



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

VMFA-251

5750

S-3

4 Jan 90

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 1989 TO 31 DECEMBER 1989

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

- a. 1 July 1989 - 26 November 1989 at MCAS Beaufort, South Carolina 29904
- b. 27 November - 22 December 1989 at NAS Oceana, Virginia
- c. 23 December - 31 December 1989 at MCAS Beaufort, South Carolina 29904

Personnel Information

- a. Commanding Officer LtCol Richard W. WALKER
1 July 1989 - 31 December 1989
- b. Executive Officer Maj Paul A. ANDRES
1 July 1989 - 31 December 1989
- c. Administrative Officer Capt Thomas G. BOODRY
1 July 1989 - 31 December 1989

Command Chronology

1 Jul-31 Dec 89

Subj: VMFA-251 COMMAND CHRONOLOGY FOR 1 JULY 1989 TO 31 DECEMBER 1989

- d. Intelligence Officer SSgt William E. CAUTHORN
1 July 1989 - 31 December 1989

- e. Operations Officer Maj Richard J. PACKARD
1 July 1989 - 12 December 1989

Capt Eric HEIDHAUSEN
13 December 1989 - 31 December 1989

- f. Logistics Officer Capt Donald W. BUSSELL
1 July 1989 - 14 October 1989

Maj David L. WALLENBURN
15 October 1989 - 31 December 1989

- g. Aircraft Maintenance Officer Maj James H. WILSON
1 July 1989 - 31 December 1989

- h. Director Of Safety and
Standardization Capt Michael T. CARIELLO
1 July 1989 - 31 October 1989

Capt Carl K. RADFORD
1 November 1989 - 31 December 1989

- i. Historical Officer Capt Eric HEIDHAUSEN
1 July 1989 - 31 December 1989

- j. Sergeant Major SgtMaj Jerry W. MICHAEL
1 July 1989 - 31 December 1989

Average Monthly Strength

	USMC		USN	
	Officer/Enlisted		Officer/Enlisted	
July 1989	23	/ 133	1	/ 2
August 1989	20	/ 134	1	/ 2
September 1989	20	/ 129	1	/ 2
October 1989	21	/ 129	1	/ 2
November 1989	20	/ 130	1	/ 2
December 1989	21	/ 135	1	/ 2

Equipment

	Number	Type
July 1989	11	F/A-18A
August 1989	11	F/A-18A
September 1989	11	F/A-18A
October 1989	12	F/A-18A
November 1989	12	F/A-18A
December 1989	12	F/A-18A

SECTION 2

Command, Operations, Training

During the six months of this chronology the VMFA-251 Thunderbolts concentrated on training new aircrew and maintenance personnel. The squadron's massive post WestPac personnel turnover was nearly complete and the new Thunderbolt team was beginning to form a solid base from which to train.

July training involved upgrades for the aircrew and ground training for both aircrew and maintenance personnel. For the aircrew, upgrades included four pilots designated as Section Leads, the new Pilot Training Officer completing Navy Fighter Weapons School (Top Gun), and workups for two pilots preparing for Air Combat Tactics Instructor (ACTI) certification in August. Ground training sent Marines to the Rifle and Pistol Ranges as well as the NBC Gas Chamber.

August started with a six plane detachment to EAF Bogue Field, NC in support of SACEX 3-89. The challenge of working off the EAF's short runway was complicated by consistently poor weather throughout the exercise. SACEX 3-89 was a week of Close Air Support (CAS) supporting the 24th Marine Expeditionary Unit (MEU), and Landing Force Sixth Fleet (LF6F) deployment workups. The Thunderbolts were the first F-18 Hornet squadron to be included in a LF6F exercise. Identifying advantages of using the Hornet's flexibility in a Mediterranean scenario was the goal of Phase I. Phase II consisted of Landing Force Training Command Atlantic (LFTCLANT) Tactical Air Control Party (TACP) training in Camp Lejuene's G-10 range. Phase III was a 2nd Marine Division CAS exercise and Fire Support coordination exercise aimed at improving both individual skills in Fire Support employment and unit skills concerning command, control, and communications (C3) on a Regimental level.

Following the return to MCAS Beaufort, S.C., the Thunderbolts spent the last week of August flying missile profiles in preparation for a September missile shoot.

During the first two weeks of September the Thunderbolts completed a thorough workup for a complicated nine plane deployment to Roosevelt Roads, Puerto Rico. The deployment was planned around a missile shoot involving AIM-7M, AIM-7F and AIM-9M missile shots at BQM and Tactical Air Launched Decoy (TALD) targets. The squadron was chosen to conduct the first launch and shootdown of a TALD reconfigured with an infrared crucible. Unfortunately, Hurricane Hugo hit while the advance party was in Puerto Rico and the Thunderbolts exercised the Hurivac plan by flying eight aircraft to Tinker AFB, Oklahoma.

Once the Thunderbolts returned to MCAS Beaufort, the remainder of September was spent preparing for a Second Marine Aircraft Wing (2nd MAW) Nuclear, Biological, Chemical (NBC) Warfare inspection scheduled for October.

October began with the Thunderbolts traveling to Pensacola, Florida to accept the Commandant's Marine Aviation Efficiency Award." After being presented the Efficiency Award the Thunderbolts were back to training as usual. During the Wing NBC Inspection the squadron got the highest grades given to a 2nd MAW squadron (Excellent Over All) from the 2nd MAW NBC Inspection team.

SUBJ: VMFA-251 COMMAND CHRONOLOGY FOR 1 JULY 1989 TO 31 DECEMBER 1989

Once the NBC inspection was complete the squadron spent the last week of October concentrating on Air to Air gunnery.

The month of November had the Thunderbolts spread across the East Coast supporting three separate Air Force operations. The first was operation SEA Hugo 89-10 at Homestead AFB, Florida supporting an F-16 Operational Readiness Exercise (ORE). The other two operations were at Patrick AFB, Florida supporting a MAG-42 detachment and operation Steep Hammer working with F-15's from Langley AFB, Virginia.

November's local aircrew training concentrated on air to air work against an unknown number of adversaries. The majority of these sorties were flown on Beaufort's new Tactical Air Control Training System (TACTS) Range.

Besides aircrew training, the Thunderbolts completed a two day Environmental Cold Weather Course designed by II Marine Expeditionary Force (II MEF) in preparation for exercise Alpine Warrior and later Northern European exercises.

Immediately following Thanksgiving, the Squadron deployed to NAS Oceana, Virginia to participate in the Navy's Fleet Fighter Air Combat Readiness Program (FFARP). During FFARP the Thunderbolts were evaluated by professional adversaries (VF-43) on basic single plane maneuvering and progressed to Division Tactics against an unknown number of sophisticated adversaries flying Soviet Tactics. Besides going through the FFARP program the Squadron also certified five pilots as ACTI's.

Overall the Thunderbolts began this six month period with a considerably high number of new Marines, both Enlisted and Officer. By the close of this period the aircrew's proficiency in Air to Air and Air to Ground missions had increased significantly and all the Thunderbolt Marines were better prepared for any contingency.

Personnel and Administration

July and August 1989 continued the transfer of Officers and Enlisted to and from the unit as part of rebuilding from the Western Pacific deployment of 1988. September through December 1989 was characterized by a stabilization of personnel to the MAG-31 staffing goal.

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 July 1989 through 31 December 1989.

General Courts Martial: 0

Special Courts Martial: 0

Summary Courts Martial: 0

Non-Judicial Punishments: 2

JAG Manual Investigations: 1

SUBJ: VMFA-251 COMMAND CHRONOLOGY FOR 1 JULY 1989 TO 31 DECEMBER 1989

Medical

VMFA-251's Flight Surgeon completed all aviation medical lectures and training by 16 November 1989.

Logistics/Supply

None.

Civic Action

During this reporting period the squadron supported numerous static displays. They included COTRAMD 89, Oshkosh's EAA Airshow, the Confederate Air Force Air show, the Beaufort Waterfest opening ceremony Fly-by and several flight displays including 2nd MAW's MAGTF demonstrations at Camp Lejuene. Locally, the squadron hosted several special interest and children's organizations with lectures and tours.

SECTION 3

<u>July 1988</u>	VMFA-251 flew 291 sorties/356.6 flight hours
10 July 1989	New Pilot Training Officer returns from NFWS
17 July 1989	Six pilots attend G-Tip training at NADC Warminster, PA
17 July 1989	Executive Officer attends JASMM school
31 July 1989	Four pilots designated as Section Leaders
<u>August 1989</u>	VMFA-251 flew 361 sorties/447.8 flight hours
1-18 August 1989	Six aircraft deploy to EAF Bogue Field, NC for CASP Bogue. Squadron flew 120 sorties/132 hours dropping 796 MK-76's and shooting 13,235 rounds of 20mm
4 August 1989	Two pilots certified as ACTI's
21 August 1989	89 Marines receive NBC Gas Chamber training
25 August 1989	Completed 84 Air to Ground sorties dropping 443 MK-82 inerts and 64 MK-83 inerts
<u>September 1989</u>	VMFA-251 flew 282 sorties/380.3 flight hours
8-9 September 1989	Four aircraft support MACS-25 Data Link Certification at NAS Buckley Field, Colorado
11-15 September 1989	NBC Gas Chamber Training
21 September 1989	Eight aircraft Hurivac to Tinker AFB, Oklahoma
<u>October 1989</u>	VMFA-251 flew 285 sorties/372.5 flight hours

Subj: VMFA-251 COMMAND CHRONOLOGY FOR 1 JULY 1989 TO 31 DECEMBER 1989

2-3 October 1989	Safety Standdown
5-8 October 1989	MCAA awards banquet at Pensacola, Florida. The squadron is presented the Commandant's Aviation Efficiency Award.
10 October 1989	Workups for December ACTI program begins
<u>November 1989</u>	VMFA-251 flew 267 sorties/319.5 flight hours
6-11 November 1989	Four aircraft support MAG-42 det at Patrick AFB, Florida, flying 32 sorties.
13-15 November 1989	Four aircraft support Sea Hugo 89-10 at Homestead AFB, Florida
15 November 1989	Four aircraft support Steep Hammer in W-122 with eight sorties
16-17 November 1989	Cold Weather SOTG training
17 November 1989	Thunderbolt PFT
17-19 November 1989	Four aircraft support Sentry Mudbug with 32 sorties out of Gulfport, Mississippi
28 November 1989	Deploy to NAS Oceana, Virginia for FFARP with VF-43
<u>December 1989</u>	VMFA-251 flew 320 sorties/393.5 flight hours
5 December 1989	Qualify two pilots as Section Leaders
10-15 December 1989	Certify five pilots as ACTI's
22 December 1989	Return to MCAS Beaufort after flying 209 sorties/344.9 hours in the FFARP syllabus

Section 4

Item 1FFARP 89 After Action Report



R. W. WALKER



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

4 Jan 1990

From: Commanding Officer, Marine Fighter Attack Squadron 251
To: Commanding General, 2nd Marine Aircraft Wing (SC-103)
Via: Commanding Officer, Marine Aircraft Group 31

Subj: AFTER ACTION REPORT - VMFA-251 FFARP DEPLOYMENT,
28 NOV - 22 DEC 1989, NAS OCEANA, VA

Ref: (a) WgO 3502.1A

Encl: (1) Items for Resolution by Higher Headquarters
(2) Items for Information only

PART I - COMMANDERS COMMENTS

1. VMFA-251's Fleet Fighter ACM Readiness Program (FFARP) was a highly successful deployment despite significant weather losses and inflexible scheduling procedures at VF-43. The squadron trained to realistic Soviet tactics, real world missions, scenarios, and numbers. A-4F's and F-16N's simulated threat aircraft and capabilities. The deployment and assets are the perfect opportunity to ACT(I) pilots; we certified five (5 of 5) new instructors at FFARP. All squadron pilots participated in the ACT(I)/FFARP buildup both academically and in the air. "Full up" F-18's (EW suite, chaff, flares, internal TACTS pods, Flir pods) greatly enhanced our proficiency and knowledge. Our learning curve was steep and high! FFARP is like sending an entire squadron through TOPGUN and it is invaluable for training and evaluating a fighter squadron in state of the art warfare. If a squadron could only have 2 major deployments, I would send them to CAX and FFARP. With just that, a squadron could professionally train to support its mission. We need to continue to support this program and evolve the Marine FFARP as recommended in the Operations section of this report.

2. Data

a. Deployment Site: NAS Oceana, Va.

b. Dates: 28 Nov - 22 Dec 1989.

c. Number of Aircraft: 9 F/A-18.

d. Number of Personnel: 24 Officers
28 SNCO's
88 Enlisted
5 WMs

e. Training Objectives Achieved:

Subj: FFARP DEPLOYMENT 28 NOVEMBER - 22 DECEMBER 1989 AFTER ACTION REPORT

1. All 16 pilots participated in the FFARP syllabus and upgraded to 400 series T&R Fighter/Weapons training.
2. Air Combat Maneuvering (ACM) qualified 2 pilots in the F/A-18.
3. Section Lead qualified 2 pilots.
4. Division Lead qualified 1 pilot.
5. Certified 5 ACT(I)'s in the F/A-18.
6. All 16 pilots received lectures to include: F/A-18 lvl, Section and Division Tactics, IR Missiles, Radar Missiles, The Threat, ECM, and Third World Threat.

f. Flight hours: Day: 297.0
Night: 47.9

g. Sorties: Air to Air: 209

h. Ordnance Expended: 1000 Decoy Flares
1000 Chaff

i. Ranges Utilized: W-72
Oceana TACTS Range
W-386
W-122
Hat B MOA


R. W. WALKER

Copy to:

CO, MAG-31, S-4
CO, VMFA-451
CO, MACS-5
CO, MACS-6
OIC, NAESU Tech Reps
Ed Reynolds, MACAIR Beaufort

Subj: FFARP DEPLOYMENT 28 NOVEMBER - 22 DECEMBER 1989 AFTER ACTION REPORT

ITEMS FOR RESOLUTION BY HIGHER HEADQUARTERS

a. Personnel

Item: Comm Shift to TAD Site and Return to Home Base

Discussion: The Comm Shift for receiving and transmitting message traffic went without problems during our unit's deployment. The message requesting the Comm Shift must be released 72 to 48 hours prior to departure. One problem encountered was that the unit did not receive any ALMAR message traffic and has been unable to find out why. Comm Center at Oceana was very supportive of our needs.

Recommendation: Liason with Comm Center is essential to ensure smooth transition. Plan to release the request for Comm Shift five working days prior to departure from homebase and returning to homebase will help in having a smooth transition. Also, liaison should be made at TAD site Comm Center for paper work needed for releasing and picking up messages.

Item: Unit Diary (UD) Procedures During Deployment

Discussion: This unit experimented with submitting UD by Naval Message during this deployment. Liason was made with MISSO, Camp LeJeune prior to deployment requesting their support of submitting UD by message and receiving by message the Diary Feedback Report (DFR). A smooth transition occurred and no problems were encountered. This experiment worked so well this unit will continue taking the UD on future deployments. Good support from the MISSO, Camp LeJeune was received.

Recommendation: With prior liaison to servicing MISSO there should be no problem taking their UD on deployments.

Item: Admin Support During Deployment

Discussion: Admin support from local Marine Corps units in Norfolk area became necessary to complete screening process for one of our Marines who received orders to Marine Corps Security Forces (MCSF) duty. We received the orders in our first days message traffic. The message required the screening of SNM within 10 days of receipt of the message. All our directives were not necessary at the deployment site. We requested the use of the appropriate MCO to screen the Marine from the MCSFBn here at Norfolk.

Recommendation: Do not recommend taking all directives on deployments, but I do recommend possible liaison with nearest Marine Corps unit asking for support if needed.

Enclosure (1)

Subj: FFARP DEPLOYMENT 28 NOVEMBER - 22 DECEMBER 1989 AFTER ACTION REPORT

b. Intelligence: None.

c. Operations.

Item: USMC F/A-18 Liason pilot on the staff of VF-43.

Discussion: The current FFARP syllabus is tailored toward Navy F-14 missions. We anticipated that the Marine Corps' combat mission will include much more VAD and Strike Escort, and be guided by different ROE. Training toward this likelihood, the benefit from a staff instructor attached to VF-43 who (a) can generate and update FFARP syllabi for VMFA squadrons (b) provide Marine F/A-18 tactical input to the FFARP lecture series and (c) provide liason between VF-43, participating squadrons and higher headquarters.

Recommendation: The Marine Corps should actively pursue the assignment of a USMC F/A-18 pilot to the staff of VF-43.

(b) Item: Recommended MAG-31 VMFA FFARP Syllabus

Discussion: In light of the differences between Navy F-14 "Compex" and USMC F/A-18 missions, VMFA-251 flew an altered FFARP syllabus. 'Tbolt' S-3 worked closely with a flexible and cooperative VF-43 Ops department. The resulting 'VMFA' syllabus, provided realistic scenarios, missions, and ROE.

Recommendation: MAG-31 consider adapting a VMFA standard FFARP syllabus until a VF-43 Marine liason is available to provide VMFA inputs.

(c) Item: FLIR Support

Discussion: The F/A-18 FLIR has a proven capability in the Air-Air mission. While VMFA-251 requested 4, we flew the syllabus with 1 operational. A tremendous training opportunity was lost.

Recommendation: MAG-31 provide at least 4 operational FLIR Pods and necessary MALS support for FFARP.

d. Supply/Logisitics. None.

e. Embarkation. None.

f. Maintenance. None.

g. Ordnance. None.

h. Facilities. None.

Enclosure (1)

Subj: FFARP DEPLOYMENT 28 NOVEMBER - 22 DECEMBER 1989 AFTER ACTION REPORT

ITEMS FOR INFORMATION

a. Personnel

(a) Item: Pay

Discussion: Pay for the Marines not on Direct Deposit was not a great problem. Checks were cut in advance from our home base disbursing for the pay periods while we were deployed. The only problem encountered was three Marines which were on direct deposit had the money going to a savings account vice checking account. These Marines were unable to receive funds from their accounts while deployed.

Recommendation: Encouraging all Marines to participate in Direct Deposit would help administratively and making sure the Marines have their funds going into a checking account so they can receive their funds by cashing a check.

b. Intelligence.

(a) Item: Dissemination of classified material by NAS Oceana Comm Center was disorganized and the accounting hard to follow.

Discussion: While on deployment to NAS Oceana our classified genser traffic was forwarded via Comm Shift. Personnel authorized to receive messages weren't required to sign for them, and multiple copies and traffic not addressed to us were received by this squadron. This leaves doubt as to the actual accounting of the material involved.

Recommendation: Stricter control should be enforced to avoid possible compromise of material involved.

(b) Item: ACT(I) Certificaiton during FFARP

Discussion. The availability of professional radar bogies, TACTS range, 'full up' F/A-18 EW suites, and pilot training emphasis created an optimum environment for an ACT(I) certification. VF-43 was extremely cooperative and flexible scheduling and supporting certification flights.

Recommendation. None.

(c) Item: VF-43 sortie priority for FFARP.

Discussion. The number of FFARP flights offered by VF-43 was occasionally less than the projected number. The reason given was outside commitments.

Enclosure (2)

Subj: FFARP DEPLOYMENT 28 NOVEMBER - 22 DECEMBER 1989 AFTER ACTION REPORT

Recommendation. The FFARP syllabus be scheduled at the projected 6 range periods per day.

(d) Item: FFARP during winter months

Discussion. The probability of losing days of flying due to lack of weather minimums for ACM during the winter months at NAS Oceans is high. VMFA-251 lost approximately 4 of 16 FFARP flying days for this reason. The fact precludes completion of the syllabus.

Recommendation. Continue to avoid TEEPing FFARPs during winter months.

(e) Item: MAG-31 Asset support for FFARP

Discussion. VMFA-251 deployed with 9 ALE-39's, 9 ALR-67's, and 9 ALQ-126A's. (Chaff and flares were available on every sortie) The squadron was, therefore, able to train with and tactically employ 'full up' EW suites. This rare opportunity was invaluable to Combat readiness.

Recommendation. The USMC TacAir community continue to press for quality EW suites in all TacAir aircraft.

(f) Item: AISI Pod availability

Discussion. The AISI pod allows the F/A-18 to realistically employ it's weapons systems on the TACTS range. It is negative switchology training to employ weapons with an external TACTS pod. We deployed with 4 AISI pods. They were a tremendous asset.

Recommendation. Continue to press for acquisition of AISI pods for TACTS range use.

(g) Item: Valid Shot Board

Discussion. VMFA-251 pilots reviewed their VTR tapes and applied the NFWS Valid Shot Criteria to all Air-Air shots. During FFARP we ran a "Greeny" Board. It displayed shot validity at trigger squeeze. (Valid/Invalid/Unassessable) Once the 'who' was put into the program, the goal of increased envelope recognition was realized. The learning curve was high. NFWS has recommended trying a "Greeny" Board during a squadron deployment. FFARP lends itself to this.

Recommendation. VMFA WTI's consider pro's and con's of this training tool.

Enclosure (2)

UNCLASSIFIED

12/28/89

MCLLS LONG REPORT

1. (U) MCLLS NUMBER: 20635-38970 (00009), submitted by VMFA-312, MAG-31, 2ND MAW 29904, 832-7553, (803)522-7553.
 2. (U) FTX CAO 1-90 conducted by CG SECOND MAW on 10/23/89.
 3. (U) KEYWORDS: No keywords..
 4. (U) TITLE: Scheduling of Farmville MOA
 5. (U) OBSERVATION: N/A
 6. (U) DISCUSSION: F-15 aircraft were using the Farmville MOA while the F-18s were trying to conduct low altitude tanking missions. This occurred on at least two occasions. No radio contact was established and no coordination was made between the flights.
 7. (U) LESSON LEARNED: N/A
 8. (U) RECOMMENDED ACTION: Due to the lack of maneuverability during AAR, airspace needs to be exclusively scheduled for smaller MOAS. Even for larger areas, coordination is necessary to deconflict AAR and other operations.
 9. (U) COMMENTS: None
- ~~---~~ (U) SUBJECT: OPERATIONS
- ~~---~~ (U) INTEROPERABILITY: NONE
- ~~---~~ (U) Lesson distributed by: MCLL.

UNCLASSIFIED

12/28/89

MCLLS LONG REPORT

1. (U) MCLLS NUMBER: 20635-73331 (00010), submitted by VMFA-312, MAG-31, 2ND MAW 29904, 832-7553, (803)522-7553.
 2. (U) FTX CAO 1-90 conducted by CG SECOND MAW on 10/23/89.
 3. (U) KEYWORDS: No keywords..
 4. (U) TITLE: Retrograde from Quantico to Beaufort
 5. (U) OBSERVATION: N/A
 6. (U) DISCUSSION: Overland transportation was arranged through Quantico Traffic Management Office to retrograde on 30 Oct 1989. According to Quantico TMO, the trucks were to show between 0800-1500 on 30 Oct 89. These trucks never arrived. Liaison with Quantico TMO on 30 Oct indicated that the original contractor decided not to take the job and cancelled. Back up transportation could not be arranged until the 31st.
 7. (U) LESSON LEARNED: Better coordination must be made between TMO and the requesting unit.
 8. (U) RECOMMENDED ACTION: Recommend closer liaison between Traffic Management Office and civilian contractors to ensure scheduled arrival and pick up times are met.
 9. (U) COMMENTS: None
- (U) SUBJECT: OPERATIONS
- (U) INTEROPERABILITY: NONE
- (U) Lesson distributed by: MCLL.

UNCLASSIFIED

12/28/89

MCLLS LONG REPORT

1. (U) MCLLS NUMBER: 20636-36490 (00011), submitted by VMFA-312, MAG-31, 2ND MAW 29904, 832-7553, (803)522-7553.
 2. (U) FTX CAO 1-90 conducted by CG SECOND MAW on 10/23/89.
 3. (U) KEYWORDS: No keywords..
 4. (U) TITLE: Tail Hook Points
 5. (U) OBSERVATION: N/A
 6. (U) DISCUSSION: Four tail hook points were provided by Group Supply which proved to be inadequate. VMFA-312 averaged only 7-12 arrestments per hook point, because the asphalt runway at Quantico was excessively abrasive.
 7. (U) LESSON LEARNED: N/A
 8. (U) RECOMMENDED ACTION: Provide one tail hook point for each aircraft on detachment.
 9. (U) COMMENTS: None
- (U) SUBJECT: OPERATIONS
- (U) INTEROPERABILITY: NONE
- (U) Lesson distributed by: MCLL.

UNCLASSIFIED

UNITED STATES MARINE CORPS
Marine Fighter Attack Squadron 251
Marine Aircraft Group 12
1st Marine Aircraft Wing, FMF, Pacific
FPO San Francisco 96603-9087

5750
S-3
10 Jan 89

From: Commanding Officer, Marine Fighter Attack Squadron 251, Marine Aircraft Group 12, 1st Marine Aircraft Wing, Fleet Marine Force, Pacific, FPO San Francisco 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 12 (S-3), 1st Marine Aircraft Wing, Fleet Marine Force, Pacific, FPO San Francisco 96603
(2) Commanding General, 1st Marine Aircraft Wing, (Attn: G-3 Plans Officer), Fleet Marine Force, Pacific, FPO San Francisco 96603
(3) Commanding General, Fleet Marine Force, Pacific, FPO San Francisco 96603

Subj: VMFA-251 COMMAND CHRONOLOGY FOR 1 JANUARY 1989 - 10 JANUARY 1989

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

1 January 1989 - 10 January 1989 at MCAS Iwakuni, Japan

Personnel Information

- a. Commanding Officer LtCol Robert A. MADDOCKS, Jr.
1 January 1989 - 10 January 1989
- b. Executive Officer Maj Barney J. FISHER
1 January 1989 - 10 January 1989
- c. Administrative Officer Capt William J. MILES
1 January 1989 - 10 January 1989

1-10 Jan 89

Subj: VMFA-251 COMMAND CHRONOLOGY FOR 1 JANUARY 1989 TO 10 JANUARY 1989

d. Intelligence Officer	SSgt Randolph J. ABRAMS 1 January 1989 - 10 January 1989
e. Operations Officer	Maj Richard J. PACKARD 1 January 1989 - 10 January 1989
f. Logistics Officer	Capt Donald W. BUSSELL 1 January 1989 - 10 January 1989
g. Aircraft Maintenance Officer	Maj Daniel A. DRISCOLL, Jr. 1 January 1989 - 10 January 1989
h. Safety Manager	Capt Thomas W. THOMAS 1 January 1989 - 10 January 1989
i. Staff Historian	Maj Richard J. PACKARD 1 January 1989 - 10 January 1989
j. Sergeant Major	SgtMaj Jerry W. MICHAEL 1 January 1989 - 10 January 1989

Average Monthly Strength

	USMC	USN
	Officer/Enlisted	Officer/Enlisted
January 1989	22 / 228	1 / 2

Equipment

	Number	Type
January 1989	12	F/A-18A

SECTION 2

Command, Operations, Training

VMFA-251 was transferred to Marine Aircraft Group 12 on 1 January 1989. From 1 - 10 January, the squadron conducted aircraft transfers with VMFA-333. On 10 January 1989, VMFA-251 completed its first WestPac deployment in ten years and departed for MCAS Beaufort, S.C.

Personnel and Administration

The squadron has its T/O number of pilots and ended its WestPac deployment on 10 January 1989.

Legal Action

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

Subj: VMFA-251 COMMAND CHRONOLOGY FOR 1 JANUARY 1989 TO 10 JANUARY 1989

1 January 1989 - 10 January 1989.

Medical

None

Logistics/Supply

During 1-9 January 1989, VMFA-251 transferred its 12 F/A-18 aircraft to VMFA-333.

Civic Action

None

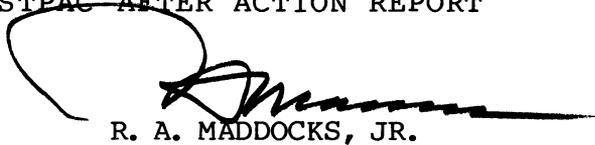
SECTION 3

1 - 9 January 1989 VMFA-251 prepared for UDP rotation back to CONUS and transferred 12 F/A-18 aircraft to VMFA-333.

10 January 1989 VMFA-251 departed WestPac.

SECTION 4

Item 1.....WESTPAC AFTER ACTION REPORT



R. A. MADDOCKS, JR.

UNITED STATES MARINE CORPS
Marine Fighter Attack Squadron 251
Marine Aircraft Group 12
1st Marine Aircraft Wing, FMF, Pacific
FPO San Francisco 96603

3000
S-3
5 Jan 1989

From: Commanding Officer, Marine Fighter Attack Squadron 251
To: Commanding General, 1st Marine Aircraft Wing (G-3)
Via: Commanding Officer, Marine Aircraft Group 12 (S-3)

Subj: WESTPAC 88 DEPLOYMENT AFTER ACTION REPORT

Ref: (a) WgO P3000.4A
(b) VMFA-251 WINGEX '88 After Action Report dtd 30 Aug 1988
(c) VMFA TWO FIVE ONE msg 240515Z SEP 88; Misawa Detachment After Action Report
(d) VMFA TWO FIVE ONE msg 110330Z NOV 88; Cope Thunder 89-1 After Action Report
(e) VMFA-251 Valiant Blitz 89-1 After Action Report dtd 9 Nov 1988
(f) VMFA-251 Kadena Detachment After Action Report dtd 27 Dec 1988

1. As per reference (a), the following After Action Report is submitted for the period 11 July 1988 through 10 January 1988. References (b) through (f) cover shorter deployments and detachments during the same period.

2. Marine Fighter Attack Squadron 251's highly successful WestPac deployment was due to the quality of maintenance and administrative support provided by MAG-15 and MAG-12; the wide variety of superb air-to-ground and air-to-air ranges available, and the outstanding interoperability that the Hornet demonstrated when working with other units throughout the theater. These factors kept combat readiness high and allowed us to surpass 6 years and 24,000 flight hours mishap free.

A. Administration

Item: Travel Liquidation

Discussion: While deployed to Iwakuni, UDP per diem is deposited directly into the Marines' pay. Other bases in WestPac have higher per diem rates than Iwakuni. For example, when an officer returns from a detachment he (1) submits a claim, (2) is reimbursed for the entire trip and (3) is "checked" deployed per diem via the unit diary for the period deployed from Iwakuni. The date of checkage is uncertain when liquidating a long deployment. This procedure causes unnecessary disruption of regular pay schedules and may adversely impact allotments or family support.

Recommendation: Deployed per diem should not be checked for detachments out of Iwakuni when the per diem rate is higher at the deployed location. Recommend continuing deployed per diem and reimbursing the difference.

Item: WestPac Leave Policy

Discussion: Current First Marine Aircraft Wing (WgO 1050.1M) and MAG-12

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(GruO 1050.2G) orders concerning leave and liberty do not reflect the policy restricting geographical leave limits. Several Marines planned leave in accordance with current orders to CONUS/Hawaii and were later denied leave to these locations in accordance with Wing policy. Though a change was made to the current Wing Order P3120.1 via Change 2 (Unit Deployment Program) dated 2 Nov 1988, this policy should also be reflected in the 1050 series orders.

Recommendation: Current Wing and MAG Leave and Liberty orders should reflect any restrictions not delineated in the basic orders. This would ensure all UDP squadrons are informed of the current policies prior to departing CONUS and alleviate any misunderstanding regarding the geographical leave limits.

Item: Communication in Yechon, Korea

Discussion: Daily communication is needed with the rear party in Iwakuni, Japan and Beaufort, SC for important business including PCS Orders, pay, unit diary, etc. A more efficient communications system is needed to preclude problems in all areas of administration.

Recommendation: MAG-12 squadrons in Yechon should have direct, more easily accessible communications with the parent headquarters and support facilities in Iwakuni, Japan.

B. Intelligence

Item: Tactical Air Mission Planning System (TAMPS) Availability

Discussion: The TAMPS computer is an effective tool designed primarily to be used by fixed-wing strike mission planners, and is not available to mission planners in Iwakuni. As a result, MAG-12 pilots were not afforded the opportunity to operate TAMPS during many planning evolutions.

Recommendation: Procure TAMPS computers for installation at MAG-12 in Iwakuni.

C. Operations

Item: Telephone communication at Yechon AB, ROK

Discussion: Coordination, planning and phone briefings/debriefings require extensive use of the Autovon Phone System, which was inadequate at Yechon AB. Usually no lines were available or they were routinely preempted at inopportune times.

Recommendation: Increase Autovon capability at Yechon and maintain Autovon lines strictly dedicated to Operations. Install field deployable satellite communications to enhance effectiveness and efficiency at Yechon.

Item: Hotline to HTACC

Discussion: The MAG-15 representative at the HTACC in Osan provided the only effective communications with outside units while VMFA-251 was deployed to Yechon.

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Recommendation: Continue MAG ACE representation at HTACC with a hotline link to Yechon. This officer billet is essential to successful operations at Yechon.

D. Safety

Item: Safety/Health Hazards, Yechon

Discussion: The living areas are adjacent to the trash dump, ammo dump and fuel storage areas, each of which represent a hazard to health and safety while in the field.

Recommendation: Consider moving the living spaces to a different location.

Item: Location of MAG/Squadron CPs on flight line

Discussion: Decibel levels inside the MAG and squadron CP areas exceeded 105 dbs when aircraft were turning on the flight line.

Recommendation: Either relocate the MAG CP away from the flight line or insulate it to lessen sound infiltration. Another option would be to use all-purpose avionics-type vans to reduce the noise level.

E. Logistics

Item: Flights in support of deployed units (FISDU)

Discussion: The critical link to any remotely sited unit is regularly scheduled FISDU for transportation of parts, support equipment and personnel. All squadrons at Yechon regularly used tactical aircraft for this function. For example, approximately 10% of our August flight hours were used to ferry parts into and from Yechon.

Recommendation: Ensure that FISDU missions are regularly scheduled while planning for extended deployments to Yechon.

Item: NAVCOMM 2277 (Paying for Billeting)

Discussion: Using the NAVCOMM 2277 is an efficient way to pay for billeting, requiring no out of pocket expense to the deployed Marine.

Recommendation: Use NAVCOMM 2277 to pay for deployed billeting. Ensure correct MAG-12 Fiscal address is on the form and follow-up on payment status after deployment.

Item: Positive efforts of key MAG-15 personnel in support of VMFA-251 in Yechon

Discussion: The outstanding attitude and performance of MSGT Joseph BALL and Sgt Valentino PACHECO, MAG-15 S-4, were particularly noteworthy. Despite difficult communications and support conditions in Yechon, these Marines provided invaluable support and cooperation.

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Recommendation: Appropriate comments be made in Section C of these Marines' fitness reports.

F. Maintenance

Item: Cubi Point Corrosion Control Detachment

Discussion: We were unable to set up this Det until we left Yechon in October. Prior to that, we used Iwakuni while the runway was closed. In October, the Corrosion Det started in Cubi with great success. Four jets were completed in Cubi, four jets in Iwakuni and four in Beaufort before we left.

Recommendations: Strongly recommend a combined F/A-18 Corrosion Control Detachment comprised of 1 SNCO and 4 Marines per squadron and coordinated through MALS-12.



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