

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:RVD:bl1
5750

01 JUL 1982

From: Commanding Officer
To: Commanding Officer, Marine Aircraft Group 13 (Attn: S-3)
Subj: Command Chronology for period 1 January 1982 to 30 June 1982
Ref: (a) MCO 5750.1E
(b) FMFPacO 5750.8C
(c) WgO 5750.2A
(d) GruO 5750.1H

Encl: (1) VMA-311 Command Chronology

1. In accordance with the provisions of reference (a) through (d), enclosure (1) is submitted.


H. G. ROSER

VMA-311

Jan-Jan 82

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

COMMAND CHRONOLOGY

1 January 1982 to 30 June 1982

INDEX

PART I

ORGANIZATIONAL DATA

PART II

NARRATIVE SUMMARY

PART III

SEQUENTIAL LISTING OF
SIGNIFICANT EVENTS

PART I

ORGANIZATIONAL DATA

1. Designation Commander
Marine Attack Squadron 311 Lieutenant Colonel H. Gary
ROSER
1 January 1982 - 30 June 1982

SUBORDINATE UNITS: NONE

ATTACHED UNITS: NONE

Reporting Unit Code: 01311 Table of Organization number: 8852R

2. Location
1 January 1982 - 30 June 1982 MCAS EL TORO Bldg. 295
Santa Ana, Ca.

3. Staff officers

Executive Officer Major Richard L. BARTON
1 January 1982 - 30 June 1982

Administrative Officer Major Russell V. DUDLEY
1 January 1982 - 4 April 1982

Captain Robert L. DOMINA
5 April 1982 - 30 June 1982

Intelligence Officer Captain Richard W. GHIGNA
1 January 1982 - 30 June 1982

Operations Officer Major Steven T. BAKKE
1 January 1982 - 4 April 1982

Major Russell V. DUDLEY
5 April 1982 - 30 June 1982

Logistics Officer Captain Michael J. LYDEN
1 January 1982 - 30 June 1982

Aircraft Maintenance Officer Major Thomas R. CARSTENS
1 January 1982 - 30 June 1982

Staff Historian Captain Richard W. GHIGNA
1 January 1982 - 30 June 1982

Sergeant Major Sergeant Major Clarence H.
PALMER
1 January 1982 - 3 March 1982

Sergeant Major Billy H. GRANT
4 March 1982 - 30 June 1982

4. Average Monthly Strength

	<u>USMC</u>	
<u>Month</u>	<u>Officer</u>	<u>Enlisted</u>
January	31	189
February	32	191
March	33	196
April	34	200
May	34	207
June	34	210

Equipment

Type: A-4M Skyhawk (McDonnell Douglas)

Number: On hand 16 SDLM 3 Total 19

PART II

NARRATIVE SUMMARY

The "Tomcats" were very successful in achieving their goal of providing a wide variety of tactical training for the pilots during the first half of 1982. By the end of June, the compliment of pilots assigned to the squadron totaled twenty-nine. These pilots flew approximately 1800 sorties, accumulating 2800 hours of flight time.

In January, a MCCRES evaluation was conducted. This evaluation was the culmination of many hours of planned training, both ground and airborne. Every type of mission assigned to the A-4M was planned, briefed and flown. The missions ranged from night bombing sorties, to fully integrated strikes, combining all other assets of the Marine Air Wing. A total of 309 sorties were flown, accumulating 497.7 hours in the preparation for the MCCRES. Many hours were also spent by the pilots attending briefs on special and conventional weapon systems, enemy airborne and surface threats, Marine Corps Doctrine on Close and Deep Air Support, Air to Air tactics and aircraft systems and emergency procedures.

A Safety Stand down was held on 12 January, just prior to the start of the MCCRES.

During the MCCRES, two attack pilots, Captain Wayne D. ROBINSON and Captain Michael J. LYDEN successfully completed the nuclear delivery check ride. Surge day for the MCCRES had 32 sorties scheduled and 34 sorties flown for a total of 46.9 hours and a sortie rate which graded out at 106% of the required sorties. Overall, the MCCRES was extremely successful and a great training experience for all involved. One true highlight of the evaluation was the outstanding maintenance effort. The department worked around the clock providing schedulers with availability and pilots with full system jets.

The tempo of operations subsided somewhat in February due to the week-long A&M Inspection. Flight hours during the month totaled 440.7 hours in 202 sorties. Even though monthly flight time dropped below 500 hours, quality training continued. The "Tomcats" provided DEFTAC support to the 49th TFW at HOLLoman AFB along with VMFA-323 and VMFA-314. Our training in Close Air Support using both FAC (A) from H&MS-13 and ground FAC's excelled. Support given to LFTC PAC at Twentynine Palms, 27th Marines at Twentynine Palms and Second Battalion 7th Marines at Camp Pendleton gave pilots a realistic training evolution. Also flown were ECM missions at NAS Fallon, TPQ and Smoke missions at Twentynine Palms and aerial refueling with VMGR-352.

During March, 301 sorties totalling 453.9 hours were flown. Close Air Support was again the prime emphasis. CAS missions were flown at Camp Pendleton, Twentynine Palms and in the Chocolate Mountains Bombing Range. Again both airborne and ground FAC's were utilized.

The month closed out with a Group COMPEX. LtCol H. Gary ROSER, "Tomcat Skipper", one of the four Tomcat Bombers, took 1st place individually and also led the "Tomcats" to a 1st place finish in the team competition.

The month of April was another busy month with CAS and Smoke missions flown in support of the Gallant Eagle Exercise. A Safety Stand down was conducted on the 7th in preparation for the deployment to Twentynine Palms. On 28 April, the "Tomcats" departed El Toro for two and a half weeks to fly out of the Expeditionary Airfield at Twentynine Palms in support of CAX 6-82. (See enclosed LOI) Total hours flown for the month were 427.5 in 283 sorties. The month of May was very successful for the "Tomcats" with 571.6 hours flown in 407 sorties. A significant amount of tactical training was accomplished at Twentynine Palms. Sorties flown included raked range bombing, LATT, RECCE, HELO EVM, DAS, high and low threat CAS, day/night CAS, HELO escort, DEFTAC, spray, TPQ and aerial refueling. The actual CAX took place from 12 to 14 May and the Ground Combat Element was very pleased with the support the "Tomcats" provided. (Post Exercise Report enclosed)

The month of June emphasized training in DEFTAC for five pilots being worked up for ACTI, as well as concentrating on 7501 MOS training. Preparations were being made for the upcoming deployment to MCAS Yuma in July. A variety of sorties were flown during the month including CAS at Camp Pendleton, SIM CAS at Twentynine Palms in support of the 27th Marines and CAS at Twentynine Palms in support of LFTCPAC.

During the first half of 1982 the "Tomats" were in high gear training newly acquired replacement pilots. Some of the pilots were arriving at VMA-311 44% qualified due to the large number of replacement pilots at VMAT-102. However, the "Tomcats" were able to provide the requisite number of sorties so that four pilots attained a Combat Capable status and two pilots attained a Combat Ready status. Aircraft returning from SDLM have had the new ARBS (Angle Rate Bombing System) incorporated. The "Tomcats" are scheduled to deploy to West PAC next year and will be the first squadron totally outfitted with the ARBS. The only low point of the month was the loss of a squadron aircraft (160038). But that had a good outcome; the pilot, Major Richard L. BARTON, the "Tomcats" Executive Officer, escaped with only minor injuries.

PART III

SEQUENTIAL LISTING OF SIGNIFICANT EVENTS

12 January 1982	Safety Standdown
25-28 January 1982	MCCRES
16-23 February 1982	3rd MAW A&M Inspection
23-26 February 1982	DEFTAC in support of 49th TFW
19 March 1982	Group COMPEX
1-6 April 1982	CAS in support of Gallant Eagle
7 April 1982	Safety Stand down
29 April - 14 May 1982	Twentynine Palms deployment in support of CAX 6-82
10 May 1982	A/C 160038 LOST
1-8 June 1982	FMFPAC Inspection
9-10 June 1982	SIMCAS in support of 27th Marines

Personnel and Administration

During this period there were no significant personnel changes that affected the overall strength of the squadron. However, the total compliment of pilots assigned to the squadron reached an all time high of 29. The squadron was the subject of two inspections during the first half of 1982. In February the squadron underwent a Wing A&M inspection. The 31 areas subject to inspection received the following marks: 1 below average, 4 averages, 7 above averages, 14 excellents and 5 outstandings. In June, 9 functional areas were inspected by FMFPac. The following marks were assigned: 2 averages, 5 above averages, 1 excellent and 1 outstanding. Both inspections came on the heels of major squadron events, the MCCRES evaluation and a squadron deployment to MCAGCC, Twentynine Palms respectively. Consequently, there was very little last minute preparation done enroute to their subsequent admirable performance, which was a credit to the Marines staying prepared through daily attention to duty.

Promotions: The following promotions were effected:

To PFC	1
To LCPL	4
To CPL	10
To SGT	7
To SSGT	4
To CWO-2	1
To CAPT	2

Officers Joined:

<u>Grade</u>	<u>MOS</u>
1 Capt	7500
1 Capt	7598
1 1stLt	3060
4 1stLt	7598
1 CWO-2	6002

Officers Dropped:

<u>Grade</u>	<u>MOS</u>	<u>Reason</u>
Capt	7501	PCS
Capt	7501	EOS
Capt	7501	Intra-Wing
Capt	7501	Intra-Group
1stLt	6002	PCS

Enlisted Joined: 57

Enlisted Dropped: 35

Average Non-effective (TAD):

January	61
February	62
March	63
April	64
May	65
June	66

Legal Action:

SCM - 1

Office Hours - 3

Investigations - 2

MEDICAL

The "Tomcats" Flight Surgeon, Lt. George KENNEDY departed the service and was replaced most skillfully by Lt. Steve BULLOCK.

LOGISTICS/SUPPLY

During this period, the Logistics department assisted in preparations for a MCCRES, followed closely by a Wing A&M Inspection. In March, planning began for squadron participation in CAX 6-82, which was conducted from 28 April to 14 May at Twentynine Palms. This deployment was unique in that it required embarkation of specialized equipment to an expeditionary airfield over an extended period of time. Upon return from Twentynine Palms, preparations began for another deployment to MCAS Yuma in July.

CIVIC ACTION

For the Navy Relief drive during May and June, the "Tomcats" made 153% of their goal. The squadron donated \$5,325 by selling Tomcat tee-shirts, patches, pictures, and having a bake sale, car wash, hot lunch sale and manning a concession at the annual MCAS El Toro Air Show. Special thanks for the excellent efforts by Captain Shawn S. SPEIGHT and 1stLt Lieutenant George I. ROBERTS in making the "Tomcats" the highest contributor of any tactical squadron in the Group.

5-3 File

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: RVP:wdh
3000

25 MAY 1982

From: Commanding Officer
To: Commander, Aviation Combat Element, CAX/6-82
Subj: Post Exercise Report, CAX/6-82
Ref: (a) ACE OPORD CAX 5/6-82
Encl: (1) Comments/Recommendations

1. In accordance with Annex N to reference (a), enclosure (1) and the Operations Summary is submitted:

OPERATIONS SUMMARY. On 28 April 1982, the "TOMCATS" of VMA-311 deployed 12 aircraft, and 30 pilots to the Twentynine Palms EAF in support of CAX 6-82. During the Pre-CAX Phase, training goals accomplished far exceeded expectations with an average 1.9% increase in the squadron CRP. Though emphasis was directed primarily towards preparations to support the CAX, nearly half the daily sorties generated involved training for the Non-MOS aviators. The excellent aircraft availability and high sortie rates enabled two (2) pilots to achieve their 7501 MOS with one (1) additional pilot gaining a 7500 designation. The more than planned opportunity for all pilots to deliver live ordnance throughout the deployment provided a valuable benefit in the level of experience for the squadron. Overall, the "TOMCATS" flew 295 sorties for 353.5 hrs during the deployment. A sortie breakdown shows 37 sorties flown in direct support of the CAX with the remaining 258 sorties flown in PRE-CAX and MOS Training. It should be noted that the cooperation between this unit's maintenance department and HML-367's maintenance department had a direct impact on the numerous ordnance sorties that VMA-311 flew during PRE-CAX training as well as the CAX itself. The many lessons learned while operating in a high threat CAS environment were of mutual benefit to both the experienced as well as the junior pilot. The experience of living in other than ideal conditions in conjunction with the high tempo of flight operations emphasized to all the combat atmosphere which will prevail while operating in a hostile environment. This scenario, which so closely approximates combat operations, has significantly improved the knowledge and thus the experience level of each member of this unit.

H. G. ROSER

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COMMENTS/RECOMMENDATIONS

ITEM: Location of Contact Points/Initial Points

DISCUSSION: By doctrine the location of a CP should be far enough removed from the threat area so that aircraft will be able to climb to one or two thousand feet for loitering. Dependent upon the terrain this could be up to 30 NM away from the target area and should be no less than about 10 miles. During CAX 6-82 a good effort was made to utilize contact points, however most of the CP's, when used, were only a mile or two from the IP which rendered the CP all but useless. Although airspace in R2501 is small, some careful thought into the location of CP's would add much realism to the problem at hand. In addition, it would exercise the necessary agencies to communicate with an aircraft 30 miles from the battle area. The use of Camp Wilson as a CP or IP should be avoided for safety reasons and airspace restrictions over the EAF.

RECOMMENDATIONS: For future events establish CP's no less than 5 miles from IP's and IP's no less than 5 miles from the target area. Eliminate Camp Wilson altogether as a control point.

ITEM: R-2501 Range Scheduling

DISCUSSION: Control of airspace which was given to the ACE by the Controlling Agency should have been directly controlled by the ACE S-3 which in turn would assign the areas that each detachment would use exclusively. For the most part, aircrews were required to "MARSA" with other flights from other detachments which may or may not have been on the same tactical frequency. This could have developed into a serious problem with the heavy ordnance that was expended on a routine basis.

RECOMMENDATION: Assign specific ranges to specific units using block times that would exclude others from entering the assigned areas.

ITEM: EAF EMCON Operations

DISCUSSION: In the simulated tactical environment during the CAX, a few days of EMCON operations at the EAF would have been a valuable experience for all personnel. Two days of EMCON operations were conducted very successfully during CAX 3-81. The use of pilots as runway duty officers was utilized with head phones on a direct line to the tower for aircraft direction.

RECOMMENDATION: Incorporate EMCON operations into future CAX events.

ITEM: Arresting Gear and Fresnel Lens Location

DISCUSSION: The current configuration of the M21 and E5 Arresting Gear (dual M21 approach end of runway 28 and E5 longfield) does not allow for flexibility for operations on runway 10. In addition, the Fresnel Lens now rigged for a fly in engagement to the M21 gear is useable only if an arrested landing is planned on runway 28. The positioning of a Fresnel Lens at the approach end of each runway would ensure accurate glideslope information during a normal approach. This is especially important during night operations because of the lack of visual cues available at the EAF. The present position of the Fresnel Lens on runway 28 (1446' from the approach end of runway 28) and the lack of a Fresnel Lens on runway 10 makes night approaches difficult under the best circumstances.

ENCLOSURE (1)

For example, on May 28 while there are approach lights (non-existent on runway 10) the pilot has no visual cues for a normal approach. This results in an altered method of landing combining one or all of the following bad habits: Attempt to "spot the deck", fly a centered "ball" approach on the Fresnel Lens using up approximately 1500' of useable runway prior to touchdown, or fly a combination of a low ball to spotting the deck approach. None of these alternatives are reasonable for normal night operations. Additionally, during our deployment over 200 landings were made without any arrestments. Realizing that this was one of the better weather periods, those results still seem to indicate that the majority of approaches will be normal landing events and require the standard approach landing aids.

RECOMMENDATION: Put bi-directional gear at each end of the runway and position a Fresnel Lens at the approach end of each runway.

ITEM: EAF Break Airspeed and Pattern

DISCUSSION: The current 250 knot restriction on the break airspeed is unsatisfactory for fighter/attack aircraft. Insufficient "G" available and maneuverability, especially in flights of two or more, justifies a higher pattern airspeed. In addition, the descending break (3600 Ft to 3100 Ft downwind) defeats the purpose of the level turn to slow the aircraft to landing speed.

RECOMMENDATION: Increase the allowable break airspeed to 350 KIAS to bring the EAF course rules in line with other airfields. In addition, alter the pattern altitude to 3100 Ft for the break and downwind pattern.

ITEM: GSE - Nitrogen Carts

DISCUSSION: The availability of only two nitrogen carts during the CAX was insufficient to support the desired tempo of operations. In order that sufficient nitrogen would be on hand for tire changes, occasionally ordnance flights flew with uncharged guns. When both carts had been sent to MCAS El Toro for recharging, there was a two-day period when no nitrogen was available.

RECOMMENDATION: With a detachment of this size, a minimum of four nitrogen carts should be made available to the unit at all times.

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MCAS El Toro, California

Letter of Instruction (LOI) 2-82 for VMA-311

Deployment to CAX 6-82, MCACGG, Twentynine Palms, California 28 April to 15 May 1982

Ref: (a) CG, Third MAW 091706Z Dec 1981
(b) VMA-311 190215Z Jan 1982

Time Zone: TANGO

1. Purpose. Provide information and instructions for the deployment of VMA-311 to MCAGCC, Twentynine Palms, California for participation in CAX 6-82.

2. Situation. Reference (a) tasked this squadron with providing support to exercise forces in CAX 6-82. Reference (b) indicated the squadron's intention to deploy 10 A-4M aircraft, 30 pilots and 130 maintenance personnel.

3. Mission. The squadron will deploy to provide support to CAX 6-82 exercise forces. A secondary mission is to conduct T&R Syllabus Training as outlined in Annex A (Air Operations).

4. Execution

a. The VMA-311 main party will depart MCAS El Toro via government ground transportation on 28 April 1982. The aircraft will launch the same day. The Fly-away Schedule will be published separately from this document.

b. All pilots of VMA-311 will attend an Aviation Safety/Orientation Brief at 0730 on 29 April 1982.

c. Pre-CAX Training will be conducted from 29 April 1982 to 11 May 1982, with the CAX commencing on 12 May 1982 and ending on 14 May 1982.

d. The aircraft will depart on 15 May 1982 with the squadron main body departing the same day via government ground transportation.

5. Administrative/Logistics

a. Administrative. See Annex B (Administrative)

b. Logistics. The squadron will deploy with a full pack-up to support flight operations from EAF MCAGCC, Twentynine Palms. Transportation for the main party will be provided by military buses and commercial trucks. MARLOG support will be provided by 3rdMAW/MCAS El Toro assets.

6. Command and Signal. See Annex A (Air Operations)



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Lieutenant Colonel, U. S. Marine Corps
Commanding

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ANNEXES:

A - Air Operations

B - Administrative

C - Maintenance

D - Logistics

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CO, ACE 5/6-82 (CO, HML-367)

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ANNEX A (Air Operations) to LOI 2-82

Time Zone: TANGO

1. Situation. Refer to ACE OPORD CAX 5/6-82 Annex A, (Situation)

2. Mission: VMA-311 will deploy to the MCAGCC, Twentynine Palms EAF with 10 aircraft to prepare for and provide close air support to exercise forces, utilizing conventional ordnance. A secondary mission is to conduct T&R Syllabus Training with emphasis on completing required training for the 7501 MOS designation. Additionally, extensive training will be conducted in the combat qualified and full combat qualified stages of the T&R Syllabus. Training will continue for those replacement pilots not yet designated a 7500 MOS.

3. Execution

a. General. Flight operations will commence on the afternoon of 29 April 1982 with Pre-CAX Training conducted until a full CAX rehearsal on 11 May 1982. The CAX will run from 12 - 14 May 1982.

b. Coordinating Instructions

(1) Flight Schedules will be published and submitted to the ACE S-3 for inclusion to the ACE Schedule.

(2) Safety will not be compromised to launch or complete any mission.

(3) All pilots participating in CAX 6-82 and local training sorties will attend the Safety/Orientation Brief on 29 April 1982 at 0730.

(4) Flights in support of CAX 6-82 will adhere to the ACE OPORD CAX 5/6-82.

(5) Training Flights not in support of CAX 6-82 will adhere to MCAGCC/CACO P3500.4 and the Airfield SOP.

(6) All flights will be flown in accordance with the A-4M NATOPS Manual and appropriate publications.

4. Administrative/Logistics

a. Administrative. Refer to Appendix 1 to this Annex.

b. Logistics. See Annex D (Logistics)

5. Command and Signal

a. Communication will be in accordance with published Frequency Cards provided by squadron operations.

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b. Changes to Flight Schedules will be authorized by the Operations Duty Officer or higher authority.



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Lieutenant Colonel, U. S. Marine Corps
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- Appendixes: 1. Reports Required
2. CAX 6-82 Calendar
3. Course Rules and Safety Instructions

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APRIL/MAY 1982 CAX 6-82 ACE Schedule
SCHEDULE OF EVENTS

1189-62-1720/1 (a-35) S/N 0190-LF-006-8500

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
			28 CAX 6-82 Only AVN DETS Arv NLT 1800	29 0730-Orientation OPORD Review AVN SAFETY Brf. All Air Crews Attend	30 ← Pre-CAX Training →	1
2 Pre-CAX Trng	3 ← TACP Training → C-12 Log Flt	4	5	6 C-12 Log Flt	7 ← Pre-CAX Training →	8
9 Pre-CAX Trng	10 TACP Trng C-12 Log Flt	11 Rehearsal Rehearsal Critique	12	13 C-12 Log Flt	14 ← CAX 6-82 →	15 ACE AVN DET Flyaway Controller Debrief/Indiv MOS Debrief
16 Gen MOS Debrief Sqdn Reps and DET OIC's attend						

A2-1

Appendix 2 (Calendar) to ANNEX A (Air Operations) LOI 2-82

Appendix 1 (Reports Required) to ANNEX A (Air Operations) LOI 2-82

Ref: (a) ANNEX N to ACE OPORD CAX 5/6-82

Time Zone: TANGO

1. In accordance with the reference, the following reports will be submitted on a recurring basis:

<u>Report Title</u>	<u>Period Covered</u>	<u>Time Due</u>
Personnel Status Report	1201 - 1200	1300 (Daily)
Aircraft Availability Report	0600 - 1800 1800 - 0600	1800 (Daily) 0600 (Daily)
Air Ops Summary Report	0001 - 2400	1 hour after flight Ops secure (Daily)
Class V (A) Expenditure Report	1601 - 1600	1700 (Daily)

2. The following reports are on an as-required basis:

- Combined Flash Report
- MSCD Government Property Report
- OPREP-3 Report
- Post Exercise Report

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VMA-311, MAG-13
MCAS El Toro, CA

Appendix 3 (Course Rules and Safety Instructions)

Ref: (a) TAB C to Appendix II, Annex M, ACE OPOD CAX 5/6-82

Time Zone: TANGO

1. Reference (a) describes general instructions and safety procedures in effect during CAX 6-82. These instructions will be published and distributed on knee board cards.

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ANNEX B (Administrative) to LOI 2-82

Ref: ANNEX E to OPORD CAX 5/6-82

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 during the deployment to MCAGCC, Twentynine Palms, California.

b. Personnel Support Procedures

(1) SRB/OQR's will not be taken to Twentynine Palms.

(2) All normal administrative business will be handled by the Squadron Administration Section.

(3) A personnel roster is contained in Appendix 1.

(4) A phone directory is contained in Appendix 3.

2. Discipline, Law and Order

a. All existing regulations pertaining to law and order and the discipline of the squadron remain in effect.

b. Court-martial and non-judicial punishment will be delayed until the squadron returns to MCAS El Toro.

3. Leave

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

4. Postal Service

(a) Deploying personnel will continue to use the El Toro mailing address.

(b) Mail will be delivered to Twentynine Palms when transportation is available.

5. Pay

(a) Paychecks will be available on paydays give or take a day to allow for transportation from El Toro. For those Marines who wish to leave their checks at El Toro and have someone pick them up, S-1 will require a hand written statement that names the individual who is authorized to pick up the check.

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(b) Sergeants and below will not pay for meals. Comrats will be checked upon return to MCAS El Toro. NCOIC's will ensure that there are no missed meals. All SNCO's and Officers will be required to pay for their meals while deployed.

(c) Banking facilities are available at Twentynine Palms, but limited.

6. Liberty

(a) Liberty will be controlled by the Department Heads but only when authorized by the Commanding Officer.

(b) Liberty limits are no further than mainside at Twentynine Palms.

(c) The Liberty Bus Schedule will be posted in the billeting and working areas.

(d) Base Facilities

(1) Hours of operation for base facilities will be posted in the working spaces and billeting areas.

(e) Uniform Regulations

(1) Coveralls will not be worn outside of workspaces. Utilities are required for the messhall.

(2) The wearing of flight clothing is restricted to the vicinity of aircraft flight lines, maintenance, and operations buildings. Pilots are authorized to wear flight clothing at Camp Wilson in performance of their normal duties, and in the messhall. Utilities must be worn if going to mainside.

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

(4) Civilian clothes are not authorized in Camp Wilson.


H. G. ROSER

Lieutenant Colonel, U. S. Marine Corps
Commanding

Appendixes:

1. Personnel Roster
2. Personnel Roster for the Rear Echelon
3. Camp Wilson telephone directory

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CO, ACE 5/6-82 (CO, HML-367)

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VMA-311, 3rd MAW
MCAS El Toro, CA

Appendix 2 (Personnel Roster for the Rear Echelon) to ANNEX B (Administrative)
to LOI 2-82

Time Zone: TANGO

1. The following personnel from VMA-311 will be participating in this
deployment:

LTCOL ROSER	MAJ BARTON
MAJ CARSTENS	MAJ DUDLEY
CAPT DOMINA	CAPT WHITE
CAPT LINDEN	CAPT SORLEY
CAPT FRICK	CAPT MARSH
CAPT ROBINSON	CAPT DONOHUE
CAPT GHIGNA	CAPT JARSTAD
CAPT LYDEN	CAPT RICHARDSON
CAPT MCCABE	CAPT HARMON
CAPT SCHEUMANN	CAPT PEELER
CAPT SPEIGHT	1STLT KEANE
1STLT ACKERMAN	1STLT MENTLEY
1STLT CONNOR	1STLT BOLIN
1STLT DOERNER	1STLT ROBERTS
1STLT MARAFINO	1STLT FINNACHARO
LT BULLOCK MC/USN	WO GANDY
SGTMAJ GRANT	MSGT DRESSIN
MSGT ELLIS	
GYSGT SELLARDS	GYSGT CANAS
GYSGT HELZER	GYSGT DIXON
SSGT HUNTLEY	SSGT HIRACK
SSGT LOUDERBACK	SSGT BRESLIN
SSGT GARZA	SSGT BALLARD
SSGT CHAFFIN	SSGT MULLER
SSGT GOODWIN	
SGT SMYLY	SGT BASS
SGT GRANT	SGT BURKE
SGT CARRASCO	SGT LEEVER
SGT WOODEN	SGT NEWMAN
SGT HIGGINS	SGT REIGHARD
SGT VENEKLASEN	SGT RIDGEWAY
SGT WITT	SGT HARE
SGT HOUGHTON	SGT MARSHALL
SGT JOHNSON, W. E.	SGT MCCULLOCK

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CPL PORTER
CPL ADAM
CPL WYATT
CPL GARDNER
CPL GLUECK
CPL DAVIES
CPL KLASE
CPL JOHNSON, S. M.
CPL HUFF
CPL POE
CPL LITTLE
CPL BENTLEY
CPL BROWN, B. C.
CPL CARRILLO
CPL MCCREARY
CPL GUTHRIE

CPL SHULER
CPL COBB
CPL WILLIAMS, W. D.
CPL SORONDO
CPL WILLIAMS, M. B.
CPL HARRIOT
CPL DELANO
CPL BANKSON
CPL MESSER
CPL BRESEE
CPL MILLER
CPL PRATT
CPL BOGGS
CPL HANDLER
CPL SCOTT
CPL BOWIE

LCPL HUGHES
LCPL LOUGHLIN
LCPL RICE
LCPL SEHORN
LCPL AUSTIN
LCPL STROM
LCPL FOUNTAIN
LCPL BAKER
LCPL GRIFFITH
LCPL FILES
LCPL ROBINSON
LCPL GREGOR
LCPL STEEL
LCPL CURRIER
LCPL GONZALES
LCPL MORGAN
LCPL ORANGO
LCPL DUKE

LCPL NOWAK
LCPL LEFEBYRE
LCPL MCLEAN
LCPL ROZON
LCOP GRANDA
LCPL FITZGERALD
LCPL BUSA
LCPL COX
LCPL PATTERSON
LCPL FRAZIER
LCPL PRUITT
LCPL BAILEY
LCPL FINLEY
LCPL GUNNING
LCPL SIMPSON
LCPL COLLINS
LCPL MORRIS
LCPL SMITH

PFC BOYLE
PFC EARL
PFC JOHNSON, C. D.

PFC CARRICO
PFC WOOCK

PVT METZLER

PVT DURDEN

2. The personnel roster of the IMA augmenting VMA-311 during the deployment will be published separately.

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Appendix 2 (Personnel Roster for the Rear Echelon) to Annex B (Administrative)
to LOI 2-82

Time Zone: TANGO

1. The following Personnel from VMA-311 will not be participating in the deployment and will remain behind as rear party.

<u>Gunnery Sergeants</u>	<u>Staff Sergeants</u>	<u>Sergeants</u>	<u>Corporals</u>
HALL	GALLAGHER	TANCREDO	TRAHAN
HURST	MCKENNIE	WILSON	SEALEY
	MCDONALD	VAUGHN	JOHNSON, S. E.
	MILLER	SHACKELFORD	MEYER
	REED	SOANE	MACERI
	TOBIN	HEATLEY	WELLS
	BALLARD	TAYLOR	PINA
	WIEDNER	BURNS	PRINCE
		MEDRANO	RUF
		RYAN	WOODARD
		BASS	TATUM
			TRAUB
			FEASTER
			NETT
			THOMPSON
			BRUNS
			ROBINSON
			KIREJCZYK
			BOWIE
			GUTHRIE

<u>Lance Corporals</u>	<u>Private First Class</u>	<u>Private</u>
PARK	MCGEHEAN	COLLIER
BROWN, B. C.	ADAM	
HIXON	GUNDERSON	
BALLMAN	WALSH	
BUTITTA	LLOYD	
RICE		
NOWAK		

2. Rear Party Officers-in-charge are as follows:

28 April 1982 - 6 May 1982	1stLt R. F. ACKERMAN
6 May 1982 - 15 May 1982	1stLt J. K. CONNOR

3. Rear Maintenance Officer: 1stLt A. MARAFINO

4. Base Operations Duty Officer till 4 May 1982: 1stLt M. LAMBETH

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VMA-311, 3rd MAW
MCAS El Toro, CA

Appendix 3 (Camp Wilson telephone directory) to ANNEX B (Administrative) to LOI
2-82

Time Zone: TANGO

1. Telephone Directory ACE HQ

<u>SUBSCRIBER</u>	<u>NO.</u>	<u>SUBSCRIBER</u>	<u>NO.</u>
Commanding Officer	106	TACC CIC/SAD/CREW CHIEF	135
Executive Officer/CO Qtrs	105	HMM-163/164 MAINT HANGAR	136
S-1/Sgt Maj/XO	101	HML-367/MAINT HANGAR	137
S-2/Briefing	102	HMH-361/363 MAINT HANGAR	138
S-3/TACC	103	VMA-513/311 MAINT HANGAR	139
S-4/Supply Issue Point	104	VMO-2 MAINT HANGAR	140
Air Base Security/Hqtrs Cmdt	107	EAF Augment Pers Qtrs	141
Aid Station	108	Staff NCO Qtrs	142
Motor Transport/Engineer Off	109	MAG Line #1	143
Comm-Elect Officer	110	MAG Line #2	144
Communication Center Chief	111	Enlisted Qtrs	145
Comm System Control Center/ Communications Chief	112	NCOIC TAFDS	146
Comm Tech Con Facility/Wire Chief	113	Staff Officers Qtrs	147
Comm-Elect Maintenance Chief	114	HMM-163/164 Officers Qtrs	148
Radio Chief	115	HML-367 Officers Qtrs	149
TAFDS Pit "A"	116	HMH-361/363 Officers Qtrs	150
TAFDS Pit "C"	117	VMA-513/311 Officers Qtrs	151
Ordnance	118	VMO-2 Officers Qtrs	152
Hqtrs Cmdt Qtrs	131	Comm-Elect Officer Qtrs	153
FAF Operations	132	Chaplain	154
GSE Maintenance	133	Chow Hall	155
Helo/Fixed Wing Frag Officers	134		

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ANNEX C (Maintenance Plan) to LOI 2-82

Time Zone: TANGO

1. Situation. Refer LOI 2-82

2. Mission. Refer LOI 2-82

3. Execution

a. The advance maintenance echelon will deploy via helo to Twentynine Palms EAF on or about 0700, 28 April 1982.

b. The Fly-out of 10 A4M aircraft will be at 0800, 28 April 1982.

c. The main maintenance echelon will deploy via available transportation to Twentynine Palms EAF on or about 1200, 28 April 1982 for a period of about 18 days.

d. All maintenance department personnel will deploy, less those required for check, test, repair and inspection of aircraft remaining at MCAS El Toro, and those with formalized education programs. Personnel rosters for advance, main and rear echelons will be promulgated by separate correspondence.

e. Squadron pack-up will be completed by the 27th of April 1982, with the exception of those items necessary for the launch on 28 April 1982.

f. A supply pack-up of pool and non-pool items will be drawn from supporting units and augmented as available from squadron assets. The supply pack-up will be staged as directed by the Embarkation Officer.

g. I-Level Ground Support Equipment will be provided by the ACE at Twentynine Palms. O-Level GSE will be provided by VMA-311.

h. Tool room will embark the common tools, special tools and test equipment not held by individual work centers along with 40 pair of safety goggles. Work center supervisors will advise the tool room of anticipated requirements for both the deployed and rear echelons. Tool room will include in it's pack-up VHF-FM Hand Transceivers, for use by Maintenance Control, Flight Line, Ordnance and Airframes Division.

i. Ordnance will be drawn and handled in accordance with squadron and ACE operating procedures.

j. Ordnance support equipment and vehicles will be provided by ACE.

k. Airframes division will ensure as many canopy covers as available to protect canopies from any sand damage, and that spare tailhooks are included in the pack-up.

l. Line division will ensure that sufficient consumables are in the pack-up, to include tires, oil, and hydraulic fluids, along with all red gear

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for the aircraft. Additionally, Line Division will coordinate with tool room to ensure that protective goggles are provided for line crews.

m. Avionics Division will ensure that at least one A/C is configured for Laser Spot Tracking, and all A/C are equipped with KY-28's.

4. Administrative and Logistics

a. Muster time and location for deploying maintenance personnel will be at 1030, 28 April 1982 on the hangar deck.

b. While deployed, normal work day will be conducted in 12 hour shifts.

c. 3-M documentation will be verified by each work center everyday with Maintenance Control.

d. 3-M documentation will be returned to the rear via government air.

e. Tool room administration will remain the same.

5. Command and Signal

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

b. Squadron 3-M radios will be embarked and utilized for Flight Line, Airframes, and Maintenance Control coordination.



H. G. ROSER

Lieutenant Colonel, U. S. Marine Corps
Commanding

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Copy to: CO, MAG-13
CO, ACE 5/6-82 (CO, HML-367)

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ANNEX D (Logistics) to LOI 2-82

Ref: (a) GruO 3550.1A
(b) SqdnO P4600.1B

Time Zone: TANGO

1. Supply

a. General. A supply pack-up will be provided by MAG-13 supply for embarkation to MCAGCC Twentynine Palms.

b. Embarked Supplies. The Logistics Officer will take delivery of all squadron supplies arriving by commercial truck. Coordination for the use of forklifts and operators will be accomplished through the ACE S-4.

c. Control and Distribution of Material and Supplies:

(1) All requisitions for aviation material 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.

d. Resupply. The resupply of aviation materials while deployed will be extremely limited. All requisitions will be passed through the squadron expeditor.

e. Refueling. Jet Fuel will initially be purchased with DD Form 1896 (Jet Fuel Indentiplate). Upon approval of the ACE Supply Officer, a running tally sheet for daily fuel purchases will be utilized. Diesel and MOGAS will be issued from refuelers as required.

(1) The squadron will embark enough POL supplies for the duration of the deployment.

2. Billeting

a. All squadron personnel will be quartered in tents at Camp Wilson. Tent assignments, as well as cots for individual Marines, will be issued on arrival at MCAGCC Twentynine Palms.

3. Messing

a. Hot meals will be available from the mess hall 3 times daily. Officers and Staff NCO's will pay for all meals, Sergeants and below will eat free of charge. Breakfast will be \$.70, Lunch and Dinner will be \$1.50.

b. If required "C" Rations will be issued for missed meals by the Logistics Officer at a cost of \$1.25 for SNCO's/Officers.

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Mess Hall Hours

0530 - 0700 Breakfast

1130 - 1300 Lunch

1630 - 1800 Dinner

Camouflage Utilities/Flight Suits are authorized for wear at all meals (coveralls are not authorized).

4. Motor Transport. WTS-37 will provide all motor transport support to the ACE. Requests for transportation shall be made to the Logistics Officer, who will submit a written request as per TAB (C) ACE S-4 at least 24 hours prior to the commitment. For immediate requests, the ACE will provide vehicles on a priority basis.



H. G. ROSER

Lieutenant Colonel, U. S. Marine Corps
Commanding

Appendix: 1. Embarkation

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Copy to: CO, MAG-13
CO, ACE 5/6-82 (CO, HML-367)

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VMA-311, MAG-13
MCAS El Toro, CA

Appendix 1 (Embarkation) to Annex D (Logistics) LOI 2-82

Time Zone: TANGO

1. Organization and Embarkation. The squadron will embark the morning of 28 April 1982 in two movements; personnel via military bus, supplies and material via commercial trucks. A helicopter will pick-up 4 plane captains at 0700, 28 April 1982 and transport them to Twentynine Palms. The plane captains will recover the squadron aircraft landing at Twentynine Palms at approximately 0930.

2. Materials to be Embarked

a. Organic and Augmented Equipment. Organic and Augmented equipment required by the squadron in performing it's mission will be embarked with the squadron.

b. Preparation. All squadron gear will be boxed and staged by the close of business on Tuesday, 27 April 1982. Combining of two or more departments or work centers is approved.

c. Movement. Each department/work center NCOIC will have their shop's gear packed and ready for staging by 1800, 27 April 1982.

d. Embarkation. The Embarkation Officer will supervise the Embarkation Team used in TAB (B) in staging and loading the gear. Commercial truck pick-up of squadron assets is scheduled for 0800, 28 April 1982. Upon arrival at Twentynine Palms, the Embarkation Team will report to the Embarkation Officer.

3. Coordinating Instructions

a. Staging.

(1) The Embarkation Team will muster at 0630, 28 April 1982 to make final preparation of the gear.

(2) All Embark Boxes will be staged west of Hangar 295 prior to 1800, 27 April 1982.

(3) Individual equipment (see TAB (A)) will be staged on the hangar deck at 0730, 28 April 1982, in groups as designated by the Embarkation Officer.

(4) Material Handling Equipment. Wing Engineering Squadron 37 will provide a forklift and an operator for staging and loading of cargo. Marine Aircraft Group 13 will provide all embarkation equipment not organic to the squadron.

b. On Arrival at Twentynine Palms

(1) Upon arrival at MCAGCC Twentynine Palms, the Embarkation Team will report to the Embarkation Officer.

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(2) All supplies will be removed from commercial trucks and placed in assigned areas.

(3) Forklift support will be provided by the ACE S-4.

4. Cargo Manifest. Any change in a departments cargo/passenger manifest will be immediately forwarded to the Embarkation Officer.

5. Personnel Roster. Personnel Rosters of deploying Marines and the rear party are listed in Appendix 1 of Annex B.

6. MARLOG Support. MARLOG Support is available and will be provided by either 3dMAW/MCAS El Toro. Submit all requests to the Logistics Officer.



H. G. ROSER

Lieutenant Colonel, U. S. Marine Corps
Commanding

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TAB (A) to Appendix 1 to Annex D to LOI 2-82

Required Individual Equipment

1. Cartridge Belt
- 2. First Aid Kit
- 3. 2 Canteens
- 4. 2 Canteen Covers
- 5. 1 Canteen Cup
- 6. 1 Sleeping Bag
- 7. 1 Field Jacket w/Liner
- 8. 1 Poncho
9. ~~3 Pair Camouflage Utilities~~
- 10. ✓ 2 Camouflage Covers
11. ✓ 6 Pair of Skivvies
12. ✓ 6 White T-Shirts
13. ✓ 6 Pair of Socks
- 14. 1 Pair of Safety Shoes
15. 1 Pair of Combat Boots w/Blousing Springs
16. 1 Laundry Bag marked with name/unit
17. 1 pair Dog Tags
18. 1 pair Sound Suppressors
19. 1 Padlock
20. 1 Field Protective Mask
21. 1 Sea Bag
22. ~~1 pair Coveralls~~
23. 2 Towels
24. Shaving and Toilet Articles
25. 1 Mattress, Pnuematic (Will be issued at 29 Palms by S-4)
26. 1 Cot (Will be issued at 29 Palms by S-4)
- 17. Pilots - 2 Flight Suits & 2 Sets of Utilities

Note: - All items will be marked.
- No civilian attire authorized at Camp Wilson.
- Marines desiring to visit the Enlisted Club (Mainside) must be in Summer Service "C" after 1800.
- Department heads will inspect their Marines for these minimum items.
- 1 Seabag per Marine is max allowable baggage. Pilots are authorized 1 Seabag and 1 Parachute Bag for their Flight Gear.

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VMA-311, MAG-13
MCAS El Toro, CA

TAB (B) to Appendix 1 to Annex D to LOI CAX 6-82

Embarkation Team

OIC	-	Captain SCHEUMANN
NCOIC	-	To be announced
	-	Cpl PORTER
	-	LCpl SMITH
	-	Cpl MCREARY
	-	LCpl PRUITT
	-	PFC BOYLE
	-	LCpl FOUNTAIN
	-	PVT METZLER

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D-2-B-1

TAB (C) to Appendix 1 to Annex D to LOI CAX 6-82

SAMPLE FOR MOTOR TRANSPORT REQUEST

From:
To: Engineer/Motor Transport Officer
Via: Logistics Officer (S-4), Air Combat Element

Subj: Motor Transport

Ref: (a) CG, Third MAW msg 162146Z Oct 78

1. In accordance with the reference, the following support is requested:

2. The following items of equipment will be required:

NOMENCLATURE	QTY
--------------	-----

3. Date and Time support or equipment is required: _____

4. Report to:

5. Location:

6. Special instructions (If applicable):

7. Priority:

8. Signature