physician working relationships. The Squadron's Flight Surgeon accompanied the unit on deployments ensuring consistent health treatment and continuity in the medical area.

Logistic/Supply

Logistic support for the squadron during the last 6 months has been good and supplies have been adequate.

Civic Action

Throughout the past 6 months numerous squadron tours were conducted. These tours were given to local school groups and to visiting educators from various Marine Corps Districts.

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SECTION 3

July 1985	VMFA-251 flew 385 sorties/485.6 hours
1-31 July 1985	Crews workup for Air-to-Ground deployment to Yuma
August 1985	VMFA-251 flew 359 sorties/586.0 hours
6-8 August 1985	AAWEX
8-11 August 1985	Crews Transcon to MCAS Yuma
12-30 August 1985	Air-to-Ground deployment at MCAS Yuma
29 August 1985	2 Aircraft delivered to MASDC Davis - Monthan AFB
30 August 1985	RTB from MCAS Yuma
September 1985	VMFA-251 flew 136 sorties/214.7 hours
5-6 September 1985	DACT with Topgun adversaries
10-13 September 1985	Seabat Exercise
October 1985	VMFA-251 flew 217 sorties/323.7 hours
1-31 October 1985	Commence F4 standdown
4-7 October 1985	2 aircraft to Kirkland AFB for VMF-251 40th reunion
7-11 October 1985	TACTS/DDS deployment
9 October 1985	Professional evening MCAS Cherry Point
22-23 October 1985	Amalgam Chief NORAD exercise
November 1985	VMFA-251 flew 41 sorties/49.3 hours
1-30 November 1985	Continued F-4 standdown
5-6 November 1985	Safety standdown
15 November 1985	Squadron PFT
18 November 1985	Last 251 F-4 flight
22 November 1985	Last F-4 transferred

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December 1985 VMFA-251 flew 0 sorties/0 hours
2 December 1985 NBC/Gas chamber training
6 December 1985 Thunderbolt Christmas Party
13 December 1985 VMFA-251 Change of Command

SECTION 4

Item 1.....MCAS Yuma After Action Report

Item 2.....DDS After Action Report

Thomas L. Wilkerson
Thomas L. WILKERSON

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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:

3120/3

S-3

28 Oct 1985

From: Commanding Officer, Marine Fighter Attack Squadron 251
To: Commanding General, 2d Marine Aircraft Wing, Fleet Marine Force, Atlantic, MCAS Cherry Point, N.C. 28533 (Attn: SC-103)
Via: Commanding Officer, Marine Aircraft Group 31 (Attn: S-3)
Subj: AFTER ACTION REPORT: VMFA 251 TACTS/DDS DEPLOYMENT, MCAS CHERRY POINT, N.C., 7-11 OCTOBER 1985
Ref: (a) WgO 3502.1A
(b) GruO 3628.2

1. The following constitutes an after action report for the subject deployment in accordance with reference (a) and (b):

PART I - COMMANDER'S COMMENTS. Air-to-air missions flown in the W-72 Tactical Air Combat Training Systems (TACTS) range complex, utilizing the MCAS Cherry Point Display Debriefing System (DDS) was extremely valuable. The detachment made full use of all requested DDS facility time to expose new aircrew to the dissimilar air threat. Additional sorties were conducted to enhance MACS-6 expertise; while KC-130 assets provided aerial refueling and EA-6B aircraft afforded aircrew ECM training. Primary emphasis however, was placed on the 1V1, 2V1, and 2V2 dissimilar environment.

PART II - DEPLOYMENT STATISTICAL DATA:

1. The following data applies to subject exercise:

- a. MCAS Cherry Point, N.C.
- b. 7-11 October 1985
- c. 8 F-4S
- d. 25 Officers/6 SMO's/27 Enlisted
- e. Training objectives achieved:
 - (1) Pilot net CRP increase was 1.48%
 - (2) Average overall CRP increase was .74%

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f. Flight hours flown: Total - 102.8 (Day 102.8/Night 0.0/Instrument 8.8)

g. Sorties flown: Total - 66 (AA/AWI 45/PMCF 2/INSTRUMENT 19)

h. Ordnance: None

i. Areas utilized: W-72, W-122, Neuse Track

PART III-PROBLEMS ENCOUNTERED/LESSONS LEARNED/COMMENTS and RECOMMENDATIONS:

a. Personnel:

(1) Item: MIPR

Discussion: Billeting for officers was not paid for by MIPR. The room costs were not included in the advance per diem payment, leaving officers to pay for food out of their own pockets until their claims are settled.

Recommendation: Either pay the quarters by MIPR or advance personnel their room costs!

b. Intelligence: None.

c. Operations:

(1) Item: MCAS Cherry Point DDS Facilities

Discussion: Arrangements for TACTS range times and adversary support was coordinated through DDS. DDS also provided the operations department with spaces for briefing/debriefing, telephonic services, and radio communications. It is an ideal situation for visiting squadrons.

Recommendation: None

d. Supply:

(1) Item: Supply Pack-up

Discussion: The supply pack-up was adequate in quantity for repairables but no consumables were taken. In addition to no consumable repair parts, the RFI repairables, specifically RT-799's and RT-793's, were non-RFI. Three of four RT-793's were also bad. The non-RFI items caused Com/Nav shop to spend extensive maintenance time troubleshooting and replacing TACAN's and radio's.

Recommendation: Future deployments to Cherry Point NC should have consumables included in the supply pack-up. RFI

repairables should be screened to insure that the equipment is in proper operating order when RFI'd and later checked for physical damage at the final destination.

e. Embarkation: None.

f. Maintenance:

(1) Item: Support By VMAQ-2

Discussion: Support received from VMAQ-2 was outstanding. The work space available for the squadron was adequate in size and desk space. Maintenance Control had telephone service and space to conduct maintenance. VMAQ-2 provided all needed material and maintenance support during the deployment.

Recommendation: Commend VMAQ-2 for their support during the DDS deployment.

(2) Item: NARF Support

Discussion: During the DDS deployment, NARF Cherry Point was called upon to provide the squadron with material and technical support. In every instance where NARF was called upon, they provided necessary assistance in either repair parts or support equipment. Their assistance saved maintenance manhours and made it possible for the squadron to meet its commitments.

Recommendation: Commend NARF Cherry Point for their assistance during the DDS deployment.

g. Ordnance: None

h. Facilities:

(1) Item: Motor Transportation

Discussion: As in past DDS deployments, motor transportation has always been requested through the 2nd MAW to MWSG-27. The Wing only has tactical vehicles (M1008) and most squadron personnel only have license for commercial vehicles.

Recommendation: The message requesting support for DDS should inform CG MCAS Cherry Point in order that squadrons can draw commercial vehicles from Station Motor Transportation. Another alternative is to ensure that an adequate number of squadron personnel be licensed for the tactical vehicle (M1008).

(2) Item: Billeting at Joint Reception Center.

Discussion: Billeting at JRC was unsatisfactory. Three SNCO's were assigned to rooms that were already billeting five sergeants or below.

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Recommendation: Ensure DNCO's at the Joint Reception Center assign SNCO's billeting appropriate to their rank. JRC should have adequate rooms available for SNCO's during DDS deployments.


D. L. DOYLE

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MARINE AIRCRAFT GROUP 31

2D MARINE AIRCRAFT WING, FMF, ATLANTIC

MCAS, BEAUFORT, SOUTH CAROLINA 29904

IN REPLY REFER TO:

3120

S-3

23 Sep 1985

From: Commanding Officer, Marine Fighter Attack Squadron 251
To: Commanding General, 2d Marine Aircraft Wing (G-4), FMFLant, MCAS
Cherry Point, NC 28533
Via: Commanding Officer, Marine Aircraft Group 31 (S-3)
Subj: POST DEPLOYMENT REPORT; MCAS YUMA, ARIZONA 11-20 AUGUST 1985
Ref: (a) VMFA-251 OPLAN 1-85

PART I - COMMANDER'S COMMENTS

MCAS Yuma is an excellent deployment site. It offers superb training due to appropriate support facilities located near diverse training ranges. The distinct terrain features enhances training, while the excellent weather is an important factor in mission accomplishment.

Ground FAC support provided by the First Marine Division was tremendous. The use of artillery for SEAD and marking presented near realistic situations. Furthermore, the exclusive use of KC-130 tankers during the entire deployment was invaluable. Their missions included low altitude tanking, slow speed escort, DEFTAC, and night flare drops.

The success of the deployment can certainly be measured by the 194.5 tons of ordnance dropped in the three week period, as well as the multi-facet missions flown. The high caliber training and operational precedence created an excitement enjoyed by all.

PART II - DATA

1. The following statistical data applies to subject deployment:
 - a. Deployment Site: MCAS Yuma, Arizona
 - b. Dates: 11 August 1985-30 August 1985
 - c. Number/Type of Aircraft: 12 F-4S
 - d. Number of Personnel: 33 Officers/38 SNCO's/150 Enlisted
 - e. Training Objectives Achieved:
 - (1) Overall CRP Increase: 7.5%
 - (2) KC-10 aerial refueling utilized to deployment site.
 - (3) Air-to-ground sorties were completed.
 - f. Flight Hours: 467.8 (439.2 day/28.6 night/19.2 instrument)

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g. Sorties: 285 (4 EVM/67 NAV-AG/125 AG/6 EW-AG/12 Night AG/20 AG-ESC/5 PMCF/46 Ferry)

h. Ordnance Expended:

(1) MK-81 HE Bombs - 140

(2) MK-82 HE Bombs - 587

(3) MK-82 (Inert) Bombs - 48

(4) MK-83 HE Bombs - 21

(5) MK-83 (Inert) Bombs - 5

(6) MK-76 Practice Bombs - 407

(7) MK-106 Practice Bombs - 90

(8) MK-4 Signal Cartridge - 100

(9) MK-45 Flares - 75

i. Targets/Ranges Utilized: R-2301L, R-2507, R-2512, Shade Tree, Luke North/South TAC Ranges, R-2508

PART III - PROBLEMS ENCOUNTERED/LESSONS LEARNED

a. Personnel: None.

b. Intelligence: None.

c. Operations

(1) Item: VMGR-252

Discussion. The support provided by two KC-130's and crews during the entire deployment was superb. A myriad of missions were conducted, i.e. night bombing with KC-130 flare ship, slow speed escort, low and high altitude tanking and chase maintenance aircraft. This was accomplished due to the high availability rate of the KC-130's. The KC-130's played an important part as chase aircraft providing a smooth evolution on the ferry to and from Yuma.

Recommendation. Request continued support. Commend VMGR-252 for their fine response.

(2) Item: China Lake EW Range

Discussion: Invaluable training was conducted on the Echo Range, but the transit to and from the range is time consuming. Compounding the problem, was the slow response of Edwards Approach Control to release aircraft to ATC. Only six sorties were flown.

Recommendation: Aircraft should land and ground refuel at NAS China Lake at the conclusion of EW training, then return to MCAS Yuma. Request more EW sorties (minimum 1 per aircrew).

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(3) Item: CAS Communications

Discussion: Ground FAC's controlling CAS missions were outstanding, when they were heard. There was a serious problem with unreliable radio communications between ground and aircrews.

Recommendation: Conduct survey of ground and aircrews to determine reliability of the radio systems with possibilities of procuring a more dependable system.

(4) Item: Runway 21 L/3 R Closure

Discussion: Runway 21 L/3 R was closed for repairs halfway through the deployment. Now with single runway operations, in conjunction with NAS El Centro's long runway being under construction and an increase of fixed-wing aircraft (WTI, FFARP deployments), there existed a situation that had to be monitored closely. Any emergency could send aircraft diverting to fields 90 miles away.

Recommendation: Station personnel, in forecasting the closure of a runway for maintenance, should assess the impact on local operations in relation to planned maintenance of divert fields. A staggering of maintenance or down times could be coordinated to reduce the impact on fixed-wing units.

d. Supply

(1) Item: Quick Kick and Sunscreen

Discussion: There is no MAG-31 Supply SOP for the funding or requisiting of "Quick Kick" or sunscreen, which is used in desert operations. The funding for "Quick Kick" took two weeks before approval by Second MAW Comptroller. The medical department no longer supplies sunscreen while, MAG-31 Supply has limited quantities which takes 4-6 weeks for receipt of shipment. Open purchase of sunscreen is not permissible.

Recommendation: MAG-31 establish procedures to provide "Quick Kick" and sunscreen to units deployed to desert areas.

(2) Item: Supply Support

Discussion: Supply support for the squadron during the deployment was excellent. MAG-31 supply personnel were helpful and responsive to the needs of the squadron.

Recommendation: Commend MAG-31 Supply for their support.

e. Embarkation

(1) Item: KC-10

Discussion: The use of KC-10's for embarkation is difficult due to the special equipment needed. This evolution was compounded with the inclusion of an ORI for the KC-10 unit.

Recommendation: Use C-141 aircraft for passenger and equipment embarkation.

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f. Maintenance

(1) Item: Wells Unit

Discussion: Ground electrical units were faulty causing problems during ground maintenance and launches. Twenty-five per cent of the units had problems with either the electrical section or pneumatic section or both. NC-10's and NCPP-105's had to be used, or aircraft had to be towed to operational wells units.

Recommendation: Repair faulty units or replace them. Conduct service checks regularly.

(2) Item: GSE Support

Discussion: GSE support from Station was substandard. Inadequate supplies when other fixed-wing units are deployed at Yuma. GSE not dependable to operate properly. GSE equipment submitted for repair was A-799 several times before repair was completed.

Recommendation: That squadrons be allowed to embark more GSE equipment, since MCAS Yuma stated that GSE support would be at a minimum.

(3) Item: Flight Line

Discussion: Flight Line experienced the normal problems associated with Yuma during summer operations. The sun and heat being the major problem. The most important asset during the high tempo operations was the availability of "Quick Kick". The only drawback was the unavailability of ice.

Recommendation: Funds be allocated for the purchase of "Quick Kick" for all Yuma deployments during summer operations, and also extra funds be allocated for the purchase of ice, since the Dining Facility is unable to produce the amount needed.

g. Ordnance

(1) Item: IMA Support

Discussion: IMA support was excellent during the deployment. H&MS-31 personnel were consistently in contact with squadron personnel to ensure rapid turn-around of equipment and ordnance.

Recommendation: Commend H&MS-31 personnel for their support

h. Facilities: None.


D. L. DOYLE

ENCLOSURE (6)