



UNITED STATES MARINE CORPS

MARINE FIGHTER ATTACK SQUADRON 251

MARINE AIRCRAFT GROUP 31

2D MARINE AIRCRAFT WING, FMF, ATLANTIC

MCAS, BEAUFORT, SOUTH CAROLINA 29904-6127

5750  
S-3/mdr  
7 Jul 1987

From: Commanding Officer, Marine Fighter Attack Squadron 251  
To: Commandant of the Marine Corps (Code HDH-4), Headquarters, U.S. Marine Corps, Washington, D. C. 20380  
Via: (1) Commanding Officer, Marine Aircraft Group 31 (S-3), 2d Marine Aircraft Wing, Fleet Marine Force, Atlantic, Marine Corps Air Station Beaufort, South Carolina 29904  
(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: VMFA-251 COMMAND CHRONOLOGY FOR 1 JANUARY 1987 TO 30 JUNE 1987

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

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: 8851

Period Covered and Location

1 January 1987 - 30 June 1987 at MCAS Beaufort, South Carolina 29904

Personnel Information

- a. Commanding Officer LtCol Thomas L. WILKERSON  
1 January 1987 - 30 June 1987
- b. Executive Officer Maj William G. BOWDON III  
1 January 1987 - 11 May 1987  
Maj Barney J. FISHER  
11 May 1987 - 30 June 1987
- c. Administrative Officer Capt William R. PHILLIPS  
1 January 1987 - 1 April 1987

VMFA 251

Law-July 1987

- Capt Kevin C. MUNLEY  
1 April 1987 - 30 June 1987
- d. Intelligence Officer
 

SSgt Randolph J. ABRAMS  
1 January 1987 - 30 June 1987
- e. Operations Officer
 

Major Richard J. PACKARD  
1 January 1987 - 30 June 1987
- f. Logistics Officer
 

Capt David H. PEELER  
1 January 1987 - 1 April 1987  
Donald W. BUSSELL  
1 April 1987 - 30 June 1987
- g. Aircraft Maintenance Officer
 

Maj Daniel A. DRISCOLL Jr.  
1 January 1987 - 30 June 1987
- h. Safety Manager
 

Capt Bruce C. ISAACSON  
1 January 1987 - 1 April 1987  
Capt William R. PHILLIPS  
1 April 1987 - 2 June 1987  
Capt Thomas W. THOMAS  
2 June 1987 - 30 June 1987
- i. Staff Historian
 

Major Richard J. PACKARD  
1 January 1987 - 30 June 1987
- j. Sergeant Major
 

SgtMaj Robert C. MARTIN  
1 January 1987 - 30 June 1987

Average Monthly Strength:

	<u>USMC</u>		<u>USN</u>	
	<u>Officer/Enlisted</u>		<u>Officer/Enlisted</u>	
January 1987	18	274	1	3
February 1987	19	275	1	2
March 1987	20	264	1	2
April 1987	19	256	1	2
May 1987	19	248	1	2
June 1987	21	251	1	2

Equipment

	<u>Number</u>	<u>Type</u>
January 1987	11	F/A-18A
February 1987	11	F/A-18A
March 1987	12	F/A-18A

April 1987	12	F/A-18A
May 1987	12	F/A-18A
June 1987	12	F/A-18A

## SECTION 2

### Command, Operations, and Training

In January 1987, VMFA-251 completed the 2nd MAW Internal Inspection for Nuclear, Biological and Chemical Defense and earned an overall grade of outstanding.

In February 1987, VMFA-251 deployed to Nellis AFB, Nevada to participate in OACM. Concurrently, the squadron sent one pilot and two aircraft to the Naval Fighter Weapons School (TOPGUN) Class 3-87. Finally, one pilot attended and graduated from the Naval Strike Warfare Center, Strike Leader Attack Training Syllabus (SLATS) Class 3-87, at NAS Fallon, Nevada.

In March 1987, VMFA-251 continued support for TOPGUN Class 3-87. The squadron also completed the 2nd MAW MPS Squadron Stand-down with overall comments indicating our performance as second to none. One pilot graduated from the TOPGUN Senior Officer's Course, and VMFA-251 hosted the officers and men of the 6th Marines from Camp Lejeune for an Aviation/F/A-18 indoctrination.

During April 1987, six pilots completed training on the HARM System at the McDonnell-Douglas Plant in St. Louis, MO. and one pilot completed training at TOPGUN 3-87. One pilot participated in Solid Shield 87 as the Assistant Air Officer for 4th MAB.

In May 1987, two pilots worked up locally and successfully completed MAWTS-1 ACT(I) certification and two pilots successfully completed HARM School in St. Louis, MO.

In June 1987, the squadron successfully fired 3 AIM-7 and 3 AIM-9 missiles while certifying six Air-to-Air capable aircraft off Onslow Beach, North Carolina. The missile shoot was flown entirely out of MCAS Beaufort with a support crew positioned at MCAS Cherry Point. During the same period, Basic Ground Training completed the semi-annual PFT and 95% of marksmanship training required for all hands.

### Personnel and Administration

The squadron is now only one pilot short of the anticipated goal of 17 with all other areas having stabilized.

### Legal Action

The Commanding Officer, VMFA-251 is the Special Courts Martial Convening

Authority for the squadron. As such, he directed the following Legal proceedings during the period 1 January 1987 to 30 June 1987:

Special Courts Martials: 2

Summary Courts Martials: 1

Non-Judicial Punishment: 8

JAG Manual Investigations: 0

Admin Discharges: 4

#### Medical

VMFA-251's Flight Surgeon has continued to be an integral part of the squadron, by teaching classes on Flight Physiology and maintaining the squadron's pilots medically prepared to deploy.

#### Logistics/Supply

VMFA-251 has received all 12 aircraft. The squadron received outstanding marks on the MPS stand-down and is fully prepared to become the MPS Squadron 1 July 1987.

#### Civic Action

Throughout the last six months, the squadron conducted numerous tours of the squadron area and static displays of squadron aircraft. These tours were given to local business and school groups; visiting educators from various Marine Corps Districts, and ROTC units as well as active duty Marine Corps personnel. The squadron also sponsored a local softball team of the Joe L. Warren Youth League.

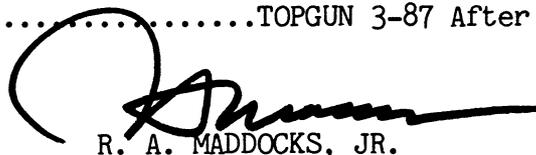
SECTION 3

January 1987	VMFA-251 flew 358 sorties/491.4 flight hours
29 January 1987	NBCD Wing Internal Inspection
February 1987	VMFA-251 flew 303 sorties/434.8 flight hours
2-6 February 1987	Rifle Range
14-28 February 1987	OACM Deployment to Nellis AFB, NV.
27 February 1987	One pilot, two aircraft deploy to TOPGUN Class 3-87
March 1987	VMFA-251 flew 417 sorties/615.5 flight hours
2 March 1987	TOPGUN 3-87 (one pilot/two aircraft)
9-13 March 1987	MPS Embark Stand-down
9-13 March 1987	Rifle Range
30 March 1987	Hosted 6th Marines for F/A-18 Indoctrination
April 1987	VMFA-251 flew 189 sorties/249.1 flight hours
3 April 1987	TOPGUN Class 3-87 retrograde
6-7 April 1987	Two pilots to HARM School
6-10 April 1987	Rifle Range
8-9 April 1987	Two pilots to HARM School
9-10 April 1987	Pistol Range
13-14 April 1987	Two pilots to HARM School
May 1987	VMFA-251 flew 328 sorties/435.8 flight hours

11-15 May 1987	Rifle Range
18-21 May 1987	Pistol Range
18-22 May 1987	ACT(I) Cerification of two pilots
26-29 May 1987	Rifle Range
28-29 May 1987	Two pilots to HARM School
June 1987	VMFA-251 flew 351 sorties/520.1 flight hours
1-5 June 1987	AAMEX 2-87; six pilots fired a total of 6 missiles (3 AIM-7 and 3 AIM-9) from six different aircraft
8-12 June 1987	Rifle Range
15-18 June 1987	Pistol Range
22 June 1987	Squadron Semi-Annual PFT
22-26 June 1987	Rifle Range
29-30 June 1987	Pistol Range

SECTION 4

Item 1.....TOPGUN 3-87 After Action Report

  
R. A. MADDOCKS, JR.



UNITED STATES MARINE CORPS

MARINE FIGHTER ATTACK SQUADRON 251

MARINE AIRCRAFT GROUP 31

2D MARINE AIRCRAFT WING, FMF, ATLANTIC

MCAS, BEAUFORT, SOUTH CAROLINA 29904-6127

3000  
S-3  
23 Apr 1987

From: Commanding Officer, Marine Fighter Attack Squadron 251  
To: Commanding Officer, Marine Aircraft Group 31

Subj: TOPGUN 3-87 AFTER ACTION REPORT

Ref: (a) MAG-31 TEEP  
(b) VMFA-251 OPLAN 3-87

1. In accordance with the references, the subject report is submitted.

PART I - COMMANDERS COMMENTS

1. The detachment was successful. We met all operational requirements and successfully completed two (2) pilots through the Navy Fighter Weapons School syllabus.

2. The opportunity to attend TOPGUN and the training received remains a major factor in the continuing effort to build a squadron toward full mission capability. It is essential that our qualified pilots be afforded this training and that we provide the necessary support to ensure continued success during TOPGUN deployments.

PART II - STATISTICAL DATA

1. Detachment General Information:

- a. Deployment Site: NAS Miramar, California
- b. Dates: 2 March - 3 April 1987
- c. Number of Aircraft: Two (2) F/A-18A
- d. Number of Personnel: 3 Officers/6 SNCOs/22 Enlisted
- e. Training Objectives: Fighter-Weapons Training to successfully complete the syllabus provided by the Navy Fighter Weapons School.

2. Flight Hours:

- a. Total: 109.9
- b. Day: 100.9

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- c. Night: 9.0
- d. Inst: 18.6
- e. Ferry: 20.9

3. Sorties:

- a. Air-To-Air: 52
- b. Admin: 29
- c. CNX (WX, Maint, Ops): 2

PART III -PROBLEM AREAS/LESSONS LEARNED

1. Administration

(a) Item: Advance Per Diem

Discussion: The inability of our personnel to draw advance funds for the required mini-detachments resulted in "out of pocket" expenditures from those personnel. This, coupled with slow settling of claims, created a less than optimum financial situation for those individuals.

Recommendation: That Disbursing sections from MCAS Beaufort and NAS Miramar make arrangements for Marine personnel attached to the Navy Fighter Weapons School be paid advance billeting funds prior to deployment from NAS Miramar to the mini-detachment sites where on-base billeting is a problem.

(b) Item: The NAS Miramar BOQ/BEQ manager was reluctant to accept NAVCOMPT Form 2275 to cover the cost of billeting referencing NAS Miramar msg 171106Z FEB 87.

Recommendation: MCAS Beaufort Disbursing should insure that pre-arranged payment of services be authorized and, if not, that personnel be advanced TAD funds to cover billeting expenses upon check-in.

2. Intelligence: None.

3. Operations: None.

4. Logistics:

(a) Item: Work Space Telephones

Discussion: During the first two weeks of TOPGUN Class 3-87 the only AUTOVON telephone was located at TOPGUN Maintenance Control two (2) hangar bays away from our personnel's assigned spaces.

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Recommendation: The Navy Fighter Weapons School should ensure that attached squadrons have adequate telephone service, with AUTOVON capability, located close to or in their assigned spaces.

(b) Item: Supply Pack-Up

Discussion: Normal avionics WRA's and SRA's were not part of the supply pack-up and often could not be obtained from NARF North Island or MCAS El Toro. The lack of repairables required other aircraft to be cannabilized in an effort to make operational commitments.

Recommendation: An adequate supply pack-up with avionics WRA's and SRA's is essential to mission success and should be included as part of the squadron's initial load-out.

5: Maintenance:

(a) Item: F/A-18 Ground Support Equipment/IMRL

Discussion: TOPGUN does not maintain F/A-18 GSE/IMRL items, such as engine rails/adapters, aircraft jacks and intake screens. Support for these items come from units at MCAS Yuma and MCAS El Toro.

Recommendation: Deploying squadrons to TOPGUN should bring all necessary GSE/IMRL items to support the required operational commitments.

(b) Item: ECAMS Support

Discussion: Support from MAG-11 was excellent, but the distance and time required (900 road miles and 48 hours) to travel to and from the H&MS-11, VMFA-531 ECAMS site was a major problem.

Recommendation: Coordination between the Navy Fighter Weapons School and participating F/A-18 squadrons could ensure a mobile ECAMS machine could be located at NAS Miramar with operators provided by the participating units.

  
THOMAS L. WILKERSON

SECTION 3

January 1986	VMFA-251 flew 0 sorties/0 hours
1-31 January 1986	Commenced F/A-18 Transition Training
2 January 1986	First squadron pilot sent to F/A-18 transition training
23 January 1986	Six pilots sent to F/A-18 transition training
February 1986	VMFA-251 flew 0 sorties/0 hours
1-28 February 1986	Continued F/A-18 Transition Training
March 1986	VMFA-251 flew 0 sorties/0 hours
1-31 March 1986	Continued F/A-18 Transition Training
3 March 1986	EST Testing
11 March 1986	EST Testing
April 1986	VMFA-251 flew 0 sorties/0 hours
1-30 April 1986	Continued F/A-18 Transition Training
25 April 1986	Squadron PFT
28 April 1986	Rifle Range
May 1986	VMFA-251 flew 0 sorties/0 hours
1-31 May 1986	Continued F/A-18 Transition Training
6 May 1986	EST Testing
9 May 1986	Squadron PFT
12 May 1986	EST Testing
14 May 1986	First squadron pilot return from F/A-18 transition training
29 May 1986	Squadron PFT
June 1986	VMFA-251 flew 32 sorties/28.4 hours
1-30 June 1986	Continued F/A-18 Transition Training