



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

7 Jul 90

**From:** Commanding Officer, Marine Fighter Attack Squadron 251, MAG-31, 2d MAW FMFlant, MCAS 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 MAW, FMFlant, MCAS Beaufort, South Carolina 29904  
 (2) Commanding General, 2d Marine Aircraft Wing, FMFlant, MCAS Cherry Point, North Carolina 28533  
 (3) Commanding General, Fleet Marine Force, Atlantic, Norfolk, Virginia 23511

**Subj:** VMFA-251 COMMAND CHRONOLOGY FOR 1 JANUARY 1990 TO 30 JUNE 1990

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

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

SECTION 1

Unit Designation

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

Period Covered and Location

1 January 1990 - 30 June 1990 at MCAS Beaufort, South Carolina

Personnel Information

- |                           |                                                           |
|---------------------------|-----------------------------------------------------------|
| a. Commanding Officer     | LtCol Richard W. WALKER<br>1 January 1990 - 30 June 1990  |
| b. Executive Officer      | Maj Paul A. ANDRES<br>1 January 1990 - 2 April 1990       |
|                           | Maj Martin S. MACY<br>2 April 1990 - 30 June 1990         |
| c. Administrative Officer | Capt Thomas G. BOODRY<br>1 January 1990 - 30 June 1990    |
| d. Intelligence Officer   | SSgt William E. CAUTHORN<br>1 January 1990 - 30 June 1990 |

VMFA-251

*Jan - Jun 90*

Subj: VMFA-251 COMMAND CHRONOLOGY FOR 1 JANUARY 1990 TO 30 JUNE 1990

- e. Operations Officer                      Capt Robert S. WALSH  
1 January 1990 - 30 June 1990
  
- f. Logistics Officer                        Maj David L. WALLENBURN  
1 January 1990 - 7 June 1990  
  
Capt Eric HEIDHAUSEN  
7 June 1990 - 30 June 1990
  
- g. Aircraft Maintenance Officer           Maj James H. WILSON  
1 January 1990 - 7 June 1990  
  
Maj David L. WALLENBURN  
7 June 1990 - 30 June 1990
  
- h. Director of Safety and Standardization    Capt Carl K. RADFORD  
1 January 1990 - 30 June 1990
  
- i. Historical Officer                        Capt Eric HEIDHAUSEN  
1 January 1990 - 7 June 1990  
  
Capt Mathew D. MULHERN  
7 June 1990 - 30 June 1990
  
- j. Sergeant Major                          SgtMaj Jerry W. MICHAEL  
1 January 1990 - 30 June 1990

Average Monthly Strength

	USMC			USN		
	Officer/Enlisted			Officer/Enlisted		
January 1990	20	/	137	1	/	2
February 1990	21	/	140	1	/	2
March 1990	21	/	140	1	/	2
April 1990	20	/	136	1	/	2
May 1990	20	/	136	1	/	2
June 1990	20	/	140	1	/	2

Equipment

	Number	Type
January 1990	12	F/A-18A
February 1990	12	F/A-18A
March 1990	12	F/A-18A
April 1990	12	F/A-18A
May 1990	12	F/A-18A
June 1990	12	F/A-18A

SECTION 2

Command, Operations, Training

During the first six months of 1990, the Thunderbolts of VMFA-251 concentrated on training the entire squadron while preparing for and standing numerous Marine Corps and Second Marine Aircraft Wing inspections. For the pilots the training included all aspects of the Fighter/Attack role and ground training that is basic to every Marine. The maintenance and administrative personnel continued to train in their respective Military Occupational Specialties as well as the Marine Corps Basic Warrior Training.

January training mainly consisted of preparation for the upcoming Alpine Warrior exercise. That preparation included classes on cold weather operations and Close Air Support (CAS) in an arctic environment. Besides preparing for Alpine Warrior, the Thunderbolts also participated in an Air to Air Missile shoot. This missile shoot differed than most because it was the first successful firing against an Infrared augmented Tactical Air Launched Decoy (TALD) in Marine Aviation history. January was also a month for pilots to upgrade qualifications. The qualification upgrades included two pilots designated as Low Altitude Tactics Instructors (LATI) and one pilot designated as a Division Leader.

February found the Thunderbolts in the arctic cold of Volk Field, Wisconsin to support the 4th Marine Expeditionary Brigade (MEB) in exercise Alpine Warrior 90. During Alpine Warrior the squadron learned how to maintain and fly the F/A-18 Hornet in an extremely cold climate. The pilots worked on Deep Air Support (DAS), low level aerial refueling, day and night CAS, and specialized reconnaissance missions using the Forward Looking Infrared (FLIR) pod. The entire squadron received training in rear area security and cold weather survival. The highlight of the survival training was an overnight trip to the field for practical application of those new found survival skills.

March was the start of a series of inspections for VMFA-251. The first inspection was a Commanding General's Inspection of the Thunderbolt's Nuclear, Biological and Chemical (NBC) Warfare program. This inspection served as the squadron's Marine Corps Combat Readiness Evaluation (MCCRES) for NBC. The Thunderbolts received an overall grade of excellent during the evaluation. During the month of March the Thunderbolts also sent two pilots and three aircraft to support Weapons and Tactics Instructors (WTI) 2-90 course.

April was highlighted by the Thunderbolts of VMFA-251 surpassing 30,000 accident free flight hours. On 12 April 1990 1stLt. D. "Gunga" DENN flew the sortie that broke the 30,000 hour mark for the Thunderbolts. (Item 3, section 4)

Another prominent point in April was the Thunderbolt's victory in the Marine Aircraft Group 31 (MAG-31) bombing derby. The Commanding Officer and Capt Paul "Skyler" SUPCHAK were awarded plaques for being the most accurate section in bomb hits and timing to the target. (Item 4, section 4)

Subj: VMFA-251 COMMAND CHRONOLOGY FOR 1 JANUARY 1990 TO 30 JUNE 1990

In April VMFA-251 completed a Maritime Prepositioning Force inspection and started an Air to Air/Air to Ground MCCRES evaluation. The MCCRES started by evaluating raked range bombing, DAS, and All Weather Intercepts (AWIs) against an EA-6B Prowler.

For ground training in April the Thunderbolts sent 120 Marines to Marine Corps Recruit Depot Parris Island, S.C. to qualify on the rifle range.

May started with the Thunderbolts deploying to Eglin AFB, Florida to complete the final portions of the MCCRES evaluation. At Eglin the squadron trained both with and against Air Force F-15 Eagles.

After returning to Marine Corps Air Station Beaufort on the 12th of May the squadron went into intense preparation for the Second Marine Aircraft Wing Internal Inspection. The junior enlisted Marines drilled everyday and prepared for a "Junk on the bunk" or issued clothing and equipment inspection. The Officers and Staff Noncommissioned Officers readied themselves for administrative inspections and uniform inspections. Overall the squadron averaged a 3.47 on a 5.0 scale with the Wing average being 3.2. Not one area of the inspection was graded "Unsatisfactory" and numerous areas received "Outstanding" (Item 5, Section 4).

May ended on another good note when the MAG-31 Commander presented VMFA-251 with a Fleet Marine Force Atlantic (FMFLANT) Annual Aviation Safety Award.

With a series of inspections complete the Thunderbolts slowed the operations tempo down in June to regroup from the long hours and slowly work up for yet another inspection in August. The highlights of June included sending five pilots and two aircraft to Marine Corps Air Station Cherry Point, North Carolina to support Supporting Arms Training Exercise (SATEX) 3-90 and one pilot plus one aircraft to Naval Air Station Miramar, California to attend Navy Fighter Weapons School (TOPGUN).

Overall the six month period has included preparation and completion of four major inspections. All of which the Thunderbolts did extremely well in. The period also included two squadron deployments and three mini-deployments covering the United States coast to coast.

### PERSONNEL AND ADMINISTRATION

During the six month period squadron personnel have been very stable with few transfers. May 1990 saw the Administrative department undergo a Second MAW Internal Inspection with outstanding results. Of particular note were the areas of Personal Admin, Service Record Books, and Unit Dairy which received a grade of Outstanding with no discrepancies.

### LEGAL ACTION

The Commanding Officer, VMFA-251 is the Special Courts Martial Convening Authority for the squadron. As such, he directed the following legal proceedings during the period 1 January 1990 through 30 June 1990.

Subj: VMFA-251 COMMAND CHRONOLOGY FOR 1 JANUARY 1990 TO 30 JUNE 1990

General Court Martials	0
Special Court Martials	0
Summary Court Martials	0
Non-Judicial Punishments	0
JAG Manual Investigations	0

### MEDICAL

There were no significant medical events during this reporting period.

### LOGISTICS/SUPPLY

The Logistics and Supply department stood an MPF inspection on 19 April 1990. No major discrepancies were noted and the Thunderbolts were evaluated as ready for any MPF contingency.

### CIVIC ACTION

The Thunderbolts supported several static displays. They included the Volk Field Open House and the MCAS Beaufort Airshow. Locally, the squadron hosted numerous special interest groups and children's organizations with lectures and tours.

### SECTION 3

3 January 1990	Capt Mulhern designated as a Division Leader
16 January 1990	Capt McCutcheon and Capt Mulhern designated as LAT instructors
23 January 1990	Thunderbolts participate in air to air missile shoot
31 January 1990	Squadron fly-off to Volk Field, WI for Alpine Warrior VMFA-251 flew 243 sorties/347.5 flight hours
1-21 February 1990	Thunderbolts participate in exercise Alpine Warrior flying 181 sorties/277.7 hours
5-12 February 1990	Entire squadron receives instruction on rear area security
10 February 1990	Cold Weather survival exercise
21 February 1990	A/C and squadron personnel RTB MCAS Beaufort, SC
28 February 1990	VMFA-251 flew 269 sorties/400.8 flight hours

Subj: VMFA-251 COMMAND CHRONOLOGY FOR 11 JANUARY 1990 TO 30 JUNE 1990

1-31 March 1990	Capt McCutcheon and Capt Mulhern participate in WTI 2-90
14-16 March 1990	Thunderbolts participate in AAWEX 1-90
21 March 1990	Designate Capt Supchak as a Section Leader
29-30 March 1990	Complete NBC MCCRES
31 March 1990	VMFA-251 flew 271 sorties/370.1 flight hours
9 April 1990	Capt McCutcheon and Capt Mulhern graduate from WTI
10-12 April 1990	Thunderbolts receive marksmanship training at the Rifle Range.
12 April 1990	Thunderbolts pass 30,000 accident free flight hours
16-18 April 1990	MAG-31 Bombing Derby won by the Thunderbolts
18 April 1990	MCCRES evaluation starts
19 April 1990	The Thunderbolts undergo a MPF Inspection
27 April 1990	Fly-off of A/C and personnel to Eglin AFB, FL
30 April 1990	VMFA-251 flew 265 sorties/329.3 flight hours
1-12 May 1990	Deployed to Eglin AFB, Fl for air to air training and a MCCRES evaluation
11 May 1990	MCCRES evaluation complete
12 May 1990	A/C and personnel RTB to MCAS Beaufort, SC
18 May 1990	VMFA-251 awarded FMFLANT Annual Aviation Safety Award
30-31 May 1990	Thunderbolts complete Wing Internal Inspection
31 May 1990	VMFA-251 flew 284 sorties/348.8 flight hours
16 June 1990	Capt Sturgeon and 1stLt Denn complete SERE training
26 June 1990	Two A/C and five pilots depart for Cherry Point NC for SATEX 3-90

Subj: VMFA-251 COMMAND CHRONOLOGY FOR 11 JANUARY 1990 TO 30 JUNE 1990

29 June 1990

Capt McCutcheon graduates from Navy Fighter Weapons School

30 June 1990

VMFA-251 flew 200 sorties/232.6 flight hours

Section 4

- Item 1 ..... Alpine Warrior After Action Report
- Item 2 ..... Eglin After Action Report
- Item 3 ..... Jetstream Article
- Item 4 ..... Jetstream Picture
- Item 5 ..... Second MAW WII results
- Item 6 ..... Jetstream Picture

  
R. W. WALKER



UNITED STATES MARINE CORPS

MARINE AIRCRAFT GROUP 31

2D MARINE AIRCRAFT WING, FMF, ATLANTIC

MARINE CORPS AIR STATION, BEAUFORT, SOUTH CAROLINA 29904-6120

IN REPLY REFER TO:

3000

S-3

5 Mar 90

From: Commanding Officer, Marine Fighter Aircraft Squadron 251  
To: Commanding General, Second Marine Aircraft Wing (SC-301)  
Via: Commanding Officer, Marine Aircraft Group 31 (Attn: S-3)

Subj: AFTER ACTION REPORT FOR ALPINE WARRIOR 90 CONDUCTED AT  
VOLK FIELD, WI.

Ref: (a) WgO 3502.1a

Encl: (1) MCLLS After Action Report  
(2) Tactical Considerations (Passep)  
(3) Cold Weather Procedures

1. In accordance with the reference the enclosure is submitted.

A handwritten signature in cursive script, appearing to read "R. W. Walker", is positioned above the printed name.

R. W. WALKER

## MCLLS LONG REPORT

1. (U) MCLLS NUMBER: 22831-38129 (00001), submitted by VMFA-251, CAPT HEIDHAUSEN, 832-6205, (803)525-6205.
2. (U) POST DEP AW-90 conducted by 4TH MEB on 01/31/90.
3. (U) KEYWORDS: No keywords..
4. (U) TITLE: SUMMARY - AFTER ACTION REPORT FOR ALPINE WARRIOR 90
5. (U) GENERAL DESCRIPTION: The squadron participated in a 4th MEB exercise designed to train MEB assets' in an arctic environment, and evaluate information provided in OH 7-20 and OH 7-22 for current application.
6. (U) DATES: 31 January to 21 February 1990.
7. (U) LOCATION OF OPERATIONS: Volk Field, Wisconsin.
8. (U) LOCATION OF PERSONNEL: Volk Field, Wisconsin. Number of personnel: Officers 21 SNCO 24 NCO/ENLISTED 85
9. (U) OBJECTIVES: Conduct cold weather flight operations and be prepared to execute Deep Air Strikes (DAS), Close Air Support (CAS), and rear area security missions in support of the RLT's ground scheme of maneuver. Additionally, the following training objectives were achieved:
  - a. Raked range bombing, day/night
  - b. DAS planning & execution
  - c. Walleye employment
  - d. Med/low level tanking
  - e. HVU protection
  - f. FLIR employment missions
  - g. DACT
  - h. CAS employment
  - i. Trans con ALTRAV execution
  - j. Strike aggressor sorties
  - k. Airfield Defense sorties
  - l. Data link/secure voice employment
  - m. Cold Weather Survival Training
10. (U) LIMITATIONS: N/A
11. (U) MAJOR PARTICIPANTS: 4th MEB, II MEF SOTG, MAG-14 (FWD), Headquarters Ft McCoy and Volk Field.
12. (U) COMMANDERS COMMENTS: This exercise was executed in an extremely professional manner. The ACE staff made timely responsible decisions that allowed the squadron to provide a significant capability to the MEB. Problems that surfaced during both the planning and execution of AW-90 were always handled positively and with a "reasonable man" approach. Timely decisions concerning minor problems contributed to the "we can

UNCLASSIFIED

03/05/90

MCLLS LONG REPORT

"do it" attitude presented by the ACE.

Comments on this after action report are mentioned to improve follow-on deployments. Enclosure (2) will be a classified portion of the after action and will include tactical goals and Hornet specifics regarding F/A-18 employment in an arctic environment.

- (U) SUBJECT: NONE
- (U) INTEROPERABILITY: NONE
- (U) Lesson distributed by: MCLL.

## MCLLS LONG REPORT

1. (U) MCLLS NUMBER: 22832-00058 (00002), submitted by VMFA-251, CAPT HEIDHAUSEN, 832-6205, (803)525-6205.
  2. (U) POST DEP AW-90 conducted by 4TH MEB on 01/31/90.
  3. (U) KEYWORDS: No keywords..
  4. (U) TITLE: Daily Message Traffic Distribution
  5. (U) OBSERVATION: Message traffic distribution was not timely.
  6. (U) DISCUSSION: MAG-14 provided daily message pickup from the Comm Center. Subordinate units would then receive their messages from MAG-14. Messages were ready for pickup as early as 0800 and as late as 1000. Daily traffic was not available to squadron department heads until 1200 daily.
  7. (U) LESSON LEARNED: N/A
  8. (U) RECOMMENDED ACTION: Units subordinate to MAG-14 pickup their own daily message traffic directly from the Comm Center.
  9. (U) COMMENTS: None.
- 
- (U) SUBJECT: PERSONNEL
- (U) INTEROPERABILITY: NONE
- (U) Lesson distributed by: MCLL.

UNCLASSIFIED

03/05/90

MCLLS LONG REPORT

1. (U) MCLLS NUMBER: 22835-19350 (00003), submitted by VMFA-251, CAPT HEIDHAUSEN, 832-6205, (803)525-6205.
  2. (U) POST DEP AW-90 conducted by 4TH MEB on 01/31/90.
  3. (U) KEYWORDS: No keywords..
  4. (U) TITLE: Message Releasing
  5. (U) OBSERVATION: Message Releasing authority was only given to MAG-14 (Forward).
  6. (U) DISCUSSION: MAG-14 retained message releasing authority for the entire ACE which caused delays in release and receipt of certain time critical information.
  7. (U) LESSON LEARNED: N/A
  8. (U) RECOMMENDED ACTION: Squadrons retain their own message releasing authority for future deployments with MAG-14.
  9. (U) COMMENTS: None.
- (U) SUBJECT: PERSONNEL
- (U) INTEROPERABILITY: NONE
- (U) Lesson distributed by: MCLL.

## MCLLS LONG REPORT

1. (U) MCLLS NUMBER: 22835-61725 (00004), submitted by VMFA-251, CAPT HEIDHAUSEN, 832-6205, (803)525-6205.
  2. (U) POST DEP AW-90 conducted by 4TH MEB on 01/31/90.
  3. (U) KEYWORDS: No keywords..
  4. (U) TITLE: Meal Cards
  5. (U) OBSERVATION: Meal Cards during Alpine Warrior 90 were not used at the Chowhall.
  6. (U) DISCUSSION: Pre-deployment meeting specified a requirement to provide meal cards for each Marine. During operations of Volk Field, meal cards were sighted by dining facility personnel on very infrequent occasions.
  7. (U) LESSON LEARNED: N/A
  8. (U) RECOMMENDED ACTION: If orders reflect "duty in the field" meal cards should not be required.
  9. (U) COMMENTS: None.
- (U) SUBJECT: PERSONNEL
- (U) INTEROPERABILITY: NONE
- (U) Lesson distributed by: MCLL.

## MCLLS LONG REPORT

1. (U) MCLLS NUMBER: 22835-94741 (00005), submitted by VMFA-251, CAPT HEIDHAUSEN, 832-6205, (803)525-6205.
  2. (U) POST DEP AW-90 conducted by 4TH MEB on 01/31/90.
  3. (U) KEYWORDS: No keywords..
  4. (U) TITLE: Mail
  5. (U) OBSERVATION: Mail handling procedures during Alpine Warrior 90.
  6. (U) DISCUSSION: Mail was delivered to the squadron at Beaufort and sorted. Mail for the Marines deployed at Volk Field was then returned to the post office and forwarded through the normal mail system to Volk Field. Mail was received with only a two day delay from MCAS Beaufort to Volk Field.
  7. (U) LESSON LEARNED: N/A
  8. (U) RECOMMENDED ACTION: Continue this method of mail delivery when the length of the deployment precludes a full mail shift.
  9. (U) COMMENTS: None.
- (U) SUBJECT: PERSONNEL
- (U) INTEROPERABILITY: NONE
- (U) Lesson distributed by: MCLL.

## MCLLS LONG REPORT

1. (U) MCLLS NUMBER: 22839-56739 (00006), submitted by VMFA-251, CAPT HEIDHAUSEN, 832-6205, (803)525-6205.
  2. (U) POST DEP AW-90 conducted by 4TH MEB on 01/31/90.
  3. (U) KEYWORDS: No keywords..
  4. (U) TITLE: McCoy Range Utilization
  5. (U) OBSERVATION: McCoy Impact Area (R6901) was under utilized.
  6. (U) DISCUSSION: During the planning stages of Alpine Warrior the squadron was told that all bombing at the McCoy range would be SIMCAS. No McCoy range regulations were available at the planning conferences. One of the tactical items the squadron wanted to evaluate was aircraft turn-around times, including loading/arming heavy ordnance. Additionally, Volk Field regulations preclude storing fuzes for heavy inert ordnance. Fort McCoy Range regulations allowed for MK-82 inert ordnance delivery.
  7. (U) LESSON LEARNED: N/A
  8. (U) RECOMMENDED ACTION: Range regulations should be part of using unit's planning packages and the McCoy range should have been advertized as our primary bombing range. Ideally, the squadron would have brought heavy inert ordnance provided fuze storage problems could be resolved. That issue requires assistance from outside the squadron.
  9. (U) COMMENTS: None.
- (U) SUBJECT: OPERATIONS
- (U) INTEROPERABILITY: NONE
- (U) Lesson distributed by: MCLL.

## MCLLS LONG REPORT

1. (U) MCLLS NUMBER: 22840-65617 (00007), submitted by VMFA-251, CAPT HEIDHAUSEN, 832-6205, (803)525-6205.
  2. (U) POST DEP AW-90 conducted by 4TH MEB on 01/31/90.
  3. (U) KEYWORDS: No keywords..
  4. (U) TITLE: Mission Planning Cells/Briefs
  5. (U) OBSERVATION: Composite force mission planning efficiency could be improved.
  6. (U) DISCUSSION: Large mission planning cells seemed to organize, plan, and brief in a less than optimum fashion. Mission planning checklists and briefing guides along with thorough estimates of supportability by the various supporting units would improve the mission's success while reducing planning work loads. For example, Mission Commanders should not brief their individual squadron Admin, instead they should limit their brief to composite unit Admin requirements.
  7. (U) LESSON LEARNED:
  8. (U) RECOMMENDED ACTION: MAG-14 provide mission planning and brief guides consistent with ACE requirements, or direct the utilization of MAWTS-1 and TOPGUN checklists to establish consistency within the ACE.
  9. (U) COMMENTS: None.
- (U) SUBJECT: OPERATIONS
- (U) INTEROPERABILITY: NONE
- (U) Lesson distributed by: MCLL.

## MCLLS LONG REPORT

1. (U) MCLLS NUMBER: 22841-46814 (00008), submitted by VMFA-251, CAPT HEIDHAUSEN, 832-6205, (803)525-6205.
  2. (U) POST DEP AW-90 conducted by 4TH MEB on 01/31/90.
  3. (U) KEYWORDS: No keywords..
  4. (U) TITLE: Bogey Support
  5. (U) OBSERVATION: Red Air Simulations of a realistic air threat requires radar equipped bogey support.
  6. (U) DISCUSSION: Except for two strikes (pre-FTX), the squadron never had radar equipped bogeys. It's unrealistic to think our Norway contingency would face such a permissive threat. Tactical employment/training yielded incomplete lessons concerning the F/A-18'S ACE Air Defense capability.
  7. (U) LESSON LEARNED:
  8. (U) RECOMMENDED ACTION: Get radar capable aggressor air for the air war and FTX.
  9. (U) COMMENTS: None.
- (U) SUBJECT: OPERATIONS
- (U) INTEROPERABILITY: NONE
- (U) Lesson distributed by: MCLL.

## MCLLS LONG REPORT

1. (U) MCLLS NUMBER: 22841-66840 (00009), submitted by VMFA-251, CAPT HEIDHAUSEN, 832-6205, (803)525-6205.
  2. (U) POST DEP AW-90 conducted by 4TH MEB on 01/31/90.
  3. (U) KEYWORDS: No keywords..
  4. (U) TITLE: Close Air Support
  5. (U) OBSERVATION: Low utilization of the F/A-18 in a CAS role is not realistic training.
  6. (U) DISCUSSION: Close air support is one of the most significant capabilities of the Hornet and it was not requested with any frequency. CAS employment requires significant coordination and practice. Only 50% of our pilots practiced one administrative CAS mission. Only 3% of our ordnance expended was on CAS missions. None of the CAS missions had SEAD or marking rounds. Although SIMCAS has some real time training applications, targets should include all available resources. Conducting CAS at 250 kts and 3,000 ft minimum altitude is negative training!
  7. (U) LESSON LEARNED: N/A
  8. (U) RECOMMENDED ACTION: Emphasis on CAS should include marking rounds, SEAD, MULES, and heavy inert ordnance, against LAAM/LAAD defended impact areas. McCoy range complex was an adequate training area to accomplish that goal.
  9. (U) COMMENTS: None.
- (U) SUBJECT: OPERATIONS
- (U) INTEROPERABILITY: NONE
- (U) Lesson distributed by: MCLL.

UNCLASSIFIED

03/05/90

MCLLS LONG REPORT

1. (U) MCLLS NUMBER: 22842-07265 (00010), submitted by VMFA-251, CAPT HEIDHAUSEN, 832-6205, (803)525-6205.
  2. (U) POST DEP AW-90 conducted by 4TH MEB on 01/31/90.
  3. (U) KEYWORDS: No keywords..
  4. (U) TITLE: TECG Staffing Report Dates
  5. (U) OBSERVATION: Some man-hour waste occurred with TECG personnel.
  6. (U) DISCUSSION: The TECG personnel reported on 1 Feb 1990 and those individuals were not utilized until 10 Feb 1990. MAG-31 provided two officers to fill OPFOR billets with the TECG. These officers could have been sent at later dates.
  7. (U) LESSON LEARNED: N/A
  8. (U) RECOMMENDED ACTION: The tasking message should reflect a report date consistent with actual requirements.
  9. (U) COMMENTS: None.
- (U) SUBJECT: OPERATIONS
  - (U) INTEROPERABILITY: NONE
  - (U) Lesson distributed by: MCLL.

UNCLASSIFIED

03/05/90

MCLLS LONG REPORT

1. (U) MCLLS NUMBER: 22842-23325 (00011), submitted by VMFA-251, CAPT HEIDHAUSEN, 832-6205, (803)525-6205.
  2. (U) POST DEP AW-90 conducted by 4TH MEB on 01/31/90.
  3. (U) KEYWORDS: No keywords..
  4. (U) TITLE: Course Rules Brief
  5. (U) OBSERVATION: The course rules brjef was disjointed.
  6. (U) DISCUSSION: The mass course rules brief was not complete or organized. It left pilots with more questions than answers. The location of the brief was not adequate.
  7. (U) LESSON LEARNED:
  8. (U) RECOMMENDED ACTION: The ANG representative at Volk Field was not prepared to give the lecture. One or two Marine pilots could have given the lecture or at least provided the briefer learning objectives to be covered during the course. The course should be given at the Station Theater.
  9. (U) COMMENTS: None.
- (U) SUBJECT: OPERATIONS
  - (U) INTEROPERABILITY: NONE
  - (U) Lesson distributed by: MCLL.

## MCLLS LONG REPORT

1. (U) MCLLS NUMBER: 22842-47124 (00012), submitted by VMFA-251, CAPT HEIDHAUSEN, 832-6205, (803)525-6205.
  2. (U) POST DEP AW-90 conducted by 4TH MEB on 01/31/90.
  3. (U) KEYWORDS: No keywords..
  4. (U) TITLE: Rear Area Security Brief (RAS)
  5. (U) OBSERVATION: A ground training schedule is required before air planning can occur.
  6. (U) DISCUSSION: Requirements for the RAS brief were ambiguous. The squadron did not know it was to provide any Marines to attend RAS briefs, especially 100% participation, until two days prior to the course beginning. Initially the squadron was told the "Leader's Course" lasted 8 hours (Two 4 hour sessions) and the "Basic Course" took 4 hours (non-officer/SNCO). With three class days remaining we were informed that the basic course was also 8 hours.
  7. (U) LESSON LEARNED: N/A
  8. (U) RECOMMENDED ACTION: A tasking memo/message should have been sent to units identifying all requirements before the unit deployed. 100% participation in any training evolution requires prior planning/coordination.
  9. (U) COMMENTS: NONE.
- (U) SUBJECT: OPERATIONS
- (U) INTEROPERABILITY: NONE
- (U) Lesson distributed by: MCLL.

UNCLASSIFIED

03/05/90

MCLLS LONG REPORT

1. (U) MCLLS NUMBER: 22842-82980 (00013), submitted by VMFA-251, CAPT HEIDHAUSEN, 832-6205, (803)525-6205.
  2. (U) POST DEP AW-90 conducted by 4TH MEB on 01/31/90.
  3. (U) KEYWORDS: No keywords..
  4. (U) TITLE: Aircraft Tie-Downs
  5. (U) OBSERVATION: No Tie-downs for aircraft are available.
  6. (U) DISCUSSION: No aircraft tie-downs are available at Volk Field. Aircraft would have to be evacuated in the event of high wind conditions.
  7. (U) LESSON LEARNED: N/A
  8. (U) RECOMMENDED ACTION: Tie downs be installed on the ramp at Volk Field.
  9. (U) COMMENTS: None.
- (U) SUBJECT: OPERATIONS
- (U) INTEROPERABILITY: NONE
- (U) Lesson distributed by: MCLL.

## MCLLS LONG REPORT

1. (U) MCLLS NUMBER: 22843-18450 (00014), submitted by VMFA-251, CAPT HEIDHAUSEN, 832-6205, (803)525-6205.
  2. (U) POST DEP AW-90 conducted by 4TH MEB on 01/31/90.
  3. (U) KEYWORDS: No keywords..
  4. (U) TITLE: Base Radio
  5. (U) OBSERVATION: Reliable communication between F/A-18 aircraft and the Operations Duty Officer is essential.
  6. (U) DISCUSSION: The base radio did not work during 30% of any flying day.
  7. (U) LESSON LEARNED: N/A
  8. (U) RECOMMENDED ACTION: This is a safety of flight item. The use of a PRC-113 radio would have eliminated any problems.
  9. (U) COMMENTS: None.
- (U) SUBJECT: OPERATIONS
- (U) INTEROPERABILITY: NONE
- (U) Lesson distributed by: MCLL.

## MCLLS LONG REPORT

1. (U) MCLLS NUMBER: 22843-29337 (00015), submitted by VMFA-251, CAPT HEIDHAUSEN, 832-6205, (803)525-6205.
  2. (U) POST DEP AW-90 conducted by 4TH MEB on 01/31/90.
  3. (U) KEYWORDS: No keywords..
  4. (U) TITLE: Strike Camera
  5. (U) OBSERVATION: An improved intelligence update for the FTX might have occurred if Strike Camera employment was tasked and photos were analyzed.
  6. (U) DISCUSSION: ACE S-2 could have used the strike camera capability of the Hornet. The squadron used the cameras and deployed personnel to support heavy tasking. Pre-FTX employment identified capabilities and drawbacks. Ace S-2 did not task the squadron for strike camera employment (BDA/Intel) which may directly relate to the limited CAS missions tasked to the squadron.
  7. (U) LESSON LEARNED: N/A
  8. (U) RECOMMENDED ACTION: Follow on strike camera employment cease as its capability is not required by tasking units.
  9. (U) COMMENTS: None.
- (U) SUBJECT: OPERATIONS
- (U) INTEROPERABILITY: NONE
- (U) Lesson distributed by: MCLL.

UNCLASSIFIED

03/05/90

MCLLS LONG REPORT

1. (U) MCLLS NUMBER: 22845-93061 (00016), submitted by VMFA-251, CAPT HEIDHAUSEN, 832-6205, (803)525-6205.

2. (U) POST DEP AW-90 conducted by 4TH MEB on 01/31/90.

3. (U) KEYWORDS: No keywords..

4. (U) TITLE: Operational Items Conducted In An Exemplary Manner

5. (U) OBSERVATION: Some exemplary exercise highlights need to be mentioned.

6. (U) DISCUSSION: The following items were conducted in an extremely professional manner by ACE units and yielded significant tactical training within the squadron:

1) Intelligence support during the FTX including map work, threat analysis, targeting, TAMPS work, and flight debriefs provided near real world considerations.

2) Data link sorties progressed to a high level capability including 2 way data link and aircraft to GCI coupled intercepts.

3) HVU protection, including on axis jamming and break lock sorties were valuable tactical missions.

4) Execution of large DAS missions with a variety of ACE assets raised the squadron's proficiency.

5) Low level tanking evolutions presented "eye opening" missions.

6) Stinger training missions provided an appreciation for air defense capabilities.

7) FLIR employment missions demonstrated a significant tactical capability.

8) ATO scheduling flexibility and coordination was superb.

9) Secure voice procedures (except for authenticator card use during no KY capable sorties), were well defined and executed.

10) Limited paperwork requirements for the entire deployment including pre-deployment planning allowed the squadron to concentrate on tactics.

11) The ACE allowed the squadron to exercise its own training plan to the maximum extent possible. Many squadron objectives were integrated with MEB/ACE requirements.

MCLLS LONG REPORT

12) Decisions were made in a timely fashion regarding all last minute problems resulting in a smooth efficient training evolution.

7. (U) LESSON LEARNED: N/A

8. (U) RECOMMENDED ACTION: None.

9. (U) COMMENTS: None.

— (U) SUBJECT: OPERATIONS

— (U) INTEROPERABILITY: NONE

— (U) Lesson distributed by: MCLL.

UNCLASSIFIED

03/05/90

MCLLS LONG REPORT

1. (U) MCLLS NUMBER: 22846-64986 (00017), submitted by VMFA-251, CAPT HEIDHAUSEN, 832-6205, (803)525-6205.

2. (U) POST DEP AW-90 conducted by 4TH MEB on 01/31/90.

3. (U) KEYWORDS: No keywords..

4. (U) TITLE: Tire and Wheel Build-up

5. (U) OBSERVATION: No tire and wheel build-up capability at Volk Field.

6. (U) DISCUSSION: Tire and wheel build-up was not a problem because of the few flight hours flown. If we fly more, we will need this support.

7. (U) LESSON LEARNED: N/A

8. (U) RECOMMENDED ACTION: Take tire and wheel build-up capability on these type of deployments.

9. (U) COMMENTS: This should be requested during work-ups.

— (U) SUBJECT: LOGISTICS

— (U) INTEROPERABILITY: NONE

— (U) Lesson distributed by: MCLL.

## MCLLS LONG REPORT

1. (U) MCLLS NUMBER: 30126-20055 (00018), submitted by VMFA-251, CAPT HEIDHAUSEN, 832-6205, (803)525-6205.
  2. (U) POST DEP AW-90 conducted by 4TH MEB on 01/31/90.
  3. (U) KEYWORDS: No keywords..
  4. (U) TITLE: Travel Time
  5. (U) OBSERVATION: The trip from Volk Field to Charleston took two and a half hours and from Charleston to Beaufort the trip took four and a half hours.
  6. (U) DISCUSSION: The return trip from Volk Field went very smoothly until we reached Charleston AFB and boarded the buses to travel to Beaufort. 64 passengers sat for three and a half hours waiting for the download of a KC-10 in order to get baggage and flight gear. Additionally, flatbed support for equipment return to Beaufort was not available.
  7. (U) LESSON LEARNED: N/A
  8. (U) RECOMMENDED ACTION: Make arrangements for flatbeds and follow-up to ensure they are locked on.
  9. (U) COMMENTS: Other aspects of the retrograde was handled professionally.
- (U) SUBJECT: MOBILIZATION
- (U) INTEROPERABILITY: NONE
- (U) Lesson distributed by: MCLL.

1. (U) MCLLS NUMBER: 30126-81973 (00019), submitted by VMFA-251, CAPT HEIDHAUSEN, 832-6205, (803)525-6205.
2. (U) POST DEP AW-90 conducted by 4TH MEB on 01/31/90.
3. (U) KEYWORDS: No keywords..
4. (U) TITLE: Aircraft Fuel Leaks
5. (U) OBSERVATION: Aircraft fuel leak were hard to detect.
6. (U) DISCUSSION: Even the smallest fuel leaks need to be fixed prior to going into extreme cold weather. Once deployed it is impossible to fill the leaks because cold weather precludes the filler from setting properly.
7. (U) LESSON LEARNED: N/A
8. (U) RECOMMENDED ACTION: Pay special attention to small leaks and stop them before the deployment.
9. (U) COMMENTS: Hazardous waste is a big concern at most bases and now causes logistical problems to get barrels and COMWEB absorbent material.

- (U) SUBJECT: PLANS AND POLICY
- (U) INTEROPERABILITY: NONE
- (U) Lesson distributed by: MCLL.

## MCLLS LONG REPORT

1. (U) MCLLS NUMBER: 30127-19289 (00020), submitted by VMFA-251, CAPT HEIDHAUSEN, 832-6205, (803)525-6205.
  2. (U) POST DEP AW-90 conducted by 4TH MEB on 01/31/90.
  3. (U) KEYWORDS: No keywords..
  4. (U) TITLE: Contaminated Fuel
  5. (U) OBSERVATION: Insufficient ability to defuel contaminated fuel from aircraft.
  6. (U) DISCUSSION: The only way to defuel a fuel cell was to transfer it in a bucket and then into 50 gallon drums.
  7. (U) LESSON LEARNED: N/A
  8. (U) RECOMMENDED ACTION: Ensure defuelers are available for contaminated fuel. Provide contaminated defueling capability.
  9. (U) COMMENTS: Aircraft down time increases without a defueler.
- 
- (U) SUBJECT: LOGISTICS
  - (U) INTEROPERABILITY: NONE
  - (U) Lesson distributed by: MCLL.

## MCLLS LONG REPORT

1. (U) MCLLS NUMBER: 30127-48477 (00021), submitted by VMFA-251, CAPT HEIDHAUSEN, 832-6205, (803)525-6205.
  2. (U) POST DEP AW-90 conducted by 4TH MEB on 01/31/90.
  3. (U) KEYWORDS: No keywords..
  4. (U) TITLE: Comm Gear
  5. (U) OBSERVATION: No Communication was available for maintenance control, aircraft and trouble shooters.
  6. (U) DISCUSSION: Without communications, maintenance, pilots and trouble shooters have difficulty taking,timely corrective action.
  7. (U) LESSON LEARNED: N/A
  8. (U) RECOMMENDED ACTION: Communication gear be provided for all deployments.
  9. (U) COMMENTS: Motorola radios are extremely helpful.
- (U) SUBJECT: LOGISTICS
- (U) INTEROPERABILITY: NONE
- (U) Lesson distributed by: MCLL.

## MCLLS LONG REPORT

1. (U) MCLLS NUMBER: 30127-71826 (00022), submitted by VMFA-251, CAPT HEIDHAUSEN, 832-6205, (803)525-6205.
2. (U) POST DEP AW-90 conducted by 4TH MEB on 01/31/90.
3. (U) KEYWORDS: No keywords..
4. (U) TITLE: Supply
5. (U) OBSERVATION: Supply response was slow for off-station parts requirements.
6. (U) DISCUSSION: It took an average of two days to get NMCS (AKO) requirements for gear that wasn't in our pack-up.
7. (U) LESSON LEARNED: N/A
8. (U) RECOMMENDED ACTION: We need faster response for these aircraft requirements. Allow DIRLAUTH with parent MAGs to expedite NMCS requirements, for the deployed supply department.
9. (U) COMMENTS: It is important that we receive parts in an expeditious manner.

- (U) SUBJECT: LOGISTICS
- (U) INTEROPERABILITY: NONE
- (U) Lesson distributed by: MCLL.

## MCLLS LONG REPORT

1. (U) MCLLS NUMBER: 30128-19600 (00023), submitted by VMFA-251, CAPT HEIDHAUSEN, 832-6205, (803)525-6205.
  2. (U) POST DEP AW-90 conducted by 4TH MEB on 01/31/90.
  3. (U) KEYWORDS: No keywords..
  4. (U) TITLE: Canopy Covers
  5. (U) OBSERVATION: We need to bring canopy covers for deployments in cold weather.
  6. (U) DISCUSSION: With canopy covers properly installed on aircraft it could decrease frost and ice from forming on canopies.
  7. (U) LESSON LEARNED: N/A
  8. (U) RECOMMENDED ACTION: Take and use canopy covers.
  9. (U) COMMENTS: Without canopy covers it takes a long time to clean off frost and ice.
- (U) SUBJECT: LOGISTICS
- (U) INTEROPERABILITY: NONE
- (U) Lesson distributed by: MCLL.

## MCLLS LONG REPORT

1. (U) MCLLS NUMBER: 30128-41834 (00024), submitted by VMFA-251, CAPT HEIDHAUSEN, 832-6205, (803)525-6205.
  2. (U) POST DEP AW-90 conducted by 4TH MEB on 01/31/90.
  3. (U) KEYWORDS: No keywords..
  4. (U) TITLE: Daily Aircraft Fuel Consumption
  5. (U) OBSERVATION: Deficiencies were noted during Alpine Warrior 90 in the ability to receive on time and accurate accounts of aircraft daily fuel consumption.
  6. (U) DISCUSSION: During deployment AW-90 daily fuel figures were consolidated and information was distributed through MWSS-274 supply. This task was handled by one Marine supporting all flying squadrons in this exercise. The line of communication between the fuel issuing activities and MWSS-274 personnel were never established enough to maintain a regular flow for receiving daily fuel figures. This problem was particularly evident when trying to retrieve In-flight refueling loads which took, on an average, two to three days to verify.
  7. (U) LESSON LEARNED: N/A
  8. (U) RECOMMENDED ACTION: Establish liaison with fuel issuing activities at the squadron level as soon as possible. Ensure pilots record fuels on all sorties.
  9. (U) COMMENTS: None.
- (U) SUBJECT: OPERATIONS
- (U) INTEROPERABILITY: NONE
- (U) Lesson distributed by: MCLL.

## MCLLS LONG REPORT

1. (U) MCLLS NUMBER: 30129-00225 (00025), submitted by VMFA-251, CAPT HEIDHAUSEN, 832-6205, (803)525-6205.
2. (U) POST DEP AW-90 conducted by 4TH MEB on 01/31/90.
3. (U) KEYWORDS: No keywords..
4. (U) TITLE: Vehicle Support Arm/Dearm
5. (U) OBSERVATION: Vehicle support for arm/dearm not planned for.
6. (U) DISCUSSION: Ordnance vehicle was requested early September 1989 through squadron S-4 as dedicated support. Ace indicated sufficient vehicles were available on an as needed basis. Unfortunately, ordnance needs a vehicle at least three hours before the 1st launch and after the last recovery.
7. (U) LESSON LEARNED: N/A
8. (U) RECOMMENDED ACTION: Submit all requests in writing 180 days in advance. Submit point paper directed at changing existing op/logistic plans to reflect each squadron allowance for one ordnance arm/dearm vehicle as assigned support.
9. (U) COMMENTS: None.

— (U) SUBJECT: DEPLOYMENT

— (U) INTEROPERABILITY: NONE

— (U) Lesson distributed by: MCLL.

## MCLLS LONG REPORT

1. (U) MCLLS NUMBER: 30129-87567 (00026), submitted by VMFA-251, CAPT HEIDHAUSEN, 832-6205, (803)525-6205.
  2. (U) POST DEP AW-90 conducted by 4TH MEB on 01/31/90.
  3. (U) KEYWORDS: No keywords..
  4. (U) TITLE: Vehicle Turnaround
  5. (U) OBSERVATION: Excessive time required to turn around a vehicle.
  6. (U) DISCUSSION: Turning a vehicle around often takes up to one hour often disrupting flightline operations. The time factor is based on a vehicle turn in inspection, pre operation inspection, and final QA inspection before re-dispatch, each separately conducted by motor pool.
  7. (U) LESSON LEARNED: N/A
  8. (U) RECOMMENDED ACTION: Each day drivers should be issued a new trip ticket for the same vehicle gratuitously based on driver's signature that vehicle in functional and safe. Driver exchange should be conducted simultaneously (old/new) noting discrepancies to dispatch before receipt of trip ticket.
  9. (U) COMMENTS: None.
- (U) SUBJECT: DEPLOYMENT
- (U) INTEROPERABILITY: NONE
- (U) Lesson distributed by: MCLL.

## MCLLS LONG REPORT

1. (U) MCLLS NUMBER: 30131-00686 (00027), submitted by VMFA-251, CAPT HEIDHAUSEN, 832-6205, (803)525-6205.

2. (U) POST DEP AW-90 conducted by 4TH MEB on 01/31/90.

3. (U) KEYWORDS: No keywords..

4. (U) TITLE: Combat Reloading of Aircraft

5. (U) OBSERVATION: Insufficient time is allowed between flights to allow combat reloading of aircraft during cold weather operations.

6. (U) DISCUSSION: Loading 12 MK-76s and one Captive Aim-9 routinely requires 15 minutes per aircraft allowing for a normal ordnance crew in normal weather conditions to load four aircraft in under an hour. Extreme cold temperatures increased load times to about 1.5 hours for four aircraft. Guns required about the same total time. Combat loads of MK-80 series bombs, guns, and missiles simultaneously in cold weather could routinely require 30 minutes or more per aircraft.

7. (U) LESSON LEARNED: N/A

8. (U) RECOMMENDED ACTION: Effective combat crews of ordnancemen can under normal operating temperatures load out each aircraft in under fifteen minutes using a crew of five. Ensure that ground commanders have clear understanding of increased time requirements for cold weather ops. Additionally, every exercise should ensure that mission simulations allow the true turn around times for more realistic support capabilities. Squadron training should be endeavoring to fly missions carrying combat loads with loading and turn around periodically planned to exercise mission capabilities.

9. (U) COMMENTS: None.

— (U) SUBJECT: DEPLOYMENT

— (U) INTEROPERABILITY: NONE

— (U) Lesson distributed by: MCLL.

## MCLLS LONG REPORT

1. (U) MCLLS NUMBER: 30132-58026 (00028), submitted by VMFA-251, CAPT HEIDHAUSEN, 832-6205, (803)525-6205.
  2. (U) POST DEP AW-90 conducted by 4TH MEB on 01/31/90.
  3. (U) KEYWORDS: No keywords..
  4. (U) TITLE: Nitrogen Servicing Capabilities
  5. (U) OBSERVATION: Nitrogen servicing capability used to replenish AIM-9 missile system cooling not forecast to be available.
  6. (U) DISCUSSION: The ACE brought the newly fielded purge and filling system. Unfortunately, we were not made aware of the available support until the last week of the exercise. With the F/A-18, nitrogen bottles are good for about six hours of use. Generally speaking, once fresh bottles are installed they are good for the entire day. At AW-90 VMFA-251 utilized 56 bottles, 42 prefilled. Fourteen bottles were refilled.
  7. (U) LESSON LEARNED: N/A
  8. (U) RECOMMENDED ACTION: Obtain the nomenclature, part number, and any required additional support information and include in the squadron's logistic support plan. In addition, ensure that all ACEs include this essential combat support item in their logistic plans. Don't leave home without it.
  9. (U) COMMENTS: None.
- (U) SUBJECT: DEPLOYMENT
- (U) INTEROPERABILITY: NONE
- (U) Lesson distributed by: MCLL.

1. (U) MCLLS NUMBER: 30133-14748 (00029), submitted by VMFA-251, CAPT HEIDHAUSEN, 832-6205, (803)525-6205.
  2. (U) POST DEP AW-90 conducted by 4TH MEB on 01/31/90.
  3. (U) KEYWORDS: No keywords..
  4. (U) TITLE: Ready Reserve Lockers
  5. (U) OBSERVATION: Ready reserve lockers (RRLs) were not available to stow aircraft CADs used to support FE/Seat Shop or Ordnance.
  6. (U) DISCUSSION: This problem created the greatest potential for disaster. The required CADs were stored inside a cruise box without proper placarding located within an inhabited building where smoking was permitted inside the normal 50 foot no smoking area (Grandpa Pettibone would turn in his grave at this one). Without proper storage facilities, ordnance evolutions would not have been flexible to an increase in bomb requirement; only the quantity required for each mission would be delivered and then no more than two hours before the launch time. This is both a peacetime and combat requirement designed to reduce casualties and loss of equipment in the event of an ordnance accident or attack. NAVSEA OP 5 Vol I & II apply in peacetime and Vol III during combat operations ashore.
  7. (U) LESSON LEARNED: N/A
  8. (U) RECOMMENDED ACTION: Each squadron should be authorized to obtain two portable RSLs, one for ordnance and one for FE/Seat Shop. At the least, each MAG should be directed to obtain and make available to deploying squadrons portable RSLs for use when RSL availability at the deployment site is negative or unconfirmed.
  9. (U) COMMENTS: None.
- (U) SUBJECT: DEPLOYMENT
- (U) INTEROPERABILITY: NONE
- (U) Lesson distributed by: MCLL.

## MCLLS LONG REPORT

1. (U) MCLLS NUMBER: 30134-21863 (00030), submitted by VMFA-251, CAPT HEIDHAUSEN, 832-6205, (803)525-6205.
  2. (U) POST DEP AW-90 conducted by 4TH MEB on 01/31/90.
  3. (U) KEYWORDS: No keywords..
  4. (U) TITLE: Hazards of Electromagnetic Radiation
  5. (U) OBSERVATION: Hazards of Electronmagnetic Radiation to Ordnance (HERO) safe environments not confirmed.
  6. (U) DISCUSSION: HERO safe environments are taken for granted because within the Navy/Marine family our facilities are tested and certain areas designated as such. The Army and Air Force on the other hand do not consider HERO as a casual factor for ordnance safety. There are however, many items of ordnance that are very susceptible to HERO such as rockets, CADs, missiles, and 20mm ammunition. During peacetime and at most Air Force and Army bases, equipment generating sufficient electromagnetic radiation to detonate ordnance items are placed well outside the danger envelop. This is not the case during many exercises, AW-90 being one such case. A radar transmitter was located well under two hundred yards from our flight line. A radio site was located in the field behind the MAG-14 flight line. Considerations must be made to the effects this equipment could have on ordnance to ensure that no hazards exist. To assume this is unacceptable. MAG ordnance must confirm it.
  7. (U) LESSON LEARNED: N/A
  8. (U) RECOMMENDED ACTION: NAVSEA OP 3565 is filled with lessons learned. The price was paid in blood. MAG-14 should recommend to CMC a Marine Corps wide change to all MAG ordnance and operations SOPs to encompass procedures for ensuring HERO safe environments.
  9. (U) COMMENTS: None.
- (U) SUBJECT: DEPLOYMENT
- (U) INTEROPERABILITY: NONE
- (U) Lesson distributed by: MCLL.

## MCLLS LONG REPORT

1. (U) MCLLS NUMBER: 30135-02483 (00031), submitted by VMFA-251, CAPT HEIDHAUSEN, 832-6205, (803)525-6205.
  2. (U) POST DEP AW-90 conducted by 4TH MEB on 01/31/90.
  3. (U) KEYWORDS: No keywords..
  4. (U) TITLE: Unit Movement
  5. (U) OBSERVATION: JA/ATT Movement Planning.
  6. (U) DISCUSSION: The Movement to and from Wisconsin was prelogisticated for the unit by the host Group utilizing Air Force KC-10s in a JA/ATT mission role. , Because of MHE failure and planning deficiencies, the movement required an inordinate amount of attention and concentration. The unit had not been informed of the mode of movement back to the home base until the deployment had been initiated. This generated unnecessary shuffling of cargo and personnel to reconcile the exiguous plan for retrograde. The lack of planning and expedient logistical wizardry permeated the aggregate retrograde cycle.
  7. (U) LESSON LEARNED: N/A
  8. (U) RECOMMENDED ACTION: Develop a plan and distribute it in a timely manner for units to use a guide and reference for their own planning.
  9. (U) COMMENTS: None.
- (U) SUBJECT: MOBILIZATION
- (U) INTEROPERABILITY: NONE
- (U) Lesson distributed by: MCLL.

## MCLLS LONG REPORT

1. (U) MCLLS NUMBER: 30136-52775 (00032), submitted by VMFA-251, CAPT HEIDHAUSEN, 832-6205, (803)525-6205.
  2. (U) POST DEP AW-90 conducted by 4TH MEB on 01/31/90.
  3. (U) KEYWORDS: No keywords..
  4. (U) TITLE: Planning
  5. (U) OBSERVATION: Lack of Planning
  6. (U) DISCUSSION: Cargo netting at Volk Field disappeared, MREs were given out freely to avoid a having to move them, authorized vehicular support never materialized, linen turn, ad infinitum all were examples of crisis management brought on by failure to plan, or even have a framework upon which to begin. MAG-14 Embark personnel at Cherry Point did not even know VMFA-251 was going on the final leg to Beaufort via KC-130. They were not informed by their own Embark personnel at Volk Field until VMFA-251, already at Cherry Point, inquired into the loading and departure times of the KC-130. The Cherry Point personnel called to Volk Field to find out what was going on.
  7. (U) LESSON LEARNED: N/A
  8. (U) RECOMMENDED ACTION: Develop a game plan and schedule. Even with constantly changing events, at least a point of reference is available from which all can begin their planning.
  9. (U) COMMENTS: None.
- (U) SUBJECT: PLANS AND POLICY
- (U) INTEROPERABILITY: NONE
- (U) Lesson distributed by: MCLL.

## MCLLS LONG REPORT

1. (U) MCLLS NUMBER: 30137-10200 (00033), submitted by VMFA-251, CAPT HEIDHAUSEN, 832-6205, (803)525-6205.
  2. (U) POST DEP AW-90 conducted by 4TH MEB on 01/31/90.
  3. (U) KEYWORDS: No keywords..
  4. (U) TITLE: Arctic Driving Course
  5. (U) OBSERVATION: Arctic Driving Course
  6. (U) DISCUSSION: CG 4th MEB required all tactical vehicle drivers to complete an Arctic Driving Course prior to driving at Volk Field. The requirement was modified for Beaufort personnel by requiring them to view a video tape of the classroom portion of the course. The tape was never received before the squadron left, and required setting up space and equipment after arrival at Volk Field.
  7. (U) LESSON LEARNED: N/A
  8. (U) RECOMMENDED ACTION: Get video tapes to units in enough time to allow presentation before the unit departs for the field.
  9. (U) COMMENTS: None.
- (U) SUBJECT: COMMAND & CONTROL
- (U) INTEROPERABILITY: NONE
- (U) Lesson distributed by: MCLL.

## MCLLS LONG REPORT

1. (U) MCLLS NUMBER: 30137-46001 (00034), submitted by VMFA-251, CAPT HEIDHAUSEN, 832-6205, (803)525-6205.
  2. (U) POST DEP AW-90 conducted by 4TH MEB on 01/31/90.
  3. (U) KEYWORDS: No keywords..
  4. (U) TITLE: Arrival Procedures
  5. (U) OBSERVATION: Arrival Procedures.
  6. (U) DISCUSSION: Acceptance and billeting procedures at Volk Field were very orderly and efficient for the arrival of personnel. Buses were waiting for passengers, and trucks were present for the download of baggage and the subsequent delivery to the billeting spaces.
  7. (U) LESSON LEARNED: N/A
  8. (U) RECOMMENDED ACTION: None. Job well done.
  9. (U) COMMENTS: None.
- (U) SUBJECT: MOBILIZATION
- (U) INTEROPERABILITY: NONE
- (U) Lesson distributed by: MCLL.

## MCLLS LONG REPORT

1. (U) MCLLS NUMBER: 30137-64027 (00035), submitted by VMFA-251, CAPT HEIDHAUSEN, 832-6205, (803)525-6205.

2. (U) POST DEP AW-90 conducted by 4TH MEB on 01/31/90.

3. (U) KEYWORDS: No keywords..

4. (U) TITLE: Retrograde

5. (U) OBSERVATION: Retrograde.

6. (U) DISCUSSION: The attempt to accomplish too much in a small window was evident during the days of departure. All support by service squadrons was terminated, as they had to get their gear staged for departure. This required the use of Volk Field organic assets and made us dependent upon their gear. We were not self sustaining. The only unit that had access to the vehicles was the Group. The effort to get the majority of units out in a couple of days placed a burden on the Chowhall as now, their source of messmen support, was almost non-existent.

7. (U) LESSON LEARNED: N/A

8. (U) RECOMMENDED ACTION: Have a plan for a more orderly and divided retrograde. Do not move supporting units until main body personnel have departed.

9. (U) COMMENTS:

— (U) SUBJECT: MOBILIZATION

— (U) INTEROPERABILITY: NONE

— (U) Lesson distributed by: MCLL.

## MCLLS LONG REPORT

1. (U) MCLLS NUMBER: 30539-89326 (00036), submitted by VMFA-251, CAPT HEIDHAUSEN, 832-6205, (803)525-6205.
  2. (U) POST DEP AW-90 conducted by 4TH MEB on 01/31/90.
  3. (U) KEYWORDS: No keywords..
  4. (U) TITLE: Injuries
  5. (U) OBSERVATION: Injuries due to slipping on ice.
  6. (U) DISCUSSION: VMFA-251 had five injuries due to personnel slipping on ice. Most of the injuries occurred in common areas (ie chowhall, exchange, etc).
  7. (U) LESSON LEARNED: N/A
  8. (U) RECOMMENDED ACTION: In a known icing environment common areas have to be salted and kept clean to avoid injuries.
  9. (U) COMMENTS: None.
- (U) SUBJECT: DEPLOYMENT
- (U) INTEROPERABILITY: NONE
- (U) Lesson distributed by: MCLL.

COLD WX PROCEDURES

1. PREFLIGHT

- A. EXTERIOR INSPECTION. MORE ATTENTION IS REQUIRED FOR:
- 1) APU AND BRAKE ACCUMULATOR PRESSURE
  - 2) NOSEWHEEL OLEO PRESSURE
  - 3) POSSIBLE FUEL LEAKS NEAR THE AMAD BAYS AND INNER WING ROOTS.
- B. ONCE CANOPY IS RAISED, IT SHOULD REMAIN UP UNTIL RIGHT GEN. ON LINE.
- C. RUDDER PEDALS SHOULD BE LEFT IN A FORWARD POSITION FOR EASE OF ADJUSTMENT.
- D. NO AUTOMATIC RETRACT OF INERTIAL REEL.

2. START

- A. UBAT VOLTAGE OF AT LEAST 20.5 VOLTS.
- B. APU ACCUMULATOR FULLY CHARGED.
- C. WINDMILL ENGINE FOR 2 MINUTES, EXPECT A SERIES OF HUNG STARTS.

3. FLIGHT CONTROLS

- A. AVOID OPERATING HYD SYSTEMS FOR 2 MINUTES AFTER BOTH ENGINES ON LINE.
- B. AFTER WARM UP, CYCLE CONTROLS GENTLY.
- C. SUCCESSFUL RESET MAY REQUIRE 3 SELECTIONS OF FCS EXERCISER MODE.
- D. HOOK MAY NEED TO BE CYCLED UP TO 3 TIMES TO BRING EXTENSION TIME IN LIMITS.

4. TAXIING

- A. WATCH SNOW BARRIERS, DON'T GET STUCK.
- B. MAINTAIN 70% RPM, BUT KEEP SPEED SLOW AND USE MORE INTERVAL.
- C. APPROACHING: HOLD SHORT, TURN PILOT AND ENGINE ANTI-ICE ON.

5. TAKE OFF

- A. ON ICY, SLUSHY RUNWAYS:
- 1) WAIT UNTIL LEAD IS AIRBORNE BEFORE DASH 2 ROLLS.
  - 2) FLAMEOUT POSSIBLE ON HIGH SPEED ABORT DUE TO PRECIPITATION.
- B. AFTER TAKE OFF, LEAVE GEAR DOWN FOR 1 MINUTE TO CLEAR SNOW AND SLUSH.
- C. EXPECT VERY SLOW GEAR RETRACTION SPEEDS (ABOUT 30 SECONDS).

6. INFLIGHT

- A. AVOID SLOW SPEED FLIGHT IN ICING CONDITIONS
- B. FOR INSTRUMENT APPROACHES, HOLD GEAR TRANSITION AS LONG AS POSSIBLE.

Enclosure (3)

C. TREAT ALL ICINGS AS AN EMERGENCY, CHANGE ALTITUDES, GET CLEAR OF CLOUDS, GET KNOTS ON AIRCRAFT.

7. LANDING

- A. SLOW CAREFULLY, USING SPEED BRAKE AND RESPECTING ALL ICE PATCHES.
- B. USE THE ENTIRE RUNWAY AND ENSURE A SAFE TAXI SPEED BEFORE LEAVING THE RUNWAY.

8. POST LANDING

- A. WHEN CLEAR OF RUNWAY, SECURE PITOT HEAT AND ENGINE ANTI-ICE.
- B. BEFORE SHUTDOWN, PLACE FLAPS TO FULL.

Enclosure (3)



UNITED STATES MARINE CORPS  
2d MARINE AIRCRAFT WING, FMF, ATLANTIC  
MARINE CORPS AIR STATION  
CHERRY POINT, NORTH CAROLINA 28533-6001

IN REPLY REFER TO  
5041  
32  
13 Jun 90

From: Inspector, 2d Marine Aircraft Wing  
To: Commanding Officer, Marine Fighter Attack Squadron 251  
Via: Commanding Officer, Marine Aircraft Group 31

Subj: UNIT INSPECTION REPORT

Ref: (a) MCO 5040.6D

1. Per the reference, the following report is submitted.

2. Section I.

a. VMFA-251 completed its inspection with an overall grade of 3.47 based on a scale from 0 to 5.0. Of the 49 functional areas inspected, no grades of below average or unsatisfactory were noted. Discipline, morale and enthusiasm among all hands appears to be high. There were no difficulties encountered in conducting the inspections.

b. Listing of functional areas inspected.

Savings Bonds	Voting	MCI Program
Request Mast	Auto Data Processing	Operations
Morale	Intel Oversight	NAV FLIRS
Career Planning	Intelligence	Education
Casualty Matters	Counter Intel	Color Guard
General Admin	Security Class Info	Historical
Personnel Admin	Officer Uniform	Medical
Jumps/MMS	SNCO Uniform	Dental
Legal Admin	Personnel Insp	Environmental Health/ Bldgs & Grnds
Postal	Drill	QMCC
Special Services	Platoon Sgt	Industrial Hygiene
Personal Affairs	Cloth and Equip	Aircrew Training
Ground Safety	All Others Insp	Aviation Safety
Safe Driving	PFT	NATOPS
Public Affairs	Weight Control	NBC
Equal Opportunity	Marksmanship	
Substance Abuse	Training Mgmt	

3. Section II.

a. Findings and Recommendations.

(1) Finding #1. Career Planning and Commanding Officer interviews not being conducted at the proper time. (TAB 040 Career Planning)

Recommendation #1. Comply with MCO P1040.31.

(2) Finding #2. Ground Safety Officer is not using the inspection checklist for unit inspections. The GSO does not maintain an adequate turnover jacket. (TAB 130 Ground Safety)

Recommendation #2. Comply with MCO 5100.3E and MCO 5100.1J.

(3) Finding #3. Unit SACO and any other unit member who collects/ships/tests urine samples must submit a urine specimen twice per month. Unit SACO has too many collateral duties. (TAB 200 Substance Abuse)

Recommendation #3. Comply with MCO P5300.12, par 3004.4 and ABO 5355.1A.

(4) Finding #4. Manual of arms, Port/Order Arms, incorrectly executed by (12) Marines. (TAB 310 Personnel Inspection)

Recommendation #4. Comply with NAVMC 2691, par 3-14 and 3-5c.

(5) Finding #5. Of (34) Marines inspected, (12) had scratched, pitted or smudged brass items. (TAB 310 Personnel Inspection)

Recommendation #5. Ensure personnel maintain brass items IAW MCO P1020.34E, par 3002.3 and 3011.3.

(6) Finding #6. During the drill evaluation numerous members of the platoon held the weapon away from the body vice the proper position of Trail Arms. (TAB 322 Platoon Sergeant)

Recommendation #6. Comply with NAVMC 2691, par 3-4a and b.

(7) Finding #7. Of (20) Marines inspected, (13) had uniform items either improperly marked or not marked at all. (TAB 330 Cloth and Equip)

Recommendation #7. Ensure enlisted Marines mark uniform items IAW MCO P1020.34E, chap 10.

(8) Finding #8. Of (13) Marines inspected, (8) had rank insignia incorrectly placed on the utility uniform and (8) had scratched, smudged or dented/pitted brass items. (TAB 335 All Others Insp)

Recommendation #8. Ensure enlisted Marines wear insignia of grade on the utility uniform IAW MCO P1020.34E, par 4004 and Fig 4-10. Brass buckles and web belt tips should be maintained IAW MCO P1020.34E, par 3003.3 and 3011.3.

(9) Finding #9. Leadership evals, documentation showing leadership training accomplished for individual Marines not done IAW current directives. Rosters and critique sheets for training classes not on hand. (TAB 380 Training Management)

Recommendation #9. Comply with W3O P1500.23B.

(10) Finding #10. Only (10) of (162) Education Data Sheets were on-hand. (TAB 410 Education)

Recommendation #10. Comply with ASO 1560.5 dtd 11 Oct 89.

(11) Finding #11. Peeling paint, mold, bad lagging, exposed fiberglass throughout barracks 440. Unsanitary/undefrosted refrigerators throughout living and working spaces. (TAB 530 Environmental Health/Buildings and grounds)

Recommendation #11. Comply with NAVMED P5010-1.

(12) Finding #12. Shops lacked documentation for Occupational Safety and Health training in Hearing Conservation and Hazard Communication. (TAB 766 Industrial Hygiene)

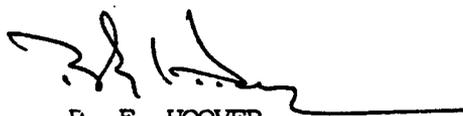
Recommendation #12. Comply with OSHA 29CFR1910.1200.

(13) Finding #13. While the Aviation Safety Program is functional, the lack of documentation detracts from the overall program by not being able to see where the squadron has been and help determine where it should be going. (TAB 870 Aviation Safety)

Recommendation #13. Comply with WgO 3750.7A.

b. The Marines of VMFA-251 exhibited a high degree of professionalism and commitment during the inspection. The morale, enthusiasm and attention to detail demonstrated by this unit were noteworthy. Of particular note are the outstanding results of Personnel Administration and JUMPS/MMS.

4. Additional areas of concern. None.

  
B. E. HOOVER

COMBING GENERALS INSPECTION RESULTS FY 89/90  
 Second Marine Aircraft Wing

>>> VMFA 251, MAG 31

06/13/90

TAB#	Functional Area	Grade	Insp Date	ReInsp	Comments
005	SAVINGS BONDS	E	05/31/90	/ /	
020	REQUEST MAST	E	05/30/90	/ /	
030	MORALE	O	05/30/90	/ /	
040	CAREER PLANNING	A	05/31/90	/ /	
050	CASUALTY MATTERS	E	05/31/90	/ /	
060	GENERAL ADMIN	E	05/31/90	/ /	
070	PERSONNEL ADMIN	O	05/31/90	/ /	
080	JUMPS/MMS	O	05/31/90	/ /	
090	LEGAL ADMIN	E	05/31/90	/ /	
100	POSTAL	AA	02/28/90	/ /	
110	SPECIAL SERVICES	E	05/31/90	/ /	
120	PERSONAL AFFAIRS	O	05/31/90	/ /	
130	GROUND SAFETY	A	05/31/90	/ /	
140	SAFE DRIVING	AA	05/31/90	/ /	
150	PUBLIC AFFAIRS	AA	05/31/90	/ /	
190	EQUAL OPPORTUNITY	E	05/31/90	/ /	
200	SUBSTANCE ABUSE	A	05/31/90	/ /	
210	VOTING	E	05/31/90	/ /	
225	WISMC	AA	05/31/90	/ /	
240	INTEL OVERSIGHT	E	05/31/90	/ /	
250	INTELLIGENCE	E	05/31/90	/ /	
260	COUNTER INTEL	E	05/31/90	/ /	
270	SEC OF CLASS INFO	E	05/31/90	/ /	
290	OFFICER UNIFORM	E	05/30/90	/ /	
300	SNCO UNIFORM	E	05/30/90	/ /	
310	PERSONNEL INSP	A	05/30/90	/ /	
320	DRILL	AA	05/30/90	/ /	
322	PLT SGT	A	05/30/90	/ /	
330	CLOTH AND EQUIP	AA	05/30/90	/ /	
335	ALL OTHERS INSP	A	05/30/90	/ /	
340	PFT	E	05/30/90	/ /	
350	WEIGHT CONTROL	E	05/31/90	/ /	
360	MARKSMANSHIP	E	05/31/90	/ /	
380	TRAINING MGMT	A	05/31/90	/ /	
390	MCI PROGRAM	E	05/31/90	/ /	
395	OPERATIONS	O	05/31/90	/ /	
396	NAV FLIRS	AA	05/31/90	/ /	
410	EDUCATION	A	05/31/90	/ /	
420	COLOR GUARD	AA	05/30/90	/ /	
450	PMO OPERATIONS	-	/ /	/ /	
460	HISTORICAL	O	05/31/90	/ /	
491	MC FISCAL	-	/ /	/ /	
492	NAVY FISCAL	-	/ /	/ /	
500	MEDICAL	E	05/31/90	/ /	
510	DENTAL	A	05/31/90	/ /	
520	RELIG MINISTRIES	-	/ /	/ /	
530	ENV HEALTH/BLDG GRD	A	05/31/90	/ /	
550	EMBARKATION	-	/ /	/ /	Sched 08/14/90
560	SUP MGMT/GAR PROP	-	/ /	/ /	
580	MAINT MGMT	-	/ /	/ /	
585	MARES	-	/ /	/ /	
590	MOTOR TRANSPORT	-	/ /	/ /	
600	GROUND ORDNANCE	-	/ /	/ /	
620	ENGINEER EQUIP	-	/ /	/ /	
630	CEO	-	/ /	/ /	
635	CMS	-	/ /	/ /	
636	CMCC	E	05/31/90	/ /	
640	NWPL	-	/ /	/ /	
700	FOOD SERVICES	-	/ /	/ /	
766	INDUSTRIAL HYG	A	05/31/90	/ /	
810	EOD	-	/ /	/ /	
820	AIRCRAFT MAINT	-	/ /	/ /	Sched 06/11/90
830	AVIATION SUPPLY	-	/ /	/ /	
840	AVIONICS	-	/ /	/ /	Sched 06/11/90
850	AIRCREW TRAINING	E	05/31/90	/ /	
860	AVIATION ORDNANCE	-	/ /	/ /	Sched 06/11/90
870	AVIATION SAFETY	A	05/30/90	/ /	
875	NATOPS	E	05/30/90	/ /	
890	AVIATION WEATHER	-	/ /	/ /	
910	CRASH FIRE RESCUE	-	/ /	/ /	
915	EAF	-	/ /	/ /	
930	NBC DEFENSE	E	03/29/90	/ /	
970	SORTS	-	/ /	/ /	Sched 07/18/90

STATISTICAL GRADE: 3.47  
 NUMBER OF FUNCTIONAL AREAS: 49

[ \* ] = NOT REQUIRED / EXEMPTED

# MAG-31 leads the way in safety

## Story and Photo by LCpl. Angela Justice

Colonel Randolph H. Brinkley, MAG-31 commanding officer, presented each of the Beaufort-based F/A-18 Hornet squadrons with 1990 FMFLant Annual Aviation Safety Awards at the MCAS Officers Club May 18.

The awards are presented to the squadrons within the Fleet Marine Force Atlantic who have operated an entire calendar year without a major aircraft accident. Each of the six fighter/attack squadrons belonging to MAG-31 achieved this honor in 1989.

The commanding officers of the four non-deployed squadrons received the unit's certificates at the ceremony, while the award for VMFA-333 was presented earlier in the week at Oceana, Va. VMFA-122 is currently deployed to MCAS Iwakuni, Japan.

During calendar year 1989, MAG-31 squadrons flew more than 28,000 mishap-free hours. The Group's combined total of flight hours now exceeds 40,000 since the last major aircraft accident occurred.

In fact two squadrons, VMFA-451 and VMFA-333, have flown more than 40,000 mishap-free hours in a time span of more than 10 years.

In 1989, MAG-II, based at MCAS El Toro, Calif., was the only other Marine Aircraft Group, besides MAG-31 to share the honor of having all of its squadrons operate mishap-free.

In opening remarks at the presentation, Col. Brinkley spoke highly of the squadrons on their commendable efforts over the past year.

"The squadrons achieved this accomplishment because the people made it happen," he stated. "The efforts of the COs, troops, and the squadrons' leadership, flight discipline and maintenance made this all possible."

Col. Brinkley said, "Safety and operational readiness are not diametrically opposite goals. Both are achieved through 'operational excellence.'"



## Representing a safety-conscious MAG-31

Colonel Randolph H. Brinkley, commanding officer of MAG-31, stands with the commanding officers of the four Air Station squadrons not deployed after giving them certificates for excellent safety records. From left to right are LtCols. Richard W. Walker (VMFA-251) and B.L. Hanchett (VMFA-115), Col. Brinkley, and LtCols. Michael A. Hough (VMFA-312) and Andrew S. Dudley (VMFA-451).

He defined operational excellence as knowing where you are, where you are going, and how you are going to get there. "It requires effective communication, leadership, and it's characterized by 'pride,' he said. "It's a tall order that requires an all-hands ef-

fort, but operational excellence can be achieved."

Based on the accident-free performances of the MAG-31 squadrons in fiscal year '90, Beaufort's Hornet squadrons may be well on their way towards winning the FMFLant awards again next year.



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 Jul 90

From: Commanding Officer, Marine Fighter Attack Squadron 251  
To: Commanding General, Second Marine Aircraft Wing (SC-301)  
Via: Commanding Officer, Marine Aircraft Group 31 (Attn: S-3)

Subj: AFTER ACTION REPORT FOR EGLIN AFB DEPLOYMENT CONDUCTED  
FROM 27 APRIL - 12 MAY 90

Ref: (a) WgO 3502.1A

Encl: (1) MCLLS AFTER ACTION REPORT  
(2) SENIOR MCCRES EVALUATOR'S LETTER DTD 25 May 90

In accordance with the reference the enclosure is submitted.

  
R. W. WALKER

1. (U) MCLLS Number: ~~00004~~ 00004, submitted by VMFA-251, Capt Heidhausen, 832-6205, (803) 522-6205.

2. (U) Post dep Eglin AFB conducted with 33rd TFW on 27 Apr 90.

3. (U) Keywords: No keywords.

4. Title: Summary - After Action for Eglin AFB Deployment conducted from 26 Apr 90 to 12 May 90.

5. General Description: The squadron conducted single, section, division, and element size tactics against similar size forces from within the 33rd TFW. A large portion of the dedicated sorties flown were in support of the squadron's MCCRES (specifically sorties requiring dissimilar bogey support as aggressor air and dissimilar support for strike escort/rescap missions. The remaining sorties (approx 50%) were conducted in support of the 33rd TFW flight requirements.

6. Dates: 27 April to 12 May 1990.

7. (U) Location of operation: Eglin AFB, Florida.

8. (U) Location of personnel: Contract quarters on Fort Walton Beach, Florida. Officers: 19, SNCO: 20, NCO/Enlisted: 92.

9. Objectives: Conduct a MCCRES Evaluation. Specifically, those sorties requiring dissimilar air to air capable aircraft. Additionally the squadron desired to develop skills in division tactics versus division size aggressors. MCCRES sorties included work-up sorties in preparation for the evaluation and consisted of the following:

- a. 1 verses 1 dissimilar
- b. 2 verses 2 dissimilar
- c. 4 verses 4 dissimilar
- d. 6/8 ship strike and escort
- e. 8 ship rescap and sere exercise
- f. squadron functional area evaluation
- g. aircraft mishap exercise
- h. squadron disaster plan exercise

10. (U) Limitations: Because of the limited range availability and increased cost of air to ground targets at Eglin's Test Facility the air to ground portion of the MCCRESS was conducted prior to this deployment.

11. (U) Major participants: 58th, 59th, and 60th Tactical Fighter Squadrons within the 33rd TFW (F-15's). Additional

support came from the test and evaluation squadron (F-15, F-16, F-4, F-111's) at Eglin, AFB. A Coast Guard helicopter from NAS New Orleans was involved in the SERE/RESCAP mission.

12. Commanders comments: The ability to conduct an evaluation against F-15 aircraft with face-to-face briefs and debriefs presented the squadron with a unique training experience. Not only did pilots have to fight radar weapons capable aircraft in division size or larger groups, but pilots had the opportunity to discuss various tactics employed on these missions. Some of these missions were conducted on an instrumented TACTS range. The hospitality and positive attitude displayed by the 33rd TFW made the deployment cost effective, as they funded the squadron's contract quarters, and dedicated both ranges and assets to support very specific mission requirements for the MCCRES.

**OBSERVATION:** Range Scheduling

**DISCUSSION:** The 33rd TFW controls and coordinates all the ranges used during the deployment. The test and evaluation units at Eglin have priority use of the ranges and because of security aspects of the test flights their scheduling occurs only one day prior. This caused last minute mission planning and numerous changes to pre-deployment planning of the MCCRES.

**LESSON LEARNED:** Be prepared to conduct missions in various areas and times other than planned. The scheduler and mission commanders must be available to alter their schedule/tactics the day prior to the mission. This will change external bogey support availability from assets not located at Eglin, AFB.

**RECOMMENDED ACTION:** Prior mission planning should include only a generic plan/concept. Prior scheduling should continue normally with the option to alter scheduling times and pilots. Mission planners must have the time to alter their tactics appropriately and should not fly in the afternoon if scheduled for a morning launch or in the morning if scheduled for an afternoon launch.

**OBSERVATION:** Tactics against F-15 adversaries were altered unrealistically because of the limited number of ECM equipment available.

**DISCUSSION:** Pilots were forced to employ non-standard tactics as aircraft in the various missions were not ECM equipped. Lessons learned were somewhat unassessable and inaccurate without the use of equipment we would use in combat. The infrequent availability of these assets also reduced the proficiency of their employment on the limited number of aircraft containing the equipment.

**RECOMMENDED ACTION:** This is an item for higher headquarters which is constantly addressed and never resolved. The long term effects of this deficiency could easily result in the loss of assets during war.

**OBSERVATION:** Supply pack-up deficiencies.

DISCUSSION: MALS-31 S-3 requested a repairable parts pack-up list be provided for the subject deployment. A list of approximately 175 repairable items was provided as an enclosure to our logistics request. Approximately four days prior to the deployment we were provided with a repairables list with a total of 19 items. Only 8 line items were issued for the pack-up. The supply pack-up coordinator told us he did not receive a pack-up list from MALS S-3, and he pulled the last Eglin Det pack-up for issue. The Aviation Supply Officer was appraised of the problem. He directed us to provide his RMD section with another list of what we need and he would process it that evening. The next day we were provided with an additional 21 items for our pack-up.

A lot of time and effort is expended preparing a consolidated pack-up list that will support this unit on all types of deployments. We realize our list is extensive, but when utilized it provides a good base of parts to support Lot VI and IX aircraft.

LESSON LEARNED: All requests for assistance from the MALS must be followed up on.

RECOMMENDED ACTION: Prepare a comprehensive repairables, consumeables and POL's pack-up list for use throughout the MAG. These lists should be compiled and updated semi-annually from the Average Monthly Demand. Any item with an AMD of approximately 0.4 or higher should be considered for inclusion. This will require some extensive work in its initial stages but will pay great dividends in the long run.

COMMENTS: None.

OBSERVATION: Take Pre-expended bin (PEB) on detachment.

DISCUSSION: The requirements for consumable parts was greatly noted during its deployment. If it were not for the Air Force consumables numerous sorties would have been lost.

LESSON LEARNED: Ensure the PEB is taken on all deployments.

RECOMMENDED ACTION: Take the Pre-expended bin on all deployments.

COMMENTS: None.

OBSERVATION: Test equipment required for supporting squadron operations on deployment.

DISCUSSION: The need for test equipment on deployment is a major concern. Close attention needs to be paid to requirements when preparing to deploy.

LESSON LEARNED: Take all required test equipment on Dets.

Enclosure ■ / |

**RECOMMENDED ACTION:** All shop heads and division chiefs should make a list of all test equipment required to support squadron operations at deployed sights. Then utilize that list to ensure they fulfill all requirements.

**COMMENTS:** None.

**OBSERVATION:** Supply account for paying for items at Eglin AFB.

**DISCUSSION:** There was no account set up for the purchase of consumables and POL's while at Eglin AFB. Without this account we had to borrow engine oil from the Air Force until the supply people could figure out how to pay for the engine oil. We finally paid for the oil by utilizing a cross country packet from S-3. In addition there was only 12 quarts of oil in the supply pack-up.

**RECOMMENDED ACTION:** Ensure the senior supply person on detachment is knowledgeable and capable of setting up a supply account with the local supply department at the deployed site.

**COMMENTS:** None.

**OBSERVATION:** Senior supply augment experience.

**DISCUSSION:** The senior person provided by the MALS-31 Supply should be experienced in supply procedures while deployed. The senior supply person told us she had never been on deployment and was not briefed on all she would be required to do while deployed. She was a hard charger and tried to ensure she supported us to the best of her ability, but with her limited experience, it took significantly longer to determine what she needed to do.

**LESSON LEARNED:** Make sure the senior supply augment is experienced, or send two on deployment for OJT.

**RECOMMENDED ACTION:** Provide all deployments with experienced senior supply augments well versed in deployed supply support. If this is not possible provide that person with a checklist or turnover jacket that covers deployed supply operations as well as points of contact for assistance.

**COMMENTS:** None.

Enclosure ■ | ■

## MCCRES EVALUATION SCORE REPORT FOR TA-251

Dated 1990/06/01

MCCRES STANDARD	SCORE	DESCRIPTION
--------------------	-------	-------------

## STANDARDS

4J 1-1 1	A	IDENTIFIES ANY PERSONNEL SHORTAGES AND REQUESTS AUGME...
4J 1 1 2	Y	SUBMITS ORDERS REQUEST WITH SUFFICIENT LEADTIME.
4J 1 1 3	Y	ENSURES SCREENING OF INDIVIDUAL'S FOR DEPLOYABILITY C...
4J 1 1 4	Y	IDENTIFIES ADVANCE PARTY AND REAR DET PERSONNEL, IF R...
4J 1 1 5	Y	COORDINATES FORWARDING OF MAIL FOR DEPLOYED PERSONNEL.
4J 1 1 6	Y	REVIEWS CASUALTY REPORTING PROCEDURES.
4J 1 1 7	Y	ARRANGES PROVISIONS FOR PAYMENT OF DEPLOYED PERSONNEL.
4J 1 1 8	Y	COORDINATES FOR THE AVAILABILITY OF A FLIGHT SURGEON ...
4J 1 1 9	Y	ENSURES PERSONAL ORDERS, PROCEDURES COMPLY WITH DIRECT...
4J 1 110	A	ISSUES MEAL CARDS AS APPROPRIATE.
4J 1 111	Y	ENSURES PREDEPLOYMENT UNIT DIARY ENTRIES ARE MADE TO ...
4J 1 112	Y	MAKES THE APPROPRIATE ENTRIES FOR ACCUMULATED DEPLOYE...
4J 1 113	Y	ARRANGES FOR COMM SHIFT AND MESSAGE RELEASING AUTHORI...
4J 1 114	A	PREPARES PERSONNEL AFFAIRS BRIEFS FOR DEPENDENTS.
4J 1 115	Y	PLANS SPECIAL SERVICES REQUIREMENTS AT DEPLOYED/ OPER...
4J 1 116	A	ARRANGES FOR PAO AUGMENTATION AS DIRECTED BY HIGHER C...
4J 1 117	A	ARRANGES FOR HOMETOWN NEWS RELEASES, IF APPROPRIATE.
4J 1 118	Y	ENSURES THAT WILLS, RECORD OF EMERGENCY DATA (RED'S), ...
4J 1 119	Y	IDENTIFIES ADVANCE/TRAIL MAINTENANCE PERSONNEL FROM T...
4J 1 2 1	Y	RECEIVES COMMAND GUIDANCE AND ATTENDS ANY PLANNING CO...
4J 1 2 2	Y	ACCOMPLISHES PLANNING PER PUBLISHED SOP'S AND DEPLOYM...
4J 1 2 3	Y	COORDINATES SPECIAL ASSIGNMENT AIRLIFT MISSION (SAAM)...
4J 1 2 4	Y	COORDINATES THE LOADING PLAN WITH ACE/MAG S-4.
4J 1 2 5	Y	ENSURES THAT CERTIFIED HAZARDOUS CARGO PERSONNEL ARE ...
4J 1 2 6	Y	PLANS FOR MATERIAL HANDLING EQUIPMENT (MHE) AT THE PO...
4J 1 2 7	Y	PLANS FOR ALL SQUADRON TRANSPORTATION REQUIREMENTS; I...
4J 1 2 8	Y	COORDINATES WITH THE S-3 FOR THE LOI OUTLINING THE TI...
4J 1 2 9	Y	PLANS FOR SQUADRON PACK UP TO BE STAGED AND WEIGHED I...
4J 1 210	Y	COORDINATES FOR WORKING PARTIES TO ASSIST IN THE LOAD...
4J 1 211	Y	COORDINATES PROCEDURES WITH ACE/MAG IMA FOR ACQUIRING...
4J 1 212	Y	COORDINATES WITH ACE/MAG SUPPLY FOR GENERATORS, TENTS...
4J 1 213	Y	COORDINATES WITH ACE/MAG SUPPLY FOR ANY SPECIAL EQUIP...
4J 1 214	A	PLANS HEAD/SHOWER/LAUNDRY FACILITIES, IF REQUIRED, AN...
4J 1 215	Y	ESTABLISHES A POINT OF CONTACT AT THE DEPLOYMENT SITE...
4J 1 216	Y	COORDINATES LOCATION OF OFFICE SPACES AND MAINTENANCE...
4J 1 217	Y	PLANS BILLETING AND SUBMITS REQUIREMENTS TO ACE/MAG S-4.
4J 1 218	Y	COORDINATES THE AVAILABILITY OF ELECTRICAL POWER AND ...
4J 1 219	A	COORDINATES ANY FOOD SERVICE REQUIREMENTS; I.E., MESS...
4J 1 220	Y	IDENTIFIES MEDICAL/DENTAL CAPABILITIES AT THE DEPLOYE...
4J 1 221	Y	COORDINATES WITH THE CEO FOR COMMUNICATIONS REQUIREME...
4J 1 222	Y	COORDINATES THE AMOUNT AND TYPES OF FUEL REQUIRED AT ...
4J 1 223	Y	COORDINATES SECURITY REQUIREMENTS FOR BILLETING AND W...
4J 1 224	Y	COORDINATES FOR EXPLOSIVE DEVICE STORAGE (I.E., EJECT...
4J 1 225	Y	COORDINATES DISPOSAL OF HAZARDOUS WASTE AT THE DEPLOY...
4J 1 3 1	Y	COORDINATES WITH THE S-3 TO DETERMINE THE NUMBER OF S...
4J 1 3 2	Y	INFORMS CO/S-3 OF ANY SHORTCOMINGS OF ASSETS AVAILABL...
4J 1 3 3	Y	COORDINATES THE ORDNANCE REQUIREMENTS WITH S-3 IN A T...

1990/06/01

13:05:49

page 1

Enclosure 2

MCCRES EVALUATION SCORE REPORT FOR VMA-251  
 Dated 1990/06/01

MCCRES STANDARD	SCORE	DESCRIPTION
4J 1 3 4	A	COORDINATES WITH THE S-2/3 FOR SECURITY FORCES AUGMEN...
4J 1 3 5	Y	PLANS FOR MAINTENANCE AREA SECURITY OF ANY REQUIRED C...
4J 1 3 6	Y	IDENTIFIES/COORDINATES ANY PERSONNEL SHORTAGES WITH T...
4J 1-3 7	Y	REVIEWS SOP'S AND LESSONS LEARNED, ETC.
4J 1 3 8	Y	SCREENS AIRCRAFT LOGS TO ENSURE THAT NO AIRCRAFT INSP...
4J 1 3 9	Y	IDENTIFIES NECESSARY TEST EQUIPMENT AND GROUND SUPPOR...
4J 1 310	A	COORDINATES WITH IMA TO MAKE AVAILABLE X-RAY/NDI EQUI...
4J 1 311	Y	ENSURES THE PRE-EXPEND BINS (PEB'S) ARE STOCKED.
4J 1 312	Y	ENSURES THAT ALL CALIBRATED EQUIPMENT IS UP TO DATE (...)
4J 1 313	Y	COORDINATES WITH IMA GSE FOR ANY NEEDED PREDEPLOYMENT...
4J 1 314	Y	COORDINATES WITH IMA TO MAKE AVAILABLE HIGH USE ITEMS...
4J 1 315	Y	COORDINATES WITH THE SQUADRON S-4 FOR THE TRANSPORTA-...
4J 1 316	Y	COORDINATES WITH THE SQUADRON S-4 FOR TRANSPORTATION ...
4J 1 317	A	COORDINATES WITH SQUADRON S-4 FOR ANY SPECIAL PERSONN...
4J 1 318	Y	COORDINATES DISPOSAL OF HAZARDOUS WASTE WITH THE S-4.
4J 1 319	Y	COORDINATES WITH THE S-4 FOR ORDNANCE VEHICLES.
4J 1 320	Y	PLANS FACILITIES FOR STORAGE OF EJECTION SEAT ROCKET ...
4J 1 321	Y	MAKES SPECIAL ARRANGEMENTS FOR FOOD SERVICES, IF REQU...
4J 1 322	Y	ENSURES KEY MAINTENANCE PERSONNEL (SHOP NCOIC'S, SHOP...
4J 1 323	Y	REVIEWS THE NUMBER OF LICENSED PERSONNEL TO ENSURE TH...
4J 1 324	Y	REHEARSES THE RECLAMATION TEAM AND INVENTORIES EQUIPM...
4J 1 325	Y	PLANS FOR THE ESTABLISHMENT OF COMMUNICATIONS BETWEEN...
4J 1 326	Y	ENSURES THAT MAINTENANCE INTERCOM/RADIO SYSTEM BETWEE...
4J 1 327	Y	IDENTIFIES THE ADVANCE/TRAIL MAINTENANCE PACK UP AND ...
4J 1 328	Y	IDENTIFIES ADVANCE/TRAIL MAINTENANCE PERSONNEL TO S-1...
4J 1 329	Y	PLANS ADVANCE AND TRAILING MAINTENANCE PARTY, ENSURIN...
4J 1 330	Y	ENSURE THAT ADVANCE/TRAIL MAINTENANCE DESIGNATED SUPE...
4J 1 331	Y	COORDINATES WITH THE S-3 FOR A CONFERENCE AT THE DE- ...
4J 1 332	Y	ENSURES THAT CLEARANCE FOR MESSAGE PICK UP FOR MAINTEN...
4J 1 333	Y	COORDINATES WITH S-1 FOR REQUESTS FOR WILLS, ALLOTMEN...
4J 1 334	Y	USES SQUADRON SOP IN PLANNING BRIEFINGS ON DISASTER P...
4J 1 335	Y	ENSURES THAT MAINTENANCE CONTROL HAS ACCESS TO THE PH...
4J 1 336	Y	PLANS/IDENTIFIES THE NECESSARY EQUIPMENT TO BE AVAILA...
4J 1 337	Y	ENSURES THAT ALL MAINTENANCE PERSONNEL ARE AWARE OF T...
4J 1 338	Y	ENSURES BRIEFINGS ARE HELD TO KEEP MAINTENANCE PERSON...
4J 1 339	Y	DETERMINES HAND TOOL REQUIREMENTS.
4J 1 340	Y	IDENTIFIES AND PROVIDES REPORTS REQUIRED.
4J 1 341	Y	IDENTIFIES AIRCRAFT WASH FACILITIES.
4J 1 4 1	Y	RECEIVES ACE/MAG COMMANDER'S PLANNING GUIDANCE.
4J 1 4 2	Y	REQUESTS ESSENTIAL ELEMENTS OF INFORMATION (EEI'S) FR...
4J 1 4 3	Y	PREPARES A PRELIMINARY AVIATION INTELLIGENCE ESTIMATE...
4J 1 4 4	Y	MAKES EARLY DISTRIBUTION OF THE INTELLIGENCE ESTIMATE...
4J 1 4 5	Y	DETERMINES, BASED ON THE ASSIGNED MISSIONS AND THE CO...
4J 1 4 6	Y	PHRASES THE ADDITIONAL EEI'S FOR FORWARDING TO HIGHER...
4J 1 4 7	Y	RECOMMENDS A PRIORITY OF EFFORT TO THE HIGHER COMMAND...
4J 1 4 8	Y	DETERMINES SQUADRON REQUIREMENTS FOR MAPS, CHARTS, AE...
4J 1 4 9	Y	REQUESTS ANY NECESSARY GRAPHIC AIDS NOT ON HAND.
4J 1 410	Y	DISSEMINATES ALL NECESSARY INFORMATION, GRAPHIC AIDS/...
4J 1 411	Y	PLANS COMMUNICATIONS REQUIREMENTS FOR THE SENDING AND...
4J 1 412	Y	COORDINATES WITH ACE/MAG G/S-2 TO DEVELOP COLLECTION ...



UNITED STATES MARINE CORPS

MARINE AIRCRAFT GROUP 31

2D MARINE AIRCRAFT WING, FMF, ATLANTIC

MARINE CORPS AIR STATION, BEAUFORT, SOUTH CAROLINA 29904-6120

IN REPLY REFER TO:

3000

S-3/C

25 MAY 1990

From: Senior Evaluator, VMFA-251 Formal MCCRES Evaluation,  
Commander Naval Air Forces Atlantic, Force Marine, Norfolk  
Naval Air Station, Va.

To: Commanding General, Second Marine Aircraft Wing, FMF  
Atlantic, Marine Corps Air Station, Cherry Point, NC  
28533-6000

Via: (1) Commanding Officer, Marine Fighter Attack Squadron 251  
Marine Corps Air Station, Beaufort, SC. 29904  
(2) Commanding Officer, Marine Aircraft Group 31  
Marine Corps Air Station, Beaufort, SC. 29904

Subj: REPORT OF MARINE CORPS COMBAT READINESS EVALUATION OF  
MARINE FIGHTER ATTACK SQUADRON 251

Ref: (a) MCO 3510.5  
(b) CG Second MAW 181509Z APR 90

Encl: (1) MPS Data Sheet VMFA-251

1. In accordance with references (a) and (b), the following report is submitted.

a. The VMFA-251 formal MCCRES was conducted at two locations, MCAS Beaufort, S.C. and Eglin AFB, FL. Required Mission Performance Standards (MPS) directed by ref (b), were slightly modified by the senior evaluator contingent upon adversary availability and operating range constraints. VMFA-251 opted to make the initial portion of the MCCRES, 23-27 April, more challenging than the MPS's require, i.e. High Value Unit Protection in place of all weather Intercepts and Division Low Level with a planned time on target. This provided a challenging and realistic scenario for the latter phase of the MCCRES conducted at Eglin AFB, FL. The Air to Air portion conducted with the support of the 33rd Tactical Fighter Wing F-15's at Eglin AFB provided outstanding training opportunities and an excellent evaluation environment while the squadron was deployed. The culmination of the MCCRES was a RESCAP opposed by F-15's. This was the best executed RESCAP mission I have observed to date and is indicative of the effort and planning VMFA-251 expended to make the deployment and MCCRES successful.

b. Of particular note was the outstanding staff planning and execution which allowed VMFA-251 to sustain operations despite a limited number of "A" status aircraft. The cooperation, morale and esprit of the squadron were superlative in all respects. Aircraft material condition and functional capability were outstanding. All pilots were knowledgeable and demonstrated the full range of required

Enclosure

capability in briefing, mission conduct and debriefing. No significant areas of weakness were noted. Making the MCCRES more demanding than the MPS's require and capitalizing on the opportunity for increased pilot training and awareness should be commended.

2. Marine Fighter Attack Squadron 251 satisfactorily completed the MCCRES for an F/A-18 squadron on 11 May 1990 with an evaluation of Combat Ready in all areas observed. A detailed MCCRES program with computer disk is forwarded in Enclosure (1).

Very Respectfully



G. R. VanGysel

Col USMC

MCCRES EVALUATION SCORE REPORT FOR VMFA-251  
 Dated 1990/06/01

MCCRES STANDARD	SCORE	DESCRIPTION
4J 1 413	Y	PARTICIPATES IN ALL BRIEFINGS OF AIRCREWS AND PROVIDE...
4J 1 414	Y	PLANS AND CONDUCTS AN INTELLIGENCE DEBRIEF FOR EVERY ...
4J 1 415	Y	RECORDS INFORMATION GATHERED FROM AIRCREWS SYSTEMATI-...
4J 1 416	Y	DEVELOPS AND MAINTAINS A COMPLETE ENEMY ORDER OF BATT...
4J 1 417	Y	UPDATES ALL STAFF MEMBERS ON NEWLY ACQUIRED INTELLI- ...
4J 1 418	Y	PROVIDES ROUTINE INTELLIGENCE REPORTS TO HIGHER/ADJAC...
4J 1 419	Y	PLANS AND REVIEWS PROCEDURES FOR REQUESTING SPACE BAS...
4J 1 420	Y	DEVELOPS A COLLECTION PLAN TO SUPPORT THE MISSION.
4J 1 421	Y	PLANS FOR THE SUBMITTING OF REPORTS IN TIMELY MANNER ...
4J 1 422	Y	PLANS FOR AND REQUESTS TERPES DATA.
4J 1 5 1	Y	ACE/MAG COMMANDER'S GUIDANCE HAS BEEN RECEIVED.
4J 1 5 2	Y	RECEIVES EEI'S FROM THE S-2 TO INCLUDE ENEMY DETECTIO...
4J 1 5 3	Y	ESTABLISHES EARLY LIAISON WITH THE ACE/MAG STAFF OPER...
4J 1 5 4	Y	MAKES INITIAL ESTIMATE OF SQUADRON CAPABILITIES AS TH...
4J 1 5 5	Y	DEVELOPS PLANNING FIGURES FOR A SURGE EFFORT, IDENTI-...
4J 1 5 6	Y	CALCULATES DAILY SORTIES AVAILABLE FOR ASSIGNED MISSI...
4J 1 5 7	Y	RECEIVES THE PRIORITIZED LIST OF PLANNING REQUIREMENT...
4J 1 5 8	Y	COORDINATES WITH THE ACE/MAG TO DETERMINE THE ALLOCAT...
4J 1 5 9	Y	IDENTIFIES SIGNIFICANT LIMITATIONS AND/OR PROBLEM ARE...
4J 1 510	Y	ENSURES RULES OF ENGAGEMENT (ROE), WEAPON CONDITIONS, ...
4J 1 511	Y	ESTABLISHES OPERATIONAL PLANS USING UNIT SOP'S AND TA...
4J 1 512	Y	COORDINATES WITH ADJACENT STAFF MEMBERS (S-4, MAINT, ...
4J 1 513	Y	COORDINATES WITH MAINTENANCE PERSONNEL TO ENSURE APPR...
4J 1 514	Y	COORDINATES REQUIREMENTS FOR CHANGES TO AIRFRAME CONF...
4J 1 515	Y	PLANS AIRCREW ASSIGNMENTS TO THE LEVEL OF THE CREWS Q...
4J 1 516	Y	PLANS STANDBY CREWS WHEN NECESSARY.
4J 1 517	A	INVOLVES APPROPRIATE COMMAND AND CONTROL AGENCIES (I....
4J 1 518	Y	PLANS BRIEFINGS TO REVIEW ALL SOP'S AS THEY PERTAIN T...
4J 1 519	Y	ENSURES S-2 PARTICIPATES IN AIRCREW PLANNING, AND BRI...
4J 1 520	Y	ENSURES S-2 PROVIDES TERRAIN MASKING AND THREAT AVOID...
4J 1 521	Y	COORDINATES THE INTEGRATION OF RECOMMENDED CONTROL PO...
4J 1 522	Y	ENSURES PROCEDURES ARE ESTABLISHED FOR SAFETY OF FLIG...
4J 1 523	A	PLANS FOR PATHFINDER/NAVIGATIONAL/TANKER AIRCRAFT FOR...
4J 1 524	Y	DEVELOPS A SCATTER PLAN, IF REQUIRED.
4J 1 525	Y	PLANS A MATRIX FOR MISSION AND WEATHER GO/NO GO CRITE...
4J 1 526	Y	COORDINATES WITH S-2 TO KEEP SQUADRON PERSONNEL UP DA...
4J 1 527	Y	PLANS TIME LINE.
4J 1 528	Y	UPDATES ANY CHANGES TO RETURN TO FORCE (RTF) PROCED- ...
4J 1 529	Y	COORDINATES WITH MAINTENANCE PERSONNEL FOR FLIGHT CHE...
4J 1 6 1	Y	UPDATES BRIEFING ON DETAILED GROUND SCHEME OF MANEUVE...
4J 1 6 2	Y	UPDATES EEI'S FOR VISUAL RECONNAISSANCE BY SQUADRON A...
4J 1 6 3	Y	UPDATES ANY ENEMY/THREAT CAPABILITIES/CHANGES TO TACT...
4J 1 6 4	Y	UPDATES ANY CHANGES TO RETURN TO FORCE (RTF) PROCEDUR...
4J 1 7 1	Y	ENSURES THAT INFORMATION FOR ASSISTING PILOTS DURING ...
4J 1 7 2	Y	ENSURES THE SQUADRON COMMUNICATION NET IS MONITORED D...
4J 1 7 3	Y	CONTINUALLY MONITORS THE FLIGHT SCHEDULE MAKING ONLY ...
4J 1 7 4	Y	ESTABLISHES PRIORITY FOR ASSIGNMENT OF AVAILABLE AIRC...
4J 1 7 5	Y	MONITORS CREW'S DAY AND FLIGHT TIME LIMITATIONS.
4J 1 7 6	Y	ENSURES ESSENTIAL INFORMATION IS AVAILABLE TO FLIGHT ...
4J 1 7 7	Y	REMAINS INFORMED OF CURRENT FLIGHT OPERATIONS AND PLA...



MCCRES EVALUATION SCORE REPORT FOR VMFA-251  
 Dated 1990/06/01

MCCRES STANDARD	SCORE	DESCRIPTION
4J 1 7 8	Y	ENSURES AVAILABILITY AND READINESS OF STANDBY AIRCREW...
4J 1 7 9	Y	KNOWS AND EXECUTES THE NECESSARY PROCEDURES FOR OVERD...
4J 1 710	Y	REACTS APPROPRIATELY TO A STAGED MISHAP PER THE SQUAD...
4J 1-711	Y	REMAINS AWARE OF THE DAILY OPERATIONS PLAN, ATO, AND ...
4J 1 712	Y	ASSISTS SQUADRON S-3 IN PREPARATION OF DAILY SITREP A...
4J 1 8 1	Y	SUPERVISES THE CONDUCT OF OPERATIONS WHILE MAINTAININ...
4J 1 8 2	Y	DISSEMINATES ANY CHANGES OF PROCEDURES, TACTICS, OR C...
4J 1 8 3	A	PROVIDES UPDATED ADVICE AND PLANNING CONSIDERATIONS T...
4J 1 8 4	A	MONITORS ANY DELAYS TO PREPLANNED MISSIONS, AND/OR MI...
4J 1 8 5	A	REVALIDATES THE ASSIGNED MISSIONS AS CHANGES TO THE S...
4J 1 8 6	A	COORDINATES CONTINUOUS UPDATING OF TARGET LISTS WITH ...
4J 1 8 7	Y	ENSURES PROCEDURES FOR UPDATING ALL SOURCE, THEATER I...
4J 1 8 8	Y	ENSURES CONTINGENCY REQUIREMENTS AND EMERGENCIES ARE ...
4J 1 8 9	Y	ENSURES SCATTER PLAN IS UNDERSTOOD AND CAN BE IMPLE- ...
4J 1 810	A	ENSURES EARLY WARNING INFORMATION AND ALERT CONDITION...
4J 1 811	Y	ADHERES TO PLANNED FLIGHT SCHEDULE.
4J 1 812	Y	READIES PREPLANNED REACTION FORCES IF REQUIRED BY THE...
4J 1 813	Y	CONDUCTS A POSTOPERATION DEBRIEFING AS TO LESSONS LEA...
4J 1 814	A	REVOLVES POSTOPERATIONS PROBLEMS AND MAKES CHANGES TO...
4J 1 815	Y	CONTINUES PLANNING FOR FUTURE OPERATIONS.
4J 2 1 1	Y	ALL ITEMS ARE BRIEFED PER PUBLISHED NATOPS, BRIEFING ...
4J 2 1 2	Y	ALL PARTICIPATING AIRCREWS ARE PRESENT.
4J 2 1 3	Y	QUESTIONS ARE ALLOWED TO ENSURE SAFETY OF FLIGHT INFO...
4J 2 2 1	Y	COORDINATES INTELLIGENCE BRIEFING OF LATEST THREAT AN...
4J 2 2 2	Y	BRIEFES THE MATRIX FOR MISSION GO/NO GO CRITERIA.
4J 2 2 3	Y	BRIEFES CURRENT RULES OF CONDUCT (ROC)/ROE/ALERT CONDI...
4J 2 2 4	Y	BRIEFES TACTICS IN THE TARGET AREA, FRIENDLY POSITIONS...
4J 2 2 5	Y	BRIEFES LOW LEVEL AND NAVIGATION PROCEDURES, TO INCLUD...
4J 2 2 6	Y	BRIEFES MULTIPLE AIRCRAFT COORDINATION WITH NORMAL OR ...
4J 2 2 7	Y	BRIEFES INTEGRATED FIRE SUPPORT/J-SEAD TACTICS AND RES...
4J 2 2 8	A	BRIEFES RADIO/KY-58 COMMUNICATION PROCEDURES WITH TERM...
4J 2 2 9	A	BRIEFES ALTERNATE TARGET(S) OR MISSION(S).
4J 2 210	Y	BRIEFES TIME LINE.
4J 2 211	Y	BRIEFES ANY ADDITIONAL AVIATION UNITS PARTICIPATING TO...
4J 2 212	Y	BRIEFES DECEPTION PLAN, IF REQUIRED.
4J 2 213	Y	BRIEFES INITIAL RENDEZVOUS, CONTROL POINTS, HANDOVER P...
4J 2 214	N	BRIEFES FRIENDLY LOCATIONS OF AIR DEFENSE ASSETS ASHOR...
4J 2 215	A	BRIEFES ANY KNOWN CHANGES TO TACP CONTROL PROCEDURES O...
4J 2 216	N	BRIEFES AVAILABILITY OF ON CALL ELECTRONIC WARFARE (EW...
4J 2 217	Y	BRIEFES DELIVERY ABORT PARAMETERS PER GROUND ATTACK SO...
4J 2 218	Y	BRIEFES SMS PROGRAMS AND ORDNANCE CODES FOR COMPUTED M...
4J 2 219	Y	BRIEFES ACTIONS REQUIRED IF ATTACKED BY ENEMY AIRCRAFT...
4J 2 220	Y	BRIEFES ACTIONS REQUIRED IF ATTACKED BY SAM/AAA AND RA...
4J 2 221	Y	BRIEFES CLEARANCE TO DROP METHODS; I.E., BY VOICE, SIG...
4J 2 222	A	BRIEFES LASER DESIGNATION PROCEDURES AND CODES AND VIS...
4J 2 223	A	BRIEFES FORWARD LOOKING INFRARED (FLIR) AND LASER DETE...
4J 2 224	Y	BRIEFES ECM, ECCM, AND RWR CONSIDERATIONS.
4J 2 225	Y	BRIEFES SEAD TACTICS AND RESPONSIBILITIES.
4J 2 226	Y	BRIEFES LOOK-OUT PROCEDURES TO INCLUDE RESPONSIBILITIE...
4J 2 227	Y	BRIEFES SERE PROCEDURES TO INCLUDE SAFE AREAS, PICKUP ...

1990/06/01

13:05:49

page

4

Enclosure #2



MCCRES EVALUATION SCORE REPORT FOR VMFA-251  
 Dated 1990/06/01

MCCRES STANDARD	SCORE	DESCRIPTION
4J 2 3 1	A	ARMING PROCEDURES WERE AS BRIEFED.
4J 2 3 2	N	TAKEOFF TIME WAS AS BRIEFED.
4J 2 3 3	Y	SCHEDULED NUMBER OF AIRCRAFT ARE AIRBORNE.
4J 2 3 4	Y	GROUND ATTACK AIRCRAFT REACTED PROPERLY TO THE THREAT.
4J 2 3 5	Y	USED GO/NO GO MISSION MATRIX AS PLANNED.
4J 2 3 6	Y	CONTROL POINT (RP, CP, AND IP) PROCEDURES WERE FLOWN ...
4J 2 3 7	Y	REGAINED STRIKE FLIGHT FORMATION OR INDIVIDUAL FLIGHT...
4J 2 3 8	Y	ALL AIRCRAFT HAD SUFFICIENT FUEL FOR TACTICAL EGRESS ...
4J 2 3 9	Y	ACTUAL EXECUTION OF THE INGRESS/EGRESS ALLOWED FOR DE...
4J 2 3 10	Y	FOLLOWED PROPER RTF PROCEDURES.
4J 2 4 1	Y	TACTICS IN THE TARGET AREA WERE AS BRIEFED.
4J 2 4 2	Y	DROPPED ORDNANCE ON FIRST PASS.
4J 2 4 3	Y	BRIEFED EXPOSURE TIME WAS COMPLIED WITH.
4J 2 4 4	N	CLEARANCE TO DROP WAS RECEIVED IN A TIMELY MANNER.
4J 2 4 5	Y	NO MORE THAN 7 SECONDS TRACKING TIME WAS UTILIZED.
4J 2 4 6	A	FLIGHT UTILIZED TIMELY AND CORRECT CAS PROCEDURES WIT...
4J 2 4 7	Y	TACTICAL MANEUVERING AND JINKING (DEPENDENT ON THREAT...
4J 2 4 8	Y	ALL ORDNANCE WAS RELEASED.
4J 2 4 9	Y	ALL ORDNANCE DETONATED.
4J 2 4 10	Y	ACTUAL EXECUTION ALLOWED FOR DECONFLICTION.
4J 2 4 11	Y	ACTUAL TIME ON TARGET IS + 30 SECONDS OF PLANNED TIME...
4J 2 4 12	Y	BRIEFED WEAPONS RELEASE PARAMETERS AND PROCEDURES WER...
4J 2 5 1	A	MISSION OBJECTIVES WERE MET AND ORDNANCE DELIVERY WAS...
4J 2 5 2	A	FLIGHT ACHIEVED 70 PERCENT TARGET COVERAGE OR HIGHER.
4J 2 5 3	A	FLIGHT ACHIEVED 85 PERCENT TARGET COVERAGE OR HIGHER.
4J 2 5 4	A	FLIGHT ACHIEVED 100 PERCENT TARGET COVERAGE.
4J 2 5 5	A	MISSION OBJECTIVES WERE MET AND ORDNANCE DELIVERY WAS...
4J 2 5 6	A	FLIGHT ACHIEVED 70 PERCENT TARGET COVERAGE OR HIGHER.
4J 2 5 7	A	FLIGHT ACHIEVED 85 PERCENT TARGET COVERAGE OR HIGHER.
4J 2 5 8	A	FLIGHT ACHIEVED 100 PERCENT TARGET COVERAGE.
4J 2 5 9	A	MISSION OBJECTIVES WERE MET AND ORDNANCE DELIVERY WAS...
4J 2 5 10	A	FLIGHT ACHIEVED 70 PERCENT TARGET COVERAGE OR HIGHER.
4J 2 5 11	A	FLIGHT ACHIEVED 85 PERCENT TARGET COVERAGE OR HIGHER.
4J 2 5 12	A	FLIGHT ACHIEVED 100 PERCENT TARGET COVERAGE.
4J 2 6 1	Y	DEBRIEFS COVERED ALL ASPECTS OF THE FLIGHT WITH ALL P...
4J 2 6 2	Y	POSITIVE POINTS WERE DISCUSSED AND ADDED TO LESSONS L...
4J 2 6 3	Y	RESOLVES NEGATIVE POINTS AND CHANGES MADE TO CONTINGE...
4J 2 6 4	Y	PASSES VISUAL RECONNAISSANCE/INTELLIGENCE INFORMATION...
4J 2 6 5	Y	S-2 COLLECTED ALL CLASSIFIED MATERIALS, TO INCLUDE AU...
4J 2 6 6	Y	INTELLIGENCE INFORMATION RECEIVED BEFORE THE MISSION ...
4J 2 6 7	Y	USES THE DEBRIEF AS A CONSTRUCTIVE TRAINING TOOL.
4J 3 1 1	Y	ALL ITEMS ARE BRIEFED PER NATOPS, PUBLISHED BRIEFING ...
4J 3 1 2	Y	ALL PARTICIPATING AIRCREWS ARE PRESENT.
4J 3 1 3	Y	QUESTIONS ARE ALLOWED TO ENSURE SAFETY OF FLIGHT INFO...
4J 3 2 1	Y	RECEIVES UPDATED INTELLIGENCE BRIEFING FROM THE S-2, ...
4J 3 2 2	N	BRIEFS THE MATRIX FOR MISSION GO/NO GO CRITERIA.
4J 3 2 3	Y	BRIEFS INTEGRATED AIR DEFENSE (IAD) PLAN, ASSETS AVAI...
4J 3 2 4	Y	BRIEFS ENEMY THREAT CAPABILITIES AND TACTICS.
4J 3 2 5	Y	BRIEFS CURRENT ROE/ROC/ALERT CONDITIONS AND/OR WEAPON...
4J 3 2 6	Y	BRIEFS CAP PROCEDURES AND THE ORIENTATION OF THE THRE...



MCCRES EVALUATION SCORE REPORT FOR VMFA-251  
 Dated 1990/06/01

MCCRES STANDARD	SCORE	DESCRIPTION
4J 3 2 7	Y	BRIEFS INTERCEPT TECHNIQUES/TACTICS.
4J 3 2 8	Y	BRIEFS PILOT INTRAFIGHTER COORDINATION WITH NORMAL OR...
4J 3 2 9	Y	BRIEFS ECM/ECCM/RWR CONSIDERATION.
4J 3-210	Y	BRIEFS GCI TACTICS AND COMMUNICATIONS.
4J 3 211	Y	BRIEFS CONTROL POINTS, HANDOVER POINTS, FREQUENCIES, ...
4J 3 212	Y	BRIEFS SERE PROCEDURES TO INCLUDE SAFE AREAS, PICKUP ...
4J 3 3 1	A	MISSION OBJECTIVES ARE MET.
4J 3 3 2	A	USES PROPER CAP PROCEDURES; I.E., CAP IS ORIENTED TO ...
4J 3 3 3	A	CREWS DEMONSTRATE INTRAFIGHT COORDINATION.
4J 3 3 4	A	DEMONSTRATES EFFECTIVE PILOT TECHNIQUE AND INTERCEPT ...
4J 3 3 5	A	RECOGNIZES ECM ACTIVITY FROM THE BOGEY.
4J 3 3 6	A	CORRECTLY USES GCI TACTICS AND COMMUNICATIONS.
4J 3 3 7	A	USES DATA LINK TO REDUCE VOICE COMMUNICATIONS.
4J 3 3 8	A	USES SECURE VOICE DURING INTERCEPT.
4J 3 3 9	A	ADHERES TO ROE, ALERT, AND WEAPONS CONDITIONS.
4J 3 4 1	A	VALID ATTACK WAS ACHIEVED.
4J 3 4 2	A	ACHIEVED A VALID REAR HEMISPHERE ATTACK.
4J 3 4 3	A	ACHIEVED A VALID FORWARD HEMISPHERE ATTACK OR REAR HE...
4J 3 4 4	A	ACHIEVED A VALID FORWARD HEMISPHERE ATTACK (AIM-7 OR ...
4J 3 4 5	A	DEMONSTRATED PROPER PILOT TECHNIQUE AND INTERCEPT GEO...
4J 3 5 1	A	VALID INTERCEPT WAS ACHIEVED.
4J 3 5 2	A	ACHIEVED A VALID REAR HEMISPHERE ATTACK.
4J 3 5 3	A	ACHIEVED A VALID FORWARD HEMISPHERE ATTACK OR REAR HE...
4J 3 5 4	A	ACHIEVED A VALID FORWARD HEMISPHERE ATTACK (AIM-7 OR ...
4J 3 5 5	A	AIRCREW CORRECTLY INTERPRETED BOGIES' ECM TACTICS AND...
4J 3 5 6	A	DEMONSTRATED PROPER PILOT TECHNIQUE AND INTERCEPT GEO...
4J 3 6 1	A	DEBRIEFED ALL ASPECTS OF THE FLIGHT WITH ALL PARTICIP...
4J 3 6 2	A	RECORDED POSTMISSION DEBRIEF TO DISCUSS LESSONS LEARNED.
4J 3 6 3	A	PASSED VISUAL RECONNAISSANCE/INTELLIGENCE/ELECTRONIC ...
4J 3 6 4	A	S-2 COLLECTED ALL CLASSIFIED MATERIALS, TO INCLUDE AU...
4J 3 6 5	A	USED LESSONS LEARNED INFORMATION IN PLANNING FOR FUTU...
4J 3 6 6	A	USED THE DEBRIEF AS A CONSTRUCTIVE TRAINING TOOL.
4J 4 1 1	Y	ALL ITEMS ARE BRIEFED PER PUBLISHED NATOPS, BRIEFING ...
4J 4 1 2	Y	ALL PARTICIPATING AIRCREWS ARE PRESENT.
4J 4 1 3	Y	QUESTIONS ARE ALLOWED TO ENSURE SAFETY OF FLIGHT INFO...
4J 4 2 1	Y	RECEIVES UPDATED INTELLIGENCE BRIEFING FROM THE S-2 (...
4J 4 2 2	A	BRIEFS THE MATRIX FOR MISSION GO/NO GO CRITERIA.
4J 4 2 3	Y	BRIEFS CURRENT ROE/ALERT CONDITIONS AND/OR WEAPONS CO...
4J 4 2 4	Y	BRIEFS INTERCEPT TECHNIQUES/TACTICS.
4J 4 2 5	Y	BRIEFS CAP PROCEDURES.
4J 4 2 6	A	BRIEFS PILOT INTRAFIGHTER COORDINATION WITH NORMAL OR...
4J 4 2 7	Y	BRIEFS ENEMY THREAT CAPABILITIES AND TACTICS.
4J 4 2 8	Y	BRIEFS ECM/ECCM/RWR CONSIDERATIONS.
4J 4 2 9	A	BRIEFS GCI TACTICS AND COMMUNICATIONS REQUIRED.
4J 4 210	Y	BRIEFS TIME LINE.
4J 4 211	A	BRIEFS ANY CHANGES TO CONTROL POINTS, HANDOVER POINTS...
4J 4 212	Y	BRIEFS ENGAGED TACTICS.
4J 4 213	A	BRIEFS MUTUAL SUPPORT.
4J 4 214	Y	BRIEFS TACTICAL CALLS/COMMUNICATIONS.
4J 4 215	Y	BRIEFS BUG OUT/BINGO FUEL REQUIREMENTS.

1990/06/01

13:05:49

page

6

Enclosure 12



MCCRES EVALUATION SCORE REPORT FOR VMFA-251  
 Dated 1990/06/01

MCCRES STANDARD	SCORE	DESCRIPTION
4J 4 216	Y	BRIEFS DISENGAGEMENT TECHNIQUE.
4J 4 217	Y	BRIEFS ANY SPECIAL CONSIDERATIONS.
4J 4 218	Y	BRIEFS SERE PROCEDURES TO INCLUDE SAFE AREAS, PICKUP ...
4J 4 3 1	A	COMBAT FORMATIONS FLOWN ARE EFFECTIVE.
4J 4 3 2	Y	WEAPONS CONDITIONS ARE SET.
4J 4 3 3	A	RECEIVES CLEARANCE TO FIRE IN A TIMELY MANNER.
4J 4 3 4	Y	APPROPRIATE TACTICS/INTERCEPTS ARE FLOWN BASED ON THE...
4J 4 3 5	Y	USES EID FOR IDENTIFICATION.
4J 4 3 6	Y	AIRCREWS USE SUN/CLOUDS/HAZE TO THEIR ADVANTAGE.
4J 4 3 7	Y	AIRCREWS MANAGE FUEL/POWER SETTINGS CORRECTLY.
4J 4 3 8	Y	SELECTS PROPER SWITCHOLOGY THROUGHOUT ENGAGEMENT.
4J 4 3 9	Y	UTILIZES PROPER ENGAGED TACTICS.
4J 4 310	A	UTILIZES PROPER TACTICAL COMMUNICATIONS WITH MINIMUM ...
4J 4 311	Y	MAINTAINS PROPER ENERGY LEVELS.
4J 4 312	Y	IDENTIFIES AND USES APPROPRIATE WEAPON(S) WITHIN APPR...
4J 4 313	Y	AIRCREWS CONFORM TO ROE.
4J 4 314	Y	EXECUTES A SUCCESSFUL BUG OUT/DISENGAGEMENT.
4J 4 315	Y	MAINTAINS SITUATIONAL AWARENESS.
4J 4 4 1	Y	FIGHTER OBTAINED THE FIRST VALID SHOT ON THE BOGEY.
4J 4 4 2	Y	BOGEY OBTAINED THE FIRST VALID SHOT.
4J 4 4 3	Y	ONE MINUTE OR LESS.
4J 4 4 4	A	TWO MINUTES OR LESS.
4J 4 4 5	A	THREE MINUTES OR LESS.
4J 4 4 6	A	THE ENGAGEMENT DID NOT LAST OVER THREE MINUTES.
4J 4 5 1	A	FIGHTERS ACHIEVED 70 PERCENT OR HIGHER.
4J 4 5 2	A	FIGHTERS ACHIEVED 80 PERCENT OR HIGHER.
4J 4 5 3	A	FIGHTERS ACHIEVED 90 PERCENT OR HIGHER.
4J 4 5 4	A	FIGHTERS ACHIEVED 100 PERCENT.
4J 4 5 5	A	CATEGORY II BOGIES OR HIGHER WERE USED.
4J 4 5 6	A	CATEGORY III BOGIES OR HIGHER WERE USED.
4J 4 5 7	A	CATEGORY IV BOGIES WERE USED.
4J 4 6 1	A	FIGHTERS ACHIEVED 70 PERCENT OR HIGHER.
4J 4 6 2	A	FIGHTERS ACHIEVED 80 PERCENT OR HIGHER.
4J 4 6 3	A	FIGHTERS ACHIEVED 90 PERCENT OR HIGHER.
4J 4 6 4	A	FIGHTERS ACHIEVED 100 PERCENT.
4J 4 6 5	A	CATEGORY II BOGIES OR HIGHER WERE USED.
4J 4 6 6	A	CATEGORY III BOGIES OR HIGHER WERE USED.
4J 4 6 7	A	CATEGORY IV BOGIES WERE USED.
4J 4 7 1	Y	DEBRIEFED ALL ASPECTS OF THE FLIGHT THOROUGHLY.
4J 4 7 2	Y	NUMBER AND TYPES OF BOGEY AIRCRAFT COINCIDED WITH INT...
4J 4 7 3	Y	RECORDED POSTMISSION DEBRIEF TO DISCUSS LESSONS LEARN...
4J 4 7 4	Y	RESOLVED NEGATIVE POINTS AND CHANGES WERE MADE TO CON...
4J 4 7 5	Y	PASSED VISUAL RECONNAISSANCE/ELECTRONIC INTELLIGENCE ...
4J 4 7 6	Y	S-2 COLLECTED ALL CLASSIFIED MATERIALS, TO INCLUDE AU...
4J 4 7 7	Y	USED THE DEBRIEF AS A CONSTRUCTIVE TRAINING TOOL.
4J 5 1 1	Y	ALL ITEMS ARE BRIEFED PER PUBLISHED NATOPS, BRIEFING ...
4J 5 1 2	Y	ALL PARTICIPATING AIRCREWS ARE PRESENT.
4J 5 1 3	Y	QUESTIONS ARE ALLOWED TO ENSURE SAFETY OF FLIGHT INFO...
4J 5 2 1	Y	RECEIVES UPDATED INTELLIGENCE BRIEFING TO INCLUDE THE...
4J 5 2 2	Y	BRIEFS THE MATRIX FOR MISSION GO/NO GO CRITERIA.



## MCCRES EVALUATION SCORE REPORT FOR VMFA-251

Dated 1990/06/01

MCCRES STANDARD	SCORE	DESCRIPTION
4J 5 2 3	Y	BRIEFS JOINUP, AND RENDEZVOUS WITH TROOP INSERT/STRIK...
4J 5 2 4	Y	BRIEFS ESCORT TECHNIQUES/TACTICS AND FORMATIONS FOR I...
4J 5 2 5	Y	BRIEFS WEAPONS SYSTEM MANAGEMENT.
4J 5-2 6	Y	BRIEFS EMPLOYMENT TACTICS IF THE ESCORT FORCE IS ATTA...
4J 5 2 7	Y	BRIEFS EMPLOYMENT TACTICS OF THE ESCORTED FORCE IF AT...
4J 5 2 8	A	BRIEFS J/SEAD TACTICS/PROCEDURES, IF APPLICABLE.
4J 5 2 9	Y	BRIEFS ALTERNATE LANDING ZONES/TARGET(S) OR MISSION(S).
4J 5 210	Y	BRIEFS ECM/ECCM/RWR CONSIDERATIONS.
4J 5 211	A	BRIEFS ANY CHANGES TO CONTROL POINTS, HANDOVER POINTS...
4J 5 212	Y	BRIEFS FRIENDLY LOCATIONS OF AIR DEFENSE ASSETS, ANY ...
4J 5 213	Y	BRIEFS HARM EMPLOYMENT TACTICS IF THE ESCORT FORCE IS...
4J 5 214	Y	BRIEFS SURVIVAL EVASION RESISTENCE AND ESCAPE (SERE) ...
4J 5 3 1	Y	FRAGGED/SCHEDULED NUMBER OF ESCORT AIRCRAFT LAUNCHED ...
4J 5 3 2	Y	ESCORT AIRCRAFT RENDEZVOUS WITH STRIKE FORCE/TROOP IN...
4J 5 3 3	Y	COMMUNICATIONS AND COORDINATION WERE ESTABLISHED IMME...
4J 5 3 4	N	ACQUIRED ENEMY AIRCRAFT BEFORE THEY BECAME A THREAT T...
4J 5 3 5	A	ESCORT FLIGHT PREVENTED ENEMY AIRCRAFT FROM DEGRADING...
4J 5 3 6	A	SUCCESSFULLY DEMONSTRATED J/SEAD TACTICS/PROCEDURES.
4J 5 3 7	Y	CONTINUED TACTICAL ESCORT DUTIES DURING EGRESS, IF PL...
4J 5 3 8	Y	MAINTAINED PREBRIEFED FUEL RESERVE DURING EGRESS IF N...
4J 5 4 1	Y	DEBRIEFED ALL ASPECTS OF THE FLIGHT THOROUGHLY.
4J 5 4 2	Y	ESCORTED AIRCRAFT DEBRIEFED MISSION FROM THEIR PERSPE...
4J 5 4 3	Y	RECORDED POSTMISSION DEBRIEF TO DISCUSS LESSONS LEARN...
4J 5 4 4	Y	RESOLVED NEGATIVE POINTS AND CHANGES WERE MADE TO CON...
4J 5 4 5	Y	PASSED VISUAL RECONNAISSANCE/INTELLIGENCE INFORMATION...
4J 5 4 6	Y	S-2 COLLECTED ALL CLASSIFIED MATERIALS, TO INCLUDE AU...
4J 5 4 7	Y	USED THE DEBRIEF AS A CONSTRUCTIVE TRAINING TOOL.
4J 9 1 1	Y	ALL ITEMS ARE BRIEFED PER PUBLISHED NATOPS, BRIEFING ...
4J 9 1 2	Y	ALL PARTICIPATING AIRCREWS ARE PRESENT.
4J 9 1 3	Y	QUESTIONS ARE ALLOWED TO ENSURE SAFETY OF FLIGHT INFO...
4J 9 2 1	Y	BRIEFS RESCAP PROTECTIVE TACTICS.
4J 9 2 2	Y	BRIEFS VISUAL SIGHTING TECHNIQUES.
4J 9 2 3	Y	BRIEFS ALTITUDES FOR SAFE SEPARATION OF FIXED-WING AI...
4J 9 2 4	Y	BRIEFS COMMUNICATIONS PROCEDURES.
4J 9 2 5	Y	BRIEFS SAFE AREAS IN CONJUNCTION WITH THE GROUND SCHE...
4J 9 2 6	Y	BRIEFS RESCUE HELICOPTER GUIDANCE PROCEDURES.
4J 9 2 7	Y	BRIEFS AUTHENTICATION PROCEDURES.
4J 9 3 1	Y	RESCAP FLIGHT PROCEEDS TO DOWNED PLANE/AIRCREW AREA B...
4J 9 3 2	Y	RESCAP FLIGHT ACQUIRES DOWNED AIRCREW POSITION AFTER ...
4J 9 3 3	Y	RESCAP FLIGHT NEUTRALIZES ENEMY THREAT.
4J 9 3 4	Y	RESCAP FLIGHT EXECUTES SUCCESSFUL TACTICS AND JINKING...
4J 9 3 5	A	RESCAP FLIGHT REQUESTS RELIEF ON STATION IF RESCUE CA...
4J 9 4 1	Y	BRIEFS HELD FOR ALL AIRCREWS PRIOR TO FLIGHT ON THE L...
4J 9 4 2	Y	BRIEFS HELD FOR ALL AIRCREWS ON SAFE AREAS AND PICKUP...
4J 9 4 3	Y	BRIEFS HELD FOR ALL AIRCREWS ON RADIO COMMUNICATIONS ...
4J 9 4 4	Y	BRIEFS HELD FOR ALL AIRCREWS ON DAY AND NIGHT VISUAL ...
4J 9 4 5	Y	DOWNED AIRCREW RESPONDS APPROPRIATELY TO CONDITIONS A...
4J 9 4 6	Y	DOWNED AIRCREW IMPLEMENTS TACTICS AND TECHNIQUES NECE...
4J 9 4 7	Y	BRIEFS HELICOPTER PICKUP PROCEDURES.
4J 9 4 8	N	S-2 PERSONNEL INITIALLY DEBRIEF THE SURVIVOR(S) AFTER...

1990/06/01

13:05:49

page

8

Enclosure 2



MCCRES EVALUATION SCORE REPORT FOR VMFA-251  
Dated 1990/06/01

MCCRES STANDARD	SCORE	DESCRIPTION
--------------------	-------	-------------

1990/06/01

13:05:49

page 9

Enclosure



## MCCRES EVALUATION SCORE REPORT FOR V A-251

Dated 1990/06/01

MCCRES  
STANDARD SCORE

DESCRIPTION

## STANDARDS

STANDARD	SCORE	DESCRIPTION
4J10 1 1	Y	PREDISASTER PLAN SOP IS USED TO STANDARDIZE TRAINING ...
4J10 1 2	Y	SQUADRON CONDUCTS DISASTER TRAINING COVERING ACCIDENT...
4J10 1 3	A	REHEARSES THE RECLAMATION TEAM AND INVENTORIES EQUIPM...
4J10 1 4	Y	PERSONNEL DEMONSTRATE KNOWLEDGE OF INDIVIDUAL ACTIONS...
4J10 1 5	Y	RANDOM SAMPLING OF SQUADRON PERSONNEL INDICATES A CLE...
4J10 1 6	Y	PROPER FIRE FIGHTING EQUIPMENT, FIRST AID EQUIPMENT, ...
4J10 1 7	Y	DISASTER TRAINING IS ROUTINELY CONDUCTED AS EVIDENCED...
4J10 2 1	Y	ALARM OR WARNING IS SOUNDED AS SOON AS DISASTER IS NO...
4J10 2 2	Y	ORDERLY AND POSITIVE IMMEDIATE ACTION TAKES PLACE TO ...
4J10 2 3	Y	FIRE IS CONTAINED AS MUCH AS POSSIBLE WITH FLIGHT LIN...
4J10 2 4	Y	ISOLATES FIRE BY MOVING EQUIPMENT AND AIRCRAFT.
4J10 2 5	Y	ATTENDS TO INJURED PERSONNEL BY ADMINISTERING FIRST AID.
4J10 2 6	Y	CALLS FOR FIRE TRUCKS, AMBULANCES, AIRCRAFT MAINTENAN...
4J10 2 7	Y	VACATES FUEL TRUCKS, AIRCRAFT, AND OTHER COMBUSTIBLES...
4J10 2 8	Y	DAMAGE/INJURIES ARE KEPT AT A MINIMUM LEVEL.
4J10 2 9	Y	ENCO'S/NCO'S ARE KEY PERSONNEL IN COPING WITH THE INC...
4J10 210	Y	SUPERVISORY PERSONNEL ADHERE TO THE SQUADRON DISASTER...
4J11 1 1	N	SQUADRON AVERAGED 80 TO 89 PERCENT ON A TACTICAL MANU...
4J11 1 2	N	SQUADRON AVERAGED 90 TO 95 PERCENT OR HIGHER.
4J11 1 3	Y	SQUADRON AVERAGED 96 TO 100 PERCENT.
4J11 2 1	N	SQUADRON AVERAGED 80 TO 89 PERCENT ON THE RECOGNITION...
4J11 2 2	Y	SQUADRON AVERAGED 90 TO 95 PERCENT OR HIGHER.
4J11 2 3	Y	SQUADRON AVERAGED 96 TO 100 PERCENT.

1990/06/01

12:33:06

page

1

Enclosure 2



## Pilots do battle in 'Lowcountry Bombing Derby'

### Story and Photo by SSgt. Mike Stroup

Routine bombing practice took a decidedly non-routine turn for MAG-31 F/A-18 Hornet pilots last week, April 18-19, at the Georgia Air National Guard Bombing Range in Townsend, Ga. The Beaufort pilots pitted their air-to-ground skills against each other and Air Force pilots for two days, using inert bombs simulating tactical deep air strike missions. Squadron participation from the Air Station included: VMFA-115, VMFA-333, VMFA-251 and VMFA-451. Pilots from Headquarters MAG-31 as well as the Commanding General of 2nd MAW, MajGen. Richard A. Gustafson, also participated in the competition.

In addition to Fighbertown's Hornets, there were A-10 Thunderbolts from Myrtle Beach Air Force Base and F-16s from Shaw Air Force Base, S.C., Rickenbacker Air National Guard Base, S.C., Moody Air Force Base, Ga. and Dannelly Field Air National Guard Base, Ala.

The aircraft were flown to the target site from their respective installations in 25 flights of two, concluding with 25-30 minutes of low-level flight before dropping the practice bombs. Primary criteria for grading performance of the simulated attacks were how close the practice bombs landed near the target and how near the scheduled time of impact the bombs actually struck. Winners in two categories were announced at an informal debriefing conducted at the Station Officers' Club the afternoon following the two-day bombing derby.

The first category was for the flight (two aircraft) with the best combined score. This category was won by VMFA-251 Thunderbolts LtCol. R.W. Walker and Capt. P.H. Supchak.



Derby winners (from left) Capt. P.H. Supchak and LtCol. R.W. Walker of VMFA-251, and Air Force LtCol. S. Clovis of Moody AFB are congratulated by Col. Randolph H. Brinkley, MAG-31 commanding officer.

The second category was the organization with the best combined score. This category was won by the 347th Tactical Fighter Wing from Moody Air Force Base, Ga.

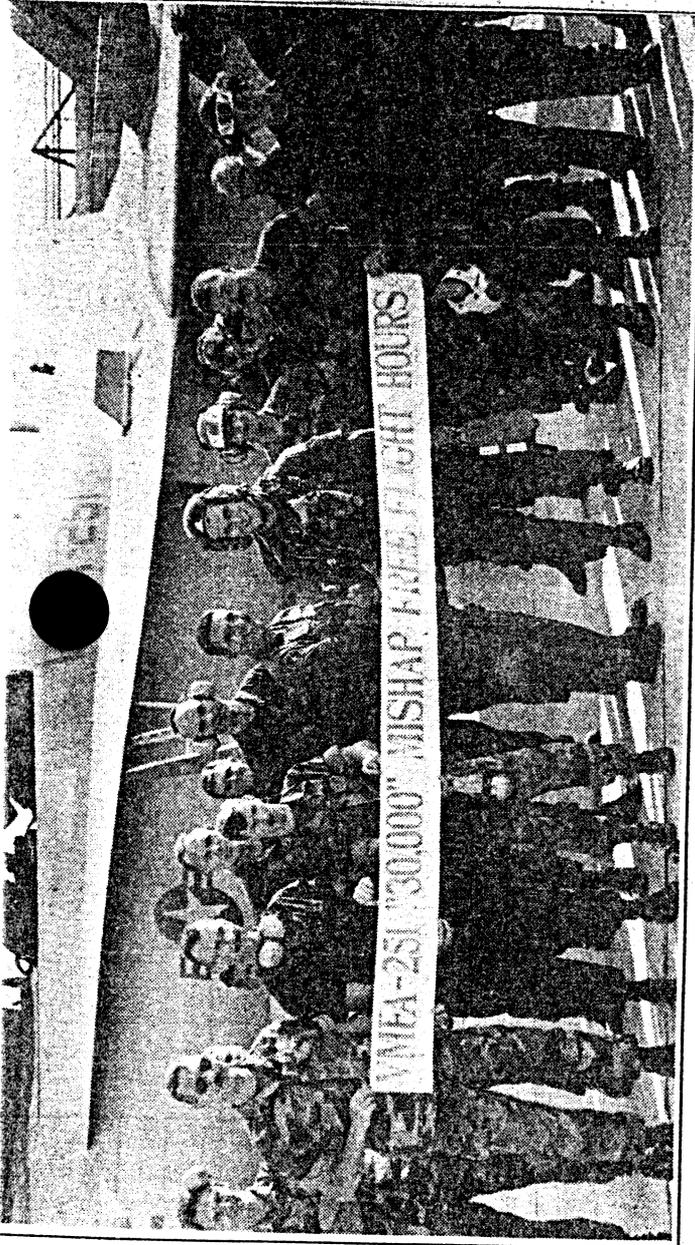
Speaking at the debrief as host for the competition was Col. Randolph H. Brinkley, MAG-31 commanding officer. Brinkley praised the demonstrated warfighting skills of all participants and the interservice exchange of tactics that were hoped for when the derby was originally conceived.

In the interest of continuing the "Lowcountry Bombing Derby" tradition, the 347th Tactical Fighter Wing was challenged to a rematch in October, to give Beaufort pilots a shot at returning the unit trophy to Fighbertown.

"In spite of our efforts, we are continuing to fall short of our goals," he said. "Our housing efforts, although

See Sommers, Page 3

he said. "Because of the number of jobs increasing and the growing number of jobs in the defense industry, we are planning to create a better balance between force controls being implemented and the growing number of jobs in the defense industry."



VMFA-251 Marines hold a banner signifying the squadron's achievement of 30,000 mishap-free flight hours. The milestone flight was piloted by 1stLt. Doug "Gunga" Denn April 12, and it marked more than seven and one-half years of mishap-free flying. (Photo by Cpl. Ray Ackley)