



MARINE

AIR TRANSPORTER

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

www.mcata.com

HENRY "BUD" WILDFANG

CWO-4, USMC

Bud was born in Bismark, N.D. 17 May 1916. After three years of North Dakota University. World War II came along and he interrupted his studies to enlist in the Naval Aviation Cadet Program 9 May 1941. He was commissioned a Second Lieutenant and designated a Naval Aviator 16 April 1942.

After a tour at Camp Kearney, CA in advanced transport flying conducted by American Airlines, he went to So-PAC with Marine Transport Squadron 154 in 1943. After a year of combat flying he was returned to NAS, Edenton, N.C. where he transitioned in the PBJ and served as group executive officer, then to Cherry Point and returned to combat. At the termination of hostilities he served as operations officer Group-15 in Hawaii until he was released from active duty 3 Sept. 1946. He slid in under the 90 day wire, resigned his reserve Major's commission and enlisted in the Marine Corps 2 Dec. 1946 as a Master Sergeant (E-7) Naval Aviation Pilot. He then served with MAG 25 and VMF 312 at El Toro, Ca. In January 1950, he moved to Cherry Point, N.C. with VMR 252, and then back to MAG 25 in Aug. 1953. He served with VMR 253 in Japan until May 1955, and it was back to Cherry Point where he served with various units. On 12 February he accepted his appointment as Warrant Officer. From 1962 to 1963 he served in Iwakuni, Japan with MARS-17 and

VMGR 252. He was attached to VMGR 152 at Futema, Japan from 1967 to 1968 when he was returned to VMGR at Cherry Point.

Other than 89 days "marking time" after he was released from active duty with the rank of Major 3 September 1946 until 2 December 1946 when he reenlisted in the Corps and was made a Master Sergeant (E-7) Naval Aviation Pilot; Henry has been at-the-wheel and or stick of a military aircraft in addition to his other duties in his 35 years, plus. He has flown 21 types of military aircraft and is recognized as the dean of transport piloting. He is fittingly the Quality Assurance Officer of his squadron., VMGR 252. And the enviable safety record that the squadron enjoys, well over 200,000 hours, can be attributed to watchdog surveillance of Gunner Wildfang and his crew. His comment about the AQ role is succinct and he puts it modestly; "I'd like to think that we had something to do with the squadron safety record."

To you readers who have been

through the ranks of the Navy, Marcorps or Coast Guard, I am sure that you will agree that the Chief Boatswain Warrant Officer or the Marine Gunner is the revered authority over all other ranks. The Chief Warrant Officer is a man who is skilled to the N'th degree in his line of work. He has enough services and is physically able

to back up any of his orders to those of lower rank. He is also highly respected by his superior officers. Back in my days, THE GUNNER was the "top-dog" and you'd better believe it! Henry Wildfang is a typical GUNNER in every respect: he is an outstanding pilot: he knows aircraft maintenance and



CONTINUED ON PAGE 2

TABLE OF CONTENTS

REUNION UPDATE	P 3
MEMBER LETTERS	P 4-12
FROM THE PRESIDENT	P 9
ADDRESS CHANGES	P 14
NEW MEMBERS	P 18

MARINE AIR TRANSPORTER

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Total 2003 & Beyond Paid Up Members: 604
Members Expire 2002: 150

CONTINUED FROM PAGE 1

safety; he personally screens every man in the QA crew to ensure every man is will qualified. As one of his Master Sergeants put it: "You don't work for the GUNNER, you work with him, or else." I have been privileged to fly in the C-130, HERCULES with the GUNNER as Command Pilot. We had three First Lieutenants in the crew receiving instructions, a non-com navigator, flight engineer, and crew chief. From the time of take-off at NAS Dallas until we sat down, at the same port three days later, after a X-country to El Toro, one had the feeling that he was riding with the virtuoso transport pilot. The courteous camaraderie of the crew and the E.F. Hutton attention to every instruction from Maestro Henry was quietly noticeable. The ETAs were right on the button and the wheel-in-the

CONTINUED ON PAGE 5

ONLINE DATABASE

We have well over 900 Air Transporters in the "Online Database," 500 of which are current members. What a great tool to look up an old friend. Here are some tips:

1. To view the full records (name, address, phone #, etc) you must log-in with your username and password. If you do not know what your username and password are, email conshuck@mcata.com for the info.
2. Keep your record up to date. We send out emails periodically, and if yours is not correct, you will not receive the notice.
3. Tell a friend about the database. They can view name, date of service and email address without a username and password.

IN MEMORY OF...

WHITEY PAULSON

From Debbie Barber, Whitey Paulsons neice comes the following

Whitey Paulson Passed away peacefully on 3/12/03 at 11:50pm he was 90 yrs old and the Marine Corps was his life. His service will be held in Palo Cedro CA on 3/21/03 at 11:00 AM, the address is 21853 Topland DR Palo Cedro CA 96073

Sincerely,
Debbie Barber
BDbar1@aol.com
March 14, 2003

BOB MC WATTERS

Bob Morley sends this info:

It is with great sadness that Bob Mc Watters has passed away,our prayers are with his family. I was a young Cpl. I met him in MARS-27 at Cherry point, N. Carolina in 1962, I started flying the generals R5D, 56515, I flew with him & Bob Lurie on many a trip. He always took care of this young Cpl. as a new Crew Chief in training. He shaped my career. When i could not make Sgt [E5] cutting score was 210, I talked to him about D I school, he advised me to go. I went & they shaped the rest of my Marine Corps career. I will always be greatful for his advice, we transporters will surley miss him, he was a great man & MARINE! May he have a smooth flight to his hangar in the sky.

BOB MORLEY

BETTY OVBEY

Betty Ovbey died 03/08/03 a hospital in the Southern Pines area. Funeral services will be at Cherry Point Baptist Church, Saturday 03/15/03 at 1300. Understand she had been in the hospital for a while.

RALPH DAVIS

From Bill Barrensen comes this info:

Hi Con,

Thanks for the logon info. Got into the site and enjoyed looking around. Sadly received an email this week from American Airlines stating retired AA and Marine pilot Ralph Davis passed away this week. Will cross reference his MCATA member info and pass along what I find to you.

Regards,

Bill Baerresen, Pilot, '73-'79.

VINCENT S. COLL

Members, just got the following sad news. Semper Fi, Con Dear Family & Friends, AnotherStar has fallen -- Vincent S.Coll Passed away 18 April 2003.

Burialwas at:
Barrancas National Cemetery
Naval Air Station
80 Hovey Road
Pensacola, FL 32508-1099

If you would rather donate to an organization in memory ofVincent S. Coll in lieu of flowers... Elaine suggests the following:

The Liver Foundation
University of Pittsburgh Medical Center
Transplantation Institute
3708 Fifth Suite 400
Pittsburgh, PA 15213

Or to:
DAV Klug-Smith 6 of Foley
% Treasurer Walter D. Cummings
11990 Country Road 87
Elberta, AL 36530

Love, Elaine & Children If you need to contact the family, please call 251-988-1468.



LETTERS FROM MEMBERS

Vince Morris • Charles B. Sturgell

HERE ARE LITTLE KNOWN RUE
FACTS I CAME ACROSS:

TRUE FACTS

1. Only in America.....can a pizza get to your house faster than an ambulance.
2. Only in America.....are there handicap parking places in front of a skating rink.
3. Only in America.....do drugstores make the sick walk all the way to the back of the store to get their prescriptions while healthy people can buy cigarettes at the front.
4. Only in America.....do people order double cheeseburgers, large fries, and a diet coke.
5. Only in America.....do banks leave both doors open and then chain the pens to the counters.
6. Only in America.....do we leave cars worth thousands of dollars in the driveway and put our useless junk in the garage.
7. Only in America.....do we use answering machines to screen calls and then have call waiting so we won't miss a call from someone we didn't want to talk to in the first place.
8. Only in America.....do we buy hot dogs in packages of ten and buns in packages of eight.
9. Only in America.....do we use the word 'politics' to describe the process so well: 'Poli' in Latin meaning 'many' and 'tics' meaning 'bloodsucking creatures'.
10. Only in America.....do they have drive-up ATM machines with Braille lettering.

CHARLES B. STURGELL
WRITES

Con,

I do enjoy the “Transporter” and look forward to receiving it. Looking at those classes of Lance Corporals graduating from Navigator’s School brought back fond memories. I thought you might be interested in publishing this photo of my navigator’s class which graduated 21 April 1947 (Yes, 55 years ago!). It was run by Marine Air Casual Squadron Eleven, MCAS, Cherry Point, NC. As you can see, we came from all ranks and for the young Marines, we did wear khaki uniforms during the summer back then. I was designated “Enlisted Aviation Navigator No. 32-47.” Our instructor was TSgt. H.L. Cassell, USMC and Major H.A. Eisele, USMC was OIC.

“Photograph of the Navigator’s Class graduating on 21 April 1947 from the Navigation School, Marine Air Casual Squadron Eleven, MCAS, Cherry Point, North Carolina. Instructor-in-Charge was TSgt. H.L. Cassell, USMC.

Front Row, L to R: Pvt. Dwain K. Redman, (606479), USMC.; PFC. Charles B. Sturgell, (585588), USMC.; TSgt. Hitner F. Smith, (240964), USMC.; MSgt. Charles E. Harless, (256254), USMC.

Back row, L to R: PFC. Lawrence (n) Askinosie, (620382), USMC.; MSgt. Charles D. Gibson, (285558), USMC.; PFC. Henry S. Campbell, (608542), USMC.; A former Temporary Warrant Officer named Donnelly (reverting back to enlisted rank); and PFC. Vernon A. Johns, (608735), USMC.”



HENRY WILDFANG

CONTINUED FROM PAGE 1

well, time off at Dago, was a few seconds ahead of time.

Henry Wildfang is really a "Legend in his own time." If you use Mr. Meany's mensuration of 40 hours a week and 50 weeks a year, in computing the work time of today's civilian, you'll find that Henry has spent more than eleven years aloft, as he has logged over 23,000 (accident free) hours, to this time, and is still counting.

Five Distinguished Flying Crosses, 29 Air Medals, Purple Heart and Four Good Conduct awards, top the row-on-row of ribbons on Henry's left chest. We'll tell about the fifth Distinguished Flying Cross and the Purple Heart.

The date was 10 February 1968. The place was Khe Sahn combat base. A C-130 transport (HERCULES) was carrying a cargo of fuel desperately needed by the beleaguered 26th Marine Regiment. At the controls was CWO-4 Henry Wildfang. He broke out of the overcast into a hail of hostile ground fire that shattered a portion of his right wing and set fire to the cargo fuel cells. He asked his co-pilot, a Marine Major, to request the runways be cleared on the shell-pocked jungle strip, with additional explosions in the fuel cells that would have unnerved others. Henry greased the flaming plane on the deck and continued to roll onto the fringe of the jungle to keep the runway clear. Seven of the 10 men aboard perished in the inferno. Wildfang's burned, scarred hands are evidence of his efforts in aiding the three who did escape the holocaust. "I was doing my job," is the retort of the taciturn unassuming veteran when asked about they many, many ribbons above the marksmanship medals on his left chest.

The copies of the dispatches, copied verbatim below; are only two of

the many received by Silver Eagle Henry "Bud" Wildfang on his receiving the GRAY EAGLE trophy from RADM George L. Cassell on 31 August 77 at Marine Corps Air Station, Cherry Point, North Carolina. The GRAY EAGLE award is given to the senior Naval Aviator on active duty and as you have noted in Gen. Barrow's dispatch, Henry Wildfang is still flying 'em-and from the left seat. Henry has been the SILVER HAWK- senior



Marine Corps Naval Aviator for three years.

"The recipient of the Gray Eagle was intended to be as symbol of progress and prestige for the Navy or the Marine Corps. To this end, it is only fitting that your selection to this distinguished recognition was made. "A clear eye, A stout heart, A steady hand and A daring defiance of gravity and the law of averages' aptly describes your many, varied years of dedicated service.

As only the second Marine to be so honored, you bring great pride not only to yourself and family but also to all Marines. You have set a standard for all young aviators to aspire to reach. In both combat and peacetime, you have lived to professionalism that has become the tradition of Marine Aviation. I offer my personal congratulation on this recognition of your lifetime of achievements.

Louis H. Wilson, General, USMC.

"The history and tradition associated with the Gray Eagle designation are long and honored. Your assumption on 31 Aug. 77 as the Gray Eagle of Naval Aviation is noted with pleasure. This designation is another significant accomplishment in your long and distinguished career as a Naval Aviator and Marine.

You are the first Gray Eagle still on the squadron roles and flying daily. It is indeed fitting that your total flight time of over 23,000 hours exceeds that of any other Naval Aviator on active duty. You are a legend in your own time, from Corsairs to Hercules, from Pusan to Khe Sanh, you have created a standard of dedication and service to Naval Aviation everywhere.

I offer my personal congratulations on this singular honor."

Lt. Gen. Barrow CG
FMFLANT

His aquiline visage is that of wariness developed over the years in the air in monitoring the 'clocks' on IFR vigils on extended flights. To the enlisted crews who have been privileged to fly with him, Gunner Wildfang is the epitome of his rank.

To the many, many pilots that he has transitioned into transport flying, there is almost a reverential respect. To his superiors, one can refer to the two dispatches above. (Reprinted from The Scuttlebutt, December 1977.)



LETTERS FROM MEMBERS

EVER WONDER

Why the sun lightens our hair, but darkens our skin?

Why women can't put on mascara with their mouth closed?

Why don't you ever see the headline "Psychic Wins Lottery"?

Why is "abbreviated" such a long word?

Why is it that to stop Windows 98, you have to click on "Start"?

Why is lemon juice made with artificial flavor, and dishwashing liquid made with real lemons?

When dog food is new and improved tasting, who tests it?

Why didn't Noah swat those two mosquitoes?

Why do they sterilize the needle for lethal injections?

You know that indestructible black box that is used on airplanes? Why don't they make the whole plane out of that stuff?!

Why don't sheep shrink when it rains?

If con is the opposite of pro, is Congress the opposite of progress?

If flying is so safe, why do they call the airport the terminal?

2002's BEST (ACTUAL) NEWSPAPER HEADLINES

Somebody sent me the following headlines from news papers. I can't verify their validity, but would assume they are for real.

1. Crack Found on Governor's Daughter
2. Something Went Wrong in Jet Crash, Expert Says
3. Police Begin Campaign to Run Down Jaywalkers
4. Iraqi Head Seeks Arms
5. Is There a Ring of Debris around Uranus.
6. Prostitutes Appeal to Pope
7. Panda Mating Fails; Veterinarian Takes Over
8. Teacher Strikes Idle Kids
9. Miners Refuse to Work after Death
10. Juvenile Court to Try Shooting Defendant
11. War Dims Hope for Peace
12. If Strike Isn't Settled Quickly, It May Last Awhile
13. Cold Wave Linked to Temperatures
14. Enfield (London) Couple Slain; Police Suspect Homicide
15. Red Tape Holds Up New Bridges
16. Typhoon Rips Through Cemetery; Hundreds Dead
17. Man Struck By Lightning Faces Battery Charge
18. New Study of Obesity Looks for Larger Test Group
19. Astronaut Takes Blame for Gas in Spacecraft
20. Kids Make Nutritious Snacks
21. Chef Throws His Heart into Helping Feed Needy
22. Local High School Dropouts Cut in Half
23. Hospitals are Sued by 7 Foot Doctors

LETTERS FROM MEMBERS



Red Doktor

DARWIN

AWARDS

submitted by Red Doktor

5th RUNNER-UP Goes to a San Anselmo, California man who died when he hit a lift tower at the Mammoth Mountain ski area while riding down the slope on a foam pad. The 22-year old David Hubal was pronounced dead at Central Mammoth Hospital.

The accident occurred about 3 a.m., the Mono County Sheriff's department said. Hubal and his friends apparently had hiked up a ski run called Stump Alley and undid some yellow foam protectors from lift towers, said Lt. Mike Donnelly of the Mammoth Lakes Police Department. The pads are used to protect skiers who might hit towers. The group apparently used the pads to slide down the ski slope and Hubal crashed into a tower. It has since been investigated and determined the tower he hit was the one with its pad removed.

4th RUNNER-UP Goes to Robert Puelo, 32, was apparently being disorderly in a St. Louis market. When the clerk threatened to call the police, Puelo grabbed a hot dog, shoved it into his mouth and walked out without paying. Police found him unconscious in front of the store. Paramedics removed the six-inch wiener from his throat where it had choked him to death.

3rd RUNNER-UP Goes to poacher Marino Malerba of Spain, who shot

a stag standing above him on an overhanging rock and was killed instantly when it fell on him.

2nd RUNNER-UP "Man loses face at party." A man at a West Virginia party (probably related to the winner last year, a man in Arkansas who used the 22 bullet to replace the fuse in his pickup truck) popped a blasting cap into his mouth and bit down, triggering an explosion that blew off his lips, teeth, and tongue.

Jerry Stromyer, 24, of Kincaid, bit the blasting cap as a prank during the party late Tuesday night, said Cpl. M.D. Payne. "Another man had it in an aquarium hooked to a battery and was trying to explode it." "It wouldn't go off and this guy said I'll show you how to set it off." He put it into his mouth, bit down and it blew all his teeth out and his lips and tongue off, Payne said. Stromyer was listed in guarded condition Wednesday with extensive facial injuries, according to a spokesperson at Charleston Area Medical Division. "I just can't imagine anyone doing something like that," Payne said.

1st RUNNER-UP Doctors at Portland University Hospital said an Oregon man shot through the skull by a hunting arrow is lucky to be alive and will be released soon from the hospital. Tony Roberts, 25, lost his right eye last weekend during an initiation into a men's rafting club, Mountain Men anonymous (probably known now as Stupid Mountain Men Anonymous) in Grant's Pass, Oregon. A friend tried to shoot a beer can off his head, but the arrow entered Robert's right eye. Doctors said that had the

arrow gone 1 millimeter to the left, a major blood vessel would have been cut and Roberts would have died instantly.

Neurosurgeon Doctor Johnny Delashaw at the University Hospital in Portland said the arrow went through 8 to 10 inches of brain with the tip protruding at the rear of his skull, yet somehow managed to miss all major blood vessels. Delashaw also said that had Roberts tried to pull the arrow out on his own he surely would have killed himself. Roberts admitted afterwards that he and his friends had been drinking that afternoon. Said Roberts, "I feel so dumb about this." No charges have been filed, but the Josephine County district attorney's office said the initiation stunt is under investigation.

Now THIS YEAR'S WINNER:

(The late) John Pernicky and his friend, (the late) Sal Hawkins, of the great state of Washington, decided to attend a local Metallica concert at the George Washington amphitheater. Having no tickets (but having had 18 beers between them), they thought it would be easy to "hop" over the nine foot fence and sneak into the show.

They pulled their pickup truck over to the fence and the plan was for Mr. Pernicky, who was 100-pounds heavier than Mr. Hawkins) to hop the fence and then assist his friend over. Unfortunately for (the late) Mr. Pernicky, there was a 30-foot drop on the other side of the fence. Having heaved himself over, he found himself crashing through a tree.

CONTINUED ON PAGE 8

Page 7

Marine Corps Air Transport Association



LETTERS FROM MEMBERS

Red Doktor • Vince Morris

CONTINUED FROM PAGE 7

His fall was abruptly halted (and broken, along with his arm) by a large branch that snagged him by his shorts. Dangling from the tree with a broken arm, he looked down and saw some bushes below him. Possibly figuring the bushes would break his fall, he removed his pocket knife and proceeded to cut away his shorts to free himself from the tree. Finally free, Mr. Pernicky crashed into holly bushes. The sharp leaves scratched his ENTIRE body and now, without the protection of his shorts, a holly branch penetrated his rectum. To make matters worse, on landing his pocket knife penetrated his thigh.

Mr. Hawkins, seeing his friend in considerable pain and agony, threw him a rope and tried to pull him to safety by tying the rope to the pickup truck and slowly driving away. However, in his drunken haste/state, he put the truck into reverse and crashed through the fence landing on his friend and killing him. Police arrived to find the crashed pickup with its driver thrown 100 feet from the truck and dead at the scene from massive internal injuries. Upon moving the truck, they found John under it half-naked, scratches on his body, a holly stick in his rectum, a knife in his thigh, and his shorts dangling from a tree branch 25-feet in the air.

Congratulations gentlemen, you win...

By VINCE MORRIS

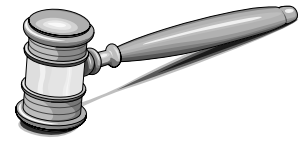
April 2, 2003 -- On the road to Al Hillah MARINES gave the drive to Baghdad a major shot in the arm yesterday - creating a new military airport in one day. Not far from Baghdad, the Marines transformed one of Saddam's modern highways into a runway for massive C-130 cargo planes that have already started landing there. And they did it all in 24 hours. The newly created 3,500-foot landing strip in the midst of marshy terrain is perfect for delivering fresh ammo, fuel, food and even Rice Krispies Treats to U.S. forces pushing north to the capital. "This is really going to accelerate our tempo," predicted Lt. Col. John Broadmeadow of the 1st Division. "This gives a lot more flexibility to bring the war forward." The makeshift airstrip was built to handle the C-130 - which has proven to be the best way to move large quantities of supplies a long distance in a short time. Trucks have been breaking down in the sand and on Iraq's sub-standard roads, and helicopters can carry only a limited amount of supplies. To create the strip, the Marines had to "shave" the highway of all obstructions. That meant clearing away everything from 3-foot-high median dividers to towering 30-foot lamp posts, said Col. John Pomfret, commander of Combat Support Services Group 11, which oversaw the project. Early yesterday morning, a special military bulldozer set to work ripping up the lampposts, small trees and essentially smoothing out everything else standing more than an inch

off the ground. Once the highway was as smooth as the head of a Marine recruit, the ground crew went to work placing pink neon markers along the center line and hooking up pumps and inflatable fuel pods. Massive howitzer cannons were parked on either side of the runway to deal with any threats from Iraqis. With the first C-130 scheduled to land, Cobra helicopter gunships circled the area barely 50 feet off the ground, on the prowl for any Iraqis intent on blowing up the fuel-laden plane with a shoulder-fired rocket. Other troops patrolled the area on high alert, aware of the risks involved in bringing such a plane deep into a battle zone where firefights are common. Then, late yesterday afternoon, pilot Mark Graham, who had taken off from a base in Kuwait in his C-130, touched down with a load of fuel. He flew one low pass over the runway before circling back and making a perfect landing. After about 25 minutes, the 8,000 gallons of fuel were pumped out and he prepared for takeoff. Graham, whose radio call sign is "Cracker," said he'd never done a landing quite like it, but called it "a piece of cake." "Coming in was strange, but after that it was just like any other landing," said Graham, a reservist attached to Marine Aerial Refueler/Transport Squadron 452 in upstate Newburgh.

Semper Fi.....Harv.



FROM THE PRESIDENT



C o n S h u c k

Here it is April, almost time for the tax man to come. Hard to believe we have been in war in Iraq for nearly a month.

I did talk to the MAG-41 Group C.O. the other evening. He informed me that the Rangers from VMGR-234 were performing very well in Iraq. I told him that I would expect no less from the KC-130 community than to perform above and beyond the highest hopes of any Commander.

He said that the Squadron Commanding Officer, Lt. Col. Tom Dietrich had spent the night before dropping 55,000 packets of food over Iraq. The main duties of the KC-130's was to drop food, carry fuel, in-flight refueling, drop flares, carry troops in. Almost sounds like Viet Nam except I can not remember dropping any food. I carried a lot on palletts though.

For all of you going to the mini meeting, I have had to change my plans due to health reasons. I had really been looking forward to coming to Georgia for the Mini-Meeting. I had a fun trip planned, just had to change them.

As most of you know, four (4) years ago I had prostate cancer and the decision made then was to remove the prostate. This was done by surgery on 3 January 1999.

About a year ago I noticed the PSA was starting to rise even though I had no prostate. The last three (3) PSA checks they have been .24, .49 and .76 which caught my attention.

After several tests I have been referred to an Oncologist for further study which shows that I have a recurring Prostate cancer condition.

Some cells have returned and are starting to grow, even without a prostate. The Oncologist recommends a series of Radiation Therapy treatments which will last for 8-9 weeks at a rate of 5 treatments per week, Monday through Friday. They start next Tuesday

This has been a big drain on Carol the last few months, but I am ready to get the treatments and get this behind me. The prognosis is good. Without the treatment he says maybe 5 years on the long side. With treatment he says 20 years would not surprise him. So I am going for the 20 years.

On Friday 18 April I had my 13th Radiation treatment. I know some of you out there have gone through this so if you have any comments or suggestions I am very open to hearing them

In the meantime if any of you have any questions do not hesitate to call. See you in September for sure. The reservations have been made.

Went to the hospital early on Friday the 18th for my radiation treatment. While there I met a GySgt, David Linahan who is in Avionics in VMGR-234. David and his wife Kathy were there with their young son who is undergoing Radiation Therapy now that he has had the Chemo treatment for a tumor on his spine. Had a good long talk with David who is now back on Active Duty since VMGR-234 has been activated. Since I know many of the Air Transporters from VMGR-234 who are now deployed we had some common things and Marines to talk about.

The reason I brought this up was when I asked him if he had heard of MCATA he said that he thought he had heard about MCATA, but really was not sure. So I guess all my efforts to see that everyone in VMGR-234 had heard about us has failed. I did tell GySgt. Linahan that I would send him some news letters and let him get an idea of what we are doing.

For all of you out there that may know David and Kathy their address is:

David and Kathy Linahan
2505 The Crossings Drive
McKinney, Texas 75069

For all you guys serving in Iraq, send me some pictures and articles I can use in the news letter. For all you guys not in Iraq, send me some articles and pictures I can use in the news letter.

As you can see by some of the stuff in this one, some of members came through for me. I know you all have a box of that stuff stored away someplace. Dig it out and go through it. Or send it to me and I will go through it.

In the meantime, have a great summer. I along with Carol are looking forward to the Callaway Gardens Reunion wioth Grady Loveless in charge. From this perspective it looks like Grady is off to a good start and has the committee hard at work. Semper Fi to all,

Con Shuck



LETTERS FROM MEMBERS

Red Doktor

RED DOKTOR WRITES

I forward this to my Transport family to see nothing has changed. We all saw and did this so I guess that we are not surprised reading this what is happening. About the only thing that I see a bit different is the take-off in Kuwait. I think some of us can remember having to use JATO to get off at Khe Sanh as there was approximately 2600' feet of runway and then at the end of the runway we would drop down and those who were loading the JATO bottles thought we were going to crash as we disappeared at then end and finally they could see that bird struggling and a shaking with all bleed air valves shut hoping to get more power out of those 4 rotating things up front. Now that was the old days. But too give credit to those young guys out there today that maintain them and flying them **THEY ARE DOING A GREAT JOB** and hope that they are home soon.

Semper Fi,
Red

P.S. You all have a great Easter and let the bunny loose.

Author is a Marine Reserve/retired airline pilot

Only time for a fast update. Despite what you might see on the news, there is still much going on, and it will be a while before the Marines' combat work is done here. (Then, of course, comes humanitarian relief, but I'm not yet spun up on how that might involve us.)

The general had the intel weather folks do a little tent survey. With a temp of 110F in the shade/ 122F in the sun, a tent with the sides up gets to 116F and 119F with the sides down. You'd think it would be cooler with the sides open to catch the breeze... If the tent has camouflage netting over it, the

temp is only 2 degrees hotter than ambient. The issue in all this: a big percentage of the crews and staff work nights, and they have to sleep in the day.

Fine idea, unless your shelter is a tent - as it is for virtually all the Marines here - and the interior temps go 6 - 9 degrees above the temp outside. They are finding night duty Marines in all sorts of strange places like on the floors of the "comfort stations" which have both power and air conditioning; the tents have neither. There has been an effort to put a/c in some of the tent workspaces with varying results, but something is better than nothing. On the USAF side, not even the humblest airman is without a/c, but then again,

we're EXPEDITIONARY!

Yesterday, I drove to a forward base in northern Kuwait where we stage KC-130 Hercules transports out of two 6000' long sand runways. The conditions there are just appalling: deep sand, heat, and dust. The propeller tips are worn to smooth metal from the sandblasting. Many of the guys flying this operation are reserves out of Newburgh, New York and Ft Worth, Texas, most of 'em airline pilots. I flew two resupply missions with them into Iraq, one to just the south of Baghdad, the other a couple of dozen miles to the SE of B-dad.

The left seat guy was a regular with

CONTINUED ON PAGE 11



I think this is the R4Q that Bud Yount referred to in the Aug 2002 Air Transporter, p. 6. BuNo was 131716.

Runway 27R MCAS, Miami, Florida, 20 Sept 1956.

LETTERS FROM MEMBERS



CONTINUED FROM PAGE 10

about 2000 hours total. The right seat guy, a Delta 767 F/O out of SLC, Major Dan Schill, had 3000 hours in -130s and 6000 total. (They switch seats every other day. The rest of the crew were Marine reserves of VMGR-234 from Ft Worth. The bird was a 3dMAW VMGR-352 aircraft.) On the first go, the airplane barely got off before the end of the runway, and engine temps were at the max. We carried 41,000 lbs of MREs and water.

The flight navigator has a laptop loaded with maps, referenced to GPS. The route took us over the theoretically lowest threat areas. (If you want to shoot at it, it's pretty hard to miss a Herc, it's so big.) They shot a GPS approach to the first field with about two miles visibility in haze and dust. The airfield was seized by Marines about a week ago. We returned at 200 feet above ground level with the vis running from Ω to 2 miles. Believe me, it's strange to be in such a large airplane fluctuating at 270 knots at 200 feet, especially in such low visibility. The nav gave a running, terse commentary to the pilots as to what to see: "Hardball (i.e. - paved) road, two miles, perpendicular... Power lines, mile and half, right to left." The pilot flying would ease up a hundred feet, and once over them, go back down. The whole thing was quite fascinating.

The second trip was 30,000 lbs of 155mm howitzer ammunition to the Baghdad vicinity. We landed in vis of about a mile after a long devious run-in, again right on the deck at 200 feet. The nav lined the pilots up, told them at about 6 - 8 miles "Slow now." Gear and flaps down quickly. At one mile the nav says "push over" or "descend," and there is the runway! A steepish final approach - about twice the angle we'd use in an airliner — thump, and were on. This place is real barebones, just a narrow runway. The Marines have only owned it a few days, and we are one of the first Hercs to go in. We

do a 180, stop, and the crew rolls the ammo pallets onto waiting huge, rough terrain forklifts. Like before, the engines are kept running for the quick getaway. We're on the ground for less than ten minutes, and then take off in the opposite direction.

On the trip back, it gets dark, so we shoot a night vision "goggles"

landing into the sand strip. They have a spare pair that they loan me, and again I am astonished at how they work; you get a sort of greenish monochrome presentation of the terrain outside the airplane. You look down below them to see the instruments. I drove back in the dark -

CONTINUED ON PAGE 12



Picture taken during the first year of the Korean war. Squadron was VMR 152 based at Barbers Point. Original Pic stamped "Official Marine Corps Photo."



LETTERS FROM MEMBERS

James Flahive • Bob Hughes

CONTINUED FROM PAGE 11

my own little GPS helping — with a tremendous admiration for these KC-130 guys who are playing such a key role in the campaign and earning the sincere thanks from the grunts whom they support. I video'ed the whole thing, and this morning, the CG and the asst wing commander asked to see it. Even they were impressed at the operation.

I guess you saw the picture of Saddam's statue being pulled down. I think there were Marines helping, but I'm not certain. After the euphoria of the Baghdadis wears off, I'm praying there won't be too much revenge-taking, looting, and anarchy. Again, I hope the Bushes have got this part all figured out, because I sure dont.

On that cheery note, I send XXXOOO to you all.

JAMES FLAHIVE WRITES

JAMES FLAHIVE
jf3455@aol.com
March 07, 2003

MY COUSIN CAPT. WILLIAM FLAHIVE WAS KIA AT KNE SANH ON 1/31/68 IF ANY OF YOUR MEMBERS NEW OF HIM HE WAS ASSIGNED TO MACTU-62 COULD YOU PLEASE CONTACT ME ANY INFORMATION WILL BE GREATLY APPRECIATED. JF

BOB HUGHES SENDS THIS LITTLE BIT OF TRIVIA

SCORE ONE FOR POWELL

It's become almost routine for members of the American press to throw dumb or leading questions at members of the Bush administration.

Maybe that's one of the reasons why Secretary of State Colin Powell seemed so well prepared for the shifty

question recently hurled at him by an Iraqi reporter.

According to the New York Post, one of Saddam's newshounds asked Powell, Isn't it true that only 13% of young Americans can locate Iraq on a map?

"That may be true," Powell countered. "You're probably right. But unfortunately for you, all 13% are Marines."



VMGR 252 - Aerial refueling practice for VMFA (AW) 323, December 1964.

L to R: Cpl Lang FM, GSgt Meehan FE, Capt John Haynes, LtCol Francke, Capt Robert Short

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ADDRESS CHANGES

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251-343-3248
dsprott@earthlink.net

Phyllis S. Tilghman
15902 S. Myrtle Ave.
Tustin, CA 92780
714-544-4732

Con, Just want to pass my mailing address. I'll be in Frankfurt, Germany for about a year. Please send The Jan/Feb Newsletters to the following address: Louis V. Kee, PSC-115, OBO-CAG, APO AE 09213-0115.

Thanks Con,
hope it's not inconvenient.

Regards to all,

Semper Fideles, Lou Kee

Bob Morely has made the American Airlines layoff list and has decided to retire. Effective 1 May the new address is:

Bob and Ellie Morley
474 Golden Gate Road
Priest River, Idaho 83856
208-265-8146

SICK LIST

Members on the sick list needing some cards and letters
From: Old323Bud@aol.com
Date: Sun Mar 09, 2003 06:58:33 PM
US/Central
To: dlmeador@flymcaa.org
Subject: Bad news

'All those who flew , drank or sang a chorus or two with 'Red Dog' Jernigan will be saddened to hear that he is now in a Nursing Home with Alzheimer's disease since January '03.' Dot Lee was too upset to talk on the phone but asked me to spread the word. I'm sure a note to her would be greatly appreciated. Their address is in the MCAA 2001 Directory listed as LtCol Curtis D. Jernigan.

Thanks Margaret.
oldbud Semper +

ODE TO A DOWN & BACK

Six cheerie crewmen,
jumped out of their sack;
Bright and early,
for a quick down and back.

A fast stop at Phu Bai,
and then to Danang;
Then to Futema,
so the Briefing Sheet sang.

So without any skivvies,
or shaving gear mush;
With no change of garments,
soap or toothbrush.

They started 811,
and off for their flight;
With visions of parties,
and fun for that night.

They arrived at Danang,
on time for the day;
Relax said ole smitty,
you're going to stay.

He sent them to Phu Bai,
Dong Ha and Khe Sahn;
With hordes of troops,
who jumped off and jumped on.

Marines went streaking,
thru all of their doors;
And in between this,
they refueled two A-4's

The next day the same,
when they arose;
With unshaven mugs,
and same smelly clothes.

They hustled all morning,
really going to town;
Till mid-afternoon,
when their aircraft broke down.

The detachment all thanked them,
with a pat on the back;
And they finally returned,
from a "quick down and back".

"VAN"

VANNOSTRAND

NEW MEMBERS



E-MAIL ADDRESSES

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Warner Robbins, Ga. 31093
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eagle0217@aol.com
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USAF Res. 1978-1989

Tommy Peters
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Webster, Tx 77598
281-486-7425
tommy@myfirstlink.net
Flight Engineer
1972-1978

Bill Ragan is now
Ron Dailey is now
Bob Hughes is now
Frank Storm is now
K.C. Davis is now
Ed Daigle is now
Russ Swisher is now
Charles Sturgell is now
Robert Meyer is now
A.J. McAnelly is now
Thomas Boone is now
Frank Jiminez is now
Larry Amelse is now
Paul Shuffleton is now
Ed Fitzmaurice is now
Al Nichols is now
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- Flight Mechanic
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- Maintenance Crew
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