



**T. David Seder, Col USMC (Ret.)**  
 “Frosty”

Date of Designation: May 18, 1968 NA# V-26447

Dates of Active Duty: 6 August 1966 – 30 June 1997

Total Flight Hours: 6,903

Carrier/Ship Landings: Fixed wing: 309

Approximate Flight Hours:

Jet: 6,425 Prop: 478 VF/VA: 6,175 VT: 3

Combat Tours:

Vietnam: 1969-1970 (500 combat missions)

Aviation Commands:

CO, VMFA 451, December 1986 - July 1988  
 CO, MAG 46, September 1990 – July 1992

Combat Awards:

Distinguished Flying Cross  
 Single Mission Air Medal  
 43 Strike/Flight Air Medals

Flight Awards:

Certificate of Commendation  
 (Successfully landing a clean F-4 with a stuck left main landing gear)  
 1980 USMC Aviator of the Year

Career Awards:

2 Legion of Merit Medals  
 2 Meritorious Service Medals

**Duty Assignment Chronology**

8/66-11/66 The 41st OCC, Student, Quantico, VA.  
 1/67-5/68 Flight School, Student, Pensacola, FL.  
 Meridian, Beeville, TX (T-34, T-2, F-9).  
 6/68-7/68 VMFAT-201, F-4 Transition, Cherry Pt.,  
 NC.



Donna

7/68-1/69 VMFA-333/VMFA-251 (F-4J/F-4B).  
 2/69-6/69 VMFA-542, Assistant Operations Officer,  
 Danang, RVN (F-4B).  
 6/69-10/69 VMO-6, O-1C/G, S-2, Quang Tri, RVN.  
 10/69-2/70 MABS-11 (flying with VMFA-542 (F-4B)  
 and H&MS-11, TA-4F, (TAC[A])).  
 2/70-12/70 VMFA-312, Assistant Ops. Officer/  
 Ops. Officer, MCAS Beaufort, SC (F-4B).  
 12/70-1/72 VMFA-333, NATOPS Officer and  
 training LSO (1st USMC F-4 Cruise)  
 (F-4J).  
 1/72-6/72 VMFA-451, MCAS Beaufort, SC (F-4J).  
 6/72-1/73 MAG-31(TA-4F with H&MS-31 (F-4J)  
 with multiple squadrons), Asst. Operations  
 Officer, MCAS Beaufort, SC.  
 2/73-8/73 Amphibious Warfare School, MCB  
 Quantico, VA.  
 9/73-6/74 VMFAT-201, Aircraft Division Officer/  
 Instructor Pilot, MCAS Cherry Point, NC  
 (F-4J).  
 6/74- 6/76 VMFAT-101, Line Division Officer/  
 Instructor Pilot, MCAS Yuma, AZ  
 (F-4B/N/J),  
 6/76-6/77 MCCRTG-10, Assistant S-3, Aircrew  
 Training Officer (Instructor Pilot  
 VMFAT-101), MCAS Yuma, AZ (F-4B/  
 N/J).  
 7/77-7/78 MAG-15, (F-4B/J) (TA-4F with MAG-  
 12), Operations Officer (S-3), MCAS  
 Iwakuni, Japan.  
 8/78-2/79 MAG-31, (F-4J/S) (TA-4F with H&MS-  
 31, Operations Officer (S-3), MCAS  
 Beaufort, SC.  
 2/79-1/82 XO, VMFA-115, (F-4J, S-3), USS  
*Forrestal* Cruise 1981.  
 1/82-7/82 Armed Forces Staff College, Norfolk, VA.  
 7/82-7/84 HQMC/APW, Anti-Air Warfare Systems  
 Requirements Officer, HQMC.  
 8/84-6/85 Industrial College of the Armed Forces,  
 NDU.

### Duty Assignment Chronology continued

6/85-12/86 MAG-31, OIC Hornet Introduction Team, MCAS Beaufort, SC (F-4J/S).  
12/86-7/88 VMFA-451, Commanding Officer, MCAS Beaufort, SC (F/A-18A).  
8/88-9/90 4th MAW, G-4, New Orleans, LA (F/A-18 A-D).  
9/90-8/92 MAG-46, Commanding Officer, MCAS El Toro, CA (F/A-18A).  
8/92-8/93 1st MAW, G-3, Camp Foster, Okinawa (F/A-18C/D).  
8/93-6/97 3rd MAW Chief of Staff (Assistant Wing Commander 6/94-6/95), MCAS El Toro, CA (F/A-18 A-D).  
6/30/97 Retired from active duty.

### **Summary of Significant Career Events**

(1) Colonel 'Frosty' Seder's career emphasized a love for flying – primarily in the cockpits of F-4 Phantoms, F/A-18 Hornets and TA-4F Skyhawks, and including more than 400 hours in O-1 Bird Dogs as a FAC(A) in Vietnam. He flew almost 7,000 accident free flight hours over the span of a 31 year career (6,175 in fighter and attack aircraft) and completed 500 combat missions in one tour in Vietnam. Frosty held operational flying billets in the following squadrons: VMFA-333 (twice), VMFA-251, VMFA-542, VMO-6, VMFA 312, VMFA-115, VMFA-451(twice), VMFAT-201 and VMFAT-101.

(2) Following Vietnam, then, Capt Seder, was assigned to MCAS Beaufort based VMFA-312, then participated in the first Marine Phantom carrier deployment aboard USS *America* in 1971 with VMFA-333.

(3) During 1978-1979, he was assigned to VMFA-115 as Operations Officer. During this tour he developed an innovative "block training program" later adopted by 2nd Marine Aircraft Wing. Marine Corps flight restrictions for low altitude tactics were waived for the squadron participation in Red Flag during 1979, to validate the applicability and effectiveness of this training program and Major Seder was recognized as the 1980 Marine Aviator of the Year for his contribution. During this same tour, he refined a number of tactical air-to-air innovations into the "optimum energy fight" for heavily wing loaded aircraft such as the Phantom II and aligned them with the first Marine Corps Fighter/Attack exposure to the AIM-9L missile. Adoption of these techniques resulted in one of the most successful Fleet Fighter ACM Readiness Program, with VF-43, for a Phantom Squadron during the history of the program.

(4) 'Frosty' was a participant in the Marine transition from the Phantom to the Hornet Program. During the standup for the first three Hornet Squadrons at MCAS El Toro, he served as the Anti-Air Warfare Systems Requirements Officer at HQMC. In this capacity he worked closely with Hornet pioneers Jim Partington (Op-506), John Weaver (PMA-265) and Don Bergman (MAG-11) during the stand-up of the Marine's

first three Hornet squadrons. His contribution helped lead to the inception of the two-seat Hornet program and the 'Cheap Night' night vision system variant for the Hornet aircraft. He later served as the OIC of the Hornet Introduction Team at MCAS Beaufort during the stand-up of the first three MAG-31 F/A-18 squadrons and commanded VMFA-451 during the Warlord's transition to the F/A-18.

(5) His last four tours, all DIFOP, included 4th Marine, Aircraft Wing (MAW), G-4 and preparation for Operation Desert Storm, Command of Marine Aircraft Group-46, First MAW G-3 and four years as Chief of Staff at Third MAW. Frosty's Marine Corps career culminated on June 30, 1997 with two flights in the Hornet and a trip to the El Toro Officer's Club while covered.

(6) Following his retirement from the Marine Corps in 1997, Frosty continued to work for Naval Aviation and the Marine Corps in Marine Corps Programs, Boeing Defense, Space and Security Systems, working Marine Corps programs with Marine leadership and staff at HQMC and Quantico. In this capacity he has helped Boeing contribute to the modernization and sustainment of the current force.