



MARINE

AIR TRANSPORTER

The Bi-Monthly Publication of The M.C.A.T.A.

www.mcata.com

CHINA EXPIDITE

An old article supplied by Alan Rehbock

THE mid-day quiet that hovered over the Ewa Air Station on Oahu, Hawaii was shattered by the hesitant coughing of a powerful Pratt-Whitney engine. On the apron, opposite Marine Air Group 15's Operations Office, a ground crew

from VMR 953 —A Marine transport squadron worked to get a large four-motor plane ready for flight. This was the only sign of activity on the whole field. The lunch hour was not yet over. The stream of smoke from the exhaust of Number One motor quickly changed to a tail of flame and the engine came alive with steady, ground-shaking roar. The other motors followed and the quartet was soon growling with a deep-throated harmony.

The pilot, Marine Captain Thomas R. O'Dell, leaned from the cockpit window and got the all clear sign from the ground crew. With a wave of his hand he ducked back and the gleaming transport rolled to the take off strip, waiting for the take off signal from the control tower.

Thirty-two hours later the big R5D-3 came to a halt on the

airfield at Tsingtao, China. It had brought 34 officers and enlisted men, mail and a number of boxes containing parts that had been requested for immediate delivery. Marine Air Group 15 had completed another of 'their many important flights in support of the mission Marines are fulfilling in China.

There is nothing new or startling about the use of planes to supply ground troops. Marine pilots have been experimenting with air supply since the banana revolutions in the 20's and 30's. Then, only short flights were entailed and the small packages of food and ammunition dropped to isolated mountain patrols now seem insignificant compared to modern requirements. Since that time the problems of supply have increased

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a thousand times. But aviation within the military services has kept pace.

Now it is a common practice to span the Pacific in one of MAG 15's Skytrains, a distance of 6000 miles, and find them carrying everything from personnel to a lion cub (the mascot of a Marine regiment).. from cotter keys to complete motors. It is difficult to keep everything needed in China stocked on the shelves, of the quartermaster, so that worthy has come to depend more and more on MAG 15's ability to quickly bring what is needed.

MAG 15 is not a colorful outfit. During the war it didn't win any Presidential Unit Citations for its services. "Few transport groups ever do, but it provided the support for outfits that were carrying the ball. As a result the transport people did not make the news stories that the flashier fighter squadrons did. Their work went practically unnoticed by everyone, excepting those military commanders who were responsible for the welfare of the great number of men under their command)

Last summer, when an epidemic of sleeping sickness threatened North China, there was an acute shortage of serum with which to immune Marines against the disease. Three days later enough serum was on hand to protect every man in China. MAG 15 was running interference. The majority of the men affected were unaware of the part air transport played. They only knew the serum was there when it was needed.

Such incidents are numerous in the annals of MAG 15's service. It is a standard order of procedure that each plane arriving in China have several boxes of airplane parts aboard. It is entirely possible that the entire air force in China would be seriously hampered, if not grounded, but for the constant

stream of airborne supply.

The big R5D-3 planes are the same as these used by the Navy for its Air Transport Service. In fact the ship now in use by MAG 15 saw hundreds of hours service with NATS. The Army uses this plane too, but refers to it as a C-54. It is also known as the Skymaster.

Unlike the Navy, the Marines do not operate a regularly scheduled airline service. Their duty is primarily one of supplying the immediate needs of troops in China. MAG 15 planes do not fly unless there is something to be carried. This system is more economical for the Marine Corps and prevents any Marines on guard duty throughout the Corps. In the air each man is a specialist at his own job. On the ground, during refueling or the repairing of a motor, everyone becomes the mechanic's helper.

On one trip to China, a plane commanded by Major Grant W. McCombs, who is also Operations Officer for VMR-352, developed engine trouble and had to remain at Guam overnight while the faulty motor was repaired. While Major McCombs and Staff Sergeant Harvey Homesley, the crew chief, went to requisition the needed parts, Corporal Buford Wright, radio operator, and Technical Sergeant R. O. Carson, navigator, began removing the cowling from the motor. Later they helped with the actual repairing of the motor while the rest of the crew refueled the plane and did any other job required to help the men working on the motor.

It was practically a full night's job – a job that most airlines would have allowed to wait until morning. But because the cargo was marked "Expedite," the delay was cut as short as possible. The life of an air-transport crew isn't always an easy one. The crew was tired when the work was done and there were eight signs of relief as the first pilot., Lieutenant Cecil Champion, got the motor started.

Many Marines and sailors get a real break coming back from China, since the transports carry nothing but passengers on their return flights. Each month hundreds of men on emergency furloughs, regular leaves and transfers, fly back to Hawaii, and sometimes all the way to the States. They, more than anyone else, have a tangible and personal reason to appreciate MAG 15's Skytrains.

During the demobilization period, between September, 1945, and March, 1946, this transport group carried more than 27,000 Marines and Navy personnel back to Hawaii from the forward areas. The majority of these men were returning for discharge. MAG 15 would have taken them all the way. At that time there was a great demand on their already taxed facilities. The Group had only two planes capable of making the non-stop jumps in from Hawaii. The rest of their planes were twin-engined R5C Curtis Commando, suited only for the westward route along which are many intermediate stops.

The Group began the change over to four-motored R5D3's early in 1946 when the Navy released the first of these planes to the Marines. The highest number of Skymasters to be used by MAG 15 was reached in July, 1946, when they had 30. From July until the first of the year, the Group kept all 30 in service, making several flights a week to the United States from Pearl Harbor as well as one round trip a week to Midway and three hops a week to China and back. Shortly after the first of the year the number was reduced to 15. The other 15 went to MAG 25 at El Toro, Calif. MAG 25 took over the flights from the United States to Hawaii, leaving MAG 15 to devote all its time to supplying China and other American bases in the Pacific.

Since MAG 15 was reformed at the Ewa station in September, 1945, its planes have flown well over

130,000,000 passenger miles without a single fatal accident. This is an excellent record for a year and a half of hard flying in hot weather and cold, in good weather and bad. It is a record any similar service, military or civilian, could be proud of.

Marine Air Group 15, a part of Headquarters, Aircraft, Fleet Marine Force, Pacific, is commanded by Colonel Frank H. Wirsign, who earned his wings over 20 years ago. Col. Wirsign was recently commended by the Commandant for his services as commanding officer of MAG 15 during a period in which the Group engaged in "The movement of Marines from the Philippines to the China theater; the lifting of 59,760 pounds of counter clothing urgently required by ground and air units in China and Japan; the supplement lifting of service personnel being returned to the United States for demobilization; the lifting of airplane parts urgently required; and the expedition of mail delivery, Special Services equipment and post exchange supplies, essential to morale.

The Group is composed of four squadrons, VMR-953, commanded by Lieutenant Colonel Luther R. Siebert; VMR-352, commanded by Lieutenant Colonel John W. Burkhardt; Headquarters Squadron 15, headed by Major Robert R. Baker and Service Squadron operates under Lieutenant Colonel Robert R. Burns.

The first two, VMR-953 and 352, operate the big R5D-3 transport planes that shuttle between China and Hawaii. Headquarters Squadron 15 is equipped with one JRB and two R4D's which handle short hops, usually inter-island. It also provides administration for all units under the Group's control. The service squadron operates no planes at all. Its job is to make all major repairs on planes, belonging to MAG 15,

transient aircraft and other planes under the jurisdiction of the Group.

All four squadrons got more than their share of work during that period immediately following the war's end. The task of servicing and reconditioning all planes returning from the Pacific to the States, and planes assigned to the Pacific from the States was handled by MAG 15's ground crews. Extra fuel tanks had to be installed on most of the latter planes to give them the range they needed. The Group had to take, from its ground personnel, men enough to provide 14 complete ferry crews and four partial ones to fly out-bound planes to their new Pacific bases.

In the transition from two- to four-motored planes, schools had to be set up to train personnel in maintaining and operating the new craft.

The tasks assigned MAG 15 are many and varied. It is not uncommon to find them combining two jobs at the same time. This was demonstrated a few months ago when two of MAG 15's planes picked up a squadron of night fighters, VMF (N) S33, at Guam and guided them to Peiping, China.

One of the fully loaded transports- acted as a weather plane. Flying miles ahead of the squadron, it- radioed back information on weather conditions it encountered. This prevented the little planes from running into storm areas that might have forced them down far from land. The other big plane, with complete instruments for navigation — which the night fighters did not have — acted as a navigation guide and led the flight straight to

China.

The majority of those attached to MAG 15 consider it good duty. It is often monotonous, even rough at times, and a few men apply for transfers. Those who do usually find out that there is a good deal of truth in and old Marine Corps adage that "the best post in the Corps is the one you just left, the worst is the one you are going to"

There are many who never get to make the China flight and it is usually these who are first to greet each returning plane. As the crewmen open the plane's door they are greeted with shouting. "Did you bring me those silk pajamas I wanted for my girl?" After a brief inspection of the embroidered garments the groundmen return to their tasks. On the line there is a plane to get ready and in the warehouse another load of cargo to be stowed aboard. It is marked "China - EXPEDITE."

FINANCIAL REPORT - 2000

EXPENSES

Bank Charges	\$47.72
Postage	\$704.29
Printing & Mailing	\$9,598.78
Office Expenses	\$2,115.29
Convention Expenses	\$11,269.76
Telephone Expenses	\$493.33
Miscellaneous	\$200.00
Total	\$24,429.17

INCOME

Membership	\$8,700.00
Donations	\$2,676.00
Convention	\$11,414.00
Total	\$22,790.00

STATUS

Deposits	\$22,790.00
Expenses	\$24,429.17
Status for 12/31/00	-\$1,639.17
Balance from 12/31/99	\$11,814.16
Bank Balance 12/31/00	\$10,174.99
Assets	\$0

TESTS SHOW GULF WAR VICTIMS HAVE URANIUM POISONING

Jonathan Carr-Brown and -' Martin Meissonnier, UK Times 09-03-2000

New evidence that Gulf war syndrome exists and was caused by radiation poisoning will be revealed today by a former American army colonel who was at the centre of his government's attempts to diagnose the illness.

Dr. Asaf Durakovic will tell a conference of eminent nuclear scientists in Paris that "tens of thousands" of British and American soldiers are dying from radiation from depleted uranium (DU) shells fired during the Gulf war.

The findings will undermine the British and American governments' claims that Gulf war syndrome does not exist and intensify pressure from veterans on both sides of the Atlantic for compensation.

Durakovic, who is professor of nuclear medicine at Georgetown University, Washington, and the former head of nuclear medicine at the US Army's veterans' affairs medical facility in Delaware, will tell that conference that he and his main of American and Canadian scientists have discovered life-threateningly high levels of DU in Gulf veterans 10 years after the desert war.

His findings, which have been verified by four independent experts, is embarrassing for the Ministry of Defense (MoD) and American Defense Department,

which have consistently to test Gulf war veterans for flu.

Durakovic will tell the European Association of Nuclear Medicine that tests on 17 veterans have shown DU in the urine and bones of 70% of them.

Depleted uranium does not occur naturally. It is the by-product of the industrial processing of waste from nuclear reactors and is better known as weapons-grade uranium. It is used to strengthen the tips of shells to ensure that they pierce armour.

Durakovic, who left America because he was told his life was in danger if he continued his research, has concluded that troops inhaled the tiny uranium particles after American and British forces fired more than 700,000 DU shells during the conflict.

The finding begins to explain for the first time why medical orderlies and mechanics are the principal victims of Gulf war syndrome.

British Army engineers who removed tanks hit by DU shells from the battlefield and medical personnel who cut off the clothes of Iraqi casualties in field hospitals have been disproportionately affected.

Once inside the body, DU causes a slow death from cancers, irreversible kidney damage or wastage from immune deficiency disorders.

In the UK, where more than 400 veterans are estimated to have died from "Gulf war syndrome", at least 50 of those victims came from Reme (Royal Electrical and Mechanical Engineers) units. Others, such as Ray Bristow, 42, of Hull, who was a theatre technician for 32 Field Hospital, are now wheelchair-bound.

Tests carried out by Durakovic on Bristow showed that, nine years after leaving the Gulf, he had more than 100 times the safe limit of DU in his body.

Durakovic said: "I doubt whether the MoD or Pentagon will have the audacity to challenge these results. I can't say this is the solitary cause of Gulf War syndrome, but we now have clear evidence that it is a leading factor in the majority of victims.

"I hope the US and UK governments finally realize that, by continuing to use this ammunition, they are effectively poisoning their own soldiers.

An MOD spokesman said it would study any new evidence: "Our aim is to get the best care for British veterans and our views are based on the best evidence around."

Yet we would give more money to the Military for more weapons after all they do and did to us??

Let the moneys go to medical research instead to help us to be cured if possible??

They did it to us in Vietnam with agent orange, Starscopes radiation and heavy metal rounds for tanks and artillery (Heavy metal-Uranium) and in Desert Storm.



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Total Current Paid Up Members: 701

Members Expire 2000: 188

Dues expired 1999 : 63



Deaths of Members Con, Late last night, 19 December 2000, **Dave Bennett's** wife, now widow, called and reported that Dave passed away early Sunday morning from cancer complications. Dave will be at Tripps Funeral home in Westminster, Md through Thursday. The funeral is Friday AM with internment at Quantico following. After a couple heart attacks plus a stroke or two, Patrice said the cancer was somewhat a surprise. Dave was one of the most unique guys I've ever known. I was never quite sure what his exact talents were, but I knew he had a bunch. We flew together at Cherry Point, Futemma, as well as the Flight Section at Andrews. Dave and I also worked together, after our retirements, supporting the C-130

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MCATA is a non-profit organization incorporated in the State of Texas in 1991 to foster, encourage and perpetuate the memory and spirit of friendship among our comrades in arms who are or have been members of any Marine Corps Air Transport Squadron and to preserve incidents and memories of our association together. The Marine Corps Air Transport Association represents a complete cross section of all those who are or have served our country in Marine Corps Air Transports regardless of rank, flight status or MOS.

Class Desk at NAVAIR and the UK 130 Program. For the past few years Dave and Patrice were restoring an old house in Union Town, MD. The last time Katy and I saw it, great progress had been made. Patrice told me last night that Dave's family as well as the Marine Corps family were surrounding her and providing comfort in her time of need.

Dave will be missed by all. Semper Fi Andy Larson

See Letter from Patrece E. Bennett on page 4.

Charlie Cook sends us the following information regarding the death of **Retired Marine Bob Parker** who went on to become a Senior Salesman for the C-130 program for the far East for Lockheed. Bob always professed that nothing in life was for free. If you wanted something you have to be willing to work for it. Bob passed away on 11 January 2001 in Marietta Georgia. Bob and wife Jean have been spending their retirement years traveling the country seeing America and the many friends they had made during Bob's 20 years active duty and with Lockheed. Although Bob had never joined MCATA, he has numerous friends within the association. We extend our sympathy and best wishes to Jean and their 9 children. Jean continues to reside in Marietta.

On October 2nd, 2000 **Lt. Col. Walt Turner USMC** retired passed away of pneumonia after a long illness. Walt broke a leg in September 1999 and never seemed

to fully recover. Walt was a former Commanding Officer of VMGR-252 and he and his wife Edie both were both active in MCATA since it's inception having attended all three of the Reunions held in the Havelock and New Bern area. Our sympathy goes out to the Turner family. I am certain that sorrow is shared by all members of the Marine Air Transport community. Walt's widow Edie still resides in Havelock. My personal apologies to Edie for not getting this in the news letter sooner. Semper Fi, Con

Leonard E. Bendall
Vikki Josselyn, **Bennie Bendals** daughter has reported that Bennie passed away on 2 January 2001. As most of us are aware, Bennie has been sick for some time and was in an assisted living center in Georgia. Bennie was buried with full Military Honors in St. Marys, Ga on Saturday 6 January 2001

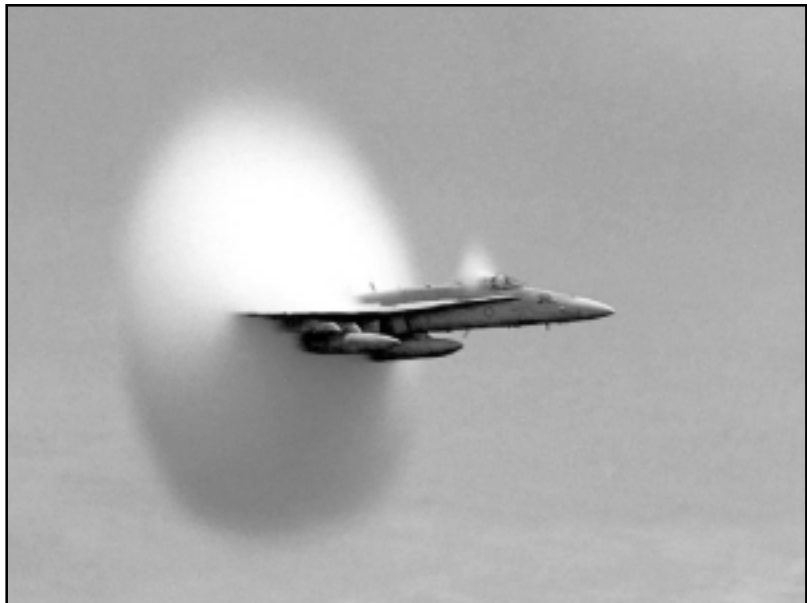
See Poem Page 7

IN NEED OF CARDS AND LETTERS

Harvey Wiegert

Harvey Wiegert went in for Colon Cancer Surgery Wednesday 7 February. Harvey's address is as follows:

Harvey Wiegert
181 Lunahana place
Kailua, Hawaii 96734
Phone 808-262-0824.



Sonic boom caught on film.



LETTERS FROM MEMBERS

Patrece E. Bennett

SANTA RENEWS HIS PILOTS LICENSE :

Santa Claus, like all pilots, gets regular visits from the Federal Aviation Administration, and it was shortly before Christmas when the FAA examiner arrived. In preparation, Santa had the elves wash the sled and bathe all the reindeer. Santa got his logbook out and made sure all his paperwork was in order.

The examiner walked slowly around the sled. He checked the reindeer harnesses, the landing gear, and Rudolf's nose. He painstakingly reviewed Santa's weight and balance calculations for sled's enormous payload.

Finally, they were ready for the checkride. Santa got in and fastened his seat belt and shoulder harness and checked the compass. Then the examiner hopped in carrying, to Santa's surprise, a shotgun.

What's that for?" asked Santa incredulously.

The examiner winked and said, "I'm not supposed to tell you this, but you're gonna lose an engine on takeoff."

DEATH OF ONE OF THE FEW, ONE OF THE PROUD: MAJ DAVID R BENNETT, USMC (RET)

It is my sad duty to report the final flight of my husband, Maj David Bennett, USMC, (Rtd). As many will remember, David retired in 1975 after 5 years at Andrews - the extra years at the personal "request" of Gen. Cushman, after having served 6 tours in Viet Nam among his other assorted duties. Of all the planes he drove - and all the groups he was associated with during his Marine corps career - the C130 was his "baby" and he was proud to be a part of the Air Transport team and MCATA. He felt strongly that officers belonged with the men that supported them, got them off the ground & safely home again. (Of course, Dave felt strongly about a lot of things!)

A major heart attack in '86 with open heart surgery and a bunch of bypasses barely made him skip a beat, but a major stroke in '93 grounded him. He was pretty down for awhile, but a new Marine Corps League started up shortly after he got clearance to go out on his own again and they not only boosted his moral but got him involved & reminded him that, after all he was, Once a Marine, ALWAYS a Marine" with all the pride, honor and responsibility that entails.

With all that vascular stuff going on, we had all been prepared for another such event at any time, however. In fact he went in for a tune up the first part of December '00 as he was having some irregularities, but when they got in, they found - much to their surprise - that the bypasses they'd expected to last only 10 years looked like new. When I brought him home, he felt like he'd been given a new lease on life. Unfortunately, rather than recovering from the cardiac catheterization day by day, he

felt worse every day and was back in hospital in a little over a week. The new meds they'd given him for his ticker had done the job they were supposed to do so they could see what else it was causing the problem. What looked like phnomia or congestive heart failure lead to X-rays and cat scans and a different kind of tests than they'd run for the heart related problems. Within 36 hours we knew that he had metastatic lung cancer, and that it had spread so far that it was inoperable and not treatable and that all we had was time to say goodbye. The time went too fast to let anybody know, but he had his own personal nurse - his daughter who had just graduated with honors last year with her nursing degree - to over see his treatment & make sure his didn't suffer. I was tough for him to handle that little nebulizer thing for the oxygen, until I told them to give him a mask, which felt more like his flight mask, then he didn't fight it so much. His Support Crew from the League was there to make sure he got off OK and, since he'd given me my pilot's license for our wedding present so many years ago, I was able to talk him through the roll out & take off. I had him turn the yoke over to the Marine in the right seat when it was time so he could go back & talk to the Old Man - Cushman always wanted to be filled in on what the flight was going to entail, and that just seemed to be the right thing to do. He was finally ready and he took off on his own final flight December 17, 2000.

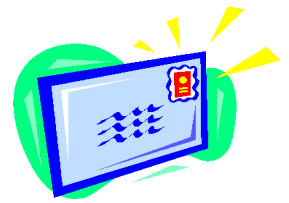
David was buried at Quantico National Cemetery, December 22, 2000 (he had his choice, his choice was "Marine Ground!")

Thanks to the Heads Up by PC Albritton in the December newsletter, I'm talking with the VA -- but need some help translating the DD214 codes to show his Viet Nam service time. Could you give me Vince & Elaine Coll's e-mail/address? Have

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LETTERS FROM MEMBERS

Clayton Hoskinson • G. James • James F. Smith



CONTINUED FROM PAGE 8

lost touch with them in the past few years, but I know he could probably fill most of it in for me. In fact, if you have a phone number for them, I'd like to call them before he reads the notice or hears it from someone else. Would really appreciate your help soonest.

Sincerely,
Patrece E. Bennett (wife)

CLAYTON HOSKINSON WRITES

Hello All, Not sure if you are the group I should be writing to, but I can't find any other information. Here's the deal, my Dad, H.D. Hoskinson served in the Marines from 1942 to 1946 and was overseas, in 1944-45. He was a Tech Sgt. in the 3rd MAW, 34th Marine Aircraft Group. He was on a number of Islands over there and I remember the Marshalls and Eniwetok(sp?) specifically. He is suddenly trying to track down buddies and his old unit for reunion type stuff. If anyone has any information on where I should look for that, would you please direct me there. If this is the right place, I would say, FINALLY!!!

Thanks for your time.

Clayton Hoskinson
choskinson@mmcable.com

G. JAMES WRITES

Mac, I guess that your era of engineers are going, but I don't know that they are going any faster than the rest of the populace. I keep up with the deaths that are published in the SEMPER FIDELIS memorandum for retired Marines. However I am curious about a couple others from your era: Red Robbie, Shaky Shadle, Big John Watkins, Kenny "Gimpy" Bearnese, George Bishop, Bob Sarner. I can remember him walking into the line shack and spitting his gum into the trash can in the opposite corner of the line shack and Loyd Watson, I think he designed the small apparatus to hang up brooms on the 245 Bulkhead. I have my ups and downs, mostly downs, I fall more than the average, my elbows look like hamburger meat, Veletto sent me some elbow pads. I fell in the front yard about 1600, and getting up is not the easiest thing for me to do. I could have laid there and waited for the wife to come home (she gets off at 1600), or crawl to the wheelbarrow and pull myself up and go in and feed the puppies, I opted for feeding the puppies. The wife came home shortly thereafter, looked at my arm and said lets go to the emergency room at the hospital. Well they X-rayed and X-rayed but couldn't find anything, so home I went. Exactly one week later, I was at the bank using the ATM and stepped off the side walk and fell again hitting the same elbow, a perfect three point landing, my nose and both elbows. Back to the emergency room again then to my Orthopedic Drs. They told me I had a ruptured triceps, lacks about 1.5 inches of being attached to my elbow. The doctor told me the only way to fix it was to operate on it and attach the muscle back to the elbow. Needles to say, I haven't had it done yet, probably never will. Now I have two broke triceps, needles to say, I have 7 handles in my bathroom, 4 in the shower alone, can't take a

bath because of my ruptured triceps, trying to get out of the tub would be impossible. Now that you are living the life of leisure, a true "double dipper" where have you been? Still not much going on around here, I take care of the puppies while the wife is working and cut the grass, winter is here so not much grass cutting going on at this time. According to the weather people, this Nov and Dec is the coldest we have had since they have been keeping records. Minimum bugs this summer, no fleas or tics. Barbara had a triple by-pass 5 years ago.

Catch ya later, G. James

FROM JAMES F. SMITH

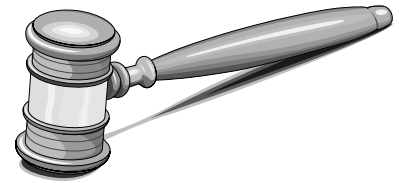
Dear Con, I'm sorry I am late with the dues, I really had meant to pay them while in Las Vegas, but, Oh Well. You guys did a "bang up" job for the Vegas Reunion, I really had a great time seeing all and going over 'ol times. It was really good visiting with all and catching up and hearing about others who could not make it. I know I may have caught you off guard by not pre-registering, but I didn't know if I was coming due to a previously scheduled commitment and Pat's health. She underwent surgery about 3 weeks ago and is feeling much better, at least she doesn't have the pain she has had and she is able to do many things she couldn't do pain free. I doubt if I will be able to make Memphis, but I will be at the 2003 get to gether. You were right Con, It was great! And well, it promoted felings that are really hard to describe—Man it felt good. I will close for now, again a job well done.

Semper Fi,

James F. "Jim" Smith

FROM THE PRESIDENT

C o n S h u c k



Wow am I glad the year 2000 is over. Don't ask me where it went, because it went by so fast I have no idea where it went. I was at a funeral in December when the friend next to me said, "Do you remember when we were the young ones at a funeral?" I sure do remember.

Mike and I have both put in some long hours since the Reunion in Las Vegas.

One quick note about Las Vegas, somebody managed to put about \$100.00 in long distant calls on the Hospitality room phone. I guess we will need to shut off the phones in the Memphis Hospitality room. A real shame that we could be taken advantage of like that. Who among us can not afford to pay for a phone call? Why stiff the association?

Jim Hardy has sent the following information:

Starting Sunday 24 December 2000, there will be a new way to travel between down town and Memphis International Airport.

That is when the Memphis Area Transit Authority will begin offering an Airport Shuttle Service.

Fares for this service will be \$10.00 one way or \$17.00 for a round trip. Service will run hourly from between 5:30 AM and 7:30 PM seven days a week. It will make 3 stops downtown to pick up and drop off passengers.

This is good news for certain. That was one of the items that had been bothering the Memphis committee. How they were going to get everyone downtown.

This is stacking up to be a pretty good reunion. Chalie Smith and his committee are hard at work getting it all together. I do go to Memphis on a regular basis and I can check on their progress and they are working. Jim is getting his handicap down now that he has his medication straightened out. I think he is down to a 3 or 4 handicap now.

T.L. Nickols is still having some

real problems and tough times. Those of you that are on the internet are sure to have seen the information that his daughter Brandee has put out there for us to see.

If there is anything any one would like to offer as help would be sincerely be appreciated. I know Raelene has had some real difficult financial times with this burden.

We mailed the December issue of the Marine Air Transporter on Friday 23 December. The mail man delivered my copy on Tuesday 26 December. A real miracle. How they can get it that fast on one of the busiest mail days of the year is beyond me. I will never figure out the post office.

It seems like we are getting a lot of activity on the mcata.com web page. Not to much in the Chat Room, but again I understand that some people do not like chat rooms.

The reunion page is up to date with the hotel information for Memphis. You can go ahead and make your hotel reservations. The Reunion info will be in the next news letter. It is just plain to early to start sending money to us here in Dallas.

There are some reunion photos on that page and believe it or not there are some of you that are actually using the change of address. I am so glad. Every time I get a change of address I think it saves the association a couple of dollars. Good work.

There have been a lot of WW2 and Korea Air Transporters that have inquired, some have joined. They found us Via the web site. Welcome aboard.

Now that Winter is about over, I have been ready for it to be over for a very long time, Carol and I are thinking about a trip out to the west coast. probably be in April, maybe May. Seems like the right thing to do. As most of you that know me know, I have a very dear friend in Oceanside that I try to see a couple of times a

year. We are still talking about whether we want to drive or fly. That used to be an easy decision, but now that airfare has gone sky high I have to think about it.

Bud Yount says that the Carlsbad Inn is a great place to stay. I have been thinking about trying that.

One of things I always try to do is make the news letter as interesting as possible for all readers. This gets increasingly hard as I depend entirely on input from you, the reader, as to what I can include as well as what I have to include, articles, your letters, etc. I get a lot of mail that says, "don't print this" or one of my favorites, "print what you want to from this letter". In other words I am now an editor as well as a censor.

As I look at a breakdown of the membership, and you have to remember that some of our members belong to two or more of the categories, maybe ww-2 and Korea, it is as follows:

World War II	205
Korea	278
Viet Nam	435
Desert Storm	51

I do get a lot of mail and articles from the World War II, Korea and Viet Nam Air Transporters, but I seldom get anything from the Desert Storm and Gulf War Air Transporters. Why is this? I question myself on that. Are they to busy? Still active Duty? Not interested or don't want to share?

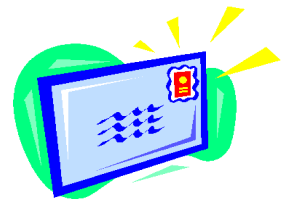
In all sincerity with only 51 members who are from the Gulf War era I think we need more members from that time frame, where in retrospect we are getting more new members from WW2. Why is that? I really do not know.

I need input from all Marine Corps Air Transporters as well as new members from all Wars and areas of conflict. The good part is you don't even have to have served in any conflict. This isn't the VFW. We are

CONTINUED ON PAGE 15

LETTERS FROM MEMBERS

Chuck Matthias • C.J. McQueen • Donald Smith • Earl Rountree



CHUCK MATTHIAS WRITES

Since I live about 75 miles south of Memphis, Tn, I'm sure I'll be at the reunion this year. I don't know how many in the MCATA are amateur musicians, I just started playing and singing bluegrass and Gospel music about six years ago, and I play every chance I get. I also do some of the old Country. I think it would be great to get together and jam for a couple of sessions at the reunion. If anyone will play with me, I play a do-bro. It would be nice to have a fiddle player, a mandolin, and several guitars, a banjo would be nice too. If anyone can and wants to play, let me know on the bulletin board, or E-Mail me I'll see you-all at Memphis!

cmatthias47@hotmail.com

DONALD ROBERT SMITH

DSMITDONALD@AOL.COM

DECEMBER 20, 2000

I notice a lot of VMR-352 Marine's posted here. Here is a little of the early history of this unit. I started with this VMR-352 in March of 1946, at Ewa, MCAS, Oahu, Hawaii. It was commanded by Col. Burkart. I was 17 years old, at the time. About 300 of us relieved the group so they could go home for discharge, after WW2. We flew supplies to China, and in 47 if I remember right our pilots took planes and participated in the Berlin airlift. I left in Nov. of 47 for discharge. I re/up in Jan. of 49, after a stint with VMF-214, I rejoined VMR-352 in time to go back to El Toro MCAS about Sept of 49. I again left for discharge in July of 50.

FROM EARL ROUNTREE

Hi Con, I just received the December Air Transporter and really enjoyed it. I hated to see that J.P. LeQuia had passed on but, we have to expect a lot more of that as we all get older as we go. In the News letter I really enjoyed all the fun things but, the final inspection, that Marine was not the only one that shed a few tears. After reading the 1920 regulations for flying aircraft it reminded me of something I have that some of the Guys and Gals may like to see. It's where all this flying business started. The first contract between the Wright brothers and the Signal Corps, the U.S. Army. I think Bud Wildfang may have been the test pilot on the first one. Also enclosing a check for the next three years. Hope to see you all in Memphis, keep the faith. Semper Fi,

Earl Rountree

FROM C.J. McQUEEN

COMES THIS REQUEST,

Marines in VMGR-252 are rallying to help one their own who lost everything in a Tuesday apartment fire in Havelock 24 December 2000. To all MCATA members—This young LCpl and his wife went on leave for Christmas and their house burned while they were gone. He was TAD here going to First Mech school so was not eligible for base housing. The squadron has asked for donations to help get them started again. They wearable to get his TAD changed to permanent, and got base housing for him and his wife. We as Mcata members can help. I have asked Con to send a donation from MCATA but if any of you want to help send the donation to the CO VMGR 252, MCAS, Cherry Point, N.C. 28533 indicate it is for Lcpl Duane Hollis. Also indicate if you are a member of MCATA. SEMPER FI CJ

2001 REUNION MINI-MEETING

The 2001 reunion Mini-Meeting is going to be held at the Navy Lodge NAS Millington during the period of June 1,2,3 2001. Charlie Smith, Reunion Chairman, scheduled the meeting so that all the committee could get together and see the accommodations that will be used for the September Reunion. Everyone is welcome to and invited to attend the Mini-Meeting. The Navy Lodge will not accept reservations any farther in advance than 30 days. I would encourage anyone interested to contact the Navy Lodge on the 1st. of May to make sure you get a room. Rates are \$35.00 or if you may prefer a suite at \$45.00. You can call the Navy Lodge toll free at 1-877-628-9466 if you are retired. if not retired contact Charlie Smith at 901-872-3226 and he will make your reservation as a guest. Any questions on the above contact me at 972-293-2670 or Charlie Smith at the above number. As usual all those who attend the mini meeting are at their own expense. MCATA does not fund this activity. Semper Fi,

Con Shuck

ARTICLES OF INTEREST

THE DARWIN 2000 AWARD NOMINEES! THINGS NOT TO IMITATE!!!

Hard to believe, but another year has passed... (For those who don't know it, the Darwin Awards are awarded every year to the person(s) who died in the stupidest way, thereby removing themselves from the gene pool...)

This year, 2000 A.D., the nominees are:

NOMINEE No. 1: [San Jose Mercury News]: An unidentified man, using a shotgun like a club to break a former girlfriend's windshield, accidentally shot himself to death when the gun discharged, blowing a hole in his stomach.

NOMINEE No. 2: [Kalamazoo Gazette] James Burns, 34, (a mechanic) of Alamo, Mich., was killed in March as he was trying to repair what police describe as a "farm type truck." Burns got a friend to drive the truck on a highway while Burns hung underneath so that he could ascertain the source of a troubling noise. Burns clothes caught on something, however, and the other man found Burns "wrapped in the drive shaft."

NOMINEE No. 3: [Hickory Daily Record] Ken Charles Barger, 47, accidentally shot himself to death in December in Newton NC.

Awakening to the sound of a ringing telephone beside his bed, he reached for the phone but grabbed instead a Smith & Wesson .38 Special, which discharged when he drew it to his ear.

NOMINEE No. 4: [UPI, Toronto] Police said a lawyer demonstrating the safety of windows in a downtown Toronto skyscraper crashed through a pane with his shoulder and plunged 24 floors to his death. A police spokesman said Garry Hoy, 39, fell into the courtyard of the Toronto Dominion Bank Tower early Friday evening as he was explaining the strength of the building's windows to visiting law students. Hoy previously had conducted demonstrations of window strength according to police reports. Peter Lawyers, managing partner of the firm Holden, Day, Wilson, told the Toronto Sun newspaper that Hoy was one of the "best and brightest (?)" members of the 200-man association.

NOMINEE No. 5: [Bloomberg News Service] A terrible diet and room with no ventilation are being blamed for the death of a man who was killed by his own gas. There was no mark on his body but an autopsy showed large amounts of methane gas in his system. His diet had consisted primarily of beans, cabbage, hard-boiled eggs, and beer (and a couple of other things). It was just the right combination of foods. It appears that the man died in his sleep from breathing the poisonous cloud that was hanging over his bed. Had he been outside or had his windows been opened, it wouldn't have been fatal. But the man was shut up in his near airtight bedroom. According to the article, "He was a big man with a huge capacity for creating this

deadly gas." Three of the rescuers got sick and one was hospitalized.

NOMINEE No. 6: ["The News of the Weird."] Michael Anderson Godwin made News of the Weird posthumously. He had spent several years awaiting South Carolina's electric chair on a murder conviction before having his sentence reduced to life in prison. Whilst sitting on a metal toilet in his cell and attempting to fix his small TV set, he bit into a wire and was electrocuted.

NOMINEE NO. 7: ["The Indianapolis Star"]. A cigarette lighter may have triggered a fatal explosion in Dunkirk, Indiana. A Jay County man using a cigarette lighter to check the barrel of a muzzle loader was killed Monday night when the weapon discharged in his face, sheriff's investigators said. Gregory David Pryor, 19, died in his parents' rural Dunkirk home about 11:30 p.m. Investigators said Pryor was cleaning a 54-caliber muzzleloader that had not been firing properly. He was using the lighter to look into the barrel when the gunpowder ignited.

NOMINEE No. 8: [Reuters, Mississauga, Ontario] A man cleaning a bird feeder on the balcony of his condominium apartment in this Toronto suburb slipped and fell 23 stories to his death. Stefan Macko, 55, was standing on a wheeled chair when the accident occurred, said Inspector D'Arcy Honer of the Peel Regional police. "It appears the chair moved and he went over the balcony," Honer said.

CONTINUED ON PAGE 19

ARTICLES OF INTEREST

AGING WORKHORSE

STATE OF THE KC-130F/R COMMUNITY

The Marine Cosps took delivery of the first KC-130F aircraft in March 1960, making it the **oldest** fleet aircraft by a wide margin. The active KC-130F/R fleet comprises 45% of DoD rotary wing aerial refuelers. However, the fleet will probably be unable to support the increased missions warranted by the MV-22 when fielded. Further, the fleet is deteriorating faster than the replacement aircraft, KC-130J, is scheduled to be fielded. The inventory requirement for the aircraft was previously established at (79) airframes, however we currently have only (77) airframes, with availability continuing to decrease due to fatigue, corrosion, and obsolescence. In the past seven years, five airframes have been stricken for corrosion, with one additional airframe pending a decision. At the current rate of airframe attrition, the Marine Corps will need at least four KC-130J's per year to maintain the Inventory.

The current fleet has some Congressionally mandated programs, to include: GPS, GPWS and TCAS. There are several pending Safety / Enhancement programs, however, the required modifications will lead to excessive out of service time and reduced availability. The average fleet squadron has only five "up" aircraft on any given day (PAA 12). Studies

have found that squadron cannibalization rates have increased 57% in order to support current readiness figures.

THE REPLACEMENT

STATUS OF THE KC-130J

The KC-130J will feature a re-designed flight station, new digital avionics, propulsion systems, mission system upgrades, and aerial refueling systems. The new airframe will lower **O&S** costs and vastly improve current mission capability.

Currently have:

Aircraft	#s	Avg. Age
KC-130F	35	37 Yrs
KC-130R	14	21Yrs
KC-130T (Reserve Components)	28	10 Yrs

1st one in Mar1960
Newest KC130T delivered in 1996

PERFORMANCE IMPROVEMENTS

29% MORE THRUST
16% MORE CRUISE
CEILING
38% LESS TIME TO
CLIMB
13% MORE RANGE
24% HIGHER SPEEO
10% INCREASED
FUEL GIVE

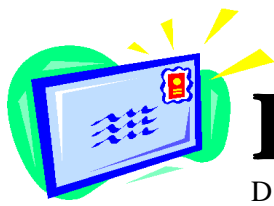
The aircraft performed well on its initial test flight in June 00. The inventory objective is

currently (51), to replace all KC-130F/R airframes, however, the introduction of the MV-22 may increase the number required. The program is not "planned" or funded throughout the FYDP at the desired replacement rate of four per year; (15) aircraft to date are a mix of Congressional adds, PI3D, and DON budget.

The Corps is committed to replacing the in-flight refueling assets. Guided by Col. Doug Isleib, C-130 Deputy Program Manager, Naval Air Systems Command, the C-130 in-service team at Cherry Point is working hard to assist the fleet to keep the aging tankers airborne until arrival of the new KC-130J. The KC-130J acquisition team at Pax River is preparing for delivery of the first group of KC-130J's in December 2000 for DT/OT with follow-on delivery to the fleet in Fall '01. Col. Isleib's email is: IsleibDR@navair.navy.mil



Refuel over ShikoKu - 1962 VMR-152



LETTERS FROM MEMBERS

David McQuillen • James Lawton

Poem by KIPLING

Sent to us by

David McQuillen

Dedicated to Leonard E. Bennie" bendall

“Soldier an’ Sailor, Too”

As I was spittin’ into the Ditch aboard o’ the ~Crocodile~,
I seed a man on a man-o’-war got up in the Reg’lars’ style.
‘E was scrapin’ the paint from off of ‘er plates,
an’ I sez to ‘im, “‘Oo are you?”
Sez ‘e, “I’m a Jolly — ‘Er Majesty’s Jolly — soldier an’ sailor too!”
Now ‘is work begins by Gawd knows when, and ‘is work is never through;
‘E isn’t one o’ the reg’lar Line, nor ‘e isn’t one of the crew.
‘E’s a kind of a giddy harumfrodite — soldier an’ sailor too!

An’ after I met ‘im all over the world, a-doin’ all kinds of things,
Like landin’ ‘isself with a Gatlin’ gun to talk to them ‘eathen kings;
‘E sleeps in an ‘ammick instead of a cot,
an’ ‘e drills with the deck on a slew,
An’ ‘e sweats like a Jolly — ‘Er Majesty’s Jolly — soldier an’ sailor too!
For there isn’t a job on the top o’ the earth the beggar don’t know, nor do —
You can leave ‘im at night on a bald man’s ‘ead, to paddle ‘is own canoe —
‘E’s a sort of a bloomin’ cosmopolouse — soldier an’ sailor too.

We’ve fought ‘em in trooper, we’ve fought ‘em in dock,
and drunk with ‘em in between,
When they called us the seasick scull’ry-maids,
an’ we called ‘em the Ass Marines;
But, when we was down for a double fatigue, from Woolwich to Bernardmyo,
We sent for the Jollies — ‘Er Majesty’s Jollies — soldier an’ sailor too!
They think for ‘emselves, an’ they steal for ‘emselves,
and they never ask what’s to do,
But they’re camped an’ fed an’ they’re up an’ fed before our bugle’s blew.
Ho! they ain’t no limpin’ procrastitutes — soldier an’ sailor too.

You may say we are fond of an ‘arness-cut, or ‘ootin’ in barrick-yards,
Or startin’ a Board School mutiny along o’ the Onion Guards;
But once in a while we can finish in style for the ends of the earth to view,
The same as the Jollies — ‘Er Majesty’s Jollies — soldier an’ sailor too!
They come of our lot, they was brothers to us;
they was beggars we’d met an’ knew;
Yes, barrin’ an inch in the chest an’ the arm, they was doubles o’ me an’ you;
For they weren’t no special chrysanthemums — soldier an’ sailor too!

To take your chance in the thick of a rush, with firing all about,
Is nothing so bad when you’ve cover to ‘and, an’ leave an’ likin’ to shout;
But to stand an’ be still to the ~Birken’ead~ drill
is a damn tough bullet to chew,
An’ they done it, the Jollies — ‘Er Majesty’s Jollies —
soldier an’ sailor too!
Their work was done when it ‘adn’t begun; they was younger nor me an’ you;
Their choice it was plain between drownin’ in ‘eaps
an’ bein’ mopped by the screw,
So they stood an’ was still to the ~Birken’ead~ drill, soldier an’ sailor too!

We’re most of us liars, we’re ‘arf of us thieves,
an’ the rest are as rank as can be,
But once in a while we can finish in style

JAMES S LAWTON

When Clyde Gillespie first introduced me to MCATA, and paid my dues, I was quite excited that I may re-connect with old friends. I have stayed in contact with Bill Sears over the years, but not many others. I have been unable to attend the reunions, but have learned that there were very few from my time (46 to 56), in attendance. My name in the newsletter did cause 2 responses from guys I flew with on the Wing R5D (Itami and Iwakuni 53-55), but neither of them attend reunions either. I get the feeling that most of the members are from a more recent era, not guys with 6 digit serial numbers. If there is a directory of members, I would be happy to pay for a copy. I was in VMR-352 as a radioman, and personnelist, 1950-51. Then again from mid 55 to Aug. 56 when I was able to get out of the Corps. In between those times, I was with Hq. 1stMAW at K-1; K-3; Itami and Iwakuni with a short stint in R4Q's at Cherry Pt. From 47 to 49, I was with Hq., AirFMFPac at Ewa, and have a squadron photo from there, and also the last copy of the base newspaper, Ewa Snow. If anyone recalls me either favorably, or unfavorably, I would like to hear from you.

Jim Lawton
Former TSgt., 6741/0119

FROM THE PRESIDENT

Continued

CONTINUED FROM PAGE 6

all Marine Corps Air Transporters.

Henry Wildfang and I had a real treat in being able to go on a true 100% night vision flight with VMGR-234 at Carswell. WOW, what a treat. I guess the guys that do that every day just take it for granted that we all know about it. Send me a story about anything of interest and I will print it.

The news letter is up to you. It makes my job a whole lot easier if I have something to work with. Keep it simple, interesting, believable and most of all honest and it will get in. I don't need anything derogatory, demeaning or an attempt to put another member down, just good information. Fun things from fun times.

I constantly get quizzed on why we don't print the news letter more often?

A. Cost of the news letter to print. With our membership at current levels it would be cost prohibitive to publish more than 6 times a year. More members Mike and I would consider printing more often.

B. Lack of information to put one together.

I look back at some of the things that happened during my time and wonder why some one has not submitted something. Some of the things I remember so well are:

1. The VIP Ship at El Toro, how many of you had at least one flight on the "Sacred Cow?" I know there were several of you that I flew with, Marv Mann, Tom Guthrie, Paul Ellis, Doug Hiener. Did you ever wonder what happened to Jim Nielson? I have. Is there still a "Pacific Flagship?"

2. How about the Sushi Bars in Iwakuni? Has anyone been kicked out of more in one night, some of them 3-4 times, than Doug Hiener and I were?

3. How about the Cherry

Blossom festival? I would love to have a picture of Kintai Bridge to print. What a beautiful sight to see.

4. How about that trip to Hiroshima to visit ground zero? I went several times. Not to just see what we were capable of in WW2, but to see and talk to the people of the times and how the bomb affected their lives.

5. How about the trips into Hong Kong, TaiPei, Manila, Seoul and others. Special flights with special crews going to special places. Who was it that used to meet the Aircraft in Hong Kong and then do our shopping for us?

What I really want are some good honest articles. We need to somehow get the Gulf War Marine Air Transporters involved. The most common thing I hear over at Fort Worths VMGR-234 is, I can hardly wait until I retire so I can join MCATA. You don't have to wait, join now and share your history with us now while some of us "old timers" are around to enjoy your stories" as well. Join us, attend the reunions and share your information with us. Lets see if we can't build up that 51 members to 151 members this year. We can only do it with your help.

I might be stretching it a bit but I think every pilot should have a chance to sit down and talk to Henry Wildfang. Every Flight Engineer should be able to talk to K.C. Davis. The stories these two have to share is of interest to all who fly or have flown on the KC-130. On the other hand we all have our stories to tell, some get embellished throughout the years, but they are still there. Remember as a, Famous, former KC-130 Pilot, Aircraft Commander, Flying Peon,

W-4, Retired Major once said, "you got to be careful of what you say, there might be a witness".

Semper Fi,

Con Shuck

SUGGESTED READING

Stolen Valor by B.G. Burkett and Glenna Whitley. What a remarkable book. I had the opportunity to meet the Author this past week at a MCAA meeting where he discussed the book. What a read. I can't put it down. This is all about the people who say they served our country in Viet Nam and the stories and lies they tell, all to gain acceptance or unearned respect.

B.G. Burkett has done the true Viet Nam Veterans a real service by exposing the non deserving veteran and sometimes not even a Veteran.

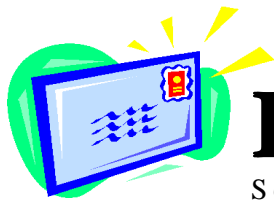
Anyone who likes a good book will enjoy this one. Stolen Valor, How the Viet Nam generation was robbed of it's Heroes and it's History.

It is available at better bookstores everywhere, also from Verity Press, Inc. P.O. Box 50366, Dallas, Texas 75250, 1-800-253-6789.

You won't regret reading this one.

Semper Fi,

Con



LETTERS FROM MEMBERS

Sean Paul Milligan

12 points, or Something to be thinking about. Don't know where I got them, but it's not original.

1. Why is the third hand on a watch called the second hand?
2. If Webster wrote the first dictionary, where did he get the words?
3. Why does "slow down" and "slow up" mean the same thing?
4. Why does "fat chance" and "slim chance" mean the same thing?
5. Why do "Tug boats" push their barges?
6. Why do we sing "Take me out to the ball game" when we are already there?
7. Why are they called "stands" when they are made for seating?
8. Why is it called "after dark", when it is really "after light"?
9. Why are "wise guy" and "wise man" opposites?
10. If you are cross eyed and have dyslexia, can you read all right?
11. Why is bra singular and panties plural?
12. Why do we put suits in a garment bag and garments in a suit bag?

12 More for you to think about

1. Why is the man that invests all your money called a broker?
2. Why do we recite at a play and play at a recital?
3. Why do we say something is out of whack? What is a whack?
4. Why is it when we bounce a check the bank charges us more of what they already know we don't have enough of?
5. If love is blind, why is lingerie so popular?
6. Why do women wear evening gowns to nightclubs? Shouldn't they be wearing a night gown?
7. When someone asks, "A penny for your thoughts", and you give them your two cents worth what happens to the other penny?
8. If you mixed vodka, orange juice and milk of magnesia would you get a phillips screwdriver?
9. Why isn't 11 pronounced onety-one?
10. When cheese gets its picture taken what does it say?
11. "I am" is the shortest sentence in the English language. Do you suppose that "I do" is the longest sentence?
12. Why is it that tomb, comb and bomb do not sound alike?

**SEAN PAUL MILLIGAN -
FORMER MARINE**

January 08, 2001

I am a Former Marine, now full time Naval Aviation historian with two books out now working on a third "SERVE THE FLEET ! :Utility Squadrons of the U S Navy and Marine Corps Since 1925". To this end I need info and photos from all Marines who served in the Utility Squadrons - the VMJs, including VJ-6M, VJ-7M, VMJ-1, VMJ-2, VMJ-3, VMJ-152, VMJ-252 etc plus the JM Units and other Target Tow Units. Any help with this will be deeply appreciated and fully credited. many THANKS! Semper Fi. Please contact: Sean Paul Milligan, NAS Quonset Point, 137 Olympia Ave, Pawtucket, RI 02861-4209. 401 722-5821. jetsarekids@ids.net

From the Web page I served with VJ-1A Utility Sq Navy Det at MCAS Goleta Ca 1 Oct 44 - 15 Sep 45 & currently reside in Goleta. MCAS Goleta is now Santa Barbara Airport & former bks area on the hill is UCSB California. Made a lot Marine Friends. Especially remember Big Red who was the Station Motorcycle Cop. Would like to hear from anyone that was there. COs 13 Aug 42 until 31 Mar 46: Steadman Livingston, William Willis, Chauncey Burnett, Frank Weir, Vernon Guymon, Hayne Boyden. My Ph: 805-968-7994. Give me a call



VMGR-152 • Iwakuni, Japan 1962

MCATA MERCHANDISE ORDER FORM

Name _____

Address _____

City _____ State _____ Zip _____

	Quantity	Cost Each
<input type="checkbox"/> Hat (New Style - Embroidered) Circle Choice of Color Red White Blue Khaki	_____	\$10.00
<input type="checkbox"/> Convention pin - All Prior Years Available Please Specify Year _____	_____	\$3.00
<input type="checkbox"/> Set of 11 pins (one from every convention)	_____	\$25.00
<input type="checkbox"/> Window Decal	_____	\$1.00

Total Amount Enclosed _____

Please send form and check or money order to: M.C.A.T.A. • P.O. Box 59765 • Dallas, Texas 75229



ADDRESS CHANGES



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317-248-196
snafu@peoplepc.com



*Come Visit
Us Online at*

WWW.MCATA.COM

We now have a chat room and bulletin board for your use. This is a free service to all who choose to use it. It is a great tool to stay in touch. You can even chat with someone overseas if both parties have web access.



**PLEASE SEND IN ALL
ADDRESS CHANGES TO:
M.C.A.T.A.
P.O. BOX
DALLAS, TX 75229**

DARWIN

AND FINALLY: [Arkansas Democrat Gazette] Two local men were seriously injured when their pick-up truck left the road and struck a tree near Cotton Patch on State Highway 38 early Monday morning. Woodruff County Sheriff's Deputy, Dovey Snyder, reported the accident shortly after midnight Monday. Thurston Poole, 33, of Des Arc and Billy Ray Wallis, 38, of Little Rock are listed in serious condition at Baptist Medical Center. The accident occurred as the two men were returning to Des Arc after a frog gigging trip. On an overcast Sunday night, Poole's pick-up truck headlights malfunctioned. The two men concluded that the headlight fuse on the older model truck had burned out. As a replacement fuse was not available, Wallis noticed that the .22 caliber bullet from his pistol fit perfectly into the fuse box next to the steering wheel column. Upon inserting the bullet, the headlights again began to operate properly and the two men proceeded on east-bound toward the White River bridge. After traveling approximately twenty miles and

just before crossing the river, the bullet apparently overheated, discharged, and struck Poole in the right testicle. The vehicle swerved sharply right exiting the pavement and striking a tree. Poole suffered only minor cuts and abrasions from the accident, but will require surgery to repair the other wound. Wallis sustained a broken clavicle and was treated and released. "I've been a Deputy for ten years in this part of the world, but this is a first for me. I can't believe that those two would admit how this accident happened," said Snyder. Upon being notified of the wreck, Lavinia, Poole's wife, asked how many frogs the boys had caught and did anyone get them from the truck. (Way to go, Lavinia.)

From: Old323Bud@aol.com

NEW MEMBERS

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Flight Mech, etc
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Flight Mechanic and Crew Chief
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Tom Plefka
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Horsham, Pa 19044
Father was in MAG-35, VMR-153 and VMR-252
1954-1958 and took part in the Lebanon operations.
Anyone remembering his father is asked to write Tom.



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