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71 5218

1ST MARINE AIRCRAFT WING



COMMAND CHRONOLOGY

15 APRIL 1971-30 JUNE 1971

PERMANENT RETENTION
Report Destruction to HQ Classified Files Sect. (Code ABQ)

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FIRST ENDORSEMENT on CG, 1st MAW ltr 3P:TRH:afl over 5750 Ser: 003PA24371 of 31 August 1971

From: Commanding General, Fleet Marine Force, Pacific
To: Commandant of the Marine Corps (HD)

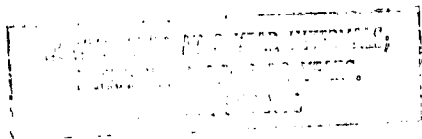
Subj: Command Chronology for Period 15 April 1971 through 30 June 1971

1. Forwarded.

F. X. Quinn

F. X. QUINN
By direction

Copy to:
CG, 1st MAW



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HEADQUARTERS
1st Marine Aircraft Wing
Fleet Marine Force, Pacific
FPO San Francisco 96602

3P:TRH:af1
5750
003PA24371
88 AUG 1971

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From: Commanding General
To: Commandant of the Marine Corps (Code HD)
Via: Commanding General, Fleet Marine Force, Pacific

Subj: Command Chronology for Period 15 April 1971 through
30 June 1971 (U)

Ref: (a) MCO P5750.1
(b) FMFPacO 5750.8

Encl: (1) 1st Marine Aircraft Wing Command Chronology (S)

1. (U) As required by references (a) and (b), enclosure (1)
is submitted.

G. W. Morrison
G. W. MORRISON
Chief of Staff

101 MAR 86 NO. 1
2725-71 1

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HEADQUARTERS
1st Marine Aircraft Wing
Fleet Marine Force, Pacific,
FPO, San Francisco, 96602

COMMAND CHRONOLOGY

15 April 1971 to 30 June 1971

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- PART II - Narrative Summary
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Enclosure (1)

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PART IORGANIZATIONAL DATA1. (U) DESIGNATIONCOMMANDER

1st Marine Aircraft Wing

Brigadier General R. F. CONLEY
15 Apr - 4 May
Major General R. G. OWENS
5 May - 30 June

SUBORDINATE UNITS

Marine Wing Headquarters Group-1

LtCol P.S. FRAPPOLLO
15 Apr - 30 Jun

Marine Aircraft Group-12

Col R. L. MCELROY
15 Apr - 7 Jun
Col E. J. RUTTY
8 Jun - 30 Jun

Marine Aircraft Group-15

Col R. R. MILLER
15 Apr - 30 Jun

Marine Wing Support Group-17

Col T. E. MULVIHILL
15 Apr - 30 Jun

Marine Air Control Group-18

Col C. T. WESTCOTT
15 Apr - 27 May
LtCol F. L. DELANEY
28 May - 30 Jun

Marine Aircraft Group-36

Col R. J. ZITNIK
15 Apr - 30 Jun

2. (U) LOCATION

15 April - 30 June 1971: MCAS Iwakuni, Japan

3. (U) STAFF OFFICERS

Assistant Wing Commander

BGen W. R. QUINN
15 Apr - 30 Jun

Chief of Staff

Col D. L. RITTER
15 Apr - 31 May
Col H. HART
1 Jun - 5 Jun
Col G. W. MORRISON
6 Jun - 30 Jun

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Assistant Chief of Staff, G-1	LtCol C. C. CHISHOLM 15 Apr - 30 Apr LtCol R. R. SHEEHAN 1 May - 30 Jun
Assistant Chief of Staff, G-2	LtCol W. C. SERVICE III 15 Apr - 30 Jun
Assistant Chief of Staff, G-3	Col H. HART 15 Apr - 30 Jun
Assistant Chief of Staff, G-4	LtCol W. A. TYKSINSKI 15 Apr - 21 Jun Col D. L. DAVIS 22 Jun - 30 Jun
Assistant Chief of Staff, Comptroller	Capt J. H. GUELICH 15 Apr - 30 Jun
Assistant Chief of Staff, Management	Maj G. A. OLSON 15 Apr - 27 Jun Maj J. M. TUTTLE 28 Jun - 30 Jun
Staff Secretary	Capt R. G. GULLEY 15 Apr - 30 Jun
Aide-de-Camp	Capt R. TAIT 15 Apr - 17 May Capt S. N. MELGAARD 18 May - 30 Jun
Sergeant Major	SgtMaj E. L. CASSELL 15 Apr - 30 Jun

SPECIAL STAFF

Adjutant	Capt J. E. EASTMAN 15 Apr - 30 Jun
Air Combat Intelligence Officer	Capt M. L. CRABE 15 Apr - 30 Jun
Aircraft Maintenance Officer	LtCol R. SCHANTEK 15 Apr - 30 Jun
Air Transportation Coordination Officer	Maj A. ZEIKUS 15 Apr - 30 Jun
Analysis Officer	Maj J. P. JOINER 15 Apr - 30 Jun

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Aviation Ordnance Officer

Capt G. H. CONNOR
15 Apr - 30 Jun

Aviation Safety Officer

LtCol G. M. LAWRENCE, JR.
15 Apr - 8 Jun
Maj W. J. NEVINS, JR.
9 Jun - 30 Jun

Aviation Supply Officer

Capt G. T. LEMAY
15 Apr - 30 Jun

Avionics Officer

Capt J. F. DULLAGHAN
15 Apr - 30 Jun

Awards Officer

Capt K. C. HOUSTON
15 Apr - 30 Jun

Career Retention Officer

Capt R. W. MAIKIS
15 Apr - 6 May
Capt R. W. LIST
7 May - 30 Jun

Career Planning Officer

Maj D. V. STOWELL
15 Apr - 9 Jun
Maj R. L. BAINBRIDGE
10 Jun - 30 Jun

Chaplain

Cmdr D. F. ZELLER
15 Apr - 30 Jun

Classified Material Control Officer

LtCol W. C. SERVICE III
15 Apr - 30 Jun

Communications-Electronics Officer

LtCol R. H. HARTER
15 Apr - 30 Jun

Data Processing Officer

Capt K. R. MADDOX
15 Apr - 30 Jun

Drug Abuse Contact Officer

Capt R. V. SCOBIE
15 Apr - 20 Jun
Capt J..L. UPDYKE
21 - 30 Jun

Electronic Warfare Officer

Capt H. W. WHITTEN
15 Apr - 18 Jun
Capt K. W. BEST
19 Jun - 30 Jun

Embarkation Officer

CWO-4 J. L. BACKO
15 Apr - 8 Jun
Capt R. R. SMITH
9 Jun - 30 JunENCLOSURE (1)
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Engineer Officer

Maj D. R. HINES
15 Apr - 27 Apr
LtCol W. G. VIERS, JR.
28 Apr - 30 Jun

Facilities Officer

Capt C. P. ACKERMAN
15 Apr - 26 Jun
Maj J. D. MOODY
27 Jun - 30 Jun

Flight Equipment Officer

WO-1 C. A. FITZGERALD
15 Apr - 30 Jun

Fixed Wing Officer

CWO-2 T. Y. HUNDLEY
15 Apr - 26 Jun
CWO-4 B. J. FIFER
27 Jun - 30 Jun

Food Services Officer

CWO-2 L. MORGAN
15 Apr - 30 Jun

Ground Safety Officer

Capt F. L. HARLAN
15 Apr - 14 Jun
CWO-3 E. L. MACHADO
15 Jun - 30 Jun

Ground Support Equipment Officer

CWO-2 A. N. GRAHAM
15 Apr - 30 Jun

Headquarters Commandant

LtCol P. S. FRAPPOLLO
15 Apr - 30 Jun

Historical Officer

Capt T. R. HOOK
15 Apr - 30 Jun

Inspector

Col A. F. MCCAULEY
15 Apr - 26 Jun
Col S. G. WARREN
27 Jun - 30 Jun

Management Engineer

1st Lt S. R. MAGYAR
15 Apr - 30 Jun

Medical Officer

Cdr F. C. LEISSE
15 Apr - 30 Jun

Motor Transport Officer

Maj L. W. HYATT
15 Apr - 30 Jun

Natops Supervisor

LtCol R. G. HAGGARD
15 Apr - 25 Jun
LtCol P. M. JACOBS
26 Jun - 30 Jun

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Nuclear Safety Officer	CWO-2 R. L. BERNARD 15 Apr - 30 Jun
Operations Officer	LtCol T. J. AYERS 15 Apr - 30 Jun
Personnel Officer	Maj R. L. PHILLIPS 15 Apr - 30 Jun
Photo Imagery Interpretation Officer	WO-1 J. C. SEIG 15 Apr - 30 Jun
Plans Officer	LtCol J. E. KEHRLE 15 Apr - 15 May LtCol R. G. HAGGARD 16 May - 30 Jun
Postal Officer	Capt W. C. DASKAN 15 Apr - 30 Jun
Public Affairs Officer	Capt H. S. GAZAWAY 15 Apr - 30 Jun
Reports Coordination Officer	1st LT P. M. LITTELL 15 Apr - 30 Jun
Readiness Reports Officer	CWO-2 P. C. KENDALL 15 Apr - 30 Jun
Rotary Wing Officer	Capt D. L. FOGG 15 Apr - 25 May Capt W. J. CAMP 26 Apr - 30 Jun
SIOP Officer	Maj H. J. MILLER 15 Apr - 20 May Maj J. J. MCCAFFREY 21 May - 30 June
Special Security Officer	CWO-2 J. G. LYLE, JR. 15 Apr - 30 Jun
Staff Judge Advocate	LtCol P. A. ST AMOUR 15 Apr - 29 Apr Col D. F. MCCONNELL 30 Apr - 18 Jun LtCol C. W. COLLIER 19 Jun - 30 Jun

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Supply Officer

LtCol L. L. DEMENT
15 Apr - 30 Jun

Training Officer

Maj K. L. AMMONS
15 Apr - 30 Jun4. (C) AVERAGE MONTHLY STRENGTH

USMC			USN	
OFFICERS	ENLISTED		OFFICERS	ENLISTED
916	7223	APRIL	10	75
1027	7727	MAY	9	73
1120	7918	JUNE	10	73
AVERAGE DURING THE REPORTING PERIOD				
1021	7623		10	74

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PART IINARRATIVE SUMMARY1. (C) Personnel

a. At the beginning of the reporting period, the subordinate units of the 1st Marine Aircraft Wing were:

Marine Wing Headquarters Group-1

Headquarters and Headquarters Squadron-1
Marine Wing Communications Squadron-1
Marine Wing Facilities Squadron-1
Eleventh Dental Company
Seventh Counter Intelligence Team
Third Special Security Communications Team

Marine Aircraft Group-12

Headquarters and Maintenance Squadron-12
Sub Unit #1, H&MS-12 (Marine Wing Weapons Unit)
Marine Air Base Squadron-12
Marine Air Traffic Control Unit-62
Marine Attack Squadron-211
Marine All-Weather Attack Squadron-533
Marine Composite Reconnaissance Squadron-1

Marine Aircraft Group-15

Headquarters and Maintenance Squadron-15
Marine Air Base Squadron-15
Marine Air Traffic Control Unit-60
Marine Fighter/Attack Squadron-232
Marine Fighter/Attack Squadron-115

Marine Wing Support Group-17

Headquarters and Maintenance Squadron-17
Wing Equipment Repair Squadron-17
Sub Unit #1, WERS-17 (Short Airfield for Tactical Support)

Marine Air Control Group-18

Headquarters and Headquarters Squadron-18
Marine Air Control Squadron-8
Marine Air Support Squadron-2

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Marine Aircraft Group-36

Headquarters and Maintenance Squadron-36
 Marine Air Base Squadron-36
 Marine Observation Squadron-6
 Marine Air Traffic Control Unit-66
 Marine Aerial Refueler/Transport Squadron-152
 Marine Medium Helicopter Squadron-164 (Less Opcon after 16May71)
 Marine Medium Helicopter Squadron-165 (Less Opcon until 16May71)
 Marine Heavy Helicopter Squadron-462

b. The period from 15 April 1971 until 30 June 1971 was one of great turmoil and change for the 1st Marine Aircraft Wing. Units redeployed from VietNam were faced with the task of reorganization and the job of integrating personnel from 1st MAW (Rear) units that had been deactivated. The large influx of personnel to MCAS Iwakuni, Japan and to MCAS (H) Futema, Okinawa, presented problems in manning level and base loading. A large number of personnel were "short-toured" to alleviate some of the pressure on base housing and facilities as well as to trim down to manning level.

c. On 17 May 1971, VMA-311 joined MAG-12 from MAG-11, RVN. To ease problems of housing, VMA-211 left on an extended deployment to NAF Naha, Okinawa.

d. On 1 June 1971 HML-367 joined MAG-36 from MAG-16, RVN. This marked the end of the VietNam-era for Marine Corps Aviation, as MAG-36 received the last Marine helicopters from VietNam.

e. Sub-unit #1, H&MS-36 was created on 1 June to provide a nucleus for the creation of a new attack helicopter squadron (HMA). This squadron will be equipped with the AH-1J aircraft.

f. To preserve the combat history and tradition of a Marine Corps Unit, Marine Air Control Squadron-8 was redesignated Marine Air Control Squadron-4 on 15 June 1971. MACS-8 was deactivated concurrently in ceremonies held at MCAS (H) Futema.

g. On 16 June 1971, MATCU-68 joined MAG-36.

h. During the reporting period 424 officers and 1838 enlisted men joined 1st MAW from CONUS, while 204 officers and 953 enlisted men rotated back to CONUS.

i. Eleven requests for augmentation into the Regular Marine Corps were approved by Headquarters Marine Corps during the reporting period.

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j. Reenlistment rates for the subject period were:

	Career	First Term	Total
Eligible	49	482	531
Reenlisted	41	48	89
Percent	83.6	10.0	16.7

k. The following education tests were administered during the period:

USAFI Achievement	121
GED	23
CLE	33
USAFI (End of course)	19
Enrollees Core GED program	71

1. At the end of the reporting period preparations were being made to further change the composition of the Wing. MCO 5440.19 directed the reorganization of the Marine Wing Headquarters Group and the Marine Air Control Group. Additionally, plans were made to transfer VMCJ-1 from MAG-12 to MAG-15. These changes are scheduled to take place on 1 July 1971.

2. (U) Legal Administration. The following chart is a compilation of the legal business of the Wing during the reporting period:

Non Judicial Punishments	350
Summary Courts Martial	46
Special Courts Martial (non BCD cases)	22
Special Courts Martial (BCD cases)	2
General Courts Martial	1

3. (C) Intelligence

a. A program of monthly meetings of all intelligence officers and NCO's was initiated to discuss and solve local problems.

b. Standard briefs and formal training were updated and aligned with the Wing's current commitments, to include CHICOM area briefs for aircrews of MAG-12.

4. (U) Training

a. During the reporting period 88 officers and 172 enlisted men from the 1st MAW attended WestPac schools. A Human Relations Training Program was initiated, and a Commanders Orientation Training Program was initiated to brief all incoming field grade officers on the current programs of the Wing.

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b. Drug Abuse Education continued and a total of 1357 1st MAW personnel received instruction on drug abuse. Planning was initiated to implement the proposed Drug Exemption Program.

5. (S) Special Operations

a. Throughout the reporting period the 1st MAW Nuclear Safety Program was expanded and improved. A quarterly Nuclear Safety Council Meeting was held on 19 May, chaired by BGen W. R. QUINN, Assistant Wing Commander.

b. Wing Order 08110.1 (Control Plan for Nuclear Weapon Accidents/Significant Incidents) was promulgated on 5 June 1971. Procedures for reporting Nuclear Weapon Accidents/Significant Incidents were established by the Chief of Staff's letter 3P:RLB:alf over 8110 of 29 June 1971, serial number 05A18171.

c. In June, Nuclear Weapons Acceptance Inspections (NWA) were held on VMA-211 and VMA(AW)-533 at MAF Naha, Okinawa by inspectors from the Nuclear Weapons Training Group, Pacific. Both squadrons were graded satisfactory.

d. On 21 June 1971 MAG-12 held a Nuclear Operational Readiness Exercise to determine the group's ability to assume the SIOP commitment. MAG-12 was graded satisfactory in the exercise.

6. (S) Readiness

a. At the outset of this reporting period the Management Section was occupied with setting up shop following redeployment from RVN. The tempo quickly picked up, however, as the section prepared for the arrival of equipment belonging to DPS 28 and expanded Wing involvement with the Cost Reduction and Incentive Awards Programs. In addition, the office assumed cognizance over newly designated activities:

(1) A Wing Program Evaluation Reporting System (WIPERS) was requested by the Commanding General to aid in monitoring the activities of Wing units.

(2) Expansion of a Wing Graphic Arts Center to provide support to all Wing Units.

(3) Examining the feasibility of a Wing Word Processing Center utilizing Magnetic Tape or Card Typewriters.

b. On 15 April 1971, the Wing was marginally Combat Ready. Of 32 units, 43% were C-3 or C-4 in personnel, 11% were C-3 or C-4 in Supplies and Equipment on hand, 43% were C-3 or C-4 in Equipment Readiness, and 39% were C-3 or C-4 in Training. The Wing became Combat Ready before the

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end of April. As of 30 June with 36 units reporting, 8% were C-3 or C-4 in Personnel, 3% were C-3 or C-4 in Supplies and Equipment on hand, 28% were C-3 or C-4 in Equipment Readiness, and 19% were C-3 or C-4 in Training.

7. (C) Communications-Electronics

a. Wing Order P2000.6 (SOP for Communications Center) was published and the Communications Center was remodeled.

b. Construction was continued on the Ground Communication-Electronics Maintenance Facility. The facility was in an operational status throughout the period.

c. The CEO continued to coordinate the installation of the Wing Headquarters intercommunication system, the Crash Alert Net and Secure Voice Telephone (AUTOSEVOCOM).

8. (U) Fiscal. From 15 April until 30 June 1971, 1st MAW received sufficient funding to fully fund all known requirements of subordinate units. Subordinate units of the 1st MAW flew 95,983 hours at an operation and maintenance cost of \$124.00 per hour for the Fiscal Year ending 30 June 1971.

9. (S) Operations

a. First MAW operations during this period were primarily joint exercises with other services, both U.S. and foreign, and squadron deployments.

b. Phase down of operations in Japan and the relocation of Air Force and Navy units has restricted the available bases and suitable target complexes for deployment of 1st MAW tactical squadrons.

c. Aircrew training and operational readiness is improving at a steady predictable rate and should continue if two variables are considered:

(1) Adequate availability of deployment bases.

(2) Assignment to 1st MAW of aircrews that are Phase II qualified before receiving orders overseas.

d. First MAW aircraft participated in ASWEX 3-71, a joint maneuver conducted with Task Force 70.4 and Antisubmarine Warfare Group-3. The exercise was conducted in the Sea of Japan. First MAW aircraft provided the following air support for the exercise:

(1) Air defense was provided by VMFA-232 and VMFA-115 standing strip alert at Misawa AB and MCAS Iwakuni.

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(2) Air defense support was provided by VMGR-152 staged from MISAWA AB and MCAS Iwakuni.

(3) Raid aircraft were provided by VMA-211, VMA-311, VMA(AW)-533, and VMJ-1 staging from MCAS Iwakuni.

10. (U) Medical. A physical conditioning program was instituted for all FMF attached medical personnel. Twice weekly, First Aid and NBC Warfare Defense training lectures are presented to 1st MAW personnel.

11. (U) Public Affairs

a. 44 Home Town News Release Forms on Wing personnel were processed during the reporting period and forwarded to the Fleet Home Town News Center.

b. Eighteen news releases/photo releases were submitted to military and civilian media. This does not include written material for use in the Torii Teller, the base news magazine, only.

c. The Public Affairs Office provided personnel to act as escorts for Japanese newsmen during the Open House held on Armed Forces day. Additionally, the office designed posters and brochures advertising the event, provided photographic and written coverage for the Torii Teller, and helped compile radio/TV promotional material that was given to the Far East Network and local Japanese outlets.

d. On 28 May a press conference was held for the #1 Press Club of Iwakuni. The Commanding General and the Commanding Officer of the Air Station discussed flight safety as it affects the civil populace and construction projects aboard the Air Station.

e. 1st MAW personnel continued to lend support to community affairs projects as Marines and Sailors gave of their time and money to help orphanages in the local area.

f. TAB A includes press releases, newspaper articles and local publications that pertain to units and personnel of the 1st Marine Aircraft Wing from 15 April till 30 June 1971.

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PART IIISEQUENTIAL LISTING OF SIGNIFICANT EVENTS

15 April An airlift from DaNang arrived with elements of H&HS-1 and MWHG-1.

15 April The Emperor and Empress of Japan visited MCAS Iwakuni.

15-21 April VMO-6 deployed two OV-10 aircraft and crews to Camp Fuji to support the 12th Marines.

15 April-7 May A detachment of EA-6A aircraft from VMCF-1 deployed to the Republic of VietNam in support of CTF 77 and 7th Air Force. 140 combat sorties and 400 hours were flown from DaNang, RVN. On 7 May, VMCF-1 flew the final combat mission flown by a Marine jet aircraft in VietNam.

17 April Col R. L. MCELROY presented H&MS-12 with the Fleet Marine Force, Pacific Aviation Safety Award for Fiscal Year 1970.

18 April Headquarters, Marine Air Control Group-18 arrived at MCAS Iwakuni, Japan from RVN aboard the USS Washtenaw County. (LST 1166).

20 April Wing Combat Ready Reporting C-2X. The only deficiency was Training Readiness. C-2X was reported due to sufficient on-hand combat ready crews to man the aircraft.

21 April A CH-53 aircraft from HMM-165 crashed in Natonin Province, Republic of the Philippines. One person died in the crash.

22 April CG 1st MAF attended the 7th Fleet Scheduling Conference at Yokosuka, Japan.

23 April Sub Unit #1, H&MS-12 (Marine Wing Weapons Unit) completed a move to Naha Air Base, Okinawa to support upcoming commitments, exercises and deployments.

23 April-3 May Major General M. E. CARL, Inspector General of the Marine Corps, visited 1st MAF. 1st MAF IG Inspection held. Iwakuni based units were inspected from 23 to 28 April, and Okinawa based units were inspected from 29 April to 3 May.

23 April-8 May VMFA-232 deployed to Naha Air Base for air intercept training.

25 April One RF-4B from VMCF-1 flew a photo reconnaissance mission in support of Commando Jade.

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25-29 April 7th Fleet Scheduling Conference held at Yokosuka.

25-29 April Conference on ASWEX 3-71 attended at HQ COMNAVFORJAPAN.

26 April MWFS-1 embarked aboard USMC KC-130 aircraft, completing the embarkation of elements of Marine Wing Headquarters Group-1.

27 April RAdm N. O. WITTMON, Force Material Officer, RAdm S. H. SMITH, CO Philadelphia Supply Depot, and RAdm W. H. SHAWCROSS, Commander Naval Base Subic, visited 1st MAW.

27-28 April MWHG-1 completed debarkation from ships at MCAS Iwakuni, Japan.

28 April Fiscal Year 72 O & MMN SH.2720 ComRel Budget was submitted to CG III MAF (CG 1st MAW 280657Z Apr 71 applies).

28 April RAdm W. D. GADDIS, Commander Amphibous Group One, visited 1st MAW.

29 April Two F-4B aircraft launched from NAF Naha to NAS Agana, Guam, on Transpac Key Uncle.

29 April LtCol R. P. SPREIER assumed command of VMA(AW)-533.

29-30 April The Military Performance Team, a group of drivers and automobiles, conducted a series of traffic safety seminars for 1st MAW personnel.

1-8 May A detachment from H&MS-15 supported the VMFA-232 deployment with TA-4F aircraft.

2 May LtCol V. J. GUINEE assumed command of MABS-36.

3-5 May LtGen ROBERTSON, CG III MAF, visited 1st MAW to attend the Wing change of command ceremony.

4 May Wing combat ready reporting C-2 across the board.

4-5 May Gen DAVIS, ACMC, VAdm WEISNER, COMSEVENTHFLT, RAdm BURKE, COMNAVFORJAPAN, RAdm FOWLER, COMPATROLFORSEVENTHFLT, and BGen SPEILMAN, ADC 3d MARDIV, visited 1st MAW and attended the change of command ceremony.

5 May Major General R. G. OWENS, Jr. relieved Brigadier General R. F. CONLEY as Commanding General, 1st Marine Aircraft Wing.

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5 May Col C. G. DOSTER, HQMC (Code AAJ3), visited 1st MAW on aircraft maintenance matters.

5 May Aircrews from MAG-15 attended the MAWTFPAC ACM and ACTI courses.

6 May LtGen JONES, CG FMFPac, visited 1st MAW.

12 May Two OV-10 aircraft from VMO-6 enroute to MCAS Iwakuni, had a mid-air collision resulting in the loss of both aircraft at sea. Personnel egressed safely (VMO-6 AAR 3-71A PASEP to CMC).

12-14 May Mr. Barry SHILLITO, Assistant SECDEF, and Mr. Frank SANDERS, Asst SECNAV, visited 1st MAW.

12-25 May A VMO-6 detachment deployed to NAS Atsugi to provide CAS/FAC(A) support for BLT 2/4.

13 May Capt SCRIVNER, USN, arrived from Point Mugu to discuss technical representative requirements.

14 May LtCol J. L. NORTON assumed command of VMO-6.

15 May-30 June VMA-211 deployed to Naha Air Base, Okinawa. While deployed, 211 participated in two III MAF exercises and completed the MAG-12 NOREX.

16 May Armed Forces Day celebration and Open House held at MCAS Iwakuni, Japan.

16 May 31st MAU helicopter support rotated. HMM-165 returned to MAG-36, and HMM-164 was transferred to the 31st MAU.

17 May VMA-311 joined 1st MAW from RVN. VMA-311 had flown 47, 663 combat sorties in VietNam. The squadron arrived at Iwakuni with a twenty plane fly-by.

17 May Maj T. P. KIRLAND assumed command of H&HS-1.

17 May HQMC Task Evaluation Team arrived to conduct a survey on the 6000/6100 occupational field.

18 May VMCG-1 flew sorties in support of "Beaver Hound".

18 May TACC activated at 1st MAW Headquarters, by MACG-18.

19 May Quarterly Nuclear Safety Council Meeting was held.

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19 May-21 June 1st MAW personnel TAD to 9th MAB to support CPX 1-71.

21 May Wing Incentive Awards Order promulgated.

21 May VMA-211 supported a III MAF amphibious exercise demonstration.

22-28 May MAG-36 conducted Communication Exercise 2-71 in preparation of the 9th MAB CPX.

24-25 May MACS-8 supported VMFA-232 missile firing exercise.

26 May VMCJ-1 flew a sortie in support of "Beaver Hound".

26 May BGen L. CONTI, AWC 4th MAW, visited 1st MAW.

27 May Amphibious shipping arrived at Iwakuni with elements of VMA-311 and MASS-3 from RVN.

27 May-3 June MAG-12, MAG-15, MAG-36 and the TACC supported ASWEX 3-71, an anti-submarine warfare exercise in conjunction with TG 70.4. Elements of MAG-15 constituted 79.3.7, a task organization created to provide fighter support for the exercise. VMFA-232 provided fighter strip alert at MISAWA Air Base, and VMFA-115 provided a hot pad at MCAS Iwakuni. MAG-12 flew simulated attack missions. MACG-18 sent three officers to Misawa Air Base to support ASWEX 3-71 by establishing a tactical air control element in support of ASW forces in the Sea of Japan.

28 May LtGen ROBERTSON, CG III MAF, visited VMA-211 at Naha Air Base.

28 May= MAG-36 provided a static display of aircraft for Major General CHOW and three other officers from the Chinese Marine Corps.

28 May-4 June Two EA-6A aircraft from VMCJ-1 deployed to Taiwan Air Base to participate in Exercise Eagle in support of the Taiwan Air Defense Command and the 5th Air Force. 12 sorties were flown.

1 June HML-367 joined MAG-36 from MAG-16 in VietNam.

1 June Sub Unit #1, H&MS-36, was activated with four AHLJ aircraft.

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1-4 June PROV MAG-10 was formed to participate in the 9th MAB Exercise (CPX 1-71). Col R. J. ZITNIK was assigned as PROV MAG-10 Commander.

1-5 June The CEO attended the annual Communications-Electronics Training Conference at San Diego.

1-6 June HMH-462 transported Ambassador KENNEDY in Taiwan.

2 June MAG-12 supported ASWEX 3-71 with air defense forces and simulated air strikes.

4 June Wing Cost Reduction Order promulgated.

4-25 June FMFPac Food Management Team visited 1st MAW.

7 June Col E. J. RUTTY assumed command of MAG-12.

7 June LtCol KE SMITH, III MAW G-4 representative, visited 1st MAW to survey Iwakuni port facilities.

7-16 June VMFA-232 conducted air-to-air gunnery training. HAMS-15 supported the operation by towing the banner.

9 June VMCJ-1 flew one sortie in support of "Beaver Hound".

9 June MAG-12 provided a static display of aircraft for cadets of the Japanese Self Defense Force.

9-10 June MEDEVAC training program for selected 3rd Marine Division Medical Personnel introduced.

9-12 June Cross Training program for Air Officers from MAG-36 and Ground Officers from the 3rd Marine Division was initiated.

9-20 June VMFA-115 conducted a missile firing exercise at Okinawa. Air refueling was provided by VMGR-152.

11 June VMCJ-1 flew one sortie in support of JAMEX/EWEX operations with the USS Oklahoma City.

12 June VMCJ-1 flew two sorties in support of the USS Midway.

12 June 1st MAW received \$36,625.00 OFC-08 funds and funded MAG-15's F-4B AVCAL (CG FMFPAC 110418Z Jun 71 and CG 1st MAW 120301Z Jun 71).

14 June Fiscal Year 72 1st quarter OFC-15 and OFC-21 budgets were

Enclosure (1)

SECRET

submitted to CG FMFPAC (CG 1st MAW 140509Z Jun 71 and 140507Z Jun 71)

15 June Fiscal Year 72 1st Quarter OFC-01, OFC-08, OFC-50 budgets were submitted to CG FMFPAC (CG 1st MAW 150451Z Jun 71 and 150617Z Jun 71 apply.)

15 June Marine Air Control Squadron-8 was redesignated as MACS-4. LtCol R. D. MILLER assumed command of MACS-4.

15 June MATCU-68 joined MAG-36 from MAG-16, RVN.

15 June LtGen W. K. JONES, CG FMFPac, witnessed a joint 3rd MarDiv/ 1st MAW amphibious Exercise at Camp Schwab and then visited MAG-36.

16 June VMA-211 supported the 3rd MARDIV Amphibious landing demonstration.

16 June Representatives from MACG-18 met with representatives of COMNAVFORJAPAN to discuss the possible relocation of MACS-4 to the Iwakuni local flying area.

16 June Maj D. M. GRIFFAY assumed command of HMM-165.

17-19 June VMA-211 Nuclear Weapons Acceptance Inspection held by Nuclear Weapons Training Group, Pacific, inspectors at NAF NAHA. The grade was satisfactory.

18 June LtCol S. S. EISENHAUER assumed command of VMQJ-1.

18-19 June MajGen METZGER, CG 3rd MARDIV, visited 1st MAW.

18-22 June VMA(AW)-533 deployed four A-6A aircraft to NAF Naha to familiarize new aircrews.

19 June 1st MAW received \$68,519.00 OFC-09 funds and funded all 1st quarter fiscal year 72 requirements (CG FMFPac 120438Z Jun 71 and CG 1st MAW 190313Z Jun 71 apply).

20-30 June 2 OV-10A and 2 CH-53A aircraft deployed to NAS Atsugi to support 3rd MARDIV units at Camp Fuji, Japan.

21 June MAG-12 NOREX was held in accordance with MAG-12 Oplan 1-71. Participating squadrons were VMA-211, VMA-311 and VMA(AW)-533.

21-22 June USS Dubuque off-loaded equipment and aircraft for MATCU-68 and HML-367 at White Beach, Okinawa. MAG-36 received the last Marine Helicopters from RVN.

Enclosure (1)

SECRET

21-30 June VMO-6 detachment deployed to NAS Atsugi to support BLT 3/9 with CAS/FAC (A) support.

22 June Maj R. L. BECKWITH assumed command of MABS-15.

22-25 June VMFA-115 conducted a missile firing exercise in Okinawa with MACS-4 support.

23 June Adm B. A. CLAREY, CINCPACFLT, visited 1st MAW.

23 June 1st MAW received \$225,300.00 SH.2720 funds and fully funded the Section "M" Repair Program for fiscal year 72 at Yokosuka (CG FMFPAC 230146Z JUN 71 and CG 1st MAW 240523Z JUN 71 apply).

23 June Air Combat Intelligence presented CHICOM Area Study to the aircrews of VMA-311.

23 June LtCol D. A. SPURLOCK assumed command of H&MS-36.

23-26 June VMA(AW)-533 NMAI was held. The squadron received a satisfactory grade.

23-29 June MAG-12 and the 3rd MarDiv exchanged four officers in an Air/Ground Orientation Program. The ground officers were given FAM flights in the A-6A aircraft by VMA(AW)-533.

25-26 June VMA-311 and VMA(AW)-533 deployed nine aircraft to NAS Atsugi for airfield utilization. 53 sorties and 115.1 hours were flown.

25-30 June VMA-115 departed for NAS Cubi Point, Republic of the Philippines, for an extended unit deployment for training.

26 June VMFA-115 flew 8 sorties in support of the USAF Okinawa Air Defense Command.

26 June An A-4 aircraft from VMA-211 crashed on Shikoku Island, Japan. The pilot ejected safely.

26-27 June MACS-4 provided backup support for the U.S.S. Midways' firing exercise.

27 June Installation of the Commanding General's AUTOSEVOCOM telephone begun.

27 June KC-130 aircraft from VMGR-152 transported MajGen ARMSTRONG and party from RVN to MCAS (H) Futema, Okinawa.

Enclosure (1)

SECRET

28 June 1/Lt C. R. HICKEY assumed command of MATCU-60

28-30 June VMFA-232 participated in a Missile Firing Exercise. MACS-4 supported the exercise.

29 June Sub Team Alpha of the 7th Counter Intelligence Team deployed to MCAS (H) Futenma, Okinawa.

29 June 1st MAW received authority to continue normal operations for fiscal year under SH.702E (CG FMFPAC 290335Z Jun 71 and CG 1st MAW 300141Z JUN 71 apply).

30 June LtCol K. L. BATT assumed command of VMA-311. Maj O. E. DONOVAN assumed command of H&MS-12.

30 June 1st MAW units authorized to continue operations for mission essential items under SH.2720 for 1st quarter fiscal year 72 (CG 1st MAW 300509Z Jun 71 applies).

Enclosure (1)

UNCLASSIFIED

PART IVSUPPORTING DOCUMENTS

TAB A - Press releases, newspaper articles and local publications that pertain to units and personnel of the 1st Marine Aircraft Wing from 15 April 1971 to 30 Jun 1971. *Pages #1-69.*
Command Directory at #467

CHRONOLOGIES OF SUBORDINATE COMMANDS

TAB B - Marine Wing Headquarters Group-One (S)

TAB C - Marine Aircraft Group-Twelve (S)

TAB D - Marine Aircraft Group-Fifteen (S)

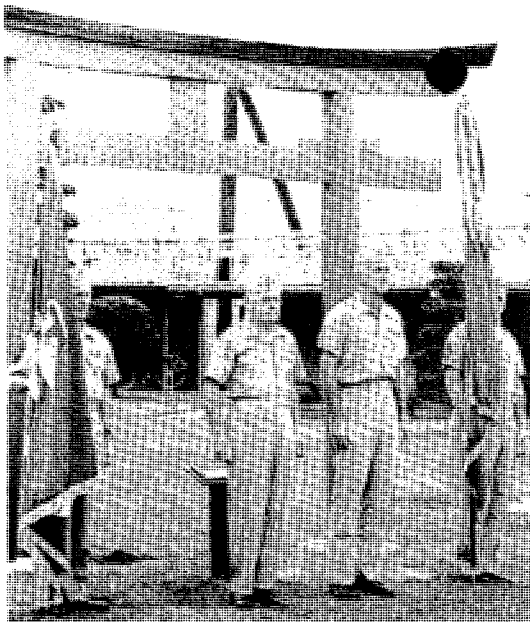
TAB E - Marine Wing Support Group - Seventeen (U)

TAB F - Marine Air Control Group-Eighteen (S) *Apr - Jun 71*

TAB G - Marine Aircraft Group-Thirty Six (C)

Enclosure (1)

UNCLASSIFIED



1st MAW (Rear) Now 1st MAW

For the first time in 25 years a Marine Aircraft Wing headquarters has been formed and deactivated.

The retiring of the 1st MAW (Rear) colors on April 16 marked the only time since World War II that a Wing headquarters has been formed and later deactivated.

The 1st MAW (Rear) at MCAS Iwakuni came into existence in November 1969 with the partial withdrawal of Marine aviation units from Vietnam. The newly-formed unit was tasked with conducting air operations in support of FMFPac units outside Vietnam.

Under control of the 1st MAW (Rear) at that time were MAG-15 and MACG-18 (Rear). Within MAG-15 were VMA (AW)-533, and VMFAs 232 and 334. MACG-18(R) had its H&HS(R) and MASS-2.

In mid-November of that year, MAG-36 with its helicopters redeployed from Vietnam to MCAS Futenma, Okinawa.

Arriving in February 1970 were lead elements of the redeployment of MAG-12 from Chu Lai, Vietnam in the form of the "Wake Island Avengers," VMA-211. April 1970 brought the shift of VMA (AW)-533 from MAG-15 to MAG-12. With its organic H&MS and MABS units, MAG-12 was completely redeployed in July 1970 when VMCJ-1 made the move from Danang.

August of 1970 brought the return to Iwakuni of MWSG-17 with its H&MS and WERS squadrons. The next series of withdrawals to involve Marine air units brought VMFA-115 from Danang in March of this year, replacing VMFA-334 which returned to MCAS El Toro.

In the ceremony, which also marked re-establishment of MCAS Iwakuni as home base of the 1st MAW for the first time since 1965, Brig. Gen. Robert F. Conley ceased to be Commanding General, 1st MAW (Rear) and became CG, 1st MAW.

Assuming duties as Assistant Wing Commander under Gen. Conley was Brig. Gen. William R. Quinn who arrived with the 1st MAW colors on April 15 from Danang.

This month's return of the headquarters elements and the reestablishment of the Marine Wing Headquarters Group with its various squadrons marks the end of 1st MAW involvement in the Vietnam conflict.

Photos by

LCpl. Rich Longhofer

Brig. Gens. Robert F. Conley (second from left in upper photo) and William R. Quinn (second from right) stand tall during ceremonies retiring 1st MAW (R) colors. Below, Gen. Conley (second from left) greets Gen. Quinn on the AWC's arrival at MCAS.



Marines and Kids

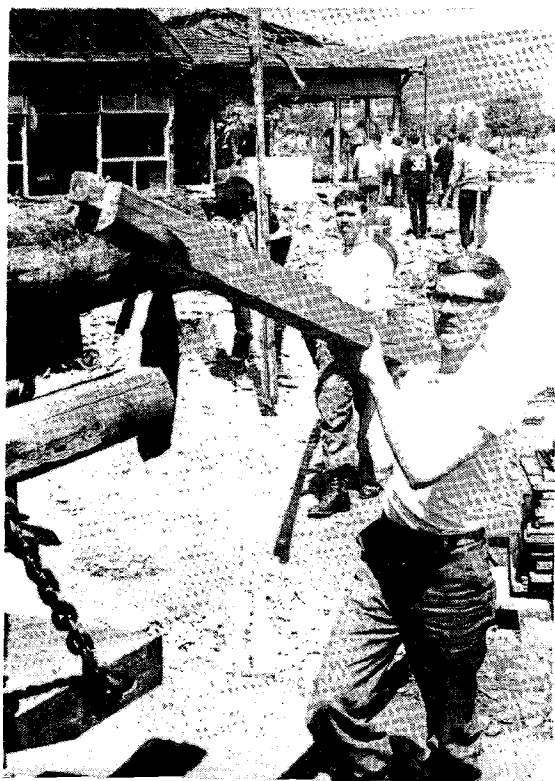
Still a Fun Duo

Photos By
Sgt. John Ames

Story By
PFC Frank Cole



The visit wasn't all work as SSgt. Jim Burton took time to "talk" with two little friends at the orphanage (above), but still there was work to be done and no one seemed to mind helping load the lumber for the trip to the new orphanage site (below).



Most parents spend Sundays with their children but who spends time with those children who have no parents?

Every two weeks, Marines from VMFAs 232 and 115 visit the Shinsei-Gakuen Orphanage in Hiroshima, and they do indeed go well with the children. Usually they play games or just wrestle with the children, something most fathers and their children would do. It may not seem like so much, yet both parties get so much out of it.

About three weeks ago the children began moving to new and much better facilities about 22 miles north of Hiroshima. The new orphanage, which is a consolidation of the Shinsei-Gakuen and several other orphanages, will house 150 to 200 children, from three to 18 yrs. old. The orphanage previously housed approximately 90 boys and girls.

Naturally the Marines were on hand to tear down buildings of the old orphanage and haul salvageable materials to the new orphanage site. It seems that Marines are natural house wreckers. It took them only 45 minutes to tear down three of the 11 old buildings. Because the orphanage is supported by the government, any cash donated to the orphanage would be deducted from their budget. Gifts, however, can be given. Much of the orphanage's playground equipment was donated by Marines. They have also supplied linen and blankets to the orphanage. The Marines use contributions from the men of the squadrons to acquire these gifts.

First Lieutenant Steven D. Fenton, VMFA-232, is in charge of the "orphanage detail". He is assisted by SSgt. Mike Lynn, H&MS-15, and SSgt. Darryl Wisniewski, VMFA-232. On their last visit approximately 50 Marines and two medical corpsmen went. Sometimes as many as 100 people show up. The corpsmen have just recently started going to treat those splinter injuries from tearing down buildings. However, once in a while, children require their skill.

What makes them give up their Sundays? Basically, of course, they all just like kids. For some, the orphans remind them of their own children, whom they miss so much. "Many of them are Vietnam veterans who would not hesitate to kill if they had to," said Mike Lynn, "but when they look at these children, they just turn to mush."

Mr. & Mrs. Yorito Kamikuri, the directors of the orphanage, are very grateful to them, but the only thanks the men need is knowing that the children get so much joy out of their visits.

Returning from its third war in less than three decades, the 1st Marine Aircraft Wing brought its colors to its pre-Vietnam home April 14.

The 1st MAW, formed with one MAG and a headquarters squadron at Quantico in 1941, has seen action in World War II and Korea and with occupation forces following each conflict. The Wing redeployed from Korea to MCAS Iwakuni in July 1956. With MAG-11 based at NAS Atsugi, and MAG-16 with its helicopters at MCAF Futema, Okinawa, the remainder of the Wing, MAG-12 and the headquarters group, were here at Iwakuni.

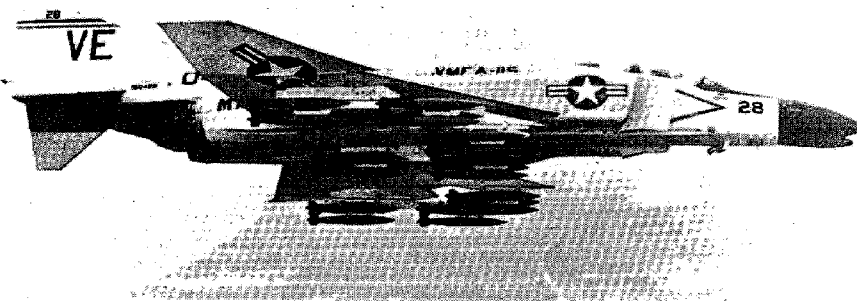
The Marine aviation commitment in Vietnam began in April 1962 and increased until the 1st MAW headquarters was moved to the Danang Air Base.

Wing headquarters shifted to Danang in May 1965 when the first Marine Corps F-4B Phantom II aircraft were sent into the war, joining MAG-11 at Danang, and a Short Airfield for Tactical Support was built at Chu Lai.

Combat operations were conducted from Chu Lai, Danang, and Phu Bai until the mild monsoon of early 1968 brought with it the enemy's Tet offensive and the siege of Khe Sanh Combat Base when more than 9,000 helicopter flights were made, lifting 14,563 troops and 4,661 tons of cargo.

During November 1968, the largest helicopter assault in Marine Corps history lifted elements of the 1st MarDiv in support of Operation Meade River. November also saw the end of the bombing in North Vietnam, thus

1st MAW Comes Home



increasing the 1st MAW's capabilities for operational support in the Republic of South Vietnam.

The 1st MAW headquarters returned with Brig. Gen. William R. Quinn, who assumed duties as Assistant Wing Commander last August after serving as commanding officer of MCAS Iwakuni.

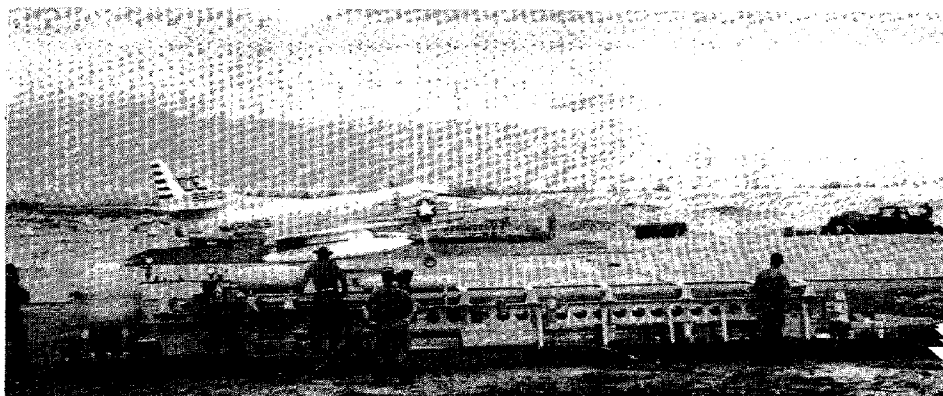
Gen. Quinn will serve in the same capacity as AWC with the 1st MAW here under the command of Brig. Gen. Robert F. Conley.

President Nixon's Phase II withdrawals in November 1969, saw establishment of the 1st MAW (Rear) here controlling all Marine aviation units in Japan and Okinawa under control of I Marine Amphibious Force. With this week's return of the 1st MAW from "down south," the 1st MAW (Rear) will be deactivated and its components will become part of the 1st Wing. This will simply mean dropping the "(Rear)" from mailing addresses for personnel belonging to the 1st MAW (Rear).

Return of the Wing colors this week brings to a close almost six years of continuous combat for the 1st MAW, a period sometimes glorious, sometimes saddened by the loss of comrades, but always marked by the continuing advancement in technology, tactics and quality of service.

An F-4B of VMFA-115, which recently returned to MCAS Iwakuni from Danang, on a close air support mission over Vietnam.

An early Marine Corps news release pictured A-4s of a Marine attack squadron landing after a combat mission on the newly-constructed SATS airstrip at Chu Lai.





Cherry Blossom Time at Kintai

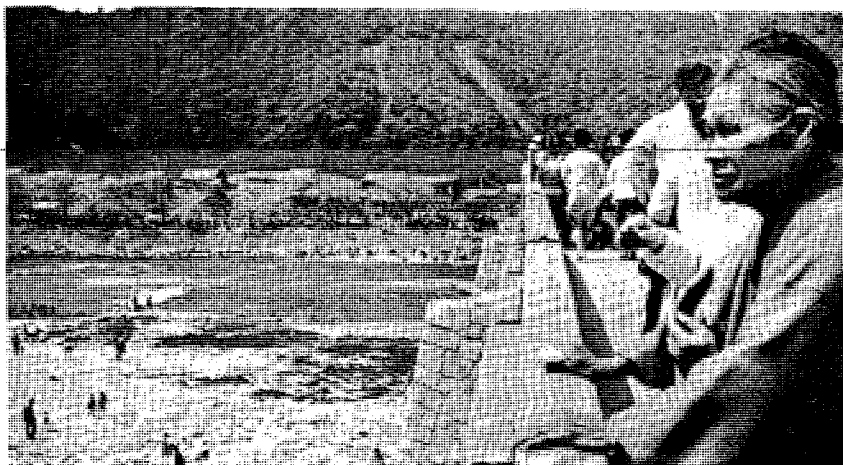
With the 3,000 or so cherry trees in beautiful full bloom, it looked as though the better part of the population of Iwakuni and the surrounding areas had converged on the Kintai Bridge area last weekend. Of course, many of the cherry blossom-viewers were in full bloom, too, with the faint glow of the oceans of consumed sake.

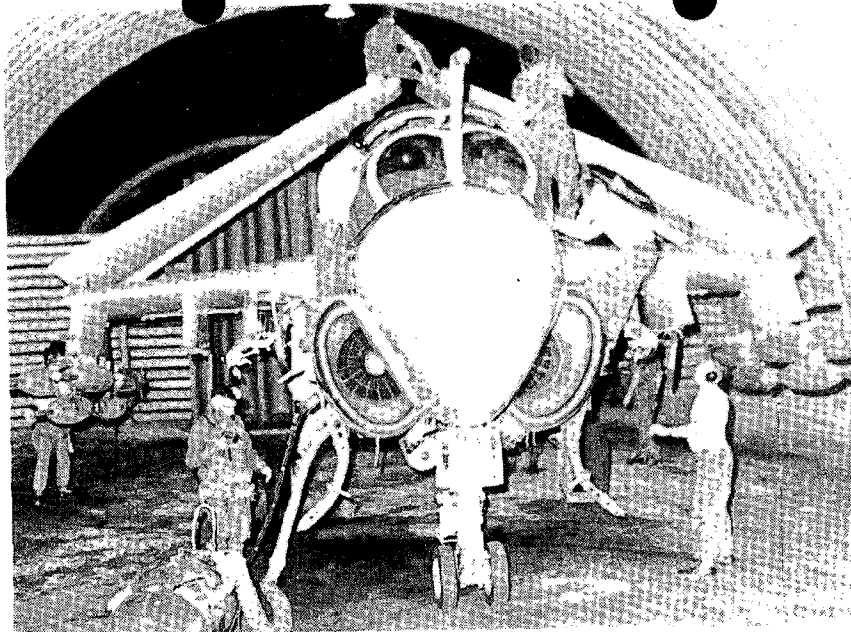
One estimate of the crowd figured the throng at about 70,000 fun-loving souls. Japanese and American party-ers lined the banks near Kintai Bridge; they filled



Photos by

Sgt. Junebug Clark





A check-crew runs through the final pre-flight procedures of an A6-A "Intruder" jet aircraft from Marine All Weather Attack Squadron (VMA (AW))- 225 before launching on their last combat flight April 19, prior to redeployment. The Squadron's Commanding Officer, Lieutenant Colonel John A. Manzione Jr., and Executive Officer, Major Richard C. Tinsley, flew the last mission and returned safely to establish a perfect record of never losing an airplane or a man in flight in the two and one-half years of Vietnam combat. (Photo by Sergeant Doug Blake)

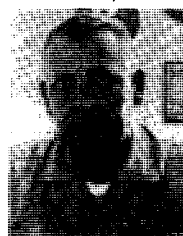
Cassell Resumes Duties

On May 4, Sergeant Major Elbert L. Cassell officially resumed duties as 1st MAW Sergeant Major, when Maj. Gen. Robert G. Owens, Jr., assumed command of the 1st MAW. At that time, he relieved Sgt. Maj. Charles R. Carr, 1st MAW (Rear) Sergeant Major, who has been re-assigned to the 3d MAW at El Toro, Calif.

Sgt. Maj. Cassell arrived at MCAS, Iwakuni, on April 14 with the Wing colors, and along with Brig. Gen. William R. Quinn, Assistant Wing Commander, took part in ceremonies the next day at which the 1st MAW (Rear) colors were retired.

A veteran of more than 28 years service, Sgt. Maj. Cassell joined the Wing in Vietnam on Dec. 30, 1970.

Sgt. Maj.
Cassell



Torii Teller

MCAS Iwakuni Weekly

April 23, 1971

IMPERIAL GUESTS

THEIR MAJESTIES PASS THROUGH MCAS



a note from the editor

In the wake of the loss of Sgt. Junebug Clark last Friday, comes good news for the Torii...we've got new people. Although still enroute from "down south," some of the new gang are already here and their names will begin to appear in the magazine next week.

Meanwhile, our newest PFC, in fact our only one, Frank Cole this week presents his first feature with the orphanage story on page six. Sgt. John Ames gets credit for the photo work.

Some more format changes this week bring the demise of the FEN-TV schedule and a reshuffle of our two back pages. Sports this week moves from page nine to ten so that eight and nine can be utilized for increased "Now Hear This" coverage.

Torii Teller

MCAS, Iwakuni, Japan
FPO Seattle, Wash. 98764

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PAO: Capt. T. W. Turner
1st MAW PAO: Capt. D.P. Brookman
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LCpl. Rich Longhofer

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editorial comment

Getting Out?

For the serviceman expecting to "get out" soon, current U.S. unemployment figures paint a rather dreary picture. Too many people spend their service time doing nothing better than dreaming about "what it'll be like when I get out and go home."

The article on page seven this week offers a better idea — off-duty education. Though perhaps not the most fun-filled way to spend one's overseas time, or stateside time for that matter, off-duty education is one of the most profitable in the long run.

It's a pretty certain bet that everyone in the service today has been told or heard that education pays. It does. With jobs being in such short supply and those available requiring so much more educational background than in past years, off-duty education is a boon that should not be overlooked.

Off-duty education need not mean sitting in a classroom six hours a week. The newly-formed joint education office here can help all interested servicemen tailor a study plan for the plans and time he has.

There's the University of Maryland Far East Division, there's USAFI, there's ECI, and there are untold numbers of regular college correspondence courses available directly from schools.

In addition to off-duty education, the education office can help plan a program of study for the man interested in making the fullest possible use of his G.I. Bill educational benefits.

But it can't be done without one important item — an expressed interest in bettering himself on the part of the individual serviceman. Stop in the education office today and express your interests.

the chaplains' corner

What Follows Easter

We have finished much boot-strap lifting in preparation for the I.G. The effort will streamline our activities, but when it is done there will be some pleasurable relief for some, with at least a partial return to the old routine.

How similar our work and religious philosophies seem to appear, with work too often coming out the better of the two. All of us met to worship Easter Sunday morning. We had to look twice for a place to sit. But with its passing we relaxed and returned to the routine of remaining relaxed on Sunday morning.

Our spiritual, mental, and physical lives are strangely similar. None of them grow by themselves nor remain strong without exercise. Let us hold to the level of spiritual exercise we have attained, not fall back into a level of non-being.

Chaplain (LCdr.) R. C. Tate
MCAS Chaplain

WORSHIP SERVICES

Station Chapel

Protestant

10 a.m. Sunday

Catholic

8 and 11:30 a.m. Sunday

5:15 p.m. Saturday

Jewish

Latter Day Saints

Church of Christ

Wingside Chapel

Protestant

9 a.m. Sunday

Catholic

10:30 a.m. Sunday

Other Services

6:30 p.m. Friday

1 p.m. Sunday

6 p.m. Sunday

Station Chapel

Wing Chapel

Wing Chapel

Torii Teller

Vol. 16 No. 30 April 23, 1971

Marine Corps Air Station, Iwakuni, Japan

the week in review

Japan's Imperial Majesties at MCAS

Japan's Imperial Couple passed through the Air Station Thursday, April 15, enroute to Hiroshima's Peace Park and Mount Sanbe in Shimane Prefecture.

Arriving at approximately 11:30, the Emperor and Empress immediately deplaned and went straight to the line of waiting limousines for the ride to Iwakuni Station.

During their two-day visit to the area Their Imperial Majesties visited the Hiroshima Atomic Bomb Memorial before proceeding to Mount Sanbe where the Emperor took part in a sapling planting ceremony.



photo feature

Wing IG Held

April 23-May 3

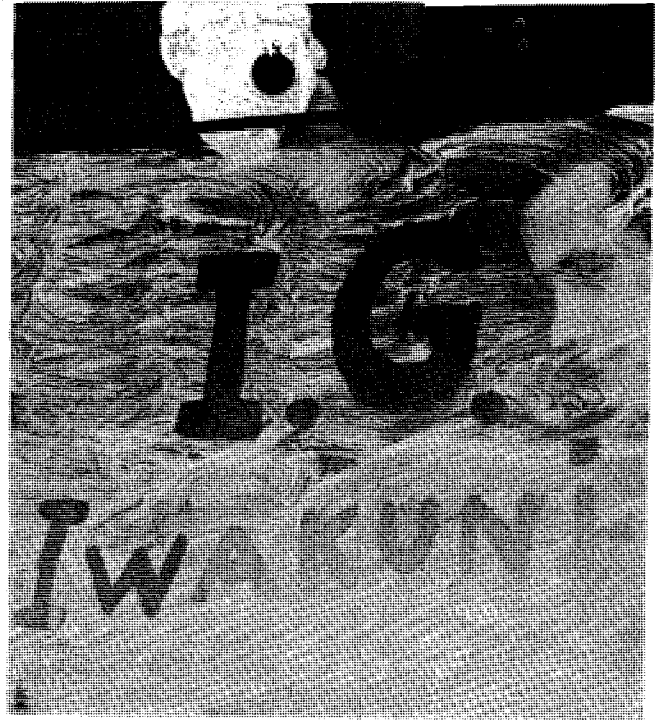
First Marine Aircraft Wing men recently got out their polish, oil, mops, and dustpans, cleaning everything from rifles to the mess hall, in preparation for the Inspector General's annual inspection of personnel and facilities.

Major General Marion E. Carl, currently serving as I.G. at Headquarters Marine Corps, headed a roster of nearly 50 inspectors present for the ordeal.

Members of the I.G. team held rigid personnel inspections, observed close order drill, and conducted physical fitness tests. They also inspected 1st MAW mess halls, barracks, and supply facilities.

The inspection, which began April 23 and ended May 3, is held each year to discover ways of improving current Marine Corps operating procedures.

These pictures give a glimpse of the 10-day inspection.



Photos by
GySgt. J. A. Holsomback

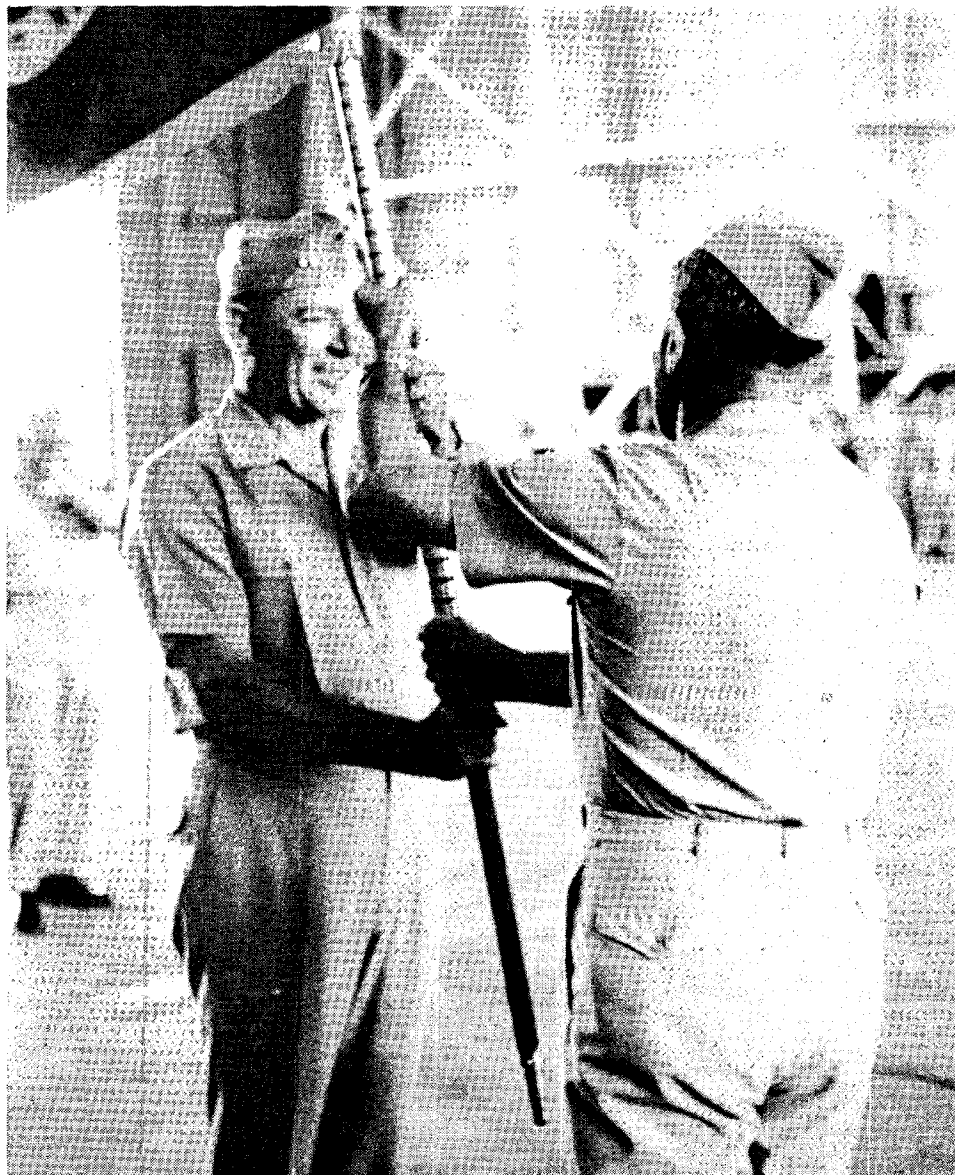


Torii Teller

Vol. 16 No. 32 May 7, 1971

Marine Corps Air Station, Iwakuni, Japan

the week in review



Maj. Gen. Owens Takes 1st MAW Reins

Major General Robert G. Owens, Jr., a combat aviator who earned the Navy Cross during World War II, assumed command Tuesday of the 1st Marine Aircraft Wing.

Arriving from MCAS El Toro, where he commanded the 3rd Marine Aircraft Wing, Maj. Gen. Owens replaced Brigadier General Robert F. Conley who will report to Head-

LtCol. Spreier**for****LtCol. Rutledge****at****'533**

LtCol. Richard P. Spreier assumed command of VMA (AW) -533 Wednesday, replacing LtCol. Gary L. Rutledge who had commanded the unit since October 1970.

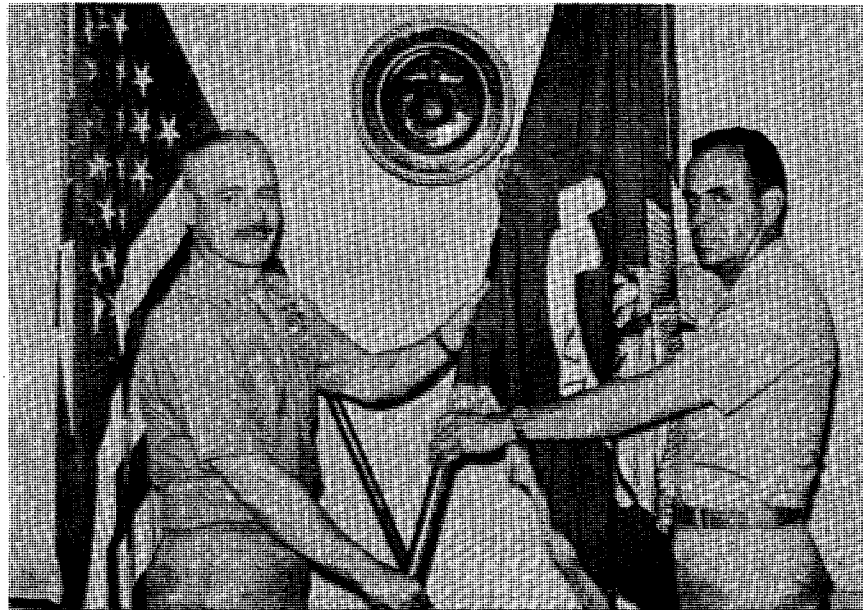
Prior to his assignment here, LtCol. Spreier served in various capacities with the 3d MAW at El Toro, Calif.

LtCol. Rutledge has been transferred to the Army Command and Staff College at Ft. Leavenworth, Kansas.

LtCol. Spreier was born in Long Beach, Calif. and attended Hutchinson Junior College for two years before entering the Navy in 1953. That same year, he was selected for flight training under the Naval Aviation Cadet program.

Upon completion of flight training, LtCol. Spreier was commissioned a second lieutenant in the Marine Corps.

His career has included service in Korea, the Mediterranean and Vietnam. In September of last year, he was graduated from California State College at Fullerton with a Bachelor of Arts degree in history.



Cpl. Goodwin Honored

The Navy and Marine Corps Medal was presented to Cpl. Thomas R. Goodwin, H&MS-15, during a recent ceremony.

Col. Richard R. Miller, Group CO, presented the award to Cpl. Goodwin for his actions while serving as an Aircraft Maintenance Ground Support Equipment Electrician with VMFA-531, MAG-33, 3d MAW, at MCAS El Toro, Calif.

The accompanying citation states, "On July 26, 1970, while he was crossing the airfield, Cpl. Goodwin saw that an aircraft had broken away from its chocks and was rolling down an incline toward a hangar some one hundred yards distant."

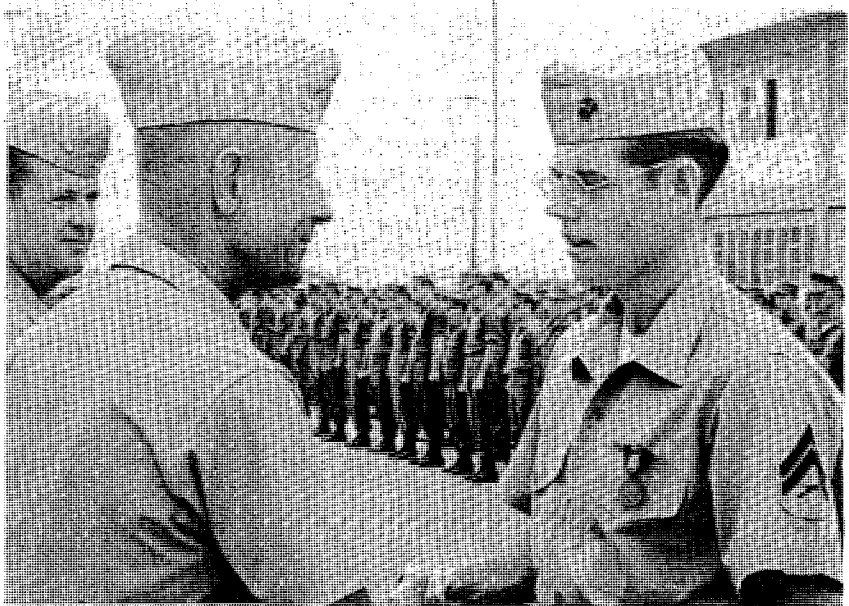
"Immediately recognizing the danger to lives and damage to property should the aircraft crash into the hangar, Cpl. Goodwin ran after the rapidly accelerating aircraft and by the time he had caught up with the aircraft it was moving at approximately 20 miles per hour."

The citation continues, "Although he managed to grasp the ladder the motion of the aircraft combined with the speed and drag of his own weight pulled the ladder free from his hands.

As he started to fall in the path of the left main wheel, he grabbed the port engine intake and, with a determined effort, managed to reach the boarding ladder again and to pull himself up and into the cockpit. Cpl. Goodwin managed to stop the aircraft only a few feet away from the

hangar."

The citation concludes, "Cpl. Goodwin's courage and bold initiative at great personal risk successfully prevented a catastrophe and were in keeping with the highest traditions of the Marine Corps and of the United States Naval Service."



Cpl. Thomas R. Goodwin is congratulated by Col. Richard R. Miller, MAG-15 CO, after receiving a Navy and Marine Corps Medal. The presentation was made for "heroic actions" while serving with VMFA-531, MAG-33, 3d MAW, MCAS El Toro, Calif.

Averts Plane Crash, Earns Marine Medal

IWAKUNI MCAS, Japan (Special)—Cpl. Thomas R. Goodwin, Hq. and Maintenance Sq. 15, was awarded the Navy and Marine Corps Medal "for heroism" during an awards ceremony here recently.

Col. Richard R. Miller, commanding officer of Marine Aircraft Group 15, presented the award to Goodwin for his actions "while serving as an aircraft maintenance ground support equipment electrician with Marine Fighter Attack Sq. 531, Marine Aircraft Group 33, 3rd Marine Aircraft Wing at the Marine Corps Air Station, El Toro, Calif."

The citation states an instance: "On July 26, 1970, while he was crossing the airfield, Goodwin saw that an aircraft had broken away from its chocks and was rolling down an incline toward a hangar some 100 yards distant.

"Immediately recognizing the danger to lives, and damage to property should the aircraft crash into the hangar, Goodwin

ran after the rapidly accelerating aircraft and by the time he had caught up with the aircraft it was moving at approximately 20 miles per hour."

The citation continues, "Although he managed to grasp the ladder, the motion of the aircraft combined with the speed and drag of his own weight pulled the ladder free from his hands. As he started to fall in the path of the left main wheel however, he grabbed the port engine intake and, with a determined effort managed to reach the boarding ladder again and to pull himself up and into the cockpit.

"By the time he entered the cockpit, the aircraft had reached a point approximately 25 yards from the hangar. Determined to stop the aircraft, Cpl. Goodwin slammed the brakes on and managed to stop the aircraft only a few feet from the hangar."

The citation concludes, "Goodwin's courage and bold initiative at great personal risk successfully prevented a catastrophe and were in keeping with the highest traditions of the Marine Corps and of the United States Naval Service."

Pacific Stars & Stripes
Monday, July 12, 1971

H&MS-15 Safety Record Cited

H&MS-15 was awarded the Fleet Marine Force, Pacific, Aviation Safety Award for Fiscal Year 1970 for achieving an accident-free flight record during this period.

Colonel Richard R. Miller, MAG-15 CO, presented the award certificate and plaque to Major Michael P. Cady, H&MS-15 CO.

During the fiscal year 1970 H&MS-15 pilots flew 3,715 hours without an accident. Lt Gen. W. K. Jones, FMF Pac CG, personal "Well Done" was conveyed to all the officers and men of H&MS-15 for their individual and collective efforts in providing a vital contribution to the operational readiness of Fleet Marine Force, Pacific.

VMCJ-1 Honored

VMCJ-1 recently received the Fleet Marine Force, Pacific, Aviation Safety Award for achievement in aviation safety during fiscal year 1970.

Marine Aircraft Group-12 commander, Col. R. L. McElroy, presented the award May 3 to LtCol. C. A. Houseman, VMCJ-1 commanding officer.

The award cited the squadron's ground maintenance procedures, air discipline and 8,323 accident-free flight hours logged during the period.

Also holder of the Chief of Naval Operations Safety Award, the 1st Marine Aircraft Wing unit has flown 14,000 accident-free hours to date.

DA-NANG, April 4'/1971 .

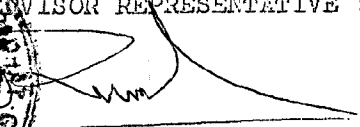
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209 Phan-Chu-Trinh street - Da-Nang

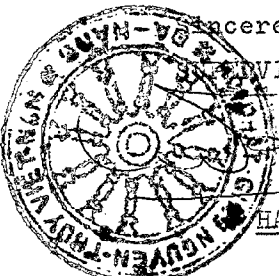
To : THE HEADQUARTERS
1st Marine Aircraft Wing
APO - San Francisco 96,602

1- Our Pagoda have received from the Headquarters of 1st Marine Aircraft Wing the sum of Fifty five thousand piasters 55,000\$VN .

2- This donation represents your goodness relatively to the Theravada Buddhist at Da-Nang City .

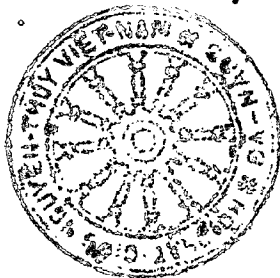
3- We transmit to your Headquarters our ardent thanking's and hope for the future we will receive more tenderness from your Organism .

Sincerely
ADVISOR REPRESENTATIVE :

HA-THUC-DIEU



Mr. HA-THUC-DIEU

President Association Buddhist
'Buddhist' 209, Phan-chu-trinh
DA-NANG .



DA-NANG, April 4'/1971 .

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209 Phan-Chu-Trinh street - Da-Nang

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FPO - San Francisco 96,602

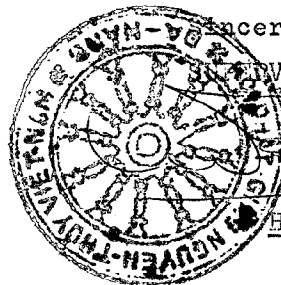
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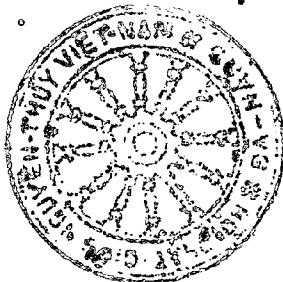
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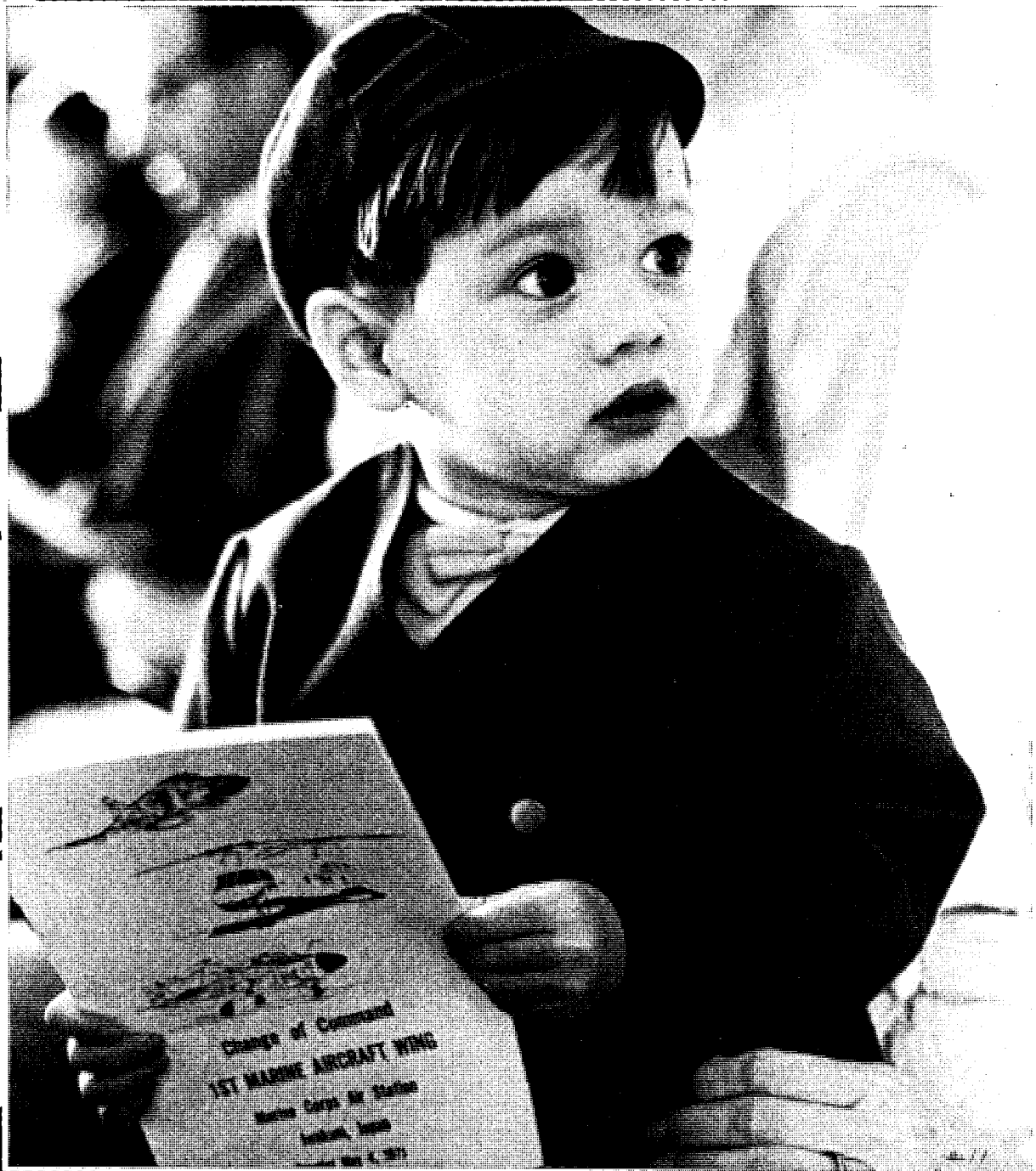
Torii Teller

MCAS Iwakuni Weekly

May 7, 1971

OWENS FOR CONLEY

1ST MAW COMMAND SHIFTS



editor's notes

Photo credit for this week's cover goes to our new photo chief, GySgt. J. A. Holsomback, who also shares credit for the change of command photos on pages 4-5 with LCpl. Rich Longhofer.

More new arrivals this week brings the **Torii** back to three-man strength with the selection of Sgt. Lee Salter as Assistant Editor.

Some minor format changes are found in this week's issue with more to come. We welcome all comment, pro and con, on any of our features and articles. Contact the editor, in writing, by addressing comments to Joint PAO and dropping them in the Guard Mail.

This is the publication of the servicemen and dependents of MCAS, but we can do nothing without their opinions.

Torii Teller

MCAS, Iwakuni, Japan

FPO Seattle, Wash. 98764

CO, MCAS: Col. H. L. Van Campen
PAO: Capt. T. W. Turner
1st MAW PAO: Capt. H. S. Gazaway
Capt. D. P. Brookman
WO R. R. Frazier
NCOIC: MGySgt. L. E. Witconis

Interpreter - Advisors

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Mr. Ken Kawagoe

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Assistant Editor: Sgt. Lee Salter
Sports Editor: Sgt. Linse Lofley
Staff Artist: Cpl. Dave Dapkus

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Audio-Visual Section

A-V Chief: MSgt. R. D. Caulkins
Photo Chief: GySgt. J.A. Holsomback
Photographer: LCpl. Rich Longhofer

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editorial comment

Lost Your Freedom?

Do American servicemen lack freedom? Is freedom for those in uniform any different than it is for those not in one?

There are many who sit in the barracks, offices, and establishments lamenting the loss of their "individual liberties" and their own right to free expression of themselves. But have they really lost anything? A few simple moments' reflection might convince them otherwise, however.

Most of our basic freedoms remain totally untouched by military service. We retain the right to vote. We may still worship as we please. We may still own property and are able to read any newspaper we desire.

The only freedoms directly affected by military service are those involving public expression of private opinion. These, though, are not abolished, but only restricted somewhat more than in the civilian world.

Military life necessitates a somewhat more stringent limitation of these freedoms than most civilian jobs. This is only because the military man carries a greater responsibility than the average civilian. The person in the armed forces is a member of the executive branch of the federal government under the President of the U.S. as Commander-in-Chief of the Armed Forces. This gives the serviceman a direct responsibility for the security of the country. His freedoms must be restricted where the free exercise of them might interfere with that job.

His freedoms are, therefore, restricted to that extent, but no further.

Nothing in the military can stop a serviceman from voting for, or against, a President or any other politician seeking office in any election for which he is registered. There is nothing to stop a man in uniform from arguing, in private conversation and apart from his normal military duties, about the rights and wrongs of an official's policies. These are the serviceman's rights as an American citizen and voter. Since the free exercise of these rights does not affect his military discipline in any way, the armed forces have no right or desire to interfere with them.

In signing his contract and raising his right hand to take the oath of enlistment, the man in uniform has pledged to forego, for his time in the service, some of the freedoms he enjoyed as a civilian. He does so, however, with the understanding that the pledge will be redeemed.

the chaplains' corner

An Announcement

Reverend H. M. Taylor will bring the message at the 10 a.m. Protestant worship service at the Mainside Chapel Sunday.

Rev. Taylor has been under appointment of the Christian Missionary Alliance Church to the Far and Near East for the past thirty-three years. His mission is presently located in Beirut, Lebanon.

While on this trip to the United States for furlough he has visited Bangkok, Saigon, Hong Kong and had a two week ministry in Phnom Penh, Cambodia, where during his earlier ministry he had spent twenty-eight years.

WORSHIP SERVICES

Station Chapel

Protestant

10 a.m. Sunday

Catholic

8 and 11:30 a.m. Sunday

5:15 p.m. Saturday

Jewish

Latter Day Saints

Church of Christ

Wingside Chapel

Protestant

9 a.m. Sunday

Catholic

10:30 a.m. Sunday

Other Services

6:30 p.m. Friday

1 p.m. Sunday

6:00 p.m. Sunday

Station Chapel

Wing Chapel

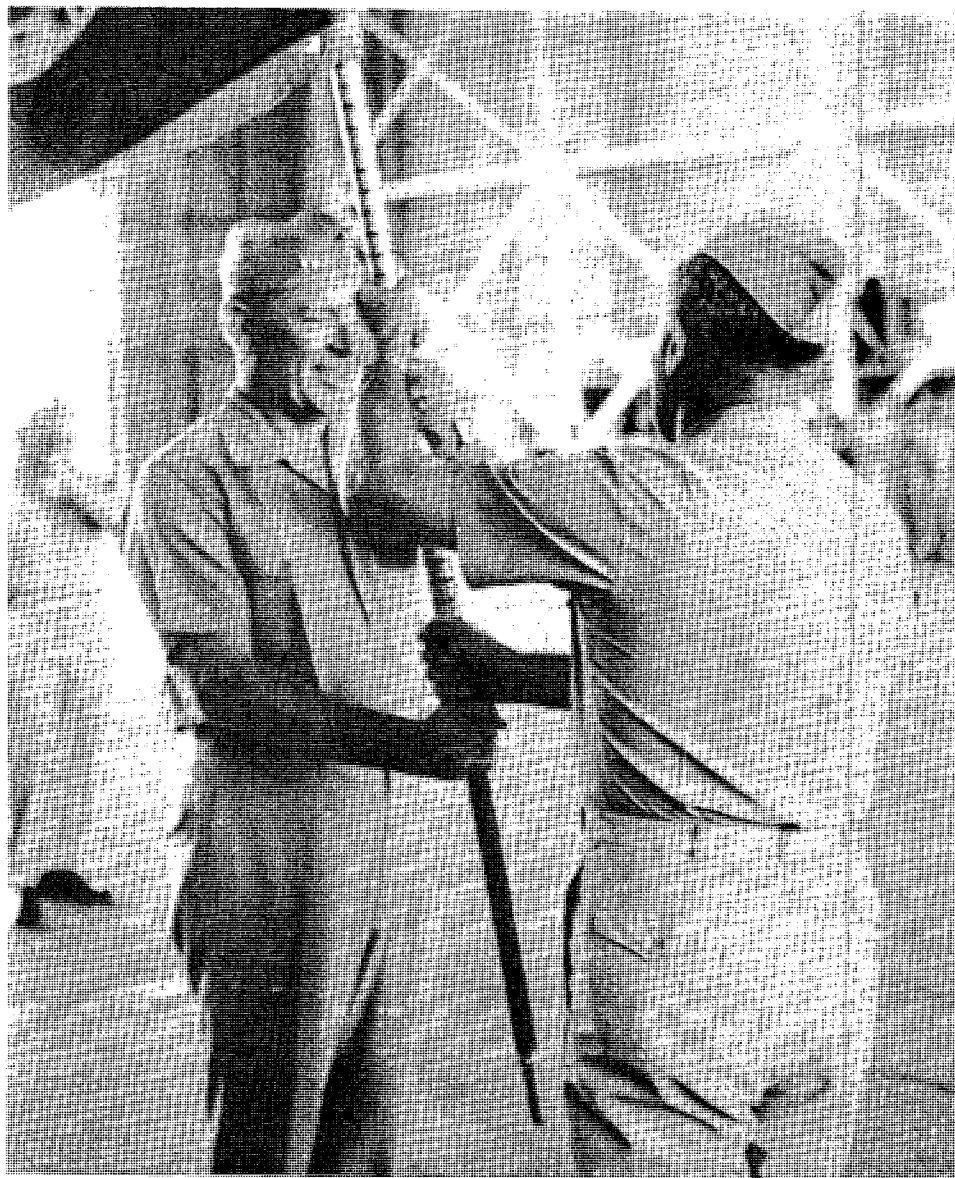
Station Chapel

Torii Teller

Vol. 16 No. 32 May 7, 1971

Marine Corps Air Station, Iwakuni, Japan

the week in review



Maj. Gen. Owens Takes 1st MAW Reins

Major General Robert G. Owens, Jr., a combat aviator who earned the Navy Cross during World War II, assumed command Tuesday of the 1st Marine Aircraft Wing.

Arriving from MCAS El Toro, where he commanded the 3rd Marine Aircraft Wing, Maj. Gen. Owens replaced Brigadier General Robert F. Conley who will report to Head-

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photo feature

Wing IG Held

April 23-May 3

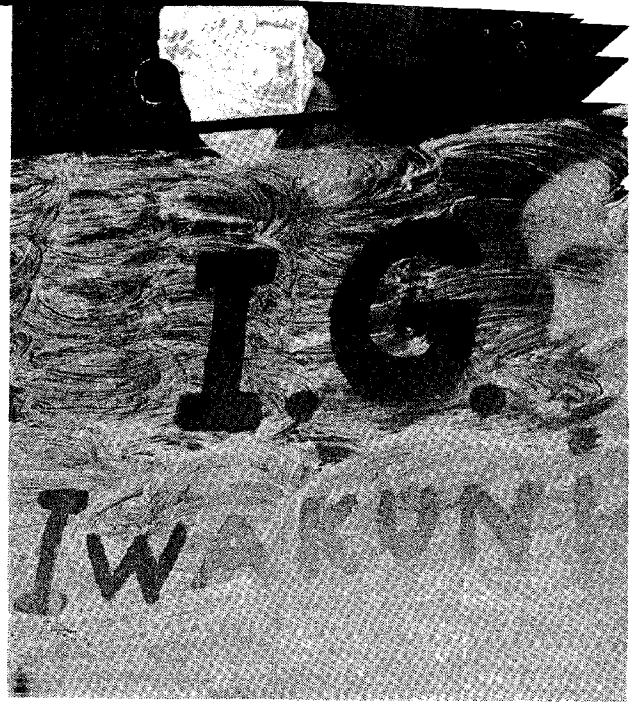
First Marine Aircraft Wing men recently got out their polish, oil, mops, and dustpans, cleaning everything from rifles to the mess hall, in preparation for the Inspector General's annual inspection of personnel and facilities.

Major General Marion E. Carl, currently serving as I.G. at Headquarters Marine Corps, headed a roster of nearly 50 inspectors present for the ordeal.

Members of the I.G. team held rigid personnel inspections, observed close order drill, and conducted physical fitness tests. They also inspected 1st MAW mess halls, barracks, and supply facilities.

The inspection, which began April 23 and ended May 3, is held each year to discover ways of improving current Marine Corps operating procedures.

These pictures give a glimpse of the 10-day inspection.



Photos by
GySgt. J. A. Holsomback





Facing page: Maj. Gen. Robert G Owens, Jr., accepts the 1st MAW. colors from Brig. Gen. Robert F. Conley.

Left: Gen Raymond G. Davis, Assistant CMC, addresses assembled troops and guests as Gens. Owens and Conley stand at right.

Below: Saluting battery from 3d MarDiv. renders honors as (bottom) troops stand tall in formation.

quarters Marine Corps for assignment.

Robert Gordon Owens, Jr. was born Feb. 13, 1917 in Greenville, South Carolina. He completed high school there and was graduated from Furman University in Greenville in 1938.

He completed flight training at Pensacola, Florida and in June 1940 was commissioned a Marine Reserve second lieutenant and designated a Naval Aviator.

During WW II he saw action during aerial combat at Pearl Harbor, in the Solomon Islands, New Georgia and Bismark Archipelago areas.

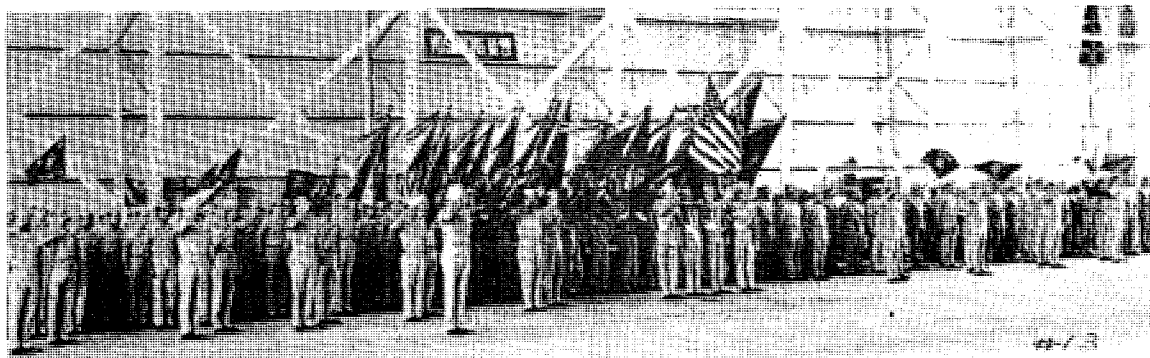
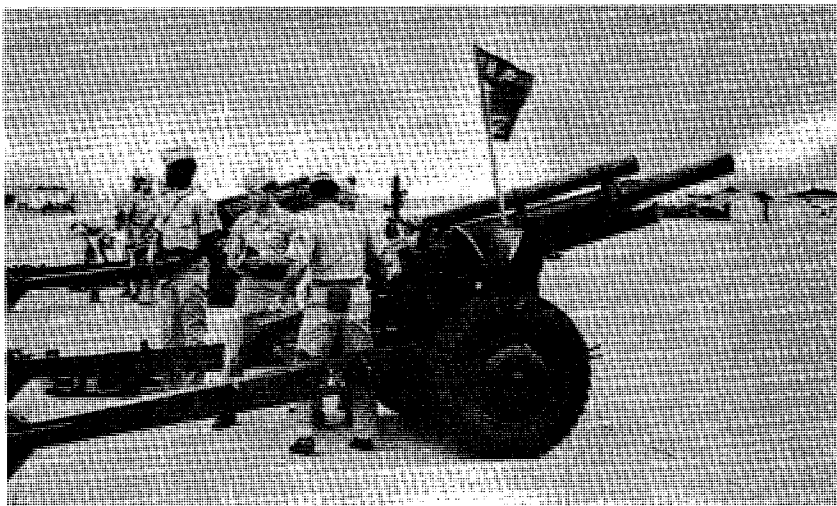
Major General Owens has served in various command and staff billets with Wing units in the United States, Hawaii and Japan, tours at Headquarters Marine Corps and with the 2d Marine Division at Camp Lejeune as Division Air Officer.

In 1964 he was assigned to the Joint Staff, Joint Chiefs of Staff as a member of the Pacific Division Operations Directorate and, following promotion to brigadier general in July 1965, assumed new duties with the JCS as Deputy Director for Command Areas, J-3.

He served in the Republic of Vietnam from December 1966 until April 1967 as Assistant Wing Commander, 1st Marine Aircraft Wing and then as Chief of Staff, III Marine Amphibious Force until December 1967. He was awarded the Legion of Merit for duty with the Joint Chiefs of Staff and a gold star in lieu of a second award for duty in the Republic of Vietnam.

He was promoted to major general in September 1968 and assumed his previous assignment as CG, 3rd Marine Aircraft Wing, El Toro, California in June 1969.

Major General Owens has completed the Air War College, Maxwell Air Force Base, Alabama, National War College, Washington, D.C and received his Master's Degree in International Relations from George Washington University.



Riding Japan's Rails

With the many new arrivals from "down south" aboard MCAS that old question of "how do I get from here to there" — "here" being Iwakuni and "there" being anywhere away from "here" — has again come into almost every conversation.

New arrivals, and even some uninformed old hands, will find that the most efficient, convenient and economical form of public transportation in Japan is the rails.

Iwakuni is situated on the Japanese National Railways (JNR) Sanyo Trunk Line running between Osaka and Kyushu.

Of the three types of passenger trains operated by JNR, the locals are perhaps the least expensive and most interesting. Locals require only one ticket, have only 2nd class, unreserved seats and generally make every stop on the route. For the most part, locals are quite acceptable for short trips such as Hiroshima and Tokuyama, and they run frequently. For the MCAS serviceman willing to take his time traveling, the local is the answer.

For longer trips, servicemen may desire one of the two other types of passenger trains. Ordinary express will usually have both 1st and 2nd class with reserved and unreserved seats offering modern equipment and often a dining or buffet car. All regular express trains passing through this area stop in Iwakuni. Passengers are required to carry two tickets — one regular fare (grey) ticket and one express (pink) — and a third if he wants a reserved seat.

Limited-express is the best class of train offered by JNR in this area. The limited-express cars are the newest and most modern and the trains usually carry diners and have both first and second class accommodations. In general, all seats are reserved on a limited-express. On the limited-express, as on the regular express, passengers will carry three tickets for reserved seats and two for unreserved. Many limited-express trains do not stop at Iwakuni. Express charges are higher for the limited-express.

For overnight trips the ordinary express and the



limited-express will carry either sleeping cars or will be all sleepers.

Sleeping berths afford even an American plenty of space to stretch out. There are three levels of berths with the highest priced being on the bottom and decreasing in cost as the level rises. If your destination is to be reached during the night, the sleeping car attendant will wake you in time to make the stop.

Dining car meals on JNR trains are very inexpensive and the food is generally very good. The menus, which offer both Japanese and American foods, are printed in Japanese and English. On some trains a buffet car replaces the diner and offers a limited number of short-order dishes.

Due to the shortage of space on Japanese trains, travellers should pack and travel as lightly as possible. Only very large stations such as Kyoto and Tokyo offer "Red Cap" service to handle bags, and they generally charge 100 yen per piece.

When travelling by rail be sure to arrive at the station early enough to check for the correct track, and in event of reserved seats, the spot on the platform at which your assigned car will stop.

For those having reserved seats, the cars are numbered consecutively with #1 being the car on the end of the train farthest from Tokyo. Once in position on the platform, the traveling serviceman should have no trouble boarding in the 30 second loading time. Getting off at the destination will also be done in 30 seconds.

Fares are quite reasonable as the reader can see from the chart of costs and times elsewhere on these pages, especially if travelling second class as most people do. However, the very reasonableness of the costs is what creates the only potential "hassle" in rail travel in Japan. The popular 2nd class, or unreserved, cars are usually jammed to capacity and the traveller might find himself standing for some time waiting for a seat. Seat reservations go on sale one week prior to departure of the train.

Those aboard MCAS who desire seat reservations can contact Terry at the Special Services Travel Bureau and have reservations made. The Travel Bureau also has timetables for the JNR lines as well as the regional privately-owned trains and can assist in planning one's trip.



THE OKINAWA MARINE

May 15, 1971

ISLAND MARINES AT IWAKUNI COMMAND CHANGE

Photo: 1Cpl. R.D. Longhofer

SALUTE — F Company, 2/12 Marines under officer-in-charge, 1st Lt. John Webster, fire a salute during the change of command ceremony earlier this month at MCAS, Iwakuni, Japan, at which MajGen. Robert G. Owens, Jr., took command of the 1st Marine Aircraft Wing, relieving BrigGen. Robert F. Conley. LtGen. Donn J. Robertson, CG, III MAF, also attended the command change, and the 3d MarDiv. Band performed during the ceremonies.

JOINT PUBLIC AFFAIRS OFFICE
U. S. Marine Corps Air Station
and
1st Marine Aircraft Wing
F. P. O. Seattle, Wash. 98764

Release No.: 91-71
LAST JET MISSION
By: GySgt. J. F. McAllister

For further information
contact Capt. H. S. Gazaway
Ph. 21-4171, ext. 4260

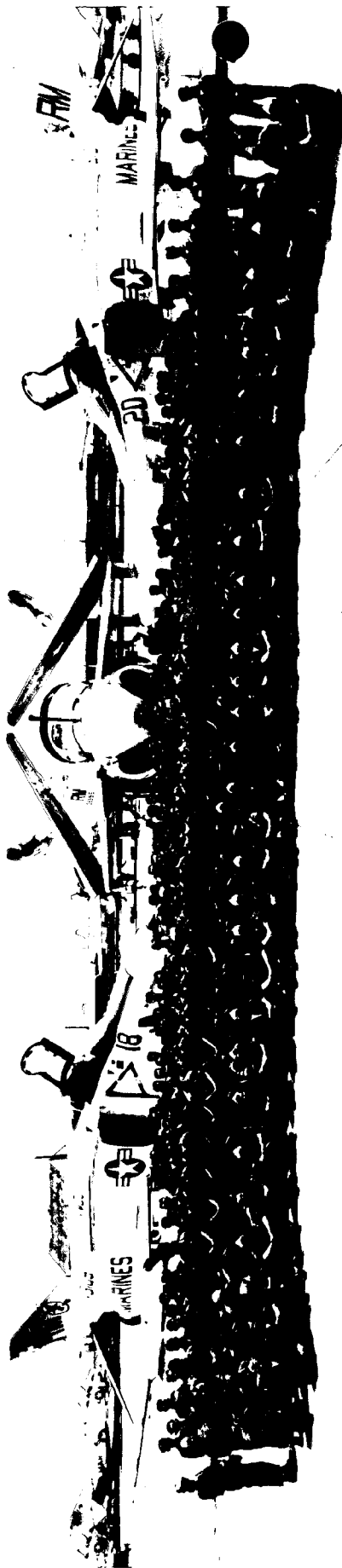
FOR IMMEDIATE RELEASE

MCAS, IWAKUNI, Japan, 10 June--Marine Composite Reconnaissance Squadron (VMCJ)-1 claims the distinction of having one of its planes conducting the last combat mission in Vietnam to be flown by a Marine jet aircraft.

The EA-6A Intruder jet, part of the VMCJ-1 detachment located at Danang at the time, flew the mission on May 7, 1971, in support of the Air Force and U.S. 7th Fleet. Capt. C.B. Lockett, Jr., was the pilot with MSgt. S.A. Gill serving as the Navigator/Electronics Countermeasure Officer.

The 1st Marine Aircraft Wing unit saw service as a unit in Vietnam during 1965-71.

-usmc-



WVWJ-1
Wakemi, Japan
1971

DECLASSIFIED

PLEASE CREDIT: Defense Dept. Photo
(Marine Corps)

JOINT PUBLIC AFFAIRS OFFICE
Marine Corps Air Station
and
1st Marine Aircraft Wing
APO Seattle, Wash. 98764

65-161-71

DECLASSIFIED

60 Days in Japan

Do-It-Yourself 'Tour' for Marine Wives

By SGT. JOHN AMES

IWAKUNI MCAS, Japan (Special) — Cpl. Dennis Williams and his wife Colleen will be saying 'sayonara' shortly — now that their 60 days is just about-up.

They took advantage of a Marine Corps program giving 1st Marine Aircraft Wing Leathernecks the opportunity to bring their wives and dependents to Japan for a two-month visit.

It takes planning and a lot of money. But most of the Marines who bring families to Japan under the program usually don't regret it, say Marine authorities.

Williams, of Days Creek, Oregon, says:

"I hashed the idea around for awhile; I mean, it was a lot of money. But my wife and I both decided we were for it, and it's been a great two months.

"Being together has made life a lot happier for both of us, and Colleen got a chance to discover Japan along with me."

When Williams and his wife made the decision on the two-month stay, there began some preparations at both ends. Dennis had to start making some living arrangements, and Colleen began checking out the flight cost information.

Williams scouted around and found an apartment renting for \$55 a month. It was a small place, three rooms and an American-style bath, but it was comfortable.

"I did some hunting, though," he admitted. "I spent a good two weeks finding the place we finally took."

According to the Housing Referral Office here, the average house in town is renting for \$80 a month. These are usually three or four rooms with American bath.

When Williams was searching for his house he didn't know about the Housing Office's referral service. They publish a list of all approved housing in the Iwakuni area and it is available from them upon request.

"The housing office will do whatever possible for servicemen and their families," said Lance Cpl. Dennis Campbell of the Housing Office. "Besides making the housing list available, Housing also will provide furniture to anyone who has verified his dependent's arrival here."

Servicemen taking advantage of the 60-day dependent's visit are responsible for financing the entire trip and providing living quarters for their families during their stay.

And it's very important, according to a spokesman from the 1st MAW personnel office, that dependents not stay beyond the 60-day limit.

"The time limit must be strictly enforced," he said, "not as a Japanese stipulation, but as a Marine Corps requirement. The 1st MAW must be kept in a state of combat readiness and, although the hardship is fully realized, this just can't be done effectively when families are here for entire tours."

Another important requirement is that servicemen report to the 1st MAW personnel office, within three days of occurrence, the arrival and de-

parture of dependents.

Flight costs are a major consideration for the visits.

One well-known travel bureau in the States charges an adult \$580 for a round trip ticket from Los Angeles to Tokyo. For children between ages two and twelve, the fare is one-half the adult price, and for infants under two, fare is 10 per cent of the adult price.

The prices quoted are charter flights that leave Los Angeles on Wednesdays and Saturdays.

Sixty days—it can be a lot of fun, but it does involve some planning and money. And is it really worth it? The station news magazine, the Torii Teller, recently received a letter from one wife who has since returned to the States after visiting her husband here.

Here's what she had to say:

"Dear Men of MCAS Iwakuni, "As I prepare to leave, I am grateful for having been able to visit my husband and many of you as well. . .

"... As I visited with many of you in the club, snack bar, exchange and throughout the base, you made me aware and ashamed of my behavior in the past, when I so resented my husband's necessary journeys to the Orient and other foreign ports.

"Now, thanks to this trip, I've experienced some of the emotions that not only he, but all of you, must have felt."

The letter was signed, "A lucky wife".



U.S.M.C. Photo by Gunnery Sgt. Ned Broussard
DENNIS AND COLLEEN SHOP AT A LOCAL JAPANESE STORE.



VMA-311

Returns

In-flight photo by

Cpl. Sergio Ortiz

Arrival photo by

GySgt. D. L. Wisniewski

VMA-211 pilots put the needle to VMA-311 pilots upon their arrival at MCAS Iwakuni.

Marine Attack Squadron-311, the last U.S. Marine fixed-wing squadron to fly combat missions in the Republic Of Vietnam, returned to MCAS, Iwakuni Monday after a six year absence.

Headed by LtCol. J.T. Hagen, squadron commander, the 1st. Marine Aircraft Wing unit's A-4E "Skyhawk" jets arrived Monday.

On June 1, 1965, the "Tomcats" commenced operations in Vietnam in support of U.S. and Allied forces. In six years of combat operations the squadron has logged more than 47,000 combat sorties.

The squadron claims many firsts in Marine Corps aviation. These include:

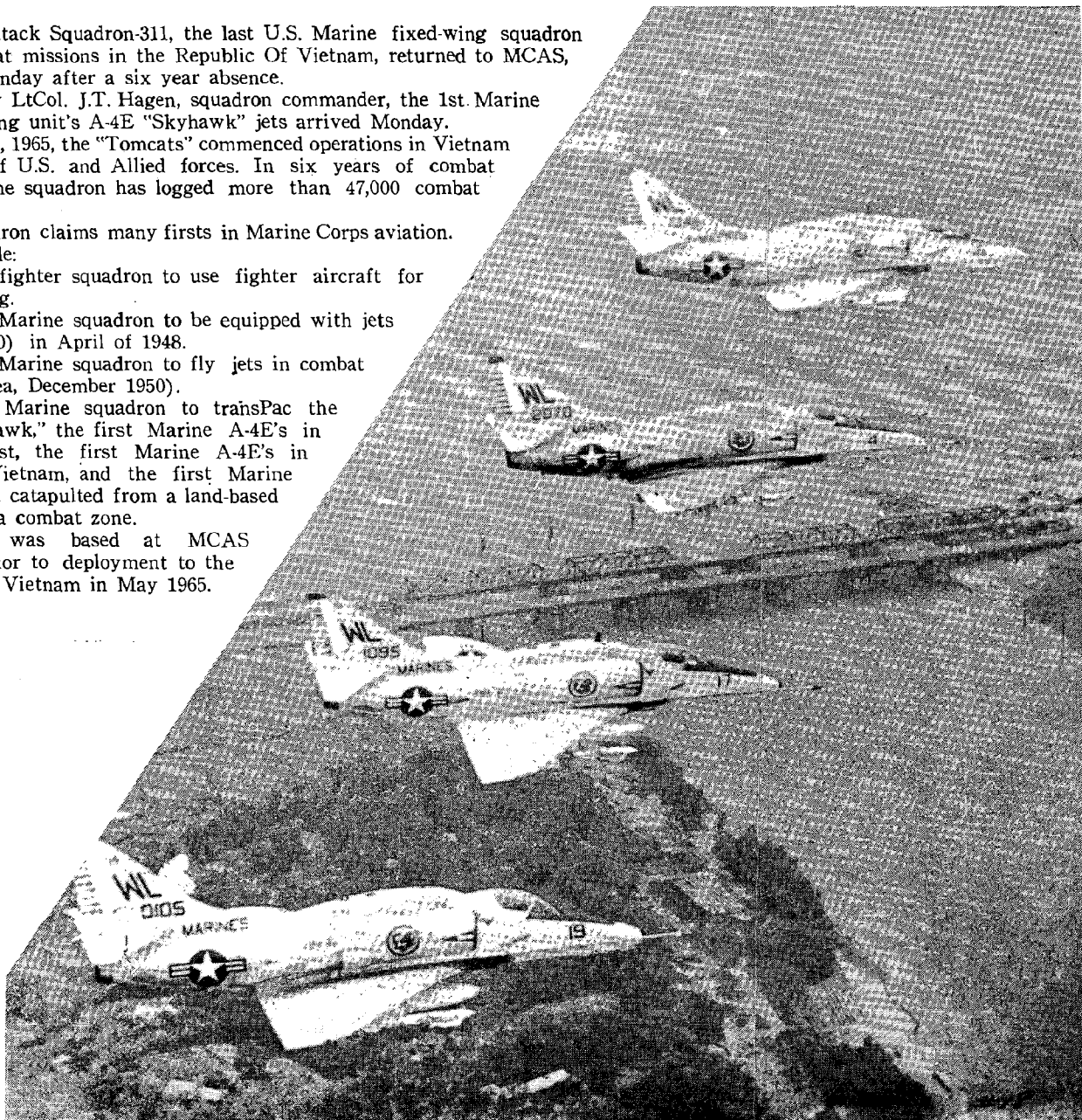
—The first fighter squadron to use fighter aircraft for dive bombing.

—The first Marine squadron to be equipped with jets (TO-1) (P-80) in April of 1948.

—The first Marine squadron to fly jets in combat (F-9F2, Korea, December 1950).

—The first Marine squadron to transPac the A-4E "Skyhawk," the first Marine A-4E's in the Far East, the first Marine A-4E's in combat in Vietnam, and the first Marine A-4E's to be catapulted from a land-based catapult in a combat zone.

VMA-311 was based at MCAS Iwakuni, prior to deployment to the Republic of Vietnam in May 1965.





• Open H

MCAS Hosts

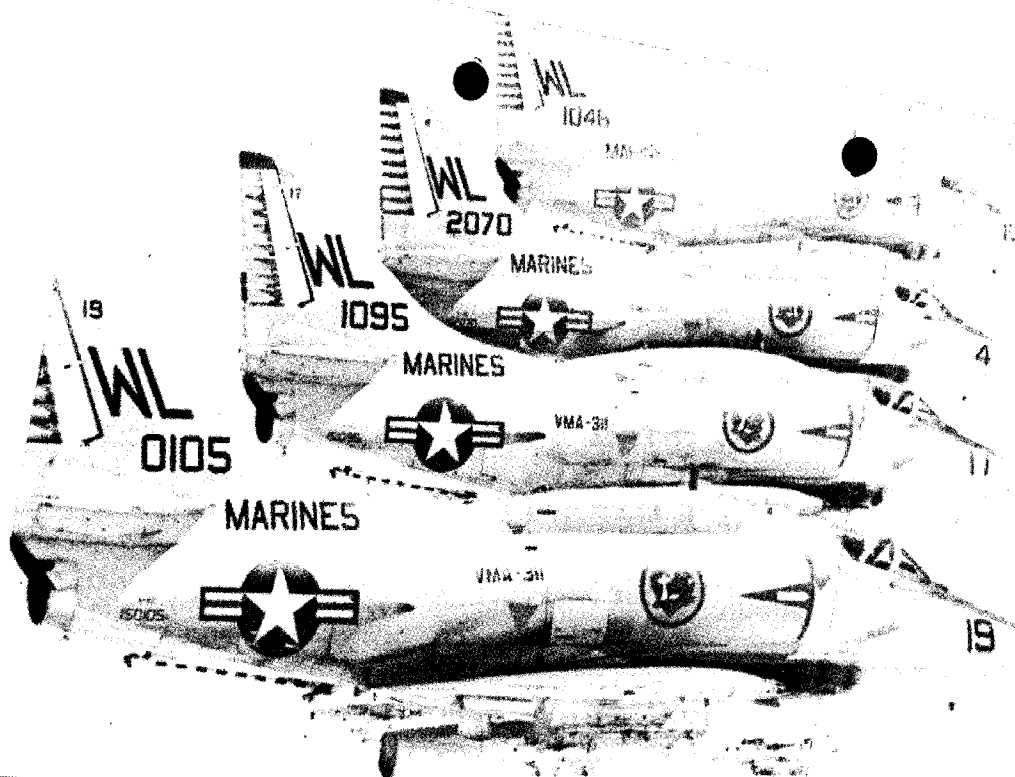
Last Sunday saw MCAS faced with the onslaught of a crowd of visitors estimated at somewhere around 43,000, but as Open Houses go, it was an average day.

From the minute the gates were opened for guests at 10:15 a.m. until they closed again at 4 p.m., the stream of visitors entering was almost continuous.

With static displays to look at, exploring to do and friends both Japanese and American to meet, the thousands of guests were kept almost constantly busy. But no complaints were heard, only the moans of the concession workers tasked with keeping the multitudes supplied with snacks and sodas.

But, not to coin a phrase, a good time was had by all.





Torii Teller

MCAS Iwakuni Weekly

May 21, 1971



an editor's note

Credit for the top portion of this week's novel dual purpose cover art goes to Cpl. Sergio Ortiz who supplied the in-flight photo of VMA-311 Tomcats while assigned to the 1st MAW "down south" in April.

The lower part can be credited to GySgt. Jack Holsomback, as can all of the art on the center-spread (pages 6-7).

In coming weeks, we hope to offer some more "novelties" which will each be introduced when they first appear. Some changes are already taking place in the Torii and we solicit, once more, any comments and questions, concerning us or anything else our readers feel needs questioning.



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PAO: Capt. T. W. Turner
1st MAW PAO: Capt. H. S. Gazaway
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editorial comment

Forum or Not?

"...the Torii forum is not a crusader, and was never meant to be. It was designed to answer readers' 'whys.'"

The Torii forum was established in September 1969 as an open channel between higher echelons and the 'snuffies'...It also serves as a channel for suggestions (few of which are made here, if you'll notice)."

These words are from a Torii forum answer published late last year and express the feelings of the Torii concerning the current discussions over a forum letter entitled "A Case in Point," which appeared in last week's issue.

We did not offer the letter for any reason other than that it was a signed statement of one person's views on a series of recent incidents. We are not NIS or CID and cannot investigate each and every claim made in each and every letter. We offered the letter in print for consideration. If an answer is warranted in the mind of a reader, then we encourage that reader to answer as he sees fit. We will not address ourselves to each individual's gripe letter, no matter how much we may desire to do so.

It is our earnest desire to retain the Torii forum as just that, a forum. According to Webster's Seventh New Collegiate Dictionary, forum is a "public meeting place for *open discussion*; a medium of *open discussion*; a public meeting or lecture involving *audience discussion*." Each definition has one thing in common, a dependence on "open discussion" in order to have a "forum."

From that same authority, "discuss implies a sifting of possibilities especially by presenting considerations pro and con." Again citing the same source, discussion means "consideration of a question in open, usually informal, debate."

One man writing a letter cannot "debate." There are two or more sides to every happening in the world and we offered one last week. If readers have a view on the other side of the coin, we openly solicit their **LETTERS**.

DM

the chaplains' corner

Marine Corps to Blame?

Whenever a man finds himself in a tough situation - being financially strapped because of using "easy credit;" having girl friend/wife problems; excessive drinking; or just plain drifting from his religious up-bringing - he seeks someplace to put the blame. And, not frequently, the Marine Corps will be made the "scapegoat." From the point of view of some this position will seem both logical and right.

However, both God's Word and life's experience reveal that if what a man believes does not change the way in which he lives for the good then there is something wrong with what that man really believes - because, what a man really believes he lives by. If he believes money and material possessions are the most important things in life, he may be caught up in the snare of using "easy credit." If he believes in one code of conduct for the woman in his life and another for himself it may result in unfaithfulness and divorce. If he believes alcohol to be a necessary ingredient in order to have a good time, he may soon find that it will become the master of him.

While they have a great deal of influence upon him, circumstances do not ultimately make the man - they reveal him. Therefore, being in the Marine Corps cannot be blamed for a man's conduct or point of view. What the Christian on active duty believes will be known by the kind of life he lives before his fellow Marines. As the scripture says - "**by their fruits ye shall know them.**" I wonder. What do you believe according to your fellow Marines?

Chaplain (LCdr.) J. D. Moritz
MAG-15 Chaplain



Open House 1971

MCAS Hosts Japanese Hosts

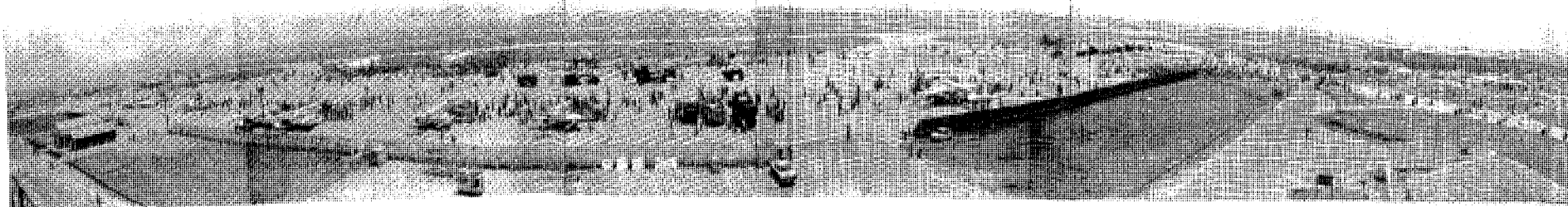
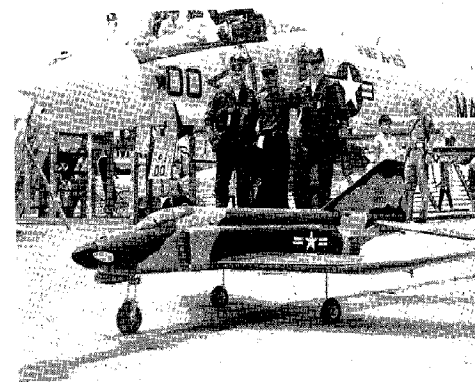
Last Sunday saw MCAS faced with the onslaught of a crowd of visitors estimated at somewhere around 43,000, but as Open Houses go, it was an average day. From the minute the gates were opened for guests at 1015 a.m. until they closed again at 4 p.m., the stream of visitors entering was almost continuous.

With static displays to look at, exploring to do, and friends both Japanese and American to meet the thousands of guests were kept almost constantly busy. But no complaints were heard, only the moans of the concession workers tasked with keeping the multitudes supplied with snacks and sodas. But, not to coin a phrase, a good time was had by all.

The Torii isn't the only one who thinks things went well:

Col. Hiel L. Van Campen, CO, MCAS, has expressed his pleasure and gratitude for the way the Armed Forces Day Open House was handled. With a crowd estimated at about 42,700, the job was a challenge to all of those who participated actively in the event.

The Station CO's expression of appreciation was extended to the men and women of all commands involved: MCAS, 1st MAW, FAW-6, NASU and the Iwakuni Air Unit of the JMSDF. Additionally, valuable cooperation and assistance was provided by the Japanese police, railroad, bus and civic authorities, as well as JSDF components elsewhere in Japan.



now

hear

U of M Classes Set

The University of Maryland will begin the summer semester June 1, offering on-base instruction to all servicemen, their dependents and civilians working aboard MCAS Iwakuni.

Registration will be in the Joint Education Office (Bldg. 1478), located Wingside, 8 a.m. to 4:30 p.m. daily from May 24 to 28 and on June 1.

Tuition assistance is available to servicemen, with the government paying \$49.50 of the total \$66 tuition cost. Students pay \$16.50, a \$10 matriculation fee if they haven't attended the university previously, and the cost of books, ranging from \$7 to \$10.75. All fees must be paid by check or money order only.

Classes will be held Monday and Thursday nights from 6 to 9 p.m. from June 1 to July 22 in the Matthew C. Perry High School.

Here are the courses offered and their prerequisites:

Japanese II and IV—Successful completion of Japanese I or III respectively.

Math 010—Two and one-half years of college preparatory math and satisfactory performance on the math aptitude test, which is given and graded at the Education Office. This is an introductory course to college math and includes logic, number sets, probability, linear equations and vectors.

Business 168—High School diploma

or high school GED. This includes management and organization theory, the role of the manager as an organizer and director, his goals and responsibilities, and the communication process.

For more information call extensions 4691 or 8755.

Hobby Shop

The Special Services Resale Hobby Shop is now open on Sundays, from 8 a.m. to 5 p.m., and closed on Thursdays. This is on a trial basis until June 16.

Notice

Wanted: Graduate archeology or anthropology major to explore and possibly dig in fifth to thirteenth century tombs. Inquire at Rm. 18, Bldg. 360.

Three-year-old Lolita Albaron, a Navy dependent, makes her contribution to MCAS Iwakuni's 1971 Navy Relief Fund Drive to Chaplain (Lt.) Robert J. Greco, Project and Navy Relief Officer.



Navy Relief Society Explained

What is Navy Relief? IT IS YOUR MONEY!

All contributions used to help you and your dependents; no contributed funds ever used for administrative expenses.

YOUR OWN PEOPLE!

7,000 Navy and Marine Corps volunteers help those in need.

YOUR ORGANIZATION!

116 Navy Relief Offices throughout the World to help you in time of need.

Who Can Navy Relief Help?

Navy men & Marines on active duty including reservists on extended active duty.

Navy men & Marines who are retired.

Fleet Reservists.

Dependents of the living or deceased persons listed above.

What Can Navy Relief Do to Help You?

1. Financial Assistance:

Interest Free Loans, Outright Gratuities or Combinations of The Two For:

emergency leave
funerals
medical bills (patients' share)
food and rent
necessary dental care
pre-deployment leave
personal needs when pay records are lost
handicapped children
education of dependent children
vocational training for widows

2. Other services:

listening post for people with problems
budget counseling—lost in a sea of bills?
SOS Navy Relief
visiting nurse—prenatal classes before the stark is due and checkups for junior
leaves—“junior's seabag”

3. Contact with Community Agencies:

American Red Cross
Legal Aid
Child Welfare
Travelers' Aid
Mental Health Clinic

Taxi Fares

The following is offered for information to those utilizing civilian taxis.

Air Station Order 11240.7D lists fares as follows:

Small cabs—110 yen for the first 1.2 kilometer and 20 yen thereafter for each 360 meters.

Medium Cabs—120 yen for the first 1.2 kilometers and 20 yen thereafter for each 290 meters.

There is an increase of approximately 20 per cent between the hours of 10 p.m. and 5 a.m.

Persons having any complaints regarding fares or service should report them to the MCAS Provost Marshal, and not to the driver or taxi company involved.

VMA-311 Returns

In-flight photo by

Cpl. Sergio Ortiz

Arrival photo by

GySgt. D. L. Wisniewski

VMA-211 pilots put the needle to VMA-311 pilots upon their arrival at MCAS Iwakuni.



Marine Attack Squadron-311, the last U.S. Marine fixed-wing squadron to fly combat missions in the Republic Of Vietnam, returned to MCAS Iwakuni Monday after a six year absence.

Headed by LtCol. J.T. Hagen, squadron commander, the 1st Marine Aircraft Wing unit's A-4E "Skyhawk" jets arrived Monday.

On June 1, 1965, the "Tomcats" commenced operations in Vietnam in support of U.S. and Allied forces. In six years of combat operations the squadron has logged more than 47,000 combat sorties.

The squadron claims many firsts in Marine Corps aviation. These include:

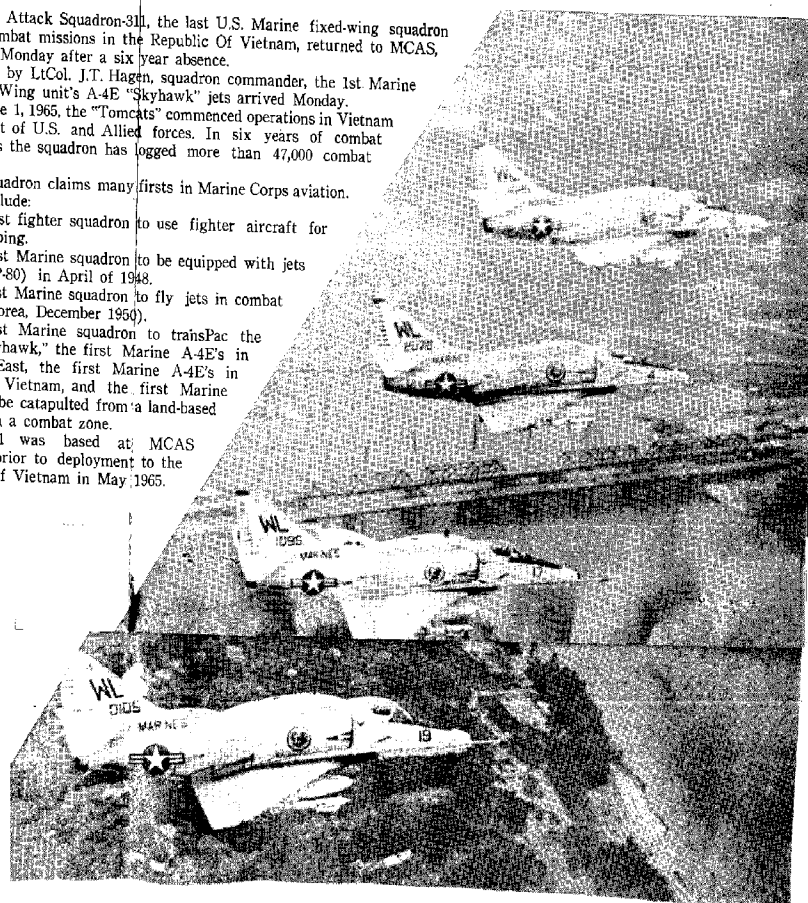
—The first fighter squadron to use fighter aircraft for dive bombing.

—The first Marine squadron to be equipped with jets (TO1) (P-80) in April of 1948.

—The first Marine squadron to fly jets in combat (F-9F2, Korea, December 1950).

—The first Marine squadron to transPac the A-4E "Skyhawk," the first Marine A-4E's in the Far East, the first Marine A-4E's in combat in Vietnam, and the first Marine A-4E's to be catapulted from a land-based catapult in a combat zone.

VMA-311 was based at MCAS Iwakuni, prior to deployment to the Republic of Vietnam in May 1965.



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JOINT PUBLIC AFFAIRS OFFICE
U. S. Marine Corps Air Station
and
1st Marine Aircraft Wing
F.P.O. Seattle, Wash., 98764

TASK ANALYSIS

By: Cysgt. McAllister

Release No: 87-71

For further information
contact Capt. T. W. Turner
Ph. 21-4171 ext. 4260

FOR IMMEDIATE RELEASE

MARINE CORPS AIR STATION, IWAKUNI, Japan--Task Analysis Teams from the Office of Manpower Utilization, Headquarters Marine Corps, visited the Station from May 11 to June 5, to conduct a survey of various aviation Military Occupational Specialties.

The MOS Study Group, headed by Capt. Thomas Kelly, gathered information from enlisted Marines working in fields 60 and 61 (Aircraft Maintenance), 62 (Avionics), and 30 (Supply Administration and Operation).

Organized approximately a year and a half ago, these teams, in conjunction with HQMC's Computerized Occupational Data Analysis Program (CODAP) 360/651, have been given the mission of conducting a survey of all enlisted MOS's. It is expected that the entire study will take three years. Plans to form a team to study officers' MOSs are presently being studied.

Composed of ranks ranging from commissioned officers to gunnery sergeants, the group is in the process of visiting all Marine Corps posts and stations. They attempt to have approximately half of the men in each command, in a specific MOS, answer questionnaires which comprehensively cover the MOS under study.

The questionnaire, compiled from on-the-job observations and interviews with Marines performing in like MOSs, is designed to aid the Marine Corps in future matters such as classification, assignment, training, occupational field structure, and promotion.

-more-

TASK ANALYSIS
2-2-2-2-2-2

Questions cover such subjects as men being assigned duties not utilizing primary MOS skills; number of hours per day spent in assigned MOS job; equipment used; special requirements such as security clearance or driver's license; and any civilian schooling or employment related to the man's job before entering the Corps.

Other subjects covered include number of publications available in the performance of a job, as well as time spent in non-MOS duties such as guard, mess and ceremonial details. Also touched upon are questions relating to worker characteristics such as speed and vision requirements, teamwork, leadership, concentration and mechanical ability, to name but a few.

"This may seem like a lot of area to cover," said Capt. Donald Whisnant, Assistant Team Leader, Task Analysis Team-Three, "but all possible information is needed for a comprehensive analysis of the MOS."

Capt. Whisnant also pointed out that this questionnaire is not a test nor an inspection of any unit and everyone answering these questions is strongly encouraged to be straightforward and as frank as possible. All individual answers are held confidential.

The team's job is to gather these questionnaires and not to evaluate them. All this information is sent to HQMC where it is grouped, programmed by use of the CODAP 360/651, then compiled. The team then takes this information, determines the feasibility of any improvement, then presents it to the Chief of Staff, HQMC for approval.

While there is no certainty that every MOS requires vast or even minimal changes, the analysis of some 19 per cent of the MOS's has so far resulted in more than 100 recommendations regarding classification, training, assignment, job requirements and grade structure.

-more-

TASK ANALYSIS
3-3-3-3-3-3

According to the Navy Cost Reduction Program, a reported savings of more than one-half million dollars has also resulted and recommendations will further provide for one million-plus dollar cost avoidance, a savings of more than 300 billets within the structure, and an estimated 200 man-years savings in training time for the Marine Corps.

-usmc-

'Task Analysis' Studies Air MOS's

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The questionnaire, compiled from on-the-job observations and interviews with Marines performing in similar MOSs, is designed to aid the Marine Corps in future matters such as classification, assignment, training, occupational field structure, and promotion.

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According to the Navy Cost Reduction Program, the team's work has already resulted in a savings of more than one-half million dollars. Speculation on future savings includes more than one million dollars, more than 300 billets within the force structure, and an estimated 200 man-years savings in training time for the Marine Corps.



Station and 1st MAW Marines answer questionnaires during a Task Analysis Team's visit to MCAS. Their three-week stay was part of a Far East tour to gather information on enlisted military occupational specialties.

LtCol. Delaney for Col. Westcott

MACG-18 Gets New Commander

Lieutenant Colonel Francis L. Delaney assumed command of Marine Air Control Group (MACG)-18 during a change of command ceremony here May 28.

He relieved Colonel Charles T. Westcott, commander of the group since June 1970, who has been assigned to the Office of the Director of Defense Research and Engineering in Washington, D. C.

Military dignitaries attending the ceremony included MajGen. Robert G. Owens, Jr., CG 1st MAW, Brigadier General William R. Quinn, Assistant Wing Commander, 1st Marine Aircraft Wing, and Captain Ryochi Kikuchi, Commanding Officer, Iwakuni Air Unit, Japanese Maritime Self Defense Force.

A veteran of more than 21 years Marine Corps service, LtCol. Delaney's career has included duty with air-ground and anti-aircraft missile units. He also served as the Inspector-Instructor of a reserve rifle company and later as Head of the Reserve Branch, 4th Marine Corps District, Philadelphia, Pa.

The colonel first joined MACG-18 in August 1970 as executive officer and a month later assumed command of the group. He remained in that capacity until April 1971 when the Wing colors arrived, again becoming the group's executive officer.



LtCol. Francis L. Delaney (right), new CO, is congratulated by MajGen. Robert G. Owens, Jr., CG 1st MAW, after assuming command of MACG-18. Looking on are: BrigGen. W. R. Quinn (left), AWC and Col. Charles T. Westcott, former CO.

Pacific Stars & Stripes
Monday, June 21, 1971

New CO for MAG12

IWAKUNI MCAS, Japan (Special) — Col. Edward J. Rutty has assumed command of Marine Aircraft Group 12 here. Previously air operations officer, staff of the commander-in-chief, Pacific Fleet, he replaces Col. Robert L. McElroy, who will attend the National War College in Washington.

JOINT PUBLIC AFF/ IRS OFFICE
U. S. Marine Corps Air Station
and
1st Marine Aircraft Wing
FPO Seattle, Wash., 98764

Release No.: 89-71
MAG-12 CHANGE OF COMMAND
By: GySgt. J. F. McAllister,

For further information
contact Capt. H. S. Gazaway
Ph. 21-4171 ext. 4260

FOR IMMEDIATE RELEASE

MARINE CORPS AIR STATION, IWAKUNI, Japan--Col. Edward J. Rutty assumed command of Marine Aircraft Group (MAG)-12 during a change of command ceremony here June 7.

He replaced Col. Robert L. McElroy, commander of the group since August 1970, who will attend the National War College in Washington, D.C.

Military dignitaries witnessing the command change included BrigGen. William R. Quinn, 1st Marine Aircraft Wing Assistant Commander, and Col. H. L. VanCampen, MCAS Commanding Officer.

Music for the ceremony was provided by the 3d Marine Division Drum and Bugle Corps from Okinawa.

A native of Ardmore, Pa., Col. Rutty enlisted in the Naval Reserve in 1948. Following completion of flight training at Corpus Christi, Texas, he was discharged from the Naval Reserve to accept a commission in the Marine Corps Reserve on August 16, 1950 and was designated a Naval Aviator. He accepted a permanent appointment in the regular Marine Corps on March 8, 1953.

Col. Rutty's career has included duty as a fighter pilot in Korea and over North Vietnam while serving as executive officer of VMF-212 aboard the USS Oriskany.

He holds two awards of the Distinguished Flying Cross, the Navy Commendation Medal, and eleven Air Medals.

-more-

MAG-12 CHANGE O. COMMAND
2-2-2-2-2-2-2-2-2

A former Blue Angel, the colonel served at HQMC as Head, Services and Plans Mobilization Section, Personnel Plans/Programs Branch, G-1. He also commanded the Marine Air Reserve Training Detachment, Marine Air Reserve Training Command, Andrews Air Force Base, Washington, D.C.

A graduate of both the Air Command and Armed Forces Staff Colleges, the colonel served as Current Air Operations Officer with the Staff of the Commander in Chief, U.S. Pacific Fleet, prior to taking command of MAG-12.

-usmc-

JOINT PUBLIC AFFAIRS OFFICE
U. S. Marine Corps Air Station

CAPTION FOR ART TO ACCOMPANY RELEASE NO.: 89-71
Photo No.: 59-158-71

RETURNING THE COLORS--Col. Edward J. Rutty, new Commanding Officer of Marine Aircraft Group-12, steps out to return the group's color to the parade adjutant during a change of command ceremony at MCAS, Iwakuni, June 7. At the left is Col. Robert L. McElroy who relinquished command of the group to Col. Rutty.

(Official U. S. Marine Corps Photo by GySgt. Ned Broussard.)

-usmc-



Colonel McElroy, a native of Pennsylvania, graduated from the U. S. Naval Academy in 1949 and was commissioned a Second Lieutenant. During July 1951 he was designated a Naval Aviator.

A veteran of Korea and Vietnam, his personal decorations include the Distinguished Flying Cross, eight Air Medals and the Ordre National Du Merite from the French Government.

Previous assignments include Operations and Maintenance Officer with VMF(AW)-531, Operations Coordinator for Manned Space Flight, Pacific Missile Range at Point Mugu, California and Assistant Naval Attache at Paris, France.

Colonel McElroy, will report to Headquarters Marine Corps for duty as a student at the National War College.

MARINE AIRCRAFT GROUP 12 - VIETNAM, 1965-1970

On 7 May 1965 the first elements of the 4th Marine Regiment, the 3rd Reconnaissance Battalion, HMM-161, and Mobile Construction Battalion 10 crossed the beach at Chu Lai. They were followed on 11 May by Marine Air Base Squadron 12 and thus began a drama of expeditionary flexibility unmatched in the annals of Marine Corps Aviation. Less than one month later, on 1 June 1965, the first A-4 Skyhawks of MAG-12 made Morest landings on the 3600 foot aluminum airstrip. Within five hours these same Skyhawks were launched with JATO's on a combat mission against the Vietcong.

The effects of MAG-12's firepower were quickly felt. Highly accurate and frequently commended close air support has been rendered Marines, ARVN and other allied forces during now famous operations such as Starlite, Harvest Moon, Double Eagle, Taylor Common, Bold Mariner, Dewey Canyon, Kentucky Jumper, and Oklahoma Hills. Additionally, crucial support was provided during the battles for Quang Nei, Heip Duc, An Hoa, A Shau, and Con Thien, and also during the siege at Plei Me and the legendary siege at Khe Sanh.

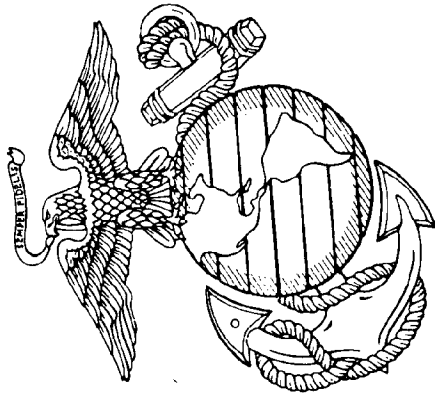
Utilizing JATO bottles and M-21 Morests, MAG-12 continued around the clock combat operations through the incredibly poor weather associated with the monsoon seasons. The Group did this by utilizing an aluminum matting crosswind runway as well as the original expeditionary runway. During 1967 and 1968 MAG-12 shifted its operations from the East Field matting to the more permanent concrete runway and taxiways of the Chu Lai West Field. As the support facilities improved, the Group was able to fly an even greater number of missions. In the month of May, 1968 MAG-12 set a record for Vietnam operations as it flew more than 160 combat sorties per day, dropping 8,221 tons of ordnance upon the enemy. While MAG-12 was at Chu Lai it amassed an impressive record of more than 185,000 combat hours and more than 175,000 tons of ordnance dropped.

Not all of MAG's efforts were focused on combat. The Group instigated and carried out a most successful and rewarding civic action program in the Chu Lai area. Miscellaneous projects such as "Lend-a-Hand" and "Operation Planeload" provided over four tons of clothing and hygienic supplies to needy Vietnamese families. A weekly medical program by the MAG-12 Medical Department provided medical service and personal hygiene instruction to the surrounding villages. This civic action effort not only established a high degree of rapport between the local villagers and MAG-12 personnel, but also was an invaluable source of information for the Group.

As a result of its ability to provide consistently outstanding support for the ground forces in I Corps, and because of its conscientious devotion to the "other war", MAG-12 earned an excellent reputation as the "can-do" Air Group in Vietnam, and continues to be the pacesetter for Marine Fixed Wing Aviation.

In March 1970 MAG-12 departed Chu Lai, South Vietnam for MCAS, Iwakuni, Japan. MAG-12 has returned to its old stamping grounds.

CHANGE OF COMMAND CEREMONY



MARINE AIRCRAFT GROUP

12

COLONEL ROBERT L. MCELROY

UNITED STATES MARINE CORPS

WILL RELINQUISH COMMAND TO

COLONEL EDWARD G. RUTTY

UNITED STATES MARINE CORPS

1430, MONDAY, 7 JUNE 1971

指揮権継承式

海兵第12飛行大隊

旧大隊長 ロバート L・マクエロイ大佐

新大隊長 エドワード G・ラティーン大佐

1971年6月7日(月) 14時30分

COMMANDING OFFICERS, MARINE AIRCRAFT GROUP 12

1 MARCH 1942-22 AUG 1970

CAPT J. P. CONDON	1MAR42-5MAR42	COL W. F. HAUSMAN	1JAN54-5JAN54
MAJ S. S. JACK	6MAR42-10MAR42	COL M. SAMPAS	6JAN54-12JUN54
LTCOL W. O. BRICE	11MAR-7SEP42	LTCOL A. G. SMITH JR	13JUN54-29JUN54
LTCOL S. S. JACK	8SEP42-28SEP42	COL D. E. CANAVAN	30JUN54-8JUN55
LTCOL E. L. PUGH	29SEP42-28JAN43	LTCOL H. E. KING	9JUN55-6JUL55
LTCOL L. S. MOORE	29JAN43-5MAY43	COL A. W. FISHER JR	7JUL55-1MAR56
LTCOL E. L. PUGH	6MAY43-24JUL43	COL J. R. LITTLE JR	2MAR56-1SEP56
COL W. G. MANLEY	25JUL43-10SEP43	COL W. W. HUDSON	2SEP56-30MAY57
MAJ W. B. CARNEAL JR	11SEP43-4NOV43	LTCOL C. H. WELSH	31MAY57-9DEC57
COL V. M. GYMON	5NOV43-27SEP44	COL P. H. ASHLEY	10DEC57-14JUN58
COL W. A. WILLIS	28SEP44-26FEB45	COL J. R. ANDERSON	15JUN58-15SEP58
COL V. J. MC CAUL	27FEB45-14JAN46	COL D. C. WOLFE	16SEP58-1JUN59
COL M. L. DAWSON	15JAN46-6APR46	COL J. V. F. COLE	2JUN59-1FEB60
COL E. L. PUGH	7APR46-7JUL46	COL G. C. AXTELL	2FEB60-30AUG60
COL H. R. LEE	8JUL46-18AUG47	COL L. F. FOX	31AUG60-19DEC60
COL F. H. SCHWABLE	19AUG47-11JUN48	LTCOL C. E. MC CULLAH	20DEC60-6JAN61
COL C. J. SCHLAPKOHL	12JUN48-31AUG48	COL C. M. KUNZ	7JAN61-21OCT61
COL T. G. ENNIS	1SEP48-6JUL49	COL E. S. DEW	22CT61-13MAY62
LTCOL R. C. FREULER	7JUL49-9AUG49	COL R. S. MICKEY	14MAY62-14MAY63
COL E. C. DYER	10AUG49-14MAY50	COL F. R. PORTER	15MAY63-9MAY64
LTCOL P. J. FONTANA	15MAY50-21MAY50	COL R. R. BAKER	10MAY64-5SEP64
COL B. C. BATTERTON	22MAY50-28MAY51	COL J. D. NOBLE	6SEP64-19SEP65
COL S. W. TRACHTA	29MAY51-31JUL51	COL L. E. BROWN	20SEP65-7JUL66
COL R. C. MANGRUM	1AUG51-1JAN52	COL J. W. HUBBARD	8JUL66-15FEB67
COL L. S. MOORE	2JAN52-31MAR52	COL B. P. GIBSON JR	16FEB67-31AUG67
COL E. T. DORSEY	1APR52-30APR52	COL D. WILKER	1SEP67-7MAR68
COL R. E. GALER	1MAY52-9AUG52	COL C. B. ARMSTRONG JR	8MAR68-31JUL68
COL J. P. CONDON	10AUG52-11JAN53	COL R. A. DEASY	1AUG68-28FEL69
COL G. S. BOWMAN JR	12JAN53-31MAR53	COL T. H. NICHOLS	29FEB69-29SEP69
COL E. B. CARNEY	1APR53-7AUG53	COL PAUL B. HENLEY	30SEP69-4FEB70
COL W. F. HAUSMAN	8AUG53-31AUG53	COL J. R. WEAVER	4FEB70-22AUG70
COL R. K. ROTTET	1SEP53-31DEC53	COL R.L. MCELROY	23AUG 70 - JUNE 71



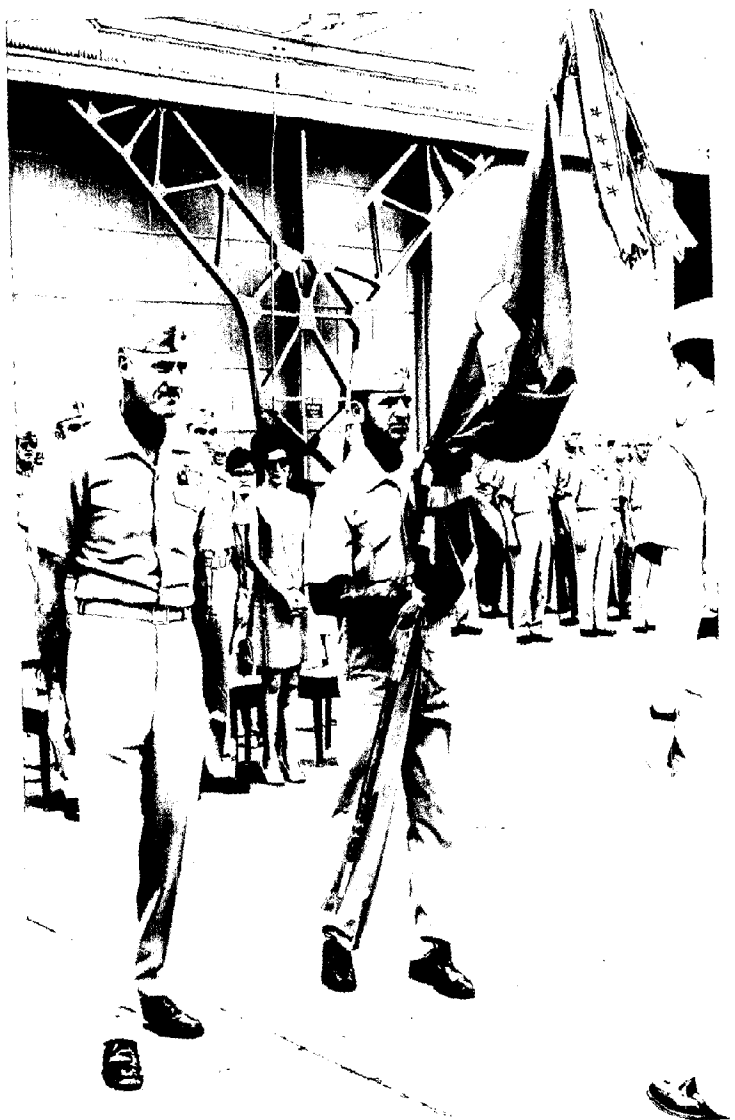
Colonel Ruty graduated from Milton Hershey School in Hershey, Pennsylvania in 1947. In 1948, he entered the Navy and was assigned to the Naval Flight Program in 1949. He was commissioned a Second Lieutenant in the U. S. Marine Corps in 1950.

A former Blue Angel and a veteran of Korea, he served in combat over North Vietnam while executive officer of VMF-212 aboard the USS Oriskany. His personal decorations include the Distinguished Flying Cross (two awards), Navy Commendation Medal and eleven Air Medals.

Colonel Ruty is reporting to the First Marine Aircraft Wing from duties as Current Air Operation Officer on the Staff of the Commander in Chief Pacific Fleet.

The colonel has accumulated more than 4300 flight hours, including 3500 jet hours and 300 carrier landings. He served as commanding officer of MARTD, Andrews AFB, Washington, D. C.

He is a graduate of Command and Staff College, Maxwell AFB, Alabama and the Armed Forces Staff College.



27



Story by

GySgt. J. F. McAllister

Photos by

GySgt. Ned Broussard

Col. Edward J. Rutty

Former Blue Angel At MAG-12 Helm

Col. Edward J. Rutty assumed command of MAG-12 during a change of command ceremony here June 7.

Col. Robert L. McElroy, commander of the group since August 1970, relinquished command, and will report to the National War College in Washington, D.C., for duty.

Military dignitaries witnessing the ceremony included Brig. Gen. William R. Quinn, AWC, and Col. Hiel L. Van Campen, station CO.

Music for the ceremony was provided by the 3d Marine Division Drum and Bugle Corps from Okinawa.

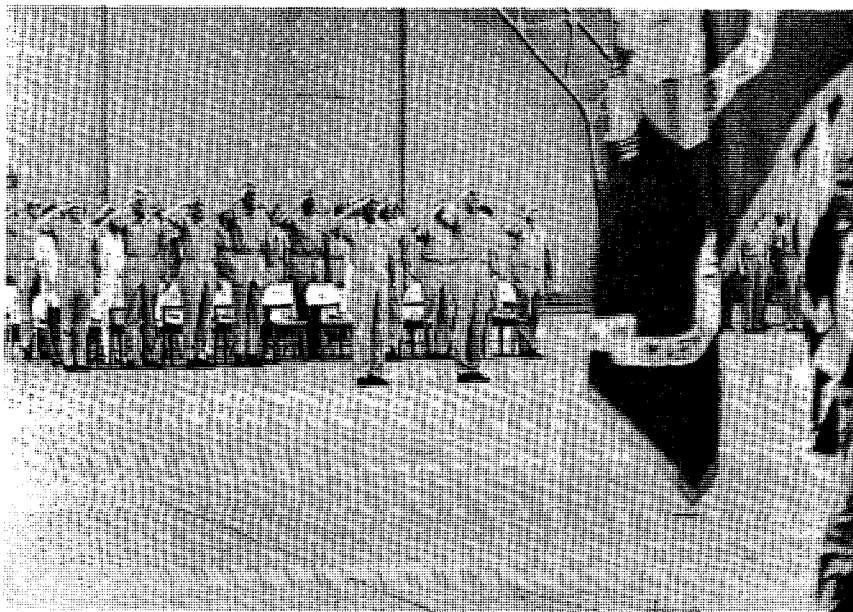
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A former Blue Angel, the colonel served at HQMC as Head, Services and Plans Mobilization Section, Personnel Plans/Programs Branch, G-1. He also commanded the Marine Air Reserve Training Detachment, Marine Air Reserve Training Command, Andrews Air Force Base, Washington, D.C.

A graduate of both the Air Command and Armed Forces Staff colleges, the colonel served as Current Air Operations Officer with the Staff of the Commander in Chief, U.S. Pacific Fleet, prior to taking command of MAG-12.



(Top left) Col. Edward J. Rutty addresses MAG-12, after assuming command from Col. Robert L. McElroy. (Left) Col. Rutty and Col. McElroy join the guests in saluting the colors during the pass in review phase of Monday's change of command ceremony.

Cormorant Fishing at Kintai Bridge

"This is for the Birds, or . . .
the one that got away"

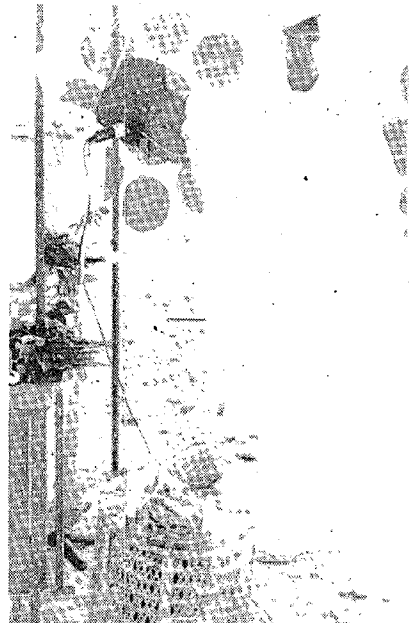
Tuesday, June 1 brought the opening of the 1971 cormorant fishing season on the Nishiki River upstream from Kintai Bridge. This ancient art dates back some 320 years, but this year celebrates its 25th consecutive year of operation since the end of the Pacific War in 1945.

Under the watchful eyes of the Nishiki River Cormorant Fishing Promotion Association Foundation, the training of the fishing birds progresses for several months before the opening of the season each June 1.

Cormorant fishing is "a method of fishing done under a basket of fire in which the fisherman and the cormorants become one in body and spirit through the hand leash," according to the sponsoring foundation. The leash controlling the cormorant, or fishing bird, is a special weave which breaks easily if the bird is in danger of drowning. All it takes is a backward twist of the handler's wrist.

Looking closely at the birds, the spectator will notice a fiber ring around each one's neck which prevents the bird from swallowing the fish it

Before the boats, with their swaying candle lanterns, set out onto the Nishiki above Kintai Bridge (below) a Shinto priest blessed the boats and asked the blessings of the gods on the fishermen (far right).



Marine Unit Gets Beefed-Up Huey Cobras



AN AH1J COBRA WINGS ITS WAY OVER OKINAWA.

USMC

Pacific Stars & Stripes
Friday, July 9, 1971

MACS-8 Assumes New Designation

CAMP BUTLER, Okinawa — Marine Air Control Squadron 8 has been redesignated Marine Air Control Squadron 4. Also included in the squadron change was Lt. Col. M. S. Jolley turning over Command of MACS-4 to Lt. Col. R. D. Miller.

Jolley will assume duties with 3d Marine Aircraft Wing, Santa Ana, Calif. The ceremony here also included the retirement of MACS-8's sergeant major, L. A. Hogue, who was succeeded by Sgt. Maj. L. D. Bledsoe.

NAVY TIMES

第三種郵便物認可 JULY 28, 1971

CAMP BUTLER, Okinawa (Special)—The accustomed ears of a Marine Aircraft Group (MAG) 36 "winger" enables him to easily identify different types of aircraft droning overhead without so much as casting a glance skyward.

Recently the trained ears of the flight line personnel caught the whine of a new "bird" at its engines fired into life at the old Station flight line hangar at Marine Corps Air Station (Helicopter) Futema. Marines looked up from their work to get a glimpse of the first Marine Corps Huey Cobra to be stationed on Okinawa.

The Cobras, numbering four in strength, belong to Sub-Unit One of Hq. and Maintenance Sq. 36 at Futema. These four gunships, under the command of Maj. F.W. Crone, are the newest version Cobra, the AH1J, which were designed to be superior to the recent model AH1G used widely in the Vietnam War.

Marine Corps AS, New River, N.C., was the site where these Cobras were first tried by their Leatherneck pilots in September 1970. At this time a detachment of the aircraft and personnel was formed to train in and test the AH1J's in the first step of evaluating them for Marine Corps use.

There was further training later at Patuxent River, NAS Md., before the detachment was to get its ultimate test, the rugged combat environment of Vietnam, in February 1971.

In Vietnam, the Cobras joined Marine Light Helicopter Sq. 367 for evaluation of their combat abilities. Part of the testing involved side-by-side comparison with the older AH1Gs.

The difference in the choppers is that the newer Cobra is a twin engine aircraft that incorporates an entirely new armament system, including a devastating 20mm cannon.

Tests of the two Cobras proved that the top speed was almost identical. The big difference was in the AH1J's available power which allows it to operate with higher gross weights at higher altitudes and allowing for the new armament system's heavier weight.

Another outstanding feature of the new twin engine Cobra is its single engine capability. Because of this the aircraft can sustain combat damage which causes the loss of an engine and still make it back to a friendly base.

For three months the aircraft were involved in combat missions to assist in their evaluation. This period of combat action included missions in the northern part of South Vietnam and support of the U.S. Army and Vietnamese operations in Laos.

According to men of the detachment at H&MS36, the AH1J has proven to be an outstanding aircraft and the 20mm cannon has proven to be a weapon far superior to any previously in the inventory used on helicopters.

While at Futema, the Cobras are engaged in a lighter schedule because of the training environment on Okinawa. Most of the time is spent checking out new pilots who were previously qualified in the AH1G and are reporting aboard for duty. Future hopes for Sub-Unit One personnel is an all-Cobra squadron to be formed later.

DECLASSIFIED

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Maj. Beckwith New MABS-15 CO

Major Ronald L. Beckwith assumed command of Marine Air Base Squadron (MABS)-15 during a change of command ceremony here June 22.

He relieved Lieutenant Colonel Donald G. Keast who has been assigned to the Naval Air Systems Command in Washington, D. C.

Major General Robert G. Owens, Jr., Commanding General, 1st Marine Aircraft Wing, was among those witnessing the command change.

Maj. Beckwith was commissioned in the Marine Corps following completion of Platoon Leaders Class in 1957. Assigned to flight training, he was designated a Naval Aviator in 1959.

A graduate of Georgetown University, the major's career has included duty with various fighter squadrons, as Marine Aviation Cadet Officer in Washington, D. C. and as an instructor at Marine Training Squadron - 2 at MCAS, El Toro, Calif.

Following duty in the Western Pacific, Major Beckwith spent two and one-half years on exchange duty with the Royal Air Force.

Holder of 11 Air Medals, the major served as executive officer of Marine Fighter/Attack Training Squadron-201 at MCAS, Cherry Point, N. C., prior to assuming his present command.



Major Ronald L. Beckwith (right) receives congratulations from Major General Robert G. Owens, Jr., Commanding General, 1st Marine Aircraft Wing, following his assuming command of Marine Air Base Squadron-15 on June 22. Looking on is Lieutenant Colonel Donald G. Keast who relinquished command of the unit.

LtCol. Eisenhower For LtCol. Houseman At VM CJ-1

LtCol. Charles A. Houseman, Jr. relinquished command of VM CJ-1 to LtCol. Stephen S. Eisenhower in a ceremony held June 18 here.

LtCol. Houseman, reassigned to the Marine Corps Development and Educational Command at Quantico, Va., received a Bronze Star Medal with combat "V" during the same ceremony. He was cited for meritorious service in the Republic of Vietnam.

LtCol. Eisenhower began his Marine Corps career upon graduation from the United States Naval Academy on

June 4, 1954. He was later assigned to flight school, and designated a Naval Aviator in 1956.

His career has included duty with various fighter and reconnaissance squadrons and with the Naval Advisory Group in Korea. He comes to VM CJ-1 from MAG-15, where he served as S-1 officer.

Among those witnessing the ceremony were Brig. Gen. William R. Quinn, AWC, who presented the Bronze Star Medal to LtCol. Houseman, and Colonel Hiel L. Van Campen, Station CO.

JOINT PUBLIC AFFAIRS OFFICE
U. S. Marine Corps Air Station
and
1st Marine Aircraft Wing
FPO Seattle, Wash., 98764

VMCJ-1 CHANGE OF COMMAND
Release No.: 94-71
By: Sgt. John Campbell

For further information
contact Capt. H. S. Gazaway
Ph. 21-4171 ext. 4407

FOR IMMEDIATE RELEASE

MARINE CORPS AIR STATION, IWAKUNI, Japan--Lieutenant Colonel Stephen S. Eisenhower assumed command of Marine Composite Reconnaissance Squadron (VMCJ)-1 here June 18.

He relieved LtCol. C. A. Houseman who has been reassigned to the Marine Corps Development and Educational Command at Quantico, Va.

Among those witnessing the ceremony were Brigadier General William R. Quinn, Assistant Wing Commander, 1st Marine Aircraft Wing, and Colonel H. L. Van Campen, Commanding Officer, MCAS.

A native of Sheffield, Pa., LtCol. Eisenhower began his Marine Corps career upon graduation from the United States Naval Academy on June 4, 1954. Following Basic School he was assigned to flight training and was designated a Naval Aviator in 1956.

His career has included duty with various fighter and reconnaissance squadrons and with the Naval Advisory Group in Korea. The colonel attended the United States Navy Post Graduate School at Monterey, Calif., and, studying under the Advanced Degree Program, graduated from George Washington University.

Holder of eight Air Medals and the Navy Commendation Medal, LtCol. Eisenhower served as the Marine Aircraft Group-15 S-1 prior to assuming command of VMCJ-1

-usmc-

Home Address:

Wife, Barbara Eisenhower, 3245 Norfolk Lane, Falls Church, Va.

JOINT PUBLIC AFFAIRS OFFICE
U. S. Marine Corps Air Station
and
1st Marine Aircraft Wing
FPO Seattle, Wash., 98764

LTCOL. HOUSEMAN BRONZE STAR
Release No.: 95-71
By: Sgt. John Campbell

For further information
contact Capt. H.S. Gazaway
Ph. 21-4171 4407

FOR IMMEDIATE RELEASE

MARINE CORPS AIR STATION, IWAKUNI, Japan--Lieutenant Colonel Charles A. Houseman, Jr., received the Bronze Star Medal for Vietnam service during a change of command ceremony here June 18 in which he relinquished command of Marine Composite Reconnaissance Squadron-1.

The award was presented by Brigadier General William R. Quinn, Assistant Wing Commander, 1st Marine Aircraft Wing.

The colonel was cited for the direction of numerous projects to improve living, working and sanitary facilities while serving as the Marine Aircraft Group (MAG)-11 logistics officer from June 30, 1970 to January 14, 1971.

Colonel Houseman was also praised for his skillful planning and organization during the embarkation of several squadrons of his unit, as well as from MAG-13 and the 1st Marine Division, which resulted in their redeployment in less time than anticipated.

The citation also noted his coordination of details during the transition of support from the Navy to the Army which insured continuity of projects vital to MAG-11.

LtCol. Houseman has been reassigned to the Marine Corps Development and Educational Command at Quantico, Va.

-usmc-

Home address:

P.O. Box 51, Pawley's Island, S.C.

CAPTION FOR ART TO ACCOMPANY RELEASE NO.: 95-71

Photo No.: 74-70-711

CITED--Lieutenant Colonel C. A. Houseman, Jr., former commanding officer of Marine Composite Reconnaissance Squadron-1, receives the Bronze Star Medal from Brigadier General William R. Quinn, Assistant Wing Commander, 1st Marine Aircraft Wing. The medal, presented to LtCol. Houseman for his outstanding performance of duty while serving as the Marine Aircraft Group-11 logistics officer in Vietnam, was presented during a change of command ceremony June 18 when he relinquished command of the squadron.

(OFFICIAL U.S. MARINE CORPS PHOTO By: LCpl. Rich Longhofer.)

-USMC-

CAPTION FOR ART TO ACCOMPANY RELEASE NO.: 95-71

Photo No.: 74-70-711

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(OFFICIAL U.S. MARINE CORPS PHOTO By: LCpl. Rich Longhofer.)

-USMC-

CAPTION FOR ART TO ACCOMPANY RELEASE NO.: 95-71
Photo No.: 74-70-711

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JOINT PUBLIC AFFAIRS OFFICE
Marine Corps Air Station
and
1st Marine Aircraft Wing
FPO Seattle, Wash. 98764

PLEASE CREDIT: Defense Dept. Photo
(Marine Corps)

74-170-711

DECLASSIFIED

Thanks To Four Japanese

MCAS Planes Fly Better

A three man team of Japanese workers make Iwakuni-based planes last longer, look better, and even fly better.

Shigeo Yamamoto, Osame Kataoka and Utsuke Tamura are MCAS' airplane cleaning specialists. With sponge, rag and brush they rub and scrub airplanes from small A-4E Skyhawk jets to huge four-engined Orion patrol planes. Their labors leave planes shining, but they accomplish more than a cleaning job. Their work cuts down on corrosion in planes and actually does make them fly faster.

According to Herb Windell, senior Grumman Aircraft representative here, a good cleaning improves the planes' slickness, decreasing the drag thus increasing the maximum speed. Over a period of time the speed increase is in fact measureable. "It's a proven fact," states Windell, "clean planes fly faster."

The airplane cleaning crew washes an average of four to five aircraft a day, including UH-1E helicopters, Phantom fighters, C-54 transports and Intruder attack jets. They service MCAS, 1st MAW, and Navy Patrol Squadron-4.

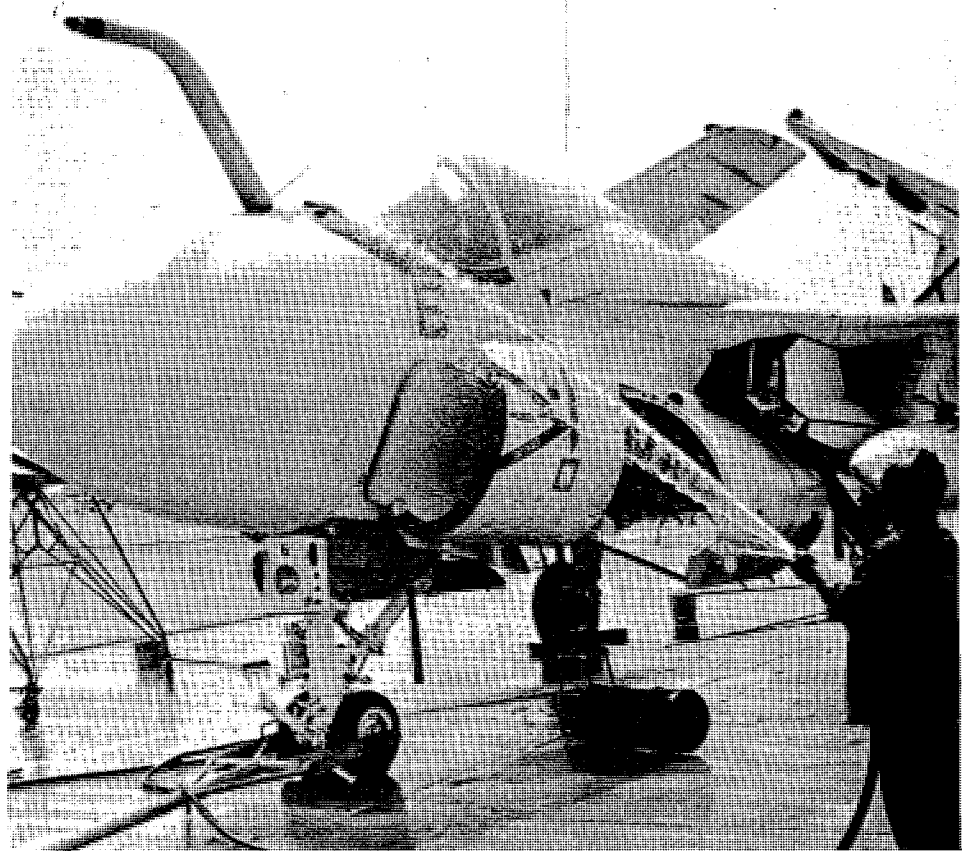
"They're very professional men," says Mr. Masaru Okita, civilian supervisor of the wash team. They always come to work promptly in the morning, and they don't leave until their planes are spotless."

According to Mr. Okita the team has improved with age. Five years ago it took eight hours to completely clean a large transport. Today, Masaru's men can wash a P4C Orion in four hours flat. During the first half of 1971, they cleaned 340 aircraft of all types.

"They save us valuable manpower hours too," stated SSgt. Sampson K. Lee, of the 1st MAW G-4 section, who schedules the planes for cleaning, "and they do a great job. Their customers are always happy with their work," he added.

The Japanese wash crew frees U.S. mechanics and aviation technicians to perform their primary duties. It takes Masaru's crew 12 man hours to clean a Skyhawk, and more than 50 to scrub down a C-54 transport.

Most planes here have probably been washed once or more by the all-Japanese airplane washing service of Iwakuni, a proud group of men dedicated to keeping our planes clean.



Japanese wash crew washes off an Intruder after scrub-down.

JOINT PUBLIC AFFAIRS OFFICE
U. S. Marine Corps Air Station
and
1st Marine Aircraft Wing
F. P. O. Seattle, Wash., 98764

Release No.: 92-71
RADAR SIMULATOR
By: LCpl. Rich Longhofer

For further information
contact Capt. T. W. Turner
Ph. 21-4171 ext. 4260

FOR IMMEDIATE RELEASE

MCAS, IWAKUNI, Japan, 11 June--Pilots and Radar Intercept Officers for the F4-J and F4-B aircraft here now have, for the first time, a radar training device which can simulate actual air-to-air combat situations. It also provides a means of preparation for dealing with these situations without an actual training flight.

Known as the 1504-E Radar Scope Interpretation Trainer, the device, built by the Aerospace Division, Goodyear Tire & Rubber Co., is the latest model of its kind and one of only four in use by the Marine Corps. It is used here by Marine Fighter Attack Squadron (VMFA)-232 and VMFA-115.

Part of the role it plays in flight training is to help create better coordination between the pilot and RIO.

"Mistakes made during these simulated missions can be corrected before they are made in actual flight where they can become a hazard," said Staff Sergeant J. E. McBroom, a member of the three-man maintenance and security team which services the trainer.

It is a big job to keep this complicated piece of equipment in top notch condition, as training sessions are conducted almost daily.

According to Gunnery Sergeant B. C. Rhoady, Non Commissioned Officer in Charge of the Special Devices department which operates the trainer, "It acts as a refresher course for operations and tactics learned in flight school, and comprises a self-teaching type of instruction for the squadrons.

-more-

RADAR SIMULATOR
2-2-2-2-2-2-2

"An experienced pilot or RIO takes the pilot's chair at the simulator and a man of lesser experience, sitting in the RIO's position, is coached as to what to do in the many different flight situations that a simulator can produce. If the man in the RIO's chair makes a mistake he is shown how to correct it."

SSgt. W. J. Kuha, Asst. NCOIC of Special Devices, described the operation of the trainer; "The control console, at which the pilot and RIO sit, is equipped with the basic flight instrument group from which the settings for all phases of a mission are made.

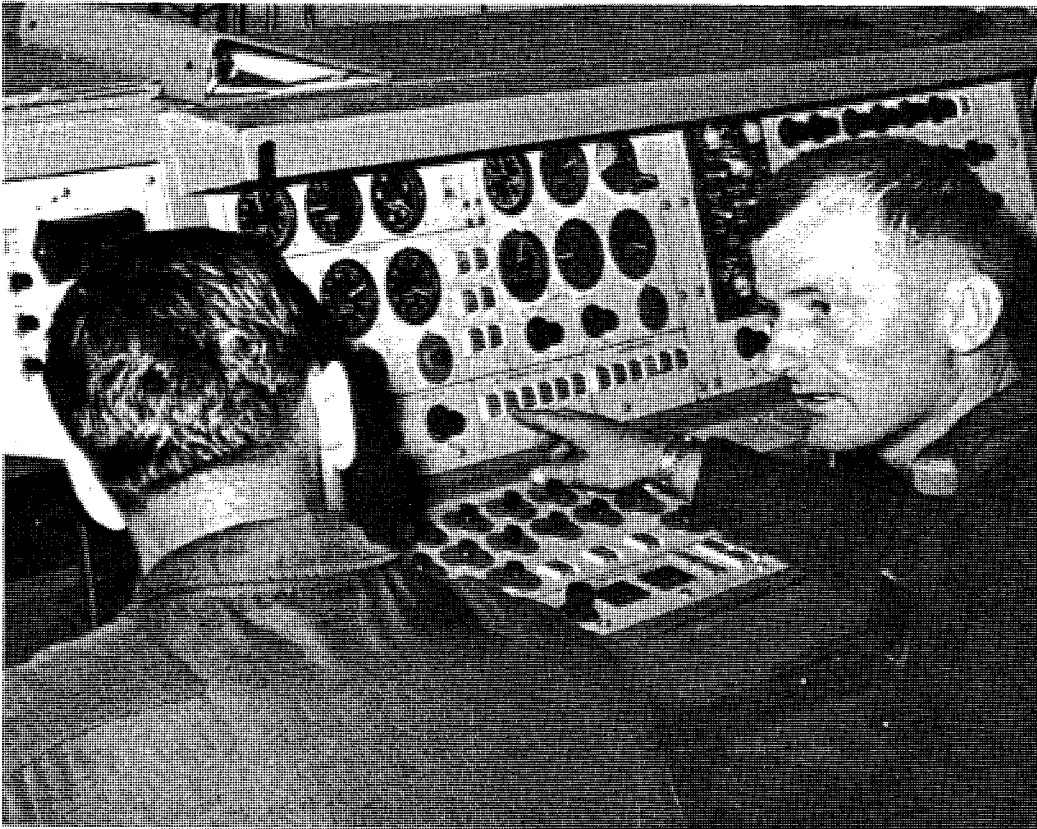
"The pilot has a control stick and a radar stick while the RIO has only the radar stick as he would in an aircraft. At various times during the session, whenever deemed necessary after checking the 'overhead plotter' showing an overall top view of the combat situation, the pilot can override the radar stick of the RIO and show him exactly what should take place in the operation of his radar."

The trainer was brought here in May from MCAS El Toro, Calif., after squadrons using the F4-J left that air station.

-USMC-

Device Used by Iwakuni Sq.

Simulated Flight Radar Training



PILOT AND NAVIGATOR USE NEW RADAR SCOPE SIMULATOR AT IWAKUNI MCAS, JAPAN. USMC

Pacific Stars & Stripes
Wednesday, June 23, 1971

IWAKUNI MCAS, Japan (Special)—Pilots and radar intercept officers (RIO) for the F4J and F4B aircraft here now have, for the first time, a radar training device which can simulate actual air-to-air combat situations.

The device provides a means of preparation for dealing with these situations without an actual training flight, a Marine spokesman said.

Known as the 15C4E Radar, the device is the latest model of its kind and one of only four in use by the Marine Corps. It is used here by Marine Fighter Attack Sq. 232 and 115.

"Mistakes made during these simulated missions can be corrected before they are made in actual flight where they can become a hazard," said S. Sgt. J. E. McBroom, a member of the three-man maintenance and security team which services the trainer.

Training sessions are conducted using the device almost daily.

According to Gunnery Sgt. B. C. Rhoady, non-commissioned officer in charge of the Special Devices Dept. which operates the trainer, "It acts as a refresher course for operations and tactics learned in flight school, and comprises a self-teaching type of instruction for the squadrons.

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"The pilot has a control stick and a radar stick while the RIO has only the radar stick as he would in an aircraft. During the session, whenever deemed necessary after checking the 'overhead plotter' showing an overall top view of the combat situation, the pilot can override the radar stick of the RIO and show him exactly what should take place in the operation of his radar."

The trainer was brought here in May from El Toro MCAS Calif., after squadrons using the F4J left that air station.

LtCol. Hagen Departs For Advanced Schooling

LtCol. Karlton L. Batt assumed command of VMA-311 from LtCol. Jerome T. Hagen, during a recent change of command ceremony.

LtCol. Hagen will participate in the advanced degree program at the University of Michigan.

LtCol. Batt comes to the squadron from H&MS-12, where he was commanding officer.

After graduating with a B. S. degree in mathematics from Moravian College in 1953, LtCol. Batt entered the Naval Aviation Cadet program. He was commissioned a second

lieutenant and received his wings in 1954.

He has served with VMA-211, VMA-225, VMA(AW)-121, and during 1966-67 served a combat tour with VMA-311 in the Republic of Vietnam.

His other duties included service with various support squadrons, staff secretary of the 2d MAW, assistant operations officer of Fleet Marine Force, Atlantic, and Research and Development in connection with SATS associated hardware.

Prior to his current assignment, LtCol. Batt was commanding officer of MABS-14.



LtCol. Karlton L. Batt

JOINT LOGISTICS AIRFIELD OFFICE
U.S. Marine Corps Air Station
and
1st Marine Aircraft Wing
FPO Seattle, Wash. 98764

(VMA)-311 CHANGE OF COMMAND
Release No.: 102-71
By: Sgt. John Campbell

For further information
contact Capt. H.S. Gazaway
Ph. 21-4171 ext. 4260

FOR IMMEDIATE RELEASE

MCAS Iwakuni, Japan--Command of Marine Attack Squadron (VMA)-311 was assumed June 30 by Lieutenant Colonel Karlton L. Batt, who relieved Lieutenant Colonel Jerome T. Hagen during formal change of command ceremonies on the squadron's flightline.

Lieutenant Colonel Hagen has orders to the advanced degree program at the University of Michigan.

Lieutenant Colonel Batt left his assignment as Headquarters and Maintenance Squadron-12 commander for his new duties as VMA-311 commanding officer.

After graduating with a B.S. degree in mathematics from Moravian College in 1953, LtCol. Batt entered the naval aviation cadet program that same year. He was commissioned a second lieutenant and received his wings in 1954.

He has served with VMA-211, VMA-225, VMA(AW)-121, and during 1966-67 served a combat tour with VMA-311 in Vietnam.

His other duties included service with various support squadrons, staff secretary of 2nd MAF, assistant operations officer of Fleet Marine Force, Atlantic, and Research and Development in connection with SAIS associated hardware.

Prior to his current West Pac assignment LtCol. Batt was commanding officer of Marine Air Base Squadron-14.

His wife, Ruth, and three children live in Cocoa Beach, Fla.

Human Relations Office Opened

Human Relations NCO

GySgt. P. H. Bridges



The Commanding General, 1st MAW, seriously concerned with matters affecting the well-being of his Marines, has established a Wing Human Relations Office.

Located in Bldg. 1555, the office is headed by GySgt. P. H. Bridges. Asked about his job, GySgt. Bridges stated, "The purpose of this office is to better conditions for all Wing Marines and to bring to the attention of the Commanding General and appropriate commanding officers any items which might improve human relations, either directly or indirectly."

With the heavy influx of personnel it follows that problems related to troop welfare, living conditions, recreational and messing facilities might well crop up. GySgt. Bridges and his assistants are responsible for monitoring these potential problem areas as well as matters such as equal opportunity and treatment, and to recommend realistic solutions to the command.

"There is no intent to circumvent the chain of command," Bridges said, "but rather to assist in improving communications between the troops, their NCOs, commanding officers and the CG."

GySgt. Bridges added that he feels it is the general's intent that this office explore areas of discord, be it intra-military or military-civilian problems, and look into real or imagined incidents, their causes, recommend solutions, and most importantly, keep Marines informed of the actions being taken.

"My assistants and I intend to move among the troops, both here and in town, so we can become known as well as become more personally aware of their problems," Bridges concluded.

Anyone feeling they have a problem is encouraged to visit the Human Relations Office and talk it over with GySgt. Bridges.

5

'Hot Line' Narrows Communications Gap

A new way to get questions answered and problems solved is now available to servicemen at MCAS Iwakuni — the "Hot Line."

The "Hot Line," initiated by the 1st MAW G-1 section, is a 24 hour-a-day service to provide a direct link between the command and the troops. After dialing the "Hot Line", extension 3111, the caller will hear a recorded voice requesting his name, rank, service number and unit, and then he will be given 60 seconds to ask his question. The line will be closed from 8 to 9 a.m. daily, when the tapes are played back and recorded in writing.

Captain Francisco Baca, of the 1st MAW G-1 section, will research the

questions and provide a written answer normally within 48 hours. If more time is needed, he will notify the caller of the delay.

Before calling the "Hot Line," persons should write down their questions in a concise form in order to get the question recorded within the time allotted. However, if the one-minute time limit is not sufficient,

the question can be continued by calling again.

All questions and complaints will be considered and researched, but callers are asked not to abuse this service.

Capt. Baca stated, "The 'Hot Line' is not a bypass to the chain of command, but merely another link to narrow the communications gap."

Pacific Stars & Stripes
Wednesday, June 9, 1971

PH

New Human Relations Office A Morale Booster at Iwakuni

IWAKUNI MCAS, Japan (Special) — A Wing Human Relations office has been established at this Marine Corps air station, 580 miles west of Tokyo.

Located in Building 1555, the office is headed by Gunnery Sgt. P.H. Bridges, who says the purpose of the office "is to better conditions for all wing Marines and to bring to the attention of the commanding general and appropriate commanding officers, any items which might improve human relations, either directly or indirectly."

With the heavy influx of personnel it follows that problems related to troop welfare, living conditions, recreational and messing facilities might well crop up. Bridges and his assistants are responsible for monitoring these potential problem areas as well as matters such as equal opportunity and treat-

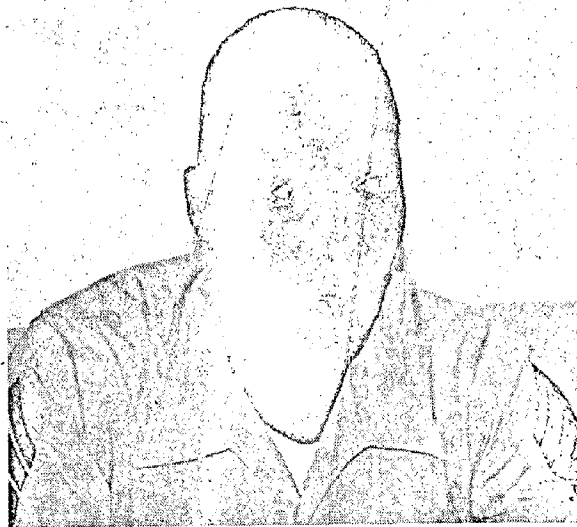
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Bridges said that he feels it is the intent of Maj. Gen. Robert J. Owens Jr., 1st Marine Aircraft Wing commander, that the of-

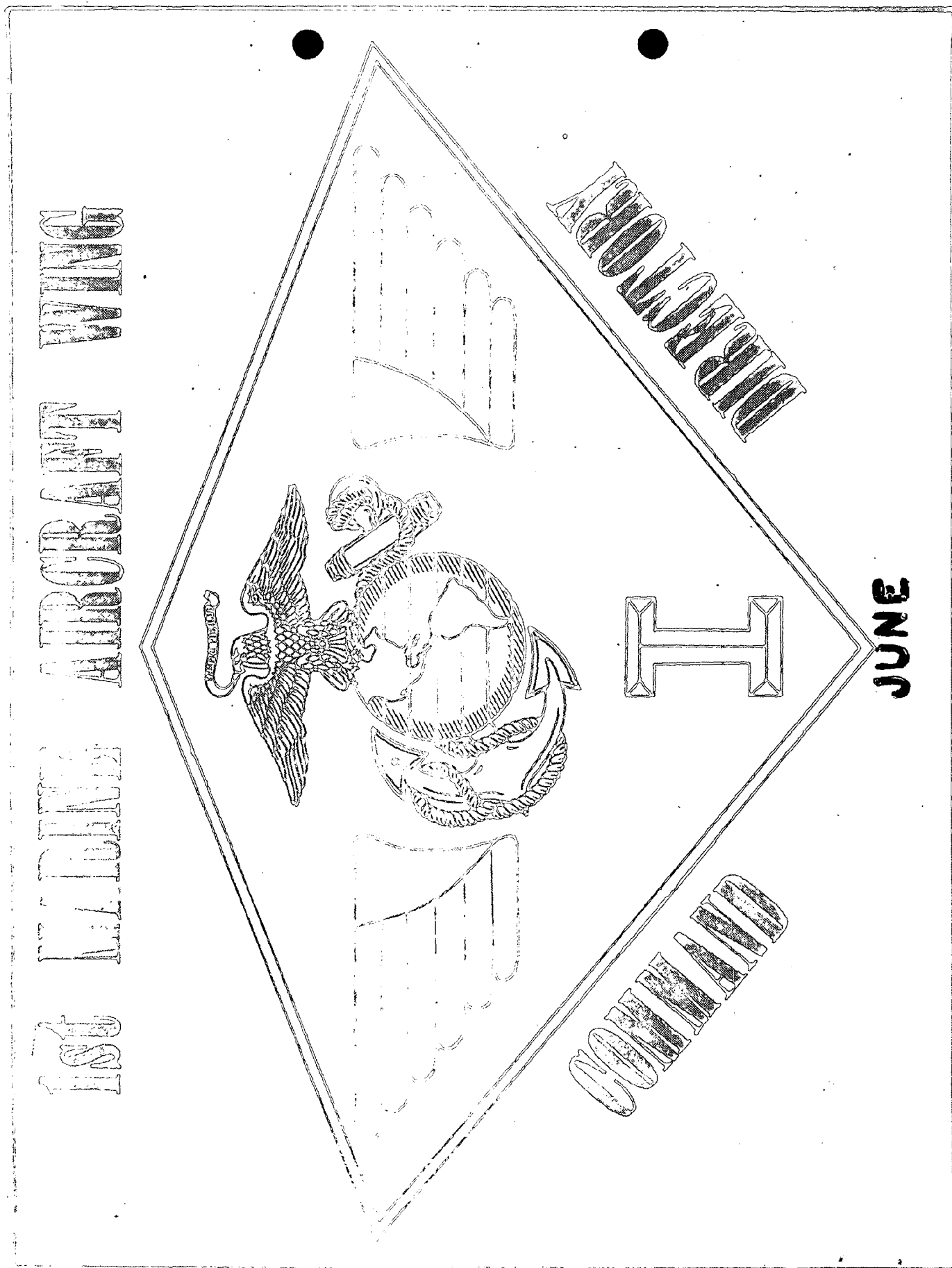
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GUNNERY SGT. P. H. BRIDGES

USMC




HEADQUARTERS
1st Marine Aircraft Wing
Fleet Marine Force, Pacific
FPO San Francisco 96602

7/JEE/bgc
1301
11 May 1971

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COMMAND DIRECTORY

Prepared as a matter of interest for commands within, and associated with, the 1st Marine Aircraft Wing, Fleet Marine Force, Pacific. All addressees are requested to notify the Wing Adjutant of any errors or omissions noted and changes as they occur. Attention is invited to Wing Order 2305.3 for Staff information due in to the Adjutant by the fifth of each month.


J. E. EASTMAN
Captain, U. S. Marine Corps
Wing Adjutant

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<u>WING COMMANDER DIVISION</u>				
MGEN R. G. OWENS JR.	WING COMMANDER	Apr72	4097/4085	
BGEN W. R. QUINN	Asst WING COMMANDER	Aug71	4064	4488
CAPT S. N. MELGAARD	Aide-De-Camp	Jan72	4097/4243	3359
1STLT R. L. KABA	Aide-De-Camp	Apr72	4097/4243	3248
SGTMAJ E. L. CASSELL	Wing SgtMaj	Apr72	4378	3491
<u>CHIEF OF STAFF DIVISION</u>				
COL G. W. MORRISON	Chief of Staff	Jun72	4085/4225	3567
CAPT R. G. GULLEY	Staff Secretary	Sep71	4225/4243	3149
CAPT G. P. KREHER JR.	CG's Mess Treasurer	Feb72	4209	None
GYSGT J. H. DIETER JR.	Admin Chief	Aug71	4225/4243	None
<u>ADJUTANT BRANCH</u>				
CAPT J. E. EASTMAN	Adjutant	Oct71	4629/4764	3345
CAPT K. C. HOUSTON	Asst Adj/AwardsO	Feb72	4629/4764	3763
CWO-4 P. E. CLAUSEN	CMCC/RPS/PostalO	Nov71	3544	3648
MSGT E. A. NELSON	CMCC NCOIC	Aug71	3544	None
GYSGT D. A. VIG	NCOIC Wing Adj	Feb72	4629/4764	None
SSGT G. L. MCCLEARY	Chief Clerk	Nov71	4629/4764	None
CWO L. J. TEVEBAUGH	RPS Officer	Aug71	3544	None
<u>G-1 DIVISION</u>				
LTCOL R. R. SHEAHAN	Asst CofS, G-1	Nov71	4326	3293
LTCOL M. J. WILLIAMS	Asst, G-1	Feb72	4326/4349	3514
MAJ R. L. PHILLIPS	WgPersO	Jul71	3746	3265
MAJ D. V. STOWELL	WgCarPlanO	Jul71	4797	None
CAPT J. W. JACKSON	AdminO	Nov71	4326/4349	3394
CAPT R. W. LIST	CarRetO	Jan72	4797	None
CAPT K. P. HIENEMEYER	YokotaInO	Oct71	225-7415	None
			623-1110	
CWO-2 K. R. DIANA	AsstPersO	Sep71	3746	3324
CWO-2 H. W. DIAL	HagueInO	Jul71	5432	None
1STLT J. E. HOWARD	AsstPersO	Feb72	3746	3219
MSGT H. K. CLEVELAND	WgPersChief	Jan72	4547	None
GYSGT W. J. MCBRIDE	ACU Contact NCO	Apr72	4349	None
GYSGT J. A. MARTIN	Admin Chief	Aug71	4326	None
SSGT D. E. COLLINS	Orders Chief	Jan72	4349	8568
<u>G-2 DIVISION</u>				
LTCOL W. C. SERVICE III	ACofS, G-2	Jan72	4485	3247
CAPT J. F. ELLIS	Asst G-2	Dec71	3392	3273
CAPT W. B. MESTON	ACIO	Nov71	3392	3279

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<u>G-2 (Con't)</u>				
CAPT L. J. SPRINGER	OIC PIU	Jul71	3392	3279
WO-1 M. L. SHANKLIN	OIC SCI	Mar72	3392	3355
WO-1 C. J. BRUCE	AdminO	Jan72	4485	3261
WO-1 J. C. SEIG	ModulesO	Feb72	8750	3481
MGYSGT T. V. BARNES	NCOIC PIU	Dec71	3392	None
MSGT F. D. DURKEE	Intel Chief	Sep71	4485	None
SSGT G. R. WITNER	Admin Chief	Sep71	4485	None
SSGT A. P. DRAKE	NCOIC SCI	Jan72	3392	None

G-3 DIVISION

COL H. HART	ACofS, G-3	Oct71	4592/4503	3488
LTCOL A. S. BUTLER	Asst, G-3	Sep71	4503	3362
LTCOL T. J. AYERS	OpsO	Jan72	4503	4530
LTCOL G. M. LAWRENCE	Avn Safety O	Jul71	4476	3293
LTCOL R. G. HAGGARD	PlansO/NATOPS O	Jan72	4029	3122
MAJ R. F. GORE	Asst OpsO (ATK)	Nov71	4503	3122
MAJ W. W. MACKEY	Asst OpsO (FTR)	May72	4592	3194
MAJ J. J. MCCAFFREY	Asst PlansO/SIOP O	May72	4029	3122
MAJ G. A. MCADAMS	Asst OpsO (Helo)	Mar72	4592	3248
MAJ A. ZEIKUS	ATCO	Sep71	4679	3613
MAJ H. J. MILLER	LNO	Dec71	4029	None
MAJ K. L. AMMONS	TrngO	Jan72	4307	3136
CAPT H. E. JENSEN	TargetsO	Sep71	4592	3308
CAPT K. W. BEST	EWO	Aug71	4240	3323
CAPT R. V. SCOBIE	Drug AbuseO	Aug71	8881	3015
CAPT R. V. LINDELOR	SchoolsO	Nov71	8766	3060
CAPT T. R. HOOK	HistoricalO	Sep71	4029	3219
CWO R. L. BERNARD	Nuclear SafetyO	Apr72	4029	3015
MGYSGT C. W. ALBRIGHT JR.	NCOIC	Aug71	4503	None

G-4 DIVISION

LTCOL W. A. TYKSINSKI	ACoS, G-4	Jul71	4841/4600	3417
LTCOL R. SCHANTEK	AMO	Jul71	4861/3372	3075
MAJ W. K. HUTCHINGS	Asst G-4	Mar72	4841/4600	3060
MAJ L. G. BURKS	Asst G-4	Aug71	4841/4600	3335
MAJ D. MUFFI	WSO	Nov71	4892/3021	3060
MAJ L. W. HYATT	MTO	Mar72	4087	3121
CAPT R. M. DALBEY	Asst AMO/SysAnalO	Feb72	3372/4861	3482
CAPT C. P. ACKERMAN	FacO	Oct71	4841/4600	3324
CAPT C. D. SMITH	Asst MTO	Nov71	4087	3314
CAPT G. H. CONNER	OrdO	Jan72	4391	3378
CAPT W. J. GLEESON	EngrO	Nov71	4769	3395
CAPT F. M. STITCHER	Asst WSO (Avn)	Dec71	4892/3021	3395

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<u>G-4 (Con't)</u>				
CAPT W. J. CAMP	Rotary WingO	Jan72	3372/4861	3482
CAPT J. F. DULLAGHAM	AVO	Jan72	4773	3273
CAPT J. L. HARLAN	GSO	Feb72	4073	3273
1STLT D. C. CANFIELD	G-4 DSAO	Jan72	4841/4600	3432
1STLT P. M. LITTELL	Asst G-4 DSAO	Feb72	4841/4600	3432
CWO-2 T. Y. HUNDLEY	Fixed WingO	Oct71	4861/3372	3317
CWO-2 W. J. RAY	Asst WSO (MC)	Sep71	4865	3140
CWO-2 J. E. UPAH JR.	SATSO	Jan72	4463	3778
CWO-2 A. N. GRAHAM	GSEO/IMRLO	Jan72	3372/4861	None
MGYSGT R. A. CARDENAS	A/C Maint Chief	Mar72	4201	None
MGYSGT K. J. BRINK	Supply Chief	Jul71	4892/3021	3383
MGYSGT E. J. WRIGHT	3M Chief	Sep71	4474	3405
MSGT D. L. SUTHERLAND	Log Chief	Jul71	4841/4600	3405
MSGT J. H. HOWARD	Ord Chief	Jul71	4391	3405

HEADQUARTERS COMMANDANT

MAJ T. P. KIRLAND	HQ, Commandant	Feb72	4898/3653	3141
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WING INSPECTOR

COL A. F. MCCAULEY	Insp	Jul71	4344	3567
MAJ J. T. GORDON	Asst Insp	Nov71	4344	

COMPTROLLER DIVISION

CAPT J. H. GUELICH	ACofS, Compt	Oct71	4828/3224	3345
CWO J. E. CARTER	Deputy Compt	Nov71	4828/3224	3378
GYSGT L. O. JOHNSON	Compt Chief	Apr72	4828	None
GYSGT M. D. DEAN	Gnd Compt Chief	Mar72	4828	None
SSGT R. C. BOULINEAU	Fiscal Chief	Apr72	4828	None
SGT L. D. TVEDT	Allt/Acct Chief	Aug71	4828	8568

STAFF JUDGE ADVOCATE

COL D. F. MCCONNEL	SJA	Jun71	4398	None
CAPT D. C. MOORE	Asst SJA	Aug71	4398	3062
CAPT D. S. MOORE	Military JusticeO	Jul71	8730	3359
CAPT J. L. HOWARD	MilJudge/AdminLawO	Nov71	4409/8634	3308
CAPT R. E. DINARDO	Military Judge	Jun71	8730	None
CAPT P. R. DAY	Review Officer	Dec71	4398	None
CAPT P. F. GEITNER	Review Officer	Dec71	4398	3149
CAPT T. P. COFFEY	Legal AsstO/AdminO	Aug71	8730	3378
CAPT L. W. TRACY	Chief Trial Counsel	Aug71	4409/8634	None

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<u>STAFF JUDGE ADVOCATE (Con't)</u>				
CAPT S. J. LEVIS	Chief Defense Coun	Dec71	4409/8634	3035
CAPT J. W. CARROLL	Trial Counsel	Aug71	4409/8634	None
CAPT J. R. KINKLE	Defense Counsel	Jan72	4409/8634	None
CAPT D. G. FISKE	Defense Counsel	Apr72	4409/8634	None
MSGT R. C. YULE	Legal Chief	Nov71	4398/4409	None
GYSGT R. C. SHORES	Asst Legal Chief	Mar72	4398/4409	None
SSGT W. R. HAYES	Reporter Chief	Nov71	8730	None
SSGT W. J. MCCREARY	Court Reporter	Nov71	8730	None
<u>COMMUNICATION-ELECTRONIC DIVISION</u>				

LTCOL R. H. HARTER	CEO	Sep71	4429/3001	4652
MAJ T. W. TAYLOR	Asst CEO	Jun71	4429/3001	3122
MAJ R. E. HUEBNER	ElectO	Jan72	4429/3001	3514
MGYSGT R. G. BENEDETTO	Maint Spclst	Apr72	4429/3788	3383
MGYSGT E. L. HARMON	Comm Chief	Jan72	4429/3001	3383
MGYSGT C. F. LEMONS	Comm Chief	Jun71	4429/3001	3491

WING MEDICAL

CDR F. C. LEISSE	Wing Surgeon	Feb72	4595/4789	3217
CWO-4 J. V. REISCHE	AdminO	Jul71	4595	3248
HCMC R. A. LAU	Leading Chief	Apr72	4595/4789	3526

WING NAVY PERSONNEL-MEDICAL SUPPLY

CWO-4 J. V. REISCHE	NAVPERSO/MEDSUPO	Jul71	4595	3248
HCMC R. A. LAU	Asst NAVPERSO	Apr72	4595/4789	3248
HMC R. E. HOLLIE	Supply Chief	Nov71	4372/8513	3526

WING DENTAL

CAPT J. J. LYONS	Wing Dental O	Apr72	4420	3051
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WING CHAPLAIN

CDR D. F. ZELLER	Wing Chaplain	Feb72	4404	1134
LCDR G. D. MORITZ	MAG-15 Chaplain	Feb72	4404	3335
LT D. D. DELASH	MAG-12 Chaplain	Aug71	4540	1159
LT F. W. RYDER	MWSG-17/MACG-18 Chaplain	Jan72	4640	None

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<u>7TH COUNTERINTELLIGENCE TEAM</u>				
CWO-2 J. A. CANONICO	Team Commander	Mar72	4246	3314
MSGT J. M. WOODWARD	Team Chief	Jan72	4246	4363
<u>PUBLIC AFFAIRS OFFICE</u>				
CAPT J. S. GAZAWAY	Public AffairsO	Mar72	4407/4260	3314
<u>MANAGEMENT ENGINEER DIVISION</u>				
MAJ G. A. OLSON	ACofS, MGMT	Sep71	4306/3348	3192
CAPT M. N. HINMAN	Data ProcessingO	Oct71	4306	3140
1STLT G. G. GAGE	Asst Data ProcessO	Feb72	4306	3359
1STLT S. R. MAGYAR	MGMT Engr	Feb72	4306	3317
1STLT D. C. CANFIELD	Asst MGMT Engr	Feb72	4306	3234
1STLT P. M. LITTELL	Reports CoordO	Feb72	4306	3234
1STLT G. JENNINGS	OPNS ResearchO	Apr72	4306	3355
CWO-2 P. C. KENDALL	Readiness ReportsO	Nov71	3348/4306	3140
MSGT J. R. SIDORAN	NCOIC FORSTAT	Jan72	4306	None
MSGT C. R. ROBERTSON	NCOIC MARES	Mar72	4306/3348	1684
<u>MARINE WING HEADQUARTERS GROUP-1</u>				
LTCOL P. S. FRAPPOLLO	CO, MWHG-1	Nov71	4828	4516
LTCOL W. R. LIMBACH	XO, MWHG-1	Nov71	8528	3051
MAJ J. SHERLOCK JR.	S-3 Officer	Nov71	8629	3293
MAJ D. L. HICKS	S-4 Officer	Dec71	8719	3265
MAJ T. P. KIRLAND	CO, H&HS-1	Feb72	4898	3633
MAJ J. R. GRIFFIN	CO, MWFS-1	Aug71	4642	3136
MAJ R. S. KAYE	CO, MWCS-1	Jul71	4573	3361
CAPT J. F. CRAIGLOW	SupO/FisO	Jan72	8764	3459
CAPT M. M. SHEEDY	MatlO, H&HS-1	Jun71	8545	3060
CAPT J. R. SMITH	XO, MWCS-1	Apr72	4573	3361
CAPT R. E. PACE	MaintO, MWCS-1	Sep71	4070	3229
1STLT M. J. AKRE	Adj, MWHG-1	Feb72	4824	3060
1STLT E. V. WASKIEWICZ	S-2 Officer	Feb72	4346	3341
1STLT J. J. COTTER	MTO, MWHG-1	Jul71	8560	3238
1STLT E. H. CRESSMAN	AdminO H&HS-1	Dec71	8808	3748
1STLT J. M. BERNEY	AdminO MWFS-1	Dec71	3329	3482
CWO-2 R. J. NEYT	S-1 Officer	Nov71	8742	3667
1STSGT C. E. CORNELISON	1STSGT, H&HS-1	Aug71	8808	None
1STSGT W. E. TINNEY	1STSGT, MWFS-1	Mar72	3329	None
SGTMAJ J. F. PARKER	SGTMAJ MWHG-1	Jan72	8528	None

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<u>MARINE WING HEADQUARTERS GROUP-1 (Con't)</u>				
1STSGT J. R. KENNEDY	1STSGT, MWCS-1	Oct71	4573	None
MSGT P. M. BOFFELLI	CommChief	Sep71	4621	None
MGYSGT M. L. ANDERSON	MaintChief	Jan72	4070	3526
GYSGT T. A. MCNEW	Admin Chief, H&HS-1	Nov71	4898	None
SSGT M. R. OLDHAM	CarPlan, H&HS-1	Sep71	4648	None
SSGT R. K. BLACKBURN	Admin Chief, MWFS-1	Feb72	3329	8568
SSGT J. W. DAVENPORT	Admin Chief, MWCS-1	Mar72	4573	None

MARINE AIRCRAFT GROUP-12

COL E. J. RUTTY	CO, MAG-12	May72	4860	3046
LTCOL C. A. LINDELL	XO, MAG-12	Dec71	3557	3217
LTCOL E. S. PAYNE	S-3 Officer	Mar72	3630	3122
LTCOL K. L. BATT	CO, H&MS-12	Mar72	4449	3631
LTCOL J. L. DRIEFER	CO, MABS-12	Jan72	4394	3459
LTCOL D. G. GASCOIGNE	CO, VMA-211	Aug71	929104	None
LTCOL J. T. HAGEN	CO, VMA-311	Aug71	4200	3265
LTCOL R. P. SPREIER	CO, VMA(AW)-533	Mar72	4382	3121
LTCOL C. A. HOUSEMAN	CO, VMCJ-1	Jun71	8642	3075
MAJ W. P. ARNOLD	S-1 Officer	Mar72	4794	3498
MAJ R. T. ALLEN	S-4 Officer	Mar72	4601	3060
CAPT L. D. TAKER	Adjutant	May72	3557	3424
CAPT A. E. PETERS	OIC, MATCU-62	Mar72	3116	3185
CWO-2 W. D. MCCALL JR.	S-2 Officer	Jan72	4544	3443
SGTMAJ R. E. BURNETT	Group SgtMaj	Jul71	4362	3491

MARINE AIRCRAFT GROUP-15

COL R. R. MILLER	CO, MAG-15	Oct72	4601	3213
LTCOL D. A. MICKLE	XO, MAG-15	Mar72	4477	3516
LTCOL S. S. EISENHAUER	S-1 Officer	Apr72	8620	3516
LTCOL J. L. GREGORCYK	S-3 Officer	Feb72	4680	3250
LTCOL C. J. EVERSOLE	S-4 Officer	Jan72	4666	3516
LTCOL D. G. KEAST	MABS-15 CO	Aug71	4622	3362
LTCOL R. R. POWELL	VMFA-115, CO	Jan72	8802	3459
LTCOL J. S. ROSENTHAL	VMFA-232, CO	Aug71	4662	3417
MAJ R. M. ROSE	NATOPS O	Dec71	4008	3437
MAJ M. P. CADY	H&MS-15, CO	Aug71	4548	3417
CAPT R. J. BERGER	S-2 Officer	Feb72	4578	3481
CAPT J. W. LEFLAR	OIC, MATCU-60	Jan72	4783	3217
WO G. K. JACKSON	Adjutant	Aug71	4477	3424

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<u>MARINE WING SUPPORT GROUP-17</u>				
COL T. E. MULVIHILL	CO, MWSG-17	Aug71	4471	3046
LTCOL R. W. COONEY	XO, MWSG-17	Feb72	4043	3247
LTCOL E. W. GILBERT	H&MS-17 CO	Feb72	4460	3514
MAJ W. B. ROURKE JR.	S-3 Officer	Mar72	4278	None
MAJ R. L. REDELMAN	S-4 Officer	Nov71	4371	3613
MAJ W. T. SINNOTT	WERS-17 CO	Jun71	4278	3631
1STLT W. C. EHMSSEN JR.	Adjutant	Nov71	4471	None
SGTMAJ T. T. ZABELSKI	Group SgtMaj	Mar72	3465	3083

MARINE AIR CONTROL GROUP-18

LTCOL F. L. DELANEY	CO, MACG-18	Aug71	4847/4091	3741
LTCOL L. H. HOLMES	XO, MACG-18	Sep71	4091/4847	3741
LTCOL M. S. JOLLEY	CO, MACS-8	Jul71	23-4106	23-647
LTCOL T. G. DAVIS	CO, MASS-2	Oct71	4228	3194
MAJ L. E. OBENHAUS	CO, H&HS-18	Nov71	4396	3265
MAJ T. M. QUINLAN	S-3 Officer	Aug71	4003	3498
MAJ R. P. CAPATOSTO	S-4 Officer	Aug71	4340	3265
MAJ G. D. BRATCHER	SupplyO	Jul71	4597	3363
MAJ R. W. GREENE	CommO	Apr72	4069	3514
CAPT J. L. JUDY	S-1 Officer	Oct71	4091/4847	3667
1STLT J. FITZGERALD	Chaplain	Jun71	3340	3055
1STLT F. J. SWANGO	Adjutant	May72	4091/4847	3361
1STLT R. E. HAMANN	S-2 Officer	Oct71	4340	3119
SGTMAJ R. M. OHMAN	Group SgtMaj	Mar72	4847	8828
SSGT M. L. HENDRIX	Admin Chief	Oct71	4847/4091	8828

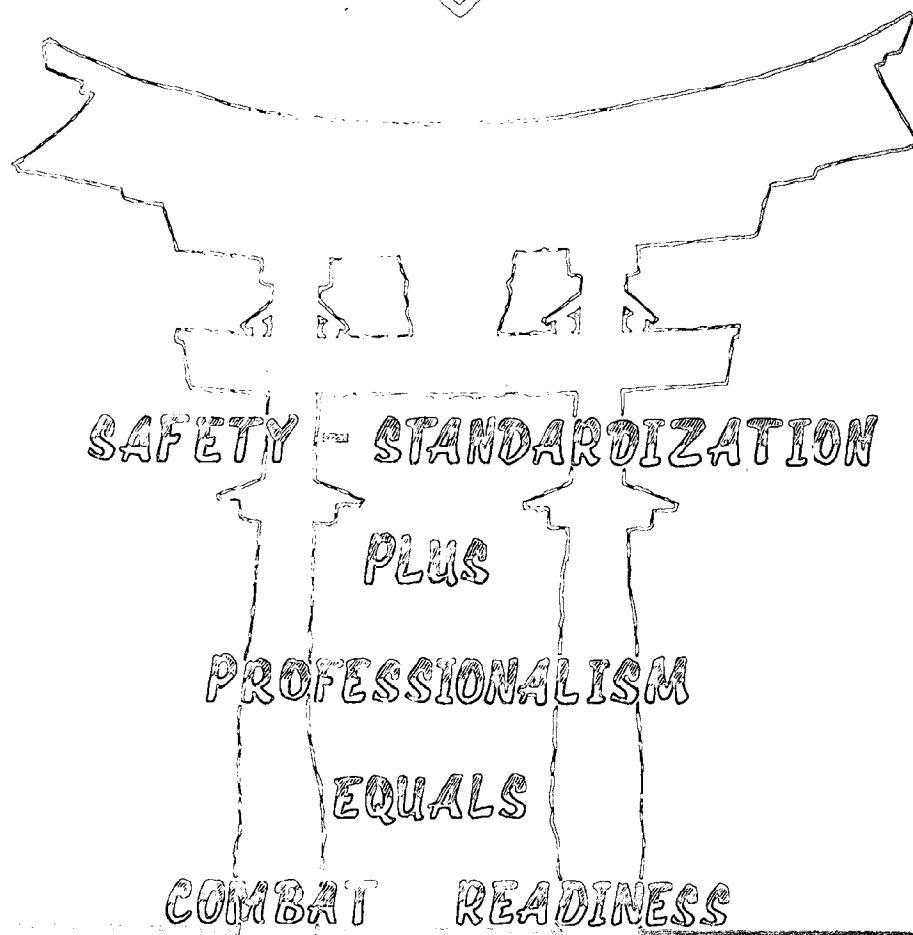
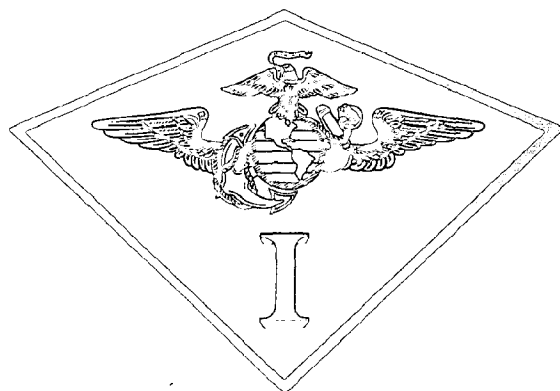
MARINE AIRCRAFT GROUP-36

COL R. J. ZITNIK	CO, MAG-36	Sep71	234508/234509	23-4200
LTCOL J. R. PLUMMER	XO, MAG-36	Jun71	234508/234509	23-4308
LTCOL L. W. JARMAN	S-3 Officer	Dec71	234514/234594	23-4229
LTCOL D. R. CARPENTER	S-4 Officer	Jul71	234622/234624	23-4679
LTCOL A. J. KETTERING	CO, HMM-164	Nov71	None	None
LTCOL H. M. HERATHER	CO, HMM-165	Jul71	234451/234464	23-4672
LTCOL R. E. DYER	CO, HMH-462	Jul71	234515/234516	23-4390
LTCOL J. L. NORTON	CO, VMO-6	Mar72	234592/234266	23-4403
LTCOL R. W. DUPHINEY	CO, VMGR-152	Sep71	234235/234236	23-4204
LTCOL R. E. SKINNER	CO, H&MS-36	Jan72	234576/234212	23-4674
LTCOL V. J. GUINEE	CO, MABS-36	Apr72	23-4453	23-4664
MAJ D. M. BABITZ	Adjutant	Jan72	23-4422	23-4690
MAJ J. A. BARRY	S-1 Officer	Jan72	234281/234481	23-4672
MAJ N. DE SIO JR.	S-2 Officer	Apr72	23-4406	23-4693
CAPT M. C. YANKODKI	OIC SU#1/VMGR-152	Apr72	RVN	RVN
CAPT W. S. ROGERS	OIC MATCU-66	Nov71	23-4244	23-4374
SGTMAJ A. AURIN	SgtMaj	Aug71	23-4402	23-4226
SSGT W. J. MCPHERSON	Admin Chief	Aug71	23-4422	23-4470

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<u>UNIT</u>	<u>PHONE</u>
MWHG-1	4225/4243
H&HS-1	8568
MAG-12	3557
VMA-211	3445/3117
MABS-12	8837
H&MS-12	3595
VMA(AW)-533	4579
VMCJ-1	8652
MAG-15	4477
H&MS-15	8860
MABS-15	8677
VMA-232	4585
MATCU-60	4783
MWSG-17	3531/3722
H&MS-17/WERS-17	3531/3722
MACG-18/H&MS-18/MASS-2	4847
MAG-36	4422/4508

The Professional



June 71

#52



COMMANDING GENERAL
Major General R. G. OWENS JR.

ASSISTANT WING COMMANDER
Brigadier General W. R. QUINN

CHIEF OF STAFF
Colonel G. W. MORRISON

WING AVIATION SAFETY OFFICER
Major William J. NEVINS JR.

STAFF
Lieutenant Colonel R. G. HAGGARD
CWO-3 E. L. MACHADO
Staff Sergeant J. R. FRICK
Sergeant R. E. SHOWALTER

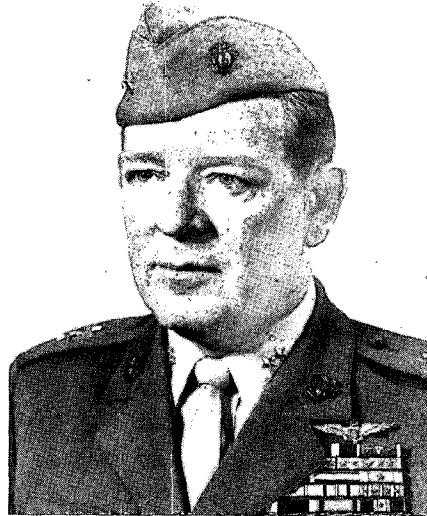
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MEMORANDUM FROM THE COMMANDING GENERAL



The First Marine Aircraft Wing has recently completed a record of some six years in a combat environment in RVN. During this time, units and individuals carried out assigned missions and performed their duties in an exemplary manner under the hazardous, fatiguing, and demanding conditions experienced in a combat zone. This commendable performance is clearly recognized by all echelons of Command.

I only wish that our safety record was also exemplary - but such is not the case. Now we are no longer faced with pushing flight operations in order to meet combat commitments. We've got time to review NATOPS procedures, brief every flight thoroughly and fly like professionals.

If I belabor anything in this column, it will be Command Supervision - the responsibility of each Commander to control his operations. A good Commander worries about accidents before they happen.

Let us resolve not to repeat our mistakes of last year and make FY-72 our safest yet.

R. G. OWENS, JR.
Major General, U. S. Marine Corps

Professional Notes

WgO 3750.12 directs that each Group submit a Command Message for publication in the Professional on a rotating basis. The Command Message Schedule is modified as follows:

JULY	MAG-15
AUGUST	MAG-12
SEPTEMBER	MWSG-17
OCTOBER	MAG-36
NOVEMBER	MACG-18

WHAT'S IN THE WORD "SAFETY"?

If each letter in the word SAFETY were expanded into a word then the six words derived from this procedure could best summarize the word SAFETY for its most concise, yet complete definitions.

To begin, the letter "S" would represent STANDARDIZATION. There could be no better way to begin an article or lecture on safety than in starting with this word, for every system present in the human ecology is based on standards. These are set forth to form a solid framework with which to achieve the effectiveness of the mission. To be a little more precise, no system could survive if these standards were not in its orientation. So now it should easily be recognized that since these standards are organized as a sort of by-laws of the system, that unless they are adhered to, the system's intentions will not be fully accomplished. Since the basic goal of safety is obvious, there is no need to dwell any further on the importance of standardization in safety.

AWARENESS is a basic rule of survival. In other words, to survive, one must constantly be on the alert, for man is not a computerized machine with built-in radar to warn him of any dangers threatening him. Therefore, he must unceasingly be on the alert, for in doing so, he becomes aware of any imposing threats to his safety. Safety is the key to survival, for without it mankind is lost in a sea of carelessness which will cause him to perish.

FAMILIARIZATION needs no real deep explanation for its connotation is self-explanatory. Just where it fits into any safety program is easily comprehensible. For, in order to understand the program, one must familiarize himself with the standards and procedures which contribute to an effective program of MAXIMUM safety.

ECLECTICISM is a word that needs to be explained, more or less, for its best interpretation. Basically it is the theory of, or practice of selecting what appears to be the best in various methods or styles. Every day, someone is indulging in this practice. To improve a safety program, one's awareness will automatically correct any faults so as to make for an indisputable effectiveness that is desired in any safety program. As he observes and corrects through his best means, he is, in effect, practicing to improve the system by selecting the best method of achieving maximum safety..... ECLECTICISM.

TECHNOLOGY is a specialized method of achieving a practical purpose and its definition is concise enough to give its meaning to safety. Everyone should "Specialize" in achieving a completely impeccable safety program. In doing so, safety becomes a technology.

The final and most important factor is YOURSELF, for if you follow the preceding factors of safety so that they are constant occurrences in your achievements, then in being safe yourself, others will profit from your practices. Remember, "ONLY YOU" can prevent safety hazards.

In short, if YOU specialize in familiarizing with the standards set forth in the program, being constantly aware of hazards, and select those practices which are the best methods of achieving maximum safety, then YOU are making yourself and others maintain SAFETY.

Standardization

Awareness

Familiarization

Eclecticism

Technology

Yourself

"S A F E T Y"

LCPL R. E. NEITZEY
H&HS-1

"DEAD AHEAD"

At 1937 local time, I, as the pilot of a TA4F, was cleared by tower for takeoff on runway 01.

After completing my takeoff checklist and pre-acceleration instrument checks, I advanced the throttle to military power and commenced my takeoff roll. At the same time, I looked down the runway to ensure it was clear which it appeared to be. My attention again returned to the cockpit to ensure all instruments were within limits - which they were.

At this time my attention returned to the runway in anticipation of the rapidly upcoming 1500' line speed check at which point my precomputed airspeed would be 100 kts - which I had.

Upon looking down the runway again, I noticed what appeared to be two lights advancing toward my aircraft as I was simultaneously advancing toward them. My initial reaction was one of disbelief, however the empirical evidence supported the hypothesis that there was in fact, another vehicle on the same runway with me. It was, however, moving in the opposite direction, i.e., North to South on runway 19.

When I first saw the lights I couldn't tell if they were just lights, a vehicle, or the most alarming possibility, a P3 taking off on runway 19. At some point during takeoff roll, I decided it was a vehicle, probably because the thought of a P3 accelerating toward me would have been an utterly hopeless situation as far as survival was concerned.

At this point, I was approximately 3000' down runway 01 with 5000' remaining and 130 kts. Since I was below my pre-computed flying speed of 147 kts and above my 93 kt refusal speed, I was in an extremely defenseless position. The three alternatives that rapidly passed through my mind were: (1) retard the throttle and hope to arrest prior to the collision, (2) swerve to avoid the oncoming vehicle, or (3) continue the takeoff roll at military power, hoping to attain flying speed prior to collision and thus be able to fly over and to the side of the vehicle. The reason I didn't select the first alternative was that I still wasn't sure it was a P3 taking off. The reason I didn't select the second alternative was that I probably would have tipped the aircraft over, or gone off the side of the runway. I did select the third alternative, foot-noted by the thought that I would eject if I didn't have flying speed by the time we were about to collide.

When I was approximately 4000' down the runway, and the distance between myself and the oncoming vehicle was an estimated 1000', I put my left hand on the alternate ejection handle and was about to pull it when the oncoming vehicle started to swerve to my left. At the same time I pulled back on the control stick at an estimated 140 kts airspeed in an attempt to get the aircraft airborne. Once the aircraft was flying, and I had cleared the vehicle I took my hand off of the ejection handle and raised the gear and flaps.

Upon climbing out of the airport traffic control area, I transmitted to the tower, "Interrogative, was that a vehicle on the runway?". They responded in the affirmative.

Rather than continue the discussion at that time, I switched my radio to the enroute frequency, and continued with my scheduled flight.

At no time during the aforementioned events did I make, nor receive any radio transmissions. The reason I didn't transmit was that things were happening so rapidly I didn't have a chance to, and even if I did make a transmission it would not have accomplished anything.

In retrospect, the incident was an extremely unsafe situation that endangered the lives of several individuals and a considerable sum of money invested in one tactical aircraft and a crash truck.

Ray A. BROWN
1stLt USMC

LADY LUCK

How many times have you overheard the comment: "We are lucky to get by with an incident instead of an accident". Was it really luck, or was something else present that made the difference? Some of our incidents start with a small failure. That failure may compound into a major accident through inability within the cockpit to properly analyze the situation. What to a lay-man may appear to be luck should be proper pilot analysis and prompt corrective action to avoid a major catastrophe.

Past aircraft accident and incident reports are history - history that is recorded - history which could be studied - hopefully to benefit aviation safety in the future to prevent repetitive accidents by avoidance of similar occurrences.

The areas of most probable failure in any type aircraft can be derived from an analysis of existing reports and training programs can be orientated to those areas to ensure that all pilots are forearmed to handle these specific emergencies.

Report all unusual occurrences to your Aviation Safety Officer so that he may submit reports on all incidents. You may be the direct benefactor of one of these reports. Your luck may just run out on that next occurrence.

MAG-36 Safety/NATOPS

HAZE COULD BE HAZARDOUS

While pondering over the collective wisdom I was exposed to at the Naval Aviation Safety Officer's Course, prevention impressed me as the primary goal towards which our aviation community might best direct its efforts. This article is intended to be one example of the proverbial ounce that's worth more than, in this case, a pound of mishap reports.

Southern Honshu, much like Southern California, in recent years has become the locale of persistent low laying haze. The significance of this haze layer is that it sometimes obscures the horizon is the primary difference between visual and instrument flight conditions. Often, the prevailing airfield visibility, as observed from the observation point, is greater than the three statute miles required by OPNAVINST 3710.7E for VFR conditions. The local weather, which is part

of every pre-flight briefing should not lull the aviator into a false sense of complacency, and herein lies my specific reference to mishap prevention.

The professional aviator carries his full bag of aeronautical experience with him on every mission. During those flights where the existence of a horizon is doubtful due to haze, a positive knowledge of basic instrument flight should be close to the top of this bag. Figure 3-2 of the NATOPS Instrument Flight Manual lists the attitude gyro as the basic attitude instrument, specific attention should be directed on the nose attitude crosscheck instruments.

MANEUVER	BASIC ATTITUDE INSTRUMENT	NOSE ATTITUDE CROSS CHECK INSTRUMENTS	WING ATTITUDE CROSS CHECK INSTRUMENTS	RATE INSTRUMENTS	SUPPORTING INSTRUMENTS
STRAIGHT AND LEVEL	ATTITUDE GYRO	ALTIMETER VSI	RMI, TURN AND SLIP INDICATOR		POWER INSTR'S
CONSTANT AIRSPEED CLIMBS AND DESCENTS	ATTITUDE GYRO	AIRSPEED INDICATOR	RMI, TURN AND SLIP INDICATOR	VSI	ALTIMETER & CLOCK POWER INSTR'S
CONSTANT RATE CLIMBS AND DESCENTS	ATTITUDE GYRO	AIRSPEED INDICATOR	RMI, TURN AND SLIP INDICATOR	ALTIMETER AND CLOCK, VSI	POWER INSTR'S
CONSTANT ANGLE OF BANK TURNS (LEVEL)	ATTITUDE GYRO	ALTIMETER VSI	TURN AND SLIP INDICATOR	RMI AND CLOCK, AIRSPEED INDICATOR	POWER INSTR'S
CONSTANT RATE TURNS (LEVEL)	ATTITUDE GYRO	ALTIMETER VSI	TURN AND SLIP INDICATOR	RMI AND CLOCK, TURN AND BANK INDICATOR, AIRSPEED IND.	POWER INSTR'S
CLIMBING OR DESCENDING TURNS AT A CONSTANT RATE	ATTITUDE GYRO	AIRSPEED INDICATOR	TURN AND SLIP INDICATOR	RMI AND CLOCK ALTIMETER AND CLOCK, VSI TURN & BANK IND.	POWER INSTR'S

By periodic review of basic aviation principles coordinated with your Squadron Aviation Safety and NATOPS Officers we will in some measure prevent future mishaps.

R. H. GLASS
Major VMFA-232

SEVERE WEATHER

Any aviator who would intentionally pilot any aircraft of any design into a thunderstorm is, in the opinion of many professional aviators, a Dilbert. Many articles have been written expressing varied opinions on flying through severe weather phenomena, to include recommended penetration and successful exit techniques. NATOPS manuals provide expert opinions on what airspeeds should be set when proceeding into a suspected thunderstorm or squall line of thunderstorms. These opinions continue with recommended procedures once severe turbulence is encountered. However, over-zealousness to maintain attitude, altitude, air-speed, and heading can and often does result in an overstressed aircraft. You will more than likely find you and your aircraft complying with the desires of the storm anyway. Unless the mission absolutely and unrelentingly dictates, then it would be best for you to go around or over, but never under or through.

Maj E. R. ALLEN
MWSG-17, ASO

MEMO TO A DESK JOCKEY

You did it again. You got your flight time minimums with a couple of days to spare. Of course, you had to take a bird with everything but the engine "on limits". Beggars can't be choosy during the last two weeks of the fiscal year. But you made it, and that makes everything O.K. for another year maybe.

Perhaps you came to 1st MAW from a "proficiency" billet. You did very little flying there, and what flying you did wasn't very instructional; for instance, all of your non-precision instrument approaches were the same ones that you made on every previous flight. The bird that you flew there didn't handle much like what you fly here, and its cockpit layout was very different. Then you got into your present billet. It's a job for which you've had little training, so you've been awfully busy. Your fitness report probably won't reflect whether or not you were a hard-charging aviator; it definitely will reflect whether or not the reports were submitted on time.

Aircraft availability is usually poor, and a lot of other pilots are trying to fly those few birds, so why be greedy? When the schedules officer pleads, you consent to fly once every twenty days or so. You make your minimums with a minor flurry of activity in December and a big push for flight time in May

(MEMO TO A DESK JOCKEY, CONT...)

and June. With all of your flying coming in spurts, you tend to get just a little rusty just before these periods of furious activity begin. Think about it.

Suppose your turn for duty emergency comes just before the last six weeks of the fiscal year. When did you last sit in that bird and review your emergency procedures? When did you last make an ADF approach WITHOUT a GCA pickup? Have you ever bothered to shoot a GCA without flaps or speedbrakes to see just what that part of a hydraulic failure would look like on the gauges? Suppose that your flying during the coming fiscal year is mostly just "milling around"; if we go to war next April or May, how ready will you be?

Suggestion: Fly as if there's no such thing as "enough" or "good enough". Plan each hop with imagination so that you aren't doing "the same old thing" on most of your flights. Brief it so thoroughly that NONE of your flight time need be wasted. Work at earning your flight pay! (Mother never said it would be easy).

You "skated" last fiscal year; you're alive. Don't press your luck this year.

First Marine Aircraft Wing Aircraft Mishap Briefs

1. CH-53D, Wild Ride.

Damage: None

Injury: None

Shortly after reaching his assigned altitude of 8000 feet, the pilot noted a loss of TACAN and ADF. Attempt's were made to contact Departure Control with negative results, leaving the aircraft with no NAVAIDS and possible lost communications. At the time, an attempt was made to transfer fuel from the internal tanks with negative results which caused an impending fuel shortage. Radio contact was reestablished with a GCI site and the pilots declared an emergency at which time they were cleared to descend to and maintain VFR. The first indication of further trouble was zero airspeed, 110% torque and a rate of descent of 1500 FPM. The HAC then took the controls and increased the nose down attitude from 5 to 10 degrees. Suspecting pitot icing, he leveled the aircraft and applied maximum power. Rate of descent momentarily stabilized and then rapidly increased at 4000 feet FPM. VFR was encountered at 4500 feet MSL in a valley surrounded by tall mountains. Control of the aircraft was less than desirable. With full right stick, the aircraft maintained a five degree left bank, but as the ice melted the aircraft became more responsive. A landing was made and the aircraft secured. After a thorough check, the pilots decided to continue the flight. The fuel transfer problem was solved by placing the switches on the pressure refueling panel in the correct position.

Cause: Pilot. Fuel transfer problem was caused by an overlooked preflight item. Icing was a result of pilot complacency contributed to by a bad weather brief. The ice detector and anti-ice system worked but were not used.

2. CH-53D, Bind in Fore and Aft Movement of Cyclic. Damage: None
Injury: None

While on a trooplift from LZ 1 to LZ 2, the pilot experienced a bind in the fore and aft movement of the cyclic. The pilot made a precautionary landing and shutdown.

Cause: Fore and Aft AFCS Servos were in need of replacement.

3. CH-46D, Oil Leak in Transmission.

Damage: None

Injury: None

During acceptance flight from PAR, pilot observed XMSN oil pressure low lite with associated low reading on aft XMSN oil pressure gauge. Crewman observed large quantity of oil in aft XMSN area and smoke. Aircraft was at 2500 ft., MSL and 100 Kts.

Pilot effected an immediate approach/landing to cleared construction site located 9NM from NAS PAR.

Cause: Suspect over torque of reducer (P/N 107D2004-6) allowing pin (drive lok type P/N A1-8X5-8) to shear, and insert (P/N A02D2558-1) to separate from mix box causing loss of transmission fluid.

4. CH-46D, Damage to No. 1 Fuel Line.

Damage: None
Injury: None

While loading a "mule" through the cargo ramp, the vehicle swerved into the port station 420 area of the aircraft, damaging the number one engine fuel line between the inline fuel filter and the fuel shutoff valve.

Cause: The mule was found to have a flat left rear tire which probably made it difficult to control.

5. UH-1E, Engine Failure.

Damage: None
Injury: None

During local flight from MCAS (H) Homebase, pilot heard loud popping noises and observed gauge fluctuations while in a left 10 degree turn at 90 knots. Suspecting compressor stall, the pilot leveled the aircraft and noted EGT passing down through 650°C. The pilot returned to home field and made a run on landing. Subsequently the pilot experienced complete engine failure.

Cause: Unknown.

6. UH-1E, Loss of Cowlings.

Damage: None
Injury: None

Loss of transmission cowlings from both sides causing limited dents and scratches to main rotor blades. Cowlings were lost during flight at an unknown time and location.

Cause: Failure of latch assembly P/N 340K547.

7. OV-10A, Port Engine Fuel Boost Lamp Illumination.

Damage: None
Injury: None

While inbound to NAS Enroute, the port engine fuel boost lamp illuminated. EGT and torque gauges unwound with no response to power levers. Restart was attempted but was unsuccessful. Pilot feathered engine and selected fuel shutoff. Max continuous EGT was necessary on remaining engine to maintain altitude.

Pilot made uneventful single engine approach and landing.

Cause: Failure of engine driven fuel booster pump.

8. OV-10A, #2 Engine Chip Light Illumination. Damage: None
Injury: None

Number two engine chip light illuminated and an uneventful landing was made. After engine shutdown in chocks, pilot brought condition levers to normal flight and exited the aircraft. The position of the condition levers allowed raw fuel to gravity feed into hot engines and a fire started on #2 engine. The plane captain noting smoke coming from #2 engine intake, began to windmill the prop. This seemed to work at first, but smoke started up again. Another plane captain came over and climbing in the aircraft used the crank switch to windmill the engine. As this seemed to extinguish the smoke, he secured the battery and climbed out. Again smoke came out and CO2 was applied to the intake. A third plane captain came over to assist, and noted the position of the condition levers, placed them in fuel shutoff and the fire was quickly extinguished.

Cause: Pilot failed to use check list.

9. RF-4B, Missing Port Nose Wheel. Damage: None
Injury: None

Pilot was performing local VFR hop, after making one touch-and-go landing, tower advised the pilot that crash crew had noticed the port nose wheel was missing. This was confirmed by tower on a fly-by. Pilot requested a moreset landing, circled field, made a visual approach and uneventful landing.

Cause: Undetermined at this time.

10. RF-4B, Left Engine Shut Down, Restart Attempted Unsuccessful.
Damage: None
Injury: None

Pilot was performing test hop on aircraft. Left engine was shut down after extending RAT in accordance with Standard Test Procedures. Left and right generators were then secured. RAT functioned properly. Pilot attempted left engine relight at 10,000 feet, 250 KIAS and 18% RPM on left engine.

Three further attempted airstarts were made with two minute intervals. Pilot then returned to internal power on right generator (BUS TIE LIGHT OUT) and made three more attempts to relight. Left engine completely secured, and uneventful single engine landing was made.

Cause: Undetermined at this time.

11. TA-4F, Engine Flame Out.

Damage: None
Injury: None

Upon commencement idle descent from 22,000 feet, engine flamed out. Relight with "Normal" fuel obtained and uneventful field recovery accomplished.

Cause: Aft quadrant throttle off position nut plate sufficiently loose to permit throttle to be moved rearward beyond normal idle stop position, resulting in engine flameout.

12. A-4E, Loss of Electrical Powered Equipment.

Damage: None
Injury: None

About ten minutes after takeoff pilot experienced loss of electrical powered equipment. i.e., cockpit flood lights, trim indicators. After 20 minutes of flight AJB-3A failed with further loss of electrical equipment. Emergency generator did not restore electrical power to AJB-3A or other emergency generator powered equipment. Aircraft returned to base without further difficulty.

Cause: Ground test disconnect fitting P/N 5-01007-1 backed off duct assembly in nose wheel well, causing engine bleed air to be directed on equipment. Hot engine bleed air caused forty two fuses on fuse panel 22 and twelve fuses on equipment panel 21 to fail. Recommend a redesign or fix to ensure a positive locking of ground test disconnect fitting.

13. A-6A, Hole In Inboard and Outboard Flap.

Damage: Minor
Injury: None

During a crosswind landing the aircraft landed with a slight drift. After approximately 1500 feet of roll, without any braking the tire blew and started to come apart.

Cause: Blown tire on aircraft rollout came apart and pieces hit the flap.

14. A-6A, Damage to APR-25 Antenna, Speed Brake and Flap.

Damage: Minor
Injury: None

Upon takeoff an unsafe left main gear indication occurred. Cycling the gear had no effect. An airborne observer noted that the gear door was open but the main mount had not moved. Pulling G's and blowing the gear down had no effect. Two touch-and-go's also produced no results. The runway was then foamed and an arrested landing was made.

Cause: Main gear uplock cylinder bolt was missing.

15. KC-130F, #1 Engine Would Not Respond To Throttle Movement.

Damage: None

Injury: None

During enroute descent, #1 engine would not respond to throttle movement. With throttle at flight idle, power indicators remained at previously met cruise condition. Throttle was cycled through the flight range several times with negative results. The synchrophaser was removed from the rack with no effect. After 4-5 minutes, with throttle at flight idle, power reduced to flight idle condition and stabilized. On level off at 6000 feet, throttles were advanced, number one and two engines did not respond and remained stable at flight idle power. Engines number three and four responded normally. As descent was continued, number one engine commenced negative torque action which could not be relieved by increased throttle. Number one engine was then feathered. Number two engine remained at flight idle throughout the remainder of the descent and approach and was feathered on touchdown at destination. After rollout an attempt was made to restart number two to assist in taxiing from the runway, but it would not start. Number one was then restarted and performed normally.

Cause: Undetermined.

16. KC-130F, Propeller low level Oil Light Illumination.

Damage: None

Injury: None

Number one engine propeller low level oil light illuminated after 2.5 hours flight. Engine shut down and uneventful three engine landing was made at MCAS.

Cause: Propeller Reservoir was two quarts low on oil. Reservoir under serviced prior to takeoff.

1st Marine Aircraft Wing Aviation Safety Officers June 1971

<u>Name</u>	<u>Unit</u>	<u>Phone No.</u>
Major W. J. NEVINS	1st MAW	3484/4476
Capt. S. J. NICKELE	MAG-12/H&MS-12	3630
Capt. P. K. DAVIS	VMA-211	4820
Capt. C. A. PINNEY	VMA-311	4830
1stLt J. L. GRAHAM	VMCJ-1	8757
Capt. S. P. PORCARI	VMA (AW) -533	4422
Capt. J. L. LUCAS	MAG-15/H&MS-15	4008
Major R. H. GLASS	VMFA-232	4869
WO-3 W. A. FYLES	VMFA-115	4042
Major E. R. ALLEN	H&MS-17	4065
Major D. W. HENDERSON	MAG-36/H&MS-36	23-4598
Major K. K. KERR	VMGR-152	23-4460
Major C. R. UPSHAW	HMM-165	23-4578
Capt. W. P. WOIDYLA	VMO-6	23-4290
Capt. R. E. SWETE	HMM-164	23-4578
Capt. H. L. MAY	HMH-462	23-4537

1st Marine Aircraft Wing Ground Safety Officers June 1971

<u>Name</u>	<u>Rank</u>	<u>Unit</u>	<u>Phone No.</u>
E. L. MACHADO	CWO-3	1ST MAW	4600/4841
FITTS	1STLT	MWHG-1	8719
SUDZINA	1STLT	H&HS-1	4648
BERNEY	1STLT	MWFS-1	8684
MCGUIRE	1STLT	MWCS-1	3329
FORD	CAPT	MAG-12	3582
HICKS	WO	H&MS-12	4689
NESTER	WO	MABS-12	3621
FANT	1STLT	VMA-211	
RYAN	CAPT	VMA-311	3671
HODGSON	CAPT	VMA (AW) -533	3503
LINEHAN	1STLT	VMCJ-1	8863
DANIELS	1STLT	MAG-15	8857/4666
POLLING	CWO	H&MS-15	4504
FINLEY	CWO	MABS-15	8758
IVIE	1STLT	VMFA-115	4298
KILDUFF	1STLT	VMFA-232	8866
AUSTIN	1STLT	MWSG-17	3725
BERKEY	CAPT	H&MS-17	4673
MONTGOMERY	CWO	WERS-17	3624
MULKERIN	CAPT	MACG-18	4340
PETERSON	WO	H&HS-18	4340
NELSON	1STLT	MASS-2	3297
GISECKE	1STLT	MACS-8	23-4242
GUSTAFSON	1STLT	MAG-36	23-4622/4624
MAXIK	CAPT	H&MS-36	23-4242
DOUGLAS	WO	MABS-36	
VOLL	1STLT	VMGR-152	23-4379
BENGSTON	1STLT	HMM-164	23-4379
		HMM-165	
ANTON	1STLT	HMH-462	23-4568
WILKINSON	1STLT	VMO-6	23-4519
RICHARD	1STLT	MACS-4	23-4425/4058

SAFE SPORTCYCLING

Why So Many Accidents?

Indications are that the popularity of the sportcycle has really only begun. Experts predict that by 1975 some 17 million Americans will be operating two wheel motorized vehicles.

Although special operator's licenses are required to drive trucks, buses and other commercial vehicles, and strict training is required before flying an airplane, only a few states require one type of special operator's licenses for motorcycle riders. A check of the licensing and operating laws for motorcycle operators of the several states reveals a wide variety of minimum ages, minimum experience and training, licensing requirements and minimum insurance coverage for motorcycle and motor-scooter operators. The machines themselves range from small sized, low powered models to large, powerful machines. The result is, many operators are insufficiently trained and possess only minimal skills.

A large percentage of our nation's high schools offer driver training classes in automobiles and every city has its private driving schools, but there is no place that a person wishing to learn to operate a sportcycle may go. The motorcycle dealers have tried to fill this gap by teaching their prospects and customers, but they are limited in their time and usually only hit the basic fundamentals.

Along with a large number of ill-prepared and inexperienced motorcycle operators on the roads, there is another basic problem which contributes to a large number of accidents - the automobile driver. A large percentage of motorcycle accidents are the result of the automobile driver "just not seeing" the motorcyclist. Many fatal motorcycle accidents are the result of the riders not wearing protective head gear. This is more common with the new rider, rather than with the experienced rider who appreciates the value of a safety helmet.

The easy part of riding a two wheeled vehicle is coordinating the controls and making the vehicles start and stop. The hard part, and probably the most ignored, is learning good, safe driving practices that can keep you alive. This article and those which will follow were prepared by Yamaha Corporation, authors: Jim Jingu and Don Gately.

For new riders these articles are guides for learning quickly the traffic lessons taught by experience and for the experienced rider they are checklists for comparison against your own riding experience and can serve as a valuable reminder of some of the basic principles of safe sportcycling.

Advantages of a Sportcycle

A sportcycle is not inherently dangerous. By its very construction, it offers certain advantages that automobiles do not possess.

1. Unobstructed visibility. With a sportcycle you can see in every direction unhampered by a roof, window posts, fogged up windshield, distorted windows, etc.

2. Fresh Air. There is not a tendency to fall asleep or become groggy riding a sportcycle. Indeed the constant supply of fresh air keeps a rider mentally awake and fully alert.

3. Maneuverability. With a sportcycle you can avoid accidents, mishaps, obstacles, sudden stops of vehicles in your path, etc., which you could not possibly avoid with an automobile which is 8 to 10 times wider.

4. Freedom of exit. In the event of an accident, the motorcycle rider does not have to worry about jammed doors or being pinned in.

5. Braking power. Most modern motorcycles can stop faster than automobiles.

6. Quicker reaction time. Because a motorcycle's controls do not require movement of the operator's feet, the reaction time is less than in an automobile. The rear brake pedal is right at one foot and the front brake is at the operator's fingertips.

Disadvantages of Sportcycles

The operator of a sportcycle is more vulnerable in collisions or impacts because he does not have the protection that an automobile affords. Road conditions are more critical in operating a sportcycle than in driving a car because the balance factor is involved and because, generally speaking, it is easier to keep a four wheeled vehicle under control in poor road conditions than a two wheeled vehicle.

Although many of the same reflexes and skills are required to operate a sportcycle as are required to operate an automobile, there are other factors in the operation of a sportcycle that are not required in operating an automobile. A person who assumes, "I can drive an automobile, therefore, I don't need any training to ride a sportcycle", is the kind of person who has the best

chance of being involved in an accident. Sportcycles, like automobiles, should only be operated after instruction and sufficient practice in uncongested areas.

The primary requirement for development of safe driving habits is to ride safe equipment. If you are a new rider, chances are good that you bought your machine, new, from a dealer. Although the dealer has the initial responsibility of checking over each new machine as it arrives in his store, you have the final responsibility of checking it again. If you find something that is not to your satisfaction, report it immediately to your dealer so he may make the necessary corrections.

The Following Items Make a Useful Checklist:

1. Test all lights and the horn for proper adjustment. Laws require at least one white headlight and one red tail-light on all motor vehicles, and each light must be visible at least 500 feet. Be sure that both high and low beams in your headlight function properly.
2. Tighten all nuts and bolts. Although the dealer should do this, he may miss a nut or bolt that was not tightened correctly at the factory. Since these nuts and bolts may eventually work themselves loose and drop off the machine, you should protect yourself against possible embarrassment and/or injury should some vital part of your machine fall off or cease functioning. Loose nuts and bolts contribute to distracting noise and vibration and hasten cracking in metal parts. Some nuts and bolts are very difficult to replace because of unusual combinations of threads, lengths, heads, material and finish.
3. Be sure your tires are properly inflated. Check the tires and wheel rims. Although factory assemblers are always careful in wheel building, it is in your own interest that you check the tires and rims. Spokes should all be tight; tapping each with a screwdriver will quickly reveal which spokes are loose. A loose spoke will make a dull sound. The rim should not be out of round by more than 1/16 inch. Spokes that are too loose may puncture the inner tube. You should ask the dealer to balance and true an improperly adjusted wheel before it causes trouble.
4. Install at least one rear mirror on your machine. A mirror is invaluable in daily riding if it is used correctly. Just as if you were driving a car, a mirror helps you understand the total traffic situation at a glance. Many traffic situations will require your constant attention straight ahead, yet you must be aware of who and what and how many are behind you. Looking around at the wrong time may cause an accident,

but your quick glance in a mirror may determine your reaction to the traffic situation ahead. A good practice to follow is to use the mirror often and verify what you see in the mirror by turning your head when safety permits.

5. Check the brakes. All motorscooters and motorcycles come equipped with both front and rear brakes. If, from any speed, you can stop your machine within the distance required by an automobile from that speed, your brakes are adequate. Your machine's brakes should not skip, fade or overheat and fail under hard, fast braking conditions. If your brakes are not satisfactory, they should be inspected and repaired by the dealer. Many braking problems are caused by poorly adjusted brake cables. You can determine how to correctly adjust your brake cables from your operator's manual. If your brakes do not work correctly when your cables are adjusted correctly, see your dealer immediately.

6. Always be sure your chain is properly adjusted and lubricated. The chain should have about 1/2 inch give or "play" when off the stand and with your weight on it.

7. To avoid the inconvenience of a breakdown and the expense of repairs, check your battery frequently to be sure it has a sufficient supply of distilled water. Also be sure your engine and transmission have an adequate supply of oil at all times.

8. Motorcycles are easily stolen. Be sure you lock your bike whenever you park it. Most modern cycles have a fork lock built in which keeps the front wheel pointed in one direction, so that the bike can only be moved in circles. The wise cyclist carries fire, theft, comprehensive and liability insurance on his bike just as he does on his automobile.

9. When you fill your gas tank try to avoid filling it right to the rim. If gas should spill out on a hot engine it could be dangerous. Also if any gas sprays in your eyes it would be painful and hazardous.

G/ESO Study Kit..Sep/Oct 70

CYCLING DANGEROUS? DEPENDS ON DRIVER!

As any motorcyclist will tell you, there are a few crosses we have to bear, and one of them is answering the tedious questions that keep cropping up: "Do you have a black leather

jacket?" Or, "How does your wife let you get by with owning that thing?"

After you've patiently given stock answers, finally, they get around to asking one that has some real substance: "Motorcycling looks like a lot of fun, but isn't it awfully dangerous?"

It's a good question. And it deserves an honest answer: To say "NO" of course would be pretty ridiculous. But to infer that driving even an automobile is not dangerous is almost ridiculous. Therefore, to cover this subject, it takes some elaboration.

First of all, I believe that the greatest single danger factor that rides down the street or highway with a cyclist is recklessness. A motorcycle is loads of fun, and will provide a lot of thrills. But herein lies part of the problem. If a chap (or even a gal) rides just because he is a thrill-seeker, then he's in trouble.

I would go so far as to say that, in my opinion, more than one-half of all motorcycle accidents occur among those who are cutting up in one way or another: SPEEDING, SCHREECHING TIRES, WILD ACCELERATION, LEANING EXCESSIVELY IN CORNERS, AND OTHERWISE TAKING FOOLISH CHANCES. I believe that this is especially true among youngsters. But, some people just never grow up.

So, by my yardstick, you can reduce the danger factor by one-half simply by behaving yourself. Just stay within the traffic laws, and obey the simple rules of common sense.

The second great hazard facing the motorcyclist - and this is the biggest problem - is, as the newspaper accident stories say, he "couldn't stop in time". This danger, percentage wise, according to my little rule of thumb accounts for about another 40 percent of the accidents on cycles. Well, take the car pulling out from a side road. He may think he's cleared himself, but he is looking for other cars - not motorcycles or motorbikes. By habit, he is looking for a massive object, such as a car or truck so that a slight object, such as a motorcycle can go unnoticed. So, out he pulls, right into the path of the cyclist.

It also can happen when you're approaching a line of cars. The impatient driver cranes his neck past the car ahead of him looking for an opening, and seeing no familiar oncoming object, he pulls out right onto a collision course with the oncoming motorcycle.

Others will make a left hand turn right in front of you. The defense against this hazard: Simply know that it can happen at any moment, and pretend that it will.

So, if you have the prudence, or the maturity, or the patience to correct it, you can reduce this danger to a minimum. Here's the way I do it. Anytime that I approach a car pulling up to an intersection, or meet a line of oncoming cars, or see an approaching car slow down and signaling for a left hand turn in front of me, I will try always to assume that he will pull out, or will turn in front of me, until I know that he sees me. You can get this assurance by slowing down, blowing your horn, or flashing your lights, in most cases, you actually can see the driver turn and look at you. Until he does, I give him a wide berth.

There are still other instances of "not being able to stop" that constitute a real hazard for the motorcyclist, and, unlike the foregoing examples, they have nothing to do with carelessness on the part of the other driver. They are the same situations that confront any motorist: A sudden, perhaps necessary stop in front of you, or the "woman-driver" type who signals for a right turn, and proceeds to turn left. It's dangerous anytime, but when you're on a cycle it's more dangerous, because you do not have the car around you to protect you.

And, I'm sorry to say, there are still OTHER situations involving a cyclist's inability to stop. On a motorcycle, you also have to anticipate a dog running out in front of you, a dead animal on the road at night, or a deep chuckhole that could flip you over.

(Continued next month)

Reprinted from 3 June 71 Torii Teller

DEATH RATE

A man, nearing retirement age, was looking for a healthy location in which to settle when his working days finally ended.

One day while driving down the main street of a secluded and picturesque little town, he spotted an old man sitting on a bench. He stopped and called to the old gentleman, "Say, what's the death rate around here"? The old man looked the stranger over, with a twinkle in his eye drawled, "same as every place else", "One to a person".

This is a good story to remember when you're behind the wheel. For you and that other driver the death rate is one per person. You'll find a healthy location wherever you drive by driving safely everywhere.

Ontario Safety League

SAFE DRIVING

Vehicular accidents are the leading cause of accidental deaths for active duty Navy personnel. Three hundred fifty two Navy fatalities resulted from off-duty vehicular accidents during 1970, a figure far surpassing the non-combat operational accidental deaths during that year. 266 of the fatalities involved 4 wheel vehicles, 54 involved 2 wheel vehicles, and 32 were pedestrian deaths.

The seasonal peak for vehicular accidents occurs in the summer months when PCS transfers, annual leave, school vacations and recreational activity approach a feverish pitch. Freeway speeds are not evenly matched by the mechanical condition of the cars or the alertness, sobriety and temperament of the drivers.

Recent reports of highway accidents in Western conus give rise to the concern that there must be at least one thing more we can do to stem this waste of manpower. Reenergizing your safe driving program by giving it personal attention from the top will reap rewards far out of proportion to the time and effort each Commanding Officer expends in that area. He, in turn, must obtain the active participation of each individual within his unit to observe safe, responsible driving practices.

The Commanding Officer's influence of the conduct of his men extends outside the station gate and into his car. Show your concern. Influence your men to form safe driving habits through safe driving practice.

Message Traffic



CHECK YOUR SAFETY ATTITUDE

It is natural to think of safety in terms of a pair of safety shoes or goggles, a guarded machine, or a correct way of life. The truth is that the human element contributes many of the factors necessary to make an accident.

These factors are, many times, wrong attitudes, which may be condensed into:

"I'm lucky"--"my number was up"--"it's the law of averages"--"safety is sissy stuff"--"accidents are an act of God"--and, "**** a certain number of accidents are bound to happen."

Most records speak for themselves, and show that most of the employees' attitudes are usually on the positive side. Still, it is a good idea for every member of the Navy team to take stock once in a while by asking himself, "Do any of these wrong attitudes apply to me?"

Many causes of industrial and traffic accidents have been suggested. However, one phase, not usually adequately emphasized, has been personal attitude. The National Safety Council has drawn up the following list of attitudes which are among those responsible for many of our traffic headaches--and perhaps for many on and off-the-job headaches, too:

1. Selfishness--the "me first" attitude responsible for so much lack of consideration of others, and commonly referred to as discourtesy.
2. Self-importance--the idea that "I'm too big for rules; they apply only to the other guy."
3. Overconfidence--"I'm good; I don't have to be careful; I know it all."
4. Chance-taking--"live dangerously" concept, sometimes involving a great faith in luck, summed up as, "it can't happen to me."

5. Fatalistic attitude--"you go when your number is up, and what you do doesn't make any difference."

6. Hostility--a constant, unfocused feeling of anger toward others, resulting in an attitude of aggression.

7. Attitude of inferiority--"I won't be pushed around."

8. Competitiveness--trying to get ahead, trying to beat the other fellow.

9. Unconscious self-destruction--an attitude frequently noted by psychologists, in which an individual shows a need to injure himself.

10. Pleasure in destruction--a personality maladjustment, in which pleasure is derived from destroying things.

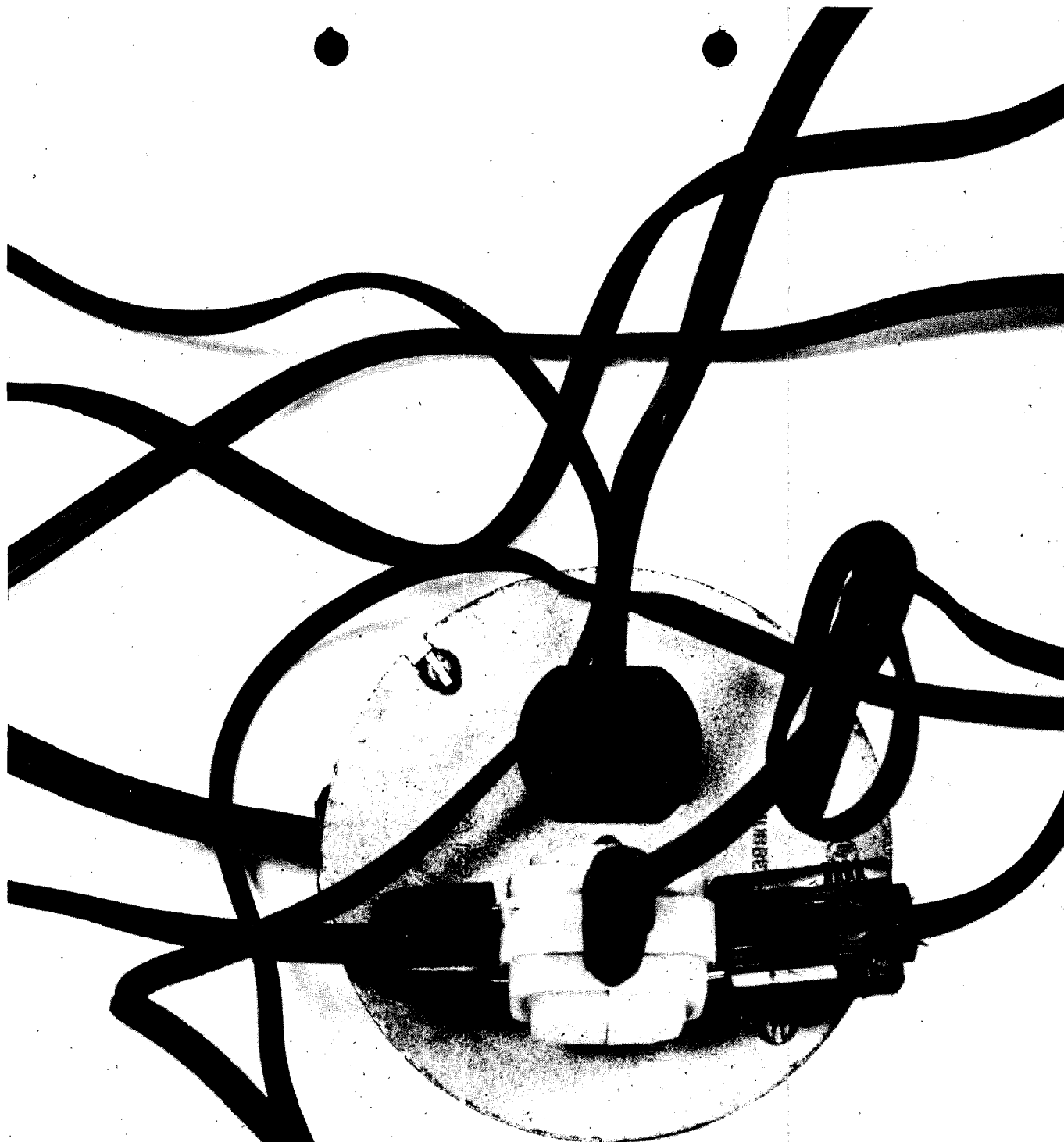
11. Exhibitionism--showing off.

12. Transfer of guilt--creating situations in which blame can be placed on others, thus relieving feelings of guilt on the part of the instigator.

Safety is recognized as primarily a problem of people. No matter how much care is taken to safeguard workers, unless their basic attitudes toward their jobs, their fellow workers, and the public in general are sound, accidents will happen.

CHECK YOUR ATTITUDE NOW!!

---Reprinted from the Navy
Safety Review



SHOCKING!

Directorate of Aerospace Safety • Deputy Inspector General for Inspection and Safety, USAF • Norton AFB, California

SOLVENT SAFETY

The miniaturization of components in modern electronics equipment allows more complex circuitry in a smaller space. While this increases the effective use of any given space, it has created a need for greater cleanliness of the components.

The possible consequences of an infinitesimally small deposit of residue on a microswitch or sliding contact, a trace of moisture trapped within a potentiometer, or the tiniest bit of solder flux on a module are well known. Each of those contaminants could interfere with proper component operation and impair the accuracy of precision avionics equipment. For example: The first case would result in high contact resistance or intermittent problems; the second case, in corrosion of the potentiometer; and the third case, in altered electrical conductivities and corrosion problems. Rosin flux is presumed to be noncorrosive but this is true only as long as it remains pure. Any rosin flux or active residues which are not removed from a circuit board may react with moisture in the atmosphere, forming acidic products which cause corrosion and/or affect the electric characteristics of the components.

Solvents, when properly used to clean electronics equipment, can reduce the possibility of the above occurrences and increase the reliability of the circuit. However, any solvent should be used with the utmost of care, as the associated health hazards are a matter of considerable importance. All solvents will dissolve the natural skin oils and may cause skin irritation if prolonged or frequently repeated contact occurs. Some solvents, during prolonged contact, may actually burn the skin. Appropriate gloves should always be worn while working with any solvent.

All solvents are more or less toxic; therefore a potential inhalation hazard always exist. Some solvents are also flammable. Standard terminology with relation to the degree of flammability and toxicity are explained below.

FLASH POINT

The flash point, as defined in ASTM D 1310-63, is the lowest temperature at which application of the test flame causes the vapor at the surface of the liquid to flash - that is, to ignite but not continue to burn. The fire point, on the other hand, is defined as the lowest temperature at which application of the test flame causes the vapors and/or liquid to ignite and con-

tinuously support combustion for at least five seconds. The flash point usually occurs at a temperature lower than that of the fire point. The fire point is a more exact method for determining the fire risk. However, when the temperature of a liquid is above its flash point, personnel should be very cautious, since an open flame or a spark could cause an explosion. The flash point is determined experimentally in a lab by heating the liquid (under certain specified conditions) in a cup. A thermometer is suspended in the liquid so that the temperature may be read during the test. Periodically, an open test flame is passed across the cup until the flash point of the solvent is detected and the temperature recorded.

TOXICITY

The likelihood of solvent vapor concentrations reaching dangerously toxic levels is dependent upon several factors: Evaporation rate, exposed surface area of the solvent, temperature of the solvent, the amount and type of ventilation, the threshold for toxic response, and the severity of response at levels immediately above the threshold. The control levels or acceptable limits for each solvent are based either upon experiments with animals or experience with human beings in an industrial environment or both. The limits are generally expressed on a volume basis in Parts Per Million (PPM) (i.e., part of vapor per million parts of air). The American Conference of Governmental Industrial Hygienists (ACGIH) has set limits in this regard which are expressed as threshold limit values (TLV). A threshold limit value is essentially a time-weighted average of airborne concentrations of substances and represents conditions under which it is believed that nearly all workers may be repeatedly exposed, day after day, without adverse effect. Threshold Limit Values, although similar in purpose are not identical with Maximum Allowable Concentrations (MAC) in number or in concept.

Threshold Limit Values should be used as guides in control of health hazards and should not be regarded as fine lines between safe and dangerous concentrations. The use of such standards should be limited to individuals who are competent by training and experience. These people should also be well acquainted with the information on which the particular standard is based and with the consequences of overexposure.

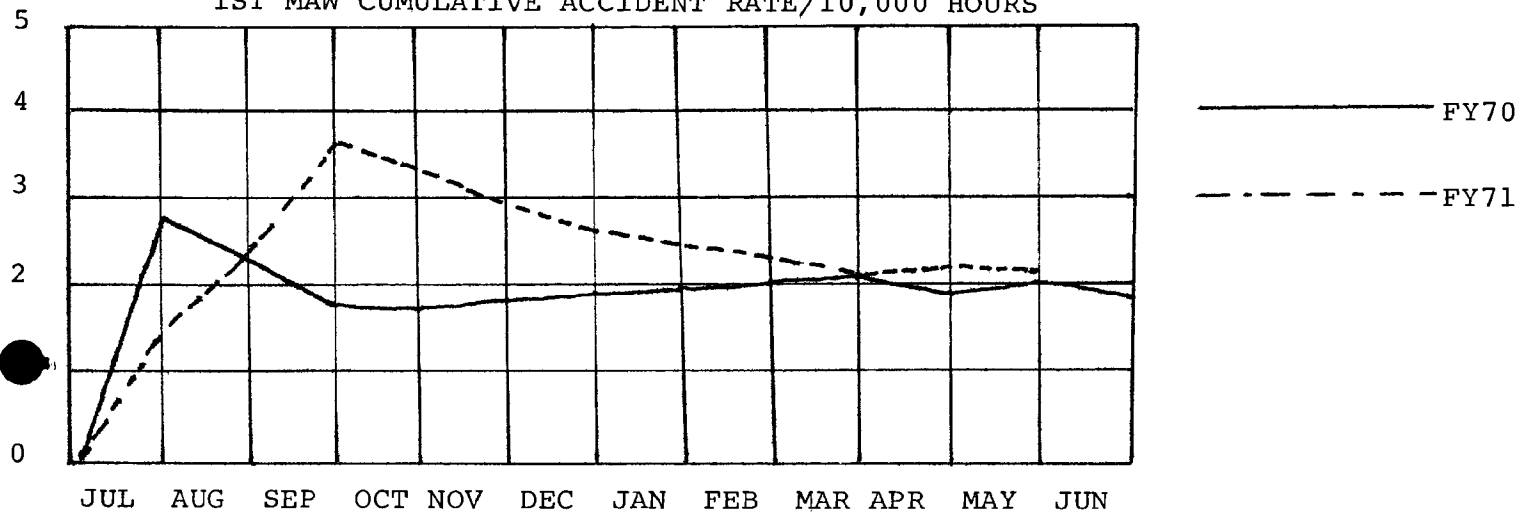
A word of caution: Most chlorinated and fluorinated solvent vapors, when continuously exposed to open flames or very hot surfaces (such as may be found in a space heater), may decompose

producing slight quantities of acidic and noxious fumes. Prolonged exposure to these decomposition products can be lethal. However, these fumes are exceedingly irritating, and not only give definite warning of their presence even when in very small concentrations but cause people to make efforts to escape.

Smoking should be avoided in areas where chlorinated and fluorinated solvents are being used - not because of any fire or explosion hazard but because lethal decomposition products could be produced by the lighted tip. For example, trichloroethylene could decompose to form phosgene, an extremely poisonous gas.

MAG-36 Avionics

1ST MAW CUMULATIVE ACCIDENT RATE/10,000 HOURS



1ST MAW ACCIDENT/HOURS STATISTICS

CUMULATIVE FY-70	2.74	2.15	1.95	1.80	1.80	1.81	1.84	1.91	2.10	1.96	1.98	1.95	1.95
* CUMULATIVE FY-71	1.41	2.26	3.52	3.32	2.94	2.64	2.45	2.33	2.05	2.16	2.14		2.14
NUMBER OF ACDTS FY-70	7	4	3	2	4	3	4	6	1	4	3	3	44
* NUMBER OF ACDTS FY-71	1	2	4	2	1	1	1	1	0	2	1		16
HOURS FLOWN FY-70	25216	25606	20773	17322	16563	16895	18319	16639	15069	16729	18385	18169	224,585
* HOURS FLOWN FY-71	7071	6180	6666	7113	6905	7680	7259	6796	7774	6067	5270		74,781
	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	

* FIGURES RECOMPUTED FOR FY71 FOR PRESENT SQDNS/GROUPS ATTACHED TO 1ST MAW

cnc
80968

HEADQUARTERS
1st Marine Aircraft Wing
Fleet Marine Force, Pacific
FPO San Francisco 96602

HD 90968

3P:TRH:af1
5750
03PA25871
15 SEP 1971

~~CONFIDENTIAL~~CONFIDENTIAL (Unclassified when enclosures are removed)

From: Commanding General
To: Commandant of the Marine Corps (Code HD)

Subj: Command Chronology

Ref: (a) Admin FMFPac 150204Z Jun 71

Encl: (1) Intelligence Summaries for July and August 1970, numbered 182, 187, 188, 195, 198, 200, 204, 209, 215, 225, 230, 238, 239 and 241

(2) CO, HMM-165 ltr 3:JES:wls 03A14771 over 5750 of 27 May 71
Subj: Command Chronology for period 23 November 1970 through 16 May 1971 and CO, MAG-36 1st END 3:LWJ:sca over 5750 03A15871 of 7 June 1971 thereto

(3) CO, MAG-36 ltr 3:LWJ:arb 5750 03A24471 of 1 Sep 1971 (cover ltr on CO, HMM-165 ltr 3:JAK:rln 03A24071 5750 of 27 Aug 71
Subj: Command Chronology for period 17-31 May 71)

1. Reference (a) requested intelligence summaries missing from 1st Marine Aircraft Wing Command Chronologies. Enclosure (1) consists of Intelligence Summaries numbered 182, 187, 188, 195, 198, 200, 204, and 209 for July 1970 and Intelligence Summaries numbered 215, 225, 230, 238, 239 and 241 for August 1970.

2. Enclosure (2) is submitted for informational purposes.

3. Enclosure (3) is submitted to be appended to Commanding General, 1st Marine Aircraft Wing letter 3P:TRH:af1 over 5750 of 31 August 1971, serial number 003PA24371 (1st MAF Command Chronology for Period 15 April 1971 through 30 June 1971).



R. L. SIMMONS
By direction

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CG III MAF

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