

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:GRV:rmg
5750
6 July 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 January 1976 through 30 June 1976.
Ref: (a) MCO P5750.1D
Encl: (1) Change of Command Ceremony Program
(2) Change of Command Ceremony Bulletin, SqnO 5060
(3) MCAS Yuma OP Order 1-76
(4) Post Deployment Report for Training at MCAS Yuma, Arizona
(5) MAG-31 LOI 1-76, TOF GUN Class 3-76
(6) Post Deployment Report for VMFA-312/VMFA-251 Detachment at Navy Fighter Weapons School, Class 3-76 (TOF GUN)
(7) A&M Inspection; Administration and Assignments for

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 January 1976 through 30 June 1976.

c. Command and Staff

Commanding Officer	LTCOL J. B. WUERTZ 9 January - 30 June 1976
Executive Officer	MAJ N. E. DOUGLAS 1 January - 30 June 1976
Aircraft Maintenance Officer	MAJ D. P. BROWN 1 January - 30 June 1976
Operations Officer	MAJ G. R. VAN GYSEL 1 January - 30 June 1976

ENCLOSURE (4)

VMFA-251

Jan-June 1976

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Administrative Officer	MAJ M. M. HYNES 1 January - 12 May 1976
	CAPT A. R. CALDERON 12 May - 30 June 1976
Intelligence Officer	1stLT R. R. POSPISCHIL 1 January - 16 April 1976
	1stLT H. A. DECKER 16 April - 30 June 1976
Material Division Officer	CAPT F. J. BOOTH 1 January - 27 May 1976
	CAPT D. T. KRUPP 27 May - 30 June 1976
Aviation Safety Officer	CAPT I. P. ZIMMER 1 January - 30 June 1976
Sergeant Major	1st SGT J. URITESCU 1 January - 30 June 1976

3. Average Squadron Strength

<u>MONTH</u>	<u>OFFICER</u>	<u>ENLISTED</u>
JANUARY	37	161
FEBRUARY	38	159
MARCH	35	144
APRIL	37	164
MAY	38	164
JUNE	38	164

2. Sequence of Events.

a. January

- (1) VMFA-251 flew 156 sorties for 226.4 flight hours.
- (2) 6 January 1976. Two F-4J aircraft with four Officers flew to MCAS Yuma, Az. for a pre-deployment conference.
- (3) 9 January 1976. LTCOL J. B. WUERTZ relieved LTCOL G. E. WALSH as Commanding Officer.
- (4) 12 and 13 January 1976. A safety standdown was conducted with "SAFETY CONSCIOUSNESS" as the theme.

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(5) 14 January 1976. Two F-4J aircraft were flown in support of the BASIC SCHOOL EXERCISE 1-76.

(6) 21 January 1976. A safety survey of the squadron was conducted by a Naval Safety Center Survey team headed by LTCOL PARKS. The team debriefed the CO, XO, and ASO on the results of the survey. The squadron was judged to have an excellent safety posture.

(7) 23 and 24 January 1976. The Squadron hosted Brig. Gen. BJORKLAND. The General flew several sorties including an instrument refresher and fighter intercepts.

(8) VMFA-251 received an "ATTA BOY" for achieving 100% rifle/pistol qualification for CY 75 exceeding the Marine Corps goal of 95%.

b. February

(1) VMFA-251 flew 369 sorties for 405.1 hours.

(2) 4 February 1976. MAWTU SOUTH presented an air to air refresher course.

(3) 4 February 1976. Squadron Leader R. TAYLOR, RAF, and 1st Lt E. A. DANIELS received the 2d MAF Superior Achievement Flying Excellence Award from Maj. Gen. SPANJER.

(4) 6 thru 10 February 1976. VMFA-251 embarked to MCAS Yuma for intensive air to air and air to ground training.

(5) 16 February 1976. TOP GUN Fleet Adversaries arrived at MCAS Yuma to provide aggressor support for air to air training.

(6) 17 February 1976. Aircraft BuNo 153838, Modex DW 13, was lost in the R-2301 during air to air training. One Crewman was fatally injured.

(7) 28 and 29 February 1976. VMFA-251 completed training at MCAS Yuma and returned all aircraft without incident.

c. March

(1) VMFA-251 flew 151 sorties for 234.2 hours.

(2) 12 March 1976. One F-4J aircraft participated in the Basic School/Officer Candidate School demonstration of Marine Corps Airpower.

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(3) 15 March 1976. 20th NORAD representatives presented a three hour lecture on NORAD procedures.

(4) 24 March 1976. One F-4J aircraft participated in a Marine Corps airpower demonstration at MCB, Quantico, Va.

d. April

(1) VMFA-251 flew 206 sorties for 264.5 hours.

(2) 1 April 1976. Two F-4J aircraft participated in the Group Grope and NORAD exercise Federal Brave.

(3) 1 thru 5 April 1976. Two F-4J aircraft participated in a Bogue Field SATS demonstration for the Canadian Command and Staff School.

(4) 16 April 1976. CAPT R. D. STEARNS and 1stLT R. R. POSPISCHIL departed for the TOP GUN class 03-76 at NAS Miramar. CAPT A. R. CAIDRON attended the TOP GUN ground school.

(5) 19 April 1976. Intensive FMLF build up for Exercise Solid Shield Commenced.

(6) 23 April 1976. An Allied Officers tour was conducted. Briefs presented to the Allied Officers included the current Squadron mission and flight equipment.

(7) 24 April 1976. A MAWTU SOUTH ADVERSARY SCHOOL was held for ACTI aircrews.

(8) 30 April 1976. Wing Commander J. M. CURRY, RAF, of the British Defense Staff, visited the Squadron.

e. May

(1) VMFA-251 flew 183 sorties for 225.4 hours.

(2) 1 May 1976. A MAWTU SOUTH ADVERSARY SCHOOL was held for ACTI aircrews.

(3) 3 May 1976. SATS qualification of aircrews at MCALF Bogue Field began for Exercise Solid Shield.

(4) 8 May 1976. VMFA-251 was cancelled from Exercise Solid Shield.

(5) 10 May 1976. A MAWTU SOUTH air to ground refresher course was presented.

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f. June

- (1) VMFA-251 flew 95 sorties for 84.9 hours.
- (2) 2-4 June 1976. VMFA-251 fired the M-16 rifle for annual requalification. 95% of squadron personnel qualified.
- (3) 12-13 June 1976. TOP GUN Fleet Adversaries supported 22 squadron DACM sorties.
- (4) 22-24 June 1976. The squadron received a 2nd MAW A&M Inspection in troop functions. Grades received in each area inspected are as follows;

Officers/SNCO Uniform Inspection - Satisfactory with minor discrepancies.

Enlisted Uniform Inspection - Satisfactory with minor discrepancies.

Clothing and Equipment Inspection - Satisfactory

Drill Inspection - Satisfactory with minor discrepancies.

FFT - Satisfactory

- (5) 28 June 1976. A "Back in the Saddle" program was conducted stressing a review of aircraft systems.

3. Narrative Summary

Marine Fighter Attack Squadron Two Five One continues to support its primary mission; "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 success with which this difficult mission is accomplished is directly proportional to the training and professionalism displayed by each Marine within the squadron. The myriad of operations and exercises with which VMFA-251 has been associated has been instrumental in accomplishing this training and supports 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 Officer and Aircrew member within the Fighter Community and to be collectively, the best Fighter Squadron in Marine Aviation.

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The first six months of 1976 saw the "Thunderbolts" with a new Commanding Officer. LTCOL J. B. WUERTZ relieved LTCOL G. E. WALSH on 9 January 1976. The first objective of the new Commanding Officer, was to increase stability within the squadron and reduce the personnel turbulence experienced over the previous six months. Additionally, the number of squadron aircrew had to be reduced to provide a more equitable distribution of available sorties. At the close of this period these objectives have been accomplished and the affects on training and combat readiness have been rewarding.

VMFA-251 utilizes unit deployments and detachments to augment the overall squadron training program. The Squadron deployment to MCAS Yuma 6 February thru 1 March 1976, and the detachment to NAS Miramar 16 April 1976 thru 22 May 1976, were the two major training exercises conducted during this period. Planning for Exercise Solid Shield continued to the extent of staging supplies and equipment and making distribution of Squadron Exercise OPLAN 2076. Squadron involvement with Exercise Solid Shield was terminated on 8 May 1976.

The training objectives for the February Yuma deployment were:

1. Advanced aircrew training in the fighter intercept role with heavy emphasis being placed on day and night low level intercepts over land.

2. Advanced aircrew training in Fighter Weapons using the ACMR and adversaries provided by the Naval Fighter Weapons School and H&MS-31.

3. Advanced aircrew training in the ground attack role using TAC(A) support and mixed loads of high explosive ordnance.

4. Advanced training of maintenance personnel in rapid turn around of live ordnance loaded aircraft during high intensity operations.

5. Advanced training of ordnance personnel in rapid loading of aircraft with mixed live ordnance loads during high intensity operations.

At the completion of the deployment every training objective was realized. A total of 339 sorties and 370.4 flight hours were flown during this three week period. Two hundred and fifty seven (257) initial syllabus completions and two hundred ninety one (291) refresher completions were accomplished. The average

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CRP increase for first tour pilots and RIOS was 6.8%, while that of second tourists was 6.0%.

The detachment to the Naval Fighter Weapons School at NAS Miramar was equally rewarding. Two Officers, Captain R. D. STEARNS and 1stLT R. R. POSPISCHIL received a graduate level education for fighter aircrews. In their current billet assignment as Pilot and RIO Training Officer, the valuable knowledge and experience gained by these Officers will best be used for the benefit of all squadron aircrew.

On 1 April 1976 VMFA-251 instituted a scheduled maintenance program in an attempt to streamline maintenance operations and use aircraft more efficiently. The program schedules aircraft into a six day flying phase followed by a four day maintenance phase. These phases and individual aircraft flight hours are managed to ensure that scheduled aircraft maintenance requirements are met during the four day maintenance phase. The program has proved to be highly successful. Aircraft operational ready time has been increased by 26.9%, and unscheduled maintenance has been reduced by 30.2% during the period. During the last five (5) days of May and the first seven (7) days of June the percentage of operationally ready aircraft was 41.2% and 67% respectively. Moreover the quality of maintenance carried out has improved significantly with a marked reduction in repeat gripes. The net affect on training and combat readiness is a 40.3% increase in initial syllabus completions. This has been the direct result of increased weapon system availability.

The success enjoyed by VMFA-251 during this period is overshadowed by the loss of a respected comrad. CAPTAIN G. C. LADD was fatally injured on 17 February 1976 when his aircraft was involved in a mid-air collision with an A4E Mongoose while on a scheduled fighter weapons training mission. The personal loss felt by each member of this command will not soon be forgotten. It can only be hoped that this unfortunate loss will cause each one of us to rededicate ourselves to that oath we swore to uphold when we took on the responsibility of the defense of this country.


J. B. WUERTZ



CHANGE OF COMMAND CEREMONY



MARINE FIGHTER ATTACK SQUADRON 251

9 JANUARY 1976

MCAS, BEAUFORT, SOUTH CAROLINA

Since designation as Fighter/Attack (VMFA)251 the Squadron has continued to function as an advanced training squadron for Phantom II aircrews and as an operational Tactical Defense Squadron for the East Coast. To maintain tactical readiness, the Thunderbolts have deployed numerous times to MCAS, Yuma, Arizona and NAS Roosevelt Roads, Puerto Rico to train aircrews in air-to-ground delivery and aerial combat maneuvers.

During the late sixties, VMFA-251 compiled an impressive record of safety and accident free hours. In 1967 the Thunderbolts received the CNO's Flight Safety Award. They have also received the Fleet Marine Force Atlantic Safety Award for the years of 1967, 1968 and 1970.

In December of 1970, the Squadron received the Robert M. HANSON award as the foremost fighter squadron in the Marine Corps, along with the CNO Flight Safety Award.

On 6 June 1971, the Squadron officially accepted its first F4J Phantom aircraft.

In 1972 the Squadron was very active with three deployments to Tyndall AFB to compete in "College Dart", a dissimilar ACM program with the F-106. Additionally, it stood the "Hot Pad" at NAS Key West for two thirty day periods.

1973 was a busy year for the T-Bolts as they again picked-up the "Hot Pad" twice and deployed to MCALF Bogue Field in support of Exercise "Exotic Dancer VI" and conducted a missile shoot at NAS Roosevelt Roads. The year ended with a TRANSLANT to Cigli Air Base, Turkey in support of the NATO Exercise "Deep Furrow".

Bogue Field was the site for deployment of the Thunderbolts again in mid 1974 for Exercise "Solid Shield". As in the past, VMFA-251 spent two periods on the CINCLANT Det 14 "Hot Pad" at NAS Key West during the year 1974.

During the past year, VMFA-251 has experienced one of the most operationally demanding years in its illustrious career.

January provided the first operational readiness inspection that any fighter squadron in MAG-31 had seen in two years. Additionally VMFA-251 was called upon to support Provincial Aircraft Group 40 in the latter portion of the month.

In April, the Thunderbolts conducted a most successful deployment to Yuma, Arizona for air to ground and air to air training.

During May, VMFA-251 conducted a successful missile shoot and participated in an unannounced training readiness evaluation (TRE). Preparation for the squadron's readiness training continued as it participated in a transatlantic flight to Rota Spain in June.

During July and August the Thunderbolts received a Wing A&M Inspection and a Marine Corps I.G. Inspection obtaining excellent results in both.

In September, VMFA-251 initiated the beginning of a very active dissimilar ACM program by deploying a detachment to NAS Oceana to fly against the F-14.

In early October, a detachment deployed to NAS Miramar to aid in qualifying one of its crews at the Naval Fighter Weapons School (Top Gun).

Late October and early November saw the Thunderbolts deploying to Roosevelt Roads, Puerto Rico to "Getback in the Saddle" with three weeks hard training in the air to air and air to ground weapons employment environment.

The Nellis AFB Aggressor Squadron found T-bolt crews and maintenance to be formidable opponents in Dissimilar ACM in mid November.

As we begin 1976 with a new Command, we hope VMFA-251 will face as many new challenges as we've seen in 1975.

**OUR BUSINESS IS BATTLE
ANYWHERE ANYTIME**

HISTORY

THUNDERBOLT HISTORY

VMFA-251 was first formed at North Island in 1941 as VMO-251. Their mission in the early days was observtaion and reconnaissance, flying the F4F Grumman Wildcat.

During the Squadrons second combat tour in WWII, the unit turned to close air support and fighter support in addition to reconnaissance and was outfitted with the F4U Corsair fighter. The areas of activity for the Squadron included Guadalcanal, Villa Villa, Rabaul, Bouganville and the Phillipine Islands.

The Squadron's designation was officially changed to VMF-251 in December 1944. The Squadron was decommissioned on June 1, 1945, receiving the Presidential Citation for service with the 1stMAW and a commendation from the CG, 11th Bombardment Group. On April 15, 1946, VMF-251 was recommissioned a Reserve training Squadron at Crosse Isle, Mich.

The Squadron was recalled to active duty in March 1951 as VMF-251. After a tour of duty in the far east, the Squadron arrived back in the U. S. and set up headquarters at MCAS, Miami, training with the FJ Furry. In 1958, the Squadron was transferred to El Toro where they were given F8U Crusaders. They departed El Toro in October 1958 for training in the Pacific area and carried with them the motto "CUSTOS CAELORUM", meaning guardians of the sky.

The reforming of the Thunderbolts occurred at MCAS, Beaufort in 1961. On January 5 of that year the Squadron received its first F8U at Beaufort. The reforming was complete with a highly successful two month tour at Guantanamo Bay, Cuba during August and September. At this time VMF-251 was selected to be the first Marine F8U squadron to deploy to the Mediterranean with the Sixth Fleet.

In December of 1961 the "T-Bolts" completed day and night carrier quals aboard the USS Shangrila, another first for Marine F8U's and on February 9, 1962 departed for seven months shipboard duty in the Mediterranean. During June, the Squadron set a new record for flight time in one month by any Sixth Fleet, carrier based F8U squadron by flying over 600 hours. VMF-251 was detached from Carrier Group 10 and USS Shangrila on August 25, 1962 and rejoined MAC-32, at MCAS, Beaufort.

In July of 1963, the Thunderbolts were the recipients of the 2nd MAW Commanding General's Award for Superior Achievement in Competitive Exercises (winners in overall competition). Included in this award were awards for first place in air-to-air gunnery, sidewinder missiles and individual top guns, air-to-air gunnery (20,000 and 30,000 feet). The competitive exercises were completed while the Squadron was deployed to NAS, Roosevelt Roads, Puerto Rico.

In July 1964, the "T-bolts" were placed under a contingency commitment and their jobs became many. In four months the Squadron "fam-ed" 25 pilots for other F8U squadrons. They also put on a show; "Flexed Muscles," performing numerous CAS(Close Air Support) and SATS (Short Airfield fo Tactical Support) demonstrations for members of NATO and the CG, 2dMAW. Finally during this period the Thunderbolts managed to complete the long task of re-schooling all enlisted personnel in preparation for the Squadron's new F4-B Phantom II aircraft.

On November 1, 1964, the Thunderbolts once again had a chance of designation and picked up new mission as Marine Fighter/Attack Squadron (VMFA) 251.

CHANGE OF COMMAND

at which

LIEUTENANT COLONEL G. E. WALSH, USMC

will be relieved by

LIEUTENANT COLONEL J. B. WUERTZ, USMC

PROGRAM

Lieutenant Colonel WUERTZ was born in Washington, Indiana, on 30 May 1934. He was graduated from the United States Naval Academy and commissioned a Second Lieutenant in the United States Marine Corps on 1 June 1956. He completed Basic School in May 1957 and Flight Training in November 1958. He was assigned to VMF(AW)-513 and deployed to the Western Pacific with VMF(AW)-314 flying the F4D-1 "Skyray". Upon returning in January 1962 he served as a flight instructor in the Advanced Training Command at Beeville, Texas. Following this tour he entered the USAF Aerospace Research Pilot School, Edwards AFB California, and was graduated in August 1965. He was later assigned to VMFA-531 at MCAS Cherry Point, North Carolina, and subsequently reassigned to the 1st Marine Aircraft Wing where he served as Logistics Officer and Operations Officer of VMFA-323 at Chu Lai, Republic of Vietnam. On his return in September 1967 he was assigned as the Marine Corps Member, Board of Inspection and Survey (BIS), at the Naval Air Test Center, Patuxent River, Maryland. He then graduated from the USMC Command and Staff College, MCB Quantico, Virginia and was assigned to MAG-15 at MCAS Iwakuni, Japan, as Operations Officer. During this tour the Aircraft Group redeployed to Danang, RVN, and subsequently to Nam Phong, Thailand. Upon returning this time he was assigned to Headquarters, U. S. Marine Corps, where he served as the Aviation Training Devices Officer and Head, Aviation Enlisted Technical Training Section, under the Deputy Chief of Staff for Aviation. At the completion of this tour he was selected as the Commanding Officer of VMFA-122 and transferred to NAS Miramar for transition into the F-14A, Aircraft. Upon cancellation of the USMC F-14 Program he was reassigned to MAG-31 as Operations Officer.

Lieutenant Colonel WUERTZ's awards and decorations include the Distinguished Flying Cross, Air Medal, and Navy Commendation Medal with Combat V.

Lieutenant Colonel WUERTZ is married to the former Shirley Walter of Washington, Indiana, and they have one daughter, Carla.

LIEUTENANT COLONEL J. B. WUERTZ



LIEUTENANT COLONEL J. B. WURTZ
United States Marine Corps

The Change of Command Ceremony is a time-honored tradition which restates to the officers and men of the command the continuity of authority of command. The Change of Command of a United States Marine Corps unit is nearly unique in the world today: It is transfer of total responsibility, authority and accountability from one commander to another commander.

On his return from WESTPAC in July 1963, he served as Executive Officer and Commanding Officer of Overhaul and Repair Squadron MCAS, Cherry Point. During the tour with ORS he was a maintenance Test Pilot in the FJ-4 aircraft. Upon deactivation of ORS he moved to Executive Officer of H&HS Station and then Commanding Officer. Following the tour at MCAS, Cherry Point, he attended Amphibious Warfare School at MCS, Quantico, Virginia. In January 1967, he joined VMFA-251 and transitioned to the F-4B Phantom prior to transfer to Vietnam. Arriving in Vietnam in May 1967, he was assigned as the Maintenance Officer of VMFA-314 at Chu Lai for the entire tour. Entering East Carolina University upon return to CONUS in July 1968, he completed the college degree program in August 1969. He joined VMFAT-201 at MCAS Cherry Point in August and served as Administration Officer and Operations Officer. He was selected to serve as Marine Liaison Officer with the Navy Tactical Air Control Squadron 22 at Little Creek, Va. The tour with the Navy included extensive shipboard operations including duty aboard the new Command and Control Ship, USS Mount Whitney and a six month deployment to the Mediterranean as part of the Amphibious Task Force to the sixth Fleet. Entering Old Dominion University in July 1973, he completed the requirements for his Masters Degree in Business Administration in August 1974, and subsequently joined MAG-31 as Operations Officer. Lt. Col. WALSH has served as Commanding Officer of VMFA-251 since 31 January 1975. During his career he has flown 3700 hours in 15 different aircraft, including over 1400 hours in the F-4B/J.

Lieutenant Colonel WALSH has been awarded the Distinguished Flying Cross, Bronze Star and Combat V, Air Medal (27 Awards), Navy Commendation Medal, Navy Achievement Medal, Purple Heart, Combat Action Ribbon, Presidential Unit Citation, Navy Unit Commendation, and Republic of Vietnam Campaign Medal.

Lieutenant Colonel WALSH married the former Maureen A. Collins in 1957 and they have four children, Michael 16, Kathleen 15, Joseph 11 and Kristen 1, who reside at 156 Laurel Bay Blvd., Laurel Bay.

LIEUTENANT COLONEL G. E. WALSH



LIEUTENANT COLONEL G. E. WALSH
United States Marine Corps

Lieutenant Colonel WALSH was born in Cleveland, Ohio on 15 March 1935. He joined the Marine Corps through the NAVCAD program and was designated a Naval Aviator at NAS, Corpus Christi, Texas during May 1958. He returned to NAAS Whiting Field where he served as a Flight Instructor in the Basic Training Command for two years. Following this tour in the Training Command he joined the 2d Marine Aircraft Wing, Tactical Air Control Center and served as the Senior Air Controller participating in many operations and training assignments involving the Marine Air Control System. In July 1961, he joined VMF(AW)-114 flying the F-6A Skyray for the next two years, to include a deployment of the squadron to the 1st Marine Aircraft Wing.

SCHEDULE OF EVENTS

1100

★

BAND SOUNDS ATTENTION

FORMATION OF PARADE

RELIEF AND APPOINTMENT ORDERS OF

Lieutenant Colonel Gerald E. Walsh
Lieutenant Colonel Joseph B. Wuertz

TRANSFER OF SQUADRON COLORS

REMARKS BY

Lieutenant Colonel Gerald E. Walsh
Lieutenant Colonel Joseph B. Wuertz

PASS IN REVIEW

NOTE: *Alternate Ceremony. In the event of inclement weather, appropriate ceremony will be conducted in the VMFA-251 Hanger.*

SCHEDULE OF EVENTS

C.O. OF TROOPS
MAJ. N. E. DOUGLAS



PARADE STAFF

MAJ. G. R. VANGYSEL
MAJ. D. P. BROWN
MAJ. M. M. HYNES
MSGT. P. E. HARRIS
GYSGT C. R. BARWICK
SSGT. L. M. LAMORA
SSGT. D. D. HUNT



PARADE ADJUTANT
CAPT. A. R. CALDERON



PLATOON COMMANDERS

1st Platoon	1/LT. E. A. DANIELS
2nd Platoon	1/LT. J. L. ROACH
3rd Platoon	1/LT. R. M. KING
4th Platoon	1/LT. M. H. NORMAN

PARADE FORMATION

ENCLOSURE (1)

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

SqdnBul 5060
3:GRV:ecn
11 Dec 1975

SQUADRON BULLETIN 5060

From: Commanding Officer
To: Distribution List

Subj: Change of Command Ceremony

Ref: (a) Landing Party Manual

Encl: (1) Parade Formation
(2) Sequence of Events
(3) Inclement Weather Plan

1. Purpose. To publish information, provide instructions, and assign responsibilities relative to the Marine Fighter Attack Squadron-251 Change of Command Ceremony.

2. Information.

a. Marine Fighter Attack Squadron-251 will conduct a change of command ceremony at 1100 on 9 January 1976. Lieutenant Colonel G. E. WALSH will be relieved as Commanding Officer by Lieutenant Colonel J. B. WUERTZ.

b. The ceremony will be conducted in accordance with reference (a) on the VMFA-251 aircraft parking apron. The parade unit will consist of four platoons of three squads each, a color guard, and the Parris Island Depot Band.

c. In the event of inclement weather, the ceremony will be conducted in hangar 415. A decision to implement the inclement weather plan will be made by the Commanding Officer of Troops a minimum of three hours prior to "Sound Attention".

d. Troop formation, sequence of events and inclement weather plan are contained in enclosures (1) through (3).

e. The Commanding Officer of Troops will be Major N. E. DOUGLAS.

f. The staff of the Commanding Officer of Troops will be:

ENCLOSURE (2)

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- (1) Major G. R. VANGYSEL
- (2) Major D. P. BROWN
- (3) Major M. M. HYNES
- (4) Captain A. R. CALDERON
- (5) MSgt. P. E. HARRIS
- (6) GySgt. C. R. BARWICK
- (7) SSgt. L. M. LAMORA
- (8) SSgt. D. D. HUNT

g. Platoon Commanders/Platoon Sergeants will be as follows:

First Platoon: 1st Lt. E. A. DANIELS/SSgt. H. RYAN
Second Platoon: 1st Lt. J. L. ROACH/SSgt. A. C. COMBS
Third Platoon: 1st Lt. R. M. KING/SSgt. J. MATRICIAN
Fourth Platoon: 1st Lt. M. H. NORMAN/SSgt. M. D. LEITNER

h. Uniforms and Equipment

- (1) Officers. Winter Service "A" with garrison cap and sword.
- (2) Staff NCO's. Winter Service "A" with garrison cap, T/O weapon, web belt with holster. Those SNCO's on the staff of the Commanding Officer of Troops will carry swords.
- (3) Enlisted. Winter Service "A" with garrison cap, T/O weapon and web belt.
- (4) Spectators. Uniform of the Lay or ~~appropriate~~ civilian attire.

3. Action.

a. Commanding Officer of Troops will supervise, coordinate, and be responsible for the entire planning and execution of the change of command ceremony.

b. S-1 will:

- (1) Designate, instruct, and supervise ushers.
- (2) Prepare a guest list and issue invitations to the ceremony and reception.
- (3) Provide a narrator for the ceremony and provide him with a narrative.
- (4) Prepare a parade brochure for distribution at the ceremony.
- (5) Arrange for appropriate PR coverage.

c. S-3 will:

(1) Provide assistance to the Commanding Officer of Troops as required.

(2) Schedule a band for the ceremony.

(3) Mark the ceremonial site.

(4) Arrange for noise abatement during the ceremony.

(5) Coordinate the conduct of rehearsals and ceremony.

d. S-4 will:

(1) Provide for the police of the ceremonial site and hangar 415.

(2) Provide sufficient seating arrangements.

(3) Provide refreshments.

(4) Provide for corpsman and ambulance during the rehearsal and ceremony.

(5) Provide for installation of public address system and supervise its use.

(6) Arrange for traffic control.

(7) Reserve guest parking.

(8) Provide for the manufacture of four flag stands.

e. Aircraft Maintenance Officer will:

(1) Clear the ceremonial site prior to 1300 the day of rehearsal and 0830 the day of the ceremony.

(2) Clear and prepare the hangar deck on the day of the ceremony in the event of inclement weather.

(3) Arrange for two static display aircraft.

f. First Sergeant will:

(1) Provide assistance to the Commanding Officer of Troops as required.

(2) Assist the S-3 in the marking of the ceremonial site.

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(3) Organize ~~and rehearse~~ the color guard

(4) Arrange for flags and guidons.

4. Coordinating Instructions.

a. The initial ceremony briefing will be conducted at 1300 on 6 January 1976 in the VMFA-251 ready room by the Commanding Officer of Troops for the following personnel:

Staff of the Commanding Officer of Troops
Platoon Commanders
Platoon Sergeants
Narrator
Squadron First Sergeant

Immediately following the briefing, a key personnel rehearsal will be held on the parade deck. Uniform will be the working uniform. Officers will require swords.

b. A full rehearsal for all hands will be conducted at 1400 on 7 January 1976. The uniform for the rehearsal will be the working uniform with the equipment mentioned in paragraph 2. h.

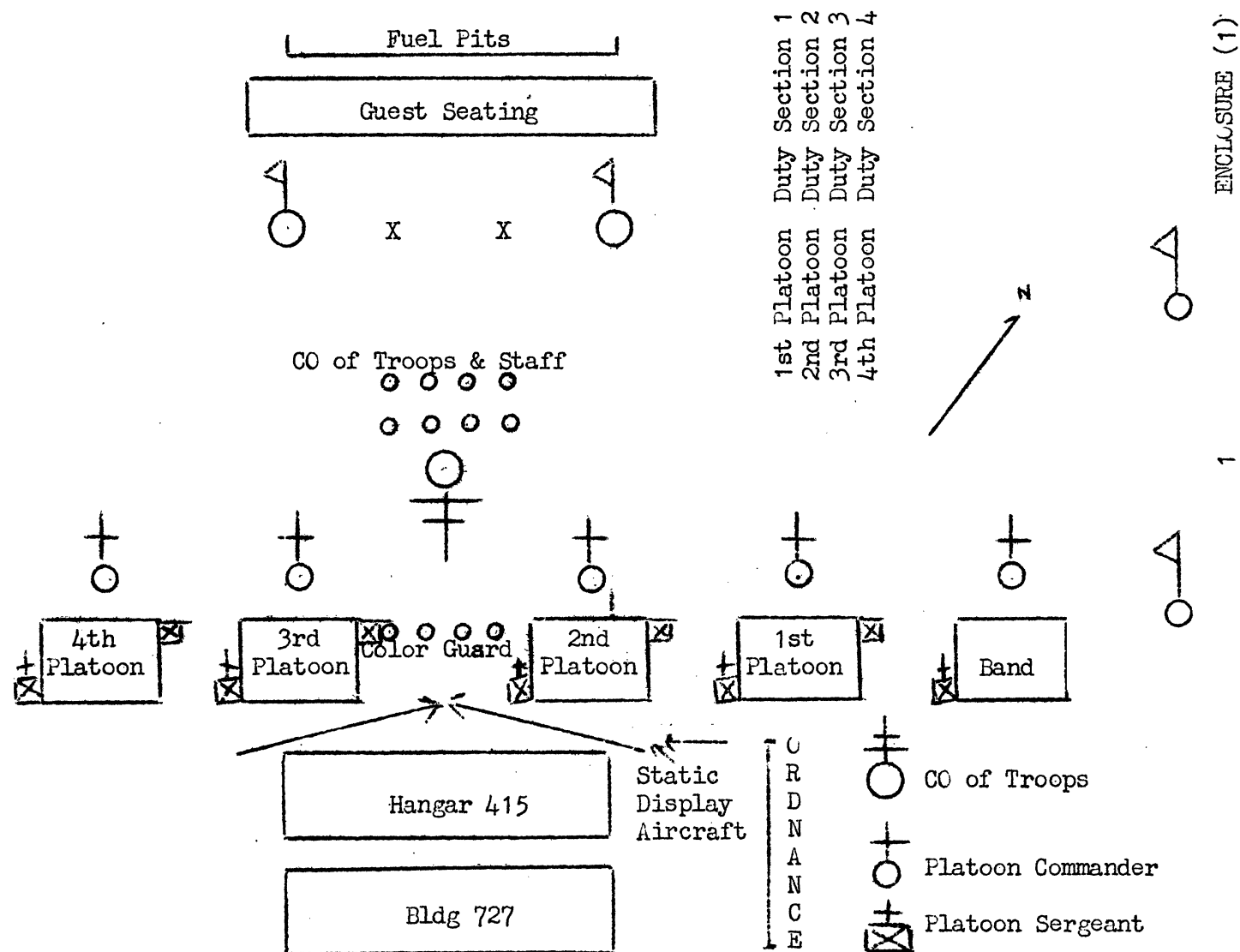
c. In the event of inclement weather on 7 January, 8 January will be an alternate date for the rehearsal. All times remain the same.

5. Self-Cancellation. 31 January 1976


N. E. DOUGLAS
By Direction

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PARADE FORMATION



SEQUENCE OF EVENTS

1. General.

- a. The Squadron will be in position by 1030.
- b. Commanding Officer of Troops will give separate commands to his staff.
- c. Platoon Commanders will give commands successively, from right to left commencing with the First Platoon.

2. Detailed Sequence

- a. Commanding Officer of Troops and Staff assume position on the parade deck.
- b. 1100: ~~Adjutant~~ commands "Sound Attention", band sounds attention. Platoon Commanders call platoons to attention.
- c. ~~Adjutant~~ commands "Parade Rest" and then commands "Sound Off" (CO of Troops and Staff remain at attention).
- d. At the command "Sound Off" the band troops the line and returns to its original position.
- e. At the conclusion of "Sound Off" the ~~Adjutant~~ commands "Squadron Attention" "Present Arms". The ~~Adjutant~~ faces about, salutes the Commander of Troops, and reports: "Sir, the parade is formed."
- f. The Commander of Troops acknowledges with a sword salute and directs the ~~Adjutant~~ "Take your post, sir". The ~~Adjutant~~ comes to carry sword and takes his post by the most direct route which takes him around the right flank of the CO of Troops. The CO of Troops commands "Order Arms"
- g. The CO of Troops will exercise the formation in manual of arms "Port Arms, Right shoulder arms, Port arms, Left shoulder arms, Port arms, Order arms".
- h. The CO of Troops then directs the ~~Adjutant~~ "Receive the report, sir". The ~~Adjutant~~ passing to the right of the CO of Troops, marches to his post and commands, "Report". On "Report", each Platoon Commander in succession beginning with the First Platoon, executes present sword and reports "Platoon all present or accounted for, Sir". The ~~Adjutant~~ faces about, salutes the CO of Troops, and reports, "Sir, all present or accounted for". The CO of Troops returns the ~~Adjutant~~ salute. The ~~Adjutant~~ then executes carry sword and remains in position.

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- i. The outgoing and incoming Commanding Officers' take their positions.
 - j. The CO of Troops directs the ~~Adjutant~~, "Publish the orders sir". The ~~Adjutant~~, commands "Attention to orders". (Narrator publishes the orders of the old and new Commanding Officers').
 - k. CO of Troops directs the ~~Adjutant~~ to "Deliver the colors to the Commanding Officer". The ~~Adjutant~~ returns sword and proceeds to a position four paces in front of the colors, salutes, and takes the Squadron Colors.
 - l. CO of Troops boxes staff and commands "Present Arms".
 - m. The ~~Adjutant~~ proceeds by the most direct route to a position two paces in front of Lt.Col. WALSH.
 - n. The ~~Adjutant~~ salutes as the colors are passing and ~~accepts~~ the colors from Lt.Col. WUERTZ. The outgoing and incoming Commanding Officers' change places.
 - o. The CO of Troops commands "Order Arms".
 - p. ~~Adjutant~~ returns the colors by the most direct route and then takes his position with the staff. Parade rest will be given at this time by the CO of Troops.
 - q. Remarks by the outgoing CO. Remarks of incoming CO.
 - r. The CO of Troops commands "Squadron Attention".
 - s. The CO of Troops commands "Pass in Review".
- (1) On the command "Pass in Review" the band turns to the right and halts thirty paces to the right of the right platoon along the line of march.
- (2) The Platoon Commanders in succession, beginning with the first platoon command, "Right face", "Right shoulder arms".
- (3) When the fourth platoon has executed the above movement and the band has halted, the Drum Major indicates his readiness by raising his baton. The first platoon commander ~~commands~~ to the squadron, "Forward march".

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t. The CO of Troops moves into position at the head of the line of platoons as the column makes its first change of direction.

u. The CO of Troops and each succeeding element salutes and executes eyes right when six (6) paces from the nearest member of the reviewing party, and holds same until six (6) paces past the last member.

v. The CO of Troops and staff turn out of the column and take position on line and to the right of the reviewing party and returns swords. When the rear element of the command has passed, the CO of Troops faces the Commanding Officer and renders a hand salute. When the salute has been returned the CO of Troops dismisses his staff.

w. Platoon commanders march their units back to the assembly area and dismiss the troops.

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INCLEMENT WEATHER PLAN

1. General.

a. Hangar 415 will be utilized for the ceremony in the event of inclement weather.

b. The squadron will form by 1030 in accordance with the formation depicted on page 2 of this enclosure.

c. The band will be in position by 1030 and play appropriate music as guests arrive.

d. Uniform and equipment will remain the same as that covered in the basic bulletin.

2. Detailed Sequence. The detailed sequence for the ceremony will be as contained in enclosure (2) of this bulletin with the following exceptions:

a. The band will remain in place throughout the ceremony.

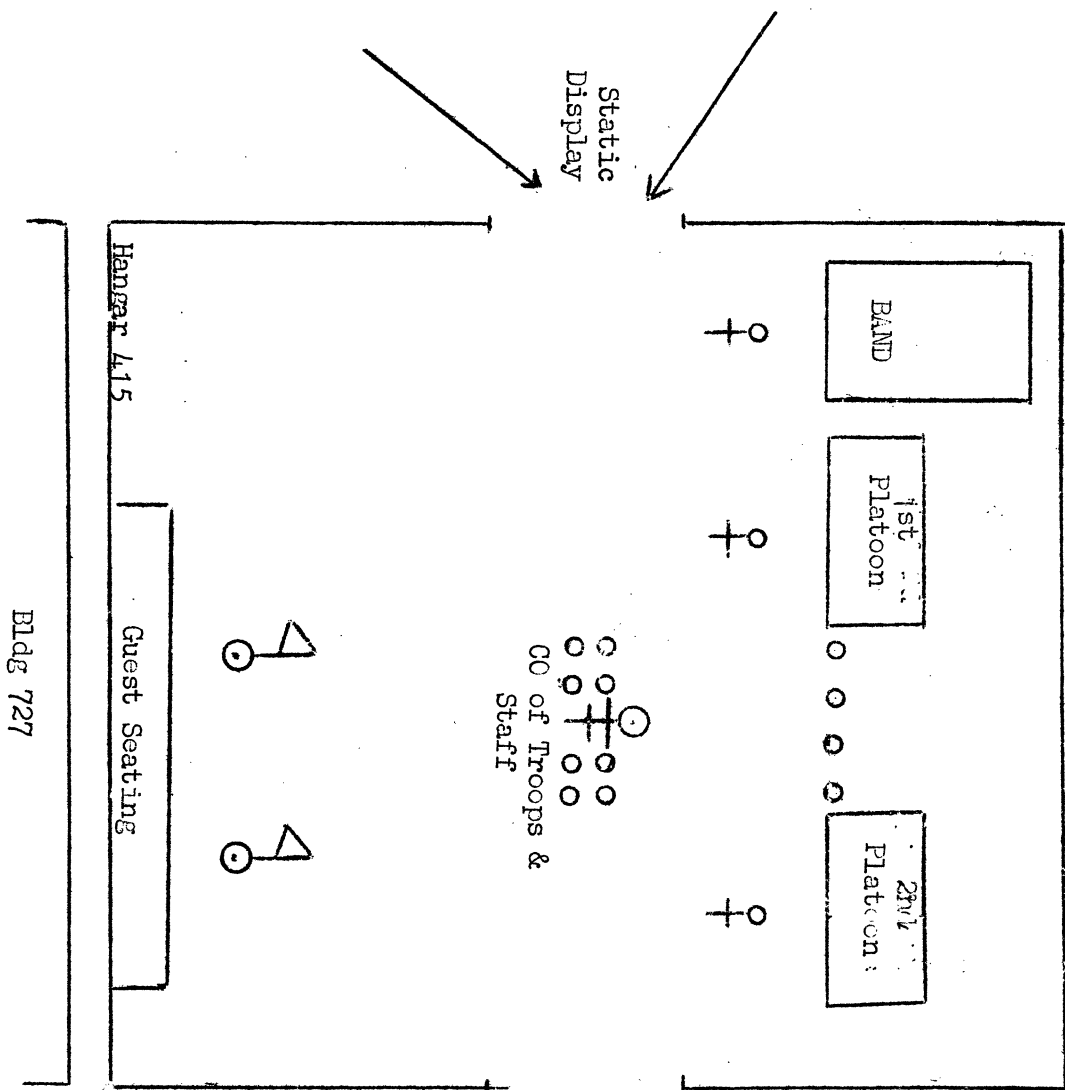
b. Pass in review will be deleted and the following procedure added:

(1) Following the remarks of the outgoing and incoming COs, the CO of Troops will command "Squadron Attention" and the band will play the Marine Corps Hymn.

(2) After completion of the Marine Corps Hymn, the CO of Troops renders a hand salute to the reviewing officer. Upon termination of the salute, the CO of Troops will dismiss his staff and turn the platoons over to the respective Platoon Commanders.

(3) The colors are then retired.

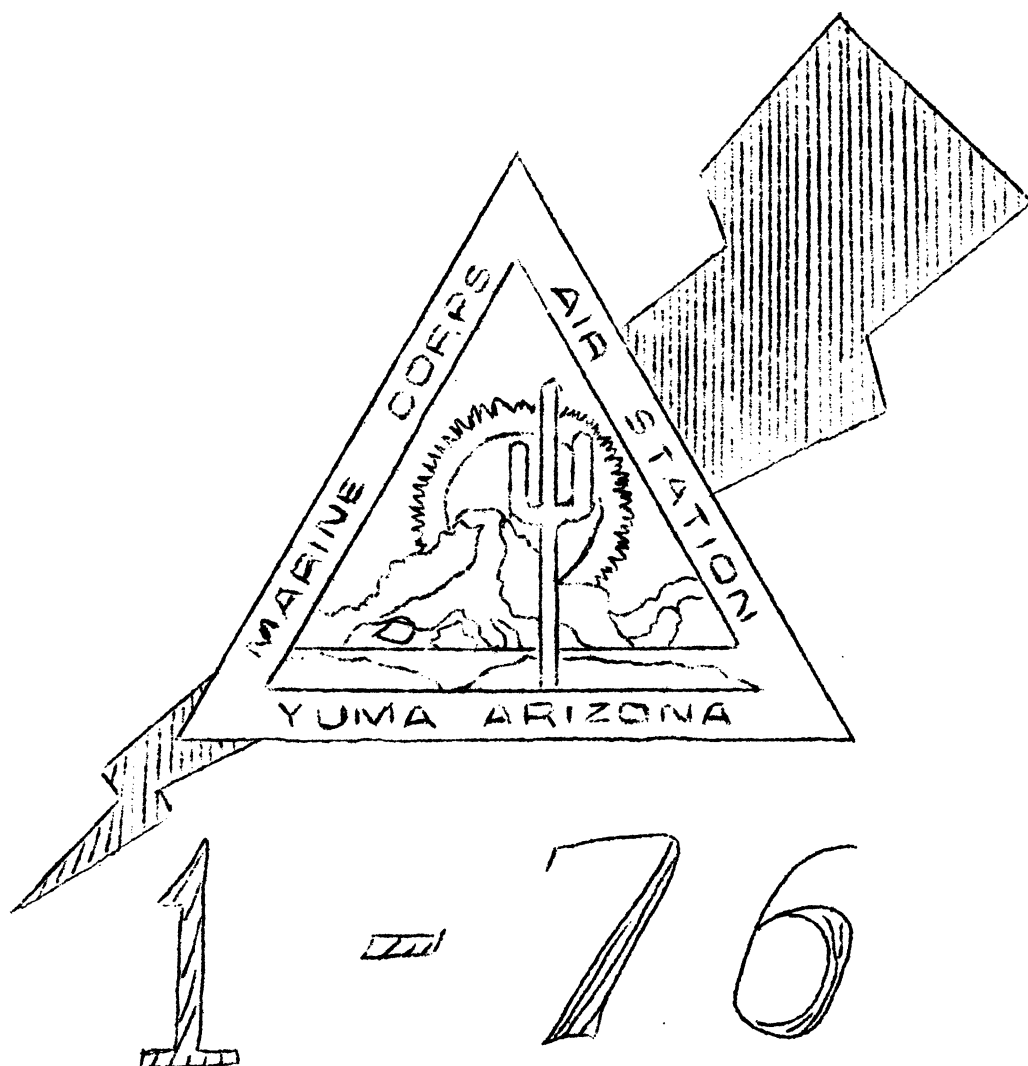
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1st Platoon 1st & 2d Duty Sections
 2nd Platoon 3rd & 4th Duty Sections

ENCLOSURE (3)

OP ORDER



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Marine Fighter Attack Squadron 251
MCAS BEAUFORT, SOUTH CAROLINA 29902
080800R February 1976
GRV-1

Operations Order 1-76

Ref: (a) WgBul 3120 dtd 22 Sept 75
(b) NWIP-10
(c) MCO P3500.8
(d) OPNAVINST 3710.7G
(e) OPNAVINST 5442.2
(f) WgO 3700.2A
(g) WgO 3120.6A

TIME ZONE: T(Commencing 082300Z Feb 76)

Task Organization:

<u>VMFA-251 Rein</u>	LtCol WUERTZ
H&MS-31 (-)	LtCol GLASS
VMO-2 (-)	LtCol STAFFEY
NAVFITWEPSCOL (-)	LCDR RULIFFSON

1. SITUATION

a. Enemy Forces. Annex A (Intelligence).

b. Friendly Forces

(1) 2d Marine Aircraft Wing provides liaison and logistical/air refueling support.

(2) Marine Aircraft Group 31 provides liaison and logistical support.

(3) Commanding Officer, MCAS Yuma provides base facilities and aircraft operating areas.

(4) Headquarters and Maintenance Squadron 31 provides IMA personnel augmentation, C117D, TA-4F TAC(A) and adversary support.

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(5) MCAS Yuma AIMD provides general intermediate maintenance support.

(6) Marine Air Base Squadron-31 provides augmentation and communications support.

(7) VMO-2 provides TAC(A) and flare drop support.

(8) VMGR-252 provide refueling support for VMFA-251 from MCAS Beaufort to MCAS Yuma and return.

(9) Navy Fighter Weapons School provides formal classroom instruction and dissimilar adversary support.

(10) Military Airlift Command provide airlift of squadron personnel and equipment from MCAS Beaufort to MCAS Yuma.

2. MISSION. VMFA-251 (REIN) deploy to MCAS Yuma for the period of 8 February to 1 March 1976 for fighter intercept, fighter weapons and ground attack training.

3. EXECUTION

a. General. As directed in reference (a), VMFA-251 (REIN) will deploy to MCAS Yuma during the period 8 February to 1 March 1976 with 10 aircraft and H&MS-31/MABS-31 personnel augmentations to conduct fighter intercept/fighter weapons and ground attack training.

b. VMFA-251 (REIN)

(1) Provide operational planning and principle liaison between all units concerned.

(2) Deploy on order to MCAS Yuma with 10 F-4J aircraft, 44 officers, and 210 staff NCO's and enlisted men (including all augmentation).

(3) Flight ferry 10 F-4J aircraft from MCAS Beaufort to MCAS Yuma with enroute refueling via the flight ferry route contained in Appendix 1 to Annex B (Air Operations).

(4) Submit MOVREPS in accordance with reference (b) as required.

(5) Conduct air operations described in Annex B (Air Operations) in accordance with references (c) and (d).

(6) Submit appropriate 3M data in accordance with reference (e).

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(7) Submit daily flight data (FREDS) to MAG-31 by naval message in accordance with reference (c).

(8) Submit daily OPSUM (STAR) to MAG-31 via autovon/HF radio at the completion of flight operations in accordance with reference (f).

(9) Submit after action report in accordance with reference (g) within (10) working days of the unit's return to MCAS Beaufort.

4. ADMINISTRATIVE AND LOGISTICS. See Annex C (Administrative and Logistics).

5. COMMAND AND SIGNALS

a. Signals. Autovon circuits will be the primary means of communications between VMFA-251 (REIN) and MAG-31 during normal working hours. The TSC-15/TRC-75 net will serve as a secondary means of communications in the event "minimize" is imposed. Commercial telephone will be utilized for time-sensitive information when autovon/TRC-75 net are not available. Naval message traffic will be utilized for routine administrative traffic.

b. Command. There will be no change in normal command relationship.



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Annexes:

- A. Intelligence
- B. Air Operations
- C. Administrative and Logistics
- D. Distribution:

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MCAS, BEAUFORT, SOUTH CAROLINA 29902
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Annex A (Intelligence) to Operation Plan 1-76

Ref: (a) OPNAVINST 5510.1
(b) WqO P3800.1
(c) GruO P3800.1
(d) SqdnoO P3800.1
(e) FMFM 2-1
(f) FMFM 7-3
(g) Maps: AMS Western United States, 1:250,000, Series, V502, Sheets N1 11-9, N1 11-12, ONC, 1:1,000,000, Sheet G-18, TPC, 1:500,000, Sheets. G-19DS, G-18CS.

Time Zone: T (Commencing 082300Z Feb. 76)

1. SUMMARY OF ENEMY SITUATION

a. This Annex and all Appendices are designed for training and operations while deployed at MCAS, Yuma.

b. During operations and training at MCAS, Yuma, intelligence procedures will be in accordance with references (a), (b), (c), (d) and this Annex.

c. The area of operations during the strike will be the local area of MCAS, Yuma. An arid area of the southwestern United States; the area is rich in irrigated agriculture, vast mineral and natural resources.

2. ESSENTIAL ELEMENTS OF INFORMATION

a. Determine the composition, disposition, and strength of the enemy in the border area with particular emphasis on his employment of armored vehicles and aircraft.

b. Determine if the enemy will employ aircraft in support of ground forces. If so: what type, how many, with what armament, and from what bases.

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c. Determine if the enemy will establish surface-to-air (SAM) missile sites in the border area. If so: where, what type, and how many.

d. Determine if the enemy will establish AAA sites in the border area. If so: where, what type, and how many.

e. Determine if the enemy will employ nuclear, biological or chemical weapons. If so: in what manner and to what extent.

3. INTELLIGENCE ACQUISITION TASKS

a. Orders to Subordinate and Attached Units

(1) Practice communications security and remain alert for intelligence information gathering from enemy incursion into friendly communication nets. Report all violations (friendly and enemy) to the Squadron S-2 by the most direct means.

(2) Report any employment of enemy aircraft stating type, number, and attack and retirement direction by the most expeditious means.

(3) Report enemy employment of NBC weapons/agents to the S-2 immediately, stating manner employed, extent and effect.

(4) Observe and report all enemy activity within the objective area with particular attention to armored vehicle movement, AAA and SAM.

(5) Report all MIJI incidents to the Squadron S-2 by the most direct means.

b. Request to Higher and Adjacent Units

(1) Provide information on a continuing basis on enemy AAA and SAM sites and activity.

(2) Provide information on all enemy air activity.

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4. MEASURES FOR HANDLING PRISONERS, CAPTURED DOCUMENTS
AND MATERIAL

a. Captured personnel, documents, and material will be handled in accordance with reference (d).

5. DOCUMENTS AND/OR EQUIPMENT REQUIRED

a. All mission plans, maps and strike plans will be maintained by the Pilot/RIO Training officer and may be obtained from him.

b. The overlays, photographs and intelligence briefs of a possible contingency area of operations will be held by the S-2 and will be briefed by the S-2 Officer or his designated representative prior to the strike mission being flown.

6. COUNTERINTELLIGENCE

a. Counterintelligence will be in accordance with references (c), (d) and Appendix (6).

7. REPORTS

a. Reports of anything of a significant nature will be made to the S-2 as soon after the occurrence as is possible, either written or verbally. Spot reports, Flash reports and debriefings will be forwarded upon occurrence.

8. MISCELLANEOUS INSTRUCTIONS

a. Weather forecasts will be issued by the intelligence section daily or as obtained/requested.



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APPENDIXES

1. Intelligence Estimate
2. Area Study
3. Port of Call Data
4. Climatology/Terrain Data
5. Astronomical Data
6. Counterintelligence Plan
7. Air Order of Battle
8. AAA/SAM Order of Battle
9. Survival Data

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Appendix 1 (Intelligence Estimate) to Annex A (Intelligence)
to Operation Order 1-76

1. To be published separately.



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Appendix 2 (Area Study) to Annex A (Intelligence) to
Operation Order 1-76

Ref: (a) CO, MCAS, YUMA ltr 30J/NDK/daw dtd 10 Dec 74
MCAS, Yuma terrain and weather data information
for support of entire deployment.

(b) Maps: ONC 1:100,000, Sheet G-18, TPC 1:500,000,
Sheets G-19DS, G-18CS.

Time Zone: T (Commencing 082300Z Feb. 76)

1. TERRAIN

a. General

(1) The deployment area of operations should be conducted within a radius of 200 miles extending from the east, semi-circular around thru north to west. The area to the south being Mexico and out of limits for this deployment.

b. Specific Area Description

(1) The area is primarily divided in half by the Colorado River running north to south. The Salton Sea, the Chocolate Mountains and the Joshua Tree National Monument lie in the northwestern quadrant. Castle Dome and the Tule Desert lie to the east. The ground elevations range from 235 feet below sea level at the Salton Sea to 11,502 feet above sea level at the peak of San Geronio Mountain. The terrain is made up of steep-sloped, highly eroded mountains, gently sloping to flat intervening valleys, running north to south. Relief is moderate with elevations from 3,000 to 4,000 feet from valley edges. Several dry lakes are present. Dry washes, gulches and canyons carry water only after storms.

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The flat lands extending into the valleys are covered with a thick layer of fine loose sand, resulting in poor trafficability for wheeled vehicles and personnel on foot. The two major hydrographic features in the area are the Salton Sea and the Colorado River. The Salton Sea is classified as a dead sea, and is fed by underground sources. It is comprised of salt water. The Colorado River is one of the major rivers in the United States. It flows south and empties into the Gulf of California. There are numerous paved roads in the area. The main highways are Highway 66 running east to west in the northern part of the area, Interstate 8 running east and west in the southern area, Highway 95 running north and south from Needles to Yuma, Highway 60-70 running east to west from Redlands to Phoenix, and the Parker Dam Highway running from Desert Center to Parker and from there to Hope. The other roads in this area are for the most part, classified as dirt roads and trails. Trafficability is poor for wheeled vehicles and is dangerous as most of these roads are dry streambeds, and are therefore susceptible to flash flooding.

2. POPULATION

a. Population within the area consists of scattered mining camps and widely spaced farm houses with most of the population centered in and around the metropolitan areas scattered throughout the area. The predominant language spoken by the inhabitants is English, however, Spanish is widely used also.


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080800R February 1976
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Appendix 3 (Port of Call Data) to Annex A (Intelligence)
to Operation Order 1-76

Ref: (a) MCAS, Yuma, StaO 1050.2H (Handout)
(b) Station Staff Judge Advocate, MCAS Yuma ltr SSJA:
LWS:jda dtd 28 Jan 72
(c) Maps: ONC, 1:1,000,000, Sheet G-18, Westerr
United States, 1:250,000, Series V 502, Sheets
N1 11-9, N1 11-12

Time Zone: T (Commencing 082300Z Feb. 76)

1. PURPOSE. To familiarize Squadron personnel with the Yuma,
Arizona area

a. Location

(1) General. Yuma is located on the Colorado River,
in the extreme southwest part of the State of Arizona, on
the California border.

(2) Specific. Yuma is 160 miles southwest of the
capitol of Arizona, Phoenix. It is approximately 20 miles
north of the Mexican border town of San Luis. Yuma is
located at Latitude 32°39'N Longitude 114°37'W.

2. GENERAL INFORMATION

a. History of Yuma. Hernando de Alarcon was probably
the first explorer of the region in 1540 when he sailed
up the Colorado River. Father Francisco Garces established
a mission in 1779, but it was abandoned in 1781 when he was
killed by Indians. The town of Colorado City sprang up in
1854 after the discovery of gold in California. Its name
was changed to Arizona City in 1858. In 1862 the settlement
was destroyed by a flood and a new community renamed Yuma
was formed in 1863, on higher ground.

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b. Plant and Animal Life. In the Highlands of Arizona, coyotes, wild cats, and mountain lions are fairly common, but general animal life is relatively scarce. In southern and western Arizona the giant Saguaro Cactus grows in groves, attaining a height of 40 to 50 feet. In many localities the Mesquite is the only important native tree.

3. WEATHER AND CLIMATE.

a. Arizona's climate is marked by extreme variety which results from the wide range of elevations. 235 feet below sea level at the Salton Sea to 11,502 feet above sea level at the summit of San Geronio Mountain.

b. Precipitation varies from 32.42 inches at Crown King to 3.10 inches in Yuma and in the desert.

c. Temperatures in the desert region are often higher than those at the equator. The lack of humidity is evident by the annual rainfall level, however, the possibility for a few winter rain storms or a heavy thunderstorm is not out of the way. Therefore flash flooding is a very real threat and should be considered at all times.

4. ECONOMICS

a. Yuma is basically an agriculture center with an increasing number of products as new sources of irrigation are developed.

5. POINTS OF INTEREST

a. Places of interest include the Territorial Museum and Prison, which houses many relics of Yuma's lively history. St. Thomas Mission, and adobe structures on the Indian Reservation, which is nearby and Century House, opened in 1960 as a center for the growing art colony. Martinez Lake, on the Colorado River, 35 miles north of the city, provides recreational facilities, and an annual rodeo with parades, which take place in February.

6. FOOD, DRINK AND SANITATION

a. Care should be taken when dining off base so as not

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to eat in second and third rate restaurants. Diarrhea may result from eating in such establishments, especially in the Mexican border towns.

b. When in doubt about the water, drink bottled mineral water, popular brands of soft drinks or bottled beer.

c. Venereal diseases are prevalent along the Mexican border.

7. BEST BUYS

a. Those interested in bringing back souvenirs will find that leather goods, silver products and alcoholic beverages are the best buys.

8. SAN LUIS, MEXICO

a. General. San Luis is located at the extreme northwest tip of Mexico, just across the border from Arizona, and 20 miles from Yuma.

9. CLIMATE

a. San Luis's climate, like most of Mexico in the North, can be described as semi-arid. It is very dry with only sparse precipitation. Although the summers are long and hot, the nights are relatively cool.

10. PEOPLE, DRESS AND SANITATION

a. People. The people of San Luis, like the overwhelming majority of Mexico's population, are descendants from the original Indian inhabitants and Spanish colonizers of the country.

b. Dress. The natives of most rural districts wear white trousers, a shirt and straw hat. In the cities, the average well-to-do middle class Mexican wears the same clothing as worn in the U. S.. Materials are darker. Tailoring is conservative and sports clothes are not commonly accepted. Huararaches, the attractive native sandal, have become increasingly popular for resort wear among the Mexicans.

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c. Sanitation. Sanitation and preventive health standards are not as high as found in the United States. Bacterial intestinal infection producing severe diarrhea may result from ingestion of local water or food.

11. FOOD AND DRINK

a. Food. Hygiene conditions have improved greatly in recent years, however, food in general, and milk products, salads and uncooked fruits in particular, should be eaten only in first class restaurants.

b. Drink

1. Water. Some of the larger cities have good water systems but elsewhere, water from faucets is not safe to drink. When in doubt, drink bottled mineral water or beer, of which there are several excellent varieties.

2. Soft Drinks. A popular Mexican soft drink is Refresco, a fruit flavored drink sold from big glass jars on every street corner. It is tempting, but the water is doubtful. Coca-Cola, Canada Dry, Seven-Up and other soft drinks are available throughout the country.

3. Alcoholic Drinks. Pulque, a thick, sweetish drink, made from the juice of the maguey plant, is a common drink among the natives. More potent than pulque are mezcal and tequila.

12. POLICE AND SHORE PATROL

a. Law enforcement policies vary greatly throughout Mexico. A good idea while in Mexico is to remember that as a guest, you are subject to their laws. All of the legal rights that you enjoy in the United States are not applicable while visiting Mexico. For example, should you be picked up in San Luis on suspicion of a drug offense, you could be imprisoned for up to one year just for investigation. If found guilty, this one year period does not apply toward your sentence. Another item is that Mexico is not required to notify the command of your whereabouts.

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b.. Present policies are toward extremely harsh penalties for drug offenses, (5-7 years for smuggling activities).

c. No person under 21 years of age stationed, temporary or deployed at MCAS, Yuma will be in Mexico after 1800 unless he has in his possession written authority from his Commanding Officer.

d. Appropriate civilian attire is required when visiting Mexico or the City of Yuma.

e. Reference (b) announces that the Mexican Government has forbidden entry into Mexico to FILIPINO service personnel who are not in possession of a current Philippine Passport. In the case of Philippine Nationals who have become U. S. Citizens, copies of naturalization papers are required.



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Appendix 4 (Climatology and Terrain Data) to Annex A
(Intelligence) to Operation Order 1-76

Ref: (a) Climatology and Terrain Report by Aerology
Section, MCAS, YUMA.

Time Zone: T (Commencing 082300Z Feb. 76)

1. PURPOSE. The purpose of this Appendix is to determine the effects of light, weather and terrain on military flight operations in the Yuma area.

2. AREA COVERED

a. MCAS, Yuma, Arizona and the surrounding area within a 150 mile radius.

3. GENERAL DESCRIPTION OF THE TERRAIN IN THE AREA

a. The area covered by this study falls within the southern corner of the State of Arizona and the southern portion of the state of California. This area is bounded on the south by the Mexican border, the Pacific coast running to San Onofre then to Barstow on the west, Barstow to Searchlight to Prescott on the north, and Prescott to Phoenix to the border on the east. Highway 66 runs parallel just inside the northern boundaries of the area. The principal terrain features of the area are: The Salton Sea, Chocolate Mountains, and Joshua Trees National Monument to the west and the Tule Desert to the east. The altitude ranges from 235 feet below sea level at the Salton Sea to 11,502 feet above sea level at the Peak of San Geronio Mountain.

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b. Relief and Drainage. The terrain in the Yuma area is divided from north to south by the Colorado River. The Chocolate Mountains run from northwest to southwest toward the city of Yuma. There are many mountains in the area but for the most part, they seem to run in the same general direction. These mountains are generally of volcanic origin, with steep rocky slopes and very little vegetation. There are numerous dry lakes and dry washes in the area. The flat lands extending into the mountains are covered with a layer of thick, loose sand resulting in poor trafficability for wheeled vehicles and personnel on foot.

c. Hydrography. The two major hydrographic features in the area are the Salton Sea and the Colorado River. The Salton Sea is a dead sea and is 235 feet below sea level. It is fed by underground sources and is salt water in content. The Colorado River is one of the major rivers of the United States. The river flows from the state of Colorado southward, emptying into the Gulf of California.

d. Roads

(1) There are numerous hard top roads in the area. The main highways are Highway 66 running east and west in the northern part of the area, Highway 80 running east and west in the southern area, Highway 95 running north and south from Needles to Yuma, Highway 60-70 running east to west from Redlands to Phoenix and the Parker Dam Highway running from Desert Center to Hope.

(2) The other roads in the area are for the most part classified as unimproved dirt roads and trails. Many of these roads are in dry stream beds and therefore, are susceptible to flash flooding which is not uncommon in this area. Remember that it does not have to rain in the immediate area to cause flooding, the water from a heavy rain shower 20 miles away will not drain into the ground and will still be a raging torrent when it gets to you.

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(3) Approximate distance (road miles from Yuma to:

San Diego.....	180
Danning.....	190
El Centro.....	160
Blythe.....	85
Neddles.....	185
Phoenix.....	185
Prescott.....	230
Tucson.....	240
Los Angeles.....	275

4. CLIMATOLOGICAL SUMMARY FOR FEBRUARY 1976

a. Monthly means

Average Daily Max. (F)	79.9
Average Daily Min. (F)	43.0
Extreme Max.	89.0
Extreme Min.	31.0
Humidity @ 0500MST	54%
Humidity @ 1100MST	33%
Humidity @ 1700MST	24%
Humidity @ 2300MST	45%
Surface Wind N	8.0KT
Normal Monthly Precip.	.36"
Ceiling Less than 1,000 Ft	00.0%
Ceiling 1,000 to 3,000 Ft	00.5%
Ceiling 3,000 to 10,000 Ft	21.6%
Ceiling Higher than 10,000 Ft	77.9%
Cloud Coverage: Clear	54.1%
Scattered	18.9%
Broken	16.1%
Overcast	10.9%
Visibility Less than 3 miles	00.1%
Visibility 3 - 6 miles	00.5%
Visibility 6 - 10 miles	03.2%
Visibility greater than 10 miles	96.2%

b. Yuma has the distinction of being the warmest, and sunniest spot in the nation, with extremely low relative humidity. From early fall to late spring, Yuma is subject to a generally northwesterly wind. This wind sometimes gusts

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to as high as 50 knots; during these periods visibility is greatly reduced by blowing sand and dust. Rainfall is scarce, and most rainfall comes during typical desert cloud-bursts. At such times, visibility is greatly reduced, and runways and roads become extremely slippery.

c. Below minimum weather is caused primarily by blowing dust, and exists 0.15% of the year. In a matter of minutes the visibility can be reduced from 60 miles to zero by blowing dust. Phenomenon of this sort can be brought about by as little as 20 - 25 knots of wind.



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Marine Fighter Attack Squadron 251
MCAS, BEAUFORT, SOUTH CAROLINA 29902
080800R February 1976
GRV-1

Appendix 5 (Astronomical Data) to Annex A (Intelligence)
to Operation Order 1-76

Ref: (a) Astronomical Report by Aerology Section. MCAS,
Yuma, Arizona, Dated February 1976

Time Zone: T (Commencing 082300Z Feb. 76)

1. PURPOSE. To promulgate the Astronomical data pertinent
to deployment.

2. FEBRUARY DATA

<u>DATE</u>	<u>DOMT</u>	<u>SUNRISE</u>	<u>SUNSET</u>	<u>EOET</u>	<u>MOONRISE</u>	<u>MOONSET</u>	<u>MOON PHASE</u>
07	0704	0729	1815	1841	1121	0019	FIRST HALF
08	0703	0728	1816	1842	1211	0112	
09	0702	0728	1817	1843	1245	0207	
10	0701	0727	1818	1844	1335	0301	
11	0700	0726	1819	1845	1429	0354	
12	0700	0725	1920	1846	1530	0444	
13	0659	0724	1821	1846	1634	0532	
14	0658	0723	1822	1847	1739	0618	
15	0657	0722	1823	1848	1847	0700	
16	0656	0721	1824	1849	1956	0741	
17	0655	0720	1825	1850	2105	0821	
18	0654	0719	1825	1851	2212	0901	
19	0653	0718	1826	1851	2320	0942	LAST HALF
20	0652	0717	1827	1852	----	1027	
21	0651	0716	1828	1853	0026	1114	
22	0650	0715	1829	1850	0128	1215	
23	0649	0714	1830	1855	0227	1258	
24	0648	0713	1831	1855	0321	1355	
25	0647	0712	1831	1856	0418	1453	
26	0646	0710	1832	1857	0452	1550	
27	0645	0709	1833	1857	0531	1647	
28	0644	0708	1834	1858	0706	1743	
29	0643	0707	1835	1859	0639	1838	

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BOMT BEGINING OF MORNING TWILIGHT
EOET END EVENING TWILIGHT
BOMT/EOET ARE CIVIL TWILIGHT; SUN 6 DEGREES BELOW THE
 HORIZON

ALL TIMES ARE MOUNTAIN STANDARD TIME



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080800R February 1976
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Appendix 6 (Counterintelligence) to Annex A (Intelligence)
to Operation Order 1-76

Ref: (a) OPNAVINST 5510.1E
(b) WgO P3800.1G
(c) GruO P3800.1E
(d) SqdnO P3800.1B
(e) SqdnO 5512.1G

Time Zone: T (Commencing 082300Z Feb. 76)

1. MILITARY SECURITY

a. Safeguarding of Classified Material. Section leaders are responsible for the security of all classified material within their sections, in accordance with reference (a), (b), and (c).

b. Standing Operating Procedures. For the duration of the operation the counterintelligence section of reference (b) will be used as the source for operating procedures within this unit.

c. Password and Countersign. When and where applicable will be issued by higher headquarters.

d. Security, Discipline and Training. The S-2 is responsible for the proper training and indoctrination of personnel in all measures to prevent observation, surprise, espionage, sabotage or subversion both in garrison and in the field. This training will be conducted in accordance with reference (b).

e. Censorship. Initially there will be no need for any type of censorship in the objective area. If the need arises directives will be published.

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f. Counterespionage. In order to deny the enemy any means of spying on U. S. Military personnel and units, the following actions are required:

(1) Unnecessary personnel should be restricted from the unit area.

(2) All indigenous personnel entering the Squadron area must be escorted and checked in with the S-2. This includes officials of allied countries.

(3) Personnel access to classified material will be granted on a specific "Need to Know" basis.

(4) Personnel of this Squadron are required to report any person who has been asking detailed questions about units or otherwise acting suspicious.

g. Countersabotage. In order to deny the enemy any means to destroy the effectiveness of this command and its support elements, the following are required:

(1) Security be placed around all materials that could be used as or in sabotage devices. These items include petroleum, ammunitions and explosives.

(2) Maximum security be maintained at all key level installations and positions. These key positions are: Communications centers and Command Post i. e. Headquarters and flight line.

h. Visitor Control. Will be in accordance with reference (e)

i. Security Violations.

(1) All security violations will be immediately reported to the Squadron S-2.

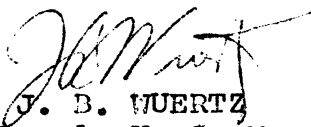
(2) Investigation of violations will be initiated as soon as possible.

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Marine Fighter Attack Squadron 251
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080800R February 1976
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Appendix 7 (Air Order of Battle to Annex A (Intelligence)
to Operation Order 1-76

1. To be published separately.


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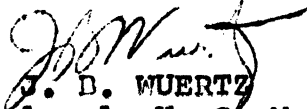
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MCAS, BEAUFORT, SOUTH CAROLINA 29902
080800R February 1976
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Appendix 8 (AAA/SAM Order of Battle) to Annex A (Intelligence)
to Operation Order 1-76

1. To be published separately.


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MCAS, BEAUFORT, SOUTH CAROLINA 29902
080800R February 1976
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Appendix 9 (Survival Data) to Annex A (Intelligence) to
Operation Order 1-76

Ref: (a) Maps: See reference (g) to Annex A (Intelligence)
(b) FM 21-76

Time Zone: T (Commencing 082300Z Feb. 76)

1. PURPOSE

a. The purpose of this study is to aid pilot and aircrews to survive in the mountain and desert areas around Yuma. The contents herein are the results of actual, individual and group survival experiences and the recommendations of explorers and world travelers. It represents many years of experience in the desolate areas of the world. The value of this study is as great as the value a pilot places upon his own life.

2. GENERAL SURVIVAL MEASURES FOR THE DESERT

a. In the desert area, the downed aviator should take these general immediate action steps for survival on land.

(1) Travel. Stay with the aircraft if possible. If travel is necessary travel only at night. When traveling, head for the nearest road or stream and follow them because they will probably lead to populated areas.

(2) Heat. Exposure to the sun can be dangerous. It can cause three types of heat collapse:

(a) Heat Cramps. The first warning of heat exhaustion usually is cramps in the leg or stomach muscles. For relief, rest, and if available, take salt tablets dissolved in water.

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(b) Heat Exhaustion. Usual symptoms are that the person will become flushed then pale, sweat heavily, have moist cool skin and may become delirious or unconscious. For relief, lie in the shade, flat on your back. Take salt dissolved in water. Keep wrapped up and take warm liquids if available.

(c) Heat Stroke. Heat stroke may come on suddenly. The face becomes red, skin hot and dry. All sweating stops. There is severe headache, pulse is fast and strong. Unconsciousness may result. For relief, try to cool off. Keep clothing loose and lie down in the shade if available. Cool yourself by saturating your clothing with water and/or by fanning. Don't take stimulants.

(3) Signals. A good improvised flame can be made from a tin can or other container filled with sand soaked with fuel. The ensuing dense smoke makes an excellent daytime signal. Burn fuel or use other bright flames at night. Dig trenches to form signals or line up rocks to throw shadows. If there is any brush in the area, gather it in piles and have it ready to light. Smoke fires and grenades are the best in the daytime; flares and bright flames are hard to see. The mirror is also an excellent desert signal during daylight hours.

(4) Shelter. Shelter will be required for protection from sun and heat. Use whatever natural shade you can find, such as a cave, a rock ledge or wall of a dry stream bed. Beware of the hazards of these shelters; snakes and other vermin in the enclosed areas and flooding of dry stream beds.

(5) Clothing. Wear your clothing for protection against sunburn, heat, sand and insects. Keep your body and especially your head covered during the daytime---you'll last longer on less water. Wear flight suits with sleeves rolled down, keep them loose and flapping to stay cooler. Your pilot chute is adaptable as a parasol for use in the desert. During dust storms, wear a covering over your mouth and nose; parachute cloth will do and remember travel only as a last resort during a dust storm.

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(6) Health and Hazards

(a) Lack of water and exposure to the sun and heat are the big hazards to health in the desert. You can overcome these problems and prolong your life by observing the instructions contained in this appendix.

(b) Ticks are numerous in some areas. Protect yourself against them.

(7) Quick Tips to Find Water

(a) When looking for water along sandy beaches of the desert lakes, dig a hole in the first depression behind the first sand dune. Stop digging when you hit wet sand. This first water is fresh or nearly so and it is drinkable. If you dig deeper, you may strike salt water. If you find damp sand, dig a hole and wait for the water to seep into it. In other places pick the lowest point between sand dunes and dig down three (3) to six (6) feet. If sand becomes damp, keep digging until you hit water.

(b) In a sand dune belt, search between the outermost dunes of the area rather than in the middle.

(c) Look for dry stream beds. Dig at the lowest point on the outside of a bend in the stream or channel.

(d) REMEMBER TO PURIFY ALL WATER OBTAINED FROM THE ABOVE SOURCES AND TO LIMIT YOUR ACTIVITY TO THE EARLY MORNING OR EVENING HOURS TO AVOID THE HEAT.

3. GENERAL SURVIVAL MEASURES FOR THE MOUNTAIN AREAS

a. The secret of successful travel in the mountains is sufficient rest, food and water and a general knowledge of survival.

b. Your course should be determined by your location and the terrain. In mountainous or wooded areas it is advisable to follow rivers and stream beds down hill toward populated areas.

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c. Health Hazards

(1) In the mountains you must consider the dangers of rock falls and flash floods.

(2) Save your strength and avoid fatigue; move slowly and surely.

4. GENERAL SURVIVAL REQUIREMENTS

a. During any survival situation there are four (4) basic requirements that you must meet to travel successfully:

(1) Know where you are going.

(2) Know how to confirm your course.

(3) Get maximum utilization of clothing and equipment available.

(4) Food, water and shelter or the training and equipment which permits you to obtain them from your environment.



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Marine Fighter Attack Squadron 251
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080800R February 1976
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Annex B (Air Operations) to Operations Order 1-76

Ref: (a) WgO 3710.24B
(b) NAVAIR 01-245FDB-IT
(c) MCO P3500.8
(d) OPNAVINST 3710.7G
(e) SqdnO 3710.2E

Time Zone: T (Commencing 082300Z Feb 76)

1. SITUATION

- a. Enemy Forces. See Annex A (Intelligence).
- c. Friendly Forces. See paragraph 1. b. of the basic order.

2. MISSION. VMFA-251 (REIN) will deploy via flight ferry route, and airlift to MCAS Yuma, Arizona to conduct approximately 355 advanced ground attack and fighter intercept/fighter weapons sorties.

3. EXECUTION

a. Concept of Operations

(1) VMFA-251 (REIN) will deploy with 10 F-4J aircraft, 44 officers and 210 staff and enlisted men including H&MS-31 and MABS-31 augmentation to MCAS Yuma, Arizona.

(2) The principle items of squadron maintenance equipment and supplies will be transported to MCAS Yuma via MAC airlift on or about 8 February 1976.

(3) The advance party (46 personnel) will depart MCAS Beaufort on 6 February 1976 via airlift. See Annex C (Administrative and Logistics)

(4) MCAS Beaufort Meteorology will provide a complete weather brief for Carswell AFB and MCAS Yuma at 1300 7 February 1976.

(5) Staff & enlisted personnel as well as 12 officers will depart MCAS Beaufort on or about 8 February 1976 via airlift. See Annex C (Administrative and Logistics).

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(6) 10 F-4J aircraft and crews will depart MCAS Beaufort 8 February 1976 according to the schedule depicted in Appendix 1 to this Annex.

(7) Area familiarization, course rules and TACA briefs will be conducted at the MCAS "O" CLUB at 1900 on 8 February 1976 by the Fleet Liason Officer, MCAS Yuma.

(8) The on site flight schedule will begin on 9 February 1976 as depicted in Appendix 3 to this Annex.

(9) Personnel and equipment retrograde will commence on 29 February 1976.

(10) VMFA-251 (REIN) aircraft will depart MCAS Yuma, Arizona on 1 March 1976 via enroute refueling to MCAS Beaufort.

b. All FW hops will be conducted in strict accordance with 2d MAW ACM rules of engagement contained in reference (a) and with any additional or more stringent rules levied by MCAS Yuma.

c. All air-to-ground ordnance, practice and live, will be preflighted, carried and delivered in accordance with the techniques delineated in reference (b).

d. All missions will be conducted in such a manner as to provide maximum training and syllabus requirement completions in accordance with reference (c).

e. All flights will be conducted in accordance with references (d) and (e).

4. COMMAND AND SIGNALS

a. Signals. Frequencies and appropriate call signs are listed in Appendix 5 to this Annex.

b. Command. See paragraph 5. b. of the basic order.



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Appendices

1. Flight Ferry Route & Refueling
2. Flight Ferry Crews
3. Proposed Launch Schedules
4. MCAS Yuma Operating Information
5. MCAS Yuma Emergency Bingo Information
6. MCAS Yuma Target Information
7. Pilot Rocket Numbers

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Marine Fighter Attack Squadron 251
MCAS BEAUFORT, SOUTH CAROLINA 29902
080800R Febraury 1976
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Appendix 1 (Flight Ferry Route & Refueling) to Annex B (Air Operations)
to Operations Order 1-76

Ref: (a) WgO 3710.19

Time Zone: T (Commencing 082300Z Feb76)

1. Movement of aircraft to MCAS Yuma, Arizona via air refueling near
Carswell AFB, Texas.

a. Radar climb to MCN, J40 MGM, J4 SHV, direct SHV 262/105 (ARCP) to
MQP 240/15, ABI, J4 CZG, J50 GBN, J2 YUM, NYL 340/43.

b. Total flight time 4+24 computed with 70 Knots headwind component,
flight level 310, 500 knots TAS.

2. Movement of aircraft from MCAS Yuma to MCAS Beaufort, S. C.

a. Radar climb to GBN, J50 CZG, J4 ABI, direct ABI 076/83 ARCP to SHV
262/105, SHV, J4 MGM, J40 MCN direct NBC 100/40.

b. Total flight time 3+27 computed with 50 knots tailwind component,
flight level 310, 500 knots TAS.

3. Tanker Procedures:

a. Refueling via two KC-130 tanker aircraft on frequency 353.0 or as
directed. Total offload per aircraft will be 18,000 pounds; 12,000 pounds
per aircraft on returning leg.

b. All tanking will be in strict accordance with procedures defined
in reference (a). All departures from the tanker will be low and to the
left.

4. Ferry Configuration:

a. Two 370 gallon wing tanks and one 600 gallon centerline tank per
aircraft.

b. Two LAJ-17's per aircraft (stations 2 & 8)

c. One CNJ-169A per serial.

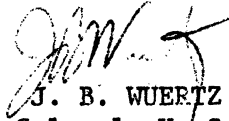
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5. Launch Times

- a. Flight A - 1200Z
- b. Flight B - 1600Z



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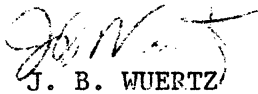
Appendix 2 (Flight Ferry Crews) to Annex B (Air Operations) to Operations Order 1-76

Time Zone: T (Commencing 082300Z Feb 76)

Flight A. AIREF
LTCOL WUERTZ/LT WEIDNER
CAPT CALDERON/SONLDR TAYLOR
CAPT KRALOVEC/LT SENN
CAPT ZIMMER/CAPT SCHLOFF

Flight B. AIREF
MAJ VAN GYSEL/CAPT STEARNS
LT NORMAN/MAJ DOUGLAS
MAJ BROWN/CAPT SLOAN
MAJ HYNES/CAPT STRICKLAND

Flight C. Cross Country to leave 6 February 1976
CAPT CHAMBLISS/CAPT COTE
LT ROACH/LT COBY


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Appendix 3 (Proposed Launch Schedule) to Annex B (Air Operations) to Operations Order 1-76.

Time Zone: T (Commencing 082300Z Feb 76)

PROPOSED LAUNCH SCHEDULE

<u>9 FEB</u>			<u>14 SORTIES</u>	
<u>A/C</u>	<u>T/O</u>	<u>LAND</u>	<u>TOS</u>	<u>AREA</u>
2	1345	1445	1400-1430	CH
2	1415	1515	1430-1500	CH
2	1445	1545	1500-1530	CM
2	1645	1745	1700-1730	CM
2	1715	1815	1730-1800	CM
2	1745	1845	1800-1830	CM
2	1845	1945	1900-1930	CM

<u>10-13 FEB</u>			<u>22 SORTIES (88)</u>	
2	0700	0800	0715-0745	CM
2	0730	0830	0745-0815	CM
2	0845	0945	0900-0930	CH
2	1030	1130	1045-1110	ACMR
2	1055	1155	1110-1130	ACMR
2	1330	1430	1345-1410	ACMR
2	1345	1445	1400-1430	CH
2	1355	1455	1410-1430	ACMR
2	1515	1615	1530-1600	CM
2	1745	1845	1800-1830	CM
2	1815	1915	1830-1900	CM

<u>14 FEB</u>			<u>10 SORTIES (1 NITE X-C XTRA)</u>	
2	0700	0800	0715-0745	CM
2	0730	0830	0745-0815	CM
2	0845	0945	0900-0930	CH
2	0915	1015	0930-1000	CH
2	0945	1045	1000-1030	CM

15 FEB STANDDOWN

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16 FEB 20 SORTIES (1600 TOPGUN BRIEF)

<u>A/C</u>	<u>T/O</u>	<u>LAND</u>	<u>TOS</u>	<u>AREA</u>	<u>ADVERS</u>
2	0715	0815	0730-0800	CM	
2	0745	0845	0800-0830	CM	
2	0845	0945	0900-0930	CH	
2	0915	1015	0930-1000	CH	
2	0945	1045	1000-1030	CM	
2	1345	1445	1400-1430	CH	
2	1415	1515	1430-1500	CH	
2	1445	1545	1500-1530 (1500-1630)	CM	
2	1745	1845	1800-1830	CM	
2	1815	1915	1830-1900 (1700-1930)	CM	

	<u>17 FEB</u>		<u>24 SORTIES</u>		
2	0845	0945	0900-0930	CM	
2	0915	1015	0930-1000	CM	
2	0900	1000	0915-0940	ACMR	1A4
2	0915	1015	0940-1000	ACMR	SAME A4
2	1115	1215	1130-1155	ACMR	1A4
2	1130	1230	1155-1215	ACMR	SAME A4
2	1200	1300	1215-1240	ACMR	1F5
2	1215	1315	1240-1300	ACMR	1F5
2	1500	1600	1515-1540	ACMR	1A4
2	1515	1615	1540-1600	ACMR	SAME A4
2	1600	1700	1615-1640	CH	1F5
2	1615	1715	1640-1700	CH	1F5

	<u>18 FEB</u>		<u>24 SORTIES</u>		
2	0745	0845	0800-0830	CM	
2	0815	0915	0830-0900	CM	
2	0900	1000	0915-0940	ACMR	1A4
2	0915	1015	0940-1000	ACMR	SAME A4
2	1115	1215	1130-1155	ACMR	1A4
2	1130	1230	1155-1215	ACMR	SAME A4
2	1200	1300	1215-1240	ACMR	1F5
2	1215	1315	1240-1300	ACMR	1F5
2	1500	1600	1515-1540	ACMR	1A4
2	1515	1615	1540-1600	ACMR	SAME A4
2	1600	1700	1615-1640	CH	1F5
2	1615	1715	1640-1700	CH	1F5

	<u>19, 20 FEB</u>		<u>24 SORTIES</u>		
2	0700	0800	0715-0815	CM	1F5
2	0730	0830	0745-0815	CM	1F5
2	0900	1000	0915-0940	ACMR	1A4/1TA4
2	0915	1015	0940-1000	ACMR	SAME
2	1115	1215	1130-1155	ACMR	1A4/1TA4

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19, 20 FEB 24 SORTIES (CONT.)

<u>A/C</u>	<u>T/O</u>	<u>LAND</u>	<u>TOS</u>	<u>AREA</u>	<u>ADVERS</u>
2	1130	1230	1155-1215	ACMR	SAME
2	1200	1300	1215-1240	ACMR	1F5
2	1215	1315	1240-1300	ACMR	1F5
2	1500	1600	1515-1540	ACMR	1A4/1TA4
2	1515	1615	1540-1600	ACMR	SAME
2	1600	1700	1615-1640	CH	1F5
2	1615	1715	1640-1700	CH	1F5

	<u>21 FEB</u>		<u>12 SORTIES</u>		
2	0800	0900	0815-0835	R-2301	MIX
2	0815	0915	0835-0900	R-2301	MIX
2	1130	1230	1145-1210	P-2301	MIX
2	1145	1245	1210-1230	R-2301	MIX
2	1500	1600	1515-1535	R-2301	MIX
2	1515	1615	1535-1600	R-2301	MIX

(1430-1630)

22 FEB STANDDOWN

23 FEB 21 SORTIES

<u>A/C</u>	<u>T/O</u>	<u>LAND</u>	<u>TOT</u>	<u>(PRACTICE)</u> <u>TARGET</u>
3	0715	0815	0730-0800	KB
2	0745	0845	0800-0830	KB
2	0815	0915	0830-0900	KB
2	1015	1115	1030-1100	PS
2	1045	1145	1100-1130	RL
2	1115	1215	1130-1200	RL
2	1345	1445	1400-1430	RL
2	1415	1515	1430-1500	RL
2	1445	1545	1500-1530	RL
2	1515	1615	1530-1600	RL

	<u>24 FEB</u>	<u>21 SORTIES</u>		
3	0715	0815	0730-0800	KB
2	0745	0845	0800-0830	KB
2	0815	0915	0830-0900	KB
2	1015	1115	1030-1100	KB
2	1045	1145	1100-1130	KB
2	1115	1215	1130-1200	KB
2	1315	1415	1330-1400	IB
2	1345	1445	1400-1430	IB
2	1415	1515	1430-1500	IB
2	1615	1715	1630-1700	IB
ALT.	2045	2145	2100-2130	RL
ALT.	2115	2215	2130-2000	RL

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<u>25 FEB</u>		<u>21 SORTIES</u>		<u>LIVE/PRACTICE</u>
<u>A/C</u>	<u>T/O</u>	<u>LAND</u>	<u>TOT</u>	<u>TARGET</u>
3	0700	0800	0715-0745	CM
3	0730	0830	0745-0815	CM
2	0945	1045	1000-1030	KB
2	1115	1215	1130-1200	CM
2	1115	1215	1130-1200	RL
3	1415	1515	1430-1500	KB
2	1700	1800	1715-1745	LL
2	1730	1830	1745-1815	LL
2	1800	1900	1815-1845	LL

<u>26, 27 FEB</u>		<u>38 SORTIES</u>		<u>LIVE</u>
3	0700	0800	0715-0745	CM
2	0730	0830	0745-0815	CM
2	0730	0915	0800-0900	R-2501
2	1100	1215	1130-1200	R-2501
2	1130	1245	1200-1230	R-2501
2	1200	1315	1230-1300	R-2501
2	1715	1815	1730-1800	CM
2	1745	1845	1800-1830	CM
2	1815	1915	1830-1900	CM

<u>28 FEB</u>		<u>14 SORTIES</u>		
2	0715	0815	0730-0800	CM
2	0745	0845	0800-0830	CM
2	0815	0915	0830-0900	CM
2	1045	1145	1100-1130	CM
2	1115	1215	1130-1200	CM
2	1145	1245	1200-1230	CM
2	1430	1530	1445-1515	CM



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Appendix 4 (MCAS Yuma Operating Information) to Annex B (Air Operations)
Order 1-76

Time Zone: T (Commencing 082300Z Feb 76)

1. MCAS Yuma Airfield/Operations Diagram (TAB A)
2. MCAS Yuma Common Visual Checkpoints (TAB B)
3. Arming & Dearming Areas (TAB C)
4. Wake Turbulence Warning (TAB D)
5. MCAS Yuma Stereotype Route, Info (TAB E)
6. MCAS Yuma Working Areas. (TAB F)

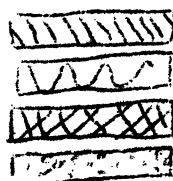


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LEGEND

NOT TO SCALE



CLOSED TAXIWAYS
RUNWAY OVERRUN
ARM-DEARM AREAS
HAZARDOUS CARGO AREA



WIND TEE



E-15 ARRESTING GEAR



E-5 (ABORT) ARRESTING GEAR



DEFUEL AREA



TAXIWAYS

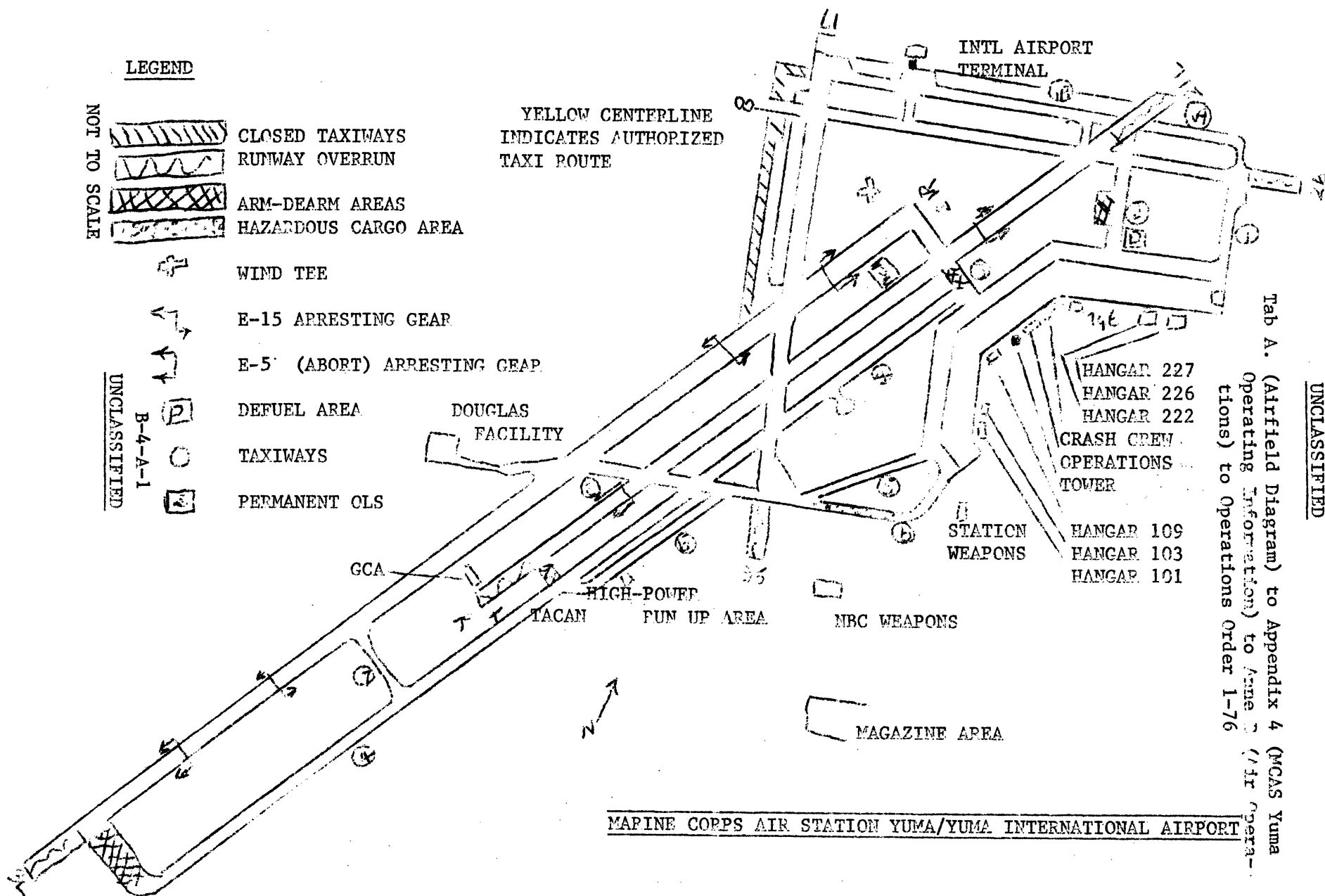


PERMANENT OLS

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YELLOW CENTERLINE
INDICATES AUTHORIZED
TAXI ROUTE



MARINE CORPS AIR STATION YUMA/YUMA INTERNATIONAL AIRPORT

Tab A. (Airfield Diagram) to Appendix 4 (MCAS Yuma Operating Information) to Annex 2 (Air Operations) to Operations Order 1-76

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CITY OF YUMA

8 GREEN TANKS

95

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ARIZONA
WESTERN
COLLEGE

ROLLE
SCHOOL

KOFA
SCHOOL

80

COURSE RULES

CLIMB STRAIGHT AHEAD FOR 3 NM; REMAIN BELOW
1200' UNTIL CLEAR OF TRAFFIC PATTERNS.
TURNS PRIOR TO 3 NM ARE AUTHORIZED TRAFFIC
PERMITTING AND TOWER APPROVAL. A/C CARRYING
EXTERNAL LIVE ORDNANCE ARE NOT AUTHORIZED TAKEOFF
ON RWYS 26 OR 35.

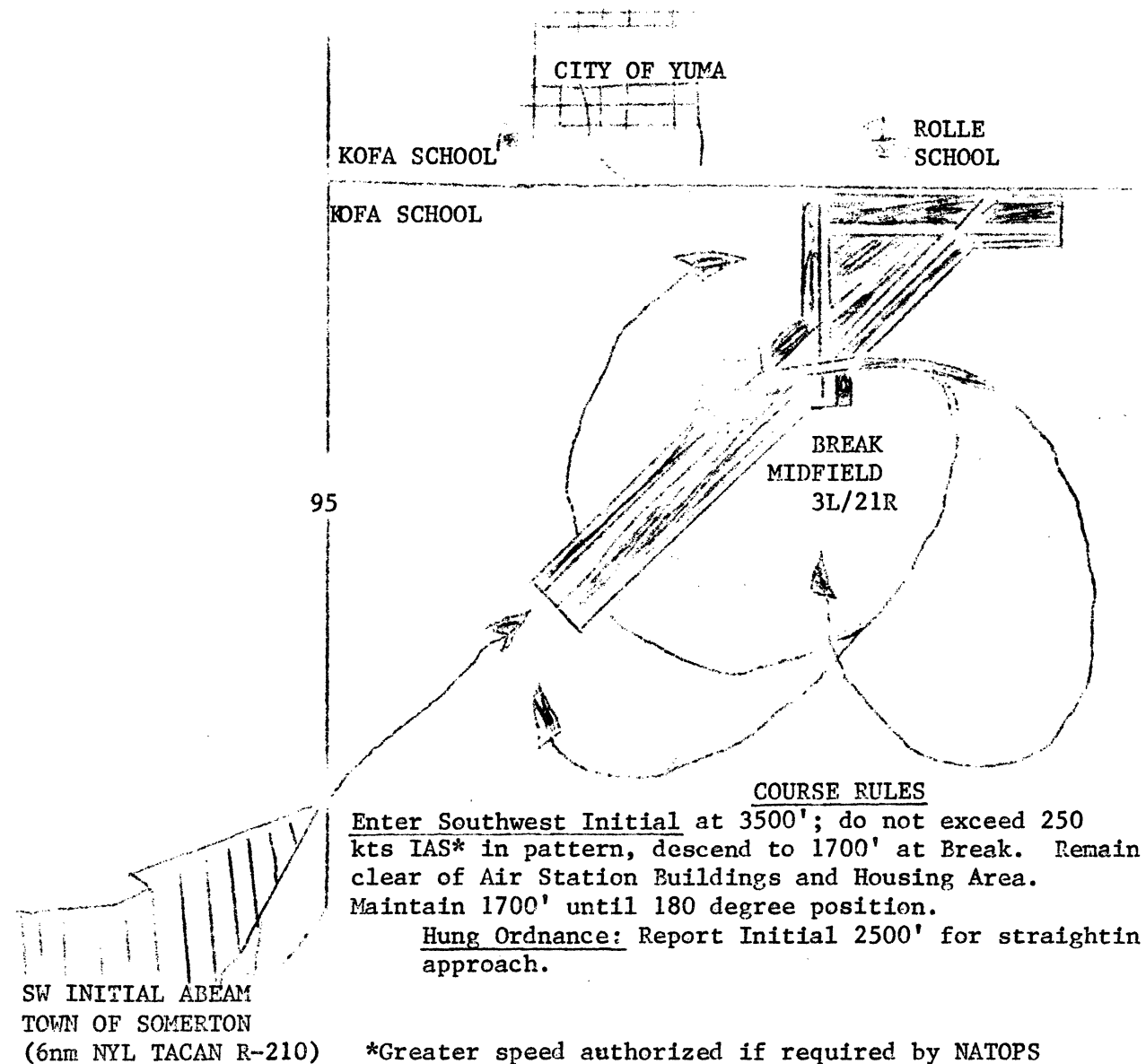
CAUTION

NUMEROUS RESTRICTED AREAS AND SOUTHERN BORDER
DOMESTIC ADIZ IN IMMEDIATE VICINITY. DO NOT OVER-
FLY SCHOOLS OR CITY OF YUMA.

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ENTER INITIAL AT 30
DEGREE ANGLE OR LESS

NOTE

Other than high performance aircraft will fly 1200' pattern after "Break".

B-4-A-3
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ENTER INITIAL AT
30 DEGREE ANGLE OR LESS

NE INITIAL ABEAM INTERSECTION
OF COLORADO/GILA RIVERS (6NM
NYL TACAN R-030)

CITY OF YUMA

○ GREEN
○ TANKS

96

CHECKERED TANKS

ROLLE
SCHOOL

CROSS HWY MIN 100AGL

BREAK
MIDFIELD
21R/3L

80

NOTE

OTHER THAN HIGH PERFORMANCE
AIRCRAFT WILL FLY 1200'
PATTERN AFTER "BREAK"

Enter Northeast Initial at 3500'; do not exceed 250 kts IAS* in pattern;
descent to 1700' at Break. Remain clear of Air Station Buildings and Housing
Area. Maintain 1700' until 180 degree position.

Hung Ordnance: Report Initial 2500' for straght-in approach.

REMAIN CLEAR OF ROLLE SCHOOL

* Greater speed authorized if required by NATOPS

P-4-A-4

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Tab B (Common Visual Checkpoints) to Appendix 4 (MCAS Yuma Operating Information) to Annex B (Air Operations) to Operation Order 1-76

The following checkpoints are readily visible from the air and are used daily at MCAS Yuma by air traffic controllers:

<u>CHECKPOINT</u>	<u>LOCATION</u>	<u>DESCRIPTION</u>
Pilots KNOB	9NM NNW	Single mountain south of HWY 8
Green Tanks	2½ NM NW	2 green water tanks adjacent to 16th ST. & railroad tracks.
Telegraph Pass	14 NM ENE	Where HWY 8 passes through break in Gila Mountain (lies in R-2301)
College	5 NM NE	Ariz. Western College midway between HWY 95 and HWY 8.
Somerton	7 NM SW	Small town
Yuma VORTAC	6 NM NNW	
AUX #4	10 NM SSW	Abandon triangular airstrip used daily by local civils.

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Tab C. (Arming and De-arming Areas) to Appendix 4 (MCAS Yuma Operating Information) to Annex B (Air Operations) to Operations Order 1-76.

Arming and de-arming of aircraft will be accomplished in the areas designated and by qualified personnel only. Operators of aircraft equipped with parachute braking devices will have ground crew personnel store them in a suitable place prior to de-arming the aircraft. Pilots shall ensure that unit safety instructions are followed as well as those published by MCAS, Yuma and higher authority.

1. Arming Areas

- a. 21L - use arming area west of taxiway 2 heading 210 magnetic.
- b. 21R - aircraft turn up area on the southwest side of taxiway 3 heading 210 magnetic.
- c. 3L - aircraft turn up area on the southwest side of taxiway 4 heading 210 .
- d. 3R - aircraft turn up area on the southwest side of taxiway 6 heading 210 .

2. De-arming Areas

- a. 21L - south end of runway 21L on the last turn off heading 210 , magnetic.
- b. 21R - south end of runway 21R on the last turn off heading 210 magnetic.
- c. 3L - north end of runway 3L on taxiway 3, as depicted on Plate 1, heading 210 .
- d. 3R - the de-arming areas on taxiway 2 or 3 may be used, depending on unit requirements.

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Tab D. (Hazardous Wake Turbulence Warning) to Appendix 4 (MCAS Yuma Operating Information) to Annex B (Air Operations) to Operations Order 1-76

1. PROBLEM. Several Commercial airlines conduct pilot training at Yuma in DC-10 and L-1011 type aircraft. Their operations include full stop landings, touch-and-goes, low approaches, and rejected landings from 50 feet AGL. The wake turbulence generated behind the touchdown zones of runways 21R/3L and the normal takeoff rotation zones of runways 21L/3R and 21R/3L constitutes a hazard to all other aircraft operating at Yuma.

2. VORTEX BEHAVIOR.

a. Vortices are generated from the moment an aircraft leaves the ground until it touches down; vortices are a by-product of lift.

b. Vortex circulation is outward, upward and around the wingtips when viewed from either ahead of or behind the aircraft. Tests have shown that the cross-section of the vortex flow field, at any point downstream, covers an area of about 2 wingspans in width and about 1 wingspan in depth. The vortices remain so spaced (about a wingspan apart), even drifting with the wind, at altitudes greater than a wingspan above the ground.

c. Flight tests have shown that the vortices sink at a rate of 400 to 500 feet per minute, and tend to level off about 900 feet below the flight path of the generating aircraft.

d. When the vortices of large aircraft sink close to the ground (within about 200 feet). They tend to move laterally over the ground at a speed of about 5 knots.

e. During recent tests, vortex tangential velocities were recorded at 224 feet per second, or about 133 knots.

3. VORTEX AVOIDANCE. Controllers at Yuma are required to provide separation from heavy jet traffic as specified by the FAA. In general the rule is not to allow a departure within two minutes of a heavy jet operation. The controller will normally state; EXPECT TWO MINUTES DELAY FOR WAKE TURBULENCE. Reference (a) provides details of all situations requiring application of these separation standards.

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TAB. E (Stereotype Routes) to Appendix 4 (MCAS Yuma Operating Information) to Annex B (Air Operations) to Operation Order 1-76.

1. Yuma Alpha Route 13

14,000 ft. Cargo one departure to cargo, direct YUM 280/27. Delay in ABEL MOA.
note: Request VFR Climb.

Contact LA Center prior to departing ABEL for clearance to resume Alpha 13 via direct Yuma Vortac. Cancel IFR and proceed VFR to MCAS Yuma.

2. Yuma Alpha Route 14

FL 220 Cargo one departure to cargo intersection, thence via heading 075 to YUM 336/25 direct Refuge, Delay in :
Refuge ATCAA,
note: Request VFR Climb.

Contact LA Center prior to departing Refuge for clearance to resume Alpha 14 via direct Yuma Vortac. Cancel IFR and proceed direct VFR to MCAS Yuma.

3. Yuma Alpha Route 15

13,000 Cargo one departure to cargo intersection, thence heading 075 to YUM 010/25. Delay in Growler ATCAAA.
note: Request VFR Climb.

Contact LA Center prior to departing Growler for clearance to resume Alpha 15 via direct Yuma Vortac. Cancel IFR and proceed VFR to MCAS Yuma.

4. Yuma Alpha Routes 19A and 19B

Alpha 19A Cargo one departure, Holtsville transition direct 1PL
14,000 290/15. Cancel IFR delay in R-2510.
note: Request VFR Climb.

Alpha 19B Contact LA Center prior to departing R-2510 for clearance via Alpha 19B direct 1PL, direct Yuma Vortac.
13,000 Cancel IFR and proceed VFR to MCAS Yuma.

5. Yuma Alpha Routes 20A and 20B

Alpha 20 A Cargo one departure to cargo, direct YUM 280/26 cancel
14,000 IFR, delay in R-2512.

Alpha 20B Contact LA Center prior to departing R-2512 for clearance via Alpha 20B direct YUM 270/30 direct Yuma Vortac.
13,000 Cancel IFR and proceed VFR to MCAS Yuma.

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6. Yuma Alpha Routes 21A and 21B

Alpha 21A Cargo one departure, Blythe transition, Blythe, direct
FL 200 Twentynine Palms, direct TNP 305/10. Cancel IFR and
 delay R-2501.

Alpha 21B Contact LA Center prior to departing R-2501 for Clear-
FL 190 ance via Alpha 21B direct TNP direct BLH direct YUM
 Vortac.. Cancel IFR & proceed VFR MCAS Yuma.

7. Yuma Alpha Route 22A and 22B.

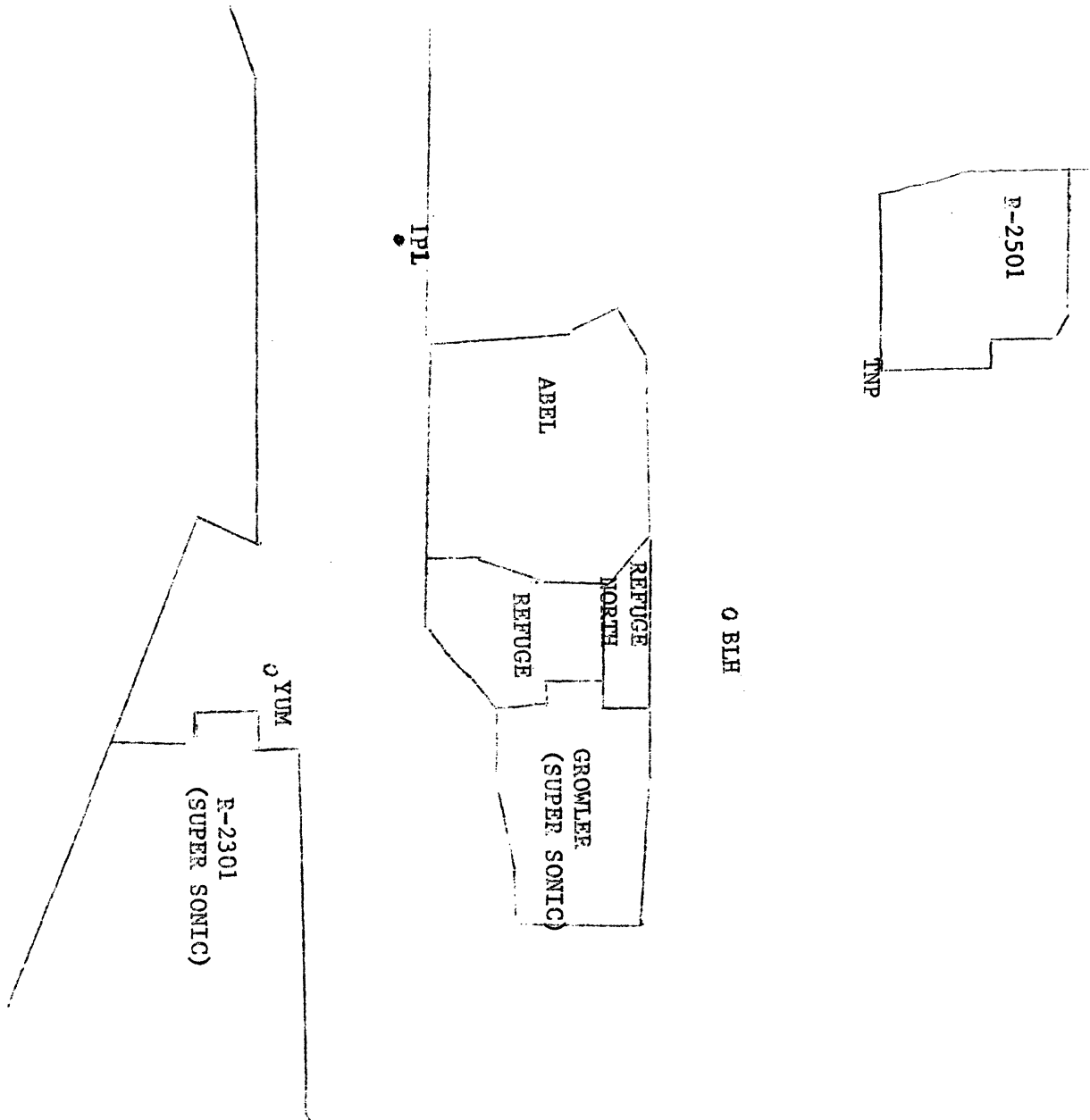
Alpha 22 A Cargo one departure to cargo direct YUM 310/33. Cancel
14,000 IFR, delay in R-2507.
 note: Request VFR Climb.

Alpha 22B Contact LA Center prior to departing R-2507 for clear-
 ance via Alpha 22B direct YUM 310/33 direct YUM
 Vortac. Cancel IFR and proceed VFR to MCAS Yuma.

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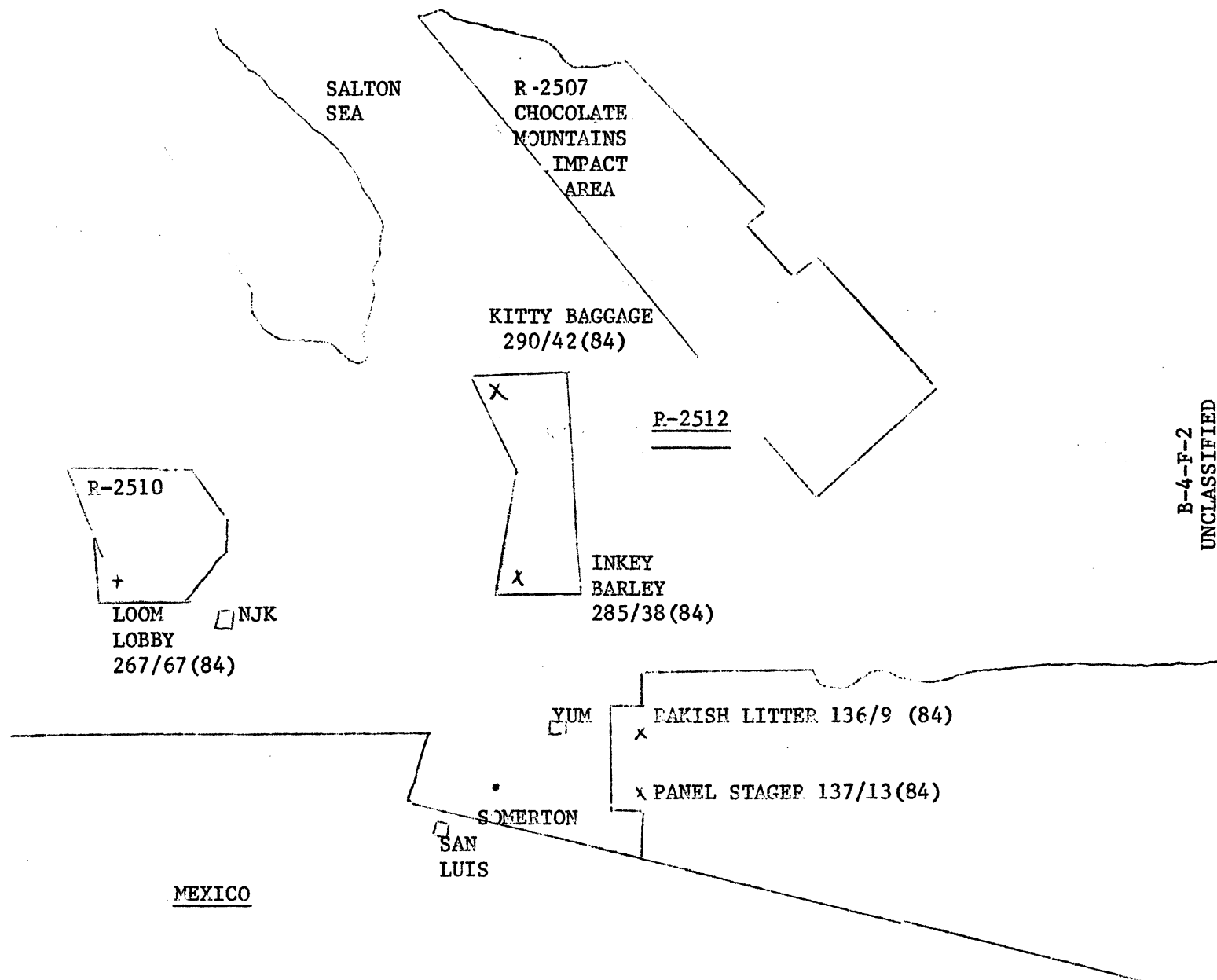
TAB. F (MCAS Yuma Working Areas) to Appendix 4 (MCAS Yuma Operating Information) to Annex B (Air Operations) to Operations Order 1-76.

1. Air to Air Working Areas:



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2. Air to ground/restricted areas



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Appendix 5 (MCAS Yuma Bingo Info) to Annex B (Air Operations) to Operation Order 1-76

Time Zone: T (Commencing 082300Z Feb 76)

EMERGENCY BINGO:

<u>AIR FIELD</u>	<u>HDG/DIST.</u>	<u>FUEL</u>	<u>ALT</u>	<u>IMN</u>	<u>TACAN</u>
NAF ELCENTRO	268/55	3300#	25M	.66	106/IPL
NAS MIRAMAR	263/130	4000#	40M	.85	33/NKX
LUKE AFB	50/125	3900#	40M	.85	77/LUF
MARCH AFB	286/155	4200#	40M	.85	77/RIV
MCAS EL TORO	278/170	4300#	40M	.85	37/NZJ
WILLIAMS AFB	62/160	4200#	40M	.85	80/CHD
NORTON AFB	290/160	4200#	40M	.85	30/SBD

1. Fuel required includes 2000# landing reserve
2. Descents at idle & 250 KCAS.
3. Fuel for 2 operating engines, drag index 20.
4. Maximum thrust wave off, military 400 KCAS climb.
5. For IFR conditions add 1000 pounds.

Note: March AFB/NORTON AFB -no arresting gear



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Appendix 6 (MCAS Yuma Target Information) to Annex B (Air Operations)
to Operations Order 1-76.

Time Zone: T (Commencing 082300Z Feb 76)

COMMON NAME:

- (1) LOOM LOBBY (TGT 103A, R-2510).
- (2) INKEY BARLEY (TGT 68, R-2512)
- (3) KITTY BAGGAGE (TGT 95, R-2512).
- (4) RAKISH LITTER (R-2301W).
- (5) PANEL STAGER (R-2301W).
- (6) CHOCOLATE MTN IMPACT AREA (R-2507N).
- (7) TWENTY-NINE PALMS (R-2501). CHARLIE RANGE (R-2501N, ECHO RANGE (R-2501E), FOXTROT RANGE (R-2501N).

LOCATION: (TACAN CH 84 NYL)

- (1) LOOM LOBBY: 267R @ 66 DME.
- (2) INKEY BARLEY: 285R @ 38 DME.
- (3) KITTY BAGGAGE: 290R @ 42 DME.
- (4) RAKISH LITTER: 139R @ 09 DME.
- (5) PANEL STAGER: 137R @ 13 DME.
- (6) CHOCOLATE MTN IMPACT AREA: 300R @ 57DME.
- (7) TWENTY-NINE PALMS: CHARLIE AREA (R-2501N): 310R @ 36 NM. ECHO RANGE (R-2501E): 330R @ 07 NM. FOXTROT RANGE (R-2501E): 330R @ 7 NM.

(TACAN CH 89 TNP)

DESCRIPTION:

- (1) LOOM LOBBY: MANNED SPECIAL WEAPONS AND CONVENTIONAL ORDNANCE TARGET.
- (2) INKEY BARLEY, KITTY BAGGAGE, RAKISH LITTER (WESTERN TGTS): UNMANNED CONVENTIONAL WEAPONS AIR TO GROUND POCKETS AND BOMBS TGTS CONSISTING OF 20" DIA. BULLSEYE WITH CONCENTRIC CIRCLES OF 75', 150', AND 300' RADII. RAKISH LITTER WEST TGT-NO STRAFFING.
- (3) RAKISH LITTER (EAST TGT): LAYDOWN AND PRACTICE NAPALM DELIVERIES. TARGET CONSIST OF A 20' DIA. BULLSEYE WITH CONCENTRIC CIRCLES OF 75', 150', 300', AND 450' RADII. IT ALSO HAS DISTANCE MARKERS ON THE RUN-IN LINE EVERY 6000' FROM 36000' TO 6000'. AT THE HEAD OF THE

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RUN-IN LINE IS A 40X12 PANEL WITH LETTERS RL FOR EASE OF ID. THERE ARE 4 STRAFING PANELS, 2 OF WHICH ARE ACOUSTICALLY SCORED.

- (4) PANEL STAGER: A FULLY INSTRUMENTED SPECIAL WEAPONS AND CONVENTIONAL AIR TO GROUND ROCKET AND BOMB RANGE CONSISTING OF A 50' BULLSEYE (20' FOR CONVENTIONAL) AND CONCENTRIC CIRCLES OF 75', 150', 300' AND 1000' RADII. THE TARGET IS CAPABLE OF PROVIDING COMPLETE PROFILE DATA INCLUDING WIND (SURFACE TO 10000'), SURFACE TEMPERATURE, ALTITUDE AND AIRSPEED FROM THE 36000' MARKER. PROFILES WILL BE PROVIDED FOR ALL ACCEPTED DELIVERY TACTICS WHEN THE TRACKER HAS BEEN INFORMED OF THE TYPE MANUEVER TO BE PERFORMED. TWO MANUALLY SCORED STRAFING TARGETS ARE AVAILABLE AND ARE LOCATED 4500' EAST OF TARGET.
- (5) CHOCOLATE MOUNTAIN IMPACT AREA: FOUR TARGET COMPLEXES AND ASSORTED SEARCH AND ATTACK TARGET LOCATIONS CONSISTING OF MORE THAN 200 INDIVIDUAL TARGETS INCLUDING 3 SURFACE TO AIR MISSILE SITES, 1 SURFACE TO SURFACE MISSILE SITE, AND 3 SIMULATED AIRFIELDS.
- (6) TWENTY-NINE PALMS: CHARLIE RANGE TARGETS. CONSIST OF A DUMMY AIRFIELD AND FOUR CONVOYS. ECHO TARGETS CONSIST OF A DUMMY AIRFIELD, CONVOY, DUMMY SAM SITES, A VEHICLE PARK AND A CBU TARGET STRIP. FOXTROT RANGE TARGETS CONSIST OF A DUMMY SAM SITE, STRAFING TARGETS AND VEHICLES SCATTERED THROUGHOUT THE RANGE.

TYPE EXERCISE AND
ORDNANCE AUTHORIZED:

- (1) LOOM LOBBY, PANEL STAGER: (NO STRAFE) (NO 5 " ROCKETS), SPECIAL WEAPONS AND CONVENTIONAL DELIVERY. INERT ONLY.
- (2) INKEY BARLEY, KITTY BAGGAGE: AIR TO GROUND ROCKETS AND BOMBS. INERT ORDNANCE ONLY.
- (3) RAKISH LITTER: INERT ONLY. HEAVY ORDNANCE (UP TO AND INCLUDING 5" ROCKETS AND 2000lb)

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- (4) CHOCOLATE MOUNTAIN IMPACT AREA: ALL TYPES HIGH EXPLOSIVE AND INERT ORDNANCE UP TO AND INCLUDING 1000 lb G.P., INCLUDING BULL PUP, WITH THE PROVISION THAT ALL HIGH EXPLOSIVE DELIVERIES MUST BE UNDER POSITIVE CONTROL OF A TACP/TAC (A).
- (5) TWENTY-NINE PALMS: ALL RANGES: AIR TO SURFACE MISSILE FIRING, ROCKET ATTACK, BOMBING OPERATIONS, STRAFING ATTACK, COORDINATED ATTACK AND PHOTO OPERATIONS.

FLOOR/CEILING:

- (1) LOOM LOBBY: SURFACE TO 50000' DAYLIGHT
SURFACE TO 20000' NIGHT
- (2) INKEY BARLEY, KITTY BAGGAGE: SURFACE TO 23000'
- (3) RAKISH LITTER, PANEL STAGER, CHOCOLATE MOUNTAIN IMPACT AREA: SURFACE TO 18000'.
- (4) TWENTY-NINE PALMS: SURFACE TO UNLIMITED.

USAGE LIMITATIONS:

- (1) ALL TARGETS: CONTINUOUS, VFR ONLY.
- (2) RAKISH LITTER: MANNED 0700T - 2300T DAILY EXCEPT WEEKENDS AND HOLIDAYS. LIGHTED BY FIXED FLARES.
- (3) PANEL STAGER: MANNED 0700T - 1800T DAILY EXCEPT WEEKENDS AND HOLIDAYS.
- (4) TWENTY-NINE PALMS: AVAILABLE 24 HOURS DAILY.

CALL SIGN AND FREQUENCIES:

- (1) LOOM LOBBY: PRIMARY - 305.0 MHZ NO SECONDARY
- (2) INKEY BARLEY: PRIMARY - 264.2 MHZ NO SECONDARY
- (3) KITTY BAGGAGE: PRIMARY - 265.8 MHZ
NO SECONDARY
- (4) RAKISH LITTER: PRIMARY - 358.6 MHZ
SECONDARY - 262.6 MHZ
- (5) PANEL STAGER: PRIMARY - 289.8 MHZ
SECONDARY - 272.3
- (6) CHOCOLATE MTN IMPACT AREA: PRIMARY - 272.9 MHZ
NO SECONDARY

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- (7) TWENTY-NINE PALMS: PRIMARY - 340.2 (BEARMAT)
NO SECONDARY.

OVERLAPPING, INCLUDED AND
ADJACENT AREAS AND TARGETS:

- (1) LOOM LOBBY: PARACHUTE TEST AREA LOCATED EAST
IN R-2510.
- (2) INKEY BARLEY: KITTY BAGGAGE IS LOCATED IN
R-2512, 4 MILES NORTH.
- (3) KITTY BAGGAGE: INKEY BARLEY IS LOCATED IN
R-2512, 4 MILES SOUTH.
- (4) RAKISH LITTER: 1. YUMA GUNNERY RANGE AIRSPACE
OVERHEAD FROM 18000' TO 80000'.
2. PANEL STAGER'S AIRSPACE IS
ADJACENT ONE MILE TO THE EAST OF THE EASTERN
TARGET. PANEL STAGER'S RUN-IN LINE IS TWO
MILES EAST OF THE EASTERN TARGET.
- (5) PANEL STAGER: 1. YUMA GUNNERY RANGE AIRSPACE
IS OVERHEAD FROM 18000' TO 80000'.
2. NO INCLUDED AIRSPACE.
3. RAKISH LITTER IS ADJACENT
THREE MILES TO THE WEST.
- (6) TWENTY-NINE PALMS: CHARLIE RANGE FIELD ARTIL-
LERY MAY BE FIRING IN ADJACENT RANGES IN
R-2501 SOUTH AND WEST UP TO 40000'MSL.
OTHER A/C MAY BE USING ECHO AND FOXTROT
RANGES IN R-2501 EAST..ECHO RANGE- CHARLIE
RANGE IN R-2501N AND FOXTROT RANGE IN R-2501
EAST. FOXTROT RANGE: R-2501S AND WEST, R-2501N
AND EAST.
CONTACT "BEARMAT" ON 340.2 PRIOR TO ENTERING
AND UPON DEPARTING SCHEDULED PORTION R-2501

APPLICABLE DIRECTIVES:

- (1) ALL TARGETS EXCEPT TWENTY-NINE PALMS:
MCAS YUMA STATION ORDER 3710.6_.

REMARKS/SPECIAL
INSTRUCTIONS:

- (1) ELEVATIONS:

LOOM LOBBY: 130'
INKEY BARLEY: 90'
KITTY BAGGAGE: 90'
RAKISH LITTER: 290'
PANEL STAGER: 290'

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CHOCOLATE MTN IMPACT AREA: 200' TO 2300'
TWENTY-NINE PALMS: 2000' TO 4699'.

(2) FLIGHT PATTERNS:

ALL TARGETS: AIRCRAFT MUST HAVE AT LEAST AN OPERABLE RECEIVER TO FIRE OR DROP ORDNANCE ON THE RANGES.

LOOM LOBBY: RUN-IN LINE 143M, PULL OFF TARGET TO THE WEST.

INKEY BARLEY: (BOMBS, ROCKETS, STRAFE) RUN-IN 073M OR 253M. RECOVER TO THE SOUTH.

KITTY BAGGAGE: RUN-IN HEADING 180M WITH EITHER A RIGHT OR LEFT HAND PATTERN.

RAKISH LITTER: (WEST TARGET) 1. RUN-IN HEADING OF 195M FIGHT HAND PATTERN.

2. CALL ROLLING IN AND OFF TARGET ON EACH RUN.

3. A MANDATORY 30 SEC INTERVAL BETWEEN A/C FOR CONVENTIONAL ORDNANCE ORDNANCE.

4. FOR ROCKETS AND BOMBS THE RANGE CONTROL TOWER WILL DESIGNATE BULLSEYE TO BE USED.

5. REMAIN CLEAR OF PANEL STAGER RESTRICTED AREA. EASTERN TARGETS- (RAKISH LITTER)

6. RUN-IN HEADING 180M RIGHT HAND PATTERN.

7. 3500' IS THE MAXIMUM ALTITUDE ON THE OUTBOUND LEG OF THE PATTERN.

8. CHECK IN/OUT WITH YUMA RADIO 255.4 GIVING T.O.T.

9. STAY SOUTH OF AUX # 1.

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STRAFE TGTS: (RAKISH LITTER)

10. PANELS NUMBERED FROM RIGHT TO LEFT.

11. GUNS WILL BE ON "SAFE" WHEN OFF TARGET; GUNS WILL BE "ARMED" ONLY WHEN ON RUN-IN LINE HEADING 195M.

12. THE FIRE LINE IS THE ROAD RUNNING FROM THE CENTER TOWER TO THE EASTERN TARGET.

PANEL STAGER: (ROCKETS, BOMBS, STRAFE) RUN-IN HEADING 180M LEFT HAND PATTERN. CALL ROLLING IN AND OFF TARGET ON EACH RUN.

CHOCOLATE MTN IMPACT AREA: AS ASSIGNED.

TWENTY-NINE PALMS: AS DIRECTED.


(3) ADDITIONAL TARGET INFORMATION:

RAKISH LITTER: 1. LIVE ORDNANCE JETTISON AND DROP TANK JETTISON AREA IS LOCATED 1NM SOUTH OF THE CENTER TOWER. IT CONSISTS OF A LARGE BLADED SQUARE, WITH BLADED "X" AND VERTICAL BANNERS OF THE CENTER. APPROACH FROM NORTH USING 195M RUN-IN LINE. DO NOT ENTER AREA UNTIL CLEARANCE IS GIVEN BY RAKISH LITTER. CLEARANCE WILL NOT BE GIVEN UNTIL THE PILOT CALLS "SWITCHES SAFE". FLIGHT PATH WILL BE AS DIRECTED BY THE CONTROL TOWER. DEPART TO THE WEST AND INFORM RAKISH LITTER OF DEPARTURE. BOMB AND STRAFING PATTERN WILL BE LIFTED DURING JETTISONING. EXCEPT IN CASES OF EMERGENCY, LIVE ORDNANCE WILL NOT BE JETTISONED WITHOUT TWO-WAY RADIO COMMUNICATIONS WITH RAKISH LITTER TOWER. ORDNANCE WILL BE DROPPED "UNARMED".

RAKISH LITTER/PANEL STAGER: 1. CONTACT RAKISH LITTER/PANEL STAGER FIVE MINUTES OUT GIVING TARGET TIMES AND A/C LINE-UP. IF NO RADIO CONTACT AFTER THREE ATTEMPTS OVERFLY THE CONTROL TOWER AND OBSERVE A GREEN FLARE FOR CLEARANCE TO DROP. IF A RED FLARE IS OBSERVED REMAIN CLEAR OF TARGET AREA.

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CHOCOLATE MTN IMPACT AREA: 1. NON-CLOSE AIR SUPPORT MISSIONS: FOR ALL NON-CLOSE AIR SUPPORT MISSIONS DELIVERING LIVE ORDNANCE IN THE IMPACT AREA, THE FLIGHT LEADER OF INDIVIDUAL FLIGHTS OR A DESIGNATED MEMBER OF THE FLIGHT WILL ACT AS THE TACA FOR PURPOSES OF CONTROL AND THE REPORTING OF DUDS TO MCAS YUMA.
2. FOR ALL CLOSE AIR SUPPORT MISSIONS TACRON PERSONNEL WILL PROVIDE A TACP/TAC(A) FOR CONTROL PURPOSES.
3. FLIGHTS SHALL NOT ENTER THE IMPACT AREA PRIOR TO SCHEDULED COMMENCEMENT TIME AND MUST CLEAR BY THE EXPIRATION TIME.
4. PRIOR TO COMMENCING ANY STRIKE, THE FLIGHT LEADER OR TACA WILL ENSURE THAT NO TRESPASSING PERSONNEL ARE IN THE IMPACT AREA BY MAKING A VISUAL CHECK.



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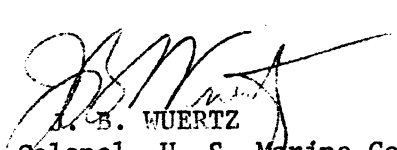
Marine Fighter Attack Squadron 251
MCAS, BEAUFORT, SOUTH CAROLINA 29902
080800R February 1976
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Appendix 7 (Pilot/RIO Rocket Numbers) to Annex B (Air Operations) to Operations Order 1-76

Time Zone: T (Commencing 082300Z Feb 76)

1. VMFA-251 PILOT/RIO Rocket Numbers:

<u>PILOT</u>		<u>RIO</u>	
COL SMILLIE	01	MAJ DOUGLAS	30
LTCOL WUERTZ	02	SQNLDR TAYLOR	31
MAJ VAN GYSEL	03	CAPT BOOTH	32
MAJ BROWN	04	CAPT STEARNS	33
MAJ HYNES	05	CAPT COTE	34
CAPT CHAMBLISS	06	CAPT SLOAN	35
CAPT LADD	07	CAPT STRICKLAND	36
CAPT MAYNE	08	CAPT ROHLOFF	37
CAPT ZIMMER	09	CAPT CLUELOW	38
CAPT DWYER	10	1/LT WEIDNER	39
CAPT KRALOVEC	11	1/LT COBY	40
CAPT CALDERON	12	1/LT WHITEHEAD	41
CAPT DOUGHERTY	13	1/LT SENN	42
1/LT POSPISCHIL	14	1/LT SCHALK	43
1/LT LONG	15		
1/LT CASE	16		
1/LT DANIELS	17		
1/LT KING	18		
1/LT SHIPMAN	19		
1/LT ROACH	20		


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Lieutenant Colonel, U. S. Marine Corps
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Marine Fighter Attack Squadron 251
MCAS BEAUFORT, SOUTH CAROLINA 29902
080800R Feb 1976
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*Annex C (Administrative/Logistics) to Operation Order 1-76

Time Zone: T (Commencing 082300Z Feb 76)

1. Supply

a. General. Normal supply procedures will be utilized. The Material Officer and NCOIC will receive a briefing from the MAG-31 Supply Officer on any special procedures prior to departure. Any questions regarding supply support shall be directed to the Station Supply Officer MCAS Yuma; Bldg 324, Autovon number 933-9264, Local extension 2264.

b. Supplies and Equipment Available.

(1) Class I furnished by MCAS Yuma. MCAS Beaufort will provide box lunches enroute. MCAS Yuma will provide box lunches for return flight.

(2) Class II none.

(3) Class IIa taken in VMFA-251 packup and procured from MCAS Yuma Supply Department and other West Coast sources of supply.

(4) Class III will be provided by MCAS Yuma.

(5) Class IIIa will be provided by MCAS Yuma.

(6) Class IV none.

(7) Class V Pilot/Rio survival ammo will be carried by individuals concerned.

(8) Class VI none.

c. Control and Distribution of Materials and Supplies.

(1) All request for materials and supplies will be submitted through the Squadron Material Section.

(2) Each department will carry sufficient administrative supplies and equipment to support normal operations.

(3) Instructions will be issued to cover changes in requisitioning and turn-in procedures as the need arises.

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(4) Prior to departure from MCAS Beaufort aircrews will draw Flight Packets for flight to MCAS Yuma.

d. Resupply.

(1) Sources of resupply will be the VMFA-251 packup and MCAS Yuma.

(2) Records of all aircraft spare/repair parts procured from sources other than the VMFA-251 packup will be maintained and turned over to the MAG-31 Supply Officer upon return to MCAS Beaufort.

(3) The Squadron Material Officer will insure that personnel are assigned as supply expeditors at MCAS Yuma.

e. Air Delivery.

(1) If urgency demands, VMFA-251 Aircraft will be used for air delivery of supplies.

(2) When available the MAG-31 TA-4's or C-117 aircraft will be utilized for supplies needed from MCAS Beaufort.

(3) The Marlog from Cherry Point to El Toro may be utilized as required when other methods fail.

2. Hospitalization.

a. MCAS Yuma Medical Facilities will be utilized.

b. Personnel from VMFA-251 needing medical attention will muster during normal sick call hours (0800-0900), (1300-1400) at the MCAS Yuma Medical Facility.

c. One (1) Navy Corpsman will be assigned to VMFA-251 to supplement the Medical Staff and to transport the Medical Records of all deployed personnel of VMFA-251.

3. Transportation.

a. Transportation between MCAS Beaufort and MCAS Yuma - See - Appendix 1 (~~E~~mbarkation).

b. Ground transportation at MCAS Yuma will be provided by MCAS Yuma.

c. Personnel operating Government Vehicles while at MCAS Yuma must have a valid government drivers license in their possession at all times

d. No temporary license will be issued.

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e. MAG-31 will provide two (2) vehicles for Administrative and Logistics purposes. as requested and approved from the 3rd MAW.

4. Services. The Aircraft Intermediate Maintenance Department, MCAS Yuma will be utilized for Avionics equipment and other services. AIMD will be augmented as required by reference (a). Contact Chief Lille or MSgt Hall at ext 2157/2158 in bldg 226.

5. Personnel. See Appendix 2 (Personnel).

6. Miscellaneous.

a. Facilities.

(1) The Squadron Administrative, Operations and Maintenance will be located in hangar 146, see Appendix 3 (Facilities)

(2) Officers will be billeted in the BOQ. Room assignments will be handled by 1/Lt Whitehead.

(3) Staff and Enlisted personnel will be assigned to Barracks 662. Room assignments will be handled by the 1stSgt.

b. General Support Equipment.

(1) GSE will be provided by AIMD, MCAS Yuma and VMFA-251.

(2) Supplementary GSE and equipment peculiar to the F-4J Aircraft will be embarked from MCAS Beaufort.

c. 3-M Radios. Three (3) 3-M radios will be taken to MCAS Yuma by the Maintenance Department.



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APPENDIXES

1. Embarkation
2. Administrative
3. Facilities

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Marine Fighter Attack Squadron 251
MCAS BEAUFORT, SOUTH CAROLINA 29902
080800R Feb 1976
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Appendix I (Embarkation) to Annex C (Administration/Logistics) to
Operations Order 1-76.

Ref: (a) WgO 4600.2
(b) GruO 4000.3C (SOP for Embarkation)
(c) SqdnO 4000.1F
(d) MAG-31 062135Z Jan 76

Time Zone: T (Commencing 082300Z Feb 76)

1. Airlift. Airlift will be conducted in accordance with references (a), (b), and (c).

2. Initial Airlift. Initial Airlift will commence on 6 February 1976. This airlift will be comprised of VMFA-251's Advanced Party of forty (40) Maintenance Personnel. Also included on this airlift will be the MAG-31 Communications augmentees and a TRC-75 HF Radio and components.

a. Reference (d) request that VMFA-251's airlift commence on 8 February 1976. Present plans include C-141/C-9 Aircraft for Embarkation.

3. Return Airlift. Reference (d) request that the return Airlift commence on 1 March 1976.

4. Staging of Equipment and Supplies. Present plans are VMFA-251 to utilize an Airlift Control Element (ALCE) team (Reference (d)). 1/Lt Shipman and L/Cpl Melton will direct the preparation of equipment and supplies for mount out.

a. Palletized cargo contained in reference (d) will be inspected by Shop Embark NCO's on 4 February 1976.

b. Rolling stock contained in reference (d) will be inspected and prepared for staging not later than 6 February 1976. Vehicle preparation will be conducted in accordance with MCO 4030.19.

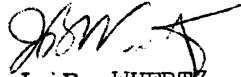
c. All Cargo contained in reference (d) will be staged on VMA-311 Flight Line prior to 0800 8 February 1976.

d. The unloading of cargo at MCAS Yuma will be under the direct supervision of 1/Lt Whitehead.

5. Movement of Personnel. Flight manifest for personnel departing MCAS Beaufort will be promulgated by separate directive.

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- a. Personnel departing MCAS Beaufort will muster two (2) hours prior to departure time at the Station Air Freight Terminal.
 - b. The senior Marine on each Flight will conduct a muster, ensure all personal baggage is properly tagged, and distribute box lunches to each member of his flight.
 - c. Each passenger is limited to sixty-six (66) pounds of baggage.
 - d. Appropriate travel uniform will be as follows:
 - (1) C-9 Aircraft- Clean Uniform of the Day.
 - (2) C-141 Aircraft- Enlisted-clean utilities, Officer-Flight suit.
 - e. Travel time to MCAS Yuma will be approximately three hours and thirty minutes.
 - f. Unloading of personnel will be directed by 1/Lt Whitehead.
6. Aircrew Baggage. Aircrew baggage will be tagged and staged prior to 1700, 6 February 1976 in the Ready Room.



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Marine Fighter Attack Squadron 251
MCAS, BEAUFORT, SOUTH CAROLINA 29902
080800R FEB 76
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Appendix 2 (Personnel) to Annex C (Administration/logistics)
to Operations Order 1-76

Time Zone: T (Commencing 082300Z Feb 76)

1. Strengths. VMFA-251 will deploy at on-hand strength plus augmentation personnel, less personnel hospitalized or confined at the time of deployment and those personnel due for separation or transfer during or shortly after the deployment period.

a. A roster will be published 6 days prior to departure listing the OIC of the rear echelon and the names of all personnel not deploying. Copies of this list will be forwarded to MAG-31 Headquarters 5 days prior to deployment.

b. Requests for augmentation personnel have been submitted to MAG-31 Headquarters.

2. Replacements. Personnel will not normally be replaced while deployed. Exceptional cases will be handled on an individual basis.

a. Personnel ordered to this Squadron and personnel returning from schools will report to the OIC of the rear echelon for assignment.

3. Discipline, Law and Order

a. Law and legal matters will be handled in accordance with the UCMJ and other directives locally in force at MCAS, Yuma.

b. All members of the rear echelon suspected and/or accused of violations of the UCMJ will appear before the Commanding Officer upon return of the Squadron to MCAS, Beaufort. The OIC of the rear echelon, Capt BOOTH will personally ensure that pre-adjudicative restraint is exercised, if necessary, to ensure the accused's presence before the Commanding Officer immediately upon the Squadron's return. All exceptions to the above will be handled on an individual basis upon direct communication with the Commanding Officer.

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4. Prisoners of War. Not Applicable.
5. Graves Registration. Not Applicable.
6. Morale and Personnel Services

a. Leave. Annual leave will not be authorized during the deployment period. Emergency leave will be granted only when verified through the local representative of the Red Cross or the Red Cross representative at MCAS, Beaufort.

b. Liberty. Normal liberty regulations will prevail, operations permitting. Liberty will commence at the end of working hours and secure at the beginning of working hours the next day. Overnight liberty will be restricted to within sixty (60) miles of MCAS, Yuma. Liberty will be extended on weekends to include San Diego, Los Angeles and Las Vegas.

(1) Liberty buses run regularly between MCAS, Yuma and downtown Yuma. The point of departure from MCAS, Yuma is the MCX parking lot. Turn around point in Yuma is the corner of 3rd Ave and 3rd Street.

(2) Liberty buses depart the Air Station at 1300, 1730, 2000, 2300, and 0100.

(3) Scheduled time from MCAS, Yuma to the turnaround point is 30 minutes.

(4) Military ID card and appropriate civilian/military attire are required for boarding.

c. Mexico. No person under 18 years of age deployed at MCAS, Yuma will be in Mexico after 1830 unless he has written permission on his person from the Commanding Officer.

d. Postal Service. The mailing address for personnel of this squadron will not change while deployed at MCAS, Yuma. All mail addressed to members of this command will be sorted by the rear echelon mail orderly. Only mail belonging to personnel who have designated in writing their desire to have their mail routed to MCAS, Yuma. will be forwarded.

e. Exchange Services. Marine Corps Exchange services are available at MCAS, Yuma. Hours of operation are as follows: Monday through Friday - 0930 to 1700. Saturday- 0930 to 1300. Sundays and holidays - closed.

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f. Pay. The OIC of the rear echelon will coordinate the forwarding of checks for deployed personnel with the MCAS, Beaufort Disbursing Officer. Pay call will be held on 13 Feb 76 and 27 Feb 76. Personnel who desire checks to be retained at MCAS, Beaufort will inform the Administrative Officer in writing prior to deploying. Forms for this purpose will be retained by the S-1 Department. The S-1 office will not mail checks.

g. Religious Activities. Protestant, Catholic and Jewish services are held in the Station Chapel (Building 1176) as follows:

Protestant Services: Sunday 1100, Sunday School 0945
Catholic Mass: Saturday 1700, Sunday 0930
Jewish Services: As scheduled by the local Jewish Community
Normally conducted every other
Friday at the Air Station Chapel
at 2000

h. Special Services

(1) Special Services facilities are available at MCAS, YUMA. Hours of operation are contained in TAB A.

(2) Club hours of operation and package sales are contained in TAB B.

7. Personnel Procedures

a. Promotion. Promotional opportunities will not be affected by a training deployment.

b. Transfer, Separation and Retirement. Personnel due for transfer, separations or retirement will remain attached to the rear echelon until such date as their transfer, separation or retirement is effective.

8. Interior Management. The S-4 Officer will be responsible for the management of working, billeting and messing areas while deployed.

a. Officers will reside in the MCAS, YUMA BOQ. Officers desiring dependent billeting will be required to make separate arrangements.

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b. SNCO's and enlisted personnel will be billeted in building 740. Room assignments will be coordinated by the 1stSgt and Lt WHITEHEAD prior to arrival at MCAS, Yuma.

c. Messing

(1) The Officers Club will be available to Officers for lunch daily and evening meal Wednesday thru Sunday. The Officers Club does not serve breakfast. Officers may eat breakfast daily and evening meal Monday and Tuesday only, at the Enlisted Club.

(2) SNCO's and enlisted personnel will utilize the Enlisted dining facility, building 710, located adjacent to barracks 740.

(3) No comrats will be available at Yuma. MCAS, Beaufort meal cards will be honored.

(4) Schedule of hours/dress (TAB C)

9. Miscellaneous

a. Uniform.

(1) Utilities/flight suit will be worn with appropriate boots for embarkation.

(2) Uniform of the Day; Summer Service "C" for Officers and Summer Service "A" or "B" for enlisted.

(3) In operational areas, bloused utility trousers (unbloused with safety shoes) with clean white "T" shirts will be authorized.

b. Duty Officer. SDO procedures will be in accordance with current squadron directives. The Senior Watch Officer will publish a watch bill incorporating procedures peculiar to local situations at MCAS, Yuma.


J. B. WUERTZ

Lieutenant Colonel, U. S. Marine Corps
Commanding

TAB:.

- A. Special Services Functions
- B. Clubs and Package Sales
- C. Enlisted Dining Facility

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C-2-4

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TAB A (Special Services Functions) to Appendix 2 (Personnel)
of Annex C (Administration/logistics to Operations Order
1-76.

BOWLING ALLEY (Bldg 673) (Ext 222)

Monday	1630 - 2300
Tuesday through Saturday	0930 - 2300
Sunday and Holidays	1300 - 2300

GYMNASIUM (Bldg 545) (Ext 2727)

Monday through Friday	0800 - 2100
Saturdays	1000 - 1800
Sunday and Holidays	1300 - 1800

HOBBY CRAFT SHOP

Monday	CLOSED
Tuesday through Friday	1200 - 2100
SATURDAYS	1200 - 2130
Sunday and Holidays	1300 - 1800

HOBBY SHOP GARAGE (Bldg 561) (Ext 2395)

Monday	CLOSED
Tuesday through Friday	1000 - 2100
Saturdays	1000 - 1800
Sunday and Holidays	1300 - 1800

LIBRARY (Bldg 681) (Ext 2878)

Monday through Thursday	1000 - 2100
Friday and Saturday	1100 - 1900
Sundays	1300 - 1900
Holidays	CLOSED

MARTINEZ LAKE (Ext 783 - 3422)

Fridays	0600 - 2100
All other days	0600 - 1900

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THEATER (Bldg 672) (Ext 2358)

Monday	CLOSED
Tuesday through Sunday	2100
Saturday (Childrens Mat)	1400

GEAR ISSUE (ATHLETIC GEAR) BLDG 545 (Ext 2727)

Monday through Friday	0800 - 1700
Saturday, Sunday and Holidays	CLOSED

GEAR ISSUE (Warehouse (Bldg 832) (Ext 2848)

Monday, Tuesday, Thursday and Friday	0830 -. 1700
Wednesday, Saturday, Sunday and Holidays	CLOSED

NOTE: For camping gear issue only. The Special Services Office is located in Bldg 699 and is open during normal working hours from 0800 - 1630. After working hours, a duty NCO is on-call and can be reached by calling the Special Services Office at Ext 2278 or 2279. In order to reserve athletic fields or the Ramada (picnic area), call Special Services, during normal working hours only, for reservations. The same applies to requests for discount ticket sales.

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TAB B (CLUBS AND PACKAGE SALES) to Appendix 2 (Personnel) of Annex C (Administration/logistics) to Operations Order 1-76.

OFFICERS CLUB

Open from 1030 to 0100 daily, seven days a week. Sandwich bar from 1100 to 1300, Monday through Friday.

STAFF NCO CLUB

Open from 1100 to 2400, Monday through Thursday; from 1100 to 0100 on Friday and Saturday and from 1200 to 2400 on Sunday. Lunch is served from 1100 to 1300 Monday through Friday. Dinner is served on Thursday, Friday and Saturday evenings.

ENLISTED CLUB

Open from 1100 to 2300 Monday through Thursday; from 1100 to 2330 Friday and Saturday and from 1200 to 1800 Sunday. A snack bar is available Monday through Friday from 1100 to 1300.

CENTRAL PACKAGE SALES

Open to all ranks, retired personnel and their dependents from 1030 to 1800 Monday through Saturday.

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TAB C. (Enlisted Dining Facility) to Appendix 2 (Personnel) of Annex C (Administration/logistics) to Operations Order 1-76.

A. The Enlisted Dining Facility is directly adjacent to barracks 740. Hours of Operation are:

MON - FRI

Breakfast	0500 - 0730
Lunch	1100 - 1300
Dinner	1600 - 1800
Midrats	2300 - 0045

SAT/SUN/HOLIDAYS

Brunch	0700 - 1100
Dinner	1600 - 1800
Midrats	2300 - 0045

B. A clean working uniform (Utilities only) or Uniform of the Day is required. Appropriate civilian clothing may also be worn in the dining facility. The wearing of flight suits is permissable.

C-2-C-1

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Marine Fighter Attack Squadron 251
MCAS Beaufort, South Carolina 29902
080800R Feb 1976
GRV-1

Appendix 3 (Facilities) to Annex C (Administration/Logistics) to
Operation Order 1-76

Time Zone: T (Commencing 082300Z Feb 1976)

TOPSIDE

	(11) CO <u>2763</u>	S-3	<u>2763</u>	(8) S-3	<u>2172</u> READY ROOM		SHOWER
	(10) XO 1st SGT <u>2763</u>	S-1	(9) S-4	(7) S-2 CMCC	(6) BRIEFING ROOM	LOCKER ROOM & HEAD	STAIRS

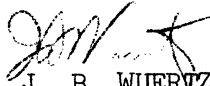
BOTTOM DECK

	MAINT. <u>2340</u> (22) <u>2340</u>	
--	---	--

HANGAR BAY

	110V	110V	220V
KEY: () Room Number	2/3 of Hanger Bay is for		
___ Telephone Number	VMFA-251		
			220V

FLIGHT LINE #10, 11, 12


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Lieutenant Colonel, U. S. Marine Corps
Commanding

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Marine Fighter Attack Squadron 251
MCAS, BEAUFORT, SOUTH CAROLINA 29902
080800R February 1976
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Annex D (Distribution) to Operations Order 1-76

Time Zone: T (Commencing 082300Z Feb 76)

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CG FMFLANT	(2)
CG 2d MAW	(4)
CG 3rd MAW	(2)
CO MCAS YUMA	(2)
CO NAVITWEPSCOL	(1)
CO VMO-2	(1)
OIC MAUTULANT	(1)
VMFA-251 HISTORIAN	(6)
MCDEC QUANTICO	(2)



J. B. WUERTZ
Lieutenant Colonel, U. S. Marine Corps
Commanding

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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:GRV:rmg
3120
16 Mar 1976

From: Commanding Officer
To: Commanding General, Second Marine Aircraft Wing
Via: Commanding Officer, Marine Aircraft Group 31
Subj: Post Deployment Report for Training Deployment at
MCAS Yuma, Arizona

Ref: (a) WgO 3120.6A
(b) WgO 3710.24B

Encl: (1) Administrative and Personnel Remarks
(2) Operations and Training Remarks
(3) Logistics, Embarkation Remarks
(4) Maintenance, Material Remarks
(5) Safety

1. In accordance with reference (a), enclosures (1) through (5) constitute the Post Deployment Report for the period 7 February to 1 March 1976 at MCAS Yuma.

2. During the deployment excellent support was provided by units and facilities enroute and MCAS Yuma. Specific comments are contained in enclosures (1) through (5).


J. E. WUERTZ

Copy to: C.O. MCAS Yuma
C.O. VMO-2
C.O. MCAS-5
C.O. NAVFITWEPSCOL
OIC. ISD MCCRTG-10

ENCLOSURE (4)

3120
16 Mar 1976

Administrative and personnel Remarks

1. Personnel Deployed:

a. Naval Aviators	19
b. Naval Aviator Flight Student	1
c. Naval Flight Officers	11
d. Aviation Ground Officers	2
e. Marine Enlisted	117
f. Naval Aviator Augmentees	4
g. Marine Support Augmentees	50
h. Marine Officer GCI Controller	1
i. Navy Enlisted	1
j. Navy Officer Chaplain	1
k. Royal Air Force Officer	1
l. Technical Representative	1

TOTAL 209

2. The Squadron S-1 did not receive firm rosters of assigned H&MS personnel until just prior to deployment. This did not permit enough lead time for adequate processing of orders, disbursing, and other administrative requirements. It is paramount that all requests for augmentees be processed through the Squadron and Group S-1 departments at least 30 days in advance so that personnel can be properly identified and briefed before departing.

3. Because H&MS support personnel were not organized into a DET with a full time OIC this squadron did not have sufficient administrative control over, or information concerning, the status of enlisted pay, mail, and orders. It is recommended that when H&MS support personnel are provided over an extended period of time in support of deployed squadrons a DET be established under the positive control of a H&MS officer. This problem was also stressed on the Post Deployment Report

ENCLOSURE (1)

3120
16 Mar 1976

for the period 18 October through 7 November 1975, N. S. Roosevelt Roads deployment.

4. Advanced per diem was available to all VMFA-251 personnel prior to the deployment. However, since augmentation personnel were not identified by name until just prior to the deployment they were not included in this service. MCAS Yuma Disbursing was unprepared and reluctant to issue checks to these individuals. Once again this underscores the necessity for identifying augmentees by roster to S-1.

5. Except for the mail room, the entire S-1 section was deployed. No unusual problems were encountered with this arrangement, but the training gained was considered minimal when weighed against the administrative needs of the rear echelon. In this regard a tactical squadron in this Air Group should either deploy in total or maintain a larger rear echelon. To transfer the entire squadron to be deployed away from the parent Air Group, it is necessary for the Group S-1 Staff Section to assume greater functional responsibility. For example, all Marines to be transferred from the squadron during deployment period should be transferred, or held at group, prior to the squadron's departure. All inbounds should be sent to the deployment site, or held at Group, until the end of the deployment.

ENCLOSURE (1)

3120
16 Mar 1976

Operations and Training Remarks

1. VMFA-251 deployed to MCAS Yuma, Arizona with nine F-4J aircraft during the period 7 February to 1 March 1976 for squadron training. A total of 339 sorties and 370.4 flight hours were flown during the deployment including flight ferry movement. Two hundred and fifty seven (257) initial syllabus completions and two hundred ninety one (291) refresher completions were accomplished.

2. Sortie and flight hour goals were reduced from those originally planned. Cancellation of MAC airlift support two days prior to the deployment caused the embarkation of squadron equipment and personnel to be spread over a six day period vice two days. The subsequent lack of shop equipment, GSE, and personnel necessitated reducing the tempo of operations during the first week of the deployment. The aircraft accident at the beginning of the second week affected flight operations in that one less aircraft was available to fly. Additionally, three air combat tactics instructors were involved in the accident investigation and not available to fly for the remainder of the deployment, thus causing a reduction in scheduled sorties to meet the requirements of reference (b). Throughout the deployment the non-availability of RIO's (average 8 of 14 available) caused numerous scheduling problems and reduced the number of available sorties. The squadron flew 36 sorties and 27.6 flight hours less than originally planned.

3. Flight Ferry Movement

a. The late cancellation of Air Refueling and MAC airlift support caused a change in the planned movement of F-4J aircraft to MCAS Yuma, Arizona. Four aircraft were launched 6 February on cross-country flights to arrive MCAS Yuma on 8 February 1976. The remaining five aircraft were launched on 7 February to stage through Carswell AFB enroute to MCAS Yuma. Despite numerous problems with aircraft serviceability all nine F-4J aircraft arrived at MCAS Yuma on 8 February. A total of 28 sorties were flown for 50.4 hours achieving 26 refresher completions.

b. Recovery of F-4J aircraft to MCAS Beaufort commenced 28 February after completion of that day's scheduled air-to-ground operations. Five F-4J aircraft departed MCAS Yuma on 28 February with the remaining four aircraft departing on 29 February. All aircraft staged through Carswell AFB arriving MCAS Beaufort on 29 February. A total of 18 sorties were flown for 34.6 hours achieving 36 refresher completions.

ENCLOSURE (2)

3120
16 Mar 1976

c. The cancellation of air refueling support prior to the deployment and for the flight ferry movement resulted in thirteen pilots and eight RIO's becoming delinquent in this phase of aircrew training.

4. Fighter Intercepts and Fighter Weapons Syllabus

a. The training objectives for this phase of the deployment were:

(1) Advanced aircrew training in the fighter intercept role with heavy emphasis being placed on day and night low level intercepts over land.

(2) Advanced aircrew training in fighter weapons utilizing adversaries provided by the Naval Fighter Weapons School (NFWS) and H&MS-31. The ACMR was used for extensive debriefing and emphasis of learning points that normally cannot be depicted.

b. Prior to deployment these objectives were emphasized by extensive aircrew training throughout the month of January. This training included lectures on fighter intercepts, missile parameters, switchology, air combat maneuvering (ranging from lvl to lv many), and culminated in an air-to-air warfare refresher course for the entire squadron presented by MAWPU South. Loss of MAC airlift support precluded any maintenance effort on the F-4J radar systems until 12 February. Critical shortage of maintenance personnel with the training to work on the radar systems after that date had a serious impact on the training objectives.

c. During the period 9 February through 16 February, utilizing two H&MS-31 TA4 aircraft as adversaries, the Thunderbolts flew 106 sorties for 105.4 hours achieving 80 syllabus completions and 79 refresher completions. This training provided the squadron with a firm foundation of Combat Ready fighter weapons sorties preparing each pilot and RIO for the more advanced flights against the NFWS instructors.

d. The "TOP GUN" crews arrived 16 February and fighter weapons sorties versus the F5 Tiger II and the A4E Mongoose began 17 February. During the period 17 February through 21 February 84 sorties were flown for 80.1 hours producing 50 syllabus completions and 78 refresher completions. Because of a limited number of adversaries VMFA-251 was unable to achieve one major goal of the Fleet adversary Program - 2v2 dissimilar.

ENCLOSURE (2)

3120
16 Mar 1976

e. MACS-5 provided support in the person of LT. L. J. CARINO. The experience gained by LT. CARINO as an ACMR operator provided him with an invaluable insight to the air picture as seen by the aircrews, and can only enhance his already high proficiency as a GCI controller.

f. Operating with only 9 F-4J aircraft, an average of 8 RIO's, and unpredictable radar availability impacted heavily on our fighter intercept training objective. Nevertheless, utilizing degraded radar systems, when available, for the VID portion of fighter weapons missions provided much needed training for VMFA-251 in overland intercepts. Moreover, even degraded radar systems enabled F-4J aircrews to achieve "first sight" and the initial advantage over our adversaries. These radar successes along with the excellent real time information provided by the ACMR operator emphasised to VMFA-251 the necessity of having an operable radar system and/or highly proficient GCI control in a high threat environment.

5. Ground Attack Syllabus

a. The Ground Attack phase of the deployment was conducted 23 February through 28 February. Ground attack lectures on switchology, bombing techniques, and error analysis were given to all members of the squadron on the evening of 22 February. An extensive brief on TAC (A) procedures was given on 23 February to all members of the squadron by the OV-10 crews of VMO-2.

b. The training objectives for this phase of the deployment were:

(1) Advanced aircrew training in the ground attack role utilizing TAC (A) support and mixed loads of high explosive ordnance.

(2) Advanced training of maintenance personnel in rapid turn around of live ordnance loaded aircraft during high intensity operations.

(3) Advanced training of ordnance personnel in rapid loading of aircraft with mixed live ordnance loads during high intensity operations.

c. Each of these training objectives was achieved. The squadron flew 103 sorties for 99.9 flight hours achieving 127 syllabus completions and 72 refresher completions. Ordnance expended was as follows:

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20mm TO MK 105	1094
Bomb, MK 77	40
Bomb GP MK 82 HE	264
Bomb practice MK 76	262
Rocket 5" Zuni	159
Rocket 2.75" FFAR	370
Flare Mk 45	20

Each aircraft carried an average of 14 pieces of ordnance on each mission during the ground attack phase providing excellent training for ordnance and maintenance personnel. The highly professional and invaluable support provided by VMO-2 introduced the majority of aircrews to TAC (A) control. The realism injected into the CAS scenarios by the VMO-2 crews, and their excellent control of aircraft during the ground attack missions, provided excellent training and considerably enhanced the professionalism and expertise of VMFA-251 aircrews.

6. Ground Training

a. Ground training was an important part of VMFA-251's Yuma deployment. As previously mentioned VMFA-251 carried out extensive ground training prior to the deployment. This ground training was continued on deployment utilizing the professionalism and expertise of NFWS instructors and VMO-2 crews. The following lectures were given to the entire squadron over the period of the deployment:

<u>SUBJECT</u>	<u>TIME</u>	<u>INSTRUCTOR</u>
Course Rules and Local Area	2.0 hrs	Fleet Liaison
Energy Maneuverability	1.5 hrs	NFWS
Briefing and Debriefing	1.5 hrs	NFWS
Two versus one Tactics	1.5 hrs	NFWS
ACM VID's	2.0 hrs	NFWS
Fighter Performance (comparisons)	1.5 hrs	NFWS
Guns Defense	0.5 hrs	NFWS
Air to ground Weapons Ranges	0.5 hrs	VMFA-251
Air to Ground Switchology	0.5 hrs	VMFA-251
Ordnance delivery and Error Analysis	1.0 hrs	VMFA-251
Ordnance Safety	0.5 hrs	VMFA-251
Tactical Air Controller (Airborne)	1.5 hrs	VMO-2

This ground training immediately prior to an intensive phase of related flying operations proved invaluable in raising the overall combat awareness of VMFA-251 Pilots and NFO's.

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7. Training Summary

a. Combat readiness training achieved on the deployment was significant. With the exception of fighter intercepts all of VMFA-251s training objectives were realised. Aircrew personnel deployed achieved an overall average CRP increase of 5.6%. The average CRP increase for first tour pilots and RIOs was 6.8%, while that of second tour pilots was 6.0%.

b. One hundred and ninety fighter weapons sorties were flown for 185.5 hours achieving 130 syllabus completions and 157 refresher completions. One hundred and three ground attack sorties were flown for 99.9 hours achieving 127 syllabus completions and 72 refresher completions. Initial syllabus completions are obviously essential and provide much needed squadron CRP increases. Refresher completions however, cannot be ignored as they are essential to the maintenance of aircrew CRP and should be regarded with equal importance. Degraded radar availability due to a critical shortage of manpower resulted in a minimum of 100 delinquencies in the fighter intercept phase, and an overall decrease of 2.5% CRP for squadron personnel.

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Logistics, Embarkation Remarks

1. PROBLEM: To move 130 tons of support equipment and 226 Marines to MCAS Yuma from MCAS Beaufort.

DISCUSSION: An objective of the deployment to Yuma was to provide the logistics department with practical experience in both planning and embarking the entire squadron to a deployment site. The logistic department of VMFA-251 gained experience in planning the move by the Military Airlift Command, then making the move by organic transportation. On 5 February 1976 the logistic department received a message from MAC at McGuire AFB that the three C-141 and one C-5A planned for the move to Yuma had been cancelled. After much confusion it was decided to use Marine C-130's for the airlift on an "as available" basis. ATCO for the 2nd MAW was able to provide 2/C-130's on the 6th of February, 1/C-130 on the 7th, 1/C-130 on the 9th, 2/C-130's on the 10th, 1/C-130 on the 11th, and 2/C-130's on the 12th. Since the airlift took six days to complete, it was necessary to stage and move all gear to Yuma on a priority of need for operations. This mission could not have been accomplished without the excellent support from MAG-31. H&MS-31 GSE staged all the necessary ground support equipment promptly and in proper working order; MAG-31 supply pack-up was complete and in fifty cube boxes, H&MS-31 Avionics remained flexible and had the radar vans ready when transport aircraft arrived. MABS-31 Utility section quickly responded to the request for 2/A265 light units, thus enabling the squadron to take advantage of available transportation. Transportation for the 226 Marines to and from Yuma was provided by 5/C-9's. The C-9's were appreciated by the Marines as a quick and comfortable means of transportation.

RECOMMENDATION: That the Marine Corps use Military Airlift Command for the movement of squadron equipment to a deployment site. The untimely cancellation of the MAC Airlift for this deployment was a difficult obstacle to hurdle. This squadron is grateful for the outstanding effort displayed by VMGR-252 in helping us accomplish this movement on such short notice.

2. PROBLEM: Support Vehicles for VMFA-251 in MCAS Yuma one-M35A2, one-M151, one-M60.

DISCUSSION: The MAC Airlift was cancelled on 6 February 1976, which required a reduction in cargo to be shipped to MCAS Yuma. The support vehicles listed above were cut from the embarkation list because possible support could be provided by 2nd LAAMS BN

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at MCAS Yuma. MAG-31 S-4 provided the liaison to requisition these vehicles for VMFA-251's Yuma deployment. LAAMS BN personnel however, would not release any vehicles to the squadron until proper paper work was received from the 3rd MAW authorizing them to do so. Phone calls were made to MAG-31 thru the squadron rear party OIC, and message traffic was initiated by MAG-31 to 2nd MAW. Although this was done in a timely manner, the squadron did not receive the required vehicles until Wednesday 18 February 1976.

RECOMMENDATION: That MAG-31 S-4 follow up on all squadron support requests with proper message traffic.

3. PROBLEM: To provide necessary support for Transient Cargo Aircraft.

DISCUSSION: Cargo Aircraft assigned to fulfill VMFA-251's embarkation requirements have certain VAL LINE requirements such as NC-10's for electrical power, fuel trucks ect. On 10 February 1976 Beaufort VAL LINE was called at 0830 to provide an NC-10 for an arriving C-130. The VAL LINE NCOIC informed the VMFA-251 Embark Officer that the VAL LINE was not responsible for transient C-130 Aircraft.

RECOMMENDATION: There is a need for VAL LINE to fulfill requirements of Transient Cargo Aircraft. While a squadron is being embarked there should be a method of fulfilling these requirements by making one phone call to VAL LINE confirming the arrival times of Transient Cargo Aircraft and the staging area.

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Maintenance, Material Remarks

1. The following report is divided by individual work center into (a) problems areas, discussion and recommendations (b) general comments. Areas to be covered are:

Ordnance
Supply

F/L - GSE
AMO Comments

2. Ordnance - The overall picture of this deployment was successful in all respects. The training received in all phases of weapons loading, handling, downloading, and systems checkout in a high tempo environment was invaluable. The number of problems encountered were minimal but proved to be bothersome:

a. Problem - Failure of (2) two K-4 weapons trailers loaded with armament equipment to arrive at MCAS Yuma during the deployment period.

(1) Discussion - One trailer damaged in loading was not allowed aboard C-130 by the A/C Commander due to safety precautions, nor was sufficient time given to facilitate transfer of this load to another trailer. Due to limited C-130 support provided for this move this was the only opportunity for this trailer to be moved. The second trailer was off loaded at NAS Fallon in a retrograde move of VMFA-451 back to Beaufort. Again lack of C-130 support caused this trailer to remain at NAS Fallon and was still there when the Squadron returned to MCAS Beaufort.

(2) Recommendations. This equipment, or lack of it did not prove to be an insurmountable obstacle for VMFA-251. Had the number of aircraft deployed been more or the sortie rate more intense; lack of this equipment would have been more serious. The subsequent deployment of VMFA-312 and VMFA-122 may be adversely affected if common equipment currently in Yuma does not remain in RFI status. It is suggested that in future deployments the transportation required be provided as requested by the squadron Embark Officer.

b. Problem. Lack of C-130 transportation forced a cut back in equipment needed for this deployment, in particular transportation equipment (e.g. M115A1, M35A3, M-715).

(1) Discussion. Due to the number of deployed units during this period, MCAS Yuma was unable to provide more than

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two vehicles for squadron usage. One vehicle was designated for supply usage and the other had to be used for the arming and dearming crew. Because only one vehicle was available for this purpose, there was a serious slowdown in getting aircraft through arming/dearming as the crew had to travel from one end of the airfield to the other. These delays in the high tempo environment caused many problems in turn around maintenance, which had an adverse affect on meeting takeoff and land times.

(2) Recommendations: As outlined above the transport assets have to be available if deployed units are going to perform in the most efficient manner.

c. Problem. SATS Weapons Loader; lack of supply parts.

(1) Discussion. The SATS Weapons Loader is notorious for its unreliability. Even though four (4) units were deployed with this squadron and one (1) unit was made available from MCAS Yuma AIMD, only two (2) of the five (5) units were available at any time. Qualified personnel were available to repair these units, but lack of parts (alternators, hoses, and fan belts) made this impossible. As a result loading and down-loading operations were seriously affected, and the poor condition of this equipment caused a failure during loading operations. A fully loaded wing fuel tank was substantially damaged in this Ground Safety Incident.

(2) Recommendation. In view of the known problems with this item of equipment the quantity of replacement parts in the repair pack up should be increased.

d. General Comments. Support from H&MS-31 and MCAS Yuma was outstanding. H&MS-31 personnel were hampered by a loss of half their work force due to outbreak of flu, and yet they were able to meet all deadlines and commitments for ordnance buildups. AIMD provided all maintenance for the MK4 gun pod used during this deployment. In all cases when carried, the gun pod fired out and provided excellent training to aircrews. This support and the desire to help this unit in the completion of its mission is greatly appreciated.

3. Flight Line/GSE: No significant problems were encountered that seriously hampered squadron operations with the following exception.

a. Problem: Frequent problems with Wells Units (air/electric line units).

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(1) Discussion. Unseasonable weather (eg rain) at times caused the Wells Units to become unreliable. Only the availability of NCPP-105's saved a number of launches.

(2) Recommendations. That even though Wells Units are available the need for NCPP-105's still exists. It is recommended that squadrons be deployed with 3 to 4 units at MCAS Yuma.

b. General Comments. Although under manned by T/O and manning level, the flight line functioned in a highly productive manner and significant problems were not encountered.

4. Supply: In all respects a highly successful deployment. It is to be noted that through the personal initiative of supply personnel and individual leg work, this Squadron was able to achieve (10) ten consecutive days without NORS against aircraft. Additionally, there were (2) two foddied engines on this deployment. MCAS Yuma AIMD and supply sections did an exceptional job in providing replacement engines.

5. AMO Comments:

a. Overall an extremely successful deployment from the maintenance aspect. The training and launch tempo was of significant value to all personnel within the Maintenance Department.

b. The assistance from H&MS-31 augmentees was excellent and had a significant positive impact on squadron operations. H&MS-31 Flight Line is commended on their professional operation in supporting the squadron with their TA-4's. The initial support from Group Supply and H&MS-31 was excellent. The paucity of 1527 Radar Pool support and the lack of CADCs had some degrading effect. The radar pool support for this system will improve with time. CADCs continue to be a problem and has been previously addressed. Some consideration should be given to increase the total Group allowance for this item.

c. The support and cooperation from AIMD Yuma and VMFAT-101 was outstanding and was greatly appreciated.

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Safety

1. Problem: Convening a Squadron Aircraft Mishap Board (AMB) during an operational training deployment: Squadron training deployments are required in order to maintain aircrew proficiency and increase CRP. During this short time of deployment, operations and maintenance work together to effect a high tempo of operations with every individual required to perform. If an aircraft accident should occur, which was the case during this squadrons deployment, then several areas are affected and require major adjustments. Aircrew members on the AMB are not available to fly thus affecting operations scheduling, aircrew proficiency and CRP. In addition, the working and living spaces assigned a deployed squadron make it difficult to control and monitor sensitive and privileged information. In summary, it is difficult to continue normal squadron operations.

a. Recommendation: When an aircraft accident requires convening an Aircraft Mishap Board, it is recommended that higher authority assume the responsibility for the investigation. The squadron AMB could initiate the investigation and remain in session only until relieved. At least one member of the squadron AMB should be included on the reporting custodian AMB.

2. Problem: AMB did not have an assigned Flight Surgeon during the first five days of the investigation: The flight surgeon or flight physiologist is a member of an AMB and is the primary individual determining physiological aspects of a mishap. Normally a flight surgeon can be or is attached from the local base to the AMB. However, in this case, the senior medical officer of MCAS Yuma would not allow a flight surgeon to participate in the AMB initially. Finally, a flight physiologist from MCAS El Toro was assigned to the AMB on the fifth day after the mishap.

a. Recommendation: In the event of an aircraft mishap during a deployment, the group should be prepared to provide and transport the flight surgeon normally assigned to the AMB to the location of the mishap unless a more suitable arrangement can be made in a timely manner.

3. Problem: No emergency (crash) phone in the transient hangar: A squadron must know immediately when one of its aircraft is experiencing an emergency. Timely passing of advice or

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critical information is essential in emergency situations. The current procedure of passing the information over regular telephones is not satisfactory.

a. Recommendation: Installation of an emergency (crash) telephone in the transient hangar(s) at MCAS Yuma.

ENCLOSURE (5)

0291

MAG THREE ONE BEAUFORT SC
VMFA THREE ONE TWO (REAR) BEAUFORT SC
VMFA TWO FIVE ONE BEAUFORT SC
HAMRON THREE ONE BEAUFORT SC

BT
UNCLAS//NO1551//

MAG-31 DET 1-76 TOPGUN CLASS 3-76

A. COMFIT/AEWINGPAC INST 3500.9

B. NAVFITWPNSCOL 201631Z FEB 75

1. SITUATION.

A. FRIENDLY FORCES.

(1) DET 312/AIRCREW, AIRCRAFT AND MAINT PERSONNEL

REF A, AND SUPPORTED BY VMFA-251.

(2) HAMS-31 PROVIDE GSE REQ BY REF A AND B.

(3) NAVFITWEPSCOL WILL CONDUCT CLASS 3-76, PRO

R. O. E., LOCAL SOP AND MAINT AREAS.

(4) NAS MIRAMAR WILL PROVIDE BILLETING, MESSING, OPERATING
AREA, MISSION ESSENTIAL TRANSPORTATION AND SUPPLY SUPPORT.

2. MISSION. DET VMFA-312 DEPLOY TO NAVFITWEPSCOL
MIRAMAR, TO PARTICIPATE IN TOPGUN CLASS 3-76.

3. EXECUTION.

A. GENERAL. DET 312 DEPLOY TO NAS MIRAMAR TO PARTICIPATE IN
TOPGUN CLASS 3-76.

B. DET 312.

EMBARK PERSONNEL AND SUPPORT EQUIP AS INDICATED IN REF A
ARRIVE NAS MIRAMAR NLT 18 APR 76.

(2) FLT FERRY 3 F4J A/C TO BE IN PLACE, NAS MIRAMAR NLT 18 APR 76.

(3) CONDUCT FLIGHT OPS AS DIRECTED BY CO NAVFITWEPSCOL.

(4) UPON COMPLETION, RETROGRADE PERSONNEL, A/C AND EQUIP TO
MCAS BEAUFORT.

C. VMFA-251.

(1) PROVIDE PERSONNEL, A/C AND EQUIPMENT AS REQUIRED.

D. HAMS-31.

(1) PROVIDE PERSONNEL, EQUIP AND GSE AS REQUIRED.

(2) BE PREPARED TO PROVIDE AIRBORNE LOGISTICAL SUPPORT AS
REQUIRED.

(3) INSURE PREPOSITIONING OF ORDNANCE REQUIRED.

E. COORDINATING INSTRUCTIONS.

(1) MAG-31 S-1.

(A) COORD PERSONNEL AUGM REQR.

(B) PROVIDE ADMIN SUPPORT REQR.

(C) COORD PAY FOR DEPLOYED PERS.

(2) MAG-31 S-4.

(A) COORD MAG-31 LOGISTICAL SUPPORT.

(B) COORD AIRLIFT REQUIREMENTS.

(C) COORD REQUIRED SUPPORT MATERIAL.

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333		
GMS SC		
MAINTO		
OPERATING		
COMBAT		
COMAND		

ACTION COPY

LOOKS AS IF ONLY 1 AIRCRAFT WILL BE NEEDED
TO "SUPPORT" 312
will coordinate with 312 upon their return
S-3 COMMENTS 20
ENCLOSURE 151
will require 22 A/C for 1/2 time. Det 312 because L. Skatoff is senior man DRJ 31

- (3) *744412* VMFA-312/251 SUBMIT STAR RPT INFO FOR DET VMFA-312 A/C AS APPROPRIATE AT END OF FLIGHT OPS EACH DAY.
(4) VMFA-312/251 SUBMIT FREDs FOR DET A/C.
(5) VMFA-312 SUBMIT POST DEPLOYMENT REPORT NLT TEN *(10)* WORKING DAYS UPON RETURN. *06 11*
(6) DIRLAUTH ALCON.

4. ADMIN/LOGISTICS.

A. ADMIN.

- (1) PERS ADMIN FOR DET REMAINS AT BEAUFORT.

B. LOGISTICS.

- (1) DET VMFA-312 DEPLOYS W/EQUIP REQ REF A AND B.
(2) REQUEST LOGISTICAL FLTS THROUGH MAG-31 S-3.

5. COMMAND AND SIGNAL

A. COMMAND OIC DET VMFA-312 WILL BE CAPT. SKATOFF, L. L.

B. SIGNAL

- (1) UTILIZE AUTOVON FOR PASSING TIME LIMITED INFO.
) UTILIZE COMMERCIAL CIRCUITS IN THE EVENT OF MINIMIZE.
) UTILIZE NAVAL MSG FOR ROUTINE TRAFFIC.

BT

DRAFTED BY: CAPT. A. S. DUDLEY RELEASED BY: LTCOL. C. W. HEINZERLING