

AUGUST 2001



MARINE AIR TRANSPORTER

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

www.mcata.com

LOOK WHO IS COMING TO MEMPHIS FOR THE 12TH ANNUAL REUNION SEPTEMBER 27-30, 2001

Con and Carol Shuck
 Mike Griffin
 Bill and Ruby Sears
 Red Doktor
 R. Van Nostrand
 T.Z. Hamilton
 Jack and Linda Taylor
 Jesse Walker and Kathleen Winsor
 Ann M. Klebes
 Bernie and Joyce Bersano
 Bob and Mildred Wiseman
 Clyde and Rhee Gillespie
 K.C. and Pat Davis
 Duane Tuck
 Gil and Emma Mora
 Harry and Charlotte Brooks
 Jim Kreitzer with Tom Urban
 Ken and Marge Thaggard
 Richard Robertson
 John and Marie Carres
 Ed Daigle and Mollie Wilkes
 Jack and Rita Bergquist with Stacia
 Lou Martin
 C.K. and Jet Emmons
 Billy Baker
 Bud and Arlyne Wildfang
 Gene and Helen Plach
 Billy G. and Denise Scott
 Cas and Julie Scott Keen
 Andy and Evelyn Holzemer

John "RedDog" and Harumi Paul
 Jack and Sharon Flannery
 Jeanne Dixon
 Robert "Bob" and Enid Cole
 Tommie and Mary Ellen Mabe
 Les Crawshaw
 Otto and Corinne Peyer
 Art DeBolt
 C.J. and Betty McQueen
 Dot Myers
 Frank and Ruth Ripa
 Grady and Gwen Loveless
 P.C. And Rosa Albritton
 Bud and Betty Yount
 Ernie and Alice Howe
 James and Frankie C. Simpson
 Jim and Kathy Hardy
 C.C. and Jean Harris
 Burton Seliger
 James "Robby", Robertson and
 Lorrain Fortney
 Dick and Roberta Edwards
 Wally and Clara Joiner
 Bob Roubaud
 Bill and Nancy Green
 Marty and Louise Ruane
 Bob and Ellie Morley
 Dave and Fran Sprott
 John and Liz Tiblier
 James E. Fegley



Phil and Eddie Phillips
 Bob and Hazel Stuart
 Ron Miner

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MARINE AIR TRANSPORTER

EDITOR

MSgt. Con Shuck, USMC (Ret)

DESIGN & PRINTING

ProForma Planet, Fort Worth, Texas
(817) 498-7694

The Marine Air Transporter is published bimonthly with an additional issue prior to the annual Reunion in September. Membership information and submission material to be sent to:

MCATA
P.O. BOX 59765
DALLAS, TEXAS 75229
972-293-2670 PHONE AND FAX

Opinions are those of the Authors of submitted letters and articles, are true to the best of MCATA ability to verify. They do not reflect the opinion, views or policy of the Department of Defense, Navy department or Headquarters United States Marine Corps.

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Billy G. Scott, USMC Retired, Flight Engineer
Frank Smith, USMC Retired, Flight Radio

Member "Emeritus"

Henry Wildfang, USMC Retired, Pilot

Total 2002 & Beyond Paid Up Members: 258

Members Expire 2001: 349

Dues expired 2000: 117

2001 REUNION INFO:

**Marine Corps
Air Transport Association
Annual Convention/
Reunion
September 27-30, 2001
Memphis, Tennessee**

Radisson Hotel
185 Union Avenue
Memphis, Tennessee 38103
Telephone: (901) 528-1800
Fax: (901) 526-3226
**Reservations: (800) 333-3333
USA**

The Radisson Hotel Memphis combines contemporary style, class and taste blended with local heritage and history. Upon arrival, you can experience the allure and magnificence of the 8 story atrium, displaying grandiose style and elegance. In the atrium, our lobby bar is at the center of it all; TGI Friday's indoor patio deck, a six story historical facade, and our three glass elevators overlooking the waterfalls at their parting point.

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.

TO THE GENERAL

MEMBERSHIP

At the last board of directors meeting in Las Vegas I was tasked with forming a committee to provide a slate of potential officers to be voted on at the general meeting at the 2001 reunion in Memphis. I asked C.J. McQueen and Red Doktor to assist me and they agreed to do so. The names provided here has agreed to serve if elected. We will nominate Jack Taylor for VP--Charley Smith for Sec/Tres--Wally Joiner for Sgt. at Arms. We will make no nominations for Pres. Also there are no present openings on the Board of Directors.

I urge all members to look around, talk to potential candidates, and be prepared to nominate them at the general meeting. Con has indicated to me that he will accept another term if nominated and elected. I don't have the schedule for the general meeting but the elections will be held early in that meeting. This continues to be a great Association, but for it to remain so for the long term we need more people actively involved, especially the younger group. See you all in Memphis.

Semper Fi

Ernie Howe

FLASHBACK

MARINE SPORTS PARACHUTISTS CLAIM WORLD RECORD JUMP AT 44,100 FEET TO BEAT RUSSIAN MARK

Nine Marine parachutists from sport parachuting clubs at Cherry Point, Camp Lejeune, and Quantico claimed a new world record for seven, eight, and nine man team jumps at night after free-falling from 44,100 feet to 1,800 feet before deploying their parachutes.

The record jump was made at the St. Mere Eglise drop zone at Fort Bragg, N.C. on June 6.

The jump has yet to be confirmed by officials of the Parachute Club of America (PCA) and Federation Aeronautique Internationale before being entered as the new world night jump record.

A KC-130F Hercules transport aircraft of Marine Aerial Refueler/Transport Squadron-252 (VMGR-252) 2d Marine Aircraft Wing flew the team at record altitude for the husky transport.

The jumpers previously made an effort to break the day freefall record for a seven through nine man team. During the day record attempt, the aircraft managed to climb to 43,500 feet, the same altitude attained in setting the past day record. Due to the limited number of barographs (instruments utilized to monitor record attempts) available, the Marines decided to pass up further day attempts in favor of an all-out assault on the night free-fall record, established by the Russians in 1961.

Preparations for the record attempts began May 22 when jumpers from the parachute clubs of Cherry Point and Camp Lejeune, N.C. met at Cherry Point for a briefing by 1stLt. R.A. Mathews, Jr., president of the Cherry Point Club and captain of the record

breaking team. Numerous practice jumps were made May 23-24 at the Club Drop Zone at Fountain, N.C. to familiarize the jumpers with the Hercules aircraft and high altitude jump equipment. One of the jumps was a night drop to test the lights mounted on the chutist's helmets and chest packs and establish night procedures.

On May 26 the jumpers and crew members of the aircraft spent the afternoon undergoing low pressure chamber training at the Cherry Point aviation physiology training section. Here they were acquainted with the use of oxygen equipment and factors governing unpressurized flight at high altitudes.

The first record attempts were scheduled for May 27 at Oak Grove, N.C. A practice jump from 25,000 feet was made this date before heavy clouds and thunderstorms moved in to cancel further jumping. Bad weather enveloped the area until the afternoon of June 3.

Meanwhile, military commitments caused several jumpers to drop out of the program and a call went out for experienced chutists to come to Cherry Point, N.C. to fill out the team.

Two jumpers from the West Coast and another from the Quantico, VA club answered the call in time to make day jumps from 25 and 30,000 feet into Oak Grove, N.C. The new jumpers brought the team total to 11 qualified

CONTINUED ON PAGE 8



LETTERS FROM MEMBERS

Phyllis Tilghman • "Chopper" Hopper • "Roc" Arocha • Harvey Weigert • Golbert S. Cook, Jr.

FROM PHYLLIS TILGHMAN

Good News Marine Corps Air Transporters. Jim Tilghman is now back home having been released from the hospital. Jim says he may have to go back in for another knee replacement in September, but for now he is on a new antibiotic twice a day. I am sure that Jim can use some words of encouragement from all of us. Jims E-Mail is SEMPERFIJIMT@aol.com Phyllis is a Nurse so we know that Jim is getting quality care at home. Good luck Jim, we are thinking of you.

SEMPER FI,
Phyllis and Jim Tilghman
SEMPERFIJIMT@aol.com
17251 Corla Avenue
Tustin, Ca 92680
714-544-4732

LT. COL. P.K. "CHOPPER" HOPPER

Lt. Col. P.K. "Chopper" Hopper is looking for any former members of 234 to contact the squadron. You may contact me and I will relay or go on line and post the info on the Bulletin Board. The Birthday party next February is going to be a real Reunion. They have already got approval to fly around the country and pick up the former members of 234 starting at day one when the squadron was commissioned as an SBD Squadron and has had several different designations since they returned from WW-2. I know we have several members who were with 234 when it was VMR-234 and then was redesignated VMGR-234.

NEWS ABOUT

JIM "JK" BOYLE

I spoke with Mickie Boyle yesterday and she reports the Jim was admitted last May to a nursing home due to Alzheimer's disease and Dementia. She says he was falling down all the time and was not "up to" attending the last Transporter's Reunion in Las Vegas. She also says the Luke Dunlap stopped by a couple of years ago to visit them and that Jim constantly talks about '152 and '352; and invites all his friends to write cards and letters to cheer him up. They still live at:

J.K. and Mickey Boyle
5077 Cheyenne Ave.
Boise, ID 83709-6103.

Please pass the word.

"Roc" Arocha"

FROM HARV WEIGERT IN HAWAII,

Hi Guys:: Got two messages same/same about a Bad American but the download icon didn't work on either message..If it was important please try again. I haven't had much luck myself with the "forwarding" features. But you know how it is. If I get a coffee break I'll have to be retrained. Health wise all the tests show me free & clear of any malignancies but I'm down to 147 lbs, from 194. Something to do with the way they put me back together?? Those were good pictures you got at the mini meeting,

....but who were all those old people? (HA!). Its up for grabs on if I'll make the reunion depending on all the retesting I might have to go through and the price of a round trip ticket by then. Take care and Semper Fi.....Harvey

FROM GILBERT S. COOK

Once a Marine, Always a Marine. I served in the Marines from 1946 to 1950 in VMR-352 during 1947-1949, then spent the next 16 years in the U.S. Air Force.

I remember Al Pointer as Line Chief, MSgt. Lamarou retired Cherry Point as a Lt. Colonel and also MSgt Steel in charge of shops and a mans Marine. MSgt Smith one of our flying Sgt's.

Thanks to my training as a Marine I made it through Korea ground combat . Even Marine training carries over to Air Force Men.

I worked in the sheet metal shop at Ewa. We then had R5D's. We moved from Ewa to Barbers point in 1949.

After retirement I went into the Ministry full time. I moved ahead with my life and education. Just for information to anyone who might remember me I am no longer Sgt Gilbert S. Cook, but a servant of our Lord Dr. Gilbert S. Cook, Thd.

Thanks to the Marines I believe I have grown up to be a man. Just a little history from a new member.

If you remember me drop a line to:

Gilbert S. Cook, Sr.
155 Nelson neck Road
Sea Level, NC 28577
252-255-5131

ATTENTION: JERRY TAYLOR

For the editor: Ref June 2001 edition article "Memories-----" by Jerry Taylor; pg 13 mention is made of Captain Peters. I would like to get in touch with Captain Peters if possible. We had some interesting liberty together many many moons ago (if it's the same guy). Request you forward this posting to Jerry Taylor or send me his email address.

Paul Noel, Col, USMC (Ret)--- mention rank only to show not a bill collector, lawyer, etc. Having more years on the retired role than active duty, I am just plain old Paul!

Paul Noel (pnoel@Whidbey.net)

LETTERS FROM MEMBERS



Black Cloud • Bill Ragan • Jim Doran

INFO ON LUKE FROM "THE BLACK CLOUD"

gunny.guns.kbars@mindspring.com
July 11, 2001

Black Cloud relaying for:
GARY "LUKE" DUNLAP--
QUOTED....FROM LUKE OF
MONTANA...LUKE HAS
RECEIVED AND HEARD FROM
SO MANY MANY HACKERS
"LOAD HACKERS" AND
OTHERS.. " IN THE REAR WITH
THE GEAR"...EXCELLANT
PEOPLE..IT ALL HELPS HIM
THRU THE DAYS AND
NIGHTS...HE IS OVER
WHELMED WITH THEIR
CARING AND EXCELLANCES..
THANK YOU! ANOTHER
QUOTE" HE HAS LOST HIS
VOICE AND ""CAN NO LONGER
SING LIKE JOHNNY CASH OR
STONEWALL JACKSON""
SINCERE APPRECIATION TO
ALL.

LUKE OF MONTANA
P.O. BOX 157
SEELY LAKE, MT 59868
TEL 406-677-3121
PLEASE KEEP THOSE
CARDS AND LETTERS
ACOMIN.....

COLONEL COLIN LAMPARD RETIRES

Colonel Colin Lampard, USMC, the MAG-41 Commanding Officer until 19 August 2001 has decided to retire. His Change of Command ceremony today brought tears to my eyes. He relinquished Command to Colonel Richard J. Packard, USMC.

Colonel Lampard has been a real friend to MCATA. He has helped us so much that I would hesitate to attempt to name the ways. He relieved Colonel Bill Tyra two years ago and I suppose Colonel Tyra may have had some influence on all of that.

Colonel Lampard is a member of our local squadron of MCAA as well as a member of MCATA. He has been flying the KC-130 R's and T's with VMGR-234 here in Fort Worth. I know from talking to Colonel Lampard the great amount of respect he has for all the Marines that make up the flight crew of the KC-130.

Congratulations Colin, we wish you many years of success in the civilian world. The Marines of MAG-41 will miss your leadership. I look forward to seeing you at our MCAA squadron meetings and hope you can make it to Memphis.

Sincerely and Semper Fi,

Con Shuck, President, MCATA

BILL RAGAN WRITES

Con;

I am finally getting settled in Maryland. Our house should be finished in mid Sept. Diana and the boys love it here, the swimming, fishing and of course soccer is big here also. Work is going great, I am working on the OOMA (Optimized Organizational Maint. Activity) Base Line for F/A 18 A-D. for Qualtec. Tell all the guys Ben Rush and Rob Schiller are here at Pax also flying 806, 762 and 763 for Force Warfare.

Regards
Bill

Bill Ragan
FA18 A-D
OOMA Baseline
301-757-1055
RaganWM@navair.navy.mil

FROM OUR WEBSITE, DOES ANYONE KNOW OR REMEMBER MCAS TURTLE BAY??

Jim Doran, CWO4, USN (Ret)
jwdoran@co.mchenry.il.us
August 02, 2001

I am trying to research the MCAS Turtle Bay. This is apparently a 1940's era base in the Caribbean. Can't find anything else out about it.

Can any of you assist?

Thanks
Gunner



DEATHS OF MEMBERS

FROM BUD YOUNT COMES THE FOLLOWING SAD NEWS

Wednesday 25 July 2001 I attended The Christian Funeral and Service of the Word of God and Prayer for Melba Paquin 89, wife of LtCol Paul R. Paquin USMC (Ret), at the Pacific View Memorial Park in Newport Beach, CA. Melba suffered a lengthy illness, Senile Dementia, and died 19 July 2001 at home with Paul at her side. My misfortune, I never met Melba who apparently was a woman of the same fine character as Paul and in his words, "She was a good wife," for over 65 years!

Major Paul "Paublo" Paquin was my skipper when I was attached to VMR-253 in Iwakuni, Japan 56/57. I list him with the best Commanding Officers any Marine would want to serve. I was lucky enough to be there for the Champagne Celebration when he was selected for Lieutenant Colonel! The Skipper was an LDO, which limited his rank, but he performed at a much higher level. It may be that only the old timers remember him but he started out in the early thirties as an enlisted Pilot and climbed the ladder. Melba was not a pace to the left nor a pace behind but right up there appropriately at his side, constantly.

For those who wish to offer condolences you may contact Paul at:

LtCol Paul R. Paquin USMC
(Ret)
880 Bluebird Canyon Drive
Laguna Beach, CA 76521
(949) 494-7623

CHICK GARAFALO

Just received word that Chick Garafalo has passed away in Beaverton, Oregon with Lung Cancer on May 10. Chick was an old friend who had never joined MCATA.

JACK OLSEN

Hi Con I wanted you to know that one of our finest guys, Jack Olsen, Passed away Wednesday, 27 June. I have known Jack for over 60 years and he was one of the finest Marines ever. He died quickly with no suffering although he has been ailing for quite a while.

Semper Fi Jack and Godspeed.

TRIBUTE TO JACK OLSEN BY HARRY BROOKS

So Long Jack Old Buddy, being the great Navigator you are, I know that you have filed your last Flight Plan and it is to that Transport Squadron in Heaven where all good and great Marine Navigators go. With your great sense of humor you will be seated at the head of the table. I and all the other Marines that knew you are going to sorely miss you but myself and all your other buddies will join you when it is our time. During the 60 or so years that we have been fellow Marines and buddies I value you as one of the best. God Speed and a safe landing.

SEMPER FI

HARRY B.

JACK HAWLIK

Just received a call from Al Giansanti that Jack Hawlik one of our last few NAP's passed away this last weekend. No other information was furnished.

Semper Ri,
Red

W. BUSKIRK

W. Buskirk passed away on
November 10, 2000

ALVIN J. LACOSTE

ALVIN J. LACOSTE, Gunnery Sgt., Retired, passed peacefully and painlessly on June 28, 2001, from very aggressive lung cancer.

Al had a high regard for and took great enjoyment in his associations with each of you. He wished his passing, however, to be both unremarkable and intensely private.

He and I were married during the 1997 reunion in Las Vegas. Those of us left behind will remember his integrity, honesty and total goodness. He truly graced my life as I believe he graced yours.

He is missed.

Sharon Lacoste
slacoste@crosswinds.net
July 24, 2001

DEATHS OF MORE FROM SCAT FROM BILL SEARS

Bill Sears
mag25sec@kyol.net
July 10, 2001

And this is how it is with the "pioneers". Since I sent out the newsletter 2 weeks ago I have received info to add Jack Olsen, Irving Joseph, Douglas Houser, John McNiff and Bill Enright to our Memorial Roll of Honor. Also the P.O. has misplaced C. D. Coleman, if anyone knows where he is please let me know!

Semper Fi
Bill Sears

DEATH OF MEMBERS



DILLARD S. SUTER

This is to inform you that GySgt Dillard S. Suter, USMC, Ret, a member of your organization passed away on Thursday, August 9, 2001 due to complications from heart disease.

His remains were cremated on Monday, August 13, 2001 and a memorial service was held in his memory on Tuesday, August 14, 2001 at the Roman Catholic Church of the Incarnation, Sarasota, Florida. His remains will

be spread at the church garden where his wife ashes were previously spread in 1988.

Any question please feel free to contact me at, mspwhizman@yahoo.com. I am John J. Wisniewski, his nephew by marriage and also a retired Marine First Sergeant.

RICHARD "DICK" HUEBNER

Another Transporter has passed on. Richard "Dick" Huebner passed away last week. He was a RO that came from AD's to transports in the late 50's. Later on he resumed his duties as a back seater in jets. Semper Fi, Les Brant

FROM: SPIKE KRENK

JUSTIN (JACK) HAWLIK PASSED AWAY JULY 28TH THOSE DAMN R5D HEATERS FINALLY GOT TO HIM. HE WENT OUT DRESSED IN HIS BLUES.

VMR-352 REUNION

In the spring of 2000, Ed Nelson and I, and others, absent a chairman being selected or discussed at the San Diego reunion in 1999, initiated plans for a gettogether of 352 at Cherry Point that summer. After many inquiries at the Point and elsewhere, it became apparent that it was too late for clearance and scheduling. Thus, it was not further pursued.

This spring, Ed and I, and others, made inquiries of the Marine Corps Air Transport Association and were planning for a 352 gathering in Memphis, if agreeable to 352 members, with strong encouragement from MCATA's President, Con Shuck.

The dates were set for September 28, 29 and 30 2001 and copies of the June Marine Air Transporter, together with reunion details, will be mailed to the 352 roster.

Then, out of the blue, came Russ Shoemaker's letter about a scheduled 352 gathering back in San Diego. Hopefully, this back to back proposed meeting in San Diego will not drain too many comrades away from Memphis; a central location for our members.

After all, three reunions in California, with a San Diego repeat, is a bit much, particularly since that is one-half of the venues selected by VMR 352 (Boston being selected by MCAA).

Many 352 members belong to MCATA, and will receive a copy of the June Transporter publication. Others will soon receive a copy of the Transporter, with a copy of this letter.

Please send your reservations as directed in the Transporter, and let us know, so we can keep track.

Semper fi,

Mote Thompson
829 Windsor Court
Ashland, Kentucky 41101
(606) 324-0433

A Volunteer and Charter
Member of 352.

FLASHBACK, CONT.

MARINE SPORTS PARACHUTISTS CLAIM WORLD RECORD JUMP AT 44,100 FEET TO BEAT RUSSIAN MARK

CONTINUED FROM PAGE 3

parachutists.

On June 4, all was ready for the attempt on the 43,500 foot record previously set by the Army and Air Force last year.

A high altitude practice jump was made the morning of June 4. Eight jumpers exited the plane at 41,000 feet to free-fall into the Fountain drop zone. The remaining three jumpers left the aircraft three minutes later, free-fell to 25,000 feet where they activated reefed parachutes (a special parachute rigged to stream until fully deployed by the jumper) streamed to 10,000 feet, finally opening their chutes and drifting slowly to the drop zone below.

After the plane dropped the parachutists, it continued on to Pope Air Force Base where it met three officials of the Parachute Club of American (PCA) and brought them to MCAF, New River, N.C. to monitor the record attempts. At New River the PCA officials explained the use of the barograph recording instrument, carried by the plane and by each jumper to document the jumps.

At 4 p.m. the jumpers, a flight surgeon, a PCA official, and the crew boarded the aircraft to make the record attempt. Two hours later the KC-130F was struggling up through the troposphere trying to surpass 43,500 feet to allow the jumpers to break the record.

Observers on the ground could just see the contrails of the huge

plane as it made its final pass for the jump.

An hour later, the jumpers were debriefed at MCAF, New River. Estimates made by jumpers, the plane crew, and PCA officials indicated that the team may have tied or exceeded the previous record for the day jump. Barographs recording the jump will have to be examined by officials at Edwards AFB, Calif. to confirm the record.

The final record jump was scheduled for 1:45 a.m. by nine of the eleven jumpers. During the planes final approach the pilot turned on his landing lights to aid the ground crew in locating his position.

At 1:45 a.m., June 6, the parachutists stepped out into the 65 degree below zero sky. The team captain, Lt. Mathews, fired night flares, beginning at 20,000 feet, to mark their position during the freefall. At 5,000 feet the other eight jumpers also fired flares. On the drop zone, the ground crew marked the target by igniting flares to guide the jumpers.

It was nine elated jumpers who slowly descended to the ground after opening their parachutes at 1,800 feet. The new world record claimants are: 1stLt. R.A. Mathews, Jr. (team captain); SSgt. Ralph J. Larsen, Sgt. Robert L. Armstrong Jr., Cpl. Andre B. Smith, Cpl. Edward A. Mikelaitis, Spl. Robert J. Reinhard, Cpl. Dennis N. McCarthy, Cpl. Thomas A. Dougher, and LCpl. Ry J. Bertalovitz.



CLAIM RECORD ALTITUDE – Members of the crew of the KC-130F Hercules transport aircraft from VMGR-252 that set a new altitude record for the Hercules while flying parachutists to a world night free-falling record jump on June 6 at Fort Bragg, from 44,100 feet are: left to right: SSgt. Ernie W. Howe.; GySgt. Carroll F. Hersey; GySgt. Robert A. Doktor; Lt. J.E. Downing USN; 1stLt. Lawrence T. Amelse; and Capt. Jack L. Ditzel.

FROM THE PRESIDENT



C o n S h u c k

Well here we are less than 30 days from the 12th annual Reunion of the Marine Corps Air Transport Association. All seems to be going well and the Reunion forms are starting to flow in. If anything a little slower than I had anticipated, but I can attribute that to the slowness of the Post office and the way they deliver the bulk mailings.

I have had a lot of conversations with members of VMR-352 Association and also VMR-952 Association. Both of these units have been invited to attend the Reunion in Memphis. In fact all Marine Air Transporters are invited and encouraged to attend. We would like to enlist them as members of MCATA, but for this Reunion I don't think that would be a mandatory thing.

MCAA is in San Diego the week before the MCATA bash in Memphis. There is a planned meeting of VMR-352 WW2 if there are enough that show up. The folks from SCAT have also been invited to come to Memphis. This way Art Debolt, Bud Wildfang, Bill Sears and others can do two, maybe three at the same time. What a deal.

Ernie Howe is now back in Salem Oregon after attending the Mini-Meeting in Memphis. Please read Ernie's notice elsewhere in the news letter. He and Alice really seem to be enjoying life and are now living it to the fullest. Way to go Ernie and Alice.

We had some sad news towards the end of June. Raelene Nickols, wife of T.L. Nickols, called to report on T.L. I will be the first to admit his prognosis does not look good.

His daughter Brandee has kept me up to speed on the condition and it is grim. It started with a double

stroke and then he had internal bleeding that they could not find a source. A complete blood transfusion was then done. The bleeding has now stopped and he has returned to the nursing home.

All this has left Raelene deep in debt and she does need a little assistance. I put a memo on the bulletin board and myself along with some others who are on the internet have sent checks, but more is needed. If you can find it within your budget to help it will be sincerely appreciated by Raelene and family. If you need additional information please contact me. Raelene has some problems.

It seems like 2001 has not been good for Radio Operators. With T.L. having his bad luck, Ken Hesel had surgery along with Mort Sanford. What next?

If you have not checked out the website lately you need to do so. It has been changed up a little and we are still working on it.

Orders for the new directory are slow to come in. We need to have at least 50 of them sold in order to get at that price. Send your orders and checks in now. I have stayed in contact with Bud Wildfang as he and Arlyne have spent most of the spring and summer up north with Bud's mother age 108. By the time this is mailed Bud will be back home. They have had a great visit and taken care of a lot of problems, but Bud says it is time to get back to Oklahoma.

As you will also notice, Jim Tilghman has also had a lot of problems due to his knee surgery. It is still debatable if Jim and Phyllis will make it to Memphis. Jim does say if he is able, he will be there.

Mike is leaving on a round about way to Memphis on 13

September. I will be leaving Dallas on Monday 24 September. Please try to have your Reunion registrations reach me before that date. I will make one last trip to the post office that morning and then Carol and I will be on our way.

Information on future reunions. Bernie Bersano has assured me that Phoenix is ready for us. They were gracious enough to schedule Phoenix in October when it is not 110 degrees. I guess 110 is all right, it's dry heat. Bernie and Art Debolt along with Billy Scott are collaborating on that one for 2002. For 2003, Grady Loveless is going to make a presentation to host the Reunion at Calloway Gardens, Georgia. If any of you would like to assist Grady in this venture please let him know. From past experience I can tell you, You can not do it alone. I know Grady would appreciate any help or support he can get. Calloway Gardens sounds very good to me. I might even take my golf clubs.

I have seen our guest speaker on two different occasions. He is indeed a most interesting speaker and has a very good presentation. Both of the presentations I have seen were different and I feel certain that this one will be as well.

Don't forget to stop by the table where our guest speaker will be personally autographing copies of his book for sale. His book is a great read. If you are interested in going with him on his next trip into the jungle, ask him.

The book is a bargain too.

THIS YEARS REUNION GUEST SPEAKER

Dr. Danford A. Bookout is a pilot, chiropractor and author, who is highly respected by all who know him. He is actively involved in many civic affairs in Texarkana, USA, and is on the Board of Directors of several organizations including the Boy Scouts of America. The task of returning 2nd Lt Wayland E Bennett to his hometown, family and friends was the type of challenge Dr. Bookout enjoys. He is a veteran of both the US Naval Air Force and the US Marine Corps. He has over 18000 hours flight time and his accomplishments include 180 international aviation records that he set when he flew around the world in the Texarkana Baby, his

single-engine Piper Lance, in 1986. He has flown both single and multi-engine airplanes for government, commercial and private use over both land and sea. He is a certified flight instructor and was the outstanding instructor pilot for the US Air Force while instructing in Oklahoma. He was a pilot for the US Postal Dept, the US Atomic Energy Commission, and a commercial airline. Dr. Bookout has lived in Texarkana most of his life and is the only Texarkana resident to receive the "Keys to the City of Texarkana."

One of his hobbies has been the purchase and restoration of Texarkana's Union Station, a railroad station built on the Arkansas-Texas state line in 1929.

He was presented membership in the Blue Max Society by the Governor of Texas, and was presented some of his aviation awards by President Bill Clinton and "Pappy" Boyington of the

Blacksheep Squadron. Dr. Bookout is also the author of two more adventure novels to be released in the near future Blue-Chip Three-Zero and Voyages of the Guardian Angel. He is committed to writing books that contain no profanity, sex, drugs or alcohol; with the kind of heroes that young people today can look up to and pattern their lives after. A portion of

the proceeds from the sale of Search for the Lost Blacksheep will be contributed to veteran's organizations.



Several C-130Js are currently undergoing rigorous testing on both sides of the country. Left, a Marine Corps Super Stallion helicopter connects with a KC-130J during refueling trials at Patuxent River, Md. The trials are validating the design of a new air-to-air refueling pod for the KC-130J.

Photo courtesy of the U.S. Navy

“234” STILL AN OPERATIONAL MARINE SQUADRON

April 18, 2001

Hi Con,

Even though we talked on the phone and I clued you in that I had some input for you, I figured I had better add a few things in writing.

The latest issue of the Transporter is fantastic and really should stimulate a lot of the older set especially to dig into their memorabilia boxes and crates and bring to life a lot of history and accomplishments!!!! I for one have been really involved in helping to pull together as much history and accomplishments of the old SBD squadron I was in at the start of WW-2. It is all pretty well finalized and we are hopeful that we will get into the Museum at MCAS Miramar when they get it finished and organized. I was able to go to the archives section in Washington and get all the history that I asked for. In fact it boils down to the complete DAILY WAR DIARY of all the squadron activities for our touring the South Pacific. It is really something to read and reminisce over. I am really thinking of giving this same a go in regards to ICHI-GO-NI. I sure can remember a lot about it, but sure can't put it all

together, being in and out from time to time. Would have to go to the archives to get it all complete and proper.

Apart of the materials I am forwarding I feel would make good and very surprising reading for a lot of folks. That is about 234. The newsletter that I have enclosed is also a great program being carried out, once again by a very dedicated individual in regards to Marine Aviation History. I feel we need to put him on the mailing list for the TRANSPORTER. He could help us in the future as well as helping him. I will pay for his subscription. His full handle is on the back of the newsletter:

*VMSB-234 Newsletter
Ralph H. Lewis, Editor
1931 N.W. 34th Terrace
Gainesville, FL 32505-3642*

1-352-378-2701

Hope you enjoy the photos of the Kintai Bridge and of Miya Jima. So much for now but will be keeping in touch!!!!

SEMPER-FI to all hands

Jack Demmond

Marine Dive Bombing Squadron VMSB- 234 Newsletter

Volume 111, Issue I
February 28, 2001

“234” STILL AN OPERATIONAL MARINE SQUADRON

Until several weeks ago when the telephone rang and a voice said, “This is LtCOL Ken Hopper. I am the Commanding Officer of VMGR-234 stationed at the Naval Air Station (Carswell Field), Fort Worth, Texas. I thought “234” no longer existed.

I firmly believed that “234” had been decommissioned after WWII and was therefore history to be remembered only by those of us that proudly served in it's ranks during that conflict.

I knew that the squadron arrived back in the U.S. three days before Christmas in 1943. Stationed at MCAS Miramar, California, it was reorganized and equipped with SB2C-1A Curtiss “Helldivers.” On October 24, 1944 it was re-designated VMTB234 and began training a month later as a carrier borne Torpedo squadron upon receipt of it's TBF Grumman “Avenger” aircraft. On May 10, 1945 the Squadron embarked on the jeep carrier USS Vella Gulf.

The VMTB-234 flew strikes against Japanese installations on Rota and Pagan Islands in the Mariannas between July 23 and August 5, 1945 after which it departed for Okinawa. It returned to the U.S. in October 1945 and on March 20, 1946 was decommissioned. Here my knowledge ended.

On July 1, 1947 it was re-

CONTINUED ON PAGE 12

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234 CONT. KHE SANH

VETERANS ASSOCIATION

CONTINUED FROM PAGE 11

commissioned as VMF-234 at NAS San Diego and equipped with F4U "Corsairs" as part of the Marine Reserve Training Command. Following a short stay in San Diego the squadron was transferred to NAS Minneapolis, Minnesota.

Upon the outbreak of the Korean Conflict in June 1951 the squadron members were activated leaving nothing but the squadron designation until October 1951 when 17 officers and 108 enlisted Marines from VMF-213 (St Paul) joined VMF-234 and began operations. In February 1955 the squadron's Corsairs were replaced with F9F Grumman "Panthers." Three years later in May 1958 VMF-234 was re-designated VMA-234 and equipped with AD-5 Douglas "Skyraiders."

The squadron retained its AD's and its attack designation until January 1962 when it transitioned to twin-engine transports flying C119 Fairchild "Boxcars" and became VMR-234 supporting Marine Corps, Army Reserve, Navy and Air Force regular and reserve forces.

In 1975 the squadron was once again redesignated. It became VMGR-234 (Marine Aerial Refueler Transport Squadron - 234 flying the Lockheed C-130 "Hercules" capable of both fixed wing and helicopter in-flight refueling as well as transporting personnel and cargo for either parachute or short field delivery. In October 1983 it was re-equipped with new C130T models. We will hear more about VMGR-234 in future issues.

We would like to invite all who flew missions into KheSanh Vietnam to join the KheSanh Veterans Association we are located at www.khesanh.com our mission is to inform our members and the world, of the history of what happened at KheSanh and important part of that History is those who resupplied us from 66-72. You guys did one of the most courageous missions, landing under heavy mortar and artillery fire from the NVA. Your stories are missing from our purpose. Everyone has heard about C-130's getting shot down at kheSanh. But the whole story has to be heard from you. If

you would send me your Name, Address, Telephone number, and unit I will send you a copy of our magazine which we do twice a year. There is an application inside the magazine if you want to join. We need your input. We have over 3000 members from the USAF, USA, USN and USMC who tell in their own words what happened there. The magazine has no advertisement just factual stories from men in combat. Any stories also can be emailed to me and I will publish them in the magazine. But as back then and now we need you help. our magazine is sent free to Veterans Centers, VFW's and Historical Museums of Military Service for Archiving also College Archive at Texas Tech, Represent the United States Airforce.

Jim Wodecki USMC
KheSanh 66-67
Membership Committee KSVets



RC-1 Transport Ambulance, twin-engine, 2 crew, land, monoplane "Kingbird" by Curtiss-Wright. Defense Dept. Photo (Marine Corps) 517611

ANYTHING, ANYWHERE, ANYTIME

TED COMEAU WRITES

Hi con:

Maybe you can squeeze this in the transporter. We service many marines all over Korea with mail, fresh powdered milk as well as fresh powdered eggs. Movies not to mention USO round eyes. As for me, I was in platoon 435 June 11, 1942 and after JAX was in OTS-8 at Cherry Point, then to Edenton as MOTG-81 as crew-chief. Flying in PBJ's. Then crewing on R5C's. Later 3 years at EWA on R4D with Hq.Sq. Mag 15. There met with Bill Sears, Clyde Gillespie and Paul Galley. Does anyone remember aqua-head purple on the local radio. We closed EWA MAG-15 went to Edenton. I then went to El Toro and recommissioned Kaneohe Bay. We were involved in the "operation switch" adopted by the corps. Then Korea (see insert).1955 Quantico on the generals R4D-6A (plush job). 4 Years recruiting duty in Boston then to New River closing my MC career as acting 1ST SGT with HMM-262 on a medical Cruise, 6th fleet 1964. My next big move was transferred to FMF reserve July 1965 and that was my 23 years, amen!

GYSGT. TED COMEAU CREW CHIEF WITH THE ANSWER

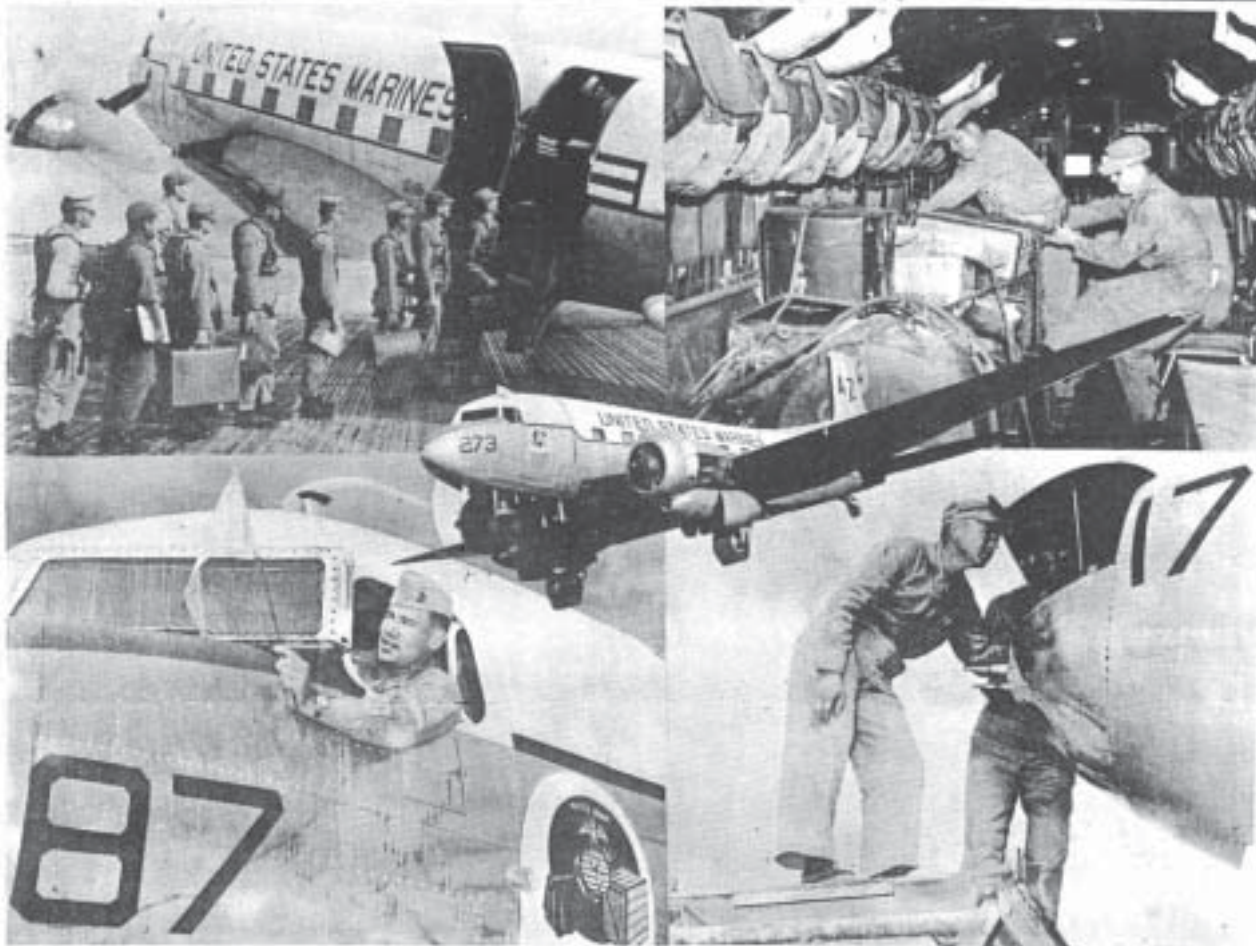
From TWA to provide hostesses for our twa, (teenie weenie airlines or thy walking across) base at K-3, FLIGHT section of the headquarters first marine aircraft wing. Our slogan was "Anything, Anywhere, Anytime." Of the six pilots, one was an enlisted pilot two were ex-enlisted. Capt. Ed Pittman who was an all weather jet pilot as well as a transport pilot during WW2. He was a dive-bomber pilot and in 1946 and 47 he piloted an R5D-3 on the Admiral Byrd expedition to the southpole. Other pilots we had were LT. James Harris w/ 13 yrs as an enl. Pilot. Capt. "Stumpy" Stender, Capt. Floyd Roberts and my very good friend MSGT. Brian Lawrence. All were qualified jet pilots as well as transport pilots. The OIC was maj. Roger Sanders, w 13 yrs of flying experience was qualified in every type of operational plane that the Marine Corps had at the time. We were in operation 7 days a week 24 hrs. a day. For instance in one typical month we moved 360,000 pounds of cargo, 7000 passengers. Every day each of the R4D-8's were assigned a milk route. Typical was K6, 55, 16, 6, and return to K3. With a night run to Itami and return in time for the milkrun. VIP's flying were

Gen. Pate, Gen D'Neil, Gen McPaul, Gen. Dawson, Gen. Paige, Gen Riseley, Gen. Kim Suk Bum commandant of the ROK Marine Corps, Pres. Of Korea Sigman Rhee and wife, Gen. Shapely, and many others and not to forget USO shows, including Teri Moore, Penny Singleton.

If anyone recalls flying with us maybe it was on TAD orders or R&R to japan, drop me a line my e-mail ted482496@aol.com, that is if you can remember 50 years ago.

Gysgt. Ted Comeau, Crew Chief I contacted TWA about the lack of hostesses and this was what they sent me. Pictured with me, as well as the Teeny Weeny Airlines. We also were known as Try Walking Across.





...**ANYTHING, ANYWHERE, ANYTIME...**

2001-2002 MEMBERSHIP DIRECTORY

We are now currently out of the small initial run of directories. Since there has been a lower than expected demand for the directories, we will be printing them as they are ordered and therefore will be more expensive. We are now simply charging the cost of shipping on top of the old price. The directory

includes name, address, city, state, zip, phone number, spouse and email address on over 800 Air Transporters.

Sorry, but any orders received with payment at the old price will be returned so a check or money order for the proper amount can be issued.

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Please include your shipping address. Your directory will be sent out first class mail.

FIRST USAF STRETCHED C-130J

L M Aero has ferried the first three US Air Force C-130J-30s to the Air Force Flight Test Center at Edwards AFB, Calif., to begin airdrop testing. The testing will demonstrate and certify the aircraft is capable of performing the vitally important airdrop mission. Airdrop is the ability of a cargo aircraft to deploy paratroops and supplies from either the side doors or rear loading ramp of the aircraft from a range of altitudes. This is a joint test program developed by Lockheed Martin, the US Air Force, and the US Army," said Ross Reynolds, vice president of the C-130J program. "A great deal of inter-organization coordination has gone into the planning to bring about a successful test program for the C-130J-30." The C-130J-30's sophisticated navigation system allows the aircrew to drop with pinpoint accuracy. Once deployed,

the C-130J-30 will bring a whole new operational airdrop capability to both the Air Force and the Army. Current analysis shows that a close formation of 30 C-130J-30s will be able to drop 2,800 troops in under five minutes. From Edwards AFB, the aircraft will be flown to Pope AFB, N.C., for further paratroop testing with the US Army's 82nd Airborne Division. Upon completion of that testing, the aircraft will return to Marietta to be prepared for delivery to the 143rd Airlift Wing, the Rhode Island Air National Guard unit based at Quonset State Airport near Providence, R.I., in late November.



FINANCIAL REPORT

01/01/01 - 05/30/01

EXPENSES

Bank Charges	4.22
Postage	191.00
Printing & Mailing	4,005.25
Office Expenses	830.18
Convention Expenses	---
Telephone Expenses	310.72
Miscellaneous	---
Total	\$5,341.37

INCOME

Membership	2,145.00
Donations	435.00
Convention	---
Total	2,580.00

STATUS

Deposits	2,580.00
Expenses	5,341.37
Status for	
01/01-06/30 2001	2,761.37
Balance from	
12/31/2000	10,174.99
Bank Balance	
06/30/2001	7,413.62
Assets	---

MEMPHIS REGISTRATION



Wednesday

26 Sept.

Registration (required for all attendees)

\$25.00 each Person attending. Packets in Hospitality Room.

Member	Qty.
1	\$25.00
Spouse and Guests	Qty. _____
Hospitality Room open	_____

Hospitality Room open 1200 to 2400

Thursday

27 Sept Registration Desk in Main Lobby 1100 to 2300
Hospitality Room open 1200 to 2400

Friday

28 Sept Registration Desk Main Lobby 1100 to 2300
Hospitality Room open 0800 to 2400
Golf (Details later) 0800 to 1300
\$40.00 per golfer Handicap(s) _____ Qty. _____ \$ _____
Women's Luncheon at Radisson 1200 to 1400
\$16.00 per lady who attends Qty _____ \$ _____
Board of Directors meeting 1400 to 1500
General membership Meeting
With Election of Officers. 1530 to 1700

Saturday

29 Sept Hospitality Room Open 0800 to 2400
Graceland Tour \$15.00 ea. details TBA Qty _____ \$ _____
Dinner/Dance at Radisson, 1830 to ???? Qty _____ \$ _____
\$40.00 per guest
Dress casual to Formal as desired. Cash Bar.

Sunday

30 Sept Check out time 1200, See you in Phoenix October 2002

Member ship Dues, \$15.00 Per Year	Years _____	\$ _____
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Count me in for the Memphis Rock and Roll Reunion of the Marine Corps Air Transport Association. MCATA, September 26 through September 30 2001

Name _____ Spouse/Guest _____
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Name(s) as you want on your badge _____

Return this form with check to: MCATA, P.O. Box 59765, Dallas, Texas 75229

IT'S A DOG EAT DOG WORLD

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 Argoone

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 godforsaken 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

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<input type="checkbox"/> Convention pin - All Prior Years Available Please Specify Year _____	_____	\$3.00
<input type="checkbox"/> Set of 12 pins (one from every convention)	_____	\$30.00
<input type="checkbox"/> Window Decal	_____	\$1.00
<input type="checkbox"/> Memphis Pin	_____	\$5.00

Total Amount Enclosed _____

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member SCAT

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With Bud Wildfang at Khe Sahn



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- Korea _____
- Viet Nam _____
- Desert Storm _____
- Other Cold war _____

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Check appropriate choices:

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- Crew Chief
- Navigator
- Flight Mechanic
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- Administration
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