



UNITED STATES MARINE CORPS

MARINE FIGHTER ATTACK SQUADRON 251  
MARINE AIRCRAFT GROUP 15  
1ST MARINE AIRCRAFT WING, FMF, PACIFIC  
FPO, SAN FRANCISCO, CA 96603

5750  
S-3  
3 Jan 89

From: Commanding Officer, Marine Fighter Attack Squadron 251, Marine Aircraft Group 15, 1st Marine Aircraft Wing, Fleet Marine Force, Pacific, FPO San Francisco, California 96603-9087  
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 15 (S-3), 1st Marine Aircraft Wing, Fleet Marine Force, Pacific, FPO San Francisco, California 96603  
(2) Commanding General, 1st Marine Aircraft Wing, (Attn: G-3 Plans Officer), Fleet Marine Force, Pacific, FPO San Francisco, California 96603  
(3) Commanding General, Fleet Marine Force, Pacific, FPO San Francisco California 96603  
Subj: VMFA-251 COMMAND CHRONOLOGY FOR 16 JULY 1988 TO 31 DECEMBER 1988  
Ref: (a) MCO P5750.1F  
(b) FMFPacO 5750.8E  
(c) WgO 5750.1H  
(d) GruO 5750.1L

VMFA-251

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

16 July 1988 - 7 October 1988 at Yechon AB, ROK  
8 October 1988 - 28 October 1988 at NAS Cubi Point, RP  
29 October 1988 - 31 December 1988 at MCAS Iwakuni, JA

Personnel Information

- a. Commanding Officer LtCol Robert A. MADDOCKS, Jr.  
16 July 1988 - 31 December 1988
- b. Executive Officer Maj Barney J. FISHER  
16 July 1988 - 31 December 1988
- c. Administrative Officer Capt William J. MILES  
16 July 1988 - 31 December 1988

Enclosure (5)

16 Jul - 31 Dec 88

Subj: VMFA-251 COMMAND CHRONOLOGY FOR 16 JULY 1988 TO 31 DECEMBER 1988

- d. Intelligence Officer                      SSgt Randolph J. ABRAMS  
16 July 1988 - 31 December 1988
- e. Operations Officer                        Maj Richard J. PACKARD  
16 July 1988 - 31 December 1988
- f. Logistics Officer                         Capt Donald W. BUSSELL  
16 July 1988 - 31 December 1988
- g. Aircraft Maintenance Officer           Maj Daniel A. DRISCOLL, Jr.  
16 July 1988 - 31 December 1988
- h. Safety Manager                            Capt Thomas W. THOMAS  
16 July 1988 - 31 December 1988
- i. Staff Historian                            Maj Richard J. PACKARD  
16 July 1988 - 31 December 1988
- j. Sergeant Major                           SgtMaj Jerry W. MICHAEL  
16 July 1988 - 31 December 1988

Average Monthly Strength

	USMC			USN		
	Officer/Enlisted			Officer/Enlisted		
July 1988	22	/	228	1	/	2
August 1988	22	/	228	1	/	2
September 1988	22	/	228	1	/	2
October 1988	22	/	228	1	/	2
November 1988	22	/	228	1	/	2
December 1988	22	/	228	1	/	2

Equipment

	Number	Type
July 1988	12	F/A-18A
August 1988	12	F/A-18A
September 1988	12	F/A-18A
October 1988	12	F/A-18A
November 1988	12	F/A-18A
December 1988	12	F/A-18A

SECTION 2

Command, Operations, Training

On 11 July 1988, VMFA-251 departed MCAS Beaufort, South Carolina, to participate in the WestPac Unit Deployment Program. The TransPac ferry of 12 F/A-18 aircraft was flawless, ending with the squadron's arrival at Yechon Air Base, Republic of Korea on 16 July 1988. Soon after arrival, VMFA-251 began

Subj: VMFA-251 COMMAND CHRONOLOGY FOR 16 JULY 1988 TO 31 DECEMBER 1988

strike training missions against Pilsung, Koon Ni and other target complexes in the ROK.

From 17-25 August a detachment of four VMFA-251 aircraft participated in the 1st MAW "Wing Exercise '88" at Kadena Air Base, Okinawa, Japan. Numerous air defense missions were flown against USAF and JASDF units on Okinawa.

A detachment of 6 aircraft departed Yechon, ROK, on 26 August for Misawa Air Base, Japan. This detachment supported the USAF's 432nd TFW with dissimilar ACM sorties during the 432nd's Local Operational Readiness Evaluation. The detachment was hampered by continual bad weather and remained in place until 15 September 1988.

In September 1988, VMFA-251 conducted air combat tactics training missions with USAF units in the ROK, as well as strike, escort and DAS at local targets. The squadron also received the new 87X F/A-18 software in September.

On 7 October 1988, VMFA-251 departed Yechon AB, ROK, and arrived at Cubi Point NAS, RP, for a full-squadron deployment. Highlights of the deployment included participation in Cope Thunder 89-1, a squadron air-to-air gunnery shoot and fighter weapons missions with various USAF/USN units. During the deployment, Tyoons' Pat and Ruby struck the Philippines which somewhat limited the deployment. The squadron departed the Philippines on 29 October 1988 and arrived at MCAS Iwakuni, Japan.

VMFA-251 flew in exercise Valiant Blitz 89-1 in Korea, from 1-9 November. The squadron's participation included close air support, night intercept, and dissimilar ACM missions. Additionally, the squadron conducted operations with other MCAS Iwakuni based units and supported 2nd Battalion/6th Marines with close air support training in Korea. On 26 November 1988, a detachment of six aircraft departed MCAS Iwakuni and arrived at Kadena Air Base, Okinawa to participate in exercise Beach Crest '89. During this exercise, VMFA-251 flew numerous close air support, strike and fighter weapons sorties. Additionally, 3 pilots were certified as Air Combat Tactics Instructors by MAWTS-1.

On 8 December 1988, the squadron's advance party departed MCAS Iwakuni, Japan for MCAS Beaufort, South Carolina. The Kadena detachment returned to MCAS Iwakuni, Japan on 15 December 1988. From 15-31 December the squadron prepared to turn over 12 F/A-18 aircraft to its UDP replacement squadron VMFA-333. Marine Aircraft Group 15 was decommissioned on 30 December 1988, making VMFA-251 the last squadron assigned to "The Fighter Group." VMFA-251 was subsequently assigned to Marine Aircraft Group 12.

#### Personnel and Administration

The squadron had its T/O number of pilots and was stabilized throughout the WestPac deployment.

#### 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 16 July 1988 - 31 December 1988:

Special Courts Martial: 0

Summary Courts Martial: 0

Subj: VMFA-251 COMMAND CHRONOLOGY FOR 16 JULY 1988 TO 31 DECEMBER 1988

Non-Judicial Punishments: 5

JAG Manual Investigations: 2

#### Medical

VMFA-251's Flight Surgeon ensured completion of all Flight Physiology training for squadron pilots.

#### Logistics/Supply

VMFA-251 was assigned twelve F/A-18 aircraft and was fully combat ready for the Unit Deployment Program in WestPac.

#### Civic Action

Throughout the last six months, the squadron conducted static displays for foreign airshows in both Korea and Japan. Additionally, local static displays at MCAS Iwakuni were conducted for various Japanese schools, military cadets and orphanages.

#### SECTION 3

16 July - 31 July 1988	Flew 114 sorties / 141.8 hours
16 July 1988	VMFA-251 flew 12 aircraft from Wake Island to Yechon Air, Base, Republic of Korea
August 1988	Flew 273 sorties/302.0 flight hours
17-25 August 1988	Flew 4 plane detachment at Kadena Air Base Okinawa, Japan to participate in 1st MAW "WingEx '88"
26 August - 15 September 1988	Flew 6 plane detachment at Misawa Air Base, Japan in support of 432nd TFW "LORE"
September 1988	Flew 408 sorties/476.6 flight hours to close out FY-88 with 3413 sorties/4625.5 flight hours
18 September 1988	Incorporated 87x software into 12 F/A-18 aircraft
October 1988	VMFA-251 flew 202 sorties/249.3 flight hours
7-28 October 1988	Flew 11 aircraft at NAS Cubi Point, RP for squadron deployment/Cope Thunder 89-1
29 October 1988	Flew 11 aircraft to MCAS Iwakuni, Japan
November 1988	VMFA-251 flew 382 sorties/583.0 flight hours
1-9 November 1988	Participated in exercise Valiant Blitz 89-1 in Korea
16 November 1988	Exceeded 24,000 flight hours mishap-free

Subj: VMFA-251 COMMAND CHRONOLOGY FOR 16 JULY 1988 TO 31 DECEMBER 1988

26 November - Flew 6 plane detachment at Kadena Air Base, Okinawa,  
15 December 1988 Japan in Exercise Beach Crest '89/ACT(I) Certification

December 1988 VMFA-251 flew 267 sorties / 321.7 flight hours

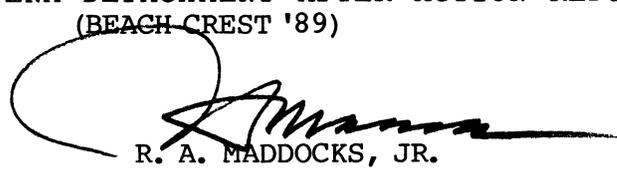
8 December 1988 Advance party departed for MCAS Beaufort, SC

15 December 1988 6 plane detachment recovered at MCAS Iwakuni, Japan

30 December 1988 Marine Aircraft Group 15 decommissioned. VMFA-251  
assigned to Marine Aircraft Group 12

SECTION 4

- Item 1.....KADENA DETACHMENT AFTER ACTION REPORT  
(WINGEX 88)
- Item 2.....MISAWA DETACHMENT AFTER ACTION REPORT
- Item 3.....CUBI DEPLOYMENT AFTER ACTION REPORT  
(COPE THUNDER 89-1)
- Item 4.....VALIANT BLITZ 89-1 AFTER ACTION REPORT
- Item 5.....KADENA DETACHMENT AFTER ACTION REPORT  
(BEACH CREST '89)



R. A. MADDOCKS, JR.

Marine Fighter Attack Squadron 251  
Marine Aircraft Group 15  
1st Marine Aircraft Wing, FMF, Pacific  
FPO San Francisco, CA. 96603-9758

3000  
S-3  
30 Aug 88

From: Commanding Officer, Marine Fighter Attack Squadron 251  
To: Commanding General, First Marine Aircraft Wing  
Via: Commanding Officer, Marine Aircraft Group 15

Subj: VMFA-251 WINGEX '88 AFTER ACTION REPORT

Ref: (a) WINGEX '88 LETTER OF INSTRUCTION (LOI)

1. In accordance with the reference, the following report is submitted.

PART I - COMMANDER'S COMMENTS

Wing Exercise '88 effectively tested most of the Command and Control capabilities of the Wing in a scenario constrained by air-space/sortie limitations and a scripted air tasking order. All supporting participants performed admirably, and we are particularly grateful to Marine Wing Liaison Kadena, Marine Air Control Squadron 4, 302 Squadron (JASDF) and VMA-214 for supporting our small detachment.

By nature, the scope of Wing Exercise 88 was limited and did not reflect the size and combat power of a MEF ACE. We recommend a continuing effort to expand the size of the ACE, to "frag order" task tactical air based on a dynamic intelligence input. The eventual goal of WINGEX should be a force on force, MEF-level ACEX supervised by a TEECG White force.

PART II - DATA

- a. Deployment Site: Kadena AB, Okinawa, Japan
- b. Dates: 17 August to 27 August 1988
- c. Number of Aircraft: Four F/A-18A
- d. Number of Personnel: 6 Officers/ 1 SNCOs/ 9 Enlisted
- e. Training Objectives:

(1) Conduct integrated training with the MAGTF, USAF, U.S. Navy and JASDF units.

(2) Increase pilot proficiency in Vital Area Defense and Strike Escort missions.

- f. Flight Hours:

Subj: VMFA-251 WINGEX '88 AFTER ACTION REPORT

(1) Total: 55.5 (Ferry Hrs: 13.3)

(2) Day: 55.5

(3) Night: 0.0

g. Sorties: 45 (Ferry: 8)

h. Ordnance: None

i. Targets/Ranges Utilized: W-172, W-173, W-179, NTA/Temp MOAs

PART III -PROBLEM AREAS/LESSONS LEARNED

a. Personnel: None.

b. Intelligence: None.

c. Operations:

(1) Item: 4 F/A-18s

Discussion: The original plan called for 14-16 F/A-18 sorties to be flown per day. That number is easily achievable with 6 F/A-18s and 20 maintenance personnel. The limited number of aircraft and maintenance support authorized limited our daily sorties to eight. The primary commitment for the F/A-18s during the WINGEX '88 was for JASDF support. Four to six sorties each day were dedicated to the JASDF leaving too few to adequately benefit from the outstanding training available in the WINGEX events.

Recommendation: That 1st MAW either provide for 6 F/A-18s and 20 maintenance personnel during the WINGEX when JASDF support is required, or eliminate JASDF participation allowing the MEF ACE assets to concentrate on the exercise missions.

(1) Item: Exercise Scenario

Discussion: WINGEX '88 was designed as an opportunity to increase the MACCS proficiency in situations requiring complex mission coordination. The most complex and realistic situations arise in force on force scenarios where real time intelligence is essential.

Recommendation: That 1st MAW provide a realistic force on force scenario for the WINGEX. The MACCS and the Marine Air units involved would be exercised more closely to actual combat conditions.

(3) Item: JASDF

Discussion: The standardized set-ups and a JASDF coordinator in the spaces with the F/A-18 scheduler allowed all

Subj: VMFA-251 WINGEX '88 AFTER ACTION REPORT

JASDF sorties to be easily accomplished.

Recommendation: That 1st MAW continue to coordinate an in-place JASDF representative during each WINGEX involving JASDF support.

d. Supply: None

e. Embarkation:

(1) Item: On-Base Transportation

Discussion: Kadena AB is a large base requiring motor vehicle transportation from billeting to the Marine Wing Liaison Kadena (MWLK) hangar spaces. No transportation was allocated to several of the squadron detachments at Kadena for the WINGEX. Informal liaison with MACS-4 provided a great deal of help in this area.

Recommendation: That 1st MAW ensure each unit detachment in Kadena is provided a vehicle for transportation from billeting to the MWLK spaces and for meals during the day.

f. Maintenance: None

g. Ordnance: None

h. Facilities: None

R. A. MADDOCKS, JR.

SOURCES OF INFORMATION/POINTS OF CONTACT - WINGEX '88

1. 1st MAW ltr 3000/G-3 dtd 12 Aug 88 - WINGEX '88 LOI
2. WINGEX MAGTF msg 120808Z AUG 88 - WINGEX '88 CEOI  
msg 160816Z AUG 88 - FRAG 19 AUG 88  
msg 160804Z AUG 88 - FRAG 22 AUG 88  
msg 170807Z AUG 88 - FRAG 23 AUG 88  
msg 170810Z AUG 88 - FRAG 24 AUG 88
3. POINTS OF CONTACT:  

VMA-214 Ready Room (MWLK Hangar #3672)	634-2717
VMFA-251 Maint Spaces (MWLK Hangar #3671)	634-1171
NAF Operations	634-4645
NAF Transient Line	634-4697
Navy Transportation	634-3407
Range Scheduling (Sgt Darby W172,W179)	634-2535
(PO Kiesel W173C)	634-4696

UNCLASSIFIED

01 05 240515Z SEP 88 PP PP UUUU

2681437

VMFA TWO FIVE ONE//S3// ✓

CG FIRST MAW//G3//

INFO MAG FIFTEEN//S3//

432TFW MISAWA AB JA//DO//

NAF MISAWA JA//CO//

HAS BEEN SENT

VP 50 MISAWA JA//CO//

UNCLAS //N03000//

SUBJ: MISAWA DETACHMENT AFTER ACTION REPORT

A. WGO P3100.2

1. NARRATIVE. DESPITE SEVERAL DAYS OF MARGINAL WEATHER AND A ONE WEEK STANDDOWN BY THE 432ND TFW RESULTING FROM AN F-16 MISHAP, THIS DETACHMENT SUCCESSFULLY ALLOWED VMFA-251 TO PRACTICE A VARIETY OF MISSIONS INTEGRAL TO MAGTF AND JOINT OPERATIONS. THE DETACHMENT MOVEMENT WAS SUPPLIED BY A SINGLE USAF C-130 AIRLIFT TO AND FROM MISAWA.

MISSION PROFILES INCLUDED VITAL AREA DEFENSE (VAD), DEEP AIR SUPPORT (DAS) AND AIRFIELD ATTACK. VMFA-251 DET MISAWA OPERATED DAY AND NIGHT WITH WEATHER CONDITIONS OFTEN AT FIELD MINIMUMS, AGAIN DISPLAYING THE VERSATILITY, COMBAT EFFECTIVENESS AND RELIABILITY OF

C. T. CLARK, SGT, AOPSCHF, 170



R. J. PACKARD, MAJ, OPSO, 170

UNCLASSIFIED

240515Z SEP 88

02 05

PP PP UUUU

2681437

THE F/A-18 HORNET.

OF NOTE, NAVAL AIR FACILITY (NAF) MISAWA, THE 432ND TFW, 13TH TFS, 14TH TFS AND PARTICULARILY PATROL SQUADRON (VP) 50 PROVIDED EXCEPTIONAL SUPPORT TO THE DETACHMENT THROUGHOUT THE EXERCISE.

2. STATISTICAL INFORMATION

- A. SORTIES PLANNED: 144            SCHEDULED: 215            FLOWN: 143
- B. FLT TIME PLANNED: 174.4      SCHEDULED: 256.0      FLOWN: 173.0
- C. SYLLABUS X'S COMPLETED: 53
- D. REFRESHER X'S COMPLETED: 76
- E. SORTIES FLOWN WITHOUT SYLLABUS OR REFRESHER X'S: 14 (FERRY SORTIES FOR 6 AIRCRAFT UP AND BACK PLUS 1 PARTS RUN)
- F. AVERAGE PILOT INCREASE IN CRP: 1.5 PCT
- G. TOTAL SORTIES/HRS FLOWN: 143/173.0
- H. SORTIES/HRS FLOWN FOR 432ND TFW LORE: 30/33.4 (ONLY 2 FLY DAYS OUT OF 5 DUE TO WEATHER AND F-16 ACCIDENT).

3. THE FOL INFO IS SUBMITTED:

- A. ADMINISTRATION: NONE
- B. INTELLIGENCE: NONE
- C. OPERATIONS:

03 05

PP PP UUUU

2681437

## (1) ITEM: LORE SUPPORT

DISCUSSION: PARTICIPATION IN THE 432ND TFW LORE CREATED A GRADUATE LEVEL ATMOSPHERE FOR THE HIGH THREAT LEVEL VAD AND DAS MISSIONS FLOWN. THE COOPERATION BETWEEN SERVICES ON TACTICS USED AND LESSONS LEARNED FOSTERED NEW AND CREATIVE TACTICAL THINKING FOR ALL INVOLVED.

RECOMMENDATION: WING/GROUP CONTINUE TO TAKE EVERY AVAILABLE OPPORTUNITY TO SUPPORT FUTURE LORES.

## (2) ITEM: SIZE OF DET TO FULLY SUPPORT 432ND LORE

DISCUSSION: THE 432ND TFW SCHEDULED 120-150 SORTIES PER DAY THROUGHOUT THE FIVE DAY EVALUATION. VMFA-251 SCHEDULED 14-16 SORTIES PER DAY TO COVER VULNERABILITY PERIODS OF 20-30 MINUTES. DURING THE VULNERABILITY PERIODS, 4-6 HORNETS DEFENDED VITAL AREAS FACING 3-5 DEEP AIR STRIKE FORMATIONS OF 12-22 F-16 ACFT EACH. WITH ONLY 6 F/A-18, 10 PILOTS AND 2 MAINTENANCE SKELETON SHIFTS VMFA-251 WAS NOT ABLE TO SUPPORT ALL REQUESTED PERIODS, ALLOWING HALF THE F-16'S TO LAUNCH UNOPPOSED.

RECOMMENDATION: DEPLOY ENTIRE VMFA SQUADRON TO SUPPORT FUTURE LORE. MINIMUM OF 32 SORTIES PER DAY SHOULD BE USED AS PLAN-

04 05

PP PP UUUU

2681437

NING FIGURE FOR THE FIVE DAY LORE.

D. SAFETY: NONE

E. LOGISTICS:

ITEM: SHIPMENT OF LAU-7 NITROGEN RECEIVERS

DISCUSSION: A RECURRING S-4/EMBARK PROBLEM DURING DEPLOYMENTS HAS BEEN THE SHIPMENT OF CHARGED LAU-7 NITROGEN RECEIVERS TRANSPORTED IN AERO-39B ("HONEYCOMB") CONTAINERS. THE HAZARDOUS CARGO MANUAL STATES THAT THE MAXIMUM CHARGE ALLOWED DURING SHIPMENT IS 250 PSI. HOWEVER NAVAIRSYSCOM PUBLISHED A CERTIFICATE OF EQUIV-LENCY (COE), DATED 29 JUN 83, WHICH AUTHORIZED THE AIR SHIPMENT OF NITROGEN RECEIVERS CHARGED TO 3000 PSI. THE 316TH AERIAL PORT SQUADRON AT MISAWA REFUSED TO ACCEPT THE COE, STATING THAT IT WAS OUT OF DATE, AND REQUIRED THE RECEIVERS TO BE DISCHARGED TO 250 PSI. DISCHARGING THE NITROGEN TO APPROXIMATELY THIS LEVEL, OR LESS, POTENTIALLY CONTAMINATES THE REMAINING NITROGEN STORED IN THE RECEIVER'S INTERNAL STEEL CYLINDER. ON 190129Z SEP 88 VMFA-251 S4 RELEASED A MESSAGE TO NAVMTO, NORFOLK VA. REQUESTING AN UPDATED COE TO ALLOW NITROGEN RECEIVERS TO BE SHIPPED CHARGED TO 3000 PSI.

RECOMMENDATION: THE COE FOR THE AERO-39B BE UPDATED

UNCLASSIFIED

05 05

PP PP.. UUUU

2681437

AS SOON AS POSSIBLE TO AVOID FURTHER CONFUSION AND POSSIBLE DAMAGE TO LAU-7 NITROGEN RECEIVERS.

F. MISCELLANEOUS:

ITEM: WORKING SPACES AND BILLETING

INFORMATION: THE FACILITIES PROVIDED THE DET BY NAF MISAWA WERE EXCELLENT AND DIRECTLY CONTRIBUTED TO THE DET'S ABILITY TO SUPPORT THE LORE.

UNCLASSIFIED

240515Z SEP 88

01 03 110330Z NOV 89 PP UUUU

3161030

VMFA TWO FIVE ONE//S3//

CG FIRST MAW//G3//

INFO MAG FIFTEEN//S3//

NAS CUBI PT RP

MARLNO III MAF SUBIC BAY RP

UNCLAS //NO3000//

SUBJ: COPE THUNDER 89-1 DEPLOYMENT AFTER ACTION RPT

A. WCO P3100.2

1. NARRATIVE. COPE THUNDER IS A GRADUATE LVL EXERCISE IN VITAL AREA DEFENSE, DEEP AIR SUPPORT, ESCORT AND MIG SWEEP TACTICS. UNFORTUNATELY ONLY THREE DAYS OF THE SCHEDULED ELEVEN WERE FLOWN DUE TO TYPHOONS PAT AND RUBY. OF NOTE: MARINE WING LIAISON AT CUBI POINT PROVIDED EXCEPTIONAL SUPPORT THROUGHOUT THE EXERCISE.

2. STATISTICAL INFORMATION

A. SORTIES PLANNED: 275 SCHEDULED: 253 FLOWN: 158

B. FLT TIME PLANNED: 375.0 SCHEDULED: 275 FLOWN: 224.0

C. SYLLABUS X'S COMPLETED: 56

D. REFRESHER X'S COMPLETED: 112

E. SORTIES FLOWN W/OUT SYLLABUS OR REFRESHER X'S: 0

F. AVG PILOT CRP INCR: 0.8

D. H. PEELER CAPT AOPSO 251

NAVGRAM CONSIDERED

D. H. PEELER CAPT AOPSO VMFA251

UNCLASSIFIED

02 03

PP

UUUU

3161230

G. TOTAL SORTIES/HRS FLOWN: 168/224

H. SORTIES/HRS FLOWN COPE THUNDER: 47/42.0

3. FOL INFO IS SUBMITTED:

A. ADMINISTRATION: NONE

B. INTELLIGENCE: NONE

C. OPERATIONS:

ITEM: DUAL SITE PROBLEM

DISCUSSION: COMM WAS POOR BTWN UNITS WORKING OUT OF CLARK AB AND WAS CUBI PT. HOT PHONE LINE ONLY WORKED LESS THAN 50 PERCENT OF THE TIME.

AUTOVON FM CUBI TO CLARK WAS NOT RELIABLE. BRF/DE-BRF INTERCOM SYS WAS GENERALLY INADEQUATE AND TELEX SYS NEVER CAME ON-LINE. ALTHOUGH AN ALL OUT EFFORT WAS MADE TO SHUTTLE MSN CMDRS TO CLARK AB FOR THE DE-BRFS, QUALITY OF DE-BRF SUFFERED DUE TO MSN CMDRS TIME REQUIRED ENROUTE, INSTEAD OF PREPARING DE-BRF.

RECOMMENDATION: CONTINUE EFFORTS TO DEVELOP SECURE AUDIO/VIDEO SYS SET-UP AT CUBI PT OR FLY CT OUT OF CLARK AB.

D. LOGISTICS:

(1) ITEM: ALLOCATION OF WORKING SPACES

DISCUSSION: SQDN WAS INITIALLY GIVEN SPACES ON THE MIDWAY

03 03

PP

UUUU

3161230

HANGAR SIDE OF THE AIR STATION. HALF-WAY THROUGH THE DEPLOYMENT, THE STATION REQUIRED THE SQDN TO PACK-UP AND MOVE TO MAKE ROOM FOR THE MIDWAY'S AIR WING. THE AIR WING ARRIVED WITH ONLY 6-8 ACFT AND THE SQDN'S MOVE WAS NOT REQUIRED. RECOMMENDATION: PLAN SPACE ALLOCATION SO SQDNS DON'T HAVE TO MOVE DURING THE MIDDLE OF A DEPLOYMENT.

(2) ITEM: TRANSPORTATION SUPPORT

DISCUSSION: DEPLOYED MARINE UNITS ARE ISSUED VERY FEW VEHICLES. FOR 200 MARINES, ONLY 4 VEHICLES WERE MADE AVAILABLE. RECOMMENDATION: FOR FULL SQDN DEPLOYMENTS A MINIMUM OF TWO 9-PAX VANS FOR OPNS, TWO 20-PAX STEP VANS FOR MAINT, THREE PICK-UP TRUCKS FOR S-1/S-4/MAINT, ONE SEDAN FOR THE CO AND ONE 44-PAX BUS WOULD PROVIDE OPTIMUM TRANSPORTATION.

UNCLASSIFIED

3000  
S-3  
9 Nov 88

From: Commanding Officer, Marine Fighter Attack Squadron 351  
To: Commanding Officer, Marine Aircraft Group 12 (Attn: S-3)

Subj: VALIANT BLITZ 89-1 AFTER ACTION REPORT

Ref: (a) WGO P3100.2

1. Valiant Blitz offered excellent training opportunity in integrating F/A-18 weapon systems into the AOA scenario. SIMCAS and Air-to-Air Warfare (DACT) missions were performed.

2. Statistical Data.

- a. Sorties Scheduled: 32      Sorties Flown: 32
- b. Hours Scheduled: 84      Hours Flown: 85.4
- c. Missions Scheduled: 30      Missions Flown: 20
- d. Syllabus X's Completed: 16
- e. Refresher X's Completed: 16
- f. Average Pilot CRP Increase: .2%

3. The following info is submitted.

(1) Item: IFR Clearance to Exercise Airspace

Discussion: MAGTF Exercises on the ROK east coast use the same basic airspace. A standard local clearance would simplify filing procedures.

Recommendation: Coordinate with Iwakuni Base Operations and establish a Stereo Route to and from the area.

(2) Item: Mission Commander Assignments

Discussion: Mission Commanders were assigned on two launches during the 7 day exercise. While not essential to the execution of the frag, use of Mission Commanders provided valuable cross community training as well as training for the Mission Commanders.

Subj: VALIANT ELITZ 89-1 AFTER ACTION REPORT

Recommendation: Continue to schedule overall Mission Commander from each participating squadron.

(3) Item: Altitude Blocks for DACT

Discussion: Blue Air assigned CAF Block altitudes of FL200-250. Orange Air did not have a block assigned in the OPOrder.

Recommendation: Assign altitude blocks for both Blue and Orange Air i.e. Blue FL200-240, FL300-340, and FL400-440 and Orange FL150-190, FL250-290, and FL350-390.

D. H. PEELER  
By direction



**UNITED STATES MARINE CORPS**

MARINE FIGHTER ATTACK SQUADRON 251

MARINE AIRCRAFT GROUP 15

1ST MARINE AIRCRAFT WING, FMF, PACIFIC

FPO, SAN FRANCISCO, CA 96603

3000  
S-3  
27 Dec 88

From: Commanding Officer, Marine Fighter Attack Squadron 251  
To: Commanding Officer, Marine Aircraft Group 15

Subj: KADENA AB, OKINAWA, JAPAN DETACHMENT 26 NOVEMBER - 15 DECEMBER 88 AFTER ACTION REPORT

Ref: (a) LETTER OF INSTRUCTION (LOI); KADENA AB, OKINAWA, JAPAN DETACHMENT 26 NOV - 18 DEC 88  
(b) Beach Crest '89 MAG-12 After Action Report (C)

1. In accordance with the reference, the following report is submitted.

PART I - COMMANDER'S COMMENTS

The Kadena deployment was designed to support "Beach Crest 89", conduct ACT(I) work-ups and certify 3 squadron pilots as Air Combat Tactics Instructors.

The overwhelming success of the deployment was due to the hospitality and quality of support provided by MSSG-171 (TAFDS Pits), MACS-4 (GCI/C3), 18th TFW (USAF F-15s) and MWLK.

The "Beach Crest 89" exercise integrated the squadron into a MEF ACE command and control structure, creating realistic scenarios and a variety of tactical mission profiles.

The ACT(I) Certification was our best effort to date, and clearly demonstrated the high tactical proficiency of our ACT(I) pilots and quality of our aircraft maintenance effort.

PART II - DATA

- a. Deployment Site: Kadena AB, Okinawa, Japan
- b. Dates: 26 November to 15 December 1988
- c. Number of Aircraft: Six F/A-18A
- d. Number of Personnel: 11 Officers/ 9 SMCOs/ 42 Enlisted
- e. Training Objectives: Support Beach Crest '89 and certify 3 pilots as ACT(I)s.
- f. Flight Hours:
  - (1) Total: 212.5 (Ferry Hrs: 38.3)
  - (2) Day: 206.0
  - (3) Night: 6.5

Subj: KADENA AB, OKINAWA, JAPAN DETACHMENT 26 NOVEMBER - 15 DECEMBER 88 AFTER ACTION REPORT

- g. Sorties: 188 (Ferry: 28)
- h. Ordnance: 188 MK-76s / 238 Chaff
- i. Targets/Ranges Used: W-172, W-173, W-179, W-185, W-174, W-176, W-178, NTA/Temp MOAs

j. Points of Contact:

18th TFW Scheduling:	634-2525
MWLK S-3:	634-2717
NAF Operations:	634-4645
Kadena Range Scheduling:	634-2535
44th TFS Schedules:	634-1844/1836/1831
67th TFS Schedules:	634-2056

PART III - PROBLEM AREAS/LESSONS LEARNED

- a. Personnel: None.
- b. Intelligence: Reference (b) covers applicable items.
- c. Operations: Reference (b) covers items applicable to Beach Crest '88.

1) Item: Adversary Scheduling

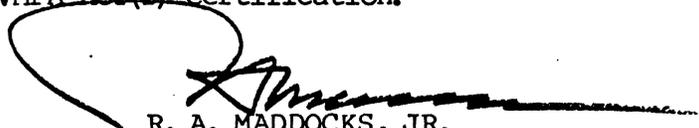
Discussion: The 18th TFW schedules sorties and ranges two weeks in advance.

Recommendation: To maximize support for ACT(I) certification, submit a complete adversary support request at least two weeks in advance. Initial liason should be made as early as practical.

2) Item: ACT(I) Certification

Discussion: The Air Combat Tactics Instructor Program is the backbone of a highly professional ACM program. The quality of the certification process is proportional to the quality of the adversary support. A fourth generation radar fighter in this role is highly desirable. The support provided by the 18th TFW F-15s was outstanding.

Recommendation: Make every attempt to obtain adversary support from the 18th TFW F-15 for future VMFA ACT(I) Certification.

  
R. A. MADDOCKS, JR.



UNITED STATES MARINE CORPS

MARINE FIGHTER ATTACK SQUADRON 251  
MARINE AIRCRAFT GROUP 15  
1ST MARINE AIRCRAFT WING, FMF, PACIFIC  
FPO, SAN FRANCISCO, CA 96603

5750  
S-3  
3 Jan 89

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 JULY 1988 TO 16 JULY 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 July 1988 - 10 July 1988 at MCAS Beaufort, South Carolina 29904  
11 July 1988 - 16 July 1988 TransPac

Personnel Information

- a. Commanding Officer LtCol Robert A. MADDOCKS, Jr.  
1 July 1988 - 16 July 1988
- b. Executive Officer Maj Barney J. FISHER  
1 July 1988 - 16 July 1988
- c. Administrative Officer Capt William J. MILES  
1 July 1988 - 16 July 1988

VMFA 251

1-16 June 88

Subj: VMFA-251 COMMAND CHRONOLOGY FOR 1 JULY 1988 TO 16 JULY 1988

d. Intelligence Officer	SSgt Randolph J. ABRAMS 1 July 1988 - 16 July 1988
e. Operations Officer	Maj Richard J. PACKARD 1 July 1988 - 16 July 1988
f. Logistics Officer	Capt Donald W. BUSSELL 1 July 1988 - 16 July 1988
g. Aircraft Maintenance Officer	Maj Daniel A. DRISCOLL, Jr. 1 July 1988 - 16 July 1988
h. Safety Manager	Capt Thomas W. THOMAS 1 July 1988 - 16 July 1988
i. Staff Historian	Maj Richard J. PACKARD 1 July 1988 - 16 July 1988
j. Sergeant Major	SgtMaj Jerry W. MICHAEL 1 July 1988 - 16 July 1988

#### Average Monthly Strength

	USMC	USN
	Officer/Enlisted	Officer/Enlisted
July 1988	22 / 228	1 / 2

#### Equipment

	Number	Type
July 1988	12	F/A-18A

## SECTION 2

### Command, Operations, Training

On 11 July 1988, VMFA-251 departed MCAS Beaufort, South Carolina, to participate in the WestPac Unit Deployment Program. The TransPac ferry of 12 F/A-18 aircraft was flawless, ending with the squadron's arrival at Yechon, Air Base Korea on 16 July 1988. Upon its arrival in Yechon, VMFA-251 was subsequently assigned to MAG-15.

### Personnel and Administration

The squadron had its T/O number of pilots and was stabilized for the 11 July 1988 departure to WestPac.

Subj: VMFA-251 COMMAND CHRONOLOGY FOR 1 JULY 1988 TO 16 JULY 1988

Legal Action

The Commanding Officer, VMFA-251 has Special Courts Martial Convening Authority. However, he directed no legal proceedings during the period 1-16 July 1988:

Medical

None

Logistics/Supply

VMFA-251 was fully combat ready for UDP participation and was assigned twelve aircraft.

Civic Action

In July 1988, the squadron conducted local static displays and simulator tours for various civic and military groups.

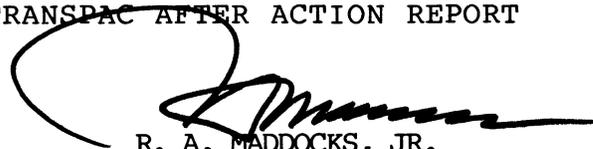
SECTION 3

1-10 July 1988 VMFA-251 prepared for UDP. Flew 42 sorties / 81.5 hours

11-16 July 1988 VMFA-251 TransPac with 12 F/A-18 aircraft. Flew 48 sorties / 236.8 hours during TransPac

SECTION 4

Item 1.....TRANSPAC AFTER ACTION REPORT



R. A. MADDOCKS, JR.

UNITED STATES MARINE CORPS  
Marine Fighter Attack Squadron 251  
Marine Aircraft Group 15  
1st Marine Aircraft Wing, FMF, Pacific  
FPO San Francisco, CA. 96603-9758

3502  
S-3  
26 Jul 88

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

Subj: VMFA-251 TRANSPAC AFTER ACTION REPORT

Ref: (a) WgO 3502.1A

1. In accordance with the reference, the following report is submitted.

PART I - COMMANDER'S COMMENTS

The TRANSPAC movement was extremely well-planned and flawlessly executed. Close coordination with FMFPac G-3 (Movement Control) and the 2d ADG, combined with the outstanding support provided by VMGR-252, VR-58, VMFA-323 and VMFA-235, clearly made the movement a success.

There is a significant, well-documented safety risk associated with using KC-135 tankers for strategically deploying F/A-18s. The potential for receiver damage and a resulting aborted mission during peacetime or non-contingency operations carries too high a risk for continued fleet use of this aircraft.

PART II - DATA

- a. Deployment Site: TRANSPAC to Yechon AB, Republic of Korea
- b. Dates: 11 July to 16 July 1988
- c. Number of Aircraft: Twelve F/A-18A
- d. Number of Personnel: 23 Officers/ 46 SNCOs/ 174 Enlisted
- e. Training Objectives: Embarkation and TRANSPAC movement of squadron personnel, equipment and aircraft from MCAS Beaufort, SC to Yechon AB, ROK.
- f. Flight Hours:
  - (1) Total: 236.8
  - (2) Day: 236.8
  - (3) Night: 0.0
  - (4) Actual Inst: 53.7

Subj: VMFA-251 TRANSPAC AFTER ACTION REPORT

- g. Sorties: 48
- h. Ordnance: None
- i. Targets/Ranges Utilized: None

PART III -PROBLEM AREAS/LESSONS LEARNED

- a. Personnel: None.
- b. Intelligence: None.
- c. Operations:

(1) Item: KC-135

Discussion: The KC-135 Tanker was used during STRAT Tanking work-ups because KC-135s were in the movement plan as back-ups for the KC-10s. The risk of probe tip/probe damage, engine FODs, and damage to the AOA and Pitot Static Sensors could be avoided if KC-10 aircraft were used exclusively for strategic movement of F/A-18 aircraft.

Recommendation: That Fleet Marine Force and Marine Aircraft Wing Movement Control Officers set a policy that only KC-10 aircraft be used in the strategic movement of F/A-18 aircraft during peacetime/non-contingency operations.

KC-135 aircraft could also be fitted with the same hydraulic nose and drogue option that the KC-10 carries, which would allow the KC-135 to more effectively and safely fuel F/A-18s.

- d. Supply: None
- e. Embarkation:

(1) Item: Main Body Movement

Discussion: It took 48 hours for the Main Body to go from MCAS Beaufort to Yechon AB, ROK. The major delay was a 13 hour stop in Japan caused by the restriction of aircraft arrival in Korea.

Recommendation: Schedule the Main Body movement for minimum ground delays on flights straight through to WestPac.

- f. Maintenance: None
- g. Ordnance: None
- h. Facilities: None

  
R. A. MADDOCKS, JR.

UNITED STATES MARINE CORPS  
Marine Fighter Attack Squadron 251  
Marine Aircraft Group 15  
1st Marine Aircraft Wing, FMF, Pacific  
FPO San Francisco, CA. 96603-9758

3120  
S-3  
26 Jul 88

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

Subj: VMFA-251 TRANSPAC AFTER ACTION REPORT

Ref: (a) GruO P3120.9

Encl: (1) VMFA-251 TRANSPAC LOI dtd 17 Jun 88  
(2) VMFA-251 TRANSPAC SOP dtd 7 Jul 88  
(3) VMFA-251 Movement Information Sheet  
(4) 2d ADG Flight Profile Data

1. In accordance with the reference, the following After Action Report is submitted.

2. Problems Encountered/Lessons Learned:

a. Personnel

(1) Item: Deployed Per Diem

Discussion: Deployed Per Diem compensates a member while in a deployed status. The current system uses the squadron unit diary and relies on update and extract (U&E) cut-off dates. This system does not ensure a Marine will be paid in a predictable manner in relation to the initial entitlement. The problem is highlighted when a unit such as ours deploys to a site remote from Iwakuni, Japan where the unit diary is administered. Any delays associated with transportation or mail will delay the proper entries, thus possibly missing the U&E cycle. The member then experiences an even greater wait for the initial start of his deployed per diem.

Recommendation: Deployed per diem could be paid separately, by check, to the member from the local disbursing office. Another solution would be to allow units to run the entries from CONUS to ensure meeting the U&E cut-off date, vice after arriving "in country", which risks missing the U&E cycle.

(2) Item: Personnel Stabilization

Discussion: Conducting stabilization meetings as early as 6 months prior to the UDP was essentially meaningless. Personnel changes were made as late as two days prior to departure. One Staff Sergeant reported two weeks prior to departure with no idea that the squadron was deploying. Additionally, the squadron's Career Planner was transferred with roughly the same lead-time when no qualified replacement was available.

Subj: VMFA-251 TRANSPAC AFTER ACTION REPORT

Recommendation: A single "Staffing Goal" meeting is essential and should only identify shortages by MOS. If there is a 60 day stabilization requirement, as per MCO P3000.15, then and only then should names be matched to a particular MOS to allow the Commander an opportunity to train his personnel.

(3) Item: Mail

Discussion: FPO San Francisco and Iwakuni, Japan initially returned mail intended for the Advance Party when they compared the mail's arrival with the Main Body departure dates.

Recommendation: Advance liaison with the FPO and MCAS Iwakuni would alleviate problems in recognizing Advance Party deployment dates and Main Body deployment dates.

(4) Item: Advance liaison with VMFA-122

Discussion: Corresponding with counterparts in VMFA-122 provided essential information to prepare our squadron for the deployment.

Recommendation: Keep an open line between squadrons to exchange as much information as possible. VMFA-122's efforts really helped out. Our squadron came prepared much in part to their "gouge".

- b. Intelligence: None.
- c. Operations: None.
- d. Supply: None.
- e. Embarkation: None.
- f. Maintenance:

(1) Item: Advance Party

Discussion: The Advance Party departure date was too early for the required work without an aircraft transfer.

Recommendation: Send the Advance Party no earlier than 2 weeks.

- g. Ordnance: None.
- h. Facilities: None.

3. Enclosures (1) thru (4) contain sources of information/points of contact which were utilized during the planning and execution of this TRANSPAC.



R. A. MADDOCKS, JR.