

"HUEY - HERALD"



MAG-16's

FINEST

16 February 1969

COMMANDING OFFICER
EDITOR IN CHIEF
EDITOR

LTCOL J.W. CONARD
CWO2 G.E. JONES JR
SSGT B.D. SUMMEY

FOR THE FIRST TIME YOUR HUEY HERALD IS NOW SUITABLE FOR MAILING HOME. JUST FOLD ON THE LINES SHOWN ON THE REVERSE OF THE LAST PAGE AND FILL IN ADDRESS, RETURN ADDRESS, AND WRITE THE WORD "FREE" IN UPPER RIGHT. THEN STAPLE OR SCOTCH TAPE THE OPEN EDGE AND MAIL. NO SWEAT MARINE.

EDITION #25

ADMIN

HUBBELL RETIREE PAY EXPLAINED BY DEFENSE

The Hubbell retirement pay formula was explained by Defense officials this week as the new administration ponders whether it would back the pay modernization proposals.

The new formula is not complicated, but the method of making the transition from the present to the new system is much more complex.

As reported earlier the retirement system which now pays a annuity rate fixed at retirement (with cost of living adjustments) for the life of the retiree, would be changed to a two-step system.

The first step, beginning upon leaving active service, would pay a percentage of the Hubbell salary (ranging from 24 to 66 percent depending on length of service). The second step multiplier would be nine percent of salary higher and would begin to be paid at various ages ranging from 55 to 60.

The amounts would be increased by changes in the Consumer Price Index as well.

The age at which the second step begins depends on the length of service. Those staying longer begin drawing their higher second step sooner.

IF THE HUBBELL proposal becomes law there will be a new acronym in military life, IMRA which stands for the Integrated Military Retirement Annuity table. The IMRA chart is the key to the entire formula. Generally, long term retirees under the new formula would get a higher annuity in both step-one and step-two than now possible.

For short termers, were it not for save pay, the new formula would bring smaller smounts in step one only. They would get raises in step two.

Along with the IMRA table, the other tools necessary are the Hubbell salary tables and the transition formula.

TO UNDERSTAND the transition formula, let's first consider the retirement formula after transition. As can be seen from the IMRA table, an O-6 with 30 years of service would get 51 percent of his Hubbell salary of \$27,483. The retired pay for the O-6 in his first step (if there were no transition formula inserted) would be about \$14,016.33. (It would be \$12,617 under present law before July 1.)

But to avoid wide pay disparities from occuring during the changeover, a transition formula has been developed.

The procedure is this. The man's current annuity entitlement would be calculated under present rules and rates. It would be determined what percent of the July 1, 1969, Hubbell comparability salary that annuity works out to be.

IT ISN'T ACTUALLY, but for this example, assume the present O-6 annuity of \$12,617 works out to be only 46 percent of the comparability salary.

Then the transition formula would come into play. Instead of only 46 percent, the first year into transition a calculation would be the next year 48 percent, and so on until after five years the flat 51 percent recommended in IMRA is reached. Transition applies to both step one and step two.

During each of these five years, the men retiring in those years would get the higher of two amounts (1) the amount to which they are now entitled or (2) the amount dictated by the transition formula. Both would be increased as the CPI goes up.

Once the five-year transition period is over, all with 30 years of service would get 51 percent of salary in their first step and 60 in their second step. Similarly, all with 20 years of service would get 24 percent in their second step. Similarly, all with 20 years of service would get 24 percent in their first step and 33 percent in their second step, or a "save pay" amount.

HUBBELL RETIRED PAY PERCENTAGES

Here are the percentages of total salary which the Hubbell plan would pay to officers and enlisted retiring after the years of service shown.

The percentages would be applied to the average salary of the last year of active service.

The first column shows the Step 1 percentages; the second, the Step 2 percentages, nine percent more in each case. The last column shows the age at which Step 2 retired pay would begin.

Years Service	Step 1 %	Step 2 %	Step 2 Begins
20	24.0	33.0	60
21	26.0	35.0	59 $\frac{1}{2}$
22	28.0	37.0	59
23	30.5	39.5	58 $\frac{1}{2}$
24	33.0	42.0	58
25	36.0	45.0	57 $\frac{1}{2}$
26	39.0	48.0	57
27	42.0	51.0	56 $\frac{1}{2}$
28	45.0	54.0	56
29	48.0	57.0	55 $\frac{1}{2}$
30	51.0	60.0	55
31	52.5	61.5	55
32	54.0	63.0	55
33	55.5	64.5	55
34	57.0	66.0	55
35	58.5	67.5	55
36	60.0	69.0	55

Years Service	Step 1 %	Step 2 %	Step 2 Begins
37	61.5	70.5	55
38	63.0	72.0	55
39	64.5	73.5	55
40	66.0	75.0	55

The example of the 0-6 above shows an increasing transition rate, but if the present annuity works out to be a percentage of salary higher than IMRA recommends, a declining multiplier would be used.

Here's how it would work out for an enlisted grade, E-9 through both retirement steps. If he has 30 years of service he is now entitled to \$6820 in retired pay.

Under the Hubbell formula, he would draw \$6895 in his first step (assuming he retires a year after conversion). In step two, after the full five years transition, he would get \$8460. This amount actually would be higher because there would be CPI adjustments in the five-year interval. As can be seen in the IMRA chart, the 29-year man begins drawing his increased retired pay at age 55 $\frac{1}{2}$ and it amounts to 57 percent of his active duty comparability salary, plus the CPI adjustments.

WEAR OF CIVILIAN CLOTHING WHILE TRAVELING ON R&R AIRCRAFT

EFFECTIVE 15 FEBRUARY 1969 CIVILIAN CLOTHING WILL BE AUTHORIZED FOR OPTIONAL WEAR BY ALL PERSONNEL ON R&R AIRCRAFT (INCLUDING LEAVE) DESTINED FOR ALL R&R SITES EXCEPT HONG KONG AND TAIPEI. APPROPRIATE AUTHORIZED SERVICE UNIFORMS WILL CONTINUE TO BE WORN BY MILITARY PERSONNEL ABOARD R&R AIRCRAFT TO AND FROM HONG KONG AND TAIPEI.

THE FOLLOWING RULES WILL APPLY REGARDING WEAR OF CIVILIAN CLOTHES

A. PERSONNEL DESIRING TO WEAR CIVILIAN CLOTHES ABOARD R&R AIRCRAFT MAY WEAR CIVILIAN ATTIRE WHILE AT THE R&R PROCESSING CENTER.

B. THERE WILL BE NO MIXING OF DISTINCTIVE MILITARY UNIFORM ITEMS WITH CIVILIAN CLOTHES, EXCEPT THAT MILITARY LOW QUARTER SHOES MAY BE WORN.

C. PERSONNEL DEPARTING ON R&R AIRCRAFT, WHETHER IN UNIFORM OR CIVILIAN ATTIRE, CARRY WITH THEM THE RESPONSIBILITY OF REPRESENTING THE MILITARY IN THE EYES OF THE PUBLIC. DRESS MUST BE SUITABLE TO THE OCCASION AND MUST NOT BRING DISCREDIT UPON THE U.S. THE FOLLOWING STANDARDS OF CIVILIAN ATTIRE WILL BE ADHERED TO: PERSONNEL NOT MEETING THESE STANDARDS WILL NOT BE ISSUED A BOARDING PASS.

(1) SHIRTS--DRESS SHIRTS AND SPORT SHIRTS ARE ACCEPTABLE. UNACCEPTABLE ARE SWEAT SHIRTS, ATHLETIC SHIRTS, SHIRTS WITH PRINTED NOVELTY SLOGANS, AND WHITE OR CAMOFLAGE COLORED T-SHIRTS NORMALLY WORN AS UNDERGARMENTS. ONLY SHIRTS WITH A SQUARED BOTTOM MAY BE WORN OUTSIDE THE TROUSERS.

(2) TROUSERS--SLACKS MAY BE WORN. UNACCEPTABLE ARE: "BLUE-JEANS", SHORTS, COTTON KHAKI UNIFORM TROUSERS.

(3) FOOT GEAR AND SOCKS MUST BE WORN. IN THIS REGARD, CIVILIAN SHOES, MILITARY LOW QUARTERS, TENNIS SHOES/SNEAKERS, AND SANDALS MAY BE WORN. UNACCEPTABLE: BOOTS, SHOWER SHOES, AND OTHER GENERALLY UNACCEPTABLE FOOTWEAR.

D. ALL CLOTHING MUST BE CLEAN, IN GOOD CONDITION, AND PRESENT A GOOD APPEARANCE WITHIN THE GUIDELINES SET FORTH ABOVE

E. CIVILIAN CLOTHING OUTSIDE THE CONFINES OF MILITARY INSTALLATIONS IN VIETNAM IS NOT AUTHORIZED. AUTHORIZATION APPLIES TO DEPARTURE SITES AND AIRCRAFT ONLY. A COMPLETE MILITARY UNIFORM IS STILL REQUIRED FOR IN-COUNTRY TRAVEL TO AND FROM R&R CENTERS.

EXCESS HOUSING FOR PERSONNEL

In a program set up in Marine Corps Order 11101.43A, the Marine Corps and the Department of Defense work together to make excess housing within the Armed Forces establishment available to families of Marines serving overseas. The excess housing is usually created in areas when a BIG base has had its population decreased drastically and the available housing can thereby not be fully utilized. Housing is available at the locations shown below. The cost is a standard BAQ rate. For more details and general information, see your friendly S-1:

<u>Location</u>	<u>Contact</u>	<u>No.</u>	<u>Cate- gory</u>	<u>Type</u>	<u>Bed- rooms</u>	<u>Availability</u>
<u>KANSAS</u>						
Salina						
Schilling Manor Subpost	Family Housing Manager Salina, Kansas 67401 (913 TA 5-1112) (AUTOVON 631-1880)	733	Off/ Enl	Capchart	2/3/4	Indefinite. Approximately 2-month period after application.
<u>MAINE</u>						
Bangor						
Bangor Housing Authority	Mr. Ryer 26 Downeast Cir. Bangor, Maine 04401 (207 942-0095)	99	Off/ Enl	Capehart	2/3/4	Indefinite
<u>NEW MEXICO</u>						
Roswell						
Roswell Housing Authority	Mr. Wygocki Director, Roswell Housing Authority Roswell, N. Mex. 88201 (505 347-5461) (AUTOVON 888-1550 or -5461)	138 23 286 29	Off/ Enl	Wherry	2-bed duplex 2 3 4	Until 31 Jul 1970. (No PX, Commissary, or Medical Fac on base.)
<u>UTAH</u>						
Ogden						
Defense Depot	Director, Installation Services, Ogden Utah 88401 (801 399-7011) (AUTOVON 533-1460 or -7054)	6 4	Off Enl	Other Public Quarters Other Public Quarters	2/3 2/3	Indefinite Indefinite

<u>Location</u>	<u>Contact</u>	<u>No.</u>	<u>Cate- gory</u>	<u>Type</u>	<u>Bed- rooms</u>	<u>Availability</u>
<u>WASHINGTON</u>						
Moses Lake						
Port of Moses Lake Housing Authority	Housing Manager 419 Loring D., Moses Lake, Washington 98837 (509 762-5541)	131	Off/ Enl	Capehart	3	Indefinite. (Exchange and commissary fac not available.)
Port Townsend						
NAD, Bangor	Housing Officer, NAD, Bangor, Bremerton, Washington 98314 (206 478-5293)	1.	Enl	Other Public Quarters	2	Indefinite

ANNUAL LEAVE

A recent (and possibly temporary) interpretation of existing directives allows Marines going on TAD out of country (for any reason) to take annual leave in an amount equal to the period of TAD, but not to exceed one weeks leave. This leave taken in conjunction with TAD will be charged as annual leave against the individual but will not count against the seven days total annual leave authorized per tour in WESTPAC. Leave taken in this regard will be in excess of the seven day maximum. So - if you get some TAD Orders let the S-1 know if you want leave to go along with the TAD. We need a minimum of five days admin time to get the leave approved in conjunction with the TAD.

CAREER PLANNING

EARLY RELEASE PROGRAM

Marine Corps Order 1910.23 provides for early discharge or release from active duty of all enlisted Marines returning to CONUS for reassignment with less than 60 days to serve. Recent changes to this order have expanded and extended this policy until 30 June 1969. It now also provides that Marines returning to CONUS from RVN who do not possess one of the critical MOS's listed below are eligible for discharge/release from active duty up to six months early if they meet the following requirement:

- Have served in RVN for at least 180 days (same as eligibility for Vietnam Service Medal as established by SPONAVNOTE 1650 of 3 March 1966).
- Are not indebted to the government.
- Consent in writing to early separation.

The following is a listing of those critical MOS's that are NOT eligible for the six-months early release:

0211, 0221, 0231, 0842, 1372, 1391, 1831, 2151, 2531, 2533, 2549, 2811, 2812, 2813, 2815, 2816, 2817, 2831, 2841, 2845, 2847, 2851, 2867, 2871, 3042, 3112, 3211, 3241, 3261, 3311, 3421, 3561, 4013, 4091, 4313, 4671, 5911, 5912, 5914, 5915, 5931, 5941, 5942, 5943, 5944, 5961, 5971, 5972, 5973, 5975, 5976, 5977, 5978, 5979, 5981, 6212, 6213, 6214, 6216, 6217, 6219, 6222, 6227, 6233, 6234, 6236, 6238, 6239, 6242, 6243, 6244, 6261, 6262, 6264, 6267, 6271, 6319, 6320, 6321, 6323, 6332, 6351, 6371, 6372, 6373, 6374, 6511, 6742.

E-5 PROMOTIONS SET FOR MARCH - SEE ATTACHED ROSTER

Corporals with dates of rank of July 31, 1968, or earlier, are eligible for March promotions to sergeant.

Marine Corps Bulletin 1430, dated December 20, 1968 calls on field commands to submit names of corporals eligible and recommended for promotion by February 15, although time-in-grade and time-in-service will be computed from the end of that month.

The general military subjects test will be waived in the March promotions.

E-4 PROMOTION SAME AS E-5 - SEE ATTACHED ROSTER

Centralized promotions to corporal will go into effect February 1, according to an article in the January 22 Navy Times.

The new system will be basically the same as that now used in promoting corporals to sergeant. Headquarters, Marine Corps will call on field commands four times a year to submit names of Lance Corporals with the necessary time-in-grade and time-in-service requirements who have been recommended for a hike.

Headquarters will evaluate Marine Corps-wide needs within each MOS, and set cutting scores. Those whose composite scores equal or exceed cutting scores in each MOS may be promoted.

The new system is, in part, due to an overabundance of corporals currently existing in the Marine Corps. According to the Navy Times, "Too many men were making corporal in WestPac, while equally qualified men in the continental U.S. were missing out."

The new policy does not change either combat promotions to E-4 or the two percent authorized strength meritorious promotions for major commands. Lance corporals graduating at the top five percent of their classes in formal schools also remain eligible for hikes in grade.

ROSTER OF CORPORALS ELIGIBLE FOR PROMOTION TO SERGEANT

<u>NAME</u>	<u>MOS</u>	<u>COMPOSITE SCORE</u>
MERGUSON, D.B.	6319	143
CHRISMAN, F.W.	7113	142
BRADGETT, O.L.	0141	141
BROWN, G.A.	6319	141
DAUGHERTY, P.G.	6314	141
DAVIS, R.J.	6332	141
MUELLER, K.M.	6351	141
FESKA, L.E.	6319	141
BOUWELL, D.R.	6242	140
FUTAR, B.A.	6212	140
GRINSTEAD, C.A.	6242	140
KIDD, W.C.	6319	140
LECCE, D.L.M.	6242	140
SHARPE, D.L.	6381	140
BRAGAN, J.A. JR	0141	139

<u>NAME</u>	<u>MOS</u>	<u>COMPOSITE SCORE</u>
HOGAN, D.L.	6319	139
JACOBS, J.R.	6351	139
MOYERS, J.L.	6341	139
SPARKS, L.E. JR	3071	139
STRAUGHN, C.R.	6311	137
ZUBEY, W.A.	6341	137
CHRISTIANSON, R.D.	6311	136
MARCH, W.J.	7113	136
GIBSON, G.W.	6319	135
HARPER, L.W. JR	6212	135
PARSONS, D.E.	6511	135
ADAWAY, D.M.	6341	134
BRUNO, D.F.	6381	134
GARVAS, M.L.	6341	134
MC CULLOUGH, D.J.	6511	133
MORGAN, S.B.	6319	132
SUTTON, A.L.	6319	131
DODSON, T.D.	3516	128
RAPP, G.W.	6319	126
ANDERSON, W.O.	3051	123

The above listing includes the 35 Corporals who are administratively eligible for promotion to Sergeant in descending order of their composite score. You may be ahead of someone on the list who has a lower score, but if his MOS is a lucky one he may get promoted and you might not. If however you are ahead of a man in the same occupational field as you are, and you are recommended for promotion, then you will be promoted first.

TOP TEN LANCE CORPORALS

GOLDMAN, W.E.	139	NOCTOR, W.P.	136
PIERCE, C.W.	139	WARREN, G.G.	136
YATES, D.R.	137	HUNT, J.L.	135
GOODLING, J.E.	136	LOYD, G.E.	135
MELKOVITZ, J.B.	136	ORTMAN, K.M.	135

ALPHABETICAL LISTING OF LANCE CORPORALS AND PRIVATES FIRST CLASS WITH SCORES

LCPL CENTERS, M.G.	130	LCPL CARTER, S.C.	123	LCPL NOCTOR, W.P.	136
LCPL COLLIER, G.W.	130	LCPL GIOITTA, T.A.	134	LCPL ORTMAN, K.M.	135
LCPL DENNIS, P.M.	130	LCPL HOLLOWAY, T.J.	130	LCPL OSBON, K.F.	123
LCPL ELLINGTON, L.L.	128	LCPL HUNT, J.L.	135	LCPL PARISH, D.R.	133
LCPL DUNN, D.K.	121	LCPL KERNS, F.M.	129	LCPL PIERCE, C.W.	139
LCPL FOLEY, E.J.	130	LCPL LESKO, D.W.	131	LCPL PROCTOR, K.P.	129
LCPL FOUTS, L.A.	132	LCPL LOW, K.	131	LCPL RIVERS, W.J.	134
LCPL GAY, H.K.	128	LCPL LOWRY, J.C.	132	LCPL RUSSELL, J.V.	ZULU
LCPL GIAMBRONE, J.M.	130	LCPL LOYD, G.E.	135	LCPL SIREN, J.F.	126
LCPL GIESE, J.T.	130	LCPL LYNN, D.E.	128	LCPL SPAUNHURST, L.	126
LCPL GLENN, N.E.	134	LCPL MCBRIDE, R.R.	127	LCPL SPENCER, R.A.	130
LCPL GOLDMON, W.E.	139	LCPL MC DONALD, R.A.	132	LCPL SYMON, G.G.	132
LCPL GOODLING, J.E.	136	LCPL MELKOVITZ, J.B.	136	LCPL SWIMM, F.K.	129
		LCPL MICHAEL, R.M.	125	LCPL TAYLOR, R.S.	134
		LCPL MORRIS, L.W.	133	LCPL VRANCIK, W.J.	134
		LCPL NOBLES, G.R.	126	LCPL WARREN, G.G.	136

LCPL WHITE, W.S.	133	PFC DIAZ, J.L.	120	PFC MCELWEE, S.L.	122
LCPL WITTIG, C.F.	132	PFC FERREBEE, O.C.	134	PFC PREWITT, J.G.	128
LCPL WOOD, R.R.	125	PFC HEIGELE, R.D.	131	PFC ZIMMERLY, T.G.	130
LCPL YATES, D.R.	137	PFC LEE, M.D.	115		

There was only one Meritorious Promotion to Corporal this month. The Commanding Officer took pleasure on 12Feb69 in promoting Lance Corporal Kenneth F. BRIDGE. Corporal BRIDGE also received a Meritorious Mast earlier that day which read as follows:

"Lance Corporal BRIDGE joined HML-167 on 4 April 1968 at which time he was assigned to the avionics shop, work center 220, in accordance with his MOS. In May 1968 he was reassigned to the check crew and subsequently became interested in the mechanical aspect of the UH-1E aircraft. Through his own initiative during his free hours he began to work with the mechanics on the aircraft and study the Handbook of Maintenance Instructions. In a short period of time he became a valuable asset to the squadron in mechanical repairs as well as in his primary MOS. He then requested to become cross trained as a crew chief. The request was granted and through his diligent efforts he became a highly qualified crew chief. He was designated on 25 August 1968 and since that time he has been serving as crew chief on UH-1E gunships while maintaining his primary MOS. In a period of eight months he has flown 558 combat missions and often as much as 140 hours in a month. After flying all day he could always be found until the late hours at night either working on his aircraft to insure that it would be up for the morning launch, in the avionics shop repairing equipment, or helping other crew chiefs work on their aircraft. He has consistently displayed the qualities and leadership abilities of a person of higher rank. He needs no supervision and performs all tasks assigned willingly and with high proficiency. His dedicated devotion to duty and professionalism reflect great credit upon himself and set an outstanding example for others to follow.

Another member of the Maintenance Department received a Meritorious Mast on 14Feb69. Corporal MUELLER from the Hydraulics Section was cited as follows:

"Corporal MUELLER has since his transfer from HMM-163, a UH-34 Squadron to HML-167 succeeded in learning to a large degree on his own time and effort, the hydraulic systems, the main rotor and tail rotor components of the UH-1E. He has used this newly acquired knowledge to assist in insuring the high percentage of availability within this squadron. He has also been called upon many times to train new personnel in the high caliber of maintenance that is standard for his personal work, and on numerous occasions has had to work long extra hours so that the demanding schedule of combat operations could be met. He has answered this call willingly and cheerfully and maintained an attitude of "Can Do" that has been a great source of inspiration to those of lesser and senior grades. During the absence of the assigned shop NCOIC, due to flying assignments, he has continued the procedures and practices of the shop so that there were no interruptions in the work flow. He is also a qualified Aerial Gunner, flying a variety of missions calling for armed escort; Med Evac; resupply; recon inserts and extracts; armed recon; and night TAOR. He also supervises all 3M paperwork, from man hour accounting to ordering parts, for the day crew to which he is presently assigned. He has performed his assigned tasks and

shown the initiative and leadership to place him in the category of an outstanding Marine.

Let's all keep up the good work and there may be more Meritorious Mast's forthcoming for other "hard chargers".

THEY JUST GAVE ME \$7000.00!

That's what Sergeant Larry E. HANNA from the Metal Shop said today. In ceremonies on 15 February 1969 Corporal HANNA had several good things happen all at once.

LtCol CONARD presented Corporal HANNA a Good Conduct Medal recently earned. He then promoted the Corporal to Sergeant. He then discharged the Sergeant and immediately reenlisted him again for a period of six years. At that moment Sergeant HANNA had more time "to do" than any other enlisted Marine in the Corps. He gets out on 15 February 1975. Sergeant HANNA goes to Disbursing on February 16th to pick up his 7000 coins (\$). Pictures were taken that will be available to Sergeant HANNA so that his wife Beverly, in Henrietta, Texas can see what all went on. Congratulations Sergeant and Mrs HANNA. Welcome aboard to a Marine Corps Career!

Awards and decorations were also presented to the following Marines by LtCol CONARD at his office on Saturday afternoon.

SgtMaj LAING	1st Air Medal	LCPL RUSSELL	1st Air Medal
LCPL PIERCE	1st Air Medal	PFC PREWITT	Air Crew Wings
LCPL MC DONALD	1st Air Medal	CPL MUELLER	Good Conduct Medal
CPL BLAIR	1st Air Medal	LCPL WARREN	Good Conduct Medal
LCPL NOBLES	1st Air Medal		

SPECIAL SERVICES MARINA AND BOAT BASIN

Wing Special Services now is operating a Marina and Boat Basin for the recreational use of 1st Marine Aircraft Wing personnel. Specific Services offered are:

a. Recreational boating excursions to include section outings on DaNang area beaches as security may permit. Such excursions include water transportation to and from beach areas, use of boats for diving and scuba operations (by qualified licensed divers), waterskiing in defined water ski areas, and group tourism along the coast and waterways of the DaNang area for photography and general interest.

b. Recreational fishing excursions along the coast of RVN in the DaNang area.

Marina services are made available by utilization of three twenty-six (26) foot vessels, equipped with all US Coast Guard approved safety features and each is to be manned by an experienced, licensed, Special Services approved operator.

Hours of Operation are 0900 to 1700 six days a week (excluding Mondays). Reservation information is available through the Squadron Special Services Officer - 1stLt JARRELL.

SAFETY SEZ

SAFETY INFORMATION

It should not be taken for granted that the performance of people, normally assessed as above average, will necessarily be above average on all occasions. Relaxation in performance can be subconscious as well as conscious. Supervisors, as well as others, are subject to this possibility. What can be done about this human frailty? Because of this potential, people should check one another's work. Selection and designation of quality assurance inspectors and supervisors must be based on sound criteria generated by and continuously reviewed by the command.

QUOTED FROM COMNAVAIRPAC NOTICE

DON'T LET IT HAPPEN TO YOU

During turn-up preparatory to a night training flight the pilot noted that the instrument lights on the airspeed indicator, pressure altimeter, VGI, VSI, flaperon trim indicator were out. An instrument light circuit breaker was found popped. It was reset several times but popped out shortly after each resetting. The pilot elected to accept the aircraft in violation of squadron policy (plus NATOPS, common sense and the advice of all that aviation safety publicity) because of the "good moonlight and good cockpit red flood lights."

The flight was completed without further incident except that on the post-flight inspection all external stores were found to have been jettisoned.

There was indeed electrical failure beyond the pilot's control. It was not discovered while airborne but known prior to flight.

The pilot's election of proceeding instead of changing aircraft and perhaps not making the flight at all puts his judgment in question. In considering the pilot's judgment the question of command and supervisory emphasis arises as to exactly when and to what extent squadron policy or doctrine, NATOPS and other regulated procedures may be varied.

Do your pilots really know what you expect of them in a given circumstance?

QUOTED FROM WEEKLY SAFETY SUMMARY

SAFETY TIP

Recently, the injury limiting potential of NOMEX flight clothing and the hardhat with visor down was most vividly illustrated. In this helo "hot refueling" mishap, the helo was not equipped with the single point pressure fueling capability. As a result of procedural error by personnel, the hose backed out of the tank spraying the copilot and a crewman with fuel. Immediately a flash of fire occurred, but all escaped injury. The NOMEX suit and the hardhats with visors down prevented burns to bodies, heads, faces and eyes. The helo suffered substantial damage. This mishap again reaffirms that there is no substitute for adequate preparation.

QUOTED FROM COMNAVAIRPAC NOTICE

CO's CORNER

On Thursday, 13 February, I had the pleasure of joining "MAG-16's FINEST". After observing you in action for only a few short days, I can readily understand how you have maintained that reputation. With the officers and men of this squadron working harmoniously toward the common objective -- combat effectiveness -- any problem soon becomes relatively minor, and one that is readily overcome.

This was dramatically portrayed just a few short days ago when we experienced the difficulties with the stabilization bars. This could have developed into a significant matter. But, due to your desire to excel, it was soon all behind us and just another part of a long working day. My thanks to "all hands" for a magnificent job well done.

My congratulations to you all on the condition of your living spaces. Individual effort and imagination has paid off once again.

I am looking forward to serving with you, and will be around to meet each and every one of you in the days to come.

SLOW MAIL

We received a copy of a message that was sent from III MAF to FMFPAC on 15 Feb 1969. It said that our mail problems could be blamed on Pan American Airlines because of their failure to keep their schedule. Apparently flights arrive late and if it's too late (after dark) they refuse to land because "it's too dangerous down there". Flights have been diverting to CAM RANH BAY (about 450 miles south) where it's "SAFE" enough for the civilian pilots. This takes 3 to 4 days extra to get the mail back up here. The message (To FMFPAC) ended with "REQUEST YOU TAKE APPROPRIATE ACTION TO INSURE DELIVERY OF MAIL TO MARINES IN I CORPS".

HELICOPTER RESCUE

Da Nang - The crew of a Marine helicopter braved enemy fire and dangerous terrain to rescue the pilot of a downed Air Force Phantom jet in action southwest of here. The aircraft, of Marine Light Helicopter Squadron-167, diverted from another mission when it was learned that the Air Force jet had crashed and the pilot had bailed out.

Capt John M. JEFFRIES piloted his gunship in the direction of "Charlie Ridge," scene of the crash, and the search began.

Within minutes the Huey's crew chief, LCpl Kenneth F. BRIDGE, spotted a parachute in the trees and, having his wingmen fly cover for him, Capt JEFFRIES dropped down to the tree tops to survey the area.

By this time, the Huey co-pilot, 1stLt George R. Keller, Jr., was in contact with the downed aviator via survival radio and the Air Force pilot was instructed to set off a flare to mark his position.

Noticing smoke coming from a small clearing on a hillside, Capt JEFFRIES attempted to lower his craft into the area. As the helicopter settled into the clearing it was confronted on two sides by tall trees and its rotor

chopped off two of them while the tail rotor chopped saw grass and bushes.

Coming to a hover a few feet above ground, the Huey pilot held this position for about five minutes while the Air Force aviator was helped aboard and the helicopter was being subjected to bursts of enemy automatic weapons fire.

Seconds later the helicopter lifted away from "Charlie Ridge" and sped to the Da Nang Air Base where the Air Force pilot was returned to his unit.

QUOTED FROM LEATHERNECK MAGAZINE FEB. 1969

J. W. CONARD
LTCOL USMC
Commanding

G. G. HOEN
MAJ USMC
Exec Off

G. L. LAING
Sergeant Major



"Hey, Charlie!! One more water with straw"



"OF COURSE, A WOUND IN THIS PARTICULAR LOCALITY GIVES RISE TO TH' QUESTION OF WHICH DIRECTION HE WAS GOIN!"



"Don't look now, Sledge, but I think I'm startin' t'grow gills."



"With all due respect t'your rank lieutenant, if I go any deeper they they'll have me listed for desertic

FROM:

(STAPLE HERE)

Cpl. Dave Adaway 1035305

HML-167 CK crew MAG-16

FPO San Fran Calif
96602

Free

TO:

Mrs. Lois Adaway

