

UNITED STATES MARINE CORPS  
Marine Attack Squadron 311  
Marine Aircraft Group 12  
1st Marine Aircraft Wing, FMFPac  
FPO San Francisco, California 96603

3:RMK:wdh  
5750  
14 Nov 1983

From: Commanding Officer  
To: Commandant of the Marine Corps (Code HD)  
Via: (1) Commanding Officer, Marine Aircraft Group 12  
(2) Commanding General, 1st Marine Aircraft Wing  
(3) Commanding General, III Marine Amphibious Force  
(4) Commanding General, Fleet Marine Force, Pacific

Subj: Command Chronology for the Period 1 July 1983 to 14 November 1983

Ref: (a) MCO P5750.1E  
(b) FMFPacO 5750.8D  
(c) WgO 5750.1F  
(d) GruO 5750.1J

Encl: (1) VMA-311 Command Chronology

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



M. D. SMITH

UMFA-311

1 Dec - 14 Nov 83

UNITED STATES MARINE CORPS  
Marine Attack Squadron 311  
Marine Aircraft Group 12  
1st Marine Aircraft Wing, FMFPac  
FPO San Francisco, California 96603

COMMAND CHRONOLOGY

1 July 1983 through 14 November 1983

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PART I

ORGANIZATIONAL DATA

1. Marine Attack Squadron 311

- A. Reporting Unit Code 01311
- B. Table of Organization Number 8852R of November 1983
- C. Location 1 July 1983 to 6 October 1983: Hangar 3672, Kadena AFB, Okinawa, Japan. 7 October to 14 November 1983: Hangar 281C, MCAS Iwakuni, Japan.

2. Personnel Information

- A. Commanding Officer  
LtCol Michael D. SMITH 1 July - 14 November 1983
- B. Principal Staff Members
  - 1. Executive Officer  
Maj Thomas R. CARSTENS 1 July - 14 November 1983
  - 2. S-1 Officer  
Capt Robert F. DIETRICH 1 July - 14 November 1983  
  
NCOIC  
SSgt Anthony BALLARD 1 July - 14 November 1983
  - 3. S-3 Officer  
Maj Russell V. DUDLEY 1 July - 4 September 1983  
Maj Michael R. HAFEN 4 September - 14 November 1983  
  
NCOIC  
SSgt WILLIAM J. CLANTON 1 July - 14 November 1983
  - 4. S-4 Officer  
Capt Eugene J. RICHARDSON 1 July - 14 November 1983  
  
NCOIC  
LCpl Wayne A. CREMER 1 July - 14 November 1983
  - 5. Aircraft Maintenance Officer  
Maj Michael R. HAFEN 1 July - 4 September 1983  
Maj Russell V. DUDLEY 4 September - 14 November 1983  
  
NCOIC  
MSgt Larry E. PARROTT 1 July - 14 November 1983
  - 6. Supply Officer  
1stLt Roger KRAFT 1 July - 14 November 1983  
  
NCOIC  
SSgt F. LAZO 1 July - 14 November 1983

### C. Average Monthly Strength

	<u>USMC</u>			<u>USN</u>	
	<u>Officers</u>	<u>Enlisted</u>		<u>Officers</u>	<u>Enlisted</u>
Jul	33	185		1	0
Aug	33	184		1	0
Sep	33	183		1	0
Oct	33	183		1	0
Nov	33	183		1	0

### 4. Equipment

19 A-4M Aircraft

<u>MONTH</u>	<u>ASSIGNED</u>	<u>ON HAND</u>	<u>SDLM</u>	<u>%FMC</u>	<u>%MC</u>
JUL	19	19	0	72.8	87.3
AUG	19	19	0	55.4	77.6
SEP	19	19	0	65.7	83.7
OCT	19	19	0	62.4	79.7
NOV	19	19	0	63.2	80.1

## PART II

### NARRATIVE SUMMARY

During July, the "Tomcats" deployed 4 aircraft to Naval Air Station Cubi Point, Philippines, for Exercise "Battle Week" from 5-11 July. The squadron flew coordinated attacks with Navy P-3's, A-4E's, and Marine A-6E's, against the USS Midway Battlegroup and the USS New Jersey. VMA-311 flew conventional attacks and also used simulated chemical warfare tactics.

On 22 July, the squadron flew in a combined strike with Marine F-4's against aggressor United States Air Force F-15's and Japanese F-104's. The squadron conducted surge operations on 27 July. 69 sorties were flown in less than 10 hours. VMA-311 S-4 Department received a Mid-Deployment Embarkation Inspection which resulted in a grade of "Excellent". MAG-12 Embarkation Section conducted the inspection and in recognition of VMA-311's superior Logistics Expertise, selected this squadron to serve as the Official MAG-12 Airlift Coordinator on Okinawa from July to October. As such, the "Tomcats" coordinated the shipment of more than 500,000 pounds of equipment and cargo for MAG-12, including 300,000 pounds from multiple sights on Okinawa in a two-day period. The month ended with 309 flight sorties for 503.3 hours.

August started off quickly with the squadron flying in exercise "Coral Aces" from 1-5 August. The squadron flew with USAF F-15's, F-16's, F-5's, RF-4N's, and E-3B AWACs. Extensive training in tactics took place with the tactics evolving to meet the changing demands of the engagements. Interservice planning and co-operation proved to be extremely valuable and professionally rewarding.

The "Tomcats" sent a detachment to Korea on 5-10 August to participate in Exercise "Valiant Usher". The squadron flew 46 simulated CAS sorties in support of U.S. and Republic of Korea Marines. Closely following "Valiant Usher", the squadron flew in support of Exercise "Bear Cub 83". The "Tomcats" not only executed coordinated strikes but also flew sorties in support of helo operations. 257 sorties were flown for 467.6 hours with the training emphasis on new pilot MOS requirements.

From 4-6 September, a maintenance Mid-Deployment A&M Inspection was successfully completed followed by a squadron Safety Stand-Down on the 6th. The squadron then eagerly accepted the role of mission-commander for the MAG-12 combined strike in which VMA-311 orchestrated, coordinated and executed the strike while utilizing EA-6B, KC-130 Tanker, A-6E and OA-4 aircraft. Another JASDF Joint Exercise was flown on 12 September with the "Tomcats" engaging the Japanese F-104 aircraft from the 207th TFS out of Naha, Okinawa. "ARBS Training Day No. 2" was flown on 15 September. Flight Ops commenced at the crack of dawn and the "Tomcats" surged to a modern-day record by flying 81 sorties. The training objective this day was to increase pilot proficiency in ordnance delivery using the ARBS. On 22 September, the "Tomcats" flew in support of Exercise "Annuaalex". 94 sorties, consisting of long-range war-at-sea attacks, were flown utilizing tanker support and targeting the USS Carl Vinson Battle Group and Japanese Naval Units. 2 pilots achieved their 7501 Combat-Ready MOS, while 1 new section leader and 1 new division leader were designated along with 2 new post maintenance check pilots. September closed with the squadron flying 437.8 hours and 271 sorties.

With the close of Exercise "Annuaalex" on 5 October, the squadron transferred the flag to MCAS Iwakuni on 6 October. Support for Exercise "Bear Hunt" began on 15 October with the squadron sending 8 aircraft and ground support personnel to Yechon AB, Korea. The "Tomcats" flew almost 140 sorties for 250 hours out of

Yechon in support of ground units with OV-10's providing FAC(A) control. Valuable knowledge of South Korea was gained by all pilots. The first laser designated bombing flights of fleet A-4's with ARBS were flown using the laser designation capabilities of MAG-36 OV-10D's. The squadron was successful in proving that the laser portion of the ARBS was a useful and tactically viable system.

On 26 October, the "Tomcats" participated in a second MAG-12 Group Strike flown with A-6's, F-4's, and EA-6B's against the USS Midway Battlegroup. The squadron flew 337 sorties for 579.4 hours in October and continued to maximize MOS training. The squadron qualified one new 7501 MOS pilot and designated one new section leader.

In November, the "Tomcats" continued flight operations in support of Exercise "Bear Hunt" out of Yechon AB, Korea.

The flight tempo slowed down starting 5 November in order to effect the orderly transfer of aircraft to VMA-211 who replaced the "Tomcats" on 14 November 1983. November 14 ended the squadron's deployment in WESTPAC. During this month, 3 pilots gained their 7501 Combat-Ready MOS, 80 sorties were flown for 138.1 hours.

In looking back, the 1983 WESTPAC Deployment for the VMA-311 "Tomcats" was extremely valuable from a training stand point. The overall increase in this squadron's combat ready percentage (CRP) was 1.7 percent. Eight pilots went to WESTPAC without their 7501 Combat-Ready MOS but all eight of these returned with their 7501 MOS. In the area of facilities management VMA-311 also excelled. Upon vacating NAF Kadena, for example, the OIC of the Marine Liaison Unit there stated, "The officers and men of VMA-311 have displayed a professionalism and pride that has made my job much easier. Particularly noteworthy, was the manner in which the entire squadron returned the work spaces and facilities in a condition and state of police that was better than when you arrived. Thanks to all the 'Tomcats'". Throughout the deployment, VMA-311 continued their long track record in aviation and ground safety. The professionalism demonstrated by both the maintenance personnel and squadron pilots resulted in more than 3,000 accident-free hours flown in WESTPAC and raised the squadron achievement to more than 18,350 accident-free hours over the past three years. While achieving milestones in aviation safety, the "Tomcats" were able to reach similar heights in ground safety as well. For example, the squadron maintains an aggressive and successful all hands FOD Prevention and awareness program. VMA-311 was able to complete this WESTPAC Deployment with only one ground incident, no vehicle accidents, no motorcycle accidents, no water-related accidents and no recreational accidents. The ordnance safety record was also exemplary during the squadron's 5 month stay at Kadena, as evidenced by the Kadena Chief Inspector's comment that, "Several consecutive inspections have yielded a flawlessness unprecedented by any of your predecessors. Congratulations". On the morale and welfare side, VMA-311's continuing OMBUDSMAN Program received attention from the Commandant of the Marine Corps who endorsed the "Tomcat" Family Action Contact Team (F.A.C.T.) and indicated a future Marine Corps-wide application would be forthcoming. The squadron UA rate was virtually zero and low incidence of separation-induced hardships proved this program's success. Also, 99% of squadron personnel passed every PFT in WESTPAC and no "Tomcat" was on weight control during this deployment. The squadron disciplinary rate was extremely low with less than one NJP per month. 100% Marine Corps Institute completion rate was enjoyed as well as 100% participation in the Combined Federal Campaign held in November, resulting in donations of over \$8,500.

### PART III

#### SEQUENTIAL LISTING OF SIGNIFICANT EVENTS

5 July 1983	Exercise "Battleweek"
22 July 1983	JASDF Joint DACT Operation
27 July 1983	Surge Day 1
28 July 1983	Mid-Deployment Embarkation Inspection
1 August 1983	Exercise "Coral Aces"
5 August 1983	Exercise "Valiant Usher"
4 September 1983	Mid-Deployment A&M Inspection
6 September 1983	Safety Stand Down
8 September 1983	MAG-12 Group Strike
12 September 1983	JASDF Joint DACT Operation
15 September 1983	Surge Day 2
22 September 1983	Exercise "Annuaalex"
10 October 1983	Exercise "Bear Cub"
15 October 1983	Exercise "Bear Hunt"
26 October 1983	MAG-12 Group Strike
27 October 1983	Advance Party Departs for Conus
14 November 1983	Main Body Departs for Conus

PART IV

SUPPORTING DOCUMENTS

- A. LOI, Exercise "Battleweek"
- B. LOI, Exercise "Valiant Usher"
- C. OP ORD, Move to Iwakuni from Okinawa  
(Operation Smooth Move 83)
- D. LOI, Exercise "Bear Hunt"



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MCAS IWAKUNI

Annexes:

- A - Air Operations
- B - Administration
- C - Maintenance
- D - Logistics

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MCAS IWAKUNI

ANNEX A (Air Operations) to LOI 4-83

Time Zone: India

1. Situation. Refer to LOI 4-83

2. Mission. A detachment from VMA-311 will deploy to Yechon AB, Republic of Korea from 15 October 1983 to 07 November 1983 for the purpose of supporting Operation Bear Hunt.

3. Execution

a. General. Flight operations will commence on 15 October 1983, with Operation Bear Hunt commencing on 17 Oct 83.

b. Squadron pilots will participate in the exercise as depicted in Appendix 2. Pilots will cycle in and out of MCAS Iwakuni, JA. providing approximately 9 pilots at all times at Yechon AB. Aircraft will cycle in and out of Yechon from Iwakuni, JA. as necessary in order to facilitate maintenance.

c. Coordinating Instructions

(1) Flight schedules will be published daily at Yechon AB.

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

4. Administrative/Logistics

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

b. Logistics. See Annex D (Logistics)

5. Command and Signal

a. Communication will be in accordance with the frequency plan promulgated under separate cover.



M. D. SMITH  
Lieutenant Colonel U. S. Marine Corps  
Commanding

APPENDIXES:

1. Safety
2. Pilots

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- a) Arresting gear availability
- b) Divert fields
- c) Current weather and forecasted terminal weather at ETA
- d) SAR availability/delay
- e) Airfield lighting
- f) Airfield standard operating procedures

4. Maintenance personnel should understand the potential hazards of an unfamiliar environment and should be adequately prepared prior to their arrival in order to assume their duties.

5. All personnel should know how to recognize and treat the following physiological disorders.

- a) Hypothermia
- b) Frostbite
- c) Trench Foot
- d) Hyperthermia

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Appendix 1 (Safety) to ANNEX A (Air Operations) to LOI 4-83

A. General

The ultimate mission of this squadron's safety effort is to maximize combat readiness by minimizing personnel and equipment losses due to preventable mishaps. Combat and daily operational efficiency increase directly with a professional approach to the conservation of squadron assets. This attitude must exist among all squadron personnel, maintenance personnel, and support personnel, and aviators must exhibit such an attitude to achieve mission accomplishment.

B. Commander's Safety Policy

The primary purpose of the command's safety program is to support operational readiness. Each individual shall be responsible for ensuring that his or her part toward maintaining an operationally safe environment is strictly adhered to. It is each marine's responsibility to be his fellow marines keeper, both on and off duty. The success of this command's mission is directly dependent upon the safe conduct of its members. Any deviation which results in an attitude or action that could be conceived as less than professional, will adversely affect the success of this command's mission. During the conduct of training exercises, safety is paramount and should be considered to override any training requirement.

C. Operational Constraints

This squadron's arena of operational training will change. We have now operated in a wide variety of diverse climates and under varying operational tempos. We have raised our safety awareness level and we must ensure that complacency does not raise its dangerous face. Since we are deploying to a new site to train, we will encounter colder weather conditions to which we are now unaccustomed. A maximum effort by all concerned will be required to meet mission requirements. It is imperative that all tactical pilots and maintenance personnel insure that they receive appropriate rest and dietary requirements. These requirements will help enormously to prevent any physiological disorders which could lead to loss and/or damage to life or property.

D. Planning Considerations

1. All flights will be conducted in accordance with OPNAVINST 3710.7K, NATOPS Procedures, Squadron SOP, and any other special instructions.
2. Special consideration will be given to all phases of aircraft operations in regard to abort contingencies, bingo fuel considerations, pilot survival equipment, and ground operations.
3. Preflight briefing for flight operations will include a thorough coverage of airfield facilities status. Items to be briefed will include but not be limited to the following:

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ANNEX B (Administrative) to LOI 4-83

Time Zone: India

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 detachment at Yechon AB, Korea.

b. Personnel Support Procedures

(1) SRB/OQR's will not be taken to Yechon AB.

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

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

2. Discipline, Law and Order

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

b. Non-Judicial punishment will be delayed until the detachment returns to MCAS Iwakuni.

3. Leave

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

b. Postal Service

(1) Detached personnel will continue to use the deployment mailing address.

(2) Mail will be delivered to/from MCAS Iwakuni when transportation is available.

(3) There is a postal facility available on base at Yechon AB.

c. Pay

(1) E-1 through E-9 will continue to use MCAS Iwakuni meal cards while detached to Yechon AB.

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MCAS IWAKUNI

Appendix 2 (Pilots) to ANNEX A (Air Operations) to LOI 4-83

A. General

The following reflects periods and key personnel assignments.

15-22 OCT

\*\*\*\*LTCOL SMITH  
\*\*\*MAJ HAFEN  
\*\*CAPT GHIGNA  
CAPT SWEENEY  
CAPT SPEIGHT  
CAPT RICHARDSON  
++CAPT LINDEN  
1stLt GRIFFEN  
1stLt STEVENSON  
1stLt ROBERTS  
\*WO ARNOLD

22-29 OCT

\*\*\*\*MAJ CARSTENS  
\*\*\*CAPT JARSTAD  
\*\*CAPT GRIFFEN  
CAPT KEANE  
++CAPT ACKERMAN  
1stLt SULLIVAN  
1stLt FLORES  
1stLt LAMBETH  
1stLt ROSE  
+MAJ DUDLEY  
WO CROUCH

29 OCT-7 NOV

\*\*\*\*MAJ CARSTENS  
CAPT DIETRICH  
++CAPT HARMON  
\*\*\*CAPT PEELER  
\*\*CAPT DOERNER  
CAPT BOLIN  
1stLt THAMM  
1stLt BLACKBURN  
CAPT JONES

\*\*\*\*DET OIC (WILL CHANGE ON 26th OCT 83)

\*\*\*DET OPSO

\*\*DET AMO

\*MAINT CONTROL OFFICER

+YECHON 2-5 DAYS

++DET SAFETY OFFICER

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(2) Pay and per diem will be on schedule.

A handwritten signature in black ink, appearing to read "M D Smith". The signature is written in a cursive, slightly stylized font.

M. D. SMITH  
Lieutenant Colonel, U. S. Marine Corps  
Commanding

APPENDIXES:

1. Personnel Roster
2. Civil Law Enforcement Information

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Appendix 2 (Civil Law Enforcement Information) to ANNEX B (Administrative)  
to LOI 4-83

Time Zone: India

1. Legal. Except for major crimes, such as murder and rape, all offenses committed off base are turned over to military authorities. Any incident with Korean nationals, no matter how insignificant, must be reported to the Legal Officer.

2. Liquor. Local Law Enforcement Officials are strict in the enforcement of Korean Laws regarding the consumption of alcoholic beverages by all personnel.

a. The minimum age for purchase, possession or consumption of any alcoholic beverage is 21 years.

b. Alcoholic beverages are to be consumed indoors. Public drunkenness will not be tolerated.

3. Driving while Intoxicated. Local Law Enforcement Officials will not tolerate anyone driving with a blood alcohol content (BAC) equal to or greater than .05.

4. Possession/Use/Sale/Transportation of Dangerous Drugs/Marijuana

a. Personnel found using marijuana or other illegal drugs will be turned over to military authorities and are subject to the UCMJ.

b. Korean drug stores are off limits to U. S. Military personnel. Anyone caught making a purchase in a Korean drugstore will be prosecuted as a drug offender.

5. Loss of Government and Personal Property

a. One padlock per Marine is required to help reduce any possible losses.

b. Do not bring items that are unnecessary and highly pilferable.

c. The trading of government property for souvenirs is prohibited and will be dealt with appropriately.

d. REMEMBER - You will be held responsible for your gear when you return.

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KADENA AB.

Appendix 1 (Personnel Roster) to ANNEX B (Administrative) to LOI 3-83

Time Zone: India

1. The following Personnel from VMA-311 will be participating in this detachment:

WO1	ARNOLD	CPL	TRAHAN
MSGT	HELZER	CPL	LUND
GYSGT	HALL	CPL	FILES
GYSGT	GILMORE	CPL	MICHEL
SSGT	WEST	CPL	FINLEY
SSGT	MEDRANO	CPL	BENSON
SSGT	CLANTON	CPL	CURRIER
SSGT	TIJERINA	CPL	CARTWRIGHT
SGT	SEALY	CPL	CLARK
SGT	STEEL	CPL	FRAZIER
SGT	BALIMAN	CPL	RICE
SGT	RAMOS	LCPL	SWEENEY
SGT	JOHNSON	LCPL	ENGEL
SGT	PERRY	LCPL	PRUITT
SGT	CARRASCO	LCPL	KLINE
SGT	FERRELL	LCPL	MARTINEZ
SGT	PARKER	LCPL	GONZALES
SGT	MCCULLOCH	LCPL	POHL
SGT	SIMPSON	LCPL	FLEMMER
CPL	HALVORSON	LCPL	SHELLHAMER
CPL	ARNOLD	LCPL	CUMMINGS
CPL	ARANGO	LCPL	WHYE
CPL	BROWN	LCPL	DELEON
CPL	JOHNSON	LCPL	GUNDERSON
CPL	DIRTH	LCPL	BOGGS
CPL	SORONDO	LCPL	RICHARDS
CPL	LEFEBVRE		

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ANNEX C (Maintenance Plan) to LOI 4-83

Time Zone: India

1. Situation. Refer to LOI 4-83

2. Mission. Refer to LOI 4-83

3. Execution

a. A detachment of approximately 52 maintenance personnel will deploy to Yechon AB, Korea on or about 13 October 1983 via available air transportation for approximately three weeks.

b. The detachment pack-up will be completed prior to 12 October 1983.

c. Prospective A/C for the Det will be published by Maint Control. Phases, Special Insp, and other timed requirements will be accomplished prior to departure for Korea.

d. Ground Support Equipment not prepositioned will be transported with the Det.

e. Work centers will embark with tool boxes, Special Tools, and Test Equipment. Work Center Supervisors will advise the tool room of any anticipated requirements.

f. Line division will ensure that sufficient consumables are in the pack-up to include tires, oil, and hydraulic fluid. Additionally, line division will ensure all aircraft red gear is on hand for each deployed aircraft.

4. Administrative and Logistics

a. Muster times and locations will be published at a later date.

b. During the deployment, working hours will be promulgated by Det OIC.

5. Command and Signal

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

b. A morning maintenance meeting will be conducted daily with all work center supervisors in attendance. The time for the meeting will be determined by the OIC.



M. D. SMITH  
Lieutenant Colonel U. S. Marine Corps  
Commanding

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ANNEX D (Logistics) to LOI 4-83

Time Zone: India

1. Situation. Refer to LOI

2. Mission. Refer to LOI

3. Execution

a. Aviation Supply.

1) An aviation supply pack-up shall be provided by the VMA-311 Supply Officer to satisfy foreseeable requirements during the exercise.

2) Resupply shall be provided by FISDU (Flight In Support of Deployed Units).

b. Individual Clothing and Equipment.

1) On 11 October 1983 from 0800 - 1600, Squadron personnel shall draw from MAG-12 Marine Corps Property (MCP) the following individual equipment:

- (1) Cartridge Belt
- (1) Suspenders Set
- (2) Canteens
- (2) Canteen Covers
- (1) First Aid Kit
- (1) First Aid Kit Cover
- (2) Ammo pouches (Based on T/O wpn)
- (1) Helmet W/liner and Chin Strap
- (1) Field Jacket
- (1) Field Jacket Liner
- (1) Set, Thermal underwear
- (1) Gas Mask

2) See Appendix 1 to Annex D for list of personnel clothing and equipment.

3) Cold weather clothing, cots, and sleeping bags shall be prepositioned by MAG-12 at the deployment site.

c. Billeting. Field conditions will prevail at the deployment site. Upon arrival the detachment Officer in Charge shall make liaison with the "Camp Commandant" to obtain billeting for detachment personnel.

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d. Messing. An Enlisted Dining Facility and an Officer's Mess are available at the deployment site. Enlisted members shall use meal cards, Officers shall pay as meals are consumed. In flight meals shall be provided as required on the day of departure and return. .

e. Transportation. The detachment Officer in Charge shall make liaison with the Camp Commandant to schedule necessary transportation.

f. Laundry Facilities. Very limited laundry services are provided. It will routinely take three (3) days to receive laundry back once turned in.

g. Communication Support.

1) The squadron logistics department shall provide the required wireless communication equipment.

2) Wire/Land line support will be obtained from the Camp Commandant.

h. Refueling Support. Aircraft refueling support will be provided by MWES-17. The detachment OIC shall make liaison and obtain required support.



M. D. SMITH  
Lieutenant Colonel, U. S. Marine Corps  
Commanding

APPENDIXES:

1. List of individual clothing
2. Embarkation

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Appendix 2 (Embarkation) to ANNEX D (Logistics) to LOI 4-83

Time Zone: India

1. General. The overall embarkation plan calls for a main body without advanced or rear parties. The cargo and main body will be in place prior to squadron aircraft arrival. Retrograde will follow squadron aircraft flyaway.
2. Cargo. As much as possible, cargo and equipment embarked to Iwakuni will be packed for immediate shipment to Yechon. Squadron Department Heads are responsible for ensuring that all unpalletized cargo is staged in the squadron area by 0730 10 October 1983. It shall be palletized by the load team and staged at the Iwakuni Air Freight area by close of business 10 October 1983. Work center NCOIC's and Embarkation NCO's are responsible for identifying all hazardous material items in accordance with the Hazardous Cargo Manual MCO 4030.19 ensuring these items are certified safe for shipment by the embarkation team.
3. Load Teams. The Squadron Sergeant Major, in conjunction with the Maintenance Chief, is responsible for assigning a six (6) man load team to assist in the construction of pallets and the loading of cargo aircraft. This team will be assigned to the embarkation officer and will be relieved of other outside responsibilities. The team roster will be submitted to the embarkation officer by close of business 26 September 1983 to start training and will be required to work in this capacity beginning 9 October 1983.
4. Baggage. All detachment personnel are authorized a total of three (3) bags, the third bag will be a carry on bag not to exceed 10 pounds, the combined weight of which will not exceed 66 pounds. Pilots not flying squadron aircraft to or from the deployment site are authorized one (1) additional bag not to exceed 55 pounds containing flight gear. The Troop Commander will ensure that all baggage is weighed, properly tagged, and staged for palletizing by 1200, 10 October 1983.
5. Passenger Muster. All detachment personnel will muster with the Troop Commander, on or about 12 October 1983, a minimum of two hours prior to the aircraft departure time (TBA). The uniform will be utilities. The passenger manifest and instruction of the anti-hijacking briefing will be given prior to boarding. Muster site location is TBA.
6. Departure. Detachment personnel and cargo will depart from the MCAS Iwakuni passenger terminal for the deployment site via Air Force C-130 aircraft.
7. Retrograde. The detachment OIC or his representative will coordinate the retrograde embarkation to MCAS Iwakuni thru the deployed MAG-12 headquarters. Transportation will be via Air Force C-130 aircraft on or about 9 November 1983.
8. Summation. Any and all changes or confirmations to the embarkation plan will be promulgated via the POD and formation announcements. The Embarkation Officer is the POC for all questions.

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APPENDIX 1 (List of Individual Clothing) to Annex D (Logistics) to LOI 4-83

Time Zone: India

1. All detachment personnel shall deploy with the following minimum clothing issue:

<u>Article</u>	<u>Quantity</u>
Bag, Duffle W/Strap	1
Boot, Combat Black	1 pr
Boot/Shoe safety	1 pr
Cap, Utility camouflage	2
Drawers, White Cotton	6
Insignia, Rank	2 sets
Shirt, Utility camouflage	3 (1 worn)
Trousers, Utility camouflage	3 (1 worn)
Undershirts, White Cotton	6
Socks, Green Cushion Sole	5 (1 pr worn)
ID Tags W/Long and Short chain	2
ID Card	1
Laundry Bag	1
Toilet Articles	

Operations Order 2-83 (Operation Smooth Move 83)

Ref: (a) MAG TWELVE 090601Z SEP 83

Time Zone I (Z+9)

1. Situation

a. Enemy Forces. None

b. Friendly Forces

(1) First Marine Aircraft Wing

(a) Will provide one cargo configured aircraft for transport of trail maintenance personnel.

(2) The squadron advance party will receive Marine Attack Squadron 311 at MCAS Iwakuni, Japan in accordance with the reference and with this order.

c. Attachment and Detachments. None.

2. Mission. Marine Attack Squadron 311 will deploy to MCAS Iwakuni, Japan as directed by reference (a) during the period 05 Oct to 10 Oct 1983 in order to conduct flight operations in support of the First Marine Aircraft Wing.

3. Execution

a. General. Marine Attack Squadron 311 will deploy to MCAS Iwakuni, Japan in four elements on or about 07 October 1983.

b. Advance Party

(1) Will relocate to MCAS Iwakuni via MAC aircraft departing NAF Kadena on or about 30 Sept 1983.

(2) Make necessary arrangements for the arrival of the remainder of Marine Attack Squadron 311.

c. Main body

(1) Personnel and equipment will proceed via MAC (SAAM) aircraft to MCAS Iwakuni on or about 07 Oct 1983.

d. Aircraft Element

(1) Squadron aircraft will proceed on or about 07 Oct 1983 from NAF Kadena to MCAS Iwakuni on or about 07 Oct 1983 as outlined in Annex A.

(2) Arrive at MCAS Iwakuni on or about 7 Oct 1983.

e. Follow-up Maintenance Party

(1) Provide maintenance at NAF Kadena until the departure of all Squadron aircraft.

(2) Proceed to MCAS Iwakuni, Japan aboard a KC-130 aircraft on or about 11 Oct 1983.

f. Coordinating Instructions

(1) The Movement Control Officer (MCO) for the squadron will be 1/LT THAMM. All external coordination required will be conducted through the MCO, VMA-311, autovon 634-4449.

(2) Marine Attack Squadron 311 will remain OPCON to Commanding General, First Marine Aircraft Wing throughout the entire evolution.

4. Administration and Logistics

a. Administration. See Annex B (Administration Annex).

b. Logistics. See Annex C (Logistics Annex).

5. Command and Communications

a. Command Post

(1) With the lead division of the Aircraft Element.

(2) Marine Attack Squadron 311 (forward) at MCAS Iwakuni on or about 30 Sept 1983.

b. Communications

(1) The pre-deployment report will be submitted in accordance with reference (a).



M. D. SMITH  
Lieutenant Colonel, U.S. Marine Corps  
Commanding

Annexes: A. Air Operations Annex  
B. Administration Annex  
C. Logistics Annex  
D. Maintenance Annex  
E. Distribution



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Annex A (Air Operations) to Operation Order 2-83 (Operation Smooth Move 83)

Time Zone: I (Z+9)

1. Situation. Refer to Operations Order.

2. Mission. Refer to Operations Order.

3. Execution

a. General. Marine Attack Squadron 311 will depart NAF Kadena on or about 07 Oct 1983 and will arrive at MCAS Iwakuni on or about 07 Oct 1983.

b. Marine Attack Squadron 311

(1) On or about 5 Oct 1983 Marine Attack Squadron 311 will cease normal flight operations and begin preparations for the embarkation of Squadron personnel and Squadron aircraft. All efforts from this date on will be directed toward embarkation related operations.

(2) Aircraft mission briefing will be conducted at a time and place to be announced.

c. Coordinating Instructions

(1) Aircraft will be assigned in accordance with Squadron SOP.

4. Administration and Logistics. See Annex B and C.

5. Command and Signal. Frequency, bingo, and flight information cards will be computed in accordance with the Squadron SOP.



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Lieutenant Colonel, U.S. Marine Corps  
Commanding

Appendixes: 1. Safety

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Appendix 1 (Safety) to Annex A (Air Operations) to Operations Order 2-83  
(Operation Smooth Move 83)

A. General

The ultimate mission of this Squadron's Safety effort is to maximize combat readiness by minimizing personnel and equipment losses due to preventable mishaps. "Readiness through Safety" should describe quite simply the philosophy behind this effort. Among the Squadron's tactical pilots and maintenance personnel, a professional attitude must prevail.

B. Commanders Safety Policy

The primary purpose of this command's safety program is to support operational readiness. Each individual shall be responsible for ensuring that his or her part toward maintaining an operationally safe environment is strictly adhered to. The success of this command's mission is directly dependent upon the safe conduct of its members. Any deviation which results in an attitude or action that could be conceived as less than professional, will adversely affect the success of this command's mission. During the conduct of training exercises, safety is paramount and should be considered to override any training requirement. Quite simply, this Squadron's arena of operational training will change. We have had time to become comfortable operating in the Okinawa environment. Not only are we deploying to a new site to train, we will also encounter changing weather conditions which will require a concerted effort on the part of all personnel to properly consider all contingencies that may occur.

C. Planning Considerations

(1) All flights will be conducted in accordance with OPNAVINST. 3710.7K, NATOPS Procedures and Squadron SOP.

(2) Special consideration will be given to all phases of aircraft operations regarding aircraft performance, abort contingencies, bingo fuel considerations, pilot survival equipment, and ground operations.

(3) Preflight briefings for flight operations will include a thorough coverage of airfield facilities status. Items to be briefed will include but not be limited to the following:

- a) Arresting gear availability
- b) Divert fields
- c) Current weather and forecasted terminal weather at ETA
- d) SAR availability/delay
- e) Airfield lighting
- f) Airfield standard operating procedures

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Annex B (Administrative Annex) to Operation Order 2-83 (Operation Smooth Move 83).

Ref: (a) NTP-4

Time Zone: I (Z+9)

1. Unit strength. Marine Attack Squadron 311 will deploy with 31 officers and 186 enlisted (including IMA augmentees).

2. Internal Control. Routine administrative functions will be conducted by the Marine Attack Squadron 311 Main Party at NAF Kadena until their departure on or about 07 Oct 1983. Routine administrative functions will resume at MCAS Iwakuni upon arrival of the Main Party on or about 07 Oct 1983.

3. Discipline

a. All existing regulations pertaining to discipline, law and order will remain in effect.

b. Standards of dress and personal appearance expected of Marines will be strictly enforced.

5. Morale and Personal Services

a. Leave and Liberty

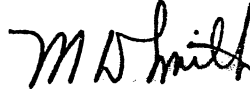
(1) No leave will be granted during this movement, other than bonifide emergency leave.

b. Pay. The MCAS Iwakuni Disbursing Office will continue to support the Squadron. There will be no change in the per diem rate.

c. Postal. Following the operation the mailing address for personnel in Marine Attack Squadron 311 will remain the same.

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6. Reports. The communications shift will be conducted in accordance with the reference.

A handwritten signature in black ink, appearing to read "M D Smith". The signature is written in a cursive, slightly stylized font.

M. D. SMITH  
Lieutenant Colonel, U.S. Marine Corps  
Commanding

Annex C (Logistics Annex) to Operation Order 2-83 (Operation Smooth Move 83)

Time Zone: I (Z+9)

1. Organization

a. General. Marine Attack Squadron 311 will embark in four (4) elements.

(1) Advance Party

(2) Aircraft Flight Element

(3) Main Body

(4) Trail Maintenance (only if required)

2. Materials to be embarked

a. Organic Equipment. Marine Attack Squadron 311 will deploy with its Table of Basic Allowance (TBA), Individual Material Readiness List (IMRL) and all consumable Office supplies. Any items temporarily loaned to individuals or Department/Shops by the logistics Department will be transported to MCAS Iwakuni by the individual(s) or department/shop. Items in this category include typewriters, AN/PRC-77 radios, individual wet weather gear, security safes, 782 gear and the IBM Data Display Processor.

b. Supplies. A supply pickup shall be maintained by the Squadron Supply Officer.

c. Preparation. Each Department Head/Officer in Charge is responsible for ensuring all mountout containers are properly maintained, marked and packed with the necessary items.

d. Movement. Each shop NCOIC shall be responsible for palletizing, binding and movement to staging of his department/shops equipment in accordance with Appendix 1 to Annex C. For assistance, contact the Logistics department.

3. Personnel

a. Uniform. All personnel shall wear camouflage utilities.

b. Baggage. No more than 100 lbs. per person will be authorized. Electronic gear requiring special handling (TV sets, stereos, VCR's, ect.) and other cumbersome personal effects (bicycles, chairs, large pictures, ect.) will not be transported. These items must be shipped home at personal expense. Pilots not flying squadron aircraft are authorized an extra bag not to exceed 55 pounds for flight gear. Baggage shall be staged in accordance with Appendix 1. The Troop Commander of each flight is responsible for the weighing, tagging and staging of all baggage.

#### 4. Embarkation

a. Working Parties. The Sergeant Major shall assign 6 Marines to the Embarkation Officer to assist in the mountout of the squadron. This load team shall be relieved of all other duties during this assignment. The load team shall be available from 0730 3 Oct 1983 thru 9 Oct 1983. The roster of assigned individuals is to be submitted to the Embarkation Officer by close of business 26 September 1983 to begin training.

b. Staging Areas. The initial staging area will be the hangar and will be divided into three areas: 1) Box loading and inspection area. 2) Cargo bound for reshipment immediately upon arrival at MCAS Iwakuni. 3) Baggage and all other cargo. The final staging location will be the Kadena AB area "Five Right".

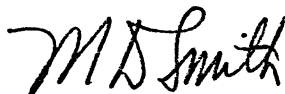
#### 5. Miscellaneous

a. Cargo Manifest. The Embarkation Section will prepare all necessary cargo manifests for each of the aircraft provided.

b. Passenger Manifests. Passenger manifest will be completed by the Administrative department (S-1) by COB 30 September 1983.

c. Passenger Muster. All passengers shall muster two hours prior to departure with the Troop Commander for his/her flight. Troop Commanders are responsible for instruction of the anti-hijacking briefing, and accounting for all personnel in their aircraft.

d. Classified Material. Classified material will be embarked on one of the main body cargo aircraft. A courier will be designated and accompany the material.



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Lieutenant Colonel, U. S. Marine Corps  
Commanding

Appendix: 1. Staging and Movement Schedule

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Appendix 1 (Staging and Movement Schedule) to Annex C (Logistics Annex) to Operation Order 2-83.

Time Zone: I (Z+9)

1. 30 September 1983. Movement of Advance party. On or about this date, the Advanced Party will depart the Kadena AB Passenger Terminal for MCAS Iwakuni.
2. 2 October 1983. IMA Pickup. The IMA van complex will begin their pickup and breakdown.
3. 3 October 1983. Squadron Pickup. The squadron will begin pickup; all hazardous cargo identified and certified as safe for air movement by close of business this date. The IMA Van complex will be hazardous cargo certified and all vans sealed for shipment by close of business this date. Workcenter OIC's and NCOIC's are responsible for hazardous cargo identification. As the squadron will immediately reembark much of this cargo to Yechon AB (ROK) immediately upon arrival at MCAS Iwakuni, every effort will be made to ensure that detachment essential equipment be packed together.
4. 4 October 1983. IMA Movement and Pallet Assembly. The IMA van movement from MCAS Futenma to Kadena AB area "Five Right" will commence at 0730. The squadron's pallets shall be assembled, weighed, marked and stored in the hanger area. All baggage minus one (1) carry/on bag per passenger will be weighed, tagged and palletized by the troop Commander by close of business this date.
5. 5 October 1983. Cargo Staged. The IMA Van movement will conclude this date. The squadron's pallets shall be moved from the hanger and staged at the Kadena AB area "Five right".
6. 7 October 1983. Embarkation. On or about this date, all cargo, IMA vans and Main Body personnel shall be embarked upon Air Force C-130 aircraft and arrive at MCAS Iwakuni.
7. 9 October 1983. Movement end. This date is the final date for embarkation and the Squadron will be in place not later than this date.

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Annex D (Maintenance Annex) to Operation Order 2-83 (Operation Smooth Move 83)

Time Zone: I (Z+9)

1. Situation Refer to Operations Order
2. Mission Refer to Operations Order
3. Execution

a. General. In anticipation of the upcoming relocation to MCAS Iwakuni, the following items will be adhered to:

(1) An advance Party of approximately 6 maintenance personnel and 2 aircraft will depart NAF Kadena and arrive at MCAS Iwakuni on or about 30 Sept 1983.

(2) The flyaway of 17 A-4M aircraft from NAF Kadena to MCAS Iwakuni will occur on or about the 6th and 7th of October 1983.

(3) All shops will keep in mind when packing that the Squadron will send a detachment to Korea within one week after arrival at MCAS Iwakuni.

(4) Squadron Pack-up shall be completed on or about the 5th of October 1983.

(5) Personnel assignments to departure dates and times will be published a later date.

(6) If necessary, a trail maintenance crew will remain after the main body departs. This crew will be composed of the required maintenance expertise to ensure a safe launch of any straggler aircraft.

4. Administrative and Logistics

a. Muster times and locations will be published at a later date.

b. During the relocation, any change in working hours will be promulgated by Maintenance Control.

c. Tool Control Policies and Maintenance instructions will remain in effect.

d. The working hours at MCAS Iwakuni will be promulgated by the Maintenance Officer upon arrival.

5. Command and Signal. Message releasing authority will be as directed by the Commanding Officer.



M. D. SMITH  
Lieutenant Colonel, U. S. Marine Corps  
Commanding



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Annex E (Distribution Annex) to Operation Order 2-83 (Operation Smooth Move 83)

Time Zone: I (Z+9)

1. Distribution will be accordance with the following:

<u>DISTRIBUTION</u>	<u>NUMBER OF COPIES</u>
CG, FMFPac (Attn: G-3)	2
CG, First Marine Aircraft Wing (Attn: G-3)	2
Marine Aircraft Group 12 (Attn: S-3)	4
VMA-311	20



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Lieutenant Colonel, U.S. Marine Corps  
Commanding

5-2

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Letter of Instruction (LOI) 3-83 for VMA-311

Turnaround Crew, Republic of Korea 05 Aug to 09 Aug 1983 in support of Operation Valiant Usher.

Ref: (a) CG First MAW msg 270831Z July 83

Time Zone: India

1. Purpose. Provide information and instructions for VMA-311 Turnaround Crew Kunsan AB, Republic of Korea.

2. Situation. Reference (a) is approval for this squadron to send a Turnaround Crew to Kunsan AB during the period of 05 Aug - 09 Aug 1983. The Turnaround Crew will consist of approximately 20 maintenance personnel.

3. Mission. The Turnaround Crew will deploy in support of Operation Valiant Usher outlined in Annex A (Air Operations).

4. Execution

a. The VMA-311 Turnaround Crew will depart Kadena AB on 5 August 1983.

b. The senior member of the Turnaround Crew will be WO-1 D. L. CROUCH 945 08 62 51/6502 USMC.

c. All personnel and associated equipment will depart Kunsan AB by 10 August 1983.

d. See Annex C (Maintenance).

5. Administrative/Logistics

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

b. Logistics. The squadron will deploy with a full pack-up to support flight operations from Kunsan AB, Republic of Korea. Transportation for the Turnaround Crew will be one Marine KC-130 aircraft.

6. Command and Signal. Communication frequencies to be used at Kunsan will be published separately.



M. D. SMITH  
Lieutenant Colonel U. S. Marine Corps  
Commanding

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KADENA AB.

Annexes:

- A - Air Operations
- B - Administration
- C - Maintenance
- D - Logistics

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VMA-311, 1STMAW  
KADENA AB.

ANNEX A (Air Operations) to LOI 3-83

Time Zone: India

1. Situation. Refer to LOI 3-83

2. Mission. A Turnaround Crew from VMA-311 will deploy to Kunsan AB Republic of Korea from 05 August 1983 to 09 August 1983 for the purpose of supporting operation Valiant Usher.

3. Execution

a. General. Flight operations will commence on 06 August 1983.

b. Coordinating Instructions

(1) Flight schedules will be published daily at Kadena AB.

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

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 the frequency plan promulgated under separate cover.



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Lieutenant Colonel U. S. Marine Corps  
Commanding

APPENDIXES:

1. Safety

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VMA-311, 1STMAW  
KADENA AB.

Appendix 1 (Safety) to ANNEX A (Air Operations) to LOI 3-83

A. General

The ultimate mission of this squadron's Safety effort is to maximize combat readiness by minimizing personnel and equipment losses due to preventable mishaps. "Readiness through Safety" should describe quite simply the philosophy behind the effort. Among the Squadron's tactical pilots and maintenance personnel, a professional attitude must prevail.

B. Commanders Safety Policy

The primary purpose of the command's safety program is to support operational readiness. Each individual shall be responsible in ensuring that his or her part toward maintaining an operationally safe environment is strictly adhered to. The success of this command's mission is directly dependent upon the safe conduct of its members. Any deviation which results in an attitude or action that could be conceived as less than professional, will adversely affect the success of this command's mission. During the conduct of training exercises, safety is paramount and should be considered to override any training requirement.

C. Operational Constraints

This Squadron's arena of operational training will change. We have had time to become comfortable operating at our home based environment. It's time to raise our safety awareness levels! A maximum effort by all concerned will be required to meet mission requirements. It is imperative that all tactical pilots and maintenance personnel insure that they receive appropriate rest and dietary requirements. These requirements will help enormously to prevent any physiological disorders which could lead to loss and/or damage to life or property.

D. Planning Considerations

1. All flights will be conducted in accordance with OPNAVINST 3710.7K, NATOPS Procedures, Squadron SOP, and Special Instructions required by Kunsan AB.
2. Special consideration will be given to all phases of aircraft operations in regard to abort contingencies, bingo fuel considerations, pilot survival equipment, and ground operations.
3. Preflight briefing for flight operations will include a thorough coverage of airfield facilities status. Items to be briefed will include but not be limited to the following:

- a) Arresting gear availability
- b) Divert fields

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KADENA AB.

- c) Current weather and forecasted terminal weather at ETA
  - d) SAR availability/delay
  - e) Airfield lighting
  - f) Airfield standard operating procedures
4. Maintenance personnel will understand the potential hazards of heat exhaustion, and will be adequately prepared prior to their arrival in order to assume their duties.
5. All personnel will know how to recognize and treat the following physiological disorders.
- a) Heat Exhaustion
  - b) Heat Stroke

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KADENA AB.

ANNEX B (Administrative) to LOI 3-83

Time Zone: India

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 Turnaround Crew at Kunsan AB, Korea.

b. Personnel Support Procedures

(1) SRB/OQR's will not be taken to Kunsan AB Korea.

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

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

2. Discipline, Law and Order

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

b. Non-Judicial punishment will be delayed until the Turnaround Crew returns to Kadena AB.

3. Leave

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

b. Postal Service

(1) Detached personnel will continue to use the deployment mailing address.

(2) Mail will be delivered to/from Kadena when transportation is available.

(3) There is a postal facility available on base at Kunsan AB.

c. Pay

(1) E-1 through E-9 will continue to use Kadena meal cards while detached to Kunsan AB.

(2) Banking facilities are available at Kunsan AB.

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d. Liberty

(1) Liberty will be authorized on and off base, at the discretion of the OIC of the Turnaround Crew.

(2) See Appendix 2 to this ANNEX for Civil Law Enforcement information.

e. Base Facilities

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

f. Uniform Regulation

(1) Coveralls will not be worn outside of the hangar area.

(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 on station in performance of their normal duties, and in the Officer's Club.

(3) The working uniform will be the Uniform of the Day; flight clothing, or utilities as appropriate.



M. D. SMITH  
Lieutenant Colonel U. S. Marine Corps  
Commanding

APPENDIXES:

1. Personnel Roster
2. Civil Law Enforcement Information

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VMA-311, 1STMAW  
KADENA AB.

Appendix 1 (Personnel Roster) to ANNEX B (Administrative) to LOI 3-83

Time Zone: India

1. The following Personnel from VMA-311 will be participating in this detachment:

OIC: WO-1 CROUCH D. L.

MSGT PARROTT, L. E.  
SSGT KLOPPENBORG, N. T.  
SGT WHITE, W. A.  
SGT KLASSE III, C. V.  
SGT MACERI, J. V.  
SGT MCCULLOUGH, M. D.  
SGT TRAUB, M. E.  
SGT SEALEY, K. D.  
SGT OLAH, W. M.  
SGT BOWIE, D.

CPL CLARK, M. B.  
CPL MCLEAN, C. M.  
CPL TRAHAN, R. W.  
CPL BROWN, E. C.  
CPL SANCHEZ, A.  
LCPL RUBECK, K. J.  
LCPL BROOKS, K. F.  
LCPL GUNNING, P. T.  
LCPL WALSH, W. F.  
LCPL BOGGS, C. R.

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VMA-311, 1STMAW  
KADENA AB.

APPENDIX 2 (Civil Law Enforcement Information) to ANNEX B (Administrative)  
to LOI 3-83

Time Zone: India

1. Legal. Except for major crimes, such as murder and rape, all offenses committed off base are turned over to military authorities. Any incident with Korean nationals, no matter how insignificant, must be reported to the Legal Officer.

2. Liquor. Local Law Enforcement Officials are strict in the enforcement of Korean Laws regarding the consumption of alcoholic beverages by all personnel.

a. The minimum age for purchase, possession or consumption of any alcoholic beverage is 21 years.

b. Alcoholic beverages are to be consumed indoors. Public drunkenness will not be tolerated.

3. Driving while Intoxicated. Local Law Enforcement Officials will not tolerate anyone driving with a blood alcohol content (BAC equal to or greater than .05).

4. Possession/Use/Sale/Transportation of Dangerous Drugs/Marijuana

a. Personnel found using marijuana or other illegal drugs will be turned over to military authorities and are subject to the UCMJ.

b. Korean drug stores are off limits to U. S. Military personnel. Anyone caught making a purchase in a Korean drugstore will be prosecuted as a drug offender.

5. Loss of Government and Personal Property

a. One padlock per Marine is required to help reduce any possible losses.

b. Do not bring items that are unnecessary and highly pilferable.

c. The trading of government property for souvenirs is prohibited and will be dealt with appropriately.

d. REMEMBER - You will be held responsible for your gear when you return.

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KADENA AB.

ANNEX C (Maintenance Plan) to LOI 3-83

Time Zone: India

1. Situation. Refer to LOI

2. Mission. Refer to LOI

3. Execution

a. Twenty maintenance personnel and one Warrant Officer will deploy on or about 05 August 1983 for a period of about five days.

b. Maintenance personnel will fuel and turn aircraft as necessary to return to Kadena AB..

c. Each shop will pack tools and equipment necessary for the proper functioning of their shop.

d. Crew pickup will be completed prior to the 4th of August 1983.

e. Line Division will draw tires and brakes from supply to be embarked.

f. Maintenance Control will inform supply the desired materials needed for the detachment no later than 28 July 1983.

g. Ground Support Equipment, i. e., servicing gear will be embarked in the detachment pickup.

4. Administrative and Logistics

a. Muster time and locations will be published at a later date.

b. While deployed, working hours will be set by the OIC of the Turnaround Crew.

c. Tool Control policies will remain the same.

d. Items for pickup will be staged as directed by the Embarkation Officer.

e. All maintenance operations will be conducted in a safe manner and in accordance with established directives. In so far as possible, all maintenance operations will be conducted exactly as they are at home.

5. Command and Signal

a. One FM radio (PRC-77) will be embarked for pilots to maintenance communications.

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VMA-311, 1STMAW  
KADENA AB.

b. A morning maintenance meeting will be conducted daily with all work center supervisors in attendance. The time for the meeting will be determined by the OIC.

A handwritten signature in black ink, appearing to read "M D Smith". The signature is written in a cursive, slightly slanted style.

M. D. SMITH  
Lieutenant Colonel U. S. Marine Corps  
Commanding

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VMA-311, 1STMAW  
KADENA AB.

ANNEX D (Logistics) to LOI 3-83

Time Zone: India

1. Situation. Refer to LOI
2. Mission. Refer to LOI
3. Execution

a. Supply. A supply pickup shall be provided by the VMA-311 Supply Officer to satisfy foreseeable requirements during the exercise.

b. Billeting. Billeting for twenty(20) enlisted Marines and one(1) officer shall be provided. Further billeting for two(2) officers, rotating aircrew, shall also be provided.

c. Messing. Enlisted dining facilities and an officer mess are available at Kunsan. Enlisted members shall use meal cards. Officers shall pay as meals are consumed. Two box lunches per man will be provided on the day of departure.

d. Transportation. A van shall be provided for transportation to and from work spaces. The Crew OIC shall be responsible for this vehicle.



M. D. SMITH

Lieutenant Colonel U. S. Marine Corps  
Commanding

APPENDIXES:

1. Embarkation

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KADENA AB.

APPENDIX 1 (Embarkation) to ANNEX D (Logistics) to LOI 3-83

Time Zone: India

1. Passenger Muster. All Turnaround Crew personnel are required to muster with the Crew OIC at 0500 5 August 1983 at the squadron hangar deck with all baggage.
2. Baggage. All personnel are authorized a total of two(2) bags, the combination weight of which shall not exceed 30 pounds. All bags will be weighed, tagged, and staged at 0500 5 August 1983.
3. Cargo. The Maintenance Officer, in conjunction with the Crew OIC, will ensure that all necessary cargo is staged on the hangar not later than 1400 4 August 1983. All cargo will be inspected, certified for hazardous materials, weighed and sealed for shipment at that time. All baggage and cargo will be loaded upon a 2 1/2 ton truck for shipment to MCAS Futenma at 0500 5 August 1983.
4. Departure. Detachment personnel and cargo will depart the squadron area via 2 1/2 ton trucks not later than 0530 5 August 1983 for MCAS Futenma. Transportation to the detachment site is via Marine C-130 aircraft.
5. Retrograde. The Turnaround Crew OIC will coordinate the retrograde embarkation to MCAS Futenma. Transportation will be provided by Marine C-130 aircraft to Futenma and 2 1/2 ton trucks to Kadena AB.

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Letter of Instruction (LOI) 2-83 for VMA-311

Detachment NAS Cubi Point, Republic of Phillipines 05 July to 12 July 1983 in support of Operation Battle Week.

Ref: (a) CTG Seven Nine PT Three msg 150835Z June 83  
(b) CG FMFPac msg 290516Z July 81

Time Zone: India

1. Purpose. Provide information and instructions for the detachment of VMA-311 to NAS Cubi Point, Republic of Phillipines.

2. Situation. Reference (a) is approval for this squadron to send a detachment to NAS Cubi Point during the period of 5 July - 12 July 1983. The Squadron detachment will deploy with 4 A-4M aircraft, 6 pilots, and approximately 20 maintenance personnel. VC-5 will be the host unit at NAS Cubi Point.

3. Mission. The detachment will deploy in support of operation Battle Week as outline in Annex A (Air Operations).

4. Execution

a. The VMA-311 detachment will depart Kadena AB on 5 July 1983. The flyway schedule will be published separately from this document.

b. The Detachment Commander is Major M. R. HAFEN [REDACTED] /7501 USMC.

c. All VMA-311 pilots, personnel and associated equipment will depart NAS Cubi Point by 12 July 1983.

d. See Annex C (Maintenance).

5. Administrative/Logistics

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

b. Logistics. The squadron will deploy with a full pack-up to support flight operations from NAS Cubi Point, Republic of Phillipines. Transportation for the main party will be one Marine KC-130 aircraft.

6. Command and Signal. Communication frequencies to be used at NAS Cubi Point will be published separately.



M. D. SMITH  
Lieutenant Colonel U. S. Marine Corps  
Commanding

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Annexes:

- A - Air Operations
- B - Administration
- C - Maintenance
- D - Logistics

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Appendix 1 (Safety) to ANNEX A (Air Operations) to LOI 2-83

A. General

The ultimate mission of this squadron's Safety effort is to maximize combat readiness by minimizing personnel and equipment losses due to preventable mishaps. "Readiness through Safety" should describe quite simply the philosophy behind the effort. Among the Squadron's tactical pilots and maintenance personnel, a professional attitude must prevail.

B. Commanders Safety Policy

The primary purpose of this command's safety program is to support operational readiness. Each individual shall be responsible in ensuring that his or her part toward maintaining an operationally safe environment is strictly adhered to. The success of this command's mission is directly dependent upon the safe conduct of it's members. Any deviation which results in any attitude or action that could be conceived as less than professional, will adversely affect the success of this command's mission. During the conduct of training exercises, safety is paramount and should be considered to override any training requirement.

C. Operational Constraints

This Squadron's arena of operational training will change. We have had time to become comfortable operating at our home based environment. It's time to raise our safety awareness levels! Not only are we deploying to a new site to train, we also will encounter hot weather conditions to which we are unaccustomed. A maximum effort by all concerned will be required to meet mission requirements. It is imperative that all tactical pilots and maintenance personnel ensure that they receive appropriate rest and dietary requirements. These requirements will help enormously to prevent any physiological disorders which could lead to loss and/or damage to life or property.

D. Planning Considerations

1. All flights will be conducted in accordance with OPNAVINST 3710.7k, NATOPS Procedures, Squadron SOP, and Special Instructions required by NAS Cubi Point.
2. Special consideration will be given to all phases of aircraft operations in regard to abort contingencies, bingo fuel considerations, pilot survival equipment, and ground operations.
3. Preflight briefing for flight operations will include a thorough coverage of airfield facilities status. Items to be briefed will include but not be limited to the following:

- a) Arresting gear availability
- b) Divert fields

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ANNEX A (Air Operations) to LOI 2-83

Time Zone: India

1. Situation. Refer to LOI 2-83.

2. Mission. A Detachment from VMA-311 will deploy to NAS CUBI Point, Republic of Phillipines from 5 July 1983 to 12 July 1983 for the purpose of supporting operation Battle Week and to conduct T&R syllabus training.

3. Execution

a. General. Flight operations will commence on 6 July 1983.

b. Coordinating Instructions

(1) Flight schedules will be published daily and distributed to Base Ops as required.

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

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 the frequency plan promulgated under separate cover.



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Lieutenant Colonel U. S. Marine Corps  
Commanding

APPENDIXES:

1. Safety

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- c) Current weather and forecasted terminal weather at ETA
  - d) SAR availability/delay
  - e) Airfield lighting
  - f) Airfield standard operating procedures
4. Maintenance personnel will understand the potential hazards of heat exhaustion, and will be adequately prepared prior to their arrival in order to assume their duties.
5. All personnel will know how to recognize and treat the following physiological disorders.
- a) Heat Exhaustion
  - b) Heat Stroke

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