

TAB A

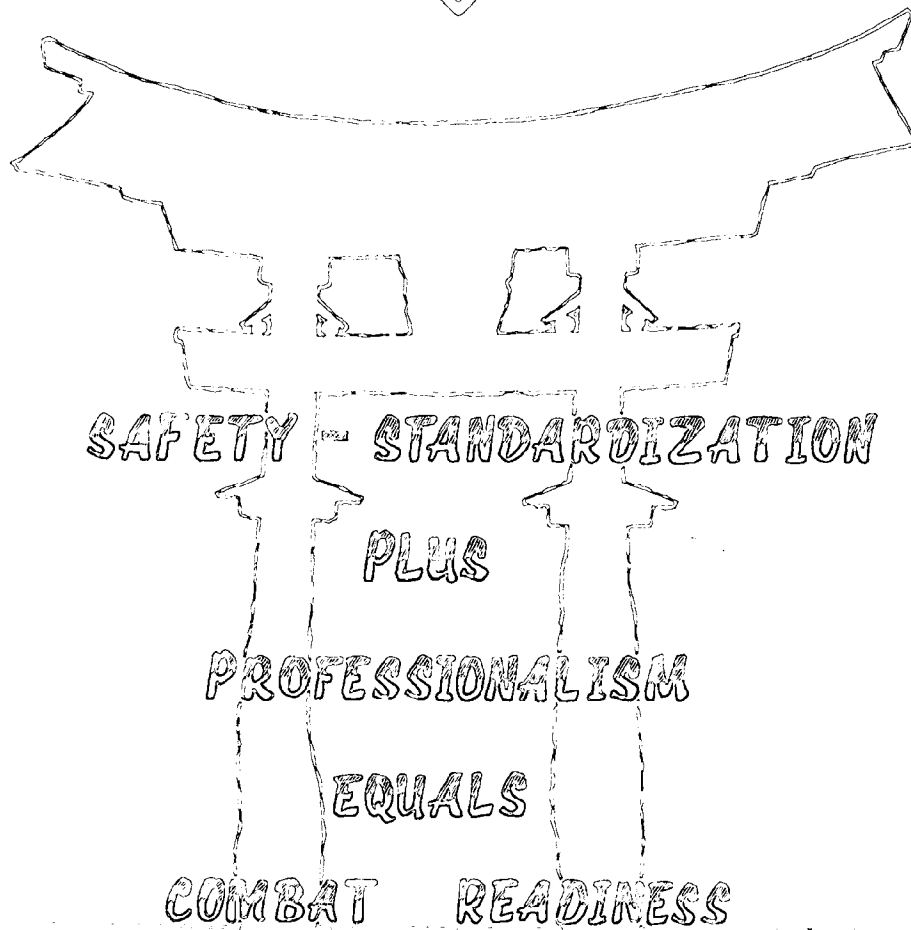
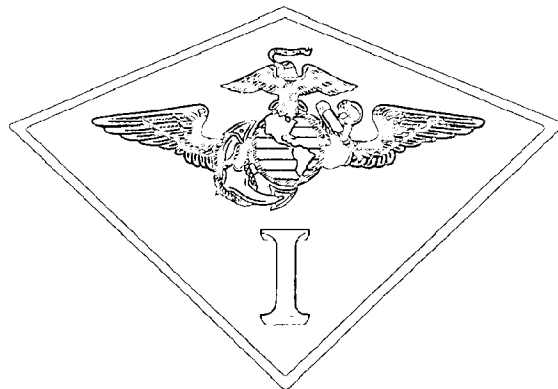
- 1 - The Professional, Jul 1971
- 2 - Article, Pacific Stars & Stripes, 9 Jul 71, "Marine Unit Gets Reefed-Up
May Cobras"
- 3 - Article, Pacific Stars & Stripes, 12 Jul 71, "1st MAF - Ready on the line"
- 4 - Article (source unidentified), N/D, "3M Initiates NAME School"
- 5 - 3 articles, Pacific Stars & Stripes, 9 Jul 71,
"They let you down-gently"
"Helos Plan Angel to Save 2"
"Futema AS Calm after Racial Violence"
- 6 - Article, Pacific Stars & Stripes, 25 Jul 61, "Marine Copters Battle
Exploding Blaze"
- 7 - MACG-18 message, "Geographical Location Det H&MS-18", 300646Z Jul 71 (Conf)
- 8 - The Professional, Aug 1971
- 9 - 1st MAF Command Directory, Aug 71
- 10 - 3 articles, Pacific Stars & Stripes, 25 Aug 71 and other unidentified
source,
"Navy Aide Completes Base Visits"
"Seminars let at Iwakuni"
"1st MAF Slates Seminars"
- 11 - Article, Unidentified source, N/D, "CMC Tours MCAS"
- 12 - The Professional, Sep 1971
- 13 - 2 articles, Torii Teller, 24 Sep 71, "7th Fleet Cmdr. visits Air Station"
"MABS-15 Party Held for Kids"
- 14 - The Professional, Oct 1971
- 15 - Article, Pacific Stars & Stripes, 14 Oct 71, "U.S. Aids Storm-held Islands"
and messages:
CG III MAF, "Disaster Assistance", 240830Z Sep 71
CG III MAF, "Damage Report on YAEYAMA GUNTO Caused by Typhoon BESS",
250505Z Sep 71
CG III MAF, "Interim Report of Disaster Relief Assistance", 300830Z Sep 71
HICOM RY-Okinawa, "USMC Assistance to YAEYAMA GUNTO following Typhoon
BESS, 130820Z Oct 71
CINCPAC, "USMC Assistance to YAEYAMA GUNTO following Typhoon BESS,
151332Z Oct 71
MAC-36, "Disaster Assistance", 150803Z Oct 71
- 16 - Articles, Torii Teller, 15 Oct 71, "MABS-12 gas station - best in town" and
"Construction booming at Iwakuni. MABS-12 tries new method"

TAB A (continued)

- 17 - Wing Order 5400.1, "Detachment of 11th Dental Company; establishment of", 21 Oct 1971
- 18 - Wing Word Newsletter, Nov 1971
- 19 - Wing Order 1710.2, "Special Services; Instructions Pertaining to", 5 Nov 71
- 20 - Wing Order 6710/6B, "Exemption Program for Disclosure of Drug Abuse", 18 Nov 71
- 21 - Article, Torii Teller, 19 Nov 71, "Skytrain...an ageless workhorse"
[22 inadvertently not used]
- 23 - The Professional, Nov/Dec 1971
- 24 - 1st MAN Command Directory, Nov/Dec 71
- 25 - Wing Word Newsletter, Dec 1971
- 26 - Article, Torii Teller, 3 Dec 71, "What it's all about - Iwakuni's annual venture into childhood"
- 27 - Article, Pacific Stars & Stripes, 22 Dec 71, "7 Copter Victims Marines"
- 28 - Message, MAC-36, "Relocation of MATCU-68", 260217Z Dec 71 (Conf)
- 29 - Message, CTC 79.3.5, "MovRep MATCU-68", 270705Z Dec 71 (Conf)
- 30 - Message, Admin III MAF, "Relocation of MATCU-68", 270822Z Dec 71 (Conf)
- 31 - Message, Admin FMFAC, "Relocation of MATCU-68", 290413Z Dec 71 (Conf)

List added (HNR-40)
29 Mar 72

The Professional



JULY 1971

A-#1



COMMANDING GENERAL
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Sergeant R. E. SHOWALTER
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A-²¹

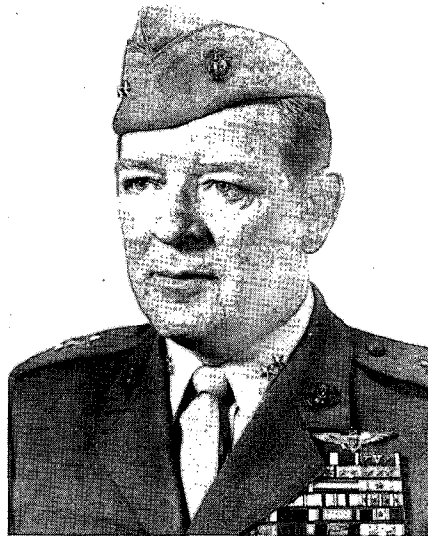
The Professional is a monthly Aviation Safety and Standardization magazine published by the 1st Marine Aircraft Wing Safety and Standardization staff. It is dedicated to saving lives and preventing injuries, to reducing operating cost and contributing to the First Wing's ability to accomplish its mission. Contents are informational in nature and should not be construed as regulatory or directive unless so stated. The editor reserves the right to modify the content of manuscripts received without altering intended meaning. This publication is FOR OFFICIAL USE ONLY. Address all correspondence to: Editor, THE PROFESSIONAL, Wing Aviation Safety Office, 1st Marine Aircraft Wing, FPO San Francisco, California 96602.

TABLE OF CONTENTS

Command Message	1
FOD	2
Be a Mature Tiger	3
ADF Navigation or What Am I Doing Anyway	4
Schreee, Schreee, Schreee, Schreee	7
A Few Little Things	9
Heat Related Illnesses and Acclimatization	10
Call Signs and Aircraft Side Numbers or Can We Go Too	12
1st MAW Mishap Briefs	12
The Privileged Status of The AAR	16
1st MAW Aviation Safety Officers	20
1st MAW Ground Safety Officers	21
Cycling Dangerous	22
You and Your Motorcycle	23
Reportable Ground Accidents, July 1971	25
1st MAW Aviation Safety Statistics	26



MEMORANDUM FROM THE COMMANDING GENERAL



The new fiscal year is now well underway. The majority of "Crash Programs" to get the job done at the end of fiscal year 71 are over. As usual, there is a tendency to take the packs off, especially in a noncombat environment.

Safety, however, is a fact of life, one which is with us from the preflight of our aircraft to the post maintenance of our vehicles. We can ill afford to take off the "Safety" pack. With this in mind, I would like to cover two points.

First, records have shown us that people who take pride in themselves and their organization seldom cause accidents. Therefore, it is our duty as Commanders and Supervisors to instill a deep sense of pride in each individual, from Commanders to Plane Captains. If we accomplish this, then half our battle in safety is won.

The second point is that all of us must tighten up, take a close look at our safety procedures, and keep the packs on. The quarterly safety standdown will aid us all in keeping abreast of operations, and hopefully weed out all unsafe procedures.

R. G. OWENS, JR.

Major General, U. S. Marine Corps

"FOD"

Why is safety constantly being emphasized? For those who might have asked this question and wondered why everyone has continuously harped on safety slogans such as "Know Your Emergency Procedures" or "Preflight To Be Sure", this article amplifies one essential and vital reason for this infinite striving for a 100% effective policy towards safety.

Today's most essential form of transportation is flying. Because of this, it is a necessity to maintain all aircraft engines in perfect running condition. Unlike cars or trains, or other forms of ground transportation, which never leave the earth's surface except under certain conditions, aircraft with capabilities of flying many thousand's of feet above the ground, would result in a vital loss of lives should the aircraft malfunction to the point where it can no longer maintain its aerodynamic stability. The aircraft would plummet earthward under the effect of gravity, destroying everything and everyone on board upon impact. Should such an occurrence happen with a ground vehicle, its inability to function creates an inconvenience and not a disaster.

Many aircraft are lost each year from such occurrences while in flight. However, a good portion of them could have been prevented had its preflight been completely thorough. Any loose tools or other paraphernalia left in the engine area that doesn't belong there becomes FOD, the most troublesome menace in aircraft maintenance today. Many aircraft are destroyed as a result of this menace which can be totally eliminated. That screwdriver placed on an engine just might silently fall inside the engine and be forgotten, and once airborne, begins its fatal process. Almost spontaneously, the engine, for no apparent reason, becomes inoperable with an obvious result.

A less crucial, yet still an important issue in the criteria of FOD is its expense. An affected engine which has been damaged by FOD before the aircraft becomes airborne is practically unrepairable for it is usually so extensive that costly procedures must be followed to completely replace the affected engine, and in some cases, the structure of the aircraft in its vicinity. This requires extra man-hours as well as the cost of the parts, which is a totally preventable expense.

FOD can only be prevented by those who continually strive to locate the source of any FOD before it can process its destruction. If tools were required to be checked in and out prior to and upon completion of any maintenance action so that all of them had to be accounted for, there would be a far less possibility of FOD, thus increasing the effectiveness of the safety program.

Upon completion of the maintenance action, everyone should assume that FOD possibilities are always present and search the aircraft for all such possibilities. No one looks forward to an inflight emergency due to FOD, therefore these sources must be discovered and removed. Many lives depend on a complete observation of FOD sources. FOD KILLS only if it is neglected and its sources are not searched for, both on the aircraft and all aircraft lines where aircraft taxi. Everyone should obtain a built-in radar for FOD sources for the detection of them is possible only through an effective thoroughness in its search.

R. E. NEITZEY
LCPL H&MS-17

"BE A MATURE TIGER"

The hardest thing to do these days is to convince our young tigers that being a hot pilot does not give them license to practice their skill everywhere. The local flying area does not offer many challenging areas for bombing or ACM work. But that doesn't mean there aren't areas where we can practice our skills. There is no excuse for flat hatting or aerobatics in unauthorized areas.

Why should a F4 pilot have to prove he can do an immelmann from take off? It can be done but one young pilot barely missed a school when he crashed.

An A4 doing a dirty roll after takeoff is quite impressive but the fire ball from one got a lot more attention.

An 8 point roll down a crowded beach may make the pilot think he is hot stuff, but his widow wasn't that impressed with the last view of her husband.

Low levels are fun and good training but have to be well planned and heads up all the time. When a jet can break a light plane into two pieces without the pilot knowing he hit something, it gives you cause for thought.

It is tragic having to see the widow of some hot pilot when there was no reason for her to be a widow except for stupidity on her husband's part. It is even more tragic to see the parents of children who happened to be in school when an airplane crashed in the school yard. It is something you won't forget for a long time.

(BE A MATURE TIGER, CONT..)

In our business we have to be aggressive and know how to handle the aircraft. We have many missions which give us the opportunity to bend the bird around and prove to the world how good we are. But when we have to keep proving it in violation of flight rules and safety regulations it just shows how immature we are. By all means be a Tiger but be a Mature Tiger.

Bob MCGINN
Capt MAG-12

"ADF NAVIGATION OR WHAT AM I DOING ANYWAY"

Approach, Paperweight 5-1, FL200 on the __ Approach, Say status channel 35.

"Paperweight 5-1, Approach. Be advised channels 35 and 50 are down. Cleared to the __ Radio Beacon, FL190. Hold North-West. Expect approach clearance at 2350Z. __ Base reporting 2000 over, 2 miles in light rain. Altimeter 29.88."

"This is 5-1, understand cleared to the Radio Beacon!"

"5-1, Approach, that is affirm. Expect ADF approach at 2350Z."

Oh boy, an ADF approach under actual conditions with no divers. How did I get here anyway? The last time I used ADF was to join up with lead at night two weeks ago, and I haven't flown an ADF approach since Kingsville. Oh boy, Oh boy, what were those things called, bearings or courses? And how can I find when to turn without DME? DEALTBURGER!.

While the above is fictitious, it is entirely possible that sometime in the near future you will find that ADF is the only NavAid left to you and thereby the only means for returning to Terra Firma. The reliability of and reliance on TACAN for air navigation has become a matter of course for most pilots in this day and age. Because TACAN is easier to use and more accurate than ADF, to lose one's TACAN is considered courting disaster, which indeed it probably is if one's expertise in ADF procedures is at best rusty. A short poll taken at the club showed that in high performance aircraft pilots had shot one ADF approach for approximately every 150 hours of flying.

(ADF NAVIGATION OR WHAT AM I DOING ANYWAY, CONT...)

Consequently, with the approach of the Siberian Polar Front (real bad weather) it behooves us all to take a close look at this generally little used piece of equipment and examine its potential and uses.

Most aircraft utilize an auxiliary receiver for processing the UHF, ADF signals. These receivers are crystal controlled and divided into 20 channels. To determine what channel to utilize, subtract 264 from the station frequency, disregarding the number after the decimal, and the result is the channel. (Note: Only valid for beacons operating in a range of 265.0 to 284.9 MHZ). Additionally, most UHF transceivers are equipped to display ADF bearings from any signal source operating on the UHF range of 225.0 to 399.9 MHZ. Such use requires switching the transceiver from its transmit mode to ADF in order to route the signal through the homing equipment. Each aircraft should be studied to determine its individual capability.

The ADF homer will automatically display the relative bearing to the desired station (if the compass card is operating properly this will also be magnetic bearing). For simple homing to a station, place the needle on the nose and fly to the station. Corrections may be necessary to adjust for wind drift and so a crab may be utilized.

ADF course interception utilizes the same principles as TACAN radial interception. To intercept a desired course inbound to the station, turn so as to have the needle's head between the aircraft's heading and the desired inbound course (general usage dictates a 30 degree cut, but such is subject to change depending on airspeed, proximity to the station and desired rapidity of intercept). The head of the needle will fall toward the selected course; all that remains is to rollout on course. For outbound course interception, turn so as to place the desired bearing between the tail of the needle and the aircraft's heading. In this case, the tail will rise toward the selected bearing. Obviously, both these methods reflect the old adage "the head will fall and the tail will rise."

There are three methods to compute time/distance factors. The first of these, the 90 degree method, recommends that you turn to place the head of the needle at 3 or 9 o'clock on the card. Punch the clock and fly this heading. When the head has fallen 5 or 10 degrees, punch the clock again and apply this formula:

$$\text{min to station} = \frac{60 \text{ times minutes between bearings}}{\text{bearing change}}$$

Hence, if the time hack is 3 minutes for a 10 degree bearing change, the aircraft is $\frac{60 \times 3}{10} = 18$ minutes from the station.

Distance can be calculated by taking your TAS and computing how far you could fly in the time to the station (or, quick and dirty, multiply the time by your mach). Another method that is more direct if you're heading to the beacon is to turn to put the needle 30 degrees either side (plus or minus any crab). Fly this heading until the needle falls off to 60 degrees (an additional 30). The time required to fly from the first turn until the needle fell to 60 degrees is equal to the time to the station from that point. Or another, turn 30 degrees again from the inbound heading. This time when the needle falls 10 degrees, mark the time and turn back to the station. The time and distance to the station will be three times that required to have the needle drop 10 degrees. Not as simple (nor quite as accurate) as TACAN, but it will get you there. Now, for the approach.

As you approach the station, the needle will become more erratic. Do not chase it but maintain heading. As the needle passes the wingtip, that is station passage. Turn then to hold as published. ADF holding patterns are modeled on one minute legs at or below 14,000 feet, and a minute and one half above.

The approach itself must rely on time/distance check points, which are best computed prior to starting the approach. Normally, the approach is commenced by crossing the beacon and establishing yourself on the outbound bearing. Since you have no DME, you must note the time, both needed and elapsed, outbound in order to conform to the published turns and altitude restrictions. Once commencing the tear drop or penetration turn, stop the clock. This gives an estimate of mileage/time remaining upon rollout inbound to the beacon. From this information, and activation of timing on rollout, you can determine a "Dirty-Up" point and distance to go. At some airfields the beacon is at the field so the landing configuration must be attained prior to reaching the beacon (which consequently requires a new calculation based on landing speeds vice penetration speeds for distance/time to field). Other fields have the beacon situated prior to the field on the inbound course, which makes for a simpler computation based on beacon passage. However, it must be reiterated that the whole basis of your distance calculations comes from precise airspeed control, careful clock manipulation, and just basic good airmanship.

One other ADF approach that may be encountered in a really last ditch situation (and a favorite for all training command instructors) is the UHF, ADF approach, or the infamous "limited comm" approach. In actuality, this approach is the usual ADF approach. The only difference is that you are now using your UHF transceiver as a NavAid (probably the only one left), and as such, you have no communications; on the other hand, when you desire to communicate, you have no NavAid. An interesting

paradox, but one that is surmountable by deciding just when the reverse is true. Approach control should be informed of your plight and from then on, it's your show. Obviously, most approach controls can come up with voice communications over their ADF beacon frequencies, so you can at least listen and navigate.

While TACAN is by far a more suitable navigation aid, the uses of ADF are more than for making night joinups. Most aircraft have two sets of ADF receivers and while ADF requires a pilot to think a little more, it is none the less a reliable backup for TACAN. So the next time approach says the TACAN is down, it won't be necessary to squirm around in your seat and break out in profuse sweat. A simple "Roger, estimating the beacon at 2345Z" will do.

VMFA-115

"SCREEE, SCREEE, SCREEE, SCREEE"

The other day I noticed one of the squadron pilots in the ready room sharpening his survival knife. My thoughts drifted back to the days when I was a flight student at Pensacola. The sound of steel scraping stone was common on days when the weather was marginal and the ready rooms were filled with students "standing by". The act of sharpening the knife relieved tension, fought off sleep, and gave each of us a sense of confidence. We knew our trusty survival knife would serve us well if some day we had to depend on it. I still have that knife. Although, I seldom check its edge I'm confident that it will remain sharp, ready for use.

Most pilots feel similarly about their flying skills. Once we have learned how to fly our confidence remains high. The more flight hours accumulated, the more confident we become. There are some things we once learned well but seldom use continually while flying. NATOPS emergency procedures are in this category. All too often the pilot's knowledge deteriorates, without his awareness, while his confidence remains high. We are all subject to this type of situation; it is part of our human nature. It is also known as complacency.

All squadrons have one or more programs to combat complacency. These programs attempt to motivate the individual pilot to review and refresh his memory. It is not easy though, to motivate a confident man who does not realize his storehouse of knowledge has deteriorated through lack of use. Probably the most effectively motivated pilot is one who has experienced a situation or emergency and has found his response not as spontaneous as it once was. This man will review his procedures. He

(SCREEE, SCREEE, SCREEE, SCREEE, CON'T)

can be valuable to the squadron NATOPS/Safety Program because his experience will also motivate others. The words of the NATOPS Manual become more vivid and meaningful when a pilot describes a system failure. The pilot can describe what the first indication of the failure was, how the aircraft reacted, how the NATOPS procedure effected the failure, how much time was available, and how much stress the pilot is under. That kind of information motivates people.

Each of us has accumulated a history of undesirable situations we have encountered in flight. When these situations are presented properly they may cause other pilots to ask themselves "What would I have done?". If the pilot does not have a satisfactory answer to that question he must admit his mental edge has dulled. Most pilots will then take steps to sharpen up before the next flight. You may know of a situation others consider simple or routine but can be critical when it occurs. You may be the only man in the squadron to have experienced a particular type of system failure. You should allow your fellow pilots to benefit from your experience. Why not arrange to brief them at the next All Pilots Meeting.

H. L. MAY, JR.
Capt USMC
HMH-462 ASO

"A FEW LITTLE THINGS"

As you're all acutely aware, the time of hot weather is upon us. Aside from the physical discomfort and general feeling of malaise that accompanies a rise in temperature and humidity, there are a few other things to consider in the day-to-day operation of aircraft. I'm sure your mind is already setting itself up for a lengthy discourse on performance or pilot fatigue, but, instead, I'm going to mention some little annoyances.

One of the primary problems associated with temperature and humidity is the condensation of moisture in various parts of the aircraft. Such things as fogged windshields and instruments are minor annoyances, particularly to those of you in the air-conditioned, high-performance world, but can be extremely disturbing if the timing is right. For example, the time you decide to put your visor down during takeoff, discover that the change from office space to cockpit has fogged it over, and find you can't see at this critical phase. A little thing.

Once you've mastered this, and have settled down a bit, suddenly your pilot-static instruments flutter because moisture has collected in the system and wasn't drained. That's no sweat, a little pilot heat will probably take care of that and you can drive on. A little thing.

How about that fuel sample you looked at? Was that little bit of trash just that, or was it a portion of the fungi flourishing in the boundary between condensation and fuel? Another little thing.

About this time, you take a look at your fuel gauge, or gauges as the case may be, and find that you don't have as much fuel as you thought you did. Your keen mind immediately thrusts out an answer, as temperature goes up, fuel density decreases, resulting in less fuel per allotted space. A quick computer spin reveals that you still have adequate propellant to get you to your destination, so you relax and have a nice trip. A little thing.

This may seem a bit far-fetched to most of you, but may be food for thought to some. Other problems are corrosion of vital areas, electrical malfunctions and general contamination of lubricants and fluids. Just a few little things to consider next time you leap into a hot summer's sky.

J. L. HURLBURT
Capt HMH-462

"HEAT RELATED ILLNESSES AND ACCLIMATIZATION"

Man, being a warm-blooded creature, has a sensitive thermostat in his brain to keep a fairly constant temperature for most efficient body functioning. Of the two temperature extremes, heat is the most common cause of temperature related diseases. And environmental heat illnesses are usually preventable.

The following are illnesses of high temperature. Their common point is salt and water loss which disrupts the delicate functioning of the thermostat. They occur most often in unacclimatized persons.

1. Heat Stroke (Sun Stroke). This is the most serious of the heat environmental diseases. It is sometimes caused from inattention to heat exhaustion symptoms. Symptoms may be nothing until collapse, however, there is a rise in temperature to 107 - 110 degrees of the body and, if the temperature is not brought down rapidly, irreparable brain damage can result. The fatality rate is 40% if the temp does not exceed 110 and 80% if it does. The skin is noted to be Hot and Dry. Sometimes (but not always) sweating stops just before the attack. In any case of collapse in the sun BRING THE MAN TO THE DISPENSARY IMMEDIATELY AND COOL HIM ON THE WAY.

2. Heat Exhaustion. This is usually not serious, and all of us have at one time or another felt one or more of the symptoms. These symptoms include dizziness, unusual fatigue, headache and/or unconsciousness. The skin is HOT OR COLD AND MOIST. If you feel the above symptoms coming on, lie in the shade and get cool. Drink plenty of water and take one or two salt tablets. If in doubt, call the dispensary or come in.

3. Heat Cramps. Symptoms may not show up until after work and they are sometimes sudden. The major muscles used in a man's work (back, legs, arms) will cramp and ache. The skin is usually HOT AND MOIST. The temperature is normal. It is cured by rest and taking salt and water. The following are added for completeness.

a. Prickly Heat (Heat Rash). This is a reaction of sweat glands to heat where they clog with secretions and itch and burn. Treatment is frequent bathing and application of talcum powder, and cooling the skin as frequently as possible.

(HEAT RELATED ILLNESSES AND ACCLIMATIZATION, CON'T)

b. Sunburn. This may be the first degree (red and painful) or second degree (first degree plus blistering). It may be serious if the blisters break and become infected. Treatment of uncomplicated sunburn is Solarcaine and time. Your doctor, you will find, is not too sympathetic to your pain and discomfort. Sunburn that impairs working efficiency is a court martial offense.

What is ACCLIMATIZATION? Simply, it is what you have to do to peacefully coexist with a hot environment. We all recognize that ability to do heavy work in hot climates is impaired and places a strain on the body. This is because the small blood vessels of the skin are carrying more blood to conduct heat through the surface rather than the energy-carrying blood through muscle to give more strength. Also, the amount of water vapor in the air impedes working capacity. You can do four times the work at 100 degrees and 30% relative humidity than at 100 degrees and 100% humidity.

You must work in the heat to acclimatize, and in about a week it is mostly accomplished. You must do the following:

a. Replace lost salt and water. Salt tablets are available in the mess hall. Be sure you drink plenty of water with them.

b. Alternate work and rest periods (cool off at regular intervals).

c. Wear loose airy clothing.

d. Increase work load gradually in amount and duration over the first week.

A man's ability to acclimatize depends on GOOD PHYSICAL CONDITION, duration of exposure and amount of work required, age, (younger guys take it better), good intake of salt and water, and proper clothing.

J. L. BLACKSHEAR
LT. FLT SURGEON
VMA-211

"CALL SIGNS AND AIRCRAFT SIDE NUMBERS"
OR
"CAN WE GO TOO"

Two Navy jet fighters from an aircraft carrier crashed after one experienced engine trouble and the other was abandoned by crewmen who thought they had been told to bail out.

Both planes were launched within 15 seconds of each other. Shortly after takeoff, the second plane began trailing flames. The carrier ordered the two men to eject. But, the crewmen of the first plane thought the order was directed at them and they bailed out, too. Both aircraft crashed into the ocean. The Navy said an investigation is under way, but said, the fliers, "did the right thing. We can replace aircraft, but not pilots."

Reprinted from Pacific Stars
and Stripes July 19, 1971 Issue

"FIRST MARINE AIRCRAFT WING AIRCRAFT MISHAP BRIEFS"

1. A4E, Power Failure. Damage: None
Injury: None

While in level flight, pilot experienced a sudden power failure. With RPM decreasing through 68 percent, pilot switched to manual fuel system and the RPM immediately increased to 88 percent. Pilot made an uneventful landing.

Cause: Unknown, DIR Requested.

2. A4E, Unsafe Gear Indication. Damage: None
Injury: None

After approximately 1.2 flight hours, pilot experienced a slight thump. After returning to base and completing a practice GCA the gear and flaps were raised. Flaps retracted normally, but landing gear indicated unsafe. Pilot noticed smoke and a strong smell of oil in cockpit. Pilot returned gear handle to down position and got down and locked indication. Pilot made uneventful landing.

Cause: Postflight inspection revealed failure of hooks, drive and generator access door (P/N 2814268), letting door open in flight, causing damage to three hydraulic lines and a loss of utility hydraulic fluid.

3. CH-53, Loss of Hydraulic Pressure.

Damage: None
Injury: None

During ground turnup, first stage hydraulic pressure dropped to 1900 psi, interlock check performed and pressure dropped to zero. Ground crew trouble shot with external pressure and symptoms indicated faulty first stage pump. Further troubleshooting revealed that the check valve between first stage pump and external quick disconnect had failed internally allowing poppet to become lodged in first stage manifold causing total restriction when load applied to system.

Cause: Design deficiency. Recommend one time inspection and replace all valves this manufacturer as available.

4. CH-46, Loss of No. 1 Engine.

Damage: None
Injury: None

During the return flight following a VIP mission the pilot attempted to demonstrate the emergency throttle system to the co-pilot. (The electrical integrity of the system had been checked during the pre-start checks). The system was armed and the normal arming response was received. The #2 engine was reset, the warning light went out and the PMS resumed control and reduced power on the #2 engine. Beeping was commenced on the #1 engine, and on the second beep the #1 engine (on emergency throttle) dropped off the line and the #2 engine accelerated to topping. A check of the instruments noted the #1 engine at 78% Ng, 500° T5 and zero torque. The throttle was then reset and the warning light went out with no apparent engine response. PMS was turned off and the beep was increased with no change in the engine performance. At this time the pilot suspected a minimum beep failure of the engine condition actuator. The pilot then elected to rearm the emergency throttle to bring the engine up to normal operating power and to bring the temperature down on the #2 engine which was operating in the vicinity of 700°C. While attempting to beep the throttle up, on the second beep, the engine quit. There was no noticeable increase on any gauges prior to complete failure.

An emergency was declared and the engine was secured. The emergency throttle was reset and a restart was attempted. The engine cranked and the igniters fired but the engine would not restart. A single engine landing was made.

Cause: On post flight the stator vanes were found in the full open position. A bypass line was removed from the fuel control unit and no fuel was present. The engine was inducted into the IMA power plants section for investigation.

5. CH-46D, Inadequate Landing Zone.

Damage: None
Injury: Minor

The flight was a scheduled VIP mission with a Code 5 aboard. Upon arrival in the intended landing area no communications were available with the unit on the ground and no landing zone had been marked. The pilot circled the zone twice to alert the unit that a landing was intended. No response was received from the ground unit and the VIP's aide requested that the landing be made on a dirt road adjacent to the Eastern edge of the staging area. The approach was made over a clear area. At 50 feet on the radar altimeter, blowing dust caused the pilot to lose reference to the ground and a waveoff was made. A dusty but uneventful landing was made approximately 200 yards from the first position.

The initial approach and waveoff blew over a tent and a Marine enlisted man received a blow to the head by a tent pole resulting in temporary unconsciousness. The man received a contusion to the back of the head and was released after 24 hours observation.

Cause: Inadequate landing zone. The landing zone appeared acceptable from the air and the pilot had no way of determining that the dust would make the zone IFR. The high power required for the waveoff blew over the tent which was approximately 30 yards away.

6. OV-10A, Engine Flame Out.

Damage: None
Injury: None

Pilot was cleared into position on duty runway with instructions to hold. While awaiting clearance for takeoff, number one engine flamed out.

Cause: Male end of rotary fuel pump shaft sheared.

7. F4B, Compressor Stall.

Damage: None
Injury: None

During Air-to-Air gunnery mission, starboard variable area inlet ramp began to cycle at random. Mission was aborted and aircraft returned to base. While turning downwind at 190 KCAS, 19 units angle of attack, ramp extended and the starboard engine experienced a complete compressor stall. Pilot reduced power to idle on the affected engine and made a uneventful half flap landing.

Cause: Failure of ramp control amplifier (P/N 6630-790-7009).

8. RF4B, BLC Malfunction.

Damage: None
Injury: None

After takeoff, BLC malfunction light illuminated immediately after flaps were raised. Aircraft was slowed, gear and flaps lowered and light went out. Pilot dumped fuel and made uneventful landing.

Cause: Unknown at present. Aircraft was run up twice on the deck and BLC malfunction light did not illuminate with flaps raised. Wing panels were pulled and BLC valves were observed to function properly.

9. A6A, NC-10A Power Unit Cover Blown Off.

Damage: Echo
Injury: None

Entire engine and cable cover on NC-10A electric mobile power unit was blown off by jet blast from near by A4. Cover struck starboard engine bay door of A6 causing a quarter inch puncture and a two inch dent in lower center of door. The port engine bay door was struck causing it to swing up and strike the forward main gear door up-lock, resulting in a two inch dent on hydraulic combined system reservoir filler access panel. The pilots boarding ladder was struck and twisted necessitating replacement.

Cause: A4 was operating at 85 percent power in the confines of the aircraft parking ramp with engine mechanic at the controls. Recommend that all squadrons reemphasize the possible serious consequence of high power turn-ups in confined or unauthorized areas. A check of the two NC-10A units in this squadron revealed that two of four friction catch locks were missing and one would not lock on SerNo. 4044 and on SerNo. 3964, three of four catch locks were missing and one would not lock.

10. KC-130F, Aft Swivel Points Cracked.

Damage: None
Injury: None

Shortly after takeoff while passing 10,000 ft., a noise was heard from the aft end of forward cargo door indicating escaping air. Aircraft depressurized and returned to home base. Investigation revealed four aft swivel points cracked.

Cause: Cracked hinge on forward cargo door.

THE PRIVILEGED STATUS OF THE AAR

By

LCDR DAVID MUNNS, USN*

LIEUTENANT JOHN GETSTREIM was feeling fit as he strapped himself into his F9F-8—despite the fact that he had stayed late at the officers club the night before. He knew that he should have allowed himself a few hours more sleep before setting out on this cross-country flight. Yet he was pleased to note that it apparently had no ill effects on his physical condition, and he was anxious to get started. It was his first opportunity to take a cross-country navigational training flight in the Cougar. He was curious to see how his preliminary calculations on the "rest" computer worked out. As he prepared for takeoff, he was careful to diligently perform his check off list. He was confident that he had accurately calculated his navigation and that it was error free. He had checked the NOTAMS. In short, there was nothing left undone.

He received tower clearance. The runup to 100% at the end of the runway showed the engine operating properly. Releasing the brakes, he commenced his takeoff roll and was shortly airborne and on his way. The aerologist had predicted good weather to destination. He found this prognostic accurate. In fact the weather was so good that the flight seemed singularly uneventful, but he continued to check his navigation and his fuel flow to determine whether or not his predictions were correct. He was pleased to note that all of his preflight calculations with regard to navigation and fuel consumption proved well within tolerances.

His flight path would carry him over a wide stretch of water on the route he had selected. Destination airport was on the opposite shore. As he crossed the coastline he noted the time on his kneepad. Good! He was within one minute of the predicted time of crossing. At 400 knots this was excellent. He had been air-

borne for about an hour and a half now, flying at a relatively low altitude so that more than the usual amount of fuel had been burned. His fuel counter showed 1,300 pounds. He preferred to be over the field with at least 1,000 pounds but it appeared that he would use no more than 300 pounds before reaching destination. He had been letting down and was approaching an altitude of 2,000 feet when suddenly—a power loss was experienced!

Lieutenant Getstreim switched to emergency fuel without result. He now had to make the decision to abandon the aircraft. (Any further diagnosing of the trouble would have cost him dearly in much needed altitude for ejection.) He followed normal ejection procedures and was presently floating down toward the water in his parachute. He soulfully watched his crippled Cougar plunge into the water about a mile away.

WHILE SITTING IN his life raft awaiting rescue, the dejected eject contemplated the trouble. The flight had been so completely uneventful; everything had operated so smoothly; the aircraft had shown no tendency to malfunction during the entire flight. The sudden flameout was unexpected and unexplainable. What would he tell the Aircraft Accident Board? He could honestly say that he did not know what had caused the flameout, but he was unable to escape a creeping doubt that came over him. *He was aware of his habit to rely on the fuel counter rather than the quantity gauge.* He knew that such a habit was not the safest procedure because it did not measure available fuel. He had acquired the habit flying the TV in the training command where the fuel quantity gauge shows only fuselage tank fuel.

He had planned to start transferring fuel from the wing tanks as he crossed the coastline going seaward. With the exception of a small amount of fuel transferred while testing the transfer pumps, he carried full wing tanks until late in the flight so that he could dump fuel if necessary. Here was the source of that "creeping doubt." He remembered that there were

*Lieutenant Commander Munns is presently on duty in the Office of Legislative Affairs. He received his BS from the U.S. Naval Academy in 1945, his LLB from the Georgetown University in 1954 and was designated a Naval Aviator in 1949. During the Korean conflict Lieutenant Commander Munns served in VA-65. In addition to a tour of duty in All Weather Attack Squadron 35, he has served as Assistant Staff Legal Officer, COMNAVAIRPAC. He is a member of the District of Columbia and California Bars.

SEPTEMBER 1959

other things which had distracted him at the time of the coastal crossing. He could not *specifically* recall turning the transfer switches on! He was *almost* sure that he had done so but he still could not swear that he had. Not transferring would certainly account for the flameout at the time it occurred. The fuel counter had indicated fuel remaining equal approximately to the capacity of the wing tanks. Yet he would have seen the red fuel low level warning light if the fuel had been below 1,250 pounds. This light had not come on during the flight and since it is reliable, he was morally certain that fuel starvation had not caused the accident.

These troublesome thoughts left LT Getstreim when he observed the progress of a fishing boat making its way in his direction. He was hoisted aboard the boat a few minutes later, none the worse for his dunking. The fishermen were pleased to be of assistance to a U.S. Navy pilot even though they mentioned that his crippled Cougar had damaged one of their nets in its plunge into the water. LT Getstreim assured them that any loss sustained by them would be taken care of by the Navy. They put our pilot ashore at his destination airport and his trip was complete, albeit delayed.

LIEUTENANT GETSTREIM NEXT found himself before the Aircraft Accident Board which is the inevitable sequel, as every naval aviator knows, to every reportable naval aircraft accident. The president of the Board at the outset made it clear that none of the information which was revealed to them can be used against the pilot and that, in accordance with OPNAV Instruction 3750.6D, the Aircraft Accident Report is a "privileged document." It cannot be used as the basis for disciplinary action. The president, having explained the nature of the AAR, then urged a complete disclosure. Even "impressions" had of an accident can be an important key to aviation safety improvements.

Recognizing the lives and property that can be saved through these safety procedures, our pilot related the agonizing feeling he had while in the life raft—he may not have turned on his wing tank transfer switches. The flameout could have been caused by pilot-imposed fuel starvation. But he was quick to point out that this was only a flash impression, that he was confident he did in fact turn on the switches. The red light had not come on. The only reason for his doubt was because there seemed to be no other explanation he knew of for the sudden flameout.

JAG JOURNAL

Other facts concerning the accident, including the minimum amount of sleep the night before, were duly reported by the Board in the Aircraft Accident Report. Cause of the accident was listed as: "unknown but with a possibility indicated of fuel starvation created by failure of the pilot to transfer fuel from the wing tanks". The possible failure of the warning light was also noted.

Now let's see what happened to the "privileged document," which is the report made by the Aircraft Accident Board in the case of LT. Getstreim. As required by OPNAV instructions, and in the interests of squadron performance, the AAR was reviewed by the Commanding Officer of the squadron. The skipper noted the implication drawn by the board that the accident was pilot-caused. Although the accident rate in his squadron had far exceeded the average of other squadrons similarly situated and notice had already been taken of this fact by the type commander, he was fully aware of the restricted use to which the AAR could be put. He knew he could and *must* not take corrective disciplinary action against anyone based on the findings or record of an AAR. The Commanding Officer therefore forwarded the report to the Naval Aviation Safety Center without further action.

SHORTLY AFTER THE submission of the AAR, a letter was received by the Commanding Officer from one of the rescuing fishermen. It stated that certain of his fishing nets had been damaged when the aircraft which LT Getstreim had abandoned plunged into the water. He was inquiring as to the procedures regarding indemnification. In view of this development, the Commanding Officer found it necessary to convene a Naval Supplement Investigation to evaluate the damage and the possible claim against the Government.

In the appointing order for the Investigation, the Commanding Officer directed, following the usual form, that the Board include in its findings of fact, opinions and recommendations, the cause of the accident, the damages resulting therefrom, injuries to naval personnel and their line of duty and misconduct status, the responsibility for the accident, including recommended disciplinary action. LT Getstreim was designated a party to the investigation as a matter of course. The Board was made up of three experienced naval aviators in the squadron. Pursuant to Navy policy, none of these officers had been involved in the proceedings of the Aircraft Accident Board.

The Board conducted a thorough investigation

into the accident including an assessment of the damage to the fishing nets. They interrogated

T Getstreim who related all the circumstances of the accident, after being warned in accordance with Article 31, UCMJ, that anything he said could be used against him. He gave *all the facts*. He refrained from speculating however. The "creeping doubt" he had in the life raft, that he may not have turned on the transfer switches, did not appear in this record. Nor did he volunteer that it was his habit to use the fuel counter to determine fuel remaining rather than the fuel quantity gauge. There were two reasons for his restraint. He was interested in a career in the Navy and, more important, *he did not honestly feel that he had forgotten to turn on the switches*. There was only a remote possibility he had forgotten.

In writing up the investigative report, the Board found itself faced with the problem of rendering an opinion regarding the cause of the accident. Like all aircraft accidents, this mishap had been widely discussed in the squadron and there was much speculation as to what had caused it. Many in the squadron had formed the independent though uninformed opinion, based on the circumstances of the accident, that the pilot had failed to transfer fuel from his wing tanks. The Board members were influenced by previous discussion of the accident and therefore included in their opinions that the probable cause of the flameout was pilot-imposed fuel starvation. It logically followed, then, that disciplinary action should be recommended because of the pilot's negligence. The Board therefore recommended that LT Getstreim be issued a letter of caution.

THE COMMANDING OFFICER then reviewed the Investigative Report forwarded by the Board of Investigation. Noting the recommendations of the Board regarding the letter of caution, the Commanding Officer at first considered that he was justified in taking the action which he had not been able to consider after reviewing the AAR. Unlike the AAR, the Investigation provided the proper basis for disciplinary action, for LT Getstreim was made a party and accorded his rights as such.

Yet, a review of the evidence as shown in the findings of fact and in the record disclosed that there was no proper basis for the recommendation. It was apparent that the Board members, in formulating their opinion and making the recommendations, were speculating and relying on unreliable information outside the record. If the Commanding Officer were to impose punishment, he would be taking privi-

leged information which came to him through the vehicle of the Aircraft Accident Report into consideration. True, LT Getstreim had insufficient sleep the night prior to the flight and this could provide a seemingly adequate basis for disciplinary action. The minimum amount of sleep which LT Getstreim had obtained the night before his ill-fated flight could be considered an exercise of poor judgment. It could have impaired his operation of the aircraft in such a way that the flameout could have been "pilot-caused." Did not this poor judgment impose unnecessary hazards upon valuable government equipment? Yet, there was nothing to connect the accident with the fact of insufficient sleep! There was nothing to show that more sleep would have made the pilot more alert.

The Commanding Officer then came to the conclusion that any disciplinary action which he might take would, in effect, be based upon information contained in the AAR. Recognizing the necessity for preserving the objectivity of the AAR and for protecting the rights of the individuals within his command, the Commanding Officer decided against any adverse action against the pilot, LT Getstreim.

THE FOREGOING IS a not-too-improbable fictitious situation. It illustrates the privileged status of the AAR. Does the "privileged" nature of the AAR protect the candid witness from later adverse action against him? The protection afforded by decreeing this report a privileged document could be illusory if a Commanding Officer is not alert to the dangers of permitting his knowledge of the facts gained through review of the AAR to influence his judgment concerning possible subsequent disciplinary action.

It is essential that each Commanding Officer (or senior in the chain of command) contemplating disciplinary action as a result of an aircraft accident, confine his consideration exclusively to the facts available to him *outside* of the Aircraft Accident Report. In this manner he will avoid using privileged matter in his decision-making process. Nor should he consider information which he may have received orally from members of the Board which was obtained during the course of the Aircraft Accident Board's investigation of the accident. Whenever there is doubt in the mind of the Commanding Officer whether the contemplated disciplinary action could be based on facts available outside the Aircraft Accident Board's inquiry, disciplinary action should not be imposed. The Commanding Officer should ask himself

SEPTEMBER 1959

whether or not disciplinary action is appropriate based exclusively on the Naval Supplement Investigation or the Impartial Hearing, whichever is employed.

It is only human to be unable to erase from one's mind facts which have already been placed there—even when these facts come from findings which are privileged. The skipper cannot blank out the knowledge he carries concerning the causes of the accident as brought out by a previously conducted inquiry by the aircraft accident board. He can, however, consciously separate this information from the facts upon which he must base his disciplinary judgment. He must consciously avoid the error of even placing an undue emphasis upon some aspects of the case which, were it not for privileged facts of the AAR, would be considered as too remote or unconnected with the case.

BY ACCORDING THE AAR the privileged status demanded by regulation and law, both

the aviation safety program and discipline will be better served. A cavalier attitude toward the privileged status of the AAR can cause serious injury to the service. Years of experience have demonstrated that a Commanding Officer must review the privileged AAR and act upon it and at the same time review the aircraft accident investigation and act upon it. He plays a dual role. Like a jury which is instructed to disregard certain testimony in reaching a just verdict, he is instructed to disregard the AAR.

A Commanding Officer who has a clear understanding of the problems presented in this article should have no difficulty in the role required of him. When a Commanding Officer reviews the AAR and later reviews a Naval Supplement Investigation, there is a barrier which exists between these two functions. He must avoid crossing the barrier or do serious damage to the overall safety effort of naval aviation and to prompt and appropriate discipline within his command.

Reprinted from the September
1959 Issue of JAG JOURNAL

1st Marine Aircraft Wing Aviation Safety Officers July 1971

<u>Name</u>	<u>Unit</u>	<u>Phone No.</u>
Major W. J. NEVINS	1st MAW	3484/4476
Capt. S. J. NICKELF	MAG-12/H&MS-12	3630
Capt. P. K. DAVIS	VMA-211	4820
Capt. C. A. PINNEY	VMA-311	4830
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
1STLT W. O. STEINBURG	VMCJ-1	8757
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
1STLT. G. E. BRUDZINSKI	HML-367	23-4881
1STLT J. W. ROACH	H&MS-36 (Sub-Unit)	23-4832

1st Marine Aircraft Wing Ground Safety Officers July 1971

<u>Name</u>	<u>Rank</u>	<u>Unit</u>	<u>Phone No.</u>
E. L. MACHADO	CWO-3	1ST MAW	4600/4841
SUDZINA	1STLT	MWHS-1	4648
BERNEY	1STLT	MWFS-1	8684
MCGUIRE	1STLT	MWCS-1	3329
BAKER	MAJOR	MAG-12	3582
HICKS	WO	H&MS-12	4689
NESTER	WO	MABS-12	3621
SMITH	CAPT	VMA-211	9135
PULLIUM	1STLT	VMA-311	3443
ALLAN	1STLT	VMA (AW) -533	4579
BROWN	CAPT	MAG-15	8857/4666
POLLING	CWO	H&MS-15	4504
CARACINO	1STLT	MABS-15	8758
IVIE	CAPT	VMFA-115	4298
KILDUFF	1STLT	VMFA-232	8866
CHRISTENSON	1STLT	VMCJ-1	8863
OSTEN	1STLT	MWSG-17	3725
BERKEY	CAPT	H&MS 17	4673
DEVORE	1STLT	WERS-17	4276
GRAIGLOW	CAPT	MACG-18	4340
LAMB	1STLT	H&HS-18	4340
NELSON	1STLT	MASS-2	3297
HOESCHELE	1STLT	MWCS-18	8505
KOSTIN	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
GREEN	1STLT	HMM-165	23-4208
ANTON	1STLT	HMH-462	23-4568
WILKINSON	1STLT	VMO-6	23-4519
RICHARD	1STLT	MACS-4	23-4425/4058

CYCLING DANGEROUS? DEPENDS ON DRIVER

Still with me? Then let's recapitulate the danger percentages: 50% of the total for recklessness, another 40% for "not being able to stop"; that leaves 10%.

This 10% area is harder to cope with. In this diminishing area of hazard you'll find the less predictable type of accidents that are too diversified to isolate readily, and too numerous to categorize. Most of them also apply to automobiles.

A summed-up look at the extra dangers facing the motorcyclist, by my analysis, goes something like this:

1. Cutting up, taking chances, behaving recklessly, breaking the law in general.
2. Not being able to stop.

The solution for these dangers can be summed-up in short order.

1. Solution for problem number one: Just don't do it.
2. Solution for problem number two: (In eight parts)
 - a. Assume that other drivers WILL pull out, and be guided accordingly.
 - b. Always keep your distance.
 - c. Do not "drive out of" your lights at night.
 - d. Keep your machine in flawless mechanical condition.
 - e. Paint or otherwise mark your motorcycle and your apparel to make it as visible and as attention-compelling as possible. (Jet black from top to bottom and from front to rear may somehow appeal to your aesthetic sense, but it's hard to see, day OR night).
 - f. Stay out of heavy traffic until you have adequate experience.
 - g. Never, but NEVER take your eyes off the road.
 - h. Keep your mind on the business of riding that motorcycle safely.

Now you may have thought I'd never come to this, but there are some factors that ADD to the safety of motorcycles.

Those high performance machines with rapid acceleration can get a rider OUT of many situations that cannot be avoided by a driver of an automobile. While I will not defend the cowboy that you regularly "cuss out" for "cutting in and out of traffic", you would be surprised how simple and actually safe it is to pass a car when your own driving standards, spawned by a big and cumbersome car, would keep you in line for miles, waiting for the right "opening".

These same characteristics of a motorcycle also mean that in many emergencies, the small, quick, and maneuverable cycle can get out of trouble where a massive, relatively unmaneuverable car is in it to stay.

A final point: Ride all the way over on the side of your driving lane. To sum up this long disertation; all things considered, motorcycles probably ARE more dangerous than automobiles. But, that is not necessarily the case. I believe it is possible, with grown-up, mature-type, prudent individuals, to compensate sufficiently to more than balance the scales. In fact, I would prefer to ride with, and feel much safer in the company of, many motorcycle riders of my acquaintance than with hundreds of "Average" motorist using our streets today.

It follows, then, that the person who becomes a good motorcycle rider automatically becomes a better, safer, automobile driver.

And finally, Mom, should junior (or Dad) get that new motorcycle that he's been hounding you about? Personally, I'd give it a long look; and before I said, "Yes", I'd be SURE that he possesses the maturity and the common sense, that motorcycling demands.

It's a wonderful sport. But it's not for immature people - - of any age.

Reprinted from 3 June 1971
Torii Riders Newsletter

"YOU AND YOUR MOTORCYCLE"

COURTESY

For his own protection, the motorcyclist should DRIVE DEFENSIVELY, this means keeping your eyes on the road, on the traffic around you, on the traffic ahead of you, so that you may anticipate what actions other drivers are likely to take and gauge your own driving accordingly for maximum safety.

Another basic part of defensive riding is COURTESY on the road at all times. Remember that crowding in ahead of a car, cutting him off or weaving in and out of lines of traffic upsets and irritates other drivers, causing them to resent you and your motorcycle. Probably the most discourteous and irritating act that the unthinking motorcyclist can perform, is to suddenly overtake a car, making a great blast of noise as he passes. This startles the driver and all other occupants of the car, and

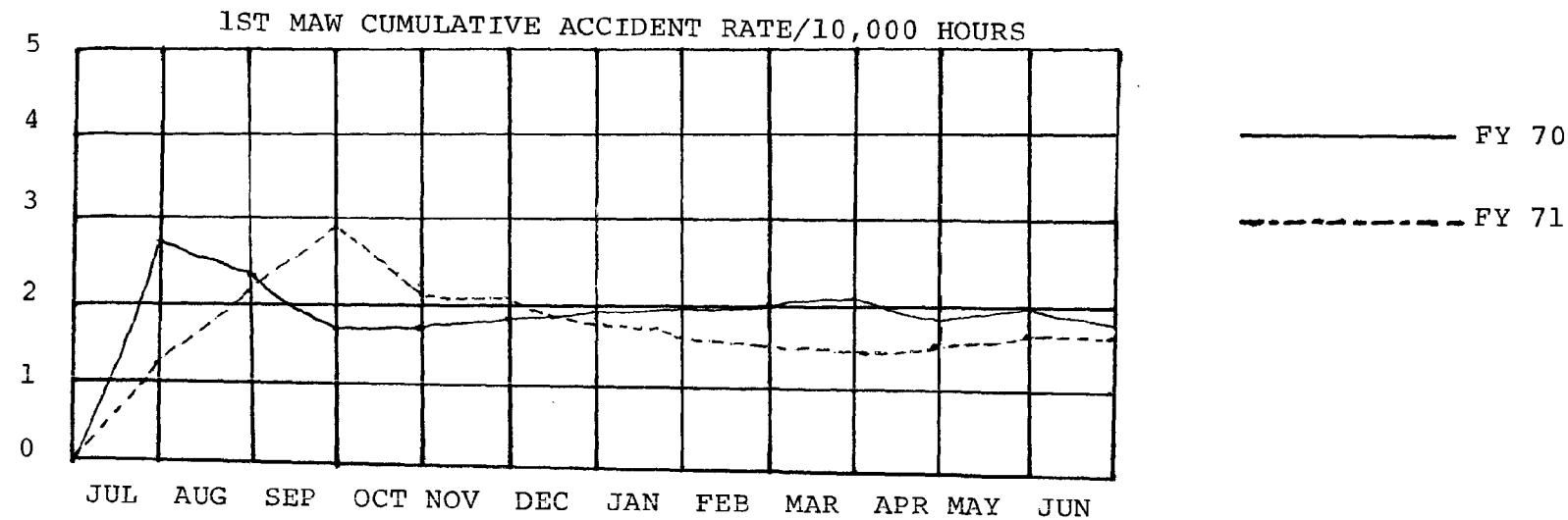
surely does not help the car driver to offer courtesy to motorcycles.

Keep your motorcycle quiet, ride with courtesy, be polite and considerate of other drivers, if you expect the same in return. Practice the same courtesy you would if you were walking, and you met the other driver as a pedestrian on the sidewalk. COURTEOUS DRIVING IS SAFER DRIVING...

Courtesy of SHIMBUM
MCAS Iwakuni

REPORTABLE GROUND ACCIDENTS, JULY 1971

- 1 JUL 71 - GOVERNMENT VEHICLE: One PFC lost control of the M51 Dump Truck he was driving. The truck wound up in a ditch with approximately \$1600.00 worth of damage.
- 4 JUL 71 - MOTORCYCLE: One CPL attempted to make a right turn, at an intersection, in front of an automobile. He didn't make it. The attempt resulted in multiple fractured ribs and a collapsed lung for the CPL.
- 6 JUL 71 - RECREATION: One SGT lost his left index finger. He was holding a line attached to a boat when the line was pulled tight.
- 6 JUL 71 - DUTY: One LCPL shot himself in the lower left leg while on guard duty. The .45 Cal bullet broke both bones above the ankle.
- 9 JUL 71 - DUTY: One LCPL received first degree burns to his head, neck and chest. He was burning gasoline in a can.
- 10 JUL 71 - OFF-DUTY: One SGT received first degree burns on his legs, and second degree burns on his arm, when the cigarette he was smoking ignited leaking gas from a faulty appliance in a dwelling in town.
- 17 JUL 71 - MOTORCYCLE: Two Marines collided head-on with each other. Result: A broken right arm, compound fracture to a left leg, and a damaged knee.
- 23 JUL 71 - MOTORCYCLE: One SSGT received a broken arm and a broken collar bone when he struck a parked truck.
- 25 JUL 71 - BARRACKS: One LCPL broke his left elbow when he lost his footing coming down the stairs.
- 30 JUL 71 - LIBERTY: One LCPL drowned in the Nishiki River at the bridge at Kintai.



1ST MAW ACCIDENT/HOURS STATISTICS

26		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
	*	CUMULATIVE FY-71	1.37	2.20	2.97	2.19	2.04	1.89	1.81	1.76	1.57	1.71	1.72	1.72
*		NUMBER OF ACDTS FY-70	7	4	3	2	4	3	4	6	1	4	3	3
	*	NUMBER OF ACDTS FY-71	1	2	3	0	1	1	1	1	0	2	1	1
*		HOURS FLOWN FY-70	25216	25606	20773	17322	16563	16895	18319	16639	15069	16729	18385	18169
	*	HOURS FLOWN FY-71	7264	6400	6604	7026	6908	7923	7441	7008	6988	6625	5269	5955
			JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUNE

*FIGURES RECOMPUTED FOR FY-71 FOR PRESENT SQDNS/GROUPS ATTACHED TO 1ST MAW

1.95
1.72
44
14
224,585
81,411

Marine Unit Gets Beefed-Up Huey Cobras



USMC

AN AH1J COBRA WINGS ITS WAY OVER OKINAWA.

Pacific Stars & Stripes
Friday, July 9, 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

DECLASSIFIED

3M Initiates NAMP School

The 1st MAW 3M Department is now in the process of setting up a Naval Aviation Maintenance Program (NAMP) School scheduled to begin operation around July 19.

The mission of the school will be to provide continuous training and instruction to maintenance and supply personnel in the operation, function and use of the NAMP.

Operating under the control and

supervision of the Wing Analysis Officer the school will be under the command of the Wing NAMP Training Officer, Capt. Donald L. Dugan.

Staffed by eight instructors, the school will be divided into four different classes and run on a continuing basis.

Assignment to the school will be on a quota system with a total of 24

personnel assigned to one class at a time. Every three months the entire school will move to MCAS Futema, Okinawa, to give instruction to MAG-36 personnel.

In addition to giving classes, the NAMP School will also make staff visits to various organizations upon request to inspect and make recommendations concerning the NAMP.

They Let You Down—Gently

By CPL. DON STREETMAN
CAMP BUTLER, Okinawa (Special) — What's a MATCU? With an unofficial motto of "Depend on us to let you down," Marine Air Traffic Control Units 66 and 68 offer their services in a compact, yet effective, fully mobile package, playing the role of the pilot's best friend if the situation demands.

Located on a small grassy area next to Marine Corps Air Station (Helicopter), Futema's busy airstrip, the two MATCU's are there to back up the air station in air traffic control. But it doesn't matter who does it, the job is to get that pilot on or off his mission safely.

Capt. K. R. Clark, officer in charge of MATCU 66, explained. "We are operational for deployment purposes only. We maintain our readiness by having our controllers sent over to the air station to use their radars. Our technicians naturally have equipment here to maintain and repair."

Actually, what MATCU is designed for primarily is to go into just about any area and set up a complete air traffic control service. They recently proved their effectiveness in the Republic of Vietnam. While in Vietnam however, it was discovered that a good thing could

be stretched too far. So today there are two MATCU's per aircraft group as is the case of Marine Aircraft Group 38, instead of one per group as in Vietnam.

First Lt. R. A. Anderson, MATCU 66 watch officer said, "MATCU is ready to be sent to a forward air strip by themselves and be self-sustaining for a period of 90 days. We also have 100 per cent back-up for every part we own."

"Both units are completely capable of rapid mobilization," stressed WO D. R. Reed, training and assistant operations officer of "66". "All of our spare parts are catalogued and located in special vans for storage."

Capt. W. S. Rogers, assistant officer in charge of "66" stated, "At no given time should we take longer than two or three days to pack up and move out. All our gear comes with mobilizers. We just jack up the buildings and put them on trailers. But we would then be dependent on our parent organization (MAG-36) for transportation."

While MATCU is a strange sounding name, the services these highly trained technicians and controllers provide are no laughing matter. These dedicated professionals who main-

tain their sharp degree of proficiency through rigorous classroom work and on-the-job experience are more than willing to show that if it flies, they can get it down....safely.

Helos Play Angel To Save 2

FUTEMA MCAS, Okinawa (Special) — Pilots from Marine Medium Helicopter Sq. 164, currently afloat with the 7th Fleet, and from Marine Medium Helicopter Sq. 165 here, recently took part in separate lifesaving emergency medical evacuations of two persons suffering from acute appendicitis.

The medical evacuation in which HMM-164 played the mercy role involved a 6-year old Ryukyuan girl, Mako Terukina, of Aguni Shima. The helicopter from HMM-164 was on its way here on a training mission, scheduled to land at Futema, when alerted for the evacuation mission. The stricken child was taken to an awaiting ambulance at Naha Air Base. First Lts. Carl Cleland and Bob Banta were piloting the CH46 Sea Knight helicopter.

First Lt. Tom Dewitt of HMM-165 was returning from a night training mission and, while monitoring his radios, picked up a distress call requesting an emergency pick-up from the northern training area. This time it was Marine Sgt. Albert J. Gangloff with acute appendicitis. He was immediately airlifted to medical facilities where his condition was listed as good.

Futema AS Calm After Racial Violence

S&S Okinawa Bureau

CAMP BUTLER, Okinawa — The situation at the Marine Corps Air Station in Futema was calm and all facilities there were operating normally three days after violence flared up at the station, a Marine spokesman said Thursday.

The incident occurred early Monday when blacks and whites clashed in the mess hall and barracks area of the air station

following the knifing of a white Marine.

Twenty-four men were earlier reported injured during the disturbance.

Thursday morning Marine officials were still not able to give details about the injured Marines and possible causes of the incident.

The Marine spokesman said that all three clubs, the theater and other facilities at the air station were operating normally Wednesday and Thursday.

Pacific Stars & Stripes
Friday, July 9, 1971

A-75

Pacific Stars & Stripes
Sunday, July 25, 1971



Helo Gets the Drop on Oki Blaze

A Marine Corps CH46 Sea Knight helicopter assists local U.S. and Okinawan firefighters in putting out an exploding fire in Urasoe, Okinawa, by dumping huge buckets of sea water on the blaze which burned for more than 10 hours Friday,

destroying two homes, a woodwork factory and a junkyard filled with U.S. military salvage items. The fire was extinguished with the aid of the tons of water poured on it by the helicopter and no injuries were reported. (S&S Photo Eikoh Goya)

Marine Copters Battle Exploding Blaze

S&S Okinawa Bureau

URASOE, Okinawa — Marine Corps helicopters and a score of fire trucks battled an exploding fire, fueled by piles of used tires and drums of chemicals and oil, that roared through a woodwork factory and a junkyard here Friday.

The fire began around 3 a.m. and raged for more than 10

hours. It burned down two homes in addition to the factory.

Flames and debris shot 30 to 40 feet in the air as chemical and oil drums in the junkyard exploded and dense black smoke from burning truck tires forced many nearby residents to flee their homes.

Marine CH46 Sea Knight helicopters were called in Monday

afternoon to aid the more than 20 U.S. military and Okinawan fire trucks battling the blaze.

Tons of water were dumped on the fire from 450 gallon buckets suspended beneath the helicopters. The copters scoop the water up from nearby ponds or the ocean.

Debris was still smoldering late Friday afternoon.

Police believe the fire began in the woodwork factory and quickly spread to the the junkyard, filled with U.S. military salvage items.

The fire was successfully contained and damage minimized because the area is circled by roads and there are only a few houses in the adjoining areas.

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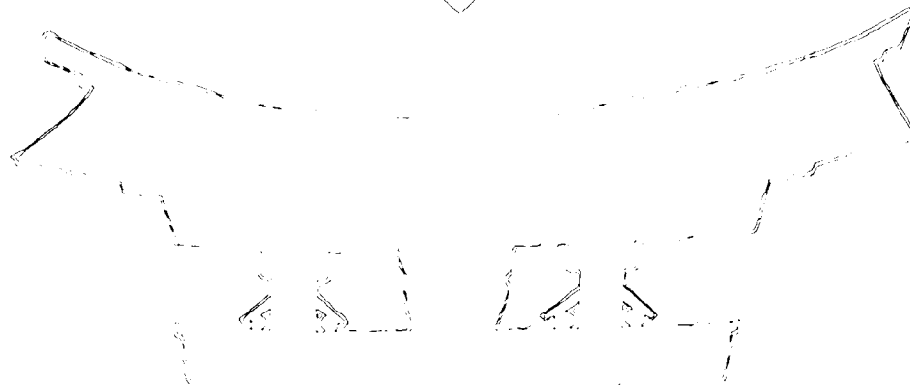
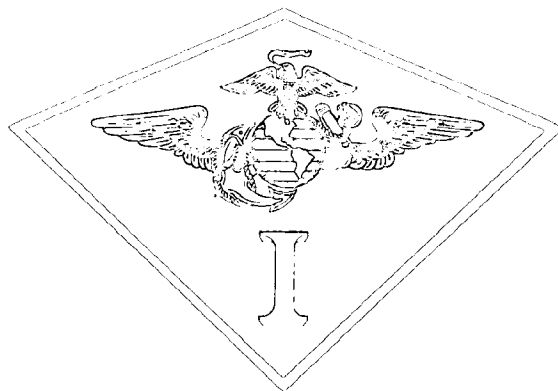
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A-7

The Professional



SAFETY - STANDARDIZATION

PLUS

PROFESSIONALISM

EQUALS

COMBAT READINESS

RECEIVED

A-48



COMMANDING GENERAL
Major General R. G. OWENS JR.

ASSISTANT WING COMMANDER
Brigadier General A. W. O'DONNELL

CHIEF OF STAFF
Colonel G. W. MORRISON

WING AVIATION SAFETY OFFICER
Major William J. NEVINS JR.

STAFF
Lieutenant Colonel P. M. JACOBS
CWO-3 E. L. MACHADO
Staff Sergeant J. R. FRICK
Sergeant R. E. SHOWALTER
Sergeant R. E. GRIGG
Sergeant S. K. JEFFORDS

AUGUST 1971

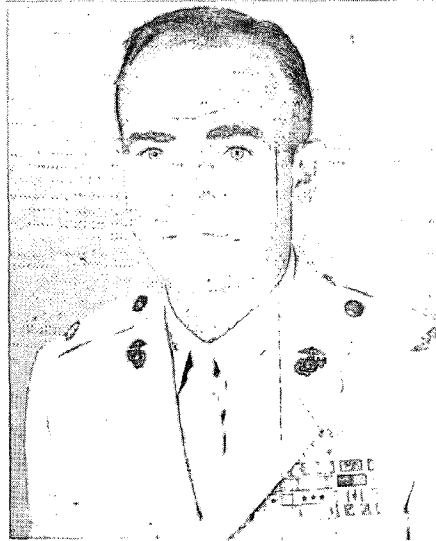
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The Professional is a monthly Aviation Safety and Standardization magazine published by the 1st Marine Aircraft Wing Safety and Standardization staff. It is dedicated to saving lives and preventing injuries, to reducing operating cost and contributing to the First Wing's ability to accomplish its mission. Contents are informational in nature and should not be construed as regulatory or directive unless so stated. The editor reserves the right to modify the content of manuscripts received without altering intended meaning. This publication is FOR OFFICIAL USE ONLY. Address all correspondence to: Editor, THE PROFESSIONAL, Wing Aviation Safety Office, 1st Marine Aircraft Wing, FPO San Francisco, California 96602.

TABLE OF CONTENTS

Command Message	1
Verdict - Flicker Vertigo	2
Harsh Words	3
Hidden Causes of Teenage Crashes	4
Flat Spin	4
CH-53 Compass System	6
Avoiding TAFDS Excitement	7
Pressurizing Equipment for Aircraft Pneumatic System	7
More Than Three?	11
1st MAW Mishap Briefs	14
1st MAW Aviation Safety Officers	16
1st MAW Ground Safety Officers	17
It Hasn't Happened Yet	19
Coffee, Tea or Milk, But Not Much Sympathy	20
Who is Responsible?	21
Does Your Battery or Welding Shop Meet These Standards?	22
Electrical Wiring	23
Ground Safety Officers Comment	23
1st MAW Reportable Accidents	24
1st MAW Aviation Safety Statistics	26

COMMAND MESSAGE

**"SAFETY THROUGH NATOPS PAYS OFF"**

Naval Air Training and Operating Procedures Standardization (NATOPS) is often misunderstood by our young aviators. The often heard statement, "NATOPS is a club," appears to be the actual belief of some people that should know better.

NATOPS originated in the Naval Air Basic Training Command where it was found to be highly effective. Instead of having instructors teaching various and sundry procedures, the syllabus was standardized to cause all instructors to teach the same things the same way. This enabled a student to fly with an "off wing" instructor with only minimal adjustment. Not only did this improve the training syllabus by reducing the number of hops required, but it also lowered the accident rate. It lowered the rate in the training command so drastically that they had a much lower rate than the fleet.

This lower accident rate caused people in high places to start thinking. If a traditionally high accident rate area like the training command can reduce their accidents by concentrated standardization, "Why can't the fleet do the same thing?" Thus NATOPS became a reality.

Since NATOPS has been incorporated in the fleet the accident rate has steadily declined. Last year we had the lowest all Navy accident rate in history. NATOPS is not a club. It is a tool to be used by professionals. Let's use NATOPS and make 1972 the safest year in Marine Corps History.

E. J. RUTTY
Colonel, U. S. Marine Corps

"VERDICT - FLICKER VERTIGO"

As aviators we are all familiar with the dangerous ever present problem of vertigo. Fortunately, the equilibrium imbalance and its associated disorientation is rare. Even rarer still is a form of vertigo that few aviators recognize and some are not even aware of. Its name is flicker vertigo and can be just as deadly as the more common types of vertigo. By definition flicker vertigo is the rhythmic interruption of a light source having serious effect on an aviators performance. This condition ordinarily results from viewing the sun through propellers or rotor blades or the reflection of the sun off the blades. Even without looking outside the cockpit flicker vertigo can be experienced by flickering shadows on the interior of the aircraft caused by the blades. The most dangerous light interruptions are usually of a frequency from 4 to 12 flickers per second.

Physiologically, the disturbing effects of flicker vertigo arise from the continuous visual stimuli that tend to overwhelm the pilot. The effects have been reported as annoyance, reduction of alertness, drowsiness, and various forms of disorientation. Isolated cases have produced such dangerous reactions, in normal subjects, as convulsions, nausea, unconsciousness and epileptic type seizures. Susceptibility however, is increased when the pilot is fatigued, frustrated, or in a state of mild hypoxia.

The following is a dramatic report of the manner in which flicker vertigo can occur:

"After flying for some time at an altitude of 16,400 feet, a pilot in a single seated propeller aircraft made a perfect landing. However, he did not taxi the plane to the hangar. Instead, the plane remained motionless, its propeller revolving slowly. The pilot was found bent over the controls, unconscious.

At first it looked as though the pilot had not used his oxygen mask. However, in this case, the pilot had lapsed into unconsciousness after making a good landing.

The rays of the low-lying sun were shining on the slowly turning propeller blades. Reflected flashes of light were being thrown on the pilot's face at a rhythmic rate of about 12 per second."

In 1963 a study of 102 Navy helicopter pilots, attempted to determine the incidence of flicker vertigo or flicker problems during actual flight operations. One fourth of the pilots reported flicker during flight as annoying or distracting and in one instance a near-accident was attributed to flicker. In addition, 22 pilots became drowsy and showed lowered alertness during the period of stimulation.

Corrective measures call for avoiding direct viewing of the flicker and changes in aircraft position to reduce the intensity of the flickering. Changes in RPM might also alleviate the condition when aircraft are on the ground and helicopters when airborne.

Flicker vertigo is not a problem that is peculiar to aviators alone. When driving in your own car it can be experienced as a result of the sun flickering between trees or telephone poles at regular intervals. Cases of this type have been recorded by drivers on the road with the same type of symptoms that plague the aviator in the sky.

The next time you are annoyed by a regular flickering of the sun, consider it a warning that should be dealt with before an aggravated condition results in an accident.

Richard J. MERRING
1stLt HMM-165

"HARSH WORDS"

Regardless of which author is consulted the definition of the word accident remains very similar: "An unfortunate event resulting from carelessness, unawareness, ignorance, or unavoidable causes".

With our recent relocation from a combat area, these words deserve additional emphasis -

*The loss of an aircraft and possibly its crew may no longer be considered unavoidable due to the precedence of the mission.

*The loss of a helicopter due to the unawareness of the pilot that power required was greater than power available is unacceptable.

*The carelessness of maintenance supervisors in scheduling aircraft not mission equipped or properly serviced can no longer be tolerated.

*The ignorance of flight scheduling personnel in assigning pilots not qualified for the mission is unsatisfactory.

It can be argued that these are very harsh words but what cannot be argued is the fact that they occurred. If in FY-72 we can eliminate carelessness, unawareness and ignorance from our vocabulary we will find that there will be no unavoidable accidents.

Major W. J. NEVINS, JR.
1st MAW ASO

"COMMANDERS, WHAT IS YOUR ANSWER?"

A man will be safe only when he has learned how. What are you doing to help your men learn the safe way?

"HIDDEN CAUSES OF TEENAGE CRASHES"

A series of studies conducted at two Michigan universities reveal these striking patterns:

GOOD OR BAD DRIVING RUNS IN FAMILIES. Young men in particular adopt the family's general attitude toward authority, aggression, and conformity. Fathers with numerous traffic convictions tend to have sons with similar records. SONS OF BROKEN MARRIAGES are frequent traffic violaters.

A FIST FIGHT BEFORE DRIVING is often followed by an accident.

THE TRAFFIC OFFENDER uses his vehicle to achieve status.

Since these factors can't be easily affected by traffic laws or training schools, experts offer no easy solution. However, several High Schools have started a driver workshop which, instead of lecturing on driver skills, offer "rap sessions" in which students trade driving experiences. A brief "trigger situation" is presented that does not lend it's self to obvious right or wrong answers. The discussions that follow have been frank revealing, and amazingly helpful in changing dangerous driving behaviour through self-analysis, honesty, and humor.

E. L. MACHADO
CWO-3 GSO

"FLAT SPIN"

While thumbing through several old copies of the TAC ATTACK I was suddenly aware that something was missing from the back cover, mainly our intrepid bird FLEAGLE. My curiosity aroused, I charged through the magazine, and to my dismay, FLEAGLE was not to be found! Realizing the great accomplishments that were made in aviation safety with his addition I then saw an article with a subject close to our hearts in the F-4 community; The Flat Spin, by LtCdr E. W. CLEXTON, Jr., concerning his experiences with the Flat Spin. A portion of his article follows.

"All right, there is such a thing as a flat spin mode, but no one knows how many there have been. We had one early in test and then had to abandon the test bird after the special emergency spin chute system didn't operate properly in our second flat spin. The guys in the safety business can show you pictures of airplanes pancaked on the ground, but they don't know if they went flat while the guys were still in them, or after they left.

The one I had the displeasure of riding through was intended to be a steep oscillatory spin to the right beginning with the application of full pro-spin controls from a level stall above 40,000 feet. Nearly 15 seconds went by with the airplane stalled and feinting to the left but not really doing anything specific except falling like a rock. Not getting the desired results from the inputs, I neutralized controls about the same time a yaw rate was beginning to the left. The nose went 90 degrees down in the first half turn, back up to the horizon, and then with very little oscillation in pitch and roll after that, took off in a very rapid spin to the left. I had not been in a flat spin previously, but within 2 turns I knew I was there. Not being too anxious to investigate flat spins at the moment I popped out the drag chute at about 30,000 feet. After a couple more turns and verification from the chase pilot that the drag chute was just streaming, I deployed the large 30 foot antispin chute. We had used it once before from a fully developed spin and it had worked in 2½ turns, so I waited 3 turns with all the confidence in the world awaiting the opening shock, but it never came. The chase plane again confirmed suspicions - it was floating in the breeze beside the airplane, but not blossoming! The only thing left on the agenda was to try to set up some oscillation which would perhaps break the flat spin into a steep one or maybe move some slipstream to the right places so the chute would blossom. I was methodical for a few cross control cycles, but all that happened was an increase in the yaw rate when I had the stick forward (up to 120 degrees per second). Finally, after a few concrete mixing cycles, I arrived at 10,000 feet on the way down and stepped over the side using the seat pan ejection handle. I received a few broken vertebrae (which I never felt) for the days work, and the airplane pancaked into the marshes on the Eastern shore of Maryland. Luckily, a search party for the canopy turned up the films intact a week later. All in all, the airplane took 34 turns to hit the ground but it was "sans" pilot for the last ten.

The difference between the flat spin and the normal steep oscillatory spin are easily related. The steep spin is very oscillatory in pitch, roll, and yaw rate. In normal steep spins the wings will be rocking plus or minus 30 degrees, the nose will be oscillating between 20 degrees nose down to 80 degrees nose down, and the yaw rate oscillates between 30 degrees and 60 degrees per second. These values are relatively constant after three or four turns. The first few turns (when recovery with neutral controls and drag chute out is easiest) are noticeably more oscillatory, especially in pitch. Once the airplane has decided to spin out, nothing is obvious except the yaw. The nose doesn't move much, the wings don't move much, and the airplane just goes round and round in a hurry.

The reasons for the flat spin are vague and nothing specific can be pointed out as the culprit. Where a normal steep spin oscillates between 40 degrees and 60 degrees AOA, the one just described resulted from a very deep stalled condition. Stall occurs around 27 units or 30 degrees AOA and the airplane started spinning with the AOA already climbing through 60 degrees. It's beyond comprehension to think that someone could inadvertently get up to those regions of AOA, but I do believe (conjecture) that a jock who is using the wrong controls in trying to recover from a spin could aggravate the spin conditions, and drive the airplane through the steep mode into the flat spin mode."

Bird Food for FLEAGLE?

"CH-53 COMPASS SYSTEM"

The CH-53A Helicopter is equipped with an MA-1 compass system which utilizes BOTH a magnetic compass (flux valve) and a directional gyro to provide a continuous magnetic heading for navigation, and a heading signal to the yaw channel of the AFCS. Although the system can operate in either of two modes, Slaved and Free, slaved is the one usually used as it offers automatic correction for inherent gyro errors. In this mode, the flux valve or remote compass transmitter, furnishes helicopter heading and counteracts long time gyro drift, while the directional gyro stabilizes this indication and eliminates the short-time instability of the compass. To compensate for deviation caused by helicopter structure, a Deviation Compensating Adapter is incorporated in the system. Located in the nose electronics compartment, it repeats and strengthens the heading signals and offers twenty-four, fifteen degree, compensating adjustments. It is these adjustments, along with the correction and positioning of the flux valve, which must be accomplished during a compass swing.

A compass swing is performed by placing the left main landing gear in the center of the turn-table of the compass rose and then rotating the helicopter to the required heading where readings and adjustments are made.

ALL electrical and electronic systems which are part of the aircraft installation requirements must be energized and operating during the compass swing. The initial part of the swing is for adjustment and positioning of the flux valve. It requires the helicopter to be rotated to a SOUTH heading, the indicated heading recorded and a South Deviation calculated. The helicopter is then rotated to a NORTH heading, similar readings and calculations made, followed by the first adjustment. This adjustment is accomplished by rotating the compass card, using the "PULL TO SET" knob, until it indicates a calculated ADJUST HEADING. The compensator on the flux valve is then adjusted to make the "Sync" needle on the Compass Controller indicate NULL. This complete procedure is again repeated using the WEST and EAST headings. Now a new ADJUST HEADING, calculated to correct for flux valve index error, is set into the compass card and again the "Sync" needle nulled, but this time by physically rotating the flux valve.

The adjustment of the Deviation Compensating Adapter is accomplished in much the same manner. While the helicopter is positioned on each of the degree headings of the compass rose, the compass card is rotated to indicate that particular heading and the Deviation Compensating Adapter is adjusted to NULL the "Sync" needle.

A well informed pilot can be a real asset when performing a compass swing, as he can set and keep the compass card at the required ADJUST HEADING and inform the technician when the "Sync" needle is nulled.

A GOOD COMPASS SWING TAKES TIME - - - DON'T BECOME IMPATIENT!!!

**Bill KALBREIER
NAESU Engineer**

"AVOIDING TAFDS EXCITEMENT"

"Hey, Marine! You forgot something. How about grounding that aircraft!"

If you are part of a plane crew, how many times have you heard that shout from people who are refueling your aircraft? Well, there is a good reason for it. It is not designed just to harrass you, although it does that too.

Static electricity may seem easy for you to understand, or it may be just a big, dark mystery, and you don't really care. But accept the fact that it does exist. What you might not know is that the aircraft that you are handling right now may have a big charge of static electricity on it just waiting for you to approach it with something. This charge can build up simply from the plane's passage through the air or from other more complex reasons. It will not drain off as long as the plane is insulated by its tires.

So, before you hook up the pressure nozzle or put that hand service nozzle into the drop tank, how about attaching that ground wire to some part of the aircraft's surface. This allows any charge to drain off harmlessly into the ground.

Hey! Wait a minute. The static electricity problem isn't solved yet. The danger doesn't lie entirely with the aircraft. The passage of fuel through the hoses and connections, like the passage of the aircraft through the air, can build up a static charge. This is why all pieces of refueling gear are grounded. It would be hard to ground a portable nozzle, so on each one (both hand service and pressure type) there is a "bonding" cable. This connection should be made BEFORE the nozzle is connected/inserted.

All TAFDS refueling personnel are trained to make refueling as safe as possible for you. So don't get "up-tight" if you hear someone yell, "Hey, Marine! How about grounding that aircraft!" Just remember that it's you who is holding onto the nozzle.

E. S. PAYNE
LtCol MAG-12

"PRESSURIZING EQUIPMENT FOR AIRCRAFT PNEUMATIC SYSTEMS"

Serious, even fatal, accidents have occurred in aircraft manufacturing, maintenance, and flight operations because of failure of aircraft pneumatic systems. Sometimes there is a serious exposure to fire in fueled aircraft from mechanical and electrical damage that may be caused by such failure.

Present engineering design of aircraft uses pneumatic systems with pressures ranging from 50 psi to about 2,500 psi. Pressures as great as 3,000 to 5,000 psi are used occasionally.

The problem is limited regarding commercial aircraft, and may involve only inflation of tires and pressurization of landing gear struts and hydraulic systems accumulators. The difficulty in military aircraft becomes more

complex and involves such items as emergency system accumulators, ejection devices, bomb door and release equipment, and other accessories essential to military flying.

Resolution of the pressurizing problem involves two major factors:

- a. Providing and maintaining suitable portable pressurizing equipment.
- b. Proper training and supervision of personnel engaged in this work.

Portable gaseous pressure sources normally consist of one to six or more standard high-pressure gas cylinders secured to a suitable cart or dolly, manifolded, and having a single delivery control panel.

These units are designed to be moved manually or towed where needed. They should be conspicuously marked with placards (visible from all sides) to show pressure ranges of the unit. Because of the tremendous potential energy in its load, the dolly or cart should be designed for maximum safety and stability, particularly to prevent it from overturning when moving.

The dolly or cart should be designed so gaseous line connections to the aircraft are made from one side, with controls for admitting, regulating, and bleeding mounted on the opposite side. The dolly acts as a shield between the operators and equipment under pressure.

Gas used in these pressurizing applications is normally dry air or dry nitrogen. Cylinders filled with these gases can be readily procured.

It is recommended that authorized personnel check the contents of each cylinder to insure that it contains the gas indicated by label or color scheme.

Pressure cylinders should never be charged more than the maximum pressure stamped on their necks. If these cylinders must be exposed to heat or direct sunlight, their pressure should be reduced to prevent them from becoming excessive through expansion. Such storage and exposure should be avoided.

Transfer lines making up the receiving system and charging and delivery lines, valves, and other parts should have pressure capacity suitable for their application. Flexible hoses available will provide proof-pressure capacity at least four times the maximum working pressure of the equipment.

Pressurization hoses should be rated for service at the greatest pressure used at the location, if personnel should trade or interchange hoses.

Pressurization hoses and attached fittings should be tested with water or other fire-resistant hydraulic liquid before initial use and at intervals of six months. The date of the test should be banded or tagged to the hose to facilitate regular maintenance.

Mechanical damage, abrasion, kinking, other visual defects, and manufacturer's recommendations should be cause for rejection of flexible hoses.

Regulators used on portable equipment should bear the Underwriters Laboratories approval. They should be of single control, two stage, spring-loaded diaphragm type.

Greater accuracy during longer periods is assured when the working pressure range of a gauge lies in the middle of the scale. It is important that gauges be provided with adequately vented cases, blowout backs, and shatter-proof faces to prevent the gauges from exploding and causing serious injury, if the Bourden tube should rupture.

Whenever possible, portable gaseous pressure sources should be limited by proper regulation. Over-pressure protective devices should be set as close as possible to the specific pressure required. In daily practice, personnel will tend to use any pressure source conveniently available, without regard for its designed purpose.

Except for an unusual requirement, such as tire inflation and oxygen system charging three ranges of equipment suffice for all military aircraft (0-1,000 psi, 1,000-2,000 psi, and 2,000-5,000 psi). A source from 1,000 psi upwards can be assigned for the pressurizing of hydraulic accumulators, emergency systems, and various ejection devices on military aircraft.

Mobile pressure sources needed to deliver 0 to 500 psi will require over-pressure protection consisting of a spring loaded relief valve and a rupture disk. The relief valve should have a sealed, adjustable setting, opening at a pressure of 10 per cent (and not to exceed 15 per cent) above the required delivery pressure. The rupture disk should be designed to fail at a pressure of 10 per cent (and not to exceed 15 per cent) above the relief valve setting. These overpressure protective devices should be lead-sealed to discourage any unnecessary tampering.

Mobile pressure sources of 500 to 1,000 psi should be equipped with similar relief valves and rupture disks, designed to the same formula.

When aircraft systems require pressurization to valves approaching the maximum of the pressure source (2,000 to 5,000 psi), no overpressure protection is needed. The design of the systems for which these sources are used normally calls for functional proof test pressures exceeding the pressure capacity of the source.

These types of equipment should incorporate a manual vent valve or valves, so pressure can be bled down manually when the system is connected to a defective inlet or deadend. Personnel must be instructed NEVER to loosen a line or fitting to vent off pressure.

Several hydraulic systems have a pressure of 500 to 1,500 psi, acting on the fluid. When this fluid must be bled off under pressure, an adequately vented receiving container should be used. Recommended is a vent opening (with screen cover) twice the size of the inlet opening.

Tire inflation is possibly the most critical of these pneumatic operations.

NOTE:

a. Aircraft tires are normally designed with a safety factor of 4 (i.e., a tire with an inflation pressure of 100 psi should accept 400 psi without failure). Manufacturers tests have shown the bursting pressure of a tire and wheel assembly is usually considerably above this ratio. The safety factor 4 is greatly reduced, when tire and wheel assemblies are damaged, worn, or defective.

b. Before inflation begins the assembled tire and wheel should be placed in a protective barrier or cage to ensure against injuries if a tire blows out or a wheel fails.

c. Pressure for tire inflation should be limited to a delivery valve as close to the required inflation pressure as possible. If maximum delivery is set too close to the required tire pressure, the time for inflation becomes excessive. It is recommended that the available delivery pressure not be greater than 50 per cent more than the working pressure of the tire.

d. It is essential that some mechanical means be provided at the end of delivery hose for positive depressing of the tire valve and equipped with a thumb screw to break the valve core loose from its seat.

e. An accurate dial-type pressure gauge should be installed in the delivery hose downstream from the needle valve used to control the operation. This gauge is the delivery line, plus a regulator permanently limited to a predetermined maximum delivery pressure, should effectively control the hazard of blow-out.

Though training of personnel is essential in the use of pneumatic pressurizing equipment. Respect for the tremendous potential energy of highly compressed gases should be developed. Since the equipment used is not standardized, familiarity with its functions and controls can be assured only through special instructions.

It is recommended that personnel so instructed and qualified be given certification cards and that no other persons be permitted to use this equipment. Retraining and recertification at least every 12 months are desirable because of changes in equipment and possibly in aircraft systems.

It is essential that a program of monthly inspection, testing and certification of regulators, gauges, valves, and other parts be established to ensure proper functioning of mobile pressure sources. Equipment not bearing current certification stamps or other indications of approval should not be used until recertification. Certification should be made by a special group, familiar with pressure conditions.

Portable gaseous high-pressure sources or units should be clearly marked by signs indicating their uses. Pressure dollies or carts intended for tire inflation should be clearly marked in large letters "FOR TIRE INFLATION ONLY!" Other equipment should bear the precaution "NOT TO BE USED FOR TIRE INFLATION!" Pressure ranges and their application to specific systems should also be clearly marked.

Use of color code will be helpful in identifying portable pressure sources with the operations the source perform, and will facilitate supervision of these critical activities.

Reprinted from
NATIONAL SAFETY COUNCIL
DATA SHEET 447

"MORE THAN THREE?"

The Manson Evaluation Test for alcoholism is a controversial screening test to detect actual or potential alcoholics by evaluating personality characteristics without any mention of the word alcohol. The following twenty question test may demonstrate that you possess the propensity of becoming an honorary member of the A. A.

- N 1. Do you lose time from work due to drinking?
- N 2. Is drinking making your home life unhappy?
- N 3. Do you drink because you are shy with other people?
- N 4. Is drinking affecting your reputation?
- X 5. Have you ever felt remorse after drinking?
- N 6. Has your drinking caused financial difficulties?
- N 7. When drinking do you turn to lower companions and inferior places?
- N 8. Does your drinking affect your family's welfare?
- N 9. Has your ambition decreased since drinking?
- N 10. Do you crave a drink at a definite time daily?
- NN 11. Do you want a drink the next morning?
- N 12. Does drinking cause you difficulty in sleeping?
- N 13. Has your efficiency decreased since drinking?

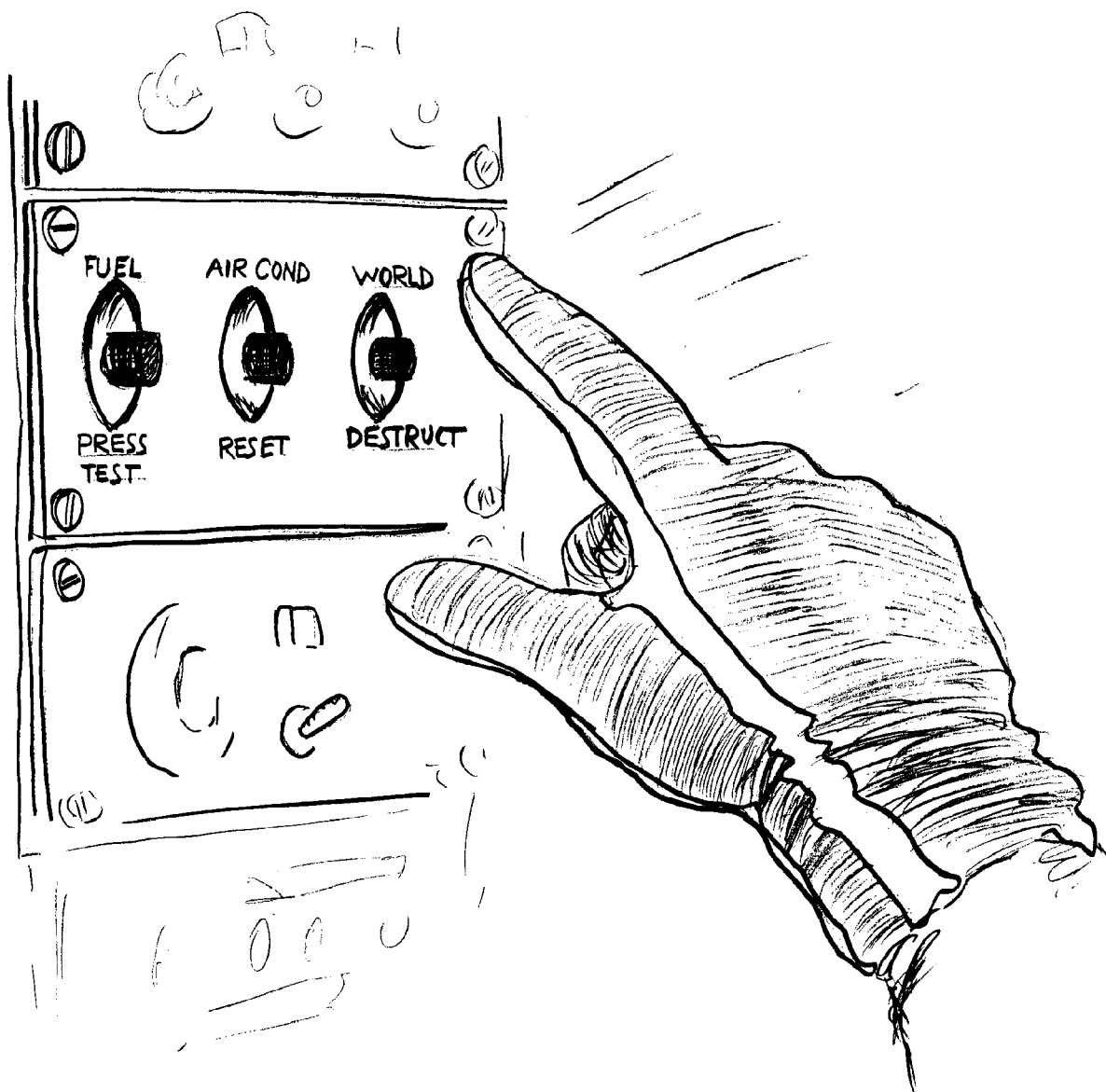
- N 14. Is drinking jeopardizing your job?
- N 15. Do you drink to escape from worries or trouble?
- NN 16. Do you drink alone?
- X 17. Have you had any memory losses due to drinking?
- N 18. Has your physician ever treated you for drinking?
- N 19. Do you drink to build up your self-confidence?
- N 20. Have you ever been to a hospital or institution because of drinking?

Reprinted from
BIOENVIRONMENTAL SAFETY
NEWSLETTER 3-71

Attention is invited to OPNAVINST 3590.5J, paragraph 4, which states in part "Professional reporting is essential to the success of Naval Aviation's Safety Program; consequently, squadrons shall receive credits toward winning a Safety Award for comprehensive and reputable reporting. Conversely, penalties for reporting, in particular, minor accidents or incidents are prohibited."

Let's all do our bit to advance safety by using the correct reporting procedure in "getting the word" to the appropriate agencies by the fastest possible method - the Safety UR message report.

Quote From
WEEKLY SUMMARY
(8-14 August 1971)



KNOW YOUR COCKPIT?

1ST MARINE AIRCRAFT WING MISHAP BRIEFS1. KC-130, Engine Fluctuation.

Damage: None

Injury: None

During normal cruise at 22,000 feet the no. 2 prop started to fluctuate. Synchrophaser disengaged and prop governor switch placed in mechanical position. Problem persisted and engine was secured IAW NATOPS procedures.

2. UH-1E, Ground Accident.

Damage: Echo

Injury: None

Maintenance personnel were trouble shooting main fuel shut-off valve. Starter relay circuit breaker was pulled for a start fuel systems check. When trigger switch on pilots collective stick was pulled, engine starter engaged and engine started as advertised. Maintenance personnel attempted to shut engine down but could not. Engine reached sufficient RPM to cause main rotor to turn, breaking main rotor tie down. Tail rotor hit main rotor tie down during engagement.

Cause: Lack of maintenance supervision. Avionics personnel performing fuel systems check pulled wrong circuit breaker.

3. UH-1E, Loss of Hydraulic Pressure.

Damage: None

Injury: None

During landing approach at 200 feet and 80 knots, pilot observed no. 1 hydraulic system caution light come on and experienced stiffness in rudder pedals.

Cause: Failure of hydraulic line caused by chaffing against oil cooler line PN 204-060-061-1. Chaffing occurred due to improper positioning of hydraulic line during installation.

4. UH-1E, Precision Approach.

Damage: None

Injury: None

During a demonstration of a precision approach to a CAL site, pilot observed RPM to droop and decay to 6000 RPM at time of touchdown.

Cause: Pilot. Approach was made downwind with low power setting an excessive rate of descent.

5. CH-46, Aircraft Landed Short of Zone.

Damage: Charlie

Injury: Bravo

On a routine Admin/Training mission the HAC gave the H2P a simulated single engine emergency by moving the No. 1 ECL to the start position. A normal approach to a landing site was commenced. However the aircraft started getting low and slow on final at which time the HAC moved the No. 1 ECL back

to the Fly position. Full power was applied but aircraft continued to settle, landed short and slid backwards down a 30 degree slope for approximately 23 yards. Aircraft came to rest in an upright position against trees.

Cause: AAR not complete.

6. CH-46, Blade Strike.

Damage: Limited
Injury: None

While making practice Confined Area Landing two aft blades struck a small tree.

Cause: Inadequate attention of crewmembers by not insuring aircraft was clear of obstacles in the zone.

7. CH-46, Blade Strike.

Damage: Limited
Injury: None

Blade damage necessitating blade change. Suspect contacted tree during practice Confined Area Landings.

Cause: Inadequate attention given to clearing aircraft entering confined landing zone.

8. EA-6A, Aborted Take-Off.

Damage: Limited
Injury: None

Take-off was aborted because of no airspeed indication. Hook was dropped, but E-28 arresting gear was not rigged since pilot had requested down-wind take-off. Aircraft took overrun gear and continued 1000 feet onto runway overrun. Right brake was welded and left brake damaged by heat, tail hook excessively worn and fuse plugs on both main tires blown.

Cause: Pitot and static lines were reversed during installation of airspeed indicator. Indicator had been removed to facilitate other maintenance and was not a replacement item. It was not therefore given an operational test. Although the pitot line and pitot port on the airspeed indicator are labeled as such, the possibility of a Murphy exists. The AN fitting (no part number) attached to P/N AN 815-40 was not replaced. This allowed static hose, P/N AN 6270-4-9- $\frac{1}{2}$ to be connected to the pitot port of the airspeed indicator.

9. A-4E, Aircraft Lost at Sea.

Damage: Alpha
Injury: Bravo

Flames observed coming from tailpipe. Fire continued and pilot ejected.

Cause: AAR not completed.

1ST MARINE AIRCRAFT WING AVIATION SAFETY OFFICERS AUGUST 1971

<u>NAME</u>	<u>RANK</u>	<u>UNIT</u>	<u>PHONE</u>
W. J. NEVINS Jr	Major	1stMAW	3484/4476
L. S. UNDERWOOD	Major	MAG-12/H&MS-12	3630
P. W. STAFFORD	Captain	VMA-211	4820
C. A. PINNEY	Captain	VMA-311	4830
S. P. PORCARI	Captain	VMA(AW)-533	4422
H. D. MAINES	Major	MAG-15/H&MS-15	4680
L. A. CEROVAC	Captain	VMCJ-1	8757
R. H. GLASS	Major	VMFA-232	4869
W. A. FYLES	CWO-3	VMFA-115	4042
E. R. ALLEN	Major	H&MS-17	4065
D. W. HENDERSON	Major	MAG-36/H&MS-36	23-4598
K. K. KERR	Major	VMGR-152	23-4460
C. R. UPSHAW	Major	HMM-165	23-4578
R. W. SWETE	Captain	HMM-164	23-4578
W. P. WOIDYLA	Captain	VMO-6	23-4290
H. L. MAY	Captain	HMH-462	23-4573
G. E. BRUDZINSKI	1stLt	HML-367	23-4881
R. H. EISEL	1stLt	SUB Unit 1	23-5094

1ST MARINE AIRCRAFT WING GROUND SAFETY OFFICERS AUGUST 1971

<u>NAME</u>	<u>RANK</u>	<u>UNIT</u>	<u>PHONE</u>
MACHADO	CWO-3	1stMAW	3484/4476
FITTS	1stLt	MWHS-1	8545
BAKER	Major	MAG-12	3582
HICKS	CWO-	H&MS-12	4469
NESTER	CWO-	MABS-12	3621
PULLIUM	1stLt	VMA-311	3445
HUBBARD	1stLt	VMA-211	9135
ALLEN	1stLt	VMA(AW)-533	4579
BROWN	Capt	MAG-15	4666
WEBB	CWO	H&MS-15	4504
CARROCINO	1stLt	MABS-15	4677
WRIGHT	Capt	VMFA-115	4644
KILDUFF	1stLt	VMFA-232	8866
EVANS	1stLt	VMCJ-1	8848
OSTEN	1stLt	MWSG-17	4355/8685
BERKEY	Capt	H&MS-17	4673
DEVORE	1stLt	WERS-17	4276
CRAIGLOW	Capt	MACG-18	4340
LAMB	1stLt	H&HS-18	3198
NELSON	1stLt	MASS-2	3297
HOESCHELE	1stLt	MWCS-18	8505
HEILIG	1stLt	MACS-4	23-4873
KOSTIN	1stLt	MAG-36	23-4622
BROUGHTON	CWO	H&MS-36	23-4256
IRONS	CWO	MABS-36	23-4276
FOTHERINGHAM	1stLt	VMGR-152	23-4379
GREEN	1stLt	HMM-165	23-4208
DEHOUST	1stLt	HMH-462	23-4568
DEAL	1stLt	HML-367	23-4808
BRUDZINSKI	1stLt	HMA-369	23-4832
FREEBURG	1stLt	VMO-6	23-4843

*HMM-164, NOT REPORTED



COMPLETE

and Ready for Occupancy

3 feet x 6 feet Underground Bedroom (No Bath)

Featuring

Select Dirt Floors, Walls and Ceilings

NATURAL HEAT

Adjoining Landscaped Lots

And the Quietest Neighbors – EVER

All These Features for Only

A Few Unsafe Driving Practices

Closing Costs Will Be Discussed When Appropriate

To reach Marble Country, drive in any direction at any time on any street, road or highway at an unsafe speed. Weave in and out of traffic. Play "Bumpsie Bumper" at 40 with the vehicle ahead of you. Disregard all traffic control signs. Turn left at any busy intersection with the red light in your face or go through on yellow when convenient.

NOTE: Should this offer seem unattractive, final transactions may be postponed indefinitely by driving safely at all times.

MAG-56 Safety NATOPS Bltn

"IT HASN'T HAPPENED - YET"

"It hasn't happened - yet" is surely the most meaningful phrase in driving!

The driver who can go on year after year collecting awards and honors, but avoiding accidents, has some special right to be proud that it hasn't happened yet.

A really good driver is one who manages to keep driving without accident long after he is mathematically overdue.

An accident-free record is more than pure history. It means that the extra effort has resulted in extra success. And it takes more than luck to be able to say "It hasn't happened - yet!"

One of the best ways to keep an accident from happening is to expect that it will try to happen.

Become a pessimist in your driving and expect the worst from all other drivers.

You've heard of the poor driver who followed a car driven by a lady into an intersection. Her left arm stuck out the window straight and true, in the proper signal for a left turn. Our driver swung over to go by her on the right when she suddenly turned right and piled him up in a collision. She sweetly explained that she hadn't signalled left at all. She was merely knocking the ash off her cigarette!

Now our driver figures every shapely arm for anything but what it appears to mean. He reasons that milady may be pointing to a window display of dresses, or she may be adjusting her slip, or she may be knocking more ash off her cigarette, or she may be stretching, or she MAY mean to turn.

So long as he remains skeptical, he won't be caught again!

The driver determined to keep on saying "It hasn't happened - yet!" had better adopt the attitude of one successful driver who figures every other driver to be a moron or asleep or a beginner or a total stranger or a drunk. He said, "You'd be surprised how often I was right!"

The chap who is prepared for it will likely not have to suffer it. The pessimist who checks his brakes before he starts down that long grade, is unlikely to find himself on that grade with no brakes.

The cargo truck driver can say that a load shift hasn't happened because he avoids hard braking and tight cornering, actions which cause load shifts.

When several drivers get together they'll start griping about their bad luck with those little backing accidents. The one who can say "It hasn't happened - yet," is condensing into that short phrase the innumerable times when he sought someone to guide him back to the dock.

The guy who gets into trouble is often heard to explain that he'd "Been doing that same thing for umpteen years and it never happened, before." This is not the attitude of the "it-hasn't-happened-yet-driver!" He looks ahead, not back. He doesn't ride on his record. He knows that his record rides on his driving, present and future.

When you reflect why "It hasn't happened - yet!" you'll realize that safety is the result of doing a bit more than the average guy would do under these same circumstances.

Be proud to say "It hasn't happened - yet!" but be sure to add "And what's more, it's not going to happen if I have any chance to prevent it!"

NATIONAL SAFETY COUNCIL

"COFFEE, TEA OR MILK
BUT NOT MUCH SYMPATHY"

An open letter to motorcyclists from a Hospital Corpsman

Can you imagine yourself riding in a car doing 30 to 35 miles per hour (or faster) and then falling out onto the pavement? Of course you would not do this purposely, but in effect, that is just what you are doing when you spill off of a motorcycle.

Motorcycle accidents take their toll - officers and enlisted alike. The abrasion, scrape, strawberry or whatever you want to call it is the same as a second or third degree burn. It takes a long time for the skin to regenerate and the injured area to become inoffensive looking. Abrasions are not the only injuries which result from motorcycle accidents. Fractures are commonplace. And then are fatalities.

At one naval hospital where I was stationed there was a separate ward for motorcycle accident cases. It was full continuously! Imagine how many man-hours are lost throughout the entire Marine Corps from motorcycle accidents alone.

I am not advocating that everyone give up motorcycling. It is a good sport and has certain advantages. For instance, you can operate a cycle more economically than you can an automobile. However, as a cyclist you are lacking the protection which an automobile offers you.

A particular danger to the motorcyclist (and, of course, to the automobile driver also) is alcohol. As you know, your reaction time slows in relation to the amount of alcohol ingested. Quick reflexes and good judgment are

a necessity in the normal operation of a motorcycle. You can imagine how dangerous it is to drive or ride while drinking or intoxicated. Yet many persons do it.

The pain and suffering caused by motorcycle accidents are much too real. The satisfaction I obtain in my work is that of being able to alleviate, treat and heal some of the suffering. However, the majority of the motorcycle accident patients whom I have treated were due to alcohol intoxication or horseplay. You can expect the best treatment which I am able to give but don't expect very much sympathy!

Do yourself a favor - ride that bike safely and keep yourself fit for the folks back home.

HML Richard A. HARGRAVE
VP-47 USN

"WHO IS RESPONSIBLE?"

In a military structure, everyone has responsibility so no single person is responsible. True? Perhaps so in practice.

Each of us has used this crutch to delay or remove ourselves from an unpleasant task. Why not let SOMEONE else take care of the job? Unfortunately, this mythical SOMEONE never seems to do his work.

Accidents do not happen: they are caused. If we accept this, then SOMEONE could have removed the cause or prevented the accident. (There is that SOMEONE guy again: he always shows up when things go wrong).

How many times have we walked by a frayed electrical cord, and ungrounded aircraft in a hangar, a noticeable unsafe work habit, or a speeding tow tractor without attempting to correct the individual or hazard?

Safety is more than the Safety Officer's task. He alone cannot do your work. As Officers and NCO's WE have the authority, indeed the duty, to correct any unsafe practice or hazards that we notice.

Regardless if SOMEONE else has the responsibility, the Accident Statistics are the same.

So when we get down to the nitty-gritty, that SOMEONE is really YOU and I.

Capt L. R. BROWN
MAG-15 GSO

"DOES YOUR BATTERY OR WELDING SHOP MEET
THESE STANDARDS?"

BATTERY SHOP

1. An enclosed, vented to outside of building, vapor/explosion proof lighting area placed so that no open flames from outside source could ignite released oxygen.
2. Area flushable, racks and duck boards must be painted with acid resistant paint (rubber matting may be used in lieu of duck boards, provided NAVEXOS Manual is followed).
3. Exit area free of any obstructions and access to a deluge shower. Distance not more than 10 feet.
4. Floor free of any obstructions, level and even taper to drain and constructed of non-slip material.
5. Fire door between charging room and area where flammables are handled or stored.
6. Electrical installation will conform to N.F.C. codes for battery charging.
7. An adequate supply of soda available.
8. Entire area designated and placard "NO SMOKING".
9. Safety protective clothing which conforms to electrical operation codes. A maintained log of clothing test. Non-sparking tools used.
10. 100% acceptable housekeeping at all times.

WELDING SHOP

1. A designated fire safe area with metal, flame resistant tarpaulin, or asbestos curtains to shield other personnel from arc/gas lighting.
2. An exhaust system of 200 feet per minute with fumes exhausted to outside area.
3. Floors constructed of non-slip metal or concrete.
4. Fire protection in place during welding operation.
5. Personnel safety equipment and clothing that conforms to current regulations.
6. Oxygen and acetylene are not stored in same area.

7. S.O.P. posted at a conspicuous place in the work area.
8. All valves in the "OFF" position when not in use.
9. One hour after close of welding an inspection made to insure no fire has started.

WELDING AND BATTERY COMPLEXES WILL NOT BE LOCATED IN ANY ADJACENT AREA.

Ref: Accident Prevention Manual
6th Edition
NAVEXOS M-203 Vol. 1
R. L. TEGTMEYER
Station Safety Director

"ELECTRICAL WIRING"

Electrical wiring is serious business. According to recent published figures 29 military personnel died as a result of accidental electrocution in the first five months of 1971. Half of the accidents can be classified as "household" with persons being killed while erecting radio and TV antennas near power lines. Military authorities are asking commanders to warn personnel of such hazards. On-post facilities will likely be surveyed by safety personnel before an authorization is given to erect antennas in housing areas.

Reprinted from Armed Forces
Journal, 5 July 1971

GSO COMMENT:

At MCAS Iwakuni the problem with radio and TV antennas is minimal. Our greatest danger with electrical wiring is the so called "jury rigging" in our quarters. The use of extension cords that are not approved by Underwriters Laboratory (UL), the over loading of recepticals with extra fans, TVs, and stereo equipment is extremely dangerous. These conditions present hazards to the user and the equipment.

Everyone has there own well being at mind; so THINK before you plug it in.

1st MAW Reportable Accidents

1Aug71 - LIBERTY: One Cpl twisted his knee while playing football at Ono Falls. Two days lost time.

1Aug71 - MOTORCYCLE: One Cpl hit gravel on the road causing him to lose control and overturn. He has lost the little finger of his right hand. Ten days lost time.

Cause: Driving too fast on unfamiliar road at night.

2Aug71 - MOTORCYCLE: One GySgt ran over a softball that had rolled into the street in front of him. He lost control and overturned spraining his shoulder. Two days lost time.

8Aug71 - MOTORCYCLE: One Cpl rounded a curve on the wrong side of the road and collided with an automobile. He received a leg injury. Four days lost time. His passenger was lucky; no injuries.

Cause: Careless driving.

8Aug71 - MOTORCYCLE: One Cpl was struck and driven off the road by a JN automobile. This resulted in two broken arms for the Cpl, and four days lost time. His passenger was lucky also.

8Aug71 - MISCELLANEOUS: One LCpl was cleaning a window in town. The glass broke and dropped on his foot. Four days lost time.

9Aug71 - MOTORCYCLE: One LCpl attempted to pass an M-35 on the right, at an intersection. The M-35 made a right turn, and the LCpl was unable to avoid a collision. One broken left leg. Eight days lost time.

10Aug71 - LIBERTY: One LCpl fell when he stepped off a curb in town. Two days lost time because of a torn ligament in his left knee.

Cause: Inattention to footing.

12Aug71 - OFF-DUTY: One LCpl suffered a broken jaw while participating in a touch football game. Five days lost time.

15Aug71 - MOTORCYCLE: One Cpl struck a Japanese boy on a bicycle when the boy veered into his path. The boy was not injured but the Cpl suffered a ligament strain to his right knee. Three days lost time.

Cause: Failure of boy to stay in bicycle lane.

19Aug71 - LIBERTY (Sports): One Cpl was struck in the back by an opposing player while engaged in a game of football. Three days lost time.

21Aug71 - GOVERNMENT VEHICLE: One Pvt while driving an M-35 failed to negotiate a ninety degree turn. The resultant damage is approximately 1,200 dollars.

Cause: Reckless driving.

21Aug71 - BARRACKS: One Cpl, "I put my hand through a glass window." Several tendons and ligaments were lacerated in his right arm. Eight days lost time.

Cause: Reckless individual act.

24Aug71 - GOVERNMENT VEHICLE: One Cpl driving a M-52 with trailer struck the center island in front of the railway station in RTO. Approximately \$300 damage.

Cause: Inattentive driving.

24Aug71 - LIBERTY: One Cpl was found by the MP's with lacerations and a contusion over the left eye. Two days lost time.

Cause: Fell down stairs in bar.

24Aug71 - OFF-DUTY: One LCpl fell on the sidewalk in front of the "E" Club and cut his hand on some glass. Lost time in excess of five days.

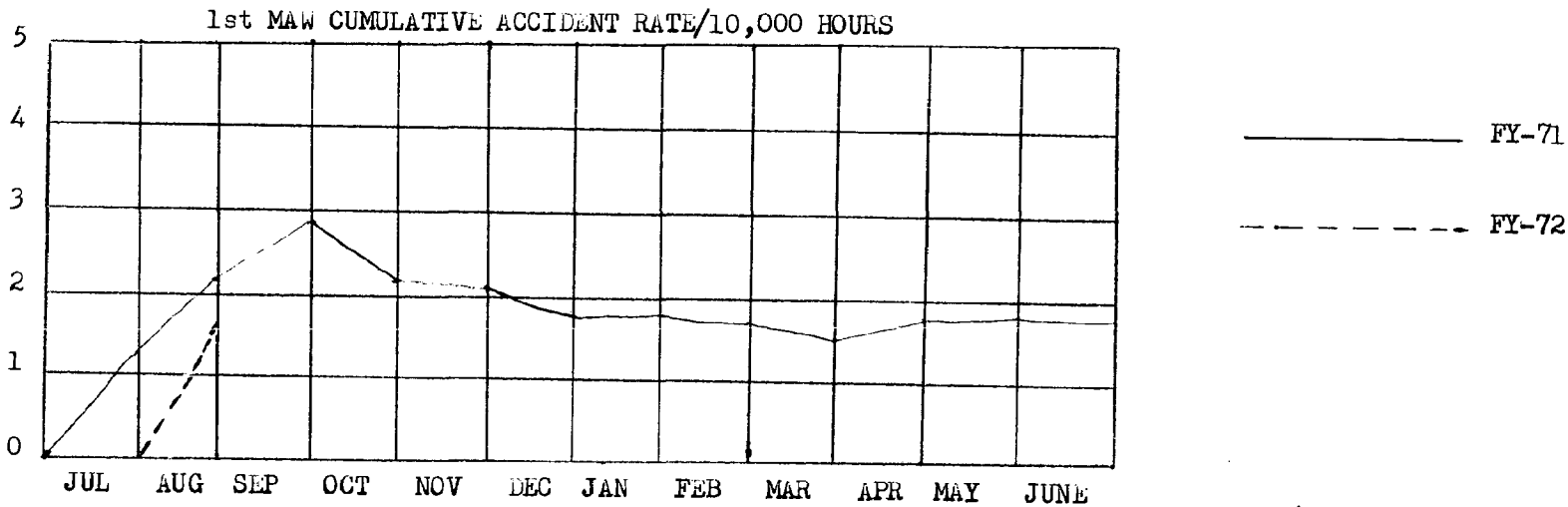
Cause: Unknown.

24Aug71 - OCCUPATIONAL: One GySgt received flash burns to his hands when the electrical equipment he was working with "arced". Six days lost time.

Cause: Under investigation.

These 17 accidents all resulted in injuries that required hospitalization and/or property damage in excess of \$100 that is paid by the government.

The other 77 "minor" accidents that occurred during August resulted in "minor" injuries such as cuts, bruises and broken bones. Although these injuries were of the "treated and released" category, they have resulted in Marines being off the job for many hours.



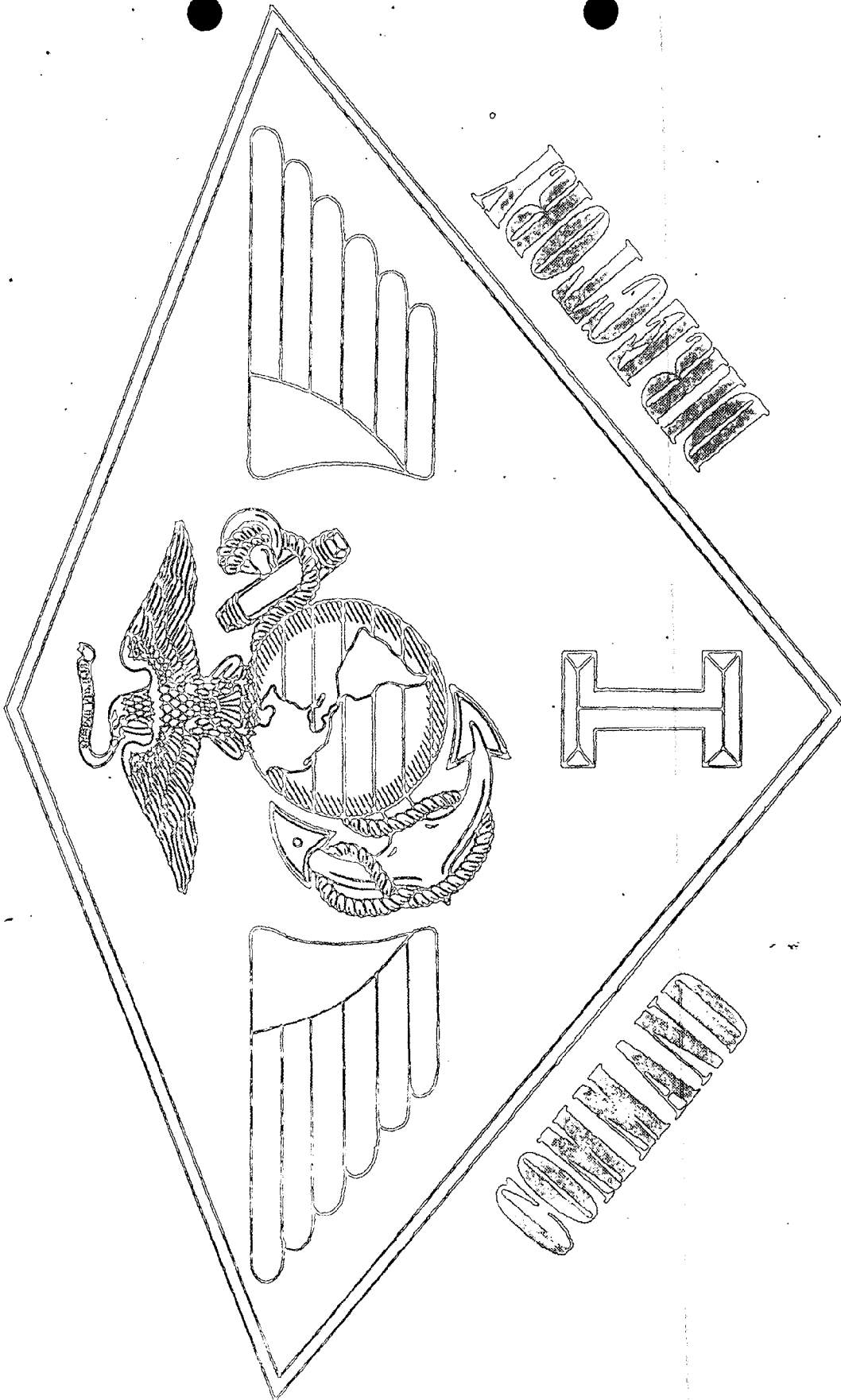
1st MAW ACCIDENT/HOURS STATISTICS

26 *	CUMULATIVE FY-71	1.37	2.20	2.97	2.19	2.04	1.89	1.81	1.76	1.57	1.71	1.72	1.72
	CUMULATIVE FY-72	0	1.67										
*	NUMBER OF ACDTS FY-71	1	2	3	0	1	1	1	1	0	2	1	1
	NUMBER OF ACDTS FY-72	0	2										
*	HOURS FLOWN FY-71	7264	6400	6604	7026	6908	7923	7441	7008	6988	6625	5269	5955
	HOURS FLOWN FY-72	5947	6023										
		JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUNE

* - Figures recomputed for FY-71 for present Squadrons/Groups attached to 1st MAW

1.72
1.67
14
2
81,411
11,970

1st AIRBORNE AIRBORNE WING



AUGUST

A-#9

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

7/LDT/glm
1301
10 Aug 1971

FOR OFFICIAL USE ONLY

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. D. Taker

L. D. TAKER
Captain, U. S. Marine Corps
Wing Adjutant

DISTRIBUTION "A" & "B"

Copy to:

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CG FMFPAC	(15)	CG III MAF	(9)
CG 1ST MARDIV	(5)	CG MCB CAMP BUTLER	(5)
CG 3RD MARDIV	(5)	CG FMFPAC (Fwd)	(3)
CG FORLOG COMD	(5)	NAVAIRSYSCOMREPAC (Code 232)	(3)
CG 2ND MAW (Attn: G-1)	(5)	CO MCAS (H) Futema	(5)
CG 3RD MAW (Attn: G-1)	(5)	CO MCAS Iwakuni	(5)
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CG 7TH AIR FORCE	(20)	MB Yokosuka	(2)
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<u>DIVISION/BRANCH/GRADE/NAME</u>	<u>ASSIGNMENT</u>	<u>RTD</u>	<u>TELEPHONE</u>	<u>QTS</u>
<u>WING COMMANDER DIVISION</u>				
MGEN R. G. OWENS JR.	WING COMMANDER	Apr72	4097/4085	
CAPT S. N. MELGAARD	Aide-De-Camp	Jan72	4097/4243	3359
CAPT G. P. KREHER JR.	Aide-De-Camp	Feb72	4097/4243	None
BGEN W. R. QUINN	Asst WING COMMANDER	Aug71	4064	4488
1STLT B. A. SMITH	Aide-De-Camp	Dec71	4097/4243	None
SGTMAJ E. L. CASSELL	Wing SgtMaj	Dec71	4378	3491
<u>CHIEF OF STAFF DIVISION</u>				
COL G. W. MORRISON	Chief of Staff	Jun72	4085/4225	3322
CAPT R. G. GULLEY	Staff Secretary	Sep71	4225/4243	3149
GYSGT J. L. HUGHES	Admin Chief	Jul72	4225/4243	None
SSGT L. E. GREEN	Asst Admin Chief	Jun72	4225/4243	None
<u>ADJUTANT BRANCH</u>				
CAPT L. D. TAKER	Adjutant	May72	4629/4204	3140
CAPT K. C. HOUSTON	Asst Adj/AwardsO	Feb72	4629/3275	3763
CWO-4 P. E. CLAUSEN	CMCC/RPS/PostalO	Nov72	3544	3648
MSGT E. A. NELSON	CMCC NCOIC	Aug71	3544	None
GYSGT D. A. VIG	NCOIC Wing Adj	Feb72	4629/4204	None
SSGT G. L. MCCLEARY	Chief Clerk	Nov71	4629/4204	None
<u>G-1 DIVISION</u>				
COL M. B. PORTER	Asst CofS, G-1	Jul72	4326	3567
LTCOL M. J. WILLIAMS	Asst, G-1	Feb72	4326/4349	3192
LTCOL W. K. STRATFORD	Wg Spec ServicesO	May72	4009	3240
MAJ P. L. HARRINGTON	Wg Pers Officer	Jul72	3746	3265
MAJ R. L. BAINBRIDGE	WgCarPlan Officer	May72	4697	3194
CAPT J. W. JACKSON	Admin Officer	Nov71	4326/4349	3394
CAPT R. W. LIST	CarRet Officer	Jan72	4697/8763	3321
CAPT G. L. KIRLAND	YokotaLn Officer	Dec71	225-9517	None
1STLT G. JENNINGS	Rpts Cntl Officer	Mar72	3784	3355
1STLT P. M. MISSOR	FATLO	Jan72	4370	3185
1STLT J. E. HOWARD	Asst Pers Officer	Feb72	3746	3219
CWO-2 K. R. DIANA	Asst Pers Officer	Sep71	3746	3324
MSGT H. K. CLEVELANT	Admin Chief	Jan72	4547	3405
GYSGT W. J. MCBRIDE	ACU Contact NCO	Apr72	4547	None
GYSGT P. H. BRIDGES	Human Relations NCO	Mar72	8589	None
SSGT D. E. COLLINS	Orders Chief	Jan72	4349	8568
GYSGT J. L. HEDRICK	Wg Pers Chief	Jul72	3746	None

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<u>DIVISION/BRANCH/GRADE/NAME</u>	<u>ASSIGNMENT</u>	<u>RTD</u>	<u>TELEPHONE</u>	<u>QTS</u>
<u>G-2 DIVISION</u>				
LTCOL W. C. SERVICE III	ACofS, G-2	Jan72	4485	3029
MAJ J. D. WAY	Asst G-2	Jul72	4485	3613
CAPT W. D. AMBERSON	ACIO	Nov71	3328	3279
CAPT W. A. BROWN	Wg CI Officer	Jan72	4310	3365
CAPT J. F. ELLIS	FWO	Dec71	3328	3273
CAPT W. B. MESTON	Asst ACIO	Nov71	3328	3279
CAPT G. G. MEYERS	SSCT OIC	Mar72	4047	3035
CWO-2 J. G. LYLE	SSO OIC	Dec71	4047	3204
WO J. C. SEIG	PIIU OIC	Feb72	8669	3279
WO A. R. MORRIS	G-2 SERE Officer	Mar72	3328	3279
WO C. J. BRUCE	G-2 AdminO	Jan72	3392	3261
MGYSGT T. V. BARNES	G-2 Chief	Aug71	4485	None
SSGT L. E. ROADS	G-2 Admin Chief	Jun72	4485	None
MSGT C. W. CLEMONS	ACI Chief	Jun72	3328	None
SSGT A. P. DRAKE	Wg CI Chief	Feb72	4310	None
GYSGT T. MEADOWS	PIIU NCOIC	Nov71	8669	None
<u>G-3 DIVISION</u>				
COL H. HART	ACofS, G-3	Oct71	4592/3282	4553
LTCOL R. G. HAGGARD	Asst, G-3	Jan72	4503/3052	3293
LTCOL T. J. AYERS	OPS Officer	Jan72	4503/3052	3524
LTCOL P. M. JACOBS	NATOPS Officer	Jun72	4476/3484	3293
MAJ J. J. MACCAFFREY	SIOP Officer	May72	8029/4592	3122
MAJ H. A. MONTEAU	PLANS Officer	Jun72	4029/4592	21-7929
MAJ G. D. DODSON	ATC Officer	Jun72	4668/4678	3265
MAJ H. J. MILLER	NAHA Liaison	Dec71	624-4137	(NAHA AFB)
MAJ W. W. MACKKEY	ASST, Ops (FTR)	May72	4592/3282	3194
MAJ W. J. NEVINS	AVN SAF Officer	Apr72	4476/3484	3265
MAJ G. A. MCADAMS	Asst OPS (HELO)	Mar72	4592/3282	3265
MAJ K. L. AMMONS	Trng Officer	Jan72	4307/8766	3136
CAPT K. W. TURCK	Asst OPS (ATK)	Sep71	4592/3282	3382
CAPT J. H. UPDYKE	Drug Abuse Officer	Jan72	8881/4375	3056
CAPT T. R. HOOK	Hist Officer	Sep71	4029/4592	3219
CAPT M. R. MOHR	Asst OPS (TGTS)	Jan72	4503/3052	3238
CAPT K. W. BEST	E W Officer	Aug71	4240	3323
CWO-2 R. L. BERNARD	N. S. Officer	Apr72	4029/4592	3056
SGT R. C. TAYLOR	NCOIC, G-3	Oct71	3282/4503	8568
<u>G-4 DIVISION</u>				
COL D. L. DAVIS	ACofS, G-4	Feb72	4041/4600	4212
LTCOL W. G. VIERS	EngrO	Apr72	4259	3121
LTCOL F. P. WILLIAMS	Ass't G-4	May72	4041/4600	3029
MAJ J. W. BUTLER	AMO	Jul72	4861/4671	3633

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<u>DIVISION/BRANCH/GRADE/NAME</u>	<u>ASSIGNMENT</u>	<u>RTD</u>	<u>TELEPHONE</u>	<u>QTS</u>
<u>(G-4 Con't)</u>				
MAJ W. K. HUTCHINGS	Ass't G-4	Mar72	4041/4600	3335
MAJ L. W. HYATT	MTO	Mar72	4087	3121
MAJ J. P. JOINER	AysAnalO	Mar72	4474	3192
MAJ J. D. MOODY	FacO	Jan72	4259	3060
CAPT W. J. CAMP	Rotary WingO	Jan72	3372	3482
CAPT G. H. CONNER	OrdO	Jan72	4391	3378
CAPT R. M. DALBEY	Ass't AMO	Feb72	4671/4861	3482
CAPT D. L. DUGAN	OIC NAMP (3M) School	Nov71	4481	3308
CAPT T. D. HOPPER	Maint. AdminO	Jul72	4861/4671	3145
CAPT J. T. LITTLE	TAFDS Officer	Jun72	4259	3261
CAPT D. RATCLIFFE	Ass't AVO	Jul72	4423	3279
CAPT R. K. RIGGS	AVO	Mar72	4423	4451
CAPT C. D. SMITH	Ass't MTO	Nov71	4087	3314
CAPT R. R. SMITH	EmbO	Jan72	4602	3459
CWO-4 B. J. FIFER	Fixed WingO	Dec71	4671	3248
CWO-3 E. L. MACHADO	GSO	Mar72	4041/4600	3778
CWO-3 M. G. SATTERFIELD	Ass't 3M Officer	Nov71	4474	3119
CWO-2 A. N. GRAHAM	GSEO/IMRLO	Jan72	4073	3234
CWO-2 L. MORGAN	Food Service O	Aug71	8624/8783	3093
CWO-2 J. E. UPAH, JR.	SATS O	Jan72	4463	3778
WO-1 C. A. FITZGERALD	Flight EquipO	Apr72	4073	3459
MGYSGT A. AGUILAR	Maint Chief	Mar72	4861/4671	None
MGYSGT R. GEARY	Log Chief	May72	4041/4600	3569
MGYSGT J. M. MCBRYDE	Ord Chief	Jun72	4391	None
MGYSGT M. R. SKINNER	Engr Chief	Dec71	4259	3569
MGYSGT O. W. STARR	MT Chief	Feb72	4087	None
MGYSGT A. E. WATSON	Avonics Chief	Feb72	4423	3383
MSGT F. G. BISNER	Embark Chief	Mar72	4602	None
MSGT G. A. HIATT	3M Chief	Jan72	4474/8702	3405
MSGT C. R. THOMPSON	SATS Chief	Apr72	4463	3256

HEADQUARTERS COMMANDANT

COL W. C. KELLY	HQ, Commandant	Jun72	4824	3046
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WING INSPECTOR

COL W. C. WATSON	Wing Inspector	Aug72	4344	3362
MAJ O. E. JAMES JR.	Ass't Wg Inspector	Nov71	4344	3060

AREA AUDITOR DIVISION

CAPT A. H. RAINES	Area Auditor	May72	3458/4484	3195
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<u>DIVISION/BRANCH/GRADE/NAME</u>	<u>ASSIGNMENT</u>	<u>RTD</u>	<u>TELEPHONE</u>	<u>QTS</u>
<u>COMPTROLLER DIVISION</u>				
COL J. W. KIRKLAND	ACofS, Comptroller	Jul72	4408/3224	3721
CAPT J. H. GUELICH	Deputy Comptroller	Oct71	4408/3224	3345
CWO-2 J. E. CARTER	Budget Officer	Nov71	4408/3224	3378
GYSGT L. O. JOHNSON	Compt Chief	Apr72	4408	None
GYSGT M. D. DEAN	Gnd Compt Chief	Mar72	4408	None
SSGT R. C. BOULINEAU	Fiscal Chief	Apr72	4408	None
<u>STAFF JUDGE ADVOCATE</u>				
LTCOL C. W. COLLIER	Staff Judge Advocate	Jun72	4398	3194
MAJ L. J. MINER	Deputy SJA	Jun72	4398	3633
CAPT J. L. HOWARD	MilJudge/Admin0	Nov71	4409/8634	3308
CAPT P. F. GEITNER	Trial Counsel	Dec71	4409/8634	3149
CAPT S. J. LEVIS	Defense Counsel/LAO	Dec71	8730	3341
CAPT R. J. KINKLE	Defense Counsel/LAO	Jan72	8730	3108
CAPT D. G. FISKE	Trial Counsel	Apr72	4409/8634	3171
CAPT P. R. DAY	Review Officer	Dec71	4409/8634	3341
CAPT D. T. METZGER	OIC Futema Law Center	Mar72	4339 (Futema, Okinawa)	
WO-1 R. L. PHILLIPS	Legal Admin0	Jun72	4398	3219
MSGT R. C. YULE	Legal Chief	Nov71	4398/4409	None
<u>COMMUNICATION-ELECTRONIC DIVISION</u>				
COL J. A. BLAKELY	CEO	Aug72	4429/3001	3123
LTCOL R. H. HARTER	Asst CEO	Sep71	4429/3001	4652
MAJ R. E. HUEBNER	Asst CEO	Jan72	4429/3001	3514
CWO-3 J. E. WRIGHT	Maint Officer	Aug72	4429/3788	3219
MGYSGT E. L. HARMON	Communication Chief	Jan72	4429/3001	3383
MGYSGT R. G. BENEDETTO	Maint Splcst	Mar72	4429/3001	3383
<u>WING MEDICAL</u>				
CDR F. C. LEISSE	Wing Medical Officer	Feb72	4595/4249	3217
LT I. D. HOWARD	Admin0	Nov71	4595/4249	3361
HMM R. A. LAU	Leading Chief	Apr72	4595/4249	3083

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<u>WING NAVY PERSONNEL-MEDICAL SUPPLY</u>				
LT I. D. HOWARD	PersO	Nov71	4595/4249	3361
HCMC R. A. LAU	Asst NAVPERO	Apr72	4595/4249	3083
HMC R. E. HOLLIE	Admin Chief	Nov71	4595/4249	4519
HMC R. FLOOD	Supply Chief	Jun72	4372/8513	None

WING DENTAL

CAPT J. J. LYONS	Wing DentalO	Apr72	4420	3051
LT E. C. HANSON	AdminO	Mar72	4420	None
DTC R. D. MUMA	Admin Chief	Nov71	4628	None

WING CHAPLAIN

CDR D. F. ZELLER	Wing Chaplain	Feb72	4404	1134
LCDR T. W. KUHN	MAG-12	Jul72	4540	1128
LT J. R. VON MEYSENBURG	MAG-15 Chaplain	Jul72	4404	1124
LT F. W. RYDER	MWSC-17/MACG-18	Jan72	4640	None
LT T. A. SCHULTZ	MAG-15	Jul72	4008	1179

7TH COUNTERINTELLIGENCE TEAM

CWO-2 J. A. CONONICO	Tm Cmdr	Mar72	4246/3768	4858
CWO-2 W. C. LANTZ	Asst Tm Cmdr	Apr72	4246/3768	3229
CWO-2 T. F. KING	Unit Spt Tm Cmdr	Feb72	4246/3768	3314
WO M. L. SHANKLIN	Unit Spt Tm Cmdr	Mar72	4246/3768	3355
WO B. E. MARSH	Unit Spt Tm Cmdr	Feb72	4246/3768	3345
MGYSGT J. M. WOODWARD	Team Chief	Jan72	4246/3768	4363

MANAGEMENT DIVISION

MAJ J. M. TUTTLE	ACofS, MGMT	Jun72	4306	3740
CAPT P. CRAWFORD	MGMT ENGR	Aug72	4306	None
1STLT S. R. MAGYAR	Ass't MGMT ENGR	Feb72	4306	3317
1STLT D. C. CANFIELD	Ass't MGMT ENGR	Feb72	4306	3234
1STLT P. M. LITTELL	Reports Coord O	Feb72	4306	3234
CWO-2 P. C. KENDALL III	Readiness Reports O	Nov71	4306	3140
MSGT C. R. ROBERTSON	NCOIC MARES	Mar72	4306	None
MSGT J. R. SIDORAN	Projects NCOIC	Jan72	4306	None

MARINE WING HEADQUARTERS SQUADRON-1

COL W. C. KELLY	Commanding Officer	Jun72	4524	3046
MAJ J. SHERLOCK JR.	Executive Officer	Nov71	8528	3293

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<u>DIVISION/BRANCH/GRADE/NAME</u>	<u>ASSIGNMENT</u>	<u>RTD</u>	<u>TELEPHONE</u>	<u>QTS</u>
<u>(MWHs-1 Con't)</u>				
CWO-2 R. J. NEYT	S-1 Officer	Nov71	8742	3667
MAJ T. P. KIRLAND	Opns Officer	Feb72	8629	3633
MAJ H. L. LONG	Services Officer	Jul72	8545	3633
1STLT E. V. WASKIEWICZ	Intelligence Officer	Feb72	8629	3341
SGTMAJ J. F. PARKER	Sergeant Major	Jan72	8528	3491
CWO-4 W. R. M. TUCKER	Supply/Fiscal O MT O	Nov71	4681	8681
GYSGT T. R. CAIN	Admin Chief	Apr72	8823	None
GYSGT P. J. RIVERA	Career Planner	Feb72	8785	None
1STLT "M" J. AKRE	Legal Officer	Feb72	4268	3341
CWO-3 F. E. BARTHOLD	Band Officer	Jan72	4660	None
1STLT T. E. MCNAMARA	Security Officer	Feb72	8567	None
1STLT W. E. FITTS	Emb/Asst Serv Officer	Feb72	8719	None
1STLT D. E. GORDON	Utilities Officer	Nov71	3329	None

PUBLIC AFFAIRS OFFICE

CAPT H. S. GAZAWAY	Public Affairs Officer	Mar72	4260	3343
MGYSGT L. E. WITCONIS	Public Affairs Chief	Nov71	4407	3491

MARINE AIRCRAFT GROUP-12

COL E. J. RUTTY	Commanding Officer	May72	4570	3658
LTCOL C. A. LINDELL	Executive Officer	Dec71	3557	3217
LTCOL W. C. SINGLETARY	S-1 Officer	Jun72	4074	3192
LTCOL E. S. PAYNE	S-3 Officer	Mar72	3630	3217
LTCOL F. G. DAWSON	S-4 Officer	Jun72	4601	4638/3417
LTCOL J. L. DRIEFER	CO, MABS-12	Jan72	4394	3459
LTCOL W. E. WILSON JR.	CO, VMA 211	Jun72	921106 (OKI)	None
LTCOL K. L. BATT	CO, VMA 311	Mar72	4200	3631
LTCOL R. P. SPREIER	CO, VMA(AW) 533	Mar72	4382	3121
LTCOL K. D. CURRY	CO, H&MS 12	Jul72	4449	3112
CAPT J. T. SALEWSKI	Adjutant	Mar72	3557	3133
CAPT A. E. PETERS	OIC, MATCU 62	Mar72	3116	3185
CWO-2 W. D. MCCALL JR.	S-2 Officer	Jan72	4544	3443
SGTMAJ P. V. BAILEY	Group SgtMaj	Dec71	4362	3491

MARINE AIRCRAFT GROUP-15

COL R. R. MILLER	CO, MAG-15	Oct71	4004	3658
LTCOL D. A. MICKLE	XO, MAG-15	Mar72	4477	3516
LTCOL C. J. EVERSOLE	S-4 Officer	Jan72	4666	3516
LTCOL R. R. POWELL	CO, VMFA-115	Jan72	8802	3459
LTCOL J. L. GREGORCYK	CO, VMFA-232	Feb72	4662	3250

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<u>(MAG-15 Con't)</u>				
MAJ J. T. RADICH	S-1 Officer	Nov71	4562	3437
MAJ R. C. ANDREAS	S-3 Officer	Jul72	4680	3122
MAJ R. L. BECKWITH	CO, MABS-15	May72	4622	3740
MAJ J. E. HERLOCKER	CO, H&MS-15	May72	4548	3740
CAPT J. L. LUCAS	NATOPS Officer	May72	4008	3136
CAPT D. L. HENDRIX	OIC, MATCU-60	Jul72	4783	3477
WO-1 M. B. KENNEDY	Adjutant	Oct71	4477	3145
SGTMAJ W. F. MORTIMER	SgtMaj	Mar72	4696	3491

MARINE WING SUPPORT GROUP-17

COL W. G. MCCOOL	Commanding Officer	Jun72	4471	3326
LTCOL R. W. COONEY	Executive Officer	Feb72	4043	9-41-1652
1STLT W. A. AKAHOSHI	S-1 Officer	Dec71	3722/4395	3443
1STLT W. C. EHMSSEN JR.	Adjutant	Nov71	3531	3667
MSGT C. N. CHILDERS	S-2 Officer	Dec71	4355/3725	3552
MAJ W. B. ROURKE	S-3 Officer	Mar72	3751	3192
MAJ R. L. REDELMAN	S-4 Officer	Nov71	4355/3725	3631
SGTMAJ T. T. ZABELSKI	Group SgMaj	Mar72	3465	3083
LTCOL W. R. LIMBACH	CO, H&MS-17	Dec71	4460	3051
MAJ A. L. FRUCCI	CO, WERS-17	Jun72	4278	3147
CAPT W. O. PARR	Group Sup O	Oct71	4089	3272
MAJ E. R. ALLEN	Avn Safety O	Mar72	4065/3123	3147
CAPT J. E. JUNEAU	Aircraft Maint O	Jan72	4308/3695	3361
CAPT G. R. OCONNER	Mtr Transport O	Aug71	4086	3314
1STLT E. J. YOCHUM	COMM Officer	Mar72	4494	3081
CWO-3 W. H. WELCH JR.	OIC, MCC-1	Jan72	4467	3140
LT F. W. RYDER	Group Chaplain	Jan72	4640	9-31-8024

MARINE AIR CONTROL GROUP-18

COL E. M. JONES	CO, MACG-18	Jul72	4847/4091	3046
LTCOL L. "B" MYERS	CO, H&HS-18	Jul72	4396	3741
MAJ R. V. WALKER	CO, MWCS-18/Group CEO	Jul72	4573	3112
LTCOL L. H. HOLMES	XO, MACG-18	Sep71	4091/4847	3741
LTCOL R. D. MILLER	CO, MACS-4	May72	23-4106 (OKI)	23-647
LTCOL T. G. DAVIS	CO, MASS-2	Oct71	4228	3194
MAJ R. A. HAGEMAN	S-3 Officer	Jul72	4003	3759
MAJ R. S. HOLDMAN	S-4 Officer	Jun72	4340	3265
CAPT J. L. JUDY	S-1 Officer	Oct71	4091/4847	3667
1STLT F. J. SWANGO	Adjutant	May72	4091/4847	3361
LT F. W. RYDER	Chaplain	Jan72	4640	None
SGTMAJ R. M. OHMAN	Group SgtMaj	Mar72	4347	3083

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<u>DIVISION/BRANCH/GRADE/NAME</u>	<u>ASSIGNMENT</u>	<u>RTD</u>	<u>TELEPHONE</u>	<u>QTS</u>
<u>(MACG-18 Con't)</u>				
GYSGT B. R. CLEMENTS	Admin Chief	Jun72	4847	8828
<u>MARINE AIRCRAFT GROUP-36</u>				
COL A. F. GARROTTO	Commanding Officer	Jul72	23-4508/4509	23-4200
LTCOL J. R. PLUMMER	XO, MAG-36	May72	23-4508/4509	23-4308
LTCOL L. W. JARMAN	S-3 Officer	Dec71	23-4514/4594	23-4229
LTCOL A. J. KETTERING	CO, HMM-164	Nov71	None	None
LTCOL J. L. NORTON	CO, VMO-6	Mar72	23-4592/4266	23-4403
LTCOL R. W. DUPHINEY	CO, VMGR-152	Sep71	23-4252/4236	23-4204
LTCOL D. A. SPURLOCK	CO, H&MS-36	Mar72	23-4576/4212	23-4290
LTCOL V. J. GUINEE	CO, MABS-36	Apr72	23-4453	23-4664
LTCOL T. S. REAP	S-4 Officer	Jan72	23-4622/4624	23-4219
LTCOL P. L. MOREALL	CO, HMM-165	Jun72	23-4564	23-4390
LTCOL R. D. MILLER	CO, MACS-4	May72	23-4106/4148	23-4314
MAJ D. M. BABITZ	Adjutant	Jan72	23-4422	23-4690
MAJ J. W. ROBERTS	CO, HMH-462	Apr72	23-4515/4516	23-4424
MAJ J. A. BARRY	S-1 Officer	Jan72	23-4281/4481	23-4672
MAJ R. SANCO	CO, HML-367	Mar72	23-4141	23-4703
MAJ R. W. CRONE	OIC SUB UNIT #1	Feb72	23-4832	23-4214
	H&MS-36			
CAPT K. R. CLARK	OIC MATCU-66	Nov71	23-4244	23-4374
CAPT D. A. MCPHERON	S-2 Officer	Dec71	23-4406	23-4713
CWO-2 L. R. COXE	OIC MATCU-68	May72	23-4844	23-4662
CWO-2 E. Q. HICKS	OIC SU#1 WERS-17	May72	23-4545	23-4715
SGTMAJ A. JURADO	SGTMAJ MAG-36	Dec71	23-4402	23-4665
SSGT M. S. CHIPPS	Group Admin Chief	Jan72	23-4422	23-4366

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<u>UNIT</u>	<u>PHONE</u>
MWHS-1	8823
MAG-12	3557/4860
H&MS-12	3656/3595
MABS-12	3294/3320
VMA-211	927103 (OKI)
VMA-311	3445
VMAW-533	4579
MAG-15	4477
H&MS-15	8609
MABS-15	8703
VMFA-232	8662
MATCU-60	4783
VMFA-115	8583
VMCJ-1	4226
MWSG-17	3531/3722
H&MS-17/WERS-17	3531/3722
MACG-18	8828
MAG-36	4422/4508

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ADDENDUM TO COMMAND DIRECTORY FOR MONTH OF AUGUST 71

<u>DIVISION/BRANCH/GRADE/NAME</u>	<u>ASSIGNMENT</u>	<u>RTD</u>	<u>TELEPHONE</u>	<u>QTS</u>
LTCOL L. L. DEMENT	WSO	Nov71	4669	3121
MAJ D. MUFFI	AWSO	Nov71	4669	3613
CAPT G. T. LEMAY	AWSO (AVN)	Sep71	4392	3382
CWO-2 W. J. RAY	AWSO (MCP)	Sep71	4665	4839
CAPT F. M. STICHER	OIC WMT	Dec71	4392	3382
MSgt L. C. LONG	WSC	Feb72	4669	21-7980

L D 4669

L. D. TAKER
Captain, U. S. Marine Corps
Wing Adjutant

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1st MAW Slates Seminars

The 1st MAW Human Relations Office is hosting a series of human relations seminars through September 30.

Featuring discussion and learning techniques, representatives of the Human Relations Office will monitor open discussions dealing with racial problems and communication gaps between rank groups.

"These are going to be analysis type seminars," according to Staff Sergeant Walter J. McCreary of the Human Relations Office. "We will attempt to explain reasons why people think differently, what their problems are, and what solutions can be reached."

Audiences for the seminars will be racially mixed to help promote more meaningful discussions.

7

Seminars Set At Iwakuni

IWAKUNI MCAS, Japan (Special) — The 1st Marine Aircraft Wing Human Relations Office began a series of human relations seminars Tuesday. The seminars will last through Sept. 30.

Representatives of the Human Relations Office will monitor open discussions dealing with racial problems and communication gaps between rank groups.

"These are going to be analysis type seminars," S. Sgt. R. D. Mcrae of the Human Relations Office said. "We will attempt to explain reasons why people think differently, what their problems are, and what solutions can be reached."

Audiences for the seminars will be racially mixed to help promote more meaningful discussions.

Navy Aide Completes Base Visits

YOKOSUKA, Japan (Special) — James E. Johnson, assistant secretary of the Navy for manpower and reserve affairs, completed a six-day indoctrination tour of U.S. Navy and Marine facilities in Japan Friday.

Johnson assumed his present office two months ago. During his visit to Japan he was briefed on Navy and Marine activities by the commander of the U.S. 7th Fleet, Vice Adm. William P. Mack, commander U.S. Naval Forces Japan, Rear Adm. J. T. Burke Jr., the commanding general of the First Marine Air Wing, Maj. Gen. R. G. Owens Jr., and commander Fleet Air Western Pacific, Rear Adm. Robert Riera. He also conferred with the commanding officers of Iwakuni MCAS, Atsugi NAF, Fleet Activities Yokosuka, and various tenant commands at the Yokosuka naval base.

As a member of the national board of directors of the Boy Scouts of America, Johnson also attended opening ceremonies of the Boy Scouts Thirteenth World Jamboree held at the base of Mt. Fuji August 1. He will spend the next four days with the scouts, leaving Japan Aug. 10 to continue his tour of military bases.

The assistant secretary of the Navy, who holds a bachelors degree in business administration from George Washington University, served in the Marine Corps from 1944 to 1965, retiring with the rank of warrant officer. From 1967 to 1969, he was director of veterans affairs for California. He was vice chairman of the Civil Service Commission at the time of appointment to his present position.

Pacific Stars & Stripes
Wednesday, August 25, 1971

A - #10

Talks Of Tougher Corps

CMC Tours MCAS

Commandant of the Marine Corps, General Leonard F. Chapman, Jr., praised his Marines for their Vietnam fighting and outlined the Corps' plans for the future during a talk with officers and Staff NCOs here

Wednesday.

The Commandant was visiting Iwakuni as part of his current Far East tour of Marine installations. He personally thanked the mixed audience of officers and enlisted Marines for

performance in Vietnam "of a very high order."

Citing a recent message on the Marines' last combat unit departing the Republic of Vietnam July 1, the Commandant praised Marines for their combat and civic action in "the toughest kind of war." Stressing the Marines traditional role as a force in readiness he outlined future goals of the Marine Corps.

"Combat readiness means training and attitude both," stated Gen. Chapman, "each Staff NCO and officer should be prepared to operate in one or two higher ranks. Be prepared for greater individual responsibility," he said.

The Commandant said that considerably tougher physical standards were being considered, including a 50 mile hike in full combat gear during a 24-hour period for combat troops.

In the near future, he cautioned, physical fitness testing scores may be included on fitness reports and be a prerequisite for promotion.

"We want our Marines prepared to go anywhere in the world at any time," Gen. Chapman said, "Marines must be ready for amphibious operations, guerilla warfare and the most sophisticated warfare by any enemy."

General Chapman pointed out some of the new weapons being added to the Marine Corps arsenal, including the Harrier vertical take-off aircraft, twin-engined UH-1E and Cobra helicopters and a newer version of the Skyhawk attack jet, the A-4M. He also mentioned newer communications and electronics equipment and landing craft, stressing the need for Marines to perfect tactics and techniques with new equipment as soon as possible. "We must learn to exploit the full potential of all our new equipment," he stated.

The Commandant spoke of the Marine Corps' new recruiting program, stressing quality and toughness. "We want to tell it like it is," he said, "young people today demand complete honesty, and that's what we'll give them. I want them to know that we are a tough club to join."

Be expected, Gen. Chapman said, to find a tougher Marine Corps in all respects. Standards of performance will be higher, physically and mentally, he concluded.



General Leonard F. Chapman, Jr., Commandant of the Marine Corps, inspects the rifle of an honor guard member shortly after his arrival at MCAS Iwakuni. The Commandant personally praised the appearance and outstanding performance of the honor guard before hundreds of SNCOs and officers at the Sakura Theater.

Gen. McCutcheon's View

CG's O P

General Keith B. McCutcheon's last field command was the III Marine Amphibious Force in Vietnam. While serving in that capacity, he wrote this article which appeared in the Oct. 16, 1970 Sea Tiger. Its message is clear to Marines of every color because the social malignancy of which he speaks is still evident in the Marine Corps. Gen. McCutcheon was claimed by cancer early in the morning of July 13. Our efforts to solve our racial problems will serve as a meaningful, living memorial to this great Marine.

Just a year ago I got out of Bethesda Naval Hospital. The docs had discovered a possible tumor during my annual physical and they advised me to turn in. Said I might have cancer.

Well, it came as quite a shock. I tried to make it go away. I thought I was having a bad dream. I wanted to escape. But I didn't try pot, speed, horse or any of those other trippers because 32 years in the Corps had taught me that I had to face facts. So instead of taking a trip I did a lot of thinking and a whole lot of praying. And I tried to figure out what I'd do if I came out it with a clean bill and what I'd do if I didn't.

On 13 October '69 the sawbones cut me open and sure enough there was a tumor. They removed 18 inches of my large intestine and sewed me up. The lab report came back positive. It was cancer. But the docs had gotten to it soon enough and removed all the diseased area so that I was proclaimed fit for duty and here I am in Vietnam.

While I was recouping I had plenty of time to think about a lot of things. One of them was this business of racism. It occurred to me that this was a social cancer and how nice it would be if we could just operate and remove it like the docs did to me. Naturally it isn't that simple.

Then I came to the conclusion that maybe those who are yakking about the establishment have a point at least as far as organization is concerned. We've come a long way in technical, scientific, economic and other lines of endeavor but our social development hasn't kept pace. We are still living in the era of few large cities but many small farms and villes like here in Vietnam. But the real world in CONUS is one of fewer but larger farms and many large urban areas.

Basically man organizes because he has "herd" instincts like any animal and he doesn't want to be a loner. If for no other reason, because there is another sex and that he finds attractive. Beyond that though he does need food, clothing, shelter and security.

I then came to realize that the Marine Corps (or any of the other services for that matter) was an exception to this organization bit. We had in fact kept pace. Not just in size but in other ways. The services long ago did away with segregation and moved to integrate in every area of human endeavor. Barracks, messhalls, schools and everything else were available to any Marine. Today we have blacks who have advanced as high as lieutenant colonel and members of other races are well up the promotion ladder too. Many are senior NCOs. The number one man on the list of sergeants major is a Negro. Off base, as well as on, the services have pioneered in sreaking the barrier on housing restrictions due to race.

We have the mechanisms and organization within the Corps to solve our racial problems. We have request mast and leadership councils and every commanding officer is ready, willing and able to face any problem.

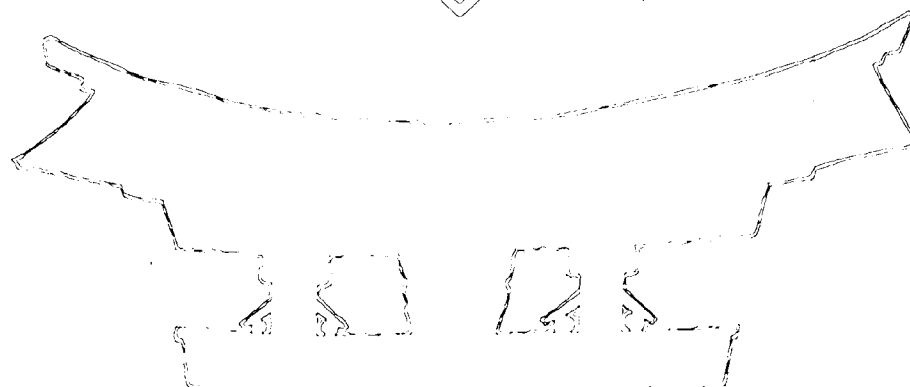
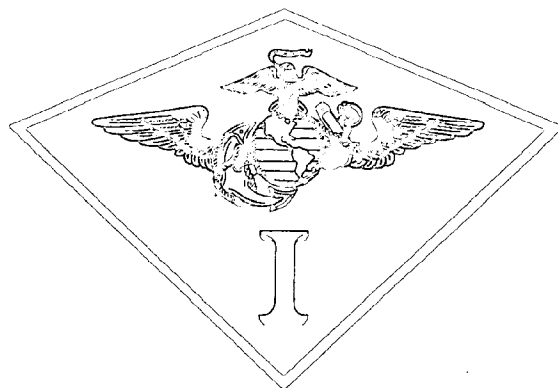
The real minority problem we have are the bigots (and they come in all colors) who seek to promote anarchy and hatred rather than a harmonious entity that can work together for the good of all Marines. These are the men that we intend to weed out. Unfortunately there will still be bigots in the larger social mass outside the Corps. And they'll be personally worse off because they will not belong to an organization that is oriented first and foremost to taking care of its own. In this respect the Marine Corps family has no equal.

As General "Chappie" James said at El Toro recently, it's time to think and act like Americans and not Africans (or Irishmen or Germans or anything else).

Like human cancer, this problem of racial minorities can have two outcomes. It can kill us if we don't operate soon enough. It can make us even stronger as a Corps and as a nation if we face facts now and solve it. The Marine Corps has always been ready and able to fight external threats to protect our nation. It is also ready and able to cope with internal threats. Let's continue to move out toward this end but do so as mature, reasonable men in a sane, peaceful, nonviolent manner.

There are some, however, who are still disenchanted and they are the vocal ones who are continually crying out for change. And sometimes they resort to violence in order to gain attention, which in most cases sets back progress in these areas since it only serves to harden and justify the opposition.

The Professional



SAFETY - STANDARDIZATION

PLUS

PROFESSIONALISM

EQUALS

COMBAT READINESS

SEPTEMBER 1977

A - #12



COMMANDING GENERAL
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ASSISTANT WING COMMANDER
Brigadier General A. W. O'DONNELL

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The Professional is a monthly Aviation Safety and Standardization magazine published by the 1st Marine Aircraft Wing Safety and Standardization staff. It is dedicated to saving lives and preventing injuries, to reducing operating cost and contributing to the First Wing's ability to accomplish its mission. Contents are informational in nature and should not be construed as regulatory or directive unless so stated. The editor reserves the right to modify the content of manuscripts received without altering intended meaning. This publication is FOR OFFICIAL USE ONLY. Address all correspondence to: Editor, THE PROFESSIONAL, Wing Aviation Safety Office, 1st Marine Aircraft Wing, FPO San Francisco, California 96602.

TABLE OF CONTENTS

Command Message	1
Help	2
ATC For You	3
I Did My Annual Swimming Requal, Without an Instructor	4
Could You Really Get Out Fast In an Emergency?	5
Fuel Contamination	6
Canopy Separations	9
The Professionals	10
Murphy's Corner	11
1st MAW Aircraft Mishap Briefs	14
1st MAW Aviation Safety Officers Assigned	19
1st MAW Ground Officers Assigned	20
1st MAW Ground Mishap Briefs	21
Noise Hazards and Hearing Conservation	23
Have You Ever?	26
Out of Control	26
Don't By-Pass That Guard!	27
Thought Food	29
Hog Calling?	32
Motorcycles Are Here to Stay?	33
1st MAW Aviation Statistics	36

COMMAND MESSAGE



"TWO DIFFERENT WORLDS OF FLYING"

You probably didn't realize it but about 99% of those Gooney Bird pilots were once the "kick the tire and light the fire" types. Where or how they got where they are is subject to conjecture (and much harassment) however it takes all kinds to make up the team. Taken as a group you could say that they have been around a little longer than most, and even if they don't have all the glamour, you can't say that they don't have the experience. When you have been around as long as some of them, you're either darn lucky or know what it's all about, and it's mostly the latter.

With this in mind a comparison of these two worlds of flying partially explains how the Gooney Drivers have lasted as long as they have. It's true, as with the Airlines, that transport flying is generally safer. First, you have two people sitting side by side with two minds checking and four eyes looking. Second, pilot requirements and experience level are considerably higher, and rightfully so, since you may have 50 other Marines on board. Third, there are fewer take-offs and landings involved which is where the larger percentage of accidents happen. Fourth, they throw themselves in screaming dives at the ground less often and they do fly slower, so things happen slower. On the other hand, if they get in trouble there are those 50 Marines to worry about plus the crew; there are no parachutes or ejection seats aboard and so they have to stay with the bird all the way down. Maneuverability is quite restricted due to passengers and low stress factors, and about the most important factor is lack of visibility--if you don't believe this, just check the pulse rate of an old transport pilot as he comes into a control zone. Those little windows permit only a very small view of the world.

We would like you jet types to remember some of these factors as you are zipping along in burner or making your climb-outs and penetrations. You really do have the edge in the visibility and maneuverability departments and we hope that you use them to advantage. Be on the alert for us just as we are constantly looking for and worrying about you. One day one of those big lumbering birds may even start you on your way back to the land of the big PX-----Think about it.

W. G. MCCOOL
Col MWSG-17

"HELP"

The title of this article is not only used as an attention getter, but accurately describes just what we need, and that's HELP!

We at the Weather Service are attempting to provide the pilots at Iwakuni the latest, accurate, up-to-date weather information available. But we can't do it without your help.

Let me give you some idea of the problem by describing an incident that occurred recently. An angry pilot called the Duty Forecaster and commenced to give the forecaster a "what for". It seems we were calling the ceiling over the station at one altitude and the pilot making the call swears that it was 500 feet lower. After questioning the pilot further the forecaster found out that the PIREP was about one mile off the approach end of the runway. The forecaster tried to explain to the pilot that our observations are taken directly over the field and that the ceiling and/or visibility was probably lower over the water at the approach end of the runway, but we have absolutely no way to determine this except via PIREP. The pilot on the phone was not the first flight off the deck that day, there were many before him, but we never received a PIREP from a pilot that took off or landed previous to his report. If we had, we could have told tower and GCA to pass it to the aircraft in the pattern. We can't tell a pilot what is off the end of the runway if the pilots don't tell us.

Let's face it. As "land-lubbers" we are limited in our observational capabilities. We can sit here in the Weather Office, put out a forecast and go outside and take an observation, but remember, we're looking UP. Its not the same view a pilot gets at altitude and we need your view desperately.

When I first assumed responsibility for the Station Weather Service, I personally called every Squadron Ops Officer that had aircraft and asked them to push PIREPS. We even stamped our DD 175-1's with a red stamp giving our METRO frequency of 344.6. For a few days we had an abundance of PIREPS and everyone in the Weather Office was tickled pink. We were finally getting some good scoop to pass on to the pilots already in the air, and to those who were filing. Alas, it lasted a few days, petered out, and now we're back where we started. We need your help. Remember--the information passed to us by a pilot directly benefits other pilots and leads directly to safer flying conditions. A thought: When was the last time the Squadron Operations Officer or Safety Officer checked to see if his pilots knew our METRO frequency or had given the Weather Office a debrief? How many pilots aboard the station have ever had a tour through our office just to see what kind of gear we have and just what services are available?

SUMMATION: HELP!

CWO-3 R. E. KATZ
Station Weather Service

"ATC FOR YOU"

"Say altitude passing."
"Altitude passing."
"Say altitude passing, please."
"Altitude passing please."
"Say cancelling instruments."
"Passing nineteen thousand."

The above is a version of actual recent ATC/pilot transmissions, and serves as one view of the unique relationship between pilots and the enlisted specialists who separate, vector, and advise their flights.

One reason this relationship is unique is the obvious: That enlisted personnel at times have a degree of literal control of the commissioned officer in the cockpit. Few pilots have failed to consider that this control is awarded only after extensive training and experience, and that there is almost always a logical explanation behind each unexpected controller instruction.

Another aspect of the relationship is that the only normal contact between pilot and controller is via radio. Air Traffic Control is a matter of voice working with voice, and rarely do the personalities meet. The resulting aura of detachment has likely been the cause of several pilot/controller misunderstandings.

Most pilots have vague ideas of the contents of FAA 7110 series handbooks; most controllers have only vague notions of actual flying conditions and aircraft NATOPS data. Unfamiliarity with your counterpart's specialized knowledge has undoubtedly resulted in needless confusion.

The simple recognition of these few causes and effects will hopefully allow a more relaxed atmosphere in our local troposphere.

Notes of Interest

1. A RAPCON is coming to Iwakuni! The AN/MPN-14 is aboard station and presently is undergoing extensive field maintenance. This interim RAPCON facility will increase radar coverage to 60 miles, and will feature IFF/SIF. Projected operational status date is 1 January 1972.

2. When the weather gets bad Fukuoka Center assigns many altitudes, and Round Robin flights become difficult to process. Please anticipate delays in receiving clearance.

3. If a call is not made five minutes prior to EFC time, traffic will be backed up. If an EFC call is missed, the field will be closed to IFR traffic for 30 minutes and others airborne will get very upset.

4. The following airfield operations briefings are available singly or in combination and may be tailored to fit any available time frame: course rules, arresting gear, weather, ICAO filing, and individual briefs. Scheduling will normally be at the convenience of the requester. MCAS Iwakuni, ATC exists for the benefit of pilots. Expanded knowledge of your facility can only aid safety's cause.

D. B. DORN
Capt ATCO

"I DID MY ANNUAL SWIMMING REQUAL, WITHOUT AN INSTRUCTOR"

Being propelled from the warmth and comfort of an aircraft cockpit into the cold mists and terrifying environment of night sea survival is a chilling, but very real prospect here in WestPac. I know it can happen because it happened to me.

Dangling from the riser straps in the midst of a cloud sometime after sunset, I noticed my shredded knee board still strapped to my leg; visor up, chin strap not too tight. Reviewed your ejection procedures lately?

Out of the clouds now the Sea of Japan loomed formidably below. Wet gloves have hampered carrier pilot's attempts to operate survival gear. Who needs them in that case right? Wrong. As the gloves drifted out of my reach it suddenly struck me that they could be useful on the land or in cold water. Save the gloves and save your hands.

I inflated my life vest next. Do you know the proper method of inflating your own life vest? Does it fit? If it doesn't inflate properly do you know how long it will take to inflate orally? Should you wait until you're in the water or attempt it on the way down?

Next it was time to deploy the seat pan. Mine worked normally. But two out of three did not. What if yours didn't work? Have you ever taken the time to really study the construction of your seat pan and your options in the event of a malfunction? Have you ever looked at a chill chart and considered what your chances are in a life raft as opposed to being in the water yourself on a cold day with the water temperature at around 50 degrees? It is really very alarming. Know how to get your raft out in case it doesn't deploy automatically!

In the water now, chute away and clear. It might be a little confusing to be wrapped up in shroud lines desperately searching for your shroud cutter. Do you have one? Just because you had one last time is no guarantee it is still there. "Well," you say, "I can always look around for it." It's night time remember. You can't see anything. All that salt water you've been swallowing because your mouth is open and because you're scared stiff and breathing hard is making you sick. Know where your shroud cutter is and check and see if you indeed still have one before every flight.

In the raft now. Time to gather my thoughts and break out all that great survival gear I've been hearing lectures on for 3 years. And what's the best piece of survival gear you own guys? Without a doubt it's the strobe light as far as night survival is concerned. I checked mine before takeoff. Do you? How old is your battery? How long do you think that light is going to last? But perhaps from my own experience most importantly, what are you going to do with that light while you're operating the radio and your flares? I strongly recommend a piece of velcro tape on the top of your helmet to get it out of the way. Retention lines are a must to prevent the loss of essential pieces of equipment overboard but have you ever tried to find something in a big wad of spaghetti at night while suffering from "life raft vertigo", being further confused by the pulsing of the strobe light, shaking from the cold and shock and waiting for the next wall of water to come crashing down on your head. You've got to know where your gear is guys. When your hands start to swell and lose their sensitivity it's pretty hard to identify any piece of gear by feel alone.

When's the last time you talked to a helo pilot about the night end of a MK 13 MOD 0 day/night flare? That piece of equipment can cause vertigo to helo drivers hovering low over the water.

If I have raised a few questions I have accomplished my mission. Know your survival gear and escape system. In an instant you may be faced with a situation in which your knowledge of survival techniques and your preparedness to implement them effectively could save your life. It happened to me.

G. L. KALLIO
1stLt VMO-6

The First Step Towards Safety is Yours - MAKE IT COUNT!

"COULD YOU REALLY GET OUT FAST IN AN EMERGENCY?"

When was the last time you put a stop-watch to your unstrapping procedures? You might be surprised at the amount of time you spend fumbling. Unless your hands instinctively know exactly where each of your fittings are when the time comes to get out fast your koch fittings may seem hopelessly buried in survival gear.

In a recent squadron safety stand-down an emergency egress drill was held. Among 30 pilots, the time to unstrap and exit the aircraft varied from 10 to 27 seconds. Once unstrapped the actual jump out times varied from 2 to 6 seconds, thus leaving a 10 second difference among pilots in time to unstrap. Are you sure which end of the scale you would fit on? Consider what 10 seconds could mean to you in an emergency egress situation. Sprinting with full flight gear, 10 seconds could get you from 40 to 60 yards of distance. How many feet would your aircraft sink at its terminal water sink rate? Remember, your position in the 10 second variable will be added on to the time of the fastest pilot.

After running a few such thoughts through your mind, the value of rapid egress should be apparent. How often should you practice? Every time you unstrap! Give yourself a go signal and see how rapidly you can be ready to jump out. Even without the stop-watch, if you have to fumble you will realize this and learn from it. Practice until you no longer fumble.

T. COX
1stLt VMO-6

"FUEL CONTAMINATION"

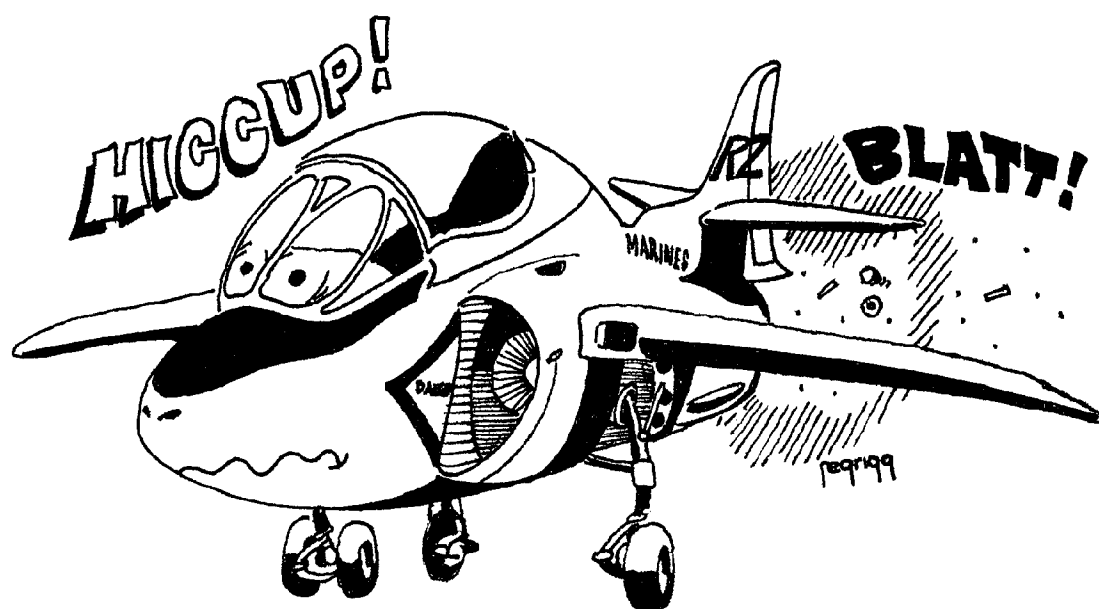
Most of us have our routine down pretty pat by now when it comes to this business of accepting the bird for flight. After yellow sheets, some of us will meander over to the fuel sample rack, pick up our aircraft bottle and give it a swirl. Hum, looks straw in color, not very many particles or much sediment; I guess its OK. Well, what about this business of fuel contamination? What are the engine indications; what types of contamination are we likely to run across, and how do they affect the fuel control, fuel nozzles and, ultimately, our six o'clock?

The engine indications that we will discuss are general in nature. If you do have fuel contamination, you will experience some of these problems to some degree, depending upon the nature and quantity of the contaminant. It is equally possible that these indications could result from some other source. Some of the more common indications of fuel contamination are:

1. Engine surges and fuel pressure fluctuations will usually result when the fuel control, fuel filters and fuel pumps are subject to contamination.
2. Erratic or fluctuating fuel quantity gauges will occur when the contaminant originates in the fuel cells of the aircraft.
3. A decrease in engine RPM, and no response to throttle movement when attempting to increase engine speed.
4. Flame out, which is usually the result of fuel starvation or insufficient fuel being supplied to the engine combustion system.
5. Air starts unsuccessful - this again is usually the result of inadequate fuel supply to the engine combustion system.
6. Sluggish engine operation and/or fuel control hysteresis, which is due to a build up of contaminants on the sliding valves and pistons inside the fuel control causing increased friction from reduced clearances.

There are several different sources of contamination; chemical, water, rust, sand and dirt, material, and emulsions are the usual culprits.

**DID YOU KNOW
JOSE ?!**



A LITTLE **"FOD"** GOES A LONG WAY . . . !!

Chemical contamination is the result of introducing substances into the fuel system that materially affect the physical and chemical properties of the fuel, or that directly attack the fuel system components so that by-products are produced. Some alcohols will attack materials used in gasket and "O" rings. These materials will soften, break up, and float off, resulting in clogged fuel filters; or they may by-pass the filters and enter the fuel control or fuel nozzles distorting the spray pattern or completely clogging the nozzles.

It has been determined that rust comprises approximately 80% of the total sediment formed in jet fuels. The size of rust particles will vary from rather large flakes to particles too small to be seen with the naked eye. Most of this sediment can be removed by settling or micronic filtration. Particles small enough to pass through micron filters will coat the valves and pistons in the fuel control causing sluggish engine operation and hysteresis in the fuel control. Rust will impart either a slight red or black tint to a fuel sample, and is generally picked up through improper fuel handling and the use of fuel transfer and storage equipment that is not properly maintained and cleaned.

The affect of sand and dirt on engine operation is very similar to that of rust accumulation, except that resultant malfunction will occur much quicker with less contamination. Nearly all this material is introduced into the fuel system externally, during refueling. Clean equipment and proper refueling techniques eliminate a good deal of this contamination.

Material contamination; i.e., metallic particles, cotter keys, paint, lint, safety wire and numerous others, present their greatest hazard by interfering with the design tolerance of the fuel pumps. Larger objects can very easily cause shearing of pump shafts or gear elements inside a fuel pump. Carelessness in maintenance or fuel transfer operations obviously are at fault here.

An emulsion is composed of finely divided droplets of a liquid suspended in another liquid. (The hot tar and fuel mixture under the mat area at MCAS Iwakuni is emulsion.) If water is emulsified in fuel it will tend to give the fuel a cloudy or hazy appearance. This form of contamination will affect the fuel system much the same as free water, by causing fuel gauge probes to become erratic, and precipitate the water out, exposing it to conditions of ice formation. An inverse type of emulsion will arise when finely divided droplets of fuel are suspended in water. These droplets will adhere to rust particles and the fuel will appear red, gray, or black in color depending upon the sediment content in the fuel. This contaminant will adhere to any surface it contacts and will accumulate in fuel filters very rapidly. "Great, but what can be done by the Aviation and Ground folks?"

1. Check fuel drains for water, especially when there has been a drop in temperature.

2. Use clean fuel sample jars, and learn to recognize the danger signs. Discoloration, cloudiness, globs of fuel in water, particles and sediment all will tell us something.

3. Recognize the danger signals while airborne or on run up. An aircraft with a reputation as the squadron "Hog" might not be responding because of a gummy fuel control.

Remember: Next to a bright fire, the most terrorizing prospect a jet has to offer is absolute silence - it does happen to the other guy every so often.

C. A. LINDELL
Capt VMA(AW)-533

"CANOPY SEPARATIONS"

On an instrument low approach after the gear was raised, the front canopy separated from a USAF F-4 aircraft. An uneventful landing was then made.

Subsequent to the loss of the canopy no malfunction could be found in the normal canopy actuating mechanism. The canopy jettison system had not been fired. The aircraft commander had the canopy actuating lever in the full forward position and the canopy locked before takeoff. Yet the actuating lever was in the aft (open) position when the aircraft was checked after landing. It is suspected that some part of the aircraft commander's flight suit sleeve caught and actuated the lever.

The following sequence of events is believed to have taken place. As the lead aircraft on an instrument low approach, the aircraft commander turned to the right to observe his wingman and gave a gear up signal. He then straightened in the cockpit and raised the gear. Next the aircraft commander moved his arm aft to raise the flaps and at that point the canopy separated. He did not recall any pressure to indicate that his sleeve had caught the actuating lever. There were two mechanical pencils in the sleeve pocket, but no marks could be identified on the actuating lever that could be matched with the pencils. Re-creating the movements show that it is likely the pencils caught the lever and moved it to the open position as the aircraft commander reached for the flap switch.

There is no guard to prevent inadvertent actuation of the canopy lever. Several other F-4 front canopies have been lost in both Navy and Air Force squadrons due to the same suspected cause. In the March 1971 NFO Cockpit CROSSFEED this same problem was addressed as the result of a Navy F-4 canopy loss under identical circumstances. To prevent recurrence of this mishap, the C.O. of the Navy squadron commented that his squadron was incorporating the "Pencil Pocket Protector" which should prevent inadvertent movement of the canopy actuator by items in the flight suit pocket. The "Pencil Pocket Protector" was pictured in the issue of Cockpit CROSSFEED referred to above.

Since this seemingly insignificant hazard has caused several known canopy losses and several suspected losses it would appear that it would be well worth the effort to modify the flight suits of pilots flying the F-4 before losing a canopy.

Could this happen in other type aircraft?

Reprinted from
NAVSAFCECEN
WEEKLY SUMMARY

"THE PROFESSIONALS"

It seems appropriate at this time that an Article concerning the activities of spectators immediately following an accident be expounded upon so as to avoid situations which have regrettably occurred in the past. Any Aircrew member who has found himself in an uncomfortable or emergency situation requiring the assistance of a crash crew will, I am confident, emphatically endorse the following point.

"Self Control (on the part of spectators) in the form of refraining from hurrying to the scene of an unusual incident or emergency, particularly on or near a runway, is often the first important step in the ordeal; resolution of the problem."

One such incident instantly brought to mind is about an aircraft which had a cold cat shot while taking off "Carrier Style" at an outlying field for an air show. The aircraft involved, an A-6, aborted, missed the abort gear and went off the end of the runway.

The crash crew on their way to the ill-fated aircraft and aircrew, nearly had two or three accidents of their own. Their near-accidents were due to the rush of onlookers to the accident scene causing the crash trucks to slow to a snail's pace in order not to injure anyone.

Luckily, the situation did not merit the immediate aid of the crash trucks. Nevertheless an unfortunate and possibly disastrous situation did present itself -- probably not for the first time nor the last time.

Unfortunately, many people believe that that if they get to the accident scene first they will be in the best position to help the aircrew. Little do they realize that the real help which the aircrew is in dire need of is being held by themselves.

With these thoughts in mind, it is requested that, when in the area of such an incident as the aforementioned, the reader stay clear of the area and let "The Professionals" do the job they are trained to do.

L. A. CEROVAC
Capt VMCJ-1

"MURPHY'S"

CORNER



Editors Note: MURPHY'S CORNER has been incorporated to cover potential mishap areas that do not specifically qualify for reporting as Aircraft Incidents (no intent for flight) or Ground Accidents (no damage). Its singular purpose is the promotion of Safety Awareness and the prevention of similar "Murphys" by other units of the Aviation Community.

1. "A-4 Teeter - Toter"

During scheduled maintenance the power plant was removed from an A-4E. As maintenance progressed it became necessary to defuel the left drop tank. Yep, you guessed it, the A-4 promptly fell over on the right drop tank.

Solution: NAVAIR 01-40AVC-2-1, paragraph 2-188.1 under General Fueling and Defueling Safety Precautions states: "Do not singly fuel or defuel external fuel tank installed on wing ejector rack when aft fuselage and/or engine is removed from the aircraft."

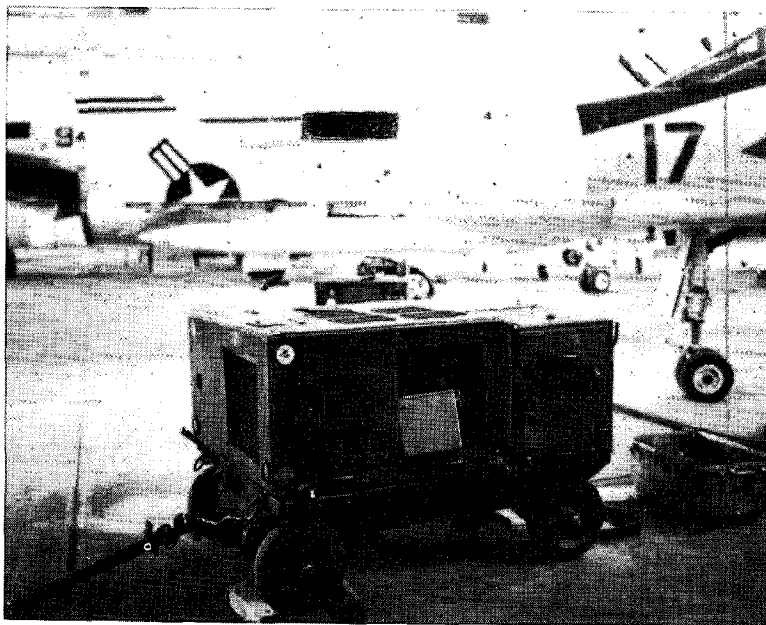
2. "Unauthorized Fuel Jettisoning"

An F-4 with engines removed was parked in the hangar awaiting maintenance. At some time during this period the fuel dump switch was placed in the dump position. Later in the maintenance period electrical power was applied to the aircraft. Immediately the dump valves opened, dumping the fuel on the hangar deck. In panic the power unit was secured and removed eliminating any hope of closing the dump valves.

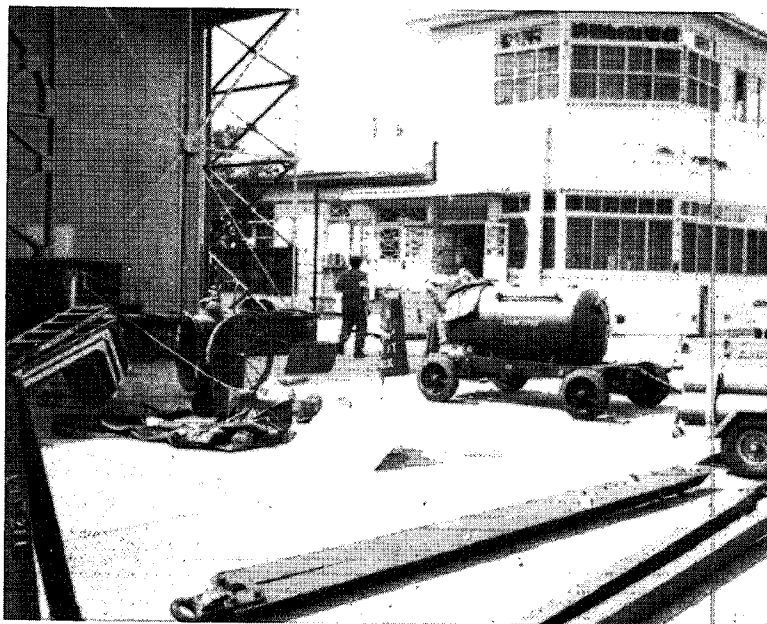
Solution: NAVAIR 01-245FDB-2-1.1, section 5-14, External Electrical Power Application states: "See figure 5-3, Ground Check list prior to applying external electrical power. Item #2, Internal Wing Dump, lists normal position required prior to application of electrical power."

3. "Quote From Wing AMO"

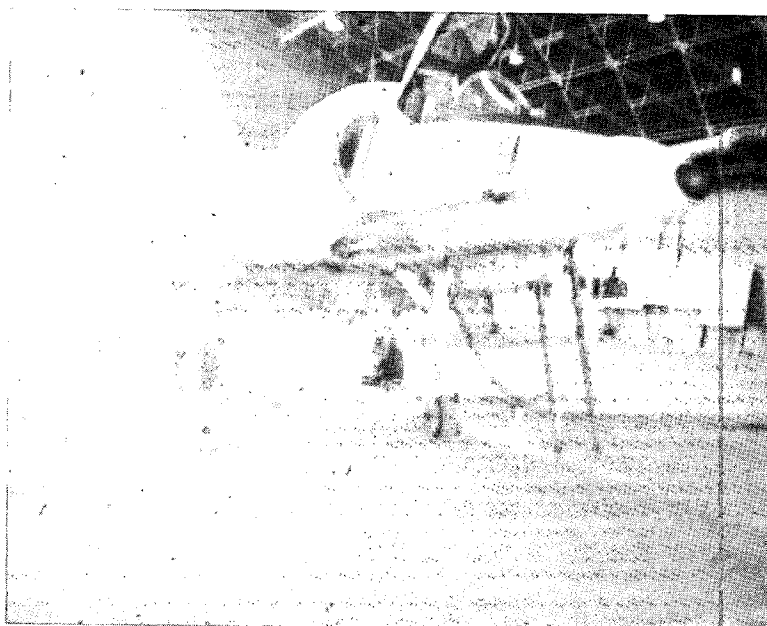
"No matter how sophisticated an aircraft may be, or how proficient it's crew, without proper maintenance the aircraft will not perform it's mission. The success of missions and the safety of crews and equipment rest in the hands of the Maintenance Supervisors."



"It may not fit but it works"



"LOX OF RUCK"



MORE "POWER" TO YUH!!
(TOO BAD IT ISN'T GROUNDED)



1ST MAW AIRCRAFT MISHAP BRIEFS1. A6A, Wheel Assembly Broke.

Damage: None

Injury: None

Aircraft was being towed when a 24 inch segment of the out-board rim of the starboard wheel assembly broke off. Tire did not lose air pressure.

Cause: Two stress concentration points 3/4" apart caused a fatigue zone with stop marks radiating out four and one half inches prior to where the instantaneous failure occurred.

2. A4E, Aircraft Lost in Mountainous Terrain.

Damage: Alpha

Injury: Alpha

Aircraft transitioning from Tacan 1 approach to GCA final. Communications lost. Aircraft impacted on ridge of mountain at approximately 1750 MSL. Aircraft started disintegrating, bounced in the air and impacted approximately 700' along flight path on the reverse slope of a parallel ridge at 1630' MSL.

Cause: AAR not complete.

3. A4E, Emergency Generator Door Plate Cracked.

Damage: None

Injury: None

Check crew has discovered emergency generator lower door hinge attach plate (P/N 2559001) cracked through rivets and parallel to the hinge on four out of last five aircraft in check cycle. Cracks allow emergency generator aft end to float in the wind stream when deployed and increases the probability of fatigue failure rendering emergency generator inoperative.

Cause: Suspect blast wave from gun firing causing cyclic stresses on hinge to produce cracks.

4. RF4B, LAU-17A Adapter Ejected.

Damage: None

Injury: None

While performing functional test of forward radar (FLR) system, right LAU-17A adapter was ejected from aircraft.

Cause: Switch erroneously actuated to "eject" position between electrical power applications. Upon second application of electrical power LAU-17A was ejected.

5. F4J, MK-4 Gun Pod, External Wing Tank Pylons and Wing Tanks Lost at Sea.

Damage: None

Injury: None

During last pass in aerial gunnery flight, MK-4 gun pod broke loose from centerline mount and hung nose down from rear lug. Pilot had pulled a max of "6" positive "G's" between 15,000/20,000 feet. Pilot did not selectively jettison centerline. All external stores were jettisoned by use of the external stores emergency release. A subsequent uneventful landing was made.

Cause: Suspect (1) Forward lug on centerline adapter was cracked or weakened from metal fatigue, (2) Forward mounting bolts on centerline adapter were cracked or weakened from metal fatigue, or (3) Forward lug on gun pod was cracked or weakened from metal fatigue. Pilot had multiple weapons jettison selected vice centerline section. Recommend thorough review of selective and emergency jettison procedures.

6. F4B, Right Engine Compressor Stalls.

Damage: None

Injury: None

After deselection of afterburner and while on join up after take off, the pilot heard loud compressor stalls and noticed the right engine RPM at 85% and EGT at 650 degrees. The engine was brought to idle where it operated normally. The engine was advanced past 85% where again compressor stalls occurred. The right engine was then brought back to idle for the remainder of the flight. The pilot then started dumping fuel for an emergency landing. Approximately 40 minutes later the pilot noticed the "check hydraulics" light flicker and noticed the utility hydraulic pressure at 1500 PSI. The pilot then lowered the gear and flaps pneumatically and utilizing standard NATOPS procedures made a single engine Morest Landing.

Cause: The probable cause factor of the failure of the J-79 turbo engine was "FOD" or internal failure, therefore a DIR will be requested. The utility hydraulic failure was caused by the failure of the hydraulic pump.

7. UH-1E, Hot Start.

Damage: None

Injury: None

Pilot had engaged starter for 5-10 seconds when he saw a CH-46 located at his 9 o'clock, lift into a hover. He discontinued the start, positioned main and start fuel switches off and placed the battery switch off. Pilot was watching the CH-46 when he observed his aircraft rotor blades moving. Immediately checking the instruments, he noted NG gauge moving and EGT rising rapidly, passing through 500 degrees centigrade. Pilot had to place battery in the on position before he could depress the flight idle solenoid button and roll the throttle to the cut off position. EGT climbed to 800 degrees centigrade before corrective action could be taken.

Cause: Pilot procedures. When the pilot attempted to abort his start, he failed to place the throttle in the cut off position, thus allowing fuel to continue to flow to the engine. The combination of excessive fuel and low turbine speed produced an uncontrolled flame pattern and high temperature.

8. CH-46, Wheel Struck Concrete Curbing.

Damage: None

Injury: None

Pilot was taxiing from spot #5 to the #1 refueling point. While making the left turn into the refueling point, the port wheel struck the concrete curbing bordering the fuel pits.

Cause: Pilot did not obtain adequate clearance while turning to refueling point.

9. CH-46, Vertical Beat in Aft Rotor Head.

Damage: None

Injury: None

In flight vertical beat developed in the aft rotor head area. At post flight inspection the aft red blades shock absorber had its piston rod fractured. A complete fracture of the piston rod occurred at a point 3/4 inch from the inboard end of the piston.

Cause: Over stress of the piston at it's weakest point.

10. CH-53D Ground Accident.

Damage: Minor

Injury: None

Maintenance crew removed A/C tiedown chains and began to tow A/C. After 15 feet of forward movement a loud noise was heard and towing was stopped. Investigation revealed one rotary wing blade bent 90 degrees. One blade was tied to the deck vice A/C.

Cause: Maintenance crew overlooked one tiedown prior to towing A/C.

11. TA-4F, Loss Canopy.

Damage: Limited

Injury: None

Due to extreme heat, the pilot taxied the A/C approximately 200 feet with the Canopy on the stops (in the mouse-trap position). Prior to positioning on the duty runway the canopy was lowered and locked, the canopy light was out, the four locking lugs were visibly checked, the canopy locked indicator pin was extended approximately 1/8 inch and the rear seat was in the full down position. Shortly after takeoff the canopy raised slightly to about the "mouse-trap" position - stopped for a fraction of a second and then separated from the A/C. The pilot immediately reduced power, lowered the gear and flaps and commenced dumping fuel as he turned downwind for an emergency landing.

Cause: Probable inferior canopy design.

Statement By Rear Seat Occupant: The canopy left the aircraft while climbing thru 1000 feet AGL at about 220 KIAS. Effects of windblast were immediate - the first being an abrupt difficulty in breathing. This was caused by the onrushing airstream which created a vacuum around the oxygen mask, drawing out the oxygen as it passed. To counter this, deep, slow breathing, opening the mouth occasionally to break the vacuum was initiated. The cockpit was rapidly swept clean of its loose items - even the kneeboard was stripped clean. Note, DON'T attempt to save anything. At 160-200 KIAS the airstream is strong enough to pull an arm out of the cockpit and a flailing limb against the seat could trigger an inadvertant ejection.

The protection provided by the visor cannot be over emphasized. Since there was no protection from the airstream, the brunt of the air was directed to the face. Even with the visor down the eyelids were peeled back by the wind - although shutting the eyes tightly helped to lessen the effect. Attempts to avoid the airstream by tilting the head down only resulted in stiff neck muscles the next day.

The airstream also lifted the body slightly off the seat, but good tight lap belts, adjusted beforehand minimized this.

Communication was futile. The noise of the wind and engine interfered and attempts to contact the pilot were largely ineffective.

In summary the loss of a canopy in the TA-4F totally incapacitated the rear seat occupant. Provided the seat is fully down, lap belts tight, and mask and visor are firmly secured, a successful ride to a final landing is probable. The possibility of inadvertant ejection exists however making proper body position throughout the incident imperative; therefore avoid any unnecessary movements.

One final note. Should the oxygen mask be blown off by the airstream breathing will be difficult if not impossible and egress via the alternate ejection handle should be considered.

1ST MARINE AIRCRAFT WING AVIATION SAFETY OFFICERS SEPTEMBER 1971

<u>NAME</u>	<u>RANK</u>	<u>UNIT</u>	<u>PHONE</u>
W. J. NEVINS Jr	Major	1stMAW	3484/4476
L. S. UNDERWOOD	Major	MAG-12/H&MS-12	3630
P. W. STAFFORD	Captain	VMA-211	4820
C. A. PINNEY	Captain	VMA-311	4830
S. P. PORCARI	Captain	VMA(AW)-533	4422
H. D. MAINES	Major	MAG-15/H&MS-15	4680
E. E. HOFFMAN	Captain	VMFA-232	4869
L. A. CEROVAC	Captain	VMCJ-1	8754
L. J. OSWALT	Captain	FMFA-115	8530
E. R. ALLEN	Major	H&MS-17	4065
D. W. HENDERSON	Major	MAG-36/H&MS-36	23-4598
K. K. KERR	Major	VMGR-152	23-4370
C. R. UPSHAW	Major	HMM-165	23-4578
R. W. SWETE	Captain	HMM-164	23-4578
W. P. WOIDYLA	Captain	VMQ-6	23-4290
H. L. MAY	Captain	HMH-462	23-4537
R. E. HERRINGTON	Captain	HML-367	23-4881
G. E. BRUDZINSKI	1stLt	SUB UNIT #1	23-4832
R. H. EISEL	1stLt	SUB UNIT #2	5094 NAS ATSUGI

1ST MARINE AIRCRAFT WING GROUND SAFETY OFFICERS SEPTEMBER 1971

<u>NAME</u>	<u>RANK</u>	<u>UNIT</u>	<u>PHONE</u>
MACHADO	CWO-3	1st MAW	3484/4476
BERNARD	CWO-2	1st MAW	3484/4476
FITTS	1stLt	MWHS-1	8719
BAKER	Major	MAG-12	3582
HICKS	CWO-2	H&MS-12	4469
MOHUN	1stLt	MABS-12	3150
PULLIUM	1stLt	VNA-311	3445
NICKEL	Capt	VMA-211	4579
ALLEN	1stLt	VMA(AW)-533	4579
BROWN	Capt	MAG-15	4666
WEBB	CWO	H&MS-15	4504
CARROCINO	1stLt	MABS-15	4677
WRIGHT	Capt	VMFA-115	4644
KILIDUFF	1stLt	VMFA-232	8866
EVANS	1stLt	VMCJ-1	8848
OSTEN	1stLt	MWSG-17	4355/8685
DREW	CWO-2	H&MS-17	4673
DEVORE	1stLt	WERS-17	4276
CRAIGLOW	Capt	MAG-18	4340
LAMB	1stLt	H&HS-18	3198
NELSON	1stLt	MASS-2	3297
HOESCHELE	1stLt	MWCS-18	8505
HEILIG	1stLt	MACS-4	23-4873
KOSTIN	1stLt	MAG-36	23-4622
BROUGHTON	CWO-2	H&MS-36	23-4256
IRONS	CWO-2	MABS-36	23-4276
FOTHERINGHAM	1stLt	VMGR-152	23-4379
GREEN	1stLt	HMM-165	23-4208
DEHOUST	1stLt	HMH-462	23-4568
DEAL	1stLt	HML-367	23-4808
BRUDZINSKI	1stLt	HMA-369	23-4832
FREEBURG	1stLt	VMO-6	23-4843

* HMM-164 NOT REPORTED

1ST
MAW
GROUND
MISHAP



BRIEFS

1st MAW Ground Mishap Briefs

2Sep71 - MOTORCYCLE: One LCpl in an attempt to miss a vehicle that had turned in front of him, struck the rear of that vehicle and was hurled into the path of another vehicle.

Result: He died.

Cause: Too fast for conditions.

4Sep71 - LIBERTY: One Lt while swinging in a hammock, fell out, rolled several feet in tall grass and then over a 40 ft cliff.

Result: Abrasions to his knee, a strained back and 6 days lost time.

Cause: Unsafe positioning of hammock.

6Sep71 - MOTORCYCLE: One Cpl attempted to make a right turn at an intersection, he was struck by a vehicle in the opposite lane, thrown off of his motorcycle and struck again by a following motorcycle.

Result: Killed.

Cause: Inattentive driving and too fast for conditions.

9Sep71 - MOTORCYCLE: One Sgt lost control while turning a corner.

Result: Severe sprain of right knee and 7 days lost time.

Cause: Loose gravel on the road and inattention to road conditions.

13Sep71 - SPORTS: One SSgt was playing volleyball and ran into a ditch trying to keep the ball in play.

Result: A sprained back and 5 days lost time.

Cause: Inadequately guarded trench and inattention to conditions.

15Sep71 - MISCELLANEOUS: One LCpl while running across a street with groceries, tripped over the curb and fell.

Result: Torn ligaments in his knee and 4 days lost time.

Cause: Inattention to footing.

30Sep71 - MOTORCYCLE: One Sgt ran into a ditch.

Result: Multiple fractures, multiple lacerations.

Cause: Possible DUI, inattentive driving.

These 7 reportable accidents all resulted in injuries that required hospitalization and/or that resulted in property damage in excess of \$100 paid by the government. The total combined dollar cost is approximately \$100,000.00. In addition to the 7 reportable accidents there were 80 minor accidents.

When you are driving, use your eyes, your ears and your knows.

"NOISE HAZARDS AND HEARING CONSERVATION"

One of the first things a person notices when he comes in contact with a Marine Air Control Squadron, or any squadron for that matter, is the ever present noise. Today noise pollution is just beginning to be recognized as a serious problem affecting the health of Americans in general and Marines in particular. It has been proven that certain levels of noise, if sustained over reasonably short periods of time, can cause temporary and eventually permanent partial loss of hearing. The seriousness of the noise problem can be seen in the fact that of 29 Officers in Marine Air Control Squadron Four, 11 show evidence of high frequency hearing loss. In addition, 8 of 33 Staff also have high frequency hearing losses. The amount of hearing loss varies in each individual case, but the incidence is great enough among those Marines who have spent many years working in the air control field to cause concern. It is significant to compare this with the fact that the number of enlisted Marines (E-5 and below) showing high frequency hearing losses is no more than the expected norm.

There are several areas of special concern in Marine Air Control Squadron Four which I have been able to isolate. One area that is especially noticable as being a noise hazard area is the squadron communications section. The worst area in the Comm Section is the TYA-11 hut. The squadron corpsman measured the noise level recently and found it to be a constant 95 db with the level exceeding 106 db during the channeling of the radios. (Any level above 90 db is currently considered a noise hazard.) More significant is the fact that both the current TYA-11 technicians evidence high frequency hearing losses, even though they are both Cpls and have a minimal amount of time in the Corps. Another area that presents problems, as far as being considered a noise hazard, is the Motor Transport section. The noise level in the cab of an M35 truck measures 92 db+. Constant noise levels this high make it imperative that some type of precautions be taken to avoid damaging the hearing of the drivers.

There are several other areas that could be mentioned as presenting a noise hazard but for the sake of brevity it will suffice to say that each squadron is going to be faced with its own set of noise hazard problems and each of the problems must be handled on an individual basis. No one solution is going to solve each noise hazard problem.

As was stated before, a noise level of 90 db or greater over an extended period of time is currently considered to be a noise hazard. The point that should be made about setting a level such as 90 db is that it is a very tentative and rather arbitrary criteria. The relationship between noise exposure and hearing damage has been established, but the exact level of noise exposure that will cause hearing loss has not been established.



THE CLUES ARE HERE!

"HAVE YOU EVER?"

Have you ever run in the rain to keep from getting wet? Have you ever hurried to get back inside when it's cold? Have you ever run in front of a car in the rain trying to keep from getting wet? Have you ever short-changed a job or duty hurrying to get back inside when it's cold?

Let's say that everyone has done the first two examples. Let's hope that no one commits one of the last mistakes!

But what about that Marine I saw on a motorcycle the other evening? A slight drizzle, and there he went, head down, barely able to see through the rain, anxious to get to a destination without getting too wet. I probably wouldn't have noticed him, except he almost ran me down, while I was running to get inside. Or what about last winter? The F-4 was turned up for a flight, the plane captain was cold and hurrying (again). A large access door was left unlatched, and the aircraft lost the panel in flight. Maybe we are committing some of those MISTAKES.

Now, have you ever not had to run blindly in the rain, because you had the proper rain gear on? Have you ever not hurried to get inside out of the cold, because you had on the proper, warm, cold weather gear?

Food for thought. Have you as squadrons ordered the proper seasonal clothing? Do you, as a Marine, own the proper gear for motorcycling in the rain or cold? Here comes a new change, a new season, winter. We have the time NOW, to prepare, think, and avoid mistakes. USE IT!

J. E. HURLOCKER
Major H&MS-15

Never permit a man to work in a manner which will endanger others -
Even though he, himself, may not be endangered.

"OUT OF CONTROL"

Sometimes in a newspaper account of an accident you will read that vehicle "went out of control."

This can leave an impression that the vehicle, being a cantankerous sort, suddenly took things into its own hot-tempered hands and headed straight for trouble. And there was nothing the poor driver could do about it.

The National Safety Council, in their SAFE DRIVER Magazine, asks if it was the vehicle or the driver that was "out of control?"

Suppose a vehicle can't make a curve and skids off on the berm headed for a ditch. Was it the vehicle's fault? Or was the driver simply driving too fast to negotiate the curve safely?

What about the "out of control" vehicle that smashes into the rear of a stalled car at night? Could the man at the wheel have been overdriving his headlights?

Then there's the vehicle that can't stop at the stop sign because of the slippery pavement. It slides past the sign and right into the intersection in the path of another vehicle. Could the driver have been pushing it just a little too fast for conditions?

When you read or hear of an accident that happened because a vehicle "went out of control" look behind the words and you will usually find a driver who is out of touch with safe driving habits and attitudes.

Have you evaluated your driving habits and attitudes recently?

Reprinted from
SAFETY REVIEW

You're Wanted . . . ALIVE!!

"DON'T BY-PASS THAT GUARD!"

The idea of turning off power equipment before adjusting, oiling, or repairing the unit seems too obvious to mention. However, the National Safety Council reports that this has been the source of several amputations in separate accidents recently.

*An engineer failed to turn off and lock out a compressor before adjusting a belt. This resulted in a tendon-damaged finger that will be permanently disabled.


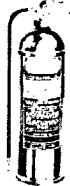












*A kitchen worker decided that he could clean the slicer blade more thoroughly if he held a cloth against it as it revolved. Multiple lacerations have sidelined this employee for several weeks, with possible limitation of the use of the hand following recovery.

*An electrician, while greasing an exhaust fan, failed to turn off the unit and lost two joints of a finger in the resulting accident.

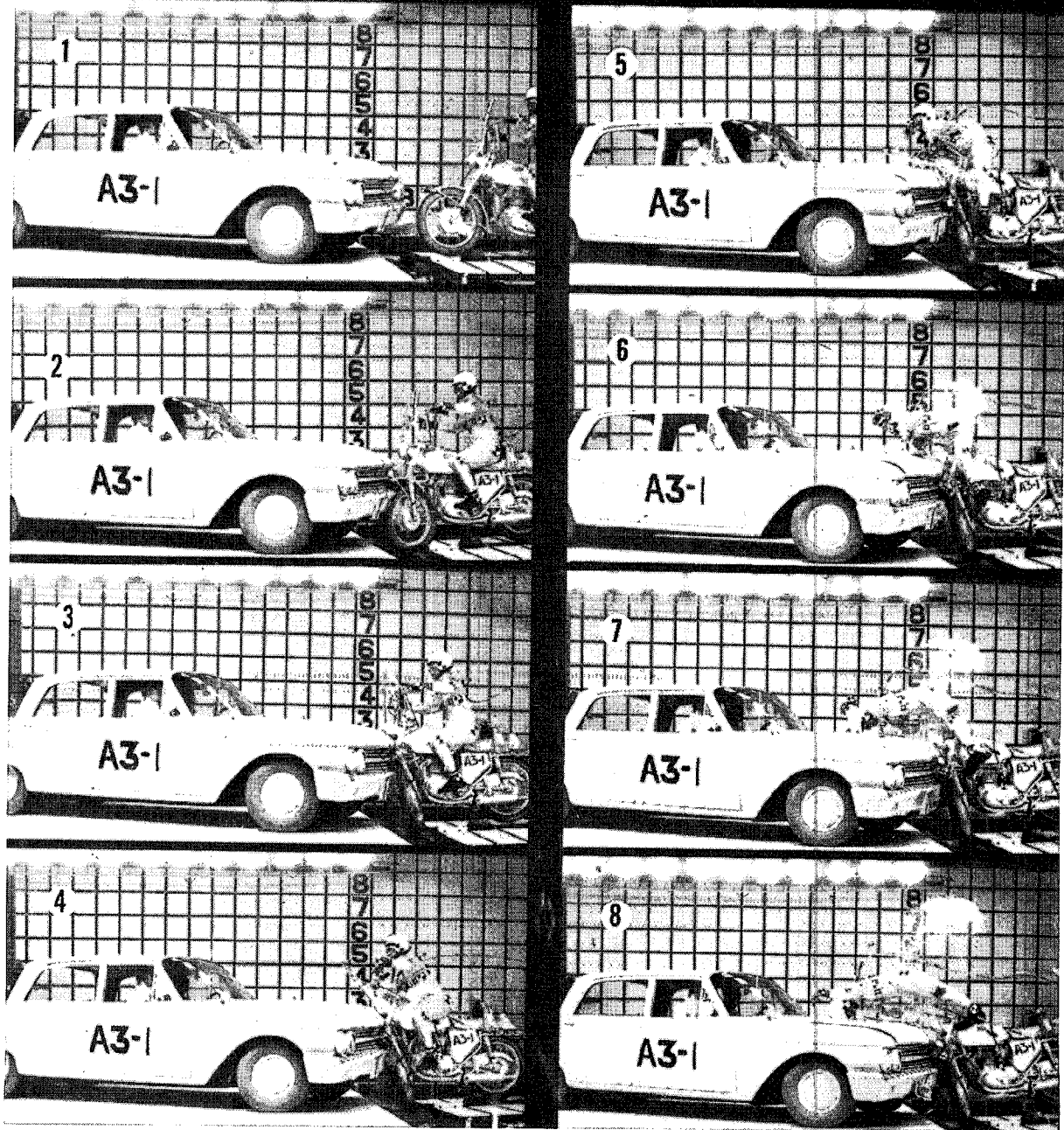
All of these accidents were preventable; but, how recently have you reminded maintenance, and clean-up personnel to never clean any powered equipment until the moving parts were at complete rest and the power "locked out"? Remind them to never by-pass a guard and to never activate power equipment until they are sure no one will be in danger at the point of operation.

Reprinted from
SAFETY REVIEW

KNOW YOUR FIRE EXTINGUISHERS

TYPE OF EXTINGUISHER		WATER			WATER SODA ACID	FOAM	CARBON DIOXIDE	DRY CHEMICAL			
		STORED PRESSURE	CARTRIDGE OPERATED	PUMP TANK				SODIUM OR POTAS-SIUM BICARBONATE		MULTI-PURPOSE ABC	
								STORED PRESSURE	CARTRIDGE OPERATED	STORED PRESSURE	CARTRIDGE OPERATED
											
CLASS OF FIRE	 WOOD PAPER RUBBER PLASTICS	YES	YES	YES	YES	YES	NO	NO	NO	YES	YES
	 FLAMMABLE LIQUIDS GASES GREASES	NO	NO	NO	NO	YES	YES	YES	YES	YES	YES
	 ELECTRICAL EQUIPMENT	NO	NO	NO	NO	NO	YES	YES	YES	YES	YES
USUAL OPERATION		PULL PIN SQUEEZE HANDLE	PULL PIN SQUEEZE HANDLE	PUMP HANDLE	TURN UPSIDE DOWN	TURN UPSIDE DOWN	PULL PIN SQUEEZE HANDLE	PULL PIN SQUEEZE HANDLE	PULL PIN SQUEEZE HANDLE	PULL PIN SQUEEZE HANDLE	PULL PIN SQUEEZE HANDLE
RANGE		30'-40'	30'-40'	30'-40'	30'-40'	30'-40'	3'-8'	5'-20'	5'-20'	5'-20'	5'-20'
DISCHARGE TIME		1 MINUTE	1 MINUTE	1 MINUTE	1 MINUTE	1 MINUTE	8-30 SEC.	8-25 SEC.	8-25 SEC.	8-25 SEC.	8-25 SEC.
SIZES		2½ GAL.	2½ GAL.	2½ - 5 GAL.	2½ GAL.	2½ GAL.	2-20 LBS.	1-30 LBS.	2½-30 LBS.	2½-30 LBS.	8½-30 LBS.

THOUGHT FOOD





continued

THOUGHT FOOD

The Department of Transportation conducts some revealing motorcycle crash tests

The spectacular, hitherto unpublished photo sequence on the previous two pages should, indeed, cause bike riders and car drivers to do much thinking. But before we get further into this article, we want all of you motorcycle enthusiasts to know that we are not running these photos to discourage you from riding. We at DRIVER still ride our bikes practically every day of the year . . . but you can bet your sweet bippies we started operating them even more defensively after viewing these crash photos. That's what we'd like you to do.

As for you car drivers, you can now see very graphically just how disastrous (for the motorcyclist) the results can be when car meets bike . . . even when the closing speed is a mere 30 mph.* Why do we make a special point of telling you this? Because the automobile driver is at fault in the majority of all motorcycle-car collisions, that's why.

Enough lecturing. Let's move to the dynamics of this particular collision. Angle of impact was 22°—about the impact angle of a typical intersection accident. Note in photo 2 that the forks are beginning to bend backward, and in photo 3 that the rider is starting to move up onto the gas tank. In photo 4, he continues along the tank and picks up severe injuries (from the protruding gas tank cap) in the you-know-where area. In photo 5, his upper torso smacks the high-rise handlebar, and in photo 6 he begins the very characteristic somersault as fuel from the ruptured gas tank sprays onto him. Photo 7 shows

his knees contacting the handlebar and his legs beginning to bend the wrong way. In photo 10 the rider's left hand penetrates the windshield . . . his helmeted head follows suit as shown in the next several pictures. (Really makes you wonder why anyone would ride without wearing a helmet, doesn't it?) With the helmet now temporarily lodged in the windshield, the rider (an anthropomorphic dummy, by the way) flops over backward and comes to rest on top of the car. Note the absurdly negligible damage to the automobile.

Would a real rider have survived? Probably not in this particular case, although the helmet would at least have given him a chance.

This crash test was just one of many conducted by the eminent Dr. Peter W. Bothwell of the Birmingham Small Arms Co Ltd (BSA), under terms of a Department of Transportation (DOT) contract awarded to the University of Denver. DOT is very interested in determining what causes the typically severe motorcycling crash injuries. Here's what their testing and other research have revealed to date:

- *The problem of fuel system integrity in a crash is serious. Gas tank caps (particularly the snap-down type that do not lock in place) frequently come open, and fuel tanks often rupture. As the photos indicate, fuel flies onto the rider and the hot engine. Tests show that fiber-glass tanks are particularly susceptible to rupture during crashes.*

- *Protrusions between the seat and the handlebar, and on the handlebar, often produce serious lacerations. Among the most dangerous objects are the storage racks sometimes placed on top of fuel tanks. In the interest of maintaining your manhood, such racks should be removed.*

- *The length and angle of motorcycle forks are extremely important to stability and high-speed handling characteristics. Manufacturers take great care to provide the correct fork angle and length to achieve the best handling characteristics for the particular motorcycle, be it a street machine, a trail bike, or a dirt racer. Alterations rarely improve things.*

- *High handlebars ("ape hangers") degrade control, promote arm fatigue, partially block the motorcyclist's field of vision, and can inflict serious crash*

injuries. It doesn't take a great amount of imagination to realize what can happen during an angle impact when one end of that high-rise handlebar is forced against your chest. Preliminary research indicates that handlebars 6 to 9 inches high and about 25 inches wide are least likely to cause serious injuries in a collision.

- *The "Chopper" builder often removes the front-wheel brake. This may be the deadliest modification of all, since more than 60 percent of a motorcycle's stopping ability is provided by that brake. Nearly two-thirds of motorcycle crashes involve automobiles or trucks. The absence of a good front-wheel brake can double stopping distance and make it impossible to stop in time to avoid another vehicle which turns in front of the cycle or pulls out from a side street.*

- *Sissy bars which have pointed ends or sharp emblems (stars, iron crosses, etc) can inflict serious injury to riders and pedestrians. In a high percentage of motorcycle accidents, the cycle impacts the rider heavily. If the machine has a sharp, pointed sissy bar, the results can be most unpleasant.*

And although enough testing hasn't been conducted to result in well-supported conclusions, research to date seems to indicate that:

- *Crash bars may not always benefit the rider. In the two crashes staged with crash-bar-equipped machines, the bars were (1) of no value, and (2) pinned the rider's leg between the bar and a wall. It would appear that their value may be limited to those mishaps where the bike falls over and slides.*

- *Seat belts for motorcyclists (a subject resurrected now and then) are not the answer. If the rider were strapped to his bike, he would probably pull the thing over onto himself in a crash.*

- *Trajectory of body is nearly identical, regardless of whether rider is standing on pegs or sitting just prior to impact.*

So there you have it. The continuing research conducted by DOT is providing some real eye-openers. Now, if all motorists and truck drivers will just keep their eyes open, street motorcycling should become a safer sport and means of transportation for all of us. •

J.G.

THE AIR FORCE DRIVER

*Actually, the car was stationary and the motorcycle was going 30 mph.

"HOG CALLING?"

Several thousand Yen ago,
I went off on a spree;
Wind-blown hair and trusty mare:
My fine two-wheeler and me!

Across the bridge, a little fast,
But onward did we flee;
Up the hill, no thought of spill:
My fine two-wheeler and me!

Into the town, a little town,
We gunned her in to see
The Josans there, so neat, so fair:
My fine two-wheeler and me!

She liked my rig, indeed,
And very much liked me;
It was surely ruv, my turtle dove:
For my fine two-wheeler and me!

10,000 Yen went ever so fast:
Two for her and one for me...
But we got enough of that lovely stuff:
My fine two-wheeler and me!

My helmet hurt my vision,
So I left it off, you see,
And now the wind was truely friend:
My fine two-wheeler and me!

Unknown to me, of course,
Poor old Papasan didn't see,
The streak of green that picked him clean:
My fine two-wheeler and me!

We were very extra careful,
Just doin' what comes naturally...
But we messed his clothes and broke his nose:
My fine two-wheeler and me!

They picked us up quick
But Oh! so gingerly...
Me with a load, them from the road:
My broke two-wheeler and we!

They patched him up first
 And then they fixed me...!
 My wheels they junked; me they bunked:
 Inside where I couldn't see!

But I'm out once more
 and...Yeah!...running free;
 But tocsan Yen I seek again:
 For a new two-wheeler and me!

You say "T.S." or "GOMEN"?
 It couldn't happen to thee?
 Famous last words? Just for the birds?
 Push your own little piggy and see!

L. "B" MYERS
 CO H&HS-18

Hazards do not cease to exist because they are ignored.

"MOTORCYCLES ARE HERE TO STAY?"

The above title may have application in CONUS where motorcycles have suddenly become a normal part of the American traffic stream, (over 2,309,000 bikes registered in 1969) but it may not necessarily be the case here in Iwakuni where motorcycle accidents, injuries, and even deaths are on the increase. No one wants to see motorcycles restricted, or banned from operation at Iwakuni, but this just possibly could be the very next step in stopping the injuries and deaths.

What causes these accidents? Is it lack of training or knowledge of the bike, immaturity, overconfidence, speeding, drinking, or unfamiliarity with the driving environment? Not one of these alone causes a motorcycle accident; its a combination of several, if not all in some cases. Immaturity certainly enters the picture in many cases where drinking, speeding, or overconfidence is involved. Inexperience and lack of knowledge of the motorcycle's limitations seem to be synonymous with overconfidence. The poor driving environment, combined with unfamiliar Japanese driving habits and techniques, certainly are contributive to high accident rates, but is it not lack of training and overconfidence that makes it hazardous?

As a test of your motorcycle knowledge, answer these questions:

1. The stop light is usually operated by:

A. the front brake	C. a special switch
B. both brakes	D. the rear brake

2. Which brake develops the greater braking force?
 - A. front brake
 - B. rear brake
 - C. both brakes are equal
 - D. depends on the weight of the rider
3. How should the brake be applied?
 - A. front first
 - B. front only in a real emergency
 - C. much greater force on the front brake
 - D. rear first
4. You are riding down the highway at 40 m.p.h. and suddenly come upon a series of deep chuckholes. You should:
 - A. increase speed to pass over the holes as quickly as possible.
 - B. reduce speed as quickly as possible to permit the shocks recovery time.
 - C. place all your weight on the footpegs, brace yourself, allow the cycle to lose speed gradually.
5. When going around a curve to the left you should:
 - A. flatten the curve by moving over to the center line.
 - B. maintain the same position in your traffic lane.
 - C. slow down when reaching the sharpest part of the curve.
 - D. accelerate in the middle of the curve.
6. When two motorcyclists are traveling together
 - A. one should ride to the left and behind the other.
 - B. they should ride side by side.
 - C. they should ride single file.
7. When going through an uncontrolled intersection, speed should be lowest
 - A. at the far crosswalk.
 - B. at the near crosswalk.
 - C. in the middle of the intersection.
 - D. fifty feet before reaching the crosswalk.
8. In heavy traffic, your attention should be focused
 - A. on the car ahead
 - B. on oncoming traffic
 - C. immediately in front of the motorcycle
 - D. on the second or third car ahead
9. When a large number of motorcycles are traveling on the highway they should:
 - A. ride in single file on the left side of the traffic lane.
 - B. ride in groups of four.
 - C. ride three abreast.
 - D. allow 200 feet between each motorcycle.
10. How does the death rate (based on miles traveled) of a motorcycle compare with that of a car?
 - A. the same
 - B. eight times as great
 - C. better than a car
 - D. four times as great

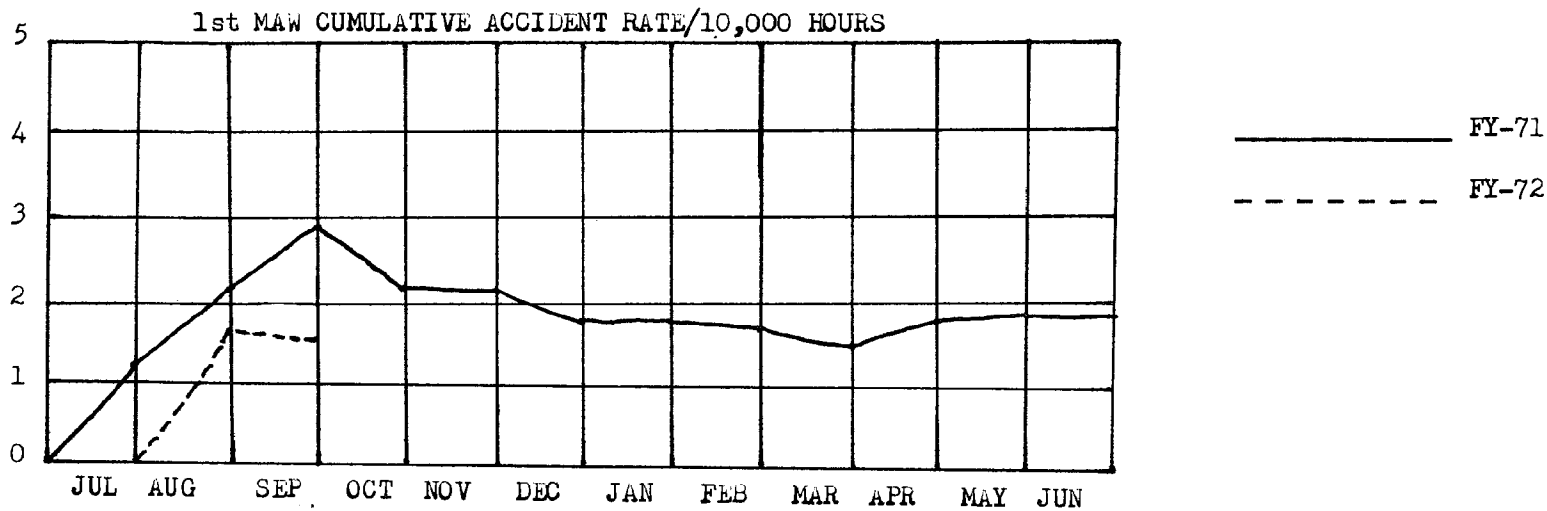
If your knowledge of the above questions is uncertain, then perhaps a point is made. Combine this lack of knowledge and experience with the "killer" factors of immaturity and overconfidence and the end product will be a serious accident. All accidents are serious, regardless of severity. I discount drinking and speeding, for they fall under the guise of immaturity.

You may now conclude that all this is fine and dandy, but so what? What can be done to reduce the injury and death rate? Admittedly, the poor roads and driving conditions that we are confronted with will remain, but something can be done about education. The answer is training and testing. In the immediate future a completely new program of comprehensive training and testing will be introduced at the motorcycle test track for license applicants as well as licensed drivers. It will not only be an interesting program of training, practice, demonstrations, and testing, but from a safety standpoint I'm certain that it will be extremely beneficial. Ride out to the track when you get an opportunity, watch the changes, learn and practice.

Robert D. BAKER
Major MAG-12

By the way, the answers to the questions are: 1-D, 2-A, 3-D, 4-C, 5-B, 6-A, 7-B, 8-D, 9-B, 10-D.

Luck can stay with you for years.....and disappear in a flash.



1st MAW ACCIDENT/HOURS STATISTICS

36	* CUMULATIVE FY-71	1.37	2.20	2.97	2.19	2.04	1.89	1.81	1.76	1.57	1.71	1.72	1.72
	CUMULATIVE FY-72	0	1.67	1.58									
*	NUMBER OF ACDTS FY-71	1	2	3	0	1	1	1	1	0	2	1	1
	NUMBER OF ACDTS FY-72	0	2	1									
*	HOURS FLOWN FY-71	7264	6400	6604	7026	6908	7923	7441	7008	6988	6625	5269	5955
	HOURS FLOWN FY-72	5948	6375	6646									
		JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUNE

* - Figures recomputed for FY-71 for present Squadrons/Groups attached to 1st MAW

1.72
1.58
14
3
81,411
18,969

Anticipates Fleet visits here

7th Fleet Cmdr. visits Air Station



Vice Admiral William P. Mack, 7th Fleet commander, is interviewed by Japanese newsmen during a press conference September 15.

Admiral Mack told newsmen more ships would visit Iwakuni as operations in the Republic of Vietnam reduce. The 7th Fleet commander visited the 1st Marine Aircraft Wing and Fleet Air Wing-6.

Vice Admiral William P. Mack, 7th Fleet commander, paid a visit Sept. 15th to what he called two most important parts of the 7th Fleet — the 1st Marine Aircraft Wing and Fleet Air Wing-6.

The admiral arrived at 9 a.m. and spent the day in briefings and motor tours of the two commands. The Marine Air Wing and Fleet Air Wing make their permanent homes here.

During an 11:15 press conference with Japanese newsmen, Admiral Mack said the position of the fleet was to "Support U. S. policy in Southeast Asia, in particular the Nixon doctrine which provides that the 7th Fleet should act as an umbrella under which free countries in this part of the world could provide their own protection.

"In all," he continued, "we patrol about thirty million square miles."

He added that there were no recent changes to the mission of Navy patrol aircraft assigned to MCAS Iwakuni.

"The mission here is very important," he explained. "The long range of patrol aircraft here permits them to cover many miles of ocean in surveillance, looking for submarines and troubled ships of all nations."

Admiral Mack also said that he anticipates a resumption of visits to Iwakuni by ships of the U. S. Seventh Fleet.

"As operations in the Republic of Vietnam reduce," he said, "more ships will visit here, including the fleet command ship, the USS Oklahoma City."

Admiral Mack departed from Iwakuni at 3 p.m. for Yokosuka where his command ship is home-ported.



A 43

MABS-15

Party held for kids

Summer is almost gone, but the fun lingers on at the Garden of Light Orphanage near Hiroshima. And it will for some time to come if its Marine sponsors have anything to do with it.

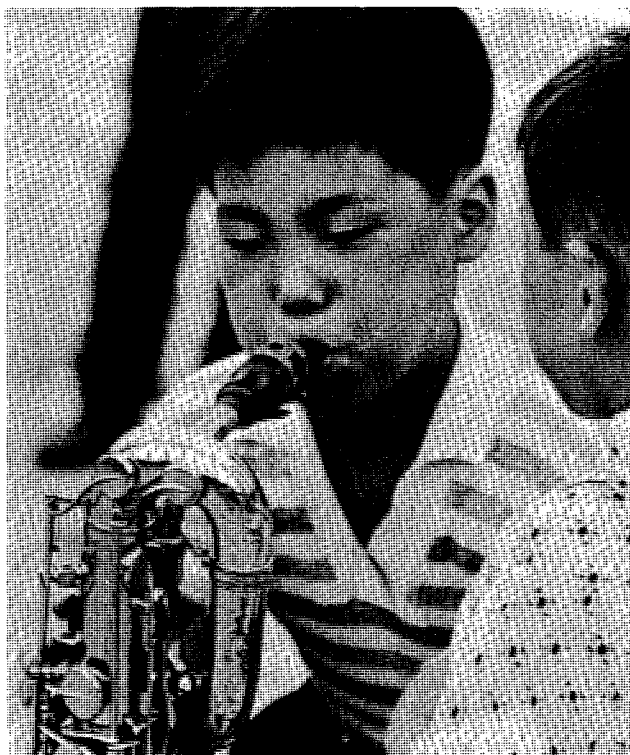
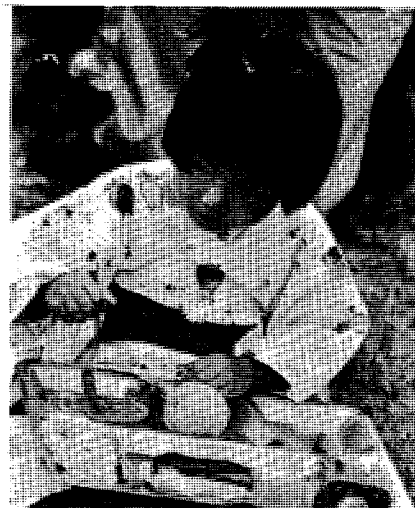
Members of MABS-15, 1st MAW, have been treating 65 children of the orphanage to outings and parties while repairing buildings there. Recent occasions have included a weekend camping trip to Miyajima Island and a party at the orphanage featuring the 1stMAW Band.

"The kids love it. So do the troops," says 1stLt. Frank L. Miller, who coordinates activities between MABS-15 and the Garden of Light. "We've developed a really fine rapport with the orphanage.

"We love these kids, and I think the feeling is mutual. We'll do anything we can to keep them happy," he added.

MABS-15 Marines began with weekly visits to the orphanage more than a year ago. They re-tiled the roofs, laid new floors, painted rooms and erected three new patios. As they became more familiar with the children, they began having parties and outings. The squadron took up a collection and bought the orphans camping tents.

"We visit the kids every weekend now," says Maj. R. L. Beckwith, commanding officer of MABS-15, "and it's hard to tell who has the most fun."



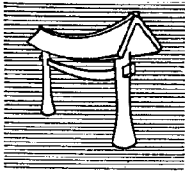
**Photos and story by
GySgt. Dan Wisniewski**

A 1st MAW bandsman (above) gives a youngster an impromptu music lesson on his baritone saxophone while (top) a pretty kimono-clad girl digs in to Marine chow, during a party at the Garden of Light Orphanage near Hiroshima.

Happy faces belong to Maj. R. L. Beckwith (left), MABS-15 commanding officer, and a Japanese girl from the orphanage.



A-#13



now hear this

American Red Cross holds class

The American Red Cross will be conducting a training class for new volunteers in the near future.

Anyone desiring to become a Red Cross Volunteer may call the Field Director's office to place their name on the training list.

Those wishing to give a few hours of time each week as a Red Cross Volunteer are asked to contact the Field Director's office Monday through Friday between the hours of 8 a.m. and 4:30 p.m. or call 3252 or 4525.

Bake sale

The Mar-Nav Wives' Club will hold a bake sale from 10 a.m. to 5 p.m. Thursday, September 30 at the Wing-side Exchange. On sale will be homemade cakes, cookies, banana bread and other goodies.

Proceeds from the sale will go to raise funds for the treasury to be used in future station-wide projects.

More home cooked food

The Protestant Women of the Chapel will host a pot luck dinner at the Slipway Club Sunday, September 26.

The festivities get under way at 4 p.m. with games, films and fun. For further information call 4613.

U of M classes offered

Two courses will be offered by the University of Maryland through the Joint Education Office here.

A list of prospective students is being compiled for introduction to sociology and for introduction to psychology. If enough interested persons apply, the courses will be taught between January 24 and March 17. For further information, call 4691. Also ask about the graduate record examinations to be administered October 23.

Sumie classes held

Sumie, or Indian-ink picture, classes will be held at the JACFA office, Bldg. 552 from 9-11 a.m. either Monday or Thursday, once a week. Those interested please call ext. 4701 for further information.

JACFA party

Everyone is invited October 1 to a Japanese - American Cultural Friendship Association party to be held at the Slipway Club from 6-11 p.m.

The price of 500 yen will enable participants to enjoy a buffet of fried chicken, potato salad, baked beans and a large variety of beverages.

Tickets are on sale at the JACFA office located at the Main Gate. Attendance will be limited to 200 persons.

New hours for tape room

The Special Services Tape Room will accept orders for prerecorded tapes only during their new hours from 5-12 p.m. after September 27. Finished tapes may be picked up anytime from 9 a.m. to 12 p.m. Patrons are reminded that the facility's nightly quota is usually reached about one-half hour after opening, so visit early.

FRA ladies meet

The Ladies Auxiliary of the Fleet Reserve Association will hold its general assembly September 29 at the FRA club.

Women who have a husband, father or brother belonging to the club are welcome to join.

Additional Catholic Mass added

A Sunday Evening Mass at 7 p.m. will be celebrated beginning this Sunday at the Wing Chapel. This Mass is in addition to the Saturday Mass at 5 p.m. and the Sunday Mass at 10:30 a.m. Confessions are heard one-half hour before each Sunday Mass.

LDS time change

The group leader of the Latter Day Saints at Iwakuni announced the following time changes in their services: Sunday School/Sacrament Service-Sunday 2-4 p.m. Priesthood Meeting-Tuesday 7-8 p.m.

Waitresses needed

The Enlisted Club is now hiring cocktail waitresses. Applicants must be at least 21 years old. Previous experience is desired but not mandatory. Applications are now being accepted at the Mainside Enlisted Club during normal working hours, Monday through Friday.

New show on FEN

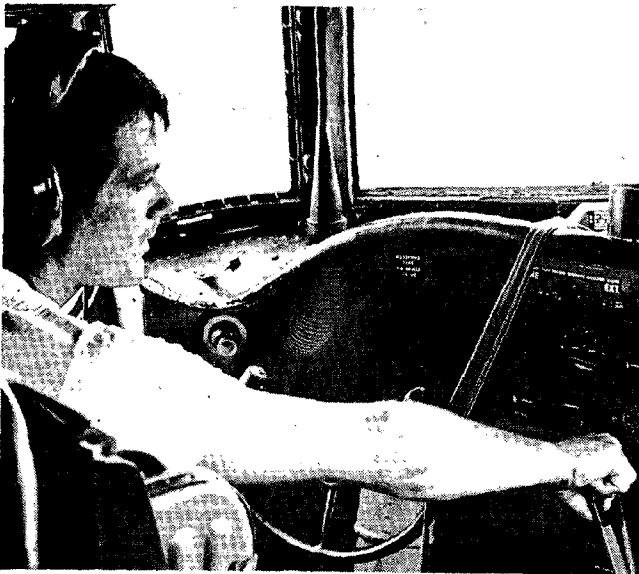
Every Thursday evening at 7:30, FEN Iwakuni joins with the entire Far East Network throughout Japan to present "Iwakuni Tonight."

Hosted by Air Force Sgt. Hank Carr, "Iwakuni Tonight" is a 30-minute program of easy listening music gently punctuated by interesting facts and folklore about this area.



Iwakuni tour over

R5-D bids goodbye to MCAS



The R5-D is counting its days here at Iwakuni. Cpl. R. F. Sanders (above) an assistant crew chief, and SSgt. T. E. Hughes, (left) crew chief, check one of the aircraft thoroughly in preparation for the last flight home.

Another chapter in Marine Corps aviation will soon draw to a close here when the last three Douglas "Skymasters," or R5D's, point their noses skyward, orbit the field once, then turn east toward the United States and the oblivion of retirement.

The service rendered to the Marine Corps and the entire free world by the "Skymaster" has been nothing short of monumental. The plane was born at a time when the counter-offensive, fitfully begun by the Allies in 1942, began to gel in early 1943 into a world-wide coordinated effort to defeat the Axis powers in detail.

From the drawing boards of the Douglas Aircraft Corp., came the C-54 "Skymaster," known in the Navy and Marine Corps as the R5-D.

In service throughout the latter part of World War II as a cargo and medical evacuation aircraft, the R5-D made nearly 80,000 transoceanic flights with a loss of only two aircraft.

After the war, the R5-D was used by the 1st Marine Aircraft Wing transport squadrons in China on a shuttle run between the cities of Tsingtao, Peking and Shanghai.

Through war, threats of war and uneasy peace the Douglas R5-D has not been found wanting. In 1948, when the Russians clamped an iron ring around the city of Berlin, the R5-D's with their Marine crews became an important element in the Allies blockade-busting Berlin Airlift.

Two years later, at dawn on the 25th of June, the North Korean People's Army launched a surprise attack against the Republic of Korea, precipitating the three-year Korean War.

The "Skymaster" was utilized to ferry troop reinforcements and material to Korea to bolster the crumbling US-Korean defense line. Throughout the Korean War the "Skymaster" repeated its World War II function as a troop, cargo and medical evacuation transport.

Here at Iwakuni the "Skymaster" is being phased out of the aircraft inventory. An inventory phase-out is one thing; a memory phase-out is quite another. It will be many years before the "Skymaster" will fade from the memories of those who have flown in her.

Pilots, air crews and ground technicians loudly describe her as "the most reliable thing on wings," "a true Model "T" of the sky," and often with a touch of nostalgia "a good old bird."

None the less, when Headquarters and Maintenance Squadron (H&MS)-17 releases the last three R5-D "Skymasters" in the Marine Corps' Far Eastern inventory into the hands of the ferry pilots for the flight back to the United States, each aircraft will be carrying nearly thirty years of enviable history. A-#13

10 27/

guest comment

The American military . . . theirs to reason why

(EDITOR'S NOTE: The following is a serialization of an article reprinted with permission from Air Force Magazine, published by the Air Force Association, 1750 Pennsylvania Ave., N.W., Washington D.C., 20006)

On the social level, Tolley maintains further that "In a free society we seek order and justice as well as freedom, and these goals inevitably put a brake on personal freedom."

Tolley's views support the general proposition that the achievement of worthwhile goals is enhanced, not hindered, by discipline. The external disciplinary structure imposed

by the military should not be motivated by the goal of limiting personal freedom but rather by the need to coordinate, order, and organize the efforts of large groups of men as they tackle the diverse tasks coincident to the defense of our way of life. The "brake" that military discipline applies to personal freedom is apparent, but it is at least analogous to the brake each individual applies to his appetites and emotions in order to accomplish any worthwhile task. Both forms of discipline are justifiable in terms of the order required to accomplish our goals. In this sense Tolley seems to have hit it just right; with respect to goal accomplishment, "the undisciplined is not free."

But, one must still ask, what of personal responsibility and intellectual creativity in the restrictive context of the military structure? How shall we strike an appropriate balance? The answer lies in our willingness to nurture creative abilities and to encourage critical analysis within the system.

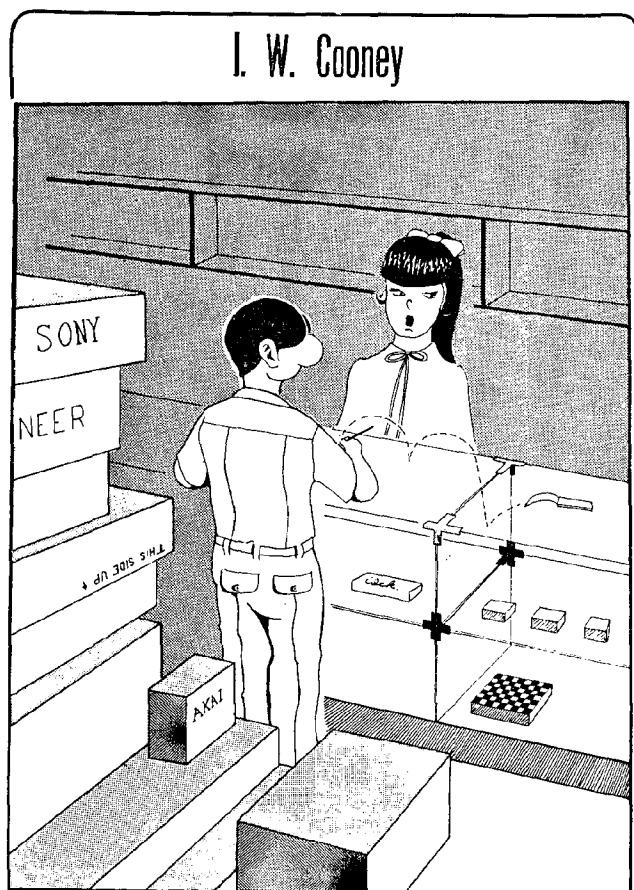
Striking a Balance

It is easy to encourage intellectual curiosity, analysis, and creativity in classrooms.

In John Locke's phrase, citizens of a free society have consented to "be concluded by the majority" when decisions are reached. Socrates argued that when a man fails to persuade his government to change its policies, then he must either abide by them or leave the state. The military as an institution cannot escape an analogous position if it is to function well or even function at all. In a world where the men who wear uniforms are highly educated and where creativity is indeed nourished, there is room for discussion and contributions from those who are concerned enough and able enough. But when the contributions are all evaluated and the decisions are made, then military men are obliged to obey the orders of their superiors, just as ordinary citizens are obliged to abide by the laws of the state. In either case, other alternatives seem to lead inevitably to chaos.

The question of unlawful or immoral orders also is analogous to the question of illegitimate or unjust laws. Citizens are not obliged to obey laws that are clearly against the common good, or immoral in some other way. Similarly, soldiers are not obliged to obey orders that are clearly unlawful. Difficulties arise in those cases when either the legitimacy or the morality of the law or order is not clear, often because all of the relevant facts are not known.

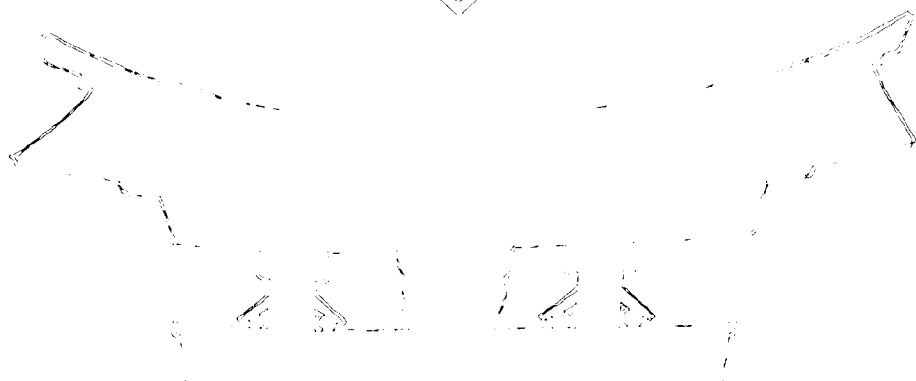
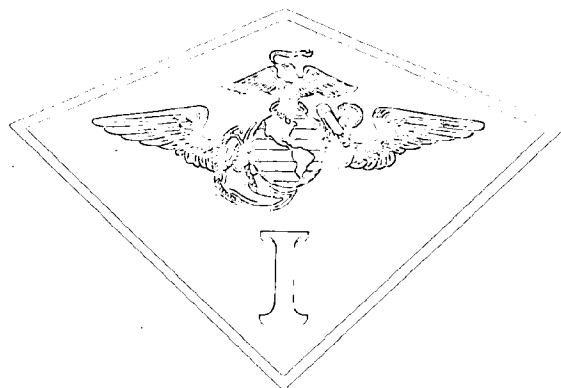
(continued next page)



Okay, I. W., the gig is up. Just because you're getting short (300 days), you plan to stock up on all those goodies you want, right? That's find cajun, but aren't you forgetting that little matter of adequate funds to cover your purchases? Either put some money in your checking account, use the Exchange lay-away plan, or start using cash. You should know that you cannot enjoy your misgotten loot in the brig. Oh yes, perhaps you should send that unused checkbook to the Harlem Globetrotters, since it bounces so well.



The Professional



SAFETY - STANDARDIZATION

PLUS

PROFESSIONALISM

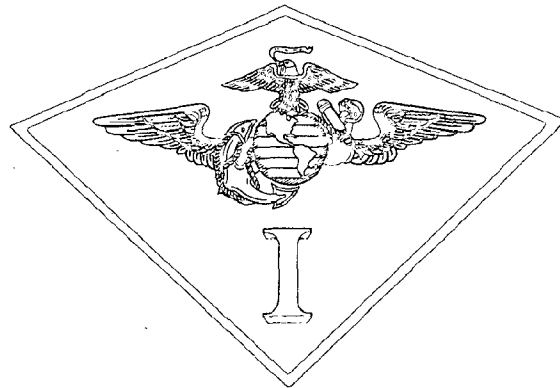
EQUALS

COMBAT READINESS

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A-#14

The Professional



SAFETY - STANDARDIZATION
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COMBAT READINESS

OCTOBER 1971

A-#14



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ASSISTANT WING COMMANDER
Brigadier General A. W. O'DONNELL

CHIEF OF STAFF
Colonel G. W. MORRISON

DIRECTOR, WING SAFETY CENTER
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First Lieutenant K. R. SLUIS
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CWO-2 R. L. BERNARD
Staff Sergeant J. R. FRICK
Sergeant R. E. SHOWALTER
Sergeant R. E. GRIGG
Sergeant S. K. JEFFORDS

The Professional is a monthly Aviation Safety and Standardization magazine published by the 1st Marine Aircraft Wing Safety and Standardization staff. It is dedicated to saving lives and preventing injuries, to reducing operating cost and contributing to the First Wing's ability to accomplish its mission. Contents are informational in nature and should not be construed as regulatory or directive unless so stated. The editor reserves the right to modify the content of manuscripts received without altering intended meaning. This publication is FOR OFFICIAL USE ONLY. Address all correspondence to: Editor, THE PROFESSIONAL, Wing Aviation Safety Office, 1st Marine Aircraft Wing, FPO San Francisco, California 96602.

TABLE OF CONTENTS

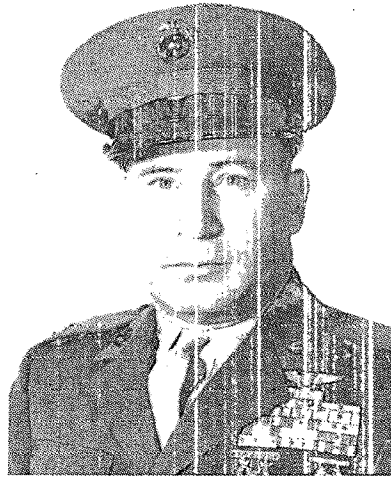
Command Message	1
What Would You Do?	2
Let's All Be Efficiency Experts	3
Winter Weather	4
MURPHY's Corner	5
-And The Copilot Was Just Sitting There-	6
1st MAW Mishap Briefs	7
1st MAW Aviation Safety Officers	11
1st MAW Ground Safety Officers	12
1st MAW Ground Mishap Briefs	13
You The Supervisor - Key To Safety	16
What About Fire Prevention?	17
Are All Accidents Preventable?	19
Cyclists' Protective Headgear . . .	20
Believe It Or Not!	20
Learn From The Animals	20
Tiny Spark - Big Boom	21
M. D. R.	24
Let There Be More Light	25
1st MAW Aviation Statistics	29

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:

DECEMBER	MAG-15
JANUARY	MAG-12
FEBRUARY	MWSG-17
MARCH	MAG-36
APRIL	MACG-18

COMMAND MESSAGE



"ELEMENT OF REALISM"

It is frequently difficult to pinpoint the precise factors involved in accidents attributed to pilot error. This is especially true in those instances in which the pilot involved has extensive aviation experience. There may be no logical reason why an experienced aviator would deviate from established Safety and NATOPS procedures, yet, too often, such is the case! Why? Many such accidents are made of ingredients which would normally only be associated with an abundance of experience.

Consider the following factors: Overconfidence in self or machine, or both beyond the limits of either; Knowledge of procedures, known or forgotten; Ability, which makes the difficult only second nature; Zealousness, to the point of disregarding sound judgement in an environment requiring the maximum; Aggressiveness to the point of allowing the circumstances to get to the point of no return. These actions, individually or collectively, have caused many accidents and become those that are most frequently lumped under the loose terminology "Pilot Error".

The tendency of many experienced pilots to let younger inexperienced pilots continue into near emergency conditions to evaluate their abilities and to provide an element of realism into training is an outgrowth of all of these factors. The element of realism is desirable and in fact essential, but not to the extent that Safety is sacrificed. Only through evaluation of our individual experiences can we achieve that fine balance which injects the maximum realism but maintains that "Margin of Safety" that is necessary not only to complete the mission but also to accomplish the desired results.

A. F. GARROTTO
Colonel, U. S. Marine Corps

"WHAT WOULD YOU DO - - - ?"

What would you do if you were flying into MCAS Iwakuni on a dark and stormy night and you lost your TACAN and your radio? What would you do if you lost these valuable aids after not breaking out at minimums on a GCA? These are just two small questions which raise a world of important discussion for all aviators, not just the tactical jet community. But especially in a single-piloted aircraft, this line of questioning becomes the most important consideration-yea, an emergency, for how many pilots before have ever considered the situation?

You might consider as long as the aircraft has an ADF and an emergency squawking IFF, that another approach may reasonably be attempted. But how many of you readers have checked out the ADF in the aircraft, or flown the ADF approach to be familiar with it? Furthermore, the weather criteria for ADF minimums is way above GCA minimums and probably wouldn't allow you a safe approach anyway in bad weather. A few enterprising souls might reach way into the bag and pull out a survival vest radio and attempt a radar approach on guard. Has anyone ever tried it? Well, you probably couldn't get the earplug set up and under your helmet before you ran out of gas. What would you do next?

That brings us to the subject of alternates, where they are, how we get there, and what to do to land safely. What alternate can you get to without a radio and a TACAN in adverse weather? If you have an ADF, you can shoot an approach to most Japanese fields, but who knows what the frequencies are? Or who has the ADF approach plate? What would you do next?

If you are following the trend of thought at this point, you can easily see that the loss of two or more navaids or a large electrical problem can ruin your whole day in weather. That's not the point; the point is for you to have already considered what you would do in these instances and to execute your plan when they arise.

In order to achieve a broad base of consideration for almost every possible situation, the reader is asked to consider playing an old game with his squadron mates. The game has been played for a long time but it never really gets old; costs very little of your precious time, and never fails to bring out some points you haven't considered. It is called, "What would you do - - -?". It is played with two or more pilots/NFOs and involves nothing more than asking an imaginative question about what the other fellow would do under a given set of circumstances. "What would you do if - - - the field was IFR and GCA lost you on radar and you didn't break out at TACAN minimums?" The conditions and situations can be as realistic as your imagination. At any rate, the other guy is going to stop and think a minute and give you his ideas, plus a couple SWAGS (scientifically wild - - - guesses) thrown in so he won't look too bad. The discussion that follows wouldn't last more than five minutes, and you would both come away with a couple of new ideas on procedures, systems, facilities, equipment, etc.

If this game is played regularly within a squadron, the pilots as a group are more knowledgeable about aircraft systems, have formed well thought out emergency procedures, and are safer pilots. The benefits are unlimited. Try it in your squadron and see if it isn't one of the favorite games pilots play.

C. A. PINNEY
Capt VMA-311

"LETS ALL BE EFFICIENCY EXPERTS"

When a pilot today goes out on a training flight, he realizes that he must get all that he can out of each hour of flight. Things have changed greatly due to the world situation. No longer is he learning just so he will be able to teach the next generation what he has learned. In most cases after training he will put his talents to the maximum output in an environment completely alien to the "good old" training days.

This preparation and eagerness to learn should not be limited to flying alone. It should be just as important on the ground. Knowing good safety procedures can be utilized in almost any flight or ground situation. Learning NATOPS, the Flight Manual and aircraft systems plays a large part in being a top notch pilot.

A "Good Stick Man" can get into a heap of trouble if something goes wrong with his aircraft and he's not positive about how to handle it. Training and knowing what to do will prevent this.

One hears a lot of grumbling about aircraft availability and not enough aircraft to fly. If, or when, the availability is low or the flight schedule is cancelled because of bad weather conditions, don't let the grumbling start. Use that period for ground training, go over the procedures, aircraft systems, discuss the maneuvers that would have been used had the flight gotten off the deck, and what should have been done in the event things hadn't gone as briefed.

By doing this, interest can be created and a more professional atmosphere will prevail in the squadron. It will make the next flight a lot easier when you are in the air. It will instill a greater degree of confidence in those relatively new to this particular aircraft and it's an excellent review for those who are not new. At some later date you may be thankful for one of these sessions.

R. W. SWETE
Capt HMM-164

"WINTER WEATHER"

November Thru February Weather Facts
For MCAS Iwakuni

During the month of November the Polar front, after having moved South during late September, stations itself just to the North of the Philippine Islands. The daily temperatures continue to decrease rapidly and the average date of the first frost is the 15th. Snow is a rare occurrence during November. Waves on the Polar front are forming in the vicinity of Shang Hai. These waves deepen into closed circulations and move Northeastward along the Polar front causing widespread precipitation which affects the local area. During the month of November the possibilities of a typhoon affecting Iwakuni are negligible. VFR conditions prevail, on the average, 93% of the time. The average temperature is 54 degrees Fahrenheit and the average minimum temperature is 46 degrees Fahrenheit. In 1959 we obtained 79 degrees Fahrenheit for a maximum and in 1970 the extreme minimum temperature was set at 32 degrees Fahrenheit. During the month of November, Iwakuni averages 3.39 inches of rain.

Winter conditions become prevalent during the month of December. Polar outbreaks begin occurring every four to seven days. December is historically (climatologically) the driest month of the year with precipitation averaging only 1.53 inches per month. VFR conditions exist 96% of the time and typhoons although possible, become a summertime memory. It snows on the average about 3 days out of the month while the average temperature dips to 46 degrees Fahrenheit. The highest temperature ever recorded at Iwakuni during the month of December is 69 degrees Fahrenheit in 1968, and the lowest temperature occurred in 1960 and was 25 degrees Fahrenheit.

The Siberian High pressure cell over the Asian continent becomes well situated over the Asian mainland during January. Polar outbreaks continue, occasionally supplemented with cold Arctic Air. Lows which form in the East China Sea and the Yellow Sea and which pass to the South of the station produce prolonged periods of overcast sky conditions and continuous light precipitation. The majority of these lows move East-Southeastward across Honshu and Kyushu. The average temperature dips to 41 degrees Fahrenheit with 64 degrees the maximum ever recorded in 1959 and the lowest temperature ever recorded was 20 degrees Fahrenheit in 1967. Snow falls on the average of 8 days during January. The total amount of snow in a 24 hour period is rarely more than a trace and this usually melts upon contact with the ground. The most snow that has been observed in a 24 hour period was an accumulation of 2 inches which remained for four days before melting. Typhoons rarely occur North of 15°N latitude during January. VFR conditions exist 95% of the time and in 1955 the peak wind gust was recorded at 45 knots.

The winter season usually reaches its peak during the first two weeks of February. Frontal outbreaks continue and become more intense and snow falls on the average of 5 days during the month. In 1956, 11 inches of snow fell but remained on the ground only 2 days. Most snowfalls are only a trace and usually melts as it falls. VFR conditions exist 93% of the time and the average temperature rises slightly to 42 degrees Fahrenheit. The extreme maximum

was recorded in 1962 and was 70 degrees Fahrenheit, while the extreme minimum temperature was 24 degrees, recorded in 1959. Typhoons rarely affect this area during February. The November through February average relative humidity is 69.5%.

CWO R. E. KATZ
Station Weather Service

"MURPHY'S CORNER



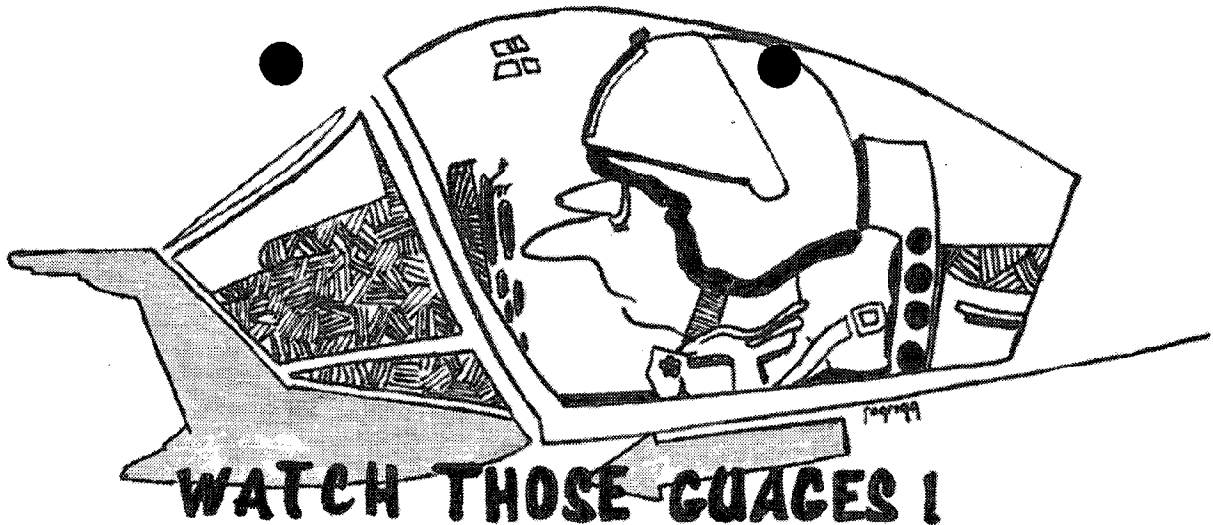
Editors Note: MURPHY'S CORNER has been incorporated to cover potential mishap areas that do not specifically qualify for reporting as Aircraft Incidents (no intent for flight) or Ground Accidents (no damage). Its singular purpose is the promotion of Safety Awareness and prevention of similar "Murphys" by other units in the Aviation Community.

Dear Reader,

Due to the tremendous impact last month's MURPHY's Corner had on the 1st MAW we are happy to inform you there were no MURPHIES reported to the Wing Safety Center for this issue! HOWEVER. . .

. . . We know ole' MURPH is lurking somewhere; in the corner of the hangars, on the flight lines or hanging around the fire lanes, etc. If you happen to see MURPHY around sometimes, take his picture and send it to the Wing Safety Center with a description of what he was doing. Even though he's got his own column - He tries to avoid publicity!

All units, and even the people in them, are invited to peel your eyes and break out the flick taker to catch MURPHY in the act. Just think, you might prevent him from doing it again . . . REG



FOR COPILOTS ONLY

- "AND THE COPILOT WAS JUST SITTING THERE" -

How many times have words similar to these found their way into accident reports? They have a familiar and saddening ring for anyone who has spent much time studying accident testimony. On many accidents where there are no survivors around to testify, you can't help wondering what the copilot was busy doing when the pilot lost control of the aircraft or flew back into the ground after take off on a dark night. Time after time, accident boards have concluded that a contributing cause factor was the failure of the copilot to properly monitor the aircraft's instruments.

The copilot on a modern multiengine helicopter has his hands full keeping up with his required duties, but his primary responsibility is the safe operation of the aircraft and should be monitoring altitude, attitude and speed during all periods of maneuvering flight. It would appear that many copilots trust their pilot implicitly to the point of believing he is incapable of making a mistake or misinterpreting the instruments. The frequent recurrence in accident reports of words similar to those at the beginning of this article indicate that many copilots have allowed themselves to become so involved in other duties that they have forgotten their primary responsibility for the safe operation of the aircraft.

NOTE: The primary responsibility for briefing the crew rests with the pilot. This briefing should be conducted before the flight commences and should be in such detail as to ensure a complete understanding of the mission. The pilot should give specific instructions, when necessary to cover any special situations that may occur.

R. W. SWETE
Capt HMM-164



1ST MAW AIRCRAFT MISHAP BRIEFS1. F4B, Aircraft Ground Accident.

Damage: Undetermined
Injury: None

Four maintenance personnel were lowering an F4B on jacks, when approximately half way down the extension screw on the left wing failed. The wing settled on the jack putting an eight inch hole in the lower left wing skin adjacent to B.L. 160.00; aft of the main spar reference line and forward of the rear spar reference line. There was no apparent damage incurred to the major spars or beams and no visible damage to the upper surface wing.

Cause: Ground Support Equipment without required safety features incorporated was the primary cause factor.

2. F4B, Utility Hydraulic Pressure Loss.

Damage: None
Injury: None

Upon initial touchdown and roll out the pilot applied the brakes noticing the left brake to be weak with the utility hydraulic pressure dropping. The brakes were again applied and the utility pressure dropped below 2000 PSI. The pilot stopped on the runway utilizing the emergency air brakes.

Cause: Failure of the threaded insert screw, P/N AP413592 which came out of the brake assembly because of stripped threads.

3. A4E, Loose and Cracked Engine Air Intake.

Damage: None
Injury: None

During preflight inspection pilot discovered a two inch crack on the port, leading edge intake in approximately the 11 o'clock position. The intake was also found to be loose between the top mounting flange and the fuselage. An inspection of eleven other aircraft revealed two intakes cracked, in approximately the same location and size, and four loose intakes both left and right.

Cause: Undetermined.

4. UH-1E, Minor Aircraft Accident.

Damage: Minor
Injury: None

Aircraft was the wingman on a two plane tactics flight. Pilot commenced a spiral approach from 1200 AGL for a simulated medevac pickup. The landing zone was a small, level area in mountainous terrain surrounded by 15 ft high brush and small trees. Diameter of the LZ was approximately 60 meters; elevation 660 ft MSL. As the pilot transitioned from autorotative to powered flight, at 400-500 ft AGL and 60 knots, the rotor RPM began to decay and dropped below 6000 RPM. Pilot entered an autorotation and headed towards the zone.

The collective was raised in order to reach the zone. The RPM decayed to below 5500 RPM when the zone was reached, and the pilot flared in an attempt to clear the embankment. The aircraft landed level in a right skid, bounced once and came to rest four feet from the original point of impact.

Cause: Undetermined.

5. CH-53D, Main Rotor Blade Damage.

Damage: None

Injury: None

Following night flight operations, the blades were folded on the aircraft. In doing so the crew chief secured one blade with a cargo strap tie down to the flight deck. As flight deck personnel attempted to move the aircraft, the tie down was not noted until the aircraft had been towed a few feet. Tension was taken up as the aircraft was towed, damaging the blade.

Cause: Ground Crew carelessness.

6. CH-53D, AFCS Pitch SERVO Broken.

Damage: Limited

Injury: None

Prior to engaging APP to trouble shoot a stick drive problem, the cyclic stick was noticed to have complete freedom of fore and aft movement. Suspecting control rod problems, avionics trouble shooting was suspended and the control rods were inspected. The rod assembly to the AFCS pitch servo was found broken. The specific cause of the break is unknown. The following factors are discussed as possibly contributory: On 31Aug71 the aircraft suffered a broken blade in a ground accident. During the course of the accident, the blade in the 9 o'clock position was twisted and pulled aft before breaking. It is thought that the twisting action greatly increased the angle of attack on the blade with corresponding movements of the flight controls. This movement would apply a compression force on the subject rod assembly, possibly causing it to bend. Following the accident, all flight controls were inspected for possible damage. No damage was discovered. However, considering the location of the break, it is possible that a slight bend may have escaped detection when inspected with a straight edge. The aircraft was flown 32.2 hours after the ground accident. Due to impending arrival of a typhoon, on 21Sep71 all blades on the aircraft were folded to permit hangaring. In order to fold the blades, five pitch change rods were disconnected. On 23Sep71 the blades were spread and the pitch change rods reconnected. It is considered possible that the subject rod assembly may have been damaged during the fold and/or spread operations. If forces were applied to the cyclic stick while the pitch locks were in, the flight controls would have been subjected to stress.

Cause: Withheld pending results of investigation.

7. CH-46D, Ruptured Hydraulic Line.

Damage: Limited

Injury: None

During an engine start the starter hydraulic line ruptured, subsequently, hydraulic fluid was ingested by the accelerating engine. The engine caught on fire; the pilot secured the engine and actuated the engine fire bottles, but the fire persisted. The crew chief applied CO2, and the fire persisted. Crash Crew arrived and applied water to the engine and the fire was extinguished. There was no airframe damage. However, the engine was damaged internally by fire and FOD (hydraulic fluid and fire fighting agents).

Cause: High pressure starter hydraulic line failure.

8. EA-6A, Cable Slap from Arresting Gear.

Damage: Limited
Injury: None

Pilot was conducting normal aerodynamic braking as the aircraft passed over the cable lifters utilized at Naha AB. These cable lifters are larger than normal, allowing the cable to slap upward as the main gear crosses the arresting pendant. The tail low attitude of the aircraft permitted contact of the cable and airframe.

9. UH-1E, Aircraft Accident.

Damage: Alpha
Injury: None

Aircraft located on spot number one of an LPA was preparing for take off. Upon removal of the tiedown chains the ship experienced a severe starboard roll causing the aircraft to slide. The pilot attempted an immediate take off to recover from the slide; however, during the slide the aircraft's right skid locked with a deck edge speaker, inducing a right roll. Aircraft plunged into the sea off the starboard bow.

Cause: Under investigation.

1ST MARINE AIRCRAFT WING AVIATION SAFETY OFFICERS OCTOBER 1971

<u>NAME</u>	<u>RANK</u>	<u>UNIT</u>	<u>PHONE</u>
R. P. SPREIER	LtCol	1stMAW	3484/4476
W. J. NEVINS Jr.	Major	1stMAW	3484/4476
L. S. UNDERHILL	Major	MAG-12/H&MS-12	3630
P. W. STAFFORD	Captain	VMA-211	4422
C. A. PINNEY	Captain	VMA-311	92-1226 (Deployed)
S. P. PORCARI	Captain	VMA(AW)-533	4020
H. D. MAINES	Major	MAG-15/H&MS-15	4680
R. A. GURLEY	Major	VMFA-232	4869
L. J. OSWALT	Captain	VMFA-115	8530
L. A. CEROVAC	Captain	VMCJ-1	8754
D. E. HANSEN	1stLt	H&MS-17	4065
D. W. HENDERSON	Major	MAG-36/H&MS-36	23-4598
K. K. KERR	Major	VMGR-152	23-4370
T. P. MCBRIEN	Major	HMM-165	SLF
R. W. SWETE	Captain	HMM-164	23-4578
C. H. YUNG	Captain	VMO-6	23-4290
H. L. MAY	Captain	HMH-462	23-4537
H. D. FAGGERSKOG	Major	HML-367	23-4881
G. E. BRUDZINSKI	1stLt	SUB UNIT #1	23-4832
E. R. BROCK	1stLt	SUB UNIT #2	5094 NAS ATSUGI

1ST MARINE AIRCRAFT WING GROUND SAFETY OFFICERS OCTOBER 1971

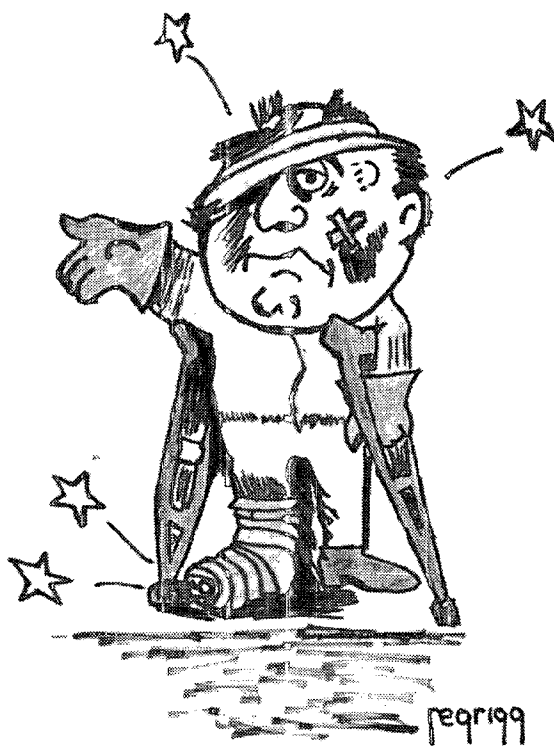
<u>NAME</u>	<u>RANK</u>	<u>UNIT</u>	<u>PHONE</u>
MACHADO	CWO-3	1stMAW	3484/4476
BERNARD	CWO-2	1stMAW	3484/4476
FITTS	1stLt	MWHS-1	8719
BAKER	Major	MAG-12	3582
HICKS	CWO-2	H&MS-12	4469
MOHLIN	1stLt	MABS-12	3150
PULLIUM	1stLt	VMA-311	3445
NICKELE	Captain	VMA-211	4579
ALLEN	1stLt	VMA(AW)-533	4579
PRESTA	Captain	MAG-15	4666/8857
WEBB	WO-1	H&MS-15	4504
CARROCINO	1stLt	MABS-15	4677
WRIGHT	Captain	VMFA-115	4644
HARVEY	1stLt	VMFA-232	8866
EVANS	1stLt	VMCJ-1	8848
OSTEN	1stLt	MWSG-17	4355/8685
DREW	CWO-2	H&MS-17	4673
PITMAN	1stLt	WERS-17	4086
CRAIGLOW	Captain	MACG-18	4340
LAMB	1stLt	H&HS-18	3198
NELSON	1stLt	MASS-2	3297
TAYLOR	Captain	MWCS-18	8505
HEILIG	1stLt	MACS-4	23-4873
KOSTIN	1stLt	MAG-36	23-4622
BROUGHTON	CWO-2	H&MS-36	23-4256
IRONS	CWO-2	MABS-36	23-4276
FOTHERINGHAM	1stLt	VMGR-152	23-4379
GREEN	1stLt	HMM-165	23-4208
DEHOUST	1stLt	HMH-462	23-4568
DEAL	1stLt	HML-367	23-4808
BRUDZINSKI	1stLt	HMA-369	23-4832
FREEBURG	1stLt	VMO-6	23-4843

*HMM-164, NOT REPORTED

1ST MAW

GROUND

MISHAP



BRIEFS

1st MAW Ground Mishap Briefs

60Oct71 - AIRCRAFT GROUND ACCIDENT: When an F4 was being lowered, a jack penetrated the wing of the aircraft.

Result: \$10,000 damage.

Cause: Lack of proper supervision, training, and the use of faulty equipment.

70Oct71 - OFF DUTY: One Sgt was jogging. It was dark, and he inadvertently stepped into a rut in the road.

Result: Torn ligaments in his right leg; 4 days lost time.

Cause: Inattention to footing.

90Oct71 - BARRACKS: A LCpl was removing a door from a wall locker. The door came off suddenly, hitting him in the head.

Result: Concussion and 2 days lost time.

Cause: Hazardous method of procedure.

100Oct71 - MOTORCYCLE: A PFC was sideswiped by an automobile on a curve in the road.

Result: Broken toes on right foot. Three days lost time.

Cause: Auto passing on curve, had crossed dividing line.

100Oct71 - BARRACKS: While engaged in a pretended game of football inside the barracks, a Sgt fell against a wall.

Result: Lacerated tendon in the right hand and 7 days lost time.

Cause: Skylarking in the barracks and lack of supervision.

120Oct71 - INDUSTRIAL: A LCpl fell off a crane when his coverall trousers caught on a lifting hook. He landed on the prongs of a scoop loader bucket.

Result: Three days lost time.

Cause: Inattention. Wearing improper attire, and lack of proper supervision.

140Oct71 - BARRACKS: One Cpl slipped on metal sheeting in the shower.

Result: Broken nose and three days lost time.

Cause: Existing hazardous condition in the shower. Inattention to footing.

160Oct71 - MOTORCYCLE: A MSgt fell when he was riding across the infield at the motorcycle race track.

Result: Dislocated left shoulder and 4 days lost time.

Cause: Inattentive driving.

190Oct71 - SPORTS: A SSgt was knocked to the ground while jumping for a pass during a football game.

Result: Concussion and 19 days lost time.

27Oct71 - OCCUPATIONAL: During maintenance on an A4 the external fuel tanks were accidentally jettisoned.

Result: \$1,900 damage.

Cause: Personal error.

30Oct71 - LIBERTY: A PFC was struck by an automobile as he was crossing a street.

Result: Multiple fractures. Lost time undetermined.

Cause: Under investigation.

"YOU THE SUPERVISOR - KEY TO SAFETY"

A unit's safety program cannot be successful without the active participation of the "Supervisor". You are in the key position to carry out the unit's safety policy and to prevent injuries to your men. There is no principle more thoroughly proven than the "Supervisor is the Key Man" in the safety of any operation. A dedicated and conscientious supervisor is always aware of his duty to keep the men under his direction from harm and injury.

How may you be most effective in maintaining safe conditions and promoting safe operations? First, you must know a few details of your unit's safety program. You must know what your responsibilities are and how you expect to integrate them with safety. You must know your men and their qualifications. You must know the safe work methods for each operation and where you can obtain additional information concerning them. Second, you must supervise for safety. Through planning you must anticipate potential hazards and take corrective action. You must encourage suggestions and request hazard reports from the men. It is imperative that you, as a supervisor, plan for safety just as you would for any other part of the operation. Third, you must ensure that a strong OJT program is in effect. Point by point demonstrations of the operations are required. You must tell them, show them and then show them again. Fourth, you must instill the proper safety attitude in your men, so that they will work safely even when you are not present. Briefings, counseling, and bulletin boards will help to keep safety awareness active in the men's thoughts. You should encourage group discussions of safety problems allowing your men to actively participate in the safety program. Professional supervisors should learn all the angles of creating safety attitudes and use them continually. Remember, safety begins with the right frame of mind.

The unit safety officer's job is to plan the safety program and assist you as the supervisor in maintaining safe conditions and promoting safe operations. He can give you a great deal of information about accident prevention and explain the importance of the supervisor's role in the unit's safety program. The one thing the safety officer cannot do is take the safety instruction and safety supervision responsibilities from you. You must accept the full responsibility for safety as you are the key figure in your section's safety program.

Listed here are 16 ways that you, as a supervisor, can put safety to work:

1. Take the initiative in recommending ideas for safer equipment, tools and operations.
2. Be professional when it comes to taking care of equipment and keeping it safe.
3. Take charge of operations that are not routine to make certain that safety precautions are determined and observed.

4. Know what materials are hazardous and how to handle them safely.
5. Know what personal protective equipment is necessary and ensure that such equipment is used.
6. Become an expert on waste disposal for good housekeeping and fire protection.
7. Enforce good housekeeping.
8. Be alert for the man who may be an unsafe worker.
9. Continue to "talk safety" and impress safety on the men.
10. Establish good relations with the unit's safety committees.
11. Set the example for safety.
12. Use judgement in criticizing or praising, and know the value of public praise.
13. Not only explain how to do a job, but show how, and observe to ensure it continues to be done safely.
14. Study the seemingly unimportant accidents and take corrective measures.
15. Keep the men informed of the safety policy.
16. Through counseling, keep abreast of personal problems your ~~men~~ may be having, and showing concern, work effectively toward a solution.

Following these guide lines will promote greater understanding and promote a higher degree of safety within your unit.

M. C. MCNIEL
SSgt HML-367

"WHAT ABOUT FIRE PREVENTION?"

Fire prevention is usually thought of as separate from routine accident prevention efforts. Let's keep in mind, however, that property damage caused by fire and personal injury are very closely related. It is for this reason, and others, that fire prevention is necessarily a major part of any safety program.

In private industry, fire prevention is a specialized field in which many volumes of information have been compiled dealing with its many detailed aspects. These large companies must comply with rigid, established standards in

order to stay in a fully insured status. Fire inspectors, both those of the company involved and the insurance company, continually ensure that safe conditions are in effect. We in Marine Aviation must treat fire prevention much as the large industrial concerns do. Our monetary worth puts us high on the roster of large corporations. Here in the 1st Marine Aircraft Wing, Ground Safety Officers are responsible for seeking every possible way to protect aircraft, buildings, equipment and lives against the damaging effects of fire. We differ from private industry, however, in that we are not covered by insurance. We also differ in that damaging fires cause drastic slow downs in operations, hence causing us to be less effective as part of our nation's fighting forces. True, damaged buildings, aircraft and equipment can be replaced by generous taxpayers (including you and me). Lives lost, though, are just plain wasted. In our billets as Ground Safety Officers, we are truly responsible for the lives and property that may be lost due to negligence and lack of insight. We are our only insurance.

R. L. BERNARD
CWO-2 Wing Safety Center

"ARE ALL ACCIDENTS PREVENTABLE?"

If you answered the question no, then it is necessary to continue in defense of my belief that all accidents are preventable. By all accidents, I mean all accidents including ground, aviation, and vehicular are preventable and that our goal in all areas should be zero. Realistically speaking the goal of zero is, admittedly, difficult to attain. If you wish to contest this theory by mentioning material and equipment failure, then there are several approaches to this answer.

Material and equipment failures are caused by someone, whether it be the operator in his preventive measures or the manufacturer in utilizing a faulty part or weak design -- someone is always to blame for causing an accident. One example that comes to mind is the statement, "It was unavoidable due to a blown tire." When I hear this many thoughts come to mind. Was the tire in good condition? Was the tire of good quality? Was the air pressure correct? Was the driver in complete control of his vehicle prior to the blowout? Could the accident have been prevented, even though a blowout occurred, if the operator had been prepared or if the vehicle had been going slower? The last question can generally be answered yes -- if a slower speed were chosen the accident would not have occurred. In many cases the blowout is actually a direct result of speed.

To move away from accident theory, we should concentrate on prevention. Prevention in regard to vehicles is called defensive driving, a sometimes over-used and misunderstood description, but a very valid and effective means of precluding accident involvement. In recalling several motorcycle accident reports and board investigations, one statement frequently heard is, "The accident was unavoidable". Statements that come to mind are: "She stepped off the curb in front of me; he went through the stop sign; he crossed the line entering my lane head-on". The list is endless, but if careful thought is given to the matter it will be determined that the accident was preventable if good defensive driving practices were utilized. What exactly does "defensive driving" mean? It means seeing a person that may step off a curb; seeing the car, or cars, that may go through the stop sign; seeing or anticipating that a car may pass into your lane, etc. Besides seeing and anticipating the worst, corrective action is required in nearly all cases. Slowing down and maintaining good vehicle control while assuring that you have an option or "out" to prevent a collision can be added insurance in nearly all situations.

The examples of accidents are endless, but all are preventable with proper attitude, alertness, and most important, foresight in assuming that the pedestrian or other vehicle will do the worst. Are all accidents preventable? Draw your own conclusions, but for me a zero accident rate is entirely within the realm of possibility.

R. D. BAKER
MAJ MAG-12

"CYCLISTS' PROTECTIVE HEADGEAR COVERED BY REGULATIONS"

A change to paragraph 4101.8a of the Marine Corps Uniform Regulations concerning the protective headgear worn while riding motorcycles and similar two wheeled vehicles has been authorized. The new regulations state that, "An unornamented protective helmet made of a high night visibility metal flake design in any color without insignia, similar in appearance and construction to those worn by civilian motorcycle police, may be worn with the service uniform while operating or riding as a passenger on a privately owned motorcycle or similar two wheeled vehicle. If not of a metal flake design, the helmet will be of any color without insignia or other decoration and may utilize white or silver color reflective materials in one inch bands extending horizontally around the base and vertically over the top of the helmet from front to back.

Reprinted from
Hotline HQMC
Volume II, Number 5

"BELIEVE IT OR NOT!"

Pedestrians Do Have Rights In Traffic . . .

The law says that a crosswalk does not have to be painted or marked in order to be a crosswalk. The crosswalk is the continuation of the sidewalk across the roadway to the sidewalk on the other side.

Also, the law provides that a driver shall always be extremely careful to avoid striking a pedestrian on the street, regardless of right-of-way.

District of Columbia
Department of Motor Vehicles

"LEARN FROM THE ANIMALS"

Safety is a funny thing. Dumb animals take to it naturally; it is born and bred right into them. But man, who is supposed to be way on top in the social order, often thinks that only "sissies" practice safety.

It is said that beavers always detail one of their number to watch out and warn the rest of the animal tree choppers when the tree is about to fall. Yet, how many times do experienced drivers fail to take similar precautions and ask for assistance when backing into a tight spot?

Ducks fly in a "V" formation for safety, and it is said that if any source of danger is spotted, a scout flies out to investigate. Yet, how blindly we human beings often walk or drive into danger.

If you have ever gone crow hunting, you know that it is almost impossible to get a good, close range shot at the flock. Why? Because they have sentinels placed at advantageous spots and these warn of man's approach.

A woodchuck always digs two, three, or more holes to his burrow, so that if an enemy does come after him through one hole, he has a choice of backdoor exits.

A wren won't build its nest in that nice little birdhouse you hang up in the backyard, unless the entrance is so small that it will keep out larger birds.

Many of us remember back in the horse and buggy days when you couldn't whip "Old Dobbin" into crossing a rickety bridge that looked unsafe to him.

Now, it never occurs to us to call an animal a coward or "sissy" just because it takes all these precautions. In fact, we give it credit for being pretty smart. Yet, many of us scoff at the safety precautions taken by man.

It makes one wonder sometimes if we aren't really the ones to be placed in the "dumb animal" class.

NSC Electronic/Electrical
Equipment Newsletter

"TINY SPARK - BIG BOOM"

"What's so dangerous about gasoline? I always use it to wash up after painting, and there's no trouble if I don't light a match around it. Every idiot knows enough not to do that!"

Several weeks later, this spokesman on gasoline's hazards was dead, burned in a flash fire that happened while he was cleaning paint brushes with gasoline in the basement. His wife, who was helping him, dropped a glass jar full of the gasoline on the cement floor. It shattered, spreading gasoline vapor throughout the basement. The vapor was ignited by the pilot light of a nearby water heater and exploded, engulfing the man and his wife in flames.

Said the fire chief of the large city who investigated this accident: "Three out of the last four fatal fires we've had were caused by gasoline. And the reason is always the same - People think they are smart enough to handle gasoline, but they have no idea of the real hazard involved."

An increasing number of people are keeping gasoline around the house as fuel for power mowers and boats. Unfortunately, some also use gasoline as a solvent for cleaning clothes, floors, automobile parts, and for lighting piles of leaves, trash, and for barbecue fires.

Most persons have a vague notion of gasoline's danger. Few people pull the old exploding trick of lighting a match near a car gas tank, although a fellow in California did just that last month while looking for a leak in the gas line. Luckily, he blew up the car instead of himself.

But when it comes to having a real knowledge of the gasoline hazard, most people flunk. They believe they are safe as long as they don't bring a flame near the gasoline, but this is far from being true! Ask any of the 50,000 people who, every year, start home fires by mishandling flammable liquids.

The real menace of gasoline - the one you must constantly guard against when using it - is the vapor - vapor you can't see, but which is always present and which can explode like dynamite.

Every time you expose gasoline to the air, it evaporates rapidly. As the experts say: "It gives off about 130 times its bulk in vapor, which, in turn, converts more than 1,500 times its volume of air into an explosive mixture."

The gasoline-air mixture is "ripe" or explosive, when there are 1.4 to 6 parts of gas vapor per 100 parts of air. In these proportions, any ignition source causes the mixture to "expand in a flash to 4,000 times its volume;" in other words - it explodes!

This means that if you let 3 quarts of gasoline (no more than enough for an extensive dry cleaning job) evaporate in an average sized room, every cubic foot in that room would be explosive. If touched off by an ignition source, the mixture would blow up with a force of $1\frac{1}{2}$ pounds of dynamite, enough to take the roof off the house.

But don't think you can get away with using little amounts of gasoline; it is not the amount of liquid you use, but the volume of the vapor that is dangerous. Only 2 ounces of gasoline can vaporize, creating a cubic yard of explosive air. Two ounces sounds like a small amount; indeed, it is only a quarter of a cup. But remember, this little bit of gasoline in the controlled explosions of your car engine is enough to move a two ton car 500 feet down a level road. Imagine that same force exploding in your face all at once!

DEADLY SMALL IGNITION SOURCES

Many gasoline users are fooled because they do not realize that a small ignition source can set off a gasoline explosion. The ignition source can be, and often is, a flame, a lighted cigarette, or, as in your car engine, a tiny spark.

Fire authority Paul Kearney, in his book, "I Smell Smoke", reports the case of a woman who was dry cleaning clothing with gasoline in a tightly closed kitchen when her daughter came in and switched on the fan. It arced, producing a small spark that set off an explosion so violent it blew the two women through the side of the house. Their bodies landed 30 feet away in a vacant

lot. The daughter regained consciousness long enough to tell what had happened.

Another surprising explosion starter is static electricity, which can be produced simply by rubbing cloth vigorously. That is one reason so many persons are burned by using gasoline as a dry cleaning agent. For a recent example - a woman touched off an explosion while cleaning draperies in the living room with gasoline. The rubbing friction caused a spark and a boom!

Before static electricity can create a spark, the humidity conditions must be just right. But since home gasoline users have no way of knowing when the air is "just right", it is foolish to take a chance, especially when there are so many nonflammable cleaners on the market.

But what if you take elaborate precautions to keep any ignition source out of the room in which you are using gasoline? This would be difficult, but even if you succeeded, you still would be in peril because of gasoline's deadliest, sneakiest trick - the vapor trail.

Many victims of gasoline are done in because of their ignorance of the way gasoline travels. The vapor does not just form a cloud over an open gasoline container. Being heavier than air, the vapor overflows, rolls down the sides of the can and settles near the floor. An air current may sweep it along the floor, taking it from room to room, leaving an explosive trail. If the trail contacts an ignition source, a blue ball of flame races all the way back along the trail to the gas can, causing it to explode.

How about adding gasoline to a fire or glowing embers, or filling the tank of a hot power mower engine? Don't - unless you want to be the victim of a flashback of flame that can explode the whole gas container in your hand. Remember that explosive vapor, even though you cannot see it, forms a bridge between you and the heat source - and that is what you want to avoid at all costs.

You don't have to strike a match near gasoline to blow yourself up. Vapor trails have been known to go 150-200 feet before finding an accommodating flame.

- *Never use gasoline in the house.
- *Don't store gasoline in the house.
- *Don't put gasoline in glass containers.
- *Don't use gasoline to start a fire!

Adapted from "Family Safety"
and Bethlehem Steel "Safety Bulletin"

"M.D.R."

Do you know what M.D.R. stands for? You and I have made lists of attitudes for safety which turn out to be attitudes for accidents.

Let's change that. Let's see if we can make a list of attitudes for safety to help other people develop safe attitudes. If we want to develop them ourselves, we need to get straight in our minds what the safe attitudes are.

Here we go on a partial M.D.R. (Minimum Daily Requirement) list of Safety Attitudes:

*Preventing them is more important than blaming the people who cause them.

*Accidents can be prevented.

*The . . . I work for is sincerely trying to prevent accidents.

*The safety regulations are reasonable and important.

*The supervisor is for safety.

*The people I work with will respect me for practicing safety.

*Safety is a mark of intelligence and skill.

*It's dumb to take chances.

*I have a responsibility to do something toward correcting any hazard I see.

And one or two especially for management, because management attitudes are important, too.

*Safety is good business.

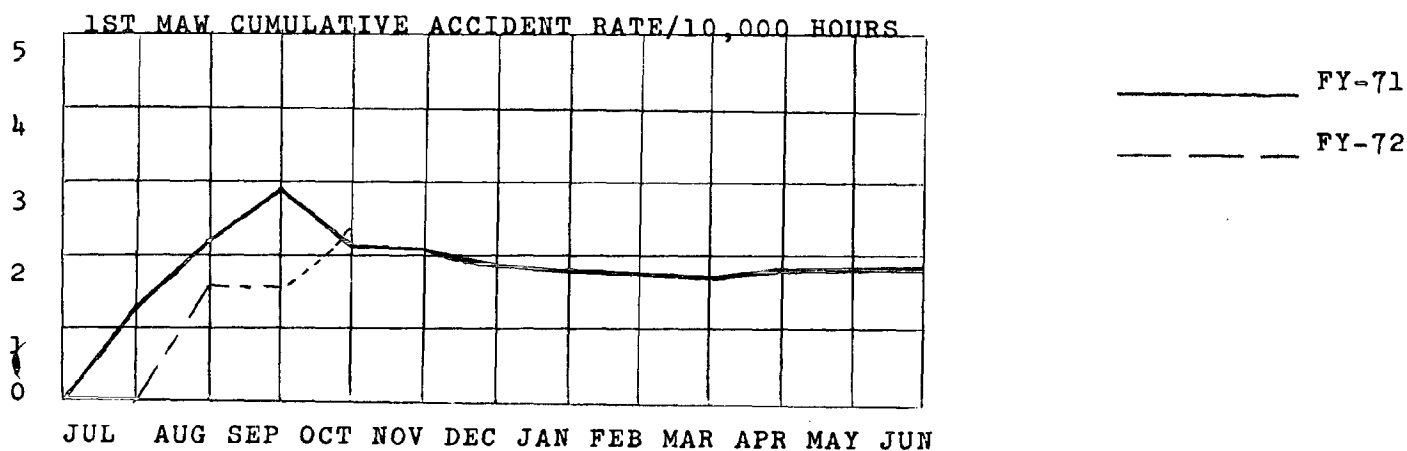
*Safety promotes efficiency.

*We can't afford to have accidents.

*We have respect for the people we work with.

Simple M.D.R. and yet, if we could get these attitudes universally accepted, we safety people could put ourselves out of business.

Hospital Safety Service
Newsletter



1ST MAW ACCIDENT/HOURS STATISTICS

* CUMULATIVE FY-71	1.37	2.20	2.97	2.19	2.04	1.89	1.81	1.76	1.57	1.71	1.72	1.72
CUMULATIVE FY-72	0	1.67	1.58	2.39								
* NUMBER OF ACCDTS FY-71	1	2	3	0	1	1	1	1	0	2	1	1
NUMBER OF ACCDTS FY-72	0	2	1	6								
* HOURS FLOWN FY-71	7264	6400	6604	7026	6908	7923	7441	7008	6988	6625	5269	5955
HOURS FLOWN FY-72	5948	6375	6647	6119								

1.72
2.39
14
6
81,411
25,089

JUL AUG SEP OCT NOV DEC JAN FEB MAR APR MAY JUL

* FIGURES RECOMPUTED FOR FY-71 FOR PRESENT SQUADRONS/GROUPS ATTACHED TO 1ST MAW

Pacific Stars & Stripes
Thursday, Oct. 14, 1971

U.S. Aids Storm-Hit Islands

URASOE, Okinawa (Special)
— High Commissioner James B. Lampert Friday declared the islands of Yaeyama, hit by the full fury of Typhoon Bess, a major disaster area requiring extensive relief measures.

The declaration was issued following a report to the high commissioner on the results of a damage survey conducted Thursday by Deputy Civil Administrator M.D. Roush.

With the designation of Yaeyama Group (Island Group) as a major disaster area, the U.S. Civil Administration (USCAR) and the government of the Ryukyu Islands (GRI) will begin active, full-scale relief operations.

As the first such operation, U.S. Marine Air Group 36, stationed at Marine Corps Air Station, Futenma, flew temporary shelters and a supply of food to Ishigaki Friday. The relief goods will be distributed through the Yaeyama Civil Affairs team, USCAR.

The American women's clubs on Okinawa have also donated \$328 to be used as necessary in the U.S. disaster relief program.

The island of Yaeyama suffered severe damage from one of the worst storms to hit the southern Ryukyu Islands in recent years.

Incomplete reports from the GRI police as of noon Friday put casualties at two fishermen missing and eight people injured, two of them seriously.

A-#15

VING B DE DA NR 619

OTTUZYUW RUACAJA2875 2670330-UUUU--RUADKUA.

ZNR UUUUU

O 240830Z SEP 71

FM CG III MAF

TO RUADKUA/CG FIRST MAW

INFO RUEOPIA/CMC

RUMHMA/CG FMFPAC

RUMSOAA/COMSEVENTHFLT

RUACADA/CG USARYIS

ZEN/DEPCOMMARCOMBASESPAC (PUD)

RUACBNA/MAG THREE SIX

RUACBNA/VMOR ONE FIVE TWO

BT

UNCLAS //N03440//

DISASTRY ASSISTANCE

A. CG III MAF 230720Z SEP 71 (U)

B. CG III MAF 240212Z SEP 71 (U)

IN VIEW SEVERE TYPHOON DAMAGE ISHIGAKI AND ADJOINING ISLANDS:

A. DEPLOY TWO CH-53 TO ISHIGAKI TO ARRIVE ASAP AFTER DAYLIGHT ON 25 SEP 71.

B. NO SUPPORT AVAILABLE ISHIGAKI. ESTABLISH AND

PAGE TWO RUACAJA2875 UNCLAS

SUPPORT EXPEDITIONARY FUEL CAPABILITY FOR THREE TO FOUR DAY OPERATION ON TWO CH-53'S.

C. REPORT TO LTCOL HASKELL, CIG CIVIL ASSISTANCE TEAM, ON ISHIGAKI FOR EMERGENCY RELIEF ASSISTANCE.

2. SUBMIT AFTER ACTION REPORT WITHIN THREE WORKING DAYS AFTER COMPLETION OF OPERATION.

3. REF A AND B RELATE.

BT

2875

REASON: 2.3

INFO: C-4, AN, MGT, SS

Des - Capt. Mote

Indicates Action Taken/Contemplated:

Maj. G. L. G. - action completed by shore

Action Pending - Report Card on Hurricane 111.

448

A-#15

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ACTION: C-3

INFO:

6-0000000000000000

PTENZYUW RUADAJA3637 2730530-UUUU--RUADKUA.

ZNR UUUUU

P R 000530Z SEP 71

FM 00 00Z MAY

TO RUHGOAA/COMSEVENTHFLT

RUHNSMA/CG FMFPAC

RUHNSMA/CG FMFPAC

RUADADA/CGINCPACREP RYXS

RUADADA/CG USARVIS

RUADADA/CG FIRST MAW

ZEN/DEL COMNAFREPASES PAC SUB

RUADADA/MAG THREE SIX

RUADADA/DMN FOUR SIX THREE

RUADADA/VHGR ONE FIVE TWO

BT

UNCLAS //NO3440//

KNOWLEDGE RETURN OF SUBSETER HELICOPTER ASSISTANCE

1. INCOMRY, OXI 200900Z SEP 71 (NOTAL PASEP)

2. INCOMRY, OXI 200900Z SEP 71 (NOTAL PASEP)

3. INCOMRY, OXI 200916Z SEP 71 (NOTAL PASEP)

4. 00 00Z MAY 200900Z SEP 71

1. MAGS A, E AND F REPORT DAMAGE TO YAEYAMA AND MIYAKO

PARA TWO RUADADA3637 UNCLAS

DAMAGE CAUSED BY TYPHOON BESS. ON THE REQUEST OF CINCPACREP
PARA TWO MAGS CH-53 HELICOPTERS FROM MAG-36 OF THE FIFTH
FLIGHT APPROACH WING WERE DEPLOYED TO ISHIGAKI ON 25 SEP 71
AND WERE ASSISTED BY SUBSETER HELICOPTERS OPERATING SINCE THAT
MOMENT SINCE NO FUEL WAS AVAILABLE AT ISHIGAKI. AN ACTION
STATION FUEL STORAGE SYSTEM (TAEDS) WAS ESTABLISHED BY MAG-36.
THIS SYSTEM HAS BEEN REPLENISHED BY THE FIRST MAW'S ORGANIZED
10,000 GALLON REFUELER AIRCRAFT. AS OF 200900Z SEP
THIRTY THOUSAND GALLONS OF FUEL HAD BEEN DELIVERED
IN THIS MANNER.

4. THROUGH 29 SEP THE CH-53'S AT ISHIGAKI HAVE FLO FIFTY
TWO SIXTY SIXTEEN HOURS OF HC-130 SUPPORT HAS BEEN PROVIDED
MOVING 55 PASSENGERS AND 36,000 LBS OF RELIEF SUPPLIES
FROM OKINAWA TO ISHIGAKI, IN ADDITION TO THE 129,000 LBS
OF FUEL MENTIONED PARA 1 ABOVE.

5. CINCPACREP RYXS INDICATES RELIEF SUPPORT WILL BE REQUIRED
FOR APPROXIMATELY ONE MORE WEEK. AFTER ACTION REPORT
WILL BE SUBMITTED AT COMPLETION OF ACTION.

BT

000000

ACTION: C-3

INFO: ADJ, NOTR, SS, C-4

18

A-#15

A-#15

1513

WING 3 VC DA NR 818 818 818

M

RITUZFDU RUACA JA 1486 2891725-0000--RUADKUA.

ZNR 00000

R 161720Z OCT 71

FM CG 1ST MAF

INFO RUEFPA/GMC

RUACON/SECDEF RYES

RUACON/SECDEF RYES

RUACON/SECDEF RYES

RUACON/SECDEF RYES

RUACON/SECDEF RYES

RUACON/SECDEF RYES

R 161720Z OCT 71

FM CG 1ST MAF

TO CG 1ST MAF

INFO RUEFPA/GMC

CS

INFO RUEFPA/GMC

CG MACORD

CDR 1ST MAF

COMFLT 1ST MAF

ADMIN CINC PAC

BT

UNCLAS

CS NOT ADEE PASS TO ADM MCCAIN FOR INFO AS ALFA 214

TANGO 9 FOR ADMIN CINC PAC

USMC ASSISTANCE TO YAEYAMA GUNTO FOLLOWING TYPHOON

BESS

ADMIRAL MCCAIN SENDS

1. IT IS EXTREMELY GRATIFYING TO HEAR OF THE SUPERB

SUPPORT RENDERED BY UNITED STATES MARINE CORPS

ELEMENTS DURING THE AFTERMATH OF TYPHOON BESS.

PAGE TWO RUHQQA7245 UNCLAS

2. PLEASE PASS ON MY CONGRATULATIONS AND ADMIRATION
TO ALL CONCERNED WITH THIS MOST HUMANITARIAN EFFORT.

BT

1486

ACTION: C-3

INFO: ADJ, MCF, SS, C-4, P-10

REF ID: A67000
 CIP 581975

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 A-#15

no green stamps

MABS-12 gas station - Best in town

By SSgt Ron Pittman

Marine Air Base Squadron (MABS)-12's fuel pit here could probably place high in a gas station of the year contest if volume were the criteria.

Although the Marines of the Tactical Airfield Fuel Dispensing System (TAFDS) do not go in for cleaning windshields or checking oil, they do pump more than 10 million gallons of fuel a year into jets of the 1st MAW.

TAFDS provides an around-the-clock rapid refueling system that allows a pilot in a combat situation to land his plane, taxi to the fuel pit and take off again with a full tank within 15 minutes. The unit is completely mobile and can be packed and ready to move within 24 hours.

The dispensing system employs six 10,000 gallon collapsible bladders to store fuel. One officer and 19 enlisted men comprise the TAFDS crew. The staff is divided into two 24-hour shifts. Every crewman is a graduate of the four week Bulk Fuel School at Camp Pendleton, Calif.

Fuel is trucked to TAFDS from storage tanks located at MCAS. Auxiliary engines supply pressure to pump the liquid from the bladders to a waiting jet. The \$62,000 system can maintain a steady pressure of 350 gallons per minute and fuel as many as six aircraft at a time.

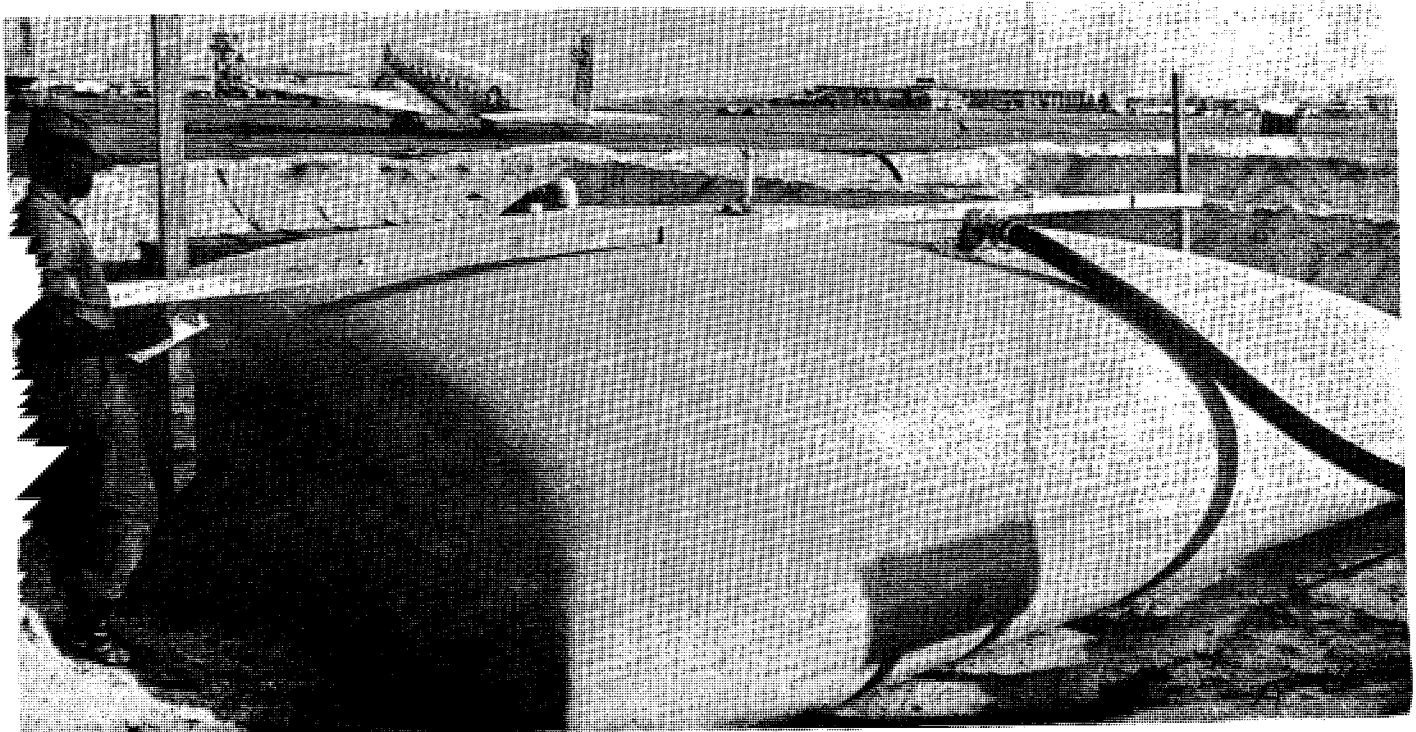
One unique part of the apparatus is an extraordinary filtering system, according to 1stLt. Robert A. Mohlin, officer in charge. Fuel is recycled through all lines daily and at least four samples are tested before pumping begins. During the dispensing stage, fuel is filtered three times before reaching the aircraft.

Another area of paramount importance is safety, Lt. Mohlin stressed. "Safety can become an old subject, but when we are working around jets, equipped with high frequency radar equipment which packs enough energy to ignite fuel vapors, safety becomes a way of life."

Private first class Alvin A. Pate, a member of MABS-12 Tactical Airfield Fuel Dispensing System (right) monitors a fuel quantity gauge, as the liquid rushes from 10,000 gallon holding tanks into one of VMA-211's A-4 Skyhawks. LCpl. Malicciah J. Bacon (below) checks the fuel level in a 10,000 gallon holding tank. Fuel tanks such as this are another step in the Corps' goal of total mobility. They may be emptied and moved at anytime, to anyplace.



Photos by GySgt. Ned Broussard



on FEN-TV

Friday Oct. 15

4:30 True Adventure
5:00 Encore: Ironside
6:00 Burke's Law
7:00 World Today
7:30 Hee Haw
8:30 Dragnet
9:00 Carol Burnett
10:00 Mission Impossible
11:00 Late Report
11:15 Movie: Case of Mrs. Loring

a.m.
12:40 Trivia Theater

Saturday Oct. 16

10:00 Cartoons
11:00 Sesame Street
12:00 On Campus

12:30 NCAA football:
Oregon vs Stanford
3:00 USN-NASC
3:30 Fraternity
4:00 Gambling football
4:30 Bill Anderson
5:00 Don Knotts
6:00 Weekend Report
6:15 Jim Nabors
7:00 The Detectives
7:30 Red Skelton
8:00 Gunsmoke
9:00 Laugh-In
10:00 Dean Martin
11:00 Movie: Who Killed Teddy Bear?
a.m.
12:30 Rawhide

Sunday Oct. 17

10:00 Look Up And Live
10:30 This Is The Life
11:00 As It Happened
11:30 Big Picture
12:00 Matinee Theater: Who Killed Teddy Bear?
1:30 Michigan State vs Notre Dame
3:30 Golf
4:30 The Virginian
6:00 Weekend Report
6:15 Information Special
7:00 Name Of The Game
8:30 Ed Sullivan
9:30 Death Valley Days
10:00 Best From Broadway: Picnic

Monday Oct. 18

4:30 Doris Day
5:00 Encore: Mission Impossible

6:00 Daniel Boone
7:00 World Today
7:30 Flip Wilson
8:30 Bill Cosby
9:00 Bonanza
10:00 The Bold Ones
11:00 Late Report
11:15 Tonight Show

Tuesday Oct. 19

4:30 Animal World
5:00 Encore: The Bold Ones
6:00 Perry Mason
7:00 World Today
7:30 Glen Campbell
8:30 My Three Sons
9:00 Marcus Welby, M.D.
10:00 Turned On Crisis
11:00 Late Report
11:15 Movie: Fair Wind To Java

Wednesday Oct. 20

4:30 Mayberry R.F.D.

5:00 Encore: Marcus Welby, M.D.
6:00 Barbara McNair
7:00 World Today
7:30 Andy Williams
8:30 Green Acres
9:00 High Chaparral
10:00 Hawaii 5-0
11:00 Late Report
11:15 Boxing

Thursday, Oct. 21

4:30 Gentle Ben
5:00 Encore: Hawaii 5-0
6:00 The Untouchables
7:00 World Today
7:30 Johnny Cash
8:30 Room 222
9:00 Ironside
10:00 Adventure
11:00 Late Report
11:15 Dick Cavett

at the mess halls

com (closed)

Friday

Dinner — Barbecued pork, French fried potatoes, beets.
Supper — Fried liver, O'Brien potatoes, white beans.

Saturday

Dinner — Beef Stroganoff, buttered noodles, broccoli.
Supper — Lamb chops, mashed potatoes, cauliflower.

Sunday

Supper — Prime rib of beef, baked potatoes, onion rings.

Monday

Dinner — Stuffed peppers, oven browned potatoes.
Supper — Filet Mignon, baked potatoes, peas and carrots.

Tuesday

Dinner — New England boiled dinner.
Supper — Pepper steak, mashed potatoes, green beans.

Wednesday

Dinner — Mexican lunch.
Supper — Sauerbraten, rissole potatoes, scalloped corn.

Thursday

Dinner — Poor Boy sandwiches, potato salad, baked beans.
Supper — Oven fried chicken, mashed potatoes, asparagus.

enlisted

Friday

Dinner — Chili macaroni, pizza, succotash.
Supper — Spareribs, lyonnaise potatoes, sauerkraut.

Saturday

Dinner — Corned beef, cabbage, potatoes, carrots.
Supper — Stuffed pork chops, mashed potatoes, greens.

Sunday

Supper — Oven fried chicken, mashed potatoes, corn.

Monday

Dinner — Fried fish, baked potatoes, mixed vegetables.
Supper — Grilled steak, baked potatoes, green beans.

Tuesday

Dinner — Roast fresh ham, buttered potatoes, carrots.
Supper — Beef liver, potato salad, baked beans.

Dinner — Chicken fried steak
Supper — Salisbury steak,

Dinner — Ginger pot roast
Supper — Hamburgers, French fries



The TORII TELLER uses the Motion Picture Association of America (MPAA) rating system. G-all ages admitted; GP-parental guidance suggested; R-under 17 requires accompanying parent or guardian; X-no one under 17 admitted. The TORII TELLER uses the abbreviation NIA where no information is available.

The Sakura movie schedule is supplied by Special Services and is subject to change without notice. Movies are shown at 6 and 8:45 p.m. daily, with matinees on Saturdays, Sundays and holidays at 1 p.m.

Sakura

Friday — Man's Favorite Sport - NIA - Comedy - 120 min. - Rock Hudson and Paula Prentiss.

Saturday matinee and evening — The Wrecking Crew - GP - Comedy - 105 min. - Dean Martin and Elke Sommer.

Sunday matinee and evening — Song of Norway - G - Drama - 148 min. - Florence Henderson and Toralay Maurstad.

Monday — B. S. I Love You - R - Comedy - 99 min. - Peter Castner and Joanna Barnes.

Tuesday — Castle Keep - R - War Drama - 107 min. - Burt Lancaster.

Wednesday — For Love or Money - NIA - Comedy - 108 min. - Kirk Douglas and Miltzi Gaynor.

Thursday — A Gunfight - GP - Western - 90 min. - Kirk Douglas and Johnny Cash.

Subaruza

October 15-19 — Pornography In Denmark & Germany - NIA - West German film with Japanese narration. 11:00, 4:00 and 9:00 p.m.

The Daisy Chain - NIA - Actors unknown - 2:45 and 7:45. **All Together Now** - NIA - Cileste Esler and Thomas Baker - 1:05 and 6:05 p.m.

October 20-21 — How The West Was Won - G - John Wayne, James Stewart - 11:00, 3:40 and 8:20 p.m. **The Bridge at Remagen** - GP - George Segal and Robert Vaughn - 1:15, and 6:15.

Kokusai

October 15-19 — Goldfinger - NIA - Sean Connery - 10:30, 3:40 and 9:00 p.m. **City Beneath the Sea** - NIA - Stuart Whitman - 11:00 p.m. **John** - NIA - John

IA - Actors
e and Mark
8:20 a.m.)

Construction booming at Iwakuni

MABS-12 tries new method

A new concept in construction is being tried here by Marines of MABS-12 carpenter shop.

Known as rigid frame structure, the new building being erected will house the offices and billeting space for the crew of the Tactical Airfield Fuel Dispensing System (TAFDS).

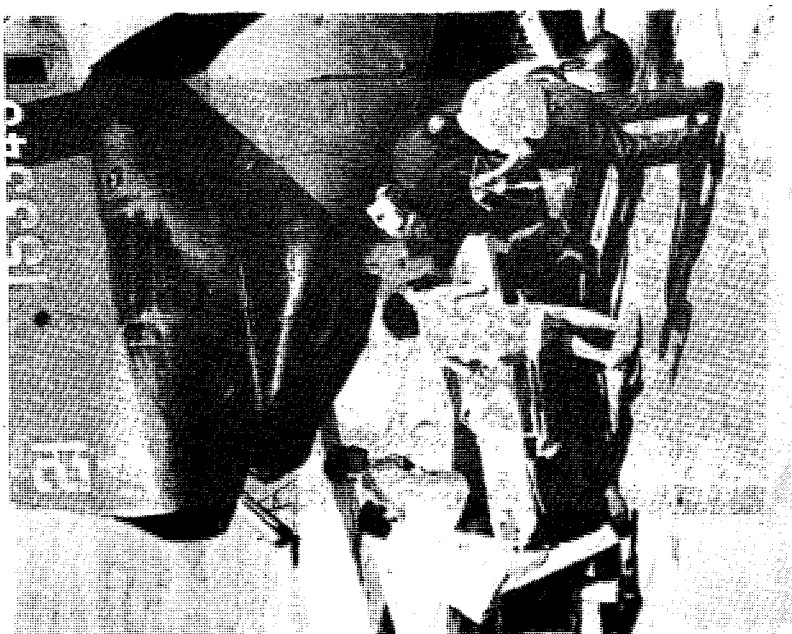
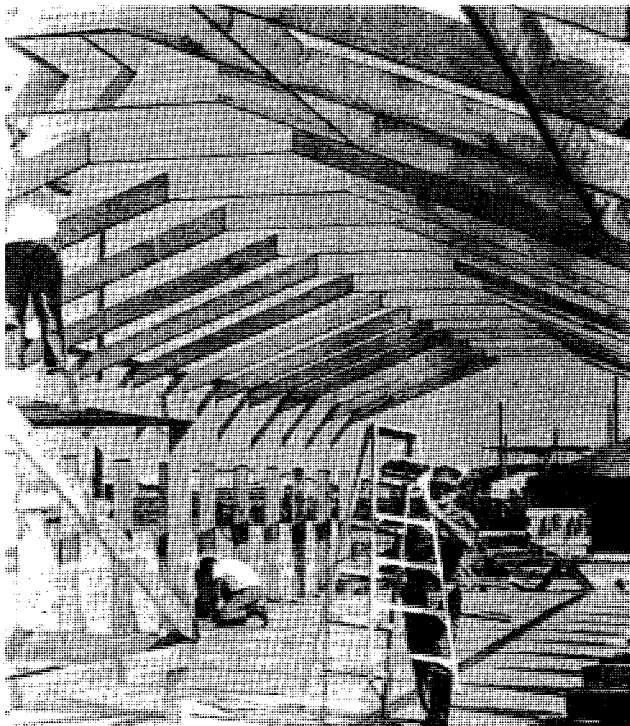
The 60x24 foot building is constructed primarily of plywood. Rafters and joists are firmed together by plywood gussets, giving the structure a permanence and solidity uncommon in other frame construction here.

As the frame is erected, rather than it being nailed together, plywood sheets are nailed to it. The sheets not only serve as braces, but also as the finished outside of the building.

The construction, under the supervision of GySgt. John Gaudet, MABS-12 utilities chief, and Corporal W. S. Loftis, NCOIC of the Carpenter Shop, is expected to be completed in two weeks.

The design, engineered by plywood manufacturers, decreases the amount of lumber needed to erect commercial buildings, thus lowering construction costs.

If this type construction is found to be climatically acceptable, carpenters of MABS-12 expect an upswing in the building business, according to Sgt. Gaudet.



Doctors and attendants from the Iwakuni National Hospital carry one-year old Katsuhiko Fujimoto aboard a helicopter for evacuation from this U. S. military base to Okayama University Hospital. The emergency flight was made Sept. 25, after Iwakuni Hospital doctors determined that an emergency operation to install a heart pacemaker was necessary. The device was installed the same evening. The Marine helicopter, attached to the Search and Rescue Section, made the 174 kilometer trip in 48 minutes. The boy was removed from the critical list Monday.

A-#16

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

WgO 5400.1
40:JJL:fb
21 Oct 1971

WING ORDER 5400.1

From: Commanding General
To: Distribution List

Subj: Detachment of the 11th Dental Company; establishment of

Ref: (a) WgO P6600.1
(b) MCO 6600.1A
(c) FMFPACO P6600.3F
(d) MANMED, Article 6-49(2)
(e) WgO P5000.1D
(f) BUPERSINST 1611.12B
(g) WgO 1050.1B
(h) WgO 1320.1C

1. Purpose. The purpose of this Order is to establish a detachment of the 11th Dental Company.

2. Background.

a. The organization of the 11th Dental Company permits a considerable degree of flexibility and mobility in its support of the 1st Marine Aircraft Wing. Deployed as a unit, the dental company is capable of providing complete dental service. To meet situation requirements, detachments are assigned to separated or independent units to provide required dental support.

b. Detachments are limited in their capabilities only to the extent of technical supplies and equipment required for specialized procedures.

3. Action

a. Establishment. In accordance with reference (a), the following detachment of the 11th Dental Company is established.

DETACHMENT

A

IN SUPPORT OF

MAG-36

b. Command Relationship.

(1) Detachments of the 11th Dental Company are subject to the military command of the commander of the unit they support.

WgO 5400.1

21 Oct 1971

(2) The Officer-in-Charge of a detachment will be appointed by the Commanding Officer, 11th Dental Company, and will be responsible to the Commander of the unit being supported. He will also serve as a special staff officer on the staff of the command to which his detachment is assigned.

c. Duties of the Officer-in-Charge of a Detachment: The Officer-in-Charge of a detachment shall be guided, where pertinent, by the provisions set forth in references (b), (c), and (d).

d. Logistic and Administrative Support. A dental detachment is not self-sustaining logistically. The 1st Marine Aircraft Wing unit receiving dental service from a detachment will provide logistic and administrative support as follows:

- (1) Billeting
- (2) Messing Facilities
- (3) Transportation
- (4) Special Service facilities
- (5) Personnel for logistic support
- (6) Disbursing

e. Administrative Instructions.

(1) Personnel will be assigned to dental detachments upon recommendation of the Commanding Officer, 11th Dental Company. They will remain on the rolls of the 11th Dental Company.

(2) Fitness reports on detached dental officers will be processed in accordance with instructions contained in references (e) and (f).

(3) Such matters as requests for leave, TAD, and permissive type travel orders will be submitted by the Officer-in-Charge of a detachment to the Commanding Officer, 11th Dental Company, for initial approval, guidelines for final disposition are set forth in references (g) and (h).



G. W. MORRISON
Chief of Staff

Distribution: "A" "B"

1ST MARINE AIRCRAFT WING

NEWSLETTER



NOV. 1971

A-18

"WING WORD"

Commanding General
Career Planning Officer
Officer Retention Officer
Career Planning NCO

Major General R. G. OWENS JR.
Major R. L. BAINBRIDGE
Captain W. K. WESTLING
Gunnery Sergeant C. BARRETT

The Wing Word is an unofficial publication of the First Marine Aircraft Wing. It complies with MCO P5600.31A and the information contained herein is not to be considered directive in nature. It is published by the Career Planning Section and the Assistant Chief of Staff G-1.



-SAFETY-

One of the issues pertaining to the 1st MAW that concerns me greatly is that of Safety. We talk a lot about Aviation Safety and pay continuous attention to this endeavor, but a little more difficult to pursue, is the matter of a safety conscious mental attitude as it applies to industrial safety and safety while in a liberty status. Among the most tragic and wasteful statistics of our time are those that contain fatalities on our nation's highways. Certainly, the same hazard exists here in a foreign country probably to a greater extent because of the language barrier and narrow shoulderless thoroughfares in the Far East. Common sense dictates a prudent approach to daylight motor vehicle operation, but to mix alcohol and a motorcycle at night on the streets of Japan is just plain asking for an accident. To be sure, you might get by a few times mixing a dangerous combination like that, but statistically odds are that a serious injury will catch the violator.

Remember, you want to walk out of that airplane when it lands going in CONUS after your RTD rolls around, not be carried out on a stretcher.

R. G. OWENS JR.
MAJOR GENERAL
U.S. MARINE CORPS

A-#18

LEAN AND MEAN

In this era of general permissiveness and relaxation of standards, the United States Marine Corps has taken a difficult but very necessary stand. We Marines are not going to loosen up or soften up. Instead, it is our announced intention to tighten up and to increase our hold on the claim to being the United States' Most Effective Fighting Force. As a result of this resolve, the Marine Corps stands to reap many benefits beyond the obvious one of enhancement of our public image as a Force in Readiness.

One important result should be an influx of well motivated young Americans who want to be members of a spirited Corps of professionals. Other side benefits include higher morale among present Marines stemming from increased self esteem and greater pride in the Corps.

Historically, the stereotype Marine has been a physically fit, self assured, courageous and efficient fighting man. The present course should firmly cement that conception during this generation.

This is all just fine for recruiting new Marines but what relevance does it have for those of us already wearing the Globe and Anchor? There is a great deal of relevance. The Marine who is proud of himself, is proud of his unit and proud of the Corps, will do a better job, and he will probably become a career Marine.

One of the best ways for a commander to instill or enhance the old Gung Ho spirit is through an active, all hands, physical conditioning program.

In many outfits, the idea of organized calisthenics is treated with disdain and ranked just slightly below dental surgery on the list of popular things to do. This attitude seems especially prevalent in Aviation units where technical skill has rightfully become the most essential trait. The furthering of these technical skills has taken up nearly all of the available time, leaving precious little for purely physical training.

Now a word or two about the Physical Fitness Test. The PFT was designed to measure the general physical condition of the individual and to establish a minimum level of acceptable fitness. That's right, you say, and your unit had a 90% passing rate the last time they ran the test so you don't need any extra physical training. Not so! What that 90% means is that nine out of ten were able to meet the minimum level of fitness when the last test was given.

The younger Marines can usually pass the test with very little preparation and those a little further along in years can attain enough endurance to pass by exercising for a few weeks before the test. Those of us in the older bracket have a harder time but can usually get in good enough shape to pass the test by working at it for a month or so. This means, essentially, that an outfit with a ninety percent passing rate is probably peaked out for only a month prior to each test for a total of two months per year. Also, worthy of note is the fact that only nine out of ten managed to pass and of those who did pass, most will have just barely passed. That 90% may keep the wing inspector out of your hair but, is a far cry from portraying the level of fitness desired in the Corps.

The minimum acceptable level should be a combination of a 100% passing rate and an average numerical score somewhere above the minimum. (An average of 171 would show a unit in the "GOOD" category.) The main point here is that every Marine should be able to exceed the minimum score at any time, not just twice a year.

When left to their own devices, most people will do what they enjoy doing and manage to avoid doing anything they do not enjoy. It is a natural tendency. When applied to the Marine Corps' program on physical fitness this tendency is a major stumbling block. Every Marine knows he is supposed to devote at least two and one half hours a week to physical conditioning, but when the responsibility is left with the individual, very few will comply.

The answer to this tendency is compulsory, daily, strenuous physical conditioning conducted during normal working hours. To head off the predictable wails of complaint about personnel shortages, heavy workloads and not enough time in the day, let me make several observations. First a physically fit Marine is a more productive Marine. Once established in a continuing exercise program his output will more than make up for the half-hour per day "work loss". Second, a fit Marine takes pride in more effort to look and act like a Marine. He is mentally alert and walks with a spring in his step. Thirdly, a fit Marine is healthier which saves numerous man-days wasted in the aspirin line at sick bay. Fourth, the program really is not an option- it is an explicit order which a command can ill afford to ignore.

Let's support this drive toward a lean Marine Corps. Like preventive inoculations, it is only a little unpleasant and the results are all for the good.

Col. W. G. MCCOOL
Commanding Officer, MWSG-17

-MILITARY PAY-

One of the certain things about recent military pay is that it is certainly a flexible issue and one that is subject to extensive legislative action. Among the questionable specifics are not only how much pay is to be granted in a raise, but when does the pay become effective and what kind of pay is it. One of the factors governing military pay is the current "cost of living" yardstick commonly referred to as the Consumer Price Index (CPI). In the past nine years, the military services have received ten pay raises, most of which have been motivated by an increase in the CPI. So, as you can see, the CPI is one of the primary factors influencing military income. In order to better understand how the CPI index works, the following article has been reprinted from a national news magazine.

Inflation and a rising price level continue to pose a worrisome problem despite the Government's freeze. Latest official figures, for the month of August, show that the prices people pay to meet their household expenses were 4.5 percent higher than in August a year ago. The rise from July was four tenths of 1 per cent-about the same as in earlier months this year. These increases take account of seasonal factors. For the first time since January, food prices rose scarcely at all. But higher costs for gasoline-up a stiff 3.7 per cent, the largest monthly increase in more than a year-and for property taxes, mortgage-interest rates, medical care and utilities pushed up the Government's key barometer of price trends, the consumer price index. Officials at the U. S. Department of Labor, where the index is compiled and analyzed, noted that the August measurement was not a fair assessment of the impact of the freeze. That is because it was based on prices collected both before and after the effective date of the freeze, August 15. Not until the September figures are calculated, about mid-October, will the real impact of the freeze on the price index become clearer. The emphasis on price trends lately has raised questions about how the Government charts the prices of everyday things that people buy. The questions and answers that follow explain that process and tell what the figures mean:

Just what does the consumer price index measure?

It is a monthly tally of the retail prices of goods and services bought by families living in 56 cities

across the country. Over the years, the index reveals what has happened to price levels, and thus reflects the impact of inflation on the average household.

Is this the index that is often referred to as the "cost-of-living index"?

Yes, the CPI frequently is called that, but the description is not strictly accurate for several reasons:

- Not everything that goes into the cost of living is covered. For example, two important items of family expense, income taxes and Social Security taxes, are not included-though sales and property taxes are reflected.

- The index measures only things bought by families of wage earners and clerical workers in key cities. It does not apply to purchases made by farm families or by well-to-do people with above-average incomes.

- The list of items checked each month stays the same for long periods, is not changed often enough to be a true measure of buying habits.

How many items make up the index?

About 400. Among the diverse commodities covered are bread, meat, eggs, dresses, shirts, new cars, house paint and baby cribs. The range of services priced each month includes haircuts, shoe repairs, physicians' fees, dry-cleaning bills and the cost of having a lawyer draw a will. The BLS calls these 400 items its "market basket" of household outlays.

Who collects the data?

About 250 "price agents" employed by the Bureau of Labor Statistics fan out in the 56 cities where prices are checked. Some are housewives who work part time. Others are full-time data collectors for the BLS. They shop in 18,000 retail stores and service establishments of all sizes. An agent takes prices directly from goods on the shelves in a food store, and gets the current cost of physicians' and dentists' fees by visiting their offices. To gather data on rents, the BLS agents talk with some 40,000 tenants.

What happens to all this price information?

It is sent to the Washington headquarters of the BLS, where it is processed by the division of prices and living conditions. The product that emerges, about the middle of each month, is a figure with a cumbersome name: "Consumer Price Index for Urban Wage Earners and Clerical Workers." For short, it is called the consumer price index.

How reliable is this procedure?

According to BLS officials, the sampling error is less than one tenth of 1 per cent for the national price average. One authority calls the CPI "the best such index in the world." A congressional committee once described it as the Government's "most important single statistic."

What base period is used in figuring the index?

The present base is the price level in 1967. Thus, with 1967 prices representing 100, the index for August, 1971, stood at 122.2. That meant it cost \$12.22 in August to buy the same goods and services that could have been bought for \$10 in 1967. The base period has been changed from time to time. Until a few years ago, the years 1957-59 were the base. Officials say the base needs to be changed occasionally to prevent "statistical bias" or distortion. Some critics contend that changes in the base period tend to cloak the true extent of price rises or inflation over a long span of years.

Does the index try to take account of the way the typical family spends its money?

Yes. The various components are weighted according to the estimated importance of each item in the family budget. For example, food is given a weight of 22 per cent of the total "market basket," on the estimation that most families spend that much of their income for food. Housing gets about 34 per cent of the index, clothing 10 per cent, transportation 14 per cent, and health and recreation 20 per cent.

Who decides relative importance, in setting these budget percentages?

The "weights" are based on a survey of Americans' spending patterns that BLS conducts about once every 10 years. The latest national survey covered expenditures in 1960 and 1961, and there will be a new survey in 1972 to update the index.

Is this intended to stay abreast of the way spending habits keep changing?

That is the major reason for the periodic updating. In the words of one labor Department official: "Buying habits that were familiar to our grandparents before World War I have passed into oblivion with the oil lamp and the gas mantle. But just as the workers' families of 1913 could not buy a radio or a pair of nylons, so the families of today are spending their incomes for services and goods that didn't exist as recently as 10 years ago. Keeping a yardstick like the consumer price index flexible and fresh is an endless job"

When did the CPI get started?

It dates back to World War I, when President Woodrow Wilson asked the Labor Department for some sort of bench mark of people's spending, to help solve labor-management disputes over wages in war industries. Rapid changes in living costs, particularly in shipbuilding centers in those wartime days, made a new statistical tool essential for such negotiations.

Is the index still important in wage settlements?

Yes, increasingly so. Collective-bargaining agreements covering more than 5 million workers are tied to the consumer price index. Employees under such contracts get automatic pay boosts as the index rises. Now before Congress is a bill that would provide automatic pension increases, based on the CPI, for 26 million people drawing Social Security benefits. Private pension plans, to a growing degree, are tied to the price index. And more than 800,000 Federal Government workers and retired military personnel have their pension payments linked to the CPI.

What does the index show about the trend of prices in this country?

So far this year, consumer prices have risen 2.6 per cent. Services have gone up far more rapidly than goods. Compared with 10 years ago, prices, on average, are up 36 percent. They are 110 per cent higher than 25 years ago, at the end of World War II.

Thus the Governments index cuts two ways. It reflects a steady rise in the American standard of living over the years, but it also provides a telltale gauge of the decline in the value of the dollar.

-THE BUNNY KNOWS-

A very popular magazine noted for its voluptuous centerfold recently had a question presented to one of the magazine columns. The question concerned military pay question and answer quoted.

"A friend of mine is thinking about reupping in the Army, much against my advice, saying he can't afford not to, since the reenlistment bonus is enough for a high priced sports car. I warned him that the Army was probably handing him a line and that this would turn out to be a lie once they got his name on the dotted line. On second thought, considering the increasing scarcity of civilian jobs, I began to wonder just how generous the Army is with its bread. Can you give me the word?

The Services can be surprisingly generous when it comes to pay and bonuses. The regular reenlistment bonus, payable in a lump sum, can run to a maximum of \$2000, depending on length of service, rank, etc. In addition, there is a variable Reenlistment Bonus that can amount to four times the regular one; this is available for needed specialists who are in short supply. In brief, the total reenlistment bonus can run as high as hold your hat-\$10,000. The V.R.B. is usually spread over the term of reenlistment, but under special circumstances it, too, can be paid in a lump sum. Pay inducements don't stop there, however. In addition to hostile-fire pay, hazardous-duty pay other than in combat zones and diving pay (for frogmen), etc., there is also proficiency pay for those who have a much-needed specialty and are good at it. Whatever else it may be, a tour of duty in the Armed Forces can be a well-paying job, a fact many career officers noted long ago."

Does that surprise you?

-Should your wife have a will?-

If a wife doesn't have such a document now, and decides to make one after her husband's death, she may make it under stress and with dubious advice. If she fails to do it at all, the state's intestacy laws take over when she passes away.

The same situation could happen in a common disaster--that is, when husband and wife perish simultaneously in an accident. Usually the husband's will specifies that in such a case it is presumed that he died first (this gives the estate a tax break via the marital deduction). But if the wife--who inherited the estate ever so momentarily--has no will, the property will be distributed according to local state law.

It's even more important that a wife have a will when she has some wealth of her own. She may want her husband to have it all. If she dies intestate, he may get less than she desires. Conversely, if the husband has a substantial estate, the wife may want to leave her property to children and grandchildren. But if she dies without a will, the husband could be allotted a substantial share--which would be taxed a second time when he dies.

-FOR CAREER MARINES ONLY-

Did you know that after retirement you and your wife are authorized one round trip per year via MATS air, any where in the world? For those retired Marines who prefer a leisurely trip by ship rather than flying--there is no limit to the number of voyages you can take via MSTs ships to anyplace in the world. Of course, this is on a space available basis, Not a bad way to end one career, and start another.

-NEW OFFICER CAREER PLANNING OFFICER-

Mid October brought Captain W.K. WESTLING to the First Marine Aircraft Wing. His assignment in the Career Planning Branch of the G-1 Section follows completion of Amphibious Warfare School at Quantico, Va. A CH-46 pilot, Capt Westling served in Vietnam flying UH-34 helicopters in 1967-68.

-Nine states and Guam authorize bonus for Vietnam era Veterans-

By mid-1971, nine states had laws on their books which authorized the payment of a bonus to Vietnam-era veterans.

Following is a brief summary of the various state bonus programs and the address to which eligible members of the Armed Forces and Veterans can write for further information and application forms.

CONNECTICUT: In addition to having been a resident of this state before entering active duty, members of the Armed Forces and veterans must have had at least 90 days of active duty between Jan. 1, 1964, and the date which is determined to be the end of the Vietnam conflict. The bonus will be figured at the rate of \$10 for each month of active duty in the period specified above, up to a maximum of \$300. There is a provision in the Connecticut law for payment of the bonus to survivors of a military man. For information and forms, write: Vietnam Bonus Division, State Treasurer's Office, 15 Lewis St., Hartford, Conn. 06115.

DELAWARE: Citizens of this state who apply for the state's bonus payment must have resided in the state for at least 12 months immediately prior to entry into military service. Active duty to qualify must have been performed between Aug. 5, 1964, and the date which is determined to be the end of the Vietnam conflict. Applicants must have had 90 days of active duty between the dates specified above. Bonus payment will be figured at the following rates: \$15 for each month of stateside service up to a maximum of \$225; \$20 for each month of foreign service, up to a maximum of \$300. Payment to a veteran or his beneficiary may not exceed \$300 except in the event a veteran dies during service, in which case his beneficiary will be paid the added sum of \$300; or if a veteran has a 60 percent or greater service-connected disability, he shall be entitled to a payment of \$300 regardless of his length of service. Information and forms may be obtained from: State of Delaware, Veterans Service Division, 618 N. Union St., Wilmington, Del. 19805.

ILLINOIS: To qualify for the Illinois state bonus, individuals must have served on active duty on or after Jan. 1, 1961, and must have been awarded the Vietnam Service Medal. Another requirement is residence in the state for at least 12 months immediately prior to entering the military. The bonus is set at \$100. However, a beneficiary of an

Illinois serviceman who was killed in Vietnam or who dies from Vietnam service-connected causes may receive a bonus payment of \$1,000. For information and application forms, write: Illinois Veterans Commission, Vietnam Compensation Fund, 221 W. Jefferson St., Springfield, Il. 62705.

LOUISIANA: A bonus law has been passed in Louisiana but no payments will be made until after the end of hostilities in Vietnam. Requirements are: Individual must have served in the Vietnam combat area between July 1, 1958, and the date which is determined to be the end of hostilities and must have been a resident of the state at time of entry into military service. The bonus payment will be \$250 regardless of the length of service. The state's law includes two provisions for the payment to be made to survivors of servicemen. In the event an eligible serviceman or veteran dies after entitlement to the bonus and prior to payment, his survivors may receive the payment. The law also authorizes the payment of \$1,000 to survivors of a serviceman whose death is the result of military service in the Vietnam combat area.

MASSACHUSETTS: Applicants for the Massachusetts bonus must have had six months active duty between July 1, 1958, and prior to the date to be announced as the end of the Vietnam conflict and must have been a legal resident for at least six months immediately prior to entering the military service. Career military personnel must have had six months residence in the state prior to July 1, 1958 to qualify. The bonus payments will be \$300 to those who served in the Vietnam theater and \$200 to all others.

NORTH DAKOTA: Service personnel applying for the North Dakota bonus must have had at least 60 days of active duty between Aug. 5, 1964, and the date determined to be the end of hostilities in Vietnam and must have been a legal resident of the State for at least six months prior to entering the service. Bonus payments will be calculated at the rate of \$12.50 for each month of state-side service and \$17.50 for each month of foreign duty. The law provides that if a member of the Armed Forces dies on active duty during the period specified, his beneficiary will receive an amount of not less than \$600. For further information and details as well as application forms, write: The Adjutant General, Bismark, N.D. 58501.

PENNSYLVANIA: Military men and women applying for the Pennsylvania bonus must have served on active duty in Vietnam, be eligible for the Vietnam Service Medal, and have entered active duty from the state. The duty must

have been between July 1, 1958, and the date determined to be the end of hostilities in Vietnam. Payments will be figured at the rate of \$25 for each month of service in Vietnam, to include time spent in a military hospital as the result of wounds received in Vietnam. Maximum payment will be \$750 to living veterans and \$1,000 to eligible beneficiaries of veterans who died of wounds or a disease contracted in Vietnam as the result of service. For further information and application forms, write: Commonwealth of Pennsylvania, Vietnam Conflict Compensation Bureau, Harrisburg, Pa. 17101.

SOUTH DAKOTA: The bonus law in South Dakota restricts payment to individuals who served in Vietnam between July 1, 1958, and Aug. 5, 1964, or who have had 90 days of active service after Aug. 5, 1964, and a date to be announced. Applicants must have been a resident of the state for six months immediately preceding entry into the Armed Forces. Bonus payment will be figured at the rate of \$20 for each month actually spent in Vietnam, and \$10 for each month of service elsewhere in the world, with a limit of \$360 for individuals with no Vietnam service and \$500 for those with a combination of Vietnam service and other service. For further information, contact: Director of South Dakota Veterans Department, Old Post Office Building, Pierre, South Dakota 57501.

VERMONT: The Vermont bonus is restricted to those who served on active duty in an enlisted grade. The service must have been between Aug. 5, 1964, and a date to be announced, and individuals must have resided in the state prior to entering military service. Payment will be made at the rate of \$10 for each month of service, not to exceed a total of 12 months.

-EMPLOYMENT-

A wealthy landowner in England advertised for a chauffeur. From the letters of application he selected the three most promising men. When they arrived for the interview, he took them to the top of a cliff near his home. He asked each how close he could drive to the precipice.

The first man boasted that he could drive within a few inches.

The second man more modestly estimated that he could drive within a couple of feet.

The third man, unnerved by the whole idea, gulped and said he wouldn't care to drive within a mile of the place. He got the job.

HQMC TIGHTENS BELT FOR CAREER MARINES

By: GYSGT Chuck BARRETT
Wing Career Planner

One time not long ago, a Career Marine, let's say a Staff Sergeant with 12 yrs. in the Corps, could walk into his admin office or Career Planner one or two weeks before his FAS and say, "okay, get the paperwork ready, I'm going for 6 more years." As they say, "them were the good ole days." On 16 September 1971 HQMC came out with MCBul 1040 (ALMAR 104) requiring that Sgts and above get CMC authorization to execute a Career length extension (2 yrs or more) or a reenlistment. In talking to HQMC on this subject I was informed that all requests for career extension/reenlistment from Career Marines were being screened by 5 different people at HQMC. This of course meant that your fitness reports and/or correspondence in a mans jacket was given a good review and a determination made based on documents in a mans jacket. Because of this screening, some requests for reenlistment were denied, some only authorized a short term extension along with a letter to the Career Marine to improve his performance of duty. Again, this was based solely on fitness reports and correspondence in the individual jacket.

On 14 October 1971 HQMC published MCBul 1040 (ALMAR 113) putting a further requirement on a Career Marine requesting reenlistment or a Career length extension. It is quoted as follows:

"EFFECTIVE IMMEDIATELY ALL REQUESTS FOR REENL MADE IAW THIS BUL. WILL BE ACCOMPANIED BY RECENT PHOTOGRAPHS IN UNIFORM AND UNCOVERED. FULL-LENGTH, FRONT AND SIDE VIEW. 4X5 PRINTS (WITH HEIGHT, WEIGHT, DATE OF PHOTO NOTED) UNLESS PREVIOUSLY SUBMITTED WITHIN THE PAST 12 MONTHS. ALL FIRST-TERM REENL/CAREER-LENGTH EXTENSION REQUESTS WILL BE ADDRESSED TO CMC (CODE DFB). SECOND AND SUBSEQUENT REENL/CAREER-LENGTH EXTENSION REQUESTS WILL BE ADDRESSED TO CMC (CODE DHB)"

Well what does this all mean? For one thing, it means that Career Marines are no longer just automatically reenlisted and assured of a 20 Year Career by virtue of his coasting along and doing his time. It means that a Marine Corps Career is like any other job with a large firm-- YOU CAN LOSE IT-- Unless you work hard to keep it. Today's Career Marines are not only competing for promotion, but competing for a job. We can no longer take reenlistment for granted. Are you Career Marine material--It's a great career--it's worth working hard to keep.

-MOS IMBALANCES-

Just recently released is the summary of occupational field imbalances pertaining to the lateral flow rules. The below listing is good until 31 December and the idea is to get men to shift from tight to open fields. To get more information on this see your career planner and refer to the Marine Corps directives in the 1200 series.

Here, by grades are the critical MOS's and on the following page is the occupational field summary:

Critical MOS

E-9 MOSs-- 0291, ,379, 1892, 2191, 2579, 2891, 2894, 3091, 3095, 3191, 3492, 5997, 6092, 6292, 6293, 6294,

E-8 MOSs-- 0251, 1379, 2861, 2874, 3091, 3093, 3441, 4036, 4391, 5821, 5949, 5979, 6019, 6067, 6092, 6251, 6261, 6281,

E-7 MOSs-- 1381, 1811, 2131, 2171, 2538, 2549, 2574, 2576, 2811, 2829, 2861, 2862, 2872, 3441, 3461, 4022, 4057, 4069, 4391, 4421, 5534, 5541, 5821, 5924, 5949, 5961, 5979, 6013, 6014, 6015, 6042, 6052, 6055, 6076, 6078, 6082, 6217, 6218, 6222, 6223, 6233, 6251, 6262, 6722,

E-6 MOSs-- 0846, 1381, 1811, 2144, 2538, 2549, 2570, 2574, 2576, 2577, 2579, 2811, 2814, 2819, 2829, 2861, 2862, 2871, 2872, 2873, 2881, 3061, 3081, 3441, 3461, 3471, 4022, 4057, 4069, 4091, 4111, 4312, 4313, 4421, 4632, 4671, 5511, 5534, 5821, 5924, 5926, 5949, 5961, 5981, 6013, 6014, 6015, 6025, 6028, 6042, 6044, 6055, 6076, 6078, 6082, 6124, 6125, 6132, 6217, 6218, 6222, 6223, 6227, 6233, 6239, 6251, 6262, 6712,

E-5 and Below--0251, 0846, 0849, 1342, 1811, 2131, 2144, 2171, 2532, 2570, 2574, 2576, 2577, 2579, 2814, 2818, 2819, 2822, 2828, 2829, 2842, 2852, 2853, 2873, 2881, 3061, 3081, 3141, 3373, 3441, 3461, 3471, 4019, 4022, 4057, 4091, 4011, 4312, 4313, 4633, 4691, 5534, 5821, 5924, 5926, 5931, 5934, 5949, 5961, 5979, 6014, 6015, 6019, 6028, 6036, 6038, 6052, 6073, 6078, 6082, 6124, 6125, 6132, 6218, 6222, 6233, 6251, 6261, 6262, 6264, 6272, 6712, 6722.

Occupational Field Summary

OF	E9	E8	E7	E6	Below
01	B	O	B	B	S
02	B	O	B	B	B
03	B	E	B	B	O
04	B	B	B	B	S
08	B	O	O	B	B
11	B	O	B	O	B
13	B	B	B	B	O
14	B	B	B	B	S
15	B	O	B	O	B
18	B	B	B	B	B
21	B	B	B	B	S
23	B	B	B	B	O
25	B	B	B	B	B
28	B	B	B	B	S
30	B	B	B	B	B
31	B	B	B	B	O
32	B	B	B	B	O
33	B	B	B	B	B
34	B	B	B	S	S
35	B	B	B	O	O
40	B	B	B	B	S
41	B	B	B	B	S
43	B	B	B	S	S
44	B	B	B	B	S
46	B	B	O	B	S
55	B	B	B	B	B
57	B	B	B	B	S
58	B	O	B	O	O
59	B	B	B	B	S
60	B	B	B	B	S
61	B	B	B	B	S
62	B	B	B	B	S
65	B	B	B	B	S
68	B	B	B	B	S
70	B	B	B	B	S
71	B	B	B	B	O

-COMPANY GRADE OFFICER'S SYMPOSIUM-

On 19 October 1971, the Commandant of the Marine Corps published ALMAR 117. This bulletin listed the action taken and stated policy on recommendations from the Company Grade Officer's Symposium held in San Francisco from 9 through 13 August 1971.

Highlights of this bulletin state that commencing 1 July 1971, Headquarters Marine Corps will attempt to provide officers with information on post overseas assignment with all orders for unaccompanied overseas tours. Additionally every effort will be made to ensure that 90-120 days notice is received by all officers with PCS orders.

The Marine Corps Associate Degree Completion Program will continue to be reserved for enlisted personnel. Those officers who do not have two years of college must utilize other programs to qualify for the college degree program. However, requests for retention on station for completion of the last semester of off duty education requirements for a baccalaureate or masters degree will be honored to the maximum extent possible.

The present hardline on professionalism will continue and additional measures will be implemented to ensure that only top quality Marines are retained. This policy is reflected in the five percent below the zone selection on officer promotion boards. Full utilization of promoting up to five percent can not be the criteria when promotions are based on potential, meritorious service, and professional qualities. The number chosen below the zone will depend on the quality of those below zone not on lineal list standing.

-OFFICER CAREER ASSIGNMENT PATTERNS-

Headquarters Marine Corps has developed a series of officer career assignment patterns in the unrestricted occupational fields. These career assignment patterns have been approved by the Commandant of the Marine Corps and will be incorporated in a revision to MCO P1040.28.

The series of patterns shows types of duty to which an unrestricted officer may logically expect to be assigned. Included will be explanatory information relative to assignment policies, duty assignments, and professional schools. The professional development of an officer corps requires that individual training and career development be fitted into an overall career pattern which meets the requirement of the Marine Corps.

-NESEP SPECIAL NOTICE-

CMC Message 221829Z October 1971 is a quoted as follows:

1. Shortage Qualified Applicants FY72 NESEP. NESEP provides excellent opportunity Enlisted Marines with Math ability to obtain both College Education and Commission Regular USMC. Marines who could not afford College before, can have USMC pay tuition and fees while receiving regular pay. Too many highly qualified, motivated marines not aware tremendous benefits NESEP.

2. Deadline application for NESEP received HOMC extended to 15Nov71 vice 1Nov71. Request intensive publicity, counseling, screening to reach every qualified and interested potential NESEP student.

3. Request NESEP screening exam IAW Para 6A Ref A by 15Nov71. Alternate Exam date 6Dec71 only, in addition to date of 8Nov71. L. F. Chapman, General USMC.

See your Career Planner and MCO 1560.15D for Details.

STIMULANTS

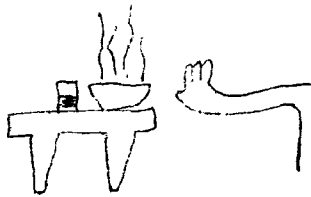
AMPHETAMINES ARE AVAILABLE IN VARIOUS SIZES, SHAPES, AND COLORS, TABLETS AND CAPSULES.

R S
P E

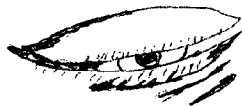
ALL ARE KNOWN AS U P BUT THE STREET NAMES MAY COME FROM THE COLOR OR SHAPE-(WHITES, ORANGES, PEACHES, HEARTS)-OR THE MEDICAL NAME - BENNIES, DEXIES).

AMPHETAMINES ARE STIMULANTS WHICH AFFECTS THE NERVOUS SYSTEM. THE ABUSER WILL GENERALLY;

BE OVER ACTIVE AND VERY TALKATIVE



GO FOR LONG PERIODS WITHOUT SLEEP



THERE IS A POSSIBILITY OF CONFUSION OR WANDERING THOUGHT? ? ?
TRAIN IRRATIONAL, UNPREDICTABLE, OR VIOLENT BEHAVIOR. ? ? ?



PROLONGED ABUSE RESULTS IN MENTAL AND PHYSICAL DEPRESSION
DUE TO THE EXHAUSTION OF THE BODIES RESERVES.



AMPHETAMINE ABUSE IS NOT PHYSICALLY ADDICTING BUT A PSYCHOLOGICAL DEPENDENCE DEVELOPS AND APPEARS TO BE VERY STRONG. THESE CAN BE OBTAINED ON THE STREET MARKET, BUT MAY ALSO BE OBTAINED FROM THE HOME MEDICINE CABINET IN THE FORM OF PEP PILLS OR DIET PILLS. THOSE ON THE STREET MARKET ARE OFTEN PRODUCED IN ILLEGAL LABORATORIES BY EXPERIMENTING AMATEURS USING UNBALLANCED CHEMICALS IN UNSTERILE SURROUNDINGS.

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

WFO 1710.2
37/FAM/PL
5 Nov 1971

WING ORDER 1710.2

From: Commanding General
To: Distribution List

Subj: Special Services; Instructions Pertaining to

Ref: (a) CG 1st MAW 050025Z Aug 71
(b) MCO P1710.17B
(c) MCASO 1710.2

1. Purpose. To promulgate information relative to the organization and operation of Special Services Activities within the 1st Marine Aircraft Wing, FMF.

2. Background. Reference (a) requested authority to disestablish the Recreation Fund of the First Marine Aircraft Wing and to establish a Consolidated Recreation Fund with MCAS, Iwakuni. The request was approved by the Commandant of the Marine Corps and a Consolidated Recreation Fund is now effective.

3. Action

a. All Wing Special Services functions have been assumed by, and are the responsibility of, the Commanding Officer, MCAS, Iwakuni, and shall remain so while the 1st Marine Aircraft Wing is stationed at MCAS, Iwakuni.

b. Personnel will be augmented to station Special Services, in numbers agreed upon by the Commanding General, 1st Marine Aircraft Wing and Commanding Officer, MCAS, Iwakuni, for mutual support of the composite program.

c. In the event the 1st Marine Aircraft Wing should deploy from MCAS, Iwakuni, action will be initiated to re-establish a Recreation Fund in accordance with reference (b).

d. Reference (c) and any other Station directives which concern Special Services will be applicable for 1st Marine Aircraft Wing Recreational activities.

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

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

WgO 6710.6B
1/MJW/r1b
18 Nov 1971

WING ORDER 6710.6B

From: Commanding General
To: Distribution List

Subj: Exemption Program for Disclosure of Drug Abuse

Ref: (a) MCBul 6710 of 19 Jun 1971 (ALMAR 77)
(b) SECNAVINST 6710.2
(c) MCBul 6710 of 18 Aug 1971 (ALMAR 90), w/Ch 1 (ALMAR 115)
(d) Admin FMFPac 190457Z Aug 1971
(e) MCO P1900.16(MARCORSEPMAN)

Encl: (1) Procedures for Drug Exemption Representatives
(2) Suggested Rehabilitation Program
(3) Administrative Discharge Guide

Reports Required: I. Designation of Exemption Officers (Report Symbol 1st MAW 6710.1) para 7.a(5)
II. Individual Statistical Drug Abuse Report (Report Symbol 1st MAW 6710.2) Encl (1) para 1.g
III. Drug Abuse Statistical Report (Report Symbol FMFPac ZN432-48) Encl (1) para 8
IV. Semi-Annual Drug Abuse Report (Report Symbol CMC 6710-A01Z) Encl (1) para 9

1. Purpose. To provide 1st Marine Aircraft Wing units with the policies and procedures necessary to administer the Drug Abuse Exemption Program authorized by reference (a).

2. Cancellation. Wing Order 6710.6B and Wing Bulletin 6710 of 8 Sep 1971.

3. Definitions

a. Exemption - As used in references (a) and (b) means the withholding of disciplinary action under the UCMJ and the withholding of separation from the United States Marine Corps with a discharge under other than honorable conditions by all persons authorized to institute or accomplish such actions. Exemption does not preclude modification of security clearances, duty assignment, flight status or other personnel or administrative actions, including investigation of criminal activity.

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WgO 6710.6B
18 Nov 1971

b. Grant of Exemption - As used in references (a), (b) and this Order, a grant of exemption by the military commander does not protect the military member from prosecution in other jurisdictions. Therefore, information obtained incident to a grant of exemption shall not be disclosed outside the military jurisdiction without prior approval of the Judge Advocate General of the Navy.

c. Transfer of drugs - As used in reference (a) is the passage of drugs for monetary or personal gain or for the purpose of initiating others into drug usage.

d. Drug experimenter - One who has illegally, wrongfully or improperly used any narcotic substance, marijuana or dangerous drug not more than a few times for reasons of curiosity, peer pressure, or other similar reason.

e. Drug user - One who has illegally, wrongfully or improperly used any narcotic substance, marijuana or dangerous drug generally several times, and for reasons of a deeper and more continuing nature than those which motivate the drug experimenter.

f. Drug addict - One who exhibits a behavioral pattern of compulsive drug use, characterized by overwhelming involvement with the use of a drug and securing of its supply. This definition refers in a quantitative sense to the degree to which drug use pervades the total life activity of the user.

4. Background. Reference (a) established a program under which drug abusers can seek and obtain exemption from punitive action or undesirable discharge as a result of the offenses which are voluntarily disclosed. The primary purpose for such a program is to encourage voluntary disclosures for the purpose of enabling drug abusers to obtain needed medical and psychiatric treatment, counseling, spiritual and moral guidance, and other rehabilitation if such is feasible. Such disclosures also alert commands to take appropriate personnel and rehabilitation measures designed to ensure that drug abuse does not adversely affect the command operational capabilities. Investigations conducted as a result of disclosures under the provisions of reference (a) will be to determine the nature and scope of the drug involvement. These investigations will be conducted as determined by this Headquarters based on priority and availability of resources. The drug abuse exemption program must not be used as a method of developing informants but as a means of solving the drug abuse problem.

5. Policy

a. Eligible personnel of this command who voluntarily request exemption will be afforded the opportunity to receive exemption without fear of punishment or notoriety.

WgO 6710.6B

18 Nov 1971

b. The degree of drug dependence will determine the disposition and administrative actions under which the person granted exemption must undergo. Rehabilitation is not synonymous with retention. Each case will be judged on its merits.

c. Long-term institutionalized rehabilitation programs for drug addicts or drug users diagnosed with serious character disorders are beyond the capabilities of this command. These individuals will not be prevented from entering the program if they are earnestly seeking assistance. They will normally be evacuated to a Navy Drug Rehabilitation Center or a Veterans Administration Hospital in conjunction with an administrative discharge upon voluntary disclosure. Disposition of these individuals should be requested from this Headquarters. Also, exemptees who admit to heavy use of LSD will normally be processed for administrative discharge.

d. A continuing drug abuse information and education program is essential. Detailed information concerning the exemption and rehabilitation program will be included in the drug abuse education and information programs.

e. Additionally, policies necessary for implementation of the drug abuse exemption program are contained in references (a), (b) and (c).

f. Rehabilitation as used within this Wing will not normally exceed eight weeks in length. Rehabilitation should therefore be reserved for those individuals claiming exemption who can complete their rehabilitation within that time frame. Limited assets available to the command for rehabilitation require an early decision on those individuals to be locally rehabilitated. Seven days after an exemption has been granted, a review of all information on the exemptee shall be made. This review should be made again after four weeks. If at these times, or any time after rehabilitation has started, it is determined that local rehabilitation is not practicable, disposition instructions should be requested from this Headquarters. The units may process the individual for an administrative discharge or request one of the following:

(1) Transfer to a U. S. Navy Drug Rehabilitation Center.

(2) Transfer to a Veterans Administration Hospital in conjunction with an Administrative Discharge under Honorable conditions.

Processing for Administrative Discharge will be for reason of unfitness under paragraph 6017.2D of reference (d). Enclosure (3) provides information required when processing exemptees for administrative discharge under this Order. Once a decision has been made and approved for discharge, every effort must be made to expedite the administrative processing.

WgO 6710.6B
18 Nov 1971

g. If individual claiming exemption is on Fleet Assistance Program (FAP) he will be returned to parent unit for processing.

h. All reports submitted to this Headquarters will be hand carried or mailed. This will prevent undue notoriety for the individual. Use unclassified message traffic if no other method is readily available. Use phrase "Official Use Only" at beginning and end of the text in all message traffic.

i. If the member detaches prior to completion of rehabilitation the case file will be forwarded to the joining command with a cover letter containing recommendations on further requirements of rehabilitation. Case files will be mailed to the Commanding General or Commanding Officer of the joining command via registered mail and marked "Official Use Only".

j. Case files on personnel in rehabilitation transferred for release from active duty will be closed following the transfer. Personnel detached for discharge will be counseled to contact local county or state health officials following discharge for assistance if required.

k. In granting exemptions other persons may be named not in the local unit. Immediately notify Wing Drug Exemption Officer, G-1. The Wing Drug Exemption Officer will coordinate the passing of information to other units.

l. Unit Drug Exemption Representatives are authorized direct liaison with all other Drug Exemption Representatives within the Wing.

6. Procedures

a. Exemption. Enclosure (1) contains detailed instructions to be followed in the granting of exemption. The instructions contained therein are extracted from references (a), (c) and (d) and must be explicitly followed. Assistance may be obtained from the Wing Staff Judge Advocate, the Wing Surgeon or the Drug Abuse Education Contact Team as appropriate.

b. Rehabilitation. Rehabilitation will be commensurate with the degree of drug dependence. Enclosure (2) contains recommended rehabilitation guidelines to be followed by units in carrying out their rehabilitation programs. Reorienting attitudes and instilling human values are inherent in basic leadership principles. The combined counseling and medical resources available to the unit commander, limited though they be, must be fully coordinated and exploited to assure a successful rehabilitation program. Judgments as to rehabilitative procedures to follow must be made on each individual case.

c. Administrative Actions. Indicated administrative actions (i.e. termination of security access or clearance, removal from flight status or reassignment) will be in consonance with appropriate directives. A case by

WGO 6710.6B
18 Nov 1971

case approach in determining administrative/personnel actions is essential for the success of the program. If adverse personnel actions are the usual consequence of disclosures, the beneficial effect of the exemption program will be seriously undermined. The administrative actions available to the command should not be automatically executed. Each case must be considered on its own merits.

7. Action

a. Group and Squadron Commanders shall:

- (1) Ensure that all Marines of their command are thoroughly acquainted with the exemption program.
- (2) Ensure the name and location of the exemption officer is readily available to all Marines.
- (3) Designate one or more exemption representatives for their command. The following personnel shall not be designated.
 - (a) Trial or Defense Counsel.
 - (b) Legal Assistance Officers.
 - (c) Medical Officers.
 - (d) Chaplains.
 - (e) Discipline or Military Police Officers.
- (4) When designating exemption representatives consideration should be given to the qualities essential for successful administration of the program (i.e., maturity, responsibility, and verbal skills. Company grade officers may be used in these billets.)
- (5) Report to this Headquarters (Attn: G-1) the name, rank and RTD of exemption representatives and any change in assignment of exemption representatives.

b. Staff Judge Advocate shall:

- (1) Provide legal assistance as requested by Unit Exemption Representatives.
- (2) Provide assistance as requested by units in the processing of members for administrative separation subsequent to a grant of exemption.

WgO 6710.6B
18 Nov 1971.

c. Medical Officers shall:

(1) Establish and maintain standardized medical examination and psychiatric evaluation procedures required by references (a), (b) and (c).

(2) Provide medical and psychiatric support for rehabilitation program within the limits of the resources of the Wing.

(3) Provide the unit Exemption Representatives with the following reports:

(a) Report of medical examination will be made to the Marine's Commanding Officer within 24 hours following completion of examination.

(b) Result of psychiatric evaluation report to the Marine's Commanding Officer within 48 hours following completion of examination. Psychiatric evaluation for the purpose of this order may be performed by a Flight Surgeon or Doctor. A certified psychiatrist does not have to perform the psychiatric evaluation unless the Flight Surgeon or Doctor recommends such action.

d. Wing Chaplain shall:

(1) Assist Commanding Officers in establishing the moral and spiritual aspects of the rehabilitation program.

(2) Assist the Drug Abuse Education and Information Section in establishing and maintaining recommended rehabilitation programs.

(3) Provide the unit Exemption Representative with a report of Marine's counseling. Report should include a recommendation as to need for further counseling.

e. The Wing Exemption Representative shall review each statement of disclosure and forward to the Criminal Investigation Department for investigation of those cases:

(1) Where a question exists on drug involvement by the member granted an exemption who may not be entitled to exemption due to involvement with transfer of drugs.

(2) Wherein the written statement of disclosures names of other persons are identified as a drug user and the other persons, after being notified, have not applied for exemption within 24 hours of notification.

(3) Wherein none of the above apply, but a question exists or facts are developed indicating the possible drug involvement of another person.

WGO 6710.63
18 Nov 1971

(4) In other cases when the exemption office determines that the situation warrants investigation.

f. OIC, Drug Abuse Education and Information Section shall:

- (1) Coordinate the subject program for the Wing.
- (2) Assist Unit Exemption Representatives as required.
- (3) Incorporate pertinent instruction on the subject program into the drug abuse education and training courses.
- (4) Prepare and present, on request, a course of instruction for training Unit Exemption Representatives in their duties and responsibilities under this program.
- (5) Prepare and present, on request, a course of instructions for unit rehabilitation personnel, including troop leaders, supervisors and others designated as counseling personnel.
- (6) Monitor the progress of the subject program through periodic conferences with Unit Exemption Representatives.

g. Unit Drug Exemption Representatives shall follow the procedures set forth in enclosure (1).

8. Commanding Officer, Marine Aircraft Group 36 is authorized direct liaison with Army Medical Officers and Army Medical Facilities located on Okinawa.

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

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Drug Education Team (100)

WgO 6710.6B

18 Nov 1971

PROCEDURES FOR DRUG EXEMPTION REPRESENTATIVES

- TABS: A Limitation and Scope of Drug Exemption Program
- B Definitions of Exemption Program
- C Grant of Exemption
- D Sample format for page eleven Service Record Book entry
- E Sample format for Individual Statistical Drug Abuse Report
(Report Symbol 1st MAW 6710.2)
- F Sample format for Report of Medical Examination
- G Sample format for Drug Rehabilitation Disposition Instructions
- H Sample format for Monthly Drug Abuse Statistical Report (Report
Symbol FAFPac ZN 132-48)
- I Sample case file content and exemption officers check list

ENCLOSURE (1)

WgO 6710.6B

18 Nov 1971

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ENCLOSURE (1)

WGO 6710.6B
18 Nov 1971

PROCEDURES FOR DRUG EXEMPTION REPRESENTATIVE

1. Designated exemption representatives shall take the following action:

a. When approached by an individual requesting exemption and prior to any disclosure, fully advise the member seeking exemption of the scope and limitations of the exemption program.

b. Must explain to the exemption applicant that he is not required to identify other drug abusers as a condition of his obtaining exemption, however, it should also be explained that if he has knowledge of drug abuse activities of another person, he may be required to testify about such activities before an official board of investigation, courts-martial or other such body after being granted exemption.

c. Complete the acknowledgement of the limitation and scope of drug abuse exemption program utilizing Tab A to this enclosure.

d. Complete the explanation of definitions and provisions of exemption program utilizing Tab B to this enclosure.

e. Complete Grant of Exemption as contain in Tab C to this enclosure.

f. Ensure an entry of exemption action is made on page eleven of the service record book of each Marine seeking exemption as shown in Tab D to this enclosure.

g. Ensure the following statistical information is reported by message to this Headquarters within twenty-four hours (Attn: G-1) on each individual case. See Tab E to this enclosure.

(1) Name/Grade/Service Number/Social Security Number/MOS.

(2) Types of Drug Abuse.

(3) Approximate frequency of use of each drug.

(4) Period of usage.

(5) Places where used.

(6) Location of individual.

2. In accordance with references (a) and (b) those individuals granted exemption will receive a medical examination. Tab F of this enclosure to be delivered to Medical officer at time of examination. Direct liaison

ENCLOSURE (1)

WGO 6710.6B

18 Nov 1971

with Wing and Station Medical Officers is authorized. The following actions are required upon completion of this examination:

a. If the medical officer determines that the individual requires medical treatment and/or detoxification he will be referred to the supporting hospital to undergo such treatment and/or detoxification prior to further evaluation.

b. If the medical officer determines that an in-depth psychiatric evaluation is required it will be accomplished prior to further evaluation.

c. If the medical officer determines that the individual is drug dependent or addicted upon completion of the medical examination, and the individual requires rehabilitation beyond the capability of the command, disposition instructions will be requested from this Headquarters (Attn: G-1).

(1) Iwakuni based Units will submit the information required by Tab G of this enclosure to this Headquarters as soon as possible and not later than twenty-four hours after determination is made by medical officer. This request will be hand delivered by the Unit Exemption Officer to the Assistant G-1 at this Headquarters.

(2) Okinawa based units/deployed units will submit the information required by Tab G to this enclosure by priority messages to CMC (Code AC1F) info copy to CG 1st MAF within twenty-four hours after determination is made by the medical officer.

(3) If appropriate, Headquarters, U. S. Marine Corps will issue instructions to process the individual through the U. S. Naval Drug Rehabilitation Centers, located at Miramar, California or Jacksonville, Florida for treatment/evaluation and further disposition. The Commanding General, Marine Corps Recruit Depot, San Diego, California will administratively join individuals ordered to NDRC Miramar, California. The Commanding Officer, Marine Barracks will administratively join individuals ordered to NDRC Jacksonville, Florida. The period of treatment will not normally exceed sixty days. Upon completion of treatment at the USMDRC the individuals will be administratively separated from the Marine Corps or be returned to duty.

3. While awaiting medical and psychological evaluation a review of the individual's assignment and record will be made to establish possible modification of duties, flight status and voiding of security clearance. This is not an automatic procedure, each case must be reviewed on its own merits.

4. Following psychological evaluation, and providing the evaluation indicates the individual should be retained on active duty, counseling will be provided the individual.

ENCLOSURE (1)

WgO 6710.6B
18 Nov 1971

5. In those cases where the member has no potential for future usefulness in the Marine Corps he will be processed for an administrative discharge for reason of unfitness under honorable conditions. Consideration will be given to past performances, the degree of involvement with drugs and the result of medical and psychiatric evaluation in making the determination of retention.

6. Individual will be scheduled for drug abuse counseling.

7. The exemption officer will monitor progress of the individual through counseling and training. If at any time the individual shows insincerity or reluctance to participate in the counseling or training, the program will be terminated for the individual. A page eleven entry will be made in the individual's service record book. (Tab D to this enclosure refers.) The unit will then commence action for administrative discharge for reason of unfitness under honorable conditions.

8. The implementation of the exemption program provides a data source not previously available and the collection of data is designed to assess the status of conduct, morale, and welfare of personnel in the Fleet Marine Force, Pacific. The Drug Abuse Statistical Report (RCS FMFPAC ZN132-48) shall be submitted to the Commanding General, Fleet Marine Force, Pacific by the fifth of each month as required by reference (d). In order to allow for compilation time, this report will be hand delivered to this Headquarters (Attn: G-1) not later than the third of each month, for those units based at Japan and submitted by message for those units located at Okinawa or deployed (see Tab H to this enclosure). Reports will be consolidated at the Group level for submission to this Headquarters. This is a one time report and covering the previous month, negative reports not required.

9. In accordance with reference (a) the following semi-annual report of drug abuse is required to be submitted to this Headquarters (Attn: G-1) no later than 5 January and 5 July for the previous six month period.

- a. Number personnel granted exemption.
- b. Number exemptions granted by category of drugs (Marijuana, dangerous drugs, narcotics).
- c. Number personnel having received rehabilitation.
- d. Number discharged by type (Honorable, General).
- e. Number personnel engaging in illegal use of drugs subsequent to grant of exemption.

10. In addition the Unit Exemption Representatives shall:

ENCLOSURE (1)

WgO 6710.6B
18 Nov 1971

a. Prepare a file on each member applying for exemption using Tab I to this enclosure as a guide.

b. Forward a copy to this Headquarters (Attn: G-1) of each report required by references (a), (c) and (d) and progress reports as outlined in this enclosure.

ENCLOSURE (1)

WgO 6710.6B
18 Nov 1971

From:
To: Commanding Officer

Subj: Acknowledgement of Limitations and Scope of Drug Abuse Exemptions Program

1. I have requested exemption from disciplinary action or administrative processing that could result in discharge from the Naval Service with other than honorable characterization. I certify and acknowledge that I have had the opportunity to discuss the nature, scope, and limitations of the drug abuse exemption program, with the designated exemption representative whose signature appears at the end of this statement, and that I understand the drug abuse exemption program and the uses to which any disclosures which I may make may be put. I sincerely seek help to eliminate my drug use. I agree to fully cooperate in my own rehabilitation and I will participate in such rehabilitation programs to which I may be assigned. I specifically understand:

a. The exemption representative is authorized to accept my statement which may form the basis for a grant for exemption;

b. For my statement to qualify for grant of exemption, it can only be made to the command-designated exemption representative;

c. The grant of exemption will extend only to a statement which is voluntarily made and which is made prior to my having been apprehended or officially warned (other than as a result of an approved drug testing program, or as a result of having been named in an exemption disclosure of another member), that I am suspected of drug abuse involvements;

d. If, in fact, I have been apprehended for the drug offense for which I seek exemption or officially warned that I was suspected of the drug offense in question (other than as a result of an approved drug testing program, or as a result of having been named in an exemption disclosure of another member), a grant of exemption based on disclosures of such offenses is void and I will be subject to possible disciplinary action and processing for administrative separation from the Naval Service under conditions other than honorable;

e. Any statement made by me to the exemption representative will not be privileged;

f. Exemption can be granted only once, that is, any incidents of drug abuse, which are either undisclosed at the time of the grant of exemption or which occur after the grant of exemption has been issued will not qualify me for a new grant of exemption;

TAB A to
ENCLOSURE (1)

WgO 6710.6B
18 Nov 1971

I may be subject to administrative action with regard to my security clearance eligibility and duty assignment as explained in the description of the exemption program which I have read.

Signature Date Place Time
Signature of member seeking exemption
Name
File/Service Number/Social Security Account
Number
Rate/Rank
Service

Signature Date Place Time
Signature of Designated exemption representative
Name
File/Service Number/Social Security Account Number
Rate/Rank
Service

TAB A to
ENCLOSURE (1)

WgO 6710.6B
18 Nov 1971

EXPLANATION OF DEFINITIONS AND PROVISIONS OF EXEMPTION PROGRAM
Attachment to Form #1

The following definitions and provisions of the exemption program have been explained to _____

(a) Exemption, as the word is used in connection with the drug abuse exemption program means a withholding of action: (1) Under Article 15 of the Uniform Code of Military Justice, (2) Trial by Court-Martial, and (3) the administrative processing for an undesirable discharge from the Naval Service for the specified illegal use.

(b) Exemption extends only to voluntarily disclosed illegal use of marijuana, narcotics, inhaled substances, or other controlled substances, which use occurred prior to the grant of exemption, and to the possession of such drugs only when that possession is incident to the occasions of voluntarily disclosed illegal use.

(c) Exemption will not be granted for illegal sale or transfer of marijuana, narcotics, inhaled substances, or other controlled substances, or for the possession of any of those prescribed drugs when such possession is for the purpose of sale or transfer, nor for drug-related or drug-induced offenses, even though information indicating such offenses are voluntarily disclosed to the individual designated as an exemption representative;

(d) Exemption extends only to those instances of illegal use and incident possession of drugs which are voluntarily disclosed prior to and in connection with a grant of exemption, and does not extend to instances of drug abuse which are undisclosed;

(e) The illegal use, possession, transfer, or sale of marijuana, narcotics, or other dangerous drugs constitutes an offense under the Uniform Code of Military Justice for which offense a member may receive a trial by Court-Martial and, if convicted, a punitive discharge from the Naval Service, punishment under Article 15 of the Uniform Code of Military Justice, and/or an administrative discharge from the Naval Service under conditions other than honorable by reason of unfitness and/or misconduct;

(f) A command may initiate investigation on those so named by the exempted member who are obviously outside the scope of exemption, e.g. pushers, dealers, traffickers, and peddlers. Also commands may initiate administrative action with regard to any users who are identified through exemption proceedings.

Signed (exemption representative)

TAB B to
ENCLOSURE (1)

WgO 6710.6B
18 Nov 1971

From: Commanding Officer
To:

Subj: Grant of exemption

Ref: (a) SECNAVINST 6710.2__

Encl: (1) Copy of acknowledgement dated
(2) Copy of statement to exemption representative dated

1. In accordance with the provisions contained in reference (a), and based upon your acknowledgement of understanding the nature, scope and limitations of the drug abuse exemption program, enclosure (1), and your representation that you have neither been apprehended for any of the drug offenses indicated in enclosure (2) nor officially warned that you were suspected of any of those offenses (other than as a result of an approved drug testing program, or as a result of having been named in an exemption disclosure of another member), a grant of exemption is issued for those instances of drug abuse contained in enclosure (2), which constitute illegal use of drugs, and possession incident thereto. The limitations and scope of the grant of exemption are as indicated in enclosure (1).

2. If you have been apprehended for any of the drug offenses indicated in your statement to the exemption representative, enclosure (2), or officially warned that you were suspected of any of those offenses (other than as a result of an approved drug testing program, or as a result of having been named in an exemption disclosure of another member), then you do not qualify for exemption as to those offenses.

3. Your sincerity in seeking help to eliminate your drug use is acknowledged; it is understood that you will fully cooperate in your own rehabilitation and will participate in such rehabilitation programs as may be prescribed. You will be notified of the date and time to meet with medical officers, and other personnel whose assistance will enable you to derive full benefit from all aspects of the drug abuse exemption program.

Exemption representative
By direction

TAB C to
ENCLOSURE (1)

WgO 6710.68
18 Nov 1971

Sample PAGE 11 entry

(Date) Exemption pursuant to MCBul 6710 of 19 Jul 71 (ALMAR 77) granted
this date.

Exemption Rep.
By direction

Sample PAGE 11 entry for suspending rehabilitation

Date: Due to demonstrated lack of sincerity the drug use rehabilitation
program has been terminated this date.

Exemption Rep.
By direction

Sample PAGE 11 entry for completion of rehabilitation

Date: Successfully completed rehabilitation in accordance with MCBul
6710 of 19 Jul 71 (ALMAR 77) this date.

Exemption Rep.
By direction

TAB D to
ENCLOSURE (1)

WgO 6710.6B
18 Nov 1971

MARINE ATTACK SQUADRON 311
Marine Aircraft Group 12
Fleet Marine Force, Pacific
FPO San Francisco 96602

01:ABC:dec
6710

From: Commanding Officer
To: Commanding General, 1st Marine Aircraft Wing (Attn: G-1)
Via: Commanding Officer, Marine Aircraft Group 12 (Attn: Drug Exemption Officer)

Subj: Individual Statistical Drug Abuse Report; case of Cpl James S. Jones
111 22 33/111 22 33 33/6511 USMC

Ref: (a) ALMAR 77 of 19 Jul 1971
(b) WgO 6710.6

1. Corporal JONES was granted exemption by this Command on 1 Aug 1971.
2. In accordance with references (a) and (b), the following statistical information is submitted concerning subject Marine:

<u>TYPE OF DRUG</u>	<u>APPROX FREQ OF USE</u>	<u>PERIOD(s) OF USE</u>	<u>PLACE(s)</u>
Marijuana	5 cigarettes/day	6 mo Jan 71-Jun 71	Beaufort El Toro
	2 cigarettes/day	1 mo Jul 71	Iwakuni
LSD	1 Time	May 71	El Toro

Signature

S A M P L E O N L Y

TAB E to
ENCLOSURE (1)

NgO 6710.6B
18 Nov 1971

Sample PAGE 11 entry

(Date) Exemption pursuant to MCBul 6710 of 19 Jul 71 (ALMAR 77) granted
this date.

Exemption Rep.
By direction

Sample PAGE 11 entry for suspending rehabilitation

Date: Due to demonstrated lack of sincerity the drug use rehabilitation
program has been terminated this date.

Exemption Rep.
By direction

Sample PAGE 11 entry for completion of rehabilitation

Date: Successfully completed rehabilitation in accordance with MCBul
6710 of 19 Jul 71 (ALMAR 77) this date.

Exemption Rep.
By direction

TAB D to
ENCLOSURE (1)

WgO 6710.6B
18 Nov 1971

MARINE ATTACK SQUADRON 311
Marine Aircraft Group 12
Fleet Marine Force, Pacific
FPO San Francisco 96602

01:ABC:dec
6710

From: Commanding Officer
To: Commanding General, 1st Marine Aircraft Wing (Attn: G-1)
Via: Commanding Officer, Marine Aircraft Group 12 (Attn: Drug Exemption Officer)

Subj: Individual Statistical Drug Abuse Report; case of Cpl James S. Jones
111 22 33/111 22 33 33/6511 USMC

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(b) WgO 6710.6

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2. In accordance with references (a) and (b), the following statistical information is submitted concerning subject Marine:

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Marijuana	5 cigarettes/day	6 mo Jan 71-Jun 71	Beaufort El Toro
	2 cigarettes/day	1 mo Jul 71	Iwakuni
LSD	1 Time	May 71	El Toro

Signature

S A M P L E O N L Y

TAB E to
ENCLOSURE (1)

WgO 6710.6B
18 Nov 1971

(Date)

From: Commanding Officer
To: Medical Officer

Subj: Drug Exemption Medical Examination; request for

Ref: (a) WgO 6710.6
(b) SECNAVINST 6710.2

1. In accordance with the provisions of references (a), it is requested that _____ receive a physical examination as required by reference (b).

By direction

FIRST ENDORSEMENT

(Date)

From: Medical Officer
To: Commanding Officer

Subj: Drug Exemption Medical Examination; results of

1. _____ USMC was examined this date and it is determined that he:

- () Is considered drug dependent or addicted and/or requires medical treatment outside capabilities of this command.
- () Requires medical treatment and/or detoxification within capabilities of this command.
- () Is not considered drug dependent or addicted.

2. Recommendations:

a. Exemption Representative (should/should not) schedule appointment with Medical Department for psychiatric evaluation.

(MEDICAL OFFICER)

TAB F to
ENCLOSURE (1)

(UNIT HEADING)

WgO 6710.6B
18 Nov 1971

From: Unit
To: Commanding General, 1st Marine Aircraft Wing (Attn: G-1)
Info: Appropriate Group
Subj: Drug Rehabilitation Disposition Instructions, request for

Ref: (a) CMC 181752Z Aug 71
(b) WgO 6710.6

1. Name/Grade/MSN/SSN/MOS/EAS
2. Organization
3. Disciplinary Status
4. Marital Status/Location of Dependents
5. Medical Diagnosis/Prognosis
6. Type Rehabilitation Recommended
7. Comments (use this paragraph to detail information which would be of value in determining appropriate disposition)

TAB G to
ENCLOSURE (1)

(UNIT HEADING)

WgO 6710.6B
18 Nov 1971

From: Unit
To: Commanding General, 1st Marine Aircraft Wing (Attn: G-1)
Info: Appropriate Group
Subj: Monthly Drug Abuse Statistical Report (RCS FMFPAC ZN132-48)
Ref: (a) ADMIN FMFPAC 190457Z AUG 71
(b) WgO 6710.6

1. Name
2. Rank
3. SSAN
4. MOS
5. GCT
6. Age
7. PEBD
8. Marital Status
9. Education
10. Race
11. Rotation Tour Date
12. Record of Offenses
13. Average PRO and CON Marks
14. Age when first used drugs
15. Place where first used drugs

TAB H to
ENCLOSURE (1)

WgO 6710.6B
18 Nov 1971

SAMPLE CASE FILE CONTENT AND
EXEMPTION CHECK LIST

1. Advise the individual applying for exemption of the scope and limitations of the drug abuse exemption program, (2) using formats contained in TAB A, B, and C of ENCLOSURE (1) TO WgO 6710.6_.

2. Warn individual of his rights under article 31, UCMJ.

3. If individual desires to pursue exemption program, have him complete TAB A of ENCLOSURE (1), to WgO 6710.6_ and sign it.

4. Complete TAB B & C of ENCLOSURE (1) to WgO 6710.6_ and sign.

5. Ensure page 11 entry is made in individual SRB in accordance with TAB D of ENCLOSURE (1) to WgO 6710.6_.

6. Appoint a "BUDDY" to the individual, to assist him in completing the steps required for the drug abuse exemption program. Brief the "BUDDY" and the individual on the requirements and use of the Check-List. (Provide each a copy).

7. Schedule the individual for a Medical Examination. (The "BUDDY" will accompany the individual to Sick Bay and record the date and time he reported for Exam and departed.)

8. COMPLETE TAB E of ENCLOSURE (1) of WgO 6710.6_ and deliver to G-1 within 24 hours after granting Exemption.

9. Medical Officer indicates whether following further treatment/examination is required. Complete TAB F of ENCLOSURE (1) of WgO 6710.6_ and send copy to G-1.

a. Medical Treatment (Yes) (No)

(Where) (EST Duration)

b. Detoxification (Yes) (No)

(Where) (EST Duration)

TAB I to
ENCLOSURE (1)

WgO 6710.6B
18 Nov 1971

c. Psychiatric evaluation (Yes) (No)

(Where) MEDICAL OFFICER'S SIGNATURE

10. If Psychiatric evaluation is required and done locally, obtain copy of Medical Officer's evaluation, send copy to G-1.

DATE TIME IN TIME OUT

11. If detoxification required as per para. 9B above, drug abuse exemption officer complete report in accordance with TAB G of ENCLOSURE (1) to WgO 6710.6 and deliver to assistant G-1 at Wing Headquarters.

12. Psychiatric evaluation (if given) indicates individuals retainability in service on active duty.

(Yes) (No)

(EXEMPTION REPRESENTATIVE'S SIG./DATE)

13. REVIEW of individual's SRB and assignment indicates following in regard to duties, flight status and security clearance (Note: a change without cause will not be made):

a. Duties (1) NO CHANGE

INIT

(2) CHANGE TO

INIT

COMMANDING OFFICER'S SIGNATURE/DATE

b. Flight Status

(NO CHANGE) (SUSPEND) (REVOKE)

COMMANDING OFFICER'S SIGNATURE/DATE

c. Security Clearance (NO CHANGE) (TERMINATE)

COMMANDING OFFICER'S SIGNATURE/DATE

14. Commanding Officer's decision on retention of individual (Retain) (Process for Admin Discharge) Send copy to G-1.

COMMANDING OFFICER'S SIGNATURE/DATE

TAB I to
ENCLOSURE (1)

WgO 6710.6B
18 Nov 1971

15. Schedule individual for drug counseling through Wing G-1. Obtain report of counseling from Drug Abuse Education Officer. Send copy to G-1.

16. Schedule individual for appointment with Squadron Chaplain. Obtain Chaplain's written Report of Counseling and recommendations. Send copy to G-1.

DATE	TIME IN	TIME OUT
------	---------	----------

1. DATE	TIME IN	TIME OUT
---------	---------	----------

2. DATE	TIME IN	TIME OUT
---------	---------	----------

3. DATE	TIME IN	TIME OUT
---------	---------	----------

4. DATE	TIME IN	TIME OUT
---------	---------	----------

5. DATE	TIME IN	TIME OUT
---------	---------	----------

6. DATE	TIME IN	TIME OUT
---------	---------	----------

As Required

17. After seven days determine course of action on exemptee i.e., process for discharge, rehabilitation, request disposition for transfer to a NDRC, or V. A. Hospital.

DATE	DECISION
------	----------

18. Schedule individual for leadership training and counseling. Number of hours to be assigned will be made on a case by case basis.

1. DATE	TIME IN	TIME OUT
---------	---------	----------

2. DATE	TIME IN	TIME OUT
---------	---------	----------

3. DATE	TIME IN	TIME OUT
---------	---------	----------

4. DATE	TIME IN	TIME OUT
---------	---------	----------

5. DATE	TIME IN	TIME OUT
---------	---------	----------

19. Monitor the individuals progress through counseling and training. If he shows insincerity or non-cooperation, or resumes drug abuse, the program will be terminated. A page 11 entry terminating the rehabilitation will be made in his SRB, as per TAB D of ENCLOSURE (1) to WgO 6710.6. He will be processed for a discharge by reason of unfitness.

DATE	TIME
------	------

TAB I to
ENCLOSURE (1)

WgO 6710.6B

18 Nov 1971

20. Rehabilitation complete. Page 11 entry made in SRB as per TAB D of ENCLOSURE (1) to WgO 6710._.

21. Security clearance re-established (as appropriate).

22. Duty assignment re-established (as appropriate).

23. Flight Status re-instated (as appropriate).

DATE

TIME

DATE

TIME

DATE

TIME

DATE

TIME

TAB I to
ENCLOSURE (1)

WgO 6710.6B
18 Nov 1971

SUGGESTED REHABILITATION PROGRAMS

1. PROGRAMS. The 1st Marine Aircraft Wing is not equipped to run a rehabilitation program in the clinical sense. However, with initiative, imagination, sincerity and the realization that fellow Marines will be assisted through these efforts, meaningful unit level programs can be developed. The following programs and devices are provided for possible use in an organization's rehabilitation efforts.

a. Experimenter. The experimenter must be told of the dangers of drug abuse by a medical officer in addition to spiritual and moral guidance given on an individual basis. The pitfalls of drug abuse should be the topic of a discussion involving his troop leader and responsible members of his organization. This is accomplished on a one time bases. The entire program should not take more than 1 week; however, he should be able to return for counselling or given assistance whenever he feels the need.

b. User. The user must be made clearly aware of the dangers of drug abuse. A more extensive program than that of the experimenter should be utilized. Individual counselling sessions by the Chaplain, Medical Officer, Exemption Representative and his Commanding Officer, along with discussions between the user and volunteer counselors from his organization of his same approximate age and rank group should be used. This program should be no more than 8 weeks in duration. The user should be able to return to the program whenever he feels the desire.

c. Addict. The addict will be provided counselling as appropriate while awaiting medical evacuation to a Drug Rehabilitation Center or Veterans Hospital in CONUS.

d. Suggested Devices/Methods

(1) Ensure that leaders and counselor are knowledgeable of facts concerning drugs and are aware of slang terms.

(2) Be firm but fair in dealing with the person undergoing rehabilitation.

(3) No attempt should be made to degrade the man.

(4) Help the man to identify his problem.

(5) Get the man's opinion of what will do the most good for him.

ENCLOSURE (2)

WgO 6710.6B
18 Nov 1971

- (6) Point out that he owes an obligation to himself to make the most out of his life.
- (7) Each session or discussion should have a goal and reach a conclusion on the dangers of drugs.
- (8) All sessions/discussions should be mandatory.
- (9) Establish a buddy system. Select a Marine who does not use drugs or has completed the rehabilitation program, enjoys life and is a volunteer to be available to counsel the member.
- (10) Members granted exemption should not be taken away from his environment except those evacuated.
- (11) Require projects, i.e., Member could submit an article to Stars and Stripes or any newspaper on the dangers of drugs; book report on drugs, or a like project.
- (12) Obtain assistance from persons who used drugs previously but have stopped and desire to help others.
- (13) Make the man work to help himself. Let the man learn to become dependent upon himself.
- (14) Avoid encounter groups or programs of a similiar nature as seen on TV or the movies.
- (15) Involve officers and staff NCO's in the program, particularly the member's leaders and supervisors.
- (16) Have follow up interviews after the man completes the program. Obtain the man's opinion of the program. Did it help him? What can be done to improve it?
- (17) Keep records of man's progress.
- (18) Ensure that man is aware of how to contact those personnel who are assisting in his rehabilitation program.
- (19) Stress participation in a new "life style" or replacement of a drug oriented style.

ENCLOSURE (2)

WgO 6710.6B
18 Nov 1971

ADMINISTRATIVE DISCHARGES

- A. In accordance with references (a) and (b) Marines who are discharged subsequent to grant of exemption will receive not less than an Honorable Discharge.
- B. As defined in reference (e), Administrative Discharges for unfitness or unsuitability will be the most common types.
- C. To assist Unit Exemption Representatives and Legal officers in preparing an administrative discharge TABS A and B to this enclosure give both general and specific reasons and required documents for each type discharge.
- D. TAB C to this enclosure is a sample request for administrative discharge services.

ENCLOSURE (3)

WgO 6710.6B
18 Nov 1971

ADMINISTRATIVE DISCHARGE FOR UNSUITABILITY

1. General Reason - Unsuitability
2. Specific Reasons
 - a. Inaptitude
 - b. Enuresis (Final Diagnosis by MedO)
 - c. Character and behavior disorders (Determined by MedO)
 - d. Financial irresponsibility
 - e. Apathy; Defractive Attitude; Inability to expend effort constructively
 - f. Alcoholism (Final Diagnosis by MedO)
 - g. Homosexual or other aberrant sexual tendencies
3. Documents Required
 - a. Request for Administrative Discharge services (TAB C)
 - b. SRB/Health Record
 - c. Medical officers report (Required only for 2b, c and f above)
 - d. Statement of OIC and NCOIC
 - e. Counseling of Deficiencies on page 11 SRB (Required only for 2c above)
4. Discharge Board Normally Not Required

TAB A
ENCLOSURE (3)

WgO 6710.6B
18 Nov 1971

ADMINISTRATIVE DISCHARGE FOR UNFITNESS

1. General Reason - Unfitness
2. Specific Reasons
 - a. Sexual Perversion
 - b. Frequent involvement with military authorities
 - c. Established pattern of shirking
 - d. Drug Addiction/Possession or use of marijuana or dangerous drugs
 - e. Failure to pay just debts
 - f. Failure to contribute adequate support of dependents
 - g. Unsanitary habits
3. Documents Required
 - a. Request for administrative discharge services (TAB C)
 - b. SRB/Health Record
 - c. Notification of deficiencies entry on page 11 of SRB required
 - d. Copies of Grant of Exemption
4. Discharge Board Normally Required

TAB B
ENCLOSURE (3)

WgO 6710.6B
18 Nov 1971

17/RL/twf
1910

From: Commanding Officer
To: First Marine Aircraft Wing Law Center/MAG-36 Legal Office
Subj: Request for administrative discharge services

1. It is requested that administrative assistance be provided to initiate an administrative discharge as indicated below.

TYPE OF DISCHARGE

a. Unsuitability (para 6016.____, indicate specific paragraph and specific reason).

b. Unfitness (para 6017.____, indicate specific paragraph and specific reason).

c. Convenience of the Government (para 6012.____, indicate specific paragraph and specific reason).

d. Good of the Service (para 6021.____, indicate specific paragraph and specific reason).

e. Misconduct (para 6018.____, indicate specific paragraph and specific reason).

SIGNATURE

TAB C
ENCLOSURE (3)

A-#20



Pay increase a reality after November 14

Basic pay table

PAY GRADE	UNDER 2	OVER 2	OVER 3	OVER 4	OVER 6	OVER 8
O-2 New	\$ 570.30					
PRESENT	524.40					
INCREASE	45.90					
O-1 New	495.00	515.40				
PRESENT	450.60	499.20				
INCREASE	44.40	16.20				
E-7 New	443.40					
PRESENT	399.00					
INCREASE	44.40					
E-6 New	382.80					
PRESENT	344.10					
INCREASE	38.70					
E-5 New	336.30					
PRESENT	297.30					
INCREASE	39.00					
E-4 New	323.40	341.40	361.20	389.40	405.00	405.00
PRESENT	249.90	321.90	330.90	356.70	374.40	374.40
INCREASE	73.50	28.50	30.30	32.70	30.60	30.60
E-3 New	311.10	328.20	341.10	354.60	354.60	
PRESENT	180.90	252.30	269.70	287.40	287.40	
INCREASE	130.20	75.90	71.40	67.20	67.20	
E-2 New	299.10	299.10	299.10			
PRESENT	149.10	208.80	208.80			
INCREASE	150.00	90.30	90.30			
E-1 (OVER 4 MONTHS)						
New	268.50	268.50				
PRESENT	143.70	191.10				
INCREASE	124.80	77.40				
E-1 (UNDER 4 MONTHS)						
New	268.50					
PRESENT	134.40					
INCREASE	134.10					

New housing allowance table

PAY GRADE	MARRIED		SINGLE	
	OLD	NEW	OLD	NEW
O-10	201.00	288.00	160.20	230.40
O-9	201.00	288.00	160.20	230.40
O-8	201.00	288.00	160.20	230.40
O-7	201.00	288.00	160.20	230.40
O-6	170.10	258.30	140.10	211.80
O-5	157.50	238.80	130.20	198.30
O-4	145.05	215.40	120.00	178.80
O-3	130.05	195.60	105.00	158.40
O-2	120.00	175.80	95.10	138.60
O-1	110.10	141.60	85.20	108.90
W-4	145.05	207.90	120.00	172.50
W-3	130.05	191.70	105.00	155.40
W-2	120.00	173.70	95.10	137.10
W-1	110.10	160.80	85.20	123.90
E-9	120.00	184.20	85.20	130.80
E-8	120.00	172.20	85.20	122.10
E-7	114.90	161.40	75.00	104.70
E-6	110.10	150.00	70.20	95.70
E-5	105.00	138.60	70.20	92.70
E-4 (Over 4 yrs)	105.00	121.50	70.20	81.60

WITH DEPENDENTS

	1 dep	2deps	3 or more deps
E-4 (Less than 4 years)	90.60	90.60	105.00
E-3	60.00	90.60	105.00
E-2	60.00	90.60	105.00
E-1	60.00	90.60	105.00

WITHOUT DEPENDENTS

	OLD	NEW
E-4 (Less than 4 years)	60.00	81.60
E-3	60.00	72.30
E-2	60.00	63.90
E-1	60.00	60.00

November 14 was a red-letter day for servicemen world-wide as the President's freeze on wages came to an end and the previously passed pay raises began to come into effect.

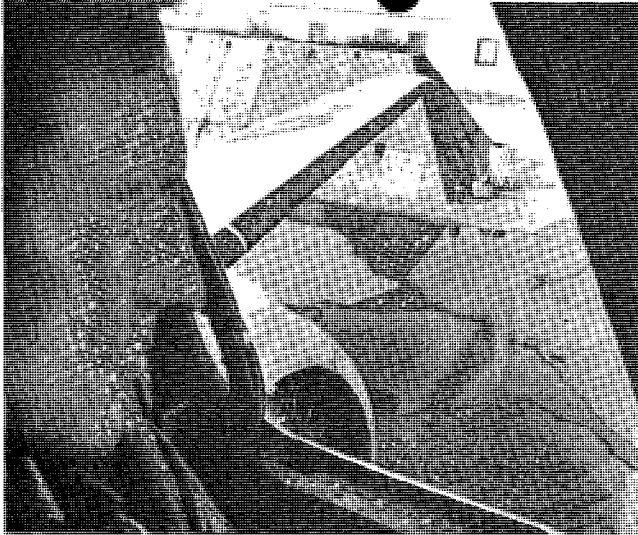
Iwakuniites will feel the increase in their pocketbooks beginning with their next payday, Nov. 30 for Section #1 and Dec. 6 for Section #2.

The \$2.4 billion pay increase is sweeping and across the board, hiking either basic pay or housing allowances for all. Benefitting most from the raise will be the lower grade enlisted men and junior officers.

Longevity increases earned during the wage freeze became effective November 14. No aspect of the increase will be retroactive.



Skytrain...an ageless workhorse



SSgt. Richard A. Thrasher, a member of H&MS-17, holds the morning "run-up" pre-flight on the 1stMAW's oldest type aircraft, the C-117D.

Officially it's been an R-4D and a C-117. Unofficially it's been the Gooney Bird, the Skytrain or — during the last decade — the grand-daddy of them all.

Regardless of the descriptive accolades heaped upon it, it is still considered to be the most reliable workhorse in the Marine Corps air transport fleet over the past 30 years.

Of the C-117s currently on active duty with the Marine Corps, six are stationed at Iwakuni. Five belong to the 1stMAW based here, while one is assigned to the Air Station.

"She was known as the workhorse air carrier for the U.S. and her allies during World War II and she's still got guts," says GySgt. John H. Newman, NCOIC of the H&MS-17 flight line, which takes care of the five Wing planes.

Newman was just three years old when the Corps got its first C-117. If performance rather than longevity is the criteria for an aircraft to stay on active duty, Newman will probably retire before his planes do.

The basic design for the C-117 (transport type) was first laid down in 1935 by the Douglas Aircraft Company as the DC-3, and later designated as the R-4D by the U.S. Navy.

The planes flew troop and cargo missions throughout the world during World War II, toppling old aviation

records and setting new ones.

According to records held at Douglas Aircraft Company, just prior to the Korean hostilities and because of the great numbers of war surplus R-4Ds available, it was decided to update the basic airframe rather than pursue an entirely new and more expensive design.

The major changes were higher-rated engines, a general aerodynamic clean-up, larger tail to improve stability and lengthening of the fuselage by 39 inches.

One hundred and five aircraft were rebuilt, with the U.S. naval services obtaining 100 of these. At that time the designation became R-4D-8 or C-117D under the present system.

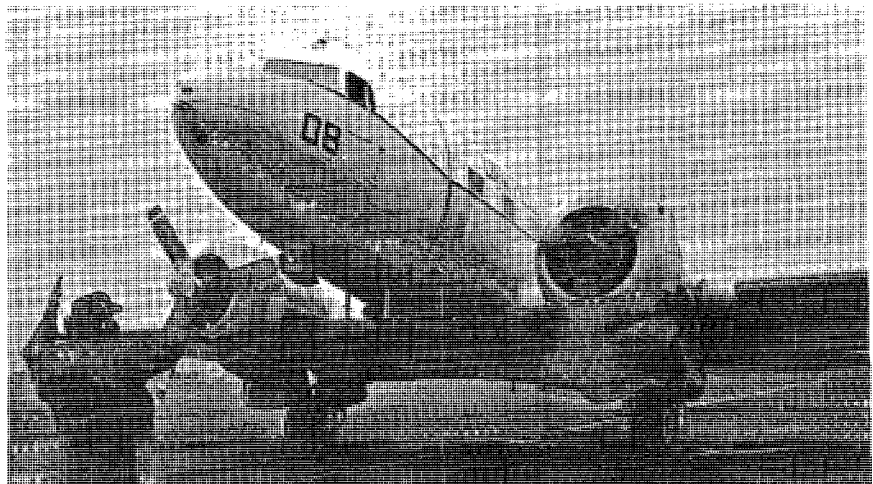
"Our five C-117Ds represent part of the approximately 70 left in military service today," said SSgt. Richard A. Thrasher, a crewman on the aircraft.

"Each plane has its own little individualities — like the crack of the starter on the engines, and the sound of the props as they spin at over 600 rpms (revolutions per minute), during the daily pre-flight inspections," he continued.

As the history of the aircraft is recalled, SSgt. Charles J. Mitchell, also a crewman on the C-117Ds, remarked, "These planes have not only taken an important place in Marine Aviation, but they have taken a special place in the hearts and minds of the men who fly and service them."

From World War II to Vietnam, the C-117s have continued their role in aviation history. And they continue today, in squadrons such as H&MS-17.

GySgt. Don Schwartz, a crewman assigned to H&MS-17, gives the signal to apply brakes as a C-117D rolls to a stop in the flight line parking area.



Iwakuni team takes All-Asia skeet title

Sharpshooting shot-gunners of the Iwakuni Skeet Team won high team and individual honors at the 7th Annual Korea All-Asia Skeet Championships, held in Seoul October 29 through 31.

Firing against top guns from Japan and Korea, the five-man team placed first in every five-man team event. They won high overall two-man team honors, and fired some of the highest individual scores of the meet.

Iwakuni team and individual event shooters were Maj. Joe P. Joiner, GySgt. Harold E. Crapps, CPO John R. Calhoun (USN), LCpl. Johnny M. Barnett and LCpl. Robert H. Tutton. Alternate shooters accompanying the team were CWO Joe H. England, Sgt. Joseph R. Boyd and Sgt. Richard E. Shuette.

The skeet shoot was held at the 8th Army Rod and Gun Club in Seoul, whose members acted as hosts. In three days, competitors fired 400 rounds of 410, 28, 20 and 12 gauges.

The meet began October 29 with the 410 gauge shotgun shoot. Iwakuni won the five-man team category with a score of 426x500, setting the pattern of team wins for the entire meet. Mr. England and Chief Calhoun teamed to win the two-man event with a score of 182x200 points.

Calhoun was also high gun champ and high military shooter in 410 gauge. GySgt. Crapps and LCpl. Tutton took first and second places respectively in the AA class shoot. England was top gun in A class competition. Maj. Joiner took second place.

The team went on to win both the two and five-man team events in 28 gauge the following day. GySgt. Crapps was high gun runner-up with a score of 95x100. Chief Calhoun won first place in AA class and Maj. Joiner was A class champion.

In the 20 gauge shoot, they again won the five-man team event with a score of 466x500. LCpl. Tutton was A class champion and GySgt. Crapps runner-up in A class. LCpl. Barnett was B class champion.

The 12 gauge shoot, final phase meet, saw the Iwakuni team shooting some of the highest individual scores of the meet. Maj. Joiner and LCpl. Tutton each fired 99x100. Crapps and Calhoun fired 98 and LCpl. Barnett shot 96. Their score of 490x500 beat the second place Japan team by nine points. GySgt. Crapps teamed with Maj. Joiner to win the two-man team title with 197x200.

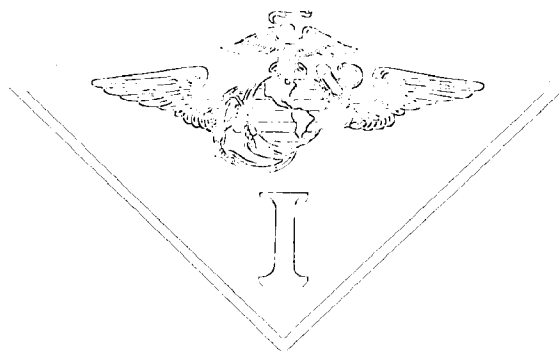
Chief Calhoun finished the meet as high military shooter and GySgt. Crapps was high overall shooter in A class.



CWO Joe H. England fires in competition during the 7th Annual Korea All-Asia Skeet Championship Meet. The meet was held in Seoul, Korea October 29-31. England is maintenance officer of MATCU-62

Story and photos by:
GySgt. Dan Wisniewski

Safe and Sound



SAFETY - STANDARDIZATION

PLUS

PROFESSIONALISM

EQUALS

COMBAT READINESS



COMMANDING GENERAL
Major General R. G. OWENS, Jr.

ASSISTANT WING COMMANDER
Brigadier General A. W. O'DONNELL

CHIEF OF STAFF
Colonel G. W. MORRISON

DIRECTOR, WING SAFETY CENTER
Lieutenant Colonel R. P. SPREIER

WING AVIATION SAFETY OFFICER
Major William J. NEVINS, Jr.

STAFF
CWO-3 E. L. MACHADO
CWO-2 R. L. BERNARD
Staff Sergeant J. R. FRICK
Sergeant D. R. DELL
Sergeant R. E. GRIGG

A-#23

The Professional is a monthly Aviation Safety and Standardization magazine published by the 1st Marine Aircraft Wing Safety and Standardization staff. It is dedicated to saving lives and preventing injuries, to reducing operating cost and contributing to the First Wing's ability to accomplish its mission. Contents are informational in nature and should not be construed as regulatory or directive unless so stated. The editor reserves the right to modify the content of manuscripts received without altering intended meaning. This publication is FOR OFFICIAL USE ONLY. Address all correspondence to: Editor, THE PROFESSIONAL, Wing Aviation Safety Office, 1st Marine Aircraft Wing, FPO San Francisco, California 96602.

TABLE OF CONTENTS

Command Message	1
Another View of Positive Control	3
Quality Assurance and Command Responsibility	3
On Ice	4
Beyond NATOPS	6
The "PROFESSIONALS"	8
MURPHY's Corner	10
Flight Clearance, Did You Know?	12
C-5A Jet Wash	13
1st MAW Aviation Mishap Briefs	14
1st MAW Safety Officers	18
1st MAW Ground Safety Officers	19
1st MAW Ground Mishap Briefs	20
Safety	22
A Few Facts About Carbon Monoxide	22
Responsibility	23
Danger: Low Voltage	24
Part of the Problem	24
Who Are "Those Guys"?	25
The Monster	26
Fire Danger Rises As Mercury Falls	27
1st MAW Accident Statistics	28

COMMAND MESSAGE



"AIR CONTROL, A PEACETIME REQUIREMENT TOO"

Each Marine Aircraft Wing includes a Marine Air Control Group which provides agencies through which the Wing Commander can insure the safe professional application of airpower in support of our ground forces. These agencies are (1) The Tactical Air Command Center (TACC) which provides, at the Wing CP, an up to date display of all the Wing's aircraft resources, (2) The Direct Air Support Center (DASC) which receives requests from the ground commanders and allocates appropriate aircraft, both fixed and rotary wing, to meet those requirements, (3) The Air Support Radar Teams (ASRT) which provide the capability to drop ordnance on the desired target during periods of darkness or low visibility and (4) The Tactical Air Operations Center (TAOC) which provides Ground Control intercept (GCI) and radar vector service to airborne aircraft. During combat operations these agencies are very popular places but past experience has indicated that interest in these agencies declines during peacetime operation. For example, 1st Marine Aircraft Wing Order 3710.2 requires that all 1st Marine Aircraft Wing aircraft operating from Iwakuni and not on a DD-175 or in the pattern under tower control will RIO with TACC. Yet during the period 1Jul71 to 26Sep71 only 34% of such flights reported to the TACC. In the interest of providing a greater degree of safety through more positive control, a new procedure was established on 21 September whereby these aircraft are now required to check in with Dixiecup Alpha (a local radar detachment of our TACC) and receive radar flight following to and from the operating areas. These RIO's are in turn passed via landline to the TACC. To date only 75% of the appropriate flights have utilized this service.

The same T&R Manual which sets forth aircrew training requirements also establishes certain minimums for GCI and ASRT controllers. For the GCI Controller the minimum is 30 intercepts per quarter and for the ASRT Controller the minimum is 25 runs per quarter.

The purpose of all the above statistics is to show that we in the Air Control business must be part of the team in peacetime as well as during combat in order to be ready and in order to do our part in promoting safe professional flight operations.

This message is not meant to be a one sided plea for help but rather an invitation to aircrews and squadron training officers to let us become more involved in the team effort. To that end we offer an open invitation to individual aircrew members or groups of same to discuss or demonstrate our capabilities.

Currently our greatest concern, in addition to staying combat ready, is to minimize the chances for mid-air collision of 1st MAW aircraft with each other or with other aircraft transiting our area. Our procedures for doing this are not set in concrete and we are eager to discuss any ways that the Air Control Group can assist in this task. One idea we are presently working on is a GOI to an ASRT pick up point (let's say the 110° TACAN RADIAL-14miles). From there the TPQ 10 can target you to the 359° radial inbound and the several required points down to the most important - the end of the runway. Talk to us, we want your ideas, don't wait for a next war to talk to a friendly Air Controller!!!!

E. M. JONES
Colonel, U. S. Marine Corps

"ANOTHER VIEW OF POSITIVE CONTROL"

Positive Control of any system presupposes the existence of objects or persons to be controlled, affirmative reason(s) to exercise control, and some capability to effect control of the object(s) or person(s).

All managerial tasks and leadership roles revolve around the exercise of positive control, whether it be to direct tactical aircraft, prevent accidents, recover a spacecraft, or to influence the actions/reactions of individual Marines.

Every commander should strive to develop those positive controls which, from a management viewpoint, make the system functional today and which, from a leadership viewpoint, insure that it can function tomorrow: effectively, safely.

Our assigned missions provide us with the affirmative reasons to exercise positive controls over safety, training, operations, logistics, welfare, morale, and discipline of our Marines. Our capability to effect such controls is limited only by our imaginations, reasonably exercised within the confines of law, custom, policy, tradition, and common sense.

I believe that ever challenge faced by a commander can be assessed from this systems view with the objective being to acquire some satisfactory level of positive control over the actions and actors concerned. Success in this regard produces a combat ready force of Marines - - - a real force to be reckoned with.

L. "B" MYERS
LtCol H&HS-18

Fatigue damage is cumulative during cyclic stressing. You may get away with overstressing at high gross weights, but eventually, the damage will result in structural failure. This includes heavy landings.

"QUALITY ASSURANCE AND COMMAND RESPONSIBILITY"

It is very clearly stated in OPNAVINST 4790.2 where the responsibility for quality in maintenance lies. Not really surprising that it's the Commanding Officer, is it? Like everything else, when you get right down to it (when it comes to that word responsibility) it's still the Commanding Officer. But it's also rather pointedly stated that the mere creation of a Quality Assurance Division within the Maintenance Department will not assure the desired objective. When rolled into one very simplified phrase the objective is to "prevent the occurrence of defects." There's no need to harp on the theme that defects cause accidents. Some defects exist in pilots, some in aircraft designers, others in stress analysts, etc., but they don't readily lend themselves to that catchall, Command Responsibility. However, individuals who fall within the scope of the Quality Assurance Division do - - no doubt about it.

So, what's the pitch? When was the last time you, as Commanding Officer, had a personal chat with an individual about a grooming problem, obesity, or an incident report from the Provost Marshal? Yesterday? Recently, no doubt, because

this is your clear cut responsibility and Command Attention is obviously appropriate. But what of the last incident involving the loss in flight of an improperly secured oil filler cap? Or an improperly torqued oil line connection. Sure, the Maintenance Officer probably rapped a few knuckles. Department Heads certainly have responsibilities too. But was that the end of it? Should it stop there? Are these defects simply an inevitable fact of life in Naval Aviation? Of course not! There have been enough accident reports over the years that have attributed the cause to "Maintenance Error" where prevention would have been tragically simple. A ramp strike on a black night with a pitching deck is one thing, but an engine malfunction attributable to an individual failure to simply comply with the instructions on a checklist or MRC, is another story. The Naval Aviation Maintenance Program, on paper, goes a long way toward the elimination of such defects. But as long as it's a program involving people, as it must be, Quality Assurance will play a key roll in the elimination of defects and overall enhancement of Aviation Maintenance. The potential rewards are obvious. When it comes to Quality Assurance, is your command attention equal to your responsibility? It's something to think about.

Courtesy of
VMGR-152

A hasty preflight may not be a skimpy preflight; it may be one made with no lost motion by a qualified aviator who has determined exactly what he is looking for, where it is located and how it should look.

"ON ICE"

The NATOPS Manual for each type aircraft has a section on cold weather operation. In this section you will find a discussion on the preflight, warm up and ground checks, taxi, take off, _____, and landing. This article is designed to fill in the blank, airborne aircraft icing.

This problem of aircraft icing increases during late fall and early winter as the freezing level begins to descend and in many areas reaches the surface. Forecasting icing is the weatherman's problem, but the job of understanding the types and intensity of icing and what to do about them belongs to the aviator.

Let us first consider some of the effects that icing will have upon our aircraft.

1. Loss of aerodynamic efficiency i.e., increased weight, drag and stall speed.
2. Loss of thrust and power.
3. Loss of proper operation of control surfaces, brakes, and landing gear.
4. Loss of outside vision.
5. False flight instrument indication.
6. Loss of communications, broken or shielded antennas.

7. Plugged ram air ducts, etc. . . .

Two conditions must exist to have aircraft icing. First the temperature of the aircraft skin must be below 0°C , and secondly liquid water must come in contact with the skin. Icing conditions are at their worst when the liquid water is in the form of supercooled water droplets. These are droplets that do not freeze at 0°C but at a lower temperature generally between -5°C and -40°C . The purer and smaller the droplet the lower the freezing temperature. When one of these supercooled droplets strikes your bird, the impact destroys the internal stability of the droplet and raises its freezing temperature - the result, aircraft ice.

This ice affects your aircraft both externally and internally. External or structural icing consists of three basic types, clear (glaze), rime, and frost. Also, mixes of clear and rime are common.

Clear ice is the most serious of the various forms because it adheres tenaciously and builds rapidly. It is formed by the relatively slow freezing of large supercooled liquid water droplets which have a tendency to spread out and assume the shape of the surface on which they freeze. Clear ice occurs generally in cumulus clouds between 0°C and -10°C . It presents a greater hazard in the vertical than in the horizontal plane. Clear ice encountered from freezing rain is by far the most dangerous form because it is possible to have massive accumulation in a matter of minutes. Freezing rain results from rain falling out of warm air into cold air and is often associated with frontal systems.

Rime ice is formed by the instantaneous freezing of small supercooled water droplets upon contact with the aircraft skin. Fast freezing can take place when the temperature is between 0°C and -40°C but is most likely between -10°C and -20°C . Instantaneous freezing causes air to be trapped within the ice. This gives it an opaque appearance and makes it very brittle and relatively easy to break off. Rime ice does not spread along a surface but protrudes forward into the airstream along leading edges. This form is found in stratiform clouds and is seldom more than 2000-4000 feet thick but may be encountered when cumulus clouds are encased in a stratus layer. Because icing will not occur below -40°C there is no icing above FL 300. Most icing occurs in the range of -3°C to -12°C .

Frost is a most deceptive form of icing. It affects the lift-drag ratio of an aircraft and is a definite hazard during take off. There is no such thing as a little frost on aircraft surfaces. The only definitions that apply are none or some and some is too much. Frost on wings may act as a sublimation nuclei (water vapor passing directly to a solid without first becoming a liquid) and during climb out may grow to serious proportions.

Snow is not classified as icing and is not much of a hazard if it is dry; however, wet snow can cause problems through its ability to pack. Snow gets wet when falling from cold to warm air and sticks best on an aircraft near freezing temperature. Precipitation encountered as wet snow aloft might reach the ground as rain. Similarly, sleet at the surface indicates severe icing aloft for it would be freezing rain a few thousand feet up.

Internal ice (intake and carburetor), literally reduces the breathing of the engine hence a marked loss in thrust and power available.

In axial flow engines a loss of thrust and a rapid rise in EGT are indications of icing. As air flow decreases, the fuel air ratio increases which in turn raises the temperature of the gasses going to the turbine. The fuel control attempts to correct any loss in engine RPM by adding more fuel which aggravates the condition.

In conventional engines, carburetor icing is treacherous and can result in complete engine failure. Carburetor ice forms during the vaporization of fuel combined with the expansion of air as it passes through the carburetor. There is a large temperature drop (20° to 40°) in the carburetor so if the relative humidity is high be alert for icing.

What can we do about icing? Understand it, respect it and recognize that an aircraft will continue to function as an aircraft (depending upon type) with an inch or more covering. Most jets have enough thrust available to climb out of icing conditions or to descend to known warmer temperatures at a lower altitude. Although props have less climb ability they generally have more deicing equipment. It is also a good idea to gently exercise the flight controls if ice build up becomes rapid. It is doubtful that most ice related accidents involved more than one inch of ice accumulation. What probably does play a part is pilot excitement leading to poor judgement and deterioration in basic pilot technique.

Rule of thumb: Keep cool in ice.

S. P. PORCARI
Capt VMA(AW)-533

The head-on closure rate of aircraft requires a sharp lookout and a sharp reaction. If you waste seconds deciding what to do, it will not be necessary to take corrective action and you can relax because dying all tensed up is unnecessary.

"BEYOND NATOPS"

It's evident that the Naval Air Training and Operating Procedures Standardization Program (NATOPS) has been successful in improving combat readiness and achieving a reduction in the aircraft accident rate. Specifically, the program has been the basis for significant advances in standardization, an element essential to combat readiness as well as aviation safety. Contrary to widespread opinion in the formative years, the program has proven to be stimulative rather than suppressive. Simply stated, NATOPS is a success.

NATOPS, however, was never intended as the panacea for every operational contingency or emergency situation. Beyond the obvious limits of NATOPS, the need for sound judgement, broad knowledge, and individual initiative and resourcefulness has always been acknowledged. For that matter, in a tactical environment or

emergency situations, justifiable deviations from published NATOPS instructions are authorized. The conditioned responses that are promoted by NATOPS instructions go hand in hand with sound judgement. Neither is a substitute for the other.

With a thorough review of any one monthly issue of Cockpit Crossfeed, you can find examples where deliberate and correct NATOPS responses to an emergency situation turned a potential disaster into a routine incident report. You will also find a number of cases where failure to respond with correct NATOPS procedures turned what should have resulted in a routine incident report into an accident brief. They make a convincing argument for a dynamic NATOPS program. Then, occasionally, you'll find an example where published NATOPS Flight Manual procedures don't fully cover the situation. It may be an "in extremis" condition never conceived by NATOPS, or one of those snowballing set of events when each correct execution is followed by a new development until ultimately you just run out of procedures. All too often accident briefs reflect such a sequence. True, in many cases, this is through no fault of the pilot. His last correct execution of a NATOPS procedure may very well have been pulling the ejection handle. But once in a while one of those "wormy" situations will surface in the incident briefs. A multimillion dollar aircraft, and possibly one or more lives, saved by a pilot. It may have been resourcefulness, thorough knowledge of aircraft systems, superb aeronautical skill and technique, or even a superior application of self discipline during a "moment of truth". The traits of a "Professional" go on and on. The point is that beyond the limits of NATOPS, there is a realm that distinctly requires more than rote learning and conditioned responses. NATOPS is an excellent program of standardization, progressive and responsive to new ideas and techniques. With the complexity of modern aircraft, it is clear that inflight situations will be encountered by pilots that have never been anticipated or conceived. A rather terrifying supposition? Preparation for the known possibilities can best be gained from NATOPS. Beyond this, whether you are a nugget or seasoned professional, it's a limitless challenge.

Courtesy of
VMGR-152

All accidents of all types are caused by someone, somewhere, who didn't do the job right.

Fast women and modern aircraft have many things in common. Both require quick thinking, have a high rate of consumption, and are expensive to operate. Also the penalties for mistakes are very, very severe.

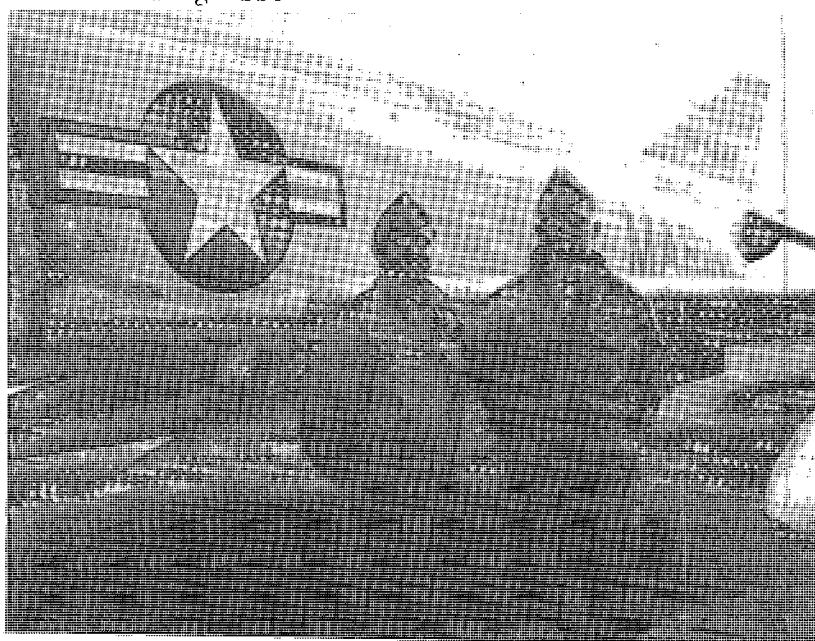
THE "PROFESSIONALS"...

Pigment 18, an RF-4B with 1stLt Peter T. PITTERLE, pilot, and 1st Benjamin T. BLACKHAM as the RSO, called tower for a landing on a high Tacan Approach to runway 36 at Naha AB. The RF-4 requested a straight in landing with a roll in engagement of the midfield E-28 arresting gear because of high cross winds.

The touch down was normal and the hook was dropped 1000 feet prior to the arresting gear. What was then thought to be a hook skip was experienced by the aircrew. What had actually happened was after the hook had been lowered it struck a metal plate in the deck, bounced up, and struck the rear of the aircraft. Instead of possibly experiencing another hook skip at the BAK-9 arresting gear located 1000 feet from the end of the runway, Pigment 18 elected to take a wave off and go around. In the turn to downwind, the pilot observed a check hydraulics gauge light, and noticed the utility hydraulic pressure falling through 1500 psi. By the time the aircraft was on the downwind leg, utility hydraulic pressure had dropped to zero.

Pigment 18 declared an emergency and requested a short field landing engagement of the E-28 arresting gear. At the 90° position the pilot had two flickering fire warning lights, at the same time he had an up indication on leading and trailing edge flaps and nose gear. The gear was blown down and received a safe indication.

The RSO was told to select command eject and to standby, the RSO confirmed set and standing by. At this time the pilot received two steady fire warning lights with EGT rising. The tower was informed of the fire warning lights, the transmission was acknowledged. As the aircraft crossed the approach end of the runway the fire warning lights went out. A short field arrestment was successful with normal crew egress.



On 12 October 1971, Major T. P. CONNELL and 1stLt C. A. WHITE, aircrew members of VMA(AW)-533, were conducting systems attacks on a target in W-174 area. The Intruder was in a level run at 1000' and 450 KIAS. After weapons release, a port climbing turn was commenced and the throttles retarded to 80%. As power was advanced, a loud rumble started at 85%. Major CONNELL immediately leveled his wings and noted an abnormally high EGT of 650° for the 85% power setting on the starboard engine. As a turn toward Naha AB was commenced, the Fire Warning Light and the starboard engine Low Oil Lights illuminated simultaneously. Immediate action in securing the engine resulted in the Fire Warning Light being extinguished within 7 to 8 seconds. Further crew coordination caused this incident to terminate in a safe single engine recovery, in marginal weather conditions. It was discovered that the number two turbine became disconnected allowing it to rotate freely and cut completely through the turbine casing. As a direct result of Major CONNELL's accurate evaluation of the situation and immediate appropriate action, the aircraft was spared the consequences of an engine disintegration in flight, and a potential major accident was relegated to an incident.

We're happy to extend to these "PROFESSIONALS" a hearty...Well Done!!



MAJ T CONNELL



1LT C WHITE

"MURPHY'S CORNER



Editors Note: MURPHY's Corner has been incorporated to cover potential mishap areas that do not specifically qualify for reporting as Aircraft Incidents (no intent for flight) or Ground Accidents (no damage). Its singular purpose is the promotion of Safety Awareness and the prevention of similar "Murphys" by other units of the Aviation Community.

"A4 Punctured and Flattened External Fuel Tanks"

As part of a calendar check, check crew personnel were complying with IAFB 217 (Emergency Stores Release Switch check). Their Technical Directive Compliance (TDC) required a visual cockpit inspection of the emergency stores release station select switch of all aircraft without AFC 191. The crew checked the emergency stores release handle. Subsequently, ejecting two 300 gallon drop tanks from stations two and four on to the deck. You guessed it. . . the tanks had been hung and fueled and the racks armed but not pinned shortly before the incident.

Solution: READ! Read the applicable TDC's in their entirety. A complete understanding of procedures involved should be attained prior to starting work.

"MK-45 Flare Ejection"

During launcher unloading operations the unloading crew was removing a MK-45 Mod 0 Flare from the aft end without utilizing the Flare Removal Tool. The lanyards of the first and second flares were entangled. Subsequently, when the flare was partially removed from the SUU-44/A launcher to safety tape the drogue tray;

the flare was pulled far enough away from the second flare to pull the safety clip from the ejection time delay fuse, thus firing the fuse. When the flare ejected the chute did not deploy and the flare did not ignite, but it did travel approximately 20 feet after fuse ignition. Fortunately no one was seriously injured during this incident.

Solution: THINK! It seems common sense should dictate the proper positioning of personnel so all procedures in removal of the flares can be monitored. Likewise, since a tool has been especially designed and manufactured for the safe and expeditious removal of flares, non-use of this tool indicates a lack of education and training.

"FLIGHT CLEARANCE, DID YOU KNOW?"

Ever wonder what happens in ATC between the time you file a flight plan and the time you call for your clearance? While this is usually of little concern to the pilot, that occasional delay in receiving a clearance can be quite irritating, and changes from the flight planned route by ATC require the pilot to do new planning in a less opportune setting, usually a crowded cockpit.

At MCAS Iwakuni, the Air Operations Manual advises pilots to file 30 minutes prior to the proposed departure time. The Flight Planning clerk scans the flight plan for completeness, and the Operations Duty Officer checks it for accuracy, then approves it. The Flight Planning clerk then calls the flight plan to the Kasuga Flight Service Center, located near Fukuoka, which is the Japanese facility which receives and coordinates flight plans and enroute position reports for the Fukuoka Area Control Center. This data is then passed via teletype to the flight data desk at Fukuoka Center, no earlier than 30 minutes prior to the proposed departure time. The Center controller will then receive the proposal from the flight data desk.

When the pilot calls the tower for clearance, the flight data controller in the tower calls the Fukuoka controller direct and requests the clearance. The Center controller will then issue a clearance as close as possible to the flight planned route as possible, given his present traffic picture. The controller will attempt to issue an altitude assignment as close as possible to the requested one.

While this system is unwieldy by U.S. Standards, it usually works without any delays beyond those dictated by airborne traffic. . . Of note is the fact that between 1630 and 0730 the link between Kasuga and Fukuoka Center utilizes commercial teletype, rather than their private circuit. This results in occasional delays during this period. An unusual route or remark, or several changes into and out of controlled airspace can be expected to require a little more time to work into the system, especially between 0900 and 1900. Some delays have been caused by pilots utilizing a different call sign than that filed under, resulting in the Center having no clearance on file for that aircraft.

At the present time, Tokyo Center will not accept round robin flight plans through the Osaka and Kanto Plain (Tokyo) areas at all altitudes below 24,000 feet due to traffic congestion, and some delay has been experienced locally in flights transiting these areas at higher altitudes.

Traffic congestion at Kagoshima due to the crossing of A-1 and A-82 causes some delay occasionally, and it is common of the Kuma One SID with a Kagoshima transition to receive an altitude change while enroute to Kagoshima.

When inbound from Kagoshima to Iwakuni, filing to the 38 DME fix on the NEU 179 radial via the HKC 051 radial direct the NEU 179 will expedite arrivals, as this routing does not require protecting the enroute altitude overhead Iwakuni, thus leaving the altitude open on G-4 and J-20, a heavily travelled route.

ATC endeavors to accomodate the pilot's planned flight within the IFR system, on a first come first served basis, as feasible. The overall goal of ATC is the safe, expeditious movement of air traffic, which involves accomodating all the various users of the airspace. The ATC Division at MCAS Iwakuni welcomes pilot questions and comments, as we strive to support your needs to the best of our capabilities.

D. B. DORN

Capt ATC

We often confuse a simple task with a routine task. Routine tasks are usually far from simple and require the book to ensure proper execution.

"C-5A JET WASH"

A recent report of an aviation safety council meeting noted an incident involving C-5A jet wash. The incident occurred at an airfield used jointly by the Air Force and Navy.

A section of A-4s encountered 90 degree jet wash just before liftoff. The jet wash was caused by a C-5A on the cross taxiway between the runway and parallel taxiway. Even though the C-5A was at idle power, the jet wash was sufficient to have caused the A-4s to collide had the No. 2 aircraft not been out of position.

The problem has been resolved by not allowing C-5s to stop on the cross taxiways. Tower personnel will not clear aircraft for takeoff or landing while a C-5 is transiting the cross taxiways.

At airfields where C-5s operate it would be extremely prudent for pilots to be particularly observant of C-5 ground operations and taxi routes. A summary of jet wash hazards was presented in the October 1970 APPROACH (page 18).

Naval Safety Center

Weekly Summary No. 46-71



1ST MAW AIRCRAFT MISHAP BRIEFS1. KC-130F, Aircraft Icing.

Damage: None
Injury: None

The aircraft was level at 18,000 feet MSL, in a stratiform cloud layer with the outside air temperature at -4°C , encountering occasional light frost accumulations that were insufficient to activate the automatic anti-ice systems. With no observable change in meteorological conditions, a very sudden accumulation of moderate mixed rime and clear ice was observed to form on the wing leading edges and the forward section of the prop spinners. The wing and empennage anti-icing systems were turned on and the ice was promptly dissipated. It was noted that the ice detection panel, ice warning light had not illuminated and the prop and engine anti-icing master switch was moved from auto to manual. Pieces of ice were then observed to break away from the engine air inlet scoops. Simultaneously the number three engine flamed out and was secured in accordance with NATOPS procedures. Aircraft descended to 14,000 MSL, continued to MCAS(H) Futema.

Cause: Investigation revealed no defects in fuel system, fuel control, ice detection system or anti and de-ice systems, and no FOD damage was detected.

2. CH-46D, Starboard Main Gear Damaged.

Damage: Foxtrot
Injury: None

The pilot was on a Med-Evac mission when he executed a cross wind landing into a soft, muddy LZ, touching down in a slight right drift. The starboard main gear touched down first. The sideward drift on touchdown put an excessive side load on the starboard strut causing the upper strut casing to crack. The aircraft returned home without any further incident.

Cause: Extensive side loading on strut, amplified by terrain conditions at touchdown point.

3. CH-46D, Cracks in Aircraft.

Damage: Foxtrot
Injury: None

During daily inspection a two inch crack was discovered on BuNo 153363 at fuselage station 410, W/L 4 and 42 starboard side. Further inspection of HMM-164 and H&MS-36 aircraft revealed a three inch crack in BuNo 154789 at fuselage station 410, W/L 37 starboard side and a two inch crack in BuNo 153330 at fuselage station 410, W/L 41 and 42 starboard side.

Cause: The cause factor is yet to be determined, however metal fatigue is suspected.

4. EA-6A, Pneumatic/Hydraulic Lines Ruptured.

Damage: Echo
Injury: None

Aircraft experienced an unsafe gear indication during flight. Emergency gear blow down procedures were employed to effect a safe landing. The aircraft taxied to the flight line and parked. After several hours the combined hydraulic reservoir assembly ruptured causing extensive damage to pneumatic/hydraulic lines and internal structure of the wing root area.

Cause: Investigation revealed the hydraulic relief valve was installed backwards, enabling the pressure to build up from blown system causing the reservoir to rupture.

5. F-4B, Right Engine Oil Pressure Loss.

Damage: Echo

Injury: None

The aircraft was returning from Naha AB to Iwakuni when at approximately 60 miles South of Iwakuni the pilot noticed the oil pressure gauge on the right engine at 100 psi. The pilot then brought the throttle back to idle and experienced a definite engine vibration with the oil pressure at 65 psi. The engine was then shut down and a single engine approach and landing into the moresst gear was completed according to NATOPS with no difficulties.

Cause: FOD. The cause factor for the oil pressure fluctuation is still under investigation.

6. F-4J, M3A1C/M5A2 Initiator Cartridge Actuated.

Damage: None

Injury: None

M3A1C initiator located on the aft, left hand bulkhead of rear cockpit was actuated when the canopy emergency jettison cable assembly was rotated down by pressure from a technician's arm while he was installing an indicator control unit on the left bulkhead. The M3A1 initiator was fired causing actuation of the M5A2 initiator, actuating the aft cockpit stowage system and canopy jettison system. However, the canopy was full open, preventing an actual jettison.

Cause: Maintenance personnel failure on the proper installation of safety pins.

7. A-4E, Actuated Automatic Parachute Actuator.

Damage: None

Injury: None

While checking a parachute and seat pan, the actuator arming cable was disengaged from the harness release handle. When the parachute was moved forward this cable caught on the seat, actuating the parachute actuator.

Cause: Actuator arming cable was not tucked securely away.

8. A-4E, Lost Utility Hydraulic System Pressure.

Damage: None

Injury: None

While retracting the landing gear after a GCA missed approach, the utility hydraulic system pressure was lost. Post flight inspection revealed the nose gear retraction cylinder was cracked 23.75 inches along the right side of the cylinder. The crack appeared to have originated at the hole for the nose gear downlock safety pin and traveled directly up the middle of the right side of the cylinder.

Cause: Undetermined. Metal fatigue is a suspected cause factor.

9. A-4E, Fuel Control Malfunction.

Damage: None

Injury: None

Aircraft experienced a fluctuating RPM (56%) and fuel flow fluctuation at approximately 800 lbs. The pilot switched the fuel control to the manual position and the fluctuations ceased. The pilot made a low precautionary approach to an arrested landing.

Cause: Malfunction in primary fuel side of the fuel control.

10. A-4E, Lost Part Wing Tip Light Panel.

Damage: Foxtrot

Injury: None

The aircraft was on a day, VFR local, special weapons sortie. Operating parameters were low altitude, high speed, repetitive acceleration loading of up to four "G's". Panel was discovered missing by pilot upon post flight inspection.

Cause: Undetermined.

1ST MARINE AIRCRAFT WING AVIATION SAFETY OFFICERS

<u>NAME</u>	<u>RANK</u>	<u>UNIT</u>	<u>PHONE</u>
R. P. SPREIER	LtCol	1stMAW	3484/4476
W. J. NEVINS, Jr.	Major	1stMAW	3484/4476
L. S. UNDERHILL	Major	MAG-12/H&MS-12	3630
P. W. STAFFORD	Captain	VMA-211	4422
C. A. PINNEY	Captain	VMA-311	92-1226 (Deployed)
S. P. PORCARI	Captain	VMA(AW)-533	4020
H. D. MAINES	Major	MAG-15/H&MS-15	4680
R. A. GURLEY	Major	VMFA-232	4589
N. J. HART	Captain	VMFA-115	8530/4644
L. A. CEROVAC	Captain	VMCJ-1	8754
D. E. HANSEN	1stLt	H&MS-17	4065
D. W. HENDERSON	Major	MAG-36/H&MS-36	23-4598
K. K. KERR	Major	VMGR-152	23-4370
T. P. MCBRIEN	Major	HMM-165	SLF
R. W. SWETE	Captain	HMM-164	23-4578
C. H. YUNG	Captain	VMO-6	23-4290
H. L. MAY	Captain	HMH-462	23-4537
H. D. FAGGERSKOG	Major	HML-367	23-4881
G. E. BRUDZINSKI	1stLt	SUB UNIT #1	23-4832
E. R. BROCK	1stLt	SUB UNIT #2	5094 NAS ATSUGI

1ST MARINE AIRCRAFT WING GROUND SAFETY OFFICERS

<u>NAME</u>	<u>RANK</u>	<u>UNIT</u>	<u>PHONE</u>
MACHADO	CWO-3	1stMAW	3484/4476
BERNARD	CWO-2	1stMAW	3484/4476
FITTS	1stLt	MWHS-1	8719
BAKER	Major	MAG-12	3582
HICKS	CWO-2	H&MS-12	4469
MOHLIN	1stLt	MABS-12	3150
PULLIUM	1stLt	VMA-311	3445
NEELY	Capt	VMA-211	4579
ALLEN	1stLt	VMA (AW)-533	4579
WEBB	WO-1	H&MS-15	4504
CARRACINO	1stLt	MABS-15	4677
WRIGHT	Capt	VMFA-115	4644
HARVEY	1stLt	VMFA-232	8866
EVANS	1stLt	VMCJ-1	8848
OSTEN	1stLt	MMSG-17	4355
DREW	CWO-2	H&MS-17	4673
PITMAN	1stLt	WERS-17	4086
TIMONY	Maj	MACG-18	4069
LAMB	1stLt	H&HS-18	3198
TAYLOR	Capt	MWCS-18	4686
HEILIG	1stLt	MACS-4	23-4873
KOSTIN	1stLt	MAG-36	23-4622
MAURELIS	1stLt	H&MS-36	23-4237
SCHNELL	1stLt	MABS-36	23-4276
BAILEY	1stLt	VMGR-152	23-4379
CECIL	1stLt	HMM-164	23-4416
MAXFIELD	1stLt	HMM-165	23-4208
DEHOUST	1stLt	FMH-462	23-4515
BURROUGHS	1stLt	HML-367	23-4880
ROACH	1stLt	HMA-369	23-4832
FREEBURG	1stLt	VMO-6	23-4843

1ST
MAW
GROUND
MISHAP



BRIEFS

1ST MAW GROUND MISHAP BRIEFS

11Nov71 - OFF DUTY: One LCpl was walking to the mess hall and stepped into an open steam pit.

Result: Second degree burns on his right foot and ankle. Seventeen days lost time.

Cause: Inadequately guarded hole and inattention to surroundings.

13Nov71 - MOTORCYCLE: One Cpl was involved in a motorcycle accident.

Result: Unconsciousness.

Cause: Undetermined.

13Nov71 - GOVERNMENT VEHICLE: A Marine Corps vehicle ran into the back of a civilian car.

Result: Over \$100.00 damage to government vehicle.

Cause: Inattentive driving.

18Nov71 - INDUSTRIAL: One LCpl cut off $\frac{1}{4}$ of his third finger while using a meat cutter in the mess hall.

Result: Loss of $\frac{1}{4}$ of his finger and 10 days lost time.

Cause: Inattention to safe practices.

21Nov71 - LIBERTY: One PFC allegedly tripped and fell while walking.

Result: Laceration to the nose requiring surgery and five days lost time.

Cause: Undetermined.

30Nov71 - MOTORCYCLE: One Lt was practicing on the motorcycle test course, hit a rut and spun out.

Result: Dislocated shoulder requiring surgery and 10 days lost time.

"SAFETY"

What is safety? Webster's dictionary defines safety as, "The condition of being safe from undergoing or causing hurt, injury or loss." I'm sure everyone has his own definition as to what safety is and means to him, but unfortunately it's something that frequently is not practiced on a daily basis. Being in the aviation branch of the Marine Corps we must be especially careful, as the use of unsafe practices in our day to day activities can be disastrous in the cost of human lives and the potential damage to aircraft and equipment worth many millions of dollars. Working around aircraft every day we tend to become somewhat complacent as to the real dangers involved with them. For example, there are numerous experiences in aviation of people who have sustained serious hearing losses from not wearing the proper ear protection on the flight line. It's a relatively easy thing to do during a multiple plane launch, but out of haste and desire to quickly accomplish the task at hand one sometimes becomes careless. Often times Marines just forget that they don't have their protective "ears" on. Then the answer to their question as to why the several hundred dollars worth of stereo gear they just bought doesn't sound right becomes very apparent. The Ground Safety Officer's job is to make people aware of potential hazards to their safety, but this in itself does not relieve the individual of his personal responsibility to himself and others when potentially dangerous situations arise. Work cannot be done for you and there won't always be someone to remind you of proper procedures. All that can be done is to try to make you think safe. Remember, safety is everyone's business.

R. PRESTA
Capt MAG-15

From the moment we're born, our first protective garment is held on by safety pins. . . shouldn't that tell us something?

"A FEW FACTS ABOUT CARBON MONOXIDE"

Carbon monoxide is colorless, tasteless, and is a practically odorless killer. We usually think of it in relation to automobile exhaust, but it can occur wherever there is an incomplete burning of a carbon-containing substance such as coal, kerosene or gas. It can easily be caused by faulty flues in the burning process of such fuels. However it occurs, it is extremely difficult to detect.

Anoxia is the fancy name for the poisoning process that causes the robbing of vital oxygen from body tissues. As tissues receive correspondingly less oxygen, their functioning ceases. In severe cases, brain cells may die within a few minutes, causing permanent mental or neural (nervous system) damage. Other tissues not as delicate can live for several hours without oxygen.

Early symptoms of carbon monoxide poisoning are a tightness across the forehead, weakness, dizziness and a heavy heart beat. The face may become flushed, the victim may feel nauseous and begin vomiting, then unconsciousness might occur in a very short time span. Death is likely to follow unless competent first aid is administered immediately.

If you detect symptoms of carbon monoxide poisoning in a victim, see that he gets plenty of fresh air and call a doctor immediately. If breathing has stopped, apply artificial respiration. Keep him warm with blankets, and place his feet higher than his head. Never allow the victim to move about, as movement will increase his need for oxygen and may result in death.

The Japanese are extremely conscious of the dangers in using kerosene or oil heaters in the home. Heaters are doused during sleeping hours and when the house is left unoccupied as a precaution against both fire and the accumulation of dangerous vapors. Servicemen who reside off base in Iwakuni would do well to be very conscious of these inherent dangers. A sleeping person who is exposed to carbon monoxide more than likely will die without awakening, because there is no irritation to his breathing to arouse him.

R. L. BERNARD
CWO-2 WgSafCen

May the holidays bring you many happy memories. . .
May you be alive to remember them. . . THINK SAFETY!

"RESPONSIBILITY"

The topic of safety is much like the old cliché, "everyone talks about it, but no one does anything about it." Ever since we can remember, our senses have been blitzed in one way or another with the never ending message of safety: spot commercials on the television or radio featuring the wailing sirens and the final epitaph which is intended to provoke our thoughts to new heights of safety consciousness. Then there are always the obtrusive billboards placed along the highways, always ready to jog our minds into the proper train of thought. The Life You Save May Be Your Own! Like the cliché, the subject has been exposed to us so much that it all quite often has very little meaning for us. The message is there but is not heeded. This in no way belies the fact, however, that being safety conscious is an important personal duty. Safety is strictly an individual responsibility. Generally we know when we are conducting ourselves in a manner that may be harmful to ourselves or others. Testing our nerve in a situation that involves an unnecessary, unsafe act when we know we aren't being supervised doesn't exactly display the responsibility that one would associate with a mature adult. So the concept of safety, then, is basically existential. We must assume full responsibility to others. Professionalism demands that safety consciousness be integrally incorporated into our daily routine.

K. A. NELSON
1stLt MASS-2

"DANGER: LOW VOLTAGE"

Working in an electronics maintenance shop, we are constantly warned and made aware of the dangers involved when working with high voltage. Warnings are posted everywhere: on the bulkhead, outside, around antennas and communications vans, and on the equipment itself which utilizes high voltage or has a high power output. One will seldom find an individual who is working on a transmitter with one thousand watts power output, or a similar piece of gear, who is not keenly aware of the necessity of warning people of the presence of dangerous high voltages. However, this concern over high voltage dangers seems to detract from the dangers of the not so high voltages which are much more common, but which can certainly be just as lethal. The measure of an electrical shock's intensity lies in the amount of current forced through the body, currents above ten milliamps can produce painful shocks. Those ranging from one hundred to two hundred milliamps are considered lethal, while current above two hundred milliamps, though causing severe burns and unconsciousness, is usually not fatal if medical aid is quickly available. How much voltage, then, is necessary to produce a lethal current? As little as forty two volts direct current has produced enough current to kill! Perhaps one of the deadliest killers, familiar to us all, is 115 volts, 60 cycles. The key word here is "Familiar". It is present in all of our work areas, in our barracks, and in our homes. It perks our coffee every morning, runs our fans all day long, and powers the floor buffer on field day nights. In our modern world, it is virtually everywhere. So what's so dangerous about 115 volts, 60 cycles? Well it can and will produce enough current to kill you, just as dead as if that transmitter with the thousand watts output had done it.

We all too often match our caution to the amount of voltage present. That is, when repairing that A.C. cord, we exercise very little caution. When working on a radio receiver, we are a bit more careful, and when we move to the final stages of a radio transmitter, we are particularly cautious as to what we do. We must constantly be aware of the fact that low voltages and high voltages are both capable of producing fatal currents. That hot A.C. line can kill! That transmitter P.A. can kill. Death being somewhat permanent, give the low voltage gear the respect it warrants.

T. L. WAMPLER
Sgt MWCS-18

Don't let an accident spoil your holidays. . . THINK SAFETY!

"PART OF THE PROBLEM"

You have read it before: "If you need an accident to make you admit that there's a problem, then you're part of the problem." Well, most of us can file that nifty quotation away for at least ten years, because it applies only to "heavies" who make policy decisions, right? Wrong. The boss usually isn't the first to see the problem; you are. He learns about it when you tell him about it, when he discovers it later on, or when he investigates your accident.

If you read an annual summary of hundreds of accidents, you probably will discover that at least a few were unique. Their causes are listed as "other" or "miscellaneous". The "usual" accidents may be broken down into so many categories that there are only a few of each kind. But some people had to be different. They found new ways to break their posteriors - ways that the guy who drew up the accident summary format had never heard of.

Some of these accidents are the first of their kind in history, and that may be why they happened. If you've never heard of anyone getting hurt doing "that", you aren't likely to consider "that" dangerous. You might shrug off your hunch that there is a hazard involved, because "This has been done lots of times without any problems." The folks who have been killed thinking that weren't all stupid, but they weren't using their imaginations. (Most of them were in too much of a hurry also.) Maybe there really has been an accident like that, and you just don't know about it. Or maybe you or someone under your supervision is going to prove that there really is a first time for everything that happens. Don't let it happen because you were part of the problem.

S. J. NICKELE, Jr.
Capt VMA-211

"WHO ARE 'THOSE GUYS'?"

They're everone but you, aren't they? Or just about everyone, but you. At any rate, you are never included. In other words, all those safety educational features applied to the "other guy" - not you. What you're reading now applies to the "other guy" - not you.

It is a mighty strange thing. There are few among us who have any serious thought that we are perfect citizens, perfect bowlers, perfect golfers, because we are well aware of our faults. Yet, our attitude toward safety messages indicates that for some illogical reasons, we do have the notion that we are perfect drivers, perfect pedestrians, perfectly safe workers. So - there is a curtain down between worthwhile ideas and our minds that could improve our attitudes and action and skills.

Take a new slant. Realize, once and for all, that YOU ARE THE "OTHER GUY". Rip away that dangerous curtain in your mind. Strive to be a better driver, a better worker, and a safer all around citizen. Nothing more than a simple shift in attitude, but it might save you a finger, your sight, or even your earning power. It might save the lives of those you love.

NSC Fertilizer
Section Newsletter

The holiday season is here. . . But not from SAFETY!

"THE MONSTER"

Merry Christmas and a "Happy?" New Year. For 1500 people in the States and 300 in Japan, the holidays will be very sad. These people will either be deceased or in the hospital because of the Traffic Accident Monster.

Every holiday season this monster takes to the road with nothing on his mind but death and destruction. He is a professional at his job and knows exactly how to induce misery and pain to those who drive. If you don't believe me, check the statistics for last year's deaths and injuries during the holidays. You will quickly become a believer.

All is not lost though, because there is a way to stop the monster from ruining the holidays. It's called defensive driving. Below is a list on how to start to become a defensive driver.

- (1) Make sure your vehicle is safe for driving. Check the brakes, lights, horn and blinkers.
- (2) Take a look in a mirror before you drive and ask the following questions. Have I been drinking? Am I tired? Am I under medication that could slow down my reactions? If any of the answers were yes, don't drive.
- (3) If you're driving a car, use your seatbelt.
- (4) If you're driving a motorcycle, wear warm clothing. Cold muscles slow down reaction time.
- (5) Every road has a safe speed limit - don't exceed it.
- (6) Always be alert. The other guy might be the monster.
- (7) When driving at night or in bad weather, slow down.
- (8) Keep your cool. Don't get frustrated because another driver isn't as good as you are.

The above suggestions are only the beginning to becoming a good defensive driver. The only sure way you can stop the monster is by thinking and practicing safety when you drive.

If everyone makes an honest effort, maybe it will be a Happy New Year.

E. A. ALLAN
1stLt VMA(AW)-533

"AVIATION GROUND SAFETY"

- A. COMLATWING ONE 281701Z OCT71
1. REF A PARAPHRASED FOR INFO:
2. RECENT NEAR MISHAPS INDICATE THAT SOME COMMANDS ARE NOT LIGHTING TOWED AIRCRAFT AT NIGHT. A STANDARD ACCEPTABLE LIGHTING SYSTEM FOR AIRCRAFT TOWED AT NIGHT IS NOT AVAILABLE FOR NON-BATTERY TYPE AIRCRAFT.
3. SUCCESSFUL TESTS WERE CONDUCTED WITH GSA ITEM: LANTERN, ELECTRIC HAND PORTABLE FSN 6230-577-3452 WHICH CAN BE OBTAINED AT LOCAL SERVMARTS. ALTHOUGH THIS LIGHT IS NOT SPECIFICALLY DESIGNED TO BE USED WITH TOWED AIRCRAFT, IT DOES PROVIDE A WARNING TO APPROACHING AIRCRAFT OR VEHICLES.
4. THE LIGHTING SYSTEM MENTIONED ABOVE IS RECOMMENDED.

COMNAVAIRLANT msg 022055Z Nov71

"FIRE DANGER RISES AS MERCURY FALLS"

As outside temperatures drop, indoor fire dangers rise!

This is the timely reminder from the National Fire Protection Association which warns householders that cold weather always brings an increase in the number of destructive fires.

When home-heating systems are pushed hard in cold weather, any weakness in the equipment or installation may show up, according to the NFPA. To avoid possible disaster, have your home heating equipment checked and repaired now, before the first cold snap of the season.

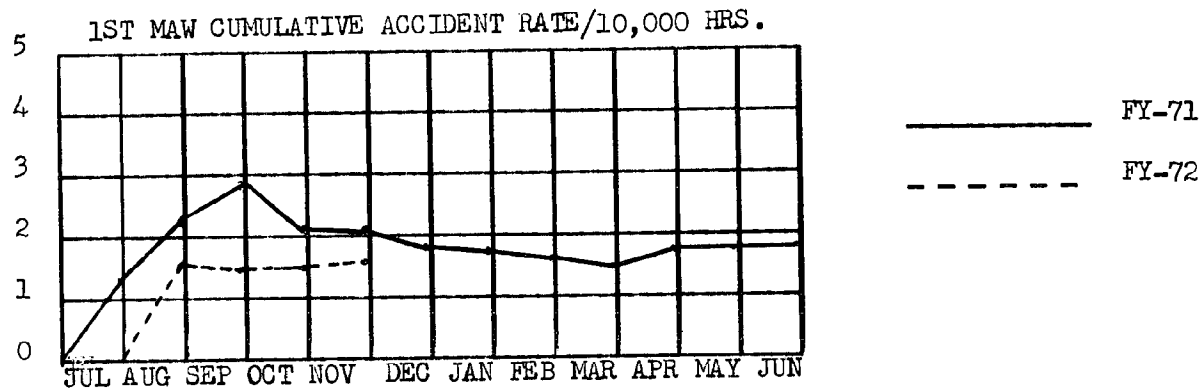
A clean, tight chimney means fuel saving - and thus money saving - as well as fire safety.

If you use portable room heaters, make sure that they are in first-class operating condition and place them so that they are not in the path of emergency routes, so they cannot accidentally be bumped or overturned, and so they are well away from walls, clothes racks, curtains, furniture, bedding and other household items which burn easily.

Children and elderly persons should be especially careful around room heaters. And, of utmost importance, every family should have a fire-escape plan, well worked out and rehearsed, for use in case of fire.

"It's good to be warm, but essential to be safe!" is the watchword from NFPA as temperatures fall.

Safety Review
October 1971



1ST MAW ACCIDENT/HOURS STATISTICS

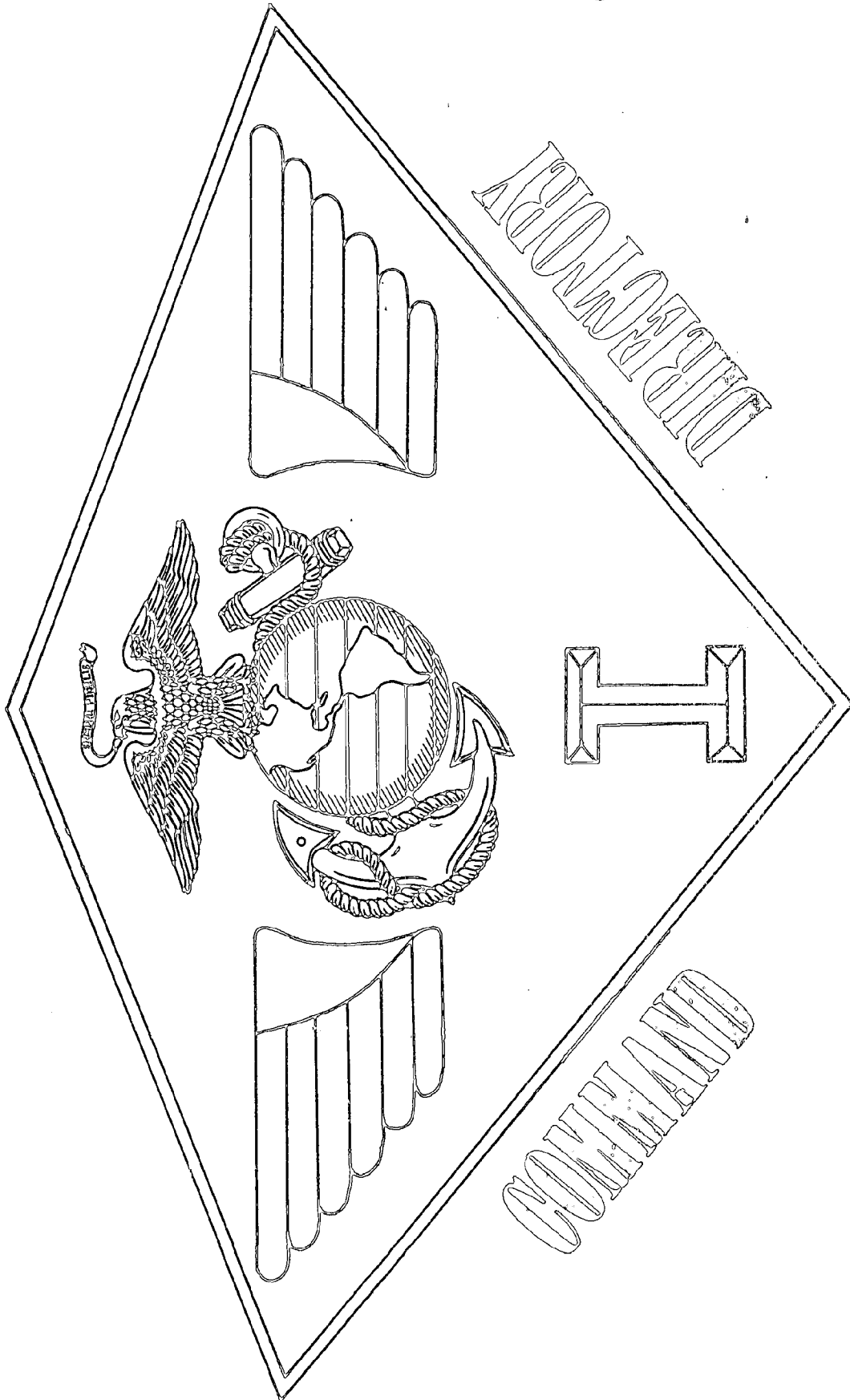
* CUMULATIVE FY-71	1.37	2.20	2.97	2.19	2.04	1.89	1.81	1.76	1.57	1.71	1.72	1.72
CUMULATIVE FY-72	0	1.62	1.58	1.59	1.61							
* NUMBER OF ACCDTS FY71	1	2	3	0	1	1	1	1	0	2	1	1
NUMBER OF ACCDTS FY72	0	2	1	1	1							
* HRS FLOWN FY-71	7264	6400	6604	7026	6908	7923	7441	7008	6988	6625	5269	5955
HRS FLOWN FY-72	5948	6375	6647	6119	5791							
	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN

1.72
1.61
14
5
81,411
30,880

- * FIGURES RECOMPUTED FOR FY-71 FOR PRESENT SQUADRONS/GROUPS ATTACHED TO 1ST MAW
 * FIGURES FOR FY-72 ARE BASED ON MAJOR ACCIDENTS

NOV 4 DEC.

1st MARINE AIRCRAFT WING



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

7/LDT/rjs
1301
13 Nov 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.



L. D. TAKER
Captain, U. S. Marine Corps
Wing Adjutant

DISTRIBUTION "A" "B"

Copy to:

CMC (Code AC)	(3) CFT 70	(5)
CG FMFPAC	(15) CG III MAF	(9)
CG 1ST MARDIV	(5) CG MCB CAMP BUTLER	(5)
CG 3D MARDIV	(5) CG FMFPAC (Fwd)	(3)
CG FORLOG COMD	(5) NAVAIRSYSCOMREPAC (Code 232)	(3)
CG 2D MAW (Attn: G-1)	(5) CO MCAS (H) Futema	(5)
CG 3D MAW (Attn: G-1)	(5) CO MCAS Iwakuni	(5)
COMSEVENTHFLT	(5) FMF PAC LnO Bks Yokosuka	(2)
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<u>DIVISION/BRANCH/GRADE/NAME</u>	<u>ASSIGNMENT</u>	<u>RTD</u>	<u>TELEPHONE</u>	<u>QTS</u>
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WING COMMANDER DIVISION

MGEN R. G. OWENS JR.	WING COMMANDER	Apr72	4097/4085	
CAPT S. N. MELGAARD	Aide-de-Camp	Jan72	4097/4243	3359
1STLT R. J. RIINESS	Aide-de-Camp	May72	4097/4243	3285
BGEN A. W. O'DONNELL	Asst WING COMMANDER	Aug72	4064	4488
1STLT M. J. GREENE	Aide-de-Camp	Jun72	4097/4243	3130
SGTMAJ E. L. CASSELL	Wing SgtMaj	Dec71	4378	3491

CHIEF OF STAFF DIVISION

COL G. W. MORRISON	Chief of Staff	Jun72	4085/4225	3322
MAJ H. L. TRIMBLE	Staff Secretary	Jul72	4225/4243	3060
GYSGT J. L. HUGHES	Admin Chief	Jul72	4225/4243	None
SSGT S. E. SUNN	Asst Admin Chief	Aug72	4225/4243	None
CWO3 F. E. BARTHOLD	Band Officer	Jan72	4660	3181

ADJUTANT BRANCH

CAPT L. D. TAKER	Adjutant	May72	4629/4204	3140
CAPT C. H. ERTWINE	Asst Adj/AwardsO	Feb72	4629/4204	3324
1STLT D. S. SIMON	OIC CMCC	Jun72	3544	3229
CWO4 P. E. CLAUSEN	OIC RPS	Nov72	4598	3181/41-1489
MSGT W. N. JUSTICE	Admin Chief	Aug72	4629/4204	None
GYSGT D. A. VIG	Congrint NCOIC	Feb72	4629/4204	None
SSGT C. C. GROSS III	Central Files	Aug72	3275	None

G-1 DIVISION

COL M. B. PORTER	Asst CofS, G-1	Jul72	4326	3567
LTCOL M. J. WILLIAMS	Asst, G-1	Feb72	4326/4349	3192
LTCOL W. K. STRATFORD	Wg Spec ServicesO	May72	4009	3240
MAJ P. L. HARRINGTON	WgPers Officer	Jul72	3746	3567
MAJ R. L. BAINBRIDGE	WgCarPan Officer	May72	4697	3194
CAPT R. G. GARDNER	Admin Officer	Sep72	4326/4349	3233
CAPT W. W. LINDSAY	Asst Pers Officer	Nov72	3746	3395
CAPT W. K. WESTLING	CarRef Officer	Oct72	4697/8763	3414
1STLT J. V. JAMSEN	YokotaLn Officer	Mar72	225-9517	
1STLT G. JENNINGS	RptsCntl Officer	Mar72	4326	3355
1STLT P. M. MISSOR	FATLO	Jan72	4370	3185
1STLT J. E. HOWARD	Asst Pers Officer	Feb72	3746	3219
MSGT H. K. CLEVELAND	Admin Chief	Jan72	4547	3405
GYSGT W. J. MCBRIDE	ACU Contact NCO	Apr72	4547	None
GYSGT P. H. BRIDGES	Human Relations NCO	Mar72	8589	None
GYSGT P. T. SCHMIDT	Orders Writing NCO	Jun72	4347	8568

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<u>DIVISION/BRANCH/GRADE/NAME</u>	<u>ASSIGNMENT</u>	<u>RTD</u>	<u>TELEPHONE</u>	<u>QTRS</u>
<u>G-2 DIVISION</u>				
LTCOL W. C. SERVICE III	Asst CofS, G-2	Jan72	4485	3029
MAJ J. D. MAY	Asst G-2	Jul72	4485	3613
CAPT B. M. WINCENTSEN	ACIO	Oct72	3328	3279
CAPT W. A. BROWN	Wg CI Officer	Jan72	4310	3314
CAPT J. F. ELLIS	ECM Officer	Dec71	3392	3273
CAPT W. BISHOP	OIC PIU	Jul72	8669	None
CWO2 J. G. LYLE	OIC SSO	Dec71	4047	3279
WO J. C. SEIG	AOIC PIU	Feb72	4683	3279
WO A. R. MORRIS	G-2, SERE Officer	Mar72	3328	3279
WO C. J. BRUCE	G-2, Admin Officer	Jan72	3392	3279
MSGT "C" "W" CLEMONS	G-2, Chief	Jan72	4485	None
MSGT R. H. THOMAS	ACI Chief	Sep72	3328	None
GYSGT T. MEADOWS	NCOIC PIU	Nov71	8669	None
SSGT L. E. ROADS	G-2 Admin Chief	Jun72	4485	None
SSGT A. P. DRAKE	Wg CI Chief	Feb72	4310	None
<u>G-3 DIVISION</u>				
COL R. L. SIMMONS	Asst CofS, G-3	Aug72	4592/3282	4793
LTCOL W. H. HEINTZ	Asst, G-3	Sep72	4503/3052	4893
LTCOL R. G. HAGGARD	Plans Officer	Jan72	4592/4029	3293
LTCOL T. J. AYERS	OPS Officer	Dec71	4503/3052	3524
LTCOL D. C. MORGAN	OPS Officer	Oct72	4503/3052	3498
LTCOL H. A. MONTEAU	Asst Plans Officer	Jun72	4029/4592	21-4928
MAJ J. J. MACCAFFREY	SIOP Officer	May72	4029/4592	3122
MAJ G. D. DODSON	ATC Officer (ATCO)	Jun72	4668/4679	3265
MAJ H. J. MILLER	NAHA Ln Officer	Dec71	624-4137	NAHA AB
MAJ W. W. MACKAY	Asst OpsO Ftr/Atk	May72	4592/3282	3194
MAJ G. A. MCADAMS	Asst OpsO Helo	Mar72	4592/3282	3265
MAJ K. L. AMMONS	Training Officer	Dec71	4307/8766	3136
CAPT G. E. BEMENT	Asst OpsO Air Cont	Aug72	4592/3282	3261
CAPT L. G. MALONE	Asst TrngO Schools	Apr72	4307/8766	3185
CAPT M. R. MOHR	Asst OpsO (Targets)	Jan72	4503/3052	3238
CAPT D. R. BISHOP	Elect-WarfareO	Apr72	4240	3145
1STLT R. J. MOSER	Asst ATCO	Jul72	4668/4679	4785
1STLT R. V. VOLL	Wg HistoricalO	Jan72	4029/4592	3145
MGYSGT O. B. TALBERT	NCOIC G-3	Aug72	3282/4503	None
MSGT C. C. OWENS	Asst NCOIC	Sep72	3282/4503	None
<u>G-4 DIVISION</u>				
COL D. L. DAVIS	Asst CofS, G-4	Feb72	4041/4600	4212
LTCOL F. P. WILLIAMS	Asst G-4	May72	4041/4600	3027
LTCOL W. G. VIERS	EngrO	Apr72	4259	3121
LTCOL J. R. KOCH	AMO	Oct72	4861/4671	3194
MAJ J. W. BUTLER	Asst AMO	Jul72	4861/4671	3633

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(G-4 Con't)

MAJ L. W. HYATT	MTO	Mar72	4087	3121
MAJ J. P. JOINER	SysAna10	Mar72	4474	3192
MAJ J. D. MOODY	FacO	Jan72	4259	3060
CAPT W. J. CAMP	Rotary WingO	Jan72	3372	3482
CAPT G. H. CONNER	Ordo	Apr72	4391	3378
CAPT R. M. DALBEY	Asst AMO	Feb72	4671/4861	3482
CAPT T. D. HOPPER	Maint AdminO	Jul72	4861/4671	3145
CAPT J. T. LYTTLE	TAFDS Off	Jun72	4259	3261
CAPT D. RATCLIFFE	Asst Avo	Jul72	4423	3279
CAPT R. K. RIGGS	Avo	Mar72	4423	4451
CAPT C. D. SMITH	Asst MTO	Nov71	4087	3314
CAPT R. R. SMITH	Asst G-4/Embo	Jan72	4602	3459
CAPT R. E. STEWART	Food ServiceO	Aug72	8624/8783	3759
CWO2 A. N. GRAHAM	GSEO/IMRLO	Jan72	4073	3234
CWO2 J. E. UPAH JR.	SATSO	Jan72	4463	3778
MGYSGT A. AGUILAR	Maint Chief	Mar72	4861/4671	None
MGYSGT R. GEARY	Log Chief	May72	4041/4600	3569
MGYSGT J. M. MCBRYDE	Ord Chief	Jun72	4391	None
MGYSGT M. R. SKINNER	Engr Chief	Dec71	4259	3569
MGYSGT O. W. STARR	M. T. Chief	Feb72	4087	None
MGYSGT A. E. WATSON	Avionics Chief	Feb72	4423	3383
MSGT F. G. BISNER	Embark Chief	Mar72	4602	None
MSGT C. R. THOMPSON	SATS Chief	Apr72	4463	3256
GYSGT E. F. BINA	3-M Chief	Jun72	4474/8702	None

HEADQUARTERS COMMANDANT

COL W. C. KELLY	HQ, Commandant	Jun72	4524	3046
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WING INSPECTOR

COL W. C. WATSON	Wing Inspector	Aug72	4344	3729
MAJ R. L. ROURKE	Asst Wg Inspector	Mar72	4344	3192

AREA AUDITOR DIVISION

CAPT A. H. RAINES	Area Auditor	May72	3458/4484	3195
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WING SUPPLY DIVISION

LTCOL A. G. WAITE	Wing SupplyO	Nov72	4669	3121
MAJ E. S. JACZKO JR	Asst Wing SupplyO	Sep72	4669	3741
GYSGT R. L. ROBERTSON	MCP SupplyO Acting	Apr72	4665	31-7005
CAPT F. M. STITSHER	AVN SupplyO	Dec71	4392	3382
CWO F. M. SPADY	OIC Management Team	Aug72	4392	3382
MSGT L. C. LONG	Wing Supply Chief	Feb72	4669	21-7980

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COMPTROLLER DIVISION

COL J. W. KIRKLAND	ACofS, Compt	Jul72	4408/3224	3721
LTCOL W. M. FOLEY	Deputy Compt	Feb72	4408/3224	
CAPT L. E. SARACINO	Fiscal Officer	Jun72	4408/3224	
CWO2 J. E. CARTER	Budget Officer	Nov71	4408/3224	3378
GYSGT L. O. JOHNSON	Compt Chief	Apr72	4408/3224	None
GYSGT M. D. DEAN	Gnd Compt Chief	Mar72	4408/3224	None
SSGT R. E. DUGGAN	Allt Acct Chief	Sep72	4408	

STAFF JUDGE ADVOCATE

LTCOL C. W. COLLIER	SJA	Jun72	4398/4409	3194
MAJ L. J. MINER	Dir Law Center	Jun72	4398/4409	3112
CAPT D. G. FISKE	Military Judge	Apr72	4409/8634	3171
CAPT P. F. GEITNER	Trial Counsel	Dec71	4409/8634	3149
CAPT J. S. LEVIS JR.	Defense Counsel	Dec71	8730	3341
CAPT R. J. KINKLE	Defense Counsel	Jan72	8730	3108
CAPT D. T. METZGER	OIC Futema Law Ctr	Mar72	4339 (Futema, Okin)	
LT (USN) J. C. MYERS	Defense Counsel	Aug72	4409/8634	3763
WO1 R. L. PHILLIPS	Legal AdminO	Jun72	4398/4409	3219

COMMUNICATION-ELECTRONIC DIVISION

COL J. A. BLAKELY	CEO	Jul72	4429/3001	4772
LTCOL J. H. BIRD JR.	Asst CEO	Aug72	4429/3001	3728
MAJ R. E. HUEBNER	ElectronicsO	Feb72	4429/3001	3514
CWO3 J. E. WRIGHT	Maint Officer	Aug72	4429/3001	3219
MGYSGT E. L. HARMON	Comm Chief	Jan72	4429/3001	3383
MGYSGT R. G. BENEDETTO	Maint Splcst	Mar72	4429/3001	3383

WING SAFETY CENTER

LTCOL R. P. SPREIER	Dir, Safety	Mar72	3484/4476	3112
MAJ W. J. NEVINS JR	Asst Director	Apr72	3484/4476	3507
1STLT K. R. SLUIS	OIC REC, Safety	Dec71	3484/4476	None
CWO3 E. W. MACHADO	OIC Grd Safety	Mar72	3484/4476	3778
CWO2 R. L. BERNARD	OIC, Fire Safety	Apr72	3484/4476	3056
SSGT J. R. FRICK	NCOIC Safety	Jan72	3484/4476	9-31-0533
SGT R. E. SHOWALTER	NATOPS/Safety	Jan72	3484/4476	8568

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<u>WING MEDICAL</u>				
CDR F. D. LEISSE	Wg MedicalO	Feb72	4595/4249	3217
LCDR E. J. HATCH	AdminO/PersO	Nov72	4595/4249	None
HMCM R. A. LAU	Leading Chief/ Asst NAVPERSO	Apr72	4595/4249	3083
HMC R. C. FLOOD	Supply Chf	Jun72	4372/8413	None
<u>WING DENTAL</u>				
CAPT J. J. LYONS	Wing DentalO	Apr72	4420	3051
LT E. C. HANSON	AdminO	Mar72	4420	None
DTC W. C. FORSTER	Admin Chief	Nov72	4628	3529
<u>WING CHAPLAIN</u>				
CDR D. F. ZELLER	Wing Chaplain	Jan72	4404	1132
LCDR T. W. KUHN	MAG-12	Jul72	4540	None
LCDR W. G. OLSON	MWHS-1	Aug72	4404	1125
LCDR J. R. VON MEYSENBUG	MAG-15	Jul72	4404	1124
LT F. W. RYDER	MWSG-17/MACG-18	Jan72	4640	None
LT T. A. SCHULTZ	MAG-15	Jul72	4008	1179
<u>7TH COUNTERINTELLIGENCE TEAM</u>				
CAPT S. L. MOYER	Team Commander	Oct72	4246/3151	
MGYSGT J. M. WOODWARD	Team Chief	Jul72	4246/4363	
<u>THIRD SPECIAL SECURITY COMMUNICATIONS TEAM</u>				
CAPT G. G. MEYERS	Team Commander	Mar72	4047	3035
SSGT G. L. MOORE	Team Chief	Jan72	4047	None
<u>MANAGEMENT DIVISION</u>				
MAJ J. M. TUTTLE	Asst CofS, Mgt	Jun72	4358	3740
MAJ W. P. ALEKSIC	Readiness RptsO	Sep72	4306	3081
CAPT P. D. CRAWFORD	Mgt Engr	Aug72	4358	None
1STLT S. R. MAGYAR	Asst Mgt Engr	Feb72	4358	3317
1STLT D. C. CANFIELD	Asst Mgt Engr	Feb72	4358	3234
1STLT P. M. LITTELL	Rpts CoordO	Feb72	4358	None
MSGT C. R. ROBERTSON	MARES/FORSTAT NCOIC	Mar72	4306	1682
MSGT J. R. SIDORAN	Mgt NCOIC	Jan72	4358	None

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PUBLIC AFFAIRS OFFICE

CAPT H. S. GAZAWAY	Public AffairsO	Mar72	4260	3343
MGYSGT J. BUTTS	Public Affairs Chf	Aug72	4407	1582

MARINE WING HEADQUARTERS SQUADRON-1

COL W. C. KELLY	Commanding Officer	Jun72	4524	3046
MAJ H. L. LONG	Executive Officer	Jul72	8528	3633
SGTMAJ J. R. LINDBECK	SgtMaj	Sep72	8528	3651
CWO2 R. J. NEYT	S-1 Officer	Nov71	8742	3667
MAJ T. P. KIRLAND	OPNS Officer	Feb72	8629	3633
CAPT R. HARRIS	Supply/FiscalO	Sep72	4681	3778
1STLT E. V. WASKIEWICZ	Intell Officer	Feb72	8554	3341
1STLT J. C. BRONSON	Motor TransportO	May72	8665	3355
1STLT M. B. DEFORREST	Career PlanningO	Jun72	8785	21-4929
1STLT R. B. PYRON	Spl ServicesO	Mar72	4346	21-4929
1STLT M. R. SUDZINA	Training Officer	Dec71	4346	3341
1STLT "M" J. AKRE	Legal Officer	Feb72	4268	3341
1STLT T. E. MCNAMARA	Security Officer	Feb72	8567	None
1STLT W. E. FITTS	Emb/Asst ServO	Feb72	8719	3667
1STLT D. E. GORDON	Utilities Officer	Nov71	3329	None
SSGT R. J. BLACKBURN	Personnel Chief	Jan72	8828	8568
SSGT S. I. WOOD	Admin Chief	May72	8823	8568
SSGT R. DIAZ	Career Planner	Sep72	8785	8568

MARINE AIRCRAFT GROUP-12

COL E. J. RUTTY	Commanding Officer	May72	4570	3658
LTCOL F. G. DAWSON	Executive Officer	Jun72	3557	None
CAPT J. T. SALEWSKI	Adjutant	Mar72	3557	3133
SGTMAJ P. V. BAILEY	SgtMaj	Dec71	4362	3491
MAJ L. T. MARSHALL	S-1 Officer	Mar72	3327/4074	3078
CWO2 W. D. MCCALL JR	S-2 Officer	Jan72	4544	3443
LTCOL J. M. RAPP	S-3 Officer	Aug72	3630	3229
LTCOL W. C. SINGLETARY	S-4 Officer	Jun72	4601	3192
LTCOL K. D. CURRY	CO, H&MS-12	Jul72	4449	3112
LTCOL J. L. DRIEFER	CO, MABS-12	Jan72	4394	3459
LTCOL W. E. WILSON JR	CO, VMA-211	Jun72	4382	3418
LTCOL K. L. BATT	CO, VMA-311	Mar72	92-1106 (Ok)	
MAJ D. E. CATHCART	CO VMA(AW)-533	Jan72	4200	3507
CAPT A. E. PETERS	OIC, MATCU 62	Mar72	3116	3185

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MARINE AIRCRAFT GROUP-15

COL K. O'KEEFE	Commanding Officer	Aug72	4004	3326
LTCOL D. A. MICKLE	Executive Officer	Mar72	4004	3516
1STLT G. K. WORKMAN	Adjutant	Sep72	4477	3481
SGTMAJ W. F. MORTIMER	SgtMaj	Mar72	4696	3491
MAJ D. C. ESCALERA	S-1 Officer	Sep72	4562	3667
LTCOL K. A. MCFERREN	S-3 Officer	Aug72	4680	3029
MAJ J. P. SMITH	S-4 Officer	Jan72	4666	3248
MAJ R. L. ANDREAS	NATOPS Officer	Jul72	4008	3740
LTCOL R. R. POWELL	CO, VMFA-115	Jan72	8802	3459
LTCOL J. L. GREGORCYK	CO, VMFA-232	Feb72	4662	3417
MAJ J. E. HERLOCKER	CO, H&MS-15	May72	4548	4841
MAJ R. L. BECKWITH	CO, MABS-15	May72	4622	3740
LTCOL S. S. EISENHauer	CO, VMCJ-1	Apr72	4248	3516
CAPT D. L. HENDRIX	OIC, MATCU-60	Jul72	4783	3481

MARINE WING SUPPORT GROUP-17

COL W. G. MCCOOL	Commanding Officer	Jun72	4471	3326
LTCOL R. W. COONEY	Executive Officer	Feb72	4043	9-41-1652
1STLT W. C. EHMSSEN JR	Adjutant	Nov71	3531	3667
SGTMAJ T. T. ZABELSKI	SgtMaj	Mar72	3465	3083
1STLT W. A. AKAHOSHI	S-1 Officer	Dec71	3722/4395	3443
MSGT C. N. CHILDERS	S-2 NCOIC	Dec71	4355/3725	3631
MAJ R. L. ROURKE	S-3 Officer	Mar72	3751	3192
MAJ R. L. REDELMAN	S-4 Officer	Nov71	4355/3725	3631
MAJ J. S. MAY	Group SupplyO	Jul72	4089	None
MAJ E. R. ALLEN	Avn SafetyO	Mar72	4065/3123	3147
CAPT J. E. JUNEAU	Aircraft MaintO	Jan72	4308/3695	3361
CAPT M. E. RANSOM	Mtr TransportO	Sep72	4086	None
1STLT E. J. YOHUM	Comm Officer	Mar72	4494	3081
LTCOL W. R. LIMBACH	CO, H&MS-17	Dec71	4460	3051
MAJ A. L. FRUCCI	CO, WERS-17	Jun72	4278	3147
CWO3 W. H. WELCH JR	OIC, MCC-1	Jan72	4467	3140

MARINE AIR CONTROL GROUP-18

COL E. M. JONES	Commanding Officer	Jul72	4347/4091	3046
LTCOL R. P. ECKMANN	Executive Officer	Sep72	4347/4091	3631
1STLT F. J. SWANGO	Adjutant	May72	4347/4091	3361
SGTMAJ R. M. OHMAN	SgtMaj	Mar72	4347	3083
MAJ C. F. KELLENBARGER	S-1 Officer	Jul72	4347/4091	3437
LTCOL J. C. DIXON	S-3 Officer	Oct72	4003	3613
MAJ R. S. HOLMAN	S-4 Officer	Jun72	4340	3265

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<u>(MACG-18 Con't)</u>				
MSGT J. C. DENNY	Admin Chief	Sep72	4347	8828
LTCOL R. V. WALKER	CO, MWCS-18	Jul72	4573	3112
LTCOL L. "B" MYERS	CO, H&HS-18	Sep72	4396	3741
LTCOL R. D. MILLER	CO, MACS-4	May72	23-4106 (Oki)	23-647
LTCOL J. H. THOMPSON	CO, MASS-2	Aug72	4228	3121

MARINE AIRCRAFT GROUP-36

COL A. F. GARROTTO	Commanding Officer	Jul72	23-4508/4509	23-4200
LTCOL J. R. PLUMMER	Executive Officer	May72	23-4508/4509	23-4400
MAJ D. M. BABITZ	Adjutant	Jan72	23-4508/4509	23-4690
SGTMAJ A. JURADO	SgtMaj	Dec71	23-4402	23-4665
MAJ J. A. BARRY	S-1 Officer	Jan72	23-4281/4481	23-4672
CAPT E. W. PENTZ	S-2 Officer	Sep72	23-4406	23-4257
LTCOL T. S. REAP	S-3 Officer	Jan72	23-4622/4148	23-4314
MAJ F. J. VANOUS	S-4 Officer	Feb72	23-4622/4624	23-4662
LTCOL P. P. UPSCHULTE	S-5 Officer	Jun72	23-4211	23-4772
LTCOL D. A. SPURLOCK	CO, H&MS-36	Mar72	23-4576/4212	23-4292
LTCOL V. J. GUINEE	CO, MABS-36	Apr72	23-4453	23-4664
LTCOL E. C. HERTBERG	CO, HMM-164	Sep72	23-4564	23-4204
LTCOL J. L. NORTON	CO, VMO-6	Mar72	23-4592/4266	23-4403
LTCOL R. A. BROWN	CO, VMGR-152	Aug72	23-4252/4235	23-4623
LTCOL P. L. MOREAU	CO, HMM-165	Jun72	NONE	NONE
LTCOL R. D. MILLER	CO, MACS-4	May72	23-4106/4148	23-4314
LTCOL O. G. MCDONALD	CO, HMH-462	Jul72	23-4515	23-4390
MAJ R. SANCHO	CO, HML-367	Mar72	23-4141	23-4703
MAJ F. W. CRONE	OIC SUB UNIT 1	Feb72	23-4832	23-4214
	H&MS-36			
CAPT K. R. CLARK	OIC MATCU-66	Nov72	23-4244	23-4374
CWO-2 L. R. COXE	OIC MATCU-68	May72	23-4844	23-4662
CWO-2 E. Q. HICKS	OIC SU#1 WERS-17	Jan72	23-4545	23-4715
CWO-2 T. F. KING JR	OIC DET "A", 7th	Feb72	23-4406	23-4430
	CIT			
SSGT M. S. CHIPPS	Group Admin Chief	Jan72	23-4422	23-4366
MAJ J. J. THARP	OIC SUB UNIT 2	Apr72	228-5094 (Atsugi)	

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<u>UNIT</u>	<u>PHONE</u>
MWHS-1	8823
MAG-12	3557/4860
H&MS-12	3656/3595
MABS-12	3294/3320
VMA-211	927103 (OKI)
VMA-311	3445
VMAW-533	4579
MAG-15	4477
H&MS-15	8609
MABS-15	8703
VMFA-232	8662
MATCU-60	4783
VMFA-115	8583
VMCJ-1	4226
MWSG-17	3531/3722
H&MS-17/WERS-17	3531/3722
MACG-18	4091
MWCS-18	4573
MACS-4	23-4106 (OKI)
MASS-2	4228
MAG-36	4020/4508 (OKI)

HAM

1ST MARINE AIRCRAFT WING

NEWSLETTER



WING WORD

DEC. 1971

"WING WORD"

Commanding General
Career Planning Officer
Officer Retention Officer
Career Planning NCO

Major General R. G. OWENS JR.
Major R. L. BAINBRIDGE
Captain W. K. WESTLING
Gunnery Sergeant C. BARRETT

The Wing Word is an unofficial publication of the First Marine Aircraft Wing. It complies with MCO P5600.31 A and the information contained herein is not to be considered directive in nature. It is published by the Career Planning Section and the Assistant Chief of Staff G-1



The Christmas and New Year Season is a time usually associated with ones family and being with them during this period. Normally children are the focal point of the festivities, but the ancestry of the Holiday Season is important to all. It is a difficult time to be separated from loved ones and stationed on a foreign soil. There is some degree of gratification in letters and telephone communications, but a greater source of comfort can come from within - that being the internal knowledge that we are, in a sense, on duty so our friends and relatives can pursue the Holiday Season in freedom and security. We, and those who have gone before us wearing the uniform of the Armed Services, have fought and bled for the right of our children and fellow Americans to celebrate Christmas in a free country. Others will come after us and take their turn at the ramparts continuing the guarantee of that freedom. It can be of some solace to know that our duties here are necessary and appreciated back home. Merry Christmas.

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

A-#25

-TAKING CARE OF OUR OWN-

"The Marine Corps Takes Care of It's Own: It's a high sounding phrase; it catches the imagination. It engenders loyalty to a "band of brothers". But do we live up to it? I say many times we do not.

It is relatively easy to identify with a brother Marine who needs assistance on a battlefield. Myriad acts of personal heroism attest to the fact that we take care of our own in combat.

And on the other extreme we likewise readily render help to the wayward Marine who has a snootful and can't quite make it back to the base under his own power.

But frequently I'm afraid we pay only lip service to the Marine who requires official assistance.

Item: The Education NCO who can't be bothered to research the availability of an unusual course of instruction.

Item: The supervisor who, knowing he has insufficient resources to help, discourages a man from requesting mast because it might reflect on his leadership.

Item: The shop head who recognizes that one of his people has become despondent and is doing substandard work but settles for chewing him out rather than trying to get at the root of the problem.

Item: The Commanding Officer who stands on his office and at Office Hours dispenses "justice" from his Olympian seat without really researching what happened....or why.

Item: The MP who uses his authority to harass rather than help.

Do we all recognize these phrases:

"It's too much trouble"

"I don't have time now. Come back tomorrow"

"Because it's policy, that's why"

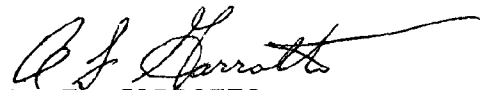
"It has always been done that way"

"Don't make waves"

"I don't want to get involved"

And the ultimate put down: "Semper Fi" meaning "I've got mine, Jack; too bad for you".

How do we attack this attitude and get back on track? Simply by insisting on the proper exercise of leadership at all levels. We are all individually and collectively responsible for "taking care of our own", with particular responsibility resting on those in supervisory positions. The precepts of responsible leadership have always been with us. So let's get back to practicing what we preach. And let's do it NOW!


A. F. GARROTTO
Colonel U. S. Marine Corps
Commanding Officer, MAG-36

-COLLEGE EDUCATION-

Like everything else, the costs of a full college education are going up-only more so. And no end is in sight.

If you have a son or daughter about to enter a four-year public institution, figure that room, board and tuition alone at today's prices will be \$6,000 to \$9,000 for a degree in a private school, the four-year tab can go to almost \$20,000. Just to be safe, add about 20% to the foregoing figures to make allowance for future increases in costs.

If you're strapped for cash, there are several ways to ease the burden:

-A scholarship: This, of course, depends on the student's abilities. Also, most scholarships only partially cover college costs.

-A government-sponsored student loan: This is for needy students. They can get up to \$1,000 per academic year, and repay after graduation within a ten-year period at very low interest.

-A government-guaranteed loan: For students from middle- and upper-income families. They can borrow up to \$1,500 per year from banks or other financial institutions and repay later at 7% interest.

-Bank loans: Usually these are made by the parents-not the students. You can raise more money this way. But you also have to repay faster and at higher interest rates.

At a time when college tuition costs are soaring, a number of states still offer important tuition savings to the sons and daughters of military families. The following states allow military families to qualify for resident fees in state universities. These fees are often considerably lower than the non-resident charges for out-of-state students.

<u>State Authorizing Resident Tuition Rates While Parent Stationed Within State</u>	<u>State requirements To Establish Elig- ibility For Resi- dent Rates</u>	<u>Provision After Parent Transfers From State For Res- ident Tuition Rates</u>
Alabama Univ. of Alabama	Parent must have been stationed in Alabama 12 months.	Restricted to one year after transfer.
Auburn Univ.	Parent (or student on active duty in Alabama.	Restricted to par- ent's official as- signment in Alabama.

Alaska	Parent or student must be stationed in Alaska one year prior to enrollment.	Restricted to remainder of year after transfer.
California	Parent must be stationed in California on opening day of semester.	None.
Hawaii	Grants resident rates for tuition at state University system to residents and non-residents.	
Indiana*	Parent must be stationed in Indiana six months prior to enrollment.	Continued after transfer.
Kansas	If parents are stationed in Kansas when dependents enroll, they can pay resident fees, but are not thereby considered residents for fee purposes or otherwise.	
Missouri	Tuition is free to a nonresident student who is the minor child or the spouse of an officer or enlisted parent on active duty stationed in Missouri or outside the U.S.	

Nevada Univ. of Nevada	Parent must be stationed in Nevada on opening day of semester for minor to qualify, or six months before enrollment to qualify individually.	Continued after transfer.
Oklahoma	None. (Service member and spouse are also authorized resident rates.)	None.
South Dakota	Parent must be stationed in south Dakota one year prior to enrollment.	None
Texas	None.	None.
Utah	None.	Continued if one parent remains in state, otherwise restricted to remainder of school year.
West Virginia	Parent must be stationed in state one year prior to enrollment.	None.
Wisconsin Univ. of Wisconsin	Parent must be stationed in state one year prior to enrollment.	None.
Wisconsin State Univ.	Exemption from non-resident tuition is granted to non-resident members of the armed forces who are stationed in	

Wisconsin and their wives and children during the period that the nonresident member of the armed forces is stationed in the state.

Wyoming

To qualify as a resident the parent or guardian must be residing in the state on the opening day of the term for which the student matriculates.

Restricted to one year after transfer.

*Son or daughter of an officer may also qualify for Armed Forces award; partial fees at Indiana University. Write to Office of Scholarships and Financial Aids, Room 021, Maxwell Hall, Indiana University, Bloomington, Ind. 47405.

-EYE OPENER-

MC Bul 1414 of 28 September 1971 came at a time when the Marine Corps is faced with the necessity of paring unproductive personnel and the procedures contained in the directive are innovative and firm. It provides for the possible involuntary separation of Sergeants who have twice failed for selection to Staff Sergeant and have not demonstrated the potential for advancement. Lesser degrees of curtailment of service tenure are provided; however, there is a definite change in the direction the wind is blowing. It all points up that increased scrutiny will be given to the fitness reports of marginal performers. Another example of increased monitoring by HQMC is the requirement for all personnel to submit front and side 4X5-inch photographs annotated with the Marines height and weight. This would appear to be aimed at personal appearance as it applies to physical stature. MC Bul 1400 of 15 October 1971 is the directive that will supply further details.

The same step regarding reenlistments of Sergeants and above was also taken this fall when photographs had to be submitted to HQMC accompanying the reenlistment request.

What do all these things mean to the active duty career Marine? Quite a bit-for one thing we should see a gradual decrease in the number of those who are attempting to be as unobtrusive as possible while waiting for twenty years to accumulate, and secondly, some of the deadwood will be pared permitting younger more aggressive individuals to acquire promotion opportunity earlier. All in all, a step in the right direction and one welcomed by most.

-\$\$ SAVINGS \$\$-

A recent article in Forbes magazine stated that if a person bought 100 shares of the office machine company Thomas Watson started in 1914 (now known as IBM) for \$2,750 it would now be worth \$21,000,000. That observation can be used to illustrate the value of steady savings and wise investments. Now might be the time to see your Squadron Bond Officer about the advantages of Government Bonds. Most of us have just received a pay raise and an allotment is a painless way to put some of it aside for future needs. Give it some thought before your standard of living will automatically rise to your new pay without a commensurate reserve for unforeseen contingencies.

-COMMUNICATIONS-

The Colonel Issued The Following Directive To His Executive Officer.

"Tomorrow evening at approximately 2000 Halley's Comet will be visible in this area, an event which occurs only once every 75 years. Have the men fall out in the battalion area in utilities, and I will explain this rare phenomenon to them. In case of rain we will not be able to see anything, so assemble the men in the theater and I will show them films of it".

Executive Officer To Company Commander.

"By order of the Colonel, tomorrow at 2000 Halley's Comet will appear above the battalion area. If it rains fall the men out in utilities, then march to the theater where the rare phenomenon will take place. Something which occurs only once every 75 years".

Company Commander To Platoon Commander.

"By order of the Colonel in utilities at 2000 tomorrow evening, the phenomenal Halley's Comet will appear in the theater. In case of rain in the battalion area the Colonel will give another order, something which occurs once every 75 years".

Platoon Commander To Squad Leaders.

"Tomorrow at 2000 the Colonel will appear in the theater with Halley's Comet, something which happens every 75 years. If it rains the Colonel will order the Comet into the battalion area".

Squad Leader To Squad.

"When it rains tomorrow at 2000, the phenomenal 75 year old General Halley, accompanied by the Colonel, will drive his Comet through the battalion area theater in utilities".

-FOR CAREER MARINES ONLY-

By GySgt Chuck BARRETT

We as Career Marines usually take for granted the many benefits accrued by a Marine career. The money involved in these benefits is money we don't see, feel, or realize until we actually are receiving the benefit. Retirement is a very good example--A man serves honorably for 20 years, retires at age 38 and then receives a monthly check for the rest of his life. We don't even use the term retirement check anymore, we use the term retainer pay. A man age 38 or 40 certainly isn't going to "fully retire". What's retirement worth? A while back a study was made through the use of Insurance Company Statisticians to determine what the monthly cost would be over a period of 20 years, for a man starting at age 18, purchasing the same annuity through civilian sources. In the first place, it would be almost impossible to buy through civilian sources. If you could it would cost over \$200.00 per month. Even though there are a lot of Companies who pay varying amounts toward employee retirement, there are also many where the employee is stuck with paying everything towards his own retirement. How many companies do you know that allow an expenditure of over \$200.00 per month in addition to living expenses?

This \$200.00 per month we don't see or feel until let's say at age 58, when we've been getting a monthly check for almost 20 years with the possibility of receiving the monthly check for another 15 or 20 years. The average Marine retiring will receive in excess of \$135,000.00, living a normal life-span. You must remember that these figures are based solely on retirement and do not include Medical, Dental, PX, Commissary, and other benefits. It's not a bad career - it's worth working hard to keep.

T B
-DOWNERS- "S U M L R S"
E

BARBITURATES - Depress the central nervous system (Brain and spinal column).

SECONAL
secobarbital



"RED DEVILS"

NEMBUTAL
pentobarbital



"YELLOW JACKETS"

TUINAL
amo-with seco-



"RAINBOWS"

AMYTAL
amobarbital



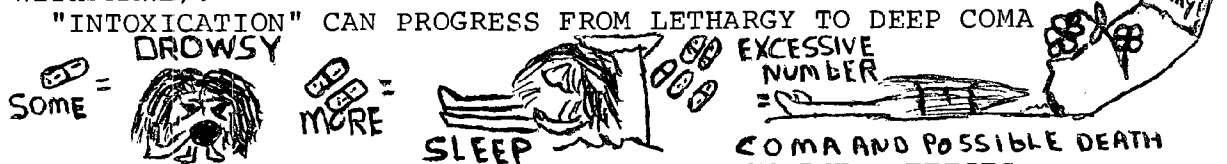
"BLUE HEAVENS"

These are all the dangerous prescription drugs (SLEEPING PILLS). They are the most commonly found BARBITURATES on the ILLEGAL "STREET MARKET".

Barbiturates are highly addictive-PHYSICAL ADDICTION-"PHYSICALLY HOOKED".

The user will: Require increased dose regularly-because the body builds TOLERANCE. Be DEPRESSED, DROWSY with SLURRED SPEECH. Become PSYCHOLOGICALLY DEPENDENT (MENTALLY HOOKED) as well as ADDICTED. Suffer WITHDRAWAL PAINS if dose not available - NERVOUSNESS, TREMORS, CONVULSIONS, DELUSIONS, HALLUCINATIONS and DELIRIUM.

(BARB' WITHDRAWAL is more likely to lead to DEATH than HEROIN WITHDRAWAL).



SYNERGISTIC EFFECT: SYNERGISTIC means COMBINED EFFECTS plus the effects of the COMBINATION:

"BOOZE and BARBS"
can kill

? 7 ?
1 + 1 = 25 ? ? 3
? ? 4 ?

CHEMICAL ROULETTE

BARBITURATES, when COMBINED with ALCOHOL, can be DEADLY.
INTENTIONAL or ACCIDENTAL DEATH can result.

More people commit SUICIDE with BARBITURATES than with GUNS.

SOURCE: Some BARBITURATES are obtained by the youth from MEDICINE CHESTS, but the vast majority of BARBITURATES are obtained from the "STREET MARKET": Made LEGALLY in the U.S.A., sold LEGALLY to a MEXICAN firm, and then REAPPEAR back in the U.S.A. on the ILLEGAL "STREET MARKET" within 6 months from the time they are made.

-TWO YEARS IN GRADE ?-

MCO 1800.8 (ALMAR 119) made it possible for HQMC to waive the requirement for a Gunnery Sergeant/Lieutenant Colonel and above to spend two years in grade or one year on station prior to his retirement or transfer to the Fleet Marine Corps Reserve. This policy was authorized through FY'72 and whether or not it will be extended is a matter of concern to many. It does not cancel the two year service agreement required by the Promotion Manual but does permit an exception to the invoking of that requirement. A recent message received from HQMC on an individual contained these words "RETD/FMCR POLICY FOR FY 73 NOT YET DETERMINED, BUT PRESENT INDICATIONS ARE THAT PROV OF MCO 1800.8 WHICH WAIVED TWO YRS IN GRADE WILL NOT BE CONTINUED INTO FY'73. This is the first good information we have received on the extension of that policy and, while not yet definite, should be worth considering if you are retiring or transferring to the FMCR in FY' 73 or subsequent.

-WHAT'S IN A NAME-

Whatever your name is, when you write to the Veterans Administration, be sure to include your full name, address and claim number, if you have one. It will help the VA process your inquiry and, as a result, you'll get a much speedier response.

There's good reason for this advice-VA's master index file, which is one of the largest in the federal government, contains 34 million names, and many of them are duplicates. Take the name Smith, for instance. There are 315,400 of them on file at the VA, as well as 215,520 Johnsons. Williams appears 159,160 times, Jones 150,520, and Brown 149,000. There are also many other notable names in the VA file like 1860 people named Robert E. LEE, 47 named Ulysses S. GRANT, and the 600 George WASHINGTON'S.

Unusual names? The VA has those, too, - like "Love-n-Kisses Love" or, for racing fans, Christopher Runs Above, Clarence Everett Runs, and Gene Runs Close. The master file can even put you in the holiday spirit it includes the "Claus" family 950 times, the "Noel" family 2300 times and other festive names such as Choice Christmas, G. I. Christmas, Nick Christmas and Saint Christmas.

And then, of course, there's always Samuel DAUIONALEINANIO-KAUAKUKALAHAE KUPIHEA, and good ole LLEIUSSZUIEUSSZSSZES HURRIZZISSTEIZZII-which, believe it or not, are the real names of real people.

-AVAILABILITY OF GOVERNMENT PUBLICATIONS-

One source of information a job seeker should not overlook is the United States Government Printing Office. The Superintendent of Documents, located at North Capitol and G Streets, Washington, D.C., controls the issuance and sale of all Government publications and pamphlets. There are Government publications and pamphlets that cover almost every phase of information desired by the job seeker and offer practical advice on any problem. The majority of the publications are either furnished free or at a nominal cost. Future job seekers can get literature to assist them in planning their future careers, and veterans who would like to set up businesses with their GI Bill loan rights will doubtless be interested in the numerous business guidance publications available from this office. The Superintendent of Documents operates a bookstore at the above address and maintains a Stock of approximately 1,500 of the most popular Government publications readily available. Publications not stocked in this store can be obtained within 15 minutes, and mailing service is also provided for individuals who do not desire to carry their purchases with them.

There is no single catalog which would include under one cover all available Government publications, as it would be too voluminous for practical use. The chief means by which a person may become acquainted with the many subjects and items which are available is through the catalogs and price lists which are issued.

The most inclusive of these catalogs is the "monthly catalog of United States Government Publications," which lists all the publications issued during the month and is sold on a subscription basis for \$3 a year. This catalog lists the publications of Government agencies issued during each month, whether for sale or otherwise, quoting prices in all instances where publications are for sale.

A small circular entitled "Selected United States Government Publications," issued bi-weekly and listing the more popular new publications for sale may be obtained free by addressing a request to the Superintendent of Documents, Government Printing Office, Washington, D.C. A word of caution about sending remittances in payment of orders for Government documents--do not send U.S. postage stamps, as they are not acceptable in payment, and coins are sent at the sender's risk. Either use personal check or money

order made payable to "Superintendent of Documents". There are approximately 180 regional offices of various Government departments throughout the country which act as sales outlets for the Superintendent of Documents.

-LIFE INSURANCE-

Although life insurance usually isn't classified as a very good inflation hedge, sales keep setting new records. The big reason is the desire for family protection in case the breadwinner dies. That brings up the question of how much protection is adequate?

There's no pat answer, because you have to assess age, marital status, wealth, health, etc. But a rule of thumb, often used by insurance people, is that your total life insurance (ordinary, group, GI, etc.) should come to four or five times your annual income. At any rate, if it's less than that, take a fresh look at your situation.

Other points to check out regularly: Are your beneficiaries and contingent beneficiaries properly named? Have the best settlement options been chosen (remember, a lump sum isn't the only nor necessarily the best settlement)? Can you save money by paying premiums annually?

As for the desirability of buying life insurance on a wife, that pretty much comes down to a matter of family resources. If the pocketbook can stand it, such insurance has its good points. But if it's a choice between husband and wife, the man is the best bet.

-METRIC SYSTEM-

Now that the Commerce Department has recommended that the U.S. shift to the metric system of measurement, you can expect some long debates on the subject. Eventually, though, it is likely that the changeover will be made-but over a period of years.

What's behind the drive for the metric system now is that it presumably would improve our exports to the tune of several billions annually. As is, we are the only major nation in the world not fully on the system, so the confusion works against us. Moreover, educators and scientists complain that we currently are in complete bedlam. As every serviceman knows, much of our military gear is calibrated metrically; so is optical equipment and many pharmaceutical products. But everything else is measured some other way, creating huge problems of conversions and errors.

The metric system, on the other hand, is simplicity itself. It has only three basic units-the gram for weight; the meter for length, and the liter for volume-and these all work on multiples of 10, 100 and 1,000.

-CIVILIAN EMPLOYMENT AFTER RETIREMENT-

To assist Marines in starting a second career after retirement from the Marine Corps assistance is given in obtaining employment through the "Referral Program". For those contemplating retirement in the near future, "Referral" is a program that should be of great interest to you.

It is a program which began operation in August of 1970. It provides for the counseling and voluntary registration of retiring military personnel into a computerized Man-Job matching system, into which employers from both the public and private sectors may submit job requirements. Referral is designed to enhance the employment opportunities of the 65-70,000 servicemen who leave the armed forces annually after serving a career of 20 to 30 years in uniform. There are three main objectives to this program:

1. To assist Career Servicemen in moving to a meaningful second career in civilian life through improved counseling and the application of computer technology.
2. To provide an improved means of communication between retiring servicemen and prospective employers.
3. To complement recruiting and retention programs within the armed forces by providing needed-services to those who elect a full military career.

This is written to make you aware that there is a Referral Program and upon reporting to your next command you can explore the possibilities of the program in detail, and at the same time obtain a handbook called "Target Tomorrow". This Handbook will provide you with workable solutions to your retirement situation and assist you in making the transition between military and civilian life. All CONUS Commands have a Referral Program and it is to your benefit that you see your referral counselor before retirement.

-CONUS TRAVEL INFORMATION-

How does a Marine find out about his return to the United States? Well, the first requirement is to have a set of orders and a port call assigned. Normal time for these to be available is on the 20th day of the month prior to the month of departure. They are never earlier than that date. A flight date is assigned for a departure from Iwakuni to Yokota Air Base. Marines will check in with the Marine Liaison Section there and may anticipate a 24 to 36 hour delay there. Normally, billeting is accomplished at Tachikawa Air Base which is about 30 minutes away by bus. These two Air Bases boast some of the finest exchange shopping in the far east and offer an excellent opportunity to get some last minute gifts for your homecoming. If you are traveling in the States by commercial air carrier after your arrival in the San Francisco area tickets may be purchased at the Yokota terminal without paying tax on the ticket. Some of you who have gone this route before will recall that a tax free ticket could have been bought at Travis AFB last time you arrived from overseas, but that is no longer true. Travel from Yokota AB may be expected to be on a commercial carrier on government charter to arrive in Travis AFB approximately 12 to 16 hours later, depending on route and enroute stops. Arrival will be at Travis AFB in the San Francisco area. And, regardless of what the rumor mill says, the tour of duty has not been extended from 12 to 15 months.

- CAREER PLANNING INFO-

In HOTLINE HQMC vol. II No. 4 it mentioned that the Marine Corps would now accept for reenlistment only those Marines with a 10th grade education or high school GED equivalency. The article was referring to first term reenlistment only and did not pertain to Marines on a second or subsequent reenlistment. This of course doesn't mean that Marines on their second or subsequent enlistment should forget about upgrading their education level; but the education requirements apply only to first term reenlistments.

-NAVAL ACADEMY-

Each year the Secretary of the Navy may appoint 85 men from the regular Navy and Marine Corps to the U.S. Naval Academy. These appointments are awarded to graduates of the Naval Academy Preparatory School who are recommended and qualified for appointment. A selected applicant for the Naval Academy Preparatory School may compete in any other category of nomination for which he may be eligible. In fact, selected applicants are encouraged to seek congressional nominations to enhance their appointment opportunity for the Naval Academy, if otherwise qualified. MCO 1530.11 gives the details concerning applying for the Naval Academy Preparatory School as a prerequisite for admission to the Naval Academy. An annual announcement of the program is contained in a Marine Corps Bulletin in the 1531 series. So, if you are interested in an "outstanding" program, want to be a Career Marine Officer, and possess the qualifications listed in MCO 1530.11, start preparing to apply for the next program when it is announced.

-PROFUNDITY-

It is better to make mistakes some of the time, than to make them all of the time.

-FOR COMPANY GRADE ONLY-

Will ALMAR 47 be given new life? That is a question that rightly concerns a lot of Officers, for it may determine their length of service. About all that is known at this writing is that HQMC is making a survey and decisions will be based on the results they receive. Till then, give us a call at 4697/8763 and if any new or advance word comes in we'll sure pass it along.

VALUE OF AN HONORABLE DISCHARGE

"You've got to work hard and have a good Record so you can get an Honorable Discharge and be able to reenlist".

"Big Deal - who wants to reenlist? All I want to do is get out"

"You'll still want an Honorable Discharge".

"No, not me. It won't buy you anything on the outside, and besides - who cares what kind of a discharge you get as long as you are done with your military obligation".

That sort of a conversation can be heard far too frequently these days and reflects a general feeling of apathy of a few toward the type of release from the armed services a young man requires. It is not a prevalent attitude but the frequency with which it is heard gives cause to examine how well the party without care is informed. A few people can afford self sufficiency - for those, it is probably correct to say the type of discharge a serviceman receives is of little consequence. For the rest of us 99+% it is pretty important. To many, it is simply a matter of patriotic pride and personal integrity. Nothing wrong with those virtuous ideals, but lets talk about the more pragmatic aspects of an Honorable Discharge when compared with other types.

First, consider that the Honorable Discharge is the "Top of the Line" as far as excellence of performance goes. It is exactly what the Document says it is, a certificate awarded for service with honor. Next comes a General Discharge which is a Discharge under Honorable Conditions. There is a fine and subtle distinction here but enough to merit some comment. A General Discharge is not a "bad" discharge but has among its recipients homosexuals and drug users, which certainly taints the character of those who acquire it. Certainly, some of those men discharged with a General Discharge are so discharged for below average conduct or proficiency marks and have never been in real serious trouble; but, for some reason they never quite measured up to the criteria needed for an Honorable Discharge. Next in severity, and the last of the three types of administrative discharges, is the Undesirable Discharge. It may be given for drug addiction or possession, sexual perversion, repeated venereal disease

infections, dishonorable failure to pay just debts, and other equally repugnant antisocial acts or habits. None of these are acceptable in the community nor will the military tolerate them; hence, the offender is deemed to be an undesirable and so discharged. Many VA benefits are lost, irrevocably in most cases. Included in these are education and vocational training financial assistance, just to mention a couple. More important is the stigma of being branded as an "Undesirable".

Next in line are the Punitive Discharges: There are two types, Bad Conduct and Dishonorable. A Dishonorable Discharge is the harshest of all and akin to the loss of citizenship. It is usually reserved for crimes of sedition, treason, or the like. Closely related is the Bad Conduct Discharge. There is little difference in a Bad Conduct Discharge adjudged by a General Court Martial and a Dishonorable Discharge. The Bad Conduct Discharge adjudged by a Special Court Martial is similar to an Undesirable Discharge with regard to loss of veterans benefits. Both types of punitive discharges are tantamount to a felony conviction and a person receiving them will carry the weight of a character handicap the rest of his life.

Nobody likes to be a loser, and a man receiving anything less than an Honorable Discharge has lost at an endeavor in which he could easily be a winner. The judgment society will render an outcast from a military body charged with defending our country could well be far harsher than deprivation of any VA benefits. Think it over - its your choice, and one you'll have to live with.

... What it's all about



Iwakuni's annual venture into childhood

Story by:
Sgt. Denny Moats



This week's FEN Discathon and challenges were more than a two-day break in a hum-drum winter routine for Iwakuni servicemen.

The money pledged for the challenges will sponsor the December 18 Christmas party for about 800 Japanese children from 11 Iwakuni and Hiroshima orphanages and schools.

Dubbed Operation Happy Face, the annual party began in 1956 with 100 children and has grown yearly since then. Last year's party brought smiles and tears of joy to some 750 children from 11 institutions.

The schools and orphanages include private homes for the blind and handicapped as well as those for underprivileged youngsters.

In addition to the big party and day of activity centered on the Mainside athletic field, the children will receive evidence of the continuing interest of the Americans stationed at MCAS throughout the coming year. Money remaining in the Happy Face fund after the party is used for continuing support of the schools and orphanages in the form of supplies and building materials.

For example, through 1970 money from the 1969 Happy Face fund bought such items as cement, heaters, paint, playground equipment, postage stamps, writing supplies, a piano, television sets, screens, washing machines and toys for those institutions supported by MCAS units.

This Discathon is the ninth in the series designed to

help increase participation in the Operation Happy Face fund-raising drive. Servicemen and their families called in challenges to be performed by certain individuals in return for a pledge to Operation Happy Face.

When the Discathon and challenges have been wrapped up and the debris cleared away, it's time for the party. Children will arrive by bus to meet their "parents for a day."

This year's pint-sized visitors will have a full slate of activities lined up for them. Plans call for everything from a static display of aircraft in front of Block Eight

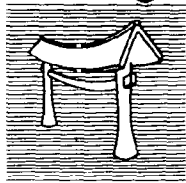
to Japanese cartoons shown in two tents on the athletic field. There will be fire truck rides, rides on simulated aircraft and a number of carnival-type games.

Around mid-afternoon, attention again centers on the Mainside athletic field for the distribution of gifts by none other than jolly old Saint Nicholas himself. With no snows at Iwakuni in December, no one really knows how Santa will arrive, sometimes by helicopter, sometimes by fire truck.

When the party is over, the children depart with lingering memories of their temporary American parents. The departure is always the hardest part because child and parent seem to become almost inseparably bound during the day's activities.

But would-be parents can take heart, there's always an Operation Happy Face next year.





sports

Nationals take All-Star game

The National League All-Stars walked away with the big score in the Thanksgiving All-Star football game.

The afternoon game, played at the Station athletic field, came to life during the last part of the first half.

With All-Star players like Pat Cornwell, the necessary yardage was picked up and pass interception was 'right on' for the National Leaguers.

Strong line defense by the National League team held the American League All-Stars from scoring the vital points needed during the last half.

Final score. . . National League All-Stars 32, American League All-Stars 13.



Flying club to meet

The Iwakuni Flying Club has scheduled its next meeting for December 6, at 7 p.m.

All members are urged to attend and reminded that new constitutional by-laws and operations will be voted on during the meeting.

For additional information contact Lt. Hoyle at extension 4736.



Iwakuni range record broken

The .38 caliber record at the Iwakuni pistol range fell November 19 before the straight shooting of 1stLt. T. A. Demusthenes, Jr., who blasted the black to score a 385x400.

At the same time LtCol. R. V. Walker, CO, MWCS-18, found the perfect sight picture and tied the range record for the .45 caliber pistol by scoring a 367x400.

Lt. Demusthenes, VMA-211, broke the old record of 379 held since 1969, by SSgt. J. McNutty, who served here with H&MS-15.

Intramural Basketball Schedule

December 3

Court # 1

- 6 p.m. — NASU vs. Med-Den
- 7:30 p.m. — VMCJ-1 vs. MABS-15

Court # 2

- 6 p.m. — MASS-2 vs. Operations
- 7:30 p.m. — H&MS-12 vs. VMA-533

December 6

Court # 1

- 6 p.m. — Wing Legal vs. Supply

Court # 2

- 6 p.m. — VMA-533 vs. MABS-12
- 7:30 p.m. — MCAS-1 vs. NASU

December 8

Court # 1

- 6 p.m. — Security vs. MASS-2
- 7:30 p.m. — H&HS-18 vs. H&MS-17

Court # 2

- 6 p.m. — Operations vs. Wing Legal
- 7:30 p.m. — MABS-15 vs. H&MS-12

Vol. 17 No. 10 December 3, 1971 MCAS Iwakuni, Japan

Teller

S-18

n

holes-in-one came in 1967 at Kaneohe Bay, and in 1969, at Camp Pendleton

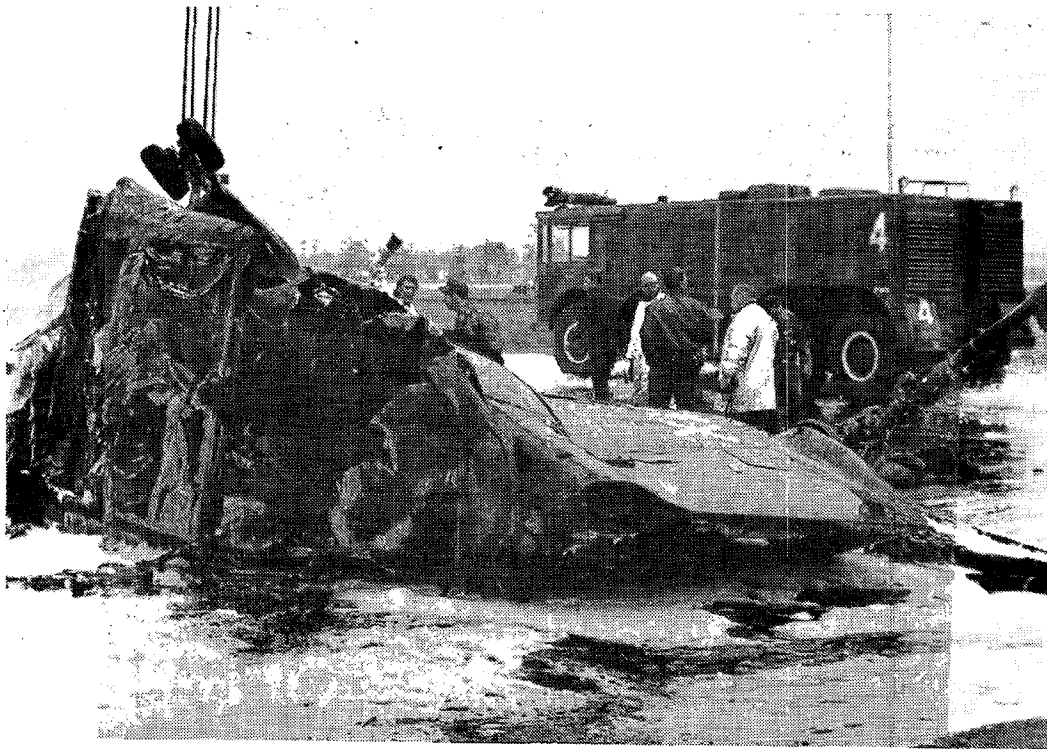
Court # 1

- 6 p.m. — MATCU-60 vs. H&MS-15
- 7:30 p.m. — FAW-6 vs. VP-9

Court # 2

- 6 p.m. — MWHS-1 vs. MATCU-60
- 7:30 p.m. — WERS-17 vs. NASU

(第3種郵便物認可)



REMAINS OF THE HELICOPTER ARE LIFTED BY A CRANE.

USAF

7 Copter Victims Marines

TOKYO (S&S) — All seven Americans killed in the crash of a Marine Corps CH46 Sea Knight helicopter at Yokota AB on Monday were Marines, according to a Navy spokesman at Yokosuka.

The spokesman said further identification could not be made until notification of relatives.

He said the twin-engine helicopter was on a personnel-carrier mission to Yokota directly from Atsugi NAF, where it was based.

All aboard, three crewmen and four passengers, were dead on arrival at the Yokota dispensary.

Fussa police said witnesses reported "The chopper got into a landing position with its nose up, then its rotors stopped and broke apart with a thundering noise, and it crashed to the ground and burned."

However, Yokota base officials said the helicopter did not explode or break up before hitting the ground, but it did burst into flames on impact. They could not say whether or not the rotors stopped before the crash.

Pacific Stars & Stripes
Wednesday, Dec. 22, 1971

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 RUADMA/MAG THREE SIX
 RUEBNMA/MAG TWO SIX
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 RULSSAA/CNM
 RULSSAA/NAVELEXSYSCOM
 RUEDAA/CG MCSA PHILA
 RUEDMSA/CG MCSA ALBANY
 RUWJFAA/CG MCSA BARSTON
 RUADANA/THIRD FSR
 RUWJDFC/DPI CP PENDLETON
 RUEOHKA/SPCC MECHANICSBURG

OPS / PLANS

WKR
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PAGE TWO RUHHFMA1885 C O N F I D E N T I A L

BT

C O N F I D E N T I A L //N05440//

CMC FOR AAP AND AAM

RELOCATION OF MATOU 68 (U)

A. CMC 160059Z NOV 71 (C) (PASEP)

1. (C) LAW REF A CMD MATOU 68 PASSED TO CG FMPLANT EFFECTIVE
 251531Z DEC 71;

2. (U) REQUEST ACKNOWLEDGE RECEIPT;

GP-4

BT

#1885

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NNNN

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