

UNITED STATES MARINE CORPS  
Marine Attack Squadron 311  
Marine Aircraft Group 13  
3d Marine Aircraft Wing, FMFPac  
MCAS El Toro (Santa Ana) California 92709

3:MBG:wal  
5750

**1 2 JAN 1981**

From: Commanding Officer  
To: Commanding Officer, Marine Aircraft Group 13 (Attn: S-3)  
Subj: Command Chronology; period 1 July 1980 through 31 December 1980  
Ref: (a) MCO 5750.1E  
(b) FMFPac 5750.8C  
(c) WgO 5750.2A  
(d) GruO P3710.1A  
Encl: (1) VMA-311 Command Chronology 1 July 1980 to 31 December 1980.  
1. In accordance with the references, enclosure (1) is submitted.

  
M. F. WILLIAMSON

VMA-311

Jul-Dec 80

**1 2 JAN 1981**

Command Chronology  
1 July 1980 to 31 December 1980

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## PART I

ORGANIZATIONAL DATA1. Designation

Marine Attack Squadron 311

COMMANDERLieutenant Colonel  
Monroe F. WILLIAMSON  
1 July 1980 - 31  
December 1980SUBORDINATE UNITS: NONEATTACHED UNITS: NONE2. Location

1 July 1980 - 31 December 1980 MCAS El Toro, California

3. Staff Officers

Executive Officer

Major Timothy G. DINEEN  
1 July 1980 - 26  
September 1980Major Hal W. HENDERSON  
27 September 1980 -  
31 December 1980

Operations Officer

Major Richard A. HEDIN  
1 July 1980 - 19 July  
1980Major Robert W. HENSLEY  
20 July 1980 -31  
December 1980

Aircraft Maintenance Officer

Major Hal W. HENDERSON  
1 July 1980 - 26  
September 1980Major Russell J. ENKE  
27 September 1980 -  
31 December 1980

Administrative Officer	Major Russell J. ENKE 1 July 1980 - 26 September 1980
	Major Daniel M. BRANNON 27 September 1980 - 31 December 1980
Logistics Officer	Captain Brian L. BEHL 1 July 1980 - 31 December 1980
Aviation Safety Officer	Major Robert W. HENSLEY 1 July 1980 - 19 July 1980
	Major Steven T. BAKKE 20 July 1980 - 31 December 1980
Natops Officer	First Lieutenant Hobart M. HARMON 1 July 1980 - 31 December 1980
Sergeant Major	First Sergeant Leslie C. COVEY 1 July 1980 - 13 November 1980
	Sergeant Major Clarence H. PALMER 14 November 1980 - 31 December 1980

#### 4. Average Monthly Strength

##### USMC

<u>Month</u>	<u>Officer</u>	<u>Enlisted</u>
July	22	211
August	19	198
September	26	198
October	25	196
November	27	189
December	29	190

1 2 JAN 1981

PART IINARRATIVE SUMMARY

The second half of 1980 brought with it nine new pilots and a relatively constant number of maintenance personnel. The Squadron was tasked with many operational commitments that evolved into excellent training opportunities. This allowed the Tomcats to maintain the level of "excellence" set by their predecessors.

In July the Tomcats participated in WTI 2-80 with two students, three aircraft and supporting maintenance personnel. Also, the squadron supplied two weeks of defensive tactics support to the 405th TFTW at Luke AFB. More deftac training was obtained near the end of July with the Tucson Air National Guard, flying from Davis-Monthan AFB. Also in July, the squadron lost an aircraft due to internal engine failure; however, the pilot ejected with no substantial injuries.

August saw the return of the new Weapons and Tactics Instructors along with their support personnel. The Squadron was tasked with supporting CAX 3-80; the missions consisting of MK-12 Smoke Delivery and live ordnance close air support. The Tomcats also supported VMFA-314's buildup for a MCCRES evaluation by flying several defensive tactics sorties. The Squadron again flew close air support missions for PHIBLEX 2-80 at Camp Pendleton. A week long AERO-14B spray evolution, utilizing two aircraft, was conducted at Dugway Proving Grounds, Utah.

September was an eventful month with two laser guided bomb deliveries and the firing of three AIM-9 sidewinder missiles. Extensive CAS missions were flown in support of the 1st Marines and LFTC PAC. Defensive tactics sorties at Luke AFB and evasive maneuvering sorties against helicopters at MCAS Yuma were accomplished for several aircrew. Two pilots were designated division leaders this month.

On October 22nd, the Squadron departed for MCAS Yuma for the second deployment in 1980. In addition, the Squadron conducted a strike against the Echo Range at China Lake and participated in a combined strike at MCB Twenty-Nine Palms. Deployment operations consisted of day and night CAS, air to air gunnery, helicopter escort, air refueling, deep air support and electronic countermeasure training.

November 5th the Squadron returned from deployment after accomplishing 236 sorties for an average CRP increase of 8.1%. Two pilots received a 7501 MOS and two others became 7592 qualified.

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Also, two Air Combat Tactics Instructors were recertified. The Tomcats had exceeded all training objectives. Training for the remainder of the month emphasized CAS and defensive tactics with resident F-4 squadrons.

In December, the Squadron participated in CAX 3-81. A-4 aircraft detachment supplied immediate support at the Expeditionary Airfield along with preplanned support originating from MCAS El Toro. Missions flown included smoke and CAS. Also, two Laser Guided Bombs were delivered in conjunction with the CAX. Other training accomplished in December consisted of Electronic Warfare and CAS.

Overall from 1 July to 31 December 1980, VMA-311 flew 2459.3 hours and 1405 sorties. The percentage of training received per sortie was excellent, allowing for maximum training to be accomplished.

**1 2 JAN 1981**PART IIISEQUENTIAL LISTING OF SIGNIFICANT EVENTS

23 June 1980 - 8 August 1980	WTI course; 2 students, 3 aircraft.
7 July 1980	Aircraft accident, Bu.No. 158418 was destroyed.
10 July 1980 - 23 July 1980	Squadron participates in USAF DEFTAC exercise with F-15's, Luke AFB.
27 July 1980 - 31 July 1980	Squadron participates in USAF DEFTAC exercise with A-7's, Davis-Monthan AFB.
8 August 1980 - 13 August 1980	CAX 3-80, 2 smoke and 4 CAS aircraft per day.
18 August 1980 - 23 August 1980	Chemical spray evaluation Dugway Proving Grounds, 2 aircraft.
19 August 1980 - 21 August 1980	VMFA-314 MCCRES, 4 sorties per day.
24 August 1980 - 31 August 1980	PHIBLEX 2-80, 4 CAS sorties per day.
11 September 1980	Chemical spray evaluation, Dugway Proving Grounds, 1 aircraft.
12 September 1980	2 Laser Guided Bombs successfully dropped.
14 September 1980 - 17 September 1980	Defensive Tactics exercise with F-15's, Luke AFB.
16 September 1980 - 18 September 1980	Squadron participates in CAS exercise with LFTC PAC and 1st Marines.
17 September 1980	Helicopter offensive tactics exercise with HMM-163, 4 sorties.
26 September 1980	AIM-9 Sidewinder shoot.

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7 October 1980 - 9 October 1980	ECM training at NAS China Lake.
13 October 1980 - 16 October 1980	Squadron participates in a combined strike at Twenty-Nine Palms.
21 October 1980 - 5 November 1980	Squadron deploys with 13 aircraft to MCAS Yuma.
21 November 1980	LATT exercise with 2nd LAAM, Hawk battery, 2 aircraft.
25 November 1980	CAS with LFTC PAC at Twenty-Nine Palms.
3 December 1980	Electronic counter measures exercise at NAS Fallon, 4 aircraft.
7 December 1980 - 15 December 1980	CAX 3-81, 2 smoke aircraft and 2 CAS aircraft per day.
9 December 1980	Two Laser Guided Bombs were successfully lofted at Twenty-Nine Palms.
10 December 1980 - 15 December 1980	Detachment of 4 aircraft deploy to Twenty-Nine Palms to support CAX 3-81.
17 December 1980 - 18 December 1980	Electronic Warfare exercise at NAS Fallon, 2 aircraft per day.



PART IV

SUPPORTING DOCUMENTS

1. Operation Desert Goblin, Op Order 1-81.

Op Order 1-81

VMA-311



"TOMCATS"

DESERT GOBLIN

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VMA-311, MAG-13, 3dMAW  
MCAS El Toro, CA 92709

OPERATION ORDER 1-81 (Operation Desert Goblin)

Ref: (a) MCAS Yuma StaO 3120.4  
(b) MCAS Yuma StaO 3710.4  
(c) MCAS Yuma StaO 3710.6  
(d) NWIP (10-1) E  
(e) WgO 3550.3

Time Zone: TANGO

Task Organization

Command Echelon	LtCol M. F. WILLIAMSON
Advance Echelon	WO M. G. GANDY
Flight Echelon	LtCol M. F. WILLIAMSON
Main Echelon	Major H. W. HENDERSON
Rear Echelon	Major D. M. BRANNON

1. Situation

a. Enemy Forces. Not applicable

b. Friendly Forces

(1) VMA-311 will deploy to MCAS Yuma, Arizona to conduct flight operations in support of Squadron training requirements.

(2) Commanding General, 3d Marine Aircraft Wing will provide transportation for advance and main echelons to and from MCAS Yuma, Arizona.

(3) Marine Aircraft Group 13 will provide administrative, maintenance and logistic support as required.

(4) Headquarters and Maintenance Squadron 13 will provide two (2) OA-4's from 23 October 1980 to 5 November 1980 for TAC(A) operations.

(5) Commanding Officer, Marine Aerial Refueler Transport Squadron 352 will provide air refueling support as required.

2. Mission. Marine Attack Squadron 311 will deploy to MCAS Yuma, Arizona on 23 October 1980 to conduct conventional CAS/DAS air-to-ground training with secondary missions of NWD, defensive tactics, Helo DEFTAC and air-to-air gunnery.

3. Execution

a. Concept of Operation. VMA-311 (-) will deploy to MCAS Yuma in three echelons: Advance, Flight, and Main. Upon arrival of the Main Echelon, working spaces will be organized to support flight operations commencing 1800T, 23 October 1980 in accordance with Annex A (Air Operations).

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b. Rear Echelon. Will remain at MCAS El Toro to provide administrative support as required.

c. Advance Echelon

(1) Will proceed to MCAS Yuma on 20 October 1980 via POV.

(2) The Officer-in-Charge will report to the Fleet Liaison Office and comply with applicable requirements of references (a), (b), and (c).

d. Flight Echelon. The Flight Echelon will depart MCAS El Toro no later than 1030T, 22 October 1980 to arrive by 1000T, 23 October 1980. A fly-away flight schedule will be published at a later date. The Flight Echelon will depart MCAS Yuma on 5 November 1980.

e. Main Echelon. The Main Echelon will proceed to MCAS Yuma by POV on 22 October 1980 in accordance with Appendix 1 (Embarkation) to Annex E (Logistics). The return to MCAS El Toro will be on 5 November 1980 in accordance with Appendix 1 (Embarkation) to Annex E (Logistics).

f. Coordinating Instructions

(1) This plan is effective on order.

(2) All pilots will attend a MCAS Yuma operation briefing on 23 October 1980. The brief will be conducted in Building 136 at 1300T by Fleet Liaison personnel.

(3) Flight operations will be in accordance with the flight schedules, which will be published daily.

(4) Operations reports will be submitted in accordance with reference (e). See Annex F (Sample Operations Reports).

4. Administrative/Logistics

a. Administration. See Annex C (Administration)

b. Logistics. See Annex E (Logistics)

5. Command and Signal

a. Communication frequencies to be utilized during Operation Desert Goblin will be published at a later date and will be issued in the form of a pilot frequency card.

b. VMA-311 (-) MCAS Yuma, Arizona

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c. VMA-311 (Rear) MCAS El Toro, California

M. F. WILLIAMSON  
Lieutenant Colonel, U. S. Marine Corps  
Commanding

Annexes:

- A - Air Operations
- B - Intelligence
- C - Administration
- D - Maintenance
- E - Logistics
- F - Sample Operation Reports
- X - Distribution

DISTRIBUTION: See Annex X (Distribution)

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MCAS El Toro, CA 92709

Annex A (Air Operations) to Operation Order 1-81

Ref: (a) FMFM 7-3  
(b) FMFM 3-1  
(c) SqdnO P3000.1H

Time Zone: TANGO

1. Situation

- a. Enemy Forces. See Annex B (Intelligence)
- b. Friendly Forces. See Basic Operation Order

2. Mission. Marine Attack Squadron 311 will deploy to MCAS Yuma, Arizona from 23 October 1980 to 5 November 1980 to conduct conventional CAS/DAS air-to-ground training with secondary missions of NWD, defensive tactics, Helo escort, and air-to-air gunnery.

3. Execution

a. Concept of Operation. VMA-311 (-) will deploy to MCAS Yuma in three echelons: Advance, Flight and Main. Upon arrival of the Main Echelon, working spaces will be organized to support flight operations commencing 1800T, 23 October 1980 in accordance with Appendix 1. VMA-311 (-) will return to MCAS El Toro, California on or about 5 November 1980. References (a) and (b) apply.

b. VMA-311 (-)

(1) Conduct pre-deployment briefing at 1300T, 15 October 1980 at VMA-311 Ready Room.

(2) Flight Echelon position twelve (12) fully operational aircraft at the deployment site by 1000T on 23 October 1980.

(3) Conduct course rules, target briefing, SAR, survival, special area briefing at Building 136, Yuma Fleet Liaison.

(4) Commence air operations in accordance with Appendix 1 at 1800T, 23 October 1980.

c. Coordinating Instructions

(1) Daily flight schedules will be published and distributed by 1400T each day.

(2) Search and Rescue will be conducted in accordance with applicable orders.

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4. Administration and Logistics

a. Administration. See Annex C (Administration)

b. Logistics. See Annex E (Logistics)

5. Command and Signal

a. Communications will be in accordance with published frequency card provided by Squadron Operations.

b. Changes to flight schedule will be authorized by the Operations Officer or higher authority.

M. F. WILLIAMSON  
Lieutenant Colonel, U. S. Marine Corps  
Commanding

Appendixes:

1. Flight Scheduling
2. Course Rules
3. Ordnance, Op Area, and Mission Codes
4. Reports Control

DISTRIBUTION: See Annex X (Distribution)

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MCAS El Toro, CA 92709

Appendix 1 (Flight Scheduling) to Annex A (Air Operations) to Operation  
Order 1-81

Time Zone: TANGO

1. Daily air operations will be conducted in accordance with flight schedules to be published for each flying day. It will include individual aircrew assignments as well as syllabus missions to be flown.

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MCAS El Toro, CA 92709

Appendix 2 (Course Rules) to Annex A (Air Operations) to Operation Order 1-81

Ref: (a) MCO 3500.8  
(b) MCAS Yuma StaO 3120.4F  
(c) GruO 3550.1A  
(d) SqdnO P3000.1H

Time Zone: TANGO

1. Description

a. MCAS Yuma is a joint civil/military airfield. The traffic pattern for civil aircraft is generally North and West of runway 3-21 at 1700' MSL (jet aircraft).

b. NAVAIDS at MCAS Yuma include a TACAN (CH84), and UHF/NDB operating 273.2 MHZ (ARR-69 Ch 9). PMSV is available by calling "Yuma METRO" on 349.9 MHZ.

2. Taxi Instructions

a. Taxiing aircraft will contact "Yuma Ground" on 340.2 MHZ for taxi/marshall instructions prior to leaving the flight line. Aircraft will remain on ground frequency until ready for take-off. Contact "Yuma Tower" on 382.8 MHZ prior to taking the duty runway. The flight leader will include the number of aircraft in his flight when requesting taxi instructions. Inbound aircraft will switch to ground control when clear of the landing runway and prior to crossing any other runway unless otherwise directed by tower.

b. Taxiing aircraft will utilize minimum power in the vicinity of flight line spaces and will not pass other aircraft taxiing in the same direction. Traffic in a taxi lane has priority over traffic entering the lane. Clearance to taxi to the runway does not constitute clearance to cross intersecting runways enroute.

3. Takeoff Instructions

a. Pilots will receive clearance from Yuma tower prior to taxiing on the duty runway. Minimum taxi interval will be 300 feet.

b. Formation takeoffs will be limited to two-plane sections on runway 03-21; single plane takeoffs can be made from other runways.

c. Normal takeoff procedures will remain in effect.

d. After takeoff from all runways, except 26 and 35, proceed straight ahead until three miles and 1200' MSL before turning. If departing runway 26 maintain a constant rate of climb and, when safety permits, make a 20-30 degree left turn so as to pass South of the built up parts of Yuma. When departing runway 35 execute a slight right turn when safely airborne so as to avoid downtown Yuma.

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e. Takeoff climbs that will exceed 1200' MSL before passing the airport boundary are not authorized without prior tower approval. Maximum performance climbs from 03R or 03L are not authorized due to close proximity of the airways north of Yuma.

f. Runways 03-21 will normally assigned to military jet aircraft unless another runway is specifically requested.

4. Landing Instructions

a. Aircraft operating with the standard Airport Traffic Area in effect at MCAS Yuma will be under the positive control of the tower or approach control.

b. The initial point for tactical jet aircraft is six miles on the extended centerline of runway 03-21 at 3500' MSL. Overhead break altitude is 1700' MSL. Break traffic will not descent until after tower is informed and pertinent traffic information is received. The direction of break is to the east for either runway; avoid overflying base housing. Yuma tower instructions will be strictly adhered to unless an unsafe situation develops requiring the immediate exercise of action deemed essential for safety of flight by the concerned pilot. If strong winds make landing on runways other than 03/21 desirable, pilots will enter at an appropriate six mile initial, with the traffic flow, request the runway desired and await tower instructions.

c. Due to conflicting civil traffic patterns, tactical jet aircraft will maintain 1700' MSL until turning base.

d. A wave-off given by the tower at any point is mandatory. A wave-off on final requires the pilot to proceed upwind at 700' MSL, climbing to 1700' MSL when turning crosswind. If the wave-off is initiated above 700' MSL, maintain that altitude until reaching the upwind boundary then comply with tower instructions.

e. Tactical aircraft will avoid Yuma and Winterhaven below 3000' MSL unless on an authorized approach which requires such deviation. Highway 80 immediately beyond the North field boundary shall not be crossed below 100' AGL.

5. Hot Brakes. Hot Brakes parking areas are established near the roll out ends of the runways. Pilots suspecting hot brakes shall advise the tower and request clearance to the nearest hot brakes parking area.

6. Straight in Approach Procedures. Aircraft desiring a visual straight in approach shall report the appropriate VFR six mile initial point at 2500' MSL requesting a straight in approach. Clearance to proceed from the initial point to the field must be received from tower. If clearance is not received, orbit the initial point in a left hand turn at 2500' MSL.

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MCAS El Toro, CA 92709

Appendix 3 (Ordnance, Op Area and Mission Codes) to Annex A (Air Operations)  
to Operation Order 1-81

Time Zone: TANGO

1. Ordnance to be Delivered

20 MM GUNS

MK77 FIREBOMB

MK81 GP BOMB

MK76 PRACTICE BOMB

MK12 SMOKE TANK

MK81/82 INERT BOMB

2.75" ROCKET

5.00" ROCKET

MK45 FLARES

CHAFF

2. Operating Areas

a. TACTS (ACMR)

e. R-2512

i. R-2501

b. R-2301

f. R-2306 A/B

j. R-2502

c. R-2507 H/L/N/S

g. R-2308 A/B

d. R-2510

h. N/S TAC RNG

3. Mission Codes. All missions will be in accordance with provisions set forth  
by MCO P3500.8 and will be appropriately noted on the flight schedule.

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MCAS El Toro, CA 92709

Appendix 4 (Reports Control) to Annex A (Air Operations) to Operation Order 1-81

S-3 REPORTS CONTROL

<u>REPORT TITLE</u>	<u>REQUIRING DIRECTIVE</u>	<u>DUE THIS HQTRS</u>	<u>REMARKS</u>
AIRCRAFT STATUS, FLIGHT HOURS	Gru0 P3710.1_, para 308	PRIOR TO 0745 EACH WORK DAY	VIA TELEPHONE
KENT RUNNER	WgOp0 201_YR(C) Gru0 P3710.1_, para 308	PRIOR TO 1500 EACH WORK DAY	VIA TELEPHONE
AIRCRAFT SCHEDULES	Wg0 3722.2 Gru0 P3710.1_, para 307	PRIOR TO 1500 EACH WORK DAY	DELIVER 15 COPIES TO FLT LIAISON
DAILY SITREPS	Wg0 3550.3I	DAILY	
POST DEPLOYMENT	Wg0 3550.3I	15 DAYS (CALENDER) AFTER RETURN FROM YUMA	
NEAR MID-AIR COLLISION	OPNAVINST 3750.6_	ON OCCURRENCE	

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MCAS El Toro, CA 92709

Annex B (Intelligence) to Operation Order 1-81

Ref: (a) OPNAVINST 5510.1E  
(b) GruO P3800.4G  
(c) SqdnO P5511.1L

Time Zone: TANGO

1. Intelligence. Intelligence procedures will be in accordance with references (a) through (c).
2. Maps and Charts. All necessary maps and charts will be distributed by the Squadron Operations section.
3. Counterintelligence
  - a. Control of Classified Material. Classified material will be handled and controlled in accordance with reference (c).
  - b. Photography Control. Photography will not be allowed except by authorization of the Commanding Officer or the Security Manager as detailed in reference (c).
  - c. Visitor Control. Visitor control will be established as required in accordance with references (a) and (c).
4. Reports. Reports will be submitted as required by Annex A (Air Operations).

M. F. WILLIAMSON  
Lieutenant Colonel, U. S. Marine Corps  
Commanding

APPENDIXES:

1. Target Data
2. Climatological/Astrological Data
3. Survival Data
4. Search and Rescue
5. Adversary Data

DISTRIBUTION: See Annex X (Distribution)

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MCAS El Toro, CA 92709

Appendix 1 (Target Data) to Annex B (Intelligence) to Operation Order 1-81

Ref: (a) MCAS Yuma StaO 3710.6D  
(b) COMTHDFLTINST 3120.1J

Time Zone: TANGO

1. Purpose. To familiarize squadron with the available targets at MCAS Yuma.

- a. R-2301 (TACTS)
- b. R-2301 (Rakish Litter)
- c. R-2301 (Panel Stager)
- d. R-2507 (Chocolate Mountain Gunnery Range)
- e. R-2510 (Loom Lobby)
- f. R-2512 (Target 68)
- g. R-2512 (Target 95)
- h. R-2306/08 (CIBOLA)
- i. N/S TAC RNG
- j. R-2501 (Twentynine Palms)
- k. R-2502 (China Lake)

1. All targets are located within 75 NM of NYL TACAN except R-2501 and R-2502 which are within 250 NM of NYL.

2. Specific Target Information

a. R-2301W ACMR

CALL SIGN _____	R-2301 Air Combat Maneuvering Range (TACTS)
USAGE LIMITATIONS _____	Continuous VFR
FREQUENCIES _____	Primary - Hasslebase 279.2 Secondary - Warwagon 281.3
FLOOR _____	5000'
CEILING _____	FL 800
LOCATION _____	FM CH 84 090/20-60NM
GENERAL _____	Flights will remain well clear of PANEL STAGER and RAKISH LITTER Ranges below 18,000'.

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b. R-2301 (Rakish Litter)

CALL SIGN \_\_\_\_\_ RAKISH LITTER  
FREQUENCY \_\_\_\_\_ PRIMARY - 328.1  
SECONDARY - 262.6  
USEAGE LIMITATIONS \_\_\_\_\_ CONTINUOUS VFR, WEEKDAYS  
FLOOR \_\_\_\_\_ SURFACE  
CEILING \_\_\_\_\_ 18,000'  
LOCATION \_\_\_\_\_ 136/09 NM CH 84

c. R-2301 (Panel Stager)

CALL SIGN \_\_\_\_\_ PANEL STAGER  
FREQUENCY \_\_\_\_\_ PRIMARY - 289.8  
SECONDARY - 262.6  
USEAGE LIMITATIONS \_\_\_\_\_ CONTINUOUS VFR, WEEKDAYS  
FLOOR \_\_\_\_\_ SURFACE  
CEILING \_\_\_\_\_ 18,000'  
LOCATION \_\_\_\_\_ 137/13 NM CH 84

d. R-2507 (Chocolate Mountain Gunnery Range)

CALL SIGN \_\_\_\_\_ CHOCOLATE MOUNTAIN IMPACT AREA  
FREQUENCY \_\_\_\_\_ PRIMARY - 272.9  
SECONDARY - NONE  
USEAGE LIMITATIONS \_\_\_\_\_ CONTINUOUS VFR  
FLOOR \_\_\_\_\_ SURFACE  
CEILING \_\_\_\_\_ 40,000'  
LOCATION \_\_\_\_\_ 305/57 NM CH 84  
GENERAL \_\_\_\_\_ NUMEROUS TARGETS AND RESTRICTIONS -  
CHECK TARGET MANUAL

e. R-2510 (Target 103A)

CALL SIGN \_\_\_\_\_ LOOM LOBBY  
FREQUENCY \_\_\_\_\_ PRIMARY - 305.0  
SECONDARY - NONE  
USEAGE LIMITATIONS \_\_\_\_\_ CONTINUOUS VFR, WEEKDAYS  
FLOOR \_\_\_\_\_ SURFACE  
CEILING \_\_\_\_\_ 50,000' DAYLIGHT, 20,000' NIGHT  
LOCATION \_\_\_\_\_ 267/67 NM CH 84

f. R-2512 (Target 68)

CALL SIGN \_\_\_\_\_ INKEY BARLEY  
FREQUENCY \_\_\_\_\_ PRIMARY - 264.2  
SECONDARY - NONE  
USEAGE LIMITATIONS \_\_\_\_\_ CONTINUOUS VFR  
FLOOR \_\_\_\_\_ SURFACE  
CEILING \_\_\_\_\_ 23,000'  
LOCATION \_\_\_\_\_ 285/38 NM CH 84

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g. R-2512 (Target 95)

CALL SIGN	KITTY BAGGAGE
FREQUENCY	PRIMARY - 265.8
	SECONDARY - NONE
USEAGE LIMITATIONS	CONTINUOUS VFR
FLOOR	SURFACE
CEILING	23,000'
LOCATION	290/42 NM ON 84

h. R-2306/08

CALL SIGN	CIBOLA CONTROL
FREQUENCY	248.4
USEAGE LIMITATIONS	CONTINUOUS VFR
FLOOR	SURFACE (2308 - 1500' AGL)
CEILING	80,000'
LOCATION	DLH 120/15

i. NORTH/SOUTH TAC RANGE

CALL SIGN	UNCONTROLLED, ENTRY COOR. WITH GILA BEND
FREQUENCY	NTAC 296.5 (335.9)
	STAC 315.0
USEAGE LIMITATIONS	CONTINUOUS VFR
FLOOR	SURFACE
CEILING	15,000 (STAC 18,000)
LOCATION	GBN 234/30

j. R-2501 (TWENTYNINE PALMS)

CALL SIGN	TWENTYNINE PALMS
FREQUENCY	BEARMAT - 323.5
	WORKING FREQ - AS ASSIGNED
USEAGE LIMITATIONS	NUMEROUS, SEE TARGET MANUAL
FLOOR	SURFACE, OR AS ASSIGNED
CEILING	FL 290
LOCATION	10 - 40 NM SE OF HEC VORTAC

k. R-2502 (China Lake)(EW Range)

CALL SIGN	CHINA CONTROL
FREQUENCY	AS ASSIGNED CHINA TWR 340.2
USEAGE LIMITATIONS	NORMAL WORKING HOURS M - F
	PRIOR SCHEDULING AND AIRCREW BRIEFING
FLOOR	SURFACE
CEILING	INFINITE
LOCATION	NWC CHINA LAKE CA

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Appendix 2 (Climatological/Astrological Data) to Annex B (Intelligence) to Operatio  
Order 1-81

Ref: (a) Climatic Study for Yuma, Arizona

Time Zone: TANGO

1. Area Covered. Yuma, and the surrounding area within a 150 mile radius.

2. General Description of the Area

a. The principle terrain features of this area: The Salton Sea, the Chocolate Mountains, and the Joshua Tree National Monument to the west; the Colorado River to the north; Castle Dome and the Tule Desert to the east. The altitudes range from 235 feet below sea level at the Salton Sea to 11,502 feet above sea level at the peak of San Gorgonio Mountain.

b. The terrain in the Yuma area is divided from north to south by the Colorado River. The Chocolate Mountains run from northwest to **southeast** toward the city of Yuma and a wide belt of sand dunes run from the southern end of the Salton Sea paralleling the Chocolate Mountains to the Mexican Border. The Castle Dome Mountains and the Gila Mountains run from northeast to southeast of Yuma. To the east of this range lies the Tule Desert. The mountains in the Yuma area are volcanic origin with steep, rocky slopes and sparse vegetation. There are numerous dry lake beds and **dry stream beds in the area. The flat lands extending into the mountains are covered** with a thick layer of fine, loose sand resulting in poor trafficability for wheeled vehicles and personnel on foot.

c. **The two major hydrographic features in the area are the Salton Sea and the Colorado River.** The Salton Sea is classified as a dead sea and is fed by underground sources. The Colorado River is one of the major rivers in the United States. It flows southward from the state of Colorado and empties into the Gulf of California.

d. There are numerous hard top roads in the area. The highways are Route 66 running east and west, north of Yuma; Interstate 8 running east and west to the south of Yuma; Highway 95 running north and south from Needles to Yuma; Highway 60-70 running east and west from Redlands to Phoenix. Other roads in this area, for the most part, are classified as unimproved dirt roads and trails.

e. Road Distance Chart

San Diego -----	180 Miles
Los Angeles -----	275 Miles
Banning -----	190 Miles
El Centro -----	60 Miles
Blythe -----	85 Miles
Needles -----	185 Miles
Phoenix -----	185 Miles
Prescott -----	230 Miles
Gila Bend -----	120 Miles
Tucson -----	240 Miles

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3. Climate

a. Yuma has the distinction of being the warmest and sunniest city in the Nation with extremely low relative humidity. Summer temperatures range from daytime high of 135 degrees to nighttime lows of 69 degrees. Winter temperatures range from 80 degrees during the daytime to 28 degrees at night.

b. The autumn season is characterized by clear skies, warm temperatures and relatively low humidity. Prevailing weather will be clear 92% of the time with cloud cover from 3,000 to 10,000 feet only .4% of the time. The only major factor limiting visibility is blowing sand and dust; this becomes a problem only after 2 - 3 hours of sustained westerly wind at 25 knots or greater.

c. Climatological summary for the months of October and November, reference (a) applies:

(1) Temperatures

Average Daily Maximum	-----	91
Extreme Daily Maximum	-----	109
Average Daily Minimum	-----	65
Extreme Daily Minimum	-----	35

(2) Humidity. Average humidity for the month is 38%.

(3) Winds

Most Frequent	-----	Northeasterly average 6 knots
Second Most Frequent	-----	Southerly average 5 knots

(4) Precipitation. None to speak of.

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Appendix 3 (Survival Data) to Annex B (Intelligence) to Operation Order 1-81

Time Zone: TANGO

1. Purpose. To aid pilot survival in the mountains and desert areas surrounding Yuma.

2. General Survival Measures for the Desert

a. In the desert area, the downed aviator should stay with his aircraft if possible. If travel is necessary, travel only at night. When traveling, follow any trail, road or stream as they will probably lead to populated areas.

b. Exposure to the sun can be dangerous. It can cause three types of heat collapse:

(1) Heat Cramps. The first warning is usually cramps in the leg or stomach muscles. For relief, take salt tablets dissolved in water and get as much rest as possible.

(2) Heat Exhaustion. Usual symptoms of heat exhaustion are as follows: flushed skin, heavy sweating, moist cool skin, followed by deliriousness. For relief, lie on your back in the shade, take salt tablets, keep your feet wrapped and drink as much liquid as possible.

(3) Heat Stroke. Heat stroke may come on suddenly. The skin becomes hot and dry. All sweating stops followed by severe headache and increased pulse rate. For relief, cool yourself by saturating clothes with water, then fan yourself. DO NOT TAKE STIMULANTS.

c. Signals. A good improvised flare can be made from a tin can or other container filled with sand and soaked with fuel. Add oil and pieces of rubber for dense smoke. Gather dry brush and have it ready to light. Smoke fires and smoke grenades are most effective during daylight hours.

d. Shelter. Shelter will be required for protection from the sun and heat. Use whatever natural shade you can find. Get under the shade of your aircraft if no other natural shade can be found. If no shelter can be made from the wreckage of your aircraft, make a shelter from your parachute. Two layers of cloth separated by several inches is cooler than a single thickness.

e. Clothing. Wear clothing for protection against sunburn, heat, sand, and insects. Keep your body and head covered during the daylight hours. Wear flight suits with sleeves rolled down keeping leg and arm openings loose for ventilation. During sand storms, wear a covering over your mouth and nose.

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f. Health and Hazards. Lack of water and exposure to the sun and heat are the major hazards to health. You may encounter spiders and scorpions. Check clothing, shoes and equipment before putting them on. Snakes may also be encountered. The only snake to be considered dangerous is the rattlesnake. The rattle on the end of the tail is the most positive means of identification. If the rattle is hidden, the thick body and wide head are good danger signs. Some rattlesnakes are small and their bite is not likely to result in death. Others, such as the **Diamondbacks**, may grow to lengths of 8 feet and are very dangerous. In color, rattlesnakes vary from grey to black and may or may not have spots or blotches. Rattlesnakes may be found in any type of terrain, but they prefer open, sandy places or rocky ledges. They do not always give a warning rattle. When surprised, they may strike first and rattle afterward. Most rattlesnakes will try to escape without a fight; however, there is a possibility that it may strike at a passerby. The danger from a bite depends upon the size of the snake. A small rattlesnake will make a normal man sick while the bite of a large one, 3 to 5 feet long is usually fatal. If bitten by a snake, follow these steps:

- (1) Remain calm, but act swiftly.
- (2) Within practical limits, immobilize the affected part in a position below the level of the heart.
- (3) Place an improvised, lightly constricting band two to four inches closer to the heart than the site of the bite and reapply the constricting band ahead of the swelling if it progresses up the arm or leg. The band should be placed tightly enough to halt the flow of blood in surface blood vessels, but not tight enough to stop the pulse.
- (4) If accomplished within an hour, make a single cut over each fang mark. The cuts must not be more than  $\frac{1}{2}$ " long and  $\frac{1}{4}$ " deep and should be made through the skin parallel to the bitten part.
- (5) Apply suction to the wound. Snakebite poison is not harmful in the mouth unless there are cuts or sores in the mouth. Even so, the risk is not great. Suction should be kept up for at least 15 minutes before loosening the tourniquet.
- (6) If after 15 minutes you feel no intense pain, tightness and dryness of the mouth, headaches or swelling of the bitten areas, the bite is non-poisonous.

3. Tips on How to Find Water

- a. When looking for water on dry lake beds, dig a hole until you hit wet sand. Water should begin to seep into the hole. In other places, pick the lowest point between sand dunes and dig down 3 to 6 feet. If sand becomes damp, keep digging until you hit water.
- b. In a sand dune belt, search between the outermost dunes rather than in the middle.
- c. Look for dry stream beds. Dig at the lowest point on the outside of a bend in the stream or channel.

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d. Scoop out a hole, line the bottom with a piece of canvas or nylon. Fill the basin with pebbles taken from a foot or more below the surface. Dew may collect on the rocks and trickle into the bottom of the material.

e. The actions of birds and animals give good clues to locating water. The sound of birds chirping in a semi-arid brush country often means that water is near. Flocks of birds will circle over a waterhole in very dry deserts.

5. Food

a. Animals. Animals are scarce in the desert. Most common are small rodents, snakes and lizards. Caution should be exercised with snakes and lizards.

b. Plants. Many desert plants look dry and unappetizing but start out by testing all the soft parts and dig to find the roots of trees and shrubs. Peel off the bark, you may find some of the soft material edible. One rule to remember in eating plants; if the sap is milky and/or bitter tasting, DON'T EAT IT.

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Appendix 4 (Search and Rescue) to Annex B (Intelligence) to Operation Order 1-81

Ref: (a) MCAS Yuma StaO P3710.4B

Time Zone: TANGO

1. Purpose. To outline Search and Rescue facilities and procedures at MCAS Yuma.
2. Facilities. The following Search and Rescue facilities and services are available:
  - a. UHF and VHF direction finding equipment
  - b. Radar (including MACS-7 intercept radar)
  - c. Helicopter with medical support
  - d. Mountain Rescue Unit (fully equipped ground party, helicopter lifted)
  - e. Additional Station aircraft and personnel as required
  - f. The facilities of the Air Rescue Center, Scott Air Force Base, if required
  - g. Local civilian organizations equipped with light aircraft, desert adapted vehicles and horses upon request.
3. Procedures. Search and rescue operations will be conducted in accordance with applicable MCAS Yuma Station directives and directives issued from higher headquarters. Search and rescue operations will be under the control of the Operations Duty Officer until responsibility is shifted to the Air Rescue Center, Scott Air Force Base and Rescue Mission Coordinator.

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Appendix 5 (Adversary Data) to Annex B (Intelligence) to Operation Order 1-81

Time Zone: TANGO

1. Purpose. To familiarize Squadron pilots with adversaries and information pertaining thereto.

2. General

a. While on this deployment, the squadron will conduct ACM flights against the F-4 Phantom and ~~AV-8 Harrier~~.

F-4 Data:

- (1) Powered by: 2 J-79 GE-8 Afterburning engines
- (2) Span: 38' 5"
- (3) Length: 58' 3"
- (4) Empty weight: 31,000 lbs.
- (5) Gross weight: 56,000 lbs.
- (6) Maximum speed: Mach 2+
- (7) Range: 1,400 miles with external fuel
- (8) Armament: MK 4 Gun pod, and 4 AIM 7/9 air to air missiles

F-15 Data:

- (1) Powered by: 2 F100-PW-100 Afterburning engines
- (2) Span: 43'
- (3) Length: 63'
- (4) Empty weight: 30,000
- (5) Gross weight: 37,500<sup>T</sup> COMBAT
- (6) Maximum speed: 1.3 @ 5k; MACH 2.0+ at F300
- (7) Range: 850 - 900 NM Combat
- (8) Armament: AIM 7/9 air to air missile, internal 20 mm

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AV-8 Data:

- (1) Powered by: 1 F402-RR-401
- (2) Span: 26'
- (3) Length: 45'
- (4) Empty weight: 12,500 lbs.
- (5) Gross weight: 25,500 lbs.
- (6) Maximum speed: 630 TAS
- (7) Range: 800 NM ferry
- (8) Armament: AIM 9 air to air missiles, internal 30 mm gun

AH-1 COBRA Data:

- (1) Rotor span: 44'
- (2) Maximum speed: 190 KTS
- (3) Ceiling: 11,400'
- (4) Armament: 20 mm nose turret machine gun, various air to ground ordnance

CH-46 SEAKNIGHT Data:

- (1) Length: 84'
- (2) Rotor span: 50'
- (3) Maximum speed: 139 KTS
- (4) Ceiling: 15,000'
- (5) Armament: Side mounted machine guns

A-7D CORSAIR II Data:

- (1) Wing span: 39'
- (2) Length: 46'
- (3) Maximum speed: 606 KTS
- (4) Armament: 20 mm Gatlin guns, AIM 9 air to air missiles

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F-5E FREEDOM FIGHTER Data:

- (1) Wing span: 25'
- (2) Length: 47'
- (3) Maximum speed: 868 KTS
- (4) Armament: AIM 9 air-to-air missiles, 20 mm guns
- (5) Combat weight: 12,500 lbs.

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Annex C (Administrative Data) to Operation Order 1-81

Ref: (a) MCAS Yuma StaO 3120.4F

Time Zone: TANGO

1. General

a. Purpose. This annex establishes standard procedures, responsibilities and policies for guidance of VMA-311 in the area of personnel administration for the training deployment to MCAS Yuma, Arizona. The reference applies.

b. Personnel Support Procedures

(1) SRB/OQR's will be taken to MCAS Yuma.

(2) All normal administrative business will be handled by the Administrative Chief at MCAS Yuma, Arizona.

(3) The deployment S-1 section will consist of two clerks, the Administrative Chief, and the Administrative Officer to process administrative business.

2. Discipline, Law and Order

a. All existing regulations pertaining to Law and Order and the discipline of members of this unit will remain in effect.

b. The Legal Officer will be with the deployed force.

c. Special laws concerning the conduct of Marines in Mexico shall be properly published or otherwise brought to the attention of each Marine.

d. Court-Martials will be delayed as necessary until the deployed elements return to MCAS El Toro.

e. Action in nonjudicial punishment cases shall not be delayed.

3. Morale and Personnel Services

a. Leave. Leave is not authorized for deploying personnel except for emergencies. Emergency leave will be processed through the administrative section.

b. Postal Service

(1) Deploying personnel will continue to utilize the El Toro mailing address.

(2) The Personnel Chief of VMA-311 (rear) will ensure that mail for deployed personnel is placed on air supply runs departing for MCAS Yuma as available.

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- (3) One mail clerk will be designated for distribution of mail at MCAS Yuma
- (4) Mail will be distributed as it arrives.

c. Pay

(1) All deploying personnel will be paid on 30 October 1980. Arrangements will be promulgated at a later date.

(2) Comrats will be suspended for SNCO's and below and a meal card issued for the deployment. Comrats will be resumed upon arrival at MCAS El Toro when the meal card is turned in.

(3) Banking facilities are available at MCAS Yuma.

d. Information

(1) If it becomes necessary to publish Squadron information, a POD (Cat Call) will be published each day of the deployment in conjunction with the flight schedule.

(2) Liberty limits for travel remain unchanged.

(3) A liberty bus at MCAS Yuma is available from 1330 until 2400 daily to downtown Yuma. Departure and arrival location are posted at Yuma. The Yuma bus company offers regular service to the Mexican border.

(4) No personnel will be granted liberty in Mexico unless they have received the special Mexican Liberty Brief offered by Fleet Liaison at MCAS Yuma (see Appendix 1).

f. Exchange Services. MCAS Yuma has exchange facilities comparable to MCAS El Toro, operating hours are listed below:

0930-1700 Mon-Fri      0930-1300 Sat      1230-1630 Sun

7 Day Store 0730-2130 Daily

Snack bars are located near the Main Exchange and in the Operations building with operating hours posted.

g. Uniform Regulations

(1) Clean utilities are authorized on any portion of MCAS Yuma.

(2) Flight suits are authorized anywhere on station except in the commissary.

(3) The working uniform will be the UD, flight clothing or utilities and field jackets as appropriate.

(a) When the field boots are worn, utility trousers will be bloused.

(b) Utility jackets may be removed in immediate working area if a clean and serviceable "T" shirt is worn (white).

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(4) Leave and Liberty (Summer Uniform)

(a) Officers

1 Summer Service "A"

2 Summer Service "C" within radius of city of Yuma

3 Appropriate civilian attire

(b) Enlisted

1 Summer Service "A" or "C" within radius of city of Yuma

2 Appropriate civilian attire

h. Club and Special Services Activities

(1) Enlisted

(a) MCAS Yuma has an enlisted club for Privates through Sergeants.

(b) 1030-2200 Mon-Thu  
1030-0030 Fri  
1200-2400 Sat & Sun

(c) Uniform: Clean working uniform (utilities) is authorized

(2) SNCO

(a) SNCO Club Hours:

Lunch 0930-1300 Mon - Fri  
Dinner 1800-2100 Wed & Fri  
Bar 1200-2330 Mon - Thu  
1200-0100 Fri  
1100-0100 Sat  
1400-2130 Sun

(b) Uniform: Clean working uniform (utilities) is authorized

(3) Officers

(a) Officers Club Hours:

1400-2300 Daily                      Mess Mon - Sat  
1030-1230 Lunch  
1730-1930 Dinner

(b) Uniform: Clean working uniform (flight suit) is authorized

i. Religious services with types and times are posted at the Yuma Chapel.

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j. Movie Theater

(1) The cost is 85¢ per person and show time is 1800 daily. Closed Mondays and Thursdays.

(2) Uniform: UD or appropriate civilian attire.

k. Station Gymnasium. The Station Gymnasium is open on a regular basis and recreation equipment is available for checkout.

4. Medical Services

a. Sick Call will be held at the MCAS Yuma Dispensary from 0600-0800.

b. Emergencies will be handled at the MCAS Yuma Dispensary at any time.

5. Casualty Reporting. Casualty reports will be processed in accordance with Squadron SOP.

6. Public Affairs

a. All press releases will be processed through the MCAS Yuma PAO via the Commanding Officer of VMA-311.

b. The Squadron PAO will make liaison with the MCAS Yuma PAO upon arrival.

c. In the event of an aircraft accident, the PAO will release the following information to the MCAS Yuma PAO in accordance with directives of the Commanding Officer of VMA-311:

(1) Time and location of accident

(2) Name, rank and age of pilot

(3) Condition of pilot

(4) Name and address of next of kin

(5) Type of aircraft and cause of accident

7. Civilian Employees. Technical representatives are the only authorized civilians to be employed and will wear the appropriate identification card visible on the left breast pocket.

8. Personnel Reports. Daily muster reports are not required.

9. S&C and Message Traffic

a. A courier will be designated in writing to escort all classified publications to MCAS Yuma.

b. All messages to VMA-311 will be received and guarded by the Communications Center of MCAS Yuma located in Building 500.

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c. The Commanding Officer, the Executive Officer, the Operations Officer, and the Aircraft Maintenance Officer shall have message releasing authority.

d. Three clerks shall be designated to pick up message traffic.

e. Squadron message releasing and pick up authority shall be effected by Message Release/Pickup Authorization (OPNAV 2160/6) presented to the message center as per reference (a).

10. Telephone Extensions. The following telephone numbers will apply to VMA-311, Hangar 146: 2811, 2763, 2797.

M. F. WILLIAMSON  
Lieutenant Colonel, U. S. Marine Corps  
Commanding

Appendixes:

1. Liberty in Mexico

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Appendix 1 (Liberty in Mexico) to Annex C (Administrative Data) to Operation Order 1-81

Time Zone: TANGO

1. General Information

a. Servicemen visiting Mexico are expected to conduct themselves in an exemplary manner at all time.

b. Military personnel must wear civilian clothing when visiting Mexico and possess their I.D. cards.

c. Unless you are a U. S. citizen, you will be required to have a valid visa to re-enter the United States. Immigration regulations must be checked before visiting Mexico.

2. Conduct

a. Personnel visiting Mexico are in a foreign country and as such are subject to the Mexican judicial system. The application of Mexico's laws in many instances does not provide personal liberty safeguards as does U. S. law and some acts are criminal in Mexico which are not in the U. S.

b. Personnel are reminded to:

(1) Leave automobiles in the U. S.

(2) Use taxicabs only after the fare has been predetermined

(3) Declare all merchandise at the actual price paid for customs purposes

(4) Be extremely cautious about what you eat and drink

c. Do not expect to receive help if you get into trouble with Mexican authorities since it cannot always be given.

3. Mexican Brief. The entire subject of do's and don'ts for conduct is covered in a brief given by Fleet Liaison which everyone must receive before visiting Mexico.

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Annex D (Maintenance Plan) to Operation Order 1-81

Ref: (a) WgO 03120.3A

Time Zone: TANGO

1. Situation

- a. General. See Basic Operation Order
- b. Enemy Forces. None
- c. Friendly Forces. See Basic Operation Order

2. Mission. Marine Attack Squadron 311 will deploy to MCAS Yuma, Arizona on 23 October 1980 to 5 November 1980 to conduct conventional CAS/DAS air to ground training with secondary missions of NWD and defensive tactics, Helo DEFTAC and air to air gunnery.

3. Execution

a. On order, deploy via available transportation to MCAS Yuma, personnel and equipment to maintain and operate 12/13 A-1M's for a period of about 14 days. Reference (a) applies.

b. All maintenance personnel will deploy, less those required for check, test, repair and inspection of aircraft remaining at MCAS El Toro, California.

c. Personnel rosters for deployment and rear echelons will be promulgated by separate correspondence.

d. Pack-up of non-pool items will be drawn from the supporting unit and augmented as available from Squadron assets.

e. Rotable pool pack-up will be drawn from the supporting unit and from MCAS Yuma, Arizona.

f. Ground Support Equipment will be provided by MCAS Yuma as available. Equipment not available from MCAS Yuma will be drawn from the local IMA and staged as directed by the Embark Officer.

g. Individual work centers will provide tools from their own assets. Special tools controlled by the tool room will be drawn and embarked by specific work centers.

h. Ordnance will be drawn and handled in accordance with Squadron and MCAS Yuma Standing Operating Procedures.

i. Intermediate Maintenance Activity (IMA) support will be provided in sufficient depth to support the deployment by supporting units and AIMD units of MCAS Yuma.

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j. IMA personnel roster will be promulgated by separate correspondence.

4. Administration and Logistics

a. All maintenance personnel will muster at 0800, 24 October 1980 at Hangar 146.

b. Normal workday will be conducted in 12 hour shifts.

c. Maintenance administration procedures will be conducted by the rear echelon at MCAS El Toro, California.

d. Maintenance documentation will be returned to MCAS El Toro, via government air.

5. Command and Signal

a. Message releasing authority as directed by the Commanding Officer.

b. Squadron 3M radios will be utilized for Flight Line/Ordnance and Maintenance Control coordination.

M. F. WILLIAMSON  
Lieutenant Colonel, U. S. Marine Corps  
Commanding

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Annex E (Logistics) to Operation Order 1-81

Ref: (a) MCAS Yuma StaO 3120.4F  
(b) GruO 3550.1A  
(c) SqdnO Pl600.1B

Time Zone: TANGO

1. Supply

a. General. A supply pack-up will be provided by MAG-13 Supply for embarkation to MCAS Yuma. However, the Squadron will be authorized the use of the Aviation Supply Department of MCAS Yuma. Requisitions will be handled on a fill or kill basis. References (a) and (b) apply.

b. Embarked Supplies. Until the arrival of the main body, the Officer in Charge of the Advance Party will take delivery of all Squadron supplies arriving by commercial truck. Coordination for the use of forklifts and operators will be accomplished through Fleet Liaison.

c. Control and Distribution of Material and Supplies

(1) All requisitions for aviation materials and supplies will be submitted to the Squadron expeditor.

(2) Each Department and work center will embark sufficient administrative supplies and equipment to support their respective deployed operations. MCAS Yuma's Serv-Mart will not be available to the Squadron.

d. Resupply. Aviation assets not obtainable at MCAS Yuma will be resupplied by MAG-13 Supply. All requisitions will be passed through the Squadron expeditor. All requests will be passed by telephone, either leased line or AUTOVON, to MCAS El Toro.

e. Refuelers. All fuel delivery at MCAS Yuma is provided by commercial contract which specifically prohibits the refueler operators from servicing the aircraft. It is mandatory that the maintenance personnel are available during refueling operations. Refuelers are scheduled by the published Squadron flight schedule; therefore, any changes thereto must be given to the contract fueler (ext. 2234). Any fuel problems should be referred to the fuel inspector (ext. 2798). JP-4/JP-5 purchases will be obtained on an as-needed basis utilizing a Jet Fuel Identaplate. Receipts must be turned into Maintenance Control when received. S-4 will pick up fuel receipts from Maintenance Control once a week. Refueling of GSE, both diesel and MOGAS, will be accomplished twice daily or as needed by telephone (ext. 2234). GSE fuel accounting data will be weekly utilizing DD Form 1348.

2. Billeting

a. Officers. All Squadron officers will be billeted in the MCAS Yuma BOQ (Building 1020). Field grade officers will be billeted one per room. Company grade officers will be billeted two per room. All officers will pay \$3.00 per day linen fee. Room assignments will be arranged by the OIC of the Advance Party.

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b. SNCO's/Enlisted Marines. All Squadron and attached SNCO's/Enlisted Marines will be billeted in barracks assigned upon arrival at MCAS Yuma. Room assignments will be made at MCAS Yuma. Field days will be conducted at the discretion of the First Sergeant. A Field day will be conducted the night of 5 November 1980 in preparation for checkout on 6 November 1980. There will be an inspection of the barracks by MCAS Yuma personnel on 6 November 1980.

3. Linen

a. Issues. The Officer-in-Charge of the Advance Party or his designated representative will receive the initial issue of linen for the Squadron at the Marine Corps Property Warehouse, building 480. All linen will be obtained prior to the Squadron's arrival. Each individual SNCO/Enlisted Marine will receive his linen at the Squadron barracks upon arrival from the Officer-in-Charge of the Advance Party or his designated representative. Separate issues of linen to individual members of visiting squadrons from Marine Corps Property is not authorized.

b. Laundry. Dirty linen will be exchanged for clean linen on a one-to-one basis, MCP (Bldg 480), one week from the day on which issued. Linen exchange will be monitored by the Squadron First Sergeant and administered by the Squadron Police Sergeant.

c. Turn-In. Upon the Squadron's departure from MCAS Yuma, all linen on charge will be turned in to Marine Corps Property (Bldg 480) by the individual who initially received for the items, or a designated Squadron representative.

4. Police Sergeant. The Squadron First Sergeant will designate a barracks Police Sergeant for the entire period of the MCAS Yuma deployment. This Marine will be directly responsible to the Chief ~~Master-at-Arms~~ of Facilities Management for the condition of the assigned barracks.

5. Messing

a. Officers. The COM (Open) dining room is open from 1100 to 1300 and from 1800 to 2100, Monday through Friday, and closed on Saturday and Sunday for dining. Officers may subsist in the enlisted dining facility for any meal. Flight clothing is authorized if the necessity exists.

b. SNCO/Enlisted Marines. To subsist in the MCAS Yuma Enlisted Dining Facility, all personnel must have a valid I.D. card and meal card, DD Form 714. Clean flight clothing or clean working uniforms are allowed at all meals where the nature of the individual's work requires such a uniform. Otherwise the Uniform of the Day will be worn. Appropriate civilian attire is permitted at all meals with the exception of Midnight Rations (MidRats) where the Uniform of the Day/Working Uniform is required. The Officer-in-Charge of personnel entitled to MidRats will submit a daily roster listing name, rank, and meal card number prior to 1500 to the Enlisted Dining Facility. The following is the meal schedule being utilized by MCAS Yuma Enlisted Dining Facility:

Monday - Friday

MidRats	2300-0045
Breakfast	0430-0700
Lunch	1030-1230
Dinner	1500-1700

Saturday, Sunday and Holidays

Brunch	0800-1100
Dinner	1500-1700

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6. Motor Transport

a. GSA Rent-A-Cars. San Diego GSA motor pool will provide two vans and one station wagon to be picked up on 20 October 1980. Drivers of those vehicles will be determined at a later date.

b. Navy Vehicles. The Advance Party will have to check on availability upon arrival.

c. Refueling/Serviceing. Refueling/serviceing of GSA vehicles will be accomplished at MCAS Yuma motor pool or Yuma GSA pool as needed. Hours of operation are normally 0730-1630.

M. F. WILLIAMSON  
Lieutenant Colonel, U. S. Marine Corps  
Commanding

Appendixes:

1. Embarkation

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Appendix 1 (Embarkation) to Annex E (Logistics) to Operation Order 1-81

Time Zone: TANGO

1. Organization for Embarkation. The Squadron will embark as a unit using commercial truck transportation.
2. Materials to be Embarked
  - a. Organic and Augmented Equipment. Organic and augmented equipment required for the operation of the Squadron in the performance of its mission will be embarked with the Squadron.
  - b. Preparation. All 5, 6, and 7 cube boxes will be handled on standard warehouse pallets. All 50 cube boxes will be padlocked. Combining of two or more departments' or work centers' cargo is approved. The GSE NCOIC will ensure that any GSE to be embarked is prepared and ready for shipment.
  - c. Movement. Each department/work center NCOIC will be responsible for having their shop's gear packed and ready for staging by 1200T, 20 October 1980. The Embarkation Officer/NCO will supervise an embarkation team composed of section/shop embarkation assistants for the purpose of palletizing, banding and staging of the gear.
  - d. Embarkation Schedule. Pick up of VMA-311 cargo is tentatively scheduled for 0800T, 21 October 1980. Upon completion of the loading, the commercial trucks will depart for Yuma so as to arrive not later than 1200T, 22 October 1980.
3. Coordinating Instructions
  - a. Staging. All gear will be staged along the west side of Hangar 295 by 1600T, 20 October 1980. The designated embarkation team will muster with the Squadron Embarkation Officer at 1300T, 20 October 1980 for the final preparations of the gear. Rolling stock will staged at the loading docks by 1600T, 20 October 1980.
  - b. Material Handling Equipment. WES-37 will provide a forklift for staging and loading of the cargo. The Squadron will provide a forklift operator.
4. Reembarkation to MCAS El Toro
  - a. Staging/Embarkation. Staging of vehicles, rolling stock, ground support equipment and palletized cargo will be completed by 1600T, 5 November 1980. The staging area will be the Unit's flight line at MCAS Yuma. The embarkation team designated by the Squadron Embark Officer will be responsible for banding and palletizing the cargo. The method and times of the reembarkation will be published at a later date.
  - b. Unloading. Off loading of the cargo will be conducted on the Squadron flight line at MCAS El Toro tentatively on 7 November 1980. A representative of the S-4 shop will be present to supervise the evolution. All departments/work centers will have personnel available to take custody of their respective cargo once the gear is off loaded.

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6. Miscellaneous. Any change in department/work center cargo manifests will immediately be forwarded to the Squadron Embarkation Officer.

TAB:

- A. Advance Echelon Personnel
- B. Main Echelon Personnel
- C. Flight Echelon Personnel
- D. Rear Echelon Personnel

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TAB B (Main Echelon Personnel) to Appendix 1 (Embarkation) to Annex E (Logistics) to Operation Order 1-81

1. The following personnel will proceed via the listed mode of transportation on 22 October 1980 and report as directed:

<u>Name</u>	<u>Rank</u>	<u>SSN</u>	<u>Shop</u>	<u>Mode of Trans.</u>
HICKS, R.	Capt		H&MS-13	POV
MARAFINO, A.	1stLt		AAMO	POV
COVEY, L. C.	1stSgt		SgtMaj	POV
BARTON, L. L.	MSgt		Ord	POV
SKAGGS, J. H.	GySgt		Avi	POV
FLORES, G. M.	GySgt		M/C	POV
BURTON, T. L.	GySgt		M/C	POV
CANAS, G. A.	GySgt		F/L	POV
ORTIZ, R.	GySgt		QA	POV
CARLSON, R. J.	SSgt		Ops	POV
JONES, C. D.	SSgt		P/C	POV
GALLAGHER, S. M.	SSgt		Avi	POV
SCHLACK, T. H.	SSgt		Hyd	POV
DIXON, M. T.	SSgt		Ord	POV
LOUDERBACK, A. M.	SSgt		Struct	POV
POWN, J.	SSgt		QA	POV
HIRAK, A. J.	SSgt		QA	POV
RAY, C. L.	SSgt		P/P	POV
ROBINSON, K. R.	Sgt		P/P	POV
MACTAGGART, A. W.	Sgt		S-1	GovVeh
FEENEY, R. M.	Sgt		QA	POV
RIECK, D. D.	Sgt		QA	POV
SHACKELFORD, C. A.	Sgt		F/E	POV
KUHN, M. L.	Sgt		F/E	POV
MILES, R. P.	Sgt		F/E	POV
SHEATER, D. E.	Sgt		F/L	POV
WOODEN, T. K.	Sgt		F/L	POV
RIDGEWAY, G. D.	Sgt		M/C	POV
CASTO, D. G.	Sgt		Ord	POV
TIJERINA, J. S.	Sgt		Hyd	POV
GILES, D. T.	Sgt		Avi	POV
GOODWIN, G. W.	Sgt		Avi	POV
PHILPOT, E. A.	Sgt		Avi	POV
REIGHARD, D. J.	Sgt		P/C	POV
MEDRANO, J. M.	Sgt		P/P	POV
HINES, N.	Sgt		MatCont	POV
EHRHARDT, C. A.	Sgt		T/R	POV

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TAB A (Advance Echelon Personnel) to Appendix 1 (Embarkation) to Annex E (Logistics) to Operation Order 1-81

1. The following personnel will proceed via the listed mode of transportation on 16 October 1980 and report to the OIC, Advance Party as directed:

<u>Name</u>	<u>Rank</u>	<u>SSN</u>	<u>Shop</u>	<u>Mode of Trans.</u>
GANDY, M. G.	WO		Ord	POV
ELDER, T. G.	GySgt		Ord	POV
HARDEN, A. W.	SSgt		S-4	POV
HUNTLEY, C. L.	SSgt		M/C	POV
CORBITT, S. J.	Sgt		F/L	GovAir
WILLIAMS, W. D.	Cpl		F/E	POV
BROWN, W. L.	LCpl		Ord	POV
SEALE, J. E.	LCpl		GSE	GovAir

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<u>Name</u>	<u>Rank</u>	<u>SSN</u>	<u>Shop</u>	<u>Mode of Trans.</u>
BOOKER, T. D.	Sgt		F/E	POV
PLAISANCE, L. G.	Sgt		Struct	POV
LONG, D. R.	Sgt		Hyd	POV
GOMEZ, M.	Sgt		S-4	POV
GRIFFITH, S. L.	Cpl		Struct	POV
THACKER, A. L.	Cpl		F/L	POV
VENEKLASSEN, G. O.	Cpl		F/L	POV
PRICE, E. O.	Cpl		M/A	POV
SOLAAS, M. A.	Cpl		Ord	POV
STEEL, G. D.	LCpl		Ord	POV
HANSON, R. A.	Cpl		Avi	POV
PALLADINO, J. A.	Cpl		Avi	POV
WILSON, V. J.	Cpl		Avi	POV
JONES, R.	Cpl		P/C	POV
RUF, R. C.	Cpl		P/C	POV
HANDLER, B. N.	Cpl		T/R	POV
MOUNT, R. M.	Cpl		S-2	GovVeh
WILLIAMS JR, C.	Cpl		S-1	GovVeh
HOWE, D. E.	Cpl		Ops	POV
BOOTH, P. G.	LCpl		S-1	GovVeh
FEASTER, B. G.	LCpl		M/A	POV
ALDERSON, B. W.	LCpl		Hyd	GovVeh
STROM JR, L. R.	LCpl		F/E	POV
TATUM, J.	LCpl		Struct	POV
DAVIES, S. M.	LCpl		Struct	POV
WOODARD, C. D.	LCpl		Struct	POV
CRAIG, K. A.	LCpl		F/L	POV
TRAUB, M. E.	LCpl		F/L	POV
GIBSON, N. A.	LCpl		F/L	POV
MILLER, B. R.	LCpl		F/L	POV
PIPKIN, J. T.	LCpl		F/L	POV
SNIDER, W. D.	LCpl		F/L	POV
BANKSON, B. R.	LCpl		Ord	POV
CARICO, C. J.	LCpl		Ord	POV
HUFF, J. T.	LCpl		Ord	POV
MESSER, J. A.	LCpl		Ord	POV
WLSNESKI, L. E.	LCpl		Ord	POV
WILLIAMS, M. B.	LCpl		Hyd	POV
STANDAL, R. D.	LCpl		P/C	GovVeh
COLLINS JR, J. S.	LCpl		P/C	POV
JOHNSON, S. M.	LCpl		Avi	POV
MEYERS, M. J.	LCpl		Avi	POV
PORTER, E. F.	LCpl		Avi	POV
BHUNS, R. L.	LCpl		P/P	POV
CARRILLO, D. E.	LCpl		P/P	GovVeh
MCCREARY, E. L.	LCpl		P/P	POV
ROBINSON, C.	LCpl		P/P	POV
HOUGHTON JR, R. C.	Cpl		P/P	GovVeh
ORTIZ JR, A. B.	LCpl		P/P	POV
DAVID, R. W.	LCpl		P/P	POV
THOMPSON, R. H.	LCpl		P/C	GovVeh

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<u>Name</u>	<u>Rank</u>	<u>SSN</u>	<u>Shop</u>	<u>Mode of Trans.</u>
KENNEDY G. E.	LT (USN)		FltSrgn	POV
ESTOESTA, D. D.	HM2 (USN)		Corpsman	POV

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TAB C (Flight Echelon Personnel) to Appendix 1 (Embarkation) to Annex E  
(Logistics) to Operation Order 1-81

1. Flight Echelon personnel will include the below listed personnel:

SQUADRON PILOTS

WILLIAMSON, M. F.	LtCol
HENDERSON, H. W.	Maj
FROMMELT, W. T.	Maj
HENSLEY, R. W.	Maj
ENKE, R. J.	Maj
BAKKE, S. T.	Maj
BEHL, B. L.	Capt
KEFFER, J. C.	Capt
GHEEN, M. B.	Capt
BROWN, M. D.	Capt
MARSH, R. A.	Capt
DONOHUE, K. P.	1stLt
EUBANK, D. D.	1stLt
GHIGNA, R. W.	1stLt
HARMON, H. M.	1stLt
JARSTAD, D. A.	1stLt
LYDEN, M. J.	1stLt
MCCABE, M. L.	1stLt
ORAM, W. E.	1stLt
PEELER, D. H.	1stLt
ROBINSON, W. D.	1stLt

AUGMENTED PILOTS

HEDIN, R. A.	Maj
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AUTHORIZED TO FLY

ROSER, H. G.	LtCol
HASTINGS, E. E.	LtCol
LIND, W. M.	Maj
AGENERBROAD, J. R.	Maj
BAIN, W. F.	Capt
GION, C. J.	Capt
GOODMAN, J. F.	Capt

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TAB D (Rear Echelon Personnel) to Appendix 1 (Embarkation) to Annex E (Logistics) to Operation Order 1-81

1. The following personnel will remain in the rear and will make up the rear echelon of the deployment:

<u>Name</u>	<u>Rank</u>	<u>SSN</u>	<u>Shop</u>
FINOCCHIARO, C. A.	1stLt		Avionics
BOWEN, J. L.	MSgt		Avionics
HICKMAN, J. E.	MSgt		Maint Chief
BRANNOCK, R. L.	SSgt		M/C
REED, K. A.	SSgt		QA
ACKERMANN, M. A.	Sgt		S-4 (TAD)
BATTY III, E. L.	Sgt		MatCont
BURNS, A. L.	Sgt		Analyst
LATHON JR, W. A.	Sgt		Operations
LEE, B. C.	Sgt		P/C
PETERSEN, K. A.	Sgt		S-1
PISAHL, J. J.	Sgt		Struct
BECKER, J. P.	Cpl		F/E
LAVARREDA, L. R.	Cpl		S-4
MANGOLD, J. M.	Cpl		P/C
MARINO, P. J.	Cpl		Operations
MERCER, J. W.	Cpl		M/A
TANCREDO, R. A.	Cpl		Avionics
TRAMMELL JR, T. M.	Cpl		Struct
VAN HOVEL, D. W.	Cpl		S-1
WISCARSON, D. L.	LCpl		F/E (Guard)
WYATT, W. C.	LCpl		Avionics (Guard)
RICHARDSON, B. M.	Pvt		S-4
ROCHA, J.	Pvt		Struct (BRIG)
BRANNON, D. M.	Major		Admin Officer

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Annex F (Operational Reports) to Operation Order 1-81

Ref: (a) NWIP 10-1(E)  
(b) GruO 2100.2A  
(c) Operations Turnover Jacket

Time Zone: TANGO

1. Operations. Operational reports will be in accordance with references (a) through (c).

2. Flight Schedule and Reports. All necessary reports will be distributed by the Squadron Operations section.

3. Reports Required

a. Daily Reports

- (1) Morning Status Report due by 0745 to MAG-13, S-3
- (2) Kent Runner due by 1500 to MAG-13, S-3
- (3) Flight Schedules due to Fleet Liaison by 1500 daily
- (4) SITREPS due to Communications Center by COB daily
- (5) UNITREP reports as required for departure and RTB
- (6) COM shift (72 hours prior to departure and RTB) in accordance with NTP 4
- (7) Messages as required

M. F. WILLIAMSON  
Lieutenant Colonel, U. S. Marine Corps  
Commanding

Appendixes:

1. Flight Schedule
2. SITREP
3. Messages

DISTRIBUTION: See Annex X (Distribution)

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Appendix 1 (Flight Schedule Format) to Annex F (Operational Reports) to Operation Order 1-81

Time Zone: TANGO

EVENT	CALL SIGN	ATC BRIEF	T/O LAND	CREW	A/C MSN	CREW MSN	TRNG CODE	FUEL	ORD	TGT	TOT	REMARKS
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Appendix 2 (SITREP) to Annex F (Operational Reports) to Operation Order 1-81

Time Zone: TANGO

EXAMPLE

FROM: VMA THREE ONE ONE

TO: CG THIRD MAW

INFO: MAG THIRTEEN

CMC WASH DC

BT

UNCLAS//N03120//

CMC FOR CODE OTOC

VMA-311 SITREP NO \_\_\_\_ FOR PERIOD \_\_\_\_\_ (date)0600Z-\_\_\_\_\_ (date)0600 MAY 80

1. COMMENCED FLT OPS WITH \_\_\_\_ A/C UP AND \_\_\_\_ SYS UP.

2. FLIGHT DATA

A. SORTIES/HOURS SCHEDULED: \_\_\_\_/\_\_\_\_

B. SORTIES/HOURS FLOWN: \_\_\_\_/\_\_\_\_

3. PROJECTED STATUS FOR NEXT 24 HOUR PERIOD

A. A/C UP: \_\_\_\_

B. SYSTEMS UP: \_\_\_\_

4. PROJECTED FLT OPS FOR NEXT 24 HOUR PERIOD

A. SORTIES/HOURS SCHEDULED: \_\_\_\_/\_\_\_\_

5. ASSISTANCE REQUIRED: NONE

6. SIGNIFICANT EVENTS: NONE

BT

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Appendix 3 (Message Format) to Annex F (Operational Reports) to Operation Order 1-81

Time Zone: TANGO

EXAMPLE OF MESSAGE FORMAT

FROM:

TO:

INFO:

BT

UNCLAS//NO //

SUBJ:

1.

BT

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MCAS El Toro, CA 92709

Annex X (Distribution) to Operation Order 1-81

Time Zone: TANGO

<u>1. Internal Distribution</u>	<u>Copies</u>
a. Official File Copy	1
b. Files	3
c. CO	1
d. XO	1
e. AMO	10
f. Material	2
g. 1stSgt	1
h. Operations	4
<u>2. Other</u>	
a. CG, 3dMAW	2
b. CO, MAG-13	2
c. CO, MCAS Yuma	3
d. OIC, H&MS-13 Det	2

M. F. WILLIAMSON  
Lieutenant Colonel, U. S. Marine Corps  
Commanding

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