



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
29 Jun 88

From: Commanding Officer, Marine Fighter Attack Squadron 251, Marine Aircraft Group 31, 2d Marine Aircraft Wing, Fleet Marine Force, Atlantic, Marine Corps Air Station, Beaufort, South Carolina 29904

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 1988 TO 30 JUNE 1988

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

1. In accordance with the references, the Command Chronology is submitted.

SECTION 1

Unit Designation

- a. Reporting Unit Code: 01251
- b. Table of Organization: 8851

Period Covered and Location

1 January 1988 - 30 June 1988 at MCAS Beaufort, South Carolina 29904

Personnel Information

- a. Commanding Officer LtCol Robert A. MADDOCKS, Jr.
1 January 1988 - 30 June 1988
- b. Executive Officer Maj Barney J. FISHER
1 January 1988 - 30 June 1988
- c. Administrative Officer Capt William J. MILES
1 January 1988 - 30 June 1988

ENCLOSURE (4)

VMFA-251

James

Subj: VMFA-251 COMMAND CHRONOLOGY FOR 1 JANUARY 1988 TO 30 JUNE 1988

d. Intelligence Officer	SSgt Randolph J. ABRAMS 1 January 1988 - 30 June 1988
e. Operations Officer	Maj Richard J. PACKARD 1 January 1988 - 30 June 1988
f. Logistics Officer	Capt Donald W. BUSSELL 1 January 1988 - 30 June 1988
g. Aircraft Maintenance Officer	Maj Daniel A. DRISCOLL, Jr. 1 January 1988 - 30 June 1988
h. Director Of Safety and Standardization	Capt Thomas W. THOMAS 1 January 1988 - 30 June 1988
i. Historical Officer	Capt Lee P. FUTCH 1 January 1988 - 30 June 1988
j. Sergeant Major	SgtMaj Jerry W. MICHAEL 1 January 1988 - 30 June 1988

Average Monthly Strength

	USMC		USN	
	Officer	Enlisted	Officer	Enlisted
January 1988	22	/ 229	1	/ 2
February 1988	22	/ 229	1	/ 2
March 1988	21	/ 226	1	/ 2
April 1988	21	/ 226	1	/ 2
May 1988	22	/ 231	1	/ 2
June 1988	22	/ 231	1	/ 2

Equipment

	Number	Type
January 1988	15	F/A-18A
February 1988	15	F/A-18A
March 1988	15	F/A-18A
April 1988	15	F/A-18A
May 1988	12	F/A-18A
June 1988	12	F/A-18A

Subj: VMFA-251 COMMAND CHRONOLOGY FOR 1 JANUARY 1988 TO 30 JUNE 1988

SECTION 2

Command, Operations, Training

In January 1988, VMFA-251 participated in an air-to-air missile exercise (AAMEX 2-88) at VACAPES. Due to drone shortages and adverse weather, only one AIM-7 was fired. On 24 January, the squadron surpassed 20,000 accident-free flight hours.

From 8 to 25 February, VMFA-251 supported 3rd Battalion/6th Marines at Combined Arms Exercise (CAX) 4-88, MCB Twentynine Palms, California. The squadron dropped 250 MK-82/MK-83 Bombs, 1,000 MK-76/BDU-48 Practice Bombs, fired 188 5" Zuni Rockets, fired 17,624 rounds of 20MM HEI ammunition and flew 448.9 hours in 13 flying days while deployed to Twentynine Palms.

In March 1988, VMFA-251 participated in a MAG-31 Exercise on 29 and 30 March. Additionally, the squadron conducted dissimilar ACM with numerous USAF units.

From 5 to 13 April 1988, VMFA-251 conducted an air-to-air gunnery exercise in which a 19% hit rate was achieved. On 15 April, the squadron completed the Troop Functions portion of the Wing Internal Inspection (WII).

In May 1988, VMFA-251 completed the Functional Area Inspections of the WII as well as the NBC portion. The squadron also successfully completed a pre-deployment MCCRES and participated in Wing exercise "Carolina Combat". The highlight of May was the receipt of the 1987 CNO's Aviation Safety Award. Squadron pilots completed the following courses/certifications in May; one pilot completed the Naval Aviation Safety Officer's Course, one pilot completed the Landing Signal Officer's Phase I Course, two pilots completed AIM-7 Sparrow School, and five completed ACT(I) certification.

From 3 to 5 June 1988, VMFA-251 participated in operation "Rebel Rouser". On 23 June, the squadron provided escort for an A-6E/EA-6B long range strike to Melrose Target, New Mexico from MCAS Cherry Point, N.C. On 29 June, the squadron completed strategic tanking qualifications for 17 pilots prior to the TRANSPAC in July 1988.

Personnel and Administration

The squadron has its T/O number of pilots and is stabilized for a July 1988 departure to WestPac.

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:

Special Courts Martial: 0
Summary Courts Martial: 0

Non-Judicial Punishments: 2

JAG Manual Investigations: 1

Subj: VMFA-251 COMMAND CHRONOLOGY FOR 1 JANUARY 1988 TO 30 JUNE 1988

Medical

VMFA-251's Flight Surgeon completed all Flight Physiology training for squadron aircrew and was present during every major squadron deployment.

Logistics/Supply

VMFA-251 is currently assigned twelve aircraft. The squadron is fully combat ready and awaiting departure for UDP participation.

Civic Action

Throughout the last six months the squadron conducted numerous static displays at airfields across the United States. Additionally, several local static displays, squadron and simulator tours were conducted for various civic, school and military groups.

SECTION 3

January 1988	VMFA-251 flew 188 sorties/253.3 flight hours
13 January 1988	Five pilots participated in AAMEX 2-88
24 January 1988	Squadron surpassed 20,000 accident-free flight hours
February 1988	VMFA-251 flew 428 sorties/563.5 flight hours
8-25 February 1988	Participated in CAX 4-88 at MCB Twentynine Palms, CA
March 1988	VMFA-251 flew 224 sorties/319.3 flight hours
April 1988	VMFA-251 flew 222 sorties/283.3 flight hours
5-13 April 1988	Conducted Air-to-Air Gunnery
8 April 1988	Awarded the 1987 CNO's Aviation Safety Award
15 April 1988	Completed WII Troop Functions
29 April 1988	One pilot completed Aviation Safety Officer's Course
May 1988	VMFA-251 flew 274 sorties/379.8 flight hours
2-6 May 1988	Completed WII Functional Areas
12 May 1988	Five pilots completed ACT(I) Certification
13 May 1988	Two pilots completed AIM-7 Sparrow School
18 May 1988	Completed NBC MCCRES
19 May 1988	One pilot completed LSO Phase I Training

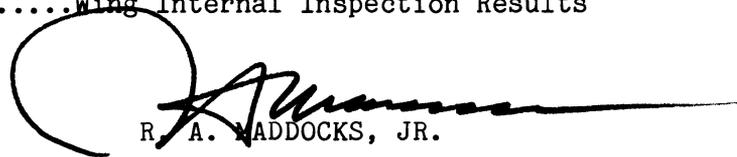
Subj: VMFA-251 COMMAND CHRONOLOGY FOR 1 JANUARY 1988 TO 30 JUNE 1988

19-26 May 1988	Participated in Wing exercise "Carolina Combat"
26 May 1988	Completed Squadron MCCRES
June 1988	VMFA-251 flew 250 sorties/382.9 flight hours
3-5 June 1988	Participated in Operation "Rebel Rouser"
23 June 1988	Participated in DAS/Escort mission to New Mexico with MAG-14
28-29 June 1988	Completed strategic tanking qualifications for 17 pilots

SECTION 4

Item 1.....CAX 4-88 After Action Reports

Item 2.....Wing Internal Inspection Results


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

3502
S-3
9 Mar 88

From: Commanding Officer, Marine Fighter Attack Squadron 251
To: Commanding General, Second Marine Aircraft Wing (Attn: SC-301)
Via: Commanding Officer, Marine Aircraft Group 31

Subj: CAX 4-88 AFTER ACTION REPORT

Ref: (a) WgO 3502.1A

PART I - COMMANDER'S COMMENTS

1. This clearly successful CAX was preceded by 4 months of pre-CAX training and affiliation with 3rd Battalion/6th Marines and the ACE Staff. This close working relationship allowed us to focus on the ground commander's bold scheme of maneuver and fully integrate the capabilities of the F/A-18 weapons system into his plan. Of note, this was the first CAX battalion to use tactical air as the main point of effort during Day One of the Three Day War. We not only provided the GCE Commander with extremely accurate, timely CAS, but also demonstrated the flexibility and reliability of the Hornet.

PART II - DATA

- a. Deployment Site: EAF, MCAGCC, MCB Twentynine Palms, CA.
- b. Dates: 6 February - 25 February 1988
- c. Number of Aircraft: Eleven F/A-18A
- d. Number of Personnel: 22 Officers/32 SNCOs/102 Enlisted
- e. Training Objectives: Air-to-Ground (day and night; CAS - high and low threat), Inert and live ordnance; Aerial Refueling (AR); Low Altitude Tactics Training (LATT)
- f. Flight Hours:
 - (1) Total: 533.0
 - (2) Day: 367.9
 - (3) Nite: 31.4
 - (4) Actual Inst: 30.1
 - (5) Ferry: 133.7
- g. Sorties:

Subj: CAX 4-88 AFTER ACTION REPORT

- (1) Air-To-Ground: 186
- (2) LATT: 28
- (3) FAM: 8
- (4) EAF: 4
- (5) ACM: 4
- (6) AR: 55
- (7) PMCF: 4

h. Ordnance

	Pre-CAX	CAX	Total
20MM HEI	9,420	7,624	17,044
MK-82 HE	47	150	197
MK-83 HE	12	37	49
5" Zuni Rkts	61	127	188
BDU-45	50	0	50
BDU-48	146	22	168
MK-76	688	58	746

PART III -PROBLEM AREAS/LESSONS LEARNED

a. Personnel: None.

b. Intelligence: None.

c. Operations:

- (1) Item: Dual Fuse MK-82/Airborne Selectable Drag Option

Discussion: Due to the changing threat conditions during CAX, the in-flight selectable drag option is preferred to react to both the high threat and permissive threat scenarios. Pilots preferred the high drag delivery/low angle pop for target acquisition and accuracy, also allowing the FACs to see the aircraft easier. Under AAA threat conditions, pilots preferred low drag delivery/high angle pops to avoid the AAA envelope. With the new BSU-86 Fins, a MK-904-2 Nose Fuse and a MK-344 Tail Fuse, the in-flight option should be available according to the F/A-18 Tactical Manual. In reality, current software limits in the SMS do not allow this in-flight selectable option as advertised in the Tactical Manual.

Recommendation: Update the SMS Program as soon as possible for in-flight selectable drag during training and combat.

- (2) Item: Alert Launch Procedures

Discussion: To react quickly to changes in Alert Con-

Subj: CAX 4-88 AFTER ACTION REPORT

ditions, a Marine with a PRC-77 was placed on the Flight Line to inform pilots of the current Alert Status from the DASC. This system worked effectively and allowed our pilots to respond quickly during the war.

Recommendation: During strip alert, future units should continue to establish a reliable communications link between the DASC and the flight line.

(3) Item: Communication

Discussion: Maintenance Control used a telephone and PRC-77 to communicate with the ODO. Hand held radios (walkie-talkies) were used to communicate with flight line. A malfunctioning trunk line routinely inhibited telephone communications between M/C and the ODO. The PRC-77 requires an operator at each end and external speakers to be used effectively.

Recommendation: Back-up M/C - ODO telephone comlink with a sound powered wire phone (hot line) instead of the PRC-77. Obtain walkie-talkie attachable headsets and microphones for M/C - Troubleshooter use. (These are attainable through TBA Account.) Bring spare walkie-talkies and pack extra batteries.

(4) Item: Fire Power Demonstration

Discussion: Three unsuccessful attempts were made to schedule a Fire Power Demo for ACE and EAF personnel. We wanted our Marines to see the Fire Power of the Marine Air-Ground Team and the results of their hard work.

Recommendation: A 30 minute Fire Power Demo should be scheduled for each CAX to motivate our young Marines and help them understand the importance of their contribution to the team effort.

(5) Item: Chow

Discussion: The flight line hot meals service is essential. We had one hot meal a day (noon meal) at the flight line even though we worked two full shifts around the clock. MREs used to feed our Marines were adequate, however the MREs were often not easily obtained. Also, during the CAX War when operational tempo was highest, the Chow Hall went to very inconvenient "Brunch Hours" that virtually forced Maintenance personnel to eat MREs.

Recommendation: The Support group should schedule chow to support the mission by providing sufficient hot chow on the flight line (twice daily) or easy, accountable access to MREs.

d. Supply: None

e. Embarkation:

(1) Item: Terex Loader and Flat Bed Truck at CAX

Subj: CAX 4-88 AFTER ACTION REPORT

Discussion: ACE S-4 informed us that a Terex Loader (Forklift) and Flat Bed Truck would be available on request for the day we arrived, and no paperwork was required. When we did arrive however, ACE S-4 did not have a loader or truck available, and would not tell us when we could expect one. When our requests persisted, the ACE S-4 said they would do nothing without prior notice in writing.

Recommendation: A extra loader should be provided to the ACE. Units should submit requests in writing so a plan can be developed in advance.

(2) Item: Billeting Support for Rear Det Embark Team

Discussion: The Embark Team had to spend the last night at Camp Wilson sleeping on the ground. ACE S-4 would not issue cots, even though they had them on hand.

Recommendation: ACE S-4 should hold out enough extra cots for the Load Crew or billet them at Mainside.

(3) Item: Main Body Departure Evolution

Discussion: ACE S-4 required the Main Body to unnecessarily stand outside in cold weather waiting for the buses for over one hour. Gear posting and musters started four hours prior to the planned departure time.

Recommendation: Cut down on formations/musters prior to departure and start them at a reasonable time.

f. Maintenance: None

g. Ordnance:

(1) Item: Ordnance Accountability

Discussion: Four months prior to CAX, we prepositioned 140 MK-82s to augment the austere CAX package of 80 MK-82s. Upon arrival, ACE Ordnance confirmed that all our prepositioned ordnance was available plus leftover MK-82s/83s from CAX 3-88. Two days prior to the War, ACE Ordnance informed us that they were short 85 fins for the MK-82 bombs. Of the 249 MK-82s (29 CAX 3-88, 80 CAX 4-88, and 140 VMFA-251), only 164 could be used. Also, only 35 of the 85 un-finned bombs could be fused. A last minute C-130 run from Yuma got the 35 fins needed and allowed us to use 200 of the 249 MK-82s. There was a significant disparity between the inventory during CAX 3-88 and ordnance actually available for CAX 4-88.

Recommendation: Upon arrival, ACE ORD and Squadron OPS/ORD should positively determine ordnance status, identify problems early, and set priorities for the CAX Ordnance Package. Additionally, supervised inventories should be conducted prior to each CAX to verify all requirements.

Subj: CAX 4-88 AFTER ACTION REPORT

(2) Item: Armament Support Equipment (ASE)

Discussion: Predeployment message traffic from the ACE did not accurately depict quantities of SE available. Specifically:

- * - A/M32K-4A ordnance trailers (14 effective instead of 20).
- * - 50% of the requested small and large universal cradles for transporting and loading ordnance were not available.

Both shortages significantly hampered timely ordnance loading.

Recommendation: Ensure accurate ASE accounting at all levels of operation. Squadron participants should request ASE through parent groups to the ACE 120 days prior to embarkation.

h. Facilities:

(1) Item: FOD prevention

Discussion: FOD potential at EAF is extremely high because of several factors:

* Close proximity of taxiing aircraft, FW and Helo, blowing up sand and gravel from adjacent surfaces.

* Blowing trash on runway, taxiways and ramp areas (Winds were generally 10-15 knots with gusts to 30+ knots).

* Higher than normal level of maintenance performed on flight line, especially ordnance build-up, handling and loading.

* Flight line vehicles carrying tire FOD from adjacent surfaces to taxi surfaces.

Recommendation: Thoroughly plan, prebrief and comply with strict taxi, marshal, arming and hot refueling procedures. Power in the line, tail pipe courtesy and effects of helo downwash must be understood by all ACE pilots. Proper police of Camp Wilson combined with the construction of FOD fence along the northern side of the EAF would greatly reduce amount of blowing trash on the airfield. Conduct predeployment training on EAF specific FOD hazards resulting from line maintenance and ordnance loading. Plan on at least two FOD walks per shift and conduct FOD walks on an as needed basis-done by troubleshooters and supervisory personnel between launch cycles. Recommend that EAF Operations control flight line vehicle access and install FOD Shakers at flight line entry points.

(2) Item: EAF Sweeper

Discussion: The EAF Sweeper service was very responsive but ineffective on parking ramps where the sweepers maneuverability was restricted by aircraft. The sweeper mechanism does not touch the surface and scatters particles rather than picking them up. The

Subj: CAX 4-88 AFTER ACTION REPORT

Sweeper was relatively effective on taxiways and runway.

Recommendation: EAF Operations needs to remedy the sweeper's effectiveness for use around parked aircraft. The most effective method of policing the flight line remains FOD Walking.

(3) Item: EAF/Workspace Lighting

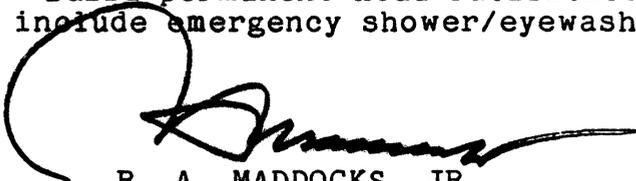
Discussion: The EAF flight line has tactical lighting. The lighting in permanent structures and in tents was very limited.

Recommendation: Plan on and train ground personnel for night taxi, aircraft movement procedures and line maintenance during darkness. Workspace lighting difficulties should be reported to the ACE S-4 to ensure electrical/lighting deficiencies are corrected. Pack-up extra flashlights, wands and batteries. Embark restrictions limit the amount of ACE GSE, however three dedicated light units is a minimum requirement. More night operations will increase that number.

(4) Item: Head Facilities/Working Spaces

Discussion: There are no emergency shower or eyewash stations provided on the flight line side of the EAF.

Recommendation: Build permanent head facilities on the flight line for coed use, to include emergency shower/eyewash facilities.



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

3120
S-3
10 Mar 88

From: Commanding Officer, Marine Fighter Attack Squadron 251
To: Commanding Officer, Marine Aircraft Group 31 (S-3)

Subj: CAX 4-88 AFTER ACTION REPORT

Ref: (a) GruO P3120.9

1. As per the reference, the following After Action Report is submitted.

2. Problems Encountered/Lessons Learned:

a. Personnel

(1) Item: Primary Next of Kin and Alpha Rosters

Discussion: Providing the subject rosters three to four weeks in advance created an unnecessary burden on the squadron administrative department. We had to revise the rosters several times due to changes.

Recommendation: Submit initial rosters one time, then submit final changes upon arrival at CAX.

b. Intelligence: None.

c. Operations:

(1) Item: SOP for Alert Launch

Discussion: During day two of the CAX War, strip alerts waited up to four hours before being launched. Excessive launch cycle time significantly delayed aircraft turnaround time and made expending prepositioned ordnance difficult.

Recommendation: Make an SOP Agreement with ACE Ops to launch a strip alert to prebriefed back-up targets after waiting one hour past scheduled takeoff windows.

d. Supply:

(1) Item: Supply Pack-Up

Discussion: MAG-31 supply provided repairable and consumable parts. Supply augment personnel, particularly GySgt Dan Clark, performed invaluable service. Supply support was excellent.

Subj: CAX 4-88 AFTER ACTION REPORT

Recommendation: None, information only.

e. Embarkation: None.

f. Maintenance:

(1) Item: Refueling Operations at EAF

Discussion: EAF expeditionary fuel pits can simultaneously refuel 3 F/A-18s. Taxi routes, refueling headings and night procedures require coordination with EAF Ops and TAFDS personnel. Properly manning the fuel pits while simultaneously doing line maintenance/launches often over tasks the Power Line Division. Refueling crew augmentation from various work centers freed Power Line personnel for higher priority tasking. Truck refueling was used by exception. During truck refueling operations, fuel trucks restricted aircraft movement out of the parking spaces.

Recommendation: Establish hot refueling procedures (taxi, headings, etc.) prior to deploying. Task the advance party to coordinate refueling details with EAF Ops and TAFDS personnel so hot refueling can be conducted on arrival. Due to limited lighting and close proximity of refueling stations, only two spots should be used at night.

Truck refueling was done on a "dead line", i.e. aircraft to be truck refueled were parked on an adjacent line so refueling operations would not restrict flow of aircraft into and out of the line. Aircraft returning with hung ordnance received quick service by going directly to the line, shutting down, downloading ordnance, then restarting and taxiing back to the pits. When hard down aircraft returned or inordinate hot refueling delays (third in line) occurred, jets taxied directly to the "dead line". Prior coordination with refuelers insured on time trucks. During the three day war, with ACE operating FARPS, fuel trucks were used primarily to support the tactical refueling points - prior coordination must be made to ensure availability of fuel trucks. Refueling crew augment schedules must be coordinated during predeployment planning.

(2) Item: Aircraft Securing Gear

Discussion: High winds, blowing sand and lack of hangar spaces can contribute to the problem of protecting aircraft.

Recommendation: Once the decision has been made to secure aircraft on the flight line (vice executing the flyaway plan), recommend six tiedown chains per aircraft. Ensure the pack-up includes all aircraft securing gear, with the exception of canopy covers. Canopy covers tend to trap blowing sand in between the canopy and the cover, and can scratch the canopies.

(3) Item: MCP Green Machine

Discussion: The Green Machine was not embarked to CAX. ACE had the only one that could be used.

Subj: -CAX 4-88 AFTER ACTION REPORT

Recommendation: Embark squadron's Green Machine if deployment is to extend through the end of the month (MDS close-outs). CAX retrograde prior to the end of the month eliminates the need for the Green Machine and Analyst.

(4) Item: Line Troubleshooters

Discussion: Due to the high tempo of operations and the amount of line maintenance required at CAX, all troubleshooting and maintenance took place on the flight line. Time spent by troubleshooters returning to work spaces for parts/tools needed on the flight line needs to be reduced.

Recommendation: Each work center establish a troubleshooter box (cruise box) with tools, consumables and high use sub-custodied repairables (i.e. INU, FCC A/B, MC1) and aircraft to troubleshooter ICS headset. Place the troubleshooter boxes on the flight line during launches.

g. Ordnance:

(1) Item: Aircraft Configuration for CAX

Discussion: Problems with LOAD X's and encoders/decoders were experienced when changing VERs during pre-CAX training. We found that the best plan was to leave the VER on a station once it worked.

Recommendation: Configure aircraft with VERs on stations 2 and 8 and leave them that way once they check good. Put MERs on stations 3 and 7 as required for pre-CAX and parent load stations 3 and 7 during CAX. Take 2 VERs per aircraft plus 10 spares and 16 MERs.

(2) Item: Gun Support

Discussion: Expending over 17,000 rounds of 20mm taught us several lessons about supporting a flight schedule with every sortie having 20mm. One gun failed and could not be repaired. This weapon needed both parts and a IMA CDI fix. Normal problems with loader delays and loading/firing jams were anticipated and planned around. These problems did not impede operational commitments.

Recommendation: For every 10,000 rounds plan to have four conveyor/transporters. IMA 6541 augment should include a CDI for the M61A1 Gun and munitions. Load first launch aircraft with 200 rounds/break/200 rounds so you can strafe on consecutive sorties (pre-War). Practice loading on turnarounds in preparation for full loads on every sortie during the 3 day war (NCEA permitting).

h. Facilities -

(1) Item: Maintenance Spaces

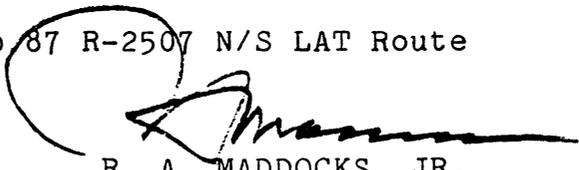
Subj: CAX 4-88 AFTER ACTION REPORT

Discussion: Maintenance had exclusive use of the eastern most workspace building on the flight line, plus 2 GP Tents and 1 SATS Tent with heater.

Recommendation: Embark two of the three accountable SATS Tents, SATS Light Units, and 3 SATS heaters. This will increase the available heaters and increase lighting capabilities. (For other than winter CAXs, leave SATs heaters home.)

3. The following sources of information were used during the planning and execution of CAX 4-88 (on file at VMFA-251 S-3):

- a. Combined Arms Overview Vol IV (30 Mar 87)
- b. VMFA-122 After Action Report CAX 4-87 (2 Mar 87)
- c. CG, MCAGCC After Action Report CAX 3/4-87 (23 Mar 87)
- d. CO, MAG-26 After Action Report CAX 4-87 (26 Mar 87)
- e. CG FMFLANT Msg 261852Z OCT 87 LOI for CAX 3-88/4-88
- f. CG SECOND MAW Msg 271507Z OCT 87 LOI for CAX 3/4-88
- g. MAG-29 Det Alfa Admin LOI for CAX 3/4-88 (17 Dec 87)
- h. MAG-32 Det Alfa Logistics LOI for CAX 3/4-88 (3 Dec 87)
- i. MAG-32 Det Alfa Troop Information LOI CAX 3/4-88 (3 Dec 87)
- j. MAG-32 Det Alfa Safety LOI CAX 3/4-88 (17 Dec 87)
- k. VMFA-251 LOI for CAX 4-88 (19 Jan 88)
- l. VMFA-251 Msg 292310Z Jan 88 Fly Out Plan for CAX 4-88
- m. RLT-6 OpOrder 2-88 (Annex N) for CAX 3/4-88 (281400Z Dec 87)
- n. CO, 3/6 OpOrder 1-88 for CAX 4-88 (151200Z Jan 88)
- o. MAG-32/29 Det Alfa "Pilot Handbook" for CAX 3/4-88
- p. VMFA-251 "Pilot Handbook" for CAX 4-88
- q. WTI ltr dated 17 Feb 87 R-2507 N/S LAT Route


R. A. MADDOCKS, JR.

CY-88
WING INTERNAL INSPECTION RESULTS
MARINE FIGHTER ATTACK SQUADRON 251

SAVINGS BONDS	EXCELLENT
REQUEST MAST	NOT INSPECTED
MORALE	EXCELLENT
CAREER PLANNING	AVERAGE
CASUALTY MATTERS	EXCELLENT
GENERAL ADMIN	AVERAGE
PERSONNEL ADMIN	AVERAGE
JUMPS/MMS	AVERAGE
LEGAL ADMIN	ABOVE AVERAGE
PERSONAL AFFAIRS	ABOVE AVERAGE
GROUND SAFETY	ABOVE AVERAGE
SAFE DRIVING	EXCELLENT
EQUAL OPPORTUNITY	EXCELLENT
SUBSTANCE ABUSE	AVERAGE
ABSENTEE VOTING	EXCELLENT
SPECIAL SERVICES	EXCELLENT
INTELLIGENCE OVERSIGHT	EXCELLENT
INTELLIGENCE	EXCELLENT
COUNTER INTELLIGENCE	EXCELLENT
SECURITY OF CLASSIFIED INFO	EXCELLENT
CMCC	ABOVE AVERAGE
OFFICER UNIFORM	EXCELLENT
STAFF NCO UNIFORM	EXCELLENT
PERSONNEL INSPECTION	ABOVE AVERAGE
DRILL	ABOVE AVERAGE
CLOTHING AND EQUIPMENT	ABOVE AVERAGE
PFT	AVERAGE
WEIGHT CONTROL	EXCELLENT
MARKSMANSHIP	EXCELLENT
TRAINING MANAGEMENT	EXCELLENT
MCI	EXCELLENT
OPERATIONS	EXCELLENT
NAVFLIRS	EXCELLENT
EDUCATION	EXCELLENT
COLOR GUARD	ABOVE AVERAGE
HISTORICAL	EXCELLENT
MEDICAL	ABOVE AVERAGE
DENTAL	ABOVE AVERAGE
ENVIRONMENTAL HEALTH	ABOVE AVERAGE
EMBARKATION	NOT INSPECTED
NWPL	NOT INSPECTED
BUILDINGS AND GROUNDS	NOT INSPECTED
FOOD SERVICE	NOT INSPECTED
INDUSTRIAL HYGIENE	EXCELLENT
PILOT TRAINING	EXCELLENT
AVIATION SAFETY	NOT INSPECTED
SORTS	EXCELLENT