



MARINE

AIR TRANSPORTER

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VMGR-252 PILOTS "J"

MODEL TO CONTINUED

Submitted by: 2nd Marine

Aircraft Wing

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Story by Cpl. Rocco DeFilippis

ALASAD, Iraq (May 10, 2005)

-- In the skies over Western Iraq, 18,000 feet above troops in contact with the enemy, an F/A-18C Hornet pilot comes on the radio during an aerial refueling.

"Sorry guys, I have to go, they need me down there," he says to the pilots of a KC-130J Hercules, and he is gone, over the horizon to support the Marines on the ground.

The above situation happened during an

aerial refueling mission May 10, conducted by Marine Aerial Refueler Transport Squadron

252, and was a perfect example of the importance of the squadron's mission.

"We are an airborne asset that allows other aircraft to stay on station longer and support the troops," said Capt. John C. Bowes, KC-130J Hercules pilot and native of Naples, Fla. "Instead of returning to base to refuel, we allow them to stay near the fight."

Since their arrival here in February, the Marines and sailors of VMGR-252 have been hard at work supporting Operation Iraqi Freedom by providing aerial refueling, troop and cargo transport, and radio relay capabilities.

During the past three

months, the squadron has logged more than 1,550 combat flight hours during 785 sorties, dispensed nearly 5,000,000 pounds, or 735,294 gallons, of fuel to more than 610 aircraft, and moved more than 6,388 passengers and 2,618,060 pounds of cargo.

The accomplishments of the squadron come on the heels of the first ever deployment of the KC-130J model Hercules to a combat zone. The 'J', as it's affectionately known, may resemble the legacy model Hercules on the outside, but the new aircraft is technologically superior and more reliable.

"The J-model is performing outstanding so far," Bowes said. "A lot of that is due to the hard work and

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Total 2004 & Beyond Paid Up Members: 340

Members Expired 2003: 190

Total Contacts In Database: 1055



NEW MAIL ADDRESS FOR MCATA

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Please send dues, etc to this address. It will simplify the process.

**THIS
COULD
BE YOUR
LAST
ISSUE**

Please check the address label on the news letter. If the dues expiration date has passed, this is your final news letter until the dues are brought current. Any questions or should I not have posted a payment please call or E-mail me. I too can make mistakes.

Con Shuck

LETTERS FROM MEMBERS

Tom



FINAL APPROACH, GEAR DOWN AND LOCKED, FULL FLAPS... *PIC*

Posted By: [MustangCapt
tamix@earthlink.net](mailto:MustangCapt_tamix@earthlink.net)

I was a crew chief on the R4D-8 (C117) both in Japan and at MCAS Quantico. I was a Sergeant, drew flight pay, and got to wear a leather flight jacket. Life was good.

But...the hours were long. I would arrive at the flight line at about 0515 to inspect the aircraft, run up both engines, and clean things up, to have the R4D ready for the pilots at 0600 for the flight. I might be gone for two hours, or a week, depending on the flight schedule. There were often mechanical problems on the flight and I hoped that I knew enough to fix what ever the problem was.

Had a number of engine failures over the years, "lost an engine" is the aviation term. The R4D could fly all day on one engine so it wasn't much of

a problem. If two engines were lost then there was a problem. Once lost an engine on take off at Quantico with the senior passenger as Chesty Puller. Didn't bother the General at all, but it did the other Grunt passengers. After landing we herded them all onto the second R4D to continue the flight. Grunts always seem to be nervous around flying machines.

Only crashed once, that was at NAS Atsugi when the starboard gear was sheared on landing. Ground looped, no one hurt.

Most pilots were great to fly with but there were a few assholes. Even flew with some NAPS (enlisted pilots) in Japan. The designated pilot for the flight is always in command of the aircraft. Once the designated pilot was a MSgt and the co-pilot a full Colonel. Interesting situation for the normal military chain of command.

One of the great pilots to fly with was Col. R. R. Burns who was CO of MCAS Quantico. On a flight to El Toro we landed at Luke AFB in Arizona. Damn was it HOT! The passengers (all officers) beat it into the Air Force terminal to soak up the air conditioning. While refueling I couldn't touch the metal of the aircraft as it burned the skin. After refueling I made a walk around inspection of the aircraft and then went into the terminal

to tell the pilots we were ready to go. Passengers went out to board the aircraft. Col. Burns said "Tom, you go in there and get a sandwich and something cold to drink. We'll wait for you." I did, and when I went out to the plane and got on board all the passengers, dripping in sweat from the oven like interior, glared at me as I went up the aisle to the cockpit to get ready to start the engines with the pilots. After climbing to about 8,000 feet it cooled down.

My last flight as a crew chief was in January, 1962. We were on a flight from MCAS Beaufort to Quantico. It was about 0100, we were at about 6,000 feet, the night air was still, and we could see the car lights on the country roads below. The co-pilot went back to get some coffee and I slid into his seat and put on the head phones. Easy music was playing...the engines were in sync with their comforting sound, and right there was the feeling of a passing part of the career that I would really miss.

On February 1, 1962 I reported in to OCS to train with the 3rd Warrant Class and it all changed.

Semper Fi,
Tom



LETTERS FROM MEMBERS

Pati Ruane • John Wasilowsky

INFO AND UPDATE ON KC DAVIS

I wanted to send you a note to update Daddy's email address and home address. His new email is gunny1@mchsi.com and home address is 705 Randolph Street, Valdosta, GA 31602, phone is 229-333-7743.

Also, just to update you since his return from Cherry Point he has pneumonia again and was put on oxygen and breathing treatments at home since Monday. He is feeling better but the doctors are concerned that the fluids in his lungs need to be addressed as soon as possible. He is scheduled to get a feeding tube inserted on Tuesday, May 24th at 10:30 am to take away the food/liquids orally and hopefully avoid further aspirating his lungs. He is also scheduled for an MRI on Wednesday for his neck and meets with a Spine/Neurosurgeon on Friday to discuss correcting the discs in his neck.

Please feel free to advise anyone concerned about his condition and I will keep you updated as I know more. If you need to reach me outside of his address and phone, I'm at 229-834-0963 or 229-219-0963. We would appreciate your prayers.

Regards,
Pati Ruane

P a g e 4

FROM JOHN WASILOWSKY

Subject: Fw: Khe Sanh

Hi CJ I am sending you these photos that I received yesterday. I met Ron Huegs at a sears store and we talk about viet-nam when he told me he made trips back about 5 times. He took these photos at Khe Sanh. The prop and gear box is from our KC130 we lost up there. Did you know that it was up there?



FROM THE EDITOR

Apologies go out to all who had the incorrect dues expiration date on their news letter. I guess I am a little surprised that so many of you pay that much attention.

We did go back quite a ways on the dues expired list and a lot of the "Old Timers" caught up.

LETTERS FROM MEMBERS

Jane Mederios • Paul Stouffer



FROM JANE MEIDEROS,

Dear Con,

I noticed the use of the word “Gathering” on letters from members on page 16, and I also noticed that you need more submissions for articles. It reminded me of the “poem” I wrote -- inspired by Jim Tilghman, who loved the Marine Corps so much. When I wrote this Jim was not doing well at all. I don’t know if you would be interested in repeating it for some of your new members. If not just discard. O.K. Thanks,

Jane Mederios

“The Gathering”

The Marines of yesteryear have gathered here, one and all, to remember the past, and relish in the present and look forward to the future with hope and good cheer. They greet each other as long lost friends, eager to hear the news from each one, as they appear in groups, gathered around the room, and at the bar, none of that really that important, it’s just their way of letting each other know that they care, and getting together just to share, with an old comrade of the past, sharing memories that last, and last.

Jane Mederios

PS, Jim was a good friend of ours and we miss him.

Jane, Thanks again for the “Gathering”. I really think there is a message there and we thank you for it.

Semper Fi, Con

FROM PAUL STOFFER

Dear C J,

Enclosed is a check for past present and future dues. One of these days I will make another reunion.

I enjoyed the stuff on the C-117/. I had the good fortune to fly them while waiting for C-130 school, I was attached to H & MS-27 1n 1974. As Ed Hunt reminded me, I was co-pilot to a certain group C.O. who flew after couple of adult beverages, and was turned in by the crew chief. Before things went to far, I was was suddenly sent to Okinawa, way out of turn, along with Lt. Dave Steele, the other co-pilot on the flight. Probably only a coincidence.

My favorite flight was returning from El Toro in #097, the VIP bird, with Galley, head, sofas and leather seats. We lost a prop governor over the Wink (ink) vortac, 60 miles from Midland/Odessa and made an emergency landing on an old WW2 strip between Wink

and Kermit, Texas. The local volunteer fire department met us and we were treated like heroes by all the locals, making the front page of the Wink Bulletin, the local news paper.

I met a nice young lady in town, who was really impressed by such a huge airplane and as an officer, gentleman and a bachelor, I gave her a moonlight tour. We spent several evenings sipping cold beer, and enjoying the furnishings of the aircraft. However after three or four days, spare parts arrived, the aircraft repaired, and my romance ended.

Twenty years later, my sister married a rancher from that area, and was in the next county registering her truck. The clerk looked at her and said, “Did you have a brother in the Marines? I think I met him a long time ago....?”

Small World,

Semper Fi, Paul

REUNION 2005

LOOK WHO'S COMING SO FAR

New Bern N.C.

Transporters, plans are underway for this years reunion. This list was obtained from the hotel yesterday, and may not be everyone who has a reservation. Please indicate that you are with MCATA when you make your reservation. Hope to see all of you in Havelock in Sept.

Look who's registered for the Hotel at the Havelock Reunion as of 6-15-2005

Eddie Daigle
Gene Plach
Al Toca
Jack Berquist (2 Rooms)
K.C. Davis
Red Doktor
Phil Greco
Louie/David Kee (2 Rooms)
Richard Majewski
Dennis McConaghy
Robert Morley
Van Van The Marine Corps Man
Shirley Fletcher
Wally Joiner
Lewis Martin
Otto Peyer
Dave Sprott
Peter Cranston
Robert Hardy
Stanley Kasilus
Con & Carol Shuck

Erma Allen
Gary Jarboe
Micheal Savage
John Wasilowsky,
John Carres
Robert Wiseman
William Barnsley
William (Bill) Favor
Richard Parker
Red Doktor
Ed and Mollie Daigle
R. Van Nostrand
Pete and Laurie Cranston
Con and Carol Shuck
CJ and Betty McQueen

Troops we are going to have a party!!! Need all of you to get your reservations in ASAP. Rick Parker has assured me that the Ketchum brothers will be there (they work for him). I contacted the Col. and will have the picture at the reunion.

Semper Fi

CJ

LETTERS FROM MEMBERS

FROM DENNIS CAVAGNARO

Two good aviation films are on the screen and I believe both have USMC connections. Hopefully one of your readers can confirm.

1. "Flight of the Phoenix", The remake of this film uses and R4Q/C119\ . Is it a former USMC bird? If so, what is it's bureau number and in what squadrons did it fly? The plane in the original Jimmy Stewart was USMC but I have long since forgotten which USMC squadron, but the info board was visible. What was it's bureau number? It would be fun for all of us to search our log-books

2. "The aviator", When I was in Iwakuni in 1958, word was out that the clubs officer, Captain William "Red" Durkin I believe, had pulled Howard Hughes out of a burning plane and that each year Hughes would give him a new Cadillac. I'm not certain I believed that.

Lo and behold in "The Aviator" Hughes in 1946, crashes his plane in Beverly Hills and a USMC SSgt rescues him from the fire. Checked with USMC Public affairs office in LA and they ID him.

Would love to hear more about the above.

Dennis A. Cavagnaro
510-465-7650
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MINI MEETING REPORT

MINI MEETING REPORT

The meeting was held as scheduled at the Holiday Inn on 14-May-2005. Those in attendance were: CJ and Betty McQueen, Bernie and Joyce Bersano, TZ Hamilton, KC Davis, Eddie Daigle and Molly Wilkes, Dick Edwards and Phil Phillips. The Holiday Inn staff were also in attendance. The menus for the Banquet and the Pig Picking were discussed and the prices were set. Bernie gave an update on next years reunion negotiations that he, Art Debolt and Billy Scott are putting together at Phoenix. I increased our room block to 90 rooms due to only having 28 rooms left in the original block of 80. Specify that you are with MCATA when making your reservations, Phone # (252) 444-1111. I will have the registration form ready to transmit to Con this week so we can get it in the next newsletter, prices (you will be pleasantly surprised) and events included. A hardy thank you to all the attendees, I feel we are off to a good start.

Registration update:
Transporters: As the bulletin board is back up I will try and update you on the Reunion:
As of 05-18-05, the following have reservations at the hotel:

(Last Names Only), Daigle, Davis, Mcqueen, Hamilton, Plach, Dokter, McConaghy, Joiner, Morley, Greco, Sprott, Van Nostrand, Kasilus, Berquist, Fletcher Shirley, Kee, Majewski, Martin, Peyer, Greene Nancy, Flannery, McGurik, Edwards Raymond, Taylor, Anusfiewitz, Benjock, Hicks, Wildfang, Robertson, Holmes, Mabe, Edwards Richard, Meyer, Erickson, Klossner, Nusbaum, Loveless, Shuck, Allen, Jarboe, Savage, Wasilowsky, Carres, Wiseman, Barnsley, Favor, Parker, Cranston, Hardy Robert, Bersano, and Toca. 58 rooms have been taken. I increased the block to 90 so get your reservations in ASAP.

The mini-mtg went well, and it looks like Bernie, Art, and Billy are well on there way planning for next year.

We are still day to day here on a visit to the squadron during the reunion, 252 is heavenly committed for the rest of the year so we will have to play it by ear. We have several things planned to keep you busy so I don't think any one will get bored. I will send the registration form to Con this weekend. It will be posted on the message board, as well as in the next newsletter. I will update the reservations list next week, but I will only add the names that are not on this posting.

Semper Fi
CJ

LETTERS FROM MEMBERS



Frenchy Fremeau

Con.,

Sorry I am late with the dues, you know my age and memory. This should get me current through 2005.

Do you or anybody ever hear from Tom Riddick (Iowa), Gary Olsen (NC) or Mike Shonk (PA)? If so hey could E-mail me, I thank you. I can't really think of anybody else from the old VMGR-352.

Take care and Semper Fi,

Frenchy Fremeau
sobcho@naples.net

Frenchy, Mike Shonk recently passed away, some details in this letter. He has been sick for some time. We all hated to lose a good friend like Mike.

Gary Olsen has remarried, sold his house, bought a motor home and is on a USA multi year honeymoon. I understand he does return to New Bern occasionally to pick up mail etc.

Tom is still an active member and I hope to see him in Cherry Point in September.

Hope this helps,

*Semper Fi,
Con*



LETTERS FROM MEMBERS

Dick Edwards

FROM DICK EDWARDS COMES THIS ONE:

Truths about flying.

The strength of the turbulence is directly proportional to the temperature of your coffee.--
- Gunter's Second Law of Air Travel

The three worst things to hear in the cockpit:

The second officer says, "Damn it!"

The first officer says, "I have an idea!"

The captain say, "Hey, watch this!"

"In the Alaska bush I'd rather have a two hour bladder and three hours of gas than vice versa."--- Kurt Wien

Lady, you want me to answer you if this old airplane is safe to fly? Just how in the world do you think it got to be this old?

"Both optimists and pessimists contribute to the society. The optimist invents the aeroplane, the pessimist the parachute."---
George Bernard Shaw

"The scientific theory I like best is that the rings of Saturn are composed entirely of lost airline

luggage."--- Mark Russell

When asked why he was referred to as 'Ace': "Because during World War Two, I was responsible for the destruction of six aircraft, fortunately three were enemy."

- Captain Ray Lancaster, USAAF.

If helicopters are so safe, how come there are no vintage/classic helicopter fly-ins?

- Anonymous

Death is just nature's way of telling you to watch your airspeed. - Anonymous

"I never liked riding in helicopters because there's a fair probability that the bottom part will get going around as fast as the top part."--- Lt. Col. John Wittenborn, USAFR.

"When it comes to testing new aircraft or determining maximum performance, pilots like to talk about "pushing the envelope." They're talking about a two dimensional model: the bottom is zero altitude, the ground; the left is zero speed; the top is max altitude; and the right, maximum velocity, of course. So, the pilots are pushing that upper-right-hand corner of the envelope. What everybody tries not to dwell on is that that's where the

postage gets canceled, too."---
Admiral Rick Hunter, U.S. Navy.

"It only takes five years to go from rumor to standard operating procedure."

- Dick Markgraf

"Real planes use only a single stick to fly. This is why bulldozers & helicopters -- in that order -- need two." --- Paul Slattery

"I've flown every seat on this airplane, can someone tell me why the other two are always occupied by idiots?" --- Don Taylor

The only three things a wingman should ever say are:

1. Two's up.
2. You're on fire.
3. I'll take the ugly one.

There are only three things the copilot should ever say:

1. Nice landing, Sir.
2. I'll buy the first round.
3. I'll take the ugly one.

LETTERS FROM MEMBERS

Ray Prittie • Tom Thomas



FROM RAY PRITTIE COMES THIS:

For those you that might be interested in this kind of stuff. Goes back to my flying days. Watching the movie "Day After Tomorrow (for about the umpteenth time) reminded me of it.

Once had to take one of our C-117Ds to Sangley Point in the PI for major repairs. Got there and completed the repairs but then a typhoon came in and we were trapped. The Command Pilot was shacking up with some babe in town and was in no hurry to get back to Danang. OK WITH US!! Spent about a week there. Finally our CO at Danang told him to get his ass back or his ass was grass. Plane captain was now a man with a mission. Had us waiting 24-7 at the tower for a break in the weather. Finally got a break about 1400 one afternoon - little hole in the clouds that gave us minimums. Off we went - into the worst GD weather I ever flew in. Within 20 minutes were in the heart of the typhoon - on the back side but in SEA just the opposite of the east coast of US. we were trying to go south against the counter clockwise flow - terrible head winds. Our ground speed was not much. Into the dark we flew. Being

literally blown all over the sky. I remember looking out my little window in my compartment on the starboard side of the plane and noticed a green circle tracing the out side of the propeller arc and thinking what the hell is that? Over a period of about 10 minutes the green glow spread from the propeller arc to the leading edge of the wing and then actually across the cockpit windscreen (Saint Elmo's fire we found out after the fact.) Then we were hit very hard by lightning - the saint Elmo's fire might have had something to do with it because the plane was designed to take lightning strikes. Knocked out all of our avionics. All we had was the standby (sprit) compass and dead reckoning. We felt like we were going in the right direction but totally lost. Dropped down below the overcast to try and figure out where we were. About 1000 feet or less AMSL. We were hopelessly lost - long overdue (because of the headwinds) and running out of gas. Remember passing over the coast but had no idea where we were. I remember hearing the pilots over the intercom talking about setting down on the beach and thinking this is not good because didn't really know if we were above or below the DMZ and none of us really wanted to go to the Hanoi Hilton. Finally

- like magic - where able to make faint UHF contact with a USA radar station that was able to get a couple of other USA radar stations to triangulate us and low and behold - dead reckoning and all - we were pretty close to our intended course and vectored us to Danang where we landed something like 5 hours overdue and with like about 70 pounds of fuel. In fact our #2 engine quit while we were taxiing after we landed from fuel starvation. Very Very interesting trip. And we were carrying a few passengers - which I'm sure remember it VERY WELL!!

FROM TOM THOMAS

Charlie, here are my dues for the remainder of this year. I have had some medical problems and I don't know from one year to the next. I do hope to make the reunion in Cherry Point. Please divide the balance of the check between the sponsorship fund and general fund.

Semper Fi,

E.L. Tom Thomas

JUST FOR FUN

1. As an aviator in flight you can do anything you want... As long as it's right... And we'll let you know if it's right after you get down.

2. You can't fly forever without getting killed.

3. As a pilot only two bad things can happen to you and one of them will.

a. One day you will walk out to the aircraft knowing that it is your last flight in an airplane..

b. One day you will walk out to the airplane not knowing that it is your last flight in an airplane..

4. Any flight over water in a single engine airplane will absolutely guarantee abnormal engine noises and vibrations.

5. There are Rules and there are Laws. The rules are made by men who think that they know better how to fly your airplane than you. Laws (of Physics) were made by the Great One. You can, and sometimes should, suspend the Rules but you can never suspend the Laws.

6. More about Rules:

a. The rules are a good place to hide if you don't have a better idea and the talent to execute it.

b. If you deviate from a rule, it must be a flawless performance. (e.g., If you fly under a bridge, don't hit the bridge.)

7. The pilot is the highest form of life on earth.

8. The ideal pilot is the perfect blend of discipline and aggressiveness.

9. About check rides:

a. The only real objective of a check ride is to complete it and get the bastard out of your airplane.

b. It has never occurred to any flight examiner that the examinee couldn't care less what the examiner's opinion of his flying ability really is.

10. The medical profession is the natural enemy of the aviation profession.

11 The job of the Wing Commander is to worry incessantly that his career depends solely on the abilities of his aviators to fly their airplanes without mishap and that their only minuscule contribution to the effort is to bet their lives on it.

12. Ever notice that the only experts who decree that the age of the pilot is over are people who have never flown anything? Also, in spite of the intensity of their feelings that the pilot's day is over I know of no expert who has volunteered to be a passenger in a non-piloted aircraft.

13. It is absolutely imperative that the pilot be unpredictable. Rebelliousness is very predictable. In the end, conforming almost all the time is the best way to be unpredictable.

14. He who demands everything that his aircraft can give him is a pilot; he that demands one iota more is a fool.

15. If you're gonna fly low, do not fly slow! ASW pilots know this only too well.

16. It is solely the pilot's responsibility to never let any other thing touch his aircraft.

17. If you can learn how to fly as a 2nd Lt and not forget how to fly by the time you're a Maj. you will have lived a happy life.

18. Night flying:

a. Remember that the airplane doesn't know that it's dark.

b. On a clear, moonless night, never fly between the tanker's lights.

c. There are certain aircraft sounds that can only be heard at night.

d. If you're going to night fly, it might as well be in the weather so you can double count your exposure to both hazards.

e. Night formation is really an endless series of near misses in equilibrium with each other.

f. You would have to pay a lot of money at a lot of amusement

JUST FOR FUN

parks and perhaps add a few drugs, to get the same blend of psychedelic sensations as a single engine night weather flight.

19. One of the most important skills that a pilot must develop is the skill to ignore those things that were designed by non-pilots to get the pilot's attention.

20. At the end of the day, the controllers, ops supervisors, maintenance guys, weather guessers, and birds; they're all trying to kill you and your job is to not let them!

21. The concept of "controlling" airspace with radar is just a form of FAA sarcasm directed at pilots to see if they're gullible enough to swallow it. Or to put it another way, when's the last time the FAA ever shot anyone down?

22. Remember that the radio is only an electronic suggestion box for the pilot. Sometimes the only way to clear up a problem is to turn it off.

23. It is a tacit, yet profound admission of the preeminence of flying in the hierarchy of the human spirit, that those who seek to control aviators via threats always threaten to take one's wings and not one's life.

24. Remember when flying low and inverted that the rudder still

works the same old way but hopefully your IP never taught you "pull stick back, plane go up".

25. Mastering the prohibited maneuvers in the Natops Manual is one of the best forms of aviation life insurance you can get.

26. A tactic done twice is a procedure. (Refer to unpredictability discussion above)

27. The aircraft G-limits are only there in case there is another flight by that particular airplane. If subsequent flights do not appear likely, there are no G-limits.

28. One of the beautiful things about a single piloted aircraft is the quality of the social experience.

29. If a mother has the slightest suspicion that her infant might grow up to be a pilot, she had better teach him to put things back where he got them

30. The ultimate responsibility of the pilot is to fulfill the dreams of the countless millions of earthbound ancestors who could only stare skyward ...and wish.

LETTERS FROM MEMBERS



Bill Walden

Dear Con,

Enclosed please find my check for \$100.00 to bring my dues up to date. Sorry for the lapse, but with both of my parents passing away my head was elsewhere. Please use \$75.00 to pay my dues for 04, 05, 06. Put the remaining \$25.00 in the general fund in memory of my father,, George who passed away in 04. He was a Marine Sniper who served on Guam and landed on Iwo Jima with the Third Marine Division. He was proud of his service in the Marines and was always willing to tell anyone about it. We both served as Commanders of the Hicksville Veterans of Foreign Wars, my 4th year ending this June.

I have found some old pictures from Nav schol and Iwakuni and will send them shortly.

Semper Fidelis,

Bill Walden

JUST FOR FUN

ONCE AGAIN IT IS TIME FOR THE DARWIN AWARDS

[A few humorous ones here ...](#)

Yes, it's that magical time of the year again when the Darwin Awards are bestowed, honoring the least evolved among us. Here then, are the glorious winners.

Darwin Award Winners:

1. When his 38-calibre revolver failed to fire at his intended victim during a hold-up in Long Beach, California, would-be robber James Elliot did something that can only inspire wonder. He peered down the barrel and tried the trigger again. This time it worked.....

And now, the honorable mentions:

2. The chef at a hotel in Switzerland lost a finger in a meat cutting machine and, after a little hopping around, submitted a claim to his insurance company. The company expecting negligence, sent out one of its men to have a look for himself. He tried the

machine and lost a finger. The chef's claim was approved.

3. A man who shovelled snow for an hour to clear a space for his car during a blizzard in Chicago returned with his vehicle to find a woman had taken the space. Understandably, he shot her.

4. After stopping for drinks at an illegal bar, a Zimbabwean bus driver found that the 20 mental patients he was supposed to be transporting from Harare to Bulawayo had escaped. Not wanting to admit his incompetence, the driver went to a nearby bus stop and offered everyone waiting there a free ride. He then delivered the passengers to the mental hospital, telling the staff that the patients were very excitable and prone to bizarre fantasies. The deception wasn't discovered for 3 days.

5. An American teenager was in the hospital recovering from serious head wounds received from an oncoming train. When asked how he received the injuries, the lad told police that he was simply trying to see how close he could get his head to a moving train before he was hit.

6. A man walked into a Louisiana Circle-K, put a \$20 bill on the counter, and asked for change. When the clerk opened

the cash drawer, the man pulled a gun and asked for all the cash in the register, which the clerk promptly provided. The man took the cash from the clerk and fled, leaving the \$20 bill on the counter. The total amount of cash he got from the drawer...\$15.

(If some one points a gun at you and gives you money, is a crime committed?)

7. Seems an Arkansas guy wanted some beer pretty badly. He decided that he'd just throw a cinderblock through a liquor store window, grab some booze, and run. So he lifted the cinderblock and heaved it over his head at the window. The cinderblock bounced back and hit the would-be thief on the head, knocking him unconscious. The liquor store window was made of Plexiglas. The whole event was caught on videotape.

8. As a female shopper exited a New York convenience store, a man grabbed her purse and ran. The clerk called 911 immediately, and the woman was able to give them a detailed description of the snatcher. Within minutes, the police apprehended the snatcher. They put him in the car and drove back to the store. The thief was then taken out of the car and told to stand there for a positive ID. To which he replied, "Yes, officer, that's her. That's the lady I stole the purse from."

LEAD STORY FROM PG. 1

9. The Ann Arbor News crime column reported that a man walked into a Burger King in Ypsilanti, Michigan, at 5 a.m., flashed a gun, and demanded cash. The clerk turned him down because he said he couldn't open the cash register without a food order. When the man ordered onion rings, the clerk said they weren't available for breakfast. The man, frustrated, walked away.

A 5-STAR STUPIDITY
AWARD WINNER!

10. When a man attempted to siphon gasoline from a motor home parked on a Seattle street, he got much more than he bargained for. Police arrived at the scene to find a very sick man curled up next to a motor home near spilled sewage. A police spokesman said that the man admitted to trying to steal gasoline and plugged his siphon hose into the motor home's sewage tank by mistake. The owner of the vehicle declined to press charges, saying that it was the best laugh he'd ever had.

dedication of the Marines in the maintenance department. Because of the age of the legacy 'R' and 'F' models we were seeing average mission capable rates of 80 percent, with the 'J' we are at 100 percent most of the time."

The biggest advantage the new model brings to the fight is its computerized and streamlined troubleshooting abilities. While before most components were separately placed and hard wired throughout the aircraft - the centralized technology in the new aircraft allows avionics technicians to use computer diagnostics to locate and fix problems.

"With our operational tempo, things are going to go wrong with the aircraft," said Gunnery Sgt. Joseph W. Ward, avionics chief and native of Tampa, Fla. "The Marines have adapted well to the state-of-the-art technology, and the diagnostic process has allowed us to cut to the chase and fix what needs to be fixed in as little time as possible."

Although the 'J' is avionics intensive, all the sections of the maintenance department work to ensure the 'Hercs' can carry out their important tasks. From airframes and powerlines, to ordnance and aircrew, the Marines and sailors of the squadron work together to accomplish the mission.

"We all work hand in

hand," said Cpl. Brandon K. Hagy, loadmaster and native of Richmond, Va. "We all have our own jobs, but when it comes down to it we have one mission, and we do what it takes to get it done."

"We know that the pilots and the mission depend on us," said Cpl. Beau J. Thomson, avionics technician and native of Lena, Wis. "A lot of people depend on the capabilities of our aircraft, and that motivates us each day."

At the half way point in their deployment, VMGR-252 is continuing to support Operation Iraqi Freedom across the skies of Iraq.

"We have extremely talented pilots and enlisted aircrew, and exceptionally dedicated Marines in the maintenance department," said SgtMaj. Paul K. Anderson, VMGR-252 sergeant major and native of Staten Island, N.Y. "The bottom line is that these Marines are here to support the men on the ground. They understand that responsibility, and take it very seriously. They know that the end result of their efforts is helping their fellow Marines."

For more information about the Marines or news reported on in this story, please contact Cpl. Rocco DeFilippis by e-mail at defilippisrc@acemnf-wiraq.usmc.mil

DEATH OF A MEMBERS & FRIENDS

LETTERS FROM MEMBERS



Mike Shonk
John “Felix Fandango” Sanchez”

From Anne Marie Harleman comes this notice on the death of Mike Shonk

I wanted to tell you all that Mike passed away in his sleep on Wednesday April 6th. I wanted to express thanks for the e-mails wishing him well. He read them all and enjoyed hearing from everyone. I will miss him terribly, he was a very good man and very good to me. His funeral will be at Arlington Cemetery on April 21st at 11AM and there will be a memorial mass here at a date to be announced, Thanks again for your thoughts and prayers.

He failed very fast in March.

Anne Marie

FROM HOWARD HADDON
COMES THIS ARTICLE OF
NOTE.

This is a copy of a telegram dated August 1958. VMR-353

Guantanamo Base reports Marine R4Q flight which departed Base this morning for U.S. was forced down at Santiago by Cuban Air Force at 9:30 AM.

Consulate Santiago states plane was one of three bound for Miami and followed route westward from Santiago across Sierra Maestra near Pico Turquino. Was intercepted latter point and ordered back to Santiago. General Cantillo has ordered all unidentified aircraft over SDierra maestro intercepted, but will authorize flights from base westward over Santiago if advance plans filed. R4Q aircraft did not obtain prior clearance. Consulate Santiago reports local commander awaiting instructions from Habana to release plane, which expected momentarily. Plane will return to base for refueling.

Smith

Howard says he would like to hear from others that were on this flight.

Howard Haddon
344 N. Encinitas Ave.
Monrovia, Ca 91016

FINANCIAL NEWS

DONATION TO THE GENERAL FUND

Norman Clark in Memory of Jim Starbuck
Steve Teague
Joe Mansini in memory of Ralph Gossett
John Carres in memory of Mike Shonk
Joseph Melancon
Carl B . Wheeler
Bill Walden in memory of his father. WW2 Marine sniper on Guam
and Iwo Jima. See letter from Bill in news letter.
Max Sitton in memory of wife Dolly
Ed Linton
R.L. Cantrell In memory of Vince Coll
Jim Veletto In Memory of:
Benny the Bear Saeger
Guadalupe "Gus" Garcia
Frankie Kostof
Roger Lang
Fred Skinner
Billy Green
Percy "PC" Albritton In Memory of Jim Wainwright
Vance Yount in Memory of all Marines
Howard Meskin
Judge John L. Ard, Ret. In memory of Clifford "Red" Artis
Andy DeHart
George Wm Appel
E.L. Tom Thomas
Charlie Cook

SPONSORSHIP FUND

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Ed Daigle in memory of Mike Shonk	Robert "RD" Brown
Don Wentz	Tony Nekoranek
Ed Linton	E.L. Tom Thomas
Dick Titus	Anthony J. Campiformio
William F. Campbell	



ADDRESS CHANGES

Charles Matthias
1614 Grand Blvd
Oxford, Ms 38655

Don Wentz
61260 734 Road
Sterling, Nb 68443
402-866-6571
wentz_de@alltel.net

C. Pete Johnson
P.O. Box 303
Chisago City, Mn 55013



NEW MEMBERS

Scott Alan Van Grol
356 Selye Terrace
Rochester, New York 14613
585-254-6769
svangrol@rochester.rr.com
Crew Chief/mech R4D-8 and DC9

CONTACTS

D. Brady
2310 Southcrest Drive
Arlington, Texas 76016
817-451-4760
Flight Engineer, VMGR-152-
352



LETTERS FROM MEMBERS

Bud Yount

FROM BUD YOUNT COMES THIS ONE:

Long but sincere:

As I put up the Colors and Marine Corps flag Saturday 28 May in observance of Memorial Day weekend 2005 I thought about the many Memorial Days I had observed and a recent Memorial Service 26 May 2005 at MCAS Miramar, CA for LCol John "Dukes" Spahr and Capt Kelly "Trash" Hinz my wife Betty and I had attended. These two VMF-323 Death Rattlers had given their lives in support of Operation Iraqi Freedom 2 May 2005 in the sky over Iraq. As an old VMF-323 Death Rattler I was obligated to attend.

I left the squadron in September 1951 after we completed our tour aboard the USS Sicily operating in the Yellow Sea off the West coast of Korea ... in just about three months aboard ship we had lost three pilots to enemy gunfire so theirs and previous Memorial Services for fellow 323 Marines was not new to me. However, no matter how many times you hear Taps sounded it's trauma all over again, perhaps it's the realization of the fragility of life and your own tenuous attachment to that life that may be severed at any time.

The service began as soon as

the Spahr and Hinz families had been seated in the chapel. The service was nondenominational but with strong religious overtones. After the Invocation by LCmdr M. L. Warnke and National Anthem, LCol Jeff "Woody" Woods, a recent member of VMFA-323, gave the opening remarks with a personal touch, he knew these Snakes. SgtMaj Keith E. Williams, formerly of the Death Rattlers, offered the 1st Reading: Psalms 46: 1-7. A young lady with a beautiful voice gave a very impressive rendition of Amazing Grace.

LCol D. A. Robinson delivered a eulogy of his close personal friend LCol "Dukes" Spahr. He was followed by Maj G. Price, again eulogizing a close friend, "Trash" Hinz. Capt R. Welken offered the 2nd Reading: John 14: 1-3. Cmdr D. L. Simpson delivered an appropriate Memorial Message for reflection followed by the congregation singing Eternal Father Strong To Save. Again it was the Padre Warnke delivering the Benediction. LCol D. J. Gillan sounded off with his bagpipes.

The service moved outside the Chapel for the customary 21 gun salute, seven riflemen firing three volleys followed by a bugle sounding the heart rending, mournful, Taps. With VMFA-323 still aboard the USS

Vinson 3D MAW FA-18 aircraft from fellow squadrons flew the aerial salute, four aircraft in formation and one abruptly pulling up leaving the other three ... missing a man.

The Spahr and Hinz families have already experienced the emotion draining of Memorial Services ... there was a service for "Dukes" Spahr in Philadelphia and then he was buried at Arlington National Cemetery with full Military Honors so Miramar was the third they endured. Similarly, the Mother of Kelly Hinz had recently suffered the loss of her husband, then a service for her son Kelly in Minnesota and finally Miramar.

The Snakes gathered from far and near to pay their respects to Dukes and Trash, some all the way from the five sided building in Washington called the Pentagon. Some had attended the service at Arlington National Cemetery. Lurch Thomas described the impressive ceremony, I think it was Woody who retrieved a brass shell casing from the firing detail at Arlington. Over a beer at the reception in the Club following the Service I shot the breeze and renewed acquaintances with my younger friends, the Old Death Rattler with the younger Snakes.

Tragically, Dukes and Trash left daughters, Chandler and Abby. Funds have been

LETTERS FROM MEMBERS



Bud Yount

established for both of them. Contributions may be made to The Chandler Spahr Fund, P. O. Box 45151 San Diego CA 92145 and The Abby Hinz Fund P. O. Box 45161 San Diego, CA 92145. No donation is too small, let your conscience be your guide.

Meanwhile, up the coast a ways the 1st MARDIV Marines, the main force of I MEF, were paying their respects and homage to honor to the 420 Marines that had been lost in the last year in Iraq supporting OIF. More than likely Dukes and Trash, as part of the Marine Air/Ground Team, had flown air support for some of these Marines. Mainly it was fellow Marines attending the observance but some families were present.

We owe thanks to all these courageous warriors and should remember well so many have paid the ultimate price to allow us the privilege to live in safety.

I revised our Hymn a bit for the old guys toast ... Here is health to you and to our Corps which we were proud to serve.....

oldbud

On March 8, 2005 Russ Swisher and I met with the Gold Coast Hotel & Casino in Las Vegas, NV. Russ will be the Reunion chairman for that year in Las Vegas as approved by the membership in Branson. We researched other locations, especially in the downtown area but our research led us back to the Gold Coast, the only facility in Las Vegas that we know will fill all our needs as to Location, Facilities, Pricing, Amenities, and most importantly the ability to supply our own beverages in the Hospitality room . Vegas is a STRONG union town and all other places mandate that they supply the beverages at their prices and their own bartender..... Russ has some great ideas for that get together and I am sure it will be a Great reunion. We will ask Bob Amico to chair the Golf Committee and Red Doktor can always be depended on for a lot of assistance and good deas.(even though he always had a fear of flying).

From Bud Yount (1)

My dear Valerie, I had a good friend named Ed Hanlon, a Navigator. He might have gone into Avionics later. Ed's wife's name was Belva, they later divorced.

Capt. Ed Hanlon was my Navigator on my first Flight as R4Q-2 Aircraft Commander

in VMR-252, MAG-35 at Cherry Point, NC, a Hurricane Evacuation flight. It was around July 1954. The 2D Wing higher headquarters waited until the eye of the hurricane was practically over Cherry Point before they gave the order to launch all aircraft. I sat in the cockpit and was mentally rehearsing procedures and frankly building my confidence, when Ed spoke up and said "Bud, the sooner we takeoff the sooner we can go on Liberty." I had been trained for Instrument Takeoffs but this was ACTUAL Instrument Takeoff conditions, I could only see about fifty feet of the runway centerline but Ed's comment was the reassurance I needed.

Meanwhile, a 'Q ' from our sister squadron VMR-153, had taken off and returned for landing! Because of the weather we couldn't see what he was doing but we heard his clearance from the tower to land and he made it! The pilot was Gerry Schultz. The reason he returned was his forward fuselage passenger door had flown open and doctrine said feather the port propellor and land then close the door ... It was amazing, considering the weather conditions that he was able to remain close to the field and find his way to land, he must have been skimming the tops of the pine trees. At around 3000

Continued on Page 18

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LETTERS FROM MEMBERS



Ralph Provost • Bud Yount • Jim McGuire • Charlie Cook

feet we cleared the clouds and it was beautifully clear in every direction.

The rest of the flight was uneventful and we went on Liberty.

We teamed up with Ed and Belva later, we used to play bridge with several couples at a different home after a buffet dinner. Transfers split us up and we lost track of the Hanlons.

Your Dad must have had a Flight Log Book. If you can find it check the entries of 1954 & 1955. If you find a lot of entries of 'NTK' in the far right column your Dad was a Navigator in VMR-252 when I was there. Ed Hanlon was a tall, slim, quiet speaking man, a great friend and Marine.

In 1966 the Marine Corps told me to leave and I retired 30 June 1966.

Bud Yount Major USMC
(Ret)

RALPH PROVOST WRITES

Con,

I'm trying to recover from my fifth bout with the Big "C" Hope to start treatment in about two weeks, If I stop bleeding. Will be seeing everyone in September in Havelock.

Semper Fi,

Ralph Provost

FROM BUD YOUNT

Valerie, I'm very happy to hear from you and learn you are The daughter of Capt Ed Hanlon, OinC of the Navigation Dept of VMR-252 at Cherry Point, NC, and learn what happened to our old friend Ed. Art Butler was the OinC of the Nav Dept in our sister squadron, VMR-153.

There are several of the old 252 and MAG 35 members, pilots and Navigators whose names you may run across:

Pilots: Bill Barber, Jim Curzon, Don Judge, Hap Simpson, Dick Rodd (June-widow E-mail) and General Joe Went, former Assistant Commandant of the Marine Corps.

Navigators: Charlie Carr (later Col), Art DeBolt and Joe Stone. No E-mail address for Chuck Emmons. All of those named above are in the Copy to list. The E-mail addresses should be in order with the names listed.

Con Shuck is the editor of the TRANSPORTER where I found your request for information.

I am sure all of these Marines would be happy to hear from you and your brothers and sisters.

oldbud

From Jim McGuire

Hey Smitty,

Here is in arrears dues. A couple of years for you/. Keep up the good work.

Life is good here--Old age isn't for sissies but I am still looking at the grass from the right side.

I will try to make it to Phoenix next year. The best to all of MCASTAS.

Semper Fi, Jim McGuire

CHARLIE COOK WRITES

Charlie,

This check is for a hat, (Blue) the rest is for the general fund or where you need it the most.

You are doing a great job and I think most of us appreciate what it takes in time and effort for you few to keep the outfit going. It is a great association and it's all due to you, Con, Mike Griffin and a few others that made it go.

Sorry the graduation had to be moved inside and especially for the recruits! That is their biggest day. I went with 30 scouts last fall we had the same problem--weather, so the Sgt. Major came out on the steps of the admin building for colors.

Thanks for everything, hope to see you this fall in Havelock.

Semper Fi, Charlie Cook

REGISTRATION FORM

Marine Corps Air Transport Association 16th Annual Reunion
Havelock, North Carolina _ September 21-25, 2005

Wednesday, 21 Sep 05 1200-1700	Early Arrivals Registration in Lobby Registration Required for all Attendees \$25.00 per person Attending. Member, Spouse and Guest Golf (On Your Own)	Qty_____	\$_____
Thursday, 22 Sep 05 0800-2300 1100-1700	Hospitality Room Open Registration in Lobby Golf (On Your Own) Possible Tour of Squadron		
Friday, 23 Sep 05 0800-1230 1130-1330 1230-1330 1330-1430 1430-1700 1700-1900	Hospitality Room Open – Registration Main Lobby Ladies Luncheon – Chelsea Restaurant New Bern \$20 per person Board of Directors Meeting General Membership Meeting with Election of Officers Hospitality Room Open After Meeting Pig Picking - \$20 per person	Qty_____	\$_____
Saturday, 24 Sep 05 0800-1730 1800-????	Hospitality Room Open (Closed During Banquet) Banquet - \$25 per person/Cash Bar/Bufferet	Qty_____	\$_____
Sunday, 25 Sep 05 0800-1100	Hospitality Room Open – Checkout Membership Dues – Must Be Current Donation to General Fund Sponsorship Fund		\$_____ \$_____ \$_____

Total Enclosed \$_____

Member's Name _____ Wife/Guest _____

Address _____ City _____ State _____ Zip Code _____

Phone _____ Arrival Date _____ VIA _____

 Names As You Want on Badges _____ Wife/Guest _____

MONIES DUE BY SEPTEMBER 9, 2005
RETURN THIS FORM WITH CHECK TO: MCATA, PO BOX 1134, MILLINGTON, TN 38083



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- Enclosed my check for \$_____. Please enroll me as a NEW member.
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Years of active duty (i.e. 1942-1975)

19_____ to _____

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

- World War II _____
- Korea _____
- Viet Nam _____
- Desert Storm _____
- Other Cold war _____
- Afganistan/Mid East _____
- Iraq _____

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