



MARINE AIR TRANSPORTER

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

www.mcata.com

KC-130J HERCULES

AL ASAD, Iraq (Feb. 15, 2005) -- Establishing another milestone in Iraq, the Marine Corps deployed its newest refueling tanker aircraft, the KC-130J Hercules, for the first time Feb. 13.

Marine Aerial Refueler

Transport Squadron 252 relieves the 'Yankees' of VMGR-452, a Newburgh, N.Y., based reserve Marine unit deployed here since August 2004, and brings with them the new KC-130J.

"KC-130 is a versatile, tacti-

cal aerial refueler/transport aircraft that supports all six functions of Marine Aviation, and it is the Corps' only fixed wing assault support aircraft" said Maj. Rodney A. Funk, operations officer, VMGR-452, who is a former Operational Test Pilot and assistant officer-in-charge for the KC-130J Fleet Introduction Team. "The KC-130 'J Model' enhances and improves upon the abilities of the Hercules fleet to support the (Fleet Marine Force)."

Funk, a native of Lancaster, Pa., added, "Like previous models, the 'J' also provides both fixed and rotary wing tactical in-flight refueling, as well as rapid ground refueling of aircraft or tactical vehicles. This aircraft is a force-multiplier that is really well suited to the mission needs of the Marine Corps."

Continued On Page 2



PhotoID: 200521541028

Submitted by: 3rd Marine Aircraft Wing

Caption:

The first Marine Corps KC-130J deployed to Iraq unloads passengers at Al Asad Feb. 13. Here with Marine Aerial Refueler Transport Squadron 252, the "J Model" is the Marine Corps' newest refueling tanker aircraft and has now joined the ranks of operationally deployed Marine aviation assets.

Photo by: Cpl. Joel A. Chaverri

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MARINE AIR TRANSPORTER

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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: 340

Members Expired 2003: 190

Total Contacts In Database: 1055



NEW MAIL ADDRESS FOR MCATA

MCATA
Charles F. Smith
P.O. Box 1134
Millington, Tn 38083

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

Continued From Page 1

The Marine Corps has gradually started to replace its active fleet of KC-130Fs and KC-130Rs with the new KC-130J.

“Compared to the other models of the KC-130, the ‘J’ has increased speed and range, in addition to other capabilities,” said Maj. David A. Krebs, operations officer, Marine Wing Headquarters Squadron, and a former pilot with VMGR-252 who has also flown many hours in the KC-130J during the squadron’s conversion process.

Krebs, a native of Monroeville, Ohio, further explained that the ‘J’ has an enhanced air-to-air refueling system with a 50 to 100

percent higher fuel flow rate, in addition to an armored cockpit, new night vision capabilities, heads up displays and state-of-the-art avionics.

Additional major improvements include a fully integrated navigation system with a dual embedded Global Positioning System, mission planning system, low-power color radar, digital map display, and a new digital autopilot, according to Funk.

Buying new aircraft and training new aircrews on the “J” model requires time. The Corps’ KC-130T models’ still have a lot of service life left on the airframes and is still a reliable and very capable platform to use as a bridge until the transition is complete, according to Krebs.

The “T” models will continue to support the Fleet Marine Force indefinitely and will play a pivotal supporting role while the Fleet transitions completely to the KC-130J, according Funk.

The Marine Corps completed developmental and operational testing, and operational evaluations of the KC-130J in November 2003.

Now deployed with VMGR-252 Marines in Iraq, the stage is set for the KC-130J to prove itself as another operational, combat ready fixed-wing aircraft in support of Operation Iraqi Freedom II.

SICK LIST

Members who need a little encouragement right now after having surgery:

Jack Flannery
Wally Joiner

Chuck Mullins had a brain tumor operation scheduled for Sat (12th). I just spoke with him and they moved the operation up to the 8th (last Tuesday). The doc thinks it was a complete success and that he got all of it and Chuck is on the way home as I write this. He was in very good spirits and looks forward to throwing the cap away on a bottle Jack Daniels. Bill Ragan

Lloyd Stokoe has moved and is now living with his son Bob in Crestview Florida. He is still recuperating from his bite from a Bown Recluse Spider. Would appreciate any cards, and calls from frinds and members. Lloyd Stokow, 2775 Keaps Drive, Crestview, Florida, 32537, 850-682-3911, Much thanks and Semper Fi, Con Shuck



LETTERS FROM MEMBERS

Pete Williams • Valerie Hammon • John Landolphi

**DID YOU EVER WONDER
ABOUT THOSE “F” MODELS
WE HAD IN VIET NAM??
FROM PETE WILLIAMS
COMES THIS:**

For those who know me, I worked in Flight line for the Raiders, Ichi Go Ni and the Yankees. Thought I would pass on some info about the F Models. The following “F”s have come to into retirement at AMARC in Davis Monthan. 147572, 148248, 149800, 149788, 149792, 149812, and 149816.

They put BOO! on the display line; This is the path that the Pima Air Museum uses to talk about the history of AMARC.

The others are being processed for long term storage.

**Valerie (Hanlon)
Hammon Writes**
ririehammons@yahoo.com
January 20, 2005

I am looking for anyone that may have known my father, Capt. Edward S. Hanlon, he retired from service in 1960-61. I found an old paper that said he was an avionics officer with VMGR-352. he passed away several years ago and I am trying to find as much info as I can. He was in the service for 27 years.



From: “raymond prittie” <r.prittie@worldnet.att.net>

What was left of my plane - the one with the 8Z on the tail - in the “bone yard”. The other wreck is the remains of an AF 123 Provider. The only reason I

am still here is because I was at the aft end of the tail section that separated when we hit. The only part of the plane that remained intact. It blows my mind to think that I was actually in there - and still here.

**FROM JOHN LANDOLPHI
COMES THIS:**

Hi Con, I am sorry if I am late. I can't remember a lot of things lately. I will get a check in the mail this a.m. I haven't received a news letter in a while that's where I pick up on the address label when I am due to pay. Hope all is well with you and the family. I have not been

doing well at all. I should have bought an extended warranty on my body parts as they seem to be falling apart.

Our best to all,

John & June

LETTERS FROM MEMBERS



Con Shuck • Leonard Webb

FROM THE PAST PRESIDENT AND EDITOR,

Hello from Dallas, Texas. Sure has been a fast year so far and I expect the time to fly between now and September. I have made my reservations to arrive on the 21st, leaving on Sunday the 25th. It looks like Carol and I will meet up with Bud Wildfang in Raleigh and drive over together.

My world has been all upside down since the first of the year. Don't want to bore any of you with it here, but will explain when asked in Havelock.

Looks like our new president has it all together for the Cherry Point Bash. Hopefully there will be enough money from donations in the "Sponsorship" to fund a few of the active duty Air Transporters to join us. Maybe VMGR-252 will be back from Iraq with there "Js" and have some real performance stories to tell.

The new system of sending the checks to Memphis seems to be working, if I could just get Charlie to send the info to me on a more frequent basis. Other than that all is fine. I guess I was spoiled by checking the mail once a week and making the entry's over the next few days.

The news letter has been real demanding this time. I can't squeeze any info out of the membership. Yes, I am talking to you. I need anything worthy of publication. I just need some news or newsworthy articles. You all know what you like to read in the news letter. Some of you have E-mailed some stuff that was either to vulgar, not politically correct or even to vulgar to even consider.

I would sincerely like for each of you that is computer literate to go on line and edit your information sheet. It is so easy to do and would make my life so much easier. So often I get an E-mail, so they must be on line, Asking

Continued on Page 12

THE YEAR'S BEST [ACTUAL] HEADLINES OF 2004:

From Leonard Webb (LR)

Crack Found on Governor's Daughter
[imagine that!]
Something Went Wrong in Jet Crash, Expert Says
[no, really?]
Police Begin Campaign to Run Down Jaywalkers
[now that's taking things a bit far!]
Is There a Ring of Debris around Uranus?
[not if I wipe thoroughly!]
Panda Mating Fails; Veterinarian Takes Over
[what a guy!]
Miners Refuse to Work after Death
[no-good-for-nothin' lazy so-and-sos!]
Juvenile Court to Try Shooting Defendant
[see if that works any better than a fair trial!]
War Dims Hope for Peace
[I can see where it might have that effect!]
If Strike Isn't Settled Quickly, It May Last Awhile
[you think?!]
Cold Wave Linked to Temperatures
[who would have thought!]
Enfield (London) Couple Slain; Police Suspect Homicide
[they may be on to something!]
Red Tape Holds Up New Bridges
[you mean there's something stronger than duct tape?!]
Man Struck By Lightning Faces Battery Charge
[he probably IS the battery charge!]
New Study of Obesity Looks for Larger Test Group
[weren't they fat enough?!]
Astronaut Takes Blame for Gas in Spacecraft
[That what he gets for eating those beans!]
Kids Make Nutritious Snacks
[Taste like chicken!]
Chef Throws His Heart into Helping Feed Needy
[That was really giving of himself!]
Local High School Dropouts Cut in Half
[Chainsaw Massacre all over again!]
Hospitals are Sued by 7 Foot Doctors
[Boy, are they tall!]
And the winner is....
Typhoon Rips Through Cemetery; Hundreds Dead
[nuff said!]

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.

Mini Meeting reservations:
Bernie Bersano, Eddie Daigle.

The big show reservations:

Eddie Dagle
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

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). Please read the post below this one, I contacted the Col. and will have the picture at the reunion.

Semper Fi

CJ

PLANS ARE BEING MADE

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, especcially 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)..

.....Red: Please pass this on to your address book, and for presentation in our "TRANSPORTER" publication and also to our printer and the east coast pogues.

I'll talk to you soon
Van

LETTERS FROM MEMBERS

Lou Yambor • George Stabler



From: Lou Yambor
loujy@comcast.net

February 17, 2005

MARINES' NEW KC- 130J PASSES SECOND OP EVAL

The Marines' new KC-130J, the next generation aerial refueling tanker aircraft, has successfully passed its' second operational evaluation.

The Marines' new KC-130J, the next generation aerial refueling tanker aircraft, has successfully passed its second operational evaluation. The new aircraft is part of the Marine Corps transformational efforts to increase speed, persistence, precision, and reach to project capabilities over longer distances. This aircraft's second operations evaluation concentrated on the on-board electronic countermeasures equipment.

The commander of the Operational Test and Evaluation Force found that the equipment was operationally effective in both permissive and non-permis-

sive environments.

"The electronic countermeasures equipment in the KC-130J incorporates the latest in defensive systems designed to protect the aircraft and crew from hostile threats," said Marine Corps Maj. John Albers, the Principle Deputy for C-130 aircraft, PMA-207. "When the on-board electronic countermeasures equipment detects a threat, the system automatically dispenses the appropriate counter measure to neutralize that particular threat."

Thirty-two Op Eval test flights, totaling more than 60 flight hours, were flown against realistic threat scenarios at China Lake, Calif. and Cherry Point, N.C. An additional 33 test flights, totaling more than 70 hours, were flown at Cherry Point, N.C., and at Yuma, Ariz., during a pre-deployment exercise called "Desert Talon."

"During the evaluation phase of the testing, some anomalies were discovered but these were corrected and a number of enhancements were made to the systems," said Albers. "This system is better than what we have in the fleet today."

The first successful Op Eval of the KC-130J's was completed in April 2004, and the aircraft was found effective and suitable in a permissive threat environment.

As a result of this second

successful Op Eval, the Marine Corps' next generation aerial refueler is set to embark on its first operational deployment in the next few days.

The KC-130J is replacing aging KC-130 tankers, some as old as 46 years, currently in the Marine Corps fleet. The KC-130J provides enhanced aircrew and utility systems such as improved avionics with night vision capability and improved flight performance. Capability is extended with improved reliability and maintainability, increased mission availability and improved delivery of fuel.

For more information regarding the successful second operational evaluation, contact Rob Koon at NAVAIR Public Affairs at 301-757-8058 or walter.koon@navy.mil.

(Submitted by PMA-207 and NAVAIR Public Affairs)

George Stabler Writes
gstabler61@optonline.net
January 19, 2005

I just checked the directory and didn't see Al Barta listed. Does anyone know why?



LETTERS FROM MEMBERS

David McQuillen • Ricker Jones

From: David McQuillen
mcq@frontiernet.net
January 31, 2005

I cannot believe that somehow I did not pay my dues for the coming year and will have a check off as soon as I can locate my checkbook. It has been a very busy time and I'm also having a hard time believing that it is a new year.

I have been thinking about something for awhile. It has probably been proposed before or perhaps has already been done and I'm just not aware of it but I'm going to throw a proposal out for discussion. Many of you out there were role models for young Marines and as such have had an impact on lives which you will never know. Many Transporters have passed on and others moved on and it seems to me to be appropriate to find a way to honor those transporters who have had a particular impact on our community, lost their lives in the course of duty or otherwise distinguished themselves and honored our traditions by their conduct or sacrifice.

I am proposing a Transporter's Hall of Fame and that the first inductees be those Transporters who have lost their lives in the war against terrorism, induction to be at Havelock. I have no idea what form this would take, whether it is a vir-

tual hall, part of an already existing exhibit or display (such as at or through the Marines Corps Historical Association) or something else. There are many of you out there who have influence within the Corps to help make these connections.

A "Hall of Fame" is the concept, not the name, which could be decided upon as things progressed. The Hall could be a repository for historical items, photographs and memorabilia. I'm thinking Cooperstown with airplanes, not baseballs. A Hall would help establish the continuity and sense of history which might carry the organization into the next fifty years or beyond.

Are there examples out there of other USMC organizations that have done something like this? Is there any interest in this by the membership? Money/donations? Anyone with the time?

It is important that in fifty years Marines know what we have done and who led the way. Personally, I can think of about 25 people who deserve such an honor without thinking very hard. What about the WWII and Korea Transporters whose memory is slipping away as they do. There was a beginning and there are some still around who remember and who could bring those Transporters and their accomplishments back to life for us.

What do you think? Something to write about, Con?

David McQ

From the past President and Editor, I think this is a fantastic idea, and along with the following letter from Lt. Col. Ray Descheneaux MCATA members need to assist in any way possible.. Con

Ricker Jones Writes

rjones@cet.com

March 16, 2005

I read with interest William Barnsley's detailed article of the 18 May 1969 midair of the KC-130 and F-4's. On this day, I was the nav on a C-118 PMEL courier returning to Japan. We were abeam this accident at about 18,000 MSL. I have a slide taken moments later (a cloud of smoke) and we listened intently to the radio traffic as "good chutes" were spotted, etc. I believe the crew chief on this flight got a mediocre recording from the radio/intercom. Should anyone like to see a copy of this photo, let me know your e-mail address and I will send it. By the way, I googled this accident to identify the picture more precisely as part of a digitizing project, and found this site. You should be very proud of your fine group and a wonderful newspaper.

Rick Jones LtCol (Ret) USAF

LETTERS FROM MEMBERS



Ray

Con,

I wanted to thank you and Carol for a great lunch last week. I enjoyed catching up with both of you.

I was informed that my email address on MCATA is not correct. My actual address is descheneauxrr@mfr.usmc.mil.

I wanted to share with MCATA my attempt to preserve VMGR history. For those that do not know me, I'm the OpsO at VMGR-234 and I am trying to collect VMGR/VMR (234, 253, 352, 252, 152) items from years past to put on display.

My intent is to capture our rich history with names and items (jackets, patches, photos, etc) of our community. The

squadron has a few glass cases that I hope to fill and if things go well, more glass cases will follow!

For those who never served with 234, it doesn't matter. I would love to display your items in hopes that it may catch on at other squarons. If it does, we can transfer the items at your request.

Please do not under-estimate the importance of your items. I have heard your stories of days and adventures past. Your actions deserve to be preserved and more importantly, shared with our young Marines!

You can email or call me at any time and I have enclosed my home address. I would love to hear from you.

Semper Fidelis,

Ray

Ray, thank you for making such a generous offer. When the word does get out I have a feeling you may just be overwhelmed.

In my own humble opinion, no one out there realizes what an important role the Marine Air Transports provide in the war against terrorism. We need to preserve that history to remember all that the Transporters before us brought to the table.



BRAC LIST

Latest BRAC list from Deputy Assistant to the Secretary of Defense (Intelligence Oversight) CLOSURES FOR 2005

BRAC List - Just off the Press Army bases currently proposed for closure or realignment in 2005 include:

- * Carlisle Barracks, Pennsylvania
- * Detroit Arsenal, Michigan
- * Fort Belvoir, Virginia
- * Fort Buchanan, Puerto Rico
- * Fort McPherson/Gillem, Georgia
- * Fort Monmouth, New Jersey
- * Fort Monroe, Virginia
- * Fort Polk, Louisiana (to realign)
- * Fort Richardson, Alaska
- * Fort Sam Houston, Texas
- * Fort Shafter, Hawaii
- * Lima Army Tank Plant, Ohio
- * Natick Soldier Center, Massachusetts
- * Picatinny Arsenal, New Jersey
- * Redstone Arsenal, Alabama
- * Rock Island Arsenal, Illinois
- * Sierra Army Depot, California
- * Yuma Proving Ground, Arizona

Air Force base closures and realignments include:

- * Altus AFB, Oklahoma
- * Beale AFB, California
- * Brooks AFB, Texas
- * Cannon AFB, New Mexico
- * Columbus AFB, Mississippi
- * Ellsworth AFB, South Dakota
- * Goodfellow AFB, Texas
- * Grand Forks AFB, North Dakota
- * Hanscom AFB, Massachusetts
- * Kirtland AFB, New Mexico
- * Los Angeles AFB, California
- * McConnell AFB, Kansas
- * Nellis AFB, Nevada (to realign)
- * Seymour Johnson AFB, North Carolina (to realign)
- * Shaw AFB, South Carolina
- * Vance AFB, Oklahoma

DEDICATED TO ALL WHO FLEW BEHIND BIG ROUND ENGINES , OR WISHED THEY DID.

We gotta get rid of those turbines, they're ruining aviation and our hearing

A turbine is too simple minded, it has no mystery. The air travels through it in a straight line and doesn't pickup any of the pungent fragrance of engine oil or pilot sweat. Anybody can start a turbine. You just move a switch from "OFF" to "START" and then remember to move it back to "ON" after a while.

My PC is harder to start.

Cranking a round engine requires skill, finesse and style. You have to seduce it into starting. It's like waking an old mistress. On some planes the pilots aren't even allowed to do it...

Turbines start by whining for a while, then give a lady-like poof and start whining a little louder.

Round engines give a satisfying rattle-rattle, clack - clack, BANG.....more rattles, a big macho fart or two, more clacks and clicks, a lot of smoke and finally a low pitched roar.

BRAC LIST CONTINUED

We like that. It's a guy thing.

When you start a round engine your mind is engaged and you can concentrate on the flight ahead.....Starting a turbine is like turning on a ceiling fan. Useful, but hardly exciting.

When you've started his round engine successfully, your crew chief looks at you like he'd let you kiss his girl friend

Turbines don't break or catch fire often enough, leading to aircrew boredom, inattention and complacency. And in flying we all know that complacency kills. A round engine at speed looks and sounds like it's going to blow any minute. This helps concentrate the mind.

Turbine engines don't have enough control levers and gauges to keep a pilot's attention. There's nothing to fiddle with during long flights. If something goes wrong, turbine pilots have to read their Operating Handbooks, round engine pilots just read their gauges.

Turbine engines smell like a boy scout camp full of Coleman lanterns. Round engines smell like gasoline and burned oil like God intended engines to smell. NASCAR fans would understand.

Pass this on to another old pilot or crew chief in remembrance of that "Greatest Generation" of round engines.

Naval base closures and realignments include:

- * Ingleside Naval Station, Texas
- * Naval Postgraduate School, California
- * Naval Air Station Meridian, Mississippi
- * Naval Air Engineering Station Lakehurst, New Jersey
- * Naval Recreation Station Solomons Island,
- * Naval Surface Warfare Center Crane, Indian
- * Naval Surface Warfare Center, Dahlgren Division, Virginia
- * Navy Supply Corps School, Georgia
- * New Orleans Naval Support Activity, Louisiana
- * Pascagoula Naval Station, Mississippi
- * Portsmouth Naval Shipyard, New Hampshire
- * Saratoga Springs Naval Support Unit, New York

Marine base closures and realignments include:

- * Marine Corps Logistics Base Albany, Georgia
- * Marine Corps Logistics Base Barstow, California (realignment)
- * Marine Corps Air Station Miramar, California
- * Marine Corps Mountain Warfare School, California
- * Marine Reserve Support Unit, Kansas City
- * Marine Corps Recruit Depot San Diego, California (realign or close).



E-MAIL ADDRESSES

Jack Flannery is now	flannjs@aol.com
Ted Newman is now	tedwnewman65@cox.net.
Tom Dietrich is now	tdietrich4@sbcglobal.net
Robert Jackowski is now	rjackowski@yahoo.com
Ralph Mauro is now	mauroralph@bellsouth.net
Walter Rogers is now	kc6ltd@adelphia.net
Neil Craig Hanson is now	n_craig_hanson@msn.com
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Bill Sears is now	mag25sec@comcast.net
Al Toca is now	snookstoca@yahoo.com



FROM THE PRESIDENT

CJ McQueen

To all transports, in the coming weeks and months please keep 140 members of VMGR-252 in your prayers. Yesterday they departed with 6 KC-130J's for a 6 month deployment in harms way. This is the first deployment of the USMC "J" to the shooting war. I know a lot of you have been reading a lot of negative press about the "J", but transporters I have been involved with the program from the start and wish that we would have had the systems that

this acft has when we went to Southeast Asia. The acft have the latest armor, decm, and nav aids. The crews are probaly the best trained "J" crews in the US. As most of you know (that were in SEA) I don't want to see anyone not come home. So keep these Marines in your thoughts and prayers. I fully intend to have some of them at the reunion as our guest.

Semper Fi

CJ

REUNION 2005 MINI MEETING

I will follow up on the posting I made on the MCATA bulletin board. The message ran together for some reason and it is hard to read. The mini-mtg will be May 13-14, we will discuss Menus, Ladies events, Golf, Base Tours, Entertainment, and the Sponser-ship program. Hope to see alot of you here.

I talked to the hotel Friday, they already have 13 reservations for the reunion 22, 23, 24 Sept. 2005 the hotel is blocking all the rooms until 1 Sept 2005. If you know of anyone who wants a room I would advise them to make the reservation NOW. Room cost will be \$68.00 plus tax, the phone # is (252)444-1111, ask for the MCATA block. Al Toca made his reservation while I was talking to the hotel. Should be no problem getting in for the mini-mtg, but you never know might want to make your reservation early for that also. Please forward this email to anyone that needs it.

Dick Edwards--I got the packet and will get back to you soon.

Semper Fi

CJ

FROM THE PAST PRESIDENT AND EDITOR

CONTINUED FROM PAGE 5

me to change their address, etc. In reality all they have to do is go on line, make the change and send me a note for the news letter. If you do not know your user name and password let me know. I will send it to you and walk you through the process. Besides that, once you are logged in you have access to the directory, etc. it..

Looks like I will not be at the Mini-Meeting in May. However, I expect to get some good feedback so I can get

the information on our 2005 Reunion out to the membership. It is going to be a good one, so don't miss it.

I look forward to hearing from all of you.

Semper Fi,

Con

DEATH OF A MEMBERS & FRIENDS



My very dear friend, Buddy, classmate Captain Bernhart Robert Edward Pautsch USMC (Ret) launched on his terminal flight this morning Tuesday 15 Feb 2005 from Newport Beach, CA. He'll close his Flight Plan when he arrives. No details on services, I'll put the word out as soon as I can.

Bernie and I started flying together in July 1945 at Waldron Field, Corpus Christi, TX and graduated together 24 Oct 1945. I was going to visit him today.....

oldbud

Herb Nusskern's Wife Helen passed away on October 21, 2004

Herb Nusskern
1269 Edwards Street, #7
Redlands, Ca 92374
909-748-0541

ETHEL STARBUCK WRITES

It is with deep regret and with a heavy heart that i have to inform you that jim passed away today about 2:30am. He was doing what he wanted he was over across the field to feed his dogs. We had a busy morning and he felt good. I will be in touch later with the arrangement. I and my family have lost a great friend and i have lost the love of my life.

Ethel Starbuck

Continued on Page 14

From: Robert Doktor

Con I just received this this evening. This was sent by the daughter

(LtCol. USMC) Catlin Burton.

Subject: Passing of the Colors
Date: Thu, 3 Mar 2005

From: Catkin & Clyde Burton
burtonc002@hawaii.rr.com

Hi Dok,

Col Catkin Burton USMC sadly reporting.

WO1 Charles R Mariott has gone ashore as of this morning EST. He will be joining his beloved Ruthie in Arlington shortly (10 days or more).

I and the family will be flying in from Hawaii -- one of his first duty stations as a young sailor. My brother Atz will be joining us.

All are invited to his honors -- full Khe Sahn at Arlington. Any assistance in sending off this hero to the hallowed hall of fame welcome...will keep you posted, Semper Fi, =^..^=

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**OFFICIAL OBITUARY FOR
JIM STARBUCK**

Mr. James W. "Jim" Starbuck, age 75, left this life March 21, 2005. He retired as a Captain from the United States Marine Corps after 30 years of service and served his country in both the Korean and Vietnam War. He continued his commitment to country and community through his involvement in various national and local organizations. He belonged to the Cherry Point Masonic Lodge 688 as well as the Scottish Rite and Sudan Temple. He was also a long-standing member of Disabled American Veterans (DAV). He was a former president of

the Fleet Reserve Association and was a member of the Marine Corps Air Transport Association. As an avid hunter and outdoorsman, Jim was a lifetime member of the NRA and an active participant at the Whittington Center on several occasions. He was first, last and always a patriotic American and was the last surviving charter member of the Havelock chapter of the VFW.


His parents Ada and Stephen Starbuck precede him in death. His widow, Ethel P. Starbuck of the home, survives him; daughters, Sharon Thompson and her husband, Alan of New Bern and Sheila Morse and her husband, David of Jackson, MS; step-son, Michael Woodruff and wife, Ann

of Havelock and step-daughter, Debra Nuanes and husband, Louis of Albuquerque, NM; four grandsons, one granddaughter and one great granddaughter. Two brothers, Paul and Bobby and three sisters, Nancy, Emma, and Lucille also survive him.

Visitation will take place at Havelock Funeral Chapel on Thursday, March 24th from 7:00 to 8:00 pm. Funeral service is 2:00 pm, Friday, March 25th at Cherry Point Methodist Church. Burial will follow at Forest Oaks Memorial Gardens in Havelock.

In lieu of flowers, memorials may be made to the Havelock chapter of the VFW or Shriner's Crippled Children's Hospitals.

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<small>*Foreign Postal addresses add \$15.00 for 1-year and \$30.00 for 3-year memberships to cover additional postage.</small>																																	
<table border="1" style="width:100%; border-collapse: collapse;"> <tr><th colspan="2"><u>Non- Active Duty Dues</u></th></tr> <tr><td>Former/Retired Military / Other</td><td></td></tr> <tr><td>1-year <input type="checkbox"/> \$30.00</td><td>3-year <input type="checkbox"/> \$80.00</td></tr> </table>	<u>Non- Active Duty Dues</u>		Former/Retired Military / Other		1-year <input type="checkbox"/> \$30.00	3-year <input type="checkbox"/> \$80.00	<table border="1" style="width:100%; border-collapse: collapse;"> <tr><th colspan="6"><u>Active Duty Dues</u></th></tr> <tr><th colspan="2">General Officer</th><th colspan="2">Field Grade (Includes CWO-4/5)</th><th colspan="2">Company Grade</th><th colspan="2">SNCO</th><th colspan="2">Enlisted</th></tr> <tr><td>1-year <input type="checkbox"/> \$30.00</td><td>3-year <input type="checkbox"/> \$80.00</td><td>1-year <input type="checkbox"/> \$25.00</td><td>3-year <input type="checkbox"/> \$70.00</td><td>1-year <input type="checkbox"/> \$20.00</td><td>3-year <input type="checkbox"/> \$55.00</td><td>1-year <input type="checkbox"/> \$15.00</td><td>3-year <input type="checkbox"/> \$40.00</td><td>1-year <input type="checkbox"/> \$10.00</td><td>3-year <input type="checkbox"/> \$25.00</td></tr> </table>	<u>Active Duty Dues</u>						General Officer		Field Grade (Includes CWO-4/5)		Company Grade		SNCO		Enlisted		1-year <input type="checkbox"/> \$30.00	3-year <input type="checkbox"/> \$80.00	1-year <input type="checkbox"/> \$25.00	3-year <input type="checkbox"/> \$70.00	1-year <input type="checkbox"/> \$20.00	3-year <input type="checkbox"/> \$55.00	1-year <input type="checkbox"/> \$15.00	3-year <input type="checkbox"/> \$40.00	1-year <input type="checkbox"/> \$10.00	3-year <input type="checkbox"/> \$25.00
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FINANCIAL NEWS

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ADDRESS CHANGES

Charles L. Meyer
205 E. Palmer
New Bern, NC 28560
252-447-2685

Herb Nusskern
1269 Edwards Street, #7
Redlands, Ca 92374
909-748-0541

Herbs Wife Helen passed away on
October 21, 2004

Bill M. Davis
10085 Carter Cove Rd
Plainview, AR. 72857-8873
479 272 2736
bmdavis@earthlink.net

SPONSORSHIP FUND

Roy Gibson
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Ralph J. Mauro, Jr.
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in memory of C.C. Harris

Blinky Waitt

Lloyd Stokoe
in memory of C.C. Harris

Russell F. Tucker
in memory of David Devik

Earl Rountree
in Memory of Mike Griffin

NEW MEMBERS



Pete Greier
1104 W. manchester Road
Spring Lake, NC 28390
910-497-0964
USMC 1955-1967
USAF 1967-1976
Crew Chief R4D-8 & C-45

LETTERS FROM MEMBERS



Red Doktor

Con,

I am going to send 21 pictures taken on 1/15/05 gathering of the "West Coast Division" at Mimi's. I will list all of the names on this email with a few pictures and then will send a couple of batches so as not to tie up lines. The photo's will have the number along side of it.

The lucheon turned out okay and a few could not make it, but hopefully there will be a larger attendance on the next "Gathering".



Russ Swisher, Bob Van Nostrand and Harry Posey.

Semper Fi,
Red



Noble Craft



Ted Newman, Andy Benjock, Corky Chambers and Pete Tanner



LETTERS FROM MEMBERS

Red Doktor



Andy Benjock



Al Martin and Corky Chambers



Bobby Blake and Ted Newman



Rush Swisher, Al Martine, Dennis McConahy and Blinky Waite



Dennis McConahy



Bob Van Nostrand, Red Paul, Harry Posey and Noble Craft.

LETTERS FROM MEMBERS



Red Doktor



Pete Tanner and Ralph Davis



Ralph Davis and Corky Chambers



Al Martin, Dennis McConahy Blinky Waite and Al Michalowski



Al Michalowski, Tony Nekoranec, Bob Van Nostrand and Red Paul



Red Doktor and Bob Van Nostrand



Bobby Blake and Hank Roder



Blinky Waite,
Al Mickalowski and
Tony Nekoranec



Harry Posey



Al Martin, Russ Swisher, Red Paul
and Bob Van Nostrand



Left to Right: Ralph Davis, Al Martin, Harry Posey, Pete
Tanner, Blinky Waite and Al Michalowski



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