UNITED STATES MARINE CORPS
Marine Fighter Attack Squadron 251
Marine Aircraft Group 31, 2d MAW, FMFLant
MCAS, Beaufort, South Carolina 29902

2:EJP:rlg
5750
6 July 1977

VMFA - 251

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 1977 to 30 June 1977

Ref: (a) MCO P5750.10
(b) WgO 5750.1B
(c) GruO 5750.1A

Encl: (1) CO, MARTD Atlanta ltr 3:LHK:wpm 1500 of 21 Nov 76
(2) VMFA-251 Yuma deployment OPLAN 1-77 2 Qtr CY-77
(3) MCAS Yuma Post Deployment Report dtd 13 May 77
(4) 1 July JETSTREAM Article on VMFA 251
(5) VMFA 251 Transpacific OPLAN "Operation Key Grove"

1. Organizational Data

a. Designation and Location

Marine Fighter Attack Squadron 251
Marine Aircraft Group 31
Second Marine Aircraft Wing
Fleet Marine Force Atlantic
Marine Corps Air Station, Beaufort, South Carolina 29902

b. Period Covered. 1 January 1977 to 30 June 1977

c. Command and Staff

Commanding Officer	LtCol J. B. WUERTZ 1 January - 1 April 1977 LtCol M. W. ALLINDER Jr. 2 April - 30 June 1977
Executive Officer	Maj N. E. DOUGLAS 1 January - 31 March 1977 Maj C. J. COWELL 1 April - 30 June 1977

Jan - June 77

ENCLOSURE (7)

Administartive Officer	*Capt. A. R. CALDERON 1 January - 18 February 1977 *Capt. G. E. ADCOCK 19 February - 31 March 1977 Capt. W. L. SMITH 1 April - 30 June 1977
Intelligence Officer	1stLt H. A. DECKER 1 January - 18 February 1977 1stLt W. P. LANNERT 19 Febrary - 1 April 1977 Capt E. J. PERROTT 2 April - 30 June 1977
Operations Officer	Maj G. R. VAN GYSEL 1 January - 31 March 1977 Maj J. R. CADICK 1 April - 30 June 1977
Logistics Officer	Capt D. H. DOUGHERTY 1 January - 1 April 1977 Capt R. A. KLEHN 2 April - 30 June 1977
Aircraft Maintenance Officer	Maj D. P. BROWN 1 January -31 March 1977 Maj O. E. HAY 1 April - 30 June 1977
Sergeant Major	GySgt J. M. BARATKA 1 January - 30 June 1977

d. Average Monthly Squadron Strength.

MONTH	OFFICERS	ENLISTED
January	33	214
February	33	231
March	32	221
April	32	212
May	31	225
June	31	231

2. Sequence of Events

a. January

(1) VMFA 251 flew 205 sorties for 301.2 flight hours.

(2) 3 January - 4 January 1977. A two-day "back-in-the-saddle" seminar was presented to refresh safety awareness within the squadron

(3) 26 January 1977. Two squadron aircrewmembers were qualified as Aerial Combat Tactics Instructors.

A-4M's from VMA-331 were utilized as adversaries for this program and other squadron training during the period 17-20 January 1977.

February

(1) VMFA-251 flew 195 sorties for 238.4 flight hours.

(2) 4 February 1977. Five squadron officers completed the MAWTU Air to Ground Warfare School conducted at MCAS Cherry Point.

(3) 4 February 1977. Capt. R. R. POSPISCHIL and Capt J. M. CLUELOW completed the first Weapons Tactics Instructor (WTI) Course offered by the Marine Corps and were so designated.

(4) 3-5 February 1977 and 10-12 February 1977. Dissimilar ACM training was conducted with VF-101 at NAS Oceana. Twenty- nine DACM sorties were flown and 58 initial syllabus completions resulted.

(5) 14 February - 18 February 1977. Four squadron officers completed the MAWTU Air to Air Warfare Course.

(6) 15 February - 19 February 1977. A squadron detachment was deployed to NAS Miramar to support the Navy-Fighter Weapons School "Three G Course". Two squadron aircraft crewed by Col. H. D. BRADSHAW (MAG-31 Commanding Officer)/Capt J. M. CLUELOW and LtCol. J.B. WUERTZ (VMFA-251 Commanding Officer)/Capt K.A. SLOAN aerial refueled twice enroute. The course presented numerous TOPGUN lectures and fighter weapons sorties to the two senior aircrewmembers attending.

(7) 22 February-24 February 1977. VMFA-251 participated in Operation HATCHETT, MAG-31 OpPlan 1-77. Sixteen sorties were flown in close air support, fighter escort and ECM fighter intercept missions.

(8) 26 February-3 March 1977. Flight operations were secured in order to conduct extensive Basic Training of the entire Squadron. The following training was accomplished.

(a) 23 officers qualified with the .38 caliber pistol

(b) 34 officers/SNCO's qualified with the .45 caliber pistol

(c) 129 Marines qualified with the M-16 rifle achieving a 97% qualification rate.

(d) 147 Marines completed the PFT.

(e) 13 SNCO's and 72 enlisted completed the Essential Subject Test.

(f) All personnel received NBC Training

(g) All hands participated in a Winter Service "A" uniform inspection.

March.

(1) VMFA 251 flew 187 sorties for 266.8 flight hours.

(2) 8 March 1977. The Administrative department received a Second MAW A&M Inspection and received an overall grade of satisfactory with minor discrepancies.

(3) 14 March - 15 March 1977. The Second MAW A&M Inspection Team inspected in the areas of Basic Training, Aircrew Training, FREDS, Operations Administration and FORSTAT. All areas inspected received a grade of satisfactory with noteworthy comments.

(4) 14 March - 18 March 1977. Two officers attended the SERE School at MCAS Cherry Point, N.C.

(5) 15 March - 18 March 1977. ECCM training was conducted against VMAQ-2.

(6) 15 March - 18 March 1977. Six sorties of dissimilar ACM were flown against the F-15 aircraft.

(7) 15 March 1977. The COMNAVAIRLANT Maintenance Management Team paid VMFA-251 an advisory visit.

April

(1) VMFA 251 flew 306 sorties for 378.5 flight hours.

(2) 1 April 1977. LtCol. J. B. WUERTZ relinquished command of VMFA 251 to LtCol. M. W. ALLINDER Jr.

(3) 2 April 1977. The first two F-4's arrived at MCAS Yuma for deployment and flew 5 sorties as adversaries in the ACT(I) training of three VMA-131 pilots prior to the arrival of the main body of the squadron.

(4) 5 April 1977 - 27 April 1977. VMFA-251 conducted flight operations at MCAS Yuma. The training sorties flown concentrated on ACM utilizing adversaries from TOPGUN

and H&MS-31, DECM on the China Lake Echo Range, and Air to Ground missions in the Chocolate Mountain Area. In preparation for the Western Pacific deployment a training and Readiness Evaluation was conducted by Second MAW representatives 25 April to 27 April 1977. VMFA-251 received an overall grade of satisfactory.

(5) 27 April 1977. A twelve-plane Stream Raid utilizing eight VMFA-251 F-4 and four A-4M's from VMA-311 took place in the Chocolate Mountain Target Range. This was one of the high points of the Yuma deployment.

(6) 29 April 1977. VMFA-251 returned from a most successful Yuma deployment.

e. May

(1) VMFA-251 flew 116 sorties for 224.0 flight hours. The majority of all missions conducted were for aircraft profiling and aerial tanking refreshers for aircrewmembers. The aerial refueling conducted during the period 20 May through 1 June utilized H&MS-31 TA-4's.

f. June

(1) VMFA-251 flew 106 sorties for 219.3 flight hours.

(2) 1 June 1977 - 17 June 1977. 23 Sorties were flown for aircrew tanker/aircraft profile qualifications using VMGR-252 KC-130's

(3) 7 June 1977. The Second MAW Inspection Team conducted an inspection of the Drug and Alcohol Abuse section. A satisfactory with minor discrepancies was received.

(4) 8 June 1977. Aviation Safety, NATOPS, and Ground Safety received A&M Inspections from the 2d MAW Safety office. The grades of each was satisfactory with no discrepancies.

(5) 9 June 1977. The Legal section received a noteworthy from the 2d MAW A&M Inspection Team.

(6) 16 June - 17 June 1977: A command corrision control brief and survey was monitored by a NAESU Representative. All 12 F-4J aircraft assigned are in good condition.

(7) 17 June 1977. The Marine Corps East Coast On-Site Disbursing Team audited the administrative section for pay related problems.

(8) Despite a leave rate during during June of up to 50%, long hours were spent by the Marines remaining on duty to perform the intensive maintenance required for an 8000 mile deployment over water. Extensive fuel quantity gage problems required intensive effort by a NARF Team, and one aircraft was finally transfered after over 1,000 fruitless hours were expended by NARF Cherry Point, ECM sweeps, Corrosion Control inspections, incorporation of AFC 594, complete check and incorporation of all VTAS systems were some of the major efforts performed by the Maintenance Department during this period. Their efforts can only be characterized as "OUT STANDING".

3. Narrative Summary.

The professional approach to Marine Fighter Attack Squadron Two Five One's primary mission; supporting Marine Ground forces by intercepting and destoying enemy aircraft and missiles under all weather conditions has continuous devotion to the development of the aviation skills of assigned aircrewmembers and enlisted personnel. VMFA-251 is at a higher level of combat readiness through the deliberate guidance of the Commanding Officer, dedication of his Officer Corps and Enlisted Staff and through effective maintenance and utilization of the twelve F-4J aircraft assigned. The military and technical expertise, the Full System Capable rate, and the professional excellence of the entire Squadron are honed and ready. The past six month period has found Marine Fighter Attack Squadron 251 concentrating on the rotation to the Western Pacific in July 1977. The squadron has overcome personnel stabilization problems, aircraft and associated maintenance problems and many last minute changes to plans, to be ready for its upcoming assignment.

The deployment to Yuma in March/April 1977 resulted in the unification and deployment of professional attitudes of newly assigned personnel. Aircrewmembers focused on standardization and teamwork, which are essential for a squadron deploying. Newly joined maintenance personnel learned to perform together during many long hours to become an effective unit.

Maintenance problems involved with preparing for a one year overseas tour were many. Seven aircraft were identified in April as having fuel quantity indicator problems. A special assist team from Naval Air Rework Facility at Cherry Point has been correcting the problems at MCAS Beaufort. Aircraft 153858 presented a major problem and was subsequently transfered after one month of effort at NARF Cherry Point. F-4J BuNo 155888 was transferred to VMFA-251 in late June to replace the aircraft at NARF, overall, the maintenance effort was nothing short of OUT-STANDING. Marine Fighter Attack Squadron 251 looks forward to the National Defense in the Western Pacific area.

5750
6 July 1977

C. J. COWELL
By direction

UNITED STATES MARINE CORPS
MARINE AIR RESERVE TRAINING DETACHMENT
MARINE AIR RESERVE TRAINING COMMAND
NAVAL AIR STATION, ATLANTA
MARIETTA, GEORGIA 30060

3:LHK:wpm
1500
21 Nov 1976

From: Commanding Officer
To: Commanding Officer, Marine Fighter Attack Squadron 251, Marine Aircraft Group 31, Second Marine Aircraft Wing, MCAS Beaufort, South Carolina 29902
Via: Commanding General (Code 3), Fourth Marine Aircraft Wing, Marine Air Reserve Training Command, 4400 Dauphine Street, New Orleans, Louisiana 70146

Subj: Support Provided for MACS-15

1. The Atlanta Marine Air Reserves would like to thank you for the support provided our Air Control Squadron on November 20th. Since we no longer operate Phantoms, MACS-15 is actively seeking aircraft to control during their monthly drill periods. The support provided by your command was both timely and invaluable in the training received.

2. Major VANGYSEL and his flight were professional in every respect, and completed the missions despite less than ideal flying conditions. The new area for GCI's has been approved by the FAA and should be operable in December. This will eliminate the current problem of high altitude intercepts only and should make support of MACS-15 more convenient and effective.

3. Once again, thank you for the support and we look forward to working with you again in the near future.

T. L. WATKINS

ENCLOSURE (1)

UNITED STATES MARINE CORPS
HEADQUARTERS
FOURTH MARINE AIRCRAFT WING
AND
MARINE AIR RESERVE TRAINING COMMAND
4400 DAUPHINE STREET
NEW ORLEANS, LA. 70146

IN REPLY REFER TO
1/LJL/scc
1650
3 DEC 1976

FIRST ENDORSEMENT on CO, MARTD Atlanta ltr 3:LHK:wpm 1500 of 21 Nov 1976

From: Commanding General
To: Commanding General, Second Marine Aircraft Wing, FMFLANT, Marine Corps Air Station, Cherry Point, North Carolina 28533

Subj: Support Provided for MACS-15

1. Readdressed and forwarded with pleasure.

2. I note with pleasure the professional attitude and conduct displayed by Marine Fighter Attack Squadron-251. Please thank them for a job "well done."

W.J. WHITE

Copy to:
CO, MARTD Atlanta

ENCLOSURE (1

UNITED STATES MARINE CORPS
SECOND MARINE AIRCRAFT WING, FMF, ATLANTIC
MARINE CORPS AIR STATION
CHERRY POINT, NORTH CAROLINA 28533

7/6431/EDS/csm
1650
13 DEC 1976

SECOND ENDORSEMENT on CO, MARTD Atlanta ltr 3:LHK:wpm over 1500 of 21 November 1976

From: Commanding General
To: Commanding Officer, Marine Attack Squadron-251
Via: Commandong Officer, Marine Aircraft Group-31

Subj: Support Provided for Marine Air Control Squadron-15

1. Readdressed and forwarded.

2. It is always a pleasure to receive correspondence of this nature. Please accept my appreciation for a job "well done".

Richard E. Carey

RICHARD E. CAREY

ENCLOSURE (1)

UNITED STATES MARINE CORPS
Marine Aircraft Group 31
2d Marine Aircraft Wing, FMF, Atlantic
Marine Corps Air Station, Beaufort, South Carolina 29902

1:WAF:kss
1650
6 JAN. 1977

THIRD ENDORSEMENT on CO, MARTD Atlanta ltr 3:LHK:wpm 1500 of 21 Nov 76

From: Commanding Officer
To: Commanding Officer, Marine Fighter/Attack Squadron 251

Subj: Support Provided for Marine AirsControl Squadron 15

1. Forwarded with pleasure.

H. D. BRADSHAW

ENCLOSURE ([redacted]

UNCLASSIFIED
FOR OFFICIAL USE ONLY

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

VMFA-251 YUMA DEPLOYMENT
OPLAN 1-77 2D QTR CY-1977

Copy of Copies

UNCLASSIFIED
FOR OFFICIAL USE ONLY

ENCLOSURE (2)

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

22 Mar 1977

SUBJECT: VMFA 251 OPLAN 1-77 (U)

SEE DISTRIBUTION (ANNEX Z)

1. Forwarded herewith is VMFA 251 OPLAN 1-77 which provides for VMFA 251 operations at MCAS Yuma, Arizona during the period 31 March to 28 April 1977.

2. This plan fulfills a requirement established by MAG 31 OPLAN 2-77 Yuma Deployment.

3. This plan is effective for planning on receipt and execution when directed.

4. Elements of this plan were coordinated with Navy Fighter Weapons School, H&MS 31, VMFA 122, VMA 131, VMAT 102, ONTARIO ANG, Fleet Liaison Yuma, Yuma Proving Ground, and Navy Weapons Center, China Lake.

J. B. WUERTZ
Lieutenant Colonel
Commanding

1 Encl
VMFA 251 OPLAN 1-77 (U)

VMFA-251
MAG-31, 2d MAW, FMFLANT
MCAS BEAUFORT, S. C. 29902
22 March 1977

VMFA-251 OPLAN 1-77
SECURITY INSTRUCTIONS

1. (U) The long title of this plan is VMFA-251 OPLAN 1-77 Yuma Deployment (U). The short title is VMFA-251 OPLAN 1-77 (U).

2. (U) This document is UNCLASSIFIED in its entirety.

3. (U) Reproduction of this document in whole or part is encouraged.

VMFA-251 OPLAN 1-77

RECORD OF CHANGES

CHANGE NUMBER	COPY NUMBER	DATE ENTERED	POSTED BY

VMFA-251
MAG-31, 2d MAW, FMFLant
MCAS Beaufort, S.C. 29902
22 Mar 1977

VMFA-251 OPLAN 1-77 (U)
PLAN SUMMARY

1. (U) PURPOSE:

The purpose of this order is to provide for the deployment of VMFA 251 to MCAS Yuma, Arizona during the period 31 March to 28 April 1977.

2. (U) OPERATIONS TO BE CONDUCTED:

a. Deployment. Deploy on order with thirty two (32) officers and one hundred eighty (180) SNCO's and enlisted men in accordance with instructions in Appendix eleven (11) to Annex D of this order. Flight Ferry ten (10) F4-J aircraft from MCAS Beaufort to MCAS Yuma via the flight ferry route contained in Tab B to Appendix 7 to Annex P of this order.

b. Employment. VMFA-251 will conduct Fighter Weapons, Fighter Intercept, Ground Attack, and Electronic Warfare training.

3. (U) COMMAND RELATIONSHIPS

Normal command relationships apply. See Annex J to MAG-31 OPLAN 2-77.

VMFA-251
MAG-31, 2d MAW FMFLant
MCAS Beaufort, S.C. 29902
22 March 1977

VMFA-251 OPLAN 1-77
TABLE OF CONTENTS

CONTENTS

VMFA-251
MAG-31, 2D MAW, FMFLANT
MCAS Beaufort, S.C 29902
22 March 1977

VMFA-251 OPLAN 1-77 (U)
(U) REFERENCES:

(a) CG 2d MAW 022151Z DEC 76
(b) MCAS YUMA 072225Z DEC 76
(c) MAG 31 OPLAN 2-77 YUMA DEPLOYMENT
(d) CG 3rd MAW 020106Z FEB 77
(e) NAVFITWEPSCOL 141740Z JAN 77
(f) MAG -31 080416Z MAR 77
(g) VMFA 251 041804Z MAR 77
(h) MAG 31 282109Z DEC 76
(i) CG 2d MAW 121240Z AUG 76

(U) TASK ORGANIZATION: ANNEX A TO MAG 31 OPLAN 2-77

1. (U) SITUATION:

a. General. In accordance with references (a) and (b), VMFA-251 will deploy to MCAS Yuma, Arizona during the period 4 April to 28 April 1977.

b. Enemy. Not Applicable

c. Friendly

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

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

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

(4) Marine Aircraft Group 31 provides support in accordance with reference (c).

(5) MCAS Yuma provides general intermediate maintenance support.

(6) VMAT-102 is to provide adversary support in accordance with reference (d).

(7) NFWS is to provide adversary support in accordance with the Fleet Adversary Program and reference (e).

(8) Airlift of squadron equipment and personnel is requested in reference (f).

(9) Air refueling of squadron aircaraft is requested in reference (g).

d. Assumptions: Echo range times requested in reference (h) are approved.

2. (U) MISSION: VMFA-251 deploy to MCAS Yuma, Arizona for fighter intercept, fighter weapons, ground attack, and electronic warefare training.

3. (U) EXECUTION:

a. Concept of Operations.

(1) General. VMFA-251 will deploy to MCAS Yuma during the period 4 April to 28 April 1977 with eleven (11) F4-J aircraft and MAG-31 DET ALPHA support.

(2) Deployment. See Tab B to Appendix 7 to Annex P and Appendix 11 to Annex D.

(3) Employment. See Annex P

b. Tasks.

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

(2) Report for coordination in accordance with reference (1).

(3) Submit MOVREPS in accordance with NWIP-10-1E.

(4) Submit daily flight data (FREDS) to MAG-31 by Naval Message in accordance with MCO P3500.8.

(5) Submit daily flight schedules to TACC MCAS Cherry Point in accordance with MAG-31 301511Z Aug 76.

(6) Submit appropiate 3M data in accordance with OPNAVINST 5442.2

(7) Submit daily OPSUM (STAR) to MAG-31 via Autovon at the completion of flight operations in accordance with WgO 3700.2A.

(8) Submit after action report in accordance with WgO 3120.6A within ten (10) working days of the unit's return to MCAS Beaufort.

4. (U) LOGISTICS AND ADMINISTRATION:

a. Logistics. Annex D

b. Personnel. Annex E

c. Public Affairs. Annex F to MAG-31 OPLAN 2-77

5. (U) COMMAND AND SIGNAL:

a. Command Relationships. Annex J to MAG-31 OPLAN 2-77

b. Command Posts. Not applicable

c. Succession to Command. Not applicable

d. Signal

(1) Communications. Comguard shift will be affected 040701Z April 1977.

(2) Autovon access at MCAS Yuma will be limited to the below listed personnel.

NAMES	RANKS	SSN
ALLINDER, M. W.	LTCOL	[redacted]
COWELL, C. J.	MAJOR	
CADICK, J. R.	MAJOR	
HAY, O. E.	MAJOR	
SHIPMAN, J. L.	1stLT	
KLEHM, R.	CAPT	
HUX, D. B.	WO-1	
ADCOCK, G. E.	CAPT	
DEMPSTER, W.	2ndLT	
BARATKA, J. M.	GYSGT	
RICKS, A. E.	SSGT	
HARRIS, H. R. III	CPL	

J. B. WUERTZ
Lieutenant Colonel
Commanding

ANNEXES:

D LOGISTICS
E PERSONNEL
P AIR OPERATIONS
U AIRCRAFT MAINTENANCE
Y REPORTS
Z DISTRIBUTION

VMFA-251
MAG-31, 2d MAW, FMFLant
MCAS Beaufort, S.C. 29902
28 Mar 1977

ANNEX D TO VMFA-251 OPLAN 1-77
LOGISTICS

REFERENCES: (a) FMFM 3-1
(b) MCAS Yuma Sta O 3120.4F
(c) Navy/Marine Corps Sup Mans
(d) WgO 4600.2
(e) GruO 4000.3C (SOP for Embarkation)
(f) SqnO 4000.1F
(g) MAG-31 Msg 040416Z Mar 77

1. GENERAL:

a. Purpose. This Annex provides policy and guidance for the logistics support of VMFA-251 Yuma Deployment.

b. Concept of Logistics Support

(1) Normal supply procedures will be utilized. The Material Officer and NCOIC will obtain a briefing from the MAG-31 Supply Officer and H&MS-31 IMA OIC on special procedures prior to their departure for MCAS Yuma.

(2) The Material Officer shall establish initial liaison with the MCAS Yuma Supply Department upon arrival.

(3) Questions concerning supply support shall be directed to the MCAS Yuma, Station Supply Officer, Bldg 324, Autovon 933-9264, Local Ext 2264.

c. Assumptions. Not Applicable

d. Resource Availability Not Applicable

e. Planning Factors. Planning factors will be based on the Operation objectives in this order.

f, Responsibilities. VMFA-251 Logistics Department will provide for:

(1) The necessary coordination and direction to ensure the timely and orderly embarkation of VMFA-251 and H&MS-31 Det. to MCAS Yuma.

(2) Materials, provisions, and quarters for the entire period of operations at MCAS Yuma.

2. SUPPLY AND DISTRIBUTION:

a. General Guidance

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

(2) All requests for materials and supplies will be submitted through the squadron material section.

(3) Flight ferry aircrews will draw Flight Packets from material prior to departing MCAS Beaufort.

(4) Maintenance supply transactions will be in accordance with existing directives and the specific guidance in para 2b (1)(i) of this Annex.

b. Specific Guidance

(1) Distribution and Allocation

(a) Class I. VMFA-251 personnel will utilize the messing facilities at MCAS Yuma. COMRATS will NOT be authorized.

(b) Class II. Not Applicable

(c) Class III. VMFA-251 will embark sufficient oil and lubricants necessary for completion of the mission. Fuel will be provided from contract sources. Fuel trucks will arrive at the flight line to meet scheduled aircraft land times. Changes to the squadron flight schedule must be passed to the contract refueler (Ext 2478) as quickly as possible. This will ensure that fuel trucks are available when required.

(d) Class IV. Not Applicable

(e) Class V. Ordnance requests will be submitted seventy-two (72) hours prior to the desired delivery time of munitions. H&MS-31 Det. Ordnance NCOIC will requisition all ordnance material required for daily flight operations. IMA ordnance will provide A/M32K4A RT trailers.

(f) Class VI. All such requirements are available through normal air station channels.

(g) Class VII. Not Applicable

(h) Class VIII. See para 4 to this Annex.

(i) Class IX.

(1) Sources of resupply for repair of parts will be MAG-31 Det "Alpha" packup and MCAS Yuma supply.

(2) Records of all aircraft spare/repair parts

procured from sources other than MAG-31 Det "A" pack-up will be maintained and returned to MAG-31 Sup. O. on return to MCAS Beaufort.

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

(4) Air delivery of parts from MAG-31 supply at MCAS Beaufort will be coordinated through MAG-31 Sup. O.

(j) Class X. Not Applicable

3. MAINTENANCE AND MODIFICATION: Annex U

4. MEDICAL SERVICES:

a. MCAS Yuma medical facilities will be utilized by squadron personnel

b. Medical facilities at MCAS Yuma will be augmented by three (3) corpsmen from MCAS Beaufort.

c. Personnel requiring medical attention will muster during normal sick call hours (0800-0900;1300-1400) at the MCAS Yuma medical facility (Ext 2420).

5. MOBILITY/TRANSPORTATION: See Appendix 4

6. BASE DEVELOPMENT: See Appendix 5

7. LOGISTIC STATUS REPORTS: See Appendix 14

J. B. WUERTZ
Lieutenant Colonel
Commanding

Appendices:
4- Mobility/Transportation
5-Base Development
11-Embarkation
14-Reports

VMFA-251
MAG-31, 2d MAW
MCAS Beaufort, S. C. 29902
22 March 1977

APPENDIX 4 TO ANNEX D TO VMFA-251 OPLAN 1-77
MOBILITY/TRANSPORTATION

REFERENCE(S) (a) PHONECON CAPT DOUGHERTY/GSA San Diego 161500R MAR 77

(b) MAG-31 OPLAN 2-77.

1. PURPOSE. To define the availability of transportation related assets at MCAS Yuma.

2. CONCEPT OF OPERATIONS:

a. General transportation. In accordance with references (a) and (b) the following GSA and MCAS Yuma vehicular assets will be available in the numbers indicated.

GSA San Diego	GSA Yuma	MCAS Yuma
2 Sedans	2 Sedans	1 Pickup, 1M8000

b. Individual orders will be annotated with the appropriate funding data to permit GSA to issue vehicles.

c. Personnel driving MCAS Yuma vehicles must possess a valid Government drivers license prior to their arrival at MCAS Yuma.

d. Government drivers licenses will not be issued at MCAS Yuma.

e. GSE equipment will be available to those squadron personnel possessing valid licenses.

f. Individual shop OIC's and NCOIC's will provide the Maintenance Chief a list of personnel holding valid GSE licenses.

g. The Maintenance Chief will ensure that all personnel with valid GSE licenses are included on the roster of personnel authorized to check out GSE equipment.

h. MCAS Yuma provides ordnance delivery from the station ordnance area to flight line.

i. Air transportation requests will be coordinated by the Squadron Logistics Officer.

VMFA-251
MAG-13, 2d MAW
MCAS Beaufort, S.C. 29902
22 March 1977

APPENDIX 5 TO ANNEX D TO VMFA-251 OPLAN 1-77
BASE DEVELOPMENT PLAN

REFERENCES: (a) PHONECON CAPT DOUGHERTY/CAPT SNYDER 02 MAR

(b) MAG-31 Yuma Deploy conference 171300R MAR

1. PURPOSE. To assign working spaces and billeting spaces for the Yuma deployment.

2. BILLETING.

a. Officers billeting instructions will be promulgated by separate correspondence.

b. Enlisted personnel will be housed in Bldg 918 from 2 April 1977 to 28 April 1977. The Squadron First Sergeant will assign rooms upon arrival of the advance party and main body of squadron personnel at Yuma.

c. Three Navy Corpsmen assigned to support DET"A" will be assigned billeting by the S-4.

3. WORKING SPACES.

a. Hangar 146

(1) Hangar Deck. See TAB A APPENDIX 5

(2) 2nd Deck. See TAB B APPENDIX 5

b. Building 201. See TAB C APPENDIX 5

c. Building 212B Rooms 1 Thru 6. See TAB C APPENDIX 5

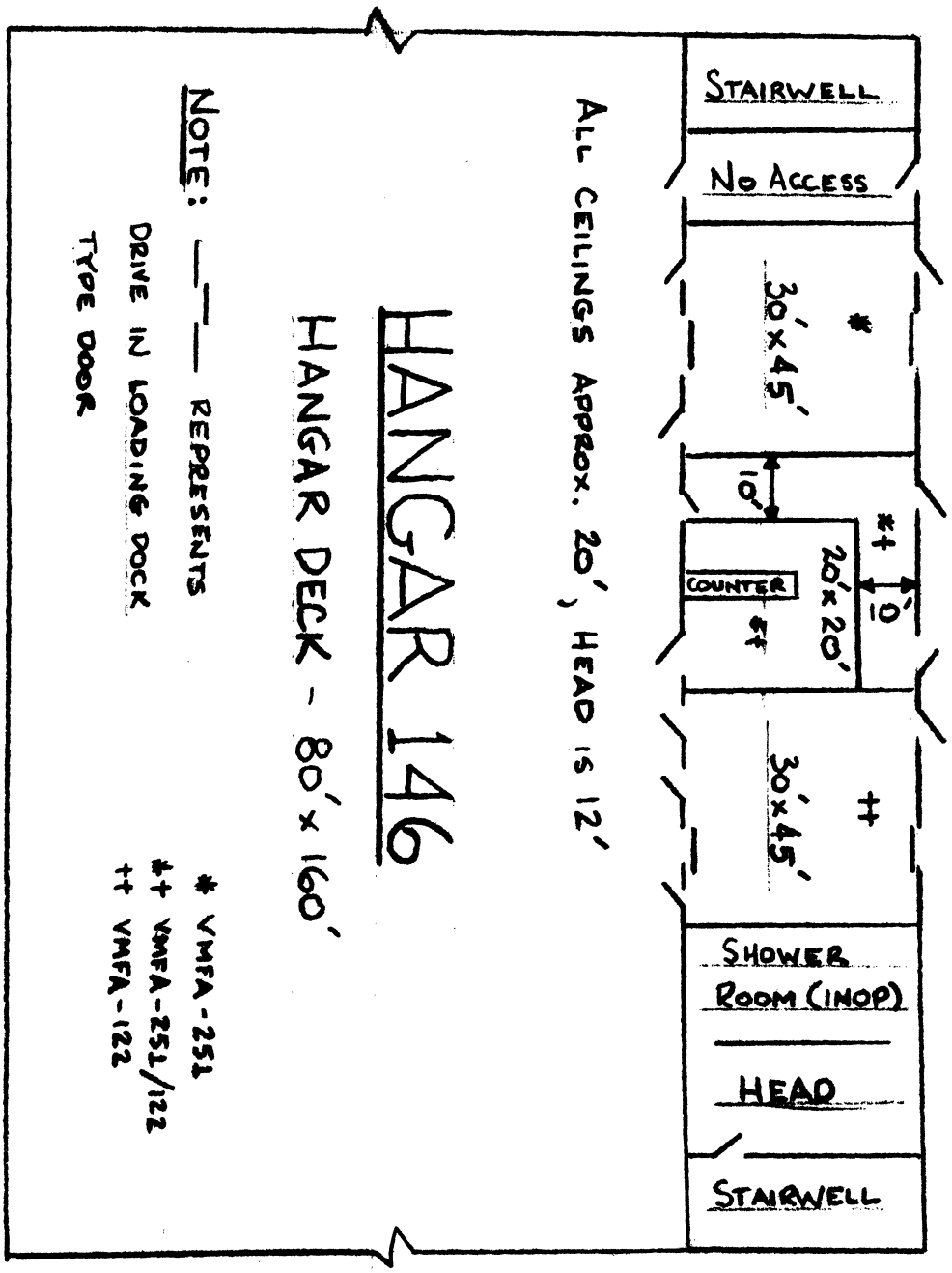
4. FLIGHT LINE. See TAB C APPENDIX 5

TAB:

A.- HANGAR 146 (1st Deck)
B.- HANGAR 146 (2nd Deck)
C.- BUILDING LOCATION PLAN AND FLIGHT LINE LOCATION

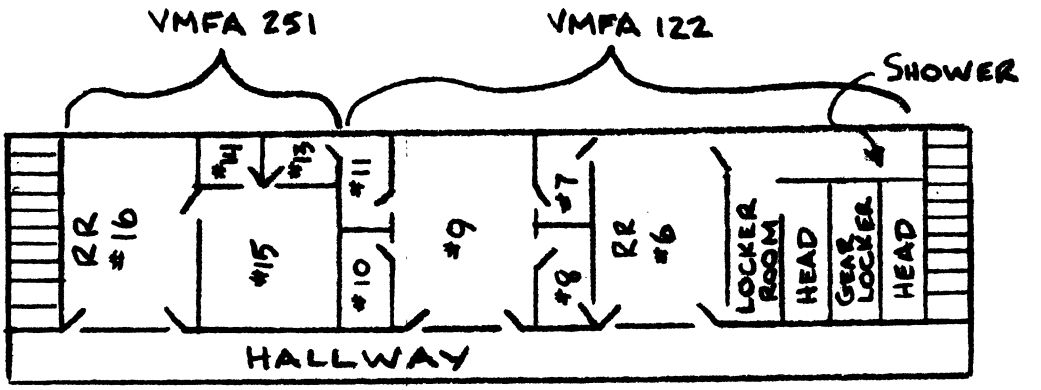
VMFA-251
MAG-31, 2d MAW, FMFLant
MCAS Beaufort, S.C. 29902
22 March 1977

TAB A TO APPENDIX 5 TO ANNEX D TO VMFA-251 OPLAN 1-77
HANGAR 146 (1st Deck)



VMFA-251
MAG-31, 2d MAW, FMFLant
MCAS Beaufort, S.C. 29902
22 March 1977

TAB B TO APPENDIX 5 TO ANNEX D TO VMFA-251 OPLAN 1-77
Hangar 146 (2nd Deck)



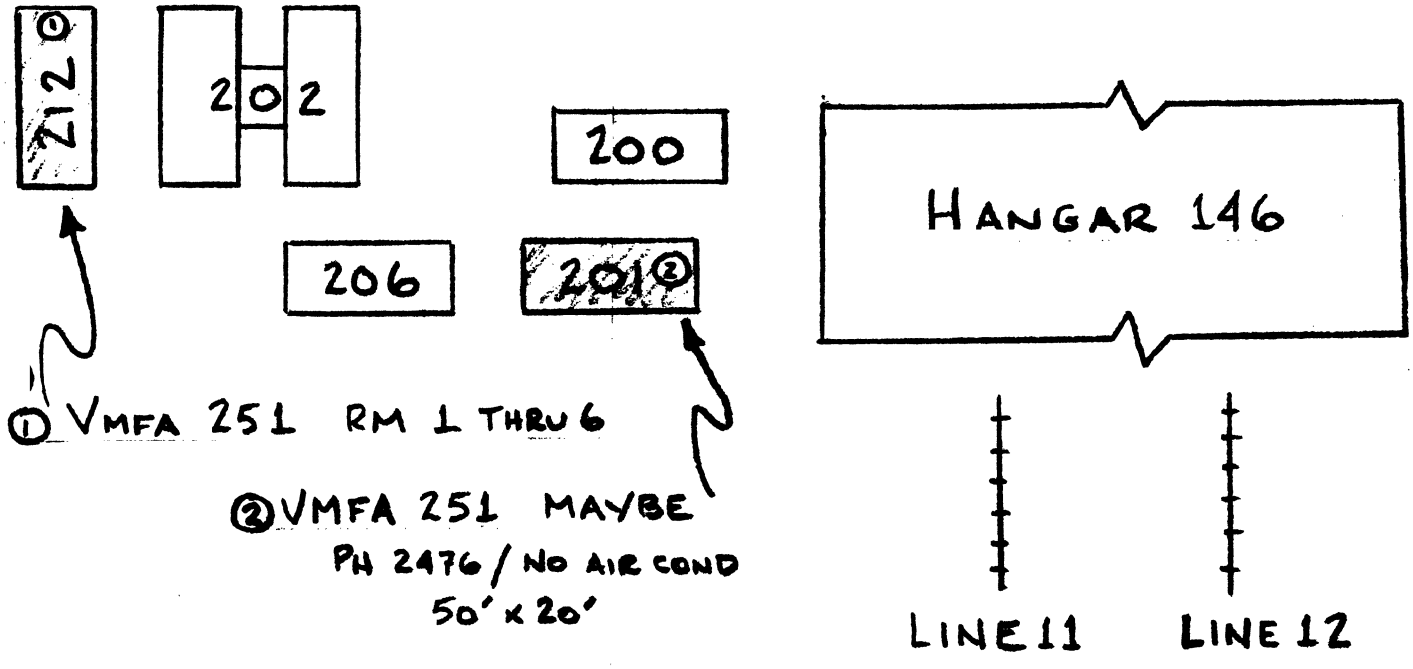
HANGAR 146

UPPER DECK

TELEPHONE EXT.	ROOM
211	16
2152	14,15,16
2763	9,10,11
210	6
2172	6

VMFA-251
MAG-31, 2d MAW, FMFLant
MCAS Beaufort, S.C. 29902
22 March 1977

TAB C TO APPENDIX 5 TO ANNEX D TO VMFA-251 OPLAN 1-77
Building Location Plan/ Flight Line Location



VMFA-251
MAG-31, 2d MAW
MCAS Beaufort, S.C.29902
22 March 1977

APPENDIX 11 TO ANNEX D TO VMFA-251 OPLAN 1-77
EMBARKATION

References: (a) MAG-31 11:RSE:eln 4790 of 13 January 1977
(b) Gru0 4600.3D
(c) FMFM 4-2

1. General Guidance.

a. Organization. VMFA-251 will embark material and personnel from VMFA-251, H&MS-31 Det and VMFA-122 between 31 March and 5 April. Specific times and modes of transportation/shipment will be delineated at a later time.

b. Coordination. The squadron embark section will provide the necessary instructions and materials to the shops & sections to enable them to have required materials & personnel ready for movement on designated dates. Currently these dates are:

(1) A pre advance party departing Beaufort on 31 March 1977.

(2) An advance party departing Beaufort on 2 April 1977.

(3) The main body of personnel & materials departing Beaufort on 4 & 5 April 1977.

c. Specific Guidance.

(1) Staging of equipment & supplies will be promulgated by seperate directive for both VMFA-251 & H&MS-31 Det.

(2) Movement of personnel will be promulgated by seperate directive.

(3) Embarkation procedures will be promulgated by seperate directive.

VMFA-251
MAG-31, 2d MAW FMFLant
MCAS Beaufort, S.C. 29902
22 March 1977

APPENDIX 14 TO ANNEX D TO VMFA-251 OPLAN 1-77
REPORTS.

1. FMF Aircraft Readiness Report. Submit daily message prior to 0900T except Wednesday 1600T.

2. FARR/Star Report. Submit daily by TELECON to the MAG-31 GDO upon secure of Flight Operations.

3. Analysis Data (ASD/MDR).

a. FREDS. Data will be forwarded daily by message in accordance with MAG-31 SOP (FREDS) for deployed units.

b. Aircraft NORM/NORS/RMCMU NFE Data.

(1) If Squadron maintenance analysis personnel remain with the squadron rear echelon, data will be forwarded daily by message in accordance with P. G-22 of OPNAVINST 4790.2 to the squadron's maintenance analyst.

(2) If maintenance analysis personnel deploy with the squadron to Yuma, the message will be addressed to the MAG-31 analysis section.

Note: If logistic flights to MCAS Beaufort are available forward data to Beaufort. The data for the last three days of the deployment will be forwarded by message.

4. Fiscal Data. Report appropriate fund code obligations to the squadron rear echelon material clerk or directly to MAG-31 Fiscal on a daily basis.

VMFA-251
MAG-31, 2d MAW, FMLant
MCAS, Beaufort, S. C. 29902
22 March 1977

ANNEX E TO VMFA-251 OPLAN 1-77 (U)
PERSONNEL

REFERENCES: (a) MCO P3040.4A
(b) WgO P3040.3
(c) MCAS Yuma Sta O 3120.4F
(d) CO MCAS Yuma Msg 232319ZNov76
(e) MAG-31 OPLAN 2-77

1. GENERAL:

a. Purpose. The purpose of this annex is to amplify MAG-31 OPLAN 2-77 instructions, and establish VMFA-251 policy, administrative and reporting procedures, and personnel responsibilities for the Yuma Deployment.

b. Concept of Personnel Support. VMFA-251 will be governed administratively by guidance set forth in this Annex and references (a) through (e). The rear echelon will be responsible for:

(1) General administrative support.

(2) Maintenance of OQRs and SRBs.

(3) Unit diary entries.

(4) Finance and disbursing. See paragraph 3.

c. Assumptions. Not Applicable.

2. PERSONNEL POLICIES AND PROCEDURES

a. General Guidance. VMFA-251 will deploy with on hand strength less on administrative rear echelon consisting of GySgt Baker (NCOIC), L/Cpl Rowe, and L/Cpl Johnson. The rear party roster will be submitted by 30 March 1977.

b. Specific Guidance

(1) A request for TAD orders was submitted to MAG-31 S-1 on 15 March 1977.

(2) Personnel will not generally be replaced while deployed.

(3) Emergency leave will be granted by routine administrative procedures and in accordance with current directives.

(4) Liberty will be granted at the discretion of the Commanding Officer.

(5) Annual leave will not be authorized during the deployment period.

(6) Casualty reporting will be in accordance with current directives.

3. (U) FINANCE AND DISBURSING.

a. General Guidance. Finance and disbursing matters will be conducted in accordance with current directives. All personnel are to ensure that, where required, correct procedures are completed to ensure that wives can collect pay checks during the deployment period.

b. Specific Guidance.

(1) The rear echelon will be responsible for ensuring;

(a) Arrangements are made for the collection of pay checks from MCAS, Beaufort disbursing on 14 April 1977.

(b) Correct distribution of pay checks for deployed personnel and issue of pay checks for rear party personnel at MCAS, Beaufort.

(c) Delivery of pay checks for deployed personnel to MAG-31 S-1 no later than 0800 hours on 15 April 1977.

(2) MCAS Yuma Disbursing will not normally pay deployed units. Emergency requirements will be handled on an individual basis.

(3) Delivery of pay checks to MCAS Yuma is the responsibility of MAG-31.

(4) In accordance with reference (d) comrats will not be authorized to personnel while deployed to MCAS Yuma.

(5) Claims will be referred to VMFA-251 administrative department.

4. LEGAL

a. General Guidance. Provisions for legal assistance rest with VMFA-251 administrative department. MCAS Yuma will provide guidance on international legal problems.

b. Specific Guidance

(1) Military Law, discipline and order will be in accordance with current directives as modified by MCAS Yuma local procedures.

(a) VMFA-251 personnel accused of infractions of the UCMJ will be reported to the Commanding Officer for final disposition.

(b) Rear echelon personnel accused of infractions of the UCMJ will be held for adjudication by the Commanding Officer.

(2) No person under eighteen(18) years of age will be allowed to enter or remain in Mexico after 1830 without written permission of the Commanding Officer.

5. POSTAL AND CARRIER SERVICES

a. General Guidance. Mail service will continue on a routine basis during the period of deployment.

b. Specific Guidance.

(1) Private Mail arriving at VMFA-251 will be sorted by the rear echelon and forwarded to deployed personnel via the U.S. Postal System.

(2) Private Mail should be addressed directly to MCAS, Yuma. The correct address is: RANK, NAME, SSAN, USMC
VMFA-251, WORK CENTER
MCAS, Yuma, AZ 85364

6. UNIFORM REQUIREMENTS. Appendix 6 to Annex E of Reference (e).

7. MESSING

a. General Guidance. Staff NCO's and enlisted personnel will utilize the Enlisted Dining Facility, BLDG 710. Officers will utilize the Officer's Club Mess when available, otherwise the Enlisted Dining Facility may be utilized.

b. Specific Guidance.

(1) Enlisted Dining Facility-Hours of Operation

Monday through Friday	
MidRats	2300-0045
Breakfast	0500-0730
Lunch	1000-1300
Dinner	1600-1800
Saturday, Sunday, Holidays	
MidRats	2300-0045
Brunch	0700-1100
Dinner	1600-1800

(2) Officers Club Mess-Hours of Operation

Monday and Tuesday	
Breakfast	Utilize Enlisted Dining Facility
Lunch	1100-1300
Dinner	Utilize Enlisted Dining Facility
Wednesday through Saturday	
Breakfast	Utilize Enlisted Dining Facility
Lunch	1100-1300
Dinner	1730-2100
Sunday	
Breakfast	Utilize Enlisted Dining Facility
Lunch	1100-1400
Dinner	1800-2100

(3) Clean flight suits or clean working uniform are allowed at all meals where required by the nature of the individual's work. In all other cases, the uniform of the day or appropriate civilian attire will be worn. Civilian attire is not permitted during MidRats.

8. SUPPORT REQUIREMENTS

a. General Guidance. In accordance with Reference (c), units deploying to MCAS Yuma are required to augment to station with support personnel.

b. Specific Guidance. All support personnel will report to their places of duty by 1600 on their day of arrival.

(1) VMFA-251 will provide the following:

(a) One(1) meal pass supervisor-Cpl Palmi

(b) Five(5) Mess Men-L/Cpl Dixon, L/Cpl M. Boulanger, L/Cpl S. Cabarcus, PFC Key, PFC Thompson.

(c) One(1) Wheels Watch-L/Cpl M. Berube

(d) One(1) Police Sgt.-SSGT Hull

J. B. WUERTZ
Lieutenant Colonel
Commanding

VMFA-251
MAG-31, 2d MAW, FMFLANT
MCAS Beaufort, S. C. 29902
22 March 1977

ANNEX P TO VMFA-251 OPLAN 1-77 (U)
AIR OPERATIONS (U)

1. (U) GENERAL: VMFA-251 will conduct training in Air Operations at MCAS Yuma during the period 6 April to 27 April 1977.

a. Purpose. The purpose of this Annex is to provide coordination and information on flight operations to be conducted during the period.

b. Mission. To conduct approximately one hundred fifty two(152) fighter weapons and fighter intercept sorties, thirty six (36) electronic warfare training sorties, and ninety (90) ground attack sorties. To provide a tactical training scenario in which CAS, DAS, and stream raid tactics can be developed.

c. Supporting Forces: Advarsary support is to be provided by H&MS-31, VMAT-102, and NFWS. TAC (A) support is to be provided by H&MS-31 and ONTARIO ANG.

2. (U) CONCEPT OF AIR OPERATIONS. Air operations will be divided into three phases:

(1) Fighter weapons/fighter intercept: 6 April to 18 April.

(2) Electronic Warfare training: 18 April to 20 April.

(3) Ground Attack: 21 April to 27 April.

The tactical training scenario will commence 25 April and be developed through 27 April.

3. CONDUCT OF AIR OPERATIONS:

a. Aircraft Schedules. See Appendix 1

b. Armament. Armament will be limited to MK 76, MK 82 and MK 77 weapons.

c. Close air support. Training will be conducted in R2301, R2507, and R2512.

d. Interdiction and Armed Reconnaissance. Not applicable

e. Air Reconnaissance. Not applicable

f. Helicopter Operations. Not applicable

g. Employment of Land-Based Units. See Appendix 7

4. LOGISTICS AND ADMINISTRATION:

a. Command. Not applicable

b. Signal

(1) UHF frequency assignments are listed in Tab B to Appendix 7.

J. B. WUERTZ
Lieutenant Colonel
Commanding

APPENDICES:
1.-Aircraft Schedules
7.-Employment of land based units

VMFA-251
MAG-31, 2d MAW, FMFLant
MCAS Beaufort, S.C. 29902

APPENDIX 1 TO ANNEX P TO VMFA-251 OPLAN 1-77(U)
AIRCRAFT SCHEDULES

AIRCRAFT SCHEDULES
5 APRIL (NO FLY)

6 APRIL — 12 SORTIES

A/C	T/O	LAND	TOS	AREA
2	0900	1000	0915-0945	GROWLER
2	1000	1100	1015-1045	R2507 (ABOVE 12K)
2	1100	1200	1115-1145	GROWLER
2	1300	1400	1315-1345	R2507 (ABOVE 12K)
2	1400	1500	1415-1445	GROWLER
2	1600	1700	1615-1645	GROWLER

7 APRIL — 14 SORTIES

2	0800	0900	0815-0845	GROWLER
2	0905	1005	0915-1000	ACMR (4 PODS)
2	1000	1100	1015-1045	R2507(ABOVE 12K)
2	1125	1225	1130-1215	ACMR (4 PODS)
2	1300	1400	1315-1345	R2507(ABOVE 12K)
2	1510	1610	1515-1600	ACMR (4 PODS)
2	1600	1700	1615-1645	GROWLER

8 APRIL — 16 SORTIES

2	0745	0845	0800-0830	GROWLER
2	0815	0915	0830-0900	GROWLER
2	0910	1010	0915-1000	ACMR(4 PODS)
2	1015	1115	1030-1100	R2507(ABOVE 12K)
2	1125	1225	1130-1215	ACMR(4 PODS)
2	1300	1400	1315-1345	R2507(ABOVE 12K)
2	1510	1610	1515-1600	ACMR(4 PODS)
2	1615	1715	1630-1730	GROWLER

9 APRIL — 10 SORTIES

2	0745	0845	0800-0830	R2301
2	0830	0930	0845-0915	R2301
2	1045	1145	1100-1130	R2301
2	1130	1230	1145-1215	R2301
2	1300	1430	N/A	XC (1 RON)

10 APRIL (NO FLY) SUNDAY

11 APRIL 16 SORTIES

A/C	T/O	LAND	TOS	AREA
2	0745	0845	0800-0830	R2507
*2	0910	1010	0915-1000	ACMR (6 PODS)
2	1000	1100	1015-1045	R2507
*2	1125	1225	1130-1215	ACMR (6 PODS)
2	1300	1400	1315-1345	GROWLER
*2	1340	1440	1345-1430	ACMR (6 PODS)
*2	1510	1610	1515-1545	ACMR (6 PODS)
2	1600	1700	1615-1645	GROWLER

(*) SPLIT ACMR PERIOD WITH VMFA-122

12 APRIL-15 APRIL 18 SORTIES

2	0745	0845	0800-0830	R2507
*2	0910	1010	0915-1000	ACMR (6 PODS)
2	1000	1100	1015-1045	R2507
*2	1125	1225	1130-1215	ACMR (6 PODS)
2	1300	1400	1315-1345	GROWLER
*2	1340	1440	1345-1430	ACMR (6 PODS)
2	1500	1600	1515-1545	R2507
*2	1510	1610	1515-1600	ACMR (6 PODS)
@	1600	1700	1615-1645	GROWLER

(*) SPLIT ACMR PERIOD WITH VMFA-122

16 APRIL 14 SORTIES

2	0745	0845	0800-0830	R2301
2	0815	0915	0830-0900	R2301
2	1000	1100	1015-1115	GROWLER
2	1100	1200	1115-1145	R2301
2	1200	1300	1215-1245	R2301
2	1300	1400	1315-1345	GROWLER
2	1400	1500	1415-1445	GROWLER

17 APRIL (NO FLY) SUNDAY

18 APRIL 12 SORTIES
ECHO RANGE (6 A/C A.M/6A/C P.M)

19 APRIL 12 SORTIES
ECHO RANGE (6 A/C A.M/6A/C P.M)

20 APRIL 12 SORTIES
ECHO RANGE (6 A/C AM/6A/C P.M)

21 APRIL — 16 SORTIES

A/C	T/O	LAND	TOT	AREA
2	0700	0800	0715-0745	PS
2	0800	0900	0815-0845	LL
2	1000	1100	1015-1045	LL
2	1100	1200	1115-1145	PS
2	1300	1400	1315-1345	LL
2	1500	1600	1515-1545	RL
2	1600	1700	1615-1645	LL
2	1830	1930	1845-1915	RL

22 APRIL — 18 SORTIES

2	0700	0800	0715-0745	PS
2	0800	0900	0815-0845	LL
2	1000	1100	1015-1045	LL
2	1100	1200	1115-1145	PS
2	1300	1400	1315-1345	LL
2	1500	1600	1515-1545	RL
2	1600	1700	1615-1645	LL
2	1915	2015	1930-2000	PS
2	1945	2045	2000-2030	PS

23 APRIL — 14 SORTIES

3	0700	0800	0715-0745	PS
3	0800	0900	0815-0845	KB
2	0945	1045	1000-1030	KB
2	1100	1200	1115-1145	KB
2	1145	1245	1200-1230	PS
2	1400	1530	N/A	XC

24 APRIL (NO FLY) SUNDAY

25 APRIL-26 APRIL — 16 SORTIES

3	0745	0845	0800-0830	CM
3	1000	1100	1015-1045	CM
3	1300	1400	1315-1345	CM
3	1500	1600	1515-1545	CM
2	1700	1800	1715-1745	CM
2	1900	2000	1915-1945	CM

27 APRIL

6	1030	1130	1045-1115	CM
6	1300	1400	1315-1345	CM

28 APRIL-FLY AWAY TO NBC

VMFA-251
MAG-31, 2d MAW, FMFLANT
MCAS Beaufort, S. C. 29902
22 March 1977

APPENDIX 7 TO ANNEX P TO VMFA-251 OPLAN 1-77 (U)
EMPLOYMENT OF LAND-BASED AIR UNITS

The text of this document is not essential to the amplification of this plan. The attachment listed hereon is required to augment the basic plan within the specified subject area.

TAB:
B - Flight Ferry Procedures

VMFA-251
MAG-31, 2d MAW, FMFLANT
MCAS Beaufort, S. C. 29902
22 March 1977

TAB B TO APPENDIX 7 TO ANNEX P TO VMFA-251 OPLAN 1-77 (U)

FLIGHT FERRY PROCEDURES

1. Aircraft Configuration. Aircraft will be configured with:

   a. Centerline Tank

   b. LAU 17/A & LAU 7/A stations 2 & 8

   c. Captive AIM-9 as available

   d. CNU-169/A as appropriate

2. Flight ferry aircrews are listed in enclosure (1).

3. Three (3) F-4J aircraft will depart MCAS Beaufort 2 April 1977 for MCAS Yuma via cross-country routing.

4. Eight (8) F-4J aircraft will depart MCAS Beaufort 4 April 1977 direct MCAS Yuma via air refueling route (Encl. 2). Aircraft will depart MCAS Beaufort in two (2) serials at 040700R and 041100R April respectively.

5. Upon arrival at MCAS Yuma, aircrew preset frequencies contained in enclosure (3) in the UHF control box.

ENCLOSURES:
1 - Flight ferry aircrews
2 - Air-refueling route
3 - UHF frequency assignments

VMFA-251
MAG-31, 2d MAW, FMFLANT
MCAS Beaufort, S. C. 29902
22 March 1977

ENCLOSURE 1 TO TAB B TO APPENDIX 7 TO ANNEX P TO VMFA-251 OPLAN 1-77 (U)

FLIGHT FERRY AIRCREWS

1. Aircrews departing 2 April 1977:

MAJ CADICK/LT HILL
CAPT MARR/1/LT LARSEN
1/LT GUSTIN/CAPT DOYLE

2. Aircrews departing 4 April 1977:

LTCOL ALLENDER/CAPT FUCHS
1/LT MARTHILJOHNI/1/LT FOLEY
1/LT SHIPMAN/CWO-4 MASSEY
1/LT LANNERT/1/LT SENN

CAPT ADCOCK/CAPT CLUELOW
CAPT PERROTT/1/LT ROMANCZYK
CAPT POSPISCHIL/LT SNOWDEN
CAPT SMITH/MAJ HAY

VMFA-251
MAG-31, 2d MAW, FMFLANT
MCAS Beaufort, S. C. 29902
22 March 1977

ENCLOSURE 2 TO TAB B TO APPENDIX 7 TO ANNEX P TO VMFA-251 OPLAN 1-77 (U)

AIR REFUELING ROUTE

ROUTE	DISTANCE	TIME	FUEL REQ.	FUEL REM.	
NBC	500 KTAS			17,000#	CLIMB TO FL 310
MCN	145/551	+20/79	4900	12,100	3500# TO 310
MGM	139/412	+20/59	2000	10,100	WIND-- 80 KTS
MEI	127/285	+18/41	1800	8,300	
JAN	70/215	+10/31	1000	7,300	
JAN 260/150	150/65	+21/10	2100	5,200	
SHV 180/28	40/25	+6/4	600	4,600	DESCENT 200
SHV 230/40	25/0	+4/0	100	4,500	ARCP
	696	1+39	13500	4,500	TOTALS
ACT 045/60	100	+20	16500	17,000	EXIT
ABI	185/761	+25/104	3100	13,900	WIND-- 60 KTS
INK	176/585	+24/80	2400	11,500	
EMM	155/430	+21/59	2100	9,400	
SSO	154/276	+21/38	2100	7,300	
CZG	139/137	+19/19	1900	5,400	
GBN	39/98	+6/13	600	4,800	
YUM	98/0	+13/0	1300	3,500	
	946 MILES	+2 09		3,500	TOTALS

VMFA-251
MAG-31, 2d MAW, FMFLANT
MCAS Beaufort, S. C. 29902
22 March 1977

ENCLOSURE 3 TO TAB B TO APPENDIX 7 TO ANNEX P TO VMFA-251 OPLAN 1-77 (U)

UHF FREQUENCY ASSIGNMENTS

VMFA-251 YUMA DEPLOYMENT CHANNELIZATION

MAIN RECEIVER CH	FREQ.	AGENCY
1.	CLASS	SQD TAC
2.	340.2	GRD
3.	382.8	TOWER
4.	314.0	DEP CONT
5.	374.8	APP CONT
6.	286.0	GCA
7.	270.8	GCA
8.	305.2	GCA
9.	301.2	GCA
10.	278.1	L.A. CENT
11.	274.6	L.A. CENT
12.	248.4	CIBOLA CONT
13.	279.2	R-2301
14.	289.8	PANEL STAGER
15.	358.6	RAKISH LITTER
16.	360.2	EL CENTRO TWR
17.	344.6	METRO
18.	255.4	FSS

AUX. RECEIVER CH	FREQ.	STATION
1.	265.2	NID/NCA
2.	266.2	
3.	267.6	NBC/NLC/NPA
4.	268.6	NRB
5.	269.8	
6.	270.8	UHF CH 7
7.	271.6	
8.	272.2	
9.	273.2	NMM/NYL
10.	274.8	NJK
11.	275.6	NXX
12.	276.2	NZC/NQI/NHK
13.	277.2	NBA/NTD/NZW
14.	278.0	NSI
15.	279.0	NKX/NCQ
16.	280.4	
17.	281.0	NBU/NIP
18.	282.0	NIR/NGU
19.	283.0	NHZ/NUQ/NTU
20.	284.2	NZJ/NKT/NGP

STATION	TAC	IDENT
BLYTHE	121	BLH
CHINA LAKE	53	NID
EDWARDS	68	EDW
EL CENTRO	106	IPL
EL TORO	37	NZJ
GEORGE	23	VCV
JULIAN	87	JLI
LEMOORE	80	NLC
LOS ALAMITOS	104	SLI

STATION	TAC	IDENT
L.A.	83	LAX
MARCH	77	RIV
MIRAMAR	33	NKX
OCEANSIDE	100	OCN
PT. MUGU	43	NTD
SAN CLEM	73	NUC
SAN DIEGO	125	SAN
SAN NICK	39	NSI
SEAL BEACH	104	SLI

NYL 32 39 N. 114 37 W

VMFA-251
MAG-31, 2d MAW, FMFLANT
MCAS Beaufort, S. C. 29902
22 March 1977

ANNEX U TO VMFA-251 OPLAN 1-77
AIRCRAFT MAINTENANCE

REFERENCES: (a) MAG-31 11:RSE:eln 4790 of 12 Jan 77
(b) MCAS Yuma StaO 3120.4F
(c) OPNAVINST 4790.2
(d) VMFA-251 22:DPB:woa 3120 of 22 Jan 77

1. Purpose: This Annex provides the Commanding Officer VMFA-251 policy and guidance for aircraft maintenance/operational support for required Aircrews Training at MCAS Yuma during the period 4 April through 28 April 1977.

2. Concept of Operations: The VMFA-251 organizational maintenance department will deploy to MCAS Yuma and provide aircraft to meet flight operations as scheduled in Annex P.

3. Action:

a. The VMFA-251 Maintenance Officer will be responsible for the coordination of the aircraft maintenance/material support required for VMFA-251 during this deployment.

b. Support requirements have been identified and submitted to MAG-31 Aircraft Maintenance Officer and Supply Officer as required by reference (a) and contained in reference (d).

c. Maintenance personnel will be guided in the execution of their tasks by this Annex, its appendices, and references (a) through (d).

J. B. WUERTZ
Lieutenant Colonel
Commanding

APPENDICES:

1. Maintenance Operations and Support Procedures
2. Material Supply Procedures
3. Ground Support Procedures
4. Avionics Operating Procedures

VMFA-251
MAG-31, 2d MAW, FMFLANT
MCAS Beaufort, S. C. 29902
22 March 1977

APPENDIX 1 TO ANNEX U TO VMFA-251 OPLAN 1-77
MAINTENANCE OPERATIONS AND SUPPORT PROCEDURES

REFERENCES: (a) OPNAVINST 4790.2

1. General Guidance. VMFA-251 Organiztional Maintenance Department will provide Operationally Ready aircraft in accordance with reference (a) for transcontinental movement and daily flight operations as scheduled in Annex P.

2. Specific Guidance

a. Provide enroute support at NAS Dallas for the transcontinental movement of aircraft.

b. Provide advance party support to receive F-4J aircraft arriving at MCAS Yuma on 4 April 1977.

c. Provide detailed instructions to Rear Party personnel on MAG-31 supply coordination and recovery of F-4J aircraft returning from MCAS Yuma.

d. Assist the Logistics and Embarkation Officer in preparing the Organizational Maintenance Department equipment for airlift.

e. Establish direct liaison with H&MS-31 Det. IMA CIC for aeronautical support in accordance with reference (a).

VMFA-251
MAG-31, 2d MAW, FMFLANT
MCAS Beaufort, S. C. 29902
22 March 1977

APPENDIX 2 TO ANNEX U TO VMFA-251 OPLAN 1-77
MATERIAL SUPPLY SUPPORT PROCEDURES

REFERENCES: (a) GruO 4235.3B
(b) MAG-31 11:RSE:eln 4790 of 13 Jan 77
(c) OPNAVINST 4790.2
(d) VMFA-251 ltr 22:DPN:woa 3120 of 22 Jan 77

1. General Guidance. VMFA-251 will deploy with aviation supply support provided by MAG-31 Det Alpha Supply Response Section.

2. Specific Guidance.

a. Predeployment Prodedures

(1) In accordance with reference (a) and directed by reference (b) VMFA-251 has provided MAG-31 Supply Officer with Pool and "A" stores requests.

(2) As directed by reference (b) MAG-31 Supply Officer provided VMFA-251 with a tentative support listing. This has been screened for accuracy and returned to MAG-31 Supply Officer.

b. On Site Procedures

(1) All aviation material (aircraft parts) requisitions will be originated as directed by reference (c).

(2) The insertion point into the Aviation Supply System at MCAS Yuma will be via MAG-31 Det Alpha SRS or CCS.

(3) The SRS will either issue "a" stores stock or process the requisition to MCAS Yuma Supply for "Fill or Kill" action.

(4) Requisitions for items not available from stock will be passed to MAG-31 Supply Officer.

(5) Pool requirements. The defective unit will be turned in to MAG-31 Det Alpha CCU for exchange or expeditious repair.

(6) CCU will be the recovery point for all squadron retrograde components.

VMFA-251
MAG-31, 2d MAW, FMFLANT
MCAS Beaufort, S. C. 29902
22 March 1977

APPENDIX 3 TO ANNEX U TO VMFA-251 OPLAN 1-77
GROUND EQUEIPMENT (GSE) OPERATING PROCEDURES

REFERENCES: (a) MAG-31 11:RSE:eln 4790 of 13 Jan 77
(b) VMFA-251 22:DPN:woa 3120 dtd 22 Jan 77
(c) MCAS Yuma StaO 3120.4F

1. General Guidance. Ground Support Equipment will be operated in direct support of squadron maintenance and operational requirements.

2. Specific Guidance

a. Predeployment Procedures. GSE support requirements requested in reference (a) were submitted in reference (b).

b. On Site GSE Procedures.

(1) GSE check outs will be coordinated through squadron GSE AND AIMD GSE production control.

(2) Second echelon repair is not authorized at squadron level.

(3) GSE items requiring repair will be returned to AIMD GSE production control and a like replacement will be drawn.

(4) All GSE Operators will have a valid GSE licence.

(5) Only those personnel listed on the GSE authorization roster will draw GSE.

(6) GSE refueling will be coordinated by MAG-31 Det Alpha IMA GSE sections.

(7) The squadron GSE work center will submit a status report at the beginning of each shift to Maintenance Control for forwarding to H&MS-31 Det IMA.

VMFA-251
MAG-31, 2d MAW, FMFLANT
MCAS Beaufort, S. C. 29902
22 March 1977

APPENDIX 4 TO ANNEX U TO VMFA-251 OPLAN 1-77

AVIONICS PROCEDURES

REFERENCES: (a) MAG-31 11:RSE:eln 4790 of 13 Jan 77
(b) MCAS Yuma StaO 3120.4F
(c) VMFA-251 22:DPN:woa 3120 of 22 Jan 77

1. General Guidance. MAG-31 provides support consisting of DVA personnel, support system vans, and supply components.

2. Specific Guidance.. Systems support requirements requested in reference (a) were submitted in reference (c).

a. All avionics supporting repairable equipment will be inserted into the repair evolutions via the squadron Maintenance/Material Control section to CCU/H&MS-31 Det production control.

b. In accordance with reference (b) the Avionics clearance roster has been prepared by the squadron maintenance administrative section for Avionics access at MCAS Yuma.

VMFA-251
MAG-31, 2d MAW
MCAS Beaufort, S.C. 29902
22 March 1977

ANNEX Y TO VMFA-251 OPLAN 1-77
REPORTS

1. Reports will be submitted in accordance with Annex Y to MAG-31 OPLAN 2-77.

J. B. WUERTZ
Lieutenant Colonel
Commanding

VMFA-251
MAG-31, 2d MAW FMFLant
MCAS Beaufort, S.C. 29902
22 March 1977

ANNEX Z TO VMFA-251 OPLAN 1-77
DISTRIBUTION

DISTRIBUTION	NO. COPIES	COPY NO.
CO MAG-31	10	1-10
CO H&MS-31	2	11-12
CO NAVFITWEPSCOL	1	13
VMFA-251 S-1	2	14-15
VMFA-251 S-2	2	16-17
VMFA-251 S-3	15	18-32
VMFA-251 S-4	2	33-34
VMFA-251 AMO	10	35-44
VMFA-251 REAR PARTY	2	45-46
VMFA-251 HISTORIAN	6	47-52

J. B. WUERTZ
Lieutenant Colonel
Commanding

UNITED STATES MARINE CORPS
Marine Fighter Attack Squadron 251
Marine Aircraft Group 31, 2D Marine Aircraft Wing, FMFLant
Marine Corps Air Station

3:JRC:rlg
3120
13 May 1977

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

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

1. In accordance with reference (a), enclosures (1) through (6) constitute the Post Deployment Report for the period 4 April to 28 April 1977 at MCAS Yuma.

2. VMFA-251 did not, for a myriad of reasons, stabilize in preparation for a unit rotation to WestPac until two days before this shakedown deployment. As an example, one-third of the aircrews did not join the Squadron until two weeks prior to Yuma. Every department head changed during this same period and the Commanding Officer assumed command only two days prior to deploying. The same situation occurred with the enlisted Marines. Under such circumstances MCAS Yuma alone possessed all the training areas, ACIR and excellent weather necessary to develop the Squadron into a fighting team in the shortest possible time. This deployment was fully tactical with a tempo of operations similar to combat. The mission was accomplished. The sucessful completion of a TRE at the end of the deployment demonstrated that the Yuma training had in fact melded VMFA-251 into a combat ready Squadron. Accordingly, it is recommended that future unit rotations from MAG-31 to WestPac be scheduled to complete a Yuma deployment three months prior to rotation. In each case, a TRE should be conducted during that deployment. Specific comments are contained in enclosures (1) through (6).

3. Outstanding support rendered by MCAS Yuma contributed directly to the success of this deployment. The mess hall at Yuma is one of the finest in the Corps. Every effort was made by station personnel to make our training as profitable and as realistic as possible. Invaluable liaison was accomplished for the upcoming TRIPAC which will stage through MCAS Yuma this summer.

ENCLOSURE (3)

4. New dimensions of tactical training were provided this Squadron by VMA-311 and NAWWPNSCTR China Lake for the Echo Range and Stream Raid evolutions.

M. W. Allinder, Jr.

M. W. ALLINDER JR.

DISTRIBUTION "A"
Copy to: CO, MCAS Yuma
CO, VMA-311
NAWPNSCTR China Lake (Echo Range)

Administration and Personnel Remarks

1. Personnel Deployed

a.	Naval Aviators	14
b.	Naval Flight Officers	14
c.	Aviation Ground Officers	2=
d.	Marine SNCO's	34
e.	Marine Enlisted	129
f.	Marine Support Augmentee's	106*
g.	Navy Corpsmen	3*
	TOTAL	302

* Supported two squadrons, VMFA-251/VMFA-122

2. Stabilization of the Squadron did not occur in sufficient time to smoothly process all personnel and pay matters prior to departure. Several Marines were transfered a day before departure with orders to follow. This caused an initial accountability problem upon arrival at Yuma. Marines already TAD to TME were sent to Yuma without orders or on TAD orders that were unauthorized. This resulted in paycheck and TAD pay problems. Review of previous post deployment reports revealed that this problem with augmentees occurred on virtually every deployment for the previous two years. That no corrective steps have been taken is UNSATISFACTORY. It is time to initiate steps to clearly identify Squadron augmentees in a more timely manner and process proper orders so that these Marines are not inconvenienced during deployments.

Intelligence Remarks

1. Throughout the deployment period, the S-2 continued preparation of assigned aircrews for the upcoming unit rotation to WestPac through the use of simulated combat scenarios, Soviet bloc aircraft/missile defense system lectures and training in debriefing of missions. Following is a brief summary of training conducted.

a. China Lake Echo Range. To maximize aircrew training on the range, detailed briefings of anti-air weapons to be encountered and associated aircraft DACM presentations were conducted by the Navy Fighter Weapons School and Squadron personnel. All aircrews received 6.5 hours devoted to this area.

b. Chocolate Mountain Target Range. In conjuction with live ordnance training sorties conducted on the range, the Squadron underwent a TRE monitored by representatives from 2d MAW. The S-2 presented a simulated scenario entitled "Operation Thunderbolt 77" to provide a more realistic approach to ground attack missions. Target folders were prepared for each aircrew and an intelligence portfolio containing the enemy order of battle and missile defense envelopes was developed. On the final day of the exercise, stream raids against simulated enemy positions in the Chocolate Mountain area were conducted. An updated intelligence briefing was given which included enemy aircraft/defense order of battle and capabilities. Missions were carried out in accordance with this scenario.

2. Enemy aircraft recognition was also given which included fighter, bomber and cargo aircraft and helicopters. A lecture was given to all aircrews and slides were made available during the day for individual recognition training. All aircrews dedicated at least ½ hour to review of these slides. In addition, handouts on Soviet Bloc aircraft, Soviet Air Defense Systems, Search and Rescue, Desert Survival and Personal Authenticators were issued.

3. No major problems were encountered, and an average 100% of assigned aircrews attended all lectures. Assistance was rendered from Fleet Liaison, MCAS Yuma; NFWS "TopGun"; China Lake's Echo Range; and 3d MAW G-2 in various areas. In addition, many of the maps, target folders, and briefing guides constucted for the deployment were utilized by VMFA-122 also deployed to MCAS Yuma during the same time frame.

Subject	Instructor	Time
Course Rules	Yuma Fleet Liaison	1.0
Briefing/Debriefing Techniques	251	.5
Bugouts	251	.5
Cheating	251	.5
Guns Defense	251	.5
ACM Intercepts	251	1.0
Soviet Pilots	Top Gun	1.0
ACM/VID	Top Gun	1.0
SAMS	Top Gun	2.0
A/C Recognition	251	.5
DECM ALR 45/50, ALQ-126	Top Gun	1.5
Escort Tactics	251	1.0
Pop-Up Bombing	251	1.0
AAA Brief	251	.5
Echo Range Brief	Range Officer	1.0
Bomb Preflight	251	.5
		14.0 TOTAL

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

5. Fighter Weapons Training

a. The primary objective of this phase was to obtain advanced aircrew training in fighter weapons missions against dissimilar adversaries in a high missile/AAA threat arena. The ACMR and Echo Range at China Lake were used for extensive debriefing and emphasis of learning points that normally cannot be depicted.

b. Prior to the deployment, emphasis was placed on dissimilar training utilizing H&MS-31 TA-4F's, F5E's from NAS Oceana and F-15 Eagles from Langley AFB. While this pre-deployment training helped, the turnover of aircrews was significant enough prior to Yuma that much time had to be devoted to crew team shakedowns. Initially, problems were manifested during the dynamics of the intercept/ACM phase because, among other reasons, crews did not recognize voices over the UHF. This clearly demonstrated the necessity for F4 crews to be teamed and Squadrons to be stable units.

c. During 6 April through 19 April, utilizing four H&MS-31 TA-4F's and A4E's from VMA-131 as adversaries, the Thunderbolts flew 97 sorties. This training provided the Squadron with a firm foundation of fighter weapons sorties as a prelude to the more advanced flights on the Echo Range and Chocolate Mountain Range (stream raid).

d. Top Gun arrived at NCAS Yuma on 10 April 77 to conduct their Fleet Adversary Program 11 April through 16 April in support of VFA-251/122. However, F5E engine problems initially limited the number of adversary aircraft to T-38's only. As a result, 2v2 dissimilar sorties flown were less than optimum.

e. Echo Range. At the completion of the fighter weapons phase of the deployment, VMFA-251 conducted FAE missions on the Echo Range at China Lake. Range times were difficult to obtain as much of the range is dedicated to RDT&E projects, however several periods were made available over a three day period and 12 sorties were flown. A scenario was planned and developed whereby a section of F4's would launch from Yuma and proceed to the China Lake restricted area. Practice runs were then completed to give aircrews presentations on the ALR 45/50 and ALQ 126 DECM equipment. At the completion of the DECM runs the F4's linked up with a section of A4M's from VMA-311 and made a high speed low altitude tactical run through the range to a simulated enemy airfield target. HMMS-31 TA-4F adversary aircraft attempted to intercept the F4/A4's prior to target attack. In addition, a C-117 flew daily to NAS China Lake with a turnaround crew to recover/launch the F4/TA4F's from China Lake back to Yuma. Timing and coordination with several elements made this evolution difficult and in some cases not all factions linked up. However the ECM environment training was invaluable to the aircrews and this period of the deployment was considered successful. One aspect of the Echo Range that merits attention is the location of SAM/AAA equipment relative to the target. Realistically, an enemy airfield would be heavily protected with SAMS and AAA located at the field. Relocation of some of this equipment to the target area on Echo Range should be accomplished to add to the realism and difficulty for fleet training.

6. Ground Attack Syllabus

a. The ground attack phase was conducted 21 April through 27 April. Ground attack lectures on switchology, off-set pop-up bombing, ordnance preflight and the aircraft jettison system were given to all aircrews on 20 April. HUNTFLIGHT sent an instructor to train HMMS-31 aircrews in the TAC(A) role.

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

(1) Advanced aircrew training in the ground attack role utilizing TAC(A) support from HMMS-31 and VMO-1.

(2) Introduce lowlevel off-set pop-up bombing in a simulated high threat environment.

(3) Re-emphasize the need for high angle bombing in a low missile threat environment.

(4) Advanced training for HMMS-31 TAC(A) pilots in reconnaissance techniques, target identification, flight control and BDA assessment.

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

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

c. The squadron realized all its training objectives by flying 71 sorties for 71.5 flight hours. Part of the success enjoyed in the air to ground phase can be attributed to the 99.2% drop rate generated by ordnance. Ordnance expended was as follows:

MK-76	419
MK82HE	209
MK77MAPE	31

Each aircraft carried an average of 12 pieces of ordnance on each mission providing excellent training for maintenance and ordnance personnel. The professional support by WTO-1 and MAWS-31 provided aircrews with TAC(A) control during high and low threat scenarios. All TAC(A) controlled missions were designed to allow F4 crews to practice multiple pop-up attacks followed by a high speed bugout from the target area. The TA-4F TAC(A) upon completion of the last run reverted to aggressor air and attacked the egressing F4's. This tactical approach to practice bombing allowed the F4 crews to develop ingress/egress techniques, crew coordination and look out doctrine. As an aside, to improve low level navigation abilities, several canned low level routes were developed and randomly assigned to each mission. Being associated with each target, these routes placed higher demands on the aircrews, both in planning and execution, than administratively proceeding to and from the bombing ranges.

7. TRE/Stream Raid. During the last week of the deployment a 2d MAW representative arrived to conduct a training readiness evaluation (TRE) of MWFA-251. The Squadron had planned a comprehensive, "real world" stream raid for the last day of the deployment and this mission, along with other scheduled tactical ground attack missions, was observed during the TRE. The S-2 created a realistic enemy order of battle and maps of the battlefield were displayed along with changes in the enemy situation. Essentially, a scenario was created whereby the enemy was massing men and equipment at a point near the FEBA. Higher authority tasked VMFA-251 and VMA-311 to conduct a surgical strike against the enemy before he commenced offensive operations. Because the strike area was heavily defended by SAMS/AAA and MIGS it was determined that a mix of 8 F4's and 4 A4's attacking in a carefully coordinated stream raid from low altitude could best accomplish the mission. A face to face briefing occurred on the morning of the strike. The enemy situation was briefed along with a weather briefing by station metro. The A4's were split into two sections each escorted by a section of F4's. Two sections of F4's were designated MIGCAP. MAWS-31 assigned three TA4F's to aggressor air. Departure from Yuma was routine and the strike force rendezvoused at a predetermined point. After clocks were synchronized the two attack groups departed on two separate low level routes. The MIGCAPS positioned themselves to sweep the target area from two different directions one minute and a half before bombers arrival. The approach to the target was partially successful.

The MIGCAP engaged and shot down one of the aggressor aircraft before the attack force arrived. However, one section of A4M's strayed south of their prescribed route and did not strike the target. The first section of A4M's attacked on schedule, however one aircraft jettisoned his bombs when selecting the master arm on. The lead A4M placed his bombs on target. Egress, a most critical time, was considered successful. No A4M's were attacked by MIG's and all aggressor aircraft were destroyed at a cost of one F4 shot down. Although the target was not wholly destroyed, the MIGCAP and FAE by the F4's was considered satisfactory by the TRE evaluator. A significant restriction has recently developed on the Chocolate Mountain Range (R2507) where the stream raid was conducted that must be remedied. Complaints from nearby towns have resulted in noise abatement procedures on the live ordnance targets as presently positioned. No live ordnance can be used on OP-2 and live bombs must be dropped singly on the other OP's. This range represents one of the few live ranges available to MAG-31 squadrons and must be kept fully tactical for fleet pilots. It is strongly recommended that targets be moved deeper into R2507 where disturbance of the civilian populace would not be a factor. Specifically, it is recommended that OP's 3 and 4 be displaced farther north up a valley in the vicinity of coordinates 495005 near the Imperial/Riverside County line. The attached Iris Pass, Calif 1:50,000 sheet 2950 IV chart refers. In addition, standard aircraft clocks installed in F4J/A4M are unsatisfactory, and require replacement at once. Stream raid tactics require precise to-the-second timing. Some clocks were off by as much as 30 seconds within TEN (10) minutes after synchronization, which could result in second and or third wave attacks flying through the frag pattern of the preceding attack.

8. Training Summary

a. Important problems pertaining to two types of aircraft manifested themselves during this deployment. These aircraft are the F5E and the C-117. The time for fleet fighter crews to routinely train against an excellent MIG-21 simulator is NOW, not some time in the near future. The MIG-21 poses the greatest numerical threat facing friendly forces today. The TA4F rather poorly simulates the now almost obsolete MIG-17 subsonic fighter. F5E's are available in sufficient numbers to be introduced to the fleet as adversaries. HMS-31 should acquire the F5E at the earliest. Top Gun's Fleet Adversary Program is outstanding but but neither VF'S nor VF43 can provide daily adversaries for MIG-31 Fighter Squadrons. Reams of data from Vietnam clearly pointed out the necessity for dissimilar ACM to increase our survivability. Vigorous actions were initiated to provide DACM initially but there now appears to be a lull since Squadrons are not actively engaged in combat. Such an attitude must not prevail. Fresh emphasis must be generated to insure funds and equipment are made available to introduce F5E's to MCAS Beaufort. MIG-31 has worked hard to attain high FSC rates, but full radar systems are no panacea for aircrews untrained in the proper fighter tactics to employ against the most likely threat, the MIG-21.

The second aircraft, the C-117, has proven itself to be equally vital to the support of F-4 operations, not only during Yuma deployments but also in MCAS Beaufort. The C-117 is a reliable aircraft readily adaptable to short notice commitments. At Yuma the C-117, being dedicated to the deployed squadrons, made parts runs to El Toro and North Island, picked up the pay check courier, transported 251 staff officers to 3rd Wing HQ for a TRACSTAC conference, provided a 14 man turn around crew with starting unit at MCAS China Lake (essential for Echo Range evolution) and carried an average of 15 Marines to the West Coast for weekend liberty. At MCAS Beaufort similar requirments occur daily and the C-117 rarely fails to come to the rescue, for example during Solid Shield 77. This aircraft should not be removed from HMS-31 until a suitable replacement can be provided which carries as much or more cargo. It is clear that existing commitments for the CH53 and KC-130 would preclude absorbing the absolutely vital services presently offered by the C-117.

b. Combat Readiness training achieved in this deployment was significant. All deployment goals and training objectives were realized. The average CRP increase for pilots was 5.6% and 4.8% for RIO's.

c. VMFA-251's Spring deployment was unique from the standpoint of aircrew training. Crews were encouraged to develop and execute ingress/egress tactics to high/low threat areas utilizing low altitude, high speed tactics with off set pop-up bombing. The use of the TA4F aggressor over the target area provided added realism. In the case of most of the aircrews, this was the first time they had entered an arena that required them to employ the multi-mission F4J in all its roles simultaneously.

Logistics/Embarkation Remarks

1. Fleet Liaison proved to be a good point of contact for guidance in obtaining vehicles, maintenance and limited supply. They deal with a number of different Squadrons during the same time frame and therefore the requests made by different Squadrons become confusing. Without coordination, requirements are overlooked in some instances.

2. PROBLEM AREAS

a. Forklift availability became a problem when the Motor Transport assets were in down status. This put a large workload on the one forklift from Air Freight.

RECOMMENDATION: Monitor maintenance effort of Motor Transportation and make them aware of the pending support requirement for Embarkation loading.

b. Breakdown in communication between Air Force ALCE teams and the using unit, resulted from message traffic noting Fleet Liaison personnel as contact points. This caused some problems in coordinating the positioning of aircraft at Yuma, Az.

RECOMMENDATION: Note in all Airlift message traffic an Embarkation representative from the using unit as the contact point. This would allow for better coordination between the needs of the Air Station and those of the using unit.

c. Shop pack ups. Numerous embark boxes were not in accordance with Packing Lists presenting problems in weight computations.

RECOMMENDATION: Individual shop cooperation in timely packing and staging of gear during this deployment was excellent and continued cooperation will lesson the error rate between actual box weight and that indicated on the boxes.

d. Passenger Manifest compilation and compliance. Building the passenger manifest was difficult due to the number of inputs received from other than an assigned contact point. In addition, personnel on the Passenger manifest did not notify S-4 (Embarkation) when changing flights. This results in inaccurate personnel counts and unnecessary delay in aircraft departures.

RECOMMENDATION: To establish a means of compiling an accurate manifest, the Maintenance Chief will submit a list of all maintenance personnel and the First Sergeant will coordinate the compilation of all other personnel. Each Shop NCOIC will be notified of his responsibility to insure each individual meets the scheduled departure time.

e. Building Maintenance. Poor availability of buffers and general cleaning supplies from both Fleet Liaison and barracks supplies made the required cleaning tasks unnecessarily difficult.

RECOMMENDATION: Do not rely on support in this area from MCAS, Yuma. A large supply of cleaning materials should be embarked with the unit.

Maintenance and Material Remarks

1. Predeployment Phase

a. Advance coordination was conducted with VFA-122 and H&MS-31. Mutual requirements were identified as follows;

(1) Technical representation from Westinghouse, AWG-10, NAESU Ordnance and ECM.

(2) H&MS-31 personnel augmentation

(3) Ground Support Equipment

(4) Test Equipment

(5) Motor Transport

(6) Ordnance Support Equipment

(7) Avionics Systems Van Support

(8) "A" Stores Requirements

(9) Pool Items Requirements

(10) Maintenance Spaces Distribution

(11) Flight Line Space Distribution

b. The movement of aircraft was to be direct to the deployment site utilizing aerial refueling. An enroute support team and mini pack-up were prepositioned at NAS Dallas, the designated enroute divert site.

2. Deployment Phase

a. Some problems arose during the arrival portion of the deployment. Squadron aircraft, requiring maintenance, arrived at the deployment site prior to the Squadron's main maintenance pack-up and the H&MS-31 main "A" Store pack-up. Initial maintenance time losses could be reduced if the required equipment and stores were in place, inventoried and ready to be operated at a minimum of one day prior to the arrival of deployed aircraft.

b. Ground Support Equipment

PROBLEM #1

The F-level carts assigned to VFA-251 by H&MS-31 were found to be contaminated during initial hydraulic analysis.

RECOMMENDATION

It is important that hydraulic sampling be conducted prior to the issuing of hydraulic equipment. Once done, precautions in order to prevent contamination should be employed.

PROBLEM #2

MR-2 and MG-2's electrical plugs were not compatible with the hanger electrical outlets in the deployment hangars.

RECOMMENDATIONS

Equipment compatibility could be addressed during liaison visits. The required modification of equipment should be complete prior to the deployment.

PROBLEM #3

There were insufficient MR-10's available for the requirements of the two deployed squadrons. Six MR-10's were requested to support the two squadrons. Three MR-10's were provided by H&MS-31 and a fourth was provided during the latter part of the deployment by the AIMD. Because of equipment break-downs, there were times when only one usable MR-10 was available for both squadrons.

RECOMMENDATION

A minimum of two up MR-10's should be assigned per squadron.

PROBLEM #4

There was insufficient availability of AHT-64's (hydraulic-jennys). Only one electrically powered jenny was available that would adapt to hangar power. There was one diesel powered jenny in a RFI status. This jenny was in VMFAT 101's custody and was available only after their use.

RECOMMENDATION

Deploying units should mount out with at least one RFI hydraulic jenny. This would prevent imposing on other squadrons and would reduce the wasted man-hours lost in tracking down or waiting for the use of equipment.

3. SUPPLY

The squadrons submitted a total of 520 supply requisitions during the deployment. Of these, 243 were MAG-31 pool items, 277 were MAG-31 non-pool items and 62 were filled by Yuma supply.

PROBLEM #1

The H&MS-31 pack-up included only one CADC for two squadrons.

RECOMMENDATION

A minimum of two CADC's per squadron is considered essential. During past deployments, three to four CADC's have needed replacement.

PROBLEM #2

Unnecessary time losses were encountered when ordering reparable components from supply. Parts could not be ordered unless exchange parts were physically off the aircraft and available for turn-in.

RECOMMENDATION

Provisions should be made for the acceptance of past orders with the understanding that the issuance of components would be on a one for one basis. This action would promote a substantial reduction in AVM time.

PROBLEM #3

Man hours lost by Material Control personnel because, in addition to carrying reparable components to Station CCU, they were often required to prepare documents for H&MS-31 Det "A" CCU.

RECOMMENDATION

The IMA Det should be assigned a vehicle to be used exclusively by supply personnel for transportation of supply materials. Additionally, sufficient personnel should also be assigned to operate the CCU.

4. AVIONICS

PROBLEM #1

The initial positioning of the H&MS-31 Avionics Vans was in the same location used by MAG-31 for the last 3 years or more, but was found to be in conflict with station fire regulations. The relocation of the vans caused the loss of an entire day's work.

RECOMMENDATION

This type of problem should and could be prevented by liaison personnel.

PROBLEM #2

ECM support from the AIMD was nonexistent. AIMD personnel were very willing to help, however, the lack of test equipment made this next to impossible.

RECOMMENDATION

It is essential that H&MS make every effort to provide bench support and the appropriate test equipment as requested. The lack of this equipment jeopardizes the proper utilization of infrequently available assets such as the Echo Range at China Lake.

5. MAINTENANCE SPACES

PROBLEM #1

Although the amount of shop space available was sufficient, security was a problem. There were no secure places for tool boxes and PEB items. There were no suitable areas for the storage of flamable materials such as solvents and paints.

RECOMMENDATION

It is necessary that liaison parties identify the lack of required special space and make provisions for alternate areas prior to squadron deployment.

6. ORDNANCE

a. The Ordnance Division enjoyed great success during the Yuma deployment with a 99.2% drop rate. This can be attributed to testing and maintenance of the weapons system before and during the deployment. The training received [illegible] in weapon systems checkout, loading and down loading in a high tempo environment during peace time is invaluable.

b. The ordnance expended during the deployment was:

MK 82 BOMB	209
MK 77 FIRE BOMB	31
MK 76 PRACTICE BOMB	419

c. All support provided by H&MS-31, AIMD Yuma and Station Weapons, Yuma was outstanding.

d. There were no problem areas during this deployment.

7. RETROGRADE PHASE

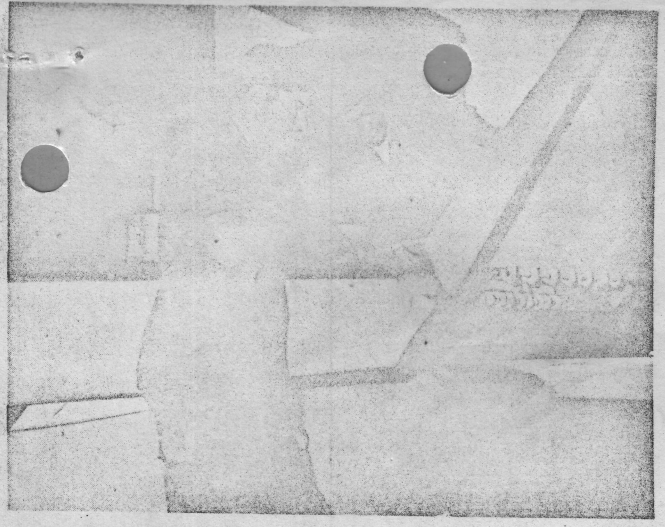
The movement from the deployment site was organized into three aircraft flights via NAS Dallas Texas. Although it was initially planned to have an enroute maintenance support team established in Dallas, the plan was cancelled prior to the commencement of the retrograde movement. All aircraft transitioned through the enroute base without problem except for one. Without organic maintenance support on station, it was necessary to request assistance from VMFA-112, based at Dallas, and MAG-31 in Beaufort. The aircraft was delayed 7 days.

SAFETY OFFICER REMARKS

During the deployment period, VMFA-251 had only three reportable aircraft incidents and one reportable aircraft ground incident. The otherwise successful deployment of aircraft was marred slightly by an incident involving an aircraft departing the runway upon arrival at MCAS Yuma. Investigation revealed spurious inputs to the nose gear steering and no damage was done to the aircraft. The remaining aircraft incidents were minor mechanical failures resulting in one arrestment and one routine termination of the mission. The sole aircraft ground incident occurred when a Marine, while washing an aircraft, got detergent in his left eye. This resulted in a loss of five duty days for the individual concerned. The remainder of the deployment was carried off in an exceptionally mishap free atmosphere, reflecting the professionalism of the Marines of VMFA-251.

VMFA-251 rotates

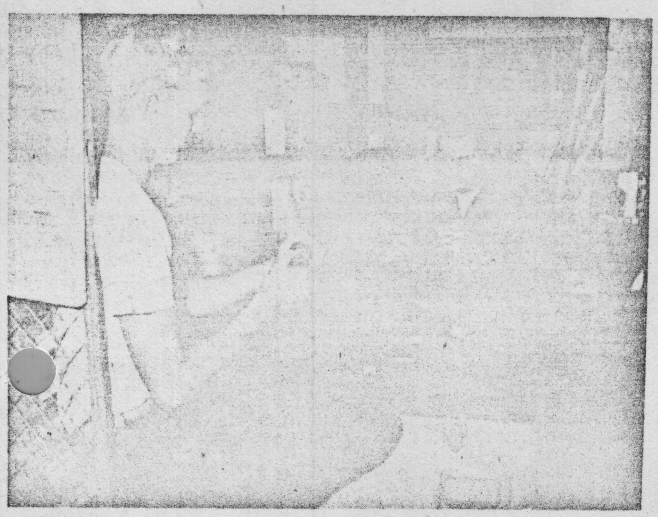
Sayonara



DOIN' IT RIGHT—Metalsmiths Staff Sergeant Jim Cogar (left) and Lance Corporal P.A. Richards check the work done on a Phantom's outboard leading edge flap. (Official U.S. Marine Corps Photo by Sgt. John Thomas)

DEBRIEFING—Major O.E. Ha[illegible] 251 maintenance officer, gives an aircraft status debriefing to Maintenance Cont[illegible]. Flight hours for 251 aircrews have been intensive since news of the Beaufort-Iwakuni rotation. (Official U.S. Marine Corps Photo by Sgt. John Thomas)

AIRCRAFT TUNE UP—Lance Corporals R.A. Swain (left) and D.D. Cross, members of 251's Avionics Shop, prepare cables and check plugs prior to the rotation mount out. (Official U.S. Marine Corps Photo by Sgt. John Thomas)



For 16 years they've been home based at "Fightertown East". Now they're flying to the Far East.

VMFA-251 will soon be leaving MCAS Beaufort, S.C., for a one-year tour of duty at MCAS Iwakuni, Japan. The "Thunderbolts" will rotate with Iwakuni's VMFA-115, the "Silver Eagles."

The move is in keeping with the Commandant of the Marine Corps' new policy of complete unit rotations overseas. The unit changes are supposed to increase overall Corps readiness and reduce family separations -- by eliminating individual Marines' transit time.

Planning for the rotation has been extensive. Two deployments were made to MCAS Yuma, Arizona; one in Oct. 1976 and the other in April, 1977, to help develop squadron efficiency and teamwork.

Since February of this year, many inter-group (MAG-31) transfers have occurred. These have involved volunteers who replaced "Thunderbolts" unable to meet prescribed overseas control dates.

In order to arrive in Japan with up-to-date training records, the men of 251 have participated in mass doses of leadership classes, physical fitness tests, clothing inspections and rifle qualifications.

The transfers and essential subjects training have accompanied intensive flight hours and top-notch aircraft maintenance.

In addition, special preparation for the actual trip has been made. "Thunderbolts" have become familiar with possible aircraft malfunctions enroute and alternate emergency routes. They have also learned the techniques of sea survival and have studied and practiced aerial refueling with KC-130 tankers.

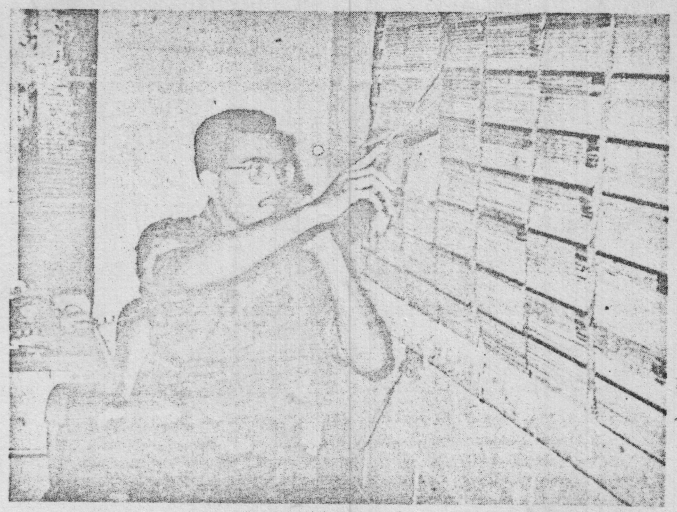
While all this has been going on, the members of VMFA-251 have taken turns being on leave.

Major J.R. Cadick, 251's operations officer, explains the squadron's situation. "There just aren't enough hours in the day for the training we'd like to do, plus allow maximum time with families."

Naturally, families are a main concern during a 12-month separation.

My husband has been in the Marine Corps for 20 years," said Sue

Story by Cp



VIDS—Staff Sergeant J.B. Smith, maintenance controller for VMFA-251, checks on the status of an F-4 Phantom by using the squadron's Visual Information Display System. (Official U.S. Marine Corps Photo by Sgt. John Thomas)

ENCLOSURE (4)

hunderbolts

Baker, wife of GySgt Charlie Baker, 251's admin. chief. "But the time spent apart is always difficult. "It's hard enough for me personally," she continued, "but it really hurts when I think how much my son is going to miss his father."

Dependents are being allowed to retain living quarters aboard the Air Station or at Laurel Bay. For the wives who stay in the area, perhaps binding together will make the year pass a little easier.

Mrs. M.W. Allinder, Jr., wife of 251's commanding officer, has already compiled a list of those ladies remaining in Beaufort. She hopes to make them a tightly knit group.

"We're going to need one another to rely on," Mrs. Allinder said.

Home ties for the men will consist of glances at sentimental photographs and time out for letters to loved ones. However, the time out won't be all that lengthy on a West Pac tour due to frequent combat readiness exercises and deployments.

"VMFA-251 is being sent to the 1st Marine Aircraft Wing to support the Marines on the ground," stated LtCol M.W. Allinder, Jr. "We will do our best to continue the tradition of the air-ground team concept, in cooperation with the 3rd Marine Division on Okinawa."

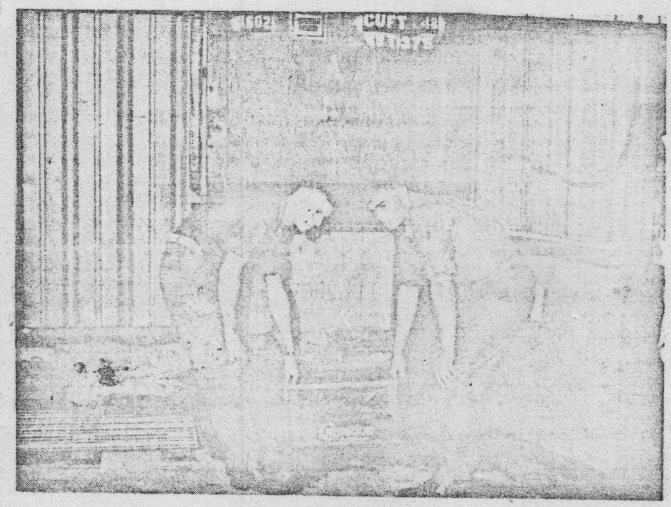
The intricacies of moving an entire squadron and setting up shop thousands of miles away are no strangers to LtCol Allinder, who served as a lieutenant with VMFA-251, sixteen years ago when they moved to MCAS Beaufort...from MCAS Iwakuni, Japan.

"We are going to be combat ready one hour after arriving in Iwakuni," the colonel projected; "And we will remain ready to respond to our Nation's defense requirements in the Western Pacific at a time."

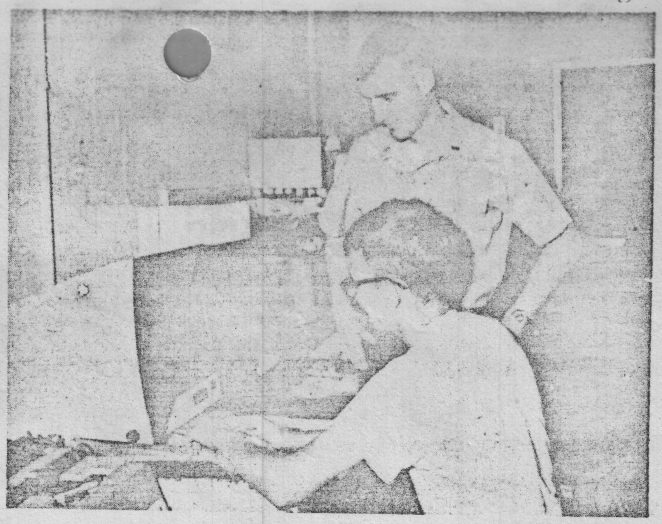
"...preparations for National Defense are not cheap," concluded the colonel, reflecting on the many hours of work and the innumerable heartaches involved in the relocation.

"The Marines and their familes have calculated the cost," he said, "...and have faithfully paid the price. We owe them a vote of thanks."

ela Carter



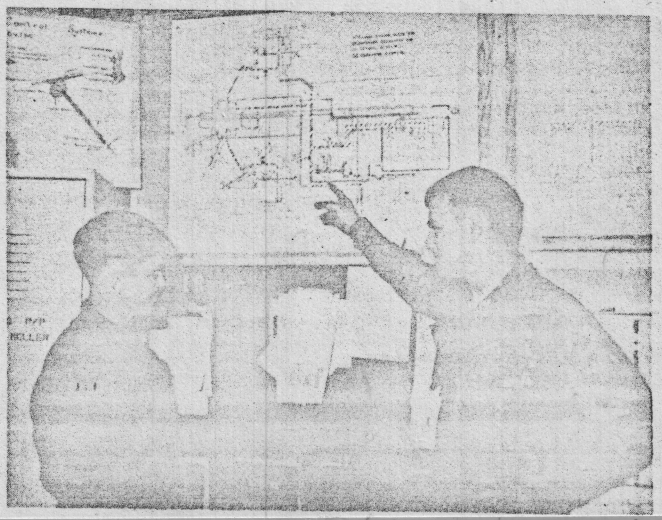
PACKING UP—Ordnance gets their essential gear ready for the VMFA-251 move. Thunderbolts shown packing parts are Corporal L.E. Niemi and Private First Class R.S. Ames. (Official U.S. Marine Corps Photo by Sgt. John Thomas)

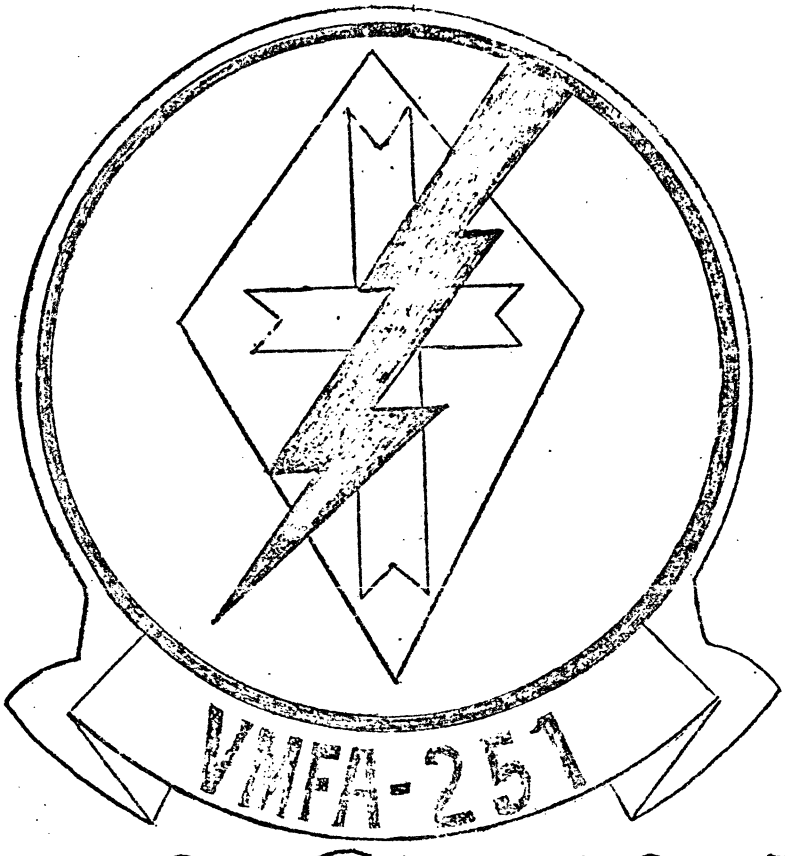


BREAKING IN A NEW MAN—Training new personnel has been a big part of the preparation for VMFA-251's complete unit transfer overseas. Here, in Material Shop, Second Lieutenant W.J. Dempster shows Private E.L. Gore how to operate a microfische locator. (Official U.S. Marine Corps Photo by Sgt. John Thomas)

JUST IN CASE—Corporal T.D. Upton (left) and Private First Class J.R. Key, members of 251's Flight Equipment and Seat Shop, pack special water survival gear into the aircrews' survival vests. (Official U.S. Marine Corps Photo by Sgt. John Thomas)

HOW IT WORKS—Corporal D.R. Sanders (right) explains an F-4 fuel system to Private First Class K.L. Wade. The men, members of VMFA-251 Power Plants, are finding teamwork essential to a smooth unit transfer. (Official U.S. Marine Corps Photo by Sgt. John Thomas)





OPERATION KEY GROVE

FOR 10X" SHEET STOP HERE

Copy____of____Copies
Marine Fighter Attack Squadron 251
MCAS,BEAUFORT, SOUTH CAROLINA 29902
290800Z JUNE 1977
JRC-2

Operation Plan 2-77 (Operation KEY GROVE, Phase I)

Ref: (a) CG FMFLant LOI 13-77 (091557Z Jun 77)
(b) CG 2d MAW LOI 16-77 (132002Z Jun 77)
(c) FMFPac O P3710.3B
(d) NWIP-10
(e) OPNAVINST 3710.7H
(f) OPNAVINST 5442.2

TIME ZONE: Z

Task Organization:

VMFA-251 LtCol ALLINDER Jr.

VMFA-251 DET ALPHA Major COWELL

1. SITUATION

a. Enemy Forces. None

b. Friendly Forces

(1) 3d Marine Aircraft Wing provides planning, liaison logistical and air refueling support from MCAS Yuma to MCAS Iwakuni.

(2) 2d Marine Aircraft Wing provides planning, liaison, logistical and air refueling support from MCAS Beaufort to MCAS Yuma

(3) Marine Aircraft Group 31 provides liaison and logistical support from MCAS Beaufort to MCAS Yuma.

(4) Marine Aerial Refueling/Transport Squadron 252 provides aerial refueling support from MCAS Beaufort to MCAS Yuma.

(5) Marine Aerial Refueling/Transport Squadron 352 provides airlift and aerial refueling support from MCAS Yuma to MCAS Iwakuni.

(6) Marine Aerial Refueling/Transport Squadron 152 provides airlift support from MCAS Beaufort to MCAS Iwakuni.

(7) VR-30 and SOES, COMCABEAST provides C-9 aircraft for pathfinder support.

(8) 41st RWRW provides DUCKBUTT (Rescue) and enroute assistance services.

(9) MCAS Yuma provides base facilities and enroute refueling service.

(10) MCAS Kanehoe provides base facilities and enroute refueling service.

(11) Wake Island AFB provides base facilities and enroute refueling services.

(12) Military Airlift Command (MAC) provides airlift support from MCAS Beaufort to MCAS Iwakuni.

2. MISSION

VMFA-251 conducts a Transcontinental and TransPacific deployment in connection with a 12 month deployment to the Western Pacific. The movement takes place from 8 July to 25 July 1977 from MCAS Beaufort, South Carolina to MCAS Iwakuni, Japan.

3. EXECUTION

a. General. As directed by references (a) and (b), and in accordance with reference (c), VMFA-251 will deploy to MCAS Iwakuni, Japan during the period 8 July to 25 July 1977, with 12 F4J aircraft and associated pathfinders, refuelers and transport aircraft. The squadron will conduct a 12 month Westpac deployment and return to MCAS Beaufort during July 1978.

b. VMFA-251

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

(2) Deploy to MCAS Iwakuni, Japan with 12 F4J aircraft, 31 officers and 239 staff and enlisted men (includes IMA augmentation). Annex A (Air Operations) contains details of all flight planned during the TRANSPAC.

(3) Flight Ferry 12 F4J aircraft to MCAS Yuma, via aerial refueling on 8 July 1977.

(4) Flight Ferry 12 F4J aircraft to MCAS Kanehoe, Hawaii on 10 and 11 July 1977 (six per day).

(5) Flight Ferry 12 F4J aircraft to Wake Island AFB on 18 and 19 July 1977 (six per day).

(6) Flight Ferry 12 F4J aircraft to MCAS Iwakuni, Japan on 23 and 25 July 1977 (six per day).

(7) Conduct air operations as directed by CG 1st MAW during a 12 month unit deployment in WestPac.

(8) Provide enroute support teams (EST) for MCAS Yuma, MCAS Kanehoe and Wake Island AFB as depicted in Annex B.

(9) Airlift remaining personnel and equipment by MAC flight as shown in Annex B.

(10) Submit MOVREPS in accordance with reference (d), as necessary.

(11) Submit daily flight data to MAG-31, MAG-15 and 3d MAW in accordance with reference (c). The primary means of transmittal will be by message.

(12) Submit 3M data in accordance with reference (f).

(13) Submit daily reports to the Trans Oceanic Force Commander (TOFC) in accordance with the 3d MAW TRANS PAC OPPLAN (To be published at a later date).

(14) Submit an after action report in accordance with reference (c) and applicable 1st MAW directives within 10 working days after arrival at MCAS Iwakuni, Japan.

c. Coordinating Instructions

(1) The code name for this exercise is KEY GROVE (Phase I). The use of this code name is unclassified when used in relation to the TRANSPAC alone.

(2) L day, H Hour is 101700Z July 1977.

(3) See Annex C for Intelligence information concerning the TRANSPAC operation.

4. ADMINISTRATIVE AND LOGISTICS

(a) See Annex B (Administrative and Logistics).

5. COMMAND AND SIGNAL

(a) Signal. The primary method of communication will be

the HF net established between the TOPC and the transit bases. Autovon will be used as a secondary method, commercial circuit being used only when all else fails.

b. Command

(1) VMFA-251 advance party report OPCON to CG FMFPAC/ CG 1st MAW upon arrival at MCAS Iwakuni on 8 July 1977.

(2) VMFA-251 TRANSPAC element report OPCON/ADCON to CG FMFPAC upon arrival at MCAS Yuma on 8 July 1977.

(3) VMFA-251 TRANSPAC element reports OPCON to CG 3d MAW upon arrival to MCAS Yuma for the movement from MCAS Yuma to MCAS Iwakuni.

(4) VMFA-251 TRANSPAC element reports OPCON to CG 1st MAW upon arrival at MCAS Iwakuni (without report).

(5) VMFA-251 main body reports OPCON to CG FMFPAC/ CG 1st MAW upon arrival at MCAS Iwakuni (without report).

c. Command Posts

(1) Until 7 July 1977, MCAS Beaufort, South Carolina.

(2) 8 July 1977, MCAS Yuma, Arizona.

(3) 10 July 1977, MCAS Kanehoe, Hawaii.

(4) 18 July 1977, Wake Island AFB.

(5) 23 July 1977, MCAS Iwakuni, Japan.

M. W. Allinder Jr.

M. W. ALLINDER Jr
Lieutenant Colonel, U. S. Marine Corps
Commanding

ANNEXES:
A. Air Operations
B. Administrative and Logistics
C. Intelligence
D. Maintenance

DISTRIBUTION: Distribution A plus
CG FMFLANT
CG FMFPAC
CG 2d MAW

CG 3d MAW
CG 1st MAW
CO MCAS Yuma
CO MCAS Kaneohe
CG 15th Air Force
CO Wake Island AFB
CO MCAS Iwakuni
MAG-31
MAG-15
VMGR-152
VMGR-252
VMGR-352
VR-30
SOES, COMCABEAST
41st RWRW
VMFA-115

Copy____of____Copies
Marine Fighter Attack Squadron 251
MCAS BEAUFORT, SOUTH CAROLINA 29902
290800Z JUNE 1977
JRC-2

Annex A (Air Operations) to Operation Plan 2-77

Ref: (a) NATOPS Air Refueling Manual
(b) 3d MAW Operation Order (TBPL)

Time Zone: Z

1. SITUATION

a. Enemy Forces. None

b. Friendly Forces. See paragraph 1.b of the basic order.

2. MISSION

VMFA-251 deploys via flight ferry and airlift to MCAS Iwakuni, Japan in connection with a 12 month unit rotation to the Western Pacific.

3. EXECUTION

a. Concept of Operations. On 8 July 1977, the movement of F4J aircraft to MCAS Iwakuni begins and by 25 July 1977, 12 aircraft will be in place in Japan, having staged through MCAS Yuma, MCAS Kanehoe and Wake Island AFB.

b. VMFA-251

(1) 8 July 1977. Three serials of 4 F4J aircraft departs MCAS Beaufort enroute to MCAS Yuma. The route of flight is shown in Appendix 1 and the timing is shown in Appendix 2. The crews involved are as depicted in Appendix 3.

(2) 9 July 1977. Maintenance standdown and TRANSPAC crew brief.

(3) 10 July 1977. The first serial of 6 F4J with 2 F4J airborne reserves depart MCAS Yuma enroute to MCAS Kanehoe. The serial rendezvous with a C-9 pathfinder (departed MCAS El Toro) at YUCAN. At Mission Bay VORTAC, the 2 reserve F4's detach, unless needed, and return to MCAS Yuma. The route of flight, timing and aircrews are depicted in Appendices 1, 2 and 3.

(4) 11 July 1977. The second serial of 6 F4J's departs MCAS Yuma enroute to MCAS Kaneohe. Rendezvous with the C-9 pathfinder is identical to operations on 10 July 1977.

(5) 12-17 July 1977. Maintenance Standdown.

(6) 18 July 1977. The first serial of 6 F4J's, accompanied by a C-9 pathfinder, depart MCAS Kaneohe enroute to Wake Island AFB. Two airborne reserve F-4's will accompany the serial to SQUAT and then return, unless needed.

(7) 19 July 1977. The second serial of 6 F4J's, accompanied by a C-9 pathfinder, depart MCAS Kaneohe enroute to Wake Island AFB.

(8) 20-22 July 1977. Maintenance standdown.

(9) 23 July 1977. The first serial of 6 F4J's, accompanied by a C-9 pathfinder, departs Wake Island AFB enroute to MC S Iwakuni Japan. Two airborne reserve F4's will accompany the serial for 150 nautical miles and then return to Wake.

(10) 24 July 1977. Wake Island standdown. No flight operations.

(11) 25 July 1977. The second serial of 6 F4J's, accompanied by a C-9 pathfinder, depart Wake Island AFB enroute to MCAS Iwakuni. Japan.

c. Coordinating Instructions

(1) VMGR-252. Provides 4-5 KC-130 tankers in support of operations on 8 July 1977. The tankers aerial refuel the 3 serials of F4J's enroute to MCAS Yuma at the positions shown in appendix 1.

(2) VMGR-152. Provides 2 KC-130 (cargo configured) aircraft to transport the enroute support team (EST) from MCAS Beaufort to MCAS Yuma, MCAS Kaneohe, Wake Island AFB and MCAS Iwakuni. Airlift of the EST will be carried out in accordance with Annex B.

(3) VMGR-352. Provides 4-5 KC-130 tanker at each ARCP between Yuma and Iwakuni and an airborne Standby Tanker (AST) along the route of flight 200 N. M. from each recovery base. Reference (b) refers.

(4) All aerial refueling will be carried out in accordance with reference (a).

(5) Airlift of the enroute support teams will be carried out in accordance with Annex B.

M. W. ALLINDER JR.
Lieutenant Colonel, U. S. Marine Corps
Commanding

Appendices

1. Flight Ferry Routes
2. Flight Sequencing
3. Flight Ferry Crews
4. Aircraft and Takeoff Data
5. Airfield and Enroute Data

Copy____of____Copies
Marine Fighter Attack Squadron 251
MCAS BEAUFORT, SOUTH CAROLINA 29902
290800Z JUNE 1977
JRC-2

Appendix 1 (Flight Ferry Route) to ANNEX A (Air Operations) to Operation Plan 2-77

Time Zone: Z

Ref: (a) NATOPS Refueling Manual

1. General

a. Twelve F4J aircraft will flight ferry to MCAS Iwakuni, Japan via MCAS Yuma, MCAS Kaneohe and Wake Island AFB. Aerial refueling will be used between MCAS Beaufort and Yuma, between MCAS Yuma and Kaneohe, between MCAS Kaneohe and Wake Island, and Wake Island AFB and MCAS Iwakuni. A description of the route to MCAS Iwakuni is at TAB A. The route of flight as per CARF clearance is as follows:

(1) MCAS Beaufort to MCAS Yuma

CLIMB TO FL 310 LVLOF NBC 278/62 (0+09) DRCT MCN (0+20) J-40 MGN (0+38) DRCT MCB (1+05) J-50 AEX (1+20) DRCT DECENT PT AEX 263/61 (1+28) (BLOCK FL 190-210 DRCT ARIP AEX 262/88 (1+31) DRCT ARCP AEX 261/139 (1+38) DRCT ENAR JCT 075/140 (2+01) CLIMB FL 310 JCT 075/115 (2+06) DRCT JCT (2+21) J-2 FST (2+42) J-2 ELP (3+05) J-2 CIE (3+38) J-2 GBN (3+48) J-2 MOHAK (3+56) J-2 YUM (4+00) DRCT NYL 340/43 (4+06)

(2) MCAS Yuma to MCAS Kaneohe

CLIMB TO FL 310 LVLOF NYL 258/62 (0+08) DRCT MZB (0+18) DRCT MALIT (0+34) DRCT ROSIN (0+40) DRCT YUCAN (0+48) DRCT 30°18'N 123°20'W (1+05) DRCT DECENT PT 29°48'N 125°25'W (1+20) DRCT ARCP 1 29°28'N 126°04'W (1+25) ABORT 29°24'N 126°59'W (1+36) DRCT EN AR 28°55'N 128°48'W (1+58) LEVEL FL 310 28°44'N 129°30'W (2+03) DRCT DECENT PT. 27°10'N 134°43'W (2+42) DRCT ARCP 2 26°58'N 135°20'W (2+47) ABORT 26°41'N 136°11'W (2+58) DRCT ENAR 25°57'N 138°23'W (3+26) LEVEL FL 310 25°44'N 139°00'W (3+31) CLIMB PT. 22°36'N 147°00'W (4+34) LEVEL 350 22°19'N 147°44'W (4+40) DRCT YULES (5+20) DRCT LOBBS (5+32) DRCT OGG (5+45) DRCT MKK (5+51) DRCT FALLS (5+58) DRCT NGF (6+08)

(3) MCAS Kaneohe to Wake Island AFB

CLIMB TO FL 310 HELLO (0+09) DRCT POTEN (0+16) DRCT SQUAT (0+26) DRCT DECENT PT 20°45'N 165°20'W (0+59) DRCT ARCP 1 20°48'N 165°47'W (1+03) ABORT 20°51'N 166°50'W (1+14) DRCT EN AR 20°53'N 167°44'W (1+25) LEVEL FL 310 20°56'N 168°30'W (1+30) DRCT DECENT PT 21°04'N 173°36'W (2+07) DRCT ARCP 2 21°05'N 174°15'W (2+12) ABORT 21°05'N 175°09'W (2+23) DRCT EN AR 21°04'N 176°02'W (2+34) LEVEL FL 310 21°03'N 177°00'W (2+41) DRCT DATE LINE 21°00'N 180°00'W (3+03) DRCT DATE LINE 21°00'N 180°00'W (3+03) DRCT TURN PT 20°08'N 170°00E (4+16) DRCT WAKE AFB 19°17'N 166°38'E (4+41)

(4) Wake Island AFB to MCAS Iwakuni

CLIMB TO FL 310 AWK 297/62 (0+08) DRCT CHECK PT. 20°12N 165°09'E (0+13) DRCT DECENT PT. 23°20'N 159°35'E (1+01) ARCP 1 23°42'N 159°00E (1+06) ABORT 24°55'N 158°22'E (1+17) DRCT EN AR 24°55'N 156°40'E (1+39) LEVEL FL 310 25°15'N 156°00'E (1+44) DRCT DECENT PT 27°25'N 151°20'E (2+21) DRCT ARCP 2 27°42'N 150°45'E (2+26) ABORT 28°05'N 149°55'E (2+37) DRCT EN AR 28°52'N 148° 15'E (2+59) LEVEL FL 310 29°13'N 147°25'E (3+04) DRCT CLIMB PT 31°00'N 142°49'E (3+39) LEVEL FL 350 31°19'N 142°00'E (3+45) DRCT KEE (4+28) DRCT SUC (4+47) DRCT NEU 179/38 (4+54) DRCT JOI (5+04)

b. Tanker procedures will be in accordance with reference (a).

c. Ferry Configuration

(1) Two 370 gallon wing and one 600 gallon centerline tank per aircraft.

(2) Two LAU-17's per aircraft.

M. W. Allinder, Jr.

M. W. ALLINDER Jr.
Lieutenant Colonel, U. S. Marine Corps
Commanding

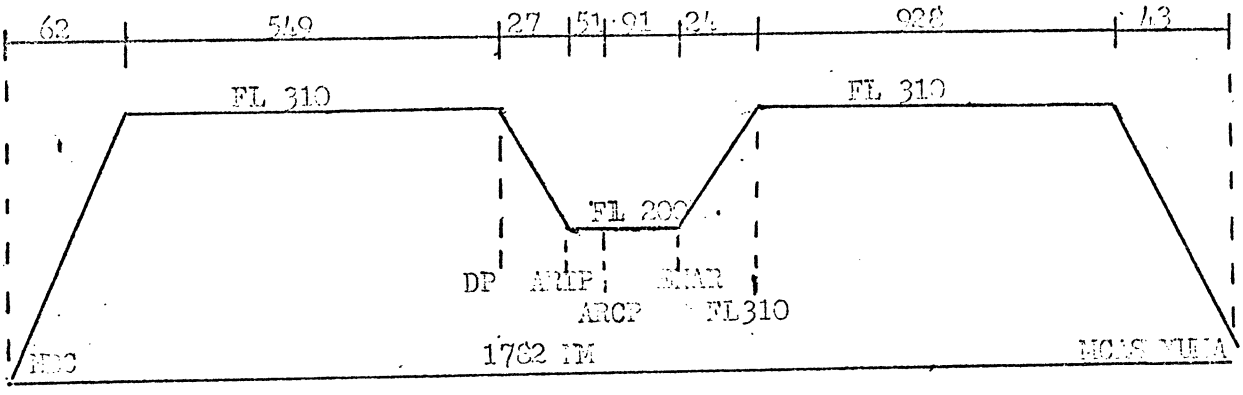
TABS
A. Flight Ferry Route Depiction

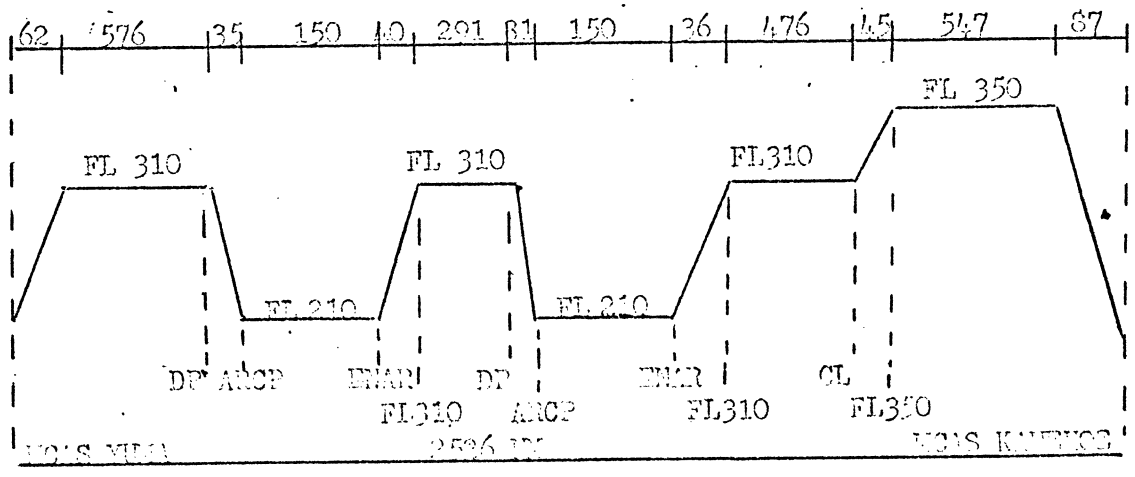
TAB A. (Flight Ferry Route-Pictorial Depiction) to Appendix 1 to Annex A (Air Operations) to Operation Plan 2-77.

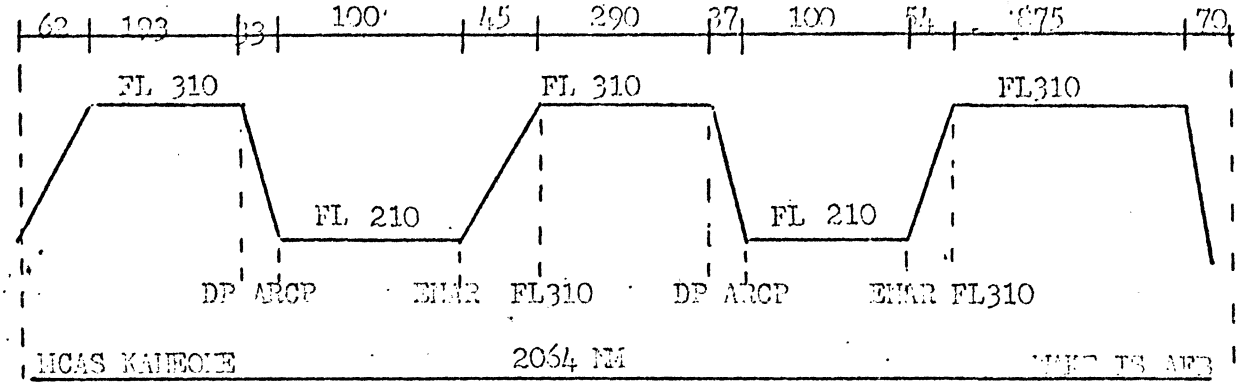
Time Zone: Z

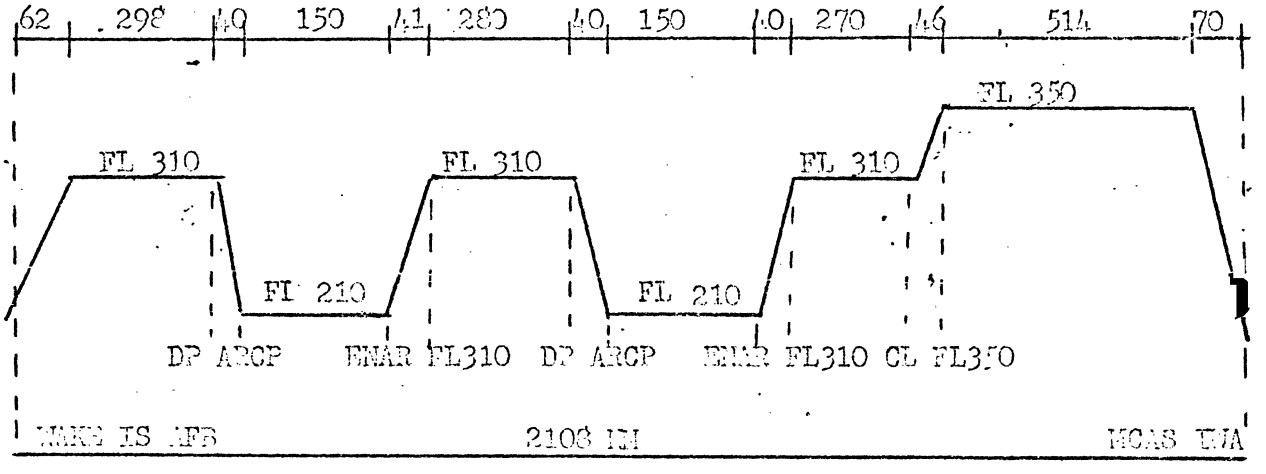
Ref: (a) FMFPac O P3710.3B
(b) Actual Flight Plan and CARF Clearance

Distance line: (not to scale)






62
123
13
100
45
290
37
100
54
875
70
FL 310
FL 310
FL310
FL 210
FL 210
DP ARCP
ENAR FL310
DP ARCP
ENAR FL310
MCAS KANEOHE
2064 NM


62
298
40
150
41
280
40
150
40
270
46
514
70
FL 350
FL 310
FL 310
FL 310
FL 210
FL 210
DP ARCP
ENAR FL310
DP ARCP
ENAR FL310
CL FL350
2108 NM
MCAS EWA

Copy___of___Copies
Marine Fighter Attack Squadron 251
MCAS BEAUFORT, SOUTH CARCLINA 29902
290800Z JUNE 1977
JRC-2

Appendix 2 (Flight Sequencing) to Annex A (Air Operations) to Operation Plan 2-77

Time Zone: Z

1. Beaufort to Yuma

   (a) 081200Z 4xF4
   081330Z 4xF4
   081730Z 4xF4

2. Yuma to Kanehoe

   (a) 101700Z 6xF4 + 1xC9

   (b) 111700Z 6xF4 + 1xC9

3. Kanehoe to Wake Island

   (a) 182000Z 6xF4 + 1xC9

   (b) 192000Z 6xF4 + 1xC9

4. Wake Island to Iwakuni

   (a) 232200Z 6xF4 + 1xC9

   (b) 252200Z 6xF4 + 1xC9

M. W. Allinder JR.

M. W. ALLINDER JR.
Liautenant Colonel, U. S. Marine Corps
Commanding

UNCLASSIFIED

Copy___of___Copies
Marine Fighter Attack Squadron 251
MCAS BEAUFORT, SOUTH CAROLINA 29902
290800Z JUNE 1977
JRC-2

Appendix 3 (Flight Ferry Crews) to Annex A (Air Operation) to Operation Plan 2-77

1. Aircrew Assignments (Beaufort to Yuma)

a. Serial #1

Pokey 1-1 LTCOL ALLINDER/MAJ HAY
1-2 LT MARTHALJOHN/LT FOLEY
1-3 CAPT POSPISCHIL/CAPT CLUELOW
1-4 CAPT LANNERT/CAPT SNOWDEN

b. Serial #2

Pokey 2-1 CAPT WAGNER/LT HILL
2-2 CAPT ADCOCK/LT SETH
2-3 CAPT MARR/LT SCHALK
2-4 LT SHIPMAN/CAPT DOYLE

c. Serial #3

Pokey 3-1 MAJ CADICK/CWO HASSEY
3-2 CAPT PETROFF/LT ELEK
3-3 CAPT CALDERON/LT LARSEN
3-4 CAPT SMITH/CAPT KLEMI

2. Aircrew Assignments (Yuma to Iwakuni)

a. Serial #1

GROVE 1-1 LTCOL ALLINDER/MAJ HAY
1-2 LT MARTHALJOHN/LT FOLEY
1-3 CAPT POSPISCHIL/CAPT CLUELOW
1-4 CAPT LANNERT/CAPT SNOWDEN
1-5 CAPT CALDERON/LT LARSEN
1-6 CAPT SMITH/CAPT KLEMI

b. Serial #2

GROVE 2-1 MAJ CADICK/CWO HASSEY
2-2 CAPT PETROFF/LT ELEK
2-3 CAPT WAGNER/LT HILL
2-4 CAPT ADCOCK/LT SETH
2-5 CAPT MARR/LT SCHALK
2-6 LT SHIPMAN/CAPT DOYLE

M. W. Allinder, Jr.
M. W. ALLINDER JR.
Lieutenant Colonel, U. S. Marine Corps
Commanding

Authenticated:

Copy___of___Copies
Marine Fighter Attack Squadron 251
MCAS, BEAUFORT, SOUTH CAROLINA 29902
290800Z JUNE 1977
JRC-2

Apperdix 4 (Aircraft and Takeoff Data) to Annex A (Air Operations) to Operation Plan 2-77

Time Zone: Z

Ref: (a) F4 NATOPS Flight Manual

1. The following weight, balance, and takeoff figures have been computed in accordance with reference (a), and utilize the data for the heaviest aircraft in the squadron.

2. Weight and balance figures for A/C 153856 (DW-06):

a. Basic weight (as of March 1977) 31,655
oil 111
aero 27A 51
unusable fuel 265
Total 32,082

Usable wing and fuselage fuel (JP-5) @ 6.8#/gal		13,587
Centerline fuel		4,080
Wing tank fuel (2)		5,032
	TOTAL	22,699#

External racks and tanks:		
(2) Sargent Fletcher wing tanks/pylons		616
Royal Jet Centerline		304
(2) Multi weapons adapters		48
(2) LAU-17A		300
	TOTAL	1,268#

Subtotal weight of DW-06	32,082
	22,699
	1,268
	56,049
Aircrew & flight gear	400
GRAND TOTAL WEIGHT OF DW-06	56,449

b. Drag Index

Basic Aircraft		0
Royal Jet C/L		9.6
(2) Sargent Fletcher (6.4)		12.8
(2) LAU-17A (2.4)		4.8
	TOTAL DI	27.2
	ROUND OFF TO	30.0 DI

c. Incremental CG shift computed for DW-06 in transpac configuration:

		35.00%
(2) wing tank/pylons	+	.26
centerline	+	.21
(2) LAU-17A	-	.14
(2) Multi weapons adaptor	-	.04
		35.29% MAC

d. Stability Number:

Royal Jet C/L	0.0
(2) Sargent Fletcher wing	40.0
(2) LAU 17A (6.9 ea)	13.8
	53.8

3. Takeoff data for transpac configured aircraft (where applicable computed for a dry, 8000' runway, temperature of 70° F).

a. Maximum Abort Speed

(1) with drag chute - 135 KCAS

(2) without drag chute - 120 KCAS

b. Minimum go speed (with single engine failure) - 175 K[redacted]

c. Takeoff speed - 190 KCAS

d. Takeoff distance - 4400 ft.

e. Total distance to clear 50 ft obstacle - 6000 ft

M. W. ALLINDER JR.
Lieutenant Colonel, U. S. Marine Corps
Commanding

Copy___of___Copies
Marine Fighter Attack Squadron 251
MCAS BEAUFORT, SOUTH CAROLINA 29902
290800 JUNE 1977
JRC-2

Appendix 5 (Airfield and Enroute Data) to Annex A (Air Operations) to Operation Plan 2-77

Time Zone: Z

1. The following is a list of destination airfields to include pertinent data extracted from the IFR Supplement.

MCAS YUMA. 32°29'N 114°37'W GMT-7

RWY LENGTH 13,300'

RWY 3L E 28 (B) (3500') ——— E-28(B) RWY 21R (1831')

RWY 3R E-28(B) (2700') ——— E-28(B) RWY 21L (1800')

AERODROME REMARKS.

Heavy jet and extensive jet training operations vicinity airport. Caution RWY lights installed 10' outboard from edge of RWY 3R-21L. Traffic pattern altitudes: Jets 1700' MSL, military props and civils 1200'MSL, copters 700' MSL. Downwind rwy 8-26 crosses centerlines of primary jet rwy 21L & 21 R. Vicinity right base rwy 26 and left base 21L & R hazardous.

Communications
TWR 382.8, 360.2
GRD 340.2
APP 374.8, 336.4, 314.0
METRO 349.9

TACAN NYL CHAN 84
NDB NYL 273.2

KANEOHE BAY MCAS. 21°27'N 15 7° 46'W GMT-10

RWY LENTH 7,700 '

RWY 04 ← E-5-1 (1597') E-28(B) (2730') ——— M-21(B) (3619') E-15(B) (1510') E-5-1 (1354') →

AERODROME REMARKS

RWY 05 now used as taxiway. Caution-heavy jet traffic includes student training. Convental aircraft enter traffic pattern at 1000'. Jet aircraft break at 1500', 1000' downwind. Request VFR flights transiting control area contact tower for traffic.

Communications
TWR 349.9,360.2
GRD 382.8
APP 263.6

TACAN NGF CH 93

WAKE ISLAND AFB, 19°17'N 166°38'E GMT+12

RWY LENGTH 9800'

NO ARRESTING GEAR

AERODROME REMARKS.

Inbound clearence will be relayed through base ops.

Inbound aircraft should contact Wake Ops 100NM out. Departure clearence will be relayed through Wake Ops.

Caution: Bird hazard on approach to RWY 10 or depart RWY 28, 900' coral overun . Ocean vessels with mast approx. 125 MSL periodically located at mooring buoys 3600' west of RWY 10. Obstructions lighted.

2 Box VASI left side RWY 10 GS 2.6°,
4 Box VASI left side RWY 28 GS 2.6°,

Communications
Wake operations 349.4

VORTAC	AWK	CH 82
NDB	AWK	254

IWAKUNI MCAS, 34°08'N 132° 14'E GMT+9

RWY LENGTH 8000'

RWY 01 MA-1A (MOD) (THLD) E-28(B) (2000') M-21(B) (1200') E-28(B) (THLD)

AERODROME REMARKS.

CAUTION-Bird hazard on approach to RWY 01-19. CAUTION-North diagonal taxiway from runway to parallel taxiway open to flying club aircraft only. Reduced runway separation standard in effect for Navy/Marine aircraft. NOISE abatement-all aircraft will avoid overflying the industrial area one NM north of RWY 01-19.

Communications (ATIS 281.0)
TWR 340.2
GRD 360.2
APP 236.2
CLNC DEL. 310.6

TACAN NEO CH 35
NDB 281.0

REMARKS. In the event of loss of normal communications APP CON will broadcast clearence instructions on UHF NDB 281.0

2. The following is a list of divert airfields to include pertinent data extracted from the IFR Supplement.

BERGSTROM AFB. 30°13'N 97°40'W GMT-5

RWY Length 12,200'

RWY 17R BAK-12(B) (987') ——— BAK-12(B) RWY 35L (962')

AERODROME REMARKS.

CAUTION-HI MID-AIR potential, extreme vigilance required during approach to RWY 17R. Transit aircraft execute single full stop IFR approach. Heavy jet, conventional, and copter traffic near final approach course. (Robert Mueller Muni 6NM North and Tims Air Park 11 NM North). Flight of four or more aircraft PPR from Chief Airfield Management, ext 2611. RWY 17L-35R closed to jet aircraft first 1000' and last 1900' RWY 17L closed. VFR Traffic Pattern: Overhead 2400: rectangular 1900, light aircraft/copter 1400: VASI GS RWY 17R 3.0° and RWY 35L 2.5°.

Communications
TWR 255.6, 236.6
GRD 372.8
Austin App Con 362.3, 306.2
METRO 375.2
TACAN BSM CH 35

VANDENBERG AFB. 34°43'N 120°34W GMT-7

RWY Length 8000'

No arresting gear

AERODROME REMARKS.

CAUTION-Deer may be on runway. Uncontrolled civil airport traffic 7NM SE. Sequence flashing lights extended to threshold. Alternate airport required regardless of weather. Traffic pattern: overhead 2100'; rectangular 1600'.

Communications
TWR 326.2
GRD 275.8
App Con 339.1
Metro 344.6

TACAN VBG-CH 58

SAN NICOLAS ISLAND. 33°14'N 119°28'W GMT-7

RWY Length 10,000'

RWY 12, E-5-1 (2600') ——— E-28(B) E-5-1 (3250') (2850') →

AERODROME REMARKS.

Official business only. Field subject to closure with out prior notice due to drone missel operations. Aircraft except emergency divert to NAS PT. Mugu. Touchdown point RWY 30 2500' from threshold.

Communication
TWR 374.8, 360.2, 340.2
RADAR 345.2, 311.6, 308.4

TACAN NSI CH 39
NDB NSI 278.0

GENERAL LYMAN FIELD (HILO). 19° 43'N 155°03'W GMT-10

RWY Length 9800'

No Arresting Gear.

AERODROME REMARKS.

CAUTION-Paved area at approach end RWY 08 marked by chevrons not usable. 131' smokestack located 5NM south of airfield. Bird flocks vicinity of airfield. RWY 03 displaced 350' NE. Warm up area adjacent to and south of approach end RWY 26, taxiways E from taxiways a, S and J terminal ramp not visible from tower. RWY and approach light available thru Hilo tower.

Communications
TWR 263.1
HILO APP. 269.2
HILO RADIO 272.7

B VORTAC ITO CH 116

BARBERS PT NAS. 21°19'N 158°05'W GMT-10

RWY Length 8400'

RWY 04L E-28(B) (2500) ——— E-5-3 (2450') → ← E-5-3 (1280') RWY 22

RWY 04R E-28(B) (1300') ——— E-28(B) (2800') RWY 22

RWY 11 E-28(B) (1200') ——— E-5-1 (2300') → RWY 29

AERODROME REMARKS.

CAUTION-Descending ILS aircraft to Honolulu International over north boundary, 360° overhead approach not authorized RWY 22 due to ILS aircraft to Honolulu International. CAUTION-Large auto track oriented 055°-235 magnetic located 1 NM west of approach to RWY 11 can be mistaken for landing area. 140' unlighted pole bearing 262° magnetic 3137' from intersection RWY 04L and 11. Right hand pattern for RWY 11, left hand pattern for all others.

Communications
TWR 340.2, 360.2
GRD 336.4
Honolulu App- 269.0
B VORTAC HNL CH 100
NDB NAX 276.2

MIDWAY NS. 28°12'N 177°23'W GMT-10

RWY Length 7900'

RWY 06 E-5-3 (?000') → ← E-5-3 (3130') E-5-3 (2611') → ← E-5-3 (1500') RWY 24

CAUTION - Unlighted 14' embankment end of 2100' overrun RWY 06. Water on north/south taxiway hazardous during and after rain. Heavy large bird activity in vicinity from Nov. to Aug. Active burning dump near approach end RWY 24 may lead to unusual odors in aircraft. File flight plan from MIDWAY two hours prior to departure.

Communications
TWR 340.2, 236.6
App Con. 257.8, 236.6

TACAN NQM CH 93
NDB NQM 265.2

JOHNSTON ATOLL. 16°44'N 169°32'W GMT-10

RWY Length 9000'

No Arresting Gear

AERODROME REMARKS.

CAUTION: 640' tower located 6700' 036° magnetic from departure end RWY 05. Birds all quadrents. RWY lights off. Inbound aircraft expect decent and approach clearence from Honolulu ARTCC thru Hickam Airways. Johnston Radio will monitor UHF and provided terminal advisories. Inbound aircraft contact Johnston Radio 100NM out for terminal advisory service and advise service required. Departure clearance will be coordinated via phone by the aircraft commander and Honolulu ARTCC, north taxiway closed. NO runway foaming capability.

Communications
Johnston Radio 344.6

TACAN JOH CH 55 (Intermittent 40° false lock on between 001° → 090°)

NYSTABARU. 32°05'N 131°27'E GMT + 9

RWY Length 8800'

RWY 10 MA-1A (THLD) BAK-9(B) (THLD) ____ MA-1 (THLD) BAK-9(B) (THLD) RWY28

AERODROME REMARKS:

RWY 28 has approach lights and non-standard VASI.

Communications
TWR 236.8 304.5
GRD 275.8

MIYAZAKI APP 362.3, 261.2

TACAN NHT CH 97

3. Enroute Data is contained in TABS A thru D.

M. W. Allinder, Jr.

M. W. ALLINDER Jr.
Lietenant Colonel, U. S. Marine Corps
Commanding

TABS

A. Enroute Data for MCAS Beaufort to MCAS Yuma
B. Enroute Data for MCAS Yuma to MCAS Kaneohe
C. Enroute Data for MCAS Kaneohe to Wake Island AFB
D. Enroute Data for Wake Island AFB to MCAS Iwakuni

NAME DATE BUNO TIME OFF- TIME ON-

TO	LATITUDE / LONGITUDE	TAS	MH65	GS	TRUE HDG	VAR	MAG HDG	DISTANCE LEG	DISTANCE TOT.	ETE ATE	ETA ATA	RST FUEL REM / ACT FUEL	FUEL FLOW	EST FUEL LEFT / ACT FUEL	MIN BINGO FUEL	BINGO TACAN	DIST	REMARKS
ST,T,T/O												2.0		20.0				
CLIMB					274	04	278	62	62	0+09	0+09	1.7	MIL	18.3				
MQN	32°41'N 83°39'W	495	.85	470	275	03	278	86	148	0+11	0+20	1.4	7500	16.9		NBC 42	86	BFT
J-40 MGM	32°13'N 86°19'W	495	.85	470	257	01	258	139	287	0+18	0+38	2.2	7300	14.7		CAQ 96	35	CRAIG AFB
[redacted]	31°18'N 90°15'W	495	.85	470	256	-01	255	208	496	0+27	1+05	3.2	7100	11.5		AEX 108	119	ENGLAND AFB
J-50 AEX	31°15'N 90°30'W	495	.85	470	267	-04	263	115	611	0+15	1+20	1.7	6900	9.8		AEX 108	4	ENGLAND AFB
DP	31°13'N 93°43'W	495	.85	470	268	-05	263	61	672	0+08	1+28	.9	6600	8.9		AEX 108	63	ENGLAND AFB
ARIP	31°11'N 94°14'W	495	.85	470	266	-06	260	27	699	0+03	1+31	.5	9000	8.4		AEX 108	90	ENGLAND AFB
ARCP	31°08'N 95°13'W	450	.8	430	267	-06	261	51	750	0+07	1+38	1.0	8400	7.4		ZGM 35	140	BERGSTROM AFB
EN AR ABORT	30°56'N 97°07'W	280		255	263	-07	256	98	848	0+23	2+01	2.6	12000	4.8 / 22.0	3.0	BSM 35	47	BERGSTROM AFB
FL 310	30°53'N 97°35'W	375	.85	350	263	-08	255	24	872	0+05	2+06	.7	MIL	21.3		BSM 35	40	BERGSTROM AFB

REMARKS/CLNC. 1. ON DECK BERSTROM WITH 2000#

CONFIDENTIAL

UNCLASSIFIED

NAME DATE BUNO TIME OFF- TIME ON-

TO	LATITUDE LONGITUDE	TAS	MH?	GS	TRUE HDG	VAR	MAG HDG	DISTANCE LEG	DISTANCE TOT.	ETE ATE	ETA ATA	EST FUEL REQ ACT FUEL	FUEL FLOW	EST FUEL LEFT ACT FUEL	MIN BINGO FUEL	BINGO TACAN	DIST	REMARKS
JCT	30°35'N [illegible]°49'W	495	[illegible]5	470	262	-09	27[illegible]	116	9[illegible]	+1[illegible]	3+21	1.9	7000	19.3		SKF 22	95	KELLY AFB
J-2 FST	30°57'N 10[illegible]°59'W	4[illegible]	"	" "	257	-09	26[illegible]	165	1153	+15	3+21	2.6	7500	16.7		ELP 99	180	EL PASO INT
J-2 ELP	31°49'N 106°[illegible]'W	495	"	"	257	-10	27[illegible]	177	1330	+20	3+0[illegible]	2.8	7300	13.9		ELP 99	4	EL PASO INT
J-2 CIE	32°32'N 109°215'W	495	"	"	274	-11	26[illegible]	178	1508	+2[illegible]	3+2[illegible]	2.8	7200	11.1		DMA 111	57	DAVIS MONTHAN AFB
[illegible]2	32°57'N 112°40'W	4[illegible]	"	"	290	-12	27[illegible]	158	1666	+20	3+1[illegible]	2.3	6900	8.8		LUF 77	61	LUKE AFB
J-2 [illegible]	32°46'N 113°57'W	49[illegible]	"	"	260	-1[illegible]	24[illegible]	66	1732	+0[illegible]	3+5[illegible]	.9	6800	7.9		NYL 54	33	MCAS YUMA
J-2 [illegible]	32°43'N 114°36'W	495	"	"	260	-13	25[illegible]	32	1764	+04	4+0	.4	6600	7.5				
NYL 340/43		495	"	"	351	-13	33[illegible]	43	1807	+06	4+0[illegible]	.5	5000	7.0				DESCEND FL 1[illegible]0

[illegible]ARKS/CLNC.

A-5-A-[illegible]

UNCLASSIFIED

NAME DATE BUNO TIME OFF- TIME ON-

TO	LATITUDE LONGITUDE	TAS	MH#	GS	TRUE HDG	VAR	MAG HDG	DISTANCE LEG	TOT.	ETE ATE	ETA ATA	EST FUEL REQ ACT FUEL	FUEL FLOW	EST FUEL LEFT ACT FUEL	MIN BINGO FUEL	BINGO TACAN	DIST	REMARKS
NKL	C 310	Ø	Ø	Ø	Ø	14E	Ø	62	62	08	08	1.8	Ø	18.2	-	NKL ch84	62	
NZB	32 47N 117 15W	490	.85	450	272	"	258	78	140	10	18	1114	7500	17.0	-	"	140	[illegible]
MITT	32 29N 119 35W	"	"	"	261	"	247	121	261	16	34	1728	7300	15.2	-	"	261	
BOSTI	31 55N 120 15W	"	"	"	227	"	213	47	308	06	40	671	7200	14.5	5.0	"	308	FL 340/.87/500 TAS .095 NM F/F 5400 LBS +36 MIN. 2,000 # ON DECK
[redacted]	31 35N 121 22W	"	"	"	250	"	23[illegible]	60	368	08	48	857	7100	13.6	6.0	"	368	
TURN POINT	30 18N 123 20W	"	"	"	233	"	219	127	495	17	1+05	1814	7000	11.8	5.0 4.5	NHI ch39	262	SINGLE ENGINE .65/[illegible] F/F 5500 DI=0 F/L 210
DESCENT POINT	29 48N 125 25W	"	"	450	254	"	240	113	608	15	1+20	1614	7000	10.2	7.5 7.0	NKX OR [illegible]	453 310	
ARCP 1	29 38N 126 04W	490	.85	D	254	"	240	35	643	5	1+25	200	D	10.0	8.0 7.5	"	493 415	
ABORT	29 24N 126 59W	280	.45	280	254	"	240	50	693	11	1+35	2000	12,000	8.0	8.5 7.5	"	543 462	AR 12,000 #
END AR	28 58N 128 48W	280	.45	280	253	"	239	100	793	22	1+58	4000	MIL	22.0	9.5 9.5	"	643 550	
LEVEL 310	28 44N 129 30W	490	.85	450	253	"	239	40	833	5	2+03	700	MIL	21.3	10.0 10.0	"	683 715	

REMARKS/CLNC.

[redacted] DI=30
85IMN/490TAS
3. WIND FACTOR=40KTS
4. BINGO=2000# ON DECK

UNCLASSIFIED

[illegible] TO MCAS KANEOHE CHART #1

NAME DATE BUNO TIME OFF- TIME ON-

TO	LATITUDE LONGITUDE	TAS	MACH	GS	TRUE HDG	VAR	MAG HDG	DISTANCE LEG	DISTANCE TOT.	ETE ATE	ETA ATA	EST FUEL REQ ACT FUEL	FUEL FLOW	EST FUEL LEFT ACT FUEL	MIN BINGO FUEL	BINGO TACAN	DIST	REMARKS
DESCENT POINT	27 10N 134 43W	490	.85	450	251	14E	237	291	1124	39	2+42	4157	7500	17.1	14.5 15.0	NKX VAND	974	
D TO ARCP 2	26 58N 135 20W	490	.85	[illegible]	250	"	236	35	1159	05	2+47	200	[illegible]	16.9	14.5 15.0	"	1009	
ABORT	26 4[illegible]N 136 11W	280	.45	280	250	"	236	50	1209	11	2+58	2000		14.9	15.5 16.5	"	1059 942	Single engine = [illegible] 8209
[illegible]	25 57N 138 23W	280	.45	280	249	13[illegible]	236	125	1334	28	3+26	5600	MIL	22.0	14.5 17.0	HILO ch116	991	Air refuel 13,400 #
[illegible] 310	25 44N 139 00W	490	.85	450	249	"	236	36	1370	05	3+31	700	MIL	21.3	13.5 16.0	"	955	
[illegible] PT.	22 36N 174 00W	[illegible]90	.85	450	248	"	235	476	1846	63	4+34	6800	7300	14.5	7.5 8.5	"	479	
LEVEL 350	22 19N 147 44W	510	.88	470	246	12E	234	45	1891	06	4+4[illegible]	700	7000	13.8	7.0 [illegible].0	"	434	
[illegible]	20 49 N 153 00W	510	"	"	253	"	241	310	2201	40	5+20	3974	6500	9.8	6.5	"	-	Use act or divert to HILO
[illegible]	21 01N 15[illegible] 40W	510	"	"	277	"	265	94	2295	12	5+3[illegible]	1205	6000	8.6	-	"	-	
OGG	20 54N 156 26W	510	"	"	267	"	255	100	2395	13	5+45	1282	6000	7.3	-	NGF ch 93	-	
[illegible]	21 08N 157 10W	[illegible]	[illegible]	[illegible]	290	"	278	44	2439	06	5+51	600	[illegible]	6.7	-	"	-	
[redacted]MARES/OLNC. FALLS	-	[illegible]	[illegible]	[illegible]	351	"	339	56	2495	07	5+58	700	[illegible]	6.0	-	"	"	
NGF	21 47N 157 48W	250	-	250	202	"	190	31	2526	10	6+08	1500	TACAN APP	4.5	-	"	-	

NAME DATE BUNO TIME OFF- TIME ON-

TO	LATITUDE / LONGITUDE	TAS	MACH	GS	TRUE HDG	VAR	MAG HDG	DISTANCE LEG	DISTANCE TOT.	ETE / ATE	ETA / ATA	EST FUEL REQ / ACT FUEL	FUEL FLOW	EST FUEL LEFT / ACT FUEL	MIN BINGO FUEL	BINGO TACAN	DIST	REMARKS
NGF	2147N 15746W	↗	↗	↗	SID	11E	SID	16	16	--	--	∅	↗			NGF 93	16	REEF FIVE DEPARTURE
HIL	2120N 15802W	490	.85	↗	204	"	193	20	36	--	--	∅	↗			"	36	HIL CH 100
HELIC	2107N 15935W	490	.85	∅	239	"	228	33	69	09	[illegible]	2.0	7500 (3700x2)	18.0		"	69	CHH 243/49/103 LEVEL 310
POIEN	2047N 15938W	490	.85	470	254	"	[illegible]	54	123	07	16	900	7300 (3650x2)	17.1		"	123	
S[redacted]T	2022N 16051W	490	.85	470	254	"	24[illegible]	82	205	10	26	1280	7200 (3600x2)	15.8		"	205	DETACH SPARE A/C
DESCENT	2045N 16320W	490	.85	470	275	"	264	255	460	33	59	4000	7000 (3500x2)	11.8	6.0 / 5.[illegible] ; [illegible] 7.0 / 5.2	NGH 93 / J[illegible] 55	425 / 335	[illegible]/5[illegible] D.I FL 210 [illegible] 8/7/500 C. FL [illegible] / FL 2[illegible] [illegible] 65/[illegible] FL 210
ARCP 1	2[illegible] 16557W	490	.85	[illegible]	275	"	2[illegible]	35	495	04	1+03	200	[illegible]	11.6	6.5 / 5.[illegible] ; [illegible] 7.5 / 5.[illegible]	[illegible] 93 / CH 55	462 / 3[illegible]	" " / SE " "
ARCRT	2 51N 16550W	280	.45	280	274	"	263	50	545	11	1+14	2000	12000 (6000x2)	9.6(15,000)	7.1 / 4.[illegible] ; [illegible] 8.0 / 4.0	[illegible] 93 / CH 55	512 / [illegible]7	" " / FL 2[illegible]8 FL 210
END A R	2053N 16744W	280	.45	280	271	"	262	50	595	11	1+25	2000	12000 (6000x2)	22.0	7.[illegible] / 7.5 ; [illegible] 9.0 / 3.[illegible]	NGH 93 / CH 55	560 / 2[illegible]5	FL 37.5 / FL 390 ; S.E FL 190 / FL 210
LEVEL [illegible]	2053N 16830W	490	.85	470	274	"	263	45	640	5	1+30	700	MIL	21.3	8.2 / 7.5 ; S.E 10.0 / 3.7	NGH CH 93 / CH 55	605 / 255	FL 37.5 / FL 390 ; S.E FL 190 / FL 210
DESCENT PT	2104N 17336W.	490	.85	470	274	"	261	290	930	37	2+07	4557	7500 (3700x2)	16.7	6.9 / 5.5 ; S.E 7.7 / 5.3	MIDWAY CH 93 / CH 55	475 / 345	FL 330 / FL 390 ; S.E FL 210 / FL 210

REMARKS/CLNC.

(1) 3TKS, 2 LAVITA D. I = 30
(2) .85/490 TA's
(3) WIND FACTOR = 20KTS
(4) T/O WEIGHT = 56,400# (20,000# FUEL)
(5) BINGO TO MIDWAY/JOHNSTON =2000# ON DECK
(6) 10% SUBTRACTED FROM FUEL FOR FORMATION FLT

A-5-C-1

MCAS KANEHOE TO WAKE ISLAND AFB (CHART 2)

NAME DATE BUNO TIME OFF- TIME ON-

TO	LATITUDE / LONGITUDE	TAS	MACH	GS	TRUE HDG	VAR	MAG HDG	DISTANCE LEG	DISTANCE TOT.	ETE / ATE	ETA / ATA	EST FUEL REQ / ACT FUEL	FUEL FLOW	EST FUEL LEFT / ACT FUEL	MIN BINGO FUEL	S.E	BINGO TACAN	DIST	REMARKS	S.E
ARCP 2	2105 N 174157	90	.[illegible]	↘	270	10E	260	37	967	5	2+12	[illegible]200	↘	16.5	4.[illegible] / 5.[illegible]	7.5 / 5.[illegible]	MIDWAY CH [illegible] / CH [illegible]5	[illegible] / 375	FL 200 / FL 300	S.E FL 210 / FL 210
ABORT	2105 N 1750[illegible]	2[illegible]0	.45	280	270	"	260	50	1017	11	2+2[illegible]	2000	12000 (6000x2)	14.5(11,000)	6.[illegible] / [illegible]	S.E 7.3 / 5.9	MIDWAY CH 93 / CH [illegible]	445 / 412	FL 3[illegible] / FL 3[illegible]	FL 210 / FL 2[illegible]
END A/R	2104 N 17602[illegible]	2[illegible]	.45	200	270	"	260	50	1067	11	2+34	2000	12000 (6000x2)	22.0	6.3	S.E 7.1	MIDWAY CH 93	435	FL 3[illegible]	S.E FL 2[illegible]
LEVEL 310	2103 N 17700W	490	.85	470	270	"	260	54	1121	7	2+91	900	NIL	21.1	6.3	7.1	MIDWAY CH 93	430	FL 310	S.E FL 200
DATE LINE	2100 N 180000	49[illegible]	.85	470	26[illegible]	"	25[illegible]	1 7[illegible] 0	1291	22	3+02	2671	7500	18.4	6.4	7.4	MIDWAY CH 93	455	FL 390	S.E FL 200
TURN POINT	20 N[illegible] 17000E	49[illegible]	.85	470	265	9E	25[illegible]	570	1861	1+13	4+1[illegible]	8957	7300 (3650x2)	9.4	7.7 / 7.7	S.E / [illegible]	MIDWAY CH [illegible] / [illegible]	5[illegible] / 5[illegible]	FL 400 / [illegible] FT	S.E FL 190
WAKE IS AFB	1917 N 16630E	49[illegible]	.85	470	256	7E	249	195	2056	25	4+41	3064	7000 (3500x2)	6.3	4.0	S.E 3.0	[illegible] CH 82	200	IAF 107/30 /CH 82 (UNK)	

A-5-C-2

UNCLASSIFIED

RE[redacted]/CLNC.

WAKE ISLAND AFB TO MCAS IWAKUNI (CHART #1)

NAME DATE BUNO TIME OFF- TIME ON-

TO	LATITUDE LONGITUDE	TAS	MACH	GS	TRUE HDG	VAR	MAG HDG	DIST/LEG	DIST/TOT.	ETE ATE	ETA ATA	EST FUEL REQ ACT FUEL	FUEL - FLOW	EST FUEL LEFT ACT FUEL	MIN BINGO FUEL	BINGO TACAN	DIST	REMARKS	
LEVEL OFF	297/62/82	Ø	Ø	Ø	303	6E	297	62	62	08	08	1,800	MIL	18.2	-	AWK CH 82	62	AWK 19 17N 166 33E	
CHECK POINT	20 12N 165 09E	490	.85	450	303	6E	297		100	05	13	597	7500 (3700X2)	17.6	-	"	100		
DESCENT PT	23 20 N 159 35E	490	.85	450	303	5E	298	360	460	48	1+01	5657	7000 (3800X2	11.9	6.7 / 7.4 SE	"	460	FL 350 57/500 TAS DI 30	S.E. 25/400 DI = 0 FL 200
AROP 1	23 42N 159 00E	490	.85	R	303	3E	300	40	500	05	1+06	200	D->		7.0 / 8.0 SE	"	500	"	FL 200
ABORT	24 05N 158 22 E	280	.45	280	303	3E	300	50	550	11	1+17	2000	12000 (6000X2)	9.7	7.7 / 8.7 SE	"	550	"	FL 190
END AR	24 55N 156 40E	280	.45	280	303	2E	301	100	650	22	1+39	4000	12000 (6000X2)	22.0	8.9 SE 10.0	"	650	FL 370	FL 180
LEVEL 310	25 15N 155 00E	490	.85	Ø	303	2E	301	41	691	05	1+44	700	MIL	21.3	9.3 / 11.0 SE	"	691	"	FL 180
DESCENT PT	27 25N 151 20E	490	.85	450	303	0	303	280	971	37	2+21	4400	7300 (3650X2)	16.9	10.2 / 12.0 SE	ATSU CH98	780	FL 365	FL 170
AROP 2	27 42N 150 45E	490	.85	R	303	1W	304	35	1006	05	2+2?		D->	16.7	10.0 / 11.9 SE	"	750	FL 365	FL170
ABORT	28 05N 149 55E	280	.45	280	303	1W	304	50	1056	11	2+37	2000	12000 (6000X2)	14.7	9.3 / 11.0 SE	"	700	FL 370	FL 180
END AR	28 52N 148 15E	280	.45	280	303	2W	305	100	1156	22	2+59	4000	12000 (6000X2)	10.7 (6600)	8.3 / 9.2 SE	"	600	FL 375	FL 190

REMARKS/CLNC.
1. 3TK, 2 LAU 17. DI=30
2. .85/490 TAS
3. WIND FACTOR=40 KTS
4. T/O WEIGHT=56,400# (20,000# FUEL)
5. BINGO=2000# ON DECK
6. 10% SUBTRACTED FROM FUEL FOR FORMATION FLT.

UNCLASSIFIED

WAKE ISLAND AFB TO MCAS IWAKUNI (CHART #2)

NAME | DATE | BUNO | TIME OFF- | TIME ON-

TO	LATITUDE / LONGITUDE	TAS	MACH	GS	TRUE HDG	VAR	MAG HDG	DISTANCE LEG	DISTANCE TOT.	ETD ATD	ETA ATA	EST FUEL REQ / ACT FUEL	FUEL FLOW	EST FUEL LEFT / ACT FUEL	MIN BINGO FUEL	BINGO TACAN	DIST	REMARKS	
LEVEL 310	39 13N 147 25E	490	.85	Ø	296	8W	298	45	1201	05	3+04	700	MIL	21.3	7.8 / 8.9 SE	ATSUGI CH 98	555	FL 380	S.E. FL 190
CLIMB 350	31 00N 142 49E	490	.85	450	294	8W	297	260	1461	35	3+39	4000	7300 (3650X2)	17.3	5.3 / 5.0 SE	"	320	FL 390	FL 210
LEVEL 350	31 19N 142 00E	510	.88	470	294	8W	298	46	1507	06	3+45	700	MIL	16.6	4.8 / 4.0 SE	"	280	FL 390	FL 200
KEE	33 27N 135 48E	510	.88	470	292	8W	297	340	1847	43	4+23	5342	7000 (3500X2)	11.2	4.0 / 3.0 SE	NEU CH 35	185	FL 39.5	FL 220
SUC	TACAN CH 99	510	.88	470	253	8W	259	148	1995	19	4+47	2325	6000 (3000X2)	8.8	3.0 / 2.5 SE	"	90	FL 400	FL 230
NEU 179/38/35	IAF	R	R	R	-	8W	R	58	2053	07	4+54	911	R	7.9	-	"	-		
JOI	34 08N 132 14E	250	-	250	-	8W	TAC	N 38	2091	10	5+04	1500	R	6.4	-	"	-		

REMARKS/CLNC.

Copy____of____Copies
Marine Fighter Attack Squadron 251
MCAS, BEAUFORT, SOUTH CAROLINA 29902
290800Z JUNE 1977
JRC-2

Annex B (Administration and Logistics) to Operations Plan 2-77

1. To be issued separately.

M. W. Allinder Jr.

M. W. ALLINDER Jr
Lieutenant Colonel, U. S. Marine Corps
Commanding

Copy___of___Copies
Marine Fighter Attack Squadron 251
MCAS BEAUFORT, SOUTH CAROLINA 29902
290800Z JUNE 1977
JRC-2

Annex C (Intelligence) to Operation Plan 2-77

Ref: (a). CPNAVINST 5510.1E

Time Zone: Z

1. Summary of Enemy Situation.

a. This annex and all appendixes are to be utilized as necessary for the tactical movement of the squadron to MCAS Iwakuni, Japan. For this operation enemy forces are not a factor.

b. The area of operation for this exercise will be a route from MCAS Baeaufort to MCAS Iwakuni, via MCAS Yuma, MCAS Kanehoe and Wake Island AFB.

c. For the duration of the transpac all intelligence procedures will be accordance with reference (a) and applicable FMFPAC directives.

2. Report sightings of any military vessels and/or aircraft as soon as practicable to the S-2 Officer, either written or verbally.

3. Miscellaneous. Sea survival in the Pacific will be the subject of aircrew training prior to departure and is not included in this annex.

M. W. ALLINDER JR.
Lieutenant Colonel, U. S. Marine Corps
Commanding

Appendixes

1. Climatology Data
2. Astronomical Data

Copy___of___Copies
Marine Fighter Attack Squadron 251
MCAS, BEAUFORT, SOUTH CAROLINA 29902
290800Z JUNE 1977
JRC-2

Appendix 1 (Climatology) to Annex C (Intelligence) to Operation Plan 2-77

Ref: (a) Telecon with NAS North Island METRO and VMFA-251 (S-3) of 17 June 1977

Time Zone: Z

1. Purpose. To provide climatology data for military flight operations.

2. Area Covered. This appendix includes Kanehoe, Wake Island and Iwakuni.

3. Climatological Summary for July, 1977.

	KANEHOE	WAKE	IWAKUNI
Average Daily Max (F°)	81	90	89
Daily Mean	77.5	83	80
Average Daily Min (F°)	74	76	77
Mean Relative Humidity (F°)	68	78	81
Mean No. Days Measurable Precipitation	7	3	13
Mean Ocean Temp (F°)	77	80	74
Average Cloud Cover measured in tenths	< .3	.5	.8

M. W. Allinder Jr.

M. W. ALLINDER Jr
Lieutenant Colonel, U. S. Marine Corps
Commanding

Copy___of___Copies
Marine Fighter Attack Squadron 251
MCAS BEAUFORT, SOUTH CAROLINA 29902
290800Z JUNE 1977
JRC-2

Appendix 2 (Astronomical Data) to Annex C (Intelligence) to Operation Plan 2-77

Ref: (a) Astronomical Report by Aerology Section, NAS North Island.

Time Zone: Local

1. Purpose. To Promulgate astronomical data pertinent to flight operations.

2. Astronomical Data

KANEHOE

JULY	SUNRISE	SUNSET
10	0527	1843
15	0529	1843
20	0531	1842
25	0533	1840
30	0535	1838

WAKE

JULY	SUNRISE	SUNSET
10	0621	1937
15	0623	1937
20	0625	1936
25	0627	1934
30	0629	1932

IWAKUNI

JULY	SUNRISE	SUNSET
10	0457	1914
15	0500	1912
20	0503	1910
25	0506	1906
30	0510	1903

M. W. Allinder, Jr.

M. W. ALLINDER Jr
Lieutenant Colonel, U. S. Marine Corps
Commanding

Copy___of___Copies
Marine Fighter Attack Squadron 251
MCAS BEAUFORT, SOUTH CAROLINA 29902
290800Z JUNE 1977
JRC-2

Annex D (Maintenance Annex) to Operation Plan 2-77

Time Zone: Z

1. SITUATION

a. Enemy Forces. None

b. Friendly Forces. See paragraph 1.b of the basic order.

2. MISSION

VMFA-251's organizational maintenance department will provide twelve operationally ready aircraft for transcontinental & transpacific movement to MCAS Iwakuni, in connection with a twelve month unit deployment to the Western Pacific.

3. EXECUTION

a. General. On 6 July 1977, VMFA 251's organizational maintenance department will be divided into three sections: The advance party, enroute support team Orange & Blue & the main body. The advance party will depart MCAS Beaufort for MCAS Iwakuni on 7 July 1977. Upon arrival MCAS Iwakuni, they will establish liaison with MAG-15 & insure adequate facilities are available to receive the main body, enroute support team & twelve F4J's. The enroute support teams will provide organizational level maintenance for twelve F4J's while enroute to MCAS Iwakuni. The main body will provide & launch twelve operationally ready aircraft for transcontinental movement on 8 July 1977. They will then embark on 18 July for movement to MCAS Iwakuni, they will establish an organizational maintenance facility & be prepared to receive 12 F4J's inbound from Wake Island.

b. Advance Party

(1) Depart MCAS Beaufort 7 July 1977.

(2) Upon arrival MCAS Iwakuni initiate liaison with MAG-15.

(3) Secure plant facilities necessary to support organizational maintenance department & assign work spaces to each work center.

(4) State GSE requirements & coordinate checkout procedures with H&M's 15.

(5) Initiate liaison with MAG-15 supply officer. Determine local supply procedures & provide for insertion of VMFA-251 into MAG-15's supply system.

c. Enroute Support Team Orange

(1) EST Orange will be composed of 18 Marines.

(2) On 7 July 1977, EST Orange will embark on C-130 for transcontinental movement to MCAS Yuma.

(3) Upon arrival MCAS Yuma establish contact with Fleet Liaison. Point of contact GySgt Singer (933-9214)

(4) Establish organizational maintenance capability at hangar 146. Assign work spaces to each work center.

(5) Initiate liaison with AIMD Yuma. Point of contact is Capt TABER (933-9423) MCCRTG-10 S-4.

(6) Obtain required GSE VIA AIMD Yuma.

(7) Be prepared to receive & service 12 F4J's aircraft on 8 July 1977.

(8) On 9 July 1977, embark on C-130 for movement to MCAS Kaneohe.

(9) Upon arrival MCAS Kaneohe initiate liaison with 1st Marine Brigrade via Mr Fowler (421-7701 Base Ops).

(10) Establish organizational maintenance capability in vicinity of VMFA 212's working spaces.

(11) Initiate liaison with H&MS 24 via VMFA 212's maintenance control.

(12) Obtain required GSE via VMFA 212.

(13) Be prepared to receive & service 12 F4J's beginning on 10 July 1977.

(14) On 17 July 1977, embark on C-130 for movement to Wake AFB.

(15) Upon arrival initiate liaison with Base Operations to secure working & line spaces for 12 F4J's.

(16) Establish organizational maintenance capability in assigned spaces.

(17) Secure prepositioned GSE provided by 1st MAW.

(18) On 18 July 1977, be prepared to receive & service 12 F4J's.

(19) On 25 July 1977, embark on C-130 for movement to MCAS Iwakuni.

(20) Upon arrival MCAS Iwakuni EST Orange is dissolved.

d. Enroute Support Team Blue

(1) EST Blue will be composed of 27 Marines & H&MS 31 supply packup.

(2) On 8 July 1977, embark on C-130 for trancontinental movement to MCAS Yuma.

(3) Make enroute stops as required to repair squadron aircraft.

(4) Upon arrival MCAS Yuma report to hangar 146.

(5) Initiate Xrays & ETR's as required.

(6) Perform organizational maintenance as required.

(7) Initiate liaison with VMFA 235.

(8) On 10 July 1977, launch 9 F4J's for Trans Pacific movement to MCAS Kaneohe. (Two airborne spares)

(9) On 11 July 1977, launch 7 F-4J's for Trans Pacific movement to MCAS Kaneohe.

(10) Complete field day of hanger 146 and return facility to Fleet Liaison.

(11) Embark to MCAS Kaneohe via C-130. (11 July 1977)

(12) Upon arrival MCAS Kaneohe report to VMFA 212's hangar & perform organizational maintenance as required.

(13) On 18 and 19 July 1977, launch 12 F4J's (6 per day) for Trans Pacific movement to Wake AFB.

(14) 19 July 1977, embark aboard C-130 for movement to WAKE AFB.

(15) Upon arrival Wake AFB report to assigned line area & perform required maintenance.

(16) On 23 July 1977, launch six F4J's to MCAS Iwakuni.

(17) On 25 July 1977, launch six F4J's to MCAS Iwakuni.

(18) On 25 July 1977, embark on C-130 for movement to MCAS Iwakuni.

(19) Upon arrival MCAS Iwakuni EST blue is dissolved.

e. Main Body

(1) Launch 12 F4J's on 8 July 1977 for transcontinental movement to MCAS Yuma.

(2) Conduct technical training as detailed in monthly maintenance plan.

(3) Conduct field day on squadron hangar & ordnance shelters.

(4) Return all prepositioned IMRL gear to H&MS 31.

(5) Pack up all squadron property designated for embarkation to 1st MAW.

(6) Turnover squadron spaces to MAG-31 S-4.

(7) Obtain all key punched 3M & Data from MAG-31 analyst by 14 July 1977.

(8) On 18 July 1977, the main body will embark on commercial air for transportation to MCAS Iwakuni.

(9) Upon arrival MCAS Iwakuni report to MAG-15 & assume possession of assigned work spaces.

(10) Establish an organizational maintenance department in assigned spaces.

(11) Obtain necessary GSE & P,E & L, IMRL equiptment.

(12) Submit all 3M & ASD Data to MAG-15 analyst.

(13) Be prepared to receive & service six F4J on the 23 & 25 of July.

f. Coordinating Instructions

(1) Upon colocation of EST Orange & Blue, EST Blue assumes command.

(2) All 3M & ASD data generated by the enroute support teams will be retained by maintenance admin & turned into MAG-15.

(3) Upon arrival of main body at MAG-15, advance party is dissolved.

(4) EST Blue & Orange are dissolved upon arrival MAG-15.

(5) MAG-31

(a) Provide supply pack up of A&W stores to accompany VMFA-251 during transcontinental & transpacific movement.

(b) Provide two supply personnel to accompany pack-up & process supply requisitions at MCAS Yuma, MCAS Kaneohe & Wake AFB.

(6) MCAS YUMA

(a) Complete IMA capability will be available from AIMD, MCAS Yuma, utilizing the standard work request forms.

(7) MCAS KANEOHE

(a) Complete IMA capability will be available from H&MS 24 utilizing the standard work request forms.

(8) WAKE AFB

(a) IMA level repairs & NORS requisitions will be handled on a individual basis as the needs arise.

M. W. Allinder 1/.

M. W. ALLINDER Jr
Lieutenant Colonel, U. S. Marine Corps
Commanding