



MARINE

AIR TRANSPORTER

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

www.mcata.com

LOOK WHO'S COMING TO PHOENIX

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Herb and Ellen Nusskern
Al and Evelyn McGuirk
C.K. & Jet Emmons
* Jack and Sharon Flannery
Peter Meyer
* Jack and Linda Taylor
Blinky and Bev Waitt
* Bill Baker
Ted and Elaine Brown
Bill Barnsley
* Ed Daigle & Mollie Wilkes
Gene and Helen Plach
* Wally and Clara Joiner
Lou Martin
* Henry Wildfang
Red and Harumi Paul
Earl and Peggy Rountree
Bob Morley & Ellie
* Red Doktor
Lou Snyder
Leon and Bobbie Johnson
Tommie & Mary Ellen Mabe
Dale and Ruby Parry
* Ernie and Alice Howe
* Con and Carol Shuck
Jim Fegley
* Bill and Denise Scott
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Larry and Carol Spangier
* Bernie and Joyce Bersano
John and Rita Bergquist
Richard and Janice Conway
Louie, David and Mei Li Kee
* C.J. and Betty McQueen
* Art & Rosemary DeBolt
Mike Shonk
Jack & Jeannie Dickson

* = Director

RETIREMENT TIME FOR FAT ALBERT

Story by **Troy Moon**
@ PensacolaNewsJournal.com

Fat Albert is a bit bulky, as the name suggests. But he's also a nimble fella, able to climb to the heavens at a 45 degree angle and move at 350 miles per hour, quite the accomplishment for a hulking 37-ton aircraft.

But Fat Albert, the nickname of the Blue Angels' Lockheed-Martin T/C-130G Hercules aircraft, is also aging.

The plane, which serves as the squadron's transport aircraft, will retire at the end of this year's season, to be replaced with a newer model. The difference between Fat Albert and his replacement?

"About 35 years," said Lt.j.g. Mike Blankenship, Blue Angels' team spokesman.

Fat Albert in 1970 joined the Blue Angels team, which has been performing since 1945, and flies more than 140,000 miles each

season. The cargo plane, which is operated by an all-Marine Corps crew is used to move equipment and personnel from show to show. But it's also part of the show as well in the opening act for the Blue Angels' F/A-18 Hornets.

Fat Albert is equipped with four Allison turbo-prop engines, as well as eight solid-fuel rocket bottles - four on each side - which allow the transport aircraft to take off within 1,500 feet and climb at a 45-degree angle.

"I've seen Fat Albert do things that



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MARINE AIR TRANSPORTER

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MCATA is a 501(c)(19) 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.

Total 2002 & Beyond Paid Up Members: 582
Members Expire 2001: 261 Dues expired 2000 : 100

BLAST FROM THE PAST

WHO IS THIS
YOUNG CAPTAIN?
VMR-252 R4Q's



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.

Bernie Bersano

PHOENIX REUNION UPDATE

Con & everyone, just an update on the reunion: everthing is in place for a terrific time. I'll just give you a run down, first for all who were here at the mini meeting there was some concern that we would only have half the patio for the hospitality room, not the case, we will have it all.

The ladies luncheon is all set. Judy Frank will be guest speaker at the ladies luncheon. Judy has combined a love of historic fashion and sewing into a business of costuming dolls in period clothing. All aspects of her models are accurate representations of the eras including the outer garments, accessories, undergarments and coiffures.

She is recongnized nationally as a premier cutom doll designer. Her dolls have been displayed in the Richard Nixon Birthplace Library, and received awards in national doll competitions. An article on her fashion models was printed the the "Barbie Bazaar" magazine, April 2002 issue. She wil have some of her award-winning models for viewing.

Also, the ladies have also obained some outstanding door prizes, I'm sure all of you will be pleased, this is not to be missed.

For all of you who are going to be here early enought to attend Billy G's & Denise's cook out, your in for a treat, they have the perfect place for a get together. Bring your bathing suits.

Turf Paradise race track is firmed up to the point that we will have a race named for MCATA. The first race is at 1300. Free admission is still

being debated. let you know.

Golf at Falcon field (luke AFB) is \$24 & \$25 w/cart. Clubs to rent are \$10 & \$20. I'm told its one of the best courses in the area.

Friday night entertainer will be a night to behold, the best description I can come up with for the singer is a cross between Phyllis Dillar and Dolly Parton.

Saturday night entertainment is Patriotic in nature, put on by a local American Legion. I'm told it will have you laughing one minute and crying the next.

Get you registration forms to Con and make your hotel reservations by calling THE FOUR POINTS SHEATON, PHOENIX METRO CENTER @ 602-997-5900 or 1-800-325-3535, refer to MCATA MILITARY REUNION.

Hope to see everyone of you here in Phoenix in a few weeks, the weather is expected to be really great, no not hot.

Bernie and committee

*bernie bersano
rockyfall@msn.com
June 17, 2002*

hi everyone,

I've received a number of calls about Fri. evenings reception for the reunion since the reunion schedule of events were published. So hopefully this scoop will answer all your questions--the reception starts at 1800 hrs, goes till 2200 hrs or later. There will be an open bar (no charge for your drink of choice). We will also have entertainment and dancing (you can sing along with our entertainer if you desire). There will be heavy hors d'oeuvres for the first hour or longer with a southwestern flavor (don't be late) "that's our story and we're sticking to it.

Bernie and commiitte



Con Shuck, Paul Sermas, Ed Fitzmaurice, Henry Bud Wildfang

In the Iwo Jima room at Paul's Porterhouse - Best Steaks in Dallas, TX
Ask for Paul!



LETTERS FROM MEMBERS

Joe Morris

MOTIVATION

This speech was given by Rear Admiral J. Stark, USN, President of the Naval War College in Newport, RI :

The first reason I like Marines: They set high standards for themselves and those around them, and will accept nothing less.

I like the way Marines march. I like the way Marines do their basic training whether it's Quantico, Parris Island, or San Diego.

I like the idea that Marines cultivate an ethos conducive of producing hard people in a soft age.

I like the fact that Marines stay in shape.

I like the fact that the Marines only have one boss—the Commandant. And I like the directness of the Commandant.

I like the fact that Marines are stubborn.

I like the way Marines obey orders.

I like the way Marines make the most of the press.

I like the wholehearted professionalism of the Marines.

It occurred to me that the services could be characterized by different breeds of dogs.

The Air Force reminded me of a French Poodle. The poodle always looks perfect... sometimes a bit pampered and always travels first class. But don't ever forget that the poodle was bred as a hunting dog and in a fight it's very dangerous.

The Army is kind of like a St. Bernard. It's big and heavy and sometimes seems a bit clumsy. But it's very powerful and has lots of stamina. So you want it for the long haul.

The Navy, God bless us, is a Golden Retriever. They're good natured and great around the house. The kids love 'em. Sometimes their hair is a bit long...they go wandering off for long periods of time, and they love water.

Marines I see as two breeds, Rottweilers or Dobermans, because Marines come in two varieties, big and mean or skinny and mean. They're aggressive on the attack and tenacious on defense. They've got really short hair and they always go for the throat. That sounds like a Marine to me.

So what I really like about Marines is that first to fight isn't just a motto, it's a way of life. From the day they were formed at Tun Tavern 221 years ago, Marines have distinguished themselves on battlefields around the world. From the fighting tops of the Bonhomme Richard, to the sands of Barbary coast, from the swamps of New Orleans to the halls of Montezuma, from Belleau Wood, to the Argonne Forest, to Guadalcanal, and Iwo Jima, and Okinawa and Inchon, and Chosin Reservoir and Hue City and Quang Tri and Dong Ha, and Beirut, and Grenada, and Panama, and Somalia and Bosnia and a thousand unnamed battlefields in God forsaken corners of the globe.

Marines have distinguished themselves by their bravery, and stubbornness and aggressive spirit, and sacrifice, and love of country, and loyalty to one another. They've done it for you and me, and this country we all love so dearly.

They asked for nothing more than the honor of being a United States Marine.

That's why I like Marines

JOE MORRIS WRITES

Well it's time for me to pay my dues again. Enclosed is a check to cover a few years, in hopes I live that long and please take \$25 of the total for the general fund or donations as needed.

I say I hope to live that long, because it seems like when I have airline seats blocked and paperwork for reservations for reunions ready to mail, something happens. Since the last reunion we attended, I have had a hernia operation; had one and a half feet of my leaky, infected colon cut out; quadruple bypass surgery and then later one of the bypasses collapsed. I look like I have been in a knife fight and lost. These plus some other situations made me miss seeing all of you fine folks again. I do hope to make the Georgia reunion.

I am forwarding two articles from the 8/9 July 02 Pensacola (FL) News Journal- one by Capt. David Morris, USMC, Pilot on Fat Albert, part of the Blue Angels Team (I may have a distant cousin here, also flying 130's) and one about the pending retirement of one Fat Albert, which is reportedly going to the National Museum of Naval Aviation here in Pensacola and the new 130 for the Team. Finally we may get a C-130 in the museum. You might want to reprint these??

Keep up the good work, Con. thanks for staying around as President of this great outfit. Hello to all-Take care!

LETTERS FROM MEMBERS



Con Shuck

ABOARD FLIGHT 564
Peter Hannaford

As it was at most U.S. airports, last Saturday was the first near-normal day at Denver International since the terrorist attacks. On United's Flight 564 the door had just been locked and the plane was about to pull out of the gate when the captain came on the public address system.

"I want to thank you brave folks for coming out today. We don't have any new instructions from the federal government, so from now on we're on our own."

The passengers listened in total silence.

He explained that airport security measures had pretty much solved the problem of firearms being carried aboard, but not weapons of the type the terrorists apparently used, plastic knives or those fashioned from wood or ceramics.

"Sometimes a potential hijacker will announce that he has a bomb. There are no bombs on this aircraft and if someone were to get up and make that claim, don't believe him.

"If someone were to stand up, brandish something such as a plastic knife and say 'This is a hijacking' or words to that effect here is what you should do: Every one of you should stand up and immediately throw things at that person- pillows, books, magazines, eyeglasses, shoes-anything that will throw him off balance and distract his attention. If he has a confederate or two, do the same with them. Most important: get a blanket over him, then wrestle him to floor and keep him there. We'll land the plane at the nearest airport and the authorities will take it from there."

"Remember, there will be one of him and maybe a few confederates,

but there are 200 of you. You can overwhelm them.

"The Declaration of Independence says 'We, the people' and that's just what it is when we're up in the air: we, the people, vs. would-be terrorists. I don't think we are going to have any such problem today or tomorrow or for a while, but some time down the road, it is going to happen again and I want you to know what to do.

"Now, since we're a family for the next few hours, I'll ask you to turn to the person next to you, introduce yourself, tell them a little about yourself and ask them to do the same."

The end of this remarkable speech brought sustained clapping from the passengers. He had put the matter in perspective. If only the passengers on those ill-fated flights last Tuesday had been given the same talk, I thought, they might be alive today. One group on United Flight 93, which crashed in a Pennsylvania field, apparently rushed the hijackers in an attempt to wrest control from them. While they perished, they succeeded in preventing the terrorist from attacking his intended goal, possibly the White House or the Capitol.

Procedures for dealing with hijackers were conceived in a time when the hijackers were usually seeking the release of jailed comrades or a large amount of money. Mass murder was not their goal. That short talk last Saturday by the pilot of Flight 564 should set a new standard of realism. Every passenger should learn the simple-but potentially life-saving-procedure he outlined. He showed his passengers that a hijacking does not have to result in hopelessness and terror, but victory over the perpetrators.

The Airline Pilots Association, the pilots' union, last week dropped its opposition to stronger cockpit doors and is now calling for retrofits. (Its opposition was based on pilot concerns about getting out easily in emergency situations.) The scandal of easily penetrated airport security will result in congressional calls for a federal takeover of the security system.

Previous efforts to reform security procedures and raise standards have been talked to death. This time, however, no lobbying efforts must be allowed to prevent airport security from getting the reforms that are needed: federal operation, rigorous training, decent pay and no foreign nationals eligible for employment.

CON SHUCK WRITES

Going through the MCATA things that Mike Griffin had in his "MCATA Closet" I found between 15-20 of most of the past issues of the Air Transporter. I know that many of you have tried to keep a complete set.

If you are missing an issue and would like to replace it, or if you joined us late and missed the earlier, Or if you just want to reminisce through what we have done and written about over the past 13 years issues let us know.

The only consideration I have is the postage issue. Make a donation to the general fund and give me specific issues you need or want, or one each of what I have left. I will go through and post a complete listing and quantities on the bulletin board soon. Semper Fi, Con



LETTERS FROM MEMBERS

Dave Lee • Mark Walderbach • Ray Prittie Update • Bud Yount



RAY PRITTIE UPDATE

I just got off the phone with Donna Prittie, Ray's wife. He is in the hospital.

According to Donna, Ray fell off the roof of his house on July 4th. He broke some ribs, punctured a lung, broke some bones around his face and was pretty well beat up as a result of the fall. He had been in intensive care until yesterday. He has been moved to a different hospital and is expected to fully recover. It may take some time, though.

Cards and letters can be sent to the following address:

2928 Pine Valley Ave.
Ontario, CA 91761

Ray was part of the flight radio shop at 352 in 1968. Floyd McKay and gunny Van Nostrand were in charge of the shop at that time. If you could forward my message to the former members of 352 I'm sure Ray would appreciate the correspondence he'd receive.

Take care,

Jon

FROM BUD YOUNT

I believe the picture on page 3 of the June Transporter is a Q-2, Bu No 131706. The Flying Leatherneck Museum at Miramar has a Q-2 with the nose number 708. I flew it once at Cherry Point in '55 and then it went to 353 in Miami. Could this be the plane that Swede Larson flew out of Opa Locka and immediately landed thereafter at Masters Field in Miami? oldbud Semper+

FROM DAVE LEE

I'm Dave Lee retired Herk Avionics 1999. I remained in Okinawa. A friend in the USAF sent these photos to me, as he was on a det to recover more remains in Vietnam, and Laos.

I know some of the folks were there, and thought perhaps they may be interested to see what things look like now.

FROM MARK WALDERBACH

Just upgraded to High speed low drag DSL service and will be disconnecting AOL soon, my new e-mail address will be mwvalderbac@ameritech.net

Ed Fitzmaurice rinally received his Senate confirmation on the Mediation Board. Fitz will be moving to the Washington DC area. Good luck with the new venture and thank you for your service to MCATA.

LETTERS FROM MEMBERS



John Lukondi • Bob Morley



What happened to 895? I thought about 895 for awhile and knew that number was familiar. I dug thru some old pics and sure enough I found her. Thought you two would like to see these. Semper Fi, John L

NOTICE

If the Board of Directors approves it, Dues will be raised to \$25 per year before the end of the year.

FROM JOHN LUKONDI

The wife and I had been out of the area for awhile. This is the first opportunity I have had to check the bulletin board. I was so sorry to hear about the passing of Rocky Arocha. Every couple months or so we would call one another via land line and chit chat about the old days (and you old guys). I knew he had medical problems, but he would never dwell on it nor complain about it. Back when (way back when) Rocky made LT he was tasked with the job of OIC of the detachment in DaNang. He then tapped me on the shoulder and said I want you to come with me as my MaintChief. It was great working with him in that position and I will never forget him...

Break...Break... G. James Sherman...you still out there? I passed by your area in Tenn. a short while ago. Tried to call you, only got the answering machine. Left a message... Semper Fi...

John Lukondi
usmcl@strato.net
July 13, 2002

BOB MORLEY WRITES

morley39@aol.com
June 20, 2002

hi everybody,

Miss ellie had her left knee replaced on 11 jun, back home doing well, she will be ready to boogie in Oct!!!! love to all see you in phoenix.

bob & miss ellie



IN THE NEWS

Article submitted by Red Doktor

D.A.V ELECT'S THREE FROM FOLEY, S CHAPTER 6, TO HIGH STATE DEPARTMENT OFFICES

At the annual Disabled American Veterans, State Convention, in Montgomery, Alabama, two local Foley DAV and one Auxiliary member, were elected to senior Department DAV & DAVA offices.

DAV members Vincent Coll, Wally Bates and Auxiliary member Elaine Coll, were elevated to their new positions on 9 June 2002 during the Department of Alabama Convention in Montgomery. W. F. Bates was elected to the position of Fourth District Junior Vice Commander. His duties consist of helping and monitoring all of the 15 DAV chapters in Southern Alabama from Greenville, south to the GulfCoast. Cmdr Bates has been a Life Member of the DAV since 1979. He is a retired Navy Commander and an aviator veteran with more than a quarter of a century of service in Naval Aviation. Commander Bates is married to the former Nellie Floyd of Pensacola, they have six children, all four of their sons are Armed Forces veterans. He has served as the Commander of Klug-Smith DAV Chapter 6 for the last 4 years and has held several state and chapter positions within the DAV organization. He is a member of the South Baldwin Church of Christ, a Life Member of VFW Post 5658 and of American Legion Post 99, a member of EAA Chapter 1265 and of the Ancient Aviators of South

Alabama. Vincent Coll was also elected as the DAV Senior Vice Commander of the State of Alabama, during the 2002 Department Convention in Montgomery. Coll is a U.S. Marine Corps veteran of 31 years. He served 2 combat tours in Vietnam and one tour in Korea during 1954.

He retired during 1984 after serving seven years as a Marine Corps enlisted man and 24 years as a Marine aviator. Coll has also served 2 years as the DAV, 4th District Commander, and as Commander of Foley, Chapter 6, for three years. He is also Chapter 6's senior service officer, helping veterans and family members file disability claims to the Veterans Administration. His duties as Sr. Vice Commander are to assist the DAV Department of Alabama Commander, Willie Pruitt, be a conduit with Congress and the National DAV Headquarters on governmental and DAV policies, and during the Commanders absence, act for the Commander and to work for the betterment of all veterans. He also is the membership chairman for the State Department. Elaine Coll was elected as the Auxiliary's 4th District Commander, to oversee the 11 Auxiliary units in the District 4.

Mrs. Coll has served as the Klug-Smith DAV Auxiliary commander for the past seven years. Foley, Unit 6, members help both disabled veterans, and their families. They visit Wm. Green Veterans Home in Bay Minette supplying necessities for the residence, as well as comforting assistance. They contribute to the holiday festivities with visits and donate personnel necessities at the V.A. MedicalCenter, in Biloxi, MS.

The unit's community service

members have hand sewed turbans for cancer patients at W. Florida Medical Center, made favors and gave articles of personnel need to the patients at the Foley Nursing Home last Christmas. With money collected at the annual "Forget-Me-Not" drive, last November, the unit was able to help 11 families in our local area during the holiday season. Elaine Coll has also served as Commander of the Department of Alabama Auxiliary, during the 2000 ^ 2001 year. Foley Chapter 6 has 280 members and a very active Auxiliary that works closely with the chapter and the VA veterans in our area. We hold our meetings at the 1st Presbyterian Church on E. Berry Street and Hwy 59. All disabled veterans are welcome to attend our meetings on the 3rd Thursday of each month at 6:30 pm. (except for July)

We also have a hospital van which travels to the Biloxi VA Hospital, free of charge Our service office is open, at the Presbyterian Church, every Monday from 10:00 am to 3:00 pm., to help veterans and their families file disability claims to the Veterans Administration. Chapter 6 and the Auxiliary are very honored to have many active members, and these fine officers represent the DAV in the Department of Alabama.

We are proud of and do live up to our motto, "Veterans helping Veterans."



FROM THE PRESIDENT



C o n S h u c k

First of all, I want to apologize to VMGR-252 for the photo's of 148895 which was printed in the last news letter. It appears that they were not supposed to have been released and now there is concern in the squadron. The XO has E-mailed me twice with his concern and for all the problems the photo's caused on the squadron end I am truly sorry. Had I known up front that they were not supposed to be out I would never have placed them in the news letter.

Saying that I also felt that VMGR-252 having an incident that broke a safety record going back to the R4Q's was news and was of interest to most of our members many of which were in VMR-252 when the last mishap occurred.

So, from now on I really need you to advise me when you send information or photo's that the information is all right to publish. I can not assume they are to be printed.

It was obvious the photo's were not official USMC pictures. So with that in mind and I had no info from the squadron that told me different, so in they went. Again, my apologies to VMGR-252. I hope someone from the squadron comes to our Reunion to explain how it all happened.

Day by day I miss Mike. What a joy to know and be around. He would stop by my office sometimes just to say hi. Even when I was not there he would sit and talk to my business partner or his wife. I would call in from some place on the road and they would tell me that Marine Mike had just left. It will seem very strange with a Reunion and not having Mike to lend his bar expertise to Bernie and his committee like he has done for all the prior Reunion Chairmen including myself. He was always so upbeat. You will be missed Mike.

Bernie and his committee are hard at work getting Phoenix ready for us. He says they are close, but a few more details need to be worked out.

The Wednesday night cookout at Bill and Denise Scott's sounds like a real blast. A special thank you to Billy G. and Denise for opening up there home to all the early arrivals.

There has been some calls and questions about the Friday night reception. The Hor d'oeuvres will be served from 1800-1900 then the real party starts and will last until who knows when. I suppose I could have been a little clearer on that item.

I have also noticed that a couple of the first timers wives did not sign up for the ladies luncheon. I highly recommend they change their mind as that is always a high light event. My wife thoroughly enjoys seeing the ladies and what a better chance to see all of the ladies than when they gather for the luncheon in one place. Try it you will like it.

The web site is still having a lot of hits. Membership of paid members seems to be on the rise. Thanks to everyone for paying your dues on time and for the donations to the operating fund. Charlie Smith will have an up to date financial statement for the Board of Directors meeting on Saturday.

Take a look at who is coming to Phoenix. Plan on being there for a great time. Bring your golf clubs. There is nothing like desert golf.

Remember too, that the hotel is having a drawing for several pre-registered guests on 1 September and upgrade them to suites. Wouldn't that be nice?

Just got the word that Ken Thaggard and Marge will be unable to join us in Phoenix. Seems that Ken is still battling a leg problem. Marge says he does not complain much. Marge has been pretty busy herself with one of my favorite

things, The Marine Corps League and "Toys for Tot's". Seeing as how she did such a good job as the State coordinator for North Carolina she has been named "NC Woman of the year" She will be presented this award on 21 September. Congratulations Marge.

I am still being encouraged to put together a book or maybe larger article about the stories of the "Air Transporters" and the roles the Marine Air Transporters have played in all the wars. This would include WW2, Korea, Viet Nam and all the cold wars in between.

If you have anything that would be printable please send to me direct. I will give credit for all articles and for previously printed things I will obtain permission from the publisher before allowing it to be printed.

I think you all know what it is I am looking for and will support me in this effort. I have a few things that have been sent since I went out on the internet to request this, but not near enough to even think about starting a book.

I really want some first person type stories that you experienced. Good or bad, let me be the judge. Send them my way. I do have a complete set of The Marine Air Transporter news letters and there is lots in there I can use, but, I still need more. Help me if you can.

Send your stories to:

Con Shuck
1612 Park Garden Court
Cedar Hill, Texas 75104
E-Mail to conshuck@mcata.com
See you in Phoenix, From the list of who is coming this should be a real blast. Many of you have never missed a reunion and I am glad to see the streak continue. Welcome of course to the first timers. Lets all make them feel welcome.

Semper Fi, Con

IN THE NEWS

ALTHOUGH I AM NOT ON THE FRONT LINES, I HAVE A JOB TO DO

Capt. David Morris
U.S. Marine Corps, C-130 Pilot
Re printed from the *News Journal*

There are defining moments in our lives. Sept. 11 was one that we all shared. Years from now, we will all still remember where we were and what we were doing when the Twin Towers and the Pentagon were attacked.

I too will remember where I was and what I was doing. As the vivid images of that horrible day slowly begin to fade from memory I will never forget how I felt. It was the only time I have ever wished, or ever will wish, that I wasn't a Blue Angel.

I do not say this lightly, for becoming a Blue Angel was the culmination of a lifetime of dreams. I say this because I knew that within hours, my military service brothers and sisters would be deploying to defend our nation. I wanted to be there with them. I did not want to let them down.

Not knowing when or even if we would perform another show during the 2001 season made not being on the "tip of the spear" even more difficult.

Although it was unspoken in our ready room, I think we all felt the same frustration. We just wished we could do more.

It ended up that the next five shows of the 2001 season were canceled.

Our first show back was at Alliance Field in Fort Worth, Texas. I didn't know what to expect. No one did.

Would there be a large, patriotic, flag-flying crowd?

Would there be a small attendance because of fear? No one really knew.

To this day, I am sincerely grateful to the people of the Fort Worth area. They came out in droves. Although attending an air show might seem like an inconsequential action, it was one of the most poignant events in my life. It showed American resolve. It showed that the United States of America would not be bullied. It showed that we would not cower.

It showed that the American public would not let that soldier, sailor, airman or Marine fight the battle alone.

CNN Headline News reported on the show, noting that it was the first post Sept. 11 air show that had a military demonstration team performing.

I am convinced that the Alliance Field air show was a lot more than an air show to a lot of people.

Personally, I realized that although I was not on the front lines, I had a job to do; a very important job.

I was asked to write this article to tell what I

have seen across America since Sept. 11 2001.

The answer is simple. I see hope. It's in the eyes of the proud father who tells me about his daughter in the Air Force. It's in the constrained smile of the mother who tells me about her son, the soldier, who's in Afghanistan. She worries but is so very proud of him. It's in the simple joy that blue airplanes create for the families of the fallen New York firefighters and police-men. It erases the pain, even if only for a brief moment.

It's in the handshake of the elderly gentlemen that served his country so valiantly in battle on the Pacific beaches those many years ago. He still proudly claims the title U.S. Marine on his cap.

To everyone around us, we exchange only a handshake. To me he says without words, "Son, I have done my part to defend this great nation. It is now your turn to stand up and be accounted for."

With a tightening grip upon his hand I let him know that I will not let him down.

I have resolve. I have hope.



LETTERS FROM MEMBERS



WE WILL REMEMBER

Orange County Register
11 July 2002

Crew Chief/Flight Engineer
Maintenance Officer **Julius P.
'Rocky' Arocha**, 70, passed away 7
July of cancer. He was buried Friday
July 12th in Lake Forest, CA. He is
survived by two sons and a daughter.
Another one of our great Flight Crew
members gone. OCR 12 July 2002.
Philip Croft Davy passed away
suddenly in Sun City, CA. Survived
by widow Ann in Sun City, daughter
Blair Davy Mowe, sons Brian and
Philip, and their mother Michelle
Weir Davy, and a sister Deborah.
Marine Davy will be buried 19 July 02
at 1000 at Riverside National
Cemetery, CA. If my memory serves
me correctly as an Enlisted Pilot
Davy flew R4Q-2s while attached to
VMR-153 at Cherry Point, NC
around 1954-1956.

The attrition is vicious.
Bud Yount
Semper +

.....

Les Brant
lrb@mail.clis.com
June 17, 2002

I'm sad to report that not only did
Rex Rucker great drafted into heaven
but his good friend and buddy Les
Brant was drafted with him just 2
days before.

.....

Donation to General fund from
Dave McEvoy in memory of Arlyne
Wildfang

Donation to General fund from
Louie V. Kee in memory of Mike
Griffin

Gents,

For those that were not aware, Roc
Arocha had passed away Sunday at
3:37 PM at Mission Hospital in
Mission Viejo, Ca. Roc had been ill
for sometime but put up a good fight
to maintain. He is survived by 2
sons and a daughter. Roc's funeral
will be at 11:00 am Friday the 12th
of July. It will be a grave site service
with no viewing prior. The cemetery
is Ascension, 24754 Trabuco Rd.,
between Lake Forest and Bake streets
in Lake Forest. His son David lived
with Roc so any cards should
probably go to the Arocha Family,
24631 Via Alvorado, Mission Viejo,
Ca. 92692-2403

LTCOL BRAD JAMES WRITES

Con,

The pics of the MCAA Meeting are
attached. I really enjoyed the evening.
When will the next publication will
out? I could find you some pictures
and maybe an article if you have the
space. Sorry about the late dues.
Sorry Con, you broke the camera. I
cannot download the one with you in
it! The names for the pictures:
(Left to Right)

LTCOL Brad James
VMGR-234 DET A Commander
JamesBS@mfr.usmc.mil
108 Crowe Rd.
Alpharetta, GA 30004

Bud Wildfang

Major Ben Fulcher
VMGR-234 DET A AMO
FulcherBC@mfr.usmc.mil
813 Adams Trail
Edmund, OK 73003



NEWS BRIEF

RETIRING LOADMASTER LOGS LAST HOURS

PFC JESSICA L. Moss
STAFF CORRESPONDENT
Cherry Point News

His keen eyes were sharp and bright as he stared thoughtfully out the window. No one could know what this man was thinking, though some had worked with him for the last several years. This was his last task, the very last mission of many. He seemed content to contemplate the billowy clouds outside the window as he assessed his situation and the new one he would soon find himself in.

Master GySgt. Bruce A. Taylor, Marine Aerial Refueler Squadron 252 (VMGR-252), senior loadmaster of the Marine Corps, completed his last flight as a loadmaster May 29, completing over 14,300 logged flight hours. After 30 years of service, Taylor, whose wife pinned his air crew wings on him in 1974, retired yesterday.

Born February 5, 1953, in Charleston, S. C., Taylor was a high school graduate of Princess Ann High School at Virginia Beach, Va. Taylor arrived at Parris Island for boot camp in August of 1972, and since then has traveled to many places. He has been stationed at Okinawa, Norfolk, Parris Island and Cherry Point, where he spent 24 years of his 30 enlisted. Working his way up the rank

structure from his beginning as a private to his current rank, Taylor's first military occupational specialty (MOS) was an administration clerk. He became a loadmaster in 1975, and his first flight as a loadmaster took place on Oct. 4, 1974. His MOS school was at Cherry Point and lasted about 22 weeks.

"I don't think any school can teach you all there is to know about flying," said Taylor, "but they gave good basic training." Unlike many loadmasters and people flying for the first time, Taylor said he has never been airsick.

Taylor, whose job consists mainly of loading all cargo within weight and balance limits and preparing the aircraft for aerial delivery of personnel and equipment, participated in many operations to include Desert Shield, Desert Storm, Sharp Edge, Eastern Exit, Continue Comfort and Support, Deny Flight, Assured Response, Northern Watch, Noble Anvil! Allied Force, Sierra Leone Africa, Somalia, Kosovo, Tunisia, Rwanda, Congo Africa and Enduring Freedom.

"They couldn't have done it without us [VMGR-252]," said Taylor of Operation Enduring Freedom. Marine Aerial Refueler Squadron 252 participated in the operation by flying about three trips over Camp Rhino every night and transporting supplies, food, water



and troops. "We flew at night," said Taylor, "I felt like a vampire because I didn't see daylight for so long. The Afghanistan missions were hard missions." Taylor has a wife, Susan A. Taylor, and two sons, Thomas Jackson Taylor and Jeffrey B. Taylor, who he missed very much during each mission. "Out of the 29 years I've

been married, I spent about six or seven years at home. I've been gone about two or three weeks out of every month," said Taylor. "I felt like a guest in my own home. My wife brought tip the boys."

Though it may have its downfalls, Taylor said he enjoys his job. "I think I have the best job in the Marine Corps," said Taylor. "You get to travel and see the sights. You live fairly decent, and you never have to go aboard ship."

Throughout the years, Taylor has encountered many situations that he will remember, such as the time the aircraft he was flying on experienced a massive fuel leak on the left wing and two of the plane's four engines were shut down. A Coast Guard C-130 and the Search and Rescue helicopters were launched to escort the plane home.

Taylor said he has traveled everywhere but would still like to visit Paris, Rio de Janeiro and Hong Kong. He said working with a good outfit like VMGR-252 will be

CONTINUED ON PAGE 14

CALIFORNIA MEETING PICTS



FROM RED DOKTOR

We had our brunch today at Mimi's and there was enough to put an extra table.

Ten showed up for this, Al Barta had called to let me know he would not make it because of a birthday party for his grandson and then I had a call from Dennis McConahy that he had to leave for Michigan as his Father had passed away.

Those in attendance were Bud Yount, Pete Tanner, Corky Chambers, George Whitehurst, Carlos Gutierrez, Bob Van Nosstrand, Robbie Robertson, Paul Ellis, Al Michalowski and myself Red Doktor.

I had spoken to Ralph Davis and he was going to try and make it, but alas the Navigation Department had no showings. Maybe next time. I will attach photos taken.

Semper Fi,
Red



Robbie Robertson



George Whitehurst, Corky Chambers & Pete Tanner



*R. Van Nostrand,
Carlos Gutierrez,
Paul Ellis*



*L to R
Paul Ellis,
Al Michalowski,
Bud Yount*



*L to R
Red Doktor, Paul Ellis,
Al Michalowski,
Bud Yount*



*George
Whitehurst*



Bud Yount

NEWS BRIEF

CONTINUED FROM PAGE 1

FAT ALBERT

other C-130's just can't do," said Eric Bailey, 12, a Cantonment youth who one day aspires to be a pilot. "When the boosters come on, it just goes almost straight up. It's cool to see." And the good news is that if folks want to pay Fat Albert his respects once the Blue Angels' season ends on Nov. 9, they'll be able to visit him at his new home, not far from his old home.

Fat Albert will be retired to the National Museum of Naval Aviation at Pensacola Naval Air Station, and will be on permanent display. "We'd be thrilled to have it," said Ret. Marine Col. Denis "Deej" Kiely, spokesman for the museum foundation. "The museum does not have a C-130 in the collection, and there should be a lot of interest, especially in this area. It will be a big draw."

The Blue Angels received the replacement C-130 about a month ago, Blankenship said. The team is currently calling the newer plane "Fat Albert Jr." to differentiate between the two aircraft. Once the elder plane is retired, the newer plane - built in 1993 - will simply be called Fat

Albert.

The old Fat Albert was built in 1964 and is so outdated that its pilots must train on old gauge systems to fly it. Still, it's the senior Albert that will be appearing at most of the Blue Angels' shows this season, as the newer model is fitted with much of the Blue Angels' equipment. The crew loads 45,000 pounds of fuel, 25,000 pounds of equipment and 35 Blue Angels' maintenance personnel into the plane to support each air show. "We're still working on putting in the parts and support equipment," Blankenship said. "But right now, it has been real handy to have two C-130s."

Blankenship believes that many military veterans and local flight fans will be happy to keep the retired Fat Albert in Pensacola.

"It's well-loved and kicks off all of our shows," he said. "So we're very happy to keep it here and have it nearby."

Bailey is one flight enthusiast who will definitely visit.

"I hope they always keep it here," said Bailey, who will soon enter eighth grade at Ransom Middle School. "It has been part of the Blue Angels for so long, and everyone who knows the Blue Angels knows about it. I would love to fly it. I'd love to fly any plane."

CONTINUED FROM PAGE 12

RETIRING LOADMASTER

missed. "I will miss the people. Ninety-nine percent of the people I work with are pretty much good to go, and not everyone can say that." "It's been great flying with him," said Sgt. Corrine S. Gravelle, VMGR-252 flight mechanic, who flew with him at Afghanistan. "He's always got an answer about how to load different stuff. He's very creative with getting stuff on the plane. I've seen him load a LAV once that I couldn't believe would fit on the plane."

"If it's been done, he's seen it," said Capt. Stefan Mueller, VMGR-252 pilot. According to SSgt. Frank R. Szalkowski, VMGR-252 loadmaster, "There's nothing he can't do. He can load anything."

About retiring, Taylor said he will miss flying with VMGR-252. "I'm kind of burned out with flying," said Taylor, who has no known plans for the future. "I have 80 days terminal leave to figure out what to do," said Taylor.



Thank You

Mr. Shuck,

It is an honor to have an organization as fine as yours in our corner. Many thanks for your support in very demanding times.

O.T. PARKER

REGISTRATION FORM

(Please fill out both sides)

Marine Corps Air Transport Association 13th Annual Reunion Phoenix, Arizona October 9-13 2002

Four Points Hotel and Resort

10220 North Metro Parkway East • Phoenix, Az 85051

Wednesday October 9, Early arrivals

1200	Registration in Hospitality Room Registration required for all attendee's \$25.00 per person attending.		
	Member	Qty <u>1</u>	\$25.00
	Spouse and Guest	Qty _____	\$ _____
1200	Hospitality Room opens		
1600	Cookout at Bill and Denise Scott		

Thursday October 10

0800	Hospitality Room opens		
0800	Registration in main lobby		
1300	Turf Paradise race track Possibly free, MCATA Race	Qty _____	FREE

Friday October 11

0700	Golf outing, Pay at course		
0800	Hospitality Room open		
0800	Registration in main lobby		
1200	Ladies Luncheon \$22.00 each Chicken Taco Salad with all the trimmings served in a warm Taco shell. Warm apple Churros topped with rum whipped topping and berries. Coffee and Tea.	Qty _____	\$ _____
1800	Reception, open bar, \$18.00 ea (details in Newsletter) Hors d'oeuvres 1800-1900	Qty _____	\$ _____

Saturday October 12

0800	Hospitality Room opens		
0900	Board of Directors meeting		
1000	General Membership meeting		
1800	Banquet, \$40.00 per person Assorted salads, Chicken, fish steak, rice, potatoes, vegetables breads, deserts, coffee, tea Speaker will be Col Jim Fegley	Qty _____	\$ _____

Sunday

	Breakfast on your own		
	Membership dues (must be current)		\$ _____
	Donation to General fund		\$ _____
	Memorials (to who) _____		\$ _____

TOTAL ENCLOSED \$ _____

Please Note: There will be alcohol served. Non-smoking areas are not guaranteed, but attempts will be made to accommodate the non-smoking guests in common areas. Non smoking hospitality room may be available.

Reunion registration form and additional information

Please return to MCATA at Dallas address as soon as you can. Early registration will enable us to have a more complete "who is coming" in the Reunion program.

We (I) will be there in Phoenix as the Marine Corps Air Transport Association celebrates it's 13th Annual Reunion.

Member _____ Wife/Guest _____

Address _____ City _____ State _____ Zip _____

Phone (_____) _____ Arrival date _____ VIA _____

Names as you want on Badges _____

HOTEL REGISTRATION

Please mention MCATA when reserving a hotel room.

Main Hotel line is: 602-997-5900

If you have any problems with this line contact these reservations agents listed.
Stacey Gonzalez--602-331-9873 or Katie Hirose - 602-331-9886

Cut off date for the block of hotel rooms is 10 September. Rooms may still be available after this date, but the hotel has the right to accept other reservations if our block has not been filled.

Room rates are:

Standard rooms (King or Double) \$99.00

Cabana Suite: \$129.00

Executive/ Atrium Suites are \$249.00

Plus room tax of 11.07% per room per night. These prices will be honored 3 days before and after the reunion.

The hotel will hold a drawing on 10 September. Anyone registered by that time will have the the chance to win one of 10 upgrades to a suite that the hotel is offering. There is additional information on the web page at mcata.com.

Ground Transportation from Airport Please call to arrange:

Legacy Travel, \$32.00 gets you a Lincoln Town car from airport to hotel. This will seat 4 people.

For 5 or more a van is available for \$10.00 per person.

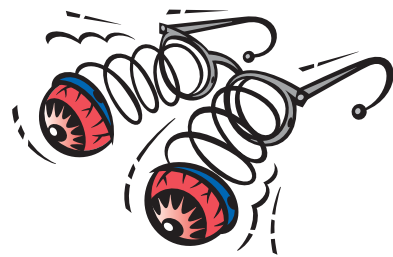
All Taxi service runs \$20.00 to \$25.00 per Taxi.

Hotel will supply local transportation within a 5 mile radius of hotel.

*2003 Reunion will be in Calloway Gardens, Ga.
when Grady Loveless will host the 14th Annual Reunion of the
Marine Corps Air Transport Association*

LETTERS FROM MEMBERS

Paul Judkins



PAUL JUDKINS WRITES

Hey Con,

I had not heard anything about that crash until someone sent the picture of it to me a few weeks ago with a poem "Low Flight". I think that was the first credited accident 252 has had since an R4Q crashed near Newport in 1959.

In the process of moving, my log books are somewhere out of sight. I want to confirm my recall that I flew my last military flight in 895, and also that was the aircraft I flew Wing CG, to Turkey in, and returned to NKT to get credit for the 250000th (?) accident free hour. Don't quite remember how they figured it was us that got it, but it helped to have the CG on board. Dicandia was FE on that flight and he saved our bacon when the general tried to bring all four over the flight idle gate while we were descending into Souda Bay. He got 'em back far enough so that #1 surged and my first thought was it had flamed out. Nick grabbed his arm and prevented him from completing the action. Thank you Nick for being alert. (Only a sergeant at the time. Unusual, then at least, to be an FE at that rank.) The CG was a good stick, but a jet jock, with all their limitations. (Sir, would you please put your feet on the rudder pedals for takeoffs and landings?)

I intend to make some more reunions and see some of the others before we all get to decrepit to tell a decent sea story. This fall we are building our dream house so I will be putting it off until next year, which should be eastern half of the country any way shouldn't it?

While thinking about experiences I have had in the community, I recalled a flight engineer I used to fly with on my 1st tour in-country. I believe he was FE assigned to 800, and his name was Charlie. His nickname was Mr. Clean, because not only was he totally bald, he kept his airplane spotless, even in the combat zone. We had a sweep down after every offload, even when the field was under threat of rocket attack or mortar fire. I can not recall his last name, though I flew with him frequently and can picture him vividly. Does that ring any bells with you? I remember his dismay when we were tasked on one flight from Dong Ha, to carry some chow for RVN troops and it showed up on the hoof. Chickens, pigs and cattle. They crapped all over everything. One of the chickens got loose and eventually flew up a main gear well. We never found it. It was a panic, with Vietnamese chattering and chasing that chicken around with brooms, the cattle and pigs complaining loudly, and Charlie looking like someone had crapped in his mess kit. Ancestor 800 did not smell so good for a day or two. I liked flying with Charlie, 'tho. He paid a lot of attention to detail. He was with us on one of my first trips into Hong Kong. VC Kahn recommended a fancy Chinese restaurant for us, which we went to, Peking Duck and all that on the menu. On Charlie's turn to order he said he just wanted "a big steak, burned!"

Semper Fi

Paul Judkins

SAD NEWS ABOUT BEER

Sad news about beer. You have to hope that this study is flawed, but the evidence seems irrefutable. Yesterday, scientists for Health Canada suggested that the results of a recent analysis revealed the presence of female hormones in beer, and suggested that men should take a look at their beer consumption. The theory is that drinking beer makes men turn into women. To test the theory, 100 men were each fed 6 pints of beer within a one-hour period. It was then observed that 100% of the men gained weight, talked excessively without making sense, became overly emotional, couldn't drive, failed to think rationally, argued over nothing, had to sit down to pee, couldn't perform sexually, and refused to apologize when wrong.

No further testing is planned.

ENGINE TROUBLE

Two blondes were flying to Miami from Cleveland. Fifteen minutes into the flight, the Captain announced, "One of the engines has failed and the flight will be an hour longer. But don't worry, we have three engines left." Thirty minutes later, the Captain announced, "One more engine has failed and the flight will be two hours longer. But don't worry, we have two engines left." An hour later the Captain announced, "One more engine has failed and the flight will be three hours longer. But don't worry we have one engine left." One blonde looked at the other blonde and said, "If we lose another engine, we'll be up here all day!"



ADDRESS CHANGES

Herb Nusskern
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Fawnskin, California 92333

Bruce Taylor
2813 Easy Street
Newport, NC 28570
252-223-4912

Michael Dussart
P.O. Box 376
Avondale, Co. 81022

Jim Kazin
5539 Hedge Brooke Drive NW
Ackworth, Ga 30101

Bill Tyra
661 Booth Hill Rd.
Trunbull, Ct 06611

John DeLion
P.O. Box 1266
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Charlie Seifert
1028 Hollyhock Dr.
Henderson, Nv 89015

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254-217-4382
Mech, Crew Chief 1950-1957

Bo Copeland
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Terry Smith
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Havelock, NC 28532

Bill Reupert
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John T. Hicks
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Greenville, Tn 37745

Mrs. G.W. Nelson
15120 Tiller Lane
lake Elsinor, Ca 92530

Marc Peeper
2832 W. Stowe Court
Anthem, AZ 85086



PHONE # CHANGES

Jim Van de Court
262-473-5568



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**IN NOVEMBER 2001
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**DECEMBER 2001
WE HAD 5,781 PAGE VIEWS**



When possible, please make your changes on-line.

If you are unable to do that, then please send in all address changes to:

M.C.A.T.A.
P.O. Box
Dallas, TX 75229

NEW MEMBERS



Richard Conway
78 So. Eldorado
Lake Havasu, Az 86403
rcon@ctaz.com

William C. Roddy
12142 N. 86th Lane
Peoria, Az 85345
623-487-0037
Maintenance 1959-1979

John Watts
P.O. Box 30811
Savannah, Ga. 31410
fishchip31@yahoo.com
912-898-4684
Maintenance 1954-1975

Oscar White
P.O. Box 2225
Savannah, Ga. 31403
Flight Enginner/Mech Viet Nam
1964-65

William C. Roddy
12142 No. 86 Lane
Peoria, Az 85345
623-487-0037
Maintenance 1959-1979

David C. Cates
1442 Laurel Ave.
Visalia, California 932 77
559-734-7307
Navigator 1943-1946

Norman E. Payne
8326 Jennings
Houston, texas 77017
713-645-1874
Pilot retiring in 1965 and flew for
Air America in Viet Nam
was at Hq flt section with Gary
Carlson,
Rangley Brown, Carrol redman.
Membership by G.T. Rudd

LETTERS FROM MEMBERS

Marty & Louise Ruane
MRUANE@ec.rr.com
July 15, 2002

I'm writing to ask everyone to pray for our grandson Will Ferguson (age 41/2) who will be undergoing surgery very soon. He fell off the counter at home and has a blood clot on the front of his brain. He was trying to get a flashlight that Nanette had on the refrigerator. Surgery will be performed at Camp Lester in Okinawa where he and Nanette should be now with Bill to follow. Don't know much more than that. Louise and I plan on going to either Guam or Okinawa just aren't sure exactly when.

July 16, 2002

We heard from Nanette and Will's surgery is over. He had an epidural hematoma the size of an egg. Also has a crack on his skull but they said not to worry about that. When Louise talked to her she said he was in and out of consciousness so he was doing ok at that point. She also said he won't be too happy to find out that they shaved his head. Thanks for all prayers, I'm sure he

still has a ways to go but at least the surgery is over.

July 18, 2002

Nanette said Will is doing very well and he will be released tomorrow. Won't go home till Monday because the Medivac plane only leaves on Friday and Monday. He will finish his recuperation in Guam. The swelling has gone down some and he's getting back to normal. I know he's going to need constant watching since he's still not healed. Thanks again for all the prayers.
We all wish the best for Will

UPDATE

Hi, I just wanted to thank everyone for the prayers during Will's recent surgery. Will is doing very good, started Kindergarten today as a matter of fact. Will and I will return to Okinawa tomorrow (8/16) for his check up with Dr. Sebastian. We will return to Guam the evening of 8/21. Thanks again, Nanette, Bill and Will Ferguson

NEW CONTACTS

Brent Allen
4700 Staggerbrush #237
Austin, Texas 78749
Cell 512-657-5944

Keith Hahne
181 Jewell Road
Winfield, Ct. 60190



E-MAIL ADDRESSES

Andrew Benjock is now abenjock@aol.com
Bill Smith is now balihai7@pixi.com
Charles Ketchel is now ctkjr@t-online.de
Ken and Marge Thaggard is now thaggard@tri-county.main.nc.us
Walt Rogers is now kc6ltd@cre8v.com
Patricia McKay is now patjoedymek@aol.com



MCATA MEMBERSHIP FORM CALENDAR YEAR 2002

Please make your \$15 check or money order payable to the Marine Corps Air Transport Association and mail with this form to:
M.C.A.T.A. • P.O. Box 59765 • Dallas, TX 75229

- Enclosed my check for \$____. Please enroll me as a NEW member.
- Enclosed my check for \$____. Please RENEW my membership.

Name _____

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City _____ State _____ Zip _____

Phone _____

E-mail _____

Years of active duty (i.e. 1942-1975)

19____ to _____

I served in the following war or conflict during the period indicated (approx. years).

- World War II _____
- Korea _____
- Viet Nam _____
- Desert Storm _____
- Other Cold war _____

ARE YOU / WERE YOU?

Check appropriate choices:

- Pilot
- Flight Engineer/Student
- Crew Chief
- Navigator
- Flight Mechanic
- R.O. / Loadmaster
- Operations
- Administration
- Air Freight
- Maintenance Crew
- Other Squadron Support
- Spouse

Combat service is not a prerequisite for membership.

MCATA

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