



MARINE AIR TRANSPORTER

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

www.mcata.com

OPERATION IRAQI FREEDOM

LtCol T.F. Dietrich
Commanding Officer
VMGR-234

I just wanted to drop a quick note to let you and the rest of MCATA know what an outstanding job our Marines did out here during Operation Iraqi Freedom (OIF). In short, it was a combined effort from VMGRs 234, 352 and 452 that required every skill and readiness level from all of us to make this deployment and sub-

sequent war so successful. I also want to say that if not for the dedication and determination of our communities past, we would not have been able to pull this one off.

It all began in the planning phase of the operation when the I MEF air officer informed us that the KC-130 requirement would be 18 aircraft and to plan on it bumping up to as many as 24 planes. In order to comply with this tasking, 6 planes were to come from each of the 3 VMGR squadrons. They were to deploy so as to work together out of one site as a single collaborative KC-130 operation consisting of Aerial Refueling, Airborne

CONTINUED ON PAGE 14

MARINE AERIAL REFUELER TRANSPORT SQUADRON 234 MAG 11, 3D MAW I MEF, FMF PACIFIC

4 Days at Joe Foss Field
Major "Triple A" Ray Descheneaux

20 March 2003

One of the missions for the Marine KC-130 during Operation Iraqi Freedom was to conduct Assault Support Operations in support of the 1st Marine Expeditionary Force. This required the deployed Herks to preposition 4 KC-130, night vision/airborne survival equipment aircraft in

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MARINE AIR TRANSPORTER

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Total 2003 & Beyond Paid Up Members: 604

Members Expire 2002: 150

Coming to Reunion as of 7-8-2003

Bob and Mildred Wiseman

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Bill and Linda Brockett

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Andy Larson

Ernie and Alice Howe

ONLINE DATABASE

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

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

IN MEMORY OF...

Robert C. "Bob" Jenkins

Robert C. "Bob" Jenkins, Retired KC-130F Flight Engineer, has passed away after a long fight. Bob had been confined to a wheel chair for most of the last 20 years or so. He never let that stop him. He continued to do most things that those of us would not even attempt .

I have been trying to get some kind of Bio on Bob since his death and if I don't get it this will have to serve as the notice of his death.

Bob was one of those Flight Engineers that always knew what he was talking about, hard working and always willing to help out the younger Marine on the way up towards becoming a Flight Engineer.

Bob got into the KC-130's at El Toro in the Mid 1960's. This was after he had served in Korea and spent some other time out of transports.

Bob was always the outgoing person who was a real pleasure to know and work with. Bobs wife Helen continues to reside in Garden Grove California

Semper Fi Bob, have a great flight home.

Jay Leonberger

By the way, don't know if you new Jay Leonberger, I got word from Loyd Law that he passed away. Both were MOTG 81 (PBJ's) pilots. Jay also flew transports. If you want more info on Jay in event anyone knew him, I'll get more. His address was Boone, Missouri where his wife Bennie resides. I notified Bill Sears who knew him. Let me know if in any way I can help.

Semper fi
Ted Comeau

Major John J. 'Smiley' Hilburn

So sorry to hear about Smiley's passing. I go back to 1955 with Smiley at K-3 Air Base in South Korea. I was aide-de-camp to CG, FMAW, (Jack followed by ONeill) and Smiley was the general's pilot. He checked me out in the C-47 and the C-54. On my first flight in the C-54 (I had never flown multi-engine) I entered the cockpit after airborne. We were flying from K-3, to Okinawa. As soon as I got seated and strapped in I took the aircraft off of auto-pilot and flew for several hours. Upon arriving at Okinawa I turned the aircraft over to Smiley to make the landing. That night in the O-Club Smiley asked me why in the world would I want to fly the aircraft all the way down to Okinawa. It was very heavy on the controls. I replied I was flying the aircraft in order to log the time as co-pilot. That's when I learned that you could put time in your logbook even if the aircraft was on autopilot. I received max kidding around FMAW on this item. He was a great guy and I can't remember a GPS luncheon when he was not present. Smiley, Ray Pett, and Slim Harris were responsible for my joining GPS. He is going to be missed. If there is a service I would hope that the staff from GPS would have something to offer.

Semper Fi,

Marv Garrison

The Memorial Service for Major John J. 'Smiley' Hilburn USMC (Ret) was held at PACIFIC VIEW MEMORIAL PARK 3500 Pacific View DR Corona Del Mar, CA OR Newport Beach, CA at 1400 Wednesday 14 May 03. Smiley's widow's name is Connie.

rySbried to send a map but the topographers apparently don't recognize Pacific View DR or they can't figure out if it's Corona Del Mar or Newport Beach, just like me. There's a conflict between the White and Yellow pages. Gomen.

My very good, long time friend John J. 'Smiley' Hilburn Major USMC (Ret) passed away 6 May 03. No details, Smiley had multiple medical problems. Smiley and I go back to '48 in VMF-323 then I was his Asst S-3 at MWSG-17 in '61. Connie survives. Roy Bachstein gave me the phone message. If anybody has a connection with SCAT or MAG-25 please pass the word. Old bud has trouble seeing the monitor on this one, Semper Fi Smiley until that last rendezvous.

oldbud

Katie Larson

Just want to let the many friends of Andy Larson in MCATA know his wife Katie passed away today, June 15, 2003.

She fought a courageous battle against the dreaded Big "C". Services will be in Waldrof, MD sometime this week with burial in Arlington National Cemetery.

Sincerely,
George McLaughlin



LETTERS FROM MEMBERS

Richard Telelkamp • Jim Whetstone • John C. DiDomenico

MGySgt Richard Telelkamp

Yet another Fine Marine has joined SKY-6 on Heaven's Scenes...!

MGySgt Richard Telelkamp, USMC (Ret) has passed on.

The Master Guns was a Guru on the R4D (aka DC-3/C-47/C117D)...working' & crewing' it...etc. A very proud Marine, he would muster with some of his Boot Camp Buddies (from the '40s) down at MCRD PISC, every year or so, and they would have a ball. For that matter, everywhere Richard went folks enjoyed his presence.

The picture of health, until just recently, one would never know he was "70-some" years old, but he was recently diagnosed with some "very serious issues" involving Cancer, and his condition worsened quite rapidly.

The Past President of the North Carolina Fossil Club, and as alluded to above, he gave so much of his time (loving every minute of it) to folks of all ages here in the area, but his passion was "being with (working with) the kids"...HE will be greatly missed by so very many folks here in our local Community.

More info as I get it.

"SEMPER FI TOP"!

WVM

JIM WHETSTONE SUBMITS

Con,

Thought that this article might make interesting reading in one of the next news letters.

Semper Fi
Jim Whetstone

VMGR-452 DELIVERS POWs TO FREEDOM

*by Staff Sgt. John C. DiDomenico
Marine Corps News
April 29, 2003*

KUWAIT -- A "Yankees" crew from Marine Aerial Refueler Transport Squadron-452 based at Stewart Air National Guard Base, New York, will never forget April 13, 2003. It had started out routinely with a resupply mission and ended heroically as they participated in the first step of returning seven U. S. Army soldiers to freedom.

The crew had finished loading their KC-130 Hercules aircraft with pallets of mail for the forward deployed Marines and supplies for an Air Force exchange in Iraq. Minutes prior to take off, they were assigned an additional mission - to pick up Prisoners of War.

After quickly unloading the supplies for the exchange at the Three Rivers airfield, the aircrew prepared the aircraft for their distinguished passengers. Escorted by their liberators, and mobbed by the media, the seven soldiers were rushed aboard the plane and welcomed by the crew.

The soldiers were with the 507th

Maintenance Company and the 1st Calvary Division, and had been liberated earlier that morning by Marines from Delta Company, 3rd Light Armored Reconnaissance Battalion.

With sighs of relief and ear-to-ear grins, the seven cheered as the Hercules lifted off. One stated, "we love the Marines!"

According to Army Specialist Joseph Hudson, 507th Maint. Co., it was one of the happiest days of his life.

"It's indescribable how I feel right now," he said. "I have so many feelings right now. However, this is the second happiest day for me since my daughter was born. All of us are thankful for the Marines for liberating us."

Hudson and the others stated they were treated humanely by the Iraqi soldiers and received medical treatment for their wounds suffered during their capture on March 22.

"They treated us well," said Army Specialist Shoshana Johnson, also with 507th Maint. Co. "We were fed and given medical treatment. They even told me they saw my mother on television." Medical personnel were aboard to ensure the newly-freed Americans were in good health.

LETTERS FROM MEMBERS



Red Doktor • Bud Yount

RED DOKTOR WRITES

Dear Con,

This is a short note on our May 31st gathering of Transporters at Mimi's in Tustin, Calif. from this local area, which in turn ended up with Transporters from extended areas such as Midway City, Oklahoma. Yes! We had the honor of Henry Wildfang who had flown to Phoenix and drove in with Bernie Bersano and Art DeBolt to attend the gathering. We had a couple of new faces this time and they were Hank Roder, Noble Craft, Bob Hughes and Speedy Gonzales who I hope will join the MCATA. Others in attendance were Bud Yount, Bob Amico, Van Van the Marine Corps man Nostrand, Dennis McConaghy, Andy Benjock, Corky Chambers, Al Michalowski, Jim Robertson and myself Red Doktor.

Missed were Russ Swisher, Ralph Davis, Paul Ellis, Al Barta and Carlos Gutierrez who had other combatants. It is hopeful that they will make the next gathering which be held at a later date to be sent sometime in the future. Hank Roder brought a model of our beloved KC130F and placed it on the table for us to gaze upon and wish one more time that we were on board flying in it. And as per usual I have a whole bunch of pictures and will send them and the captions on a separate email.

Semper Fi,

Red Doktor

BUD YOUNT WRITES

Sorry guys, I'm up to my A...rmpits involved in preparations for my *only* fighter squadron's 60th Anniversary Reunion, the 323 Death Rattlers.

Con, I hate to tell you this but we are not planning on attending the Transporters reunion in Sep. We are going to Tailhook the week before and faced with a cross country flight and most likely a night drive from Atlanta to Calloway Gardens is too much of a challenge, too quick, to far. I'm OK in familiar territory. We'll have a cross country flight going to New Bern for the MCAA convention. With my Macular I don't drive at night unless I have to.

I understand your wish to stand down. Your task has been very demanding and you have done a hell of a job doing it. I'm sure you frequently felt you are shoveling stuff against the tide. However, I am sure the members *know* that your service has been *invaluable*, I know I do.

Yeah, Jess Folmar and I go back to VMF-323 at El Toro in '48. He was a Temporary Captain, up from NAP. We had others in the squadron. These guys went up and down the ladder several times on a roller coaster, Enlisted, Commissioned, Enlisted who the hell is on first?! Not first class treatment. I have visited with Jess and Myrtle at Foley, AL. On one occasion we met with Razor Blaydes for lunch in Penssy. Sometimes Jess misses sending his Christmas Card. He is not in robust health, mainly Arthritis. Jess is a first class Southern Gentleman and Marine.

I'm a member of the NAM and read Foundation. Thanks for the copy

Con. Jess has told the shutdown story exactly the same as written since the first time he told it to me a long time ago. He always insisted that was a Russian pilot flying the MIG and finally many, many years later it was confirmed. What Jess didn't include in the story was the fact that his wingman, Daniels, went back to the boat and turned in his wings! I have no history of Jess during WW II. The TO-1 was the Shooting Star, first Jet Fighter in which the Army Air Corps Ace Dick Bong was killed. VMF-311 got 'em at El Toro about 48'49.

That same issue of Foundation had another article, the 'Strike on Sinuiju.' I have it in my logbook too. I know *exactly* the facts and also where all the strips were located. We had been operating out of K-16 for around a month before the big strike. Often we flew three missions a day and periodically went back to K-1.

We carried only GP bombs and no rockets on the strike, wiped out a bit of the rice crop but no apparent effect on the prosecution of the war. I saw the MIGs taking off at Antung, across the Yalu but they went up to fight the jets flying cover for us. Antung was a Russian advanced flying MIG Jet Training School. I contacted a good friend who also was in VMF-212 and flew the strike, our recall coincides about the strike facts. My friend was a former transport pilot who we finally persuaded to switch to fighters ... he got to Korea before I did, in F4U-5 Corsairs!

There is a fact relative to transport flying stories, you have tell the straight truth, you have witnesses!

oldbud Semper Snakes



LETTERS FROM MEMBERS

Dave Sprott • Bill Baerresen • Bob Hughes • David Sprott

DAVE WRITES

Dear Grady,
About Jesse Folmar

Jesse and I had a very interesting phone chat this morning. I will attempt to relay this info in order:

He was on active duty from 1938 to 1959. At one time was an NAP. He did check out in the R4Q at MCAS Opa Locka in the early 50's, where 2 of the birds were assigned to H&HS. He also checked out in the TV-1 (which he referred to as the "Shooting Star"). But of course, as we know, he is best remembered as the Corsair pilot who shot down a MIG-15. The Naval Aviation Museum Foundation publishes a semi-annual publication called the "Foundation". This Springs issue contains an article describing the dog fight between Jesse, his wingman, and seven MIG's, when Jesse shot down one of the division leaders, and as we now know he to have been a Russian pilot. I hope to obtain a copy.

He and Mrs. Folmar have resided at the same address just outside of Foley for 41 years, and count as some of their many friends, the Coll's. The Folmar's and Fran and I were at Vinnie's wake at about the same time. There is more. Jesse and Bud Yount go way, way back, and often visit when the Yount's visit Alabama. I would hope Con will send Jesse the latest copy of the "Transporter", and Bud will encourage the Folmar's to join us at Calloway, if only for the banquet.

I ask Bud for his thoughts and wonder if he might help persuade

Frank Smoke to join us at Calloway. Also if he has knowledge of a MIG being flamed by another Marine Corsair pilot, Burneal E. Smith?

The address is; Major Jesse Folmar USMC Retired, 184550 Underwood Road, Foley, AL 36535. Telephone is 251-943-1143. They are not on the inter-net.

Semper Fidelis,

Dave

dspratt@earthlink.net

BILL BAERRESEN WRITES

Hi Con,

I enjoyed the call from Red Doktor and the opportunity to clear up the confusion resulting from my memo to you in the April 2003 issue of AIR TRANSPORTER, regarding the death of, "Ralph Davis." The Ralph Davis I knew had served in VMGR-352 as a KC-130 Aircraft Commander in the late 60's. Ralph later retired from American Airlines and recently passed-away in Fullerton, CA. AA sent me the announcement which I passed along to Con. So in reassurance to MCATA member Ralph Davis and friends, please pass along something Ralph has probably already thought to himself..." Word of my demise has been greatly exaggerated!"

Semper Fi,
Bill Baerresen, KC-130 Pilot, '73-'79
American Airlines

RHUGHES1933@AOL.COM WROTE

Anybody interested in going to El Toro and visiting the old hangers that VMGR 352 were in? I need a list of names and a date. The list would be kept by the guy at the main gate.

Bob Hughes

DAVID SPROTT WRITES

I am sorry to report Lt. Col. Frank R. Smoke has gone to the Great Hangar in the sky. He was one of the few who served in World War Two, Korea and Vietnam. He joined the Marine Corps in 1945, was one of a small group earning their Wings between WW 2 and Korea and served for 28 years. He flew Corsairs in Korea, was selected for USAF Exchange duty flying F-100's and Commanded a VMT Training unit before becoming CO of VMGR 152 in late 1968. Frank lived his retirement years in Mobile, Alabama.

He was a tough little nut, with a unique swagger and always had a twinkle in his eyes. I'll miss him. Bud Yount knew Frank before and better than I.

Semper Fi,
Dave

INTERESTING FACTS



ONE DOLLAR BILL

Take out a one dollar bill. The one dollar bill you're looking at first came off the presses in 1957 in its present design.

This so-called paper money is in fact a cotton and linen blend, with red and blue minute silk fibers running through it. It is actually material. We've all washed it without it falling apart. A special blend of ink is used, the contents we will never know. It is overprinted with symbols and then it is starched to make it water resistant and pressed to give it that nice crisp look.

If you look on the front of the bill, you will see the United States Treasury Seal. On the top you will see the scales for a balanced budget. In the center you have a carpenter's square, a tool used for an even cut. Underneath is the Key to the United States Treasury. That's all pretty easy to figure out, but what is on the back of that dollar bill is something we should all know.

If you turn the bill over, you will see two circles. Both circles, together, comprise the Great Seal of the United States. The First Continental Congress requested that Benjamin Franklin and a group of men come up with a Seal. It took them four years to accomplish this task and another two years to get it approved.

If you look at the left-hand circle, you will see a Pyramid. Notice the face is lighted, and the western side is dark. This country was just beginning. We had not begun to explore the West or decided what we could do for Western Civilization. The Pyramid is uncapped, again signifying that we were not even close to being finished. Inside the capstone you have

the all-seeing eye, an ancient symbol for divinity. It was Franklin's belief that one man couldn't do it alone, but a group of men, with the help of God, could do anything.

"IN GOD WE TRUST" is on this currency. The Latin above the pyramid, ANNUIT COEPTIS, means, "God has favored our undertaking." The Latin below the pyramid, NOVUS ORDO SECLORUM, means, "a new order has begun." At the base of the pyramid is the Roman Numeral for 1776. If you look at the right-hand circle, and check it carefully, you will learn that it is on every National Cemetery in the United States. It is also on the Parade of Flags Walkway at the Bushnell, Florida National Cemetery, and is the centerpiece of most hero's monuments. Slightly modified, it is the seal of the President of the United States, and it is always visible whenever he speaks, yet very few people know what the symbols mean.

The Bald Eagle was selected as a symbol for victory for two reasons: First, he is not afraid of a storm; he is strong, and he is smart enough to soar above it. Secondly, he wears no material crown. We had just broken from the King of England. Also, notice the shield is unsupported. This country can now stand on its own. At the top of that shield you have a white bar signifying congress, a unifying factor. We were coming together as one nation. In the Eagle's beak you will read, "E PLURIBUS UNUM", meaning, "one nation from many people".

Above the Eagle, you have thirteen stars, representing the thirteen original colonies, and any clouds of misunderstanding rolling away.

Again, we were coming together as one.

Notice what the Eagle holds in his talons. He holds an olive branch and arrows. This country wants peace, but we will never be afraid to fight to preserve peace. The Eagle always wants to face the olive branch, but in time of war, his gaze turns toward the arrows.

They say that the number 13 is an unlucky number. This is almost a worldwide belief. You will usually never see a room numbered 13, or any hotels or motels with a 13th floor. But think about this: 13 original colonies, 13 signers of the Declaration of Independence, 13 stripes on our flag, 13 steps on the Pyramid, 13 letters in the Latin above, 13 stars above the Eagle, 13 bars on that shield, 13 leaves on the olive branch, 13 fruits, and if you look closely, 13 arrows. And, for minorities: the 13th Amendment.

I always ask people, "Why don't you know this?" Your children don't know this, and their history teachers don't know this. Too many veterans have given up too much to ever let the meaning fade. Many veterans remember coming home to an America that didn't care. Too many veterans never came home at all.

Share this page with someone, so they can learn what is on the back of the UNITED STATES ONE DOLLAR BILL, and what it stands for... Otherwise, they will probably never know...

SQUADRON 234 CONT.

CONTINUED FROM PAGE 1

Northern Kuwait at a 6000' desert landing strip. The name of the Expeditionary Air Field (EAF) was Joe Foss Field. Our plan was to rotate flight crews through Foss field every four days to conduct the assault support missions into Iraq.

On 20 March, the ground war had started and the march to Baghdad for the Marine Corps had begun. I was one of the operations coordinators for the 24 Marine KC-130s in theater. The first two days of the war for me was spent managing our KC-130 Air Tasking Order and coordinating that schedule with the Air Force Joint Operations Center at Shaikh Isa Air base, Bahrain. On 22 March, I was scheduled to pre-position one of our NVG/ASE aircraft to Joe Foss EAF and to then stand-by for combat support operations. It was to be my first landing in the Kuwaiti desert landing strip.

24 March 2003

On March 23, I was assigned an assault support mission to deliver 30 thousand pounds of fuel to an unfamiliar location in Iraq. The mission was actually delayed from 23 March and slid into the early morning of the 24th.

There were going to be two aircraft flying into Iraq that morning. Majors John Skinner and Kevin Cunnane would be on the first launch.

My crew was to immediately follow. Both crews had a mass brief around 0200 local (2300z). Intelligence updates, surface to air threat updates, weather forecast, and a review of how



we would operate around and at the airstrip were all conducted. As some of the first Marine fixed wing assault support flights into Iraq, our adrenaline was focused.

Our mission was to deliver fuel to a FARP (Forward Arming and Refueling Point) at an Iraqi airfield approximately 80 miles north of the Iraq/Kuwait border. The place was called Jalibah Airfield, tactical name "Riverfront". It was a captured airstrip that was being used by Marine and Army helicopters. Though the runway was unusable, there was 5000' of usable taxiway that the KC-130 could land on, offload fuel and depart.

With the aircraft loaded and our brief complete, the first KC-130 was airborne and disappeared into the darkness around 0330 local. My launch did not take place until 0500 L (0200Z). Our call sign was Tanner 72. I was with the same crew (Maj Doug Stumpf, MSgt Frano, SSgt Blixt, GySgt Dunham, Cpls Stewart and Smith) that I flew into Joe Foss with. The aircraft was 165163. As it

turns out, we would become the second Marine KC-130 to land in Iraq.

At 0512 we launched out of Foss EAF with 50 thousand pounds of fuel. We climbed up to 1,000' above the ground and turned north/north west towards Iraq. It was still very dark and we were on NVGs. The ASE (electronic detectors/equipment that helps protect us from surface to air threats) checked good as

we proceeded to our first checkpoint. "Budweiser" would be where we switched to a tactical mode. It was at the Iraqi border.

At Budweiser, we turned off our lights, checked in with the tactical controller (Tropical) reported our mission number and dropped down to 500' above the ground. As we headed north the crew was fully focused and well prepared. In addition to our normal flight gear, we wore flack jackets, pistols, helmets and our NVGs. By our sides we carried with us our NBC gear (nuclear, biological, chemical gear). The crew had sanitized all their personal belongings. That means no one wore nametags or carried wallets. No personal items, photos or rings were allowed on board. If we were shot down or captured the Iraqi's would use this information against us.

As we proceeded north, the pitch-black skies only got darker from the smoke of the oil field fires to the east (on our right). The light green glow

SQUADRON 234 CONT.

CONTINUED FROM PAGE 8

of the fires through our goggles provided quite a contrast to the black we were flying in. It was a surreal sight that kept the cockpit quiet. With lookouts posted, we started our mission north cruising at 500' above the ground, right around 250 knots indicated airspeed.

As we transited the desert, I was reminded of a scene in a documentary. If you ever watched the "Search for the Titanic" or any vessel underwater filmed with an unmanned submersible you would begin to get a feel for what we could see. Visibility was very limited. There were no terrain features because of the desert sand, no moon, no sky and no horizon. We were completely surrounded by black and flying in Iraq.

The ingress to the airfield was actually very short with an occasional fire that was lit on the ground. Before long our crew was preparing for the arrival. Working a self contained approach, MSgt Frano, the navigator, talked us into the airfield. The self-contained approach led us comfortably to the approach end of the runway. The "tower" call sign was "Cornfield". Cornfield was very difficult to reach until we were flying right on top of them. Even at this hour, the airfield was busy with helicopter operations. Upon landing we realized it was a sufficient strip to operate out of. The time was just after 0540L and we were now officially the second Marine KC-130 to have landed in Iraq. After landing, we taxied to the refueling point to off-load our fuel. We departed 50 minutes later, just as the sun began to rise.

Taking off, we again leveled at 500' above the ground. The egress route back to Kuwait was uneventful

and the first light of day revealed lots of nothing south of Jalibah. We flew over one airfield with craters and vehicles parked throughout the runway. We passed the recently ignited oil fires, crossed the border and landed back Foss EAF.

Upon return, we debriefed, had breakfast (an MRE-beef tamale) and went to the tent to sleep, resting for our next night mission.

25 March 2003

The night mission that was scheduled was to be an interesting one. The destination was called Sheik Hantush Highway. It was approximately 60 miles south of Baghdad. If things went as planned, we would fly 250 miles into Iraq, at night and on goggles, again at 250kts and 500' above the ground. Eventually, we would find a 400'X60' box marked with 4 red lights. That would be our landing point for this piece of highway in the desert. Everyone understood this would be a more dangerous mission than the first. We were heading right to Baghdad with no fighter escort or electronic jamming support, though it had been requested.

Our sleep that day was interrupted three to four times with screams of "gas, gas, gas". A run to the bunker with a gas mask on and the ritualistic crouched dressing of our NBC gear once inside the bunker. After several attempts at sleep and a quick dinner, we started working on our next mission. This flight now would not be to Hantush, but back to Jalibah. As it turns out, Hantush was not yet accessible due to the heavy Iraqi resistance. Our mission would mirror the earlier one, with three runs into Jalibah; a "piece of cake" or so we thought!

The first of the three runs was uneventful and went as scheduled. Af-

ter the first fuel off-load, we returned to Foss to refuel our Herk. On our second launch, the crew was comfortable with the route and our responsibilities on the aircraft. After entering Iraq on this rotation, things were about to change.

About 12 minutes out of "Riverfront", we completed our descent and approach checklists. Approaching the airfield from the southeast, heading 360 degrees and only 500' above the ground, the crew was suddenly alarmed by a string of large tracer rounds off the front right side of the aircraft and it was sweeping directly towards us.

After a pregnant pause, as if to catch up with the moment, cries of "AAA, break left" erupted. In a fog of disbelief, the crew snapped into action. A sharp left turn was executed followed by a climb and then descent. The cockpit filled with blinding orange, green, and yellow light. Our night vision goggles were useless and we could no longer see outside. Maneuvering the aircraft was executed on nothing but the flight instruments.

Inside, managing the aircraft in a steep turn with climbs and descents proved challenging. The engine throttles were thrust forward as we turned south away from the AAA gun. GySgt Dunham reported from the back that the rounds were now passing over the aircraft. When I looked down at the cockpit instruments, I saw that the aircraft was speeding beyond the maximum "barber pole" airspeed.

As defensive ordnance was popping out of the aircraft, the percussion of the actuating squibs gave the impression of impacting AAA

CONTINUED ON PAGE 10

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SQUADRON 234 CONT.

CONTINUED FROM PAGE 9

rounds. I looked up at the fire handles fully expecting to see all four lit up. Fortunately none were. I assumed it may take a minute for the fires to erupt and that at any minute we would lose power and have to crash land, at night, in the desert. I thought this was how I was going to die; an airplane crash while on fire, that is if the 50,000 lbs of fuel we were carrying, did not erupt first.

I thought of my wife and children instantly, wondering what they would do without me. I thought of my parents, my brother and sister. I simultaneously called out that each crew position check their area of the aircraft for damage. None was reported, and surprisingly we were still flying. By now, the threat calls had subsided and we could see outside again with our NVGs. We reported what had just happened and the position of the AAA gun to the DASC A, "Tropical" in an attempt to alert everyone in the area. After all of that and not being sure of our ability to make it into the FARP site, we decided to head back to Kuwait.

Suspecting aircraft damage, we did a controllability check as we slowed down the aircraft for landing. We dumped fuel, and conducted an NVG assault landing back in Foss. Though not the first time someone had tried to kill me, this was the first

time I had ever observed AAA fire and certainly the first time I had ever had it deliberately shot at me. This war had become real for all of us!

On the ground, the crew thoroughly inspected the aircraft for dam-



age. We found none. In disbelief, we checked it a second and third time. Somehow, we managed to avoid being shot that morning. The crew was visibly shaken. We went back to the operations tent and provided an intel debrief.

As it turns out, the Iraqis had moved their AAA just 12 miles from the approach end of the airfield in anticipation of our arrival. On 28 March, photographic imagery revealed where the suspected AAA site was located. It was estimated to be a mobile AAA piece that was tracking us optically. We were informed that the Iraqis have been buying NVGs from private Russian companies and more than likely watched our arrival, waiting to open fire when we were almost right on top of them.

26 March 2003

At 0220 in the morning, I woke up to howling winds outside. Every tent sounds and feels as if it will blow away at any minute. The dirt inside the tent continuously covered every-

thing and the constant breathing it in had begun to hurt the back of my throat.

I estimated the winds to be around 30kts with gusts to 50kts. We had to sleep in our chemical gear, flight suit, boots, flack jacket and pistol because of the constant warnings to get in the bunkers. We were all filthy and exhausted and had learned to appreciate a good scarf and goggles. We had only 3 or so "Scud intercepts" that day. The remains of one of

the intercepted Scuds landed just south of the airstrip, less than a mile from our camp. A large piece of shrapnel ended up by one of the parked aircraft on our ramp.

Since we sit right next to a Patriot missile site, we usually hear two deep thuds indicating a dual launch. Shortly after that the computer (MIRC) will tell us "Lightning, Lightning, Lightning"....the warning of missile launch. We then sound the alarm, put on our gas masks and run again to the bunkers.

Life in the bunker is an interesting situation and a drill in self control. The bunker itself is about 4 feet high and made of concrete. The floors are sand. They are about 30 feet long and can pack in quite a few people. My first time in the bunkers, I climbed in all the way to the middle.

Talk about feeling claustrophobic! Add several layers of clothing, strange wraps over your boots, rubber gloves, and a gas mask that makes

SQUADRON 234 CONT.

CONTINUED FROM PAGE 10

you feel like you are breathing through a pillow and you begin to get the picture. It takes all your will to not just tear the gas mask from your face in order to get one full lung's worth of air. From there you are unable to move with the gear you have on. The people crowd in, and you become immobile. It is a horrific feeling that I truly did not enjoy. It was even more challenging in complete darkness.

We were ordered this afternoon to prepare for another run into Jalibah. This would be the first attempt since the AAA firing. This time we would be working with the British RAF and their three stretch C-130s. The Brits arrived just prior to sunset. We welcomed them, fed them some MREs and got down to business. With all crews ready to work, we briefed how the three RAF and three Marine aircraft would sequence the evening mission.

With supply lines stretching thin and problems with the convoys, our tasking would again be to bring in food, water, medical supplies and fuel to the FARP. We would keep no more than three aircraft on the ground in Jalibah at any given time. After offloading, our priority would be the Medevac of 25 or so patients with an emphasis on one critically injured patient. We would also remove the KIA.

As with all our flights into Iraq we would operate throughout the night and be back at Foss by sunrise. Though we used nothing but NVG assets, the Brit aircraft were not capable of conducting NVG Ops nor did they have the luxury of chaff and flare equipment. I was surprised they

would operate these aircraft in such a high threat environment.

The mission began with the launch of two KC-130s and then the British Herk. We spaced out the arrival time to minimize our time on the deck. Each crew varied its ingress and was well aware of the AAA firing of the previous night. We were denied any fighter escort but were told that the UH-1 Cobras had swept the area.

The first and second Marine aircraft arrived at Jalibah uneventfully. Our problems began when the third inbound aircraft took fire from another AAA piece in a different location. A KC-130 on station overhead observed the fire and was able to relay the coordinates of the enemy threat to the Tactical Air Control Center and thereby, hopefully, providing a target for later destruction. However, that night, between the growing threat of rogue AAA coverage, the lack of any suitable CAP or escort and mother nature herself (decreasing visibility, haze, low-light) the remainder of the "international" assault support package was cancelled. At least the bulk of the artillery rounds, powder and necessary fuses made it to the fight that evening.

27 March 2003

Since our mission was now cancelled, I headed from my plane back to the Foss Herk operations tent. I fell asleep some time after 0300 in a chair out back. Somewhere around 0500, I wrapped myself in an isomat, put my head on someone's mail package, and curled up on a board. I was back up at 0600 shivering and watching the sun come up.

With the warmth of the new day, I wrote one last letter to my wife, ate someone's left over cheese curls and cleaned myself up. At 1100 that

morning, I was scheduled to return to Shaikh Isa, Bahrain.

Upon returning to OBBS, I was informed that my friend, Major Dave "Badger" Gruss was Medevaced to a hospital in Kuwait; a hospital that could quarantine him. As it turns out, Dave was the one percent to have an adverse reaction to the small pox vaccine.

Roughly a week after receiving the vaccine, Dave began to get lesions on the back of his neck. He thought he may have auto-inoculated, that is spread the vaccine to a different part of his body by touch. The pussing sores spread down his back, front, legs and arms. He spent a few days in his tent until it became so bad he needed serious medical treatment. He left for the hospital around the same time I left for Foss. He returned the day I got back from Foss in much better spirits, sharing stories of the hospital and trying to put on a gas mask with Scud launches into Kuwait.

Over the next month, I flew several more assault support rotations out of Joe Foss field. None were as exciting or exhausting as my first. The aircrews and support personnel at Joe Foss EAF did an outstanding job ensuring that the Marine KC-130s succeeded in their mission in a very harsh and unforgiving environment. In all, we moved 4.7 million pounds of cargo, delivered 2.4 million pounds of fuel and flew 6,800 combat troops from Foss to FARPs in Iraq. It was an incredible effort by all of those who were involved and one that I will never forget.

R. R. Descheneaux
Major USMC



LETTERS FROM MEMBERS

Vince Morris

H'WAY TO SKYWAY

By VINCE MORRIS

April 2, 2003

On the road to Al Hillah

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

ripping up the lampposts, small trees and essentially smoothing out everything else standing more than an inch off the ground. Once the highway was as smooth as the head of a Marine recruit, the ground crew went to work placing pink neon markers along the center line and hooking up pumps and inflatable fuel pods. Massive howitzer cannons were parked on either side of the runway to deal with any threats from Iraqis. With the first C-130 scheduled to land, Cobra helicopter gunships circled the area barely 50 feet off the ground, on the prowl for any Iraqis intent on blowing up the fuel-laden plane with a shoulder-fired rocket. Other troops patrolled the area on high alert, aware of the risks involved in bringing such a plane deep into a battle zone where firefights are

common. Then, late yesterday afternoon, pilot Mark Graham, who had taken off from a base in Kuwait in his C-130, touched down with a load of fuel. He flew one low pass over the runway before circling back and making a perfect landing. After about 25 minutes, the 8,000 gallons of fuel were pumped out and he prepared for takeoff. Graham, whose radio call sign is "Cracker," said he'd never done a landing quite like it, but called it "a piece of cake." "Coming in was strange, but after that it was just like any other landing," said Graham, a reservist attached to Marine Aerial Refueler/Transport Squadron 452 in upstate Newburgh.



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R.N. Cabaniss-Cpl (USMC) Capt (USMCR)



FROM THE PRESIDENT



C o n S h u c k

Many thanks to each and everyone of you that has called, written and E-Mailed me since the last news letter. Hopefully I have acknowledged all of them. I did want to express my sincere appreciation for each thought, prayer or piece of advice that came my way.

Many of you served with me during the Viet Nam years. I hope each of you that has had any of the health problems associated with Agent Orange has contacted the VA to see what your options are relative to disability.

According to The Agent Orange Review the following conditions have been recognized for service connection:

1. Chloracne (must occur within 1 year of exposure)
2. Non-Hodgkin's Lymphoma
3. Soft Tissue sarcoma (other than osteosarcoma, chondrosarcoma, Kaposi's sarcoma or mesothelioma)
4. Hodgkins disease
5. Porphyria cutanea tarda(must occur within 1 year of exposur)
6. Multiple myeloma
7. Respiratory cancers, including cancers of the lung, larynx, trachea, and bronchus.
8. Prostate cancer
9. Acute and subacute transient peripheral neopathy (must occur within 1 year of exposure and resolve within 2 years of onset)
10. Type 2 diabetes

Each of the above can be connected to our service in Viet Nam. You are elgible and should have a service connected disability if you

have or have had any of these conditions.

I am most familiar with the prostate cancer, however I am hearing of more of our Viet Nam era veterans coming down with type 2 diabetes. This is not to be laughed at as even a 10% disability can get you free medications with a small co-pay depending on your income. Check it out, call or E-mail me with questions. I fought the battle and am still looking for additional ways to make it a little easier for any of you that want to fight the battle.

These web site can give you more information than what I have above. [www.va.gov/agent orange](http://www.va.gov/agent%20orange) or you may call 1-877-222-8387. The VA hotline is 1800-827-1000.

I have just finished the 38 radiation treatments for the return of my prostate cancer and the general prognosis is good. I will be in Calloway Gardens for the 15th annual Reunion, I haven't missed one yet, and will answer any and all questions at that time. I look forward to seeing everyone there.

I have made a decision to resign as President of MCATA. I have asked Bernie Bersano to head up the nominating committee to present a slate of officers to the membership at Calloway Gardens.

After 15 years as your president we have come a long way, however there are still mountains to climb and I honestly feel we need new blood at the top to climb them.

This has been a hard decision for me, but one I have felt was necessary for the past couple of years. I just avoided doing it.

I have told our Board of Directors

that I will assist in any way the new President wants my assistance, especially in the area of the news letter if he wants my help. Brian has agreed to continue to put it all together as long as he is wanted.

Hard to visualize life without doing what I am doing. This has been a total commitment by me. It has become my hobby and my past time. Sometimes Carol has felt like she was a widow when I locked myself in the office to get a news letter out.

Carol and I have decided to work ourselves into retirement within the next 12 months. We will be staying close to kids and grandklids so that means here in the Dallas area someplace.

I want to thank each and everyone of you for your support these past 15 years. Your membership and financial support have made it all possible.

MCATA will continue to grow with someone else as your president. I just can not continue, and know it is better this way.

Grady Loveless is doing a fantastic job in getting Calloway Gardens ready for us come September. Check out the web site, www.callowaygardens.com, for all the information on Calloway. Those who went to the mini meeting said it was a fantastic site for a reunion. Check it out.

Carol and I are arriving on the Tuesday before which would be the 23rd. Hope to get a round of golf in.

See you there,

Con

OPERATION IRAQI FREEDOM CONT.

CONTINUED FROM PAGE 1

Command and Control, and Assault Support (air-land) missions. We called it the HAG for Hercules Air Group. By the end of February 2003, all 18 aircraft were in place at Shaikh Isa, Bahrain, along with over 500 VMGR Marines.

Our first missions were local training flights to update our readiness codes for Temporary Landing Zone ops, Night Vision Goggles and the use of NBC gear while flying the aircraft. Additionally, we were to provide fuel for our jets that were participating in the on going Operation Southern Watch. We also had daily logistic support flights throughout Kuwait and parts of Saudi Arabia.

One of the plans for the war that developed as the execution phase of OIF neared was from the basic mindset of the Marine Corps. As you can imagine, the logistic side of moving a MEF size force over 500 miles is huge. So is the size of the area that all of that gear was staged. It was called the Coyote Complex and it was in the middle of the desert in northern Kuwait. Instead of having to truck the beans, bullets and water to an airfield so that we could then fly it out, we constructed two 6000 ft dirt and sand runways right in the middle of it all. It was named Joe Foss Expeditionary Air

Field and it was going to be our starting point for hundreds of flights into Iraq. It was also one of the Marine Corps emergency medical evacuation sites.

By March, it was apparent that 18 KC-130s were not going to be enough aircraft to do the job that the MEF demanded. We were directed to increase the number of KC-130s from 18 to 24 planes. Since we were re-



stricted from our host nation to only have 20 planes at Shaikh Isa, we now had to forward base 4 aircraft, support gear and Marines at Joe Foss Field. We also had to provide meals, birthing, heads, security and bunkers to protect our Marines from the potential threat of being only miles from the Iraqi border.

On 19 March, our training plan turned into a combat plan for I MEF operations and the KC-130s began non-stop DASC (A) and Aerial Refueling flights for the next four weeks. The 4

aircraft and crews at Joe Foss were put on Assault Support standby and 30 minute alert status.

Aerial Refueling

operations were the first sorties flown during the war. Since the ground war and air war started at the same time, it was very important that our attack aircraft were always at the front of the line for close air support and directed targets. In addition, the wing kept an airborne Forward Air Controller, flying in the F-18D, on station at all times to direct the required fire support. Our KC-130s were also there, passing gas to keep the attack packages in the air. We flew one to three plane formations, stepped down in trail of each other, day and night. The tankers lines were scheduled events that always allowed for overlap using the lead tanker for all receivers until dry

then the number two plane would take over. We did this non-stop for 4 weeks straight.

One factor that we didn't expect was the location of the tanking tracks. The first days of the war had us refueling right along the Kuwait and Iraqi border. That was called the Slammer track. As soon as the ground war pushed up toward An Nasiriyah, so did the next track. That was called the Cliff track. Then as forces moved far-

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OPERATION IRAQI FREEDOM CONT.

CONTINUED FROM PAGE 14

ther north, we were told to position our '130s so as to minimize the time it took for the receivers to get their gas. That was the Cracker track and was located north of An Nasiriyah and south of Al Kut. The only problem was that not all of the enemy forces were eliminated from their fighting positions south of us. In fact, every time we flew on a tanker mission, we had to keep a watch out for enemy fire in the tracks and surrounding areas. On several occasions, we were told to egress to the southern tracks or had our receivers disengage from our baskets because of the potential threat from the upcoming ground fire. The final two tracks moved even farther north and were called the tions from our crews but with a magnitude six times greater.

Joe Foss EAF was the beginning of all our assault support flights. It was where we moved bulk fuel, MREs, ammunition, water, supplies, "need it now" gear, vehicles, medical equipment and Marines forward to the battle. We did this by flying low-level navigation flights as inserts to captured airfields and designated highway strips. At night, we used Night Vision Goggles and infrared runway lights to land the planes. Every crew flying these missions exposed themselves to great risk and the possibil-

ity of being targeted from ground fire. Once we landed the planes, we then had to unload or defuel them into the FARP sites then take off and do it all over again to get back into Foss. Often times, we had to return with medical emergencies and even KIAs. Even more, Joe Foss was a dirt strip in the desert that demanded the best of our crew's attention to get into.

We flew this mission 24 hours a day with as many as 4 planes flying at a time and landed at six different assault zones. The first was at Jalibah,



Iraq. Just 80 miles north of the border, it was also the location of our first CDS airdrops. Next was a highway strip called Wrigley. After that we moved east to Qalat Sakar airfield. Next was another highway strip called Shaykh Hantush. Then we moved over to another airfield called An Numaniyah. As Baghdad fell, we were landing at Salman Pac just east of the city. The final landing zone was

far north in Tikrit. Often, these airfields were in such bad condition that we had to land on the taxiways until the runways could be repaired. Our helicopters for refueling and then parking at nighttime also shared the highway strips. The only consistency at every landing site was that we never knew what to expect when we got there.

In summary, the Marine KC-130s were an integral part of our Marine Corps success in Operation Iraqi Freedom. They provided fuel for the fight in the air and on ground, communications and coordination for movements throughout the battle, delivered the gear when and where it was needed and evacuated the wounded when there was no other way to get our Marines out.

In four weeks time our 24 KC-130s flew 1520 sorties equating to 3,929 combat hours. In that time, we delivered 5,035,785 Lbs of cargo, air dropped 86,000 lbs of supplies, refueled 12,633,155 lbs of gas, off loaded 2,436,465 lbs of fuel into the FARPs, carried 5,639 combat troops and evacuated 114 medical patients.

Con, this is just the short side of the story on what our guys did out here. The numbers are amazing and so are the Marines that came together to make it all happen.

CALLAWAY GARDENS REGISTRATION 2003

Registration (required for all attendees)

\$25.00 each Person attending Member 1 \$25.00
Spouse/Guest Qty. _____ \$ _____

Wednesday 24 September

Golf (details later) Qty. _____
 Welcome Party hosted by Reunion Committee 1700 Qty. _____

Thursday 25 September

Golf (details later) Qty. _____
 Shopping and Lunch in Warm Springs Qty. _____

Friday 26 September

Little White House Tour \$5.00 each 0830 depart hotel Qty. _____ \$ _____
 Ladies Luncheon Cost \$22.00 Qty. _____ \$ _____
 Board of Director's Meeting 1230 to 1330
 General Membership Meeting 1400 to 1530
 With Election of Officers
 Beach Party \$25.00 each 1830 to 2130 Qty. _____ \$ _____

Saturday 27 September

Callaway Gardens Tour 0900 (stay as long as you wish)
 Banquet \$50.00 per guest 1830 to ??? Qty. _____ \$ _____
 Must select menu choice
 How many for Beef _____
 How many for Chicken _____

Sunday 28 September

Check out Time 1100, See you in Branson in 2004

Membership Dues \$25.00 Per Year Years _____ \$ _____
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TOTAL \$ _____

Hospitality Suite open daily starting Wednesday. Schedule will be published later.

Count me in for The Callaway Gardens - Pine Mountain, Georgia Reunion of the Marine Corps Air Transport Association (MCATA) September 24 through September 28, 2003.

Name _____ Spouse/Guest _____
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 City _____ State _____ Zip _____
 Phone (_____) _____ Arrival Date _____ Via _____
 Name(s) as you want on your badge _____

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

2003 REUNION HOTEL REGISTRATION

Marine Corps Air Transport Association September 25, 2003 - September 28, 2003

Please complete reservation form and return with one night's deposit by: August 26, 2003.

Note: Rooms will not be held for Marine Corps Air Transport Association after this date. Reservations will be taken on a space availability basis only.

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Company Name Or Affiliation: _____

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City: _____ State: _____ Zip: _____

Day Phone: _____

Name of roommate (if applicable): _____

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Richard N. "Dick" Fabian
P.O. Box 30424
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850-477-0562

Tom Dietrich
6 Lakeview Drive
Trophy Club, Texas 76262
Tom is the Commanding Officer of
VMGR-234
currently on active duty serving in
Iraq

SICK LIST

Members on the sick list needing
some cards and letters

From: Old323Bud@aol.com
Date: Sun Mar 09, 2003 06:58:33 PM
US/Central
To: dlmeador@flymcaa.org
Subject: Bad news

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

Thanks Margaret.
oldbud Semper +



E-MAIL ADDRESSES

Bill Seaton is now
David Easson is now
Ross BeVier is now
Bud Wildfang is now
Ed Daigle is now
Tony Zito is now
Dick Fabian is now
Dean Bloom is now
James D. langford is now
Walt Rogers is now
Red Doktor is now
Bud Yount is now
Richard Bailey is now

BillSeaton@MRIS.com
dbeasson@worldnet.att.net
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rbailey@san.rr.com

Neil Baker
119 Ketner Blvd
Havelock, NC 28532

or direct to the :
Two Rivers Healthcare Center
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New bern, NC 28560

Neil has had a very lengthy illness and
cards and letters may cheer him up
some.

NEW MEMBERS



FLYING HINTS FOR PILOTS

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Edward A. Gonzales

131 Wellston Circle
Warner Robbins, Ga. 31093
478-788-3545
eagle0217@aol.com
Aircraft maintenance
USMC 1968-1978
USAF Res. 1978-1989

Tommy Peters

15902 Galveston Road, #1525
Webster, Tx 77598
281-486-7425
tommy@myfirstlink.net
Flight Engineer
1972-1978

Lee R. Erwin

30 Glen Cove Court
Simpsonville, SC 29681
864-297-7801
Flight Radio 1949-1957
(Membership given by Bil Green)



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Dallas, TX 75229

- No matter what else happens, fly the airplane.
- Forget all that stuff about thrust and drag, lift and gravity; an airplane flies because of money.
- It's better to be down here wishing you were up there, than up there wishing you were down here.
- If you're ever faced with a forced landing at night, turn on the landing lights to see the landing area.
- If you don't like what you see, turn 'em back off.
- A check ride ought to be like a skirt, short enough to be interesting but still be long enough to cover everything.
Speed is life, altitude is life insurance. No one has ever collided with the sky.
- Always remember you fly an airplane with your head, not your hands. Never let an airplane take you somewhere your brain didn't get to five minutes, earlier.
- Don't drop the aircraft in order to fly the microphone. An airplane flies because of principle discovered by Bernoulli, not Marconi.
- "Unskilled" pilots are always found in the wreckage with their hand around the microphone.
- If you push the stick forward, the houses get bigger; if you pull the stick back they get smaller. (Unless you keep pulling the stick back-then they get bigger again.)
- Hovering is for pilots who love to fly but have no place to go.
- The only time you have too much fuel is when you're on fire.
- Flying is the second greatest thrill known to man. Landing is the first!
- Everyone already knows the definition of a 'good' landing is one from which you can walk away. But very few know the definition of a 'great landing.
- It's one after which you can use the airplane another time.
- The probability of survival is equal to the angle of arrival.
- IFR: I Follow Roads.
- You know you've landed with the wheels up when it takes full power to taxi.
- Those who hoot with the owls by night, should not fly with the eagles by day.
- A helicopter is a collection of rotating parts going round and round and reciprocating parts going up and down - all of them trying to become random in motion.
- Helicopters can't really fly - they're just so ugly that the earth immediately repels them.
- Pilots believe in clean living. They never drink whiskey from a dirty glass.
- The only thing worse than a captain who never flew as copilot is a copilot who once was a captain.
- It's easy to make a small fortune in aviation. You start with a large fortune.



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