



# MARINE

# AIR TRANSPORTER

The Quarterly Publication of The M.C.A.T.A.

www.mcata.com

## MARINE AERIAL REFUELER TRANSPORT SQUADRON 234 CHANGE OF COMMAND PANKHURST RELIEVES DIETRICH



UNITED STATES MARINE  
CORPS

Lieutenant Colonel  
Keith W. Pankhurst

Lieutenant Colonel Keith W. Pankhurst was born and raised in England immigrating to Indianapolis, Indiana in 1976. He enlisted in the Corps in June of 1983. He served with 1st Recon Battalion until reporting to Quantico, VA for OCS in September of 1985. Upon completion of OCS, TBS and Armor School in October 1986 2nd

Continued on Page 20



UNITED STATES MARINE  
CORPS

Lieutenant Colonel  
Thomas F. Dietrich

Lieutenant Colonel Thomas F. Dietrich was born and raised in Chicago, Illinois. After graduating from Parks College of St. Louis University with a Bachelor of Science Degree in Aviation Science, he proceeded to Quantico, VA for OCS in June of 1982. Upon completion of TBS in March 1983, he began

his flight training in the T -34C at NAS Pensacola, FL. With his selection to the Maritime Pipeline, he was transferred to NAS Corpus Christi, TX to complete the required multi-engine training in the T -44. He was designated a Naval Aviator in June 1984.

Second Lieutenant Dietrich reported to the 2nd Marine Air Wing at MCAS Cherry Point, NC where he was then assigned to be the Logistics Officer at MCAF

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# MARINE AIR TRANSPORTER

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Con Shuck, USMC (Ret)

## DESIGN

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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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MCATA is a 501(c)(19) non-profit organization incorporated in the State of Texas in 1991 to foster, encourage and perpetuate the memory and spirit of friendship among our comrades in arms who are or have been members of any Marine Corps Air Transport Squadron and to preserve incidents and memories of our association together. The Marine Corps Air Transport Association represents a complete cross section of all those who are or have served our country in Marine Corps Air Transports regardless of rank, flight status or MOS.

**Total 2004 & Beyond Paid Up Members: 311**

**Members Expired 2003: 217**

**Total Contacts In Database: 1055**

## DONATIONS TO SPONSORSHIP FUND

**Edna Turner**

*in memory of former Commanding  
Officer Walt Turner*

**Andy Holzmer**

**Cay Conklin**

**Bob Cole**

**Bill Seaton**

**Red Dog Paul**

## ONLINE DATABASE

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

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

# Marine Aerial Navigation School decommissioning

Gorton David R  
CWO5 MANS/CC

Con,

I've been getting a few calls lately about the upcoming decommissioning of the Marine Aerial Navigation School (MANS) so I thought I'd ask if you could publish an announcement in the next newsletter to try and get the word out. As you know, with the

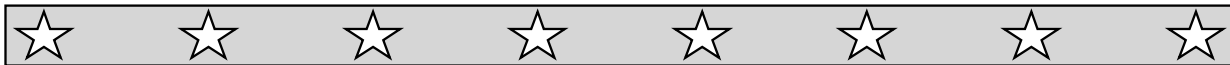
introduction of the new KJ along with advances in technology it was decided that the Navigator MOS was no longer needed. So after 62 years of honorable and faithful service to Marine Aviation, MANS will graduate its last class and be decommissioned on 30 July 2004. The ceremony will be held here aboard Randolph AFB, San Antonio, TX. If there is anyone interested in attending or for more information they can

contact myself or MGySgt Hampe at (210) 652-4958/59/60. Email is david.gorton@randolph.af.mil or jeffrey.hampe@randolph.af.mil .

Semper Fi,

CWO5 Dave Gorton

**NOTE: PLEASE DON'T CONFUSE THIS WITH THE MCATA MEMBERSHIP FORM**



<b>APPLICATION FOR MEMBERSHIP</b>	<b>MCAA</b>	<b>To join online: <a href="http://www.flymcaa.org">www.flymcaa.org</a></b>																																												
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# LETTERS FROM MEMBERS

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John Landolfi • Ed Gonzales

## FROM JOHN LANDOLFI

Hi Con, How are you doing? Fine I hope. We are looking forward to a better year in 2004. I have received calls and cards from a lot of the old crew from all around the country. Some that I have not been in contact with for a lot of years. It was more than a pleasant surprise to hear from all of them. I would appreciate it if you can check on my mailing address on the news letter. I did not receive the latest one, I really look forward to reading about it, and keeping up on what's happening to the guys. The last one was forwarded from my old Tustin address and when I renewed my membership I listed the new address. I am waiting for an approval for another hormone shot. That will get me to Medicare and tricare in March. I have been losing weight and the Dr. said that if I continue to do so he would consider operating. I would really like that to happen. June and I paid for a body scan and they found a couple of suspicious things on one kidney and lung. I am waiting for the written report to see a specialist to find out what they are. Never seems to stop! Had a long talk to Mel Shoup last week. We had a lot of laughs. My best to all,

God Bless... John  
johnlandolfi@aol.com

## FROM ED GONZALES

Con,  
Thought I'd submit this for possible inclusion in the next "Marine Air Transporter." I have no idea who authored it, but received it in my email and thought it was worth sharing.

Ed

\*\*\*\*\*

Here is a home study simulator course for those who still hunger for the romance and adventure of being a MAC (or VMGR) Crewmember. It will all come back to you if you practice the following at home:

1. Stay out of bed all night.
2. Sit in your most uncomfortable chair, in a closet, for nine or ten hours facing a four foot wide panoramic photo of a flight deck or cargo compartment.
3. Have two or three noisy vacuum cleaners on high, out of sight but within hearing distance and operating throughout the night. If a vacuum cleaner fails, do the appropriate restart checklist.
4. Halfway through your nocturnal simulator course, arrange for a bright spotlight to shine directly into your face for two or three hours, simulating an eastbound flight into the sunrise.
5. Have bland overcooked food served on a tray, or eat some 2 day old, cold chicken midway through the night by a hung-over loadmaster or pissed-off flight engineer.
6. Have cold cups of coffee delivered from time to time. Ask your spouse to

slam the door frequently.

7. At the time when you must heed nature's call, force yourself to stand outside the bathroom door for at least ten minutes, transferring your weight from leg to leg, easing the discomfort.

8. Leave the closet after the prescribed nine or ten hours, turn on your sprinklers and stand out in the cold and "rain" for twenty minutes, simulating the wait for the crew bus.

9. Head for your bedroom, wet and with your suitcase and flight bag. Stand outside the door till your wife gets up and leaves, simulating the wait you'd have while the maid makes up the hotel room.

10. When your spouse inquires, "Just what in the hell have you been doing?" Just say, "Recalling the allure of all night flying to romantic places" and collapse into bed -- after setting the alarm clock for 5:00 PM.

11. If you are a purist, do this two nights in a row.

\*\*\*\*\*

Ed Gonzales  
Eagle0217@aol.com

# IN MEMORY LETTERS

James Chips • Dale McGaha • Bill Green • Steve Bodnar  
Mert Williams • Amy Drulak • Marie Carres

## FROM



## MEMBERS

*Just received this email from Bud Yount*

Org Cty Reg 14 Nov. obits.

**James Allan Chips**, 80, of Santa Ana, a Marine, died Nov 8 2003 of cancer. Private services. Arrangements by the Omega society, Santa Ana.

Survivors: daughter, Linda Warren; son James Jr. sister, Connie Easton; one grandchild.

Jim was a long time mem oldbud

**Dale McGaha** has passed away. No further details available.

**Bill Green**, a friend of many of us Air Transporters has passed away 20 February 2004. As many of you remember Bill was on a waiting list for a very long time before he got his heart transplant. He leaves behind his wife of many years Nancy and Son Bill Jr. Our thoughts and prayers go out to the Green family.

From C.J. McQueen, Any of you that knew **Steve Bodnar** from the "Q" days, he passed away Saturday January 31 here in Havelock. Another Transporter has passed away here in Havelock, Neil Baker died last night February 3, after a long illness.

From Bud Wildfang comes information that Former **C.O. Mert Williams** has passed away. No further details at this time.

Just received word also that **Amy Krulak** wife of former Commanding General of AIRFMFPAC has passed away at age 90. So far as I know the "Brute" is still going strong in San Diego. I have many memories of the flights on the VIP ship 1966-1968 when V. Krulak was CG, Marvin Mann was the Aircraft Commander and I was a still a student Flight Engineer with Roger Lang as the FE.

I just talked to John Carres tonight and he told me that his wife **Marie Carres** died 02/03/04 and that she had been sick for a long time. We will all miss Marie because she was a gran lady. This is his address:

John L Carres  
162 S.E.29th.Ave  
Boynton Beach FL 33435-8233

He said didn't want any flowers, I think a phone call or a card would help and to let him know that we care.

Ed Daigle sends

**FROM BILL SCOTT**

**(A CONCERNED MEMBER)**

From the past two or three years at the Exec. Meeting, the conversation has come up about new members, the reason being we don't have enough people at the reunions. Normally we have around 150-200 people, which is not enough, the number of guest at the last reunion in Georgia was pretty sad. It's the same ones every year that attend these great events. We have 700+ members in MCATA. If the members we have would participate we would'nt need to go our and seek new membership, what we need is for the current members to participate. If MCATA is worth being a member of, it is certainly worth being a member of, it is certainly worth being a part of. I guess what I'm saying is all of the card carriers out there, we need your participation as well as your membership.

Good friends don't last forever. Come and see them in Branson.

Semper Fi,

Bill Scott



# LETTERS FROM MEMBERS

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G. James Sherman • Raelene Nichols

## FROM G. JAMES SHERMAN

Just a couple of lines, to let you know what has been going on. I thought that I was coming down with pneumonia again because I felt so weak, After all I have only had it nine times now, 4 times before I got out of the hospital, So I figured I thought I knew what was what. After visiting four different doctors and different opinions, I finally came upon a couple of Neurologist that performed the same test Electromyography (EMG), and they agreed that what I had was Myasthenia Gravis. No known cure for MG, but there are effective treatments, and I take all three that are listed. Mestinon, Imuran, Prednisone, one of them I take four times a day. Muscle weakness MG increases with continued activity and improves after periods of rest. The prevalence of MG in the U.S. is estimated to be about 20 in 100,000 population.

Then I go to TCMC, Tennessee Christian Medical Center twice a week to the Wound Center portion of the hospital to have my UNNA boots changed twice a week. Unna Boot is a bandage that contains Zinc Oxide Paste that is wrapped around the lower leg starting at the toes and winding up just below the knee on both legs. This is because

I have venous stasis ulcers, and the valves between the major veins in my legs are not functioning properly. My arteries are putting out great pressure, but the little valves that go between my arteries and veins are not functioning properly.

This is a compression type bandage and have to be kept dry, so every night its two tall trash bags on both my legs to keep them dry.

Then when I'm not taking care of my feet & legs I'm down at the pain management having what they call radio frequency done on my back. That is where they lie you down put a scope on you and go in through your back and watch on the screen to identify the nerves and "burn" them or cauterize them. I did the left side on the 12 Dec. then the right side on 19 Dec.

This Friday, 02 Jan. I go up to TCMC for my UNNA boots changed. TCMC is 17 miles from my doorstep, have to keep track of all this garbage come income tax time.

Not much else going on, catch ya later,

G. James

## LETTER FROM RAELENE NICHOLS.

Hi Con,

Thanks to a virus on my computer I now have to rely on the mule train delivery. That takes forever in Missouri.

Brandee, Taylor and I just came back from a grandchilds wedding in Nashville. Was truly a great get-a-way. After I got back I had a phone call from the VA, They finally made a decision that Nick did indeed suffer from Diabetes. It only took them 26 months to figure out he was diagnosed after he retired.!!, But they decided to send that info to my old address.

I am in need of some new medals fo Nicks memory box. I have some but anywhere close to a base to replace them. Is there a chance that someoneis close to a base-Maybe Cherry Point that could come to my aid? I can send a picture of his last set andand a couple you sent. Also would like a set of GySgt chevrons. I don't know the cost but will reimburse whatever it costs. I would need them mounted in one of those frames.

Just let me know and I will proceed from there.

Much Thanks, Raelene  
Mrs. T.L. Nichols, widow of "TL"  
Nichols, retired Radio Operator,  
USMC

# LETTERS FROM MEMBERS



Dick Edwards • C.J. McQueen

## FROM DICK EDWARDS, I'M FINE - HOW ARE YOU?

There's nothing the matter with me,  
I'm just as healthy as can be,  
I have arthritis in both knees,  
And when I talk, I talk with a wheeze.  
My pulse is weak, my blood is thin,  
But I'm awfully well for the shape I'm in.

All my teeth have had to come out,  
And my diet I hate to think about.  
I'm overweight and I can't get thin,  
But I'm awfully well for the shape I'm in.

And arch supports I need for my feet.  
Or I wouldn't be able to go out in the street.  
Sleep is denied me night after night,  
But every morning I find I'm all right.  
My memory's failing, my head's in a spin.  
But I'm awfully well for the shape I'm in.

Old age is golden I've heard it said,  
But sometimes I wonder, as I go to bed.  
With my ears in a drawer, my teeth in a cup,  
And my glasses on a shelf, until I get up.  
And when sleep dims my eyes, I say to myself,  
Is there anything else I should lay on the shelf?

The reason I know my Youth has been spent,  
Is my get-up-and-go has got-up-and-went!  
But really I don't mind, when I think with a grin,  
Of all the places my get-up has been.

I get up each morning and dust off my wits,  
Pick up the paper and read the obits.  
If my name is missing, I'm therefore not dead,  
So I eat a good breakfast and jump back into bed.

The moral of this as the tale unfolds,  
Is that for you and me, who are growing old.  
It is better to say "I'm fine" with a grin,  
Than to let people know the shape we are in.

## C.J. McQUEEN

scottie@ec.rr.com

December 09, 2003

## LOW FLIGHT

Oh, I have slipped through swirling clouds of dust, A few feet from the dirt, I've flown the C-130 low enough, To make my bottom hurt, I've flown in the desert, hills and valleys, mountains too, Frolicked in the trees, Where only flying squirrels flew. Chased the frightened cows along, Disturbed the ram and ewe, And done a hundred other things, That you'd not care to do. I've smacked the tiny sparrow, Bluebird, Robin, all the rest, I've ingested baby eagles, Simply sucked them from their nest. I've streaked through total darkness, Just the other guys and me, And spent the night in terror of, Things I could not see. I turned my eyes to heaven, As I sweated through the flight, Put out my hand and touched, The Fire Warning Light.

## MINI-MEETING

### JUNE 4-6, 2004

Radisson has it listed as

MINI MCATA FOR JUNE

When making reservations

booking # is 7407



# LETTERS FROM MEMBERS

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Gary Villiard

## FROM GARY VILLIARD

Thank you for your expeditious response. I am traveling at the moment but when I return to my office I will give you a thorough briefing and send in my membership. It will be nice to be back in the fold. I have missed the camaraderie for too long.

Again, thanks and Semper Fi

Gary Villiard

HQMCFS Flight Engineer 1972-1976 C-118 Bu No. (126426 & 126433) C-54 FE (826 & 414) C-131 CC (145962)

## LETTER #2

I'm finally back from my trip and tried to join the MCATA but after submitting the form, I received a message that said something about "column value doesn't match row". Therefore, I don't know if the attempt was successful. Anyway, let me know and if necessary, I will try again.

I had the opportunity to review your membership roll recently and I recognize quite a few names of people that I served with. Top Toby, Charlie Howard, Otto Peyer, Art Debolt etc. Of course, these guys, and many more E8's and E9's, were the backbone of the HQMCFS during my tenure there. I knew them all and was friendly with them as well. I was the only E5 that was ever allowed to play Pinochle with the "Top's" and Captain Hopper, who was the Maintenance Officer.

A little about me:

After Millington, where I completed ADR school (MOS 6028), I went to H&MS 27 at the Point and qualified as a C117 Crew Chief.

Early 1973 I went to Andrews where I qualified on the two remaining Marine Corp C54's as an FE. Was reassigned to the C131G as a Crew Chief under Top Jones, Joe Hambor and Bob Frye. Later I qualified as an FE on the C118 because Charlie Howard retired and we were short on FE's.

Tried to re-up in 1975 and go to a HERC FE training but HQMC reported my MOS as "critical" and I was only offered E6. So I got out.

Got my A&P while I was in, so I went to Allegheny Airlines as a mech after RELAD.

Got a hankering for helicopters after visiting a Marine buddy in Louisiana, so in 1977 I moved to Louisiana and went to work in the Gulf of Mexico as a helo mech.

Missed transports in 1979 so I flew a DC7BF for a year as an FE at Atlantic Airways Bermuda.

Back to the Gulf in 1979 as VP of Commercial Helicopters operating 35 Helo's in the Gulf.

Started my own helicopter maintenance and engineering company in 1985. Grew to 100 employees and STC'd numerous helicopter modifications. Sold the company in 1992 and became a consultant to the helo industry.

Wound up in Somalia during the conflict doing contract flying for the UN and chasing deals around Africa and Asia. Most of

which were very successful.

Invested a lot of time and money in a deal with the U.S. Navy in 1993, which you can read about all over the Internet. Just type Brewster Buffalo or my name into your search engine and follow the links to BW-372 or goto [www.danford.net](http://www.danford.net) and follow the links. Most of what you will read is total bullshit so if you want to know the real skinny, just ask me. After review, you will know the reason for my email address and company name.

Started a company in Thailand last year, by the name of Thai Aero-Dynamics Ltd, whose purpose is to provide guidance to the Thai military services in the maintenance repair and overhaul of their aviation assets. I am the Managing Director and the company has really taken off like a rocket. I now spend most of my time in BKK where I have a permanent residence.

I'm 52 now and I have always missed the USMC. I'm glad that I found you guys and I hope that I can positively contribute to the discourse.

Let me know if there is a problem with the registration. I'm pretty computer savvy and couldn't find a problem with the way I filled out the form.

Sempre Fi.

Gary Villiard,

[brewster372@hotmail.com](mailto:brewster372@hotmail.com)

# LETTERS FROM MEMBERS



Art DeBolt • Con Shuck



Con Shuck and James Haskell at the Marine Corps Birthday Ball 2003

**First time in Mess Dress  
in 29 years!**

## ART DeBOLT WRITES

Dear Con,

I broke bread with Bernie and Scotty last night. In the course of the conversation it occurred to me that I had not paid my dues for 2004. I usually pay with my Reunion registration and of course this year I could not attend the Georgia bash.

I have enclosed a picture taken in Paris, left to right Art DeBolt, Don McGrath, Ralph Maddox and Henry Wildfang. I won't say when this was taken but goes back a few years. Matter of fact it was Henry's 40th birthday.

See you in Branson,  
Semper Fi,

Art DeBolt, Master Gunnery Sergeant of Marines



Editors Note:

I was up to see Bud Wildfang for a couple of days early in the month of February. He had just returned from seeing his 108 year old mother. Bud did confide in me that he was now 88 years young.

For those of you that think it is the genes in the Indian blood that keeps Henry and his mother going you might guess again as Henry has no Indian blood.

Semper Fi,

Con

# CALIFORNIA MINI-MEETING PHOTOS

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*Bob Miller, Corky Chambers and Al Barta*



*Corky Chambers, Bud Yount and Bob Van Nostrand*



*Dennis McConaghy, Carols Gutierrez and Bud Yount*



*Andy Benjock*



*Bobby Blake, Bob Miller and Andy Benjock*



*Pete Tanner and Ted Newman*

# CALIFORNIA MINI-MEETING PHOTOS



*Marvin Johnson and John Paul*



*Noble Craft and Bob Hughes.*



*Harry Posey*



*John Paul, Jim Robertson and Russ Swisher*



*Pete Tanner and Ted Newman*



*Paul Ellis*

# CALIFORNIA MINI-MEETING PHOTOS

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*Paul Ellis, Carols Gutierrez, Dennis McConaghy and Bob Van Nostrand*



*Ralph Davis, Andy Benjock and Red Doktor*



*Dennis McConaghy*



*Ralph Davis and Andy Benjock*



*Russ Swisher and Harry Brooks*



*Al Barta and Marvin Johnson*

# CALIFORNIA MINI-MEETING PHOTOS



*Tony Nekoranez, Bud Yount, Carlos Gutierrez, Dennis McConaghy and Bob Doktor*



*Ralph Davis, Corky Chambers and Andy Benjock*



*Harry Brooks, Ted Newman, Bob Hughes and Tony*



*Al Barta, Russ Swisher, Ralph Davis, Corky Chambers and Andy Benjock*



*Harry Posey, Pete Tanner, Bobby Blake, John Paul and Bob Miller*



*Bob Van Nostrand, Harry Brooks, Ted Newman, Bob Hughes and Marvin Johnson*



# LETTERS FROM MEMBERS

Bud Yount • Ted Newman • Paul Stouffer

## FROM BUD YOUNT COPY OF LETTER TO BILL BOWERS AT LOCKHEED

Thanks Bill for your comments. I appreciate your comment as a Back Seater. I found when I was forced into Transports that I had the cream of the crop on that flight deck, the ones I used to terrorize, but we always got home in one piece. What a wonderful bunch of Marines to work and fly with. In 42 I was given the MOS of 747, Acft Mech, when I graduated from school in Jax. Made Cpl, I was never a PFC. LGen Gay Thrash, (Capt), was my first boss in 43 when we were on Espiritu Santo with VMD-154. Henry Wildfang was with us in the Sqdn. I'm still in touch with some of the survivors.

I belong to the Transporters, an organization of Flight Engineers, Mechs, Navigators, Radiomen and all the rest that make it possible for pilots to have something to fly. Charlie 'Vulture' Carr used to tell me where to go, when he was my Navigator. I always liked flying with Charlie, he was always up, smiling and cheerful! I have attended quite a few reunions and none have punched me in the nose yet. Some with shaky memories remember me as a pretty good pilot. There's that respect thing, I treasure theirs.

oldbud

Bud, thank you for the kind comments. I have a feeling that many of us "Flight Deckers" will appreciate how you feel about us.

Con

## FROM TED NEWMAN

Anyone knowing the whereabouts of the following I would certainly like to get in touch with them. Ronald K. "Pops" Saulan, navigator (right out of Nav School he was accepted into the college program) 1959+ time frame, William "Bill" Gould, navigator 1959 to ?, Garland Bruce, navigator, 1959 + time frame (Garland was from Texas), Ted "Tex" Shrader, RO 1959 + time frame (Yep, Ted was from Dallas, Texas), "Mac" McGuire, mechanic 1959 + time frame, and Terry Alderson, enlisted to officer Pilot (Terry got out about 1963 and was working in San Francisco, CA at an engineering firm) maybe some of you "Mustangs" might know where he is. Any assistance would be greatly appreciated. You can email me or call me at my office Toll Free # 866-417-9566.

Semper Fi,

Ted Newman

**PAUL M. STOFFER**  
5416 Northcrest Road  
Fort Worth, Texas 76107  
December 12, 2003

## The VMGR Golf Tour

I was digging through my desk, and found my USMC log book. It is funny how I could almost recall each flight, even from 28 years ago. My favorite was as "chief pilot" for the Cherry Point Golfers Association.

April 1975 put me, a 200 hour co-pilot, on an extended cargo and refueling mission with CWO4 Henry Wildfang, MGysgt. Jim Hardy, MGysgt. Ed Hunt, MGysgt. Miller, and a blond headed first mech about my age, Sgt. Smith. Our mission was to support the F4's out of Beaufort and Yuma, hauling their equipment, and tanking them over Tinker, Dyess, and Yuma.

The first leg had Henry fly a GCA to minimums, greasing (as usual) the wheels onto Beaufort's runway. We loaded up with fighter junk, and he gave me the leg to Tinker. I made a nice VFR approach, carefully landed almost ..as smooth as the "Boss", and rolled out. Henry turned to Top Hardy and said, "If these young kids wouldn't land so long, we'd be on the 2nd hole by now." That was our "real" mission.

I parked the aircraft, finished

# LETTERS FROM MEMBERS



David McQuillen

## It's funny now, but not then... remember this in boot camp?

A good friend is a retired Marine. Bill Noonan came off the Drill Field at Parris Island to attend the very first Warrant Class at Quantico in 1960. Became a Brig Officer, retired as a Capt. and then went into the Federal Penitentiary System as a prisoner counseling officer. Now fully retired.

Bill and I were talking about boot camp yesterday, both of our own experiences as a recruit and his being a DI. He was a DI after Ribbon Creek so a lot of the brutality had disappeared. But not all.

These are some of the things we laughed about;

1. When a recruit fell asleep in class the DI would stand the recruit at attention holding a coin to the bulkhead with his nose. Usually there were two or three standing back of the class in this position. Every once in a while we would hear a coin clink on the deck and a yell from the DI to get that coin back onto that bulkhead!

2. In Bill's platoon the DI would carry a canteen full of ice water and would come up behind a sleeper and pour it over his head.

3. Our DI kept one key to our locker boxes on an unwrapped wire coat hanger; we wore the second on a string around our necks. If some one lost or misplaced their key (it happened to me) we had to duck walk in circles with our locker box on our backs.

4. The smoking lamp was strictly enforced and if a puffer was caught when it was out, our DI would stand the offender on a bucket, put four or five lit cigarettes in his mouth, put another bucket over his head and ordered to puff until they were done. Often a blanket was thrown over that ensemble to further the choking smoke effect.

5. The worst though was when a repeat offender was caught he would be ordered to EAT four or five cigarettes.

6. While stacking arms if a recruit got it wrong and the stack fell over he had to sleep with the rifles. Now this was funny when in the darkness after lights out we would hear the rattle and clank of all that hardware when he turned over and cursing at the same time.

7. It was punishment enough to hold a 9.5 pound M1 at arm's length until the ache became almost unbearable. But another one was to hold the M1 at arm's length with both hands using the fingers to hold it by the stacking swivel. Dang! But that hurt!

8. Sgt. Kaiser would jab us in the breast bone with his index finger when we screwed up out on the grinder, we were positive that finger was made of iron. DI's back then wore the pith helmet instead of the campaign hat. Along with the large emblem there was a diamond shaped piece of brass behind the emblem. This helmet with its large chunk of metal was used as a learning tool by rapping us on our bald heads when a mistake was made while marching.

Much of what happened to us was unnecessary brutality and I'm glad that it is now history. But at the same time all of us were warned that if we knowingly screwed up

we would be punished. So to be honest we learned quickly how the system worked and accepted the consequences of our actions. This rough treatment lessened as we progressed through the 12 weeks and towards the end we thought SSgt. Ramirez and Sgt Kaiser were the greatest NCOs in the Marine Corps. We had a lot of respect for them. Platoon 494 made Honor Platoon in November, 1952, and this then 16 year old came out a little tougher than when he first walked through the main gate at MCRD San Diego back in September, 1952.

One last thing. This is for Paula. No matter what some on this board may tell you, REAL Marines are made at San Diego, NOT Parris Island. Don't listen to the nay-sayers, Paula.

Semper Fi,  
Tom

*A lot of this kind of treatment is no longer allowed. (It wasn't back then either). What the DI's were trying to do is weed out anyone who could not handle stress. Discipline comes in many forms and you may not agree with these methods, but, it worked! Marines in all wars are noted for their combat accomplishments and a certain amount of toughness comes from being handled tough. Or mistreated?*

# FROM THE PRESIDENT



## C o n S h u c k

Wow, where does the time go. I have been swamped since returning from Calloway gardens. Once again Grady, a great reunion. I only wish more of our members had taken the opportunity to see that part of Georgia. It was just a beautiful time of the year.

Branson is going to be a pretty place as well. The Ozarks will, or I should say, should be in full color by then. Jack Flannery has a full plate of activities planned. It will be a grand old time.

Just to remind you, Jack has sent the following information about the mini-meeting in June. Just to remind you, the mini-meeting is a required meeting for members of the Board of Directors, however, it is open to all Marine Air Transporters. If you just want to come and partake, do so. maybe you can't make the October Reunion and want to see some friends, show up. here is the info:

Thought we had sent info for newsletter. Was about the time our computer crashed so I am sending it again.

RADISSON:  
PHONE # 417-335-5767  
FAX# 417-335-7979

### MINI-MEETING

JUNE 4-6, 2004

Radisson has it listed as MINI  
MCATA FOR JUNE

When making reservations  
booking # is 7407

### REUNION

OCTOBER 27-31, 2004

Radisson has it listed as MCATA  
FOR OCTOBER

DBL & KING ROOMS - \$72.00  
SUITES - \$159.00 & \$179.00  
Rates are good for 3 days before  
and 3 days after.

Most of you know Branson is going to be my "final Reunion" as President. Again, as most of you know, I have felt for a long time that MCATA needed some new blood, new ideas and some new energy. C .J. McQueen has stepped up and will assume the Presidency at the Branson gathering. I have agreed to stay on and assist in any way I can to continue the successes MCATA has had during the past almost 15 years. It all started in Havelock, North Carolina in 1990 when a handful of Marine Air Transporters had a pretty good idea about having a party and here we are today.

We have had quite a few members, not nearly enough, send in some extra money with their dues for the new member sponsor fund. At the June Mini-Meeting we will

look at how much money we have and see how many of the Active Duty Marines we can afford to sponsor for the Branson Reunion. So lets keep those donations coming in and see if this may be a good way to get some participation in our association.

Something happened to the mail around Christmas time 2003. I was out of town from 17 to 21 December with Carol, Brian, Greg, their wives and all 6 grand kids. (We snuck off to a planned vacation in Walt Disney World) When I returned and checked the mail their was almost none. Since that time I have had checks dribbled in that have been due for several days and or weeks. Do not know where the screwup was, but hopefully it has been rectified and the mail is current now.

Weather here in Dallas has been beautiful for the most part this year. We have had a little rain, but we needed that. Spring will ben here before you know it.

Hope to see many of you in Branson for the Mini-Meeting and hope to see all of you for the Reunion in October.

Semper Fi,

Con

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## INTERESTING QUIPS

In his book, *Sled Driver*, SR-71 Blackbird pilot Brian Shul writes:

"I'll always remember a certain radio exchange that occurred one day as Walt (my back-seater) and I were screaming across Southern California 13 miles high.

We were monitoring various radio transmissions from other aircraft as we entered Los Angeles airspace. Though they didn't really control us, they did monitor our movement across their scope. I heard a Cessna ask for a readout of its ground speed."

"90 knots" Center replied.

"Moments later, a Twin Beech required the same."

"120 knots," Center answered.

We weren't the only ones proud of our ground speed that day as almost instantly an F-18 smugly transmitted, 'Ah, Center, Dusty 52 requests ground speed readout.'

There was a slight pause, then the response, "525 knots on the ground, Dusty."

"Another silent pause. As I was thinking to myself how ripe a situation this was, I heard a familiar click of a radio transmission coming from my back-seater. It was at that precise moment I realized Walt and I had become a real crew, for we were both thinking in unison." "Center, Aspen 20, you got a ground speed readout for us?"

There was a longer than normal pause .... "Aspen, I show 1,742 knots"

No further inquiries were heard on that frequency.

More tower chatter:

Tower: "Delta 351, you have traffic at 10 o'clock, 6 miles!"

Delta 351: "Give us another hint! We have digital watches!"

-----  
One day the pilot of a Cherokee 180 was told by the tower to hold short of the runway while a MD80 landed. The MD80 landed, rolled out, turned around, and taxied back past the Cherokee. Some quick-witted comedian in the MD80 crew got on the radio and said, "What a cute little plane. Did you make it all by yourself?"

Our hero the Cherokee pilot, not about to let the insult go by, came back with: "I made it out of MD80 parts. Another landing like that and I'll have enough parts for another one."

-----  
There's a story about the military pilot calling for a priority landing because his single-engine jet fighter was running "a bit peaked."

Air Traffic Control told the fighter jock that he was number two behind a B-52 that had one engine shut down.

"Ah," the pilot remarked, "the dreaded seven-engine approach."

-----  
A student became lost during a solo cross-country flight. While attempting to locate the aircraft on radar, ATC asked, "What was your last known position?"

S t u d e n t :  
"When I was number one for takeoff."

In another famous SR-71 story, Los Angeles Center reported receiving a request for clearance to FL 60 (60,000ft). The incredulous controller, with some disdain in his voice, asked, "How do you plan to get up to 60,000 feet?"

The pilot (obviously a sled driver), responded, "We don't plan to go up to it, we plan to go down to it." He was cleared.

-----  
The pilot was sitting in his seat and pulled out a .38 revolver. He placed it on top of the instrument panel, and then asked the navigator, "Do you know what I use this for?"

The navigator replied timidly, "No, what's it for?"

The pilot responded, "I use this on navigators who get me lost!"

The navigator proceeded to pull out a .45 and place it on his chart table.

The pilot asked, "What's that for?"

"To be honest sir," the navigator replied, "I'll know we're lost before you will."



# LETTERS FROM MEMBERS

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## **OLD SOLDIERS NEVER DIE: A TRIBUTE TO KENNETH L. PITTMAN**

Deceased May 19, 2002

As we tried to decide what to say today, memories flooded our minds. As we thought of our Grandfather's laife, his pride kept coming to mind – pride in his military career, his friendships, and his family. In just a few words, how can we summarize 80 years of life – less than half of which we can remember? No matter how you know our grandfather or when in his life you knew him most, everyone knows he loved to laugh.

In the words of Dwight D. Eisenhower, "Laughter can relieve tension, soothe the pain of disappointment, and strengthen the spirit for the formidable tasks that always lie ahead." He was a man who love telling jokes and playing jokes on others. There are probably few of who ever ate a meal with him who didn't experience losing a plate when he told us to look the other way or lost butter off a knife before it reached the roll. Our mother tells us of a time before remote controls when he would ask his kids to change the station on the TV, but before they returned to their seats, there would be no seat. He would want us to continue laughing and use the laughter to strengthen us through the challenging days ahead.

As children, we remember our grandfather as a big Capitol policeman. I can remember as a child on the playground telling the other children if they didn't do what I wanted I would get my grandfather who was a policeman to beat them up. Of course, I was nothing but talk, but who wouldn't be intimidated by the mention of a career Marine whose idea of retirement was becoming a US Capitol Policeman in Washington D.C.

The phrase that patience is a virtue couldn't be illustrated any more by the way he dealt with us. For instance, when I was only two and sitting in my high chair, Pamela helped out by saying, "Kathy, show Grandpa how you pour your orange juice on the floor." But, this didn't phase him. He helped us learn to ride our bikes, and it didn't phase him a few years later when Pamela first got her driver's permit. He let her drive his car and didn't get upset when she drove down a one-way street the wrong way.

All four of his children could comment on his generosity. I remember going into a store with him as a child and having him ask "What do you want?" and him buying it for us. Whether it was our first piano or help with our college tuitions, Grandma and Grandpa were always there to help. Our first technology came from him – clock radios, electric

fans, and a personal computer for our school work. Does the word spoiled seem appropriate?

His love for sports and games began at a young age. Football and baseball started early, and he continued with boxing and wrestling in the Marines. If the weather was nice, he could be found golfing, but it was raining, he was inside bowling, and when all else failed, he would gather with his friends to play cards or would sit and do a crossword puzzle. Not only did he love to play games, but he loved to watch games. Mom tells us that each time they moved, he would be sure to set up the TV and hook up the antenna right away so he wouldn't miss a game. And, he created his own version of picture-in-picture by setting a small TV on top of a big TV so that he could watch more than one game at a time. His sense of adventure could be seen in the movies and TV he loved. Many years ago, he would be sure to check the TV Guide as soon as it arrived so that he could read what the Lone Ranger would be about that week.

Certainly, Grandpa loved his family too. He and Grandma always spoke to each other with respect - whether or not they agreed with each other. He loved his children, grandchildren, and great grandchildren. No matter where he lived, he stayed close to

**CONTINUED ON PAGE 21**

# LETTERS FROM MEMBERS



David McQuillen

## **IDIOTS AT WORK**

I was signing the receipt for my credit card purchase when the clerk noticed

I had never signed my name on the back of the credit card. She informed me that she could not complete the transaction unless the card was signed. When I asked why, she explained that it was necessary to compare the signature I had just signed on the receipt. So I signed the credit card in front of her.

She carefully compared the signature to the one I had just signed on the receipt. As luck would have it, they matched.

## **IDIOTS IN THE NEIGHBORHOOD**

I live in a semi-rural area. We recently had a new neighbor call the local township administrative office to request the removal of the Deer Crossing sign on our road. The reason: too many deer were being hit by cars and she didn't want them to cross there anymore.

## **IDIOTS IN FOOD SERVICE**

My daughter went to a local Taco Bell and ordered a taco. She asked the person behind the counter for "minimal lettuce." He said he was sorry, but they only had iceberg.

## **IDIOTS AT THE AIRPORT**

I was at the airport, checking in at the gate when an airport employee asked, "Has anyone put anything in your baggage without your knowledge?" To which I replied, "If it was without my knowledge, how would I know?" She smiled knowingly and nodded, "That's why we ask."

## **IDIOTS CROSSING THE STREET**

The stoplight on the corner buzzes when it's safe to cross the street. I was crossing with a co-worker of mine when she asked if I knew what the buzzer was for. I explained that it signals blind people when the light is red.

Appalled, she responded, "What on earth are blind people doing driving?"

## **MORE IDIOTS AT WORK**

At a good-bye luncheon for an old and dear coworker who is leaving the company due to "downsizing," our manager commented cheerfully, "This is fun.

We should do this more often." Not a word was spoken. We all just looked at each other with that deer-in-the-headlights stare.

## **IDIOTS WITH COMPUTERS**

I work with an individual who plugged her power strip back into itself and for the life of her couldn't understand why her system would not turn on.

## **INFO ON CHARLIE TIPPIE:**

Since I am new to the organization and it seems like I am talking to a lot of Transporters that I have not talked to in 30-40 years. But in the majority the news has been good however I must report that I just talked to Mrs. Charles W. Tippie, Hisamy, and found out that Tippie lost his sight approximately 1997 and is now in a convalescent center. His address is: Charles W. Tippie, El Cajon Convalescent Center, 510 E. Washington, El Cajon, CA 92020. Hisamy said she was sure that he would appreciate hearing from MCATA members.

# CHANGE OF COMMAND CONT.

## **Lieutenant Colonel Keith W. Pankhurst Continued**

Lieutenant Pankhurst reported for duty with 2nd Tank Battalion where he served as a Tank Platoon Commander and as an Executive Officer. Following these billets he served as an Aide de Camp for the 2nd Marine Division Assistant Commanding General. In June of 1990 1st Lieutenant Pankhurst transferred to NAS Pensacola, FL for flight training.

In January 1992, Captain Pankhurst reported to the 2nd Marine Aircraft Wing at MCAS Cherry Point NC. From January through June he completed his flight training with VMGR-253 and then reported for duty with VMGR-252. There he served as the Power Plants Officer, Flight Officer and the 2nd Marine Aircraft Wing TCO. He upgraded to Aircraft Commander in the KC-130 in September 1994.

In June of 1995, Captain Pankhurst transferred to VMGR-152 at MCAS Futenma, Okinawa. His billet assignments included department head tours as the Operations Officer, Maintenance Officer and DS&S. In addition Major Pankhurst served a 1-year tour as the III MEF Staff Secretary. In July of 1998 Maj Pankhurst transferred from the active duty Marine Corps to the Marine Corps Reserve.

In October 1998, Major Pan-

khurst began his reserve duty with VMGR-234. Through February 2002 he served as the Admin Officer and the Logistics Officer. In February 2002 Lieutenant Colonel Pankhurst fleeted up as the Executive Officer of VMGR-234. In January 2003, he and the Rangers of VMGR-234 were recalled to active duty for KC-130 flight operations in support of Operations Enduring Freedom and Iraqi Freedom.

Lieutenant Colonel Pankhurst has a B.S in Biology from Purdue University. He is a graduate of Ranger School, Armor School, Aviation Maintenance Officer's Course and MAWTS One Weapon and Tactics Instructors Course. His decorations include the Air Medal, Navy/Marine Corps Commendation Medal with Gold Star, Navy/Marine Corps Achievement Medal, Presidential Unit Citation, Meritorious Unit Commendation, Selected Marine Corps Reserve Medal and the Marine Corps Expeditionary Medal.

Lieutenant Colonel Pankhurst resides in Grapevine, Texas with his wife Margaret and their two sons, David and Christian.

### *Editors Note:*

*Congratulations go out to Lt. Col. Pankhurst as he assumes command of the Rangers. I have been told many that being C.O. of a squadron was the most satisfying job in the corps.*

*Con*

## **Sidebar**

Con,

The following is the MAG-41 web site info. SSgt Baker (professional PAO) took the photos of the COC and published them on the web site...24 photos in all. I think this is the best medium to get you the pics for the MCATA newsletter. It will also be a good resource for you to keep up on events here at the base for future use. The link is

[www.mfr.usmc.mil/4thMAW/MAG41](http://www.mfr.usmc.mil/4thMAW/MAG41)

Mark your calender for the 15 May air show here at the base. 234 will be doing some demo work with refueling and airdrops. Let me know if it all works.

S/Fi  
T.F. Dietrich

# **CHANGE OF COMMAND CONT.**

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## **Lieutenant Colonel Thomas F. Dietrich Continued**

Bogue Field in July 1984. Following flight training in the C-130 at Little Rock AFB, he reported for duty at VMGR-252 in March 1985 to fly the KC-130 and where he served as the Power Plants Officer and the Assistant Line Division Officer.

In May of 1987, 1st Lieutenant Dietrich was transferred to VMGR-152 at MCAS Futenma, Okinawa. There he served as a Maintenance Division Officer and the Aide-de-Camp, Commanding General, 1st MAW. He was upgraded to an Aircraft Commander in the Hercules in September 1988.

In December of 1988, Captain Dietrich returned stateside to serve as the Assistant Group Operations Officer for MACG-48 at NAS Glenview, IL. While there, he also served as the Aircrew Training Officer, Ground Training Officer and Flight Duty Officer. In November of 1990, he transitioned into the Selected Marine Corps Reserve and was transferred to VMGR-234. In January 1991, he was recalled back to Active Duty for KC-130 flight operations in support of Desert Storm. In June of 1991, he was released back to the USMCR. In August 1994, he and the rest of VMGR-234 were reassigned to NAS Ft. Worth, TX and MAG-41. There, Major Dietrich

served as the Operations Officer, Director of Safety and Standardization, Aircraft Maintenance Officer and the Squadron's Executive Officer. In February 2002, he assumed command of VMGR-234. In January of 2003, the squadron was fully activated and deployed to Southwest Asia for Operation Iraqi Freedom in support of 3rd MAW and I MEF operations.

A graduate of the Aircraft Maintenance Officer's School, Advanced Airlift and Tactical Training Course, and a Marine Aviation Weapons and Tactics Course and the Commander's Safety Course. His decorations include the Bronze Star, Air Medal with Strike/Flight numeral 4, Navy/Marine Corps Achievement Medal with Gold Star, Presidential Unit Citation, Joint Meritorious Unit Commendation, Selected Marine Corps Reserve Medal and the Armed Forces Expeditionary Medal. LtCol Dietrich resides in Trophy Club, Texas with his wife Teresa and their two children, Nick and Lauren.

*Editors Note:*

*On Thursday 4 March it was announced that Lt.Col Tom Dietrich would take over as commanding officer of MAG-41. Could there be eagles in his future as that is a Colonel billet?*

*Con*

## **OLD SOLDIERS NEVER DIE: A TRIBUTE TO KENNETH L. PITTMAN**

### **CONTINUED FROM PAGE 18**

his roots in Minnesota and Wisconsin, making trips as recently as last summer to visit his brother and sister and many other relatives and friends.

Family celebrations were usually spent at his favorite pizza restaurant where waitresses often asked if we were sure we knew just how much we were ordering, but like all Pittmans, he could eat plenty. He loved popcorn and homemade chocolate pudding and whipped cream as well as Grandma's spaghetti sauce and lasagna. Chinese take out wasn't finished until the cartons were all empty, and buffet restaurants lost money on him.

He was a proud man who lived a long, full life surrounding all of us with love and laughter. In the words of General Douglas MacArthur, "I still remember the refrain of one of the most popular barracks ballads of that day, which proclaimed most proudly that old soldiers never die; they just fade away."



## ADDRESS CHANGES

## NEW MEMBERS



Marvin & Arleta Mann  
132 Cypress Circle  
Port Angeles, Wa. 98362  
e-mail:  
iammann54@earthlink.net

Harold Freneau  
656 Mainsail Place  
Naples, Fl 34110

Ron Rook  
27 Eagle Ridge Drive  
Gales Ferry, Ct 06335

Charles Meyer  
362 Driftwood Lane  
Solomons, Md 20688

Clarence Schmucker  
101 Lu Ferry Road  
New Bern, NC 28560

George F. Reilly  
41 Creamer Drive  
New Windsor, NY 12553  
845-565-3384

Max Clark  
17 E. Trish Drive  
Pine, Id 8364  
208-653-2284

Michael Hutter  
51 Hartman Road  
Newton, Ma 02459

Pat Avery  
511 Haywood CFreek Drive  
Trent Woods, NC 28562

Terry M. Smith  
101 Lugano Road  
New Bern, NC 28562

Andy Larson  
24033 Old Valley Pike  
Maurertown, Va 22644

Hitner F. Smith  
380 Aquarius Concourse  
Orange Park, Fnlml 32073

John Landolfi  
2047 St. Emilion Lane  
San Jacinto, Ca 92583

Barney Crawford  
9 Heritage Place  
Greenville, Tx 75402

Tim Patrick  
121 Westerly Road  
New Bern , NC 28562

Lyman Mason  
7992 Maple Point Drive  
Clinton, Wa 98236

Gary Doolittle  
23302 35th Avenue West  
Brier, Wa 98036

Jimmie Joe "J.J." oliver  
1893 Star Crest Drive  
Grants Pass, Wa 97527

Dan O'Connor  
3910 Garden Avenue  
Western Springs, Il 60558

Andy Benjock  
30363 Carmenita Circle  
Murrietta, Ca 92563

Howard Haden  
344 North Encinitis A ve.  
Monrovia, Ca 91016  
626-358-0502  
kenhi@earthlink.net  
VMR-353 Electric shop  
MCAS Miami 1956-1963

Edward P. Linton  
5124 South McCoy Street  
Independence, Mo 64055  
816-743-9553  
elinton@planetkc.com  
RO/Loadmaster 1960-1991

Theodore "Ted" Newman  
18123 Calle Estepona  
San Diego, Ca 92128  
858-673-9749  
tedwnewman@san.rr.com  
Navigator 1958-1963

Doyet Lambert  
1133 Edgedale Dr.  
Salisbury, NC 28144  
704-637-1469  
doyetz@aol.com  
C118 Crew, Flight Engineer  
1053-1973

Alvia Hearren  
3902 Old Cherry Point Road  
New Bern, NC 28560  
252-637-9135  
Crew Chief VMR-153  
C-47s1942-146

# NEW MEMBERS

---



Dwight Neeley  
4804 B Quarters  
Quantico, Va 22134  
703-221-4424  
Pilot 1989 to Present  
VMGR-352 Afganistan and Iraq

Joe Weber  
213 Newberry Street  
Cantonment, Fl 32533  
joewebernovels@cox.net  
Unlisted phone  
Pilot from 1970-1975

Terry Frushour  
1800 Concord Lane  
McKinney, Texas 76025  
940-383-4124  
Don't know the years that Terry was in, but he is a retired pilot from American Air Lines.  
Dues were paid for by Ron Minor

Harry Hartsough  
904 Parkwood Court  
McKinney, Texas 75070-5391  
Harry is still a pilot with American  
Dues paid for by Ron Minor

## CONTINUED FROM PAGE 14

up the checklist (in my head. ..Henry didn't like reading), and noticed I was alone. My elder crewmembers had their golf clothes on and were on the way out the ramp. Sgt Smith and I learned that we needed to service the aircraft, since there was a tee time to be met.

The next few days were similar, as the course at El Toro beckoned, followed by Yuma, and then back to Tinker. The bonus round occurred when we were supposed to do an AR mission out of Dyess AFB, Abilene. As the young, green co-pilot, I read the notams, and discovered Dyess was closing that day for runway work. The world's best navigator, Ed Hunt, said, "Carswell AFB has a great course, and is close to our AR track." Off we went to Carswell, and some great golf weather.

I did notice that Ed Hunt began limping after 18 holes in Yuma. He

had brand new golf shoes, and by the time our trip came back through Tinker, he was complaining how they didn't fit right. By the time the group played Carswell, he could hardly walk. That night at the bar, Top Hardy let me in on a secret. Each day, while we were flying, he put a tiny bit of wet Kleenex in the toes of Ed's shoes. By day six those shoes were at least one size too small and Ed's game suffered accordingly.

I'm sure some large bets were won and lost on that mission, and I'll never forget the van driver pulling up to the aircraft finding two people in flight suits, and a foursome in bright golf attire, even as the props were still spinning down.

I always wondered if Top Hunt tossed those shoes, too. I also figured out the "G" in VMGR means "golf", especially with Wildfang, Hunt, Hardy, and Miller on the crew.

Semper Fi,

Paul



## E-MAIL ADDRESSES

---

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George Moffett is now  
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