



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

16 Jan 91

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

To: Commandant of the Marine Corps (Code HDH-4), Headquarters, U.S. Marine Corps, Washington, D.C. 20380

Via: (1) Commanding Officer, Marine Aircraft Group 31 (S-3), 2d Marine Aircraft Wing, Fleet Marine Force, Atlantic, Marine Corps Air Station, Beaufort, South Carolina 29904

(2) Commanding General, 2d Marine Aircraft Wing, Fleet Marine Force, Atlantic, Marine Corps Air Station, Cherry Point, North Carolina 28533

(3) Commanding General, Fleet Marine Force, Atlantic, Norfolk, Virginia 23511

Subj: VMFA-251 COMMAND CHRONOLOGY FOR 1 JULY 1990 TO 31 DECEMBER 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 July 1990 - 31 December 1990 at MCAS Beaufort, South Carolina 29904

Personnel Information

- a. Commanding Officer LtCol Richard W. WALKER
1 July 1990 - 31 December 1990
- b. Executive Officer Maj Martin S. MACY
1 July 1990 - 31 December 1990
- c. Administrative Officer Capt Thomas G. BOODRY
1 July 1990 - 31 December 1990

Subj: VMFA-251 COMMAND CHRONOLOGY FOR 1 JULY 1990 TO 31 DECEMBER 1990

- d. Intelligence Officer SSgt William E. CAUTHORN
1 July 1990 - 31 December 1990
- e. Operations Officer Capt Robert S. WALSH
1 July 1990 - 31 December 1990
- f. Logistics Officer Capt Eric HEIDHAUSEN
1 July 1990 - 18 November 1990
Maj Richard L. McCUTCHEON
19 November - 31 December 1990
- g. Aircraft Maintenance Officer Maj David L. WALLENBURN
1 July 1990 - 31 December 1990
- h. Director of Safety and Standardization
Capt Carl K. RADFORD
1 July 1990 - 18 November 1990
Capt Paul H. SUPCHAK
19 November - 31 December 1990
- i. Historical Officer Maj Richard L. McCUTCHEON
1 July 1990 - 18 November 1990
Capt Eric HEIDHAUSEN
19 November - 31 December 1990
- j. Sergeant Major SgtMaj Jerry W. MICHAEL
1 July 1990 - 31 December 1990

Average Monthly Strength

	USMC		USN	
	Officer/Enlisted		Officer/Enlisted	
July 1990	19	/ 155	1	/ 2
August 1990	19	/ 155	1	/ 2
September 1990	19	/ 155	1	/ 2
October 1990	20	/ 160	1	/ 2
November 1990	20	/ 163	1	/ 2
December 1990	20	/ 167	1	/ 2

Equipment

	Number	Type
July 1990	12	F/A-18A
August 1990	13	F/A-18A
September 1990	13	F/A-18A
October 1990	13	F/A-18A
November 1990	13	F/A-18A
December 1990	13	F/A-18A

Subj: VMFA-251 COMMAND CHRONOLOGY FOR 1 JULY 1990 TO 31 DECEMBER 1990

SECTION 2

Command, Operations, Training

During the last six months of 1990, the Thunderbolt's trained in preparation for exercise "Team Work/Bold Guard" in support of Fourth MEB. World events in the Middle East quickly shifted the squadron's training focus when the exercise was cancelled and contingencies for war evolved. The squadron focus remained centered on aviation and ground skills but was more directly aimed at the desert environment and assumed F/A-18 missions. This six month period included the most intensive air to ground training the squadron had conducted in the last three years. Two major squadron deployments and one detachment highlighted this six month period. Overall, the squadron's pilots have been with the Thunderbolts for a long period and the level of expertise within the squadron yielded an exceptionably well trained squadron.

July was the beginning of a relatively austere fiscal year 90 flight hour program. The squadron began a creative training syllabus to maximize the use of its reduced flight hours. The command was continuing its planning for exercise "Team Work" and "Bold Guard". During the month, three pilots qualified as air combat tactics instructors (ACTI) and all pilots qualified on KC-135 strategic tankers for Fourth MEB's Norway Deployment. Air to air training was highlighted by TOPGUN and VMFT-401's adversary support in early July. Air to Ground training included low level missions into raked range bombing utilizing heavy inert ordnance.

August was an exceptionally stressful month that tasked the squadron's ability to rapidly deploy. The Iraqi invasion of Kuwait caused exercises "Team Work" and "Bold Guard" to be cancelled. Instead the squadron prepared to deploy to the Middle East. The month was highlighted by MAWTS-ONE and TOPGUN lectures, intensive large plane strike missions and daily intelligence briefs. Though not chosen as one of the squadrons to deploy, the Thunderbolts were ready. Logistically, the squadron was already prepared because of previously scheduled exercises. Maintenance worked extra hours and quickly prepared aircraft. Operations continued to modify training towards the threat and expected mission assignments.

September accomplishments were almost entirely focused on the possibility of war in the Middle East. Pilot training continued to emphasize air to ground missions with specific emphasis on smart weapon employment (HARM and Walleye). Training included flight operations against various EW capabilities such as jamming and deception techniques. The squadron continued its preparation to deploy as follow on assets, perhaps as VMFA-1 as part of an MPF contingency. The squadron also sent a detachment to the Navy Fighter Weapons School at NAS Miramar, Ca.

In October the squadron focused on the possibility of deploying to the Middle East as part of a Sixth MEB contingency via MPF, as VMFA-1. Large scale, multi-plane missions were planned and executed. The squadron deployed to MCAS Cherry Point, NC to work with MAG-26 as part of a notional Sixth MEB, Ace Staff. During the deployment the squadron concentrated its skills on close air support on the BT-11/G-10 ranges

Subj: VMFA-251 COMMAND CHRONOLOGY FOR 1 JULY 1990 TO 31 DECEMBER 1990

with a concurrent ACTI work-up for three pilots. The squadron also conducted all of MAG-31's Frag missions by supporting 2nd MAW and 2nd MARDIV training. The deployment continued into November and the Thunderbolts now began planning a previously unscheduled MAG-31 deployment to MCAS Yuma, AZ. The deployment was conceived as Southwest Asia Integrated Contingency Training (SWAICT), and was hosted by MAWTS-ONE. The squadron deployed with MAG-31 assets after Thanksgiving. In November the Thunderbolts conducted squadron training including low altitude tactics, raked range bombing, and much needed, live ordnance bombing.

December included theater specific lectures, mission planning, and execution with MAWTS-ONE acting as an ACE. All aspects of F/A-18A assigned missions were executed and evaluated. They included AAW, OAW, and OAS. Lectures included desert survival and lessons learned from aviation assets already deployed in the middle east. Finally, the squadron returned to MCAS Beaufort, SC for Christmas leave and the first quarter FY-91 close-out.

Personnel and Administration

During the six month deployment the squadron worked arduously to stabilize the squadron and prepare for both stateside deployments and a possible Middle East deployment. Non-deployables were identified, records were verified and personnel lectures/family readiness particulars were conducted.

Legal Action

The Commanding Officer, VMFA-251 is the Special Courts Martial Convening Authority for the squadron. As such, he directed the following Legal proceedings during the period 1 July 1990 - 31 December 1990:

General Courts Martials:	0
Special Courts Martials:	0
Summary Courts Martial:	0
Non-Judicial Punishments:	5
JAG Manual Investigations:	0

Medical

All records were updated in preparation for a possible Middle East deployment. Pilots also recieved all of their annual aviation psysiology lectures.

Logistics/Supply

The Logistics and Supply department stood a 2nd MAW embarkation inspection resulting in an excellent grade overall and an outstanding for training.

Civic Action

The Thunderbolts supported several static displays for various civic organizations including adult and child groups. Because of reduced flight hours allotment airshow participation was minimized.

Subj: VMFA-251 COMMAND CHRONOLOGY FOR 1 JULY 1990 TO 31 DECEMBER 1990

SECTION 3

2 July 1990	ACTI work-up flights continue for three pilots
9 July 1990	DACT against TOPGUN and VMFT 401 begins (1V1, 2V2, 4VX)
10 July 1990	ACTI certification for Capt's MEAD and McGINN start
10 July 1990	Navy Fighter Weapons School lecture syllabus started
11 July 1990	ACTI certification for Capt RADFORD started
13 July 1990	MAG-31 ACM weekend begins
15 July 1990	MAG-31 ACM weekend ends. ACTI certification complete.
16-17 July 1990	KC-135 strategic tanking conducted (day and night)
19 July 1990	TOPGUN and VMFA-401 aggressor support depart
24-31 July 1990	Division air to ground bombing conducted
30 July 1990	MAG-31 Safety Standdown
31 July 1990	Pilot TAMPS training conducted
01-09 August 1990	Division size night air to air intercept training scenarios executed
13-15 August 1990	Squadron NBC training conducted (both lectures and practical application)
15 August 1990	Family readiness training and lectures conducted
20-28 August 1990	HARM simulator training for all pilots conducted at NAS Cecil, FL.
21 August 1990	LtGen MUNDY (CG FMFLANT) tours the squadron
29 August 1990 - 09 September 1990	EW training for all pilots conducted utilizing the ALQ-167 pod
09-12 September 1990	2nd MARDIV MAGTF demonstration conducted at LZ Bluebird, Camp LeJuene, NC
10-13 September 1990	Air to air gunnery conducted for all pilots
12 September 1990	2nd MAW embarkation inspection conducted
14 September 1990	TOPGUN Detachment departs in support of Capt McGINN's TOPGUN training

Subj: VMFA-251 COMMAND CHRONOLOGY FOR 1 JULY 1990 TO 31 DECEMBER 1990

17-21 September 1990 Multiple DAS missions executed utilizing 20-30 aircraft (eight aircraft from VMFA-251)

27 September 1990 MAG-31 Change of Command

15-18 October 1990 Division, night, air to air missions executed

17-18 October 1990 East coast bombing derby conducted. VMFA-251 (LtCol Walker and Capt Radford) win 1st place section and the squadron wins 1st place overall)

19-20 October 1990 Capt McGinn graduates Navy Fighter Weapons School and TOPGUN Detachment returns

23 October 1990 Squadron deploys to MCAS Cherry Point to work with 6th MEB Ace, MAG-26

27 October 1990 ACTI work-up for Maj Wallenburn, Capt Sturgeon, and 1stLt Denn

02 November 1990 Squadron returns from MCAS Cherry Point, NC

02 November 1990 Fly by and ship attack for USS Thorn's Family Day

08-19 November 1990 Radar navigation and sim bombing conducted for all pilots. ACTI Certification cancelled

09 November 1990 Squadron presented Meritorious Unit Commendation

13-16 November 1990 Squadron at the rifle range

21 November 1990 MAG-31 Safety Standdown

26 November 1990 Aircraft departs for MCAS Yuma, AZ deployment

28 November 1990 Main body departs for MCAS Yuma, AZ deployment

30 November 1990 LAT training and raked range bombing begins

05-14 December 1990 MAWTS-one lectures and AAW, OAW, OAS training conducted

16-17 December 1990 CAS training with 2nd Tank Battalion conducted at 29 Palms, CA.

18-21 December 1990 Aircraft and main body return from MCAS Yuma, AZ

SECTION 4

Item 1.....LETTER OF INSTRUTION (LOI) FOR MCAS CHERRY POINT DEPLOYMENT

Item 2.....AFTER ACTION FOR MCAS CHERRY POINT DEPLOYMENT

Subj: VMFA-251 COMMAND CHRONOLOGY FOR 1 JULY 1990 TO 31 DECEMBER 1990

Item 3.....TRAINING PLAN FOR VMFA-251 DURING THE 26 NOV 90 - 20 DEC 90
MCAS YUMA, AZ DEPLOYMENT

Item 4.....AFTER ACTION FOR MCAS YUMA, AZ DEPLOYMENT

Item 5.....JET STREAM ARTICLE FOR EAST COAST BOMBING DERBY

Item 6.....PICTURES OF PRESENTATION OF MUC TO VMFA 251


R. W. WALKER



UNITED STATES MARINE CORPS

MARINE FIGHTER ATTACK SQUADRON 251

MARINE AIRCRAFT GROUP 31

2D MARINE AIRCRAFT WING, FMF, ATLANTIC

MCAS, BEAUFORT, SOUTH CAROLINA 29904-6127

3120

S-3

17 Oct 90

From: Commanding Officer, Marine Fighter Attack Squadron 251
To: Distribution List

Subj: LETTER OF INSTRUCTION (LOI) FOR MCAS CHERRY POINT DEPLOYMENT

Ref: (a) 2D MAW TEEP
(b) MAG-31 TEEP
(c) VMFA-251 SOP for Flight Operations

Encl: (1) Personnel Roster
(2) Aircrew Roster
(3) Fly Away List
(4) Flight Schedule for Deployment
(5) Return to Base List

1. Situation

a. Purpose. As directed by CG 2d MAW, and in accordance with the referencés, VMFA-251 will deploy 10 aircraft to MCAS Cherry Point on 23 Oct 90. This exercise will enhance the use of supporting arms within II MEF by exercising and evaluating pilot proficiency, GCE fire support coordination terminal control and coordination and integration of fixed wing and rotary wing operations.

<u>b. Forces:</u>	<u>Squadron</u>	<u>Officer</u>	<u>Enlisted</u>
	VMFA-251	17	121
	MALS-31	2	15
	MAG-31	2	

c. Assumptions. MAG-31 will provide the following support:

(1) S-1: Issue orders upon request.

(2) S-3: Serve as detachment coordinator and point of contact for MAG-26/6th MEB ACE.

(3) S-4: Coordinate T.O.T. transportation of personnel and logistic/embarkation requirements. Coordinate billeting for all personnel.

(4) Aircraft Maintenance Officer: Coordinate IMA personnel requirements and submit request for orders.

(5) Avionics Officer: Provide avionics equipment for 10 F/A-18A's as requested in VMFA-251 supply pickup request.

Subj: LETTER OF INSTRUCTION (LOI) FOR MCAS CHERRY POINT DEPLOYMENT

(6) Ordnance Officer: Provide equipment as requested in reference (b) VMFA-251 supply packup request.

(7) Supply Officer: Provide a supply pack-up as required.

2. Mission. To exercise and improve Close Air Support/Escort operations.

3. Execution

a. Concept of Operations. On 23 Oct 90, VMFA-251 will deploy 10 aircraft to MCAS Cherry Point. Flight operations will commence 24 Oct 90 and terminate 1 Nov 90. Detachment retrograde to MCAS Beaufort will begin on 2 Nov 90.

b. Sequence of Events

(1) 19 Oct - Packup for overland transportation of supplies/equipment.

(2) 21 Oct - AM advance party departs via POV and rental vehicles for Cherry Point - arrive Cherry Point PM.

(3) 22 Oct - Advance party accepts billeting and hangar spaces - Main body loads overland transportation.

(4) 23 Oct - 0630 Squadron muster on hanger deck. 0800 buses leave with 135 passengers from building 416 - POVs leave after A/C launch - buses arrive Cherry Point - 1500. Squadron A/C depart MCAS Beaufort early AM - arrive Cherry Point approximately 1500.

(5) 1 Nov - PM start overland retrograde packup.

(6) 2 Nov - 0800 - 10 F/A-18's depart Cherry Point, RTB MCAS Beaufort approximately 1200. 0900 bus transportation arrives - departs Cherry Point approximately 1300 - RTB Beaufort approximately 2000.

c. Tasking.

(1) S-1:

(a) Submit requests for orders not later than 11 Oct 90 to MAG-31 S-1.

(b) Provide all appropriate administration support requirements.

(2) S-2: None.

Subj: LETTER OF INSTRUCTION (LOI) FOR MCAS CHERRY POINT DEPLOYMENT

(3) S-3:

(a) Deploy with sufficient briefing guides and mission planning material to cover anticipated mission requirements.

(b) Ensure one fuel packet deploys with each pilot flying an F/A-18 to MCAS Cherry Point.

(c) Write a flight schedule that supports appropriate ACE tasking.

(d) Submit daily SITREPS to ACE (S-3).

(e) Monitor and coordinate operations consistent with a deployed unit.

(4) S-4:

(a) Coordinate all transportation, billeting, and messing requirements for the deployment.

(5) S-5:

(a) Ensure safety site survey completed no later than 12 Oct 90. Embark with sufficient material to cover all safety contingencies.

(6) Aircraft Maintenance Officer:

(a) Provide 10 F/A-18 aircraft configured with centerline tank, 2 pylons, one MER, LDT (as applicable), KY-58 and Mode IV keying.

d. Coordinating Instructions

(1) This letter of Instruction (LOI) is effective upon receipt for planning purposes and is effective for execution upon satisfaction of the assumptions in paragraph 1.c.

(2) Training Objectives. Conduct flight operations to include CAS, DAS, ACM proficiency training in accordance with existing directives.

(3) Reports Required. Daily SITREPS and aircraft maintenance reports will be sent by phone to MAG-31, MCAS Beaufort. Fuel usage will be reported to the squadron S-3. An After Action Report will be published in accordance with current directives at the conclusion of the deployment. Department inputs are due to the S-3 two (2) working days after the deployment utilizing the Observation/Discussion/Lesson Learned/Recommended Action/Comments format.

Subj: LETTER OF INSTRUCTION (LOI) FOR MCAS CHERRY POINT DEPLOYMENT

4. Administration and Logistics

a. Administration

(1) Legal. Detachment military related disciplinary and legal matters will be administered in accordance with the UCMJ.

(2) Uniform. Squadron personnel will have one set of Summer Service "C" for travel in the event of an emergency. The Uniform of the Day will be flight suits for aircrew and utilities for all others.

(3) Pay. Squadron S-1 will ensure that paychecks for 1 Nov 90 will be pre-cut and distributed at Cherry Point.

(4) Postal. Mail will be sorted at MCAS Beaufort and forwarded to Cherry Point via government aircraft on an available basis. Mailing address TBA.

(5) Annual/Emergency Leave. All matters concerning annual/emergency leave will be handled by the Commanding Officer.

(6) OPSEC. OPSEC will be handled in accordance with current MAG-31 directives.

(7) Orders. Upon arrival at MCAS Cherry Point all personnel will turn orders into the S-1.

(8) Meal Cards will be collected upon departure from MCAS Beaufort (will not be used at Cherry Point).

(9) Communications - No Comm shift; rear party will collect and sort.

(10) S-1 will provide deployment phone numbers to rear party and billeting phone list to all department heads.

b. Logistics

(1) Staging and embark will be coordinated by the squadron Embark Officer. Movement is planned via commercial bus for main body and government truck for equipment. Personnel are authorized one seabag or one B-4 bag. Pilots are authorized one additional bag for flight equipment. Personnel baggage will be staged on 23 Oct 90.

(2) Transportation at MCAS Cherry Point will be organized by the squadron S-4. Private automobile authorization is allowed for those Marines designated on their orders.

(3) Billeting/Messing. Squadron personnel will not use meal cards. Billeting/messing will be coordinated through the squadron S-4.

Subj: LETTER OF INSTRUCTION (LOI) FOR MCAS CHERRY POINT DEPLOYMENT

5. Command and Signal

a. Command

ACE Commander, MAG-26

GCE Commander, 6th MEB

VMFA-251 Commander

LtCol Walker, R. W.

b. Signal.

1. Routine communications between MCAS Cherry Point and MCAS Beaufort will be autovon.


R. W. WALKER

DISTRIBUTION: A

ADVANCED PARTY FOR CHERRY POINT

RANK NAME

Capt Radford, C.K.
1stLt Ricker, T.S.
MSgt Bloomer, W.E.
MSgt Lawrence, S.G.
MSgt Duncan, C.K.
GySgt Edwards, W.R.
SSgt Davidson, E.J.
SSgt Garcia, S.A.
SSgt Ziegler, K.L.
Sgt Brown, J.F.
Cpl Leon, M.A.
Cpl Haynes, F.R.
Cpl Johnson Jr., R.L.
LCpl Grant, E.L.

TOTAL: 14

MAIN BODY TO CHERRY POINT

RANK	NAME
SgtMaj	Michael, J.W.
GySgt	Coleman, G.C.
GySgt	Fortner, P.M.
GySgt	Schubach, J.F.
GySgt	Vickstrom, D.R.
GySgt	Wilson, S.J.
SSgt	Cauthorn, W.E.
SSgt	Claycomb, M.W.
SSgt	Harrington, R.A.
SSgt	Huckabee, R.W.
SSgt	Jury, M.L.
SSgt	King, R.P.
SSgt	Leer, R.L.
SSgt	Linsalato, J.L.
SSgt	Mitchell Jr., C.
SSgt	Seager, R.J.
SSgt	Smith, R.L.
SSgt	StAnn, J.A.
SSgt	Szwiec, M.J.
SSgt	Taylor, A.H.
SSgt	Wuttke, M.E.
Sgt	Adams, A.E.
Sgt	Boland, J.P.
Sgt	Clark II, D.B.
Sgt	Dasher, K.D.
Sgt	Howell, E.L.
Sgt	King, M.D.
Sgt	Linker, D.L.
Sgt	Maxwell, J.M.
Sgt	McIntyre, D.E.
Sgt	Millers, D.K.
Sgt	Mills, G.A.
Sgt	Nelson, C.S.
Sgt	Ringstaff, L.W.
Sgt	Rivera, J.F.
Sgt	Rosario, V.M.
Sgt	Simmons Jr., J.M.
Sgt	Usry, M.S.
Sgt	Wade, E.
Cpl	Bryson, L.R.
Cpl	Chuey, D.D.
Cpl	Clipse, J.F.
Cpl	Cunningham, D.P.
Cpl	Eaton, D.D.
Cpl	Ellersick, D.W.
Cpl	Foss, R.A.
Cpl	Grinder, M.R.
Cpl	Hill, T.C.

MAIN BODY TO CHERRY POINT
(Page 2)

RANK	NAME
Cpl	Johnson, T.M.
Cpl	Lee, K.D.
Cpl	Martin, K.R.
Cpl	Mayall, E.J.
Cpl	Myers, D.R.
Cpl	Pence, C.B.
Cpl	Ranger, C.A.
Cpl	Seigrist, D.E.
Cpl	Shull, J.R.
Cpl	Sledge, R.G.
Cpl	Stanley, T.D.
Cpl	Thomas, E.A.
Cpl	Weber, B.D.
LCpl	Ankrom, J.J.
LCpl	Baxley, J.T.
LCpl	Birkmire, J.R.
LCpl	Brown, E.J.
LCpl	Brown, J.K.
LCpl	Butler, B.B.
LCpl	Christenson, M.D.
LCpl	Conley, C.L.
LCpl	Crouse, J.L.
LCpl	Davis, S.D.
LCpl	Dent, M.E.
LCpl	Doggett, F.E.
LCpl	Emigh, M.J.
LCpl	Ford, R.H.
LCpl	Garland, J.A.
LCpl	Greear, S.R.
LCpl	Griffin, M.E.
LCpl	Guilliani, F.A.
LCpl	Heselschwerdt, D.W.
LCpl	Knobe, B.A.
LCpl	Kula, J.
LCpl	Lafary Jr., L.B.
LCpl	LeBlanc, T.A.
LCpl	Meaux, C.P.
LCpl	Mullen, G.A.
LCpl	Myers, J.E.
LCpl	Perryman, C.L.
LCpl	Phillips, G.C.
LCpl	Prescott, M.L.
LCpl	Priest, P.I.
LCpl	Remus, C.M.
LCpl	Reynolds, R.A.
LCpl	Rico, E.
LCpl	Roberts, M.W.
LCpl	Schaub, J.M.
LCpl	Sharp, E.K.
LCpl	Spillers, T.R.
LCpl	Sutton, M.A.
LCpl	Szoke, T.E.

MAIN BODY TO CHERRY POINT
(Page 3)

RANK NAME

LCpl Timms Jr., W.J.
LCpl Wenzel, G.L.
LCpl Whisenant, E.D.
LCpl Wood, D.J.
LCpl Wooten Jr., L.L.
PFC Aikey, K.L.
PFC Bell, E.D.
PFC Bowman, T.R.
PFC Moore, L.S.
PFC Mudd III, J.A.
PFC Rickard III, J.V.
PFC Shell, T.O.
PFC Tome, W.M.
HM Howe, J.D. (USN)

TOTAL: 114

OF

RANK NAME

LtCol Walker, R.W.
Maj Macy, M.S.
Maj Wallenburn, D.L.
Capt Boodry, T.G.
Capt Heidhausen, E.
Lt Howard, J.C. (USN)
Capt McCutcheon, R.L.
Capt McGinn, P.M.
Capt Mead, M.D.
Capt Mulhern, M.D.
Capt Sturgeon Jr., A.T.
Capt Walsh, R.S.
1stLt Denn, D.A.
CWO2 Muhlenforth, L.S.
CWO2 Rozak, E.J.

TOTAL: 15

Fly Away List

23 October 1990

- # 1. CAPT McCUTCHEON
- 2. 1/LT DENN
- * 3. LTCOL WALKER
- 4. CAPT HEIDHAUSEN
- * 5. CAPT WALSH
- 6. CAPT MCGINN (Fixed Wing Fragger)

CAPT MEAD	POV
CAPT STURGEON	POV
MAJ WILSON	POV
MAJ BURKE	POV

- * 7. CAPT MULHERN
- 8. MAJ MACY
- * 9. CAPT BOODRY
- 10. MAJ WALLENBURN

Enclosure (3)

Return to Base List

1 November 1990

- # 1. LTCOL WALKER
- 2. CAPT WALSH
- * 3. MAJ MACY
- 4. CAPT RADFORD
- + 5. MAJ WALLENBURN
- 6. CAPT HEIDHAUSEN
- * 7. CAPT McCUTCHEON
- 8. CAPT STURGEON
- * 9. CAPT BOODRY
- 10. 1/LT DENN

Enclosure (5)



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

6000
S-3
15 Oct 90

From: Operations Department
To: Distribution List

Subj: WEEKLY SCHEDULE FLOW

1. The following is a planning guide for the week of 22-27 Oct 90.

MON 22 Oct 90 SORTIES/HRS: 0.0/12

* CHERRY POINT PACK UP.

TUE 23 OCT 90 SORTIES/HRS: 20.0/16

(6) A/C 0800 T/O - 1500 LND AT CHERRY POINT

- MSN: 6VX DACT, W-122/72, W/94TH TFS, AV 547-4040/4049
LAND AT LANGLEY THEN CHERRY POINT
- AREA: W-122/W-72 TIMES TBA
- GCI: TBA
- ORD: CAIM.9
- PILOT: TBA

(2) A/C 1230 T/O - 1415 LND CHERRY POINT

- MSN: CAS, ISO 2ND ANGLICO, POC LT KASS AV 484-
- AREA: G-10, 1300-1400
- ORD: CAIM 9, 12 MK 76'S, LDT PODS
- PILOTS: TBA

(2) A/C 1530 T/O - 1715 LND CHERRY POINT

- MSN: CAS, ISO 2ND RECON BN, POC CAPT WOOLEY, AV 484-
- AREA: G-10, 1600-1700
- ORD: CAIM 9, 12 MK 76'S, LDT PODS
- PILOTS: TBA

Enclosure 4

WED 24 Oct 90

SORTIES/HRS: 23.0/18

(2) A/C 0800 T/O - 0900 LND

- MSN: ASRT
- AREA: W-122 , 0800-0900
- ORD: CAIM 9
- GCI:
- PILOTS: TBA

(4) A/C 0845 T/O - 1115 LND HTA NKT

- MSN: 4V4 DACT, AV-8'S, POC AV
- AREA: W-122 , 0900-1100
- ORD: CAIM 9
- GCI: MACS 5
- PILOTS: TBA

(2) A/C 1245 T/O - 1515 LND HTA NKT

- MSN: 2VX, EVM, UH-1'S, POC AV
- AREA: R-5306A, 1300-1500
- ORD: CAIM 9
- PILOTS: TBA

(4) A/C (1315+1HR) T/O -(1445+1HR) LND

- MSN: ACT I, 1V1'S
- AREA: W-122,
- ORD: CAIM 9'S
- PILOTS: TBA

THURS 25 Oct 90

SORTIES/HRS: 25.0/20

(2) A/C 0845 T/O 1015 LND

- MSN: ON CALL SIMCAS, 1/8, POC AV
- AREA: G-10, 0900-1000
- ORD: 12 MK 76'S, LDT PODS
- PILOTS: TBA

Enclosure (1)

(2) A/C 1800 T/O - 1900 LND

- MSN: 1V1 ACT I
- AREA: W-122, VACAPES
- ORD: CAIM 9
- PILOTS: TBA

FRI 26 Oct 90

SORTIES/HRS: 29.5/23

(2) A/C 0745 T/O 0915 LND

- MSN: SIMCAS, 1/8, POC AV
- AREA: G-10, 0800-0900
- ORD: TBA
- PILOTS: TBA

(2) A/C 0845 T/O 1115 HTA NKT

- MSN: 2V2 DACT, AV-8'S, POC AV
- AREA: W-122, 0900-0945 & 1015-1100
- ORD: CAIM 9
- GCI: MACS 6 AV 582-4311
- PILOTS: TBA

(2) A/C 0945 T/O - 1115 LND

- MSN: SIMCAS, 1/8, POC AV
- AREA: W-122, 0900-0945, 1015-1100
- ORD: TBA
- PILOTS: TBA

(2) A/C 0945 T/O - 1215 HTA NKT LND

- MSN: CAS, 2ND ANGLICO, POC LT KASS
- AREA: G-10, 1000-1200
- ORD: 12 MK 76'S, LDT PODS
- PILOTS: TBA

(4) A/C 1230 T/O - 1530 LND

- MSN: STATIC DISPLAY @ NKT, MUSTANG CONVENTION
- AREA: NKT
- ORD: TBA
- PILOTS: TBA

(2) A/C 1245 T/O 1415 LND

- MSN: LZ PREP, 1/8, POC
- AREA: G-10, 1300-1400
- ORD: TBA
- PILOTS: TBA

AV

(4) A/C 1630 T/O - 1730 LND

- MSN: 1V1 ACT I W/UPS
- AREA: W-122 , FASFAC VACAPES
- ORD: CAIM 9'S
- PILOTS: TBA

(4) A/C 1430 T/O - RO2N HRV NEW ORLEANS AIRSHOW

- MSN: X-C, NEW ORLEANS
- PILOTS: TBA

SAT 27 Oct 90

SORTIES/HRS: 12.5/10

(2) A/C 0915 T/O 1045 LND

- MSN: SIMCAS, 1/8, POC
- AREA: G-10, 0930-1030
- ORD: TBA
- PILOTS: TBA

AV

(2) A/C 0945 T/O 1115 LND

- MSN: 2V2 DEFTAC, VMO-1, POC
- AREA: W-122 , 1000-1100
- ORD: CAIM 9
- PILOTS: TBA

AV

(2) A/C 1045 T/O - 1315 HTA NKT

- MSN: DEFTAC OV-10 POC
- AREA: R-5306 A, 1100-1300
- ORD: TBA
- PILOTS: TBA

AV

(4) A/C 0845 T/O - 1115 HTA NKT

- MSN: 2V2 DACT, AV-8'S, POC AV
- AREA: W-122 , 0900-0945, 1015-1100
- ORD: CAIM 9
- GCI:
- PILOTS: TBA

(2) A/C 0915 T/O - 1145 LND

- MSN: CAS, 2/2, POC CAPT SCHOTT AV 484-4452/3448
- AREA: G-10, 0930-1130
- ORD: 12 MK 76'S, LDT POD
- PILOTS: TBA

(4) A/C 1345 T/O - 1515 LND

- MSN: SIMCAS, 1/8, POC
- AREA: G-10, 1400-1500
- ORD: TBA
- PILOTS: TBA

(2) A/C 1415 T/O 1545 LND

- MSN: LZ PREP, 1/8, POC AV
- AREA: G-10, 1430-1530
- ORD: TBA
- PILOTS: TBA

(4) A/C 1445 T/O - 1615 LND

- MSN: SIM CAS, 1/8, POC AV
- AREA: G-10, 1500-1600
- ORD: TBA
- PILOTS: TBA

(2) A/C 1730 T/O - 1830 LND

- MSN: 1V1 ACT I
- AREA: W-122, FASFAC VACAPES
- ORD: CAIM 9
- PILOTS: TBA



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

6000
S-3
16 OCT 90

From: Operations Department

To: Distribution List

Subj: WEEKLY SCHEDULE FLOW

1. The following is a planning guide for the week of 29 Oct-2 Nov 90

MON 29 Oct 90

SORTIES/HRS: 23.0/19

(2) A/C 0900 T/O - 1100 LND

- MSN: STATIC DISPLAY, FRAG LOADING SCHOOL @ NKT.
- ORD: TBA
- PILOT: TBA

(4) A/C 1345 T/O - 1515 LND

- MSN: RAID/CAS, 3/6, POC
- AREA: R-5306A, BT-9/11, 1400-1500
- ORD: CAIM 9, 12 MK 76'S
- PILOT: TBA

AV

(2) A/C 1400 T/O - 1500 LND

- MSN: 1V1 ACT I W/UP
- AREA: W-122, FASFACS VACAPES
- ORD: CAIM 9
- PILOT: TBA

(2) A/C 1945 T/O - 2215 HTA NKT

- MSN: CAS/FACA, VMO-1, POC
- AREA: R-53606A, BT-9/11, 2000-2200
- ORD: CAIM 9, 12 MK 76'S
- PILOTS: TBA

AV

Enclosure 448

(2) A/C 1230 T/O - 1330 LND

- MSN: 1V1 ACT I W/UP
- AREA: W-122 , FASFACS VACAPES
- ORD: CAIM 9
- PILOTS: TBA

(2) A/C 1800 T/O - 1900 LND

- MSN: 1V1 ACT I
- AREA: W-122, VACAPES
- ORD: CAIM 9
- PILOTS: TBA

(2) A/C 0945 T/O - 1100 LND

- MSN: CAS, TACP SCHOOL, POC MAJ CALDWELL AV 680-7779
- AREA: G-10, 1000-1045
- ORD: 12 MK 76'S, LDT PODS
- PILOTS: TBA

(4) A/C 1030 T/O - 1145 LND

- MSN: CAS, TACP SCHOOL, POC MAJ CALDWELL AV 680-7779
- AREA: G-10, 1045-1130
- ORD: 12 MK 76'S, LDT PODS
- PILOTS: TBA

(2) A/C 1115 T/O - 1230 LND

- MSN: CAS, TACP SCHOOL, POC MAJ CALDWELL AV 680-7779
- AREA: G-10, 1130-1215
- ORD: 12 MK 76'S, LDT PODS
- PILOTS: TBA

(2) A/C 1200 T/O - 1315 LND

- MSN: CAS, TACP SCHOOL, POC MAJ CALDWELL AV 680-7779
- AREA: G-10, 1215-1300
- ORD: 12 MK 76'S, LDT PODS
- PILOTS: TBA

(4) A/C 1345 T/O - 1615 LND HTA NKT

- MSN: CAS, TACP SCHOOL, POC MAJ CALDWELL AV 680-7779
- AREA: G-10, 1400-1600
- ORD: 12 MK 76'S, LDT PODS
- PILOTS: TBA

(2) A/C 1445 T/O - 1715 LND HTA NKT

- MSN: CAS, TRAP TRAINING, 3/6, POC AV
- AREA: G-10, 1500-1700
- ORD: 12 MK 76'S, LDT PODS
- PILOTS: TBA

(2) A/C 1945 T/O - 2215 HTA NKT

- MSN: NIGHT RAID, 3/6, POC
- AREA: R-5306A, BT 9/11, 2000-2200
- ORD: 12 MK 76'S, LDT PODS
- PILOT: TBA

AV

WED 31 Oct 90

SORTIES/HRS: 25.0/20

(2) A/C 0745 T/O - 1015 LND HTA NKT

- MSN: CAS, TACP SCHOOL, POC CAPT COVINGTON AV 484-3725
- AREA: G-10, 0800-0845, 0915-1000
- ORD: 12 MK 76'S, LDT PODS
- PILOTS: TBA

(2) A/C 0945 T/O - 1230 LND HTA NKT

- MSN: CAS, TACP SCHOOL, POC CAPT COVINGTON AV 484-3725
- AREA: G-10, 1000-1045, 1130-1215
- ORD: 12 MK 76'S, LDT PODS
- PILOTS: TBA

(2) A/C 1030 T/O - 1315 LND HTA NKT

- MSN: CAS, TACP SCHOOL, POC CAPT COVINGTON AV 484-3725
- AREA: G-10, 1045-1130, 1215-1300
- ORD: 12 MK 76'S, LDT PODS
- PILOTS: TBA

(2) A/C 1500 T/O - 1630 LND

- MSN: ATLANTIC FLD TAKEDOWN, 3/6, POC
- AREA: R-5306A, BT-9/11, 1500-1800, - NEED TOT
- ORD: 12 MK 76'S, LDT PODS
- PILOT: TBA

(4) A/C 1545 T/O - 1715 LND HTA NKT

- MSN: CAS, TACP SCHOOL, POC
- AREA: G-10, 1500-1700
- ORD: 12 MK 76'S, LDT PODS
- PILOTS: TBA

AV

THUR 1 Nov 90

SORTIES/HRS: 21.5/18

(2) A/C 0800 T/O - 0900 LND

- MSN: 1V1 ACT I W/UP
- AREA: W-122, FASFACS, VACAPES
- ORD: CAIM 9
- PILOTS: TBA

(2) A/C 0845 T/O - 1115 LND HTA NKT

- MSN: 2V2, EVM, UH-1'S, POC AV
- AREA: R-5306A, BT-9/11, 0900-1100
- ORD: CAIM 9
- PILOTS: TBA

(2) A/C 0945 T/O - 1215 LND HTA NKT

- MSN: CAS, TACP SCHOOL, POC AV
- AREA: G-10, 1000-1200
- ORD: 12 MK 76'S, LDT PODS
- PILOTS: TBA

(2) A/C 1130 T/O - 1230 LND

- MSN: 1V1 ACT I W/UP
- AREA: W-122, FASFACS VACAPES
- ORD: CAIM 9
- PILOTS: TBA

(2) A/C 1345 T/O - 1615 LND HTA NKT

- MSN: 2V2 DEFTAC, VMO-1, POC AV
- AREA: W-122, 1400-1600
- ORD: CAIM 9
- GCI: MACS 6
- PILOT: TBA

(2) A/C 1500 T/O - 1600 LND

- MSN: 1V1 ACT I W/UP
- AREA: W-122, FASFACS VACAPES
- ORD: CAIM 9
- PILOT: TBA

FRI 2 Nov 90

SORTIES/HRS: 25.0/25

(2) A/C (APPROX) 0900 T/O - 1500 LND TURN THRU LANGLEY & OCEANA

- MSN: 4VX DACT
- AREA: W-122, W-72 TIMES TBA
- ORD: CAIM 9
- PILOTS: TBA

(2) A/C 0945 T/O - 1230 LND AT NBC HTA AT NKT

- MSN: CAS, TACP SCHOOL POC AV
- AREA: G-10, 1000-1200
- ORD: 12 MK 76'S, LDT PODS
- PILOTS: TBA



UNITED STATES MARINE CORPS

MARINE FIGHTER ATTACK SQUADRON 251

MARINE AIRCRAFT GROUP 31

2D MARINE AIRCRAFT WING, FMF, ATLANTIC

MCAS, BEAUFORT, SOUTH CAROLINA 29904-6127

3000
S-3
03 Dec 90

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

Subj: AFTER ACTION REPORT FOR MCAS CHERRY POINT, N.C. DEPLOYMENT
23 OCT 90 - 02 NOV 90

Ref: (a) WgO 3502.1a

Encl: (1) MCLLS After Action Report

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


R. W. WALKER

12/03/90

MCLLS LONG REPORT

1. (U) MCLLS NUMBER: 10849-50791 (00001), submitted by VMFA-251 MAG-31, 2ND MAW 29904, 832-6205, (803) 522-6205.
2. (U) MCAS CHERRY POINT, N.C. DEPLOYMENT
3. (U) KEYWORDS: No keywords.
4. (U) TITLE: SUMMARY - AFTER ACTION REPORT FOR MCAS CHERRY POINT, N.C. 23 OCT - 2 NOV 90
5. (U) GENERAL DISCRPTION: Participate in MAG-26 exercise to train MEB ACE assets in support of the II MEF GCE.
6. (U) DATES: 23 OCT 90 - 2 NOV 90
7. (U) LOCATION OF OPERATIONS: MCAS Cherry point, North Carolina.
8. (U) LOCATION OF PERSONNEL: MCAS Cherry point, North Carolina.
9. (U) OBJECTIVES: Enhance use of supporting arms within II MEF by exercising and evaluating pilot proficiency, GCE fire support coordination terminal control and coordination and integration of fixed wing and rotary wing operations.
10. (U) LIMITATIONS: N/A
11. (U) MAJOR PARTICIPANTS: As per force list.
12. (U) COMMANDER COMMENTS: The original plan called for MAG-31 to deploy three squadrons to MCAS New River, N.C.. The revised plan named VMFA-251 to execute it as a squadron deployment. DSS's Site Survey revealed that the runway and ramp conditions at New River created a serious FOD hazard. Multiple M-21 arrestments would have severely damaged the area immediately in front of the arresting gear due to the F/A-18A's tail hook, further exacerbating the FOD problem.
The operational training was on par with SATEX, and in some ways more advanced, but the real benefit was derived by physically meeting and working with the MAG-60 staff, 1/8, 3/6, and MAG-26. Every opportunity to operate as a MAGTF should be actively sought out. The cross-pollination process proved to be an invaluable education that "standard" deployments simply don't offer. I would actively seek out similar opportunities.

12/03/90

MCLLS LONG REPORT

1. (U) MCLLS NUMBER: 10849-50791 (00002), submitted by VMFA-251, MAG-31 2ND MAW 29904, 832-6205, (803) 522-6205.
2. (U) MCAS CHERRY POINT, N.C. DEPLOYMENT
3. (U) KEYWORDS: No keywords.
4. (U) TITLE: CLOSE AIR SUPPORT
5. (U) OBSERVATION: Low utilization of the F/A-18 in support of the GCE.
6. (U) DISCUSSION: Close air support is one of the most significant capabilities of the F/A-18. The main focus of the deployment was to support the GCE. Because of weather considerations and operational decisions beyond the ACE's control the Hornet was not utilized for GCE CAS with any frequency. In addition, the Lejuene airspace restrictions preclude F/A-18 utilization over a portion of the ground maneuver ranges.
7. (U) LESSON LEARNED: Emphasis on CAS for the F/A-18 should be priority for ACE planning. Airspace coordination should match the ground scheme of maneuver.
8. (U) RECOMMENDED ACTION: Same as above.
9. (U) COMMENTS: None.

12/03/90

MCLLS LONG REPORT

1. (U) MCLLS NUMBER: 10849-50791 (00003), submitted by VMFA-251 MAG-31, 2ND MAW 29904, 832-6205, (803) 522-6205.
2. (U) MCAS CHERRY POINT, N.C. DEPLOYMENT
3. (U) KEYWORDS: No keywords.
4. (U) TITLE: FIXED WING FRAGGER
5. (U) OBSERVATION: Fixed Wing Fragger Utilization.
6. (U) DISCUSSTION: With the Hornets and the MAG-26 ACE not being co-located, the squadron fixed wing fragger proved invaluable.
7. (U) LESSON LEARNED: Ensure that a fixed wing fragger be identified early and brought on board during the planning as well as the execution phase of the exercise.
8. (U) RECOMMENDED ACTION: Same as above.
9. (U) COMMENTS: None.

12/03/90

MCLLS LONG REPORT

1. (U) MCLLS NUMBER: 10849-50791 (00004), submitted by VMFA-251 MAG-31, 2ND MAW 29904, 832-6205, (803) 522-6205.
2. (U) MCAS CHERRY POINT, N.C. DEPLOYMENT
3. (U) KEYWORDS: No keywords.
4. (U) TITLE: HELO SUPPORT
5. (U) OBSERVATION: Helicopter support while at Cherry Point
6. (U) DISCUSSION: Helo support of the fixed wing ACE element at Cherry Point was necessary due to co-location. This support was somewhat erratic.
7. (U) LESSONED LEARNED: The helicopter units within the ACE must continue to provide the necessary transportation in support of the fixed-wing community when not co-located.
8. (U) RECOMMENDED ACTION: Place more emphasis on steady, reliable, scheduled transportation flights.
9. (U) COMMENTS: None.

12/03/90

MCLLS LONG REPORT

1. (U) MCLLS NUMBER: 10849-50791 (00005), submitted by VMFA-251 MAG-31, 2ND MAW 29904, 832-6205, (803) 522-6205.
2. (U) MCAS CHERRY POINT, N.C. DEPLOYMENT
3. (U) KEYWORDS: No keywords.
4. (U) TITLE: SCHEDULE OF MANEUVER BRIEF
5. (U) OBSERVATION: The Battalion scheme of maneuver should be thoroughly familiar to the fixed wing air component.
6. (U) DISCUSSION: VMFA-251 attended the 1st Battalion 8th Marines MCCRES scheme of maneuver brief while the battalion was in the field.
7. (U) LESSONED LEARNED: The squadron's attendance at this brief proved invaluable. Knowing the GCE scheme of maneuver is imperative for the fixed wing supporting units. Continued practice of this should become SOP for all fixed wing units.
8. (U) RECOMMENDED ACTION: None.
9. (U) COMMENTS. None.

UNCLASSIFIED

12/03/90

MCLLS LONG REPORT

1. (U) MCLLS NUMBER: 10849-50791 (00006), submitted by VMFA-251 MAG-31, 2ND MAW 29904, 832-6205, (803) 522-6205.
2. (U) MCAS CHERRY POINT, N.C. DEPLOYMENT
3. (U) KEYWORDS: No keywords.
4. (U) TITLE: DIRLAUTH WITH BATTALIONS
5. (U) OBSERVATION: Prior direct liaison with ground forces.
6. (U) DISCUSSION: The fixed wing liaison with the GCE prior to the exercise proved invaluable.
7. (U) LESSONED LEARNED: In every case possible, ensure that a representative of all the ACE elements be present during the face to face briefings between the GCE and the ACE.
8. (U) RECOMMENDED ACTION: None.
9. (U) COMMENTS. None.

12/03/90

MCLLS LONG REPORT

1. (U) MCLLS NUMBER: 10849-50791 (00007), submitted by VMFA-251 MAG-31, 2ND MAW 29904, 832-6205, (803) 522-6205.
2. (U) MCAS CHERRY POINT, N.C. DEPLOYMENT
3. (U) KEYWORDS: No keywords.
4. (U) TITLE: HIGH THREAT CAS
5. (U) OBSERVATION: Receipt of a nine line brief and corrections for Dash-2 can be denied by communications jammers.
6. (U) DISCUSSION: The acquisition of on-the-shelf hardware would greatly enhance our communications and on target accuracy. Global Positioning System (GPS) and Automatic Target Handoff System (ATHS) should be installed in AV-8Bs, F/A-18s, AH-1s, and UH-1s at the first opportunity. These systems make RABFAC obsolete.
7. (U) LESSONED LEARNED: None.
8. (U) RECOMMENDED ACTION: None.
9. (U) COMMENTS. None.

UNCLASSIFIED

12/03/90

MCLLS LONG REPORT

1. (U) MCLLS NUMBER: 10849-50791 (00008), submitted by VMFA-251 MAG-31, 2ND MAW 29904, 832-6205, (803) 522-6205.
2. (U) MCAS CHERRY POINT, N.C. DEPLOYMENT
3. (U) KEYWORDS: No keywords.
4. (U) TITLE: NIGHT CAS
5. (U) OBSERVATION: Flare drops techniques negated target acquisition.
6. (U) DISCUSSION: OV-10s dropped their flares directly over the target (barge), blinding the F/A-18 pilots. The flares need to be dropped offset the target in order to create shadows that will enhance target acquisition.
7. (U) LESSONED LEARNED: Face to face briefs and debriefs tend to iron out technique flaws. The more integrated training we do - the better we'll be!
8. (U) RECOMMENDED ACTION: None.
9. (U) COMMENTS. None.



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

3500

S-3

21 Nov 90

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

Subj: TRAINING PLAN FOR VMFA-251 DURING THE 26 NOV 90 - 20 DEC 90
MCAS YUMA, AZ DEPLOYMENT

Ref: (a) MAG-31 msg dtd 150723Z Nov 90
(b) MAWTS-1 YUMA msg dtd 192155Z Nov 90

Encl: (1) Flight Hour Projection Calendar For November 1990
(2) Flight Hour Projection Calendar For December 1990
(3) Range Schedule

1. In accordance with reference (a), enclosures (1) - (3) are submitted. Reference (b) identifies our ground training plan as orchestrated by MAWTS-1. Enclosures (1) and (2) includes MAWTS orchestrated Southwest Asia (SWA) training as well as additional squadron training requirements. Enclosure (3) delineates ordnance, ranges, and range reservation times for those missions not in support of SWA training. Range and ordnance requirements for specific SWA training sorties have not been identified to this command by MAWTS-1.

2. Point of contact this command is Capt E. Heidhausen, ext. 6205.


R. W. WALKER

VMFA-251 NOVEMBER 1990 FHP PROJECTION
YUMA DEPLOYMENT

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	

FLY-IN
FLD HOURS
0800-1800
10/45.0

PILOTS IN-BRF:
1400

PILOT GRND SCHOOL
0730-1700
MAINT IN-BRF:
0800-0900
0/0.0

PILOT GRND SCHOOL
0730-1700
0/0.0

FLY: 0830-1700
8 LAT SORTIES
8 RAKED RANGE
SORTIES
16/20.0

VMFA-251 DECEMBER 1990 FHP PROJECTION
YUMA DEPLOYMENT

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
2 FLY: 0750-1720 4 LAT SORTIES 13 LIVE BOMBERS FLD HOURS: 0800-2300 16/20.0	3 FLY: 1050-2215 8 LIVE BOMBERS 8 RADAR BOMBERS (NIGHT) FLD HRS 0800-2300 16/20.0	4 FLY: 1050-2215 8 LIVE BOMBERS 8 RADAR BOMBERS (NIGHT) FLD HRS 0800-2300 16/20.0	5 NO FLY "AAM" ACDEMICCS 1200-1600 SMA GRND SCHOOL MAIN 1200-1700 FLD HRS 0800-2300	6 FLY: 0830-1630 TWO 8 PLANE "AAM" EVOLUTION FLD HRS 0800-1800 16/20.0	7 FLY: 0830-1630 TWO 8 PLANE "AAM" EVOLUTION FLD HRS 0800-1800 16/20.0	8 FLY: 0800-1630 8 LAT SORTIES 8 RAKED RANGE SORTIES FLD HOURS: 0800-2300 16/20.0
9 FLY: 0830-1700 TWO 8 PLANE "OAW" STRIKES FLD HRS 0800-1800 16/24.0	10 NO FLY	11 NO FLY "OAS" ACADCEMICS 0800-1200 "OAS" PLANNING 1200 -> FLD HRS 0800-1800	12 FLY: 0800-1800 "OAS" MASS BRF 0700 FLD HRS 0800-1800 20/20.0	13 FLY: 1200-2300 "OAS" MASS BRF 1000 12 (AM) 8 (PM) FLD HRS 0800-2300 20/20.0	14 FLY: 1200-2300 "OAS" MASS BRF 1000 12 (AM) 8 (PM) FLD HRS 0800-2300 20/20.0	15 FLY: 1200-2300 "OAS" MASS BRF 1000 12 (AM) 8 (PM) FLD HRS 0800-2300 20/20.0
16 PALMS CAS	17 29 PALMS CAS	18	19	20	21	22
23 16/20.0	24 16/20.0	25	26	27	28	29

TOTAL - 248/302.0

RANGE SCHEDULE

<u>DATE</u>	<u>SORTIES</u>	<u>ORDNANCE</u>	<u>RANGE</u> <u>TIMES</u>	<u>RANGE</u>
30 NOV	2	NONE	0840-0920	2301 W LOW & MOVING SANDS (MS)
	4	24 BDU-48S 24 MK-76S	0900-1000	CACT WEST (CW)
	2	NONE	1200-1240	2301 W LOW & MS
	4	24 BDU-48S 24 MK-76S	1300-1400	CW
	2	NONE	1520-1640	2301 W LOW & MS
	2	NONE	1520-1640	2301 W LOW & MS
	01 DEC	2	NONE	0840-0920
4		24 BDU-48S 24 MK-76S	0900-1000	CW
2		NONE	1200-1240	2301 W LOW & MS
4		24 BDU-48S 24 MK-76S	1300-1400	CW
2		NONE	1520-1600	2301 W LOW & MS
2		NONE	1520-1600	2301 W LOW & MS
02 DEC		4	1000 20MM 8 MK-82S 56 2.75 ROCKETS	0800-0900
	2	NONE	0840-0920	2301 W LOW & MS

02 DEC (CONT)	2	NONE	1200-1240	2301 W LOW & MS
	4	1000 20MM 8 MK-82S 56 2.75 ROCKETS	1300-1400	2507 N&S LOW
	4	1000 20MM 8 MK-82S 56 2.75 ROCKETS	1600-1800	2507 N&S LOW
3 & 4 DEC	4	1000 20MM 8 MK-82 56 2.75 ROCKETS	1100-1200	2507 N&S LOW (N ONLY 4TH)
	4	1000 20MM 8 MK-82 56 2.75 ROCKETS	1500-1600	2507 N&S LOW
	2	24 MK-76S	1900-1930	MS
	2	24 MK-76S	1930-2000	MS
	2	24 MK-76S	2100-2130	MS
	2	24 MK-76S	2130-2200	MS
08 DEC	4	TBA	1530-1630	2507 N&S LOW
	4	TBA	1530-1630	2507 N&S LOW
11 DEC	4	TBA	1600-1645	2507 N&S LOW
	4	TBA	1600-1645	2507 N&S LOW



UNITED STATES MARINE CORPS

MARINE FIGHTER ATTACK SQUADRON 251

MARINE AIRCRAFT GROUP 31

2D MARINE AIRCRAFT WING, FMF, ATLANTIC

MCAS, BEAUFORT, SOUTH CAROLINA 29904-6127

3000

S-3

16 Jan 91

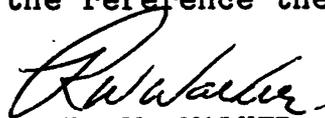
From: Commanding Officer, Marine Fighter Attack Squadron 251
To: Commanding General, Second Marine Aircraft Wing (SC-301)
Via: Commanding Officer, Marine Aircraft Group 31 (Attn: S-3)

Subj: AFTER ACTION REPORT FOR MCAS YUMA, ARIZONA (SWAICT 2-91)
DEPLOYMENT 26 NOV - 20 DEC 90

Ref: (a) WgO 3502.1A

Encl: MCLLS After Action Report

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


R. W. WALKER

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01/16/91

MCLLS LONG REPORT

*** MCLLS REPORT HEADER ***

MCLLS REPORT CREATED ON 01/16/91 AT 08:50:22

MCLLS selection criteria: (ALL)

16 selected

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MCLLS LONG REPORT

01/16/91

1. (U) MCLLS NUMBER: 10347-91793 (00001), submitted by VMFA-251, MAG-31, OPERATIONS, 832-6205, (803)522-6205.
2. (U) Operation SWAICT 2-91 conducted by MAWTS ONE on 01/03/91.
3. (U) KEYWORDS: No keywords..
4. (U) TITLE: SUMMARY - AFTER ACTION REPORT FOR MCAS YUMA, ARIZONA (SWAICT)
5. GENERAL DESCRIPTION: A 2ND MAW EXERCISE WITH MAG-31 ACTING AS THE ADMINISTRATIVE ACE AND MAWTS ONE AS THE TACTICAL ACE DURING THE PERIOD OF 5-14 DEC 90. TRAINING EMPHASIZED MISSIONS ASSOCIATED WITH ANTI-AIR, OFFENSIVE AIR, CLOSE AIR SUPPORT WARFARE.
6. DATES: 26 NOV 90 - 20 DEC 90
7. LOCATION OF OPERATIONS: MCAS YUMA, ARIZONA
8. LOCATION OF PERSONNEL: MCAS YUMA, ARIZONA
9. OBJECTIVES: TO TRAIN PILOTS IN THE PLANNING AND EXECUTION PHASES OF MISSIONS INCLUDING ANTI-AIR WARFARE, OFFENSIVE AIR WARFARE, AND OFFENSIVE AIR SUPPORT. CONCURRENTLY, PILOT PROFICIENCY WITH LIVE ORDNANCE, AND SMART WEAPONS WAS EXERCISED. THE OVERALL SQUADRON OPERATION WAS CONDUCTED IN SUPPORT OF AN ACE FRAG ORDER.
10. LIMITATIONS: N/A
11. MAJOR PARTICIPANTS: MAWTS ONE, MAG-31 STAFF, VMFA-115, VMA-223, VMFT-401 AND OUR SQUADRON.
12. COMMANDERS COMMENTS: THE OBJECTIVE OF EXERCISING SQUADRON TRAINING VIA THE EXECUTION OF AN ACE FRAG ORDER WITH ALL COMMAND AND CONTROL ELEMENTS FUNCTIONING PROVIDED VALUABLE INSIGHT FOR PILOTS AS WELL AS MAINTENANCE CREWS. THE COMBINATION OF LECTURES, MISSION PLANNING, INSTRUCTOR SUPPORT FROM MAWTS ONE, FLIGHTS, AND REALISTIC THREAT SIMULATIONS WAS AN EXCELLENT METHOD TO IMPROVE PILOT SKILLS AND GAGE THE SQUADRON'S OVERALL CAPABILITY.
IN SPITE OF MINIMAL PREPARATION, MAWTS ONE PRODUCED AND EXECUTED AN INVALUABLE TRAINING DEPLOYMENT. VMFT-401 AGGRESSOR SUPPORT WAS PROFESSIONAL AND COMBINED WITH THE DESERT GEOGRAPHY WAS THE IDEAL TOOL FOR EVALUATING TACTICS. WITH MAG-31 ACTING AS THE ACE (OFFICIALLY) AND MAWTS ONE CONDUCTING OUR TRAINING SPECIFICS, SOME ASPECTS OF TRAINING WERE CONVOLUTED. SOME MISSIONS BECAME SCRIPTED AND MISSION TACTICS WERE DELINEATED TO MISSION COMMANDERS. THIS OCCURRED AS A DIRECT RESULT OF THE "TWO ACE" EXERCISE BASED ON SAFETY AND COMMAND AND CONTROL. THE OVERALL (SWAICT) TRAINING EVOLUTION CONTINUED TO IMPROVE SKILLS

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MCLLS LONG REPORT

IN A SQUADRON THAT IS PREPARED TO GO TO WAR.

THE INTRODUCTION OF PROTOTYPE FIELD GEAR, SUCH AS "LONGBOWMAN", DEMONSTRATES THAT THE EFFORTS TO UPGRADE CAS TO STATE OF THE ART TECHNOLOGY ARE CONTINUING PROVIDES TREMENDOUS ENCOURAGEMENT. IT ALSO DEMONSTRATES THAT EFFORTS TO IMPROVE COMMAND AND CONTROL IN A SOPHISTICATED ENVIRONMENT ARE CONTINUING AND VIABLE SOLUTIONS ARE BEING IMPLEMENTED. IF NOTHING ELSE, IT IS EXTREMELY ENCOURAGING THAT EXERCISE AFTER ACTION REPORTS ARE READ AND THAT GOOD IDEAS ARE ACTED UPON.

SWAICT GAVE VMFA-251 ADDED CONFIDENCE THAT WE ARE WELL PREPARED FOR COMBAT.

---- (U) SUBJECT: DEPLOYMENT

---- (U) INTEROPERABILITY: NONE

---- (U) Lesson distributed by: MCLL.

UNCLASSIFIED
MCLLS LONG REPORT

01/16/91

1. (U) MCLLS NUMBER: 10351-52368 (00002), submitted by VMFA-251, MAG-31, OPERATIONS, 832-6205, (803)522-6205.
2. (U) Operation SWAICT 2-91 conducted by MAWTS ONE on 01/03/91.
3. (U) KEYWORDS: No keywords..
4. (U) TITLE: BOQ PHONE SYSTEM/OFFICE MANAGEMENT
5. OBSERVATION: LIMITED PHONE ASSETS AND BOQ OFFICE REFUSAL TO TAKE INCOMING MESSAGES WAS INCONSISTENT WITH OTHER MARINE CORPS BASE STANDARDS.
6. DISCUSSION: BOQ PHONES WERE NOT AVAILABLE AS AN IN ROOM SERVICE AND ONLY ONE PAY PHONE EXISTED FOR EACH BOQ BUILDING. THAT PHONE HAD A CONSISTENT WAITING LINE DURING NON-WORKING HOURS. BOQ EMPLOYEES WORKING THE MAIN OFFICE WOULD NOT TAKE INCOMING MESSAGES.
7. LESSON LEARNED: THE CIVILIAN EMPLOYEES ON BASE SHOULD BE STRIVING TO IMPROVE THE CAPABILITY OF THEIR JOBS AND IMPROVE THE CONDITIONS FOR WHOM THEY SUPPORT. FAMILY AND WORK MESSAGES WOULD MAKE A NON-AUSTERE DEPLOYMENT EVEN MORE BEARABLE. THE OFFICE SHOULD HAVE TAKEN PHONE MESSAGES AND POSTED THEM.
8. RECOMMENDED ACTION: INSTALL IN ROOM PHONES. IF THAT'S TOO EXPENSIVE PUT ANOTHER PAY PHONE IN THE BOQ AND HAVE THE BOQ OFFICE ESTABLISH A MESSAGE BOARD.
9. COMMENTS: N/A

--- (U) SUBJECT: LOGISTICS

---- (U) INTEROPERABILITY: NONE

---- (U) Lesson distributed by: MCLL.

MCLLS LONG REPORT

1. (U) MCLLS NUMBER: 10351-61436 (00003), submitted by VMFA-251, MAG-31, OPERATIONS, 832-6205, (803)522-6205.
 2. (U) Operation SWAICT 2-91 conducted by MAWTS ONE on 01/03/91.
 3. (U) KEYWORDS: No keywords..
 4. (U) TITLE: MAWTS ONE SWAICT LECTURES
 5. OBSERVATION: F/A-18 AND F/A-18 WEAPONS SPECIFIC LECTURES.
 6. DISCUSSION: MAWTS ONE LECTURES WERE ALWAYS PROFESSIONAL THOROUGH AND PRECISE. THEY DEAL WITH APPLICABLE TOPICS AND CONTAIN VALUABLE DATA. SWAICT LECTURES MAINTAINED THOSE STANDARDS. THE SQUADRON COULD ALSO BENEFIT FROM HORNET SPECIFIC LECTURES SUCH AS THEATER SPECIFIC HARM BLOCK III CONSIDERATIONS, WALLEYE (ERDL) EMPLOYMENT, AND MAVERICK (LASER AND IR) EMPLOYMENT.
 7. LESSON LEARNED: REVIEW SWAICT ACADEMIC PACKAGE FOR AREAS WHERE CLASSES YEILDED MARGINAL TRAINING, SUCH AS CAS TASKING, FOR ITS IMPORTANCE. ADDITIONALLY, SOME CLASSES SUCH AS COMMAND, CONTROL, AND COMMUNICATIONS COULD BE CONDENSED. HORNET OR AIRCRAFT SPECIFIC LECTURES COULD BE SUBSTITUTED IN THOSE SLOTS.
 8. RECOMMENDED ACTION: SAME AS ABOVE.
 9. COMMENTS: N/A
- (U) SUBJECT: PERSONNEL
- (U) INTEROPERABILITY: NONE
- (U) Lesson distributed by: MCLL.

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01/16/91

MCLLS LONG REPORT

1. (U) MCLLS NUMBER: 10352-53837 (00004), submitted by VMFA-251, MAG-31, OPERATIONS, 832-6205, (803)522-6205.
2. (U) Operation SWAICT 2-91 conducted by MAWTS ONE on 01/03/91.
3. (U) KEYWORDS: No keywords..
4. (U) TITLE: OAW
5. OBSERVATION: EW PLAY IN THE AAW EXERCISE.
6. DISCUSSION: THE OAW EXERCISE TAUGHT SEVERAL THEATER SPECIFIC LESSONS TO PILOTS AND WAS CONSISTENT WITH MAG-31 AAWEX MISSIONS. THE SUPPORT PROVIDED BY LAAM, LAAD AND C2 ASSETS PROVIDED ADDITIONAL EMPLOYMENT AND TACTICAL CONSIDERATIONS FOR THE MISSIONS. AIRBORNE JAMMING OF HORNETS WOULD HAVE TAPPED ANOTHER EXPECTED THEATER THREAT.
7. LESSON LEARNED: THE SQUADRON MAY HAVE BEEN TRAINING TOO HEAVILY ON DIVISION BVR TACTICS AND THIS EVOLUTION QUICKLY DEGRADED TO SHORT CONTACT VID INTERCEPTS. THIS PROBLEM WOULD HAVE BEEN COMPLICATED WITH THE ADDITION OF AIRBORNE JAMMING/DECEPTION.
8. RECOMMENDED ACTION: PLAN ONE OF THE TWO AAW EVOLUTIONS TO INCLUDE A VARIETY OF ELECTRONIC WARFARE.
9. COMMENTS: N/A

---- (U) SUBJECT: NONE

---- (U) INTEROPERABILITY: NONE

---- (U) Lesson distributed by: MCLL.

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01/16/91

MCLLS LONG REPORT

1. (U) MCLLS NUMBER: 10353-01177 (00005), submitted by VMFA-251, MAG-31, OPERATIONS, 832-6205, (803)522-6205.

2. (U) Operation SWAICT 2-91 conducted by MAWTS ONE on 01/03/91.

3. (U) KEYWORDS: No keywords..

4. (U) TITLE: OAW

5. OBSERVATION: OAW PLANNING REQUIRES A LOT OF TIME TO PLAN AND INTEGRATE ALL AVAILABLE ASSETS.

6. DISCUSSION: THE OAW MISSIONS WERE EXTREMELY DIFFICULT TO PLAN. THEY REQUIRED ONGOING CHANGES IN THE TIMELINE AS THE PLAN DEVELOPED. THE COMPLEXITY OF THE EVOLUTION COMBINED WITH ONE MISSION CLOSELY FOLLOWING THE NEXT PRECLUDED ACCURATE GAMEPLAN CHANGES FOR THE SECOND MISSION. OAW PLANNING AND EXECUTION SEEMED TO BE THE MOST IMPORTANT EVOLUTION IN DEVELOPING SQUADRON PILOT SKILLS.

7. LESSON LEARNED: PLAN EARLY. USE AS MANY PILOTS AS POSSIBLE AND ASSIGN SPECIFIC TASKS. USE ONE MISSION RESULTS TO DEVELOP THE SECOND MISSIONS EXECUTION (BOTH GOOD AND BAD POINTS).

8. RECOMMENDED ACTION: ANOTHER DAY OF OAW WAS JUSTIFIED TO DEVELOP AND TEST VARIOUS GAMEPLANS. PILOTS WOULD SWAP ROLES AND UTILIZE PROBLEM AREAS FROM PREVIOUS MISSIONS TO DEVELOP A BETTER GAMEPLAN.

9. COMMENTS: N/A

---- (U) SUBJECT: NONE

---- (U) INTEROPERABILITY: NONE

---- (U) Lesson distributed by: MCLL.

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MCLLS LONG REPORT

01/16/91

1. (U) MCLLS NUMBER: 10353-40295 (00006), submitted by VMFA-251, MAG-31, OPERATIONS, 832-6205, (803)522-6205.
2. (U) Operation SWAICT 2-91 conducted by MAWTS ONE on 01/03/91.
3. (U) KEYWORDS: No keywords..
4. (U) TITLE: OAS
5. OBSERVATION: CAS PLANNING ALLOWED PILOTS TO PRE-PLAN ALL 9 LINE BRIEFS
6. DISCUSSION: THE YUMA TRAINING AREA IS ONE OF THE FEW AREAS THAT PROVIDES ENOUGH AIRSPACE TO CONDUCT TACTICAL CAS (IE. REALISTIC CP-IP-TGT DISTANCES IN A TACTICAL ENVIRONMENT). IF PILOTS PLANNED THEIR HOP, THEY WOULD BE READY FOR ALL 9 LINE BRIEFS. THE PRIOR COORDINATION PRECLUDED A DIFFICULT ASPECT OF CAS WHICH INVOLVES AIRBORNE TIMING/NAVIGATION AND TARGETING OF ASSIGNED CAS TARGETS.
7. LESSON LEARNED: AS ALWAYS TARGET ACQUISITION PROVED DIFFICULT BUT NOT IMPOSSIBLE. TIMING AND NAVIGATION CONSISTENTLY IMPROVED BUT WAS NOT ACCURATELY DEVELOPED AS A CAS OBJECTIVE.
8. RECOMMENDED ACTION: ONE DAY OF OAW SHOULD INCLUDE 9 LINE BRIEFS THAT REQUIRE AIRBORNE CALCULATIONS FOR NAVIGATION AND TIMING, AS WELL AS TARGETING VIA OFFSET DATA, COURSELINE STEERING OR UTM TO LAT/LONG CONVERSION.
9. COMMENTS: N/A

--- (U) SUBJECT: NONE

--- (U) INTEROPERABILITY: NONE

--- (U) Lesson distributed by: MCLL.

MCLLS LONG REPORT

1. (U) MCLLS NUMBER: 10354-05047 (00007), submitted by VMFA-251, MAG-31, OPERATIONS, 832-6205, (803)522-6205.
2. (U) Operation SWAICT 2-91 conducted by MAWTS ONE on 01/03/91.
3. (U) KEYWORDS: No keywords..
4. (U) TITLE: CAS ISO 2D TK BN/29 PALM MCAGCC
5. OBSERVATION: VALUABLE CAS TRAINING, PROVIDED A REALISTIC SCENARIO AGAINST OF MOBILE, HEAVILY ARMORED TARGET ACQUISITION PROBLEMS IN A DESERT ENVIRONMENT.
6. DISCUSSION: THE SIM CAS ISO 2D TK BN AT 29 PALMS MCAGCC PROVIDED PILOTS WITH THE CHALLENGE OF ACQUIRING MOBILE TARGET IN A DESERT ENVIRONMENT THRU THE USE OF VISUAL/RADAR AND SMART WEAPON ACQUISITION. LIMITED AVAILABILITY OF WALLEYE ASSETS RESTRICTED THE DESIRED GOAL OF 100% PILOT EXPOSURE. TO THIS ASSET NON-AVAILABILITY OF FLIR ELIMINATED A VALUABLE TRAINING OPPORTUNITY.
7. LESSON LEARNED: CAS RUNS DEMONSTRATED THAT ACQUISITION OF A WELL CONCEALED/NON MOVING TARGET IN THE DESERT, WITH A HIGH RELIEF TERRAIN ENVIRONMENT IS DIFFICULT AT BEST. RADAR GMT HAD LIMITED EFFECTIVENESS IN MOUNTAINOUS TERRAIN. RADAR MAP MODES ON THE THE OTHER HAND SHOWED LIMITED SUCCESS WHEN THE TARGET AREA COULD BE PIN POINTED (IE. ACCURATE NAV DESIGNATION). WALLEYE EMPLOYMENT YEILDED SIGNIFICANT SUCCESS AT STANDOFF RANGES AND ALTITUDES WITH PRIOR VISUAL ACQUISITION. LIMITED SUCCESS WAS OBTAINED IN TARGETING TANKS WITHOUT PRIOR VISUAL ACQUISITION WHILE UTILIZING THE WALLEYE DISPLAY.
8. RECOMMENDED ACTION: INCREASE AVAILABILITY OF SMART WEAPONS/FLIR.
9. COMMENTS:

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

MCLLS LONG REPORT

1. (U) MCLLS NUMBER: 10356-10238 (00008), submitted by VMFA-251, MAG-31, OPERATIONS, 832-6205, (803)522-6205.

2. (U) Operation SWAICT 2-91 conducted by MAWTS ONE on 01/03/91.

3. (U) KEYWORDS: No keywords..

4. (U) TITLE: FLIR AND ALR-67 TRAINING

5. OBSERVATION: LIMITED AVAILABILITY OF FLIR AND ALR-67 GEAR PRECLUDED VALUABLE TRAINING.

6. DISCUSSION: FLIR EMPLOYMENT IN AN A/G, HI THREAT ENVIRONMENT WOULD HAVE YEILDED VALUABLE LESSONS AND TRAINING. WITHOUT CONSTANT TRAINING THE FLIR POD CAN BECOME A HINDERANCE IN WAR AS IR REQUIRES A HIGH PROFICIENCY TO USE. ANY WEAPONS OR SENSOR REQUIRING HEADS DOWN TIME MUST BE CONSTANTLY USED OR PILOT WORKLOAD IS INCREASED, USUALLY DECREASING THE PILOTS OVERALL CAPABILITY.

ALR-67 GEAR REQUIRES THE SAME PROFICIENCY ONLY WITHOUT THE GEAR PILOTS MUST TAILOR THEIR TACTICS WITH ASSUMPTIONS AND DECISIONS QUITE DIFFERENT FROM THOSE WITH THE ALR-67 INDICATIONS. THE MARGINAL AVAILABILITY OF THIS GEAR YIELDS POOR INITIAL INTEGRATION OF THE ALR-67 WITH TACTICS WHEN IT FINALLY BECOMES AVAILABLE.

7. LESSON LEARNED: WE NEED TO TRAIN WITH THE FLIR AND ALR-67 CONSTANTLY TO REALIZE ITS FULL POTENTIAL. TRAINING WITHOUT THE ALR-67 CREATES FALSE PK'S AND TRAINING LESSONS. IT ALSO COMPLICATES OUR TACTICS AS GAMEPLANS MUST DIFFER TO CONDUCT MISSION WITH AND WITHOUT THE ALR-67.

8. RECOMMENDED ACTION: SAME AS ABOVE.

9. COMMENTS:

--- (U) SUBJECT: OPERATIONS

--- (U) INTEROPERABILITY: NONE

--- (U) Lesson distributed by: MCLL.

MCLLS LONG REPORT

1. (U) MCLLS NUMBER: 10431-10403 (00009), submitted by VMFA-251, MAG-31, OPERATIONS, 832-6205, (803)522-6205.
2. (U) Operation SWAICT 2-91 conducted by MAWTS ONE on 01/03/91.
3. (U) KEYWORDS: No keywords..
4. (U) TITLE: TRANSPORTATION
5. OBSERVATION: SHORTAGE OF BUS DRIVERS
6. DISCUSSION: THREE BUS DRIVER EXIST IN VMFA-251. ALL THREE ARE FROM MAINTENANCE. FOR EACH DEPLOYMENT WE DEPEND UPON THE SAME DRIVERS. ADDITIONAL DRIVERS MUST BE TRAINED, AND MUST BE SELECTED FROM THE ENTIRE SQUADRON, NOT JUST ONE DEPARTMENT. OPERATING LIKE THIS PLACES TOO MUCH EMPHASIS UPON THE AVAILABILITY OF THREE MARINES. LOAD SHARING IS IMPORTANT AND MUST BE ASSUMED BY OTHERS, NOT JUST MAINTENANCE.
7. LESSON LEARNED: SAME AS ABOVE.
8. RECOMMENDED ACTION: ESTABLISH AN EQUITABLE DISTRIBUTION OF BUS DRIVERS.
9. COMMENTS: N/A

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

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01/16/91

MCLLS LONG REPORT

1. (U) MCLLS NUMBER: 10432-05160 (00010), submitted by VMFA-251, MAG-31, OPERATIONS, 832-6205, (803)522-6205.

2. (U) Operation SWAICT 2-91 conducted by MAWTS ONE on 01/03/91.

3. (U) KEYWORDS: No keywords..

4. (U) TITLE: REPAIRABLES

5. OBSERVATION: SRA SHORTAGE ON DEPLOYMENT.

6. DISCUSSION: MALS-31 SUBMITTED A REPAIRABLE SRA PACKUP REQUEST IDENTIFYING HIGH USAGE SRA CARDS. UPON SETUP AND SUBSEQUENT INDUCTION OF WRA COMPONENTS, IT WAS NOTED ZERO SRA'S WERE AVAILABLE IN THE PACKUP. TURNAROUND TIME WAS SEVERELY DEGRADED. SPECIFIC ITEMS WERE ENCODER/DECODER AND RADAR CPS REPAIR.

7. LESSON LEARNED: SAME AS ABOVE.

8. RECOMMENDED ACTION: ALL SUPPLY REQUESTS MUST BE PROCESSED AND SHORTAGES IDENTIFIED TO THE SQUADRONS BEFORE DEPARTURE. THIS WILL AFFORD THE OPPORTUNITY TO GET THE MISSING ITEMS FROM DOWN AND OUT OF STATUS AIRCRAFT.

9. COMMENTS: N/A

----- (U) SUBJECT: LOGISTICS

--- (U) INTEROPERABILITY: NONE

----- (U) Lesson distributed by: MCLL.

MCLLS LONG REPORT

1. (U) MCLLS NUMBER: 10432-35221 (00011), submitted by VMFA-251, MAG-31, OPERATIONS, 832-6205, (803)522-6205.
2. (U) Operation SWAICT 2-91 conducted by MAWTS ONE on 01/03/91.
3. (U) KEYWORDS: No keywords..
4. (U) TITLE: ORDNANCE SUPPLY
5. OBSERVATION: MALS SHORTAGE OF SUPPORT ITEMS FOR ORDNANCE DELIVERY.
6. DISCUSSION: MANY ORDNANCE ITEMS WERE NOT REPAIRABLE (IE. ENCODER/DECODER, BRU-32S, AND VERS) AT THE IMA LEVEL BECAUSE THE PEB WAS NOT INCLUDED IN THE PACKUP. THIS MEANT END ITEMS WERE INDUCTED WITHOUT ANY REPAIR CAPABILITY. EVENTUALLY ITEMS WERE TAKEN FROM VARIOUS TURN-INS AND USED TO MAKE A COMPLETE END ITEM.
7. LESSON LEARNED: N/A
8. RECOMMENDED ACTION: UPDATE GROUP COSAL AND ESTABLISH A DEPLOYMENT COSAL. ESTABLISH PACK-UP PEBs THAT WOULD ALLOW REPAIR OF POOL ITEMS, AND NOT SM&R CODED FOR OMA REPLACEMENT.
9. COMMENTS: N/A

----- (U) SUBJECT: LOGISTICS

---- (U) INTEROPERABILITY: NONE

---- (U) Lesson distributed by: MCLL.

UNCLASSIFIED

01/16/91

MCLLS LONG REPORT

1. (U) MCLLS NUMBER: 10432-66732 (00012), submitted by VMFA-251, MAG-31, OPERATIONS, 832-6205, (803)522-6205.
2. (U) Operation SWAICT 2-91 conducted by MAWTS ONE on 01/03/91.
3. (U) KEYWORDS: No keywords..
4. (U) TITLE: SUPPLY
5. OBSERVATION: SEEMED TO BE A LACK OF INITIATIVE AT MALS TO PURSUE, BEYOND THEIR NALCOMIS, THE OPTIONS FOR PROCUREMENT.
6. DISCUSSION: SEVERAL TIMES THE OMA MADE PHONE CALLS TO LOCATE PARTS AFTER THEY WERE TOLD THAT MALS HAD CHECKED THEIR NALCOMIS AND NONE WERE IN STOCK. SEVERAL SOURCES ARE AVAILABLE FOR PARTS, AND CHECKING JUST ONE, THEN GIVING UP BECAUSE NONE EXISTS IS NOT AGGRESSIVE NOR DOES IT SHOW GOOD JUDGEMENT. APPROPRIATION SHOULD BE THE SINGLE GOAL OF SUPPLY, AND ALL SOURCES SHOULD BE EXHAUSTED. IF THE OMA IS TO RESEARCH PARTS, THEN A 3072 MUST BE ASSIGNED TO THE SQUADRON DURING DEPLOYMENTS WITH THE GROUP (JUST LIKE WE DO WHEN A SINGLE SQUADRON DEPLOYS).
7. LESSON LEARNED: N/A
8. RECOMMENDED ACTION: HAVE SUPPLY BE MORE AGGRESSIVE WHEN ON DEPLOYMENT. HALF THE FUN IS WADING THROUGH THE SOURCES TO FIND THE PARTS OR, ATTACH A 3072 TO THE SQUADRON FOR ALL DEPLOYMENTS.
9. COMMENTS: N/A

----- (U) SUBJECT: LOGISTICS

----- (U) INTEROPERABILITY: NONE

----- (U) Lesson distributed by: MCLL.

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01/16/91

MCLLS LONG REPORT

1. (U) MCLLS NUMBER: 10432-97325 (00013), submitted by VMFA-251, MAG-31, OPERATIONS, 832-6205, (803)522-6205.
 2. (U) Operation SWAICT 2-91 conducted by MAWTS ONE on 01/03/91.
 3. (U) KEYWORDS: No keywords..
 4. (U) TITLE: MALS ORDNANCE
 5. OBSERVATION: MALS-31 DID A FINE JOB OF WORKING WITH THE TRAILER AND CRADLE SHORTAGE AT YUMA.
 6. DISCUSSION: SHORTAGES OF EQUIPMENT AND SPLIT SITE OPS CAUSED A CHANGE IN THE PACE OF NORMAL OPS FOR ALL UNITS. MALS ORDNANCE DID A FINE JOB OF COORDINATING DELIVERIES, TURNING AROUND LOADED TRAILERS, RETROGRADING, UNEXPENDED MUNITIONS, AND FLEXING TO THE CHANGING FLIGHT OPERATIONS.
 7. LESSON LEARNED: NONE. ATTABOY TO MALS FOR BEING FLEXIBLE AND WORKING WITH THE SQUADRON TO GET THE JOB DONE.
 8. RECOMMENDED ACTION: N/A
 9. COMMENTS: N/A
- (U) SUBJECT: LOGISTICS
- (U) INTEROPERABILITY: NONE
- (U) Lesson distributed by: MCLL.

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01/16/91

MCLLS LONG REPORT

1. (U) MCLLS NUMBER: 10433-21157 (00014), submitted by VMFA-251, MAG-31, OPERATIONS, 832-6205, (803)522-6205.

2. (U) Operation SWAICT 2-91 conducted by MAWTS ONE on 01/03/91.

3. (U) KEYWORDS: No keywords..

4. (U) TITLE: M61A1 LALS

5. OBSERVATION: RELIABILITY OF LALS UNITS CONTINUES TO BE LOW.

6. DISCUSSION: THE LALS UNITS CONTINUE TO BE A PROBLEM. THE CURRENT METHOD OF LOADING IS TO PUT ALL THE ROUNDS INTO THE GUN AND SET THE LIMITER. TRYING TO LOAD GUNS BETWEEN SORTIES IS HOPELESS AS THE LALS WOULD JAM EACH TIME, THUS CUTTING INTO TIME NEEDED TO LOAD OTHER ORDNANCE. THE LALS PROBLEM HAS BEEN NOTED FOR A LONG TIME, GETTING A SOLUTION APPEARS A LONG WAY OFF.

7. LESSON LEARNED: SAME AS ABOVE.

8. RECOMMENDED ACTION: WORK WITH NAVAIR TO GET ATTENTION ON THIS PROBLEM AND PLACE SOME PRIORITY ON THE FIX.

9. COMMENTS: N/A

--- (U) SUBJECT: LOGISTICS

--- (U) INTEROPERABILITY: NONE

--- (U) Lesson distributed by: MCLL.

01/16/91

1. (U) MCLLS NUMBER: 10434-75394 (00015), submitted by VMFA-251, MAG-31, OPERATIONS, 832-6205, (903)522-6205.
2. (U) Operation SWAICT 2-91 conducted by MAWTS ONE on 01/03/91.
3. (U) KEYWORDS: No keywords..
4. (U) TITLE: ADVANCE PARTY
5. OBSERVATION: NO ORDNANCE PERSONNEL WERE ON THE ADVANCE PARTY.
6. DISCUSSION: MANY ITEMS WERE LEFT UP TO THE SQUADRON TO ACCOMPLISH, THAT COULD HAVE BEEN DONE BY THE GROUP REPRESENTATIVE. THESE INCLUDE IN-BRIEFS, SAFETY BRIEFS, LECTURES, PROCUREMENT OF THE RSL, DAILY ATR PROCEDURES, TURN-INS, CAPTIVE CARRY WEAPONS, AND STORAGE PROCEDURES FOR ACCESSORIES. DOING THESE TASKS AFTER ARRIVAL ALONG WITH NORMAL POST ARRIVAL JOBS PLACES THE SQUADRONS BEHIND IMMEDIATELY.
7. LESSON LEARNED: SEND AN ORDNANCE REPRESENTATIVE IN THE ADVANCE PARTY. IF THE GROUP IS NOT SENDING ONE, INFORM THE SQUADRONS SO THEY MAY PLAN THEIR ADVANCE PARTY ACCORDINGLY.
8. RECOMMENDED ACTION: SAME AS ABOVE.
9. COMMENTS: N/A

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

UNCLASSIFIED
MCLLS LONG REPORT

01/16/91

1. (U) MCLLS NUMBER: 11632-27641 (00016), submitted by VMFA-251, MAG-31, OPERATIONS, 832-6205, (803)522-6205.
2. (U) Operation SWAICT 2-91 conducted by MAWTS ONE on 01/03/91.
3. (U) KEYWORDS: No keywords..
4. (U) TITLE: "LONGBOWMAN"
5. OBSERVATION: "LONGBOWMAN" INCORPORATES FIELD TECHNOLOGY LONG OVERDUE FOR A TACTICAL FIRE DIRECTION SYSTEM.
6. DISCUSSION: "LONGBOWMAN" INCORPORATES GLOBAL POSITIONING SYSTEM, AUTOMATIC TARGET HANDOFF, AND LASER RANGE FINDING INTO AN M-16 SIZE UNIT. THE USE OF SUCH EQUIPMENT CAPITALIZES THE FULL POTENTIAL OF THE F/A-18 IN A CAS ENVIRONMENT AND GIVES THE TACP TREMENDOUS CONFIDENCE THAT BOTH AIRCRAFT WILL SUCCESSFULLY EXECUTE THE ATTACK.
7. LESSON LEARNED: WE NEED THIS CAPABILITY IN THE FIELD TODAY.
8. RECOMMENDED ACTION: EQUIP OUR TACP'S WITH THIS, OR SIMILAR GEAR, IMMEDIATELY.
9. COMMENTS: NONE.

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

Corps' *durumace* to be *revum*

their guests are authorized to enjoy this meal. Adults not holding a meal card will be charged \$1.65 for the meal, while children under 12 will be charged 85 cents. Additionally, there will be a surcharge for diners not regularly authorized to eat in the Mess Hall. For adults, the surcharge is \$2.15, and for children it is \$1.05. Dependents of privates through corporals will not be charged a surcharge.

Covers, Gloves not required

Marines attending the Birthday ball in their dress blue uniforms will not be required to wear their gloves or covers. There will not be adequate storage for these uniform items.

Emergency phone numbers in effect

Marines and guests attending the birthday celebration may be reached at the hangar at 522-6440. This number will be in effect for both nights.

PHILADELPHIA — A foundation to rebuild the birthplace of the Marine Corps has been established here and it is seeking donations to get the reconstruction started.

The Marine Corps Tun Tavern Foundation, recently incorporated as a non-profit organization, has launched a campaign to rebuild the Revolutionary War-era Tun Tavern. The tavern, originally built in 1693, was Philadelphia's leading hostelry in Colonial times.

When the 1st Continental Congress ordered that "two battalions of Marines be raised to serve

aboard ships of the Continental Navy," Tun Tavern became the recruiting site.

The foundation is composed of former Marines and Marine Corps supporters. A tract of land adjacent to the Philadelphia Vietnam Veterans Memorial has been donated by the City for the reconstruction of Tun Tavern.

Tax-deductible contributions may be sent to: The Marine Corps Tun Tavern Foundation, Suite 402A, 1 Rittenhouse Square, Philadelphia, PA 19103

VMFA-251 tops Lowcountry bombing derby

Fighter squadrons from Marine Aircraft Group-31 participated in the 2nd Lowcountry Bombing Derby, Oct. 16-17, and of course coming out on top was one of MAG-31's own, VMFA-251.

The winners were announced at the de-briefing held at the Officers club, Oct. 19.

VMFA-251 was the winner of both categories. VMFA-251 won the best squadron, and two pilots, Lt. Col. Richard W. Walker and Capt. Carl K. Radford were selected as the best section of the fighter planes squadrons. A section is two aircraft flying together, one as a leadman and one as wingman. Together two sections make up a team, and there were two sections from each squadron that participated in the bombing

derby.

The winners of the last bombing derby held in April were from the 19th Tactical Fighter Squadron out of Moody Air Force Base.

A total of 31 sections participated in the derby featuring Marine Corps, Air Force, and Navy fighter squadrons.

There were different types of aircraft participating in the derby. From the Marine Corps were the F/A-18 Hornets; The F-4s from the Marine Corps Reserve; The Air Force brought along their F-16s, A-10s and F-15 Strike Eagles, and the Navy tried to do battle with their A-6s and A-7s.

Each section flew to the target at low level, flying 180 mph at 500 feet in combat formation to the Townsend target located

40 miles from Savannah, Ga.

After reaching the target, the section would do a pop-up attack and they were judged by how early or late they were to the target. Most of the pilots were within two or three seconds within their bomb impact time.

The number of seconds off target of the bomb impact time and added that to the leadman's missed distance and the wingman's missed distance.

The section with the lowest score closest to zero wins. The best squadron's score is computed by an average of the sections scores to reach the squadrons total.

And VMFA-251 had the best section, and as a result of this 251 was named the best squadron.

Veteran's Day MWR hours

In observance of the Veteran's Day holiday, the following hours apply to MWR activities aboard the Air Station:

MWR Recreation

Gym/Fitness center 10 a.m.-4 p.m.
Bowling center 5:30 - 11 p.m.

MWR Retail

MCAS Main Store 11 a.m.-7 p.m.
Laurel Bay 7-Day Store 7 a.m.-11 p.m.
I/B Brain Games 10 a.m.-6 p.m.

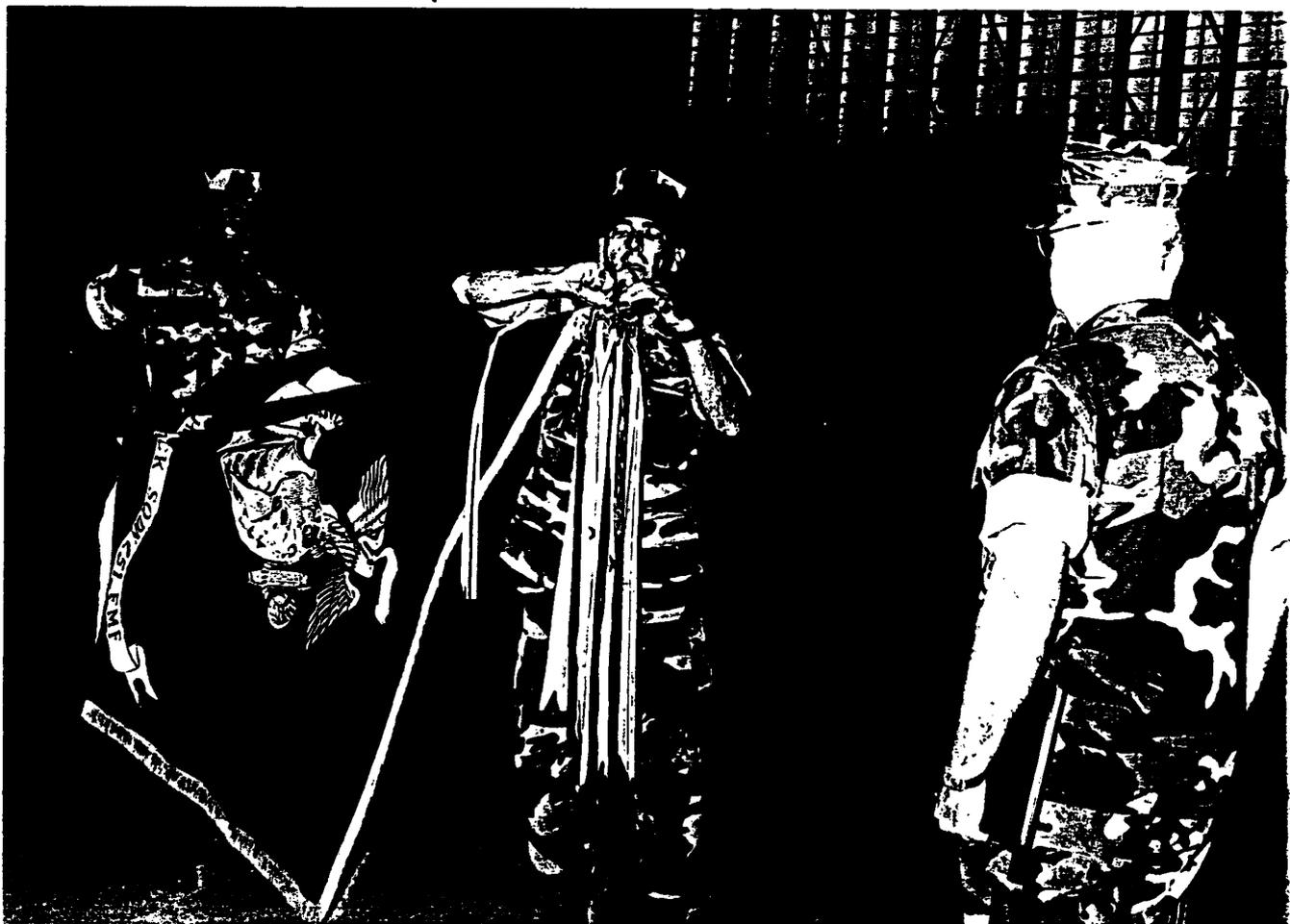
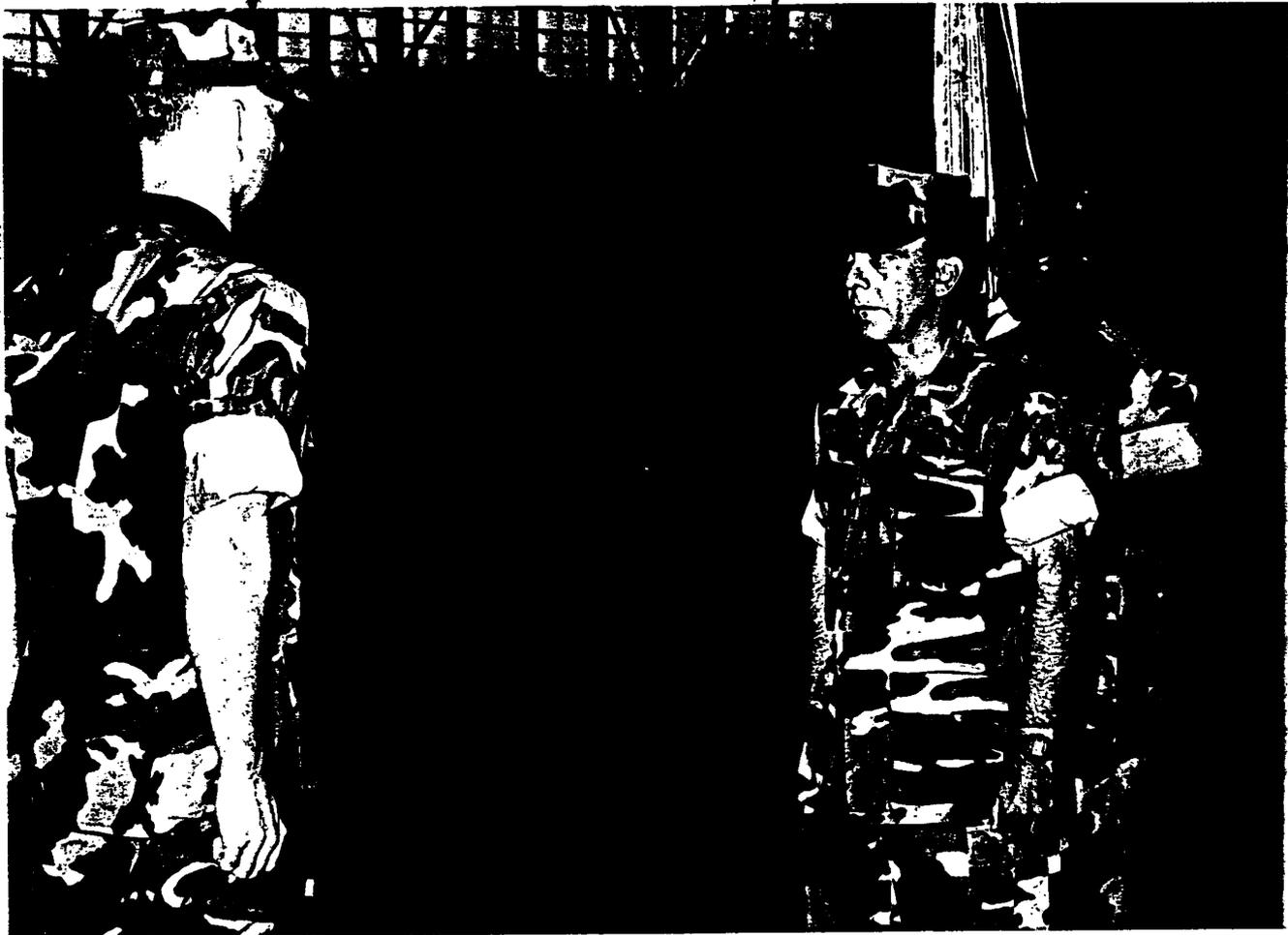
MWR Food and Hospitality

Bowling Alley Snack Bar 5:30-11 p.m.
Temporary Lodging Facility Open 24 Hours

All other activities will be closed.

9 November 1990

VMFA-251
Presentation
of
Meritorious
Unit
Commendation
by
Col J. Wojascek
CO, MAG-31





UNITED STATES MARINE CORPS
 MARINE FIGHTER ATTACK SQUADRON 251
 MARINE AIRCRAFT GROUP 31
 2D MARINE AIRCRAFT WING, FMF, ATLANTIC
 MCAS, BEAUFORT, SOUTH CAROLINA 29904-6127

3120
 S-3
 10 Sep 90

From: Commanding Officer, Marine Fighter Attack Squadron 251
 To: Distribution List

Subj: LETTER OF INSTRUCTION (LOI) FOR TOPGUN 1-91

Ref: (a) 2D MAW TEEP
 (b) MAG-31 TEEP
 (c) NAVFITWEPSCOL 202225Z AUG 90

Encl: (1) Personnel Roster VMFA-251
 (2) Personnel Roster VMFA-122

VMFA-251

1. Situation

a. Purpose. As directed by CG 2d MAW, and in accordance with the references, the squadron will deploy a detachment to participate in TOPGUN Class 1-91 with the Navy Fighter Weapons School (NFWS) at NAS Miramar, California from 17 Sep 90 - 20 Oct 90.

b. <u>Forces:</u>	<u>Squadron</u>	<u>Officer</u>	<u>Enlisted</u>
	VMFA-122	2	14
	VMFA-251	2	12

c. Assumptions. MAG-31 will provide the following support:

(1) S-1: Issue orders upon request.

(2) S-3: Serve as detachment coordinator and point of contact for the Navy Fighter Weapons School.

(3) S-4: Coordinate MAC/SAAM transportation of personnel and logistic/embarkation requirements. Coordinate billeting for all personnel.

(4) Aircraft Maintenance Officer: Coordinate IMA personnel requirements and submit request for orders.

(5) Avionics Officer: Provide avionics/ECM equipment for 2 F/A-18A's as requested in reference (b).

(6) Ordnance Officer: Provide equipment as requested in reference (c). NWFS will provide flares/chaff.

(7) Supply Officer: Provide a supply pack-up as required.

2. Mission. To provide 2 pilots graduate level air-to-air training at the NFWS.

Jul-Dec 90

Subj: LETTER OF INSTRUCTION (LOI) FOR TOPGUN 1-91

3. Execution

a. Concept of Operations. On 14 Sep 1990, VMFA-251 and VMFA-122 will deploy aircraft and personnel to NAS Miramar. Flight operations in TOPGUN Class 1-91 will commence 17 Sep 90 and terminate 20 Oct 90. Detachment retrograde to MCAS Beaufort will begin on 22 Oct 90.

b. Sequence of Events

(1) 11 Sep - Packup supplies/equipment.

(2) 13 Sep - All baggage staged. Main body depart MCAS Beaufort enroute to NAS Miramar.

(3) 14 Sep - Flight Echelon (Captain's McGinn and Freeman) depart MCAS Beaufort enroute to NAS Miramar. Predeployment briefing for all enlisted personnel. All supplies and equipment staged.

(4) 17 Sep - 20 Oct - TOPGUN Class 5-90.

(5) 20 Oct - Flight Echelon depart NAS Miramar enroute to MCAS Beaufort.

(6) 22 Oct - Main Body departs NAS Miramar.

c. Tasking.

(1) S-1:

(a) Submit requests for orders for VMFA-251 and VMFA-122 not later than 7 Sep 1990 to MAG-31 S-1. Orders should read "to Navy Fighter Weapons School and other points as may be directed".

(b) Release 4 messages in coordination with S-3/S-4/AMO. Include all MALS-31 augmentees on appropriate message traffic. These messages are:

* Pilot Quals (to include name, grade, SSN, Call-sign, total hours/hours in type, deployments security clearance, basis for clearance).

* Billeting (BOQ/BEQ) requirements to NAS Miramar/ Code 19S (info NFWS) with arrival/departure dates for all detachment personnel.

* Maintenance Personnel Quals (to include name, grade, SSN, clearance, comrats/meal card).

* Ordnance Quals (to include name, grade, certification level/work task, certification date)(info COMFITAEWINGPAC).

Subj: LETTER OF INSTRUCTION (LOI) FOR TOPGUN 1-91

(2) S-3:

(a) Coordinate with S-1 on the release of the Pilot Qual message.

(b) Ensure participating pilots are tactically proficient.

(c) Ensure participating pilots have up-chits and current NATOPS/Physiology training.

(d) Ensure one fuel packet per squadron with credit cards deploy with the detachment.

(3) S-4:

(a) Coordinate with S-1 on the release of the Billeting (BOQ/BEQ) Requirements message.

(b) Coordinate with MAG-31 S-4 on MAC/SAAM transportation of personnel and logistic/embarkation requirements.

(4) Aircraft Maintenance Officer:

(a) Coordinate with S-1 on the release of the Maintenance Personnel Qual message and the Ordnance Qual message.

(b) VMFA-251 provide 2 F/A-18A A/C and VMFA-122 provide 1 F/A-18A A/C fully configured with 2 pylons, 1 LAU-7, 1 centerline fuel tank, 1 AIM-9M, 1 ALR-67, 1 ALQ-126, and 1 ALE-39 for the 5 week syllabus. TOPGUN will provide chaff/flares.

(c) VMFA-122 to provide spare aircraft second half, swap-out TBA at later date.

(d) Ensure the Detachment complies with the requirements listed in reference (b) while operating at NAS Miramar.

d. Coordinating Instructions

(1) This letter of Instruction (LOI) is effective upon receipt for planning purposes and is effective for execution upon satisfaction of the assumptions in paragraph 1.c.

(2) Training Objectives. Conduct flight operations in accordance with existing directives.

(3) Reports Required. Daily SITREPS and aircraft maintenance reports will be sent by phone to the appropriate squadron section. Fuel usage will be reported to the squadron S-3. An After Action Report will be published in accordance with current directives at the conclusion of the deployment. Department inputs are due to the S-3 two (2) working days after the deployment utilizing the Observation/Discussion/Lesson Learned/Recommended Action/Comments format.

Subj: LETTER OF INSTRUCTION (LOI) FOR TOPGUN 1-91

4. Administration and Logistics

a. Administration

(1) Legal. Detachment military related disciplinary and legal matters will be administered in accordance with the UCMJ.

(2) Uniform. Squadron personnel will have one set of Summer Service "C" for travel in the event of an emergency. The Uniform of the Day will be utilities.

(3) Pay. Squadron S-1 will ensure that detachment personnel pay matters are handled at MCAS Beaufort. Regular pay will be mailed by Federal Express to the Detachment Officer In Charge to arrive not later than pay day.

(4) Postal. Mail should be sent to the following address during the deployment:

(Rank/Name/SSN)
(VMFA-251/VMFA-122)
C/O Navy Fighter Weapons School, Class 1-91
NAS Miramar, San Diego, CA 92145

(5) Annual/Emergency Leave. All matters concerning annual/emergency leave will be handled by the Detachment Officer In Charge.

(6) OPSEC. OPSEC will be handled in accordance with current MAG-31 directives.

(7) Orders. Upon arrival at NAS Miramar all Detachment personnel will turn orders into the Detachment Officer In Charge.

b. Logistics

(1) Staging and embark will be coordinated by the squadron Embark Officer.

(2) Transportation arrangements at NAS Miramar will be made with the Navy Fighter Weapons School by the squadron S-4 Officer.

(3) Supply. MALS-31 Supply will provide a supply pack-up, personnel and supply support at NAS Miramar.

(4) Facility Requirements. Hangar, ramp, and maintenance/office spaces will be provided by the Navy Fighter Weapons School.

(5) Billeting requirements will be coordinated by the squadron S-4 Officer.

5. Command and Signal

Subj: LETTER OF INSTRUCTION (LOI) FOR TOPGUN 1-91

a. Command Relationships

(1) This deployment will be conducted as a squadron detachment. The squadron(-) will remain at MCAS Beaufort.

(2) The VMFA-251 Detachment Officer In Charge will be 1STLT Solnick (AV 832-7538).

(3) Deployment Location. 17 Sep 1990 - 22 Oct 1990, NAS Miramar, California.

b. Signal

(1) Routine communications between NAS Miramar and MCAS Beaufort will be via AUTOVON.

(2) S-1 will ensure that squadron phone numbers at NAS Miramar are provided to the Rear Party and MAG-31 upon arrival at NAS Miramar.

(3) S-3 is responsible for UHF frequencies to be used while deployed.

(4) Comm Shift. Not required.

6. Concurrence. Commanding Officer, VMFA-122 concurs with content of this LOI as it pertains to personnel listed in Enclosure (2).


R. W. WALKER

DISTRIBUTION: A

PERSONNEL ROSTER VMFA-251

1. The following personnel are scheduled to support the 17 Sep - 22 Oct 90 deployment to NAS Miramar, CA for TOPGUN Class 1-91:

<u>NAME</u>	<u>RATE/RANK</u>
McGinn, P.M.	O3/Capt
Solnick, R.J.	*O2/1STLT
Mattice, R.L.	E7/GySgt
Leer, R.L.	E6/SSgt
Williams, W.S.	E5/Sgt
Hare, D.M.	E5/Sgt
Neas, A.D.	E4/Cpl
Bertelsen, W.J.	E4/Cpl
Sprowl, D.R.	E4/Cpl
Lively, D.W.	E4/Cpl
Gibson, S.	E4/Cpl
Williams, M.W.	E3/LCpl
Garland, J.A.	E3/LCpl
Coppenger, G.L.	E3/LCpl

*OIC - Officer in Charge of Maintenance

PERSONNEL ROSTER VMFA-122

1. The following personnel are scheduled to support the 17 Sep - 22 Oct 90 deployment to NAS Miramar, CA for TOPGUN Class 1-91:

<u>NAME</u>	<u>RATE/RANK</u>
Dahl, M.W.	03/Capt
Freemon, B.C.	03/Capt
Kelly, R.	E6/SSgt
Myles, W.A.	E6/SSgt
Graham, W.A.	E5/Sgt
Ellis, C.L.	E5/Sgt
Kelley, G.M.	E4/Cpl
Burton, R.R.	E4/Cpl
Farrand, T.L.	E4/Cpl
Budraski, M.B.	E4/Cpl
Delorenzi, A.J.	E3/LCpl
Liptak, A.J.	E3/LCpl
Kiourkas, N.G.	E3/LCpl
Parker, D.A.	E3/LCpl
Hauser, T.P.	E3/LCpl
John, A.	E3/LCpl