



MARINE

AIR TRANSPORTER

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

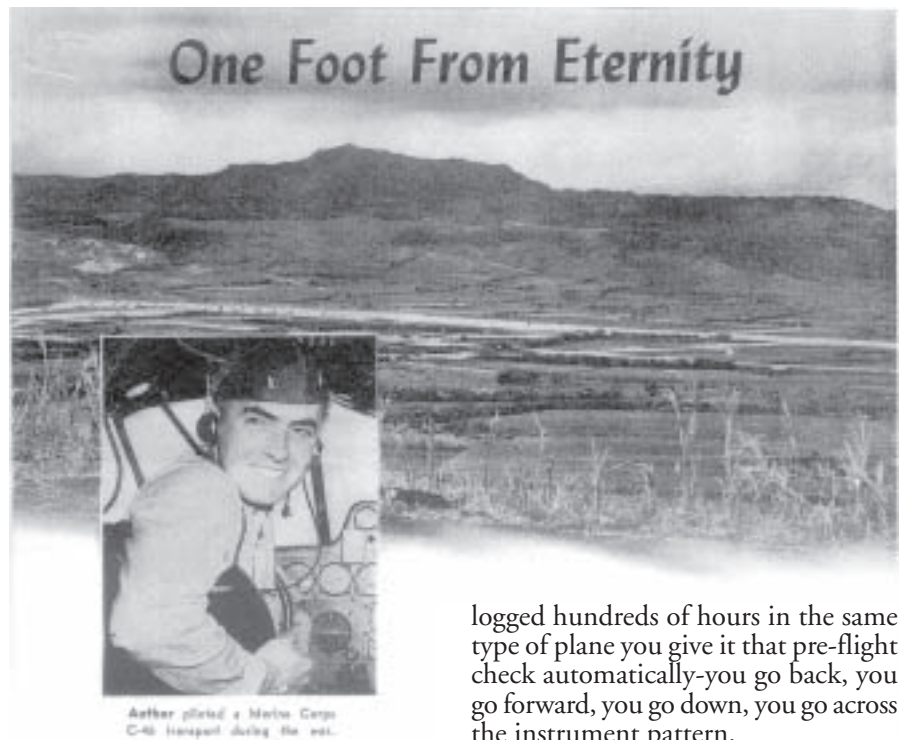
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PRESIDENT BUSH ANNOUNCES EDWARD FITZMAURICE TO SERVE IN HIS ADMINISTRATION

President George W. Bush today announced his intention to nominate one individual to serve in his administration.

The President intends to nominate Edward J. Fitzmaurice to be a Member of the National Mediation Board for a term expiring July 1, 2004. Fitzmaurice presently has a private law practice in Dallas, Texas, and from 1984 to 1996, he was Of Counsel to Hicks and Associates, a labor law firm. In 1983, he was an Associate with Kern, Wooley and Maloney. Before practicing law, Fitzmaurice was a pilot for Braniff II and an International and Domestic Captain, Co-Pilot and Flight Engineer for Braniff International Airlines. He is a former member of the U.S. Marine Corps and graduated from Villanova University and Southern Methodist School of Law.

Editor's Note: Ed Fitzmaurice is a MCATA member and our JAG.



Arthur piloted a Marine Corps C-46 transport during the war.

Reprinted from a May, 1949 publication. Submitted by Jack Jarvis.

By Tyrone Power

WHEN I THINK of Saipan, I think of the Marines and the C-46 I jockeyed around the Pacific during the war And every time I climb into a cockpit, I force myself to re-live a hellish 30 seconds or so I spent on Saipan while starting a routine flight mission. I re-live those seconds because they taught me a flying fundamental I don't ever want to forget.

All pilots know you can't overlook the check list It gets to be almost habit after a while If you've

logged hundreds of hours in the same type of plane you give it that pre-flight check automatically-you go back, you go forward, you go down, you go across the instrument pattern.

During the war I flew a Curtiss Commando week after week, month after month I think I knew its insides better than I knew what was in my

CONTINUED ON PAGE 2

TABLE OF CONTENTS

IN MEMORY	P 2
MEMBER LETTERS	P 5-16
FROM THE PRESIDENT	P 9
VMSB/VMGR-234	
REUNION INFO	P 14-15
ADDRESS CHANGES	P 18
NEW MEMBERS	P 19

MARINE AIR TRANSPORTER

EDITOR

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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: 492

Members Expire 2001: 149 Dues expired 2000 : 105

CONTINUED FROM PAGE 1

ONE FOOT FROM ETERNITY

pockets. And- like a lot of other pilots- I got careless. The hydraulic system on the C-46 is somewhat complicated. Under the conditions we flew the planes, the seals for flaps and gear had a tendency to dry up easily. We had to actuate them frequently to keep the actuating cylinders flexible and to make certain we'd lost no fluid from dried seals.

So, habitually, I'd actuate the flaps while waiting on the line-just to make certain everything was all right. I'd flip them up and down, up and down. Then, taxiing, I'd flip them up and down again.

In our squadron it was SOP to go through three full cycles on the flaps. First, on the line or in the revetment, again while taxiing for take-off, and once again after final mag check.

That morning on Saipan I was hauled out of bed at 5 o'clock for a rush flight to Okinawa with a heavy load of materiel and four or five men. I picked up my co-pilot- I a new one, checked the plane, and we were ready to go.

I wanted to be extra certain those flaps were okay, just in case I should need them on take-off. I made the prescribed check in the revetment and another one while I taxiing for take-off. Then, while we sat there on the end of the runway waiting for a bevy of planes to take off, I checked it again. We went through the entire check-off list. My co-pilot got clearance, nodded to me, and off we went. The C-46 scuttled down the runway while I kept watching for the prescribed number of inches on the manifold pressure. I knew immediately something was wrong. The plane wanted to come off in about 1,000 feet! And we were loaded to the gunwales. Down the runway the plane barreled, trying to pull off, with me pushing hard on the yoke to keep it on the ground. Second by second we were eating up that runway, roaring toward the end and I had a quick vision of what would happen: We were lurching along at 60 mph . . . then 65 . . . and faster. The last few feet of the runway would be

CONTINUED ON PAGE 11

DEATHS OF MEMBERS

JIM TILGHMAN

Jim Tilghman passed away on 8 November as we listed in the last news letter. We have received the following info and letters.

Phyllis Tilghman
Semperfijimt@aol.com
November 14, 2001

Marines,

I would like to thank you for all of your wishes and prayers for Jim. It meant so much to see all of you at the funeral, I know Jim would have been honored to know you were there. The honor guard did a wonderful job. At the funeral the minister had all Marines stand-it was a beautiful moment.

I am making an album of Jim with all of your pictures and stories. I would like to have stories (funny are the best) if you could send them to me or maybe a picture or two.

I plan to have this ready for the next reunion. Thank you all again and Semper Fi, Phyllis

To all MCATA Members, I would like to thank everyone for their phone calls, cards, letters and flowers. Jim Tilghman was a proud Marine who I will miss very much.

Thanks for being our friend.

Phyllis

*From Art "AO" DeBolt,
Sunday 18 November 2001*

Con, Kudos to the guys from Memphis. It was an outstanding Reunion. Bernie, Scotty, Charlie and myself plan to do them one better.

I just returned from Jim Tilghmans funeral. Henry Wildfang flew into Phoenix from Oklahoma City. Mike Griffin drove in from Dallas, Those two along with Bernie Bersano and myself drove over to Tustin. MCATA was well represented plus many other Marines, friends and family.

Jim was my longest and dearest friend. I first met him in 1943 when he came to VMJ-253, Tontuta, New Caledonia with a plane and replacement crew from Ewa, Hawaii. We became as close as two brothers could ever be. In fact Rosemary is Jimmies God Mother.

The two days spent at Tustin honoring Jim and at the various functions, hearing all the sea stories and anecdotes about Jim they all had one thing in common. he was a dedicated family man, outstanding Marine who was the epitome of an Aeroal Navigator. Had a lust for life and lived it to the fullest, was the most trusted friend a person could have.

I know he is much better off now than the last 2-3 years of bad health. He has found good weather and favorable tail winds that all of us Navigators search for.

A.O.

Con, Feel free to publish the above letter in the Air Transporter in it's entirety. Please do not edit.

Letter from Jane Meiderios

Jim Tilghman died last night, and it was so like him to do that the day before the Marine Birthday. We were all going to the Elks Club luncheon to celebrate, but canceled out for Jim's sake.

There will be many things written about Jim, he was well liked and had many good friends. I would like to say something about Phyllis, Jim's wife of so few years.

She was the "keeper of the flame". She kept Jim going all the time, she was a devoted wife and his best friend. She took great care of him and demanded the very best for him medically.

She met all the qualifications of a good wife.

I am a little slack, up early this AM, so hope you can read this and will put it in the newsletter. Thank you so much Con

From a friend, Jane Mederios

More on Jim Tilghman

Con, As a former enlisted Navigator I would like to express my sorrow at the passing of Jim Tilghman, USMC retired.

Some years ago I became nostalgic about my brief time spent as an enlisted navigator from 1958-1962 at Cherry Point. After graduating as the 2nd. class or jr enlisted navigators under Jack Isbell, also remembered, and a short stint with V MR-353 I was sent to VMR-252 Navigation with Jim as senior Navigator. Some others at that time were W.C. Mathews, George Pierre, Buck Weaver to name a few.

CONTINUED ON PAGE 4

Jim Tilghman was a tough, no nonsense leader who demanded excellence in the same degree. He gave no short cuts.

Navigating over water in the Marine R4Q-2 was quite an experience. No sun, no moon, no stars, just DR and drift and very few pilots who could hold a course for more than a few minutes, maybe?

Anyway we learned a lot had a lot of fun. Port Layote, MARLOG flights around the Med and good Caribbean duty. It was all pretty good.

I contacted Jim and Phyllis a few years ago and had always wanted to visit them in Tustin but had no such luck. It was wonderful to reflect with him about those days and the huge responsibilities we had as young Marines. It was a time forever passed, but never forgotten, so Semper Parvum Jim, Thanks for the memories.

Respectfully,
Richard B. Erickson
Former Navigator, Cpl. USMC

MILES KEITHLEY

Miles Keithley passed away on 20 November after a long battle with cancer. Miles fought it as long as he could and gave in to the disease on 20 November. Marines everywhere wish

his wife and family the very best. Cathy continues to reside at: 2583 Lynwood Drive Lancaster, SC 29720 Phone 803-283-8414

HAROLD W. ALLEN

Just received word from "Babe" Allen that her husband Harold W. Allen, Radio Operator from 1938 to 1952 had passed away January of 2001. Our sincere best wishes to her and the Allen family. She continues to reside at:

1362 SW Cedar Cove Port St. Lucie, Florida 34986 Phone 561-343-9928.

MILES B. KEITHLY

Miles B. Keithly died at home November 20th, 2001 at 5:00 a.m. with Esophagus Cancer. He lasted only 3 months 2 days after he was told he had cancer. Some of his Friends have sent cards not knowing he has passed away. I have heard from Wildfang and DeBolt, they did not know. I called DeBolt but couldn't get in touch with Wildfang.

Cathy Keithly
2583 Lynwood Dr.
Lancaster, SC 29720

803-283-8418

SEARCH FOR THE LOST BLACKSHEEP

Members, for those of you who did not have an opportunity to purchase a book from our guest speaker in Memphis here is his address. The book is:

Search For the Lost Blacksheep

Dan Bookout 507 Main Street Texarkana, Tx 75501 903-793-7288 903-824-6707 Cell phone

Price of the book is \$18.00 and he will pay the postage to you. A good read and an overall excellent book. Dan is a tremendous speaker who gets carried away in his passion of the search. He will speak at anyone's veterans organization if asked and if he has the opportunity to sell his books.



VMGR-352 in 1977

LETTERS FROM MEMBERS



Bernie Bersano • Gary Dunlap • Ted Comeau • C.J. McQueen • Red Doktor

LETTER FROM MICKIE BOYLE

Dear Mr. Shuck, Thank you so much for the pictures. He remembers some names. Especially inside of aircraft he really love to look at, "red seat, passenger seat". He was saying overhead light inside passenger area is new. Also he try to remember overhead equipment, so on. He loved the birthday cake.

Mostly 246 picture of aircraft. He got emotional and rubbing the picture like trying to talk to the aircraft He is holding the whole pictures like a deck of playing cards, holding them all day long. He seems like he is happy with all the memories in his head. I believe.

Thank you so much, only things he talks about are marine years. Talk only "Red Neck" talk, people in the home do not understand and most of ladies do not talk to him.

I greatly appreciate your concern and I will keep in touch with you. Sincerely,

Mickie Boyle, Wife of J.K. Boyle
5077 Cheyenne Avenue
Boise, Idaho 83709

From the editor, I know a lot of you know "JK", lets dig out some more of the old pictures and send them his way. He deserves anything that will bring a little joy and pleasure in his life. Nearly all of us have learned something from Jim Boyle, lets not forget that. He was a friend to all of us in the KC-130 community for many years.

*Semper Fi,
Con*

FROM DUTCH AKOM

Hi Con, and Ahoy fellow Marine Air Transporters. I am doing Grand. Fell into a wonderful job with the U.S.D.A. "BASH" Program (Bird Aircraft Strike Hazard) in airfields in North Carolina, mostly NKT Cherry Point and NJM MCALF Bogue field.

I am a wildlife specialist, we control wildlife at airfields to keep Aircraft and wildlife from running into each other. "Deer, Geese, and other big birds. Sometimes we have to shoot them. I have a rifle, shotgun and a 4 wheel drive jeep and Oh Yea, I get paid too. Now this is a "good deal".

C U When I C U,

Dutch.

JACK WHITFIELD WRITES

Con, I have been trying for some time to get a VMR-152 patch from the Korean War era and a history of VMR-152 operations in Korea. can anyone of our members help. No one I have made contact with has the patch or any information to share.

Would sincerely appreciate help on both the patch and info. Thanks for the assistance,

Semper Fi
Jack Whitfield
8257 Olivine Court
Citrus Heights, California 95610

FROM TED HOPPER

Here is my dues for 2002 and a little update on what's going on with me. Have been doing battle with the big "C". Tumor on my voice box "larynx". It was pure hell with the treatments. Radiation daily except on weekends, Chemo in between the duration of the radiation. The good news is they got the tumor and the cancer. The bad news is the side effects after surgery for lymph nodes, right side of throat. A once over 200 pounds Marine tops the scales at 143 with my cloths on. Slim and trim like a P.O.W. after years of captivity. Doctors can not find out why I can't gain weight even after all kinds of tests conducted. Time will tell. I am not strong enough to take any extended trips right now, so no to Memphis. Maybe Phoenix in 2002/ Please tell all hello for me.

Ted Hopper, Maintenance Officer
7591 West Inn Lane
Homosassa, Fl. 34446
352-628-0960
Cell Phone 352-422-4839



LETTERS FROM MEMBERS

Ken Runyan • Mike Sessa



*Wash day on the road. (Barcelona, Spain)
Dave Fletcher (R.O.), Fred Hofmann*

FROM IWAKUNI COMES THE FOLLOWING;

Hi Guys,

Sorry for being late with my dues, but all is well here in the Iwakuni area. The base is very busy as always. Lots of construction going on. The new runway construction is the big project. Completion is still about 8 years down the road. It will be about 1000 meters east of and parallel to the existing one.

We now have about 120 retirees living here. It seems to grow every year.

Happy Holidays to all,

Semper Fi, Ken Runyan



No SPR. on R4Q . Shown here is Fred Hofmann.

HELLO CON:

JUST TO LET YOU KNOW THAT YOU ARE DOING A FINE JOB AND I DON'T HAVE ANY TROUBLE GETTING IN ON THE WEB SITE.

HAVE SOME BAD NEWS HARVEY MEEK PASSED AWAY A FEW DAYS AGO. THE SERVICES ARE TO-DAY

TAKE CARE

SEMPER FI

MIKE SESSA

LETTERS FROM MEMBERS



Lindy Lopez • Red Buchanan

LINDY LOPEZ WRITES

Con,

Here is my check. this is a picture of my Son and I in the Corn Field in front of the house. Davy is 6' tall and I am 5' 4 1/2". The taller he gets the smaller I get.

Thanks,

Lindy



BRIGHTON FFA TURNS OUT TWO NATIONAL CHAMPS BRIGHTON

By Richard Cotlon
rcotton4@bellsouthnet

Out of the thousands of FFA members nationwide, two Brighton High School students won national firstplace awards at last month's 74th annual FFA National Convention.

David Lopez (grandson of Lindy Lopez), 16, won the Creed Speaking Career Development Event and Donald 'Skip' Baskin III was awarded the top honor In the Fiber and/or Oil Crop Production category, said Elizabeth Flanagan, agriculture instructor at Brighton High School.

As they climbed from 10 cal-level competitions through several higher levels to the nationals in Louisville, Ky., Oct. 24-27, sophomore Lopez and 2001 BHS graduate Baskin ultimately competed against thousands of other FFA members in their respective categories. Flanagan said there are 500,000 FFA members nationwide FFA was formerly Future Farmers of America but now eschews the emphasis on pure farming, retaining only the initials for recognition. The high school-based organization promotes the entire range of the agriculture industry, which Flanagan says stretches far beyond farm fields

Each year, competitions are held in various categories of endeavor, starting at the local level and progressing to the finals at the national conventions. "We have two national winners," bragged Flanagan, who shares instruction duties with fellow teacher Thomas Hayes "It's like one of those dreams-come true."

A LETTER FROM RED BUCHANAN

Dear Con,

In 1942 I was sthioned at North Island in San Diego where I went through Aviation Mechanics School. We were there for 6-8 months. From there we went to Camp Kearney, just 2 miles north of Camp Elliott. There we were assigned to VMJ-953, which later became VMJ-952. Our squadron was composed of R4D's (DC-3's) and R4C's the Curtice Commandos. This is just to let you know of my association with Marine Air Transports. Our squadron was called the "Puss-N-Boots Squadron.

I have been receiving your Marine Air Transporter from time to time and as of yet have not seen a name I recognize.

We have had for the past 12-14 years a reunion every two years and have been looking for some of our buddies and I was wondering if you had a roster with the names of your members. If so I would like to have one to see if any of the old friends are listed where I could write and invite them to one of our reunions.

There are some pretty good articles in your news letter, but as I said, I do not recognize any names. I can send you any info I have on people.

Keep your flaps down,

Red Buchanan
2809 Sykes Court
Santa Clara, California 95051
Semper Fi



LETTERS FROM MEMBERS

Evan Zillmer • Rich Driscoll

EVAN (GUNNY Z) ZILLMER

I would like to start by saying that my thoughts and prayers go out to all those who lost friends and loved ones in the Attack on America this past week. I commend all those brave men and women who have been giving their ALL to help out in this time of crisis.

I thought I had settled in to my new job here at NAS Jacksonville NADEP. I was certified to build TF 404-400 and 402's two months ago and wouldn't you know it management moved me to the test cell. The training never ends, now I'm learning to run not only the 404's but the TF-34's, TF 404-F1D2's and J-52's. They tell me I

should be certified within the next two years! This is a long way from pulling props at VMGR-252 as a PFC in 1970. It is hard to believe that I have been in Naval Aviation for over 30 years.

Semper Fi Marines,

Evan (Gunny Z) Zillmer
2607 Cold Harbor Ct.
Middleburg, FL 32068
904-278-0237
gunnyz@fcol.com

RICH DRISCOLL WRITES

Con,

Carol and I finally got this house the way we want it. You know what that means, time to move. Actually, we got a great deal on a place at Eagle Mountain Lake, in Azle, TX just north of Ft. Worth and with mortgage rates so low, just couldn't pass it up. Will be moving this week. Things are going well at Microsoft. Have learned my job well enough to just put in 10 hours per day. What were these civilians thinking when they came up with this work schedule. Hope this finds you and Carol well. Hope you had a Happy Marine Corps Birthday.

Semper Fi

Rich and Carol Driscoll

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.

To order, send a check for \$18.50 to:

M.C.A.T.A. Directory
P.O. Box 821921
Fort Worth, Texas 76182

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

Please Do Not Send To MCATA

FROM THE PRESIDENT



C o n S h u c k

Air Transporters everywhere are mourning the recent loss of the Aircraft and crew in Pakistan. The Aircraft was Bu. No. 160021 attached to VMGR-352, MCAS Miramar, California.

The crew was listed as:

Capt. Matthew W. Bancroft, 29, of Redding, Calif. The command pilot, he joined the Marine Corps in 1994.

Capt. Daniel G. McCollum, 29, of Richland, S.C. The copilot, he joined the Marine Corps in 1993.

Gunnery Sgt. Stephen L. Bryson, 35, of Montgomery, Ala. The flight engineer, he joined the Marine Corps in 1983.

Staff Sgt. Scott N. Germosen, 37, of Queens, N.Y. The loadmaster, he joined the Marine Corps in 1982.

Sgt. Nathan P. Hays, 21, of Wilbur, Wash. The flight mechanic, he joined the Marine Corps in 1999.

Lance Cpl. Bryan P. Bertrand, 23, of Coos Bay, Ore. The flight navigator, he joined the Marine Corps in 1998.

Sgt. Jeannette L. Winters, 25, of Gary, Ind. A radio operator, she joined the Marine Corps in 1997. She was not a crew member.

I sent the following E-Mail to the Commanding Officer of the VMGR-352 Raiders, Lt. Col. Carl T. Parker. Commanding Officer and Staff of VMGR-352,

As President of the Marine Corps Air Transport Association I would like to extend our sincere condolences to the families of the crew of QB-160021. As a long time member of VMGR-352 before and after my tours in VMGR-152, I know and understand the awesome responsibilities that the Raiders have in the support of Marine

operations everywhere.

If there is anything that we, as the retired community can do, please ask. Our membership now stands at over 700 and I firmly believe that we continue to have a responsibility to help those that followed us into harms way.

The Newsletter, Marine Air Transporter, is at the printer as I write. It will be mailed within the next 10 days.

Our thoughts continue to be with all Marine Corps Air Transporters as you continue to fly your missions in support of our Presidents war on Terrorism. God Speed and Semper Fidelis,

Con Shuck, MSgt. USMC Retired, KC-130F Flight Engineer
President MCATA

*Lt. Col. Parker responded as follows:
Mr. Shuck,*

We already derive a great deal of comfort from the fact that warriors like you have paved the way for the Air Transporters of today. Our success is attributable to the lessons you taught us. Thanks very much for the uplifting words.

*C. T. Parker
LtCol USMC
CO VMGR-352*

There are so many messages on the bulletin board relative to the thoughts of our members, please take time to read through them.

This is a sad time for Marine Air Transporters everywhere. Keep them in your thoughts and prayers as they continue to operate on a different side of the world than most of us did.

The Dallas morning News in their article on the crash which was from the associated press made the following

observation, and I quote from that article a statement made by Captain Kent Kroeker a friend of Captain Bancroft:

He and the others were part of a close knit squadron of some 300 Marines, known as "The Raiders," who took pride in their role of fueling jets in the sky and ferrying troops and supplies to battle. Everyone knows exactly who everyone is in that squadron. It's one big team."

I think I have said almost the same words before as I talk about the role each of us had in the successful completion of the mission assigned to us. Whether it was the old milk run, flying the refueling track off Tiger Island or dropping flares over Khe Sahn. We all had to do our part.

Memorial services for the crew was scheduled for Thursday 17 January at MCAS Miramar. God Speed.

So far the new on line membership roster has received mostly good feedback from the membership, however I do need you to try and get on line, go to the web site www.mcata.com and try to sign on. When you have problems send me an E-mail and I will make the necessary changes on the password to allow you in and E-mail you back with the info.

The mini meeting for the October reunion, will be in Phoenix on May 17-18 2002. Contact the hotel "Four Point Sheraton" direct at 602-997-5900. Rates for the mini-meeting will be \$69.00 per night.

Till next time, Semper Fidelis, Con Shuck, President

P.S. I delayed the newsletter to get the information on 160021 in. Sorry, Con



LETTERS FROM MEMBERS

Chris Downey

Arthur C. (Chris) Downey
2999 NW 115 Terrace
Sunrise, FL 33323

November 4 2001 ,

Con, Mike and Troops,

Well another year has come and gone and I was unable to make the MCATA Convention. I am awaiting the convention newsletter so I can get the dates for the 2002 convention and am going to put in my vacation papers before the New Year. I have been traveling extensively this year, Singapore and Greece (twice each), Romania and Spain plus all over the good old USA. Believe me, there is nothing like being home. This last trip to Athens, I took a couple days vacation along with my business trip and brought Dorrine with me; her first time outside North America.

I am enclosing a check for \$100 , please sign me up for an additional 5 years membership and throw the remainder in the postage fund. I printed the membership form off the MCATA web site, and it didn't recognize the font, so I hope you remember which block is which.

Just in case you need "filler" for the newsletter, I have enclosed a letter that I wrote to President Bush on September 15th, expressing my emotions concerning the atrocious attacks on America of 9/11 and offering my service again to our great country. To those that have served in the past you are in our thoughts; to those who are now . . . serving you are in our prayers.
Semper fi,
Chris

Arthur C. (Chris) Downey 2999
NW 115. Terrace Sunrise, FL 33323

President George Bush
1600 Pennsylvania Ave NW
Washington DC

September 15, 2001

Working for a company that does business internationally, and being a frequent international traveler myself, I have received emails from business acquaintances from four different countries concerning the tragic events of September eleventh. In all of their letters they have asked me if I knew anyone personally who was a victim in the Towers or the Pentagon. I didn't know any of them, but I did know all of them; there was Andy and Angel. Barbara and Bob. Chris and Carla and on and on. They were Black, White and Hispanic; they were Baptist, Methodist, Catholic, Jewish and yes, even Moslem; they were Sailors. Soldiers and my beloved Marines. They were all these things rolled into one - and we called them Americans.

Am I sad, yes - sadder then I have ever been in my life. Am I scared, yes - scared worse then when I put my only daughter on an airplane for Saudi Arabia over 10 years ago during the Gulf War. Scared more then I ever was in Vietnam. Am I confused how could anyone be anything other then confused - how could any man or religion teach someone to hate so bad that they would take the lives of hundreds of civilians - just because they are Americans?

I'm, sad, I'm scared, I'm confused- but more then those three emotions combined- I am livid mad. Angry. mad. outraged, incensed - I am so mad my blood is near boiling. burn in Danang. to hauling body bags of my fellow Marines" from places like" Dong Ha, Hue, Phu Bi and Chu Lai - I have NEVER been so mad.

So what can I do? It looks like all I

can do is support my Country, my president and our armed services as we try to find the guilty parties and eliminate these senseless factions that are trying to make Americans hostages within our own borders. Mr. President, **PLEASE** let the Generals run the war that we are about to enter. In your words. "we will pick the hour" let the "hour" run into weeks and the weeks into months - let the mightiest military in the world do it's mission, not for my sake; but for the sake of my children and grandchildren.

Yes, we will have casualties, but not near the casualties that we will experience if we stand on the sidelines or don't finish the job. We have three factions that the entire world is aware of: Hussein in Iraq, Quadaffy in Libya and bin Ladin in Mghanistan. We must take all three of them out. Both the Senate and the Congress have given you a forty billion dollar budget and the green light. Let's take advantage of that and make this the "hour" of the United States of America. Let us also look abroad at the countries that are constantly fighting terrorism: Israel, Spain and the Philippines to name a few. Ensure during your tenure that we give them the support necessary for them to also fight the terrorism that constantly infests their countries.

In closing, if the great United States of America wants a dedicated Sky Marshall, a retired Marine who qualified Expert every year with the pistol. I hereby apply for that position. A young 53 and in good health, I would feel it an honor to once again serve my country. May God bless and lead you in these, the toughest time you will ever have in your presidency and life; and may he grant you the courage to lead the War to end terrorism forever.

(Signature on file)

(Original mailed September 15' 2001)

A. Chris Downey

ONE FOOT FROM ETERNITY

coming up soon, and I'd either have to chop those throttles right away or there wouldn't be time left to do anything except pray. I couldn't figure it out, though I was trying to remember in those quick seconds everything that could possibly be wrong. All I knew was that the darned plane shouldn't take off at that point yet it was tugging and pulling to get off the ground. We were still accelerating, and the remaining feet of the runway looked like only inches. Then, off she roared. I couldn't hold her down any longer. As the plane lumbered off the runway, it seemed to stagger. Desperately, I whipped a look around the cockpit. Maybe the trim was off. I thought of a thousand things, discarded them. I caught a glance at my co-pilot, who about that time looked like a lad walking the Last Mile. And then we both looked down and at the same instant saw what had happened.

I had left full flaps on the plane!

That spanking new co-pilot worked like a high-speed machine. His arm shot down, and he dumped the flaps in a fraction of a second.

There's no need to tell pilots what happens when you dump the flaps—especially with a heavily-loaded plane the size of the Commando.

Ordinarily, the flaps would have been set at 15° because any setting beyond that acts as a drag and cuts down forward acceleration. Taking off with full flaps, we became airborne faster (the tail just wouldn't stay down) but forward acceleration was slowed almost to the stalling point.

So there we were. The co-pilot had dumped the flaps. He knew what would happen then, and so did I. I felt like I was piloting a big hunk of lead. We lost altitude - I don't know how much. I was too busy gunning the plane at full throttle and rolling forward with all my might on the trim tab to keep from stalling. The co-pilot realized better than I that we were about one foot from eternity.

My gear was up by this time, and

we were still so low that the prop tips were missing the ground by inches. The red lights at the end of the runway were getting big as cannon balls—and right behind them was a hill. Even at that moment, while I was breaking out in a cold nervous sweat, I thought mirthlessly about the headlines back home “Tyron Power’s Last Scene—A Smash Hit.”

But, almost miraculously, we

squeezed over that hill with the old Commando’s engines screaming. The rest of the ride to Okinawa was anticlimax. But today, whether I’m flying a plane to California or in Rome, I sit for a second or two before take-off and remember that day on Saipan. It helps me remember that I’ve got a lot to learn—and that in flying, you can’t afford to do any forgetting.

Notice to Members

Anyone wanting to make a donation to the VMGR-352 fund for the victims of the crash of 160021 can do so directly, or if they prefer they can make the donation to MCATA and specify that it goes to that fund. Donations to MCATA are tax exempt. All donations to the fund will be recognized.

There has been a lot of activity via E-Mail on this subject and in my personal opinion the charitable donation to MCATA would be the best way to go.

Sincerely,

*Con Shuck
President*



The VMGR-352 “RAIDERS” Memorial Fund has been established for assisting the family members of the deceased.

Checks should be made payable to:

*VMGR-352 Family Fund
(VMGR-352 “RAIDERS” Memorial Fund)*

Mail donations to:

*Marine Aerial Refueler Transport Squadron 352
Marine Aircraft Group 11
3d Marine Aircraft Wing, MARFORPAC
PO Box 452046
San Diego, California 92145-2046*

*For information call:
(858) 577-8223*

Those making contributions may specify the nature in which the donation is to be used.



LETTERS FROM MEMBERS

Charlie Spika

Hello,

The following item appeared in the San Diego Union-Tribune on Sunday, Jan. 13, 2002.

Cheers - - - Charlie :-)

Charlie Spicka
Oceanside, Calif.

~~~~~  
**SERVICE, SACRIFICE AND LOSS**

By Robert J. Caldwell  
January 13, 2002

When you go home,  
Tell them of us, and say,  
For your tomorrow  
We gave our today.

-- War memorial epitaph,  
John Maxwell Edmonds

No words ever said more about the sacrifice made by those who give up their lives in the service of their country: Their today for our tomorrow, all of their tomorrows for each of ours.

The bond thus forged with our honored dead is never broken. Their memory lives in the hearts of those they left behind and those for whom they died.

San Diego has learned and relearned these enduring truths. In peace and war, America's best have said their good-byes here and gone out to do the arduous and dangerous at their nation's behest. They served and fought through World War II, Korea, Vietnam, Desert Storm and a half

century of Cold War. So many never came back.

Wednesday night it came time to remember again the verities of service, sacrifice and loss. A Marine Corps KC-130 Hercules air tanker from Miramar was on night approach to Shamsi military airfield in a remote, mountainous region of Pakistan. Marine Corps officials report that the plane grazed a mountaintop and crashed, igniting a huge fireball from the refueling load it carried.

The seven Marines aboard -- pilot and co-pilot, navigator, flight engineer, radio operator, loadmaster and mechanic -- were killed. All were based at Miramar. They were our neighbors. Their loss was the largest single casualty toll of American lives in the Afghanistan campaign to date.

The preliminary indications were that these Marines died in an accident, not as a result of hostile fire. They are no less casualties of war. But for the terrorist attacks of Sept. 11, they would never have been flying through Pakistan's rugged mountains at night on refueling rounds for U.S. forces staging into nearby Afghanistan.

These seven Marines likely wouldn't think of themselves as heroes. "Just doing the job we've been trained to do," is the usual Marine refrain. But they are heroes. They were putting their lives on the line to do that job, backing up their fellow Marines at the sharp end of the spear. And, like every member of America's armed forces, they were all volunteers. They signed up to wear

the uniform and go where duty called.

Heroes? You bet.

So, just what kind of people were these Marines?

Outstanding, is the quick answer. But then, outstanding is the norm in the United States Marine Corps.

The pilot, Marine Capt. Matthew W. Bancroft, was a graduate of the Naval Academy. The co-pilot, Marine Capt. Daniel G. McCollum, had a degree in mechanical engineering from Clemson University. Flight Engineer Stephen L. Bryson, a Gunnery Sergeant, was a career Marine who joined right out of high school 18 years ago. The loadmaster was Staff Sgt. Scott N. Germosen, also a career Marine and a former police officer.

Twenty-one-year-old Sgt. Nathan P. Hays, youngest of the seven and the flight mechanic, was a natural leader; Eagle Scout, high school football player, described by his friends as fearless.

Lance Cpl. Bryan P. Bertrand, 23, the flight navigator, was a star football player in high school and planned to attend college when his Marine hitch was up in two more years. Sgt. Jeannette L. Winters, 25, the radio operator, ran track in high school, attended Indiana University and was the first American servicewoman killed in the Afghanistan campaign.

The late author James Michener had a fictional admiral in his Korean War novel "The Bridges at Toko-Ri" wonder in awe at where America

CONTINUED ON PAGE 13

# LETTERS FROM MEMBERS



B u d Y o u n t

found among those he commanded people of such devotion to duty and courage, even in an unpopular conflict.

The seven Marines who died on that mountainside in Pakistan provide an apt enough answer. They came from all over -- California and New York and the places in between. They were white, black, Hispanic and female. They were college educated or high school grads. Their diversity wasn't just a slogan.

But from these disparate strands, they had two powerfully unifying things in common. They were Marines, and they were Americans. The first, the Marine part, meant that they had been superbly trained, welded into a tight team of professionals and imbued with a heritage of valor. The American part meant that no one needed to remind them why they had been called to hazardous duty in a far-away place.

Thus, mixed with the tears of their loved ones and friends should be the sure knowledge that these seven Marines died proudly doing what they knew was right.

John Maxwell Edmonds, the English poet and classicist who wrote the World War I epitaph that opened this column, also wrote this to honor his fallen countrymen. He might well have been writing, too, about our Marines.

Went the day well?

We died and never knew.

But, well or ill,

## A MARINE WIFE'S PERSPECTIVE

Here are some of my experiences as to what it has been like being married to a Marine for the past 30 years.

**EATING HABITS:** When cooking dinner I am always careful to ensure that food is served on red and gold dinner plates.

Food should be arranged in alphabetical order and in a clockwise pattern. Different foods should never touch each other.

Husband tends to be suspicious of anything other than the basic meat, potatoes and gravy.

Choice of wines depends on which year he was in Vietnam, i.e., 1965 was a good year for Mateus, 1972 was Cold Duck.

Never mention the words Nouc Mam or C-Rats.

**CLOTHING:** He doesn't understand why he has to wear "civvies." His clothes are all conservative and about 15 years out of date. He doesn't care because his friends all dress the same way. The colors are usually tan and brown. They blend in nicely with dirt. It took 20 years to get him to change from "Cash Sales" boxer shorts to jockeys.

**TERMINOLOGY:** I now think that I have figured out the meanings of the following: bulkhead, ladder

way, stairwell, head, excessive sink rate, behind the power curve, approach turn stalls and translational lift. Speaking of terminology, during the early years, I never knew there were so many people named "Dick H--" and "A--hole."

**SAFETY HINTS:** When standing near a group of Marine helicopter pilots engaged in war stories, remain at a safe distance. If you are too close, you could end up with a black eye or a drink spilled on you. You see, they don't know how to talk without using their hands. While driving, don't even attempt to tell a Marine he might be lost. It's hopeless, they just don't listen.

Don't tell them any jokes either. They've heard 'em all and won't laugh at yours.

Never mention, or think the name of Jane Fonda!!

**OBSERVATIONS:** It never ceased to amaze me how important he was. Every time there was a PCS household move to be done, he suddenly became indispensable at work!

He likes to watch action movies with lots of flying in them. Sometimes he will use the toilet plunger as a make believe "stick" firmly planted on the floor in front of him during the show.

Finally, Marines are quite unique specimens and need a lot of TLC. They are the few, the proud, and heaven help them....they will always be MARINES!

By Paula Page

Sent to us by Bud Yount



## VMSB/VMTB/VMF/VMA/VMR/VMGR-234 1942-2002

Dear Former 234 Marines and Honored Guest,

You and your spouse are cordially invited to join your fellow 234 Marines in Fort Worth, Texas, from 15-17 February 2002 for the "234" Reunion celebrating the Squadron's 60<sup>th</sup> Anniversary.

The Officers and Marines of VMGR-234 have planned an outstanding event worthy of your attendance and worth remembering. On hand for this momentous occasion will be members of this unit spanning 60 years, from World War II to Korea, from Miramar, CA to Chicago, IL to our present post here in Fort Worth, Texas.

To celebrate this reunion, 234 has planned a wide variety of events, such as, local activities, squadron ceremonies, and an evening banquet. To mirror the reunion of those who served together, in peace and war, we have scheduled the reunion of all the squadron's aircraft. Throughout over 60 years, many of these aircraft have worn the 234 emblem. Of these, we have a SBD Dauntless, TBM Avenger, AD-5N SkyRaider and a KC-130T to be on display. Furthermore, a C-119 Boxcar, F-9 Panther and a F4U Corsair have been scheduled, but are yet unconfirmed. The Squadron will have a guest appearance by the Blue Angel C-130 as well as the KC-130J, the newest Hercules to arrive in the fleet.

Scheduled events for the three days include a Friday Golf Tournament, a variety of Fort Worth area special events, and social call at the Desert Storm Club. Saturday morning will be the VMGR-234 open house, while Saturday Night, the Squadron will host a formal dinner and ceremony which will include a Historical Review of the squadron through stories, slides, and video. Sunday will be the Change of Command Ceremony where LtCol Paul Hopper will relinquish command of VMGR-234 to LtCol Tom Dietrich.

We're looking forward to a superb reunion. Your attendance will contribute greatly to making it a memorable event. Please pass this information to any former 234 Marine that might be interested in participating in this event as well as any additional addresses or information you may have. Future correspondence will be mailed to you regarding this reunion. If you have any questions, you may contact Major Stumpf at (817) 782-5757 or (817) 797-2828. You may also E-Mail him at [ddstumpf@YAHOO.com](mailto:ddstumpf@YAHOO.com) or [stumpfdd@MFR.USMC.MIL](mailto:stumpfdd@MFR.USMC.MIL). Additional Point of contact is LtCol Hopper at (817)782-5757 or E-Mail at [hopperpk@MFR.USMC.MIL](mailto:hopperpk@MFR.USMC.MIL).

I look forward to your appearance,

P. K. HOPPER  
LtCol USMC

# VMSB/VMTB/VMF/VMA/VMR/VMGR-234 60<sup>TH</sup> Anniversary Reunion

Please fill in the registration form below and indicate all events of intended participation. Print your name and your spouse/guest name as you wish it to appear on your name-tags. Total all fee's due and enclose a check for that amount made payable to the "VMGR-234 Officer's Fund (Reunion)". **Picture ID required for access to ALL on-base activities.**

Name: \_\_\_\_\_  
 Spouse/Guest: \_\_\_\_\_  
 Address: \_\_\_\_\_  
 Phone: \_\_\_\_\_  
 E-mail: \_\_\_\_\_

Event Registration Fee: (fee covers both you and spouse/guest)      \$10.00= \_\_\_\_\_

### 15 February 2002

Golf Tournament (per player: fee & cart)      \_\_\_\_\_ X \$25.00= \_\_\_\_\_

\*\*\*OR\*\*\*

Fort Worth Expo (per person)      \_\_\_\_\_ X \$15.00= \_\_\_\_\_

(Museum of Science&History/ Museum of Art/ Fort Worth POW/MIA Memorial)

Desert Storm Club Evening Social (per person)      \_\_\_\_\_ X \$15.00= \_\_\_\_\_

### 16 February 2002

Squadron Open House      No Charge

Reunion Banquet (per person: main event)      \_\_\_\_\_ X \$25.00= \_\_\_\_\_

The banquet will be in the VMGR-234 hangar; a jacket and/or warm clothing is encouraged.

### 17 February 2002

Change of Command Ceremony      No Charge

Arrival Date: \_\_\_\_\_ TOTAL ENCLOSED: \_\_\_\_\_

Departure Date: \_\_\_\_\_

Hotel (yes/no) \_\_\_\_\_ Hotel # 817-335-7000 Ramada/Sheraton to make reservation.  
 (for Retired Marines: BOQ room Yes/No (BOQ # 817-782-5393 to make reservation))

Nights Staying: \_\_\_\_\_

(shuttle will be provided to/from hotel for specific events, **do you request rental car information?** (yes/no). Info will be sent to address/email written above.)

Send the completed form to:      VMGR-234 REUNION (return no later than 10 Jan 2002)  
 Any questions? Call:      Attn: Major Stumpf  
 817-441-6498 or      Bldg 1050  
 817-797-2828      NAS Fort Worth JRB  
                                  Fort Worth TX 76127



# LETTERS FROM MEMBERS

Herb Roser

**FROM: HERB ROSER, MAJOR,  
USMC, Rtd.**  
Oct. 30, 01

Dan O'Conner, a former MCAT crew-member of mine when I was flying R4Q's out of Iwakuni in 1961 recently noticed my son's name, Col. H. Gary Roser, USMC, Rtd. in a bulletin from the Marine Memorial Hotel in San Francisco and faxed him to see if he was my son, well it turned out that he was and after all these years we got together for lunch and had a ball reminiscing about years gone by and catching up on the forty years since we were last together.

Dan is the President of ARBON STEEL CO., 2355 Bond St. University Park, Il. 60466. Tel. 1-708-534-6800 Fax 1-708-534-6826.

After graduating from college and working as a sales rep in the steel industry for a number of years he and his wife formed their own steel company and have done very well together.

In July 1958 I returned to full active flight duty after spending 5 years on the physical disability retired list and proceeded to re-qualify myself with the help of a young 1st. Lt., Bob Moore, USMC, who later became the Commandant's Pilot, in planes that I had flown before (SNB, R4D, and AD that was similar to the F4U4 and 5NL that I had flown extensively before and during the Korean war in 1951 with VMFN 513, for a total of 78 missions and approximately 280 combat hours; 265 at night. The F4U5NL was known as the "Cadillac" of Korea: 4 bladed prop, 40000 ft. ceiling, deicer boots, prop deicer, auto pilot, 3 stage radar, ADF, MPQ, gear, 20 ch. VHF, Lo freq, what else could you ask for! As I was awaiting assignment to the R4Q School in Jan. thru March. I then became the Exec. of the newly formed VMR 252 R4Q Squadron

with 20 planes, 500 men and 60 officers (Ret. 4 Star Gen. Jack Daley was one of our 1st. Lt. Plane Cdrs.) Walt Turner, Lt. Col. was our C.O. We had 14 majors including Jim Shank, El Davidson, Monk Moncrief, John Rollins, Frank Volney and many more to numerous to remember. We had a two plane detachment stationed at Port Lyoty, Nor. Africa at the Naval Air Station, and rotated planes and crews every two months. Our zone of operations was west to El Toro and East Istanbul, Turkey and all points in-between.

MGySgt. Henry (Bud) Wildfang and MSgt. Jim Tilghman checked me out in the Mediterranean, and it was one of the best weeks of flying that I had in the four years of flying "Q". Henry and Lt.Col. Paul Paquin were two of the best pilots I ever flew with. These two were special as I'm sure many would agree. Also Maj. Doyle Grimes (later LtCol. LDO) was our very able Engineering Off. On the 15th of Sept. 1961, 12 R4Q's and the Gen's R5D were ordered to fly from Iwakuni to Atsugi NAS as part of a Typhoon evacuation. The typhoon was headed toward Japan (Honshu) but their normal path turns southeast towards Iwo Jima and doesn't usually cross Honshu. So the next morning we were ordered out of Atsugi north to Miho, a radio station and homer on the north shore and then to fly SW under the 78th parallel to stay well south of North Korea's southern boundary. The only problem was we were launched without navigators to save money, a good old marine corps way of saving money! But the typhoon didn't take its normal path veering SE towards Iwo, but proceeded across Honshu and you guessed it we ran smack into it and my assigned altitude was 12000' (from 6,000 to 18,000 are normally the worst altitudes during storms). No problem today the jets

just fly above them. For two hrs plus we battled that monster-up at 4,000' a min. with power off then the next min. down at 4,000' with full power on! If you've never flown thru a typhoon or hurricane you just can't imagine the power you're up against. My hat is off to those pilots that do this as a regular job. Our thirteen planes got thru and no one knows why or how; but Charlie Weaver, the Generals pilot bought the drinks for the "Q" pilots! very willingly! hey hey for Charlie!

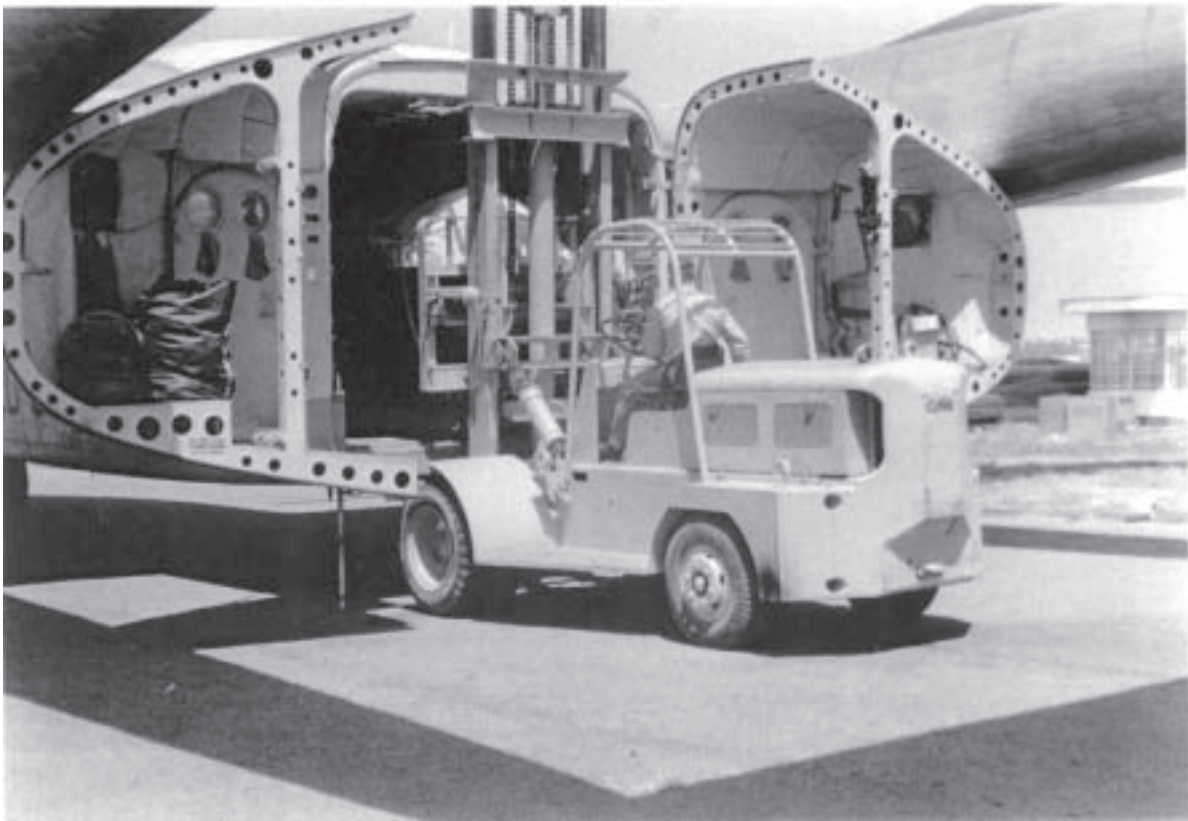
On the 24th of November 1961 I departed Atsugi NAS in my old Bud, #131666 headed for the good old USA via Wake IIs. Midway IIs. Barber's Pt. to Alameda (13 hrs., 4 thru a storm but nothing like the typhoon) From Alameda on to El Toro and finally to Litchfield Park her final resting place. TSgt. Ed Brewer, my crew chief gave me the tire guage from "Triple 6" which I've cherished and used all these many years. A fond remembrance of four wonderful years flying one of the greatest transports in history, that great big open cockpit with all controls at easy reach, unlimited visibility and the for runner of the C-130 Hercules the best of them all in my time.

I particularly want to thank Dan O'Conner for our recent experiences and hail all crew members for the unfailing support for the the pilots they fly with and sometimes not knowing who's good and not so.

Semper Fi and Happy Landings,

Herb Roser

PSSS: Unwittingly, I've left unmentioned the greatest Co-Pilot on my shoulder (my wife, beautiful little Jo, who's steered me thru some of the most treacherous waters in the world! for over 60 years now)



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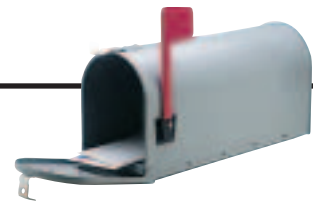
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Darrell Thompson is now

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rhughes1933@aol.com  
pca1438@bellsouth.net  
muttly@bellsouth.net

# NEW MEMBERS



# C-130 MISSIONS & VARIANTS

Bill Childs  
1809 Rolling Hills Ave S.E.  
Renton, Wa 98055  
425-271-2506

bill.childs@fsbti.com

Virgil B. Roberts  
6171 Birkewood Road  
Huntington, WV 26705  
304-736-1616  
Squadron Support 1944-1951

Robert Dooley  
10 Shubrick Road  
Monterey, Ca. 93940  
831-375-4874  
Navigator 1975-1995



# PHONE NUMBER CHANGES

Jack Bergquist is now 847-998-0472  
Russell Tucker is now 859-259-0404  
David Parker is now 563-326-5822  
Art DeBolt is now 602-938-6818,  
sorry Art, My error  
Chuck Sturgell is now 435-986-0438  
Bobby Blake is now 909-629-5399

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& DC-130H  
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EC-130H  
JC-130A, JC-130B, & NC-130H  
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NC-130E, JC-130H, & RC-130S  
WC-130B, WC-130E, WC-130H  
AC-130A, AC-130E, AC-130H, &  
AC-130U

Obtained from [www.fas.org/man/dod-101/sys/ac/c-130.htm](http://www.fas.org/man/dod-101/sys/ac/c-130.htm).



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- Viet Nam \_\_\_\_\_
- Desert Storm \_\_\_\_\_
- Other Cold war \_\_\_\_\_

## ARE YOU / WERE YOU?

Check appropriate choices:

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**Combat service is not a prerequisite for membership.**

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