

SECRET

# TYPE "B" REPORT COMMAND DIARY

VMA-251



FOR THE PERIOD

1-30 April 1954

HISTORICAL OFFICER

First Lieutenant Francis E. MARTIN

SECRET

DECLASSIFIED  
Authority NND 70959



SECRET

TASK ORGANIZATION

UNIT	Marine Attack Squadron 251
COMMANDING OFFICER	1-30 April 1954 LtCol Frank R. PORTER, Jr. 07082/7331, USMC
GEOGRAPHICAL LOCATION	K-6 Air Base, Pyongtaek, Korea
NEXT HIGHER ECHELON	Marine Aircraft Group 12 1st Marine Aircraft Wing.

MISSION AND TASKS

MISSION

Provide air support of Fleet Marine Force operations by destruction of surface targets.

TASKS

1. Conduct close air support.
2. Conduct strikes against enemy installations, armed reconnaissance and interdiction operations.
3. Conduct visual reconnaissance.
4. Provide smoke laying, illumination and insecticide spraying.
5. Maintain the capability to perform mission and tasks during darkness.
6. Maintain capability to depart from and return to base during all-weather conditions.



SECRET

## INTRODUCTORY SUMMARY

Marine Attack Squadron 251, was located at K-6 Airbase, Pyongtaek, Korea during the period 1 through 30 April 1954.

During the month of April this squadron flew a total of 446 effective sorties with 19 aborts for a total of 727.8 hours. The average number of pilots available during the month was 28 or 86.7% of the pilots assigned. The average number of aircraft available for flight was 13 or 61.9% of the 21 aircraft assigned. Pilots completed 30.2% of the Quarterly Syllabus for the period 1 April 1954 to 30 June 1954.

Five (5) Instrument Cards were renewed during the month of April. All pilots attached to this squadron hold Valid Instrument Cards.

On 9 April eight (8) aircraft from this squadron participated in a simulated strike on Sasabo, Japan. This mission was flown without IFF to test the proficiency of the Japan Air Defense. The flight was intercepted shortly after penetrating the Japan ADIZ.

Second Lieutenant Duane H. ALBERT, made a wheels up landing on runway 32, at 1308 on 28 April 1954. Lieutenant ALBERT was practicing GCA when his chase pilot observed his right landing gear was twisted approximately 80° from normal position. The pilot remained airborne for 3.7 hours to reduce the fuel load. The pilot received class "D" injury and the aircraft sustained class "B" damage. See Engineering Summary.

Two (2) "Yellow Alerts" were sounded during the month of April. One "Yellow Alert" was sounded on 22 April and lasted from 1306 to 1312. The second alert was sounded at 1013 on 29 April and the all clear came at 1037. The squadron aircraft were dispersed during both alerts.

A Standing Operating Procedure for Chemical, Biological, Atomic and Radiological Defense was published on 27 April as Squadron Order Number 9-54. See Appendix 1.

A Training Syllabus for Night Attack Missions was prepared by this squadron and is forwarded as Appendix 2.



SECRET

CHRONOLOGICAL NARRATIVE FOR THE MONTH OF APRIL 1954

1 APRIL 1954

All squadron aircraft were grounded and a thorough check was made for any possible structural fatigue. This check was made after an AD type aircraft from VMA-121, disintegrated in the air. No discrepancies were found during this investigation.

Major Howard M. HUMPHREY, 017145/7302 USMC joined the squadron this date and was assigned as Operations Officer.

Captain Robert L. WILDEY, 048848/7335 USMC, Squadron Intelligence Officer, was transferred this date.

SORTIES:

Interdiction	2	Test	1
CAS	4	Smoke Laying	2

TOTAL SORTIES - - - - -	9	
TOTAL OPERATIONAL HOURS - - - - -	12.3	
ORDNANCE EXPENDED - - - - -	NONE	

2 APRIL 1954

Major Ernest I. MELIN, 026495/7333 USMC joined the squadron this date and was assigned as Intelligence Officer.

SORTIES:

Bombing	8	Instrument	4
CAS	5	Division Tactics	4
Cross-country	2		

Two (2) aircraft on a CAS mission aborted due to weather.

One aircraft on an Instrument flight aborted due to mechanical failure.

TOTAL SORTIES - - - - -	23	
TOTAL OPERATIONAL HOURS - - - - -	33.0	
ORDNANCE EXPENDED - - - - -	48	Signal, Practice Bombs
	25	100 lb. WSE Bombs
	23	Miniature Bombs

3 APRIL 1954

A Squadron Stand-down was held this date. No flights were launched.

B-1

SECRET

DECLASSIFIED  
Authority NND 70959



SECRET

4 APRIL 1954

## SORTIES:

Interdiction	4	TAC/A	2
GCA	2	Division Tactics	4
Familiarization	2	Smoke Laying	2
Test	4		

One aircraft on a Division Tactics flight aborted due to electrical failure.

TOTAL SORTIES - - - - -	20
TOTAL OPERATIONAL HOURS - - - - -	26.7
ORDNANCE EXPENDED - - - - -	24 Miniature Bombs 24 Signal, Practice Bombs

5 APRIL 1954

## SORTIES:

Bombing	7	GCA	2
CAS	2	Familiarization	3
Cross-country	1	Test	1
Instrument	4	Target Spotting	1

TOTAL SORTIES - - - - -	21
TOTAL OPERATIONAL HOURS - - - - -	26.3
ORDNANCE EXPENDED - - - - -	56 Miniature Bombs 9 1000 lb. WSE Bombs

6 APRIL 1954

Second Lieutenants Louis L. KUNTZ, 063507/7331 USMCR and Charles D. OVERTURE, 063505/7331 USMCR joined the squadron this date.

No flights were launched this date due to a training stand-down. Several lectures were given to the enlisted personnel, some of which were, Marine Corps Policy, CBAR and a Transportation lecture. The lectures were preceded by an Inspection and Drill. The days program was climaxed with Physical Exercise by all hands. The pilots of the squadron were given a lecture on Oxygen and were shown several Training films on Survival.

7 APRIL 1954

## SORTIES:

Bombing	8	Instrument	7
CAS	4		

Four (4) aircraft on a CAS mission aborted due to weather.  
One aircraft on an Instrument flight aborted due to mechanical failure.

B-2

SECRET

DECLASSIFIED  
Authority NND 70959



SECRET

TOTAL SORTIES - - - - - 19  
 TOTAL OPERATIONAL HOURS - - - - - 24.4  
 ORDNANCE EXPENDED - - - - - 18 100 lb. G.P. Bombs

8 APRIL 1954

SORTIES:

Bombing	4	Cross-country	2
CAS	4	Familiarization	1

TOTAL SORTIES - - - - - 11  
 TOTAL OPERATIONAL HOURS - - - - - 17.5  
 ORDNANCE EXPENDED - - - - - 32 Miniature Bombs  
 32 Signal, Practice Bombs

9 APRIL 1954

One AD-4 type aircraft BuNo. 123833 was received by the squadron this date as a replacement.

SORTIES:

Interdiction	12	Test	1
Cross-country	3	Ferry	1
GCA	6	Division Tactics	4
Familiarization	1		

One aircraft on a Cross-country flight aborted due to mechanical failure.

TOTAL SORTIES - - - - - 28  
 TOTAL OPERATIONAL HOURS - - - - - 51.3  
 ORDNANCE EXPENDED - - - - - NONE

10 APRIL 1954

SORTIES:

CAS	12	Test	2
Interdiction	4	Strafing	4
Cross-country	1	MPQ	2
Instrument	2	MLR Reconnaissance	4
Familiarization	3		

TOTAL SORTIES - - - - - 23 24  
 TOTAL OPERATIONAL HOURS - - - - - 42.5  
 ORDNANCE EXPENDED - - - - - 1143 rds. 20 mm

DECLASSIFIED  
 Authority NND 70959



SECRET

11 APRIL 1954

Upon orders from the Group Commander, all aircraft of the squadron were grounded for an inspection of the fuel cell mounts and main wing spars. These inspections were accomplished as a result of theories on a recent fatal crash of an AD-2 aircraft and to prevent repetition if similar failures exist in other AD type aircraft.

SORTIES:

Cross-country 2

TOTAL SORTIES - - - - - 2  
TOTAL OPERATIONAL HOURS - - - - - 1.5  
ORDNANCE EXPENDED - - - - - NONE

12 APRIL 1954

Captain Raymond M. RYAN, 051349/7331 USMC and Second Lieutenant Victor J. JOHNSON Jr., 063503/7331 USMC joined the squadron this date.

Aircraft of the squadron were still grounded today but several checks were completed.

13 APRIL 1954

All checks as noted on 11 April 1954, were completed this date. The following discrepancies were found and corrected:

Four aircraft were found with over-compressed rubber shock mounts on the fuel cells

Four shock mount bolts were bent.

SORTIES:

Test 1

TOTAL SORTIES - - - - - 1  
TOTAL OPERATIONAL HOURS - - - - - 1.2  
ORDNANCE EXPENDED - - - - - NONE

14 APRIL 1954

SORTIES:

Bombing	6	Instrument	6
Interdiction	2	Familiarization	1
Cross-country	2	Test	3



SECRET

TOTAL SORTIES - - - - -	20	
TOTAL OPERATIONAL HOURS - - - - -		26.9
ORDNANCE EXPENDED - - - - -	45	100 lb. WSE Bombs
	45	Signal, Practice Bombs

15 APRIL 1954

A Fly Over was conducted at K-3 this date in honor of General HULL, Commanding General, Far East. Twelve (12) aircraft from this squadron participated in the Fly Over.

SORTIES:

Bombing	6	Familiarization	3
Interdiction	6	Test	1
Navigation	8	Air Show	12

TOTAL SORTIES - - - - -	36	
TOTAL OPERATIONAL HOURS - - - - -		72.5
ORDNANCE EXPENDED - - - - -	60	100 lb. WSE Bombs
	60	Signal, Practice Bombs

16 APRIL 1954

SORTIES:

Bombing	10	Navigation	3
CAS	4	Familiarization	6
Interdiction	4	Test	2
Cross-country	2	Rocket	4

TOTAL SORTIES - - - - -	35	
TOTAL OPERATIONAL HOURS - - - - -		57.3
ORDNANCE EXPENDED - - - - -	71	Signal, Practice Bombs
	43	100 lb. WSE Bombs
	28	Miniature Bombs
	13	2."25 Rockets

17 APRIL 1954

No flights were flown this date due to inclement weather and poor visibility.

18 APRIL 1954

A squadron stand-down was held this date.

SORTIES:

Cross-country	1
---------------	---



SECRET

TOTAL SORTIES - - - - - 1  
 TOTAL OPERATIONAL HOURS - - - - - 0.5  
 ORDNANCE EXPENDED - - - - - NONE

19 APRIL 1954

SORTIES:

Bombing	5	Instrument	6
CAS	2	Familiarization	3
Interdiction	2	Test	1

TOTAL SORTIES - - - - - 19  
 TOTAL OPERATIONAL HOURS - - - - - 31.5  
 ORDNANCE EXPENDED - - - - - 40 100 lb. WSF Bombs  
                                     40 Signal, Practice Bombs

20 APRIL 1954

The squadron held a training stand-down this date. Lectures on Marine Corps Policy, Current Affairs, Rifle Grenades and a lecture by the squadron Doctor on prevention of Malaria. The pilots of the squadron were given lectures on Navigation, Survival and prevention of Malaria. These lectures were proceeded by the weekly pilot's meeting.

SORTIES:

Bombing	3
---------	---

TOTAL SORTIES - - - - - 3  
 TOTAL OPERATIONAL HOURS - - - - - 3.4  
 ORDNANCE EXPENDED - - - - - 24 100 lb. WSF Bombs  
                                     24 Signal, Practice Bombs

21 APRIL 1954

First Lieutenant Norman BERRY, 055402/6510 USMC joined the squadron this date.

SORTIES:

Bombing	12	Navigation	4
Interdiction	2	Instrument	4
MPQ	2	Test	2

One aircraft on a Bombing mission aborted due to electrical failure.

TOTAL SORTIES - - - - - 26  
 TOTAL OPERATIONAL HOURS - - - - - 43.1  
 ORDNANCE EXPENDED - - - - - 106 Signal, Practice Bombs  
                                     90 100 lb. WSF Bombs  
                                     16 Miniature Bombs



SECRET

22 APRIL 1954

SORTIES:

Bombing	7	GCA	2
CAS	4	Familiarization	1
MPQ	2	Test	1
Cross-country	1	AAA Tracking	1
Instrument	4		

One aircraft on an Instrument flight aborted due to electrical failure.

TOTAL SORTIES	- - - - -	23
TOTAL OPERATIONAL HOURS	- - - - -	36.5
ORDNANCE EXPENDED	- - - - -	64 100 lb. WSF Bombs
		64 Signal, Practice Bombs

23 APRIL 1954

A Sentry from the 76th AAA Battalion fired at an unidentified person in the area at 0010 this morning. An inspection of all aircraft in the immediate area determined that AL-23 had sustained a ricocheted hit in the rudder. The hole was patched by the metal shop.

SORTIES:

Bombing	9	Instrument	2
Cross-country	4	Test	2
		MIR Reconnaissance	3

One aircraft on a Bombing mission aborted due to electrical failure.

TOTAL SORTIES	- - - - -	20
TOTAL OPERATIONAL HOURS	- - - - -	27.5
ORDNANCE EXPENDED	- - - - -	130 Signal, Practice Bombs
		80 Miniature Bombs
		50 100 lb. WSF Bombs
		6 250 lb. G. P. Bombs

24 APRIL 1954

A squadron stand-down was held this date and all hands took part in a squadron party.



SECRET

25 APRIL 1954

SORTIES:

Bombing	12	Test	2
Cross-country	2	MLR Reconnaissance	3
Instrument	7		

One aircraft on an Instrument flight aborted due to electrical failure.

TOTAL SORTIES	-----	26	
TOTAL OPERATIONAL HOURS	-----		36.3
ORDNANCE EXPENDED	-----	146	Signal, Practice Bombs
		92	Miniature Bombs
		52	100 lb. WSE Bombs
		8	1000 lb. WSE Bombs
		4	500 lb. WSE Bombs

26 APRIL 1954

SORTIES:

CAS	4	Instrument	20
Navigation	2	Familiarization	3

Two (2) aircraft on an Instrument flight were forced to abort due to weather.

TOTAL SORTIES	-----	29	
TOTAL OPERATIONAL HOURS	-----		49.9
ORDNANCE EXPENDED	-----	60	Miniature Bombs
		60	Signal, Practice Bombs

27 APRIL 1954

Squadron Order 9-54, Standing Operating Procedure for Chemical, Biological, Atomic and Radiological Defense was published this date. See Appendix (1)

SORTIES:

Bombing	5
---------	---

TOTAL SORTIES	-----	5	
TOTAL OPERATIONAL HOURS	-----		10.2
ORDNANCE EXPENDED	-----	27	100 lb. WSE Bombs
		27	Signal, Practice Bombs



SECRET

28 APRIL 1954

Second Lieutenant Duane H. ALBERT, 059737/7331 USMCR made a wheels up landing on runway 32, this date. Lieutenant ALBERT was practicing GCA when his chase pilot observed his right landing gear was twisted approximately 80° from the normal position. The pilot remained air born for 3.7 hours to reduce the fuel load. The pilot received class "D" injury and the aircraft sustained class "B" damage. (See Engineering Summary)

SORTIES:

Bombing	5	Instrument	13
CAS	1	Test	1
Cross-country	2	Rockets	3
Navigation	2		

Two (2) aircraft on an Instrument flight aborted due to mechanical failure.

One aircraft on a Bombing mission aborted due to mechanical failure.

TOTAL SORTIES	- - - - -	27	
TOTAL OPERATIONAL HOURS	- - - - -	43.2	
ORDNANCE EXPENDED	- - - - -	43	100 lb. WSP Bombs
		43	Signal, Practice Bombs
		18	2.25" Rockets

29 APRIL 1954

SORTIES:

CAS	4	Instrument	6
MPQ	2	Test	5
Cross-country	4		

TOTAL SORTIES	- - - - -	21	
TOTAL OPERATIONAL HOURS	- - - - -	28.8	
ORDNANCE EXPENDED	- - - - -	NONE	

30 APRIL 1954

SORTIES:

Bombing	4	Test	1
Instrument	10	Target Spotting	1

TOTAL SORTIES	- - - - -	15	
TOTAL OPERATIONAL HOURS	- - - - -	23.5	
ORDNANCE EXPENDED	- - - - -	30	100 lb. WSP Bombs
		30	Signal, Practice Bombs



S-2 MONTHLY SUMMARY

On 2 April 1954, Major Ernest I. MELIN, 026495/7333 joined the squadron and was assigned as Squadron Intelligence Officer.

A review of all classified publications on hand was conducted during the month of April in order to provide adequate storage space for the many Special Weapons publications now being received. All publications that were considered of no future value to this squadron were burned.

A very interesting and informative lecture was presented to the Officers and Enlisted men of this squadron by Second Lieutenant John L. THATCHER, 061913/7331. This lecture covered the History and Current developments in Indo-China.

Second Lieutenant Chester A. FOLCK, 061034/7331 presented two (2) very interesting lectures on Recognition during the month of April. These lectures covered all known aircraft, both friendly and enemy, operating in the Korean area. A test conducted at 1/10th of a second at the end of the second lecture proved the need for continued training in this subject.

S-3 MONTHLY SUMMARY

A total of 446 effective sorties were flown by VMA-251 during the month of April 1954. There were 19 aborts, for a total of 727.8 operational hours. The average number of available pilots was 28 or 86.7% of the pilots assigned. The average number of aircraft available for flight was 13 or 61.9%. The pilots completed 30.2% of the quarterly syllabus for the period 1 April 1954 to 30 June 1954.

Five Instrument cards were renewed during April. They were issued to, Captain R. M. PETERSON, 1stLt. R. M. OLSON, 2ndLt. D. C. DANIELSON, 2ndLt T. E. MILLER and MSgt W. L. SIMPSON. All pilots attached to this squadron now hold valid instrument cards.

On 6 April, one AD-4 aircraft, AL-22, Bureau Number 123934, was transferred to Itami.

On 9 April, eight (8) aircraft were utilized in a simulated strike on Sasabo, Japan. The mission was flown inbound without IFF, to test the proficiency of the Japan Air Defense. The flight was intercepted shortly after penetrating the Japan ADIZ. VMA-251 received an AD-4 aircraft, AL-19, Bureau Number 123833 from Itami.

All AD type aircraft were grounded and inspected on 12 and 13 April as ordered by the Group Commander.

On 15 April, twelve (12) aircraft participated in an airshow at K-3.

On 22 April, K-6 was on "Yellow Alert" from 1306 to 1312. The squadron aircraft were dispersed, but they were not launched.



SECRET

On 28 April, while making a practice GCA approach, Second Lieutenant D.H. ALBERT was advised by his wingman that his right landing gear was in an eighty degree from normal position. He elected to land the aircraft wheels-up and after remaining airborne for 3.7 hours to reduce the fire hazard of excessive fuel aboard he made a wheels-up landing at 1308. The pilot received class "D" injury, and the aircraft received class "B" damage.

On 29 April, K-6 was on "Yellow Alert" from 1013 to 1037. The squadron aircraft were dispersed, but they were not launched.

On 30 April, one AD-4 aircraft, AL-21, Bureau Number 128989 was transferred to HAMRon-12.

#### S-4 MONTHLY SUMMARY

Marine Attack Squadron 251 during period covered by this report has remained under the control of Marine Aircraft Group 12. The Squadron has been assigned certain areas and those squadron areas have not changed. VMA-251 has remained at K-6, Korea and contemplated no move during period covered by this report. Lieutenant Charles E. SCHWOB completed schooling as an Embarkation Officer in Japan during April. Sections within VMA-251 S-4 follow this summary with their reports.

#### ORDNANCE MONTHLY SUMMARY

During the month of April 1954, this department assumed nine (9) JOC Standbys. No munitions were loaded in the execution of these standbys.

Twelve (12) aircraft were loaded for simulated interdiction hops, with twelve (12) K-25 cameras. Most of the pictures turned out satisfactorily.

An Exceptance check was pulled on one (1) aircraft; Bureau Number 123817. No discrepancies were found. On the 13th of April 1954, guns and ammo pans were pulled from all aircraft to enable the Squadron Engineering section to execute a complete wing inspection. Guns and ammo pans were replaced after inspection was complete. Routine maintenance was performed on all ordnance equipment on aircraft and in the shop.

Numerous Ordnance hops were loaded, but failed to take-off due to weather conditions. All bomb directors not in use in this command were turned in to H&MS-12.

Eight (8) men were joined, one man was transferred to CONUS and one man was transferred to Japan, leaving our strength at Forty-one (41) men; roughly Sixty-eight percent (68%) of our strength of the allowed TO. First Lieutenant Norman BERRY joined this department as Assistant Ordnance Officer.



MATERIAL SUMMARY

During the month of April the Material section joined three (3) men from CONUS. One man was transferred within the Group leaving our strength at, six (6) men and one Officer assigned.

Individual cold weather clothing recall was completed on 28 April 1954. Immersion suits and winter flight clothing is to be turned in by 1 May 1954.

During April 320 stub requisitions were submitted and a total of 210 completed. Thirty-three (33) ACOG's were submitted with 23 completed. One hundred and thirty-six priority "A" were submitted with 97 completed and 151 priority "C" requisitions were submitted with 100 completed.

SPECIAL WEAPONS MONTHLY SUMMARY

During the month of April 1954 training of Squadron Pilots in Special Weapons Delivery was initiated. Ground training consisted of one hundred and forty (140) hours of student training and approximately one hundred (100) hours of flight time.

Ground training was devoted to lectures and student participation, chalk talks on circuitry and explanations of weapons procedures and components.

The aircraft wiring in the five (5) available AD-4B aircraft was checked and brought up to date by making the required modifications. In-flight control equipment was tested as was all ground handling equipment.

Work on a syllabus is proceeding as is preparation of a ground school syllabus and lecture outlines for technical training. The necessary publications and equipment are on order.

BUILDING AND GROUNDS

A Quonset Hut was requested for the use of the Special Weapons Section. This hut was erected, fenced, and occupied during April.

A crew is repairing fox holes, and draining or treating mosquito breeding water holes in the squadron area.

The doors on the squadron hanger have been removed and stored to prevent damage to the doors, and aircraft in the vicinity during the windy season.



on a recent fatal crash of an AD-2 aircraft and to prevent repetition if similar failures exist in other AD type aircraft. No wing spars were found cracked. Four aircraft were found with over-compressed rubber shock mounts on the fuel cells. Four shock mount bolts were bent. These discrepancies were corrected.

Second Lieutenant ALBERT made a wheels up landing in AL-21, Bureau Number 128989 on 28 April 1954 as noted in the Chronological Narrative of this report. The cause of this accident was an internal failure in the right main landing gear shock strut P/N 5385588-2R. The main landing shock strut upper bearing nut, P/N 2266146, unscrewed from the main landing gear shock strut axle assembly, P/N 5266102, allowing the axle assembly to drop down and disengage the splines while the aircraft was in flight. This caused the main wheel assembly and axle assembly to turn approximately 80° from its normal position, allowing the wheel to caster 360°.

The strut was disassembled and no parts were damaged. It is believed that the main landing gear bearing nut had not been tightened properly and the bearing nut had not been staked into place. The strut was installed by VA-65 on 16 July 1952 after a barrier crash.

The following work was accomplished during the month:

- 8 - 30 Hour checks.
- 3 - 60 Hour checks.
- 4 - 90 Hour checks.
- 10 - 120 Hour checks.
- 1 - 240 Hour check.
- 4 - New engines installed.
- 1 - Horizontal stabilizer actuating motor change.
- 2 - Hydraulic tanks changed.
- 2 - Magneto changes.
- 1 - Propeller regulator change.
- 1 - Cylinder change.
- 1 - Carburetor change.



STATISTICAL SUPPLEMENT

## 1. PERSONNEL

## (a) Personnel authorized:

Officers AG's 5 NA's 53  
 Enlisted 220

## (b) Personnel assigned:

Officers AG's 6 NA's 41  
 Enlisted 166 (One (1) NAF included)

## (c) Personnel Lost:

None

## 2. AIRCRAFT:

## (a) Aircraft authorized:

Type	AD-3	AD-4	AD-4B	Total	24
------	------	------	-------	-------	----

## (b) Aircraft assigned:

Type	AD-3	AD-3N	AD-4	AD-4B	Total	21
------	------	-------	------	-------	-------	----

## (c) Aircraft Lost:

None

## 3. OPERATIONS:

Availability of pilots	- - - - -	28
Availability of aircraft	- - - - -	13
Total effective sorties	- - - - -	446
Total air aborts	- - - - -	19
Total flight hours	- - - - -	727.8



GLOSSARY

TAC/A	- - - - -	Tactical Air Coordinator, Airborne
AIA	- - - - -	Airborne Intercept Aircraft
WSF Bombs	- - - - -	Water, Sand filled bombs
CAS	- - - - -	Close Air Support
JOC	- - - - -	Joint Operational Center
MIR	- - - - -	Main Line of Resistance

DECLASSIFIED  
Authority NND 70959



UNITED STATES MARINE CORPS  
MARINE ATTACK SQUADRON 251, MARINE AIRCRAFT GROUP 12  
1st Marine Aircraft Wing, Fleet Marine Force  
c/o Fleet Post Office, San Francisco, California

27 April 1954

SQUADRON ORDER)  
: STANDING OPERATING PROCEDURE FOR CHEMICAL, BIOLOGICAL,  
NUMBER....9-54) ATOMIC AND RADIOLOGICAL DEFENSE

Ref: (a) MAG-12 GO No. 99

1. GENERAL

a. This SOP is based on reference (a).

b. Enemy capabilities: This squadron as a subordinate unit of Marine Aircraft Group 12 may be subject to attack by enemy forces employing atomic, biological, and chemical weapons. These weapons may be brought to bear on this squadron by either direct attack or through acts of sabotage.

2. MISSION

a. To minimize the effectiveness of a CBAR attack through education and instruction of all squadron personnel, the designation of areas in which personnel may take shelter, the establishment of points of personnel decontamination, and points from which materials may be distributed to the personnel of the designated defense teams.

b. To rapidly reestablish the normal operation of the squadron, in the event of a CBAR attack.

3. TASKS

a. Before attack.

(1) CBAR Officer.

(a) Establish CBAR defense plan for squadron zone of responsibility under current Ground Defense Plan.

(b) Provide collective protection shelters adequate for personnel within the squadron zone of responsibility under the current Ground Defense Plan.

(c) Train all personnel in accordance with reference (a).

(d) Establish an BW Monitoring team consisting of one qualified NCO and one qualified enlisted man.

(e) Establish a CW Monitoring team consisting of one qualified NCO and one qualified enlisted man.

(f) Establish a CBAR Decontamination team consisting of one qualified NCO and ten (10) enlisted men.

(g) Advise and assist unit commander on all matters relative to unit CBAR defense.

(h) Establish and maintain liaison with group CBAR Defense Officer.

b. During and after attack.

(1) CBAR Officer.

(a) Take position at Squadron Command Post.

(b) Advise Squadron Commanding Officer of all matters in regard to CBAR defense.

DECLASSIFIED  
Authority NND 70959



(c) Supervise all C.B.A.R. activities within the Squadron as directed.

(d) Collect all data pertinent to C.B.A.R. contamination, damage assessments, and casualties; report to the Group C.B.A.R. Defense Officer.

(2) Chemical and Biological Warfare Monitor Teams.

(a) Take stations in Squadron Collective Shelters and carry out directions of Commanding Officer and C.B.A.R. Officer.

(b) Conduct Chemical, Biological surveys as directed by C.B.A.R. Officer.

(c) Report all data and damage assessment to squadron C.B.A.R. Defense Officer.

(d) Mark contaminated areas with proper signs.

(3) Radiological Warfare Monitor Teams.

(a) Take cover in squadron shelters and remain in shelter until directed otherwise.

(b) Conduct RW surveys as directed by Squadron C.B.A.R. Defense Officer.

(c) Report all data and damage assessment to C.B.A.R. Defense Officer.

(d) Mark contaminated areas with proper signs.

(4) Decontamination Teams.

(a) Take shelter in squadron collective shelter and remain until directed otherwise.

(b) Proceed with decontamination of areas and equipment as directed by competent authority.

(5) Medical Personnel (2 Corpsmen)

(a) Take shelter in collective shelters until otherwise advised.

(b) Administer first aid to injured personnel.

(c) Advise C.B.A.R. Defense Officer on condition of casualties and the necessity of evacuation.

(6) Squadron Personnel.

(a) Take shelter in squadron collective shelters or slit trenches and remain in shelter until advised by competent authority.

(b) Assist in evacuation of casualties and in decontamination activities.

(c) All personnel found to be contaminated will report to the personnel decontamination center, and follow prescribed measures of decontamination.

4. ADMINISTRATIVE MATTERS

a. Defense Equipment and Shelters.

(1) The collective shelter for Biological and Chemical warfare attack is the Engineering Office and line shack and Ordnance shack. The slit trench in the squadron area will be used by all squadron personnel in the event of an atomic attack.

(2) The personnel decontamination center is the officers head located in officers living area.



(3) Defense equipment and gas masks will be issued by squadron materiel to all personnel.

(4) Procuring of Materials.

(a) The Squadron Materiel Officer will procure all defense equipment at the CBAR Officer's request in keeping with current directives.

(5) Maintaining Defense Gear.

(a) All CBAR Defense gear and material will be checked at frequent intervals by the CBAR Defense Officer and the Materiel Officer.

(b) Any equipment and material that has been expended or adjudged unfit for use shall be replaced by the Squadron Materiel Officer.

(6) Personnel authorized to use gear.

(a) All personnel will be issued and be thereafter responsible for gas masks.

(b) Monitoring and Decontamination Equipment.

1. Members of the CBAR Monitoring Teams will be issued the Monitoring Instruments at the Squadron CBAR Officers Orders or by competent authority.

2. Members of the CBAR Decontamination Teams will be issued equipment and materials on the CBAR Defense Officer's orders or by competent authority.

(7) Contaminated gear.

(1) Handling of gear.

(a) Contaminated clothing will be left at the personnel decontamination center in the prescribed area by all personnel.

(b) Contaminated gear judged to be decontaminable will be sent to the base laundry or to the decontamination center.

(c) Contaminated gear judged to be undecontaminable will be disposed of in the prescribed manner.

##### 5. SIGNALS AND COMMANDS

a. Attack warnings, separate from Ground Defense and passive air defense warnings, will be signalled as follows:

- (1) Purple I - Atomic Attack in progress.  
Purple II - Atomic Attack is imminent.  
Purple III - Atomic Attack is probable.

- (2) Grey I - Biological Attack in progress.  
Grey II - Biological Attack is imminent.  
Grey III - Biological Attack is probable.



SQUADRON ORDER NO. 9-54 CBAR DEFENSE PLAN

CONT'D

- (3) Orange I - Chemical Attack in progress.  
Orange II - Chemical Attack is imminent.  
Orange III - Chemical Attack is probable.

BY ORDER OF LIEUTENANT COLONEL PORTER

JOHN D. NOBLE  
Lieutenant Colonel, U. S. Marine Corps  
Executive Officer

O-F-F-I-C-I-A-L

*W. Philbin*  
W. PHILBIN  
Capt., USMC  
Adjutant

DECLASSIFIED  
Authority NND 70959



UNITED STATES MARINE CORPS  
MARINE ATTACK SQUADRON 251, MARINE AIRCRAFT GROUP 12  
1st Marine Aircraft Wing, Fleet Marine Force  
c/o Fleet Post Office, San Francisco, California

31 March 1954

CONFIDENTIAL

Memorandum

Encl: (1) Training Syllabus for Night Attack Missions

1. In preparation for combat commitment of this unit, the syllabus shown in enclosure was used as a guide to qualify pilots for night attack missions. The syllabus was established with the fact in mind that more than 66% of the pilots in this unit had never flown the AD type aircraft and that pilot experience varied from 410 hours to 5200 hours. During the time allowed for training approximately 75% of the syllabus was completed from the period 15 February 1953 to 15 May 1953. After that time all hands felt that they were qualified and ready to perform night attack missions.
2. As noted in enclosure (1), searchlights were not available in the U.S. during the training period. However, since the arrival of this unit in Korea, a target illuminated by searchlights has been available and is being used for training purposes.
3. During the period of training, the below listed conclusions and recommendations concerning night attack missions in single engine, single place aircraft were arrived at. These are not necessarily listed in order of importance:
  - a. Two flares over a target spaced approximately 6 seconds apart give better depth perception and better illumination for the attacking aircraft, than one flare.
  - b. Unrestricted direction of run is desirable, but not absolutely necessary.
  - c. Under the proper circumstances Close Air Support could be accomplished under flares.
  - d. Low altitude (6000' - 8000'), shallow angle (30° - 40°) dives were employed by this squadron, but high angle, high altitude dives and releases are feasible.
  - e. Individual preference as to bomb release above or below flare level was exercised by this unit. A team of one flare plane and one ordnance plane was employed with the ordnance aircraft directing the flare plane by voice. Altitude separation of at least 1000' was maintained between the two at all times.

Appendix (2)

CONFIDENTIAL

DECLASSIFIED  
Authority NND 70959

App II



CONFIDENTIAL

f. Care should be exercised by all ordnance aircraft to avoid tumbling their gyros by an erratic roll-in or other violent maneuver. For maximum safety pull out should be accomplished on instruments, with the wings level.

g. Release should be made by the altimeter to preclude target fixation.

h. Rockets (Scars & HVARs) should be fired in the weapons stage of training utilizing both Searchlight and Flares for illumination. Contrary to popular opinion, rocket blast does not blind a pilot to any great extent.

i. It is the opinion of this unit that a unit expected to operate at Night should not be employed extensively as a day attack squadron. Further, the aircraft should not be flown acrobatically. Even non-tumbling gyros can be damaged by radical maneuvers to such an extent as to render them unreliable. Good gyros are essential for Night Attack work.

j. Visibility of the attacking aircraft from the ground is practically nil even though the release and recovery is made beneath the level of the flares. However, to make the possibility of visual contact even more remote it is suggested that the aircraft be painted a flat black with red numerals.

k. If the aircraft will be required to fly two or more missions in one night, a well lighted tent, hanger, or area should be provided to allow complete ground inspection for battle damage prior to re-launch.

l. To give pilots confidence that they present a fleeting and elusive target while working the flares, either under or over, it is suggested that they all observe a simulated attack from the ground. The attacking aircraft should make all types of runs, napalm included.

m. A good method of utilizing available time, aircraft, and pilots, is to schedule one flare plane (36 flares) with 3 ordnance planes - each ordnance plane to work 12 flares in turn.

n. Night adaptation utilizing red goggles prior to flight is recommended to all pilots participating in Night operations.

o. Searchlights give better depth perception than do flares. It is practical to work with one or two beams either crossed or shining directly on the target. One beam is more conducive to target fixation and poor depth perception than two beams, however, one beam can be utilized.

FRANK R. PORTER, JR.

Appendix (2) Continued

CONFIDENTIAL

DECLASSIFIED  
Authority NND 70959