

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 91

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 1991 TO  
30 JUNE 1991

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 1991 - 30 June 1991 at MCAS Beaufort, South Carolina

Personnel Information

- a. Commanding Officer  
LtCol Richard W. WALKER  
1 January 1991 - 17 May 1991  
LtCol Norman G. SCHLAICH  
17 May 1991 - 30 June 1991
- b. Executive Officer  
Maj Martin S. MACY  
1 January 1991 - 30 June 1991
- c. Administrative Officer  
Capt Thomas G. BOODRY  
1 January 1991 - 1 May 1991

Subj: VMFA-251 COMMAND CHRONOLOGY FOR 1 JANUARY 1991 TO 30 JUNE 1991

	Capt Robert S. WALSH 1 May 1991 - 30 June 1991
d. Intelligence Officer	SSgt William E. CAUTHORN 1 January 1991 - 30 June 1991
e. Operations Officer	Capt Robert S. WALSH 1 January 1991 - 1 May 1991  Capt Thomas G. BOODRY 1 May 1991 - 30 June 1991
f. Logistics Officer	Maj Richard L. McCUTCHEON 1 January 1991 - 17 May 1991  Capt Douglas A. DENN 17 May 1991 - 30 June 1991
g. Aircraft Maintenance Officer	Maj David L. WALLENBURN 1 January 1991 - 30 June 1991
h. Director of Safety and Standardization	Capt Paul H. SUPCHAK 1 January 1991 - 30 June 1991
i. Historical Officer	Capt Eric HEIDHAUSEN 1 January 1991 - 30 June 1991
j. Sergeant Major	SgtMaj Jerry W. MICHAEL 1 January 1991 - 17 May 1991  SgtMaj Gary L. WEAVER 17 May 1991 - 30 June 1991

Average Monthly Strength

	USMC			USN		
	Officer/Enlisted			Officer/Enlisted		
January 1991	22	/	159	1	/	2
February 1991	22	/	158	1	/	2
March 1991	22	/	161	1	/	2
April 1991	22	/	165	1	/	2
May 1991	23	/	164	1	/	2
June 1991	23	/	166	1	/	2

Equipment

	Number	Type
January 1991	13	F/A-18A
February 1991	13	F/A-18A
March 1991	13	F/A-18A

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April 1991	13	F/A-18A
May 1991	13	F/A-18A
June 1991	13	F/A-18A

## SECTION 2

### Command, Operations, Training

The first six months of 1991 kept the Thunderbolts busy preparing to deploy throughout the world. As war erupted in South West Asia (SWA) the squadron readied themselves for deployment as replacements for combat losses should they occur. Once the short but intense war was over, the Thunderbolt focus shifted to the Western Pacific. In order to restore the Unit Deployment Program (UDP) cycle, the squadron was tasked to replace VMFA-122 in Iwakuni, Japan during July of 1991. With only three months from notification to deployment the squadron was kept busy preparing for WestPac.

January started with the normal post-holiday safety standdown then quickly accelerated as the nation prepared for war. The squadron prepared administratively with Casualty Assistance Calls Officer (CACO) Training for the majority of the Officers and Staff Non-commissioned Officers (SNCO). Flight training included sorties to the Mid Atlantic Electronic Warfare Range (MAEWR) in North Carolina to work with the AGM-88 HARM missile as well as local air-to-air training out of Beaufort. On the ground, the squadron was kept current of the situation in the Persian Gulf with weekly intelligence briefings. Thunderbolt pilots also cycled through NAS Cecil Field's Weapon System Trainer (WST) to practice employing the AGM-65 Maverick, Walleye, Extended Range Data Link (ERDL) Walleye, and the Shrike anti-radiation missile.

Most of the same training emphasis was carried over into February. VMFT-401 deployed to Beaufort to provide adversary support for the squadron's air-to-air training and pilots continued to use the MAEWR airborne and the WST on the ground to prepare for a possible deployment to SWA.

As March rolled in and the war in SWA started to wind down, the Thunderbolts realized they would not be deployed to that theater. The Marine Air Group (MAG) did deploy as a unit to NAS Oceana, Virginia while the intersection of Beaufort's runways was undergoing construction. During the deployment, the Thunderbolts led one, and participated in another MAG-31 composite practice strike. With the end of the war in SWA, the squadron was tasked with a UDP deployment to WestPac in July.

The first training objective prior to going to WestPac was to qualify three more pilots as Air Combat Tactics Instructors (ACTI). Work-ups started on 1 April for an early May certification period.

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Those work-ups included 1v1, 2v2, and 2v unknown sorties as well as lectures, videotape, and briefing/debriefing murderboards. In the middle of the month MAG-31 held another Safety Standdown.

May started with the ACTI certification period. During the ACTI certification one of the Thunderbolt Hornets had a midair collision with an AV-8 Harrier. Both aircraft returned to base with minor damage and no one was hurt. Following an extensive investigation into the cause of the mishap, MAG-31 gave all pilots a brief on the mishap and visual illusions associated with flying in the air-to-air arena.

Two pilots were certified during that May period. The third pilot completed his certification the first week of June.

On 17 May 91 the squadron conducted a Change of Command and supported the Second Marine Division for a Marine capability demonstration exercise at Camp Lejuene.

May was also the month that the Thunderbolts started preparing our families for the separation to come. That preparation began with an administrative standdown to clean up allotments, Servicemans Group Life Insurance (SGLI) beneficiaries, Records of Emergency Data (RED), and any immunizations the squadron needed. Later that evening all married Marines attended a family readiness briefing.

June began fast with VMFT-401 in town as adversaries. The Thunderbolts concentrated mostly on 1v1 dissimilar flights with 401. Following the 401 flights the squadron participated in another Low Country Bombing Derby.

The highlight of the month came during the live missile firing of 10 AIM-7F Sparrows and 10 AIM-9M Sidewinders. All Sparrows were launched at Tactical Air Launched Decoys (TALD) from division size formations with post shot maneuvering from the fighters. Because of a lack of drones available for the Sidewinders, they were all fired against LUU-2 Paraflares.

#### PERSONNEL AND ADMINISTRATION

During the six month period the squadron worked arduously to stabilize the squadron and prepare for stateside deployments, a possible Middle East deployment and a WESTPAC 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 January 1991 through 30 June 1991.

Subj: VMFA-251 COMMAND CHRONOLOGY FOR 1 JANUARY 1991 TO 30 JUNE 1991

General Court Martials	0
Special Court Martials	1
Summary Court Martials	0
Non-Judicial Punishments	4
JAG Manual Investigations	0

#### MEDICAL

The medical department conducted annual aviation physiology lectures and prepared for the WESTPAC deployment.

#### LOGISTICS/SUPPLY

The S-4 department spent the six months continuing to prepare Maritime Prepositioned Shipping (MPS) moves for Desert Shield/Storm, and begin WESTPAC preparation. Concurrent with the upcoming deployment, the Embarkation section received an Excellent in a MAG-31 inspection covering embarkation training and readiness.

#### CIVIC ACTION

The squadron conducted a number of various tours, lectures, and static displays for both civic and military agencies.

#### SECTION 3

7-8 January 1991	MAG-31 Safety Standdown
11 January 1991	MAG-31 Casualty Assistance Calls Officer training
15 January 1991	Strike Planning Training Cells start
16-19 January 1991	EW training on MAEWR
22 January 1991	Special Weapons Simulator training starts at NAS Cecil Field, Florida
23 January 1991	6th Marine Corps Recruit District Tour
30 January 1991	Tracking exercise with USS O'Bannon
30 January - 7 February 1991	VMFT-401 deployment to Beaufort
22 February 1991	MAG-31 strike into MAEWR
26 February - 5 March 1991	CAPEX/LZ Bluebird
6-20 March 1991	MAG-31 deployment to NAS Oceana, Va.

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12 March 1991	MAG-31 strike into MAEWR
19 March 1991	MAG-31 strike into MAEWR
1 April 1991	ACTI work-up begins for Capt's Denn, Sturgeon, Supchak
5 April 1991	Transferred eight F/A-18s lot six and nines, accepted lot nines
12 April 1991	Static Display at MCAS Cherry Point, NC
22 April 1991	MAG-31 Safety Standdown
6 May 1991	ACTI Certification begins
7 May 1991	Midair Collision Mishap
16 May 1991	Administrative Standdown for WestPac
16 May 1991	Predeployment meeting for all married Marines
17 May 1991	Commanding Officer Change of Command
20 May 1991	Basic Warrior Training. Configured all F/A-18s with 89A software
23 May 1991	VX-4 briefs
24 May 1991	USS Thorne dependent cruise/ship attack
3-7 June 1991	VMFT-401 deployment to Beaufort
5-6 June 1991	Low Country Bombing Derby
12-13 June 1991	Live missile firing exercise
17 June 1991	Basic warrior training

#### Section 4

Item 1 .....	NAS Oceana Deployment LOI and AAR
Item 2 .....	Missile Shoot LOI and AAR
Item 3 .....	Change of Command Packet

*N. G. Schlaich*  
N. G. SCHLAICH



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 Apr 91

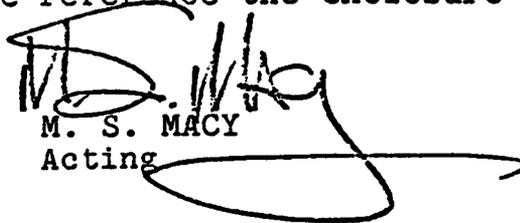
From: Commanding Officer, Marine Fighter Attack Squadron 251  
To: Commanding General, Second Marine Aircraft Wing (SC-301)  
Via: Commanding Officer, Marine Aircraft Group 31 (Attn: S-3)

Subj: AFTER ACTION REPORT FOR NAS OCEANA, VA MAG-31 DEPLOYMENT  
6 MAR - 20 MAR 91

Ref: (a) WgO 3502.1A

Encl: MCLLS After Action Report

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

  
M. S. MACY  
Acting

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06/26/91

MCLLS LONG REPORT

1. (U) MCLLS NUMBER: 32834-21270 (00001), submitted by VMFA-251, MAG-31, OPERATIONS, 832-6295, (803)522-6297.
2. (U) Post Dep conducted by on 03/28/91.
3. (U) KEYWORDS: No keywords..
4. (U) TITLE: SUMMARY - NAS OCEANA MAG-31 DEPLOYMENT
5. GENERAL DESCRIPTION: MAG-31 CONDUCTED A TWO WEEK DEPLOYMENT AT NAS OCEANA VA THAT INCLUDED VMFA-251, VMFA-115, AND MALS-31. THE PURPOSE OF THE DEPLOYMENT WAS TO CONDUCT NORMAL HOME FIELD OPERATIONS WHILE MCAS BEAUFORT SC REPAIRED THEIR RUNWAY INTERSECTION. MAG-31 ALSO SCHEDULED AND CONDUCTED TWO STRIKES TO EVALUATE MAG-31 MISSION PLANNING AND BRIEFING GUIDES.
6. DATES: 6 - 20 MARCH 91
7. LOCATION OF OPERATIONS: NAS OCEANA, VA
8. LOCATION OF PERSONNEL: NAS OCEANA, VA
9. OBJECTIVES: TO CONDUCT NORMAL SQUADRON OPERATIONS WHILE DEPLOYED.
10. LIMITATIONS: N/A
11. MAJOR PARTICIPANTS: MAG-31 STAFF, MALS-31, VMFA-115, AND VMFA-251.
12. COMMANDERS COMMENTS: IN SPITE OF SOME LAST MINUTE ADVERSARY SCHEDULING, MARGINAL WEATHER, AND MINIMAL DACT SUPPORT FROM THE DEPLOYMENT SITE, THE SQUADRON CONDUCTED NORMAL AIR TO AIR AND AIR TO GROUND TRAINING DURING DAY AND NIGHT PERIODS. PILOTS WERE ALSO ABLE TO EXERCISE THE MAG-31 MISSION PLANNING AND BRIEFING GUIDES DESIGNED TO EXPEDITE COMBINED STRIKE EXECUTION. ADDITIONALLY, A MAJORITY OF THE SQUADRON PILOTS BECAME HIGH AND LOW ALTITUDE TANKER QUALIFIED ON THE KC-130. THIS WAS THE SINGLE LARGEST CRP INCREASE.

-- (U) SUBJECT: DEPLOYMENT

-- (U) INTEROPERABILITY: NONE

-- (U) Lesson distributed by: MCLL.

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06/26/91

NCLLS LONG REPORT

1. (U) NCLLS NUMBER: 32835-61632 (000002), submitted by JMFA-201, MAG-31, OPERATIONS, 832-6205, (803)522-5207.
2. (U) Post Dep conducted by on 03/28/91.
3. (U) KEYWORDS: No keywords..
4. (U) TITLE: DEPLOYMENT SITE ADVERSARY SUPPORT
5. OBSERVATION: MAG OCEANA ADVERSARY/DACT SUPPORT WAS MINIMAL
6. DISCUSSION: THE ADVANTAGE OF MOST DEPLOYMENTS IS THE EXPERIENCE GAINED FROM FACE TO FACE BRIEFS AND DEBRIEFS AT THE DEPLOYMENT SITE. WITHOUT THAT SUPPORT DEBRIEF LESSONS, SHOT VALIDATION, AND INDIVIDUAL TACTICS ARE NOT READILY EXCHANGED. LIKEWISE ADVERSARY SUPPORT SCHEDULING BETWEEN COMPETING SQUADRONS IS COMPETITIVE AND NOT OPTIMAL.
7. LESSON LEARNED: DEPLOY TO OCEANA WITH LOCAL DACT SUPPORT SCHEDULED EITHER AS PART OF A FFARP OR AGAINST NAVY FLEET SQUADRONS.
8. RECOMMENDED ACTION: MAG-31 CONDUCT BUSINESS AS NORMAL FOR SCHEDULING AND EXECUTING AN ATO. DEPLOY TO A BASE WHERE THE SUPPORT EXISTS. IDEALLY DEPLOY TO A SITE WHERE THERE IS A HOST SQUADRON CONDUCTING DEDICATED SORTIES WITH THE DEPLOYING SQUADRON/GROUP.

--- (U) SUBJECT: DEPLOYMENT

--- (U) INTEROPERABILITY: NONE

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

06/26/91

## MCLLS LONG REPORT

1. (U) MCLLS NUMBER: 32836-85259 (00003), submitted by VMFA-251. MAG-31, OPERATIONS, 832-6295, (803)522-6207.
2. (U) Post Dep conducted by on 03/28/91.
3. (U) KEYWORDS: No keywords..
4. (U) TITLE: FLYING AUGMENTED/AUTHORIZED TO FLY WITH MAG-31 PILOTS
5. OBSERVATION: TOO MANY PILOTS FLEW SORTIES WITH THE SQUADRON.
6. DISCUSSION: SQUADRON PILOTS FLEW 6 TO 7 SORTIES WHILE DEPLOYED BECAUSE OF A REQUIREMENT TO FLY OTHER PILOTS.
7. LESSON LEARNED: FOR PILOTS FLYING NOT AS PART OF MAG-31 THE GROUP SHOULD BE PREPARED TO SAY NO OR RESCHEDULE ADDITIONAL PILOTS TO FLY AT MCAS BEAUFORT. MAG-31 PILOTS NOT ASSIGNED AS AUGMENTS WITH SQUADRONS SHOULD NOT FLY WITH THOSE SQUADRONS. THEY SHOULD DEPLOY AND TRAIN EXCLUSIVELY WITH THEIR HOST SQUADRON.
8. RECOMMENDED ACTION: THE PERCEIVED PRESSURE TO FLY INDIVIDUALS NOT ASSIGNED A SPECIFIC SQUADRON ON A PERMANENT BASIS EXISTS. SQUADRONS MUST BE ABLE TO DETERMINE WHEN AND WHERE NON-ASSIGNED PILOTS WILL TRAIN. IN THIS CASE, NAS OCEANA WAS A POOR CHOICE FOR THAT TYPE OF TRAINING.

— (U) SUBJECT: DEPLOYMENT

— (U) INTEROPERABILITY: NONE

— (U) Lesson distributed by: MCLL.

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06/26/91

MCLLS LONG REPORT

1. (U) MCLLS NUMBER: 32835-49875 (00004), submitted by VMFA-251, MAG-31, OPERATIONS, 832-6205, (803)522-6207.
2. (U) Post Dep conducted by on 03/20/91.
3. (U) KEYWORDS: No keywords..
4. (U) TITLE: DEPLOYMENT SITE SELECTION WITH REGARD TO WEATHER
5. OBSERVATION: SEASONAL WEATHER FOR OCEANA VA IS NOT OPTIMAL FOR DAILY FLIGHTS. THE WEATHER DROVE THE FLIGHT SCHEDULE.
6. DISCUSSION: NONE.
7. LESSON LEARNED: THE SQUADRON LEARNED TO ALWAYS HAVE ALTERNATE GAME PLANS THAT USUALLY DIMINISHED OVERALL OPERATIONAL OBJECTIVES.
8. RECOMMENDED ACTION: PICK A DEPLOYMENT SITE APPROPRIATE FOR THE DEPLOYMENT OBJECTIVES.

— (U) SUBJECT: DEPLOYMENT

— (U) INTEROPERABILITY: NONE

— (U) Lesson distributed by: MCLL.

## MCLLS LONG REPORT

1. (U) MCLLS NUMBER: 32836-81298 (80005), submitted by VMFA-251, MAG-31, OPERATIONS, 332-6205, (803)522-6207.
2. (U) Post Dep conducted by on 03/28/91.
3. (U) KEYWORDS: No keywords..
4. (U) TITLE: STANDDOWN DAYS OVER THE DEPLOYMENT
5. OBSERVATION: THE SQUADRON FLIGHT HOUR PROGRAM WOULD HAVE BEEN THE SAME HAD THE SQUADRON NOT DEPLOYED AND NOT FLOWN DURING THE AIRFIELD CLOSURE PERIOD.
6. DISCUSSION: THE TIME SPENT PREPARING TO DEPLOY, EMBARKING, DEPLOYING, UNPACKING, RETURNING TO BEAUFORT AND UNPACKING EQUALED THE NUMBER OF DAYS THE AIRFIELD AT BEAUFORT WAS CLOSED. BETTER TRAINING WOULD HAVE BEEN OBTAINED AT BEAUFORT OVER AN EQUAL NUMBER OF FLYING DAYS.
7. LESSON LEARNED: NONE.
8. RECOMMENDED ACTION: NONE REQUIRED.

--- (U) SUBJECT: DEPLOYMENT

--- (U) INTEROPERABILITY: NONE

--- (U) Lesson distributed by: #CLL.

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06/26/91

MCLLS LONG REPORT

1. (U) MCLLS NUMBER: 40157-90536 (00006), submitted by VMFA-251, MAG-31, OPERATIONS, 832-6205, (803)522-6207.
2. (U) Post Dep conducted by on 03/28/91.
3. (U) KEYWORDS: No keywords..
4. (U) TITLE: FUEL FARM RESPONSE
5. OBSERVATION: FUEL FARM RESPONSE WAS SLOW.
6. DISCUSSION: FUEL TRUCK AVAILABILITY AND RESPONSE WAS MARGINAL, AS WAS GETTING ADDITIONAL FUEL PITS OPEN DURING LARGE LAUNCHES.
7. LESSON LEARNED: ADVANCE PARTY COORDINATION IS CRITICAL.
8. RECOMMENDED ACTION: ADVANCE PARTY MUST GIVE THE STATION A BETTER HEADS UP FOR REQUIREMENTS. ALLOWING ORGANIZATIONAL PERSONNEL TO RUN THE PITS WOULD REDUCE THE LOAD ON STATION TASKING. BETTER FORECASTING BY THE FUEL FARM DISPATCHER FOR THE TRUCKS WOULD ENHANCE PLANNED MAINTENANCE AND THE ORGANIZATIONAL LEVEL COULD WORK THE SHORTAGE INTO THEIR SCHEDULE.

— (U) SUBJECT: DEPLOYMENT

— (U) INTEROPERABILITY: NONE

— (U) Lesson distributed by: MCLL.

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MCLLS LONG REPORT

1. (U) MCLLS NUMBER: 40159-27688 (00000), submitted by VMFA-251, MAG-31, OPERATIONS, 832-6205, (803)522-6207.
2. (U) Post Dep conducted by on 03/28/91.
3. (U) KEYWORDS: No keywords..
4. (U) TITLE: WORK SPACES
5. OBSERVATION: WORK SPACES PROVIDED WERE IN EXCELLENT CONDITION.
6. DISCUSSION: EXCELLENT WORK SPACES WERE PROVIDED. NO AREAS OF CONCERN FOR THAT SUBJECT.
7. LESSON LEARNED: NONE.
8. RECOMMENDED ACTION: LETTER OF APPRECIATION BE SENT FROM MAG-31 TO CATWING.

— (U) SUBJECT: LOGISTICS

— (U) INTEROPERABILITY: NONE

— (U) Lesson distributed by: MCLL.

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06/26/91

MCLLS LONG REPORT

1. (U) MCLLS NUMBER: 40159-58872 (00009), submitted by VMFA-251, MAG-31, OPERATIONS, 832-6205, (803)522-6207.
2. (U) Post Dep conducted by on 03/28/91.
3. (U) KEYWORDS: No keywords..
4. (U) TITLE: FIREFIGHTING/FUEL PIT CLASSES
5. OBSERVATION: FIREFIGHTING/FUEL PIT CLASSES.
6. DISCUSSION: NAVY REQUIREMENTS DEMAND A CLASS ON FIREFIGHTING AND FUEL PIT KNOWLEDGE BEFORE USAGE. HOWEVER, HOME BASE INSTRUCTION IN THESE AREAS ARE CONSIDERED SATISFACTORY.
7. LESSON LEARNED: SUBMIT A ROSTER OF PREVIOUSLY QUALIFIED PERSONNEL.
8. RECOMMENDED ACTION: EACH ORGANIZATIONAL UNIT SUBMIT A ROSTER CONTAINING NAMES OF COMPLETED FIREFIGHTING/FUEL PIT OPERATIONS TRAINING WITH THE ADVANCE PARTY. THIS IS ACCEPTABLE TO THE NAVY AND WILL CUT DOWN ON CLASSES NECESSARY AFTER ARRIVAL AT THE DEPLOYED SITE.

--- (U) SUBJECT: DEPLOYMENT

--- (U) INTEROPERABILITY: NONE

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

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06/26/91

MCLLS LONG REPORT

1. (U) MCLLS NUMBER: 40250-03267 (00010), submitted by VMFA-251, MAG-31, OPERATIONS, 832-6205, (803)522-6207.
2. (U) Post Dep. conducted by on 03/28/91.
3. (U) KEYWORDS: No keywords..
4. (U) TITLE: MASS TRANSPORTATION PLANNING
5. OBSERVATION: ALL BUSES CONTAINED SMOKERS.
6. DISCUSSION: NO ATTEMPT TO PROVIDE A NON-SMOKING BUS WAS MADE. OUT OF 120+ PERSONNEL, AT LEAST ONE BUS COULD HAVE BEEN SET ASIDE FOR NON-SMOKERS.
7. LESSON LEARNED: PRIOR PLANNING EVEN AFTER IT WAS BROUGHT UP, DID NOT OCCUR.
8. RECOMMENDED ACTION: EXERCISE JUDGEMENT AND LOOK OUT FOR ALL MARINES. PROVIDE ONE NON-SMOKING VEHICLE FOR THOSE SO DESIRING.

--- (U) SUBJECT: LOGISTICS

--- (U) INTEROPERABILITY: NONE

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

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MCLLS LONG REPORT

1. (U) MCLLS NUMBER: 40250-42685 (00011), submitted by VMFA-251, MAG-31, OPERATIONS, 832-6205, (803)522-6207.
2. (U) Post Dep conducted by on 03/28/91.
3. (U) KEYWORDS: No keywords..
4. (U) TITLE: NAVAL STATION PROCEDURES
5. OBSERVATION: DIFFERENCES BETWEEN MARINE CORPS AND NAVAL STATION PROCEDURES SHOULD HAVE BEEN CONSIDERED.
6. DISCUSSION: THE NAVY OPERATES DIFFERENTLY THAN THE MARINE CORPS WITH RESPECT TO ORDNANCE. DAILY ACCOUNTABILITY, CENTRALLY LOCATED POINTS OF ISSUE, AND IMPLIED IMA (NAVY) SUPPORT ARE AREAS WHICH MUST BE ADDRESSED BY THE ADVANCE PARTY, OR EVEN BETTER, THE PRE-DEPLOYMENT MEETING. MORE CRITICAL, THIS INFORMATION MUST BE PASSED TO THE USING UNIT BEFORE ARRIVAL SO REINVENTING THE WHEEL WILL NOT HAPPEN.
7. LESSON LEARNED: NONE.
8. RECOMMENDED ACTION: PRE-DEPLOYMENT MEETINGS WILL CLEAR THESE ISSUES UP BEFORE ATTEMPTING TO USE THEM.

— (U) SUBJECT: DEPLOYMENT

— (U) INTEROPERABILITY: NONE

— (U) Lesson distributed by: MCLL.

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06/26/91

MCLLS LONG REPORT

1. (U) MCLLS NUMBER: 40250-66655 (00012), submitted by VMFA-251, MAG-31, OPERATIONS, 832-6205, (803)522-6207.
2. (U) Post Dep conducted by on 03/28/91.
3. (U) KEYWORDS: No keywords..
4. (U) TITLE: VEHICLE SUPPORT
5. OBSERVATION: VEHICLE SUPPORT WAS LIMITED.
6. DISCUSSION: EACH UNIT MUST BE ISSUED A VEHICLE FOR ORDNANCE. ATTEMPTING TO ECONOMIZE BY HAVING TWO VEHICLES FOR THE GROUP DOES NOTHING BUT HINDER THE OPERATIONS SCHEDULE AND FORCE THE ORGANIZATIONAL LEVEL TO PLAN BEYOND WHAT IS NECESSARY.
7. LESSON LEARNED: NONE.
8. RECOMMENDED ACTION: ISSUE A DEDICATED VEHICLE TO EACH UNIT.

— (U) SUBJECT: LOGISTICS

— (U) INTEROPERABILITY: NONE

— (U) Lesson distributed by: MCLL.



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:

1500

S-3

25 Feb 1991

From: Commanding Officer, Marine Aircraft Group 31  
To: Commanding Officer, Marine Fighter Attack Squadron 115  
Commanding Officer, Marine Fighter Attack Squadron 251  
Commanding Officer, Marine Aircraft Logistics Squadron 31

SUBJ: LETTER OF INSTRUCTION (LOI) FOR MAG-31 TRAINING DEPLOYMENT  
NAS OCEANA

1. Purpose. To provide information guidance and instructions for all units participating in the MAG-31 training deployment to NAS Oceana.

2. Situation.

A. General. MAG-31 (FWD), VMFA-115, VMFA-251, and MALS-31 (DET) will deploy to NAS Oceana in order to continue operations during MCAS Beaufort's field closure.

B. Scope. Participating forces will deploy to NAS Oceana from approximately 7 to 21 March 1991. Flight operations will consist of air combat maneuvering (ACM) against dissimilar aircraft, and air-to-ground weapons delivery.

C. Objectives. The primary objective of this deployment is to continue flight training operations during MCAS Beaufort's field closure to ensure MAG-31's combat readiness is maintained.

(1) MAG-31 Objectives.

(a) Conduct dissimilar ACM training.

(b) Conduct air-to-ground training.

(c) Conduct mass strikes on 12 and 19 March

1991.

(2) Individual Units.

(a) Conduct flight training (customized to current proficiency level).

(b) Conduct mass strike as directed by MAG-31.

3. Mission. On or about 7 March 1991 MAG-31 (FWD) and supported units will deploy to NAS Oceana to conduct ACM and air-to-ground training in and about the Oceana and Cherry Point training areas. On or about 20 March 1991 MAG-31 (FWD) and supported units will retrograde to MCAS Beaufort.

#### 4. Execution.

##### A. Concept of Operations.

(1) Assigned forces will deploy from MCAS Beaufort to NAS Oceana beginning on or about 7 March 1991. Deployment of units will be completed by 8 March 1991. Upon arrival NAS Oceana, units will conduct ACM, air-to-ground, and mass strike training. Individual flight training will be organized at current proficiency levels. Assigned forces will retrograde to MCAS Beaufort on or about 21 March 1991.

(2) A complete schedule of times, dates and events will be published separately.

##### B. Force List:

- MAG-31 (FWD)
- VMFA-115
- VMFA-251
- MALS-31 (DET)

##### C. Tasking.

###### (1) HQ, MAG-31

(a) Assume responsibility for coordination of embarkation, deployment, employment, and retrograde of all deploying units.

(b) Assume responsibility for maximizing training productivity and ensuring safe and professional operations.

(c) Develop and publish scenario and mission for mass strikes on 12 and 19 March 1991.

###### (2) CO VMFA-115

(a) Deploy 10 FMC aircraft and required support personnel to NAS Oceana.

(b) Provide 2 drivers to MAG-31 (FWD) for liberty bus.

(c) Conduct training as required and directed by MAG-31 (FWD).

(3) CO VMFA-251

(a) Deploy 10 FMC aircraft and required support personnel to NAS Oceana.

(b) Provide 2 drivers to MAG-31 (FWD) for liberty bus.

(c) Conduct training as required and directed by MAG-31 (FWD).

(4) OIC MALS-31 (DET)

(a) Deploy required equipment and support personnel to NAS Oceana.

(b) Provide full range aviation logistics support to deployed units utilizing facilities provided by NAS Oceana.

(c) Provide 2 drivers to MAG-31 (FWD) for liberty bus.

(d) Conduct additional training and support as required.

D. Coordinating Instructions

(1) Commanding Officer MAG-31 is Commanding Officer MAG-31 (FWD).

(2) This LOI is effective upon receipt.

(3) NAS Oceana course rules brief will be given for all aircrew at \_\_\_\_\_ on \_\_\_\_\_ March 1991 in \_\_\_\_\_.

(4) Reports Required: A personnel and air ops report will be submitted daily to MAG-31 (FWD). Formats for these reports will be distributed at NAS OCEANA. All other normally required reports will be continued to be submitted to MAG-31 (REAR) while deployed.

(5) All units will submit after action reports in MCLLS format to MAG-31 (S-3) NLT 1 April 1991 for consolidation and forwarding to CG 2D MAW.

(6) Specific times, dates, and schedule of events will be published via separate correspondence by MAG-31.

5. ADMINISTRATION AND LOGISTICS

A. Administration.

(1) TAD Orders. TAD orders will be written at the unit level and should include the mode of travel authorized.

(2) Casualty Reporting. MAG-31 (FWD) will coordinate actual casualty reporting as necessary. In the event of an actual casualty, all units will notify MAG-31 (FWD).

(3) Legal. All legal matters will be handled by individual units.

(4) Uniforms. The uniform of the day for all hands will be camouflage utilities or flights suits for designated aircrew.

(5) Morning Reports. Personnel morning reports will be submitted to the MAG-31 (FWD) daily. Format will be distributed upon arrival at NAS Oceana.

(6) Leave and Liberty.

(a) Annual leave will not normally be granted, emergency leave will be granted as necessary.

(b) Normal liberty will be at the discretion of the individual units.

(7) Service Records. SRB/OQR's will be embarked at the discretion of, and maintained by the individual units.

(8) Personnel Roster. Upon arrival, each unit will provide the MAG-31 (FWD) with two accurate ALPHA rosters in the following format:

LNAME	FNAME	MI	RANK	SSN/MOS	UNIT	SEX
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(9) Pay. Due to the short duration of the exercise, dispersing facilities will not be provided. Individual units will be responsible for arranging for advance checks for any personnel not on direct deposit.

(10) Postal.

(a) A mail shift will not be effected.

(b) Local postal facilities will handle out going mail.

(c) Individual units will be responsible for arranging mail deliveries to NAS Oceana.

(11) Exchange Facilities. Local exchange facilities will be utilized.

B. Logistics.

(1) Messing. Personnel are on per diem and are not to subsist at the NAS Oceana Mess Hall.

(2) Billeting.

(a) Personnel at NAS Oceana will be billeted as follows:

<u>OFFICERS/SGT MAJ/ MGYSGT</u>	BOQ Bld # 460
<u>MSGT/GYSGT</u>	BEQ Bld # 536
<u>SSGT</u>	BEQ Bld # 522
<u>SGT and BELOW</u>	BEQ Bld # 524 (VMFA 115) BEQ Bld # 525 (VMFA 251) BEQ Bld # 523 (MALS/MAG)
<u>WM</u>	BEQ BLd # 536

(b) Each unit will appoint, in writing, an RO to sign for billeting/work spaces and linen.

(c) Each unit will appoint, in writing, a BEQ Manager for the barracks housing Sgts and below.

(3) Motor Transport. S-4 will coordinate.

(a) A liberty bus will not be available. Transportation is available through the Tidewater Rapid Transit Bus #37 which stops at building # 530 (Barracks). A bus schedule will be provided to all units.

(4) Uniforms and Equipment.

(a) All hands will deploy with appropriate work and liberty attire. No 782 gear or NBC gear is required.

(5) Hazardous Material.

(a) All units are to provide necessary drip pans, plastic liners, and absorbent materials for daily operations.

(b) Fuel drums and hazardous waste containers will be placed on wooden pallets.

(c) Hazardous materials will be disposed of IAW existing directives.

(6) Embarkation (TOT/TOP).

(a) Individual units are responsible for scheduling transportation for personnel and equipment.

(b) All cargo and equipment for overland shipment will be prepared by individual units.

(c) Cargo for shipment will utilize 463L pallets and netting with three (3) pieces of 4X4 wood dunnage.

(1) 463L pallets can be 96" high and weigh 10,000 lbs.

(2) 463L pallet covers will be utilized to protect all cargo.

(d) All baggage will be staged for air shipment prior to departure. Times for staging will be announced at a later date.

(1) Baggage for all personnel will consist of the following only: (1) Seabag, (1) AWOL bag.

NOTE: AWOL bag size 23" L, 13" W, 9" H only.

Milestones for MAG-31

1500, 4 March 91: All ordnance, avionics, and GSE gear will be staged at Bld 612. TMO.

1500, 5 March 91: All supply pallets and maintenance pallets will be staged at hanger 416. Cargo will be inspected at 1500 on 5 March 91 by the group embark officer.

0800, 5 March 91: MALS transportation of equipment

0800, 6 March 91: VMFA-115/251 transportation of equipment.

0800, 4 March 91: MAG-31 (FWD) advance party departs via POVs.

\_\_\_\_\_ : MAG-31 main body departs via \_\_\_\_\_  
\_\_\_\_\_ : F/A-18s return to MCAS Beaufort.  
\_\_\_\_\_ : Retrograde of equipment.  
\_\_\_\_\_ : Main body departs for MCAS Beaufort.

(7) Movement of Aircraft.

(a) Individual units will be responsible for deploying their aircraft to ensure they arrive at NAS Oceana in sufficient time to accomplish their training objectives. Advise MAG-31 (S-3) of routing, departure times and arrival times NLT COB 4 March 1991.

(b) All MAG-31 aircraft will deploy in order to arrive in NAS Oceana with sufficient time to commence flight operations on 8 March 1991.

(8) Admin and working spaces at NAS Oceana.

(a) Administrative and work spaces are assigned as follows will be located in Hanger 122.

(b) Squadron ROs will sign for designated work spaces and furnishings.

(9) Medical.

(a) Medical records of all personnel on the ALPHA roster will be screened prior to deployment.

(c) Routine sickcall hours and location will be announced upon arrival at NAS Oceana.

(10) Miscellaneous Logistics.

(a) Administrative supplies are the responsibility of each unit. Cleaning supplies for BEQ spaces will be provided by NAS Oceana central billeting.

(b) NAS facility hours, welcome aboard packets, and bus schedules will be distributed to all unit S-4s prior to departure to NAS Oceana.

(c) Detailed inspection of admin and work spaces will occur prior to departure from NAS Oceana.

(11) Safety.

(a) During the aircraft training, strict compliance with established regulations and safe operating procedures is mandatory. No training or operation will be conducted that jeopardizes established safety regulations.

(b) All mishap reporting will be IAW appropriate 2D MAW regulations. MAG-31 (FWD) will be notified of all reportable mishaps.

6. Command and Signal.

A. Command Relationships. CO COL J. D. WOJTASEK.

B. Signal and Control.

(1) Communication guard shift will be submitted by individual units.

(2) The PLA for MAG-31 (FWD) is "MAG THREE ONE FWD" effective 7 March 1991.

B. L. CASSIDY  
By Direction













**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  
8 Jul 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

**Subj:** AFTER ACTION REPORT FOR VMFA-251 LOCAL AREA MISSILE SHOOT  
12-13 JUN 91

**Ref:** (a) WgO 3502.1A

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

*N. G. Schlaich*  
N. G. SCHLAICH

## MCLLS LONG REPORT

1. (U) MCLLS NUMBER: 70124-18611 (00001), submitted by VMFA-251, OPERATIONS, 832-6205, (803)522-6205.
2. (U) Operation conducted by VMFA-251 on 06/13/91.
3. (U) KEYWORDS: No keywords..
4. (U) TITLE: SUMMARY - VMFA-251 LOCAL AREA MISSILES SHOOT
5. GENERAL DESCRIPTION: VMFA-251 CONDUCTED A TWO DAY, FOUR PERIOD AND TIME ON STATION MISSILE SHOOT. THE PURPOSE OF THE SHOOT WAS TO TRAIN PILOT AND MAINTENANCE PERSONNEL IN THE TACTICAL EMPLOYMENT, RELEASE AND CONTROL OF AIR TO AIR WEAPONS. THE SQUADRON ALSO TRAINED, CARRIED AND RELEASED TACTICAL AIR LAUNCH DECOYS (TALDS) AND LUU-2 FLARES. THE SHOOT WAS DESIGNED TO INCORPORATE TACTICAL SCENARIOS UTILIZING THE OFFICER IN CHARGE OF THE EXERCISE (OCE) AS A SENIOR AIR DIRECTOR (SAD). ALL ASPECTS OF THE ENGAGEMENTS WERE CONDUCTED IN THE LOCAL FLYING AREA. TEN AIM-7F MISSILES AND TEN AIM-9M MISSILES WERE FIRED AT THREE TALDS, ONE AQM-37 DRONE AND NUMEROUS LUU-2 FLARES.
6. DATES: 12 - 13 JUN 91
7. LOCATION OF OPERATIONS: MCAS BEAUFORT, SC
8. LOCATION OF PERSONNEL: MCAS BEAUFORT, SC
9. OBJECTIVES: CONSISTENT WITH ITEMS IN PARA 5.
10. LIMITATIONS: N/A
11. MAJOR PARTICIPANTS: VMFA-251, MAG-31 STAFF SUPPORT, VAW-120, VC-6, VFC-12, VS-27, VMGR-252, FACFACS JAX, PACIFIC MISSILE TEST CENTER REPS, BEAUFORT, SC TACTS RANGE.
12. COMMANDERS COMMENTS: THE ADMINISTRATIVE WORKLOAD REQUIRED TO CONDUCT NORMAL SHOOTS IS TREMENDOUS. THIS SHOOT WAS THE FIRST CONDUCTED OUT OF BEAUFORT IN THE LOCAL AREA AND WAS DESIGNED AS A TACTICAL VICE ADMINISTRATIVE SHOOT. THAT COMBINATION REQUIRED ADDITIONAL SAFETY ASPECTS AND FLEXIBILITY FROM ALL EXTERNAL SUPPORT AGENCIES. IN FOUR TWO HOUR PERIODS, TWENTY MISSILES WERE EXPENDED. THAT IN ITSELF IS PROBABLY A RECORD. FLEXIBILITY BEST DESCRIBES ANY MISSILE SHOOT AS EXTERNAL, UNCONTROLLABLE, INTERRUPTIONS REQUIRE A MYRIAD OF BACKUP PLANS. THIS SHOOT WAS NO EXCEPTION.  
SUPPORT PROVIDED BY VAW-120, VS-27, AND FACFACS JAX ALLOWED THE SHOOT TO OCCUR. THEIR RANGE CLEARANCE AND FIRING CONTROL MADE THE SHOOT EXPEDITIOUS AND ELIMINATED ADMINISTRATIVE AIRBORNE DELAYS. THEIR POSITIVE ATTITUDE TOWARD CONDUCTING TACTICAL INTERCEPTS ALLOWED THE SQUADRON TO EVALUATE THE SHOOT UNDER A MORE REALISTIC ENVIRONMENT. THE LARGE NUMBER OF

UNCLASSIFIED

07/08/91

MCLLS LONG REPORT

MISSILES FIRED CREATED A SURGE OPERATION FOR MAINTENANCE, PARTICULARLY THE ORDNANCE DIVISION, AS AIRCRAFT WERE LOADED IN VARIOUS CONFIGURATIONS. AIRCRAFT ALSO HAD TO BE CONFIGURED TO LAUNCH TALDS AND FLARES WHICH ADDED TO THE INTENSITY OF SURGE OPERATIONS. PILOTS HAD MINIMAL KNOWLEDGE OF THEIR TARGET, OR ITS FLIGHT PROFILE. PILOTS ONLY KNEW THEIR TYPE OF MISSILE AND APPROXIMATE LAUNCH CRITERIA, IE., FORWARD QTR OR REAR QTR. SELECTED PILOTS HAD BEEN BRIEFED ON TRACK WHILE SCAN OR FLOOD SHOTS. IN THIS EXERCISE PILOTS "SHOT LIKE THEY TRAIN". WITHOUT A DOUBT THIS SHOOT ESTABLISHED CRITERIA FOR CONTINUING LOCAL AREA TACTICAL MISSILE SHOTS.

--- (U) SUBJECT: COMMAND & CONTROL

--- (U) INTEROPERABILITY: NONE

--- (U) Lesson distributed by: MCCDC (WF).

## MCLLS LONG REPORT

1. (U) MCLLS NUMBER: 70134-67968 (00002), submitted by VMFA-251, OPERATIONS, 832-6205, (803)522-6205.
2. (U) Operation conducted by VMFA-251 on 06/13/91.
3. (U) KEYWORDS: No keywords..
4. (U) TITLE: MISSILE ASSISTANCE TEAM (MAT) FORM 3A
5. OBSERVATION: MAT FORM 3A IS A PILOT KNEEBOARD CARD CONTAINING A DATA SHEET OF SIXTY (60) ITEMS TO BE RECORDED FOR EACH MISSILE FIRED. THE CARD IS USED TO EXTRAPOLATE DATA INCLUDED IN THE NINETY-FIVE (95) ITEM LIST CONTAINED IN THE MISSILE FIRING REPORT MESSAGE. SOME ITEMS ON THIS CARD DO NOT MATCH THE FIRING MESSAGE EITHER IN UNITS OR CONTENTS. THE F/A-18 HEADS-UP DISPLAY, VCR FOOTAGE AND DATA FORMAT ON THE STORES PAGE CONTAINS SOME INFORMATION NOT REQUIRED ON FORM 3A.
6. DISCUSSION: THESE CARDS HAVE BEEN IN USE FOR SOME TIME AND HAVE NEVER BEEN UPDATED WITH CURRENT AIRFRAME/WEAPONRY APPLICATIONS. THE CARD COULD EASILY BE RECONSTRUCTED TO INCLUDE ALL MISSILE FIRING REPORT DATA ON IT (APPROX 65 OF 95 LINES IN THE REPORT APPLY TO AIR TO AIR MISSILES). THIS MAKES COMPILING A LENGTHY, DATA INTENSIVE MESSAGE MUCH SIMPLER.
7. LESSON LEARNED: BRIEF PILOTS ON BOTH REQUIREMENTS AND EMPHASIZE ACCURACY AND COMPLETENESS OF MAT FORM 3A. AMBIGUOUS AND MISSING DATA CREATES EXTRA WORK FOR THE MESSAGE DRAFTER.
8. RECOMMENDED ACTION: PMTC SHOULD UPDATE FORM 3A TO REFLECT REQUIREMENTS FOR THE MESSAGE, LINE BY LINE AND SHOULD BE UPDATED TO INCLUDE F/A-18 AMRAAM PARTICULARS, FOLLOW ON AIM-7, AIM-9 MISSILE MODES AND F/A-18 RADAR/SYSTEM CAPABILITIES.

--- (U) SUBJECT: NONE

--- (U) INTEROPERABILITY: NONE

---- (U) Lesson distributed by: MCCDC (WF).

## MCLLS LONG REPORT

1. (U) MCLLS NUMBER: 70136-71205 (00004), submitted by VMFA-251, OPERATIONS, 832-6205, (803)522-6205.
  2. (U) Operation conducted by VMFA-251 on 06/13/91.
  3. (U) KEYWORDS: No keywords..
  4. (U) TITLE: MISSILE SHOOT TURNOVER OR SOP
  5. OBSERVATION: DUE TO PERSONNEL TURNOVER, STAFF KNOWLEDGE REQUIRED TO PLAN A SHOOT WAS LIMITED. PRIOR DOCUMENTATION WAS ALSO LIMITED. PLANNING REQUIREMENTS FOR THE SHOOT WERE AMBIGUOUS AND SOMEWHAT REACTIONARY. SIMPLY PUT WE RE-INVENTED THE WHEEL.
  6. DISCUSSION: SOME FORMAL TURNOVER OR SOP NEEDS TO BE CREATED SO SQUADRONS CAN SPEND TIME DEVELOPING THE TACTICS AND SCENARIOS OF THE SHOOT VICE ADMINISTRATIVE MESSAGE DRAFTING.
  7. LESSON LEARNED: HOLD ON TO AND MAINTAIN ALL OUR PAPERWORK FROM THIS SHOOT.
  8. RECOMMENDED ACTION: MAG-31 PUBLISH AN SOP OR MAINTAIN A TUROVER BINDER FOR MISSILE SHOOT. IT SHOULD INCLUDE MESSAGE REQUIREMENTS, FORMATS, PLADS, EXAMPLE LOI, EXAMPLE AIR STATION REQUEST LETTERS, AND A PLANNING TIMELINE.
- (U) SUBJECT: COMMUNICATIONS
- (U) INTEROPERABILITY: NONE
- (U) Lesson distributed by: MCCDC (WF).

## MCLLS LONG REPORT

1. (U) MCLLS NUMBER: 70138-18667 (00007), submitted by VMFA-251, OPERATIONS, 832-6205, (803)522-6205.
2. (U) Operation conducted by VMFA-251 on 06/13/91.
3. (U) KEYWORDS: No keywords..
4. (U) TITLE: SUPPORT AGENCY LIAISON
5. OBSERVATION: FACE TO FACE PREBRIEFING WITH ALL ESSENTIAL PERSONNEL AT ONE LOCATION PRIOR TO EXERCISE COMMENCEMENT IS A MUST.
6. DISCUSSION: THE DIFFICULTY OF BRINGING ALL AGENCIES CONCERNED TO A CENTRAL LOCATION PRIOR TO THE EXERCISE IS MONUMENTAL. WITH SIX UNITS OUTSIDE OF THE SQUADRON SUPPORTING THE SHOOT, BASED FROM NORFOLK, VA TO JACKSONVILLE, FL, IT WAS DIFFICULT TO COORDINATE A CENTRAL MEETING. MOST LIAISON TOOK PLACE VIA TELEPHONE AND MESSAGE, WHICH WAS LESS THAN OPTIMUM FOR COORDINATION AND CREATED CONFUSION BETWEEN SUPPORT AGENCIES.
7. LESSON LEARNED: BUILD INTO THE WORKUP PHASE TRAINING PLAN AT LEAST TWO PLANNING CONFERENCES FOR ALL PARTIES CONCERNED WITH EXECUTION OF THE EXERCISE.
8. RECOMMENDED ACTION: OCE COORDINATE AND CONDUCT AN INITIAL AND FINAL PLANNING CONFERENCE AT LEAST THREE WEEKS AND ONE WEEK RESPECTFULLY PRIOR TO THE EXERCISE.

- (U) SUBJECT: ADMINISTRATION
- (U) INTEROPERABILITY: NONE
- (U) Lesson distributed by: MCCDC (WF).

## MCLLS LONG REPORT

1. (U) MCLLS NUMBER: 70138-66342 (00008), submitted by VMFA-251, OPERATIONS, 832-6205, (803)522-6205.
2. (U) Operation conducted by VMFA-251 on 06/13/91.
3. (U) KEYWORDS: No keywords..
4. (U) TITLE: SEA SURFACE SEARCH
5. OBSERVATION: THE E-2C AND S-3 AIRCRAFT WERE UTILIZED FOR SEA SURFACE SEARCH TO CLEAR SHIPPING PRIOR TO MISSILE FIRING.
6. DISCUSSION: UTILIZATION OF THESE AIRCRAFT TYPES AS A TEAM ARE OPTIMUM FOR MISSION ACCOMPLISHMENT. THE BACKUP PLAN OF USING JUST THE S-3, WOULD HAVE SERIOUSLY JEOPARDIZED THE SUCCESSFUL COMPLETION OF THE EXERCISE. UTILIZATION OF THE F/A-18 IN SURFACE SEARCH AND RANGE CLEARING IN NOT ACCEPTABLE FOR THE SAFE CONDUCT OF THIS TYPE OF EXERCISE. THE F/A-18 CANNOT ACCEPTABLY SEARCH, TRACK AND COMMUNICATE NUMEROUS SURFACE CONTACTS TO THE OCE.
7. LESSON LEARNED: E2/E3 COMBINATION FOR SURFACE SEARCH IS IDEAL.
8. RECOMMENDED ACTION: CONTINUE TO UTILIZE THE E2 AND S-3 FOR SEA SURFACE SEARCH.

--- (U) SUBJECT: COMMUNICATIONS

--- (U) INTEROPERABILITY: NONE

--- (U) Lesson distributed by: MCCDC (WF).

## MCLLS LONG REPORT

1. (U) MCLLS NUMBER: 70139-04411 (00009), submitted by VMFA-251, OPERATIONS, 832-6205, (803)522-6205.
2. (U) Operation conducted by VMFA-251 on 06/13/91.
3. (U) KEYWORDS: No keywords..
4. (U) TITLE: MISSILE PROFILE RECOMMENDATIONS
5. OBSERVATION: PROPOSED MISSILE SHOTS SHOULD BE FORWARDED TO APPLICABLE DEVELOPMENT AGENCIES FOR RECOMMENDATIONS ON FEASIBILITY, TACTICS AND SAFETY.
6. DISCUSSION: ALTHOUGH NO REQUIREMENT FOR APPROVAL, THIS UNIT SUBMITTED PROPOSED SHOTS TO PMTC, MAWTS-1, AND VX-4 FOR RECOMMENDATIONS AND CONCURRENCE. THIS HELPED US TO VALIDATE PROPOSED SHOTS WITHIN CURRENT EMPLOYMENT TACTICS FOR THE MISSILES FIRED.
7. LESSON LEARNED: UTILIZE AVAILABLE TACTICAL DEVELOPMENT AGENCIES FOR PROFILE DEVELOPEMENT, TO MAXIMUM TRAINING WITH LIMITED ASSETS.

--- (U) SUBJECT: COMMUNICATIONS

--- (U) INTEROPERABILITY: NONE

--- (U) Lesson distributed by: MCCDC (WF).

## MCLLS LONG REPORT

1. (U) MCLLS NUMBER: 70140-29273 (00010), submitted by VMFA-251, OPERATIONS, 832-6205, (803)522-6205.
  2. (U) Operation conducted by VMFA-251 on 06/13/91.
  3. (U) KEYWORDS: No keywords..
  4. (U) TITLE: LOCAL AIRFIELD SUPPORT
  5. OBSERVATION: MCAS BEAUFORT EXTENDED OUTSTANDING ASSISTANCE TO THE SAFE CONDUCT AND SUCCESSFUL COMPLETION OF THIS MAJOR UNIT EXERSICE.
  6. DISCUSSION: FROM STATION FUELS, WEAPONS, OPERATIONS, AND CRASH CREW; THE FLEXIBILITY, SUPPORT AND "CAN DO" ATTITUDE DISPLAYED WERE OUTSTANDING.
  7. LESSON LEARNED: MCAS BEAUFORT CONTINUES TO BE THE BEST AIRFIELD IN THE WORLD TO FLY OUT OF.
  8. RECOMMENDED ACTION: NONE.
- (U) SUBJECT: COMMUNICATIONS
- (U) INTEROPERABILITY: NONE
- (U) Lesson distributed by: MCCDC (WF).

## MCLLS LONG REPORT

1. (U) MCLLS NUMBER: 70140-47053 (00011), submitted by VMFA-251, OPERATIONS, 832-6205, (803)522-6205.
2. (U) Operation conducted by VMFA-251 on 06/13/91.
3. (U) KEYWORDS: No keywords..
4. (U) TITLE: COMBAT AIRCRAFT LOADING AREA (CALA)
5. OBSERVATION: THE CALA AT MCAS BEAUFORT CONTINUES TO PRESENT A SIGNIFICANT FOD HAZARD.
6. DISCUSSION: DESPITE REPEATED SWEEPING, THE CALA IS A FOD HAZARD. WITH LITTLE UTILIZATION THROUGHOUT THE YEAR, FOD AWARENESS FOR THIS AREA OF THE AIRFIELD IS UNDERSTANDABLY LOW.
7. LESSON LEARNED: THE CALA NEEDS TO BE SWEEPED ON A DAILY BASIS STARTING ONE WEEK PRIOR TO ITS USE. ADDITIONALLY, UTILIZING UNITS NEED TO FOD WALK THE AREA AT LEAST TWICE PRIOR TO AIRCRAFT BEING MOVED TO THE CALA.
8. RECOMMENDED ACTION: MCAS BEAUFORT AND THE UTILIZING UNITS TAKE THE LESSON LEARNED FOR ACTION.

--- (U) SUBJECT: COMMUNICATIONS

--- (U) INTEROPERABILITY: NONE

--- (U) Lesson distributed by: MCCDC (WF).

07/08/91

## MCLLS LONG REPORT

1. (U) MCLLS NUMBER: 70140-75630 (00012), submitted by VMFA-251, OPERATIONS, 832-6205, (803)522-6205.

2. (U) Operation conducted by VMFA-251 on 06/13/91.

3. (U) KEYWORDS: No keywords..

4. (U) TITLE: F/A-18 USE OF THE LUU-2

5. OBSERVATION: LUU-2 PARA FLARES CARRIED ON MER-7S CONTINUE TO FAIL NEARLY 50% OF THE TIME.

6. DISCUSSION: THE LUU-2 REQUIRES THE AFT ELECTRICAL SOLENOID OF THE MER TO BE ENERGIZED IN ORDER TO RETAIN THE LANYARD THAT ACTIVATES THE FLARE. EACH SOLENOID IS ELECTRICALLY AND MECHANICALLY TESTED AT MALS BY ENSURING THAT WHEN DE-ENERGIZED, THE RELEASE FORCE REQUIRED TO EXTRACT THE SWIVEL IS BETWEEN 9 AND 13 POUNDS. WHEN ENERGIZED, THE SOLENOID IS REQUIRED TO SUPPORT A 100 POUND WEIGHT. TO ACTIVATE THE LUU-2 REQUIRES A FORCE OF ABOUT 30 POUNDS. EACH LANYARD HAS A SWIVEL SYSTEM THAT IS DESIGNED TO BREAK AWAY AT A FORCE GREATER THAN THE 30 POUNDS REQUIRED FOR THE LUU-2 BUT BEFORE THE 100 POUND TEST LIMIT OF THE SOLENOID. GROUND TEST OF THE SOLENOIDS USED FOR THE MISSILE SHOOT FAILED TO HOLD AT FORCES ABOVE 13 POUNDS WHEN DE-ENERGIZED ORIGINALLY LEADING US TO BELIEVE A SOFTWARE PROBLEM EXISTED IN THE 89A SOFTWARE. A TEST PERFORMED BY MALS INDICATED THE SOLENOIDS WERE WORKING AS DESIGNED. ON THE LAST DAY OF THE SHOOT, ORDNANCE OPTED TO REPLACE ALL SOLENOIDS ON THE MERS TO BE USED WITH NEW SOLENOIDS FROM SUPPLY. GROUND TEST RESULTS WERE GOOD: EACH SOLENOID WAS WORKING, THUS CASTING SUSPICION ON MALS TESTING PROCEDURES.

7. LESSON LEARNED: EIGHTY-NINE ALPHA SOFTWARE DOES PROVIDE NECESSARY SOLENOID ACTIVATION WHEN USING 00 FUZE CODE AND 28/29/30 BOMB CODES. PLUS, IF THE MER SOLENOID FAILS THE GROUND TEST IT IS GENUINELY BAD.

8. RECOMMENDED ACTION: AS PART OF THE GROUP ORDNANCE SOP, ADD PROCEDURES FOR SQUADRON ORDNANCE DIVISIONS TO SPECIFICALLY REQUEST SOLENOID TESTS OF THE MER TO BE USED FOR LUU-2 OPS. FOR MERS IN THE POSSESSION OF THE SQUADRON, TASK MALS TO PROVIDE THE SQUADRON WITH REPLACEMENT SOLENOIDS AND ATTACHING HARDWARE EXPEDITIOUSLY UPON REQUEST.

---- (U) SUBJECT: COMMUNICATIONS

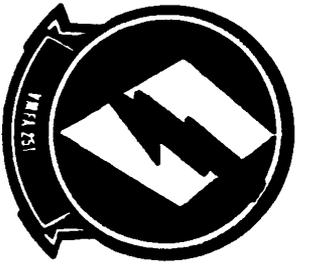
---- (U) INTEROPERABILITY: NONE

----- (U) Lesson distributed by: MCCDC (WF).

# **CHANGE OF COMMAND CEREMONY**



**MARINE FIGHTER ATTACK SQUADRON 251  
MARINE CORPS AIR STATION  
BEAUFORT, SOUTH CAROLINA  
FRIDAY 17 MAY 1991**



**COMMANDER OF TROOPS**

**MAJ M. S. MACY**

**ADJUTANT**

**CAPT DENN**

**STAFF**

**CAPT WALSH**

**CAPT FIPPINGER**

**CAPT SUPCHAK**

**GYSGT BOOKER**

**SSGT TAYLOR**

**SSGT WILLIAMS**

**SSGT LEER**

**PLATOON COMMANDERS**

**CAPT VON LEHE**

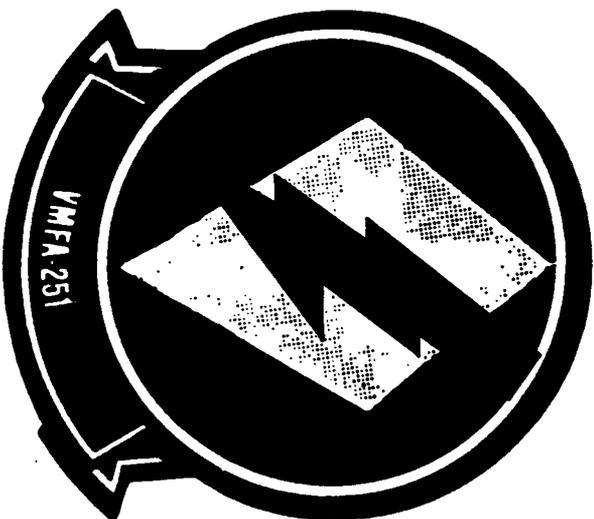
**CAPT STURGEON**

**1SILT McBRIDE**

**1SILT JANSEN**

**NARRATOR**

**CAPT BOODRY**





**LIEUTENANT COLONEL NORMAN G. SCHLAICH**  
**UNITED STATES MARINE CORPS**

## **LIEUTENANT COLONEL NORMAN G. SCHLAICH, USMC**

Lieutenant Colonel Schlaich was born on 28 January 1952 in Philadelphia, Pennsylvania. He graduated from Abington High School, Abington, Pennsylvania in 1969 and earned a Bachelor of Science Degree in Analytical Management from the United States Naval Academy in 1973. Upon graduation, he was commissioned a Second Lieutenant and reported to The Basic School.

In February 1974, Lieutenant Colonel Schlaich reported to NAS Pensacola for flight training. After receiving his wings in January 1976, he was assigned to VMFAT-101 at MCAS Yuma, Arizona for conversion training in the F-4 Phantom.

He reported to VMFA-212 at MCAS Kaneohe Bay in September 1976 where he served as the Assistant Logistics Officer, Aircraft Division Officer, and NATOPS Officer and completed two unit deployments to WESTPAC. During this tour he also served as a forward air controller with First Battalion, Third Marines.

In May 1980, Lieutenant Colonel Schlaich returned to VMFAT-101 as an F-4 instructor pilot. He served as the Flight Officer and Aircrew Training Officer until December 1982, when he commenced conversion training in the F/A-18 with VMFA-323 at NAS Lemoore.

After returning with the squadron from NAS Lemoore to MCAS El Toro, Lieutenant Colonel Schlaich served as the Logistics Officer, Safety Officer, and Aircraft Maintenance Officer. From October 1985 until May 1986 he deployed with VMFA-323 aboard USS Coral Sea for the first F/A-18 cruise to the Mediterranean Sea.

In September 1986 Lieutenant Colonel Schlaich reported to VX-4 NAS Point Mugu, where he served as the Aircraft Maintenance Officer, F/A-18 Operational Test Director, and Chief Operational Test Director. During his tour he flew the F/A-18, F-14A, and F-14A(+). While serving at Point Mugu he earned a Master of Science Degree in Systems Management from the University of Southern California.

In June 1989, he was assigned to the Aviation Weapons Systems Requirements Branch at HQMC where he served as the air-to-air warfare coordinator. He reported to MAG-31 in April 1991.

Lieutenant Colonel Schlaich has flown 3400 hours in tactical jet aircraft. His awards include the Meritorious Service Medal and the Navy Commendation Medal.

Lieutenant Colonel Schlaich is married to the former Barbee Draker of Thousand Oaks, California. They have three sons, Blake, Sam, and Max.



**LIEUTENANT COLONEL R. W. WALKER**  
**UNITED STATES MARINE CORPS**

## **LIEUTENANT COLONEL R. W. WALKER, USMC**

Lieutenant Colonel Richard W. Walker was born 23 March 1948 in Bronxville, New York. He attended the University of Florida in 1966, then transferred to the University of North Carolina at Chapel Hill on an NROTC Scholarship, earning a Bachelor of Arts Degree in Political Science. He was commissioned a Second Lieutenant in January 1971.

After completing The Basic School in September 1971, he reported for flight training and was designated a Naval Aviator in June 1973. First Lieutenant Walker completed F-4 transition training at VMFAF-101, MCAS Yuma, Arizona in June 1974 and reported to VMFA-235, MAG-24, MCAS Kaneohe Bay, Hawaii where he served as Embarkation Officer, Airframes Division Officer, MAG-24 NATOPS Officer, Squadron Assistant Logistics Officer and NATOPS Officer. While in MAG-24, Captain Walker graduated from Navy Fighter Weapons School, participated in two WESTPAC deployments and flew 19 TransPac missions.

He completed Amphibious Warfare School in May 1980 and was then assigned to the U.S. Air Force Exchange Program. He reported to the 496th Tactical Fighter Squadron, Hahn Air Base, West Germany where he flew the F-4E and served as the squadron's Air Combat Officer.

In September 1982, Major Walker reported for F/A-18 transition training at VFA-125, NAS Lemoore, California. He then served as Operations Officer of VMFA-314, the first operational Hornet squadron, at MCAS El Toro, California. While there, he graduated from Strike Fighter Weapons Employment School at NAS Lemoore, California and served as Assistant Operations Officer for MAG-11.

Following Marine Corps Command and Staff College, Quantico, Virginia, he returned to the F-4 at MAG-15, MCAS Iwakuni, Japan where he served as Assistant Operations Officer.

Lieutenant Colonel Walker reported to MAG-31, MCAS Beaufort, South Carolina in July 1987. He has served as Logistics Officer, CAX ACE, and as ACE XO, Exercise Solid Shield 89. He is authorized to wear the Meritorious Service Medal and has accumulated over 3100 hours, primarily in F-4 Phantoms and F/A-18 Hornets. His future assignment is to HQ 23rd NORAD, Tyndall AFB, Panama City, Florida. He has a son Nathan, 17, and a daughter, Eily, 13.



# Lt. Col. Norman G. Schlaich takes Thunderbolt helm

Lieutenant Colonel Norman G. Schlaich assumes command of Marine Fighter Attack Squadron 251 at a change of command ceremony at Marine Aviation Logistics Squadron-31's hangar today.

He receives the unit's colors from Lt. Col. Richard W. Walker, who has led the squadron for two years. Walker will report to Headquarters, 23rd NORAD, Tyn-dall Air Force Base, Panama City, Fla.

Schlaich was born on 28 January 1952 in Philadelphia, Pa. He graduated from Abington High School, Abington, Pa. in 1969 and earned a Bachelor of Science Degree in Analytical Management from the United States Naval Academy in 1973. Upon graduation, he was commissioned a second lieutenant and reported to the Basic School.

After receiving his wings in January 1976, he was assigned to VMFAT-101 at MCAS Yuma, Ariz. for conversion training in the F-4 Phantom.

He reported to VMFA-212 at MCAS Kaneohe Bay, Hawaii in September 1976. He completed deployments to the Western Pacific. During this tour he also served as a forward air controller with First Battalion, Third Marines.

In May 1980, Schlaich returned to VMFAT-101 as an F-4 instructor pilot. He served

as the Flight Officer and Aircrew Training until December 1982, when he commenced conversion training in the F/A-18 with VMFA-323 at NAS Lemoore.

After returning with the squadron from NAS Lemoore, Calif. to MCAS El Toro, Calif. Schlaich served as the Logistics Officer, Safety Officer, and Aircraft Maintenance Officer.

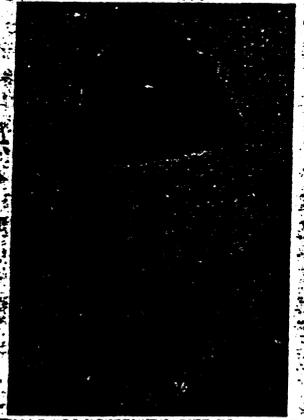
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In September 1986 Schlaich reported to VX-4 at NAS Point Mugu, Calif. where he served as the Aircraft Maintenance Officer, F/A-18 Operational Test Director, and Chief Test Director. During his tour he flew the F/A-18, F-14A, and the F-14A(+). While serving at Point Mugu he earned a Masters of Science Degree in Systems Management from the University of Southern California.

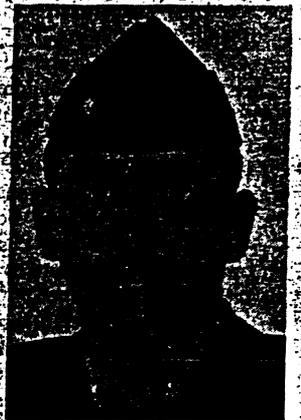
In June 1989, he was assigned to the Aviation Weapons Systems Requirement Branch at Headquarters Marine Corps where he served as the air-to-air warfare coordinator.

Schlaich has flown 3,400 hours in tactical jet aircraft.

His awards include the Meritorious Service Medal



Lt. Col. Norman G. Schlaich



Lt. Col. Richard W. Walker

and the Navy Commendation Medal.

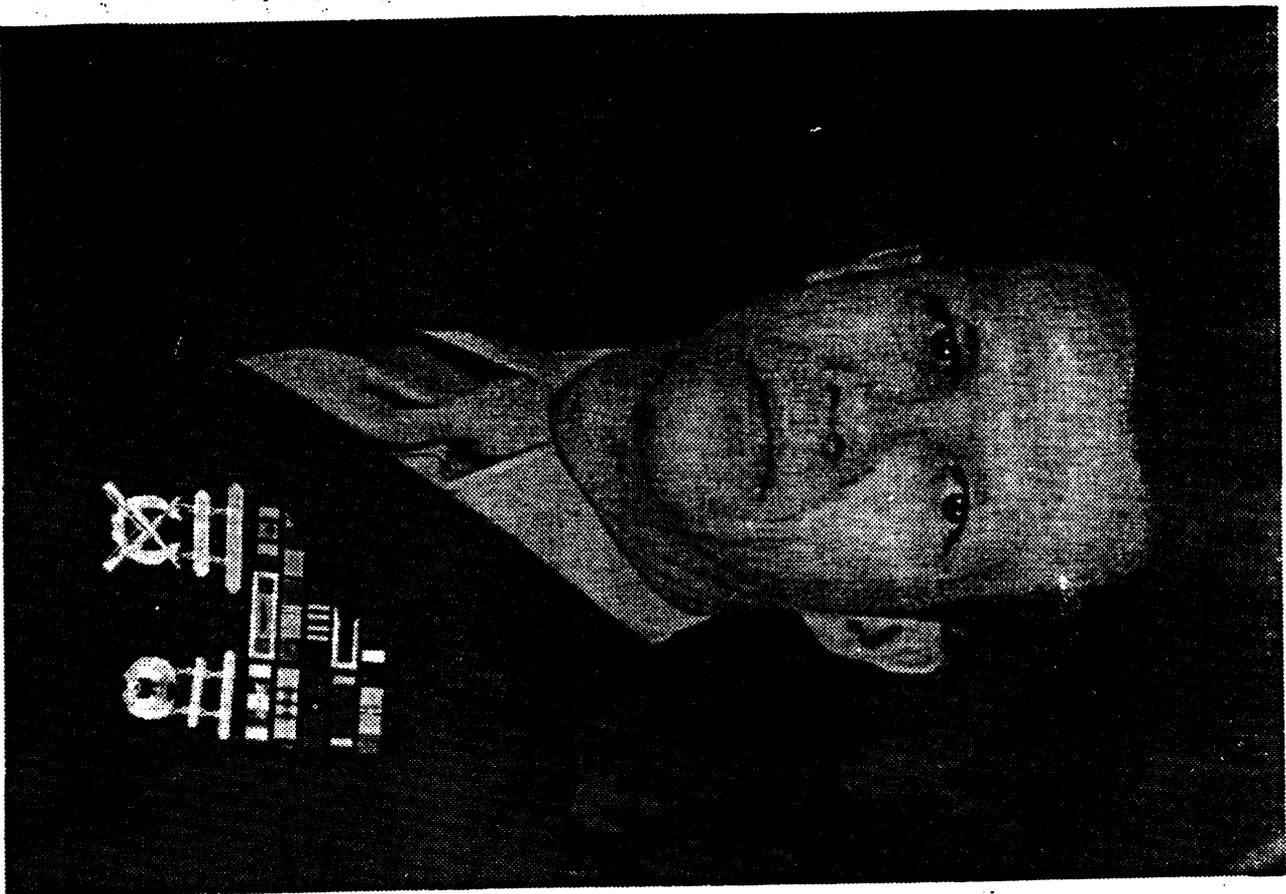
He is married to the former Barbee Draker of Thousand Oaks, Calif. and has three sons: Blake, Sam, and Max.

# **SERGEANT MAJOR RELIEF & APPOINTMENT CEREMONY**



**17 MAY 1991**  
**MARINE FIGHTER ATTACK SQUADRON 251**  
**MCAS, BEAUFORT, S.C.**

GARY L. WEAVER



Sergeant Major Gary L. Weaver was born in Cresson, Pennsylvania on 13 July 1950. Graduating from Penn-Cambria High School during June 1968 he enlisted in the Marine Corps. He underwent recruit training at Parris Island, South Carolina and Infantry training at Camp Lejeune, North Carolina where he was assigned the Military Occupational Specialty of Machine Gunner. As a private first class he was transferred to Company 'H', 2d Battalion, 26th Marine Regiment for a brief period and was subsequently reassigned to the Third Marine Division in the Northern I Corps of the Republic of Vietnam. As a machine gunner assigned to Company 'M', 3d Battalion, 9th Marine Regiment he participated in combat operations against guerrilla forces. These operations included Dewey Canyon, Apache Snow, and Cameron Falls. On completion of his tour of duty he was transferred to Company 'M', 3d Battalion, 8th Marine Regiment at Camp Lejeune, North Carolina, where he was promoted to Corporal and reassigned to Marine Barracks, 8th and "I", Washington, D.C. During this tour he married his high school sweetheart Mary, and the first of their two children, Karen was born on 19 December 1970. During July 1971, then a Sergeant, he was ordered, at his request, to Drill Instructor School at Parris Island, South Carolina. Glen, the second child, was born during November 1973. During April of 1974 he was ordered to 3d Marine Division on Okinawa, Japan for a one year tour. Upon returning to the United States during May 1975 as a Staff Sergeant he was assigned as an Instructor at Officers Candidate School, Quantico Virginia, where he remained until September 1979. During his tour he was promoted to Gunnery Sergeant meritoriously. He attended Marine Security School and was reassigned as the Non-commissioned Officer-in-Charge of the MSG Detachment, American Embassy, Caracas Salaam, Tanzania. His next assignment was with 1st Battalion, 8th Marine Regiment. This tour included two deployments to the Mediterranean with the 24th Marine Amphibious Unit. During the first of these he was promoted to First Sergeant. The second of these deployments included participation in Multinational Peacekeeping Force Duty in Beirut, Lebanon. Upon returning to the United States he was transferred to Quantico, Virginia, once again. This tour included additional duty at Officers Candidate School for one year and one year as the First Sergeant for the Development Center. During July 1986 he was transferred to 7th Marine Amphibious Brigade for duty with 1st Battalion, Fourth Marines. Upon his selection to Sergeant Major he was reassigned to Schools Battalion, Marine Corps Communication-Electronics School as the Sergeant Major. During June 1989 he was reassigned to Marine Corps Security Force Company, Charleston, S.C.

JERRY W. MICHAEL

Sergeant Major Michael completed four years service with the United States Air Force prior to enlisting in the Marines in February 1968. Assigned to the Infantry, he served with the 26th Marines and was a member of Combined Action Platoon in Vietnam. Ordered to duty with 2d Marine Division, he was a squad leader with 2d Battalion, 6th Marines. After a deployment to the Mediterranean he received permission for assignment to Marine Barracks, Yokosuka, Japan. He was assigned to the Provost Marshal Office as a Criminal Investigator.

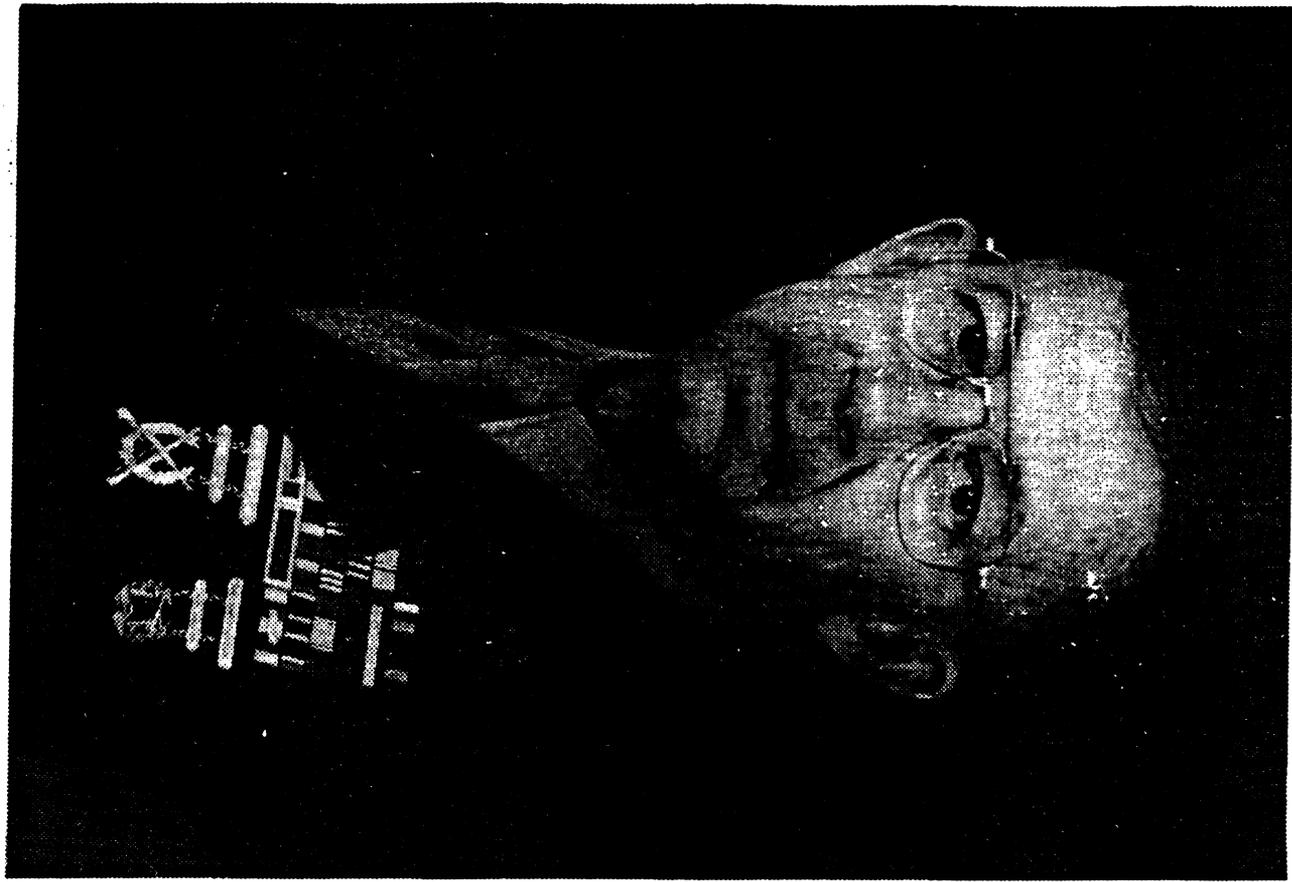
Granted a reenlistment option, he was ordered to the Aviation Administration Maintenance School in Memphis, Tennessee. Upon completion of school he was retained as an instructor. After a successful tour he was transferred to Marine Aircraft Group 31 and served as the Maintenance Administration Chief for H&MS-31. He was selected for the Marine Security Guard program and served as the Noncommissioned Officer in charge of the Marine Detachment at the American Embassy, San Jose, Costa Rica.

He was reassigned to the 2d Marine Aircraft Wing in 1979 where he worked with HMH-461. He was promoted to First Sergeant and ordered to Okinawa, Japan. He served as the First Sergeant for Battery H, 3d Battalion, 12th Marines. His next assignment was with Marine Aviation Training Support Group, Meridian, Mississippi. Transferred to VMFA-251 in 1987 he served as the Squadron Sergeant Major.

Active in the Marine Corps Institution program he has completed the following Professional Education courses; The Marine NCO, Staff Noncommissioned Officers Academy extension course, The Marine Basic School extension course, Amphibious Warfare School extension course and is a graduate of the Staff Noncommissioned Officers Academy Advance Course. The Sergeant Major enjoys sports and was a member of the All Marine Golf Team in 1985.

The Sergeant Major's decorations include the Purple Heart, Navy Achievement Medal, Combat Action Ribbon, Presidential Unit Citation, USMC Good Conduct Medal, USAF Good Conduct Medal, National Defense Service Medal, Vietnam Service Medal, Sea Service Deployment Ribbon, RVN Gallantry Cross and Civil Action Ribbons, and the Vietnam Campaign Medal.

The Sergeant Major and his wife Barbara have four children: Michele (13), Brian (7), Terry (5) and Scott (1 1/2).



Sergeant Major Weaver's awards include two awards of the Combat Action Ribbon, Navy Commendation Medal, National Defense Service Medal, Vietnamese Service Medal, Vietnamese Campaign Medal, Vietnamese Cross of Gallantry with Palm, Army PUC, Good Conduct Medal, Sea Service deployment ribbon, Marine Corps Expeditionary Medal, Navy Unit Commendation and Humanitarian Service Medal.

NCO'S CREED

I am an NCO dedicated to training new Marines and influencing the old. I am forever conscious of each Marine under my charge, and by example will inspire him to the highest standards possible. I will strive to be patient, understanding, just, and firm. I will commend the deserving and encourage the wayward.

I will never forget that I am responsible to my Commanding Officer for the morale, discipline, and efficiency of my men and their performance will reflect an image of me.

