

TYPE "B" REPORT COMMAND DIARY

VMA-251



FOR THE PERIOD

1 July - 30 September 1954

HISTORICAL OFFICER

Second Lieutenant George GIANOFULOS

DECLASSIFIED
Authority NND 70959

TASK ORGANIZATION

UNIT:

MARINE ATTACK SQUADRON 251

COMMANDING OFFICER:

1-12 July 1954
LtCol John D. NOBLE
010212/7302, USMC

13 July - 30 September 1954
Major Thomas B. WOOD
014602/7331, USMC

GEOGRAPHICAL LOCATION:

K-6 Air Base, Pyongtaek, Korea

NEXT HIGHER ECHELON:

Marine Aircraft Group 12
1st Marine Aircraft Wing

DECLASSIFIED
Authority NND 70959



COMMANDING OFFICER

Major Thomas B. WOOD 014612/7331 USMC assumed command of Marine Attack Squadron 251, "The Black Patch" Squadron, on July thirteenth, 1954.

A graduate of the University of Texas and George Washington University Law School, Major WOOD received his wings and commission in October of 1942. Since then he has served in various capacities in the Marine Corps. Some of his duty stations have been, MCAS Cherry Point, North Carolina; Central Pacific; Marine Air Reserve Training Command, Glenview, Illinois; MCAS Quantico, Virginia and the Judge Advocate General's Office, Washington D.C.

Major WOOD's present overseas tour began in October 1953. During this tour he has served as Operations and Executive Officer of Marine Attack Squadron 121, Legal Officer and Legal Assistance Officer of Marine Aircraft Group 12, the "Heavy Haulers".

In the past three months, with Major WOOD in command, VMA-251 has lead all other squadrons at K-6 in hours flown each month with a total of 2686 this quarter.

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INTRODUCTORY SUMMARY

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

The mission and tasks assigned this organization are:

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

Tasks:

1. Conduct close air support.
2. Conduct armed reconnaissance, interdiction operations and strikes against enemy installations.
3. Provide for smoke laying, illumination and insecticide spraying.
4. Maintain capability to operate from aircraft carriers.
5. Maintain capability to operate during darkness and under instrument flight conditions.

On 12 July Lieutenant Colonel John D. NOBLE 010212/7302 USMC was detached to CONUS. Major Thomas B. WOOD 014612/7331 USMC assumed command on 13 July. ^{1/}

During this quarter VMA-251, the "Black Patch" squadron, led all squadrons on this airbase in hours flown per month for all three months. Total hours for this period were 2685.9; with 829.7 for July, 830.0 for August and 1026.2 for September. Sorties for the quarter were: 514 for July with 26 aborts, 549 for August with 39 aborts and 598 with 7 aborts for September. Total effective sorties for the quarter were 1589.

The average number of aircraft for flight was 12 or 71 percent of the aircraft assigned. The average number of pilots available was 25 or 76 percent of the pilots assigned. Eighteen (18) instrument cards were renewed during the quarter, five (5) in July, four (4) in August, ~~nine~~ (9) in September.

Three (3) "Alerts" were declared this quarter at K-6. The first, a "Red Alert" on 12 July at 1230, with the all clear "Condition White" at 1247; The second, a "Yellow Alert" was sounded at 0852 on 15 July with the all clear coming at 0915. The last one, a "Yellow Alert" was on 12 August at 2310 and the all clear was sounded at 2353. The squadron aircraft were not dispersed.

On 24 August, General Lemuel C. SHEPHERD Jr., the Commandant of the Marine Corps, was at K-6 for an inspection trip and visited VMA-251 where he was shown the Special Weapons building and witnessed a demonstration of Special Weapons equipment.

During an approach to a landing on 27 August, First Lieutenant Richard M. GESSAMAN 059003/7331 USMCR, suffered a stall-spin accident. The pilot suffered Class A injuries and the aircraft was a strike. ^{2/}

On 7 September the Special Weapons Delivery Unit was transferred from this squadron to H&HMS-11, MAG-11, NAS, Atsugi, Japan. All the AD-4B's in the squadron were transferred to them ~~also~~, leaving VMA-251 with twelve (12) aircraft.

The average number of Officers and Enlisted men on hand during the quarter were;

Officers	NA's	33	AGO's	3
Enlisted		167		

Morale has been very good throughout the quarter. This has been due mainly to the excellent operational standing the squadron has maintained during this quarter, along with numerous inter-squadron ball games, parties, and the U.S.O. shows.

^{1/} See Appendix N

^{2/} See Appendix K

CHRONOLOGICAL NARRATIVE FOR THE MONTH OF JULY 1954

1 JULY 1954

Second Lieutenant Ray A. LOWE 064235/7331, USMCR, joined the squadron this date.

SORTIES:

Interdiction	2	Cross-country	2
Instrument	17	Test	2

Two (2) aircraft on a Test flight aborted due to the weather.

TOTAL SORTIES - - - - - 23
 TOTAL OPERATIONAL HOURS - - - - - 32.5
 ORDNANCE EXPENDED - - - - - None

2 JULY 1954

Major Kevin COCHRANE 026631/7331 USMC, was transferred to CONUS this date.

SORTIES:

Instrument	18	GCA	4
Familiarization	1		

One aircraft on a Instrument mission aborted due to Mechanical failure.

TOTAL SORTIES - - - - - 23
 TOTAL OPERATIONAL HOURS - - - - - 47.6
 ORDNANCE EXPENDED - - - - - None

3 JULY 1954

Major Ernest I. MELIN experienced engine trouble (oil leak) while on a Bombing mission and made a successful forced landing at K-8.

SORTIES:

Bombing	23	Interdiction	4
Instrument	4		

TOTAL SORTIES - - - - - 31
 TOTAL OPERATIONAL HOURS - - - - - 52.1
 ORDNANCE EXPENDED - - - - - 800 Rounds, 20mm
 120 100 lb. WSF Bombs
 16 500 lb. GP Bombs

4 JULY 1954

No aircraft were launched this date due to inclement weather.

5 JULY 1954

No aircraft were launched this date due to inclement weather.

6 JULY 1954

No aircraft were launched this date due to the Squadron holding a training standown. The training began at 0800 with a lecture by Staff Sergeant DILLON on the History and Tradition of the Marine Corps. This was followed by a very interesting and informative film on SURVIVAL. The officers held their weekly pilot's meeting and were given a lecture by Second Lieutenant GIANOFULOS on Recognition. This was followed by a Security lecture by First Lieutenant Mc CUNE.

7 JULY 1954

The aircraft that was forced down at K-8 was returned to the squadron this date.

SORTIES:

CAS	4	Cross-country	1
Instrument	3	Familiarization	4

Four (4) aircraft on a Familiarization flight aborted due to inclement weather.

TOTAL SORTIES	- - - - -	12
TOTAL OPERATIONAL HOURS	- - - - -	15.3
ORDNANCE EXPENDED	- - - - -	None

8 JULY 1954

SORTIES:

Instrument	3
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TOTAL SORTIES	- - - - -	3
TOTAL OPERATIONAL HOURS	- - - - -	7.1
ORDNANCE EXPENDED	- - - - -	None

Major Howard M. HUMPHREY 017145/7333 USMC, was transferred to the First Provisional Casual Center this date.

9 JULY 1954

SORTIES:

Bombing	14	Cross-country	2
Instrument	16	Familiarization	4
Test	1		

TOTAL SORTIES - - - - - 37
TOTAL OPERATIONAL HOURS - - - - - 61.5
ORDNANCE EXPENDED - - - - - 80 100 lb. WSF Bombs
32 Miniature Bombs

10 JULY 1954

SORTIES:

Bombing	4	Cross-country	2
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TOTAL SORTIES - - - - - 6
TOTAL OPERATIONAL HOURS - - - - - 8.6
ORDNANCE EXPENDED - - - - - 32 100 lb. WSF Bombs

11 JULY 1954

SORTIES:

Bombing	20	Interdiction	4
Cross-country	2	Instrument	2
Familiarization	2	Division Tactics	2

Two (2) aircraft on a Bombing flight aborted due to Mechanical failure.

TOTAL SORTIES - - - - - 32
TOTAL OPERATIONAL HOURS - - - - - 40.1
ORDNANCE EXPENDED - - - - - 77 100 lb. WSF Bombs
64 Miniature Bombs

12 JULY 1954

The commanding officer, Lieutenant Colonel John D. NOBLE 010212/7302 USMC was detached to MCS Quantico, Virginia this date.

SORTIES:

Bombing	12	Cross-country	2
Instrument	1	Familiarization	9
Rockets	6	GCI	1
AAA Tracking	4		

Two (2) aircraft on a Bombing mission aborted due to Mechanical failure.
One aircraft on a Rocket flight aborted due to Mechanical failure.

A "Red Alert" was declared at 1230 and the all clear sounded "Condition White" at 1247.

TOTAL SORTIES - - - - - 35
 TOTAL OPERATIONAL HOURS - - - - - 59.0
 ORDNANCE EXPENDED - - - - - 81 100 lb. WSF Bombs
 28 5.0" Rockets

13 JULY 1954

Major Thomas E. WOOD 014602/7331 USMC assumed command of Marine Attack Squadron 251 this date. (See Appendix N)

SORTIES:

Bombing	17	Cross-country	18
Test	2		

One aircraft on a Cross-country flight aborted due to Mechanical failure.
 One aircraft on a Bombing mission aborted due to Mechanical failure.

TOTAL SORTIES - - - - - 37
 TOTAL OPERATIONAL HOURS - - - - - 54.2
 ORDNANCE EXPENDED - - - - - 111 100 lb. WSF Bombs
 30 250 lb. GF Bombs

14 JULY 1954

SORTIES:

Bombing	20	CAS	7
Instrument	2	Familiarization	1
Rockets	8		

TOTAL SORTIES - - - - - 38
 TOTAL OPERATIONAL HOURS - - - - - 66.5
 ORDNANCE EXPENDED - - - - - 79 100 lb. WSF Bombs
 27 2.25" Rockets
 20 5.0" Rockets
 16 Fire Bombs
 11 Mk-76 Bombs

15 JULY 1954

SORTIES:

Bombing	8	Interdiction	4
MFQ	2	Instrument	6
Test	1		

Two (2) aircraft on a Bombing flight aborted due to the Weather.

A "Yellow Alert" was sounded at 0852 with the all clear "Condition White" at 0915. No aircraft were dispersed.

TOTAL SORTIES - - - - - 21
 TOTAL OPERATIONAL HOURS - - - - - 27.4
 ORDNANCE EXPENDED - - - - - 60 3 lb. Miniature Bombs
 47 100 lb. WSF Bombs

Major Ernest I. MELIN 026495/7333 USMC, the squadron Intelligence Officer was detached to CONUS.

16 JULY 1954

SORTIES:

Bombing	11	Close Air Support	4
Cross Country	2	Instrument	2
Test	3	Rockets	4
MLR Recon	4		

Two (2) aircraft aborted due to Mechanical Failure.

TOTAL SORTIES - - - - - 30
 TOTAL OPERATIONAL HOURS - - - - - 41.2
 ORDNANCE EXPENDED - - - - - 60 3 lb. Miniature Bombs
 40 5.00" Rockets
 34 100 lb. WSF Bombs

17 JULY 1954

No aircraft were launched this date due to inclement weather.

The following Officers joined the squadron this date. First Lieutenant Raymond D. FORTMEYER 059566/7302 USMC, Second Lieutenant Virgil R. FRIEBEL 064118/7302 USMC, Second Lieutenant Robert A. GILLON 060541/7302 USMC, Second Lieutenant Donald C. HEIM 064593/7302 USMC, and Second Lieutenant Richard A. JOHANNSEN 063799/7302 USMC.

18 JULY 1954

SORTIES:

Instrument	1	Weather Recon	2
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TOTAL SORTIES - - - - - 3
 TOTAL OPERATIONAL HOURS - - - - - 3.2
 ORDNANCE EXPENDED - - - - - None

19 JULY 1954

SORTIES:

Interdiction	10	Instrument	8
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TOTAL SORTIES - - - - - 18
 TOTAL OPERATIONAL HOURS - - - - - 34.1
 ORDNANCE EXPENDED - - - - - 60 3 lb. Miniature Bombs
 16 11.75 Rockets

20 JULY 1954

Major Howard M. HUMPHREY 017145/7333/7379 USMC, joined the squadron from 1stProCasCen this date.

SORTIES:

Bombing	13	CAS	7
MPQ	2	Navigation	4
Instrument	2	Familiarization	8
Weather Recon	1		

Five (5) aircraft on a Bombing flight aborted due to Inclement Weather.

TOTAL SORTIES - - - - - 37
TOTAL OPERATIONAL HOURS - - - - - 64.9
ORDNANCE EXPENDED - - - - - 20 Miniature Bombs
8 250 lb. GP Bombs

21 JULY 1954

No aircraft were launched this date due to a squadron stand-down.
A squadron party was held in the Enlisted Men's Club this date.

22 JULY 1954

Captain Dewey E. MARK 035475/7331 USMCR, Captain Keith O'KEEFE 046933/7331 USMC, First Lieutenant Frances E. MARTIN 048528/7331 USMC, First Lieutenant Burrell E. SUMNER 031262/7331 USMC, Second Lieutenant Duane H. ALBERT 059737/7331 USMCR and Second Lieutenant Waldo R. REYNOLDS 059772/7331 USMCR were transferred to CONUS this date.

Second Lieutenant KUNTZ gave a lecture on Survival and issued survival gear to the pilots of the squadron.

SORTIES:

Instrument 2

TOTAL SORTIES - - - - - 2
TOTAL OPERATIONAL HOURS - - - - - 5.0
ORDNANCE EXPENDED - - - - - None

23 JULY 1954

SORTIES:

Instrument 1

TOTAL SORTIES - - - - - 1
TOTAL OPERATIONAL HOURS - - - - - 3.3
ORDNANCE EXPENDED - - - - - None

24 JULY 1954

SORTIES:

Instrument	11	Familiarization	5
Test	1	Division Tactics	10
Weather Recon.	1		

TOTAL SORTIES - - - - - 28
TOTAL OPERATIONAL HOURS - - - - - 42.5
ORDNANCE EXPENDED - - - - - None

25 JULY 1954

SORTIES:

Cross-country	1	Instrument	3
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TOTAL SORTIES - - - - - 4
TOTAL OPERATIONAL HOURS - - - - - 11.0
ORDNANCE EXPENDED - - - - - None

26 JULY 1954

SORTIES:

Bombing	8	Instrument	2
Test	1	Division Tactics	15

TOTAL SORTIES - - - - - 26
TOTAL OPERATIONAL HOURS - - - - - 48.3
ORDNANCE EXPENDED - - - - - 2626 Rounds 20mm, AF
875 Rounds 20mm, HEI
63 100 lb. WSF Bombs
16 Napalm Tanks

27 JULY 1954

Basic Training was held this date for the enlisted men. The training began at 0730 with drill for foot-troops. The period of drill was followed by a lecture by First Lieutenant Mc CUNE on Security of Classified Matter.

Major Vernon J. FEEBLES 021948/7331 USMC and Second Lieutenant Richard V. AFFENIT 063542/7302 USMCR joined the squadron this date.

Captain Jeter R. MATTHEWS 052523/6510 USMC was transferred to CONUS this date.

SORTIES:

Cross-country	1	Weather Reconnaissance	1
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TOTAL SORTIES - - - - - 2
TOTAL OPERATIONAL HOURS - - - - - 2.1
ORDNANCE EXPENDED - - - - - None

28 JULY 1954

SORTIES:

Bombing

13

Instrument

2

TOTAL SORTIES - - - - - 15
TOTAL OPERATIONAL HOURS - - - - - 29.2
ORDNANCE EXPENDED - - - - - 62 100 lb. WSF Bombs
34 Mk-76 Bombs

29 JULY 1954

SORTIES:

Bombing

3

Familiarization

2

Division Tactics

6

Instrument

Test

Weather Reconnaissance

8

2

1

TOTAL SORTIES - - - - - 22
TOTAL OPERATIONAL HOURS - - - - - 33.2
ORDNANCE EXPENDED - - - - - 24 Mk-76 Bombs

30 JULY 1954

SORTIES:

Bombing

8

CAS

3

Division Tactics

4

Instrument

Weather Reconnaissance

12

1

Three (3) aircraft on a CAS flight aborted due to inclement weather.

TOTAL SORTIES - - - - - 28
TOTAL OPERATIONAL HOURS - - - - - 39.8
ORDNANCE EXPENDED - - - - - 63 Mk-76 Bombs

31 JULY 1954

No aircraft were launched this date due to a squadron stand-down.

CHRONOLOGICAL NARRATIVE FOR THE MONTH OF AUGUST 1954

1 AUGUST 1954

SORTIES:

Bombing	19	Instrument	6
Test	1		

TOTAL SORTIES - - - - - 26
 TOTAL OPERATIONAL HOURS - - - - - 33.9
 ORDNANCE EXPENDED - - - - - 87 100 lb. WSF Bombs
 63 MK-76 Bombs

2 AUGUST 1954

SORTIES:

Bombing	4	Instrument	4
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TOTAL SORTIES - - - - - 8
 TOTAL OPERATIONAL HOURS - - - - - 7.5
 ORDNANCE EXPENDED - - - - - None

Four (4) aircraft on a Bombing mission aborted due to inclement weather.

First Lieutenant Frederick F. MC CUNE the Squadron Intelligence Officer, gave a lecture on the squadron's Ground Defense Plan to the enlisted men.

3 AUGUST 1954

SORTIES:

Weather Reconnaissance	1
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TOTAL SORTIES - - - - - 1
 TOTAL OPERATIONAL HOURS - - - - - 0.7
 ORDNANCE EXPENDED - - - - - None

4 AUGUST 1954

SORTIES:

Bombing	4	Interdiction	4
Instrument	7	Familiarization	1

TOTAL SORTIES - - - - - 16
 TOTAL OPERATIONAL HOURS - - - - - 18.7
 ORDNANCE EXPENDED - - - - - None

Three (3) aircraft on an Instrument flight aborted due to Mechanical failure.

Four (4) aircraft on a Bombing flight aborted due to inclement weather.

5 AUGUST 1954

SORTIES:		Interdiction	2
Bombing	4	Familiarization	3
Instrument	2	Division Tactics	9
Navigation	7	Ferry	2
Test	1		

One aircraft on a Navigation mission aborted due to Mechanical failure.
 One aircraft on an Interdiction flight aborted due to Mechanical failure.

TOTAL SORTIES - - - - - 30
 TOTAL OPERATIONAL HOURS - - - - - 48.0
 ORDNANCE EXPENDED - - - - - 42 Miniature Bombs

Second Lieutenant Joseph C. ZERN 061914/7331 USMCR joined the squadron this date.

6 AUGUST 1954

SORTIES:		CAS	4
Bombing	5	Navigation	11
MPQ	2	Familiarization	3
Instrument	6		
Weather Recon	1		

TOTAL SORTIES - - - - - 32
 TOTAL OPERATIONAL HOURS - - - - - 59.6
 ORDNANCE EXPENDED - - - - - 30 500 lb. Incendiary Bombs

7 AUGUST 1954

SORTIES:		Navigation	2
Bombing	22	Test	2
Instrument	4	Division Tactics	3
Rockets	8		

TOTAL SORTIES - - - - - 41
 TOTAL OPERATIONAL HOURS - - - - - 62.6
 ORDNANCE EXPENDED - - - - - 930 Rounds 20 MM
 112 Miniature Bombs
 40 5.00" Rockets

8 AUGUST 1954

No aircraft were launched this date due to a squadron stand-down.

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9 AUGUST 1954

SORTIES:

Bombing
Instrument

21
4

CAS
Test

4
1

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

TOTAL SORTIES - - - - - 30
TOTAL OPERATIONAL HOURS - - - - - 40.4
ORDNANCE EXPENDED - - - - - 100 Miniature Bombs
38 500 lb. GP Bombs
8 500 lb. Incendiary Bombs

10 AUGUST 1954

SORTIES:

Bombing

16

Test

3

One aircraft on a Test flight aborted due to Mechanical failure.

TOTAL SORTIES - - - - - 19
TOTAL OPERATIONAL HOURS - - - - - 23.6
ORDNANCE EXPENDED - - - - - 92 Miniature Bombs

11 AUGUST 1954

SORTIES:

Instrument

3

Test

2

Two (2) aircraft on a Test mission aborted due to the Weather.

TOTAL SORTIES - - - - - 5
TOTAL OPERATIONAL HOURS - - - - - 6.0
ORDNANCE EXPENDED - - - - - None

12 AUGUST 1954

SORTIES:

Bombing
Cross-Country
Test

6
3
1

CAS
Instrument
Weather Recon

4
10
1

Four (4) aircraft on a CAS flight aborted due to Mechanical failure.
One aircraft on a Bombing mission aborted due to Mechanical failure.

TOTAL SORTIES - - - - - 25
TOTAL OPERATIONAL HOURS - - - - - 34.4
ORDNANCE EXPENDED - - - - - 37 Miniature Bombs

A "Yellow Alert" was sounded at 2310 with the all clear "Condition White" sounding at 2353. No aircraft were dispersed.

13 AUGUST 1954

SORTIES:

Bombing	4	Interdiction	4
Instrument	8	Familiarization	1
Test	3	Rockets	8
Division Tactics	8		

TOTAL SORTIES - - - - - 36
TOTAL OPERATIONAL HOURS - - - - - 54.1
ORDNANCE EXPENDED - - - - - 32 Miniature Bombs

14 AUGUST 1954

SORTIES:

Rockets 7

TOTAL SORTIES - - - - - 7
TOTAL OPERATIONAL HOURS - - - - - 9.8
ORDNANCE EXPENDED - - - - - 23 5.00" Rockets
21 2.25" Rockets

15 AUGUST 1954

SORTIES:

Bombing	13	Navigation	2
Instrument	2	Test	2
Division Tactics	4		

TOTAL SORTIES - - - - - 23
TOTAL OPERATIONAL HOURS - - - - - 31.9
ORDNANCE EXPENDED - - - - - 55 MK-76 Bombs
25 500 lb. GP Bombs

First Lieutenant Robert SCHMID 057779/7331 USMCR was transferred this date.

16 AUGUST 1954

SORTIES:

Bombing	8	CAS	4
Division Tactics	3	Air to Air Gunnery	5

Four (4) aircraft on a Bombing flight aborted due to Mechanical failure.

TOTAL SORTIES - - - - - 20
TOTAL OPERATIONAL HOURS - - - - - 34.3
ORDNANCE EXPENDED - - - - - 1030 Rounds 20 MM
31 Miniature Bombs

17 AUGUST 1954

SORTIES:

Bombing	5	Division Tactics	5
Weather Recon	1		

One aircraft on a Division Tactics mission aborted due to Mechanical failure. Second lieutenant Arvid W. REALSEN 060356/7331 USMC, joined this date.

TOTAL SORTIES - - - - - 11
TOTAL OPERATIONAL HOURS - - - - - 11.5
ORDNANCE EXPENDED - - - - - 31 Miniature Bombs

18 AUGUST 1954

SORTIES:

Bombing	17	CAS	4
Familiarization	1	Division Tactics	4
Air to Air Gunnery	5		

Two (2) aircraft on a Bombing flight aborted due to Mechanical failure.

TOTAL SORTIES - - - - - 31
TOTAL OPERATIONAL HOURS - - - - - 45.7
ORDNANCE EXPENDED - - - - - 635 Rounds 20 MM
68 100 lb. WSF Bombs
24 500 lb. GP Bombs

19 AUGUST 1954

SORTIES:

CAS	4	MPQ	2
Cross-Country	6	Navigation	4
		Division Tactics	4

TOTAL SORTIES - - - - - 20
TOTAL OPERATIONAL HOURS - - - - - 31.3
ORDNANCE EXPENDED - - - - - None

20 AUGUST 1954

SORTIES:

Test	2	Division Tactics	3
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TOTAL SORTIES - - - - - 5
TOTAL OPERATIONAL HOURS - - - - - 6.7
ORDNANCE EXPENDED - - - - - None

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21 AUGUST 1954

SORTIES:

Test	1	Cross Country	2
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TOTAL SORTIES - - - - - 3
TOTAL OPERATIONAL HOURS - - - - - 0.9
ORDNANCE EXPENDED - - - - - None

22 AUGUST 1954

The following Officers joined the squadron this date. First Lieutenant Gerald (n) FISHER 059103/7331 USMCR, First Lieutenant Marvin S. SHINBAUM 057085/7302 USMCR, First Lieutenant Richard M. GESSAMAN 059903/7331 USMCR, Second Lieutenant James H. COFFIN 060336/7331 USMC, Second Lieutenant Richard F. COLEMAN 064599/7302 USMCR, and Second Lieutenant Jerry D. HENDERSON 063642/7302 USMCR.

Holiday routine this date, (Stand-down).

23 AUGUST 1954

SORTIES:

Air Show	14
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TOTAL SORTIES - - - - - 14
TOTAL OPERATIONAL HOURS - - - - - 32.1
ORDNANCE EXPENDED - - - - - None

24 AUGUST 1954

SORTIES:

Instrument	5
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TOTAL SORTIES - - - - - 5
TOTAL OPERATIONAL HOURS - - - - - 6.5

One (1) aircraft aborted due to Mechanical failure.

General Lemuel C. SHEPHERD Jr., Commandant of the Marine Corps, and his Party inspected the squadron area, aircraft and personnel. They spent approximately one-half hour in the area.

The enlisted men of the squadron attended Basic Training this date. Lectures on the Basic Fire Team in the Marine Rifle Squad and the Platoon and its Deployment, were given at the base outdoor theatre by Second Lieutenant Victor J. JOHNSON Jr., from 0900 to 1000 hours.

25 AUGUST 1954

SORTIES:

Instrument	11	Familiarization	2
Test	1	Tactics	14

TOTAL SORTIES	- - - - -	28
TOTAL OPERATIONAL HOURS	- - - - -	- 45.2
ORDNANCE EXPENDED	- - - - -	None

Two (2) aircraft aborted due to Mechanical failure.

26 AUGUST 1954

SORTIES:

Bombing	8	Close Air Support	4
MPQ	2	Cross Country	1
Navigation	2	Instrument	8
Familiarization	2	Test	1

TOTAL SORTIES	- - - - -	<u>28</u>	
TOTAL OPERATIONAL HOURS	- - - - -	<u>41.7</u>	
ORDNANCE EXPENDED	- - - - -	60	250 lb. Bombs GP
		30	100 lb. Bombs GP
		30	100 lb. Bombs WSE
		24	MK-76 Bombs

27 AUGUST 1954

SORTIES:

Familiarization 3

TOTAL SORTIES - - - - -	<u>3</u>
TOTAL OPERATIONAL HOURS - - - - -	<u>0.8</u>
ORDNANCE EXPENDED - - - - -	None

There were three (3) abortions due to inclement weather.

First Lieutenant Richard M. GESSAMAN 059003/7331 USMCR, while on a familiarization flight, after recently returning from duty in which he was involved as a Forward Air Controller, suffered a stall spin accident in AL-8 Bureau No. 129009 during his approach to landing on runway 32. The pilot received a class A injury and the aircraft was a strike. 4/

Basic training for enlisted men consisted of lectures on Security of classified Matter, given by First Lieutenant MC CUNE, the Caliber .45 Pistol and its Functions, given by Staff Sergeant JENSEN, and Individual Protection given by Technical Sergeant MC NAB, with a ten (10) question examination on the above subjects given by Staff Sergeant CARTER, the Basic training NCO.

14/ See Appendix K

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28 AUGUST 1954

SORTIES:

Bombing	14	Cross Country	2
Instrument	7	Familiarization	12
Test	2		

TOTAL SORTIES - - - - - 37
TOTAL OPERATIONAL HOURS - - - - - 56.2
ORDNANCE EXPENDED - - - - - 56 25 lb. Practice Bombs
56 Signal Practice Bombs
48 100 lb. WSF Bombs

29 AUGUST 1954

No aircraft were flown this date due to repairs being made on runway.

30 AUGUST 1954

No aircraft were flown this date due to repairs being made on runway.

31 AUGUST 1954

SORTIES:

Bombing	8	MPQ	2
CAS	4	Navigation	6
Instrument	10	GCA	4
Familiarization	4	Division Tactics	5
Test	2		

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

One (1) aircraft on a Tactics mission aborted due to Electrical failure.

TOTAL SORTIES - - - - - 45
TOTAL OPERATIONAL HOURS - - - - - 85.9
ORDNANCE EXPENDED - - - - - 32 100 lb. WSF Bombs
28 MK-76 Bombs

CRONOLOGICAL NARRATIVE FOR THE MONTH OF SEPTEMBER 1954

1 SEPTEMBER 1954

SORTIES:

Bombing	9	Instrument	6
Navigation	4	MLR	3
Cross Country	1	Test	1

TOTAL SORTIES - - - - - 24
 TOTAL OPERATIONAL HOURS - - - - - 31.9
 ORDNANCE EXPENDED - - - - - 64 100 lb. WSF Bombs

One (1) aircraft on a Bombing run aborted due to Mechanical failure.

First Lieutenant Gerald (n) FISHER 059103/7331 USMCR was assigned Intelligence Officer this date.

2 SEPTEMBER 1954

SORTIES:

Bombing	8	Jet Defense	4
Instrument	4	MLR	4
Test	1	MPQ	2

TOTAL SORTIES - - - - - 23
 TOTAL OPERATIONAL HOURS - - - - - 36.5
 ORDNANCE EXPENDED - - - - - 56 100 lb. WSF Bombs

One (1) aircraft on a Bombing run aborted due to Mechanical failure.

3 SEPTEMBER 1954

SORTIES:

Instrument	14	Close Air Support	4
Familiarization	1	Test	1

TOTAL SORTIES - - - - - 20
 TOTAL OPERATIONAL HOURS - - - - - 32.4
 ORDNANCE EXPENDED - - - - - None

4 SEPTEMBER 1954

Holiday routine this date.(Stand-down).

5 SEPTEMBER 1954

SORTIES:

Bombing	11	Instrument	2
Tactics	2		

TOTAL SORTIES - - - - - 15
 TOTAL OPERATIONAL HOURS - - - - - 19.7
 ORDNANCE EXPENDED - - - - - 62 100 lb. WSF Bombs
 24 100 lb. GP Bombs

6 SEPTEMBER 1954

SORTIES:

Cross Country	1	Test	1
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TOTAL SORTIES	- - - - -	<u>2</u>
TOTAL OPERATIONAL HOURS	- - - - -	<u>2.8</u>
ORDNANCE EXPENDED	- - - - -	None

One (1) aircraft aborted due to Mechanical failure.

7 SEPTEMBER 1954

SORTIES:

Tactics	4	Instrument	4
Navigation	1		

TOTAL SORTIES	- - - - -	<u>9</u>
TOTAL OPERATIONAL HOURS	- - - - -	<u>14.7</u>
ORDNANCE EXPENDED	- - - - -	None

The Special Weapons Delivery Unit was transferred from this squadron to Headquarters Squadron, Marine Aircraft Group 11, located at NAS, Atsugi, Japan.

8 SEPTEMBER 1954

SORTIES:

Familiarization	7	Test	1
Jot Defense	3	Instrument	4
Bombing	6	Navigation	2

TOTAL SORTIES	- - - - -	<u>23</u>
TOTAL OPERATIONAL HOURS	- - - - -	<u>36.9</u>
ORDNANCE EXPENDED	- - - - -	24 100 lb. WSF Bombs
		14 3 lb. Miniature Bombs

9 SEPTEMBER 1954

SORTIES:

MIR	2	Familiarization	1
Navigation	4	Close Air Support	3
Instrument	6	Bombing	4
Interdiction	2		

TOTAL SORTIES	- - - - -	<u>22</u>
TOTAL OPERATIONAL HOURS	- - - - -	<u>28.2</u>
ORDNANCE EXPENDED	- - - - -	31 100 lb. WSF Bombs

One (1) aircraft aborted due to Mechanical failure.

10 SEPTEMBER 1954

SORTIES:

MLR	4	Familiarization	2
Navigation	10	Ferry	1
Strafing	10	Cross Country	4
Instrument	7	Air to Air Gunnery	11
Interdiction	2	Tactics	1

TOTAL SORTIES - - - - - 52
TOTAL OPERATIONAL HOURS - - - - - 87.0
ORDNANCE EXPENDED - - - - - None

11 SEPTEMBER 1954

SORTIES:

Instrument	6	Bombing	8
Air to Air Gunnery	9	Interdiction	2
Cross Country	1	MPQ	2
Test	2	Strafing	1

TOTAL SORTIES - - - - - 31
TOTAL OPERATIONAL HOURS - - - - - 50.3
ORDNANCE EXPENDED - - - - - 405 20 MM rounds
24 100 lb. WSF Bombs
12 3 lb. Miniature Bombs

12 SEPTEMBER 1954

Holiday routine this date, (Stand-down).

13 SEPTEMBER 1954

SORTIES:

Instrument	1	Bombing	8
Ferry	10		

TOTAL SORTIES - - - - - 19
TOTAL OPERATIONAL HOURS - - - - - 37.2
ORDNANCE EXPENDED - - - - - 32 100 lb. WSF Bombs
23 500 lb. GP Bombs

Basic training for enlisted men was held at the Base theatre from 1300 to 1600. Lectures on Scouting and Patrolling and Technique of Instruction were given by TSgt John D. STONE of Ordnance, and Second Lieutenant Victor J. JOHNSON Jr. The squadron Training Officer.

14 SEPTEMBER 1954

No Aircraft were launched this date due to inclement weather.

15 SEPTEMBER 1954

SORTIES:

Instrument 10

TOTAL SORTIES - - - - - 10
TOTAL OPERATIONAL HOURS - - - - - 19.2
ORDNANCE EXPENDED - - - - - None

No aircraft were launched this date due to inclement weather.

A lecture on Technique of Instruction followed by a test was given by Second Lieutenant JOHNSON, from 1300 to 1500 hours.

16 SEPTEMBER 1954

SORTIES:

Instrument	4	Bombing	4
Interdiction	2	MPQ	2
Familiarization	11	Navigation	10
Test	1		

TOTAL SORTIES - - - - - 34
TOTAL OPERATIONAL HOURS - - - - - 54.1
ORDNANCE EXPENDED - - - - - 1275 20 MM rounds
24 Bombs, 100 lb. GP

17 SEPTEMBER 1954

SORTIES:

Instrument	7	Interdiction	2
Tactics	2	Familiarization	8
Jet Defense	2	Navigation	13

TOTAL SORTIES - - - - - 34
TOTAL OPERATIONAL HOURS - - - - - 60.4
ORDNANCE EXPENDED - - - - - None

One (1) aircraft aborted due to Mechanical failure.

18 SEPTEMBER 1954

SORTIES:

Instrument	8	Interdiction	2
Close Air Support	4	MLR	2
Familiarization	2	Navigation	2
Test	2		

TOTAL SORTIES - - - - - 22
TOTAL OPERATIONAL HOURS - - - - - 40.0
ORDNANCE EXPENDED - - - - - 220 20 MM rounds
8 Bombs, 250 lb. GP

19 SEPTEMBER 1954

Holiday routine prevailed this date, (Stand-down).

20 SEPTEMBER 1954

SORTIES:

Instrument	2	Bombing	12
Interdiction	2	Close Air Support	2
MLR	2	Familiarization	1
Navigation	6		

TOTAL SORTIES - - - - - 27
TOTAL OPERATIONAL HOURS - - - - - 45.7
ORDNANCE EXPENDED - - - - - 1600 20 MM rounds
56 Bombs, 100 lb. WSF
40 Bombs, 3 lb. Miniature
11 Bombs, 500 lb. GP

One (1) aircraft aborted due to Mechanical failure.

21 SEPTEMBER 1954

SORTIES:

Instrument	2	Familiarization	4
Navigation	10		

TOTAL SORTIES - - - - - 16
TOTAL OPERATIONAL - - - - - 32.6
ORDNANCE EXPENDED - - - - - None

The squadron personnel assembled on the flight line at 0800 for a group picture.

The Pilots attended lectures in the ready room this date. First Lieutenant MC CUNE, the Ordnance Officer gave a lecture on Ordnance, while Captain FANASUK, the Assistant Operations Officer gave a lecture and showed a movie on Air Gunnery. Captain COVER, the Operations Officer lectured on Operational Procedures.

22 SEPTEMBER 1954

SORTIES:

Instrument	12	Tactics	3
Interdiction	4	Close Air Support	4
Familiarization	3	Navigation	2
Test	1		

TOTAL SORTIES - - - - - 29
TOTAL OPERATIONAL HOURS - - - - - 48.3
ORDNANCE EXPENDED - - - - - None

23 SEPTEMBER 1954

SORTIES:

Instrument	7	Interdiction	2
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TOTAL SORTIES - - - - - 9
TOTAL OPERATIONAL HOURS - - - - - 18.1
ORDNANCE EXPENDED - - - - - None

24 SEPTEMBER 1954

SORTIES:

Instrument	15	Interdiction	2
Close Air Support	2	Familiarization	1

TOTAL SORTIES - - - - - 20
TOTAL OPERATIONAL HOURS - - - - - 33.7
ORDNANCE EXPENDED - - - - - None

25 SEPTEMBER 1954

Holiday routine prevailed this date, (Stand-down).

26 SEPTEMBER 1954

SORTIES:

Instrument	12	Interdiction	6
MIR	4	Navigation	6
Test	1	Ferry	1
Rockets	4		

TOTAL SORTIES - - - - - 34
TOTAL OPERATIONAL HOURS - - - - - 63.5
ORDNANCE EXPENDED - - - - - 712 20 MM rounds
30 5.00" Rockets

27 SEPTEMBER 1954

SORTIES:

Instrument	10	Tactics	9
Interdiction	13	Navigation	2
Test	1		

TOTAL SORTIES - - - - - 35
TOTAL OPERATIONAL HOURS - - - - - 65.5
ORDNANCE EXPENDED - - - - - None

28 SEPTEMBER 1954

SORTIES:

Instrument 9
Navigation 19

Familiarization 8

TOTAL SORTIES - - - - - 36
TOTAL OPERATIONAL HOURS - - - - - 78.3
ORDNANCE EXPENDED - - - - - None

29 SEPTEMBER 1954

SORTIES:

Air to Air Gunnery 5
Interdiction 1
MLR 4

Tactics 4
Close Air Support 2
Familiarization 1

TOTAL SORTIES - - - - - 17
TOTAL OPERATIONAL HOURS - - - - - 28.0
ORDNANCE EXPENDED - - - - - 495 20 MM rounds

Two (2) aircraft aborted this date due to Mechanical failure.

30 SEPTEMBER 1954

SORTIES:

Bombing 8
Air to Air Gunnery 5
MLR 2

Instrument 6
Close Air Support 4
Test 10

TOTAL SORTIES - - - - - 35
TOTAL OPERATIONAL HOURS - - - - - 61.2
ORDNANCE EXPENDED - - - - - 2280 20 MM rounds
30 5.00" Rockets
5 Fire Bombs

* One Signal, Practice Bomb expended with each Miniature Bomb.
WSF Bomb and 25 lb. Practice Bomb.

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Engineering Department Summary

Our average daily availability for the Quarter was 12 aircraft of the average 17 aircraft assigned. A total of 2685.9 hours were flown during this period.

We had approximately a 60 percent change-over in the line and engineering personnel during the month of August. Most of the department heads, check crew leaders, and experienced plane captains were rotated back to the states. The new department heads and crews re-organized quickly, and the operational efficiency of the engineering department was maintained.

The metalsmiths manufactured and installed external sighting posts on the AD-4B's. K-2 intervalometers were also installed in the AD-4B's. ^{3/} BUAER service change No. 446 (Removal of the front bank oil pressure system), was completed on all of our aircraft. We completed seven (7) propeller installations in complying with BUAER dispatch No. 062207Z. Four (4) main fuel cells were changed. Three (3) canopy cables were replaced, and in order to make this cable change, it was necessary to remove the fuel cell from the aircraft.

We had six (6) planes down for engine changes during the quarter. H&MS-12 made the new engine installations for us, but the planes were grounded for an average of two (2) weeks each, awaiting the engines to be delivered from Japan.

A total of 69 intermediate, and 21 major inspections were completed, in addition to all the routine maintenance between checks. The following accessories and parts were changed:

- (1) Lower landing gear shock strut (axle assy).
- (1) Fuel selector valve.
- (1) Ignition harness.
- (2) Starters.
- (3) Magnetos.
- (2) Generators.
- (2) Cylinders.
- (2) Propeller regulators.
- (2) Windshields.

The engineering department gives credit to the Material department for close cooperation and fast action in securing parts. If Group Supply has it, we get PRONTO. We are all looking forward to occupying our new hanger which is nearing completion.

^{3/} For use of the Special Weapons Unit.

Operations (S-3) Section Summary

During the first Quarter of fiscal year 1955, VMA-251 flew a total of 1602 sorties, 514 for July, 549 for August, and 598 for September. There were a total of 72 aborts with 26 for July, 39 for August, and 7 in September. Total hours for this period were 2685.9; with 829.7 for July, 830.0 for August, and 1026.2 for September. The average number of pilots available was 25 or 76 percent of the pilots assigned. The average number of aircraft for flight was 12 or 71 percent of the aircraft assigned. The pilots completed 53 percent of the quarterly flight syllabus. The low percentage of syllabus completed is due to the addition of many new pilots to the squadron. Pilot ground training was accelerated on squadron ground training days and on foul weather days covering Flight Safety, Instrument Techniques, Review of Accident Reports, Operational Tactics, Review of Standard Operating Procedures, and Aircraft Identification.

Eighteen (18) instrument cards were renewed during the quarter. Those renewed in July were issued to Lieutenant Colonel J. D. NOBLE, Major K. COCHRANE, Major R. M. FRASER, First Lieutenant B. E. SUMNER, and Second Lieutenant L. L. KUNTZ. Those renewed in August were issued to Major V. J. PEEBLES, Second Lieutenant J. C. ZEPN, Second Lieutenant S. S. NEBLETT, and Second Lieutenant R. V. AFFENITT. Those renewed in September were issued to Major T. B. WOOD, Captain G. PANASUK, First Lieutenant R. D. FORTMEYER, First Lieutenant R. SCHMIDT Jr., Second Lieutenant A. W. REALSEN, Second Lieutenant V. J. JOHNSON, Second Lieutenant G. W. HOLM, Second Lieutenant C. E. SCHWOB, and Second Lieutenant J. H. COFFIN.

On 12 July at 1230, K-6 was declared on a "Red Alert" status. The all clear "Condition White" was sounded at 1247. The squadron aircraft were not dispersed. On 15 July at 0852, K-6 was declared on a "Yellow Alert" status. The all clear "Condition White" was sounded at 0915. The squadron aircraft were not dispersed. Two (2) AD-4 aircraft, AL-8 Bureau No. 129009 and AL-17 Bureau No. 128921 were returned from H&MS. On 29 July one aircraft, AL-12 Bureau No. 123907 was transferred to H&MS for an engine change. On 5 August this squadron received one (1) AD-3N Bureau No. 122908, AL-4 from NAS, Atsugi, Japan. One (1) AD-4, AL-6 Bureau No. 123898 was received from H&MS on this date. On 11 August one (1) AD-3N, AL-4 Bureau No. 122908 was transferred to H&MS. On 12 August one (1) AD-4, AL-12 was transferred to H&MS. K-6 was declared on a "Yellow Alert" status at 2310, and the all clear "Condition White" was sounded at 2353. The aircraft were not dispersed. On 23 August one (1) AD-4B, AL-13 Bureau No. 132271 was transferred to H&MS. This squadron received one AD-4, Bureau No. 123908 from H&MS.

On 27 August one (1) AD-4, AL-8 Bureau No. 129009 was transferred to H&MS after receiving class "A" damage in a stall-spin accident. The pilot, First Lieutenant Richard M. GESSAMAN, was killed in this accident. The findings of the accident was that he had gotten too tight in his approach to landing and stalled into the ground on the approach end of the runway. 5/

5/ See Appendix K

Appendix F

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Operations (S-3) Section Summary (Continued)

On 1 September one (1) AD-4, AL-9 Bureau No. 123950 was transferred to H&MS. On 2 September one (1) AD-4B, AL-23 Bureau No. 132316 was transferred to H&MS. On 4 September one (1) AD-4, AL-9 Bureau No. 123950 and one (1) AD-4B, AL-23 Bureau No. 132316 were transferred back to this squadron from H&MS.

On 7 September, the Special Weapons Delivery Unit was transferred from this squadron to H&MS, MAG-11, NAS, Atsugi, Japan. They took with them four (4) AD-4B's, AL-1 Bureau No. 132274, AL-10 Bureau No. 132309, AL-23 Bureau No. 132316, and AL-24 Bureau No. 132244. Also on this date one (1) AD-4B, AL-3 Bureau No. 128927 was transferred to FASRON-11 NAS, Atsugi, Japan for overhaul.

On 10 September one (1) AD-4B, AL-13 Bureau No. 132271 was returned from H&MS-12 to this squadron. On 17 September one (1) AD-4B, AL-13 Bureau No. 132271 was transferred to H&MS-11, NAS, Atsugi, Japan.

SPECIAL WEAPONS SUMMARY

During the month of July the Special Weapons training program continued at it's high rate of acceleration in spite of adverse weather conditions. One hundred (100) Special Weapons sorties were flown during the month. Training continued in high altitude bombing combined with some preliminary work on the loft technique.

The Special Weapons personnel were separated from the normal squadron and ground work was laid to establish a separate or independent unit.

The unit had eight (8) fully qualified pilots with anticipation of four (4) more by the first of September.

One senior qualified pilot, Major Ernest I. MELIN, was transferred to CONUS and was replaced by another senior qualified pilot, Major Vernon J. PEEBLES.

A ground school program was introduced which allowed the two (2) loading teams to benefit by the same instruction given to the new pilots. The new pilots continued ground training with satisfactory results.

The Special Weapons program was demphasized during the month of August in favor of the normal squadron syllabus training.

Special Weapons personnel maintained their separate unit status and work continued toward establishing a separate unit in Japan.

The unit had five (5) fully qualified delivery pilots; three (3) more are operational qualified and two (2) others were in various stages of training. By this time the flight syllabus was seventy percent (70%) complete.

One pilot, First Lieutenant Robert SCHMID Jr. was transferred to the U.S. Naval hospital, Yokasuka, Japan.

During the first week of September preparations were made for the transfer of the unit to Japan. On 7 September the unit was transferred to H&MS-11, MAG-11, NAS, Atsugi, Japan. Six (6) AD-4B's were also transferred with the unit.



LEFT FRONTAL VIEW OF WRECKAGE

During an approach to a landing at this field, First Lieutenant Richard M. GESSAMAN 059003/7331 USMCR, suffered a stall-spin accident in an AD-4, Bureau Number 129009 while on a familiarization flight. Lieutenant GESSAMAN recently joined this squadron from duty as a Forward Air Controller with the Third Marine Division. The pilot suffered class "A" injuries and the aircraft was a complete strike.

Lieutenant GESSAMAN had 639.7 total hours, with over 200 hours in type.

The findings of the accident board listed several factors contributing to the stall; (1) a rain shower, which caused low ceiling and visibility, (2) 90 degree left cross wind resulting in a tight wrapped up approach, and (3) the lack of recent flying experience in type while serving as a Forward Air Controller. 7/

7/VMA-251 AAR 7-54

Appendix K

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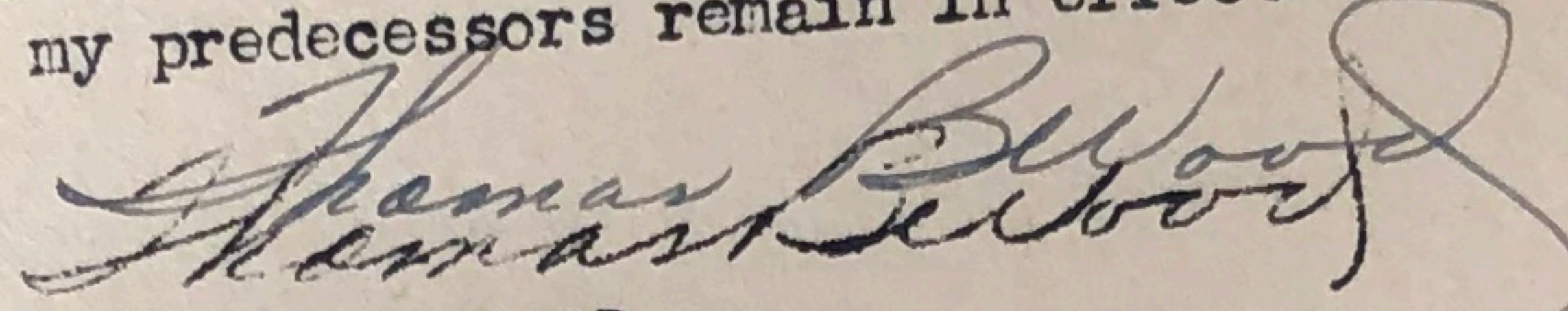
UNITED STATES MARINE CORPS
MARINE ATTACK SQUADRON 251, MARINE AIRCRAFT GROUP 12
1st Marine Aircraft Wing, Fleet Marine Force
c/o Fleet Post Office, San Francisco, California

13 July 1954

SQUADRON ORDER)

: Assumption of Command
NUMBER...15-54)

1. I have this date assumed command of Marine Attack Squadron 251,
Marine Aircraft Group 12, 1st Marine Aircraft Wing, Fleet Marine Force.
All orders and directives issued by my predecessors remain in effect until
revoked or revised.



THOMAS B. WOOD
Major, U. S. Marine Corps

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GLOSSARY

TAC/A - - - - - Tactical Air Coordinator/ Airborne
AIA - - - - - Airborne Intercept Aircraft
WSF - - - - - Water, Sand filled Bombs
GP - - - - - General Purpose
CAS - - - - - Close Air Support
GCI - - - - - Ground Control Intercept
MPQ - - - - - Mobile Pulse Radar
GCA - - - - - Ground Controlled Approach
MIR - - - - - Main Line of Resistance
CONUS - - - - - Continental United States
ACOG - - - - - Aircraft on Ground
JOC - - - - - Joint Operations Center

Appendix O

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