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TYPE "B" REPORT COMMAND DIARY

VMA-251



FOR THE PERIOD

1-31 March 1954

HISTORICAL OFFICER

First Lieutenant Francis E. MARTIN

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Authority NND 70959

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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

1-31 MARCH 1954

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TASK ORGANIZATION

UNIT	Marine Attack Squadron 251
COMMANDING OFFICER	1-31 March 1954 Lt Col 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-taek, Korea during the period 1 through 31 March 1954.

One Red and Four (4) Yellow alerts were sounded during the month of March. The squadron aircraft were dispersed during two (2) of the Yellow alerts and scrambled during one Yellow alert.

On 6 March, thirty two (32) sorties were flown by this squadron in search for Brigadier General Kim Young HWAN who was last reported flying ~~an~~ ROK, F-51 on the east coast of Korea. On 8 March fourteen (14) sorties were flown in search of the Korean General.

On 12 March Second Lieutenant Dennis W. WRIGHT was flying AL 9, Bureau Number 129008 when the aircraft developed engine trouble 26 miles east of K-6. Lieutenant WRIGHT flew back to K-6 but the plane stalled out over the runway extension and sheared the landing gear. The aircraft received class "B" damage and the pilot received class "D" injury.

On the 15th of March the material section started recalling all cold weather gear checked out to squadron personnel. This cold weather gear will be processed and turned in to MAG-12 Supply by 15 April 1954.

On 18 March 1954 the standby Alert status of this squadron was changed from 1 hour to three (3) hours by JOC. This eliminates the frequent loading and unloading previously required by the ordnance section and also makes available for flight training, in the local area, aircraft that were previously required to be loaded with ordnance and standing by.

On 24 March five (5) AD type aircraft equipped with AFS/19 Radar were launched in search of Second Lieutenant ST LOUIS of VMA-121, in the hope that a signal could be picked up from the life boat radar reflector. A visual search was impossible due to a fog layer between 600 feet and sea level.

On 25 March ten (10) sorties were flown by this squadron in a visual search for Lieutenant ST LOUIS.

On 25 March while attempting a night take off, Second Lieutenant Thomas F. MILLER ran off the runway and received class "D" injury. The aircraft received class "B" damage.

On 29 March eight (8) aircraft from this squadron participated in Operation "Candy Counter" a 5th Air Force exercise. Eight (8) additional aircraft were committed to this exercise but a mixup in refueling prevented their participation. This mixup occurred when an

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inexperienced Gas Truck Driver was dispatched to the fuel dump to reload and the reloading was conducted by Korean Laborers. The Gas Truck was filled with JP-4 fuel.

Four (4) officers and sixteen (16) enlisted men joined the squadron this month. Six (6) officers were detached and fifteen (15) enlisted men were transferred.

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CHRONOLOGICAL NARRATIVE FOR THE MONTH OF MARCH 1954

1 MARCH 1954

Lieutenant Colonel John D. NOBLE, 010212 USMC joined the squadron this date.

There were no flights this date due to low ceilings, poor visibility and rain.

2 MARCH 1954

Major Robert M. FRASER Jr., 029230/7304 USMC joined the squadron this date.

Lieutenant Colonel John D. NOBLE, was assigned as Executive Officer this date.

SORTIES:

Bombing	15	Instrument	4
CAS	4	Test	2
Cross-country	2	Target Spotting	2
Navigation	3		

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

TOTAL SORTIES - - - - -	32	
TOTAL OPERATIONAL HOURS - - - - -	37.8	
ORDNANCE EXPENDED - - - - -	105	Signal Practice Bombs
	104	Miniature Bombs
	1	100 lb. WSE Bombs

3 MARCH 1954

SORTIES:

Bombing	20	AIA	4
CAS	6	Flare Drops	2
Interdiction	4	Night Tactics	3
Familiarization	2	Target Spotting	3

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

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

TOTAL SORTIES - - - - -	44	
TOTAL OPERATIONAL HOURS - - - - -	57.3	
ORDNANCE EXPENDED - - - - -	150	Signal Practice Bombs
	110	Miniature Bombs
	40	100 lb. WSE Bombs
	43	Flares

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4 MARCH 1954

SORTIES:

Bombing	12	Test	4
CAS	2	Section Tactics	2
Instrument	7	Target Spotting	2
GCA	2		

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

TOTAL SORTIES - - - - -	31	
TOTAL OPERATIONAL HOURS - - - - -		35.8
ORDNANCE EXPENDED - - - - -	133	Signal Practice Bombs
	86	Miniature Bombs
	47	100 lb. WSF Bombs

5 MARCH 1954

SORTIES:

Bombing	7	Test	1
CAS	2	Rockets	3
Interdiction	3	Strafing	4
Instrument	2	Target Spotting	1

TOTAL SORTIES - - - - -	23	
TOTAL OPERATIONAL HOURS - - - - -		32.5
ORDNANCE EXPENDED - - - - -	300	20 mm
	81	Signal Practice Bombs
	81	100 lb. WSF Bombs
	39	3.5" Smoke Rockets

6 MARCH 1954

Today a search was started for Brigadier General Kim Yung HWAN who was last reported flying an ROK Mustang on the East coast of Korea.

SORTIES:

GCA	1	Search	32
Test	1		

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

TOTAL SORTIES - - - - -	34	
TOTAL OPERATIONAL HOURS - - - - -		75.7
ORDNANCE EXPENDED - - - - -	NONE	

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7 MARCH 1954

The squadron observed a stand-down this date. No flights were launched.

8 MARCH 1954

One AD-4 aircraft Bu.No. 129009 was received this date.

SORTIES:

Bombing	11	Test	1
CAS	4	Search	14
Familiarization	2	Ferry	2

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

TOTAL SORTIES - - - - -	34	
TOTAL OPERATIONAL HOURS - - - - -		63.0
ORDNANCE EXPENDED - - - - -	56	Signal Practice Bombs
	56	100 lb. WSE Bombs
	6	1000 lb. WSE Bombs
	4	500 lb. WSE Bombs
	8	Fire Bombs

9 March 1954

The Squadron held its regular training stand-down this date. Basic and Ground training was conducted for all hands.

Search procedures for Brigadier General Kim Yung HWAN were secured this date.

10 MARCH 1954

Captain Robert L. GOVER, 048796/7331 USMC joined the squadron this date.

SORTIES:

Bombing	8	Test	2
CAS	6	Rockets	6
Interdiction	4	Division Tactics	3
Familiarization	2	Flare Drops	2
Instrument	2	Target Spotting	2

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

TOTAL SORTIES - - - - -	37	
TOTAL OPERATIONAL HOURS - - - - -		51.8
ORDNANCE EXPENDED - - - - -	64	Signal Practice Bombs
	64	100 lb WSE Bombs
	49	2.25" Rockets
	36	2.25" Rockets
	6	500 lb. WSE Bombs

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11 MARCH 1954

SORTIES:

Bombing	24	Test	1
Instrument	5	Target Spotting	2

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

TOTAL SORTIES - - - - -	32	
TOTAL OPERATIONAL HOURS - - - - -		45.1
ORDNANCE EXPENDED - - - - -	118 Miniature Bombs	
	118 Signal Practice Bombs	
	18 Fire Bombs	
	8 500 lb. WSF Bombs	

12 MARCH 1954

Seven (7) aircraft were "Scrambled" on a Yellow alert received at 1043 and secured at 1134.

One aircraft returning with engine trouble made a crash landing on the the K-6 airstrip at 1520. The pilot Second Lieutenant Dennis W. WRIGHT received class D injury, the aircraft received class B damage.

First Lieutenant Edward M. BELFORD, 054177/7331 USMC was transferred this date.

SORTIES:

Scramble	7	Test	2
CAS	7	Radar Training	2
Interdiction	2	Division Tactics	4
Instrument	8		

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

TOTAL SORTIES - - - - -	32	
TOTAL OPERATIONAL HOURS - - - - -		32.7
ORDNANCE EXPENDED - - - - -	NONE	

13 MARCH 1954

A squadron stand-down was held this date. No flights were launched.

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14 MARCH 1954

SORTIES:

Bombing	7	Familiarization	2
Interdiction	4	Test	5
GCA	16	TAC/A	1

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

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

One aircraft on a GCA mission aborted due to electronic failure.

One aircraft on a TAC/A mission aborted due to mechanical failure.

TOTAL SORTIES - - - - -	35	
TOTAL OPERATIONAL HOURS - - - - -		41.3
ORDNANCE EXPENDED - - - - -	21	5.0" Rockets
	8	Fire Bombs
	5	500 lb. WSF Bombs
	1	1000 lb. WSF Bomb

15 MARCH 1954

SORTIES:

Bombing	11	Test	2
CAS	4	GCA	6
Interdiction	4	Target Spotting	2
Instrument	6	TAC/A	2
Familiarization	1		

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

TOTAL SORTIES - - - - -	38	
TOTAL OPERATIONAL HOURS - - - - -		49.3
ORDNANCE EXPENDED - - - - -	63	100 lb. WSF Bombs
	63	Signal Practice Bombs

16 MARCH 1954

SORTIES:

Cross-country	7	Familiarization	1
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TOTAL SORTIES - - - - -	8	
TOTAL OPERATIONAL HOURS - - - - -		7.7
ORDNANCE EXPENDED - - - - -	NONE	

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17 MARCH 1954

SORTIES:

Bombing	7	Familiarization	3
CAS	8	Test	4
Interdiction	4	Rockets	12
Cross-country	2	Target Spotting	1
Navigation	2	Smoke Laying	2

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

TOTAL SORTIES	-----	45	
TOTAL OPERATIONAL HOURS	-----		56.5
ORDNANCE EXPENDED	-----	1584 lbs.	Smoke Mixture
		127	2.25" Rockets
		49	Miniature Bombs
		49	Signal Practice Bombs

18 MARCH 1954

A simulated bombing attack was launched by the Group. The target was K-3 airbase.

SORTIES:

Bombing	16	GCA	4
CAS	4	Test	1
Interdiction	19	TAC/A	1
Cross-country	1	Target Spotting	3

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

TOTAL SORTIES	-----	49	
TOTAL OPERATIONAL HOURS	-----		70.9
ORDNANCE EXPENDED	-----	115	Miniature Bombs
		115	Signal Practice Bombs

19 MARCH 1954

Second Lieutenant Arvid W. REALSEN, 060356/7331 USMC and Second Lieutenant Frederick H. CLAPP, 059739/7331 USMC were transferred this date.

SORTIES:

Bombing	11	Test	1
CAS	2	Division Tactics	4
Interdiction	2	Target Spotting	1
Instruments	6	Weather Reconnaissance	1
GCA	4		

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TOTAL SORTIES - - - - - 32
TOTAL OPERATIONAL HOURS - - - - - 40.2
ORDNANCE EXPENDED - - - - - 88 100 lb. WSP Bombs
88 Signal Practice Bombs

20 MARCH 1954

SORTIES:

Interdiction	4	GCA	4
Navigation	10	TAC/A	1

TOTAL SORTIES - - - - - 19
TOTAL OPERATIONAL HOURS - - - - - 35.6
ORDNANCE EXPENDED - - - - - NONE

21 MARCH 1954

A squadron stand-down was held this date.

SORTIES:

Cross-country 9

TOTAL SORTIES - - - - - 9
TOTAL OPERATIONAL HOURS - - - - - 7.1
ORDNANCE EXPENDED - - - - - NONE

22 MARCH 1954

Captain Chalmus H. JONES, 033918/7302 USMCR was transferred this date.

SORTIES:

Bombing	8	GCA	2
CAS	6	Familiarization	3
Interdiction	4	Test	3
Navigation	6	Division Tactics	4
Instrument	6	Smoke Laying	2

TOTAL SORTIES - - - - - 44
TOTAL OPERATIONAL HOURS - - - - - 76.1
ORDNANCE EXPENDED - - - - - 1584 lbs. Smoke Mixture
28 5.0" Rockets
16 Fire Bombs

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23 MARCH 1954

SORTIES:

Interdiction	16	Terry	2
TAC/A	1		
TOTAL SORTIES - - - - -		19	
TOTAL OPERATIONAL HOURS - - - - -			52.6
ORDNANCE EXPENDED - - - - -		NONE	

24 MARCH 1954

Captain Jeter R. MATTHEWS Jr., 052523/6510 USMC joined the squadron this date.

SORTIES:

Bombing	12	Test	1
CAS	6	Rockets	15
Interdiction	4	Search	5
Instrument	2	Target Spotting	1
GCA	2		

One aircraft on a Rocket mission aborted due to electronic failure.

TOTAL SORTIES - - - - -	48	
TOTAL OPERATIONAL HOURS - - - - -		78.4
ORDNANCE EXPENDED - - - - -	110	2.25" Rockets
	95	Signal Practice Bombs
	64	100 lb. WSF Bombs
	31	Miniature Bombs

25 MARCH 1954

While taking off for a Night Rocket mission, Second Lieutenant Thomas F. MILLER went off the left side of the runway causing class "B" damage to the aircraft and class "D" injury to the pilot. The lights on the left side of runway 32 were out.

SORTIES:

CAS	10	Search	10
Instrument	2	Rockets	15
Test	4		

One aircraft on a Rocket mission aborted due to mechanical failure.
One aircraft on a Rocket mission aborted due to electronic failure.

TOTAL SORTIES - - - - -	41	
TOTAL OPERATIONAL HOURS - - - - -		78.9
ORDNANCE EXPENDED - - - - -	63	5.0" Rockets

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26 MARCH 1954

SORTIES:

Bombing	4	Test	2
Interdiction	2	Rockets	11
Cross-country	1	TAC/A	2
Instrument	4	Division Tactics	20

One aircraft on a TAC/A mission aborted due to mechanical failure, and landed at K-8.

One aircraft on a TAC/A mission aborted after escorting the TAC/A leader to K-8.

TOTAL SORTIES	46	
TOTAL OPERATIONAL HOURS	71.4	
ORDNANCE EXPENDED	41 5.0" Rockets	
	8 250 lb. G.P. Bombs	

27 MARCH 1954

First Lieutenant George B. NELSON Jr., 056090/6510 USMC was transferred this date.

SORTIES:

Instrument	8	Test	1
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Two (2) aircraft on an Instrument hop aborted due to weather.
One aircraft on an Instrument hop aborted due to mechanical failure.

TOTAL SORTIES	9	
TOTAL OPERATIONAL HOURS	10.6	
ORDNANCE EXPENDED	NONE	

28 MARCH 1954

A squadron stand-down was held this date.

SORTIES:

Test	4
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TOTAL SORTIES	4	
TOTAL OPERATIONAL HOURS	2.9	
ORDNANCE EXPENDED	NONE	

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29 MARCH 1954

Eight (8) aircraft from this squadron participated in operation "Candy Counter", a Fifth Air Force training exercise, this date. WMA-251 was assigned to the aggressor forces for the exercise.

Eight (8) pilots were preparing to take off on a Bombing mission in conjunction with operation "Candy Counter" when it was discovered that the aircraft had been refueled with JP-4 fuel instead of 145 octane gasoline. This mixup occurred when an inexperienced Gas truck driver was dispatched to the fuel dump to reload and the reloading was conducted by Korean Laborers. One aircraft (A1-6) Bureau number 122917 had departed for K-3 before the refueling error was discovered. The pilot was notified and after landing at K-3, the fuel tank was drained and refilled with 115/145 octane gasoline. The pilot experienced popping and detonation on take off and excessive cylinder head temperatures during the flight.

SORTIES:

Interdiction	9	GCA	1
Cross-country	6	Familiarization	1
Instrument	6	Test	7

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

One aircraft on an Interdiction mission aborted due to the fuel mixup as noted above.

TOTAL SORTIES	- - - - -	30	- - - - -	40.9
TOTAL OPERATIONAL HOURS	- - - - -		- - - - -	
ORDNANCE EXPENDED	- - - - -	NONE	- - - - -	

30 MARCH 1954

First Lieutenant Leonard EVANKO, 057179/7331 USMCR was transferred this date.

SORTIES:

Interdiction	20	Test	4
Cross-country	2	Division Tactics	5

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

TOTAL SORTIES	- - - - -	31	- - - - -	52.1
TOTAL OPERATIONAL HOURS	- - - - -		- - - - -	
ORDNANCE EXPENDED	- - - - -	NONE	- - - - -	

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31 MARCH 1954

Major Rex WILSON, 021776/7333 USMC joined the squadron this date.

SORTIES:

Bombing	15	Test	2
CAS	4	Division Tactics	4
Interdiction	4	TAC/A	1
Cross-country	4	Target Spotting	1
Familiarization	1		

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

TOTAL SORTIES - - - - -	36	
TOTAL OPERATIONAL HOURS - - - - -		54.5
ORDNANCE EXPENDED - - - - -	73	Signal Practice Bombs
	73	100 lb. WSE Bombs
	28	100 lb. G.P. Bombs

DEPARTMENTAL SUMMARIESS-1 MONTHLY SUMMARY

For the period ending 2400, 31 March 1954 this squadron joined four (4) officers and sixteen (16) enlisted men. Six (6) officers were detached and fifteen (15) enlisted men were transferred.

The following man was demoted to the rank indicated:

Private Robert H. MARCEAU, 1311545/6413 USMC

The squadron reenlisted Staff Sergeant Dillard H. CLINTON, 1206669/6413 USMC for a period of three (3) years.

Personnel on hand as of 2400, 31 March 1954:

Officers	31 NA's	5 AG's
Enlisted	140 (one NAP included)	

The squadron T/O is:

Officers	53 NA's	5 AG's
Enlisted	220	

S-2 MONTHLY SUMMARY

During the month of March 1954, three (3) officers and one enlisted man were transferred from this section. The Intelligence Officer, Captain Robert L. WILDEY, 048848/7335 was transferred to VMO-2, MAC-16. The Evasion and Escape Officer, Second Lieutenant Arvid W. REALSEN, 060356/7331 and Second Lieutenant Frederick H. CLAPP, 059739/7331 the Assistant Historical Officer, were transferred to the Third Marine Division as Forward Air Controllers. The NCOIC of this section, Staff Sergeant Clarence W. SWADE, 1200937/7011 was transferred to CONUS upon completion of his overseas tour.

On 9 March 1954 a very interesting and informative lecture was presented to the pilots of this squadron by Second Lieutenant Joseph C. ZERN, 061914/7331, this lecture covered the methods and techniques used in dropping the Mark 7 and Mark 8 bombs.

On 22 March 1954 Second Lieutenant Francis E. MARTIN, 048528/7331 presented a lecture to the enlisted men of this squadron on Security of Military Information. This lecture was presented not only to fulfill the requirements of the training program but to enhance the security within the squadron in connection with the proposed Special Weapons Training.

A formal inspection report was received on 14 March covering the inspection of this department by an inspecting team from the First Marine Aircraft Wing. This department was given a composite score of OUTSTANDING.

S-3 MONTHLY SUMMARY

During the month of March, VMA-251 flew a total of 805 effective sorties with 37 aborts for a total of 1256.7 hours. The average number of pilots available during the month was 24 or 75% of the pilots assigned. The average number of aircraft available for flight was 16 or 76.4% of the aircraft assigned. The pilots completed 75.3% of the quarterly syllabus for the period 1Jan54 to 31Mar54.

Two Instrument cards were renewed during March. They were issued to LtCol F. R. PORTER and Second Lieutenant J. G. WALKER.

On 2 March, 2 simulated JOC Standby missions were scrambled for close air support.

On 3 March, 3 simulated JOC Standby missions were scrambled for close air support. Two (2) AD-4 aircraft, AL-8, Bureau Number 123811 and AL-19, Bureau Number 123817 were transferred to Itami.

On 4 March, 1 simulated JOC Standby mission was scrambled for close air support.

On 5 March, 1 simulated JOC Standby mission was scrambled for close air support.

On 6 March, a search was launched for a Korean Air Force Brigadier General who was reported missing in an F-51. Thirty two (32) search sorties were flown for a total of seventy four (74) hours.

On 8 March fourteen (14) sorties were flown on the search again, for a total of thirty seven (37) hours. Three simulated Standby missions were scrambled. VMA-251 received an AD-4, Bureau Number 129009 from Itami.

On 9 March 2 simulated JOC Standby missions were scrambled for close air support.

On 12 March at 1043, K-6 was declared on a "Yellow Alert" status and seven (7) aircraft were scrambled. The all clear, "Condition White," was sounded at 1134. Two (2) simulated JOC Standby missions were scrambled. At 1520 on this date, Second Lieutenant Dennis W. WRIGHT had engine trouble 26 miles east of the field. He managed to fly the aircraft back to K-6 where he dropped it in on the runway extension and sheared the landing gear. The aircraft received major damage, the pilot was uninjured.

On 15 March 2 simulated JOC Standby missions were scrambled for close air support.

On 17 March 4 simulated JOC Standby missions were scrambled, one mission (2 aircraft) was employed using actual F.S. Smoke. The other three aircraft carried simulated JOC loads.

On 18 March, 1 simulated JOC Standby mission was scrambled for close air support.

On 19 March, K-6 went on two (2) "Yellow Alerts". One lasted from 1220 to 1240. The other lasted from 1540 to 1554. The squadron aircraft were dispersed on both occasions.

On 22 March 4 simulated JOC Standby missions were scrambled. One mission was employed using actual F.S. Smoke. The other three aircraft carried simulated JOC loads.

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On 24 March, 3 simulated JOC Standby missions were scrambled for close air support. Five (5) AD type aircraft equipped with AFS/19 Radar were launched in search of Second Lieutenant ST LOUIS of VMA-121, in the hope that a signal could be picked up from the life boat radar reflector. A visual search was impossible due to a fog layer between 600 feet and sea level.

On 25 March, 3 simulated JOC Standby missions were scrambled for close air support. Ten (10) sorties were flown by this squadron in a visual search for Lieutenant ST LOUIS. Second Lieutenant Thomas F. MILLER ran off the runway on a night takeoff. The pilot was uninjured but the aircraft received major damage necessitating overhaul.

On 29 March, eight (8) aircraft were launched at 0435 for Operation "Candy Counter". The call sign of this mission was Typhoon 7. Typhoon 52, eight aircraft, were supposed to have launched at 1405. This mission was aborted by all aircraft at the last minute due to JP-4 fuel being inadvertently put into the fuel tanks.

K-6 went on a "Yellow Alert" from 1505 to 1507. The squadron aircraft were not dispensed.

On 31 March K-6 went on a "Red Alert" from 1045 to 1114. All hands took cover in fox holes during this period. One simulated JOC Standby mission was scrambled for close air support.

ENGINEERING SUMMARY

The average daily availability for the month of March was 16 aircraft of 21 assigned. The squadron flew 1258.7 hours this month.

An emergency warning light was installed in the rear compartment of the AD-3N to be used as a bail out signal in case of radio inter-com failure.

The following work was accomplished during the month:

- 9 - 30 Hour checks.
- 14 - 60 Hour checks.
- 9 - 90 Hour checks.
- 3 - 120 Hour checks.
- 3 - 240 Hour checks.
- 1 - Magneto change.
- 1 - Carburetor change.
- 6 - Propeller regulator changes.
- 2 - Propeller changes.
- 1 - Inverter change.
- 1 - Oil diverter valve change.
- 1 - Hydraulic reservoir.
- 1 - Wing flap selector valve change.
- 1 - Canopy selector valve change.
- 2 - Vacuum pump changes.

STATISTICAL SUPPLEMENT

1. PERSONNEL

(a) Personnel authorized:

Officers AG 5 NA 53

Enlisted 220

(b) Personnel assigned:

Officers AG 5 NA 31

Enlisted 140 (one NAF included)

(c) Personnel Lost:

None

2. AIRCRAFT

(a) Aircraft authorized:

Type	AD-3	AD-4	AD-4B	Total 24
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(b) Aircraft assigned:

Type	AD-3	AD-3N	AD-4B	AD-4	Total 21
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(c) Aircraft Lost:

None

3. OPERATIONS:

Availability of pilots	- - - - -	24
Availability of aircraft	- - - - -	16
Total effective sorties	- - - - -	805
Total air aborts	- - - - -	37
Total flight hours	- - - - -	1258.7.