

UNITED STATES MARINE CORPS
Marine Fighter Attack Squadron 251
Marine Aircraft Group 31, 2d Marine Aircraft Wing FMFLant
Marine Corps Air Station
Beaufort, South Carolina 29902

3:EAD:rmg
5750
1 January 1976

From: Commanding Officer
To: Commandant of The Marine Corps (Code HD)
Via: (1) Commanding Officer, Marine Aircraft Group 31
(2) Commanding General, Second Marine Aircraft Wing
(3) Commanding General, Fleet Marine Force Atlantic
Subj: Command Chronology, period 1 July 1975 through 31
December 1975.

Ref: (a) MCO P5750.1D

Encl: (1) FITRON One Four Three msg 152350Z Sep 75
(2) N. S. Roosevelt Roads OP Order 3-75
(3) N. S. Roosevelt Roads Post Deployment Report
(4) Jet Stream Article on N. S. Roosevelt Roads
Deployment
(5) N. S. Roosevelt Roads msg 132108Z Nov 75
(6) Jet Stream Article on Nellis AFB Deployment
(7) Nellis AFB Post Deployment Report

1. Organizational Data

a. Designation/Location. Marine Fighter Attack Squadron
Two Five One, Second Marine Aircraft Wing, Marine Corps Air
Station Beaufort, South Carolina 29902.

b. Period Covered. 1 July 1975 through 31 December 1975.

c. Command and Staff

Commanding Officer	LTCOL G. E. WALSH 1 July - 31 December 1975
Executive Officer	MAJ D. L. STEELE 1 July - 2 September 1975 MAJ N. E. DOUGLAS 2 September - 31 December 1975
Aircraft Maintenance Officer	MAJ D. P. BROWN 1 July - 31 December 1975
Operations Officer	CAPT H. L. LOGAN III 1 July - 8 August 1975

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ENCLOSURE (6)

VMFA-251

Jul-Dec 75

5750
1 Jan 76

Administrative Officer

MAJ G. R. VAN GYSEL
8 August - 31 December 1975

CAPT S. E. BEISER
1 July - 10 October 1975

MAJ M. M. HYNES
10 October - 31 December 1975

Intelligence Officer

1stLT D. W. RAMEY
1 July - 4 September 1975

1stLT R. R. POSPISCHIL
4 September - 31 December 1975

Material Division Officer

CAPT F. J. BOOTH
1 July - 31 December 1975

Aviation Safety Officer

CAPT I. P. ZIMMER
1 July - 31 December 1975

Sergeant Major

1st SGT J. URITESCU
1 July - 31 December 1975

d. Average Squadron Strength

<u>MONTH</u>	<u>OFFICER</u>	<u>ENLISTED</u>
JULY	36	177
AUGUST	36	177
SEPTEMBER	41	169
OCTOBER	40	177
NOVEMBER	42	175
DECEMBER	36	166

2. Sequence of Events.

a. July

- (1) VMFA-251 flew 167 sorties for 247.3 flight hours.
- (2) 2 July 1975. A & M Inspection. VMFA-251 received a grade of satisfactory with discrepancies.
- (3) 15 July 1975. Major General R. H. SPANJER, Commanding General 2nd Marine Aircraft Wing, visited VMFA-251 and briefed all Officers and Staff NCOS on achieving the highest possible training and readiness posture within the Marine Corps

MAJ G. H. VAN GIESEN
8 August - 31 December 1975

5750
1 Jan 76

b. August

(2) Marine Corps Inspector General's Inspection 4 August to 6 August 1975. VMFA-251 received an overall grade of satisfactory with minor discrepancies. Three noteworthy grades were assigned, these included aviation safety, MCI and education.

(4) 22 August 1975. VMFA-251 held an "Open House" and conducted various other activities in support of the Navy Relief drive. The Squadron achieved 110% of its assigned goal.

(5) 26 August 1975. A pre-deployment conference was held at N. S. Roosevelt Roads. Four Officers and two enlisted of VMFA-251 attended.

(6) 26/27 August 1975. In accordance with C. G. 2nd MAW message 221934Z August 1975, VMFA-251 held a safety stand down. In addition to scheduled ground training and aircraft maintenance the stand down was utilized to stress accurate record keeping, proper maintenance, and airframe inspection procedures.

c. September

(1) VMFA-251 flew 303 sorties for 360.3 flight hours.

(2) 7 September to 19 September 1975. VMFA-251 deployed two F-4J aircraft, on a daily basis, to NAS Oceana for dissimilar ACM with VF-143. Fifty four (54) sorties were flown in support of the F-14 DACM Program achieving forty (40) syllabus completions.

(3) 11 September 1975 Lieutenant General P. J. F. WHITELEY Commandant General of the Royal Marines visited VMFA-251.

(4) 16 September 1975. Aircraft DW07, Bu No 153888, was lost at sea. Both crew members successfully

DECLASSIFIED
Authority NND 29614

ENCLOSURE (6)

5750
1Jan76

ejected and were recovered uninjured.

(5) 20 September 1975. Captain R. G. DWYER and Captain R. A. COTE departed for Top Gun School at NAS MIRAMAR. The school is a one month post graduate school for fighter aircrews.

d. October

(1) VMFA-251 flew 278 sorties for 358.0 flight hours.

(2) 2 October 1975. Operation Order 3-75 published.

(3) 3 October 1975. MAWTULANT (South) provided an Air to Ground Warfare refresher course for VMFA-251.

(4) 6 October 1975. VMFA-251 provided two F-4J in a SATS Demonstration at MCALF Bogue Field for the Commandant of the Marine Corps.

(5) 7 October 1975. The Commandant of the Marine Corps briefed all Officers on the Marine Corps and its future.

(6) 10 October 1975. VMFA-251 completed a highly successful Combined Federal Campaign contributing 190% of its goal.

(7) 18 October 1975. VMFA-251 departed MCAS Beaufort for N. S. Roosevelt Roads. Nine (9) F-4J were ferried via NAS Key West. Pre-planned in-flight refueling was cancelled by higher authority.

(8) 21 October 1975. VMFA-251 commenced a highly successful missile fixing exercise with excellent support from Atlantic Fleet Weapons Range personnel. Six (6) AIM-7E2 and 10 AIM-9G missiles were launched against BQM 34A drones towing TDU 22A on 1,000 feet of cable. No BQM 24A drones were expended. Two crews were awarded an FXP-2 "E" for the AIM-7E2 firex, and 9 crews were awarded an "E" for the AIM-9G firex.

(9) 27 October 1975. VMFA-251 commenced two weeks of extensive air to ground training utilizing a wide variety of practice and live ordnance. Day and night missions were flown against the raked and close air support targets located on Vieques Island P. R.

DECLASSIFIED
Authority NND 29614

5750
1Jan76

e. November

- (1) VMFA-251 flew 244 sorties for 331.3 flight hours.
- (2) 7 November 1975. VMFA-251 deployment to N. S. Roosevelt Roads ended and the Squadron returned to MCAS Beaufort.
- (3) 15 November 1975. In support of the 64th Aggressor Squadron Update Program VMFA-251 deployed two F-4J to Nellis AFB. Thunderbolt aircrews gained invaluable experience in air combat maneuvering against the T-38, an aircraft similar in size and performance to the MIG-21 series.

f. December

- (1) VMFA-251 flew 150 sorties for 198.9 flight hours.
- (2) 2 December to 5 December 1975. Brigadier General BJORKLUND visited MCAS Beaufort and took the opportunity to be refamiliarized in the F-4J by VMFA-251.
- (3) 10 December 1975. Marine Aircraft Group 31 commenced a 72 hour maintenance stand down to improve the readiness posture of the aircraft group.

3. Narrative Summary

Marine Fighter Attack Squadron Two Five One has upheld the mission of all Marine Fighter Attack Squadrons: "To intercept and destroy enemy aircraft and missiles under all weather conditions, to attack and destroy surface targets, and to conduct such other air operations as may be directed." The second six months of 1975 saw the Thunderbolts of VMFA-251 employ their F-4 Phantom Aircraft in operations that spanned the entire spectrum of Marine Fighter Aviation. The myriad of operations and exercises that VMFA-251 has been tasked with are incidental to the primary thrust of the squadron as set forth by the Commanding Officer. The objective has been, and continues to be, to train each officer to be the best possible officer and aircrew member within the Fighter Community and to be collectively, the best Fighter Squadron in Marine Aviation.

Training continues to be an area of special pride to this command. VMFA-251 continues to lead Marine Aircraft Group 31 in flight hours and training completions. More accurate scheduling of sorties, improved utilization of the FREDs system, and easier recording of percent CRP has been

DECLASSIFIED
Authority NWD 29614

ENCLOSURE ()

5750
1Jan76

achieved by the introduction of an improved Flight Syllabus Board. Planning staff and individual aircrewmembers are now able to see at a glance their training requirements for improving or maintaining CRP.

The high turnover of aircrew personnel (53% NA, 47%NFO) within the squadrons has necessitated the introduction of a new and comprehensive aircrew check in procedure. This procedure ensures that all Naval Aviators/Naval Flight Officers joining the Squadron receive standard, but comprehensive training and familiarization in all aspects of VMFA-251 operations.

Deployments and detachments are utilized by this Command to achieve maximum training with utmost efficiency. In September VMFA-251 provided VF-143 with adversaries in support of the F-14 DACM Program. So successful was the program that on 12 September 1975, Cmdr. PAUL, Commanding Officer of VF-143, landed at MCAS Beaufort to personally thank the Commanding Officer of VMFA-251 for the fine dissimilar support provided. A follow up msg 152305ZSEP75 expressed VF-143's gratitude for the support provided by VMFA-251. The deployment to N. S. Roosevelt Roads in October/November was equally gratifying. A highly successful missile shoot in which 6 sparrow and 10 sidewinder missiles were launched was followed by an extensive and varied air to ground program. The professionalism and skills of VMFA-251 aircrew and ground crew alike were recognized and highlighted by N. S. Roosevelt Roads Message 132108Z Nov 75 (E5) welcoming VMFA-251 back to N. S. Roosevelt Roads at any time. Adversary support was provided to the 64th Aggressor Squadron, Nellis AFB, in November. VMFA-251 aircrew received invaluable exposure to Soviet tactics and MIG-21 flight characteristics demonstrated in the T-38.

Squadron Logistics, Embarkation and IMRL have continued to operate at the level of excellence attained during the last reporting period. The current mechanized embarkation data system is the best the squadron has had in two years, indicating the leadership and professionalism in those shops.

Much work and training has been performed on the maintenance side of the house. There was a significant movement of aircraft within MAG-31 in support of VMFA-451/333 upcoming deployment to ensure adequate tour end dates on deploying aircraft. Since the beginning of the reporting period VMFA-251 has been involved with extensive MOD Programs or Technical Directives that have grounded all or individual aircraft for extensive periods of time. The Maintenance Department has experienced a turnover rate of 75% of its officers and

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Authority NND 29614

5750
1Jan76

35% enlisted personnel. The bulk of enlisted turnovers occurred to ensure that VMFA-451/333 reach a stabilized status prior to deployment. During the reporting period several programs put into effect during the first six months of this calendar year have reached fruition. The programs consisted of a full scale Scheduled Maintenance/Corrosion Control effort established and maintained in accordance with NAMP. Through initiative, training and hard work the Maintenance Department has met all challenges and problems confronting it.

A spirit of aggressiveness, professionalism and confidence is instilled in our aircrews. Developing this crucial fighter spirit to achieve air superiority sometimes obscures our vital functions in projecting Marine Air Power. In successfully meeting these diverse requirements, the Thunderbolts have amply demonstrated the flexibility, versatility, and responsiveness that historically have been hallmarks of Marine Corps Aviation's unique capability.

G. E. Walsh
G. E. WALSH

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