



MARINE AIR TRANSPORTER

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

www.mcata.com

MEMORIES OF WWII

By Jerry Taylor

Your article, China expedite, in the March Transporter brought back many memories. I was sent to Guam to VMR952. Were there two months & received orders to Join 953 at EWA, I had an instrument instructor rating, so besides flying regular flights at EWA I instructed instrument flying to the pilots in the squadron. I had spent a year & half-instructing pilots at Atlanta Ga. I instructed Tyrone Power a very popular movie idol at that time. He was an excellent student, never forgot a procedure I showed him or any thing I told him. Was checked out in R5C & R4D at Elcentro.

My passage to Guam was



CONTINUED ON PAGE 13

MINI- MEETING REPORT

June 1,2,3 brought together 15 MCATA members and wives for a fun weekend in Memphis. The reason for the get together was of course to check out the facilities for the 12th annual reunion of the Marine Corps Air Transport Association.

Those who chose to come to Memphis were:

Bill and Ruby Sears, Colombia, Ky.
Wally and Clara Joiner, Arkadelphia, Ar.
Ed Daigle and Mollie Wilkes, Albany, Ga.
Mike Griffin, Dallas, Tx
Ernie and Alice Howe, Salem, Or.
Bernie and Joyce Bersano, Peoria, Az
Jack and Sharon Flannery, Springdale, Ar
Jack and Jeanne Dixon, Springdale, Ar
Dick and Roberta Edwards, Smyrna, Tn
T.Z. Hamilton, MacCleney, Fl
Billy Baker, Lexington, Tn
Roe Tolbert, Memphis, Tn
Jim Hardy, Cordova, Tn
Charlie and Del Smith, Millington, Tn
Con and Carol Shuck, Cedar Hill, Tx

Most of the group arrived on Friday sometime. It was a free day so the ladies found a way to go shopping while the guys sat around



and tipped a few. Went out to dinner later and had a quiet evening around the Navy Inn. Which by the way is a great place to stay while visiting Memphis.

Saturday morning found us all on the bus and headed for the hotel. The hotel looks great. Guest Rooms, both the kings and the

CONTINUED ON PAGE 15

TABLE OF CONTENTS

MINI MEETING	P 1
MEMORIES WWII	P 1
2001 REUNION INFO	P 2
FROM THE PRESIDENT	P 9
REUNION REGISTRATION	P 16
LETTERS FROM MEMBERS	P 4-14
ADDRESS CHANGES	P 18
NEW MEMBERS	P 19

MARINE AIR TRANSPORTER

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

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Total Current Paid Up Members: 701

Members Expire 2000: 188

Dues expired 1999 : 63

2001 REUNION INFO:

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

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

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

MCATA is a 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.

C-130J AIRLIFTER CRITICAL SOFTWARE DEVELOPMENT COMPLETED

Date: Wednesday, March 28, 2001
10:29 AM
Subject: Fw: C-130J Update From Lockheed Martin

MARIETTA, Ga. (March 27, 2001) - The Lockheed Martin C-130J airlifter is now being equipped with a new software configuration that brings the aircraft's avionics system to full functionality. Known as Block 5.3, the new software contains substantial upgrades and new capabilities and is now the baseline for all production C-130J aircraft.

The company has completed all necessary testing to prove the air worthiness of the new software and hardware. The first modified aircraft left Lockheed Martin Aeronautics Company in Marietta, Ga., March 27 for the Air Force Flight Test Center at Edward's AFB, Calif., where it will undergo USAF qualification testing prior to Block 5.3 being installed in all previously delivered C-130Js.

"Bringing the world's most advanced airlifter to this standard has at times been difficult." said C-130J program vice president Ross Reynolds. "But we have overcome those issues and now have the aircraft at a software capability

level that will make the remainder of testing go smoother and entry into operational service much easier."

Block 5.3, among many other enhancements, gives crews the ability to fly integrated precision radar approaches and also provides greatly enhanced navigation capabilities as well as fully automatic formation flying. It allows both new C-130Js and older C-130s to fly in formation using the Coordinated Aircraft Positioning System. Now a mixed fleet of C-130 transports can stay in formation while the autopilot and auto throttle systems are engaged. Block 5.3 also corrects many of the operational issues that have been raised by the U.S. Air Force during development and operational testing.

The new software will be installed in the deployed world-wide fleet of C-130J and the longer fuselage length C-130J-30 aircraft over a period of about a year, beginning this summer.

Current customers for the C-130J and C-130J-30 include the U.S. Air National Guard and Air Force Reserve Command, U.S. Coast

Guard, U.S. Marine Corps, U.K. Royal Air Force, Royal Australian Air Force, Italian Air Force, and the Royal Danish Air Force.

Lockheed Martin Aeronautics Company is a leader in the design, development, systems integration, production, and support of advanced military aircraft and related technologies. Its customers include the military services of the United States and allied countries around the world. Products include the F-16, F-22, C-130J, F-117, U-2, and Joint Strike Fighter, among other renowned aircraft.

LM Aeronautics is a unit of Lockheed Martin Corporation. Headquartered in Bethesda, Md., Lockheed Martin is a global enterprise principally engaged in the research, design, development, manufacture, and integration of advanced technology systems, products, and services. The corporation's core businesses are systems integration, space, aeronautics, and technology services.

CONTACT: Peter Simmons
(770) 494-6208
peter.e.simmons@lmco.com



LETTERS FROM MEMBERS

Rich Driscoll • Harvey Wiegert • A.S. Gollnick • Jack Daniel

CWO-4 RICH DRISCOLL

WRITES

rjdriscoll@att.net
March 11, 2001

VMGR-234 will be hosting the 60th anniversary of the founding of the squadron in April, 2002. This event will feature a golf tournament, formal dinner, open house, static and flying displays of most (if not all squadron aircraft) and will also be the change of command for LtCol. Ken Hopper who will be relieved by LtCol. Tom Dietrich. We have contacted the original squadron members from VMSB-234 and are busy locating members from all eras including those from VMTB, VMF, VMA and VMR-234 who were variously stationed at MCAS Santa Barbara and MCAS Twin Cities. We are also seeking all members of the "tanker era" which began at NAS Glenview and continues today in Fort Worth Texas. We invite any and all who would like to come to this reunion, no matter what your affiliation or lack thereof, with the squadron. We are collecting stories, pictures and memorabilia for our history department which is really coming along. We recently discovered the VMSB-234 Association and spoke to its News letter Editor. He and his group are putting together a detailed history and have already written several newsletters about the beginnings at Eva, HI and their eventual combat in the Solomon's and the South Pacific.

We expect this reunion to be a memorable one. We ask that you all pass the word for us as much as you can. We would love to see all of our friends here for the festivities.

Rich Driscoll

FROM HARVEY WIEGERT

Wiegert@wwwmail.9netave.com
Harvey Wiegert
NA Kailua Library.Hawaii
March 19, 2001

To Fellow Transporters: Still recovering slowly due to digestive system resistance. Visit to VA revealed all my cancers covered with the Agent Orange Bulletins which also covers diabetes and prostate cancers. If you've been to Vietnam during those war years and got the above problems get on down to the VA and get your claim in.

Thanks again for the cards and well wishes. Semper Fi.

Harvey Weigert
1181 Lunahana Place
Kailua, Hi 96734
808-262-0824

A.S. GOLLNICK WRITES

gollnick@webtv.net
March 19, 2001

Could use some help. Looking for a couple of squadron patch's. VMR-152, VMR-352 and H&MS-11. The sleeve or flight suit size would be appreciated. I'm not a collector and you won't see these on EBAY!! VMR-152 & VMR-352 were my 1st 2 squadrons and H&MS-11 was my 1st WesPac unit (group supply).. Ate my way out of my out of my old flight jacket and ordered a new one. Please advise price and S&H. Really appreciate any help. Thanks Steve Semper Fi !!

JACK P. DANIEL WRITES

March 19, 2001

Hello, I was a crew chief in 52 at Cherry Point N.C.,I served with the Marine Transport Squadron VMR-153(1952)if any of you have any information about anyone that served here please send to this email-epetaia@cp.tamu-commerce.edu

Jack.P.Daniel@wwwmail.9netave.com

VMR-352 REUNION

VMR-352 reunion will be in conjunction with the annual MCAA Reunion in San Diego, California, Sept. 20-23, 2001. All those who are interested please contact Russ Shoemaker, Major USMCR(Ret) at:

Russ Shoemaker
1218 S. Fifth Ave.
Arcadia, Ca 91006-4334
h(626) 446-4901
b(626) 289-5203

PERMANENT NAME BADGES

Orders for permanent name badges will be taken at the registration booth in Memphis, main hotel lobby.

LETTERS FROM MEMBERS



Billy Dugger

BILLY DUGGER WRITES

Con,

During Operations Freedom Train, Linebacker I and II, a detachment from VMCJ-1 and VMCJ-2 operated out of Cubi Point, Philippines to DaNang and into the north with EA6-A's (Electric Intruders) to cover the strike aircraft. This is before the Marines had Prowlers, and we did our best to cover those guys with early 1960's technology. You'll be glad to hear that out of all the aircraft we were assigned to cover, that we only lost two attack and one Electric Intruder during the entire tour. Please note that this was at a time when the North Vietnamese had the most formidable air defenses ever seen in the twentieth century up to that point. Even though we only had one aircraft assigned to us at a time (either C-130 or KC-130), VMGR-152 was the linchpin in our logistics and success in these operations. Although we had to fly into Ubon, Thailand (darn the luck) when there were typhoons beating up the Philippines, no matter what the weather or scheduling, the 130's always got us there and back, on time and with no damage to men or equipment. Again, my thanks to you and your organization. Swing with the wing,

Billy Dugger
Electronic Counter Measures Shop
VMCJ-1, 1972
Billy Dugger
12605 Broken Ridge Drive
Conroe, Texas 77304-1562

936-588-3274

wdugger@entergy.com

AIRPLANES VS. WOMEN

Airplanes can kill you quickly; a woman takes her time.

Airplanes can be turned on by a flick of a switch.

Airplanes don't get mad if you 'touch and go.'

Airplanes don't object to a preflight inspection.

Airplanes come with manuals to explain their operation.

Airplanes have strict weight and balance limits.

Airplanes can be flown any time of the month.

Airplanes don't come with in-laws.

Airplanes don't care about how many other airplanes you have flown.

Airplanes and pilots both arrive at the same time.

Airplanes don't mind if you look at other airplanes.

Airplanes don't mind if you buy airplane magazines.

Airplanes expect to be tied down

Airplanes don't comment on your piloting skills.

Airplanes don't try and make you crash and burn.

Airplanes don't whine unless something is really wrong.

When airplanes go quiet, it's a bad thing.



LETTERS FROM MEMBERS

Bill Sears • Joe Oliver

BILL SEARS WRITES

mag25sec@kyol.net
Mon, 23 Apr 2001

Morning Con :-)

First, forget my complaint about the three column format! I printed out the pages I was interested in and it works fine. The "China Expedite" story covered a time I remember well. The man standing in the door of the a/c in the picture could be me and if you look close at the fuselage under the pallet you might see patches covering holes punched there by hot rod fork lift drivers who kept the metal shop busy. As for lack of recognition of the Transport Groups for providing support I guess MAG 25 was an exception having received both the PUC and NUC, with individuals being awarded DFC's and Air Medals.

Next, for G. James, Bob Sarnar is alive and well, content to live quietly near Intracoastal mile marker 36 at Indian Rocks Beach, FL.

Then, in Jim Lawton's letter he mentions Clyde Gillespie and myself. This takes me back to '51 and a night when we fought our way past the "strip" (ie. resisting temptation) at Itami and went on to Osaka. Jim met Torchiko that night and the rest is their personal story of overcoming obstacles to marriage, raising a beautiful family while in the military and now trying to enjoy retirement while "Torch" is coping with Lupus.

Finally, moving into town from the boondocks has brought a very different lifestyle for us. Several weeks ago, while enjoying coffee and doughnuts after mass a couple, our age, with a younger man, introduced themselves, sat across the table and began chatting. As usual I brought up my association with the USMC. The young gentleman quietly responded that he, too, had spent 11 years in the Corps, on active duty,

before transferring to the reserves. I had met William W. Long Jr, pilot, C-130, DC 9 and Sabre Liner, '75-'86, now flying out of Detroit for Northwest, on leave prior to schooling and driving the 747. We have shared many stories and of course his meeting with Wildfang is typical of Henry. While a brand new pilot at Cherry Point he flew right seat with him on a brief soyanara local---his instructions were, "the best thing he could do with his hands was sit on them"!

Thanks for your suggestion about a meeting of MAG 25 folk at Memphis to satisfy our new By-Laws requirement, I had not thought of that possibility. I think Ruby has started making plans to get us to the mini meeting. After reading your last E-mail she thinks I should be there, at least to offer moral support. She knows Jo Barber is just across the river, but is wondering if any other wives will be in the area?

My thing now is seeing the reaction from people when I tell them, come Sept. 10th I will have been a Marine for 60 years.

Semper Fi

Bill Sears.

FROM: JOE OLIVER

Just a quick note to inform you that Brad Warner passed away on Monday 28-June-01. He went in for knee-replacement prior and did not recover.

A memorial service will be held 10:30 a.m. Friday at Saddleback Church located at One Saddleback Drive, in Lake Forest. Buriel will follow at Ascension Cemetery, also in Lake Forest.

Donations to help his family can be made to the Association of Orange County Deputy Sheriff's memorial fund, 1314 West Fifth Street, Suite A, Santa Ana, CA 92703

Brad was in VMGR-352 working in the hydraulic shop, before he became a KC130F & KC130R Flight Engineer. He also served with VMGR-152. I am not sure what his rank was when he left the Marine Corps.

Semper Fi,

Joe (JJ) Oliver
GYSGT USMC Retired

2001-2002 MEMBERSHIP DIRECTORY READY

The new membership directory will be ready to ship by the time you receive this newsletter. This years directory includes name, address, city, state, zip, phone number, spouse and email address on over 800 Air Transporters.

To order, send a check for \$14.99 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.

LETTERS FROM MEMBERS



Tom Clarke • Donald Smith • Red Doktor

HI HERK LOVERS!

I flew in the KC-130J last week and what an amazing machine it is! Our squadron is testing the USMC version and providing Fleet Indoc Training as well to VMGR-253. I didn't get a chance to fly it, as I was a dead-head crew going to pickup another airplane. Maybe another time!

During the flight, which was a training flight for a Marine Test pilot conducted by an LM pilot, I got to watch some of the systems do their thing. The auto throttle system is pretty neat, just dial in the altitude and airspeed in the A/P and it holds. You don't have to be gentle with the throttles either, just slam them up to the stops and the FADEC smoothly and evenly brings the power up to 4700 SHP! VMC Air gets a help from the FADEC also!

As the airplane approaches VMCA, the FADEC rolls a bit of power back on the opposite outboard engine, and then feeds it back as the speed increases. Pretty slick. We were pretty light and during touch and go's and seeing the nose come up to 20-30 degrees and accelerate is a sight to behold!

Most impressive was the stall perf. Standard C-130 drill until the HUD and "Betty" announce "STALL", then just add power and instant recovery (as with the standard Herk, except very little prestall buffet). Next time we ignored the warnings and held the nose up until it started to buffet, then the stick pusher shoved the nose down and the pilot slammed the throttles up to max. Again, instant recovery and minimal altitude loss. Basically acted the same way in all configurations. It is hard

to imagine someone allowing a Herk to get into that severe an attitude without realizing that something is wrong!!

The systems are really neat and Radar is pretty amazing too. It has an imaging mode that paints a real nice picture of the airfield as you fly downwind that can be frozen and subsequently displayed with the airplane symbol tracking right towards the runway! Talk about a great SA enhancing device!

All together a "gee whiz" airplane! Sure going to need a big box of electrons to keep in going in the field, I bet! Between the "J", the X-31 and the JSF, Pax River is always a pretty interesting place! We fly the newest and the oldest (almost). . . . 165737 a 2001 Model KC-130J and 149806 a 1961 Model KC-130F.

Tom Clarke
Herks At Pax

DONALD R SMITH WRITES

dsmidtonald@aol.com
April 02, 2001

Question? Is there a record of all R5D serial Number's for 1946 thru 1950. REASON for request, Some aerial fire control are using the R5D. We have one here in Visalia, Calif. with the number N8380 on the tail. I see it every day and reminds me of VMR-352 at Ewa, Hawaii.

Don Smith

PS I see a lot of the old plane's and I would like to be able to ID.

RED DOKTOR WRITES

Hi Con,

Just had a telephone conversation with Dennis McConaghy and he told me that he read in the TROA that Col. Brenten G. Myking had passed away. Do not recall if he ever joined the MCATA but he was a fine gentleman to fly with. Can still see him sitting in the seat and smoking his pipe.

I am sure that there are other out there who had flown with him and remember him.

Regards to Carol

Semper Fi,
Red Doktor

FROM RED DOKTOR

Hope it is not too late and with my luck it is. If you have not sent out the Transporter as yet, could you put a short note in it. I am trying to find the name of the ordinance man who was part of the crew. He was killed on a flare drop and I would like to add his name to that honor roll for those we lost in Nam.

Semper Fi,

Red

GOOD NEWS

Just found out from Jim hardy over the weekend that Jim is finally old enough to be a Grandfather. Jim and Kathys daughter Kym who is married and living in London gave birth on 19 April to a premature 3lb. 2oz little girl. Needless to say Jim is a golfing batchelor while Kathy is in London helping out as she can. Name and more details next newsletter.



LETTERS FROM MEMBERS

John M. Schute • Jim Veletto

JOHN M. SCHUTE WRITES

Gentlemen,

In the June 2000 issue of the Marine Air Transporter contained an article on the last flight of Squadron 352. Squadron 352 was my wartime squadron (WWII),

Rear Admiral Tomlinson, Pacific Division of MATS is incorrect in which he states many passengers and tonnage were flown without accident.

I was the Radio Operator on R5C-1 (C-46). The number of the plane was 50729. We crashed on Iwo Jima November 26, 1945 on landing. The pilot was Captain Grant Lindell. I believe the co-pilot was Lt. Shuffleton and the Crew Chief was George Schultz. I have pictures of this crash. The squadron also lost a plane in the mountains of California.

I joined squadron 352 in May 1944. At that time we had R4D-5 (C-47). In December 1944 we changed to R5C-1 (C-46). In June 1946 we got R5D-3 (C-54). We also had 2 of the B-24 (1 tail only)

Sincerely,

John M. Schute
503 Windsor Street
Jamestown, New York 14701
8716-483-2565

MIKE SHONK AND KEN HELSEL UPDATE

Mike Shonk and Ken Helsel are both home recovering from heart bypass surgery. Cards, letters and phone call are appreciated.

FROM JIM VELETTO

BLACK CLOUD

gunny.guns.kbars@mindspring.com
April 23, 2001

Good evening, my amigo, comrade, friend, buddy, tamadachi, foxhole/bunker buddy of over 38 + years (luke dunlap) made a trip today on 4/23/01 to a hospital in missoula, montana for a check-up of his voice box -throat-vocal cords- etc-etc- etc problem... he surely can use some cards letters and phone calls to help him along!!!! Luke's address is as follows:

Luke Dunlap
PO Box 157
Seely Lake, MT 59868-0157
tel 406-677-3121
cell phone + 406-239-2631

Please drop him a card/ letter or a call ... we don't know any results yet he is not back yet. Still at the hospital and a little down..... help him back up!!!! Please!!! Luke is a lifetime member of the VMGR-352 & VMGR-152 vietnam hacker club.. a very very select club they hacked alot of the load for the long long war 1963 thru 1973.

Semper Fi

Black Cloud

Heard through the grapevine that Tom Tuck had passed away. No further details at this time.

MARINE PATCHES

ALLYN J. HINTON, JR.

26 COUNTRY CREEK DR
ST. PETERS, MO 63376
Home Phone: 636-441-5623
E-Mail: MarinePatches@aol.com
Web Site: www.popasmoke.com/px/patches
Web Page: www.marinepatches.com

ENCLOSED ARE THE PATCHES FROM THE THREE KC— 130 squadrons during the Vietnam era. In 1998 we started a project of having all the Marine helicopter squadron patches reproduced for the USMC/Vietnam Helicopter Association. I flew UH-1E's in Vietnam, and later flew the KC-130s with VMGR-152, and VMGR-252. Once we got all the helo squadrons done we have started on the fixed wing squadrons, starting with the VMGRs, next we will be adding the VMXs. In 2002 we will be adding A-6, and F-4 squadrons, and in 2003 will add the HQ group, service group, and air control squadrons.

All the patches we have for sale can be viewed at: marinepatches.com any help you can give us getting the word out that we now have the Vietnam Era VMGR patches would be great. If you want to link our web page to yours it is fine with me.

The three enclosed patches are your free sample, and thank you for any help you can give us.

Semper Fi,
Allyn Hinton

FROM THE PRESIDENT



C o n S h u c k

Can you believe how fast this year has gone by? I sure can't. It seems like just yesterday we were gathered in Las Vegas for a 11th annual reunion and here we are just a few short months away from the 12th annual Reunion of the Marine Corps Air Transport Association. MCATA.

Things have really been hopping and popping around here. Mike and I talk more on the phone now than we do in person. Nothing personal, it just happens that way.

Had lunch with the Commanding Officer of VMGR-234 the other day, Lt. Col. Ken Hopper. He has big plans for the 60th Birthday party for VMGR-234. He has traced the history way back and has contacted some of the original members of the squadron. He has made arrangements for just about, maybe all, of the type of aircraft flown by 234 since its inception in 1941. He has done his homework and it looks like they might be able to run VMGR-234 aircraft out to pick up former members of the squadron from all those prior years. They are requesting waivers to do that now. Lt. Col. Hopper has been a huge supporter of MCATA since he came aboard as the C.O. I will miss him when he is relieved by Lt. Col. Tom Deiderich. Tom is also a member of MCATA so I do not think I will lose that support. The change of Command may take place before this news letter hits the streets so I may have some good pictures of that ceremony to include in this news letter.

It sometimes amazes me how much time and effort some of these reserve officers put in at the squadron. Even though they have a full time job elsewhere they may spend 10-12 days a month with the squadron. They must have a good job as I don't think I could get away with that and I am my own boss.

Things are starting to get rolling in Memphis. Charlie Smith is ready to "Rock and Roll". In fact he has told me he expects this to be the best reunion held so far. I am not sure about that Charlie, you may have to argue with some of the prior Reunion Chairman. Personally, I think they have all been great. Each one special in it's own special way. Of course you would not know about all of them unless you have been to all of them. There are several members, including myself, that have made all 11 so far.

Saw Jim Hardy in March. He and Kathy are ready to become "Grand Parents". I think Kym is due in June. Kym is still living in London with her husband. Kathy is spending a lot of time in London and is going back out for the new Grandbabys birth. Being home alone is a good excuse for Jim to play a lot of golf I think.

I called on a customer in Memphis the other day. The company had been purchased recently and the new owner and I were having a conversation. It came out that I had been in the Marines. He asked, "What did you do in the Marines Con?" I replied that I was a KC-130 Flight Engineer. He

followed with, "You don't know Jim Hardy do you?" Seems like Jim gets a little of his money playing poker on Thursday nights.

I have become a regular at our local DFW squadron of Marine Corps Aviation Association. (MCAA). We only meet every other month and it has really been a joy to listen to some of the guest speakers we have had. I always thought that MCAA was an officers organization, but Colonel Bud Yount bought me a membership a few years ago, thanks Bud, and it has been great. If you love Marine Aviation, the Marine Corps and great camaraderie with others who share those loves then MCAA may be for you. Give it a try. check out your local squadron and attend a meeting. Our Squadron Commanding Officer is MCATA Member Lt. Col. Jim Haskell retired. He has done a great job. Best of all you don't have to have been commissioned, and believe it or not an enlisted man is welcome within this organization.

I have not heard to much from Ernie Howe, C.J. McQueen and Dave Sprott about the upcoming elections. No news must be good news. 12 years has been a long time. It is time for me to turn over the responsibilities as your president and get some new blood and new ideas going for MCATA. At times it has been a rough ride, but probably 12 of the most enjoyable years since I retired from active duty in 1974. The friendship runs deep and I will never forget the good times.

SEND ME MY PILOTS LICENSE

Inspector Hal J. Kennedy Flight Standards District Office Miami IFO, Miami, FL

Dear Mr. Kennedy:

Here is the letter you asked me to send you about my flight back in December.

First of all, I would like to thank that very nice, older fellow you had with you yesterday, you know, the one who took my student pilot's license and told me I wouldn't need it any more. I guess that means that he is giving me my full fledged pilot's license. After all that happened yesterday, I have earned it. You should watch that fellow though. After I told him about the flight, he seemed quite nervous and his hands were shaking. He said he had never heard anything like it before. Anyhow, here is what happened. The weather has been so bad here in Ardmore since I soloed last week that I had not been able to go flying. But yesterday I wasn't about to let low ceilings and visibility, and a little freezing drizzle stop me from flying up to Oklahoma City and back. I was pretty proud of having soloed in only 6 hours, so I invited John Winters, my next door neighbor, to go with me. We planned to fly up to Oklahoma City Will Rogers airport, which, as you know, is less than 100 miles from Ardmore. There is this excellent restaurant on Meridian just north of I-40 that serves absolutely wonderful char broiled steaks and the greatest mixed drinks.

Well, on the way to the airport the road was icy and our car slid in the ditch. I can see why they say that the most dangerous part of a trip is the drive to the airport. My neighbor was a little concerned about the weather, but when I reminded him once again about those steaks and the booze that we would soon be enjoying, he seemed much happier.

When we arrived at the airport there were still a few snow showers around but the freezing drizzle had almost stopped. I checked the weather and was assured that it was solid IFR all the way. I was



delighted the weather was so good. When I talked to the man who runs the airport, I found out that the airplane I had been flying was covered with ice.

You can imagine my disappointment. Just then a friendly young line boy suggested that I take one of the airplanes that was in the hanger. I told him to pull one out. I saw immediately that it was very much like the Cessna 150 I have been flying. I think he called it a 337. He told me it was also made by Cessna. I noticed right away that it had two tails, but I didn't say

anything because, well, I was in a hurry. Oh yes, it had a spare engine too.

I unlocked the door and we climbed in. I began looking for the place to put the key. Now I don't want to get anyone in trouble, but it shouldn't be necessary to get out the airplane manual and follow the checklist just to fly an airplane. That's ridiculous. I never saw so many dials and needles and knobs and handles and switches. As we both know, they have simplified this a lot in the 150. I forgot to mention that I did file a flight plan with the guy in the tower. He said I would need to because of the weather. When I told him I was flying a pressurized Skymaster (that's what is said on the control wheel) he said it was all right to go up Victor-163 all the way. I don't know why he called it a victor, I guess that's just his pet name for an interstate highway. And besides, it is I-35 Not 163. But those fellows try to do a good job.

They told me a lot of other stuff too, but you know how much red tape there is when you deal with the government.

The takeoff was one of my best, and as I carefully left the pattern just the way the book says it should be done, I noticed that the skymaster doesn't climb as good as the 150. The tower told me to contact Fort Worth Center. I dialed in the frequency that he gave me but it seemed kind of silly to call them since I wasn't going to Fort Worth. Just then there must have been some kind of emergency

because a lot of airline pilots began yelling stuff at the same time and made such a racket that I turned my radio off. You'd think that those professionals would be better trained. I-35 was right under me, and since from that I knew that I was on course, I went right on up into the clouds. After all, it was snowing so hard by now that it was a waste of time to look outside, you could only see about a quarter of a mile. Going into the clouds was a bad thing to do, I realized, since my neighbor undoubtedly wanted to see the scenery, especially the snow cover on the Arbuckle Mountains ahead of us. But everyone has to be disappointed some time, and we pilots have to make the best of it, don't we.

It was pretty much smooth flying, and with the ice and snow that seemed to be forming all over the windshield, there wasn't much to see. I will say that I handled the controls quite easily for a pilot of only six hours. My computer and pencils fell out of my shirt pocket once, but sometimes these things happen I am told. I don't expect you to believe this, but at one time my pocket watch was standing straight up on its chain. That was pretty funny, and I asked my neighbor to look, but he just kept staring straight ahead with sort of a glassy look in his eyes. I figured that he was afraid of heights, like all non-pilots are. By the way, something was wrong with the altimeter. It kept winding And unwinding all the time. Finally I decided we had flown about long enough to be in Oklahoma City. I had it all worked out on my E6B computer. I am a whiz at that computer, but something must have gone wrong with it, since when I came down to look for the airport there wasn't anything there except a lot of houses. Those weather people had sure been wrong too. It was real

marginal conditions, with a ceiling of about 100 feet. You just can't trust anybody in this business except yourself, right? Why, there was even thunderstorms going on with an occasional bolt of lightning. I decided that my neighbor should see how beautiful it was, and the way he lightning seemed to turn that snow on the roof tops all yellow; and the roof tops were so close that it looked like you could just reach out and touch them, But guess he was asleep, having gotten over his fear of heights, and I didn't want to wake him up. Anyway, just then I had an emergency, the front engine ran out of gas. It really didn't worry me since I had read the book, and knew right where the other ignition switch was. I just fired up the spare engine on the back and we kept on going. This business of having two engines one in front and one in back, is really a safety factor. If one quits, the other is right back there ready to go. Maybe all airplanes should have two engines. You might suggest this and get an award (we could split the cash).

As pilot in command I take my responsibilities very seriously. It was apparent that I would have to go down lower and keep a sharp eye in such bad weather. I was glad that my neighbor was asleep because it was pretty dark under the cloud, and if it hadn't been for the lightning flashes it would have been hard to read the road signs through the ice on the windshield. The landing lights were not very bright either. You would think they would have melted the ice that covered them but they didn't. Several cars ran off the road when we passed, and you can sure see what they mean about flying being a lot safer than driving.

To make a long story short, I finally spotted Tinker Air Force Base, and since we were already late for cocktails and dinner, I decided to land there. It being an

Air Force base, I knew it had plenty of runway, and I could already see a red colored light in the control tower so I knew they were still celebrating Christmas and we were welcome.

Somebody told me that you can always talk to these military people on the international emergency frequency, so I tried it, but you wouldn't believe the language I heard. Those people ought to be straightened out by somebody, and I would like to complain as a taxpayer. Evidently they were expecting somebody to come in and land, because they kept talking about clearing the airspace for some damn stupid incompetent SOB up in the clouds. I wanted to be helpful so I landed on the taxiway to be out of the way in case that other fellow needed the runway. A lot of people came running out waving at us. It was pretty evident that they had never seen a Skymaster land on a taxiway before. That General with the nasty temper was real mad about something. I tried to explain to him in a reasonable manner that I didn't think the tower operator should be swearing at that guy up there, but his face was so red that I think he must have a drinking problem. Well, that's about all. After you two FAA inspectors left, the weather got really bad so I got one of the Air Force guys to drive me to where I could rent a car to drive back home. I never did get my steak and drinks. My neighbor stayed at the hospital there in Oklahoma City. He can't write you a letter just yet because he's still not awake. Poor fellow, he must have the flu, or something.

Let me know if you need anything else, and by the way, send my new pilot's license airmail special delivery.

Very truly yours, Thurman J. Mudbojne, M.D.

THE REUNION

By Rachel Firth

Autumn leaves rustling, together to the appointed place, the old warriors come.
Pilgrims, drifting across the land they fought to preserve.
Where they meet is not important anymore, they meet and that's enough for now.
Greetings echo across a lobby.
Hands reach out and arms draw buddies close.
Embraces, that as young men they were uncomfortable to give,
too shy to accept so lovingly.
Hut deep within these Indian summer days,
they have reached a greater understanding of life and love.

The shells holding their souls are weaker now, but hearts and minds grow vigorous, remembering.
On a table someone spreads old photographs, a test of recollection,
And friendly laughter echoes at shocks of hair gone gray or white, or merely gone.
The rugged slender bodies lost forever.
Yet they no longer need to prove their strength.
Some are now sustained by one of "medicines miracles,"
And even in this fact, they manage to find humor.

The women, all those that waited, all those who love them
have watched the changes take place.
Now, they observe and listen, and smile at each other,
as glad to be together as the men.

Talk turns to war and planes and foreign lands.
Stories are told, and told again,
reweaving the threadbare fabric of the past.
Mending one more time the banner of their youth.

They hear the vibrations, feel the shudder of metal as engines
whine and whirl, and planes come to life.
These birds with fractured wings can be seen beyond the mist of clouds, and they are the air in, chasing the wind,
feeling the exhilaration of flight, close to the heavens.

Dead comrades, hearing their names spoken,
waiting to share in this time, if only in spirit, move silently among them,
Their presence is felt and smiles appear beneath misty eyes.
Each, in his own way, may wonder who will be absent another year.
The room grows quiet for a time. Suddenly an ember flames to life,
another memory burns.
The talk may turn to other wars and other men, and of futility.
So, this is how it goes. The past is so much present.

In their ceremonies, the allegiances, the speeches and the prayers,
One cannot help but hear the deep eternal love of country they will forever share.

Finally it is time to leave.
Much too soon to set aside this little piece of yesterday,
but the past cannot be held to long, for it is fragile,
They say "Farewell... see you next year, God willing"
Each keeping a little of the others with him forever.

MEMORIES OF WWII

CONTINUED FROM PAGE 1

unusual, three other Marine officers & myself were put in charge of a boatload of G.I's. The boat was a converted banana boat. It took us three weeks, traveled more zig zag than forward, they were worried about submarines.

I was promoted enroute & when I went to have my promotion physical I failed, low blood pressure from three weeks of little activity. The Doc said go down to the beach & swim; get some exercise, come back in a week, I passed.

Once back at EWA, I settled in a routine of flights to the islands west & instrument instruction hops. On one of those flights I had two senior pilots. I gave one of them an unusual attitude for him to recover from. I got in the left seat and recovered as plane developed a serious vibration. The port engine was smoking. I killed the engine & pulled the fire extinguisher & tried to feather the prop but nothing happened. The bottom front cylinder had blown. All the oil had gushed out & came in contact with the hot manifolds causing the smoke. When the cylinder separated it cut all the control wires. The propeller was windmilling until all the oil was gone, then the engine froze. Had to bring the plane back with the added drag of the propeller not feathered? As I recall I approached the field from the N.E. Caught sight of the runway and on the far end, the fire truck & ambulance. Thank god we did not need them.

The Marines put on a big push to move the fighter to other squadrons at Zamboanga & Malabang to Iwo Jima & Okinawa.

For the invasion of Japan there were eight R5C's from different groups in this exercise. This was some intense flying every day two & three flights.

It was during this time Captain Peters in charge of our plane came down with malaria & was grounded. The planes in 953 carried three pilots, 2 radiomen, 2 navigators, & 3 mechanics. We contacted our base at EWA. They sent back the message; Taylor will be the Captain & is promoted to 1st pilot.

When the Japanese surrendered we were busy doing the same work, but going into Shanghai, Tiensen, Peiping, Tsing Taw. Tiensen was a problem for some of the pilots as the runway there was only 1600 feet long. One pilot came in too fast, he got it stopped on the runway, but when he turned at the end one wheel got off the slab & settled in the dirt. There was no heavy equipment to pull it back on the runway, even though there were still Japanese in the barracks. It wasn't long there were hundreds of Chinese, one showed up with a long rope & they pulled it back on the runway. To reward them we threw out C & K rations from the cockpits of each plane.

Whenever I RON in Shanghai I would go to Embassy Row, go to the French sector to have their pastries. We stayed over night in the American sector & had steak & eggs for breakfast. I loved Russian Borsh in Tsing Tao. Being a transit wherever we went meant eating a lot of C & K rations. It was difficult being any place during regular chow hours.

We were in Nagasaki after the

dropping of the atomic bomb. We walked into town & noticed a lot of activity in front of a house (shack) went inside & there on a cot was a dead man. We made a hasty retreat, stood on the edge of the crowd; soon the body was taken out & placed on a cart. They proceeded down the street a good distance, came to a walled in Temple area. There was a large brush pile they placed the body on & started it on fire.

We walked through the bombed out area only things not burned out were the twisted steel girders of buildings, bridges or railroad tracks. We knew nothing about fallout.

Another practice we now know was dangerous was that many times we would set our cots under a wing, put up the frame to hold the mosquito net, then spray the inside with a DDT bomb.

Once we landed on Okinawa just a head of the leading edge of a typhoon. It was raining so hard I couldn't see the runway until I was a hundred feet away, stayed with the plane that night. Next morning was clear, but we were denied clearance for a flight plan to Peking as the leading edge was over China.

I left the crew with the plane & sought out a friend who was in a fighter squadron there. They had a shower rigged up which I used & much appreciated. Then we decided we'd go to the mess hall for a cup of coffee. While there the wind picked up & the tent started to shake. The cooks were fearful & started to leave, we thought we

CONTINUED ON PAGE 17

LETTERS FROM MEMBERS

FROM THE PEN OF JIM SHANK, COL. USMC RETIRED

After reading your "From the President" in the March Air Transporter I thought that another letter from the "Old Timer" might be appropriate. Also the article from Alan Rehbock inspired me as I, not by name, was part of his story. Been there, done that etc. Following are a few routine incidents. This is not to upstage my good friend Henry Wildfang who has had many if not more than I.

When I was a brand new co-pilot in VMR-953 in 1946, I thought it convenient to carry three watches at a time. One on Ewa time, one on Zulu and one to reset each time to local time such as China, Guam, Kwajalien, etc. We were to depart Guam at 0830 local. I woke up the A/C Bob Rathburn, as required by good co-pilots, and we headed for Operations for him and the barracks for me. Much to my surprise, most were still in the racks except for a few playing cards. I asked why no one was ready to go? They suggested I look check my watch. it was only 0430, I had looked at the wrong watch. I put away two of my watches.

Twice as A/C I lost all four engines at the same time. The first one I am sure some of you won't believe. On a test hop over Tsingtao, China and at 9000' all four Carburetors iced up. Then on the way from Guam to Kwajalien it was my turn to catch a few winks. We flew then to China with two pilots, two Crew Chiefs, two

Navigators, two Radio Operators. I had just close my eyes when it became very silent. By the time I hit the cockpit two pairs of hands (co-pilot & Crew Chief) had the mains, X feeds and Aux tanks full forward. They had run the fuselage tanks dry.

One hour out, coming out of China with VIP aboard, I realized that I had left my Top Secret briefing package at Operations. After briefing the VIP, with tongue in cheek, he had no problem going back. Now I am two hours late getting to Guam.

The VIP were met by a WO-1, not very proper with an Admiral on station. I had sent all proper communications with a new ETA. At the same time a young marine came aboard with a message to report to the Senior Marine Colonel P.K. Smith at Orote (sp) Point. Don't know how many of our members knew him as really one very tough officer.

On the way to his office my jeep broke down so we had to call his Adjutant for some wheels. Another delay. When I arrived there I could hear him positively reading out the O.D. Now I knew I was in for a rough time. Upon properly reporting he said nothing but, "Come with me". we went to his quarters where upon he asked me to have a beer. I probably refused realizing that I was still in some sort of uniform, my flight suit, and had enough problems so far this flight. He then produced a small can and asked if I would send a few cans of it out on the next flight from Ewa. The can was Roach poison. I then asked if the beer offer was still good.

On a night IFR flight into Naha, I had to make a low frequency range approach. Everything was OK up to the outbound heading on

the procedure turn. I turned to the published inbound, but, in a minute or so the signal strength got weaker, the A's & N's on course sound were not coming out right. After thoroughly again checking the whole approach we found that the inbound P.T. heading should be 020 degrees instead of 120 degrees. A misprint. The field traffic pattern was right hand and we still had patches of send to contend with. My co-pilot did a professional job of lining us up on final and landing the Aircraft. One nice thing about our squadron policy, we always carried plenty of angas.

One more short story, but Con you can delete if I have taken up to much space. Yes, I read your statement on being an editor, or you could use it as a filter another time.

On the early morning leg from Kwajalein to Johnson Island, the C.C. and I were playing cribbage. George was doing an excellent job of flying. One of the pegs fell down into the throttle quadrant. We decided to wait until daylight to look for it thus delaying the hourly exercise on the superchargers.

With panels removed at daylight and a flashlight I moved #1 back, cut in the supercharger and reset the throttle. Then #2 and #4 were also O.K., working #3 would not come back, jiggling it harder it came all the way off. There was no peg and I couldn't get the power back on so we feathered it. On the ground at Johnson we also pulled the cowling. I discovered the hydraulic unit that kept the cables tight had frozen. I'll bet if that A/C is still in existence that peg is still hiding in the throttle quadrant.

There are many, many more true tales to tell from my times in

CONTINUED ON PAGE 15

MINI MEETING

CONTINUED FROM PAGE 1

doubles are very spacious. The hotel does have two smoking floors. There is a TGI Fridays in the hotel lobby as well as other places to gather. The Hospitality suite on the 2nd. Floor does have an access to the pool for gathering there as well.

Hospitality Suite will be open from 1200 to 2400 on 26 September for those that choose to arrive early. same hours on Thursday, Friday and Saturday.

Look for the registration form in this news letter and we hope to have it on Line at MCATA.com very soon. Hotel info is on line now. Rates are \$86.00 for King or Double.

Saturday night Charlie, Del and Mrs. Lucas, Charlies Mother, invited us all out to the house for a cookout. What a meal. Thanks Charlie, Del and Mrs Lucas.

Sunday had most of us headed home, That is except T.Z. who was still wondering why he made a flight reservation for Monday.

JIM SHANK

CONTINUED FROM PAGE 14

the Marine Air Transports, R5D's, R4D's, R4Q's, R4Y Convair, TBMR's.

Semper Fi,

Colonel Jim Shank
USMC retired

MEMORIES CONT.

CONTINUED FROM PAGE 13

should too. Went to the post office, a more substantial building. That started to vibrate looked out & about 500 feet saw some men running & disappeared in the ground. We went over there & found it was an Okinawan grave.

There were 8 - 10 steps down into a room all bricked out. On the far wall were 9 shelves. The remains were placed on the bottom shelf & moved up a shelf a year, for the 9 month of pregnancy. The shelves were empty. I was happy to find a safe place that night. Found out later the mess hall had blown away. The anemometer had blown down at 150 knots.

I was worried about the plane & crew, so at daylight the trailing edge of the storm had passed, wind had died down; I made my way back to the plane. The co pilot, O'Brien & crew had turned the plane into the wind as the wind changed directions to keep it headed into the the wind.

The crew was stripped to the waist. The first time they went out to move the chocks they got soaked, so they took off their shirts & under shirts. There backs were a rosie red like severe sunburn from the driving rain.

The large island of Mindanao was populated by two different religious sects. The Christians & Moro's (Muslin's). The Moro's had a custom of burying their dead in a white shroud Though the Japanese occupation such material was not available when I was there.

Whenever I'd get away from Zamboango or Malabang I'd pick up some sheets, then trade with the

natives for souvenirs. That is how I got the Japanese parachute that my girl friend, now my wife made into her wedding dress.

That ended on a sour note. I'd been to Japan & picked up a large supply of sheets. To my dismay the natives would have nothing to do with them. They'd smell that they were Japanese & have no part of them.

On flights taking days or weeks I took along several cases of beer & allow the crew to have a bottle after a long day, also took along a case of cigarettes to use for barter.

The longest flights I made, 12 to 13 hours ferrying R4D's back to the states. Always took along men being discharged or had orders for a change of duty. One such flight my co pilot was Col. Bowman, my commanding officer.

They had two ships anchored in the Pacific spaced on course equal distance apart, between Kaneohe & Alameda that we could use for measuring speed & fuel consumption & course correction.

We would leave Kaneohe lust before dark & arrive at Alameda after daylight.

On one such flight the 1st ship was not transmitting, at least we could not get a signal from them. There were anxious feelings until we could contact the second ship.

These events I experienced may be of some interest to you. Use what ever you want. Discard the rest. Also I'm enclosing a check for membership .. \$15.00.

MEMPHIS REGISTRATION



Wednesday

26 Sept.

Registration (required for all attendees)

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

Member	Qty.
1	\$25.00
Qty. _____	_____

Spouse and Guests
Hospitality Room open 1200 to 2400

Thursday

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

Friday

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

Saturday

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

Sunday

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

Member ship Dues, \$15.00 Per Year	Years _____	\$ _____
Donation to MCATA general Fund		\$ _____
Total Enclosed		\$ _____

Count me in for the Memphis Rock and Roll Reunion of the Marine Corps Air Transport Association. MCATA, September 26 through September 30 2001

Name _____ Spouse/Guest _____
Address _____
City _____ State _____ ZIP _____
Phone (_____) _____ Arrival date _____ VIA _____
Name(s) as you want on your badge _____

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

VA To Create Benefits

April 20, 2001

VA To Create Benefits For Some Childhood Leukemia Victims

WASHINGTON --

Hours after receiving a study that linked Agent Orange to a deadly form of childhood leukemia, Secretary of Veterans Affairs Anthony J. Principi ordered the Department of Veterans Affairs (VA) to begin setting up benefits for these children.

"The medical evidence is clear and persuasive that these illnesses are associated with the service of our men and women during the

Vietnam War," said Principi. "Equally clear is VA's responsibility to provide benefits and programs that meet the needs of these veterans and their families."

Principi's decision affects the children of Vietnam veterans with acute myelogenous leukemia, a rare, deadly form of the childhood disease. The Institute of Medicine (IOM) released a report April 19 that cited "limited or suggestive" evidence that a parent's exposure to Agent Orange during the Vietnam War may lead to a child contracting the disease. About 500 to 1,000 children of Vietnam veterans are believed to have the disease.

Since VA has no legal authority to provide benefits for these

children, Principi said he has obtained White House approval to ask Congress for legislation to create special benefits. VA officials are determining what those benefits should be.

In 1997, VA set up a program for the children of Vietnam veterans with spina bifida. That program provides health-care benefits, vocational training and a monthly allowance based upon the severity of the illness. About 940 people with spina bifida are now receiving these VA benefits.



MCATA MERCHANDISE ORDER FORM

Name _____

Address _____

City _____ State _____ Zip _____

	Quantity	Cost Each
<input type="checkbox"/> Hat (New Style - Embroidered) Circle Choice of Color Red White Blue Khaki	_____	\$10.00
<input type="checkbox"/> Convention pin - All Prior Years Available Please Specify Year _____	_____	\$3.00
<input type="checkbox"/> Set of 12 pins (one from every convention)	_____	\$30.00
<input type="checkbox"/> Window Decal	_____	\$1.00
<input type="checkbox"/> Memphis Pin	_____	\$5.00

Total Amount Enclosed _____

Please send form and check or money order to: M.C.A.T.A. • P.O. Box 59765 • Dallas, Texas 75229



ADDRESS CHANGES

C. Pete Johnson
8676 375th Street
North Branch, Mn 55056
651-674-2280

Charles E. deleot
127 Spyglass Drive
Bermuda Run, NC 27006
336-998-2338

Robert R. "Buck" Allen
9 Hunter Moore MHP
Havelock, NC 28532
252-447-6905
buckallen@coastalnet.com

K.F. Phillipps
663 C.R. 3129
Center, Tx 75935

Chester "Chet" Toso
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Erhard, Mn 56534-9716
218-842-5536

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Elmer Mansfield
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573-545-422
elmerfudd@outdoors.net



PHONE NUMBER CHANGES

Robert Guest Jr. 770-529-1751
Russ Willson 949-837-8098
John Russell 706-629-5346

*Wrong in last issue, I apologize
John*



E-MAIL ADDRESSES

Robert Guest is now
Ernie Howe is now
Jim Whetstone is now
Russ Willson
Richard D. Machesney
Harvey Wiegert is now
Richard "Dick" Titus
L.R. Webb
LR at Kellstrom
Richard "R.E." Smith
Tom Asbjornson

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HercLoaderUSMC@msn.com
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gunny@keysdigital.com
frantoma2000@yahoo.com



Come Visit Us
Online at

WWW.MCATA.COM

We now have a chat room and bulletin board for your use. This is a free service to all who choose to use it. It is a great tool to stay in touch. You can even chat with someone overseas if both parties have web access.

NEW MEMBERS



Donald C. Lougee
3931 Remington Drive
E. Helena, Mt 59635
Membership sponsored by Luke of
Montana

Dwight E. "Skip" Burns
1610 long Prairie Court
Allen, Tx 75002
972-549-0441
Pilot 1962-1982

Ron Stanley
798 Navajo Trail
Macedonia, Ohio 44056
330-908-2096
Flight Radio 1964-1968

Bob Roubaud
174 Laurel Park Place
Hendersonville, NC 28739
828-693-6682
Safety and Survival shop VMGR-152

Andy DeHart
Rt.1, Box 275-G
Monticello, Ky 42633
1-800-348-1600
Andy is the Rep from MC Direct that
attends our reunions with quality
Marine Merchandise.

L. Royce Miller
301 Tall Pine Road
Havelock, NC 28532
252-447-4612
Crew Chief / Flight Engineer,
Maintenance 1954-1978

Robert Milburn
2644 Spring Garden
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Flight Radio / Operations 1965-1970

Donald E. Wentz
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Flight Mech and Maintenance VMR-
253 1957-1960

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Went Transpac with linebacker I and II
with VMGR-152

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wllm877@cs.com
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