

MARINE AERIAL REFUELER TRANSPORT SQUADRON 152  
Marine Aircraft Group 15 (Reinf)  
9th Marine Amphibious Brigade  
Fleet Marine Force, Pacific  
FPO, San Francisco 96602

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From: Commanding Officer  
To: Commanding Officer, Marine Aircraft Group 15  
Subj: Command Chronology for period 1 July through 31 December 1966;  
submission of  
Ref: (a) GruO 5750.1A  
Encl: ✓(1) Command Chronology  
1. In accordance with reference (a), this commands "Command Chronology"  
is hereby submitted.

  
J. URELL

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COMMAND CHRONOLOGY  
1 July - 31 December 1966

ENCLOSURE (1)

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## COMMANDER'S NARRATIVE SUMMARY OF EVENT

During this period, VMGR-152 flew a total of 8529 sorties, carrying 36,325.1 short tons of cargo, baggage and mail, and 193,950 passengers. This required 12,463.8 hours flight time. Operations receiving direct participation and support were "HASTINGS", "PRAIRIE" and "MISSISSIPPI". For participation in "HASTINGS" the Commanding General, First Marine Aircraft Wing recommended that the squadron be awarded the Navy Unit Commendation.

The squadron maintained a detachment of aircraft at Danang AFB, Republic of Viet Nam, under the operational control of the CG, 1stMAW, to provide the necessary aerial refueling, aerial delivery, flare drop, logistical resupply, radio relay and medical evacuation support for operations throughout the III MAF Complex. The personnel to support these aircraft are attached to Sub Unit 1, VMGR-152. From 1 July to 31 October a three (3) aircraft detachment was maintained. On 1 November the detachment aircraft count was increased to four (4) to provide a Tanker aircraft on a 15 minute stand-by for emergency refueler operations during the monsoon season. The flight crew compliment was increased to five (5) crews at this time also. The extra crew is on standby for night emergency flights, and flare drop missions. The four aircraft detachment is augmented as required, for special operations, at the request of CG, 1stMAW.

During the last week of September a flight crew under Major B. W. EMBERTON was sent to Udorn AFB to learn the technique of dropping battlefield illumination flares from the C-130 aircraft. With the knowledge thus gained and upon completion of construction of the necessary equipment by the Squadron Metal Shop, the first flare drop mission by a Marine KC-130 aircraft was carried out on 3 October.

On 8 October the squadron was presented the National Defense Transportation Award for outstanding performance in support of military operations in the Western Pacific and South East Asia.

November and December operations consisted primarily of routine passenger and logistics flights. Operations in Viet Nam were greatly hampered by the onset of the monsoon season, and considerable skill was required of all pilots to maintain flight operations at an acceptable level under constant instrument flying conditions.

ORGANIZATIONAL DATA

## COMMAND AND STAFF

LtCol John URELL	Commanding Officer	
LtCol James E. FEGLEY	Executive Officer	1 Jul - 30 Nov
LtCol Loran K. BRONLEWE	Executive Officer	1 Dec - 31 Dec
Captain James S. McGUIRE	Aviation Safety Off	1 Jul - 30 Nov
Major Howard CHAPIN	Aviation Safety Off	1 Dec - 31 Dec
Captain William J. SMITH	NATOPS Officer	1 Jul - 19 Aug
Major Rangeley A. BROWN	NATOPS Officer	20 Aug - 31 Dec
Captain Fred W. ANTHES	Material/Supply Off	
Lt (MC) Harold D. McDONALD	Flight Surgeon	1 Jul - 14 Oct
Lt (MC) Mark I. CONGRESS	Flight Surgeon	15 Oct - 31 Dec
Lt (MC) William F. LYONS	Flight Surgeon	16 Dec - 31 Dec
Lt (MC) David G. BUTTERFIELD	Dental Officer	1 Jul - 17 Aug
Lt (MC) Vernon A. BROWN	Dental Officer	18 Aug - 30 Nov
Lt (MC) Lawrence J. LOPEZ	Dental Officer	1 Dec - 31 Dec
Major Bascon F. GORDON	Admin Officer	1 Jul - 8 Aug
Major Gerald W. GERAGHTY	Admin Officer	9 Aug - 15 Dec
Major Gary L. CARLSON	Admin Officer	16 Dec - 31 Dec
Major Luther A. LONO	Operations Officer	1 Jul - 9 Aug
Major Philip W. NEWLAN	Operations Officer	10 Aug - 31 Aug
Major Ernest G. SCHAUPPNER	Operations Officer	1 Sep - 31 Dec
Captain David R. BENNETT	Maintenance Officer	1 Jul - 8 Aug
Major Bascom F. GORDON	Maintenance Officer	9 Aug - 24 Sep
Major David L. RATHBONE	Maintenance Officer	25 Sep - 25 Oct
Major Eldon L. BAUMWART	Maintenance Officer	26 Oct - 31 Dec
Major Larry D. WOODY	Logistics Officer	1 Jul - 8 Aug
Major Leonard O. SHORT	Logistics Officer	9 Aug - 30 Nov
Major Donald G. SMITH	Logistics Officer	1 Dec - 31 Dec
Major Peter F. LOTTSFELDT	Air Frieight Sys Off	1 Jul - 28 Sep
Major Bernard C. DARR	Air Frieight Sys Off	29 Sep - 31 Dec
Major Philip W. NEWLAN	OIC Sub Unit 1	1 Jul - 15 Jul
Major Bruce W. EMBERTON	OIC Sub Unit 1	15 Jul - 15 Aug
Major Larry D. WOODY	OIC Sub Unit 1	15 Aug - 15 Oct
Major Peter F. LOTTSFELDT	OIC Sub Unit 1	15 Oct - 15 Dec
Major Gerald W. GERAGHTY	OIC Sub Unit 1	15 Dec - 31 Dec

## TASK ORGANIZATION

VMGR-152 (12 aircraft), located at MCAF FUTEMA, OKINAWA was under OPCON of CTG 79.3. Detachment Alpha, VMGR-352 (4 aircraft), is under OPCON VMGR-152.

AVERAGE MONTHLY STRENGTH

## USMC

Officers	- Naval Aviators	43
Officers	- Aviation Ground	13
Enlisted		519

## NAVY

Officers		2
Enlisted		7

SIGNIFICANT EVENTS1. COMMITMENTS

Chronological review of normal commitment flown 1 July through 31 December follows:

1 July

- a. LogSup/AR aircraft on station Danang were replaced daily in numbers as required.

2 July

- a. Provided special airlift Red Label cargo for MAG-13      Ats-Iwa
- b. Prepositioned tanker aircraft for TF-77 test              Fut-Dan

3 July

- a. Conducted AR test with TF-77 strike aircraft              Dan-Dan

4 July

- a. Provided airborne DASC for CG FMAW                      Fut-Dan

5 July

- a. Airborne DASC on station Danang

6 July

- a. Provided air transportation for BGen RYAN                  Fut-Cubi
- b. Provided special airlift of Comm Pers and Equip          Fut-Cubi
- c. Airlifted elements of 3d Platoon 1st Recon Co              Cubi-ChuLai

7 July

- a. Airlifted elements 5th Platoon 3d Recon Co                  Fut-Cubi
- b. Provided air transportation for BGen RYAN                  Cubi-Fut
- c. Airlifted elements of VMFA-224                              Fut-Iwa
- d. Airborne DASC on station Danang

8 July

- a. Airlifted elements of VMFA-224                              Iwa-ChuLai
- b. Airlifted elements of VMFA-211                              ChuLai-Iwa
- c. Airborne DASC on station Danang

9 July

- a. Provided air transportation for BGen RYAN Fut-Iwa
- b. Radio Relay aircraft on station Danang

10 July

- a. Radio Relay aircraft on station Danang

11 July

- a. Provided special airlift Red Label cargo for MAG-13 Fut-Tainan
- b. Provided special airlift for VMFA-314 Tainan-Iwa
- c. Provided special airlift for MWSG-17 Iwa-Dan
- d. Provided special airlift for COMFAIRWESTPAC Fut-Ats
- e. Inducted an aircraft KAWPRA Itami for rework
- f. Airborne Radio Relay aircraft on station Danang

12 July

- a. Provided special airlift for MAG-13 Fut-Tainan-Iwa
- b. Airborne Radio Relay aircraft on station Danang

13 July

- a. Airlifted elements of VMFA-224 Iwa-ChuLai
- b. Airlifted elements of VMFA-211 ChuLai-Iwa
- c. Airborne Radio Relay aircraft on station Danang

14 July

- a. Airlifted elements of VMFA-224 Iwa-ChuLai
- b. Airlifted elements of VMFA-211 ChuLai-Iwa
- c. Provided special airlift for 9th MAG Band Fut-Iwa
- d. Airborne Radio Relay aircraft on station Danang

15 July

- a. Airlifted elements of VMFA-224 Iwa-ChuLai
- b. Airlifted elements of VMFA-211 ChuLai-Iwa
- c. Airborne Radio Relay aircraft on station Danang

16 July

- a. Airlifted elements of VMFA-224 Iwa-ChuLai
- b. Airlifted elements of VMFA-211 ChuLai-Iwa

17 July

- a. Provided special airlift for MAG-13 Fut-Tainan-Iwa



19 July

- a. Provided air transportation for MGen MASTERS IGMC Insp Team Fut-Iwa

20 July

- a. Provided additional LogSup/AR aircraft on station Danang Fut-Dan

22 July

- a. Provided special airlift on personnel effects for VMFA-542 Fut-Iwa

23 July

- a. Airlifted elements of VMFA-314 Iwa-Dan
- b. Airlifted elements of VMFA-542 Dan-Iwa

26 July

- a. Ferried KC-130F 148890 to FAWPRA for rework

27 July

- a. Augmented VMGR-152 Det at Danang with three (3) additional aircraft/five (5) additional crews. Total of seven (7) aircraft/eleven (11) crews now on station Danang

28 July

- a. Provided AR training for VMFA-314/VMFA-211 Fut-Iwa

29 July

- a. Airlifted elements of VMFA-211 Iwa-Naha

31 July

- a. Airlifted elements of OSD MSG-17 Iwa-Dan

1 August

- a. Airlifted elements of HMM-263 Fut-Dan
- b. Airlifted elements of HMM-163 Dan-Fut

2 August

- a. Airlifted elements of HMM-263 Fut-Dan
- b. Airlifted elements of HMM-163 Dan-Fut

## 3 August

- a. Airlifted elements of HMM-263 Fut-Dan
- b. Airlifted elements of HMM-163 Dan-Fut
- c. Provided special airlift for Red Label cargo for VMFA-211 Iwa-Naha
- d. Provided special airlift for MWSG-17 cargo Iwa-Dan

## 4 August

- a. Airlifted elements of HMM-263 Fut-Dan
- b. Airlifted elements of HMM-163 Dan-Fut
- c. Provided special airlift for MWSG-17 Iwa-Dan

## 5 August

- a. Airlifted elements of 3d FORRECCO Fut-Cubi-Fut
- b. Provided two (2) additional aircraft on station Danang, total aircraft on station Danang five (5)

## 7 August

- a. Provided backup aircraft for CMC visit Fut-ChuLai-Saigon

## 8 August

- a. Provided backup aircraft for CMC visit Saigon-Dan

## 9 August

- a. Provided AD training for 9thMAB Prov Serv Bn Platoon Fut-Fut

## 11 August

- a. Provided backup aircraft for CMC visit Fut-ChuLai-Dan
- b. Provided air transportation for MGen KIER and BGen MCNATH Fut-Iwa

## 19 August

- a. Airlifted elements of VMFA-542 Iwa-Naha
- b. Airlifted elements of VMA-211 Naha-Iwa

## 20 August

- a. Airlifted elements of VMFA-542 Iwa-Naha

## 21 August

- a. Airlifted elements of VMFA-542 Iwa-Naha

22 August

- a. Provided AD training for 9thMAB Prov Serv Bn

23 August

- a. Provided air transportation for MGen MASTERS and party of 4  
Fut-Dan

26 August

- a. Provided air transportation for BGen VAN STOCKUM Fut-Iwa-Fut
- b. Provided air transportation for MGen MASTERS and party of 3  
Dan-Fut

29 August

- a. Provided AD training for 9thMAB Prov Serv Bn
- b. Airlifted 1stCI Team Fut-PhuBai

31 August

- a. Typhoon Evacuation - Aircraft dispersed to Clark AFB, NAS Cubi Point and NAS Sangley

6 September

- a. Typhoon evacuation aircraft recovered

9 September

- a. Airlifted CO, HMM-163 and party of 4 Fut-Dan
- b. Airlifted elements of VMA-121 Iwa-Naha

10 September

- a. Airlifted elements of VMFA-232 Iwa-Naha
- b. Airlifted elements of MWSG-17 Iwa-Dan

12 September

- a. Airlifted elements of VMFA-542 Naha-Iwa
- b. Airlifted elements of VMA-211 Iwa-Naha
- c. Provided AD training for 9thMAB Prov Serv Bn

16 September

- a. Typhoon Evacuation - Aircraft dispersed to NAS Cubi Point and NAS Sangley

17 September

- a. Typhoon evacuation aircraft recovered

19 September

- a. Provided AD training for 9thMAB Prov Serv Bn

20 September

- a. Provided air transportation for BGen VAN STOCKUM party of 3  
Fut-Iwa

21 September

- a. Provided air transportation for MGen DAVIS party of 11 Fut-Dan

22 September

- a. Airlifted elements of MAG-13 Iwa-ChuLai

24 September

- a. Airlifted elements of HMM-163 Fut-PhuBai

26 September

- a. Provided AR training for VMFA-542 Fut-Iwa

28 September

- a. Airlifted elements of H&MS-17 Iwa-Dan

29 September

- a. Airlifted elements of VMA-211 Naha-Iwa

30 September

- a. Provided air transportation for MGen FIELDS ChuLai-Fut

4 October

- a. Provided AR training for VMA-211 Fut-Iwa

5 October

- a. Airlifted elements of VMA-121 Iwa-Naha

8 October  
a. Airlifted elements of VMA-211 Iwa-Naha

9 October  
a. Airlifted MGen DAVIS Fut-Iwa  
b. Provided AR training for VMA-122 Fut-Fut

13 October  
a. Provided air transportation for RADM HARPER Fut-Dan

21 October  
a. Provided air transportation for BGen RYAN Fut-Iwa-Fut

27 October  
a. Airlifted elements of VMFA-232 Naha-Iwa

1 November  
a. Airlifted elements of VMFA-232 Iwa-Dan

5 November  
a. Airlifted elements of VMA-121 Naha-Iwa

6 November  
a. Airlifted elements of VMA-121 Naha-Iwa

13 November  
a. Airlifted elements of VMA-121 Iwa-ChuLai

14 November  
a. Airlifted elements of VMF(AW)-232 Iwa-Dan

15 November  
a. Airlifted elements of VMF(AW)-232 Iwa-Dan

16 November  
a. Airlifted elements of VMF(AW)-232 Iwa-Dan

17 November

- |  |         |
|--|---------|
| a. Provided air transportation for BGen ELWOOD | Fut-Dan |
| b. Airlifted elements of VMF(AW)-232           | Iwa-Dan |
| c. Airlifted elements of H&MS-17               | Iwa-Dan |

18 November

- |                                      |         |
|--------------------------------------|---------|
| a. Airlifted elements of VMF(AW)-232 | Iwa-Dan |
|--------------------------------------|---------|

19 November

- |                                      |         |
|--------------------------------------|---------|
| a. Airlifted elements of VMF(AW)-232 | Iwa-Dan |
|--------------------------------------|---------|

30 November

- |                                  |            |
|----------------------------------|------------|
| a. Airlifted elements of VMA-121 | Iwa-ChuLai |
| b. Airlifted elements of VMA-223 | ChuLai-Iwa |

2 December

- |                                  |            |
|----------------------------------|------------|
| a. Airlifted elements of VMA-121 | Iwa-ChuLai |
| b. Airlifted elements of VMA-223 | ChuLai-Iwa |

4 December

- |                                  |            |
|----------------------------------|------------|
| a. Airlifted elements of VMA-121 | Iwa-ChuLai |
|----------------------------------|------------|

6 December

- |                                  |            |
|----------------------------------|------------|
| a. Airlifted elements of VMA-121 | Iwa-ChuLai |
|----------------------------------|------------|

10 December

- |  |              |
|--|--------------|
| a. Provided air transportation for Gen WESTMORLAND and LGen WALT | Khe Sahn-Dan |
|--|--------------|

15 December

- |                                  |            |
|----------------------------------|------------|
| a. Airlifted elements of HMM-361 | ChuLai-Fut |
|----------------------------------|------------|

16 December

- |                                  |         |
|----------------------------------|---------|
| a. Airlifted elements of HMM-161 | Fut-Dan |
|----------------------------------|---------|

2. FLIGHT STATISTICS

Cargo (tons)	36,325.1	Detachment only	23,062.6
Passengers	193,950		141,140
Sorties	8,529		6,415
Hours flown	12,463.8		3,597.4
Aerial Refueling Missions flown		46	
Aerial Delivery Missions flown		27	
Flare Drop Missions flown		14	
Flares dropped		2029	
Aircraft hit by ground fire		14	

Casualties as a result of enemy fire---At 1600 23 July, Aircraft 149816, piloted by Captain McGuire and 1st Lt Bowman, took a hit in the right side of the fuselage during a landing approach to Hue-Phu Bai Airport. The round entered the cargo compartment hitting a passenger in the back. He died as a result of his injury.

3. PERSONNEL

Squadron personnel were divided between the squadron at Futema and Sub Unit 1 as follows: (monthly average)

Futema	54 Officers and 432 Enlisted
Sub Unit 1	3 Officers and 87 Enlisted

4. ADMINISTRATION

On 21 November VMGR-152 was charged with the administrative responsibility of MATCU-66.

5. AWARDS

- (1) During the reporting period Squadron personnel were awarded 831 Air Medals for combat flight operations.
- (2) For participation in Operation "HASTINGS", the Squadron was recommended for the NAVY UNIT COMMENDATION. (See Appendix A)
- (3) On 8 October the Squadron was awarded the NATIONAL DEFENSE TRANSPORTATION AWARD for outstanding performance in support of military operations in the Western Pacific and South East Asia.

VMGR-152 PILOTS

MAJOR R. A. BAILEY	1TTLT E. J. FITZMAURICE
MAJOR E. L. BAUMWART	MAJOR G. W. GERAGHTY
CAPT D. R. BENNETT	CAPT R. K. GOFORTH
CAPT W. G. BOECK	MAJOR B. F. GORDON
CAPT R. L. BOWMAN	1TTLT G. F. GROH
CAPT W. H. BROCKETT	CAPT R. A. HAGEMAN
LTCOL L. K. BRONLEWE	CAPT J. F. HALES
MAJOR R. A. BROWN	MAJOR W. A. HEADLEY
CAPT M. C. BRUSH	CAPT R. J. HINCHCLIFF
CAPT R. L. CANTRELL	1TTLT R. S. HOSKINS
MAJOR G. L. CARLSON	MAJOR H. V. HUSTON
MAJOR H. CHAPIN	CAPT T. R. JENSEN
CAPT W. J. CHOWEN	CAPT P. G. JUDKINS
CAPT D. S. CHRISTENSEN	CAPT W. T. LAFFERTY
MAJOR R. C. CONWAY	MAJOR L. A. LONO
CAPT P. C. CRANSTON	MAJOR P. F. LOTTSFELDT
MAJOR R. F. DAAS	CAPT A. C. MARMON
MAJOR B. C. DARR	CAPT E. J. MARTIN
MAJOR H. J. DIFIORE	CAPT J. S. MCGUIRE
CAPT R. R. DORAN	CAPT J. H. MECOM
CAPT D. S. DURHAM	CAPT J. C. MORRIS
MAJOR B. W. EMBERTON	1TTLT J. C. MURDOCK
2DLT R. C. FARRELL	MAJOR P. W. NEWLAN
LTCOL J. E. FEGLEY	CAPT E. P. NOLL



VMGR-152 PILOTS

CAPT D. R. OSTEN

CAPT W. J. SMITH

MAJOR R. L. OWEN

CAPT A. T. SNYDER

MAJOR D. L. RATHBONE

1TLT M. T. SPANN

CAPT C. W. ROGERS

CAPT R. STANFORD

1TLT A. G. SAWATZKY

1TLT M. L. TANDY

MAJOR E. G. SCHAUFFNER

LTCOL J. URELL

1TLT J. E. SCHOBBER

MAJOR S. L. WEINERTH

MAJOR J. D. SELLS

MAJOR L. D. WOODY

MAJOR L. O. SHORT

CAPT F. L. ZAPPONE

MAJOR D. G. SMITH

CAPT A. ZEIKUS

VMGR-152 CREW MEMBERS

PFC	M. M. ADAMS	CPL	T. P. CAMPBELL
LCPL	D. K. AIKEN	LCPL	B. D. CIPOLLA
SGT	R. ALDRICH	LCPL	M. W. CLAWSON
GYSGT	R. A. AMICO	GYSGT	R. L. CLIFT
CPL	R. R. ANDERSON	PFC	W. P. COUSINS
SGT	K. E. ARGENBRIGHT	CPL	W. A. COX
LCPL	G. M. ASHFIELD	GYSGT	E. J. DAIGLE
SSGT	G. BAKER	GYSGT	D. J. DALONZO
MSGT	W. R. BAKER	SSGT	B. T. DANIELS
SSGT	C. I. BARRS	MSGT	R. F. DAVIS
SGT	A. E. BARTA	MSGT	R. H. DAVIS
MSGT	A. E. BENJOCK	SGT	M. DEISS
CPL	J. W. BENSON	SGT	R. DERYKE
SSGT	G. N. BISHOP	MSGT	R. A. DOKTOR
GYSGT	R. H. BLAKE	SGT	R. C. DONAGHY
GYSGT	L. D. BLEVINS	CPL	D. L. DORSSOM
LCPL	R. M. BLISS	SSGT	R. M. DOWNIE
SGT	R. L. BREAUULT	MSGT	P. G. ELLIS
CPL	J. W. BREESE	GYSGT	C. K. EMMONS
CPL	J. R. BRIDGMAN	CPL	P. W. EMMOTT
GYSGT	B. R. BROWN	MGYSGT	W. C. EPPINETTE
MSGT	G. L. BURGESS	MSGT	H. O. EYCLESHIMER
SSGT	W. BURGESS	GYSGT	J. R. FANNING
SGT	G. J. CALCAGNO	CPL	D. L. FARSTER

VMGR-152 CREW MEMBERS

SSGT	B. W. FITZGERALD	SSGT	R. C. JENKINS
GYSGT	D. G. FLETCHER	GYSGT	G. A. JOHNSON
SSGT	R. C. FLING	LCPL	M. J. JONES
GYSGT	A. L. FORSYTHE	SSGT	R. L. JUNJAC
MSGT	J. A. GILES	MSGT	W. S. KALMI
MSGT	R. D. GONSALVES	CPL	L. M. KASUBOSKI
CPL	L. J. GOSS	SGT	N. J. KEEFER
MSGT	R. D. GOSSETT	SSGT	R. KENNEDY
GYSGT	M. W. GUSTAFSON	CPL	P. C. KERR
SSGT	T. J. GUTHERIE	SSGT	J. B. LANDOLFI
SGT	J. A. HAMILTON	SGT	R. W. LANG
CPL	M. W. HARE	SSGT	D. S. LEWIS
CPL	M. D. HARRIS	SGT	T. A. LOPEZ
GYSGT	J. H. HATCHIE	SGT	J. LUKONDI
LCPL	R. C. HEELE	CPL	R. K. MAJEWSKI
SSGT	M. D. HESTER	CPL	G. W. MANION
SGT	M. W. HILL	SSGT	L. A. MARTIN
MSGT	A. M. HOLZEMER	LCPL	R. L. MATHEWS
GYSGT	V. M. HORN	MSGT	W. C. MATTHEWS
MSGT	C. H. HOWARD	SSGT	A. MC GUIRK
GYSGT	E. T. HUNT	MGYSGT	F. H. MC KAY
SGT	J. T. HURST	LCPL	D. P. MC LAUGHLIN
MSGT	M. HUZINEC	SSGT	J. C. MEADOWS
SSGT	T. K. JACQUEZ	MGYSGT	N. G. MILLER

VMGR-152 CREW MEMBERS

SSGT	R. E. MILLER	GYSGT	R. M. SARNER
SGT	R. L. MILLER	SSGT	R. K. SAULAN
GYSGT	L. D. MOOREHEAD	CPL	E. A. SAUNDERS
MSGT	J. A. MURPHY	GYSGT	U. E. SHULTZ
SGT	J. K. MURPHY	SSGT	F. H. SKINNER
SGT	L. C. MURPHY	GYSGT	E. P. SKIPPER
CPL	M. D. NIEBAUER	GYSGT	A. B. SNODGRASS
MGYSGT	W. E. NOLDEN	LCPL	R. A. STANLEY
MSGT	J. G. O'BRIAN	SGT	S. J. STANONIS
GYSGT	J. A. OLSON	GYSGT	C. D. STEVENS
LCPL	D. P. O'SULLIVAN	GYSGT	J. O. STEVENS
GYSGT	R. L. OTT	CPL	C. E. STILLINGS
SGT	R. PATENAUDE	GYSGT	C. R. SUTTON
SSGT	W. G. PENNEY	MSGT	L. L. SWANSON
GYSGT	W. E. PERRY	SSGT	R. J. SWISHER
GYSGT	E. L. PETERSON	SGT	S. D. TEAGUE
GYSGT	R. H. PROVOST	GYSGT	J. P. TIBLIER
SSGT	C. QUILLEN	GYSGT	A. R. TOCA
SGT	H. C. REYES	GYSGT	J. D. TRIPLETT
GYSGT	L. P. ROBERTSON	PFC	J. K. TROELL
SGT	R. N. ROBINSON	MSGT	H. W. UBERNOSKY
GYSGT	R. H. ROVNEY	LCPL	J. J. USERA
GYSGT	C. B. RUCKER	GYSGT	R. A. VANNOSTRAND
GYSGT	E. L. RUSSELL	CPL	R. E. WARD

VMGR-152 CREW MEMBERS

SSGT D. R. WILLIAMS

SGT W. N. WOODS

CPL A. R. ZITO

VMGR-152 NON CREW MEMBERS

GYSGT	V. H. ALLEN	SGT	G. L. KOZAK
LCPL	R. R. ANDERSON	GYSGT	R. W. LARE
MSGT	R. J. ARANOWSKI	GYSGT	T. W. LEPAK
MSGT	C. M. ARCHER	SGT	J. D. MAHAFFEY
MSGT	D. AUSTIN	SGT	E. E. MAYS
SSGT	G. BARNETT	SGT	G. F. MORGAN
CPL	P. F. BARONE	CPL	F. A. NERONE
SGT	S. L. BOOTH	SSGT	R. H. NORWOOD
SSGT	R. B. COYNE	SSGT	J. W. PAUL
SSGT	R. B. DAVIS	GYSGT	R. W. PETERSON
CPL	J. R. DEBIAS	SSGT	L. L. SCOLMAN
SGT	A. J. DEMERS	GYSGT	R. J. SCOPPE
SGT	N. W. DRASHER	SGT	R. D. SHAW
PFC	J. L. DUPUY	CPL	S. C. SHEA
CPL	R. K. EDDINGS	SGT	J. E. SMITH
CPL	D. L. ELLIS	GYSGT	S. F. SMITH
GYSGT	J. M. GADOW	GYSGT	I. T. STREET
SGT	A. J. GIBSON	GYSGT	B. W. THARP
SGT	J. A. HAMILTON	CPL	A. C. WEATHERLY
SSGT	J. M. HERRON	LCPL	R. F. ZATYCKI
MSGT	C. R. HITT	PFC	M. R. MCKINLEY
PFC	H. P. JOHNSON		
MSGT	L. V. KLEIN		

APPENDIX A

copy of

Commanding General, 1st MAF letter recommending

"Navy Unit Commendation"

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

7:PGJ:nkt  
1650  
19 Oct 1966

From: Commanding General  
To: Secretary of the Navy (Navy Department Board of Decorations and Medals)  
Via: (1) Commanding General, 9th Marine Amphibious Brigade  
(2) Commanding General, III Marine Amphibious Force  
(3) Commander, U. S. Military Advisory Command, Vietnam  
(4) Commanding General, Fleet Marine Force, Pacific  
(5) Commander in Chief, U. S. Pacific Fleet  
(6) Commandant of the Marine Corps (Code DL)  
(7) Chief of Naval Operations (OP-09B2E)  
Subj: Navy Unit Commendation; recommendation for  
Ref: (a) FMFPacO P1650.1A  
(b) SECNAVINST P1650.1C

Encl: ✓(1) Proposed Citation

1. In accordance with the provisions of references (a) and (b), it is recommended that Marine Aerial Refueler Transport Squadron 152, as reinforced by elements of Marine Aerial Refueler Transport Squadron 352 be awarded the Navy Unit Commendation for extremely meritorious service in support of the III Marine Amphibious Force in Operation "HASTINGS" during the period 15 July through 4 August 1966.

2. While serving in direct support of combat operations against insurgent guerrilla (Viet Cong) and North Vietnamese Army units, from 15 July through 4 August 1966 during Operation "HASTINGS", Marine Aerial Refueler Transport Squadron 152 (Reinforced) distinguished itself by extremely meritorious service. During the period the squadron supplied the vital logistic support required to successfully prosecute the operation. Operating under the disadvantages and hazards of a 3900 foot dirt airfield at Dong Ha, considered only marginally adequate for any but small fixed wing aircraft operations, the squadron operated its KC-130F transport airplanes, unhesitantly and



7:PGJ:mkt  
1650

skillfully, carrying maximum loads, which demanded the utmost in skill and perseverance from the flight crews. The intensity of the operation was demanding not only on flight crews and air freight crews, but on the aircraft themselves, resulting in a great demand on the maintenance and supply departments of the squadron. The operations on the short dirt airfield resulted in 26 engine changes, numerous wheel, tire and brake changes as well as increasing the intensity of routine maintenance. The entire operation was carried out without accidents or undue delays as a result of the outstanding maintenance support. During the operation four of the squadron's aircraft were struck by hostile small arms fire, resulting in the death of one passenger. For the first time night assault transport aircraft operations were conducted by the squadron into Dong Ha airfield, initially with only flare pots for lighting. Landing the KC-130F on that short, dirt airfield at night under combat conditions was a very demanding and hazardous maneuver, but such was the exceptional skill of the pilots of Marine Aerial Refueler Transport Squadron 152 that it soon became a routine operation. During Operation "HASTINGS" the squadron flew 636.5 hours in 1229 missions in direct support of the operation, carrying 14,190 passengers, 6,764.1 tons of cargo, evacuated 147 wounded, and 118 KIA's. This does not include the normal logistics support also provided to the III Marine Amphibious Force into and out of the Republic of Viet Nam which totaled another 599.4 flight hours in 126 sorties. The success and support of Operation "HASTINGS" hinged upon the capability, teamwork and effort of the entire squadron to provide uninterrupted assault logistical air support. Marine Aerial Refueler Transport Squadron 152's performance in this operation was clearly outstanding among multi-engine transport squadrons and was in keeping with the highest traditions of the Naval Service.

3. The facts contained in the proposed citation are personally known to me.
4. The squadron has received no previous decorations for these actions.
5. Marine Aerial Refueler Transport Squadron 152 has not been recommended for any decorations not as yet received.

7:PGJ:mkt  
1650

6. No other recommendations for decorations are being made for this squadron in connection with this operation.
7. Detachment, Marine Aerial Refueler Transport Squadron 352 was attached during this operation.

/s/ L. B. ROBERTSHAW  
L. B. ROBERTSHAW

Copy to:  
CO, MAG-15  
CO, MAG-13  
CO, VMGR-152  
CO, VMGR-352

The Secretary of the Navy takes pleasure in Commending

MARINE AERIAL REFUELER TRANSPORT SQUADRON 152 (REINFORCED)

for service as set forth in the following

PROPOSED CITATION:

"For exceptionally meritorious conduct in the performance of outstanding service in the Republic of Vietnam during the period 15 July to 4 August 1966. At this time, major forces of the III Marine Amphibious Force were engaged in Operation HASTINGS which pitted them against the largest number of regular North Vietnamese troops encountered thus far. The locale of the Operation was an area most remote from our main friendly forces and their logistical support. The only terminus for both men and materials was DONG HA airfield, a primitive dirt strip of less than four thousand feet length. Yet the enemy had to be struck at this time and, of necessity, our forces were to rely entirely upon air lift into Dong Ha. VMGR-152 undertook this task aggressively and accomplished it with distinction, notwithstanding the facts that a combat operation of this scope had never before been supported entirely by Marine Air. The time for planning and preparation were minimal and the operating conditions bordered upon the unacceptable. Superior judgment was called for by VMGR-152 in scheduling the required men and munitions into DONG HA on a saturation schedule around the clock. Every takeoff and landing required aeronautical skill and precision of the highest order. Instrument landings with minimal aids and night landings with primitive flare pot lights were the order of the day. Hostile fire, which took its toll in life and aircraft damage, tested the courage and dedication of the air crews on every flight. The torturous conditions of dust and mud consumed well over a score of aircraft engines. Yet undaunted, the men of VMGR-152 pursued their task, depositing over 14,000 personnel and nearly 7,000 tons of war munitions at their destination. Operation HASTINGS stands as one of the most significant actions in this conflict. The officers and men of VMGR-152, by their courage, skill and devotion to duty, made this operation possible. Their actions have been in keeping with the highest traditions of the United States Naval Service."

SECRETARY OF THE NAVY

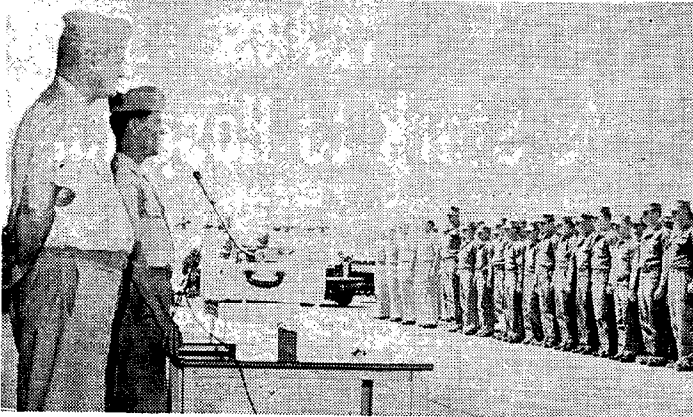
APPENDIX B

Rotor Blade/Landing Zone newspaper coverage  
pertaining to Squadron events/personnel

October 14, 1966

THE ROTOR BLADE

Page 3



**A MARINE FIRST**—Col. Dan C. Holland (center), former commanding officer, Marine Aerial Refueling Transport Squadron (VMGR)-152 presented the National Defense Transportation Award for 1966 to LtCol. John Urell, commanding officer, VMGR-152, during a squadron formation Oct. 8.

(Photo by Cpl. R. L. Tudor)



**BIG NUMBERS**—Col. John Urell, Marine Aerial Transport Refueling Squadron (VMGR)-152 commander, receives a membership certificate to the Lockheed 1,000 hour club from Mr. Norman T. Steckler, a Lockheed representative. Other VMGR pilots displaying the certificates they just received are (from left): Capt. Melvin T. Spann, Capt. Joseph C. Merris and Maj. Rangeley A. Brown. (Photo by LCpl. Jim Owens)

## Defense Transportation Award Presented '152

By Cpl. R. L. Tudor

The National Defense Transportation Association has presented their Defense Transportation Award for 1966 to Marine Aerial Transport Refueling Squadron (VMGR)-152, Marine Corps Air Facility, Futema, for their outstanding performance in support of military operations in the Western Pacific and South East Asia.

The award is presented each year to a civilian or military organization that has contributed the greatest to the effort and support of American Defense in the field of Transportation. The presentation of this award was the first to be awarded to the United States Marine Corps by the association.

Col. Dan C. Holland, former commanding officer of VMGR-152, received the award in the United States and returned to Okinawa to present it to the squadron members. LtCol. John Urell, commanding officer,

VMGR-152, received it for the unit during a squadron formation Oct. 8.

Following the presentation, MajGen. Raymond G. Davis, G-1 and Manpower Coordinator, Headquarters Marine Corps, congratulated the Marines of the squadron for their outstanding performance and service during past months and for their support of Operation Hastings.

## VMGR-152 Cargo Drop Really Hits the Spot

**Da Nang**—"Stand by, Release the drogue chute, we're going to drop now."

With these words Marine 1stLt. Jack Schober of Toledo, Ohio, pulled back on the controls of the giant KC130 F transport, pointed the nose to the heavens, and more than 25,000 pounds of supplies poured out of the aircraft.

Once the cargo was out, the lieutenant nosed the plane over into level flight and circled the drop area to see how good his aim had been.

By the time the craft came

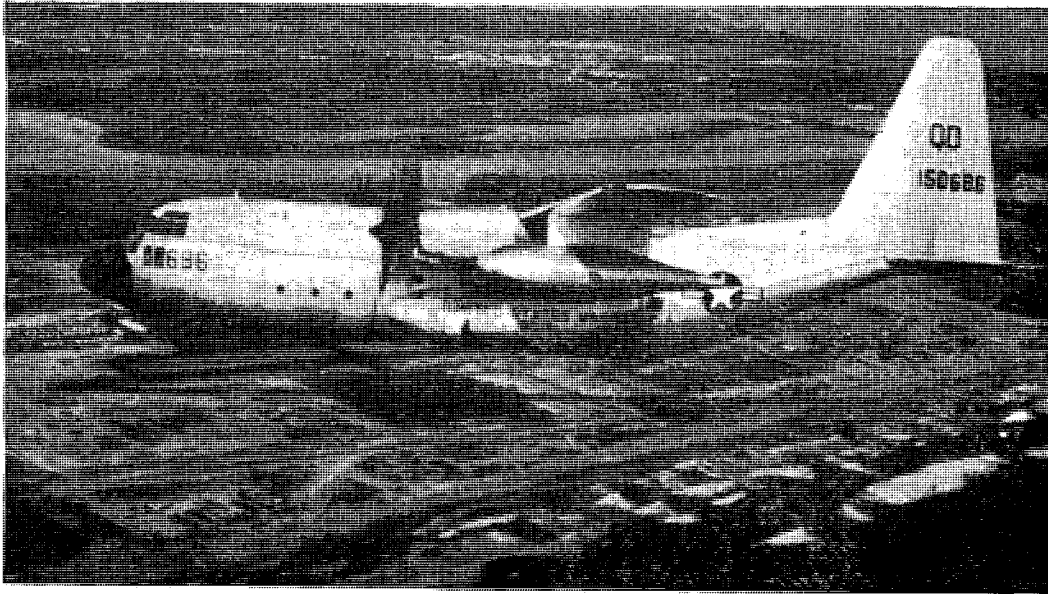
back over the area, the cargo parachutes were on the ground in a neat row.

The pilot and Sgt. G. E. Mister of Grisfield, Md., exchanged the traditional thumbs-up gesture to signify that the drop was "right on the nose."

Sgt. Mister, safety NCO, 3rd Marine Aerial Delivery Platoon, had relayed the pilot's commands back to GySgt. J. W. Howard of Grand Prairie, Tex., the loadmaster, via the plane's intercom system. In turn, Howard signaled his crew to start the drop on its way.

Through the coordination of the air crew all members of Marine Aerial Transport Refueling Squadron-152 and the Air Delivery unit, a U. S. Army Special Forces camp received a load of needed supplies on time and in the exact area they requested.

With the navigator, SSgt. Malcolm Hester of Jasper, Ala., plotting the course, the KC-130 left Da Nang before dawn and dropped the load just after daylight, then headed back to its base.



**HERCULES**—A VMGR-152 KC-130F Hercules circles in the air over a landing zone in Southeast Asia. Photo is courtesy of Cpl. Murray W. Clawson, a VMGR-152 navigator.



**SICK BIRD**—SSgt. Milton Deiss (on the wing), of Houston, Texas, and GySgt. Edward J. Daigle of East Point, Ga., both of Marine Aerial Refueler/Transport Squadron (VMGR)-152 make minor adjustments to the starboard engine of a KC-130F Hercules, following a troop lift in Vietnam. (Photo by Cpl. T. E. Campau)





August 5, 1966

THE ROTOR BLADE

Page 5

# VMGR Support Boosts Operation Hastings

By Cpl. Jim Keith

**DA NANG** (Force Information Office)—The Marine Corps had a problem. It had over five million pounds of cargo in Da Nang which it had to transport to Dong Ha in the northernmost section of Quang Tri Province in support of Operation Hastings.

Five days later, the men of Marine Aerial Transport/Refueling Squadron (VMGR)-152 had solved the problem and the cargo was in Dong Ha. Twelve KC-130F "Hercules" aircraft had been employed on a twenty-four hour basis and had flown over five hundred sorties to and from Dong Ha.

The Marines of the squadron logged over 235 hours in the air during the five day period as each plane flew an average of fifteen missions, three a day, expending over 100,000 gallons of fuel.

Eighty-four night landings were made on the dirt airstrip at Dong Ha—some not under the best of conditions.

Maj. Luther A. Lono (Seattle, Wash.), the squadron operations officer, was one of the first pilots to make a night landing at the Dong Ha airfield.

"When we made our first night landing at the strip," the major reported, "the only lighting the field had was the lights of a jeep or truck at the approach to the runway. It was a little hairy."

Shortly thereafter flare pots were employed along the runway.

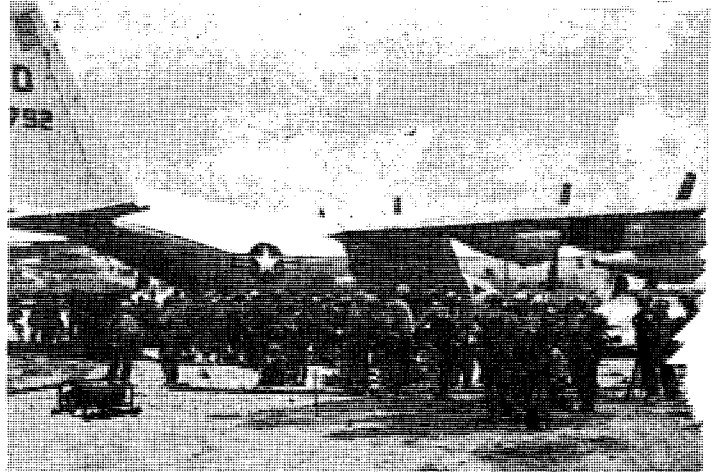
"The flare pots worked real fine," Maj. Lono continued, "but the backwash from the engines kept blowing them out. Someone had to stand by after each plane landed to relight them."

Portable electric runway lights were recently installed along the runway and the flare pots were retired.

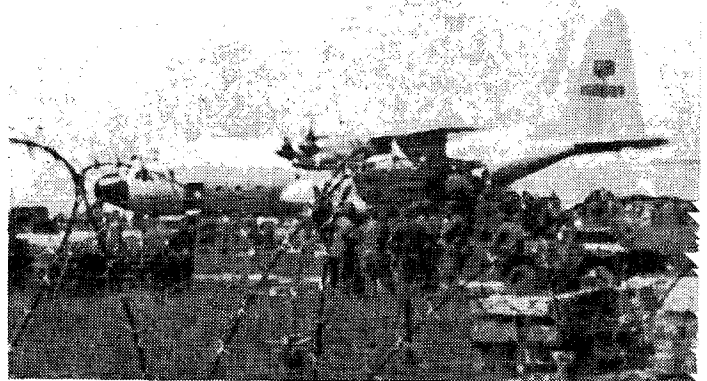
Another problem faced by the pilots flying the Dong Ha airlift was the tremendous amount of dust raised by the backwash from the planes' props on the dirt runway. Occasionally an incoming aircraft would have to fly through a thick cloud of dust created by a departing plane minutes before.

During the five-day airlift, the Marines weren't only flying cargo into Dong Ha (although incoming cargo did constitute the majority of cargo handled at the Dong Ha airport). As each flight would leave, wounded Marines from the battlefield would be aboard being medically evacuated to hospital facilities in rear areas.

So ended the Dong Ha airlift. Once again the men of VMGR-152 had proved the old familiar adage....."Marines can do...."



**COMBAT CARGO**—Marine combat troops file into a KC130F aircraft of VMGR-152 for further transportation into a combat area during Operation Hastings. (Photo by Sgt. J. W. Benson)



**PREPARATIONS**—Marines stand by to load equipment as a KC130F aircraft prepares for a mission in support of Operation Hastings. (Photo by Sgt. J. W. Benson)



**SAND-LOT LOADING**—A KC130F transport plane of VMGR-152 loads Marines in the Republic of Vietnam. (Photo by Sgt. John G. McCullough)

## On The Sports Scene

Sports Line; Telephone 23-466

### SOFTBALL TOURNEY

Headquarters and Service Company, Supply Bn, reezed into the home-stretch picking up 14 trophies at ceremonies held July 27 at 3dFSR headquarters. Col H. E. Wertman, CO, 3dFSR presnted the large regimental softball trophy to the company commander, Capt. G. W. Smeltzer, and awarded individual trophies to the team members.

The-13 man H&S Company team #1 carried a record of 13 wins and only one defeat. Supply Company team #1 boosted an identical scoreboard but was belted out of first with a shattering lose during the final playoff hassle.

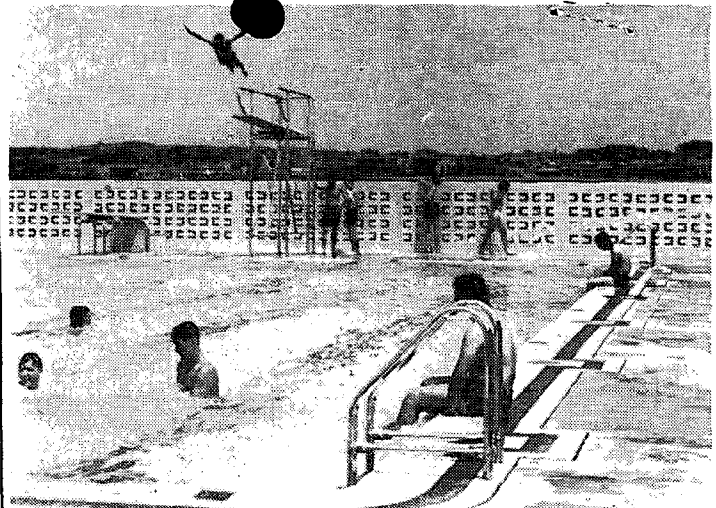
There were a total of six teams in the competition. I&SCo and SupCo both had two teams, AmmoCo and Ration Co. had one each.

The individual awards were sleek, 12-inch high trophies with the player's name engraved in the bronze front plate. The large blue and bronze regimental trophy received by Capt Smeltzer is now on display in the Supply Bn. trophy case at Battalion headquarters.

(See photo below).



**SOFTBALL CHAMPS**—At left, Col. H. E. Wertman presents the 3rd FSR softball trophy to the Commanding Officer of winning Supply Co., Capt. C. W. Smeltzer. Individual trophies went to team members: (front row (l to r) LCpls. T. L. Safko, W. T. Henry, J. G. Osterhaus, and Pfc. M. L. Askins; (middle row) Sgts. C. Fleming and A. D. Belcher, LCpl. J. F. Dino, SSgt. W. D. Grace, (back row) LCpls. D. L. Kendall, J. Bilderback, K. J. Bogielczyk, W. F. Pierce, and Cpl. D. L. Krause.



### *It's Been a Long, Hot Summer*

But the MCAF, Futema, swimming pool is open. Maintenance work on the pool has been completed and Special Services has opened the water world up to all hands. Pool hours are from 11:30 a.m. to 7:30 p.m. daily except Monday.

## KEEPING FIT

### Your Dental Health



By Lt. J. Rosenfeld  
Dental Corps, USNR

Remember, you can prevent dental disease! Here is the fourth basic step toward dental health.

**PROPER DIET AND EATING HABITS**—Most of us in the military eat a well-balanced diet which is obtained from high quality food, rich in all the necessary elements to keep us strong and able to do our best in the defense of our country.

Many, however, eat entirely too many between meal snacks consisting of items high in sugar content. Don't misunderstand—sugar is a desirable and essential element in our diet. The sugars and starches are excellent providers of energy for our bodies, but this beneficial action takes place after these substances are swallowed. On the contrary, a harmful decay producing acidity results when the sugars and starches stick to the teeth and are not properly brushed or rinsed away.

Research has proven that it is not the total amount of sugar that is eaten, especially with or right after a meal, but it is the constant "snacking" between meals without brushing or rinsing the residue away that accounts for the increased tooth decay! By allowing the sweet, sticky particles to remain on the surfaces and in the crevices of the teeth, the ever present mouth bacteria attack this debris and start to produce an acid which can quickly etch the enamel and in so doing begin another cavity.

Eating between meals, has become a part of living, but a substitute of fruit, fruit juices, vegetables, nuts, popcorn and the excellent variety of sugar free gums, candies and beverages that are now available are just as good, and much better for your teeth.

To sum up here are three basic rules in regard to diet and eating habits.

1. Eat your sweets with or right after meals, then brush or rinse immediately.
2. When you desire a snack in between meals, substitute some of the items mentioned.
3. If you do eat a sweet food or drink a sweet beverage, a water fountain should be handy where you can rinse your mouth immediately.

**BE TRUE TO YOUR TEETH—GIVE THEM THE BRUSH-OFF!!**



September 2, 1966

THE ROTOR BLADE

Page 5

# VIEWING VIETNAM

## VMGR-152 Has Motto: "We Can Do It Better"

By SSgt. Ted Scott  
(FIO, III MAF)

**DA NANG**—About 50 Marines with three KC-130 F aircraft are living up to their motto: "We can lift anything anywhere, better and faster than anybody."

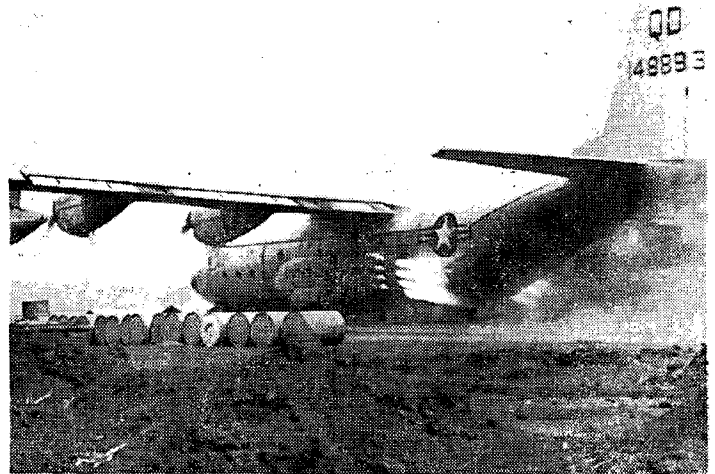
The Marines are members of Marine Aerial Transport Refueling Squadron (VMGR)-152 detached here. Their cargoes would cause a civilian airline to wonder.

During June alone, for example, the detachment moved 17,000 passengers and four and one-half million pounds of cargo. Cargo shipments are many and varied, ranging from a load of live piglets, destined for a Vietnamese village, to heavy blocks of ice and—yes, it's true—a palletized load of Yogi Bear Bubble Bath for the the Civic Action Program at Chu Lai. Sometime soon, Vietnamese children will learn the pleasure of bubble baths after the bottles are distributed.

Sgt. Bennie R. Walker, then Asst. NCOIC of Air Freight, admitted that the bubble bath may have been unique in the squadron's history.

### JATO

Among the squadron's accomplishments is the first takeoff by a KC 130 F using jet assisted take-off (JATO) bottles in a tactical situation. This took place when the squadron was flying a load of troops to Phu Bai.



**JATO**—A giant KC 130 F, heavily laden, is boosted into the air by twin banks of JATO bottles, four on each side.

(Photo by Sgt. R. Hathaway)

Currently, the detachment is commanded by Maj. Larry Woody.

One regular mission by the detachment's KC 130 F aircraft is an on-station aerial refueling hop. Jet attack aircraft of the 1st Marine Aircraft Wing here take off with full loads of ordnance and a minimum of fuel. Once airborne and at a pre-arranged altitude, the jets meet their aerial filling station and top off their tanks. This system gives the jets considerably extended range and permits them to orbit over possible trouble spots for longer periods with more ordnance.

Although their mission is logistical rather than combat, the huge aircraft often make irresistible targets to Viet Cong snipers, especially as they swing low in their landing patterns at Da Nang. Recently one of the squadron's planes took a VC bullet which pierced an oxygen system, but failed to keep the aircraft from its mission.

GySgt. Edward Hunt summed up the squadron's operation at Da Nang. Looking thoughtfully across the shimmering summer sunbaked airstrip, Hunt said: "We fulfill our mission, and our mission is to fly anything anywhere, better and faster than anybody."



**GEAR FROM THE AIR**—Aerial drops are an often dramatic method of supplying troops in the field.

(Photo by Sgt. R. Hathaway)



**HEAVYWEIGHTS**—When this 105mm howitzer off-loads after its aerial trip, courtesy of VMGR-152, it will be to fire in anger against the Viet Cong. The squadron's giant KC 130 F aircraft daily haul all sorts of gear, from artillery to aspirin, in support of combat operations.

(Photo by Sgt. R. Hathaway)

## On The Sports Scene

By "Red" Garrett, Tel. 23-466

### Marine Wins Leech Trophy In Rifle Match

During the National Rifle and Pistol Matches, Camp Perry, Ohio, two Marines led a force of 13 Marines who finished in the top 26 places in the 1,000 yard Leech Cup Match.

Cpl. Douglas M. DeHaas, Camp Pendleton, fired a 100 with 18v's to capture the overall match championship, while Sgt. Jerry F. Boswell, Cherry Point, N.C., topped the service rifle competitors with a 100-15v's score. 2ndLt. D. R. Bartlett placed second in the overall match and Capt. G. M. VanOrden finished sixth.

In winning the Leech Cup, DeHaas fired a bolt rifle while Boswell used the M-14 to win the service rifle division. The Leech Cup is a match in which 20 rounds are fired from 1,000 yards.

Among the service competitors, the Marine Corps took nine of 17 positions, including the top three.

### Members Sought For SCUBA Club

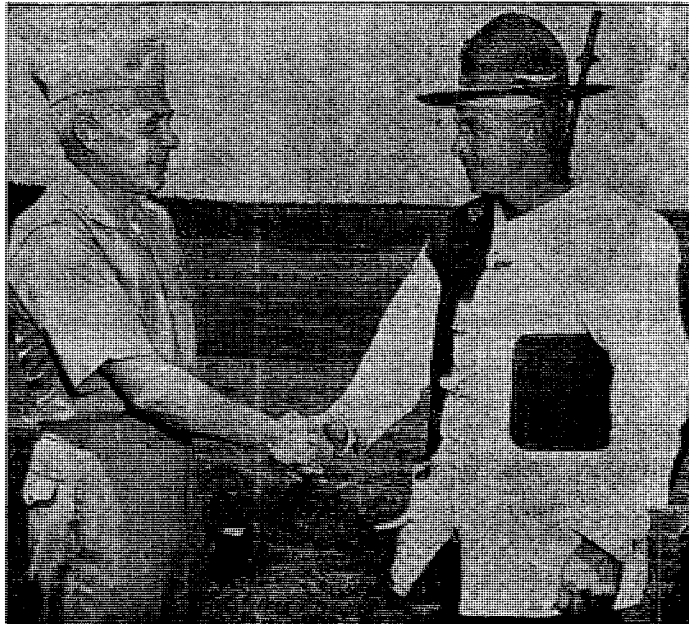
Plans for a SCUBA Diving club are now in the works at Marine Corps Air Facility Special Services.

Persons desiring to become members may pick up applications at the Issue Room in station gym.

**Note:** Special Services is also seeking members for a bowling team. All interested personnel should contact Special Services Bldg. 404.

### Interservice Rifle Championship

## Marine Corps Shoots It's Way To Victory



**TOP SHOOTER**—MajGen. William R. Collins, assistant chief of staff, G-3, HQMC, pauses for a moment to congratulate the winner of the Interservice Individual Championship, 2ndLt. Donice R. Bartlett, MTU, MCS, Quantico. Bartlett out-shot more than 325 top military marksmen to take top honors with his aggregate score of 500-54V in rifle competition.

The seventh annual Interservice Rifle Team Championship at Marine Corps Schools, Quantico, Va., was won by the Marine Corps last week. In a match that saw four teams break the record of 2474-259V set by the Army last year, the Marines bettered the record by 15 points and 21 "Vs," posting a score of 2489 with 280 "Vs."

Placing second, third and fourth respectively was the Navy with 2481-261V, the Air Force with 2477-248V, and the Army with 249-26V.

**MARINE SHOOTERS** set a record while winning the Commandant Marine Corps Schools Match. Representing MTU, Quantico, was the Marine Corps Scoggins Team which fired a 894-82V to break the old record of 891-74V set by the Marine Corps Zahn Team in 1964.

Firing a perfect score of 500 with 54 "Vs" over a five match course to win individual rifle championship was Marine 2ndLt. Donice R. Bartlett, MTU, Quantico. He became the first shooter to wear the crown twice, having won it in 1964.

GySgt. Tommy J. Green, Cherry Point, N.C., won the Interservice Coast Guard Match with a record-tying 100-17V.

In the Interservice Air Force Match, Marine SSgt. Frank V. Kruck, MTU, Quantico, fired a 100 with 16 "Vs" to take first place.

Most of the more than 320 military marksmen who competed in the Interservice Matches will go to Camp Perry, Ohio, to represent the Armed Forces in the National rifle meet.

## Four Over Par Wins All-Marine Tourney

The All-Marine Golf Tournament held at El Toro, Calif., ended last week with Cpl. Jamie Child of Cherry Point winning the the Open Division, and MSgt. San Head of Albany taking the Senior Division.

Cpl. Child won the Open Division with a blazing four round score of 292. He had rounds of 74, 75, 74, and 69.

MSgt. Head had rounds of 75, 79, 75, and 84, which added up to his winning score of 313 in the Senior Division.

Second, third and fourth positions in each division was a close race, involving a play-off for third spot in both divisions.

Capt. Ernie Brown defeated SSgt. Art Henderson on the first

play-off hole for third place in the Open Division. In the Senior Division SgtMaj. Ken Postlewait former MCAF Sergeant Major, defeated CWO E.S. Rust on the first play-off hole also for third place.

The All-Marine team consisting of the top five Open competitors and top three Seniors are currently participating in the Inter-Service tournament at Maxwell AFB, Montgomery, Ala.

### Need Sports News

Interested in seeing your name or activity in print? Then call the sports editor, extension 466, on any news item pertaining to sports.

Since the sports page has been established, sporting news items will greatly be needed. Don't forget—extension 466.

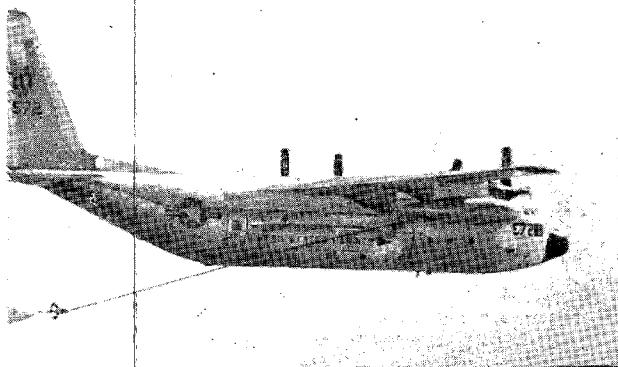




November, 26, 1966

Page 5

## Marine Corps Workhorses



The Sky

# bec Delta"

for the handling of millions of pounds of equipment being transported to many points in the Far East. To handle this freight with professional skill and the greatest amount of efficiency, '152 operates its own Air Freight Sections at Futema and Iwakuni, and two in Southeast Asia.

The Material Section of '152 can be compared to a modern hardware store. It has everything from flight suits to pistols and spare parts. The Material Section is responsible for maintaining a ready supply of all items that might possibly be needed by the squadron.

Stepping over to the Navigation Section, it is seen that all VMGR's navigators, as are all Marine Corps navigators, are enlisted men, ranging in age from 19 — upwards. Despite this factor, they are highly trained specialists in a field which is considered, by many, an art. They are professional in every phase of navigation and are capable of navigating any aircraft, under any conditions. Celestial, pressure, loran, consolan, and radar are just some of the means employed by the navigators in directing their aircrafts to the proper destination.

When reviewing '152, the radio men cannot be slighted for they have a dual job. A radio man is not only the plane's communicator but he is also its loadmaster; responsible for the manifesting, loading and securing of all loads that go aboard the planes. A tremendous amount of paper work is also included in his job.

It could be said that the Maintenance Section is the mother and father of the squadron's aircraft. They are the ones who worry when the planes are on the ground and rejoice when the last one touches down safely at the end of a day. The safety of the aircraft and its men is entrusted to the maintenance workers. Each plane is a Maintenance

Marine's "baby" and he inherits a number of gray hairs from worrying over every small detail that could spell disaster when the plane is airborne.

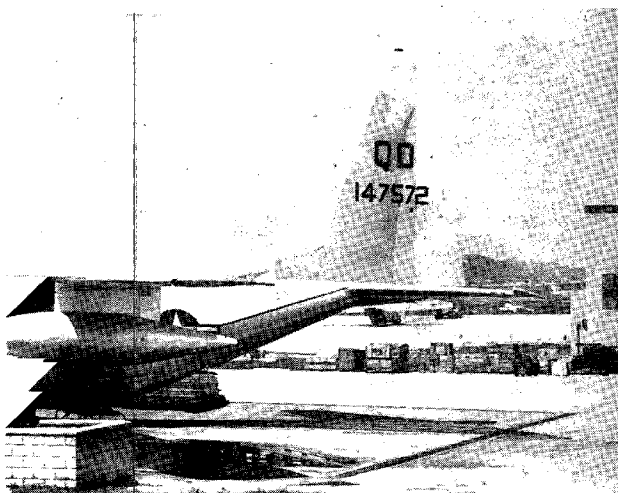
The Aircraft Maintenance Support Element Section's primary duty is the responsibility of caring for all ground support equipment needed for the aircraft. This equipment includes in part: power units, vehicles, stands, ladders, rollers, and many other vitally needed commodities.

Mastery of the electrical world is not easily obtained but in order to keep planes in the air, there must be men who are capable of maintaining the electrical systems to a point of almost constant perfection. These men are specialists whose patients are the navigational, radio, synchronization and countless other systems which when working together make VMGR's aircraft an electronic marvel.

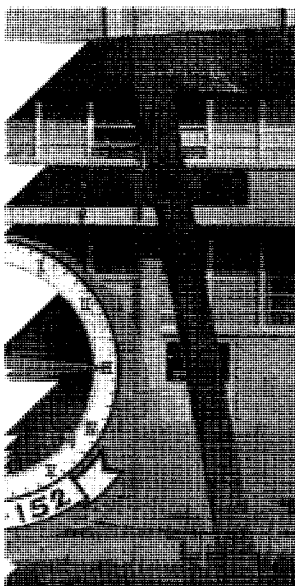
Periodically, the aircraft must go into check to insure an efficient, safe operating "bird." This job is handled by the Check Crew. The crew is responsible for giving the planes periodic overhauls but also must remain constantly ready to insure that the planes taking off in the morning are ready for flight.

The mission of the Flight Equipment Section is a vital one. Here lies the responsibility for the maintenance of all the survival gear found aboard the aircraft, including liferafts, oxygen and smoke masks, life vests, and parachutes. Paramount among the sections duties, is the maintenance of parachutes.

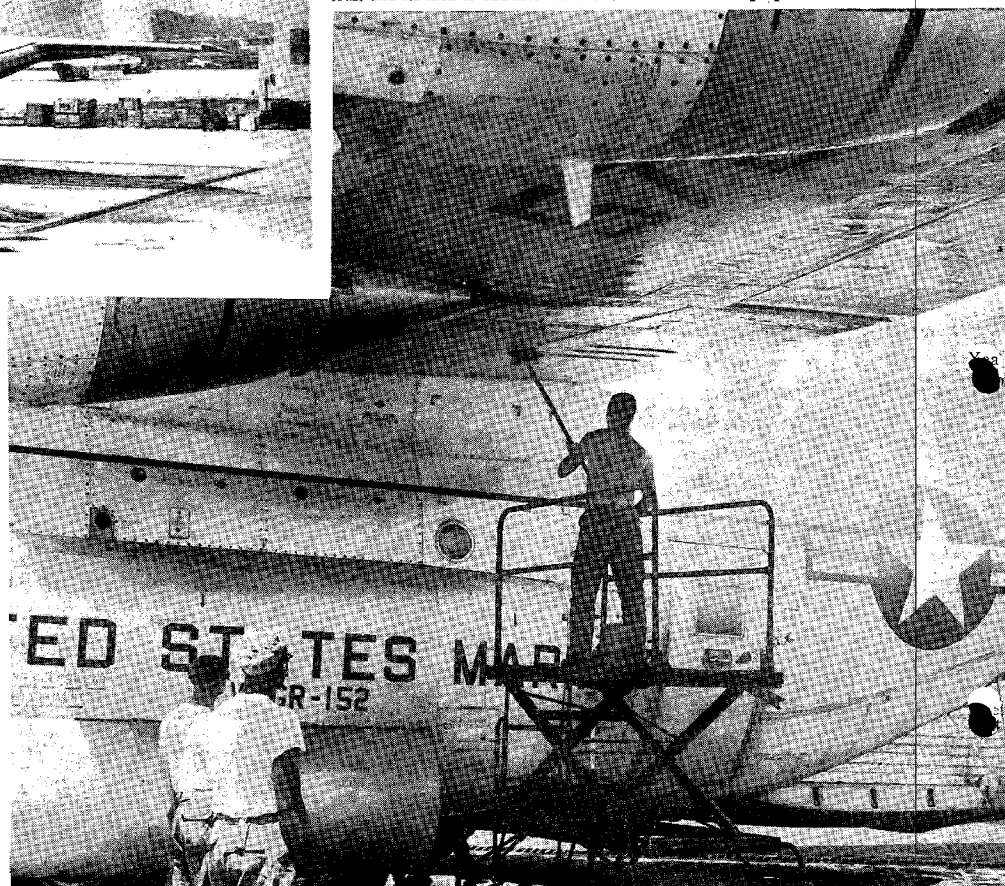
The remainder of VMGR sections specialize in limited fields. For instance, the hydraulics sections takes care of just that; while the metal shop is responsible for all the metal work done on an aircraft. One of the squadron section is devoted entirely to the power plant while another works only with the propeller.



For Flight



Insignia



Scrubbing Off Southeast Asia Dust

## VMGR-152: One of Three

By LCpl. Jim Owens

One of the only three Marine Aerial Refueler/Transport Squadrons in the Marine Corps is stationed at Marine Corps Air Facility, Futema.

The counterparts of Marine Aerial Refueler/Transport Squadron (VMGR)-152, Futema-stationed unit, are VMGR-252 from Cherry Point, N. C. and VMGR-352, stationed at Marine Corps Air Station, El Toro, Calif.

Boasting a total crew of more than 600 men and officers, the mission of VMGR-152 is, "To provide assault air transport of personnel, equipment, and supplies; to refuel; and other air operations as directed."

Flying the KC-130F four-engine turboprop refueler/transport, '152 fulfills its mission. The KC-130F is the Marine Corps adaptation of Lockheed's famous "all-weather" C-130. It is a huge aircraft which provides the Marine Corps with a superb piece of machinery capable of transporting troops, equipment and supplies. It is also especially adapted for aerial refueling capabilities and can refuel two high performance fighter or attack type aircraft simultaneously.

During the month of October, the unit proved its capabilities with the aircraft by carrying 4,700 tons of cargo and 2,900 passengers. The squadron averages 1,200 sorties per month with 1,620 flight hours.

The major tasks of '152 are divided into six areas: (a) To air land troops and combat

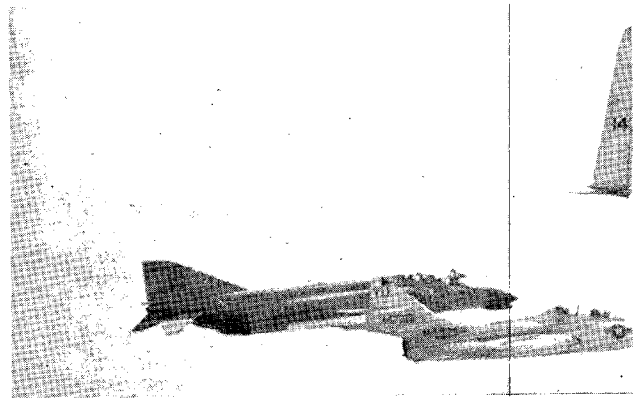
cargo in objective areas; (b) Airdrop combat cargo and emergency resupply; (c) Aerial refueling; (d) Long range delivery of material and personnel; (e) Perform organizational and intermediate maintenance on assigned aircraft and intermediate level maintenance on components as directed; (f) Manage and operate the Marine air freight and passenger system in West Pacific and South East Asia.

In August, 1965, it was decided by 1st Marine Aircraft Wing planners that '152 would be moved from Marine Corps Air Station, Iwakuni, Japan, to MCAF, Futema. The move was a big one. The unit's men and many loads of heavy equipment had to be flown from Iwakuni to Futema. But VMGR-152 accomplished the move in a few short weeks. Throughout the movement, regular heavy squadron commitments that '152 was required to fly were always completed on schedule.

Since moving to Futema, the unit has continued its performance on the highest level and has proven itself a top-notch squadron, especially in operations in Southeast Asia.

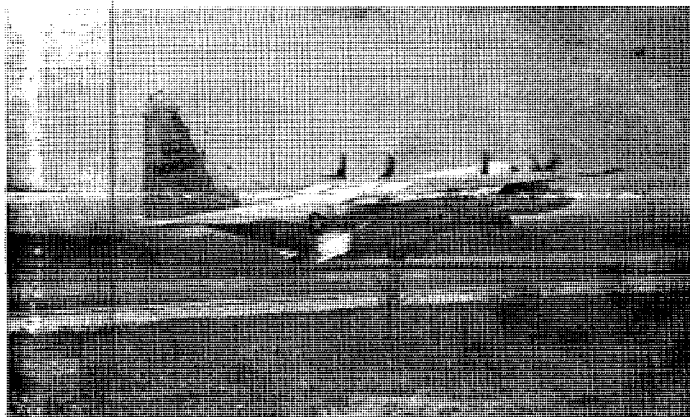
The unit maintains its own administrative sections, from S-1 to Supply and Motor Transport. One of the newest departments to become a part of '152 is the Medical Department. The medical department is composed of competent doctors and corpsmen who provide '152 with any and all phases of medical care—on station or in the field.

Because of its mission, '152 is responsible

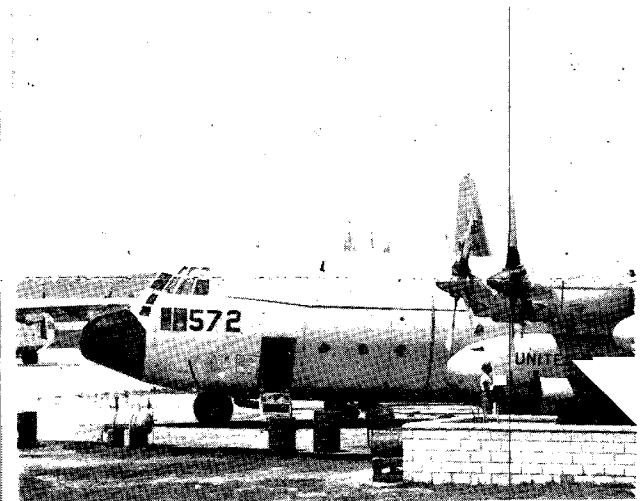


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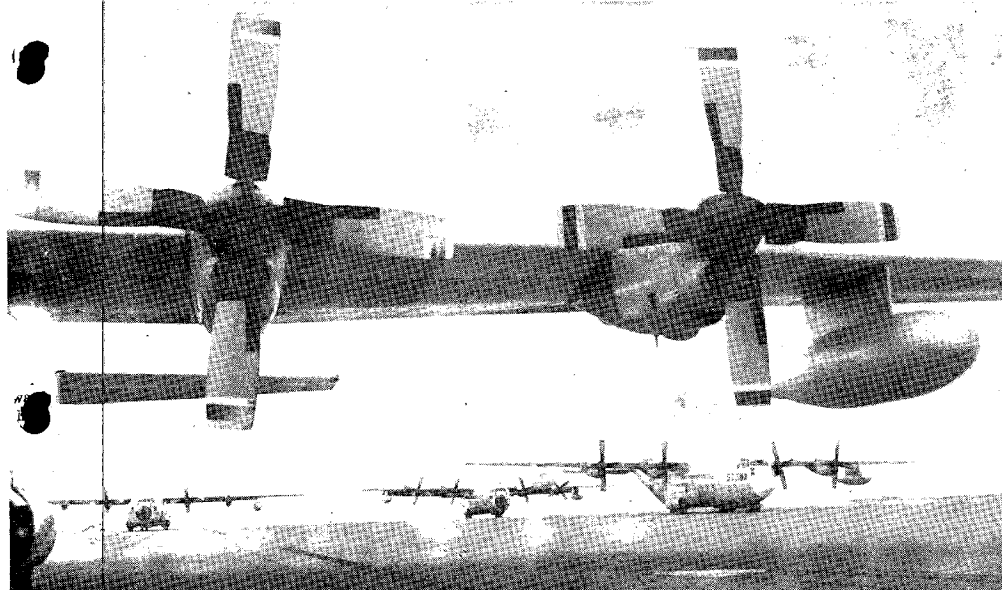
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Jet Assisted Take-off



Preparation



Ready And Waiting



Squadron



November 26, 1966

THE LANDING ZONE

Page 3



**MATCU MEN** — Cpl. R. M. McClain (left) and LCpl. K. R. Miller, Marine Air Traffic Control Unit-66, manipulate controls at the Marine Corps Air Facility, Futema, Operations Tower. MATCU-66 took complete control of the tower following the transfer of all available facility Marines. (Photo by Cpl. Jim Keith)

## Marines of MATCU-66 Operate MCAF Tower

Marine Air Traffic Control Unit (MATCU)-66, under the command of Capt. J. N. Bacon, is a tenant unit at the Marine Corps Air Facility, Futema. Like every other organization in the Marine Corps, it has a specialized function.

That function is to direct and control all air traffic within a designated airport...and, in addition, to be capable of deploying all personnel and equipment to a designated advanced airfield installation within a matter of 48 hours, when directed to do so by its parent organization.

Recently that mission was put to the test, and MATCU-66 deployed ten men.

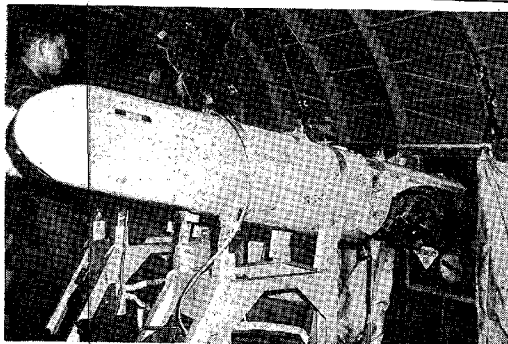
Although deployed, the men didn't manage to collect any travel pay, for they were moved only a few hundred yards to the Operations Tower at the Futema airstrip.

Three weeks ago, the last of the MCAF Marines stationed at the Operations Tower were transferred, leaving the tower without personnel.

MATCU-66, which has always augmented the tower personnel, is now supplying the air facility with the manpower needed to keep the tower in operation twenty-four hours a day, as is required.

In short, they're "keeping those canaries flying."

The unit also sends Marines TAD to Naha and Kadena air bases.



**SPOOKY'S SECRET**—This electronically fired gun pod, which spits out small arms ammunition at the rate of 6,000 rounds per minute, is what has given the Spooky Bird its reputation in Vietnam. The aircraft keep vigil at night over the skies of Vietnam, waiting for a call for help. (Photo by GySgt. L. E. Witconis)

## 9th MAB—3rd FSR Repair Shops Work to Make Old Things New

Story by Cpl. Nick Overocker

"You Break It—We Fix It," could well be the motto of General Supply Maintenance Company, Maintenance Battalion, 3rd Force Service Regiment which operates a joint shop with the Logistic Support Group, 9th Marine Amphibious Brigade, at Camp Hansen.

The company, commanded by IndLt. Robert F. Frish, is comprised of four sections which are capable of repairing anything from boots to bookshelves, when the situation demands it.

GySgt. Earl Blackwelder, company gunnery sergeant, is the training NCO and noncommissioned office-in-charge of the canvas and textile repair section which repairs, rebuilds and manufactures such items as seat covers for tactical vehicles, machinery covers, and tarps.

"When we've got time," said GySgt. Blackwelder, "we undertake special projects such as making draperies for room dividers. We also manufacture various types of equipment needed in the company area."

One of the most useful services the company offers to the individual Marine is free boot and shoe repair. During September alone, the boot repair section rejuvenated 765 pairs of boots and shoes, according to Cpl. James L. Brugger, assistant NCOIC.

"When the demand is great, we can average 65 pairs of boots a day," said Cpl. Brugger. "With the techniques we use, it

### 'Puff'

(Continued from page 1)

The Marines on Hill 44 were without sleep for 48 hours and had called for a Spooky Bird. We came and gave maximum support—all 16,500 rounds," said Abel. "About mid-way through the firing, a radioman from the Marine company called us to report: 'You know, we haven't slept in two days. We sure are glad you guys are here...and if you would just continue to fire the way you have been, I think we'll all just grab a little shut-eye.'"

Capt. Abel also told a story about a machine gun squad which was pinned down and asked for a few fiery licks from Spooky. "We came in and did our job. When we were through, the machine gunner picked himself up, picked his weapon up, and calmly walked back to his unit. A few weeks later, I met the Marine; he had taken the trouble to find us and offer his personal thanks."

The longest mission ever flown by one plane was 11 hours and 10 minutes, with a refueling stop, stated Airman 1st Class Garry Modlens, a crewman aboard Spooky, who is responsible for reloading the gun pods.

"The most unusual assignment for our pilots," says Capt. Abel, "is for the pilot of the aircraft which is assigned to fly at Dong Ha. It is probably the only Air Force aircraft under the direct command of the U. S. Marine Corps. That plane is sent there for exclusive Marine use and under Marine Corps orders."

The Spooky pilots and crew are proud of their work and their association with the infantry. The Marine on the ground is undoubtedly equally appreciative. In darkness, the eerie sight of a Spooky Bird spitting tracer bullets seems almost like a scene from science fiction, but the Marines on the ground know Spooky is real and full of life.



**CANVAS SEWING**—LCpl. Harold D. Nance manufactures a guard mail pouch in the canvas and textile repair section of the General Supply Maintenance Co., Camp Hansen. (Photo by Cpl. Gary Gilles)

takes less than 20 minutes to repair a pair of boots."

Adjacent to the boot shop is the general property repair section which, according to SSgt. James L. Kirk, NCOIC, "provides maintenance for all items in the supply system."

Some of the articles which the shop repairs include fire extinguishers, rubber life-rafts, lister bags, scuba tanks, and field range cabinets.

"Our mission is to cut expenses within the supply system," SSgt. Kirk said. We try to salvage everything that's sent to us no matter how small or insignificant it might seem."

A more specialized shop within the company is the office machinery repair section which reconditions mimeograph, calculators, typewriters, and various other kinds of office machines that have succumbed to Vietnam's rust-inhibiting humidity. The machines are taken apart, thoroughly cleaned, repaired, lubricated and refinished before they leave the shop.

"Ten days is the longest a unit can expect its machines to be in the shop," said Sgt. Ray Pettit, noncommissioned officer-in-charge. "Frequently, we're able to overhaul a unit's machines in less than a day."

## Facility Radio Station Will Send Holiday Messages

Those desiring to send a Christmas or New Years message to friends or relatives may do so through the Navy Mars and Amateur Radio Station, KR6FCA at Marine Corps Air Facility, Futema.

The radio station, which puts through telephone calls to the U. S. on a continuing basis, also handles written messages and has worked up

some special greetings for the holiday season.

Available messages are:

"Wishing you a Merry Christmas and a Happy New Year."

"Love and Best Wishes for a Merry Christmas and a Happy New Year."

The cut-off date for sending these special Christmas messages is Dec. 20. All messages received after this date will have the word "belated" inserted by the operator.

Marines may select the wording of their wish and send it to as many addresses as desired.

All messages should be delivered to the Amateur Radio Station as soon as possible so teletapes may be and undue delay avoided.

Text of messages are not necessarily limited to Christmas or holiday messages; for regular Mars Grams, interested persons should call the amateur radio station in the afternoon or evening, phone 23-477.

## Checks To Be Computerized

Defense Department intends to fully computerize every military man's paycheck by July 1, 1969.

Announcement and target date came Nov. 4 in the form of DOD Directive 7330.3 which established "JUMPS" or Joint Uniform Military Pay System.

Assistant Secretary of Defense (Comptroller) will serve as the Department of Defense focal point for "JUMPS." Officials of his office point out the system will be given a thorough shake-down and gain Government Accounting Office (GAO) approval before it is put into operation.

"JUMPS" is officially described as "the first major step of a long-range evolving program for continuous improvement of the Military pay system."

# SPORTS

Sports Editor, Jim Owens, Tel. 23-253

## WM Claims First Shot At Futema

Woman Marine Lance Corporal Suzanne Davis is distinguished, not only by being one of the first ten Woman Marines to serve on Okinawa, but she is also the youngest and lowest-ranking woman in her detachment.

However, on Nov. 19, 1966, LCpl. Davis proved that she had other means of distinguishing herself when she became the first Woman Marine at Marine Corps Air Facility, Futema, Okinawa, to qualify with the .45 caliber pistol.

LCpl. Davis fired a score of 248 and was presented a Marine "Pistol Marksman" badge.

"I've always liked to shoot and hunt," remarked LCpl. Davis, "Back on the farm in Wicomico County in Maryland I used a rifle and shotgun to hunt rabbits, quail, and squirrels."

However, prior to her qualification date, LCpl. Davis had never actually fired a pistol.

LCpl. Davis qualified on the pistol range at Camp Kue and shot the 15-yard rapid fire, the 25-yard slow fire, the 25-yard timed fire, and the 25-yard quick fire at bobbing targets to attain her score.



**STEADY**—LCpl. Suzanne Davis demonstrates the form she used in firing a 248 to qualify as a pistol marksman at the Camp Kue pistol range, Nov. 19. LCpl. Davis became the first Woman Marine on Okinawa to qualify with the .45 caliber pistol. (Photo by Cpl. John Martin)

## Three Marines Nominated For All-American Award

Marines, Navymen and Soldiers are represented among the candidates for Sports Illustrated's Silver Anniversary All-America Awards this year.

Six officers have been proposed by their alma maters: Marine LtCol. Ephraim Kirby-Smith, El Toro Air Station, Calif., Col. Charles E. Walker of the 2nd Marine Division, Col. Benjamin S. Read of the 3rd Marine Division, Navy Captains William S. Busik, Pearl Harbor, and Custer F. Krickenberger, currently on the staff of CINCPAC; and Army Colonel Raymond P. Murphy, Washington D. C.

The Sports Illustrated award is unique in that nomination alone is a singular tribute. It means that the university has reviewed the accomplishments of its senior football players of 25 years ago and has deemed the candidate's record of achievement in the intervening period worthy of consideration by the panel of judges who elect this award roster. Universities do not nominate unless they have a candidate of exceptional merit.

This year's candidates are from the playing season of 1941—the last representative collegiate football season before World War II disrupted college life. Two died in war service with such outstanding performance of duty that they were accepted as candidates. Many professions are represented among the candidates. Some of the names familiar to sports fans are:

Des Moines sports columnist Maury White, nominee of Drake University.

Florida University Coach Ray Graves, nominee of the University of Tennessee.

University of Delaware Coach Dave Nelson, nominee of the University of Michigan.

Insurance executive J. Oliver

Jackson of Austin, Tex., who became an outstanding track and field coach at his alma mater, Abilene Christian.

Yale's Fred Harold Harrison of Andover, Mass. athletic director of Phillips Academy.

Marine Col. Charles E. Walker of Chicago, who served stints as Marine head football coach at San Diego, Quantico and Camp Lejeune.

Col. Raymond P. Murphy of Anaconda, Mont. and the District of Columbia, who has served as director of athletics at West Point, nominee of the Military Academy.

Purdue's Dr. Loyal W. Combas of Lafayette, Ind. who played with the Philadelphia Eagles.

Berkeley's Robert R. Reinhard of Willits, Calif., businessman, who played with the Los Angeles Rams and the Los Angeles Dons.

Syracuse's Lester H. Dye, who played with the Washington Redskins.

Colgate's William Geyer Jr., of Montclair, N. J., businessman, who played with the Chicago Bears.

University of Virginia's insurance executive William McGarvey (Bill) Dudley of Lynchburg, Va., who played pro football with the Pittsburgh Steelers, Detroit Lions, and Washington Redskins.

## 3rd FSR Conducting Tennis Tournament

After two rounds of play in the Sukiran Tennis Tournament, being held for 3rd Force Service Regiment Marines, only four players remain undefeated in the double elimination tournament.

The first two rounds saw LtCol. J. Miniclier down Cmdr. G. Rademacher 6-1, 6-1; in the opening game of the tourney; Capt. W. Kinney stopped Cpl. J. Kirk 6-3, 6-0; Capt. R. Bartlett stomped Cpl. R. Horton 6-0, Maj. F. Haskins edged Sgt. F. Ramirez 6-3, 7-5; CWO B. Harris beat Lt. W. Eveland 6-4, 6-1; and Maj. W. Carson margined LtCol. C. See 6-2, 7-5.

Other action saw LtCol. E. Puckett trounce Cpl. N. King 6-2, 6-1; Sgt. Ramirez bounced back from an earlier defeat to hand LtCol. J. Miniclier his first loss 6-2, 2-6, 6-3; Lt. D. Davis stopped Lt. D. Mears 6-1, 6-1; and Cpl. J. Kirk eliminated Cmdr. G. Rademacher 12-10, 6-4.

Lt. D. Davis won his second match by downing LtCol. E. Puckett 6-3, 6-3; Maj. W. Carson also took his second straight win with a 6-2, 6-0 over CWO B. Harris; Maj. F. Haskins downed Maj. C. Reddick 4-6, 6-3, 6-0; WO R. Birch eliminated LtCol. C. See 7-5, 6-1; and Lt. D. Mears also eliminated Lt. W. Eveland 6-0, 6-0.

Cpl. N. King won by forfeit over Cpl. R. Horton, thus eliminating Horton; Maj. Reddick stopped WO Birch 6-8, 6-1, 6-3; and Capt. R. Bartlett edged Capt. W. Kinney 3-6, 6-4, 6-4.

In the singles matches four men remained undefeated through the first two rounds. Capt. R. Bartlett, Maj. F. Haskins, Maj. W. Carson and Lt. D. Davis.

In the doubles part of the tourney the team of Captains R. Bartlett and W. Kinney remain undefeated among the five double teams.

In the first doubles match Lt.

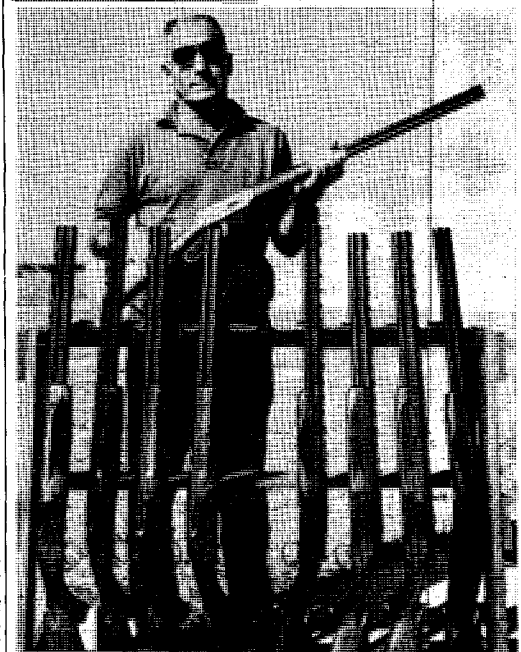
Harris and Eveland lost to LtCols. See and Fenton 5-7, 6-4, 6-4; and Bartlett and Kinney stopped Majors Carson and Haskins 6-1, 6-3; Miniclier and Gagne lost to Bartlett and Kinney in the next match, and then Harris and Eveland were eliminated from the tourney by Miniclier and Gagne 6-1, 6-2.

## Skeet Shoots End Sunday

One of the biggest skeet shoots of the year is being held by the Fort Buckner Keystone Gun Club at Camp Boone, Nov. 23-27.

All members, in good standing, of the National Skeet Shooting Association are cordially invited to participate in the tourney. Non-members, who desire to join, may do so any time prior to the shoot at the Keystone Gun Club. New shooters will be classified in accordance with scores posted during practice competition and will be competing with shooters of equal ability.

Awards of the finest skeet guns manufactured by Winchester will go to the Hi-Overall Champion, Hi-Overall runner-up and Hi-Overall champion in the standard six 12 gauge skeet classes.



**GRIPS UP FOR GRASS**—Retired Marine Paul Blody, Keystone Skeet Club manager, holds the Winchester Centennial Gold plated rifle to be awarded the high gun for the "Winchester Centennial" skeet shoot at the Fort Buckner Keystone Skeet Range, Nov. 23-27. Arranged in front are the shotguns to be presented the top guns in each skeet class. (U.S. Army Photo)

## Marines Do Well in Skeet Tournament

Forty-nine shooters braved the wind and rain swept skeet fields at the Fort Buckner Keystone Skeet Fields last week to compete in the 12-gauge Old Soldier's Skeet Shoot.

Retired Marine Paul Blody was edged out of first place by Army Maj. Ben McGough, who fired a perfect score. Maj. McGough busted 100 of 100 birds to top Blody's near perfect 99 of 100.

In the "D" class competition, Marine Capt. John Baggett and Navy Lt. Alonzo Bentley tied with a pair of 98's. Baggett was awarded the win by virtue of his loss.

In the two man team competition Blody and Howard Elliott teamed up to defeat 1st Lt. Ronald Renouf and MSgt. Ken Burns, both of Naha, after a 50 bird shoot-off. At the completion of regular competition the two teams were tied with 198 apiece. Blody and Elliott dropped the next 50 birds to take the match by two.