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TYPE "B" REPORT COMMAND DIARY

VMA-251



FOR THE PERIOD

1-28 February 1954

HISTORICAL OFFICER

Second Lieutenant Francis E. MARTIN

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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

TYPE "B" REPORT

COMMAND DIARY

1-28 FEBRUARY 1954

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TASK ORGANIZATION

UNIT	Marine Attack Squadron 251
COMMANDING OFFICER	1-28 February 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.

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INTRODUCTORY SUMMARY

Marine Attack Squadron 251, was located at K-6 Airbase, Pyong-teak, Korea during the period 1 through 28 February 1954.

During the first week of the month the squadron stood an Administrative Inspection conducted by the First Marine Aircraft Wing.

Fourteen (14) enlisted personnel from the squadron were transferred to CONUS for release this month, leaving certain sections even more shorthanded than before. Only two (2) officers were joined this month while six (6) were detached, lowering the number of naval aviators assigned to thirty two (32).

Operations of the squadron have been curtailed by bad weather during the month. Practice JOC alerts have been used to replace the PP/CAS flights flown in previous months. These flights afford practice in launching and hitting a target in the shortest possible time.

On 24 February 1954 the squadron dropped flares for the first time since its departure from CONUS. Training has commenced again on night close air support and interdiction tactics. The majority of the pilots now assigned have never worked with flares. This squadron did extensive training in night work at NAAS El Centro during April and May of 1953, but until now there has been no opportunity to use any of this training.

The night patrols flown by this squadron have been cancelled by JOC. However, it has been requested that we keep up the pilot proficiency in this type of work.

The pilot and aircraft availability has been good during the entire month. Temperatures are increasing and fewer cold weather problems have to be contended with now. The average Aircraft Availability during the month of February was fifteen (15) which is 68.4% of the total aircraft assigned. There are twenty-two (22) aircraft assigned. The average availability of Naval Aviators was twenty-eight (28) which is 84.8% of the total pilots assigned. There were thirty-two (32) Naval Aviators and one (1) Naval Aviation Pilot assigned to this squadron during February 1954.

The new revised TO, received this month increases the number of enlisted personnel of this squadron to two-hundred and twenty (220). This is an increase of 26 enlisted men. This TO also deletes all naval personnel formally authorized. One (1) Doctor and two (2) Corpsmen were transferred to MABS-12 on 28 February 1954.

On 6 February 1954, while conducting a search mission, Second Lieutenant Sidney S. NEBLETT, 061384/7331 USMCR made an emergency wheels up landing in a rice paddy. The pilot received class "D" injury and the aircraft received class "B" damage.

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CHRONOLOGICAL NARRATIVE FOR THE MONTH OF FEBRUARY 1954

1 FEBRUARY 1954

Captain Robert A. STEINWAY, 049182/7331 USMC was transferred to MWSG-17 this date.

No flights were launched this date due to low ceilings, poor visibility and heavy snow.

2 FEBRUARY 1954

No flights were launched this date due to a squadron stand-down held for a Wing Administrative Inspection.

3 FEBRUARY 1954

SORTIES:

CAS	2	Test	1
Interdiction	3	TAC/A	1

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

One aircraft on a CAS mission aborted due to cancellation of the flight.

TOTAL SORTIES - - - - - 7
TOTAL OPERATIONAL HOURS - - - - - 15.0
ORDNANCE EXPENDED - - - - - NONE

4 FEBRUARY 1954

SORTIES:

CAS	2	Test	4
Interdiction	2	Radar Training	2
Instrument	2	AAA Tracking	1
Familiarization	1		

Four (4) aircraft on a Radar Training mission aborted due to electronic failure.

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

TOTAL SORTIES - - - - - 14
TOTAL OPERATIONAL HOURS - - - - - 24.7
ORDNANCE EXPENDED - - - - - NONE

5 FEBRUARY 1954

SORTIES:

Bombing	4	Test	2
Instrument	4	Radar Training	2
Familiarization	1		

TOTAL SORTIES - - - - - 13
TOTAL OPERATIONAL HOURS - - - - - 23.3
ORDNANCE EXPENDED - - - - - 16 100 lb WSE bombs

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6 FEBRUARY 1954

Search procedures were started this date for LtCol. PETERS who has been missing in an OY type aircraft since the afternoon of 5 February 1954. This squadron has joined other units in the 1stMAW and the Fifth Air Force in an intensive search for the missing pilot and aircraft.

While on a search and rescue mission today Second Lieutenant NEBLETT was forced to crash land in a rice field at CR 2838. Lt NEBLETT made a successful landing and escaped without injury. Damage to the aircraft was classed as substantial damage requiring overhaul.

SORTIES:

Search	18	
TOTAL SORTIES - - - - -	18	
TOTAL OPERATIONAL HOURS - - - - -		41.6
ORDNANCE EXPENDED - - - - -	NONE	

7 FEBRUARY 1954

At 2110, Master Sergeant SIMPSON was launched by Group Operations to investigate some flares being dropped west of the field. Shortly after the launch it was reported by another aircraft that the flares were being dropped by a friendly B-26. Master Sergeant SIMPSON returned and landed at 2140.

SORTIES:

Test	1	Reconnaissance	1
Search	25		
TOTAL SORTIES - - - - -	27		
TOTAL OPERATIONAL HOURS - - - - -			59.2
ORDNANCE EXPENDED - - - - -	NONE		

8 FEBRUARY 1954

SORTIES:

Test	1	Search	20
TOTAL SORTIES - - - - -	21		
TOTAL OPERATIONAL HOURS - - - - -			50.1
ORDNANCE EXPENDED - - - - -	NONE		

9 FEBRUARY 1954

Captain Albert V. AARON, 029481/7331 USMCR was transferred to MAG-11 this date.

Second Lieutenant Chester A. FOLCK departed this date for Fifth Air Force Escape and Evasion school. Lieutenant FOLCK is the 7th officer of this command to take advantage of this school.

Search procedures for LtCol. PETERS were secured at 1135 this date by order of the Commanding General, First Marine Aircraft Wing.

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SORTIES:

Instrument	2	Search	12
TOTAL SORTIES - - - - -		14	32.8
TOTAL OPERATIONAL HOURS - - - - -		NONE	
ORDNANCE EXPENDED - - - - -		NONE	

10 FEBRUARY 1954

Captain Ralph M. EUWEMA, 033054/7331 USMCR was transferred this date.

SORTIES:

Bombing	5	Test	2
CAS	7	Radar Training	4
Interdiction	2	TAC/A	2
Familiarization	2		

Two (2) aircraft on a Bombing mission aborted due to mechanical failure.

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

TOTAL SORTIES - - - - -	24	35.8
TOTAL OPERATIONAL HOURS - - - - -	173	20mm
ORDNANCE EXPENDED - - - - -	30	100 lb WSE bombs

11 FEBRUARY 1954

Mr. William A. RORISON, field engineer for Speary Gyroscope Company, gave an interesting and informative lecture to the pilots on recommended operating procedures for prevention of spark plug fouling. A short discussion period followed the lecture and many good points were brought up.

SORTIES:

Test	2	Division Tactics	4
TOTAL SORTIES - - - - -		6	8.7
TOTAL OPERATIONAL HOURS - - - - -		NONE	
ORDNANCE EXPENDED - - - - -		NONE	

12 FEBRUARY 1954

SORTIES:

CAS	4	Familiarization	1
Interdiction	2	Test	4
Instrument	6	Radar Training	4

TOTAL SORTIES - - - - -	21	32.4
TOTAL OPERATIONAL HOURS - - - - -	NONE	
ORDNANCE EXPENDED - - - - -	NONE	

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13 FEBRUARY 1954

SORTIES:

Instrument	8	Radar Training	3
Test	1	Division Tactics	4

One aircraft on a Radar Training mission aborted due to electronic failure.

One aircraft on an instrument hop aborted due to mechanical failure.

TOTAL SORTIES	16	
TOTAL OPERATIONAL HOURS	21.7	
ORDNANCE EXPENDED	NONE	

14 FEBRUARY 1954

SORTIES:

Cross Country	2	TAC/A	1
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TOTAL SORTIES	3	
TOTAL OPERATIONAL HOURS	3.0	
ORDNANCE EXPENDED	NONE	

15 FEBRUARY 1954

SORTIES:

Interdiction	4	Test	1
Instrument	4	AAA Tracking	1
Familiarization	2		

TOTAL SORTIES	12	
TOTAL OPERATIONAL HOURS	22.5	
ORDNANCE EXPENDED	NONE	

16 FEBRUARY 1954

Second Lieutenants Reynold M. OLSON, 057824/7331 USMCR and John L. THATCHER, 061913/7331 USMCR joined the squadron this date.

SORTIES:

Cross-country	2
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TOTAL SORTIES	2	
TOTAL OPERATIONAL HOURS	2.1	
ORDNANCE EXPENDED	NONE	

17 FEBRUARY 1954

SORTIES:

Night Patrol	2	Radar Training	2
Test	1	Rescap	2

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TOTAL SORTIES - - - - - 7
TOTAL OPERATIONAL HOURS - - - - - 12.9
ORDNANCE EXPENDED - - - - - NONE

1845/2115 NIGHT PATROL Mission #90
Capt PETERSON (Two (2) aircraft)
Capt ROBBINS

Controller BAGER
Area Patrolled K-6 area
Contacts or Intercepts None

18 FEBRUARY 1954

Major Earl W. JOHNSON, 021321/7331 USMC was transferred this date.

Captain Stanley R. FREE, 032163/7331 USMC was transferred this date. Captain FREE was promoted to the rank of Major ten (10) minutes before transferring from this squadron.

Fifth Air Force (JOC) cancelled the night patrols for Marine Attack Squadron 251 this date.

SORTIES:

Bombing	8	Familiarization	2
Cross-country	4	Test	1
Radar Training	3	AAA Tracking	1
Instrument	2		

One aircraft on a Radar Training mission aborted due to mechanical failure.

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

TOTAL SORTIES - - - - - 21
TOTAL OPERATIONAL HOURS - - - - - 27.6
ORDNANCE EXPENDED - - - - - 20 WSF, 100lb Bombs
20 Signal Practice Bombs

19 FEBRUARY 1954

Second Lieutenant Francis E. MARTIN, 048528/7331 USMC departed this date for Fifth Air Force Escape & Evasion school. Lieutenant MARTIN is the 8th officer to attend this school from this squadron.

SORTIES:

CAS	6	Instrument	4
Interdiction	4	Test	3

TOTAL SORTIES - - - - - 17
TOTAL OPERATIONAL HOURS - - - - - 22.9
ORDNANCE EXPENDED - - - - - NONE

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20 FEBRUARY 1954

SORTIES:

Test 2

TOTAL SORTIES - - - - - 2
TOTAL OPERATIONAL HOURS - - - - - 1.0
ORDNANCE EXPENDED - - - - - NONE

21 FEBRUARY 1954

SORTIES:

Bombing	11	Strafing	4
Interdiction	4	TAC/A	2
Instrument	1	Target Spotting	3
Familiarization	2	Section Tactics	2

One aircraft on an instrument hop aborted due to mechanical failure.

TOTAL SORTIES - - - - - 29
TOTAL OPERATIONAL HOURS - - - - - 39.6
ORDNANCE EXPENDED - - - - - 600 20 mm
69 Signal Practice Bombs
69 WSF 100lb Bombs
28 2.25" Rockets

22 FEBRUARY 1954

A stand-down was held this date to observe Washington's birthday. The entire squadron gathered in the station gymnasium for a steak fry. It is felt that the party was a huge success and had a very beneficial effect on the morale of all concerned.

23 FEBRUARY 1954

A stand-down was held this date for ground training purposes.

The squadron spent the afternoon today getting familiar with the ground defense sector. A mock defense line was set up along the designated main line of resistance and the Commanding Officer made both an airborne and a ground inspection of the positions. The exercise demonstrated that better communication facilities will be necessary for the long MIR defended by this command.

SORTIES:

Familiarization 1

TOTAL SORTIES - - - - - 1
TOTAL OPERATIONAL HOURS - - - - - 1.1
ORDNANCE EXPENDED - - - - - NONE

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24 FEBRUARY 1954

Today this squadron accomplished its first Flare Drops since its departure from the States.

SORTIES:

Bombing	16	AIA	3
Interdiction	4	TAC/A	2
Cross-country	1	Target Spotting	2
Test	2	Flare Drops	2
Rockets	4		

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

TOTAL SORTIES - - - - -	36	
TOTAL OPERATIONAL HOURS - - - - -		53.8
ORDNANCE EXPENDED - - - - -	840	20 mm
	110	Signal Practice Bombs
	78	WSF 100lb Bombs
	32	Miniature Bombs
	69	Parachute Flares
	15	3.5 Smoke Rockets

25 FEBRUARY 1954

SORTIES:

Two (2) aircraft on an instrument hop aborted due to weather.

TOTAL SORTIES - - - - -	0	
TOTAL OPERATIONAL HOURS - - - - -		0.4
ORDNANCE EXPENDED - - - - -	NONE	

26 FEBRUARY 1954

No flights were launched this date due to low ceilings, poor visibility and rain.

27 FEBRUARY 1954

No flights were launched this date due to continuation of inclement weather.

28 FEBRUARY 1953

A regular squadron stand-down was held this date. Inclement weather continued through-out the day.

Lieutenant Albert C. BIEGEL, 184016/2105 USNR was transferred to MABS-12, MAG-12 this date.

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S-3 MONTHLY SUMMARY

During the month of February, Marine Attack Squadron 251 flew 311 effective sorties with 19 air aborts for a total of 532.2 hours.

The average number of pilots available during the month was 28 or 84.7% of the total pilots assigned. The average number of aircraft available for flight was 15 or 68.4% of the total aircraft assigned.

The pilots completed 51.3% of the quarterly flight training syllabus that came into effect on 1Jan54.

There were two instrument card renewals during the month of February. The cards were issued to Captain D. M. MARK and Second Lieutenant D. W. WRIGHT.

On 3Feb at 2055 the field was placed on a "Yellow Alert", but the all clear sounded shortly afterward at 2105.

On 6Feb the squadron joined the search launched for Lieutenant Colonel PETERS who disappeared while flying an OY type aircraft. The search continued through the 9th of Feb without success. During the four day search the squadron flew a total of 75 sorties and 179.6 hours.

On 6Feb at 1745 while on a search mission Second Lieutenant NEBLETT had to make a emergency wheels up landing in a rice paddy; the cause of the accident being engine failure. The pilot did an excellent job in selecting a place to land and completing the emergency landing. The pilot received class "D" injury and the aircraft received class "B" damage.

On 7Feb at 1910 Master Sergeant SIMPSON was "scrambled" to investigate Flares that had been reported. The results were negative.

On 8Feb at 1045 the field was placed on a "Yellow Alert". The all clear sounded a short time later at 1112.

On 10Feb four (4) two (2) plane JOC stand-by planes were "scrambled" on a practice mission. These flights are worked in coordination with JOC to give the pilots training in PP/CAS work.

On 11Feb one AD-4B aircraft (AI-24) was transferred to MAMS-12.

On 12Feb a four (4) plane JOC practice stand-by was "scrambled" for training in PP/CAS work.

On 17Feb at 1307, Lieutenant Colonel PORTER and Lieutenant BELFORD were "scrambled" on a Rescap mission. The results was negative.

On 18Feb all night patrols were officially cancelled by the 5th Air Force JOC. The squadron had been placed on 30 minute alert stand-by since 26Jan.

On 24Feb the squadron received one AD-4 aircraft, AI-14, bureau number 128966 from Itami, Japan.

S-4 MONTHLY SUMMARY

The Logistics Section was inspected by the First Marine Aircraft Wing on 2Feb54 and had a composite score of Excellent. VMA-251 remained at K-6 Airbase Korea during the period covered by this report. No new construction has taken place during the period covered by this report.

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RECAPITULATION OF FLIGHTS

<u>NON-COMBAT FLIGHTS</u>	<u>EFFECTIVE SORTIES</u>	<u>HOURS</u>
Search	75	179.6
Bombing	44	55.2
Interdiction	25	51.2
Instrument	33	48.3
CAS	21	34.1
Test	28	31.3
Radar Training	20	30.7
TAC/A	8	17.9
Familiarization	12	17.3
Division Tactics	10	15.7
Cross-country	9	9.9
Target spotting	5	6.0
Strafing	4	5.9
Rockets	4	5.8
AIA	3	5.8
Night Patrols	2	5.2
AAA Tracking	3	5.2
Rescap	2	3.4
Flares	2	3.2
Reconnaissance	1	0.5
TOTAL	311	532.2
 Air Aborts	 19	

ORDNANCE EXPENDED:

20 mm, rounds - - - - -	1613
Bombs, 100 lb WSE - - - - -	213
Bombs, Signal Practice - - -	199
Flares, Parachute - - - - -	69
Bombs, miniature - - - - -	32
Rockets, 2.25" - - - - -	28
Rockets, 3.5", smoke - - - -	15

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GLOSSARY

TAC/A	- - - - -	Tactical Air Coordinator, Airborne
AIA	- - - - -	Airborne Intercept Aircraft
WSF Bombs	- - - - -	Water, Sand filled Bombs
MLR	- - - - -	Main Line of Resistance
CAS	- - - - -	Close Air Support
JOC	- - - - -	Joint Operational Center
BADGER	- - - - -	Code name for Tactical Air Direction Center K-6
FP/CAS	- - - - -	Pre-planned Close Air Support
Rescap	- - - - -	Rescue Air Patrol

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