



UNITED STATES MARINE CORPS
MARINE FIGHTER ATTACK SQUADRON 251
MARINE AIRCRAFT GROUP 15, 1STMAW, FMFPAC
FPO SAN FRANCISCO, CA. 96602

2:JRS:cwb
5750
27 June 1978

From: Commanding Officer
To: Commanding Officer, Marine Aircraft Group 15,
(ATTN: S-3)

Subj: Command Chronology for the Period 1 January 1978
Through 30 June 1978

Ref: (a) MCO P5750.1D
(b) FMFPacO 5750.8C
(c) WgO 5750.1D
(d) GruO 5750.1H

Encl: (1) VMFA-251 COMMAND CHRONOLOGY

1. In accordance with the provisions set forth in
references (a) through (d), enclosure (1) is submitted.

M. W. Allinder, Jr.
M. W. ALLINDER, JR.

VMFA-251

Down-Run 18

TAB D
ENCLOSURE (1)

VMFA-251 COMMAND CHRONOLOGY

1 JANUARY TO 30 JUNE 1978

INDEX

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PART II	NARRATIVE SUMMARY
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PART IV	SUPPORTING DOCUMENTS

TAB D
Enclosure (1)

PART I
ORGANIZATIONAL DATA

1. DESIGNATION	<u>COMMANDER</u>
MARINE FIGHTER ATTACK SQUADRON 251	LTCOL M. W. ALLINDER, JR. 1 JANUARY - 30 JUNE 1978
2. GEOGRAPHICAL LOCATION	PERIOD
MCAS IWAKUNI, JAPAN	1 JANUARY - 30 JUNE 1978
3. STAFF OFFICERS	
EXECUTIVE OFFICER	MAJOR C. J. COWELL 1 JANUARY - 30 JUNE 1978
ADMINISTRATIVE OFFICER	CAPTAIN E. J. PERROTT 1 JANUARY - 30 JUNE 1978
INTELLIGENCE OFFICER	CAPTAIN J. R. SNOWDEN 1 JANUARY - 30 JUNE 1978
OPERATIONS OFFICER	MAJOR J. R. CADICK 1 JANUARY - 9 JUNE 1978 MAJOR D. L. DOYLE 10 JUNE - 30 JUNE 1978
LOGISTICS OFFICER	CAPTAIN R. A. KLEHM 1 JANUARY - 30 JUNE 1978
PROFESSIONAL PERFORMANCE AND STANDARDS OFFICER (S-5)	MAJOR L. R. FUCHS JR. 1 JANUARY - 30 JUNE 1978
AIRCRAFT MAINTENANCE OFFICER (AMO)	MAJOR O. E. HAY 1 JANUARY - 30 JUNE 1978
SERGEANT MAJOR	FIRST SERGEANT J. M. BARATKA 1 JANUARY - 30 JUNE 1978
4. AVERAGE MONTHLY STRENGTH	
<u>OFFICERS</u>	<u>ENLISTED</u>
31	223

TAB D
Enclosure (1)

PART II
NARRATIVE SUMMARY

1. During January the squadron devoted a large portion of it's time preparing for the upcoming Operation Team Spirit '78. To ensure that the squadron was adequately prepared for the cold weather exercise, a request to draw and test all support material for a two day period was forwarded to MAG-15. As a result of this request, MAG-15 conducted a TENT-X 1-78 for the entire Group, 2 - 12 January. This exercise tested all the facilities required to support a MAG from a bare-base facility and provided outstanding training, identified problem areas and served as a basis for initiating corrective actions. As a result of this exercise, both VMFA-251 and MAG-15 were well prepared and equipped for Operation Team Spirit.

2. During the period 16 - 21 January the squadron received an inspection by the CG, FMFPac Inspection Team. On 18 and 19 January a detachment of six VMFA-251 F-4Js and six VMFA-235 F-4Js were deployed to NAF Kadena to participate in a CG, FMFPac directed ORTEX 1-78. The objective of this exercise was to determine MAG-15's ability to maintain air superiority over an assigned sector of airspace similar to the Korean scenario VMFA-251 would be facing in February and March. Together with MACS-4, the controlling agency, the airborne CAP and hot pad scrambles successfully intercepted all aggressor aircraft attempting to penetrate the assigned airspace sector.

3. Upon returning to Iwakuni the squadron received the remainder of the CG, FMFPac Inspection. The results were outstanding as documented by TABS 1A, 1B, 1C, and 1D.

4. On 12 February 46 maintenance personnel deployed to Yechon Air Base, Korea (K-58) for Team Spirit '78. Arriving at K-58 this detachment assisted in erecting the tent living area, showers, maintenance SATS tents and mess tents which were to support over 600 Marines. For many this was their first exposure to actual field operations conducted in cold weather. In spite of the rain, snow and mud, the training was very effective, morale was outstanding, and readiness was the highest yet achieved in WESTPAC. The training also provided the squadron with the opportunity to complete intensive ground attack training; fighter weapons training against adversary aircraft; familiarity training with the Air Force's Command and Control System; and training in operations from an expeditionary environment. The six plane detachment flew all assigned missions for a total of 85 sorties and 137.0 flight hours.

TAB D
Enclosure (1)

5. On 13 February VMFA-251 received the CG, FMFPac Annual Aviation Safety Award. Three days later the squadron completed its second straight accident free year, having flown 6096 hours during this period without an aircraft accident or a ground accident, see TAB 1E.

6. Completing the month of February, Captain J. M. CLUELOW attended the Training and Readiness Conference held in Yuma, Arizona, 20 - 25 February. Captain Cluelow was instrumental in pointing out the lack of training assets in WESTPAC. Upon his return, the squadron was briefed on the major changes incorporated into the T & R Manual; such as the Low Altitude Training and Tactics Instructor program (LATTI) and the Marine Corps Combat Readiness Evaluation System (MCCRES).

7. On 7 March Operation Team Spirit '78 commenced, a combined US/Republic of Korea command post and field training exercise. This exercise consisted of a combined task force amphibious assault followed by the introduction of the 9th Marine Amphibious Brigade and additional ROKMC forces. Throughout this operation VMFA-251 provided the fighter force in readiness as an integral part of the combined Marine Air/Ground Team. Operating from a bare-base facility at Yechon, this detachment experienced the tempo of combat multi-mission capabilities. While operating under the Marine Corps Command and Control System, squadron F-4s were used to establish and maintain air superiority. This operation provided the aircrews with the most realistic and rewarding training received in WESTPAC. While operating from Yechon, the operations department sponsored a tactics symposium for the tenant Korean Air Force units. The success of this Operation is documented by TABS 1F and 1G.

8. During April an intensive fighter weapons training program was conducted in conjunction with VMA-214 and H&MS-12 of MAG-12. The objective of this training was to familiarize aircrews with a multi-bogey environment without GCI support. To adequately develop these tactics, scenarios were developed and several adaptations to basic loose deuce and split plane maneuvering were experimented with. On the 4th and 13th of April, the squadron participated with the USS Oklahoma City in anti-warfare training. This operation provided the squadron with a unique opportunity to conduct AIM 7 simulated attacks against surface vessels and to conduct AAW training in support of that same vessel, TAB 1H. April was completed when VMFA-251 hosted MAG-15's Fighter Symposium with the Japanese F-4E/J's of the 304th TFS (Col HASHIMOTO) from Tsuiki Air Base, Japan. This exchange provided the opportunity for a valuable and interesting discussion of tactical and training philosophies.

TAB D
Enclosure (1)

9. On 8 April Gunnery Sergeants C. W. BAKER, SR and J. A. LUJAN received CG, 1ST MAW Certificates of Commendation for their outstanding performance of duty as the S-1 and S-2 Chiefs, respectively. The following officers received individual Aviation Safety Awards from the Commandant of the Marine Corps for accident free flight hours: Major C. J. COWELL - 3,000 hours; Major J. R. CADICK - 2,000 hours; Major O. E. HAY - 2,000; Captain R. A. CALDERON - 1,000 hours; and Captain J. M. CLUELOW - 1,000 hours.

10. Since arriving at MCAS Iwakuni, the squadron was faced with the obstacle of a total lack of air-to-ground ranges in Japan. To overcome this obstacle and to provide meaningful air-to-ground training on the many ranges available at Okinawa, a turn around crew was maintained at NAF Kadena in late April and during May. This turn around crew was also utilized by other squadrons of MAG-15 and MAG-12.

11. On 13 May the squadron's preparedness for combat was again proven by a MAG-15 no-notice full squadron recall. Within five hours 100% of the squadron personnel were on hand, aircraft loaded and crews briefed and walking for their assigned aircraft. This was a 35% quicker reaction time than demonstrated during Operation Ex-Check Alligator in August 1977. The remainder of the month was devoted to sustaining the FSC rate in excess of 70% while flying and training at prescribed utilization rates.

12. June was a month of sustained performance for VMFA-251. In spite of intensive preparation for its redeployment to MCAS Beaufort, SC, the squadron continued to seek out new methods of increasing FSC and CRP. Initiatives in the areas of NORM and NORS enabled the squadron to maintain a 70% plus FSC rate and exceed flight utilization rates for the quarter. Dissimilar ACM flown against A-4Ms and TA-4s at Iwakuni and F-5s and AV-8s at Kadena, together with night intercepts against chaff dispensing bogies challenged the aircrews and added to squadron readiness. Upon the arrival of VMFA-122's advance party on 20 June, the squadron implemented detailed plans for the orderly transition of aircraft and facilities from VMFA-251 to VMFA-122, including the inspection/inventory/transfer of 12 F-4Js. The arrival of VMFA-122 and aircraft acceptance inspections progressed smoothly without any loss of combat readiness, training or flight hours.

13. During the period July 1977 - June 1978 VMFA-251 set the pace for 1st MAW for combat readiness and professionalism. The squadron received noteworthy recognition as the result of a Fleet Marine Force, Pacific Inspection in January. In February, while participating in exercise "Team

TAB D
Enclosure (1)

Spirit '78", the squadron completed it's second consecutive accident free year, having flown 6096 hours during this period without an accident. The Thunderbolts flew missions in support of U. S. and ROK Marines while operating from the barren base at Yechon and achieved the unusually high 73.8% Full Systems Capable rate for March 1978, triple the FSC rate of MAG-15 one year ago.

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Enclosure (1)

PART III

SEQUENTIAL LISTING OF SIGNIFICANT EVENTS

1. Significant Events

a. January

- (1) VMFA-251 flew 150 sorties for 237.9 flight hours.
- (2) VMFA-251 conducted 8.0 hours of aircrew training.
- (3) 1 - 5 January 1978. Flew fighter intercept in the local area.
- (4) 2 - 12 January 1978. TENT-X 1-78. Dress rehearsal for Operation Team Spirit '78.
- (5) 6 - 8 January 1978. Flew dissimilar ACM against H&MS-12 TA-4 while on an ACM X-C to Kadena.
- (6) 9 - 19 January. Captain J. R. SNOWDEN and First Lieutenant R. F. SCHALK attended a course at MCAS Futema, Okinawa, on Aviation Staff Planning for Amphibious Exercises. Course was conducted by LFTCPAC.
- (7) 9 - 17 January. Flew Fighter Intercepts and dissimilar ACM against VMA-214, locally.
- (8) 15 January. Flight ferried DW-02 155865 from FAWPRA Cubi Pt. R.P.
- (9) 16 - 21 January. CG, FMFPAC Inspection. Aircrew average NATOPS Test Scores were 99.7%; S-1 was cited on the spot by Colonel Donald as the best seen in FMFPAC in 15 years; 100% pass on PFT by randomly selected Marines in 45° weather.
- (10) 18 - 20 January 1978. Six Squadron F-4s participated in an Operational Readiness Training Exercise at Kadena. Exercise was part of FMFPAC Inspection.
- (11) 21 January. 2 v 2 ACM conducted against VMA-231 Harriers at Kadena.
- (12) 22 - 27 January. Fighter intercepts and ACM flown locally.

TAB D

Enclosure (1)

(13) 28 January. Dissimilar ACM flown at Kadena against TA-4s and AV-8s.

(14) 29 - 31 January. Completed the month with ACM against Iwakuni based TA-4s and A-4Ms.

b. February

(1) VMFA-251 flew 201 sorties for 290.0 hours.

(2) VMFA-251 conducted 7.5 hours of aircrew training.

(3) 1 - 3 February. Fighter intercepts flown locally.

(4) 4 - 5 February. Dissimilar ACM flown during X-C to Kadena. 2 v 2 against H&MS-12 TA-4s.

(5) 6 - 7 February. Locally flown ACM against A-4Ms and TA-4s.

(6) 8 - 22 February. Fighter intercepts and instrument flights flown locally with X-Cs to Cubi Point and OSAN on the weekends.

(7) 13 February. Received CG, FMFPAC Annual Aviation Safety Award.

(8) 16 February. VMFA-251 completed its second straight accident free year, having flown 6096 hours during this period without an accident.

(9) 20 February. Training days began for Team Spirit '78.

(10) 20 - 25 February. Captain J. M. CLUELOW attended the Training and Readiness Conference held in Yuma, Az.

(11) 23 February. Detachment of Squadron Aircraft flown to Yechon Air Base (K-58) to participate in pre-exercise training days for Team Spirit '78.

(12) 24 - 28 February. Ground Attack, Fighter Intercept and Fighter Weapons missions flown from Yechon with Logistic/Admin. flights flown into Yechon from Iwakuni.

c. March

(1) VMFA-251 flew 255 sorties for 348.9 hours.

(2) VMFA-251 conducted 3.0 hours of aircrew training.

(3) 1 - 6 March. Completion of training days for Team Spirit '78. 6-plane detachment flew 85 sorties for 137.0 hours.

TAB D
Enclosure (1)

(4) 7 - 17 March. Participated in Team Spirit '78. The scramble practice, unknown intercepts, VID training, EMCON, ECM and COMSEC training were excellent. Flew 96 sorties for 130.0 hours.

(5) 18 - 31 March. Flew fighter intercepts and ACM locally. X-Cs flown to Osan, Clark and Kadena.

(6) 23 March. Squadron ran the quarterly PFT.

d. April

(1) VMFA-251 flew 242 sorties for 368.4 hours.

(2) VMFA-251 conducted 6.2 hours of aircrew training.

(3) 1 - 3 April. Locally conducted fighter intercepts and fighter weapons.

(4) 4 April. Four Raid Penetration sorties flown against USS Oklahoma City.

(5) 8 April. Gunnery Sergeants C. W. BAKER, SR and J. A. LUJAN received CG's Certificate of Commendation for their outstanding performance of duty as S-1 Chief and S-2 Chief respectively.

(6) 5 - 12 April. Fighter intercepts and fighter weapons flown locally.

(7) 13 April. Two Raid Penetration sorties flown against USS Oklahoma City.

(8) 14 April. Following officers received individual Aviation Safety Awards from the Commandant of the Marine Corps for their accident free flight hours: Major C. J. COWELL, 3,000 hours; Major J. R. CADICK 2,000 hours; Major O. E. HAY, 2,000 hours; Captain R. A. CALDERON, 1,000 hours; and Captain J. M. CLUELOW, 1,000 hours.

(9) 15-16 April. Flew 2 v 1, 2 v 2 sorties against VMA-214 A-4Ms during ACM X-C to Kadena.

(10) 17 - 18 April. Local fighter intercepts and fighter weapons hops flown.

(11) 19 April. Flew low level routes to and From Osan AFB Korea.

(12) 19 - 20 April. VMFA-251 hosted the MAG-15 Fighter Symposium with the Japanese 304th TFS from Tsuiki Air Base.

TAB D
Enclosure (1)

(13) 20 - 27 April. Flew local fighter intercept and dissimilar ACM augmented with air refueling.

(14) 28 - 30 April. 10° and 45° bombing runs conducted with practice ordnance on W-176 range Okinawa.

e. May

(1) VMFA-251 flew 214 sorties for 324.4 hours.

(2) VMFA-251 conducted 7.5 hours of aircrew training.

(3) 1 - 2 May. Flew local fighter intercepts.

(4) 3 May. BGen J. C. COX, AWC FMAW flew an instrument refresher and fighter intercept flight with VMFA-251.

(5) 4 May. Launched X-C to NAF Kadena.

(6) 5 May. Flew fighter intercepts for a Wing event in support of MACS-4 at Kadena.

(7) 6 May. 10° Ground Attack Missions flown with practice ordnance on W-174 range Okinawa.

(8) 6 May. BGen J. C. COX flew a fighter intercept flight at Kadena with VMFA-251.

(9) 8 - 11 May. Flew local fighter intercepts and fighter weapons.

(10) 13 May. Conducted Level Bombing Runs with practice ordnance on W-174 range Okinawa

(11) 13 May. MAG-15 conducted a no-notice recall exercise of Contingency Plan.

(12) 16 May. Ferried DW-03 153858 to Tainan for repair at NARF Facility.

(13) 17 - 21 May. Flew local fighter intercepts.

(14) 22 May. Flew 4 Ground Attack Sorties with practice ordnance on W-174 range Okinawa.

(15) 26 May. Squadron ran the quarterly PFT.

(16) 27 - 28 May. Conducted Ground Attack and fighter intercept training at Kadena.

TAB D
Enclosure (1)

(17) 31 May. BGen J. C. COX flew with VMFA-251.

f. June

(1) VMFA-251 flew 133 sorties for 206.6 hours.

(2) VMFA-251 conducted 3.0 hours of aircrew training.

(3) 2 - 3 June. Flew ACM against AV-8 Harriers at Kadena.

(4) 5 - 8 June. Flew Fighter intercepts and ACM in daytime and night intercepts against CHAFF dispensing Bogie.

(5) 9 June. DW-03 153858 ferried from NARF Tainan to Iwakuni.

(6) 10 - 11 June. Seven sorties flown at Kadena in support of MACS-4.

(7) 12 June. 2 squadron F-4s participated in Air Force Exercise "Coral Aces" at Kadena AFB. Flew dissimilar ACM against F-4Es, F-5s and AV-8s.

(8) 14 - 16 June. Conducted local ACM and fighter intercepts.

(9) 20 June. VMFA-122's Advance Party arrived from MCAS Beaufort SC.

(10) 21 - 30 June. Completed the preparations required to execute the VMFA-251/122 Unit Rotation on 9 July 1978.

(11) VMFA-251 nominated for the Robert M. HANSON Award.

(12) The officers and men of VMFA-251 ended the first half of 1978 with anticipation of family re-unions and new duty stations and with reflection on the goals accomplished and records set during their rewarding year in WESTPAC.

TAB D
Enclosure (1)

PART IV
SUPPORTIVE DOCUMENTS

<u>TAB</u>	<u>SUBJECT</u>
1A	CG FMFPAC Admin Inspection Results
1B	CG FMFPAC EW Inspection Results
1C	CG FMFPAC NATOPS Inspection Results
1D	CG FMFPAC Ground Safety Inspection Results
1E	CG FMFPAC MSG 131859Z FEB 78
1F	CTG SEVEN NINE PT ONE MSG 232114Z MAR 78
1G	CG FIRST MAW MSG 222358Z MAR 78
1H	USS OKLAHOMA CITY MSG 140258Z APR 78

TAB D
Enclosure (1)

FMEPAC INSPECTION OF 20 JAN 1978
#7#/#

1st MAW

VMFA-251

Administrative

Acceptable and on target

1. Topic: Administrative

a. Discussion: This is the finest administrative unit I have inspected in all areas. The personnel are well trained and high performers. The unit deployment cycle is probably one of the major contributing factors to their success. No attrition or turmoil, and unit integrity.

TAB D
ENCLOSURE (1) A

MAG 15 1st MAW

VMFA 251

Electronic Warfare (EW)

Ready (For Deployment and/or Combat)-Plus

1. Topic: EW Management and Training

a. Discussion: VMFA-251 has by far the most exceptional EW program of any Marine ground or aviation unit that this inspector has visited. Every category of EW preparedness is superior. The EW library is complete and functional-ranging from AFEWC products to Navy 5F11 training devices to WTI products. Of special merit is the use of video tapes to record appropriate lectures that Squadron members have been exposed to. The Squadron EWO is exceptionally well trained and exhibits a high degree of interest in EW. The fact that the EWO is also the Squadron Training Officer helps to give EW additional vitality. The Squadron's training effort is continuous with biweekly formal instruction, and then practical application in the cockpit. The Squadron appears to be a highly professional organization which desires to produce the best possible. Command interest in EW is certainly evident.

b. Recommendation: VMFA-251 emphasized as did squadrons within MACG-18 that the limited access to the VMAQ-2 detachment has had an adverse effect on their combat readiness. Additionally, VMFA-251 expressed interest in obtaining a suitcase trainer for the ALR-45/50/ALQ-126. This inspector will inform the MAF staff of the VMAQ problem, however it is recommended that the Squadron be given favorable consideration for the acquisition of a suitcase trainer.

TAB D
ENCLOSURE (1) 13

MARINE (ACRA) GROUP 15

VMFA - 251

NATOPS

ADMIN __ Acceptable on target

Natops Testing - Ready - (For deployment or Combat)

1. Topic: Skeleton Qualification Jackets

a. Discussion: ^{SEVERAL} ~~4~~ of 2 skeleton Qualification Jackets maintained^{ed} on crewmembers outside the squadron are incomplete.

b. Recommendation:

That crewmembers from outside the squadron, assigned to fly with VMFA 251 be required to provide the flight records necessary for the skeleton jackets IAW FMFPACO 3510.2 ^{MAG-15 ASSISTANCE IN THIS AREA IS NECESSARY.}

2. Topic: Natops Program

a. Discussion: The overall Natops Program is being managed, controlled and monitored in an effective positive manner with complete documentation of the best Natops Programs observed by this evaluator.

b. Recommendation: None For information only

3. Topic: Natops Testing

a. Discussion: Approximately 50 per cent of the available aircrews in the Squadron (11) were given immediate action emergency procedures tests. The average graded result was noteworthy 99.7 per cent.

TAB D
ENCLOSURE (1) *cl*

FME PAC INSPECTION RESULTS

1st MAW

VMFA 251, MAG 15

Ground Safety

Acceptable and on Target (Noteworthy)

1. Topic: No discrepancies noted

a. Discussion: The squadron has an outstanding safety program. The S-5 concept allows a number of people to have continuing interest in the safety program from a professional production standpoint.

TAB D

ENCLOSURE (1) *1/D*

15
FHR 13 19 33

105
RTTUZYUW RUHQSGG4894 0441917-0000--RHARSAA;

ZNR 00000

RHARSAA T HAMS FIFTEEN/HAMS TWELVE/MAG FIFTEEN/MAG TWELVE

RHARSAA T HMSG SEVENTEEN/VMA TWO ONE FOUR/VMFA TWO FIVE ONE

RHARSAA T VMFA TWO THREE FIVE

RUADANA T MHWS ONE

RUADAMA T HAMS THREE SIX/HMH FOUR SIX TWO/HML THREE SIX SEVEN

RUADAMA T HMM ONE SIX FOUR/MAG THREE SIX

RUADAMA T VMGR ONE FIVE TWO

RUOAIQ T VMAO TWO DET B

RUHGIW T VMFP THREE DET TWO

RUHFAA T HAMS TWO FOUR/HMH FOUR SIX THREE/HMM ONE SIX FIVE

RUHFAA T HMM TWO SIX FIVE/MAG TWO FOUR/VMFA TWO ONE TWO

RUHFAA T VMFA TWO THREE TWO

RUHWA T VMA AW ONE TWO ONE

RUWJFC T HMA ONE SIX NINE/HMA THREE SIX NINE/HML TWO SIX SEVEN

RUWJFA T MAG ELEVEN/VMA THREE ONE ONE/VMA TWO ONE ONE

RUWJFA T VMFA FIVE THREE ONE/VMFA THREE ONE FOUR

RUWJFA T VMFA THREE TWO THREE/MAWTUPAC EL TORO CA

RUWJFB T CG THIRD MAW/HAMS ELEVEN/HAMS THIRTEEN/MAG THIRTEEN

RUWJFB T VMA AW TWO FOUR TWO/VMFP THREE/VMGR THREE FIVE TWO

RUWJFA T HAMS TEN/VMA FIVE ONE THREE/VMO TWO/MAWTUPAC EL TORO CA

RUWJFA T HAMS SIXTEEN/HMH THREE SIX ONE/HMH THREE SIX THREE

RUWJFA T HMM ONE SIX ONE/HMM ONE SIX THREE/MAG SIXTEEN

RUWJFB T HMM TWO SIX TWO

RTTUZYUW 131859Z FEB 78

FM CG FMFPAC

TO RUADANA/CG FIRST MAW

RUHFAA/CG FIRST MAW BDE

INFO RUOAIQ/NAVSAFECEN NORFOLK VA

AIG NINE TWO NINE FOUR

RUOAIQ/CG SECOND MAW

CGT CG FIRST MAW

CG FIRST MAW BDE

BT

UNCLAS //N33797//

INFO FOR CODE ASA

FLEET MARINE FORCE PACIFIC/MARINE CORPS BASES PACIFIC ANNUAL

AVIATION SAFETY AWARDS:

1. CG FMFPAC 142327Z JAN 78

1. MODIFY REF TO INCLUDE VMFA-232 AND VMFA-251 (13 JUL 77 - 31 DEC 77);

2. VMFA-232 ACHIEVED ACCIDENT FREE FLIGHT OPERATIONS DURING THE 18 MONTH PERIOD, AND HAS BEEN ACCIDENT FREE

FOR OVER THREE AND A HALF YEARS; CONGRATULATIONS TO THE OFFICERS

PAGE 02 RUHQSGG4894 UNCLAS

13

18

59

TAB D

ENCLOSURE (1) E

MEM OF THE "RED DEVILS" FOR THIS NOTEWORTHY ACHIEVEMENT
 BEING A MEMBER OF FMFPAC FOR ONLY SEVEN OF THE 18
 MONTH AWARD PERIOD VMFA-251 WAS ACCIDENT FREE THE ENTIRE TIME
 AND IS NEARING TWO YEARS OF ACCIDENT FREE OPERATIONS; THIS FINE ALL
 HANDS PERFORMANCE HAS EARNED THE "THUNDERBOLTS" THE FMFPAC ANNUAL
 AVIATION SAFETY AWARD;

1. REGRET VMFA-232 AND VMFA 251 OMITTED ON ORIGINAL LISTING OF
 AWARD WINNERS CONTAINED REF, AWARD CERTIFICATES WILL BE FORWARD-
 ED VIA SEPERATE CORRESPONDENCE;

BT

14894

NNNN

	ACT	INFO
CO		
XO		
ADJ		
S-1		
S-2		
S-3		
S-4		
H&MS		
VMFA 232		
VMFA 251		
VMFP-3		
WATCU		
SUPPLY		
AVO		
MAIN		
COMM		
HAD		
ORD		
CMCC/CM		
MABS-15		
FISCAL		
AVSO		
ANALYSIS		

13

14894 13 10 33

TAB D
 ENCLOSURE ()

13 124

RTTUZYUW RUMRABA2649 0822124-00000--RHARSAA;

ZNR 00000

R 232114Z MAR 78

FM CTG SEVEN NINE PT ONE

TO ZEN/CTU SEVEN NINE PT ONE PT ONE

RUMGCHA/CTU SEVEN NINE PT ONE PT TWO

RHARSAA/CTU SEVEN NINE PT ONE PT THREE

ZEN/CTU SEVEN NINE PT ONE PT FOUR

ZEN/CTU SEVEN NINE PT ONE PT FIVE

R 230717Z MAR 78

~~FM CTG SEVEN NINE~~

~~FM CTG SEVEN NINE PT ONE~~

INFO CTG SEVEN NINE PT TWO

CTG SEVEN NINE PT THREE

CTG SEVEN NINE PT FOUR

CTG SEVEN NINE PT SIX

CTF SEVEN SIX

CTF SEVEN SIX PT FOUR

COMSEVENTHFLT

CG FMFPAC

BT

UNCLAS//083000//

FOR US EXERCISE TEAM SPIRIT 78

1. THE HIGHLY SUCCESSFUL EXECUTION OF TEAM SPIRIT

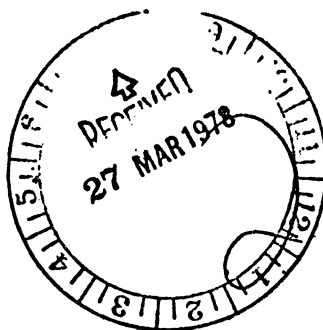
78 ONCE AGAIN REINFORCES AND REFINES THE MAGTF

DOCTRINE IN A MANNER WHICH CANNOT BE REFUTED;

SUCCESS IN ANY EXERCISE OR OPERATION RESULTS ONLY

FROM DETAILED AND TIMELY PLANNING, EXTENSIVE LIAISON

AND COMMUNICATION WITH OTHER FORCES INVOLVED; TIMELY



CO	
XO	
ADJ	
S-1	
S-2	
S-3	
S-4	
HMCS	
VEH 235	
VEH 257	
VEH 3	
VEH 4	
SUPPLY	
AVO	
MAIN	
COM	
MAJ	
ORD	
CMC/CM	
MAJS-15	
DISCOM	
AVSO	
MAJORS	

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PAGE TWO RUMRABA2640 UNCLAS

PERCULGATION OF EXPLICIT ALERTING AND TASKING ORDERS

AND DEDICATION AND PROFESSIONALISM IN EXECUTING AND

COORDINATING THE FINAL PLAN, THE ENTHUSIASTIC AND

SELFLESS DEVOTION OF ALL HANDS IN PREPARING FOR AND

CARRYING OUT TEAM SPIRIT 78 IS A SOURCE OF PRIDE TO

ME; I RECOGNIZE THE DIFFICULTIES INVOLVED IN

PLANNING AND EXECUTING AN EXERCISE OF THIS SCOPE

WHEN PARTICIPATING FORCES ARE WIDELY SEPERATED

DURING THE PLANNING PHASE AND CONSIST OF ALLIED FORCES

AS WELL AS OTHER U.S. FORCES;

2. I COMMEND EACH MEMBER OF THE MAGTF WHO

PARTICIPATED IN TEAM SPIRIT 78 AND CHALLENGE THEM

TO CONTINUE THE EXEMPLARY EFFORTS DEMONSTRATED

DURING THE PLANNING AND EXECUTION OF THIS EXERCISE;

ENSURE DISSEMINATION TO ALL PARTICIPANTS;

MAJEN SCHWENK SENDS;

BT
#264
NN 20

07

17
ENCLOSURE (1) / F

RTTUZYUW RUADANA4166 0032300-0000-RHARSAA

ZNR 00000

RUADANA T ALL FIRST MAW UNITS

RHARSAA T ALL FIRST MAW UNITS

RHARSAA T VMA TWO ONE FOUR

RHARSAA T VMAQ TWO DET C

RHARSAA T MAG THREE ZERO

RUMNNIA T MASS TWO DET TWO

RUAKPHA T VMA TWO THREE ONE DET B

RHARSAA T VMA AW ONE TWO ONE

R 242300Z MAR 78

FM CG FIRST MAW

TO ALL FIRST MAW

R 222358Z MAR 78

FM CG SEVEN NINE

TO CGT SEVEN NINE PT ONE

CTG SEVEN NINE PT TWO

CTG SEVEN NINE PT THREE

CTG SEVEN NINE PT FOUR

CTG SEVEN NINE PT SIX

R 210610Z MAR 78

FM CG SEVENTH FLT

TO AIG FIFTEEN

BT

UNCLAS //NOFORN//

TEAM SPIRIT 78

1. THE SUCCESS OF TEAM SPIRIT 78 IS ATTRIBUTABLE

IN NO SMALL MEASURE TO THE COORDINATION, PROFESSIONALISM,

AND WELL KNOWN TEAMWORK THAT ARE HALLMARKS OF OUR

SEVENTH FLOT FORCE. PLEASE CONVEY TO YOUR PARTICIPATING UNITS

MY COMPLIMENTS ON THEIR SUPERB PERFORMANCE AND MY PRIDE IN

THEIR "TEAM SPIRIT".

YAOH ROBERT B. BALDWIN, USN

BT

RR:36



259

CO	
XO	
ADJ	
S-2	
S-3	
S-4	
S-5	
S-6	
VMA	
VMAQ	
VMAW	
A	
U	
AV	
A	
A	
AGC	
U-D	
OM / M	
MAB - 15	
F G	
AV	
ANALYSIS	

SQUADRON FILE COPY

	ROUTE	INITIALS
CO		
ExecO		
AdminO		
OpO		
MatO		
IntelO		
A/C ManO		
SGT. MAJ.		
ASO		
FILE		

22

23

58

14 APR 78 01 27

12

115
RTHZYUW RUMG3660014 1040250-0000-0RHARSAA;
ZNY

1225

15

3

1402587 APR 78
OKLAHOMA CITY
TO RHARSAAZ/1212 TWELVE
RHARSAAZ/1515 FIFTEEN
INFO RHARSAAZ/00 FIRST HAM
ZNY/COMSEVENTHFLT
BT
UNCLAS //NO3120//

1. ORIG EXTENDS APPRECIATION TO HAG TWELVE AND FIFTEEN FOR AAW
AIR SERVICES PROVIDED 4 AND 13 APR; SERVICES PROVIDED WERE EXCEL-
LENT AND CONTRIBUTED MATERIALLY TO OKLAHOMA CITY AAW TRAINING READI-
NESS;
BT