



MARINE

AIR TRANSPORTER

The Bi-Monthly Publication of The M.C.A.T.A.

www.mcata.com

100,000 MISHAP-FREE FLIGHT HOURS

The Marines of Marine Aerial Refueler Transport Squadron 234 (VMGR-234) of Fort Worth, Texas, under the command of LtCol Hopper, recently achieved a flight hour milestone for a Reserve Air Wing component of the United States Marine Corps. On Saturday, 18 November 2000, a flight of two KC-130's departed Naval Air Station Fort Worth, Carswell Field to achieve 100,000 Class A mishap-free flight hour goal.. A Class "A" Mishap is an aviation accident or incident which

results in a fatality or the complete loss of an aircraft. This is the first time a Navy or Marine Reserve KC-130 Unit has reached 100,000 mishap-free flight hours. The accrual of 100,000 hours took 25 years to attain following the Squadron's transition to the KC-130 Hercules Aircraft in 1975 while stationed in Glenview, Illinois.

Flying worldwide, to places such as Italy, Colombia, Egypt, Turkey, Norway, Thailand, Australia, Peru and Japan, the risk for an accident is always present. However, through

constant training to ensure aircrew proficiency and quality maintenance, the inherent dangers are minimized and the Squadron can focus on completing its mission. VMGR-234 has been recognized in the past for its' focus on safety by being awarded several honors. In 1997, 1998, and 1999 the Squadron received the Order of Daedalians Flight Safety Award as well as being designated as the Squadron of the Decade for the 1990's by the same organization. Additionally, VMGR-234 received the National Defense Transportation Safety Award in 1999. The Squadron also received the Chief of Naval Operations Safety Award for 1979, 1987, 1990 and 1997.



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MARINE AIR TRANSPORTER

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Frank Smith, USMC Retired, Flight Radio

Member "Emeritus"

Henry Wildfang, USMC Retired, Pilot

Total Current Paid Up Members: 701

Members Expire 2000: 188

Dues expired 1999 : 63



Billy Ray Brown, Retired MGySgt passed away on 10 November. No further details at this time. Billy Ray was a Flight Engineer and had retired to Vivian, La.

MGySgt. J.P. LeQuia has gone on to meet the great Maintenance Officer in the sky. J.P. had retired to Iron Mountain, Michigan. He was at the 1997 Reunion in Las Vegas.

Just got a phone call from Phil Phillips, **R. (chicken man) Kleyla** passed away several days ago. We did not see it in the paper, Phil heard about it and called the local funeral homes until he found out. He will be buried at the State Veterans Cemetery at Camp Lejune tomorrow. last time i saw him he looked bad, think he had the big C.

Semper Fi
CJ

MCATA is a non- profit organization incorporated in the State of Texas in 1991 to foster, encourage and perpetuate the memory and spirit of friendship among our comrades in arms who are or have been members of any Marine Corps Air Transport Squadron and to preserve incidents and memories of our association together. The Marine Corps Air Transport Association represents a complete cross section of all those who are or have served our country in Marine Corps Air Transports regardless of rank, flight status or MOS.

Flying aboard the "Ceremonial Hercules" was LtCol Dietrich (aircraft commander), Capt Stumpf (copilot), SSgt Godfrey (flight engineer), Cpl B. Nation (flight mechanic), SSgt Magsino (navigator), SSgt Andersen and Cpl Grodi (loadmasters). Aboard the support KC-130 was Maj McConnell (aircraft commander), Capt Doris (copilot), SSgt Blixt (flight engineer), Sgt Rode (flight mechanic) and GySgt Fisher (loadmaster).

The lead KC-130 was the first to surpass the "flight safety" goal for the Squadron while the second KC-130 carried photographers to capture this historic event. The occasion ended with the two KC-130's completing a formation fly-over of NAS Fort Worth and a brief ceremony at the hangar after the aircraft taxied in.

POC: Capt Douglas Stumpf
Phone: 817-782-5502/5757
DSN: 739-XXXX
Fax: 817-782-5758
Email: stumpfdd@mfr.usmc.mil





LETTERS FROM MEMBERS

Bob Hughes • Charles Sturgell • Vikki Josselyn

BOB HUGHES WRITES

Gentlemen,

I joined VMGR-352 in September of 1975 and was transferred out September 1978 to 29 Palms. I reported in a "Gunny" and picked up my Diamond the following month and remained the "Top Kick" during my tour. My C.O.s were Lt. Col.s Pierce and Fanning. The former was a distant relative of Franklin Pierce, one of our Presidents.

I had just completed a tour on the drill field at MCRD San Diego, had four MOS's one of which was 8061, Nuclear Weapons assembly tech (Aviation) the Heat, Blast and Shock gang as we called ourselves. I was allowed to jump over Camp Pendleton and 29 Stumps with the Air Delivery bunch, but alas, I could not get jump pay. The hard part was getting back to El Toro after a jump over 29 Stumps.

As the "First Shirt" I had a ball and remember fondly the great times I had in that Herky Bird outfit. I set up a squadron birthday formation, we had a NAP who worked at the T.V. repair shop show up. The C.O. instead of cutting the cake with a sword used a brass knuckle trench knife. He cut three pieces, one for the youngest man of the unit (18), myself (44) the oldest and himself? El Toro is closed now but every now and then I go over to the hangers and listen to the wind and watch the tumbleweed blow by.

Semper Fi,
Bob Hughes

A NOTE FROM CHARLES STURGELL

Con,

Betty Lou and I have completed our assignment here in China and will be returning home shortly. It might be of some interest to the old Tsingtao China hands that a week ago the old motor pool office (a Quonset hut) which was the last vestige of the Marines stationed here in the Ocean University buildings in late '45 and early '46 was torn down to make way for a new building.

So please change my address back to:

Charles B. Sturgell
790 S. Skylake Drive
Woodland Hills, Utah

FROM MICHAEL AND TONYA DEHAVEN

I am announcing that my wife Tonya and I had a baby girl on 18 October 2000. This is the first child for the both of us. and we are enjoying every minute.

Michael Dehaven
mtdehaven@ols.net

VIKKI JOSSELYN WRITES

Just wanted to update "Bennie's" friends....dad developed a blood clot and has been in the local hospital since last Wednesday. If all goes as well he will be transported to St Vincents in Jacksonville, Fl tomorrow for installation of the Greenfield Filter. This will protect the heart and lungs from any clots. St. Vincents is a top notch hospital and positive results are more likely to occur. Please keep my father, Leonard E. Bendall, in your prayers and he sends his best to all of his buddies.

Vikki B. Josselyn
josselyn@eagnet.com
December 10, 2000



**PLEASE SEND IN ALL
ADDRESS CHANGES TO:
M.C.A.T.A.
P.O. Box
DALLAS, TX 75229**

LETTERS FROM MEMBERS

L.R. Webb • Doc Judd



FROM L.R. WEBB COMES THE FOLLOWING

I am just a tad late with my dues , sorry about that. Enclosed please find \$60.00 for 3 years and \$15.00 for the MCATA postage, etc.

During my first three months on the new job has seen me in Pakistan, Yemen, Dubai, Abu Dhabi, Tunisia, Morocco, Brazil, Venezuela,, Colombo,, Singapore, Canada as well as domestic trips to Georgia, Arizona, Illinois, Louisiana and Alabama.

To the two of you and your families and all the other Air Transporters out there, have a joyful Christmas and a wonderful New Year.

I really enjoy the News Letter. keep up the good work.

Very Sincerely and Semper Fi,

L. R. Webb

E-Mail Home

len.sheila.webb@worldnet.att.net
office

leonard.webb@kellstrom.com

THE FINAL INSPECTION

The Marine Stood and faced God
Which must always come to pass
He hoped his shoes were shining
Just as bright as his brass.

"Step forward now Marine,
How shall I deal with you?
Have you always turned the other
cheek?

To My Church have you been true?

The Marine squared his shoulders and
Said "No, lord, I guess I ain't
Because those of us who carry guns
Can't always be a saint.

I've had to work most Sundays
And at times my talk was tough,
And sometimes I've been violent,
Because the world is awfully rough.

But, I never took a penny
That wasn't mine to keep...
Though I worked a lot of overtime
When the bills got just too steep,

And I never passed a cry for help,
Though at times I shook with fear,
And sometimes, God forgive me,
I've wept unmanly tears.

I know I don't deserve a place
Among the people here,
They never wanted me around
Except to calm their fears.

If you've a place for me here, Lord,
It needn't be so grand,
I never expected or had too much,
But if you don't, I'll understand."

There was a silence all around the
throne
Where the saints had often trod
As the Marine waited quietly,
For the judgment of his God,

"Step forward now, you Marine,
You've borne your burdens well,
Walk peacefully on Heaven's streets
You've done your time in Hell"

FROM CJ COMES A LETTER FROM AN AUSSIE,

Gday Scottie, my name is doc judd and I was with the AUSTRALIAN ARMY TRAINING TEAM VIETNAM from sep64 until sep65, during this time I got to know a crew, in fact I flew with them. They presented me with a squadron cap. All this took place in Danang, the Flight engineers nickname was BO I see that you served with 152, take care, mate and regards.

Doc Judd, colinjudd@iprimus.com.au

FROM THE PRESIDENT

C o n S h u c k



Where does the time go, It seems like I just had a news letter printed and here I am working on another one. Oh well, someone's got to do it.

First of all an apology is due. The mailing service used an old mail roster when the last news letter was mailed. Therefore new members may not have been mailed and your expiration date may have been wrong. For all that we apologize as I apologize for the mailing service.

Last week, just after Thanksgiving, I invited Bud Wildfang to come to Dallas for a couple of days. First of all to attend the December meeting of the DFW Squadron of MCAA on 5 December and then to stay over and be my guest at the December meeting of the Metroplex Marines. First of all Bud graciously accepted, as long as he did not have to give a speech.

Needless to say we had a great time at both meetings. You just don't realize how many Marines Bud knows until you get him in a crowd. I think he must know them all.

We are progressing on a new roster of MCATA members. I had hoped to get it completed and available before Christmas, but it does not look like that will happen. Soon though and we will advise when it is ready.

Congratulations go out to MCATA member retired Navigator Stephen Dicheck who has been listed in the Guinness Book of Records as the "World's Oldest Working Life Guard" Steven was born January 13, 1923 which officially makes him 77. You can check him out in the Record book, and see him in person at the Triangle Sportsplex in Hillsborough, North carolina. Congratulations

Steven.

Plans are underway for the 2001 Reunion in Memphis, Tennessee. As usual we have a hard working group of MCATA members who have volunteered to host this Reunion of Marine Air Transporters. (Volunteer, isn't that the Tennessee State Nick name?)

Charles Smith has volunteered, there is that word again, to host this committee, keep it organized and on track for MCATA to have another great Reunion. The dates are the last weekend in September. Charlie is being helped by Jim Hardy, Wally Joiner, Roe Tolbert and others.

2002 is being planned as well. We are scheduled to be in Phoenix, Arizona. This committee is being Chaired by none other than Bernie Bersano. along with Billy G. Scott and Art DeBolt and anyone else we can find in Arizona to help. It looks like we are going to pay more for the hotel in Phoenix, but Bernie has assured me that the Reunion will be worth every penny of it.

The committee to find a slate of officers to continue what Mike and I have held together is Ernie Howe, Chairman and Red Doktor along with C.J. McQueen. Any volunteers, that word again, contact any of the above.

If you paid for the 2000 Reunion in Las Vegas and did not attend for what ever reason and would like a refund contact me or Mike

Griffin. We have always tried to accommodate anyone who had to cancel and Las Vegas will be no exception. Mike will make the refund as soon as he gets the request.

In the past few days I have talked to Jim Hardy, who tells me that Charlie Cook is doing much better after his surgery and is at home now. Look forward to seeing you in Memphis Charlie.

It looks like the next News letter will be on February 2001. Mike and I along with wives and girl friends wish you and yours a very Happy Holiday Season.

Semper Fidelis,

Con Shuck



LETTERS FROM MEMBERS

Leonard Meehan • PC Albritton • Paul Stouffer • Clayton Hoskinson



FROM: LEONARD MEEHAN

Woody Schultz, USMC Retired Flight Engineer passed away on 16 November 2000 before this letter could be run. Rest in Peace Woody

Most of the Flight Engineer's will remember Woody Shultz from the 1960 vintage Marine's. Several months ago during a routine physical Woody had a spot on his lung. He underwent chemo therapy treatment and at that time it was thought to be in remission. A few months ago it flared up again and it was diagnosed as cancer. Woody was admitted to the Welstar Hospice Program and will continue treatment at home. Woody became very active in First Baptist Church Woodstock (our church too) and we all solicit your prayers on his and Dorothy's behalf.

Woody was unable to attend the Birthday party for 148246 but he did send his best wishes and regrets for having missed it.

Woody's wife's present address is:

Mrs. U. L. Woody Shultz
4021 Philmont Dr.
Marietta, Ga. 30036

Phone : 770-926-5777

Semper Fi

THIS MESSAGE PROVIDED BY PC ALBRITTON

Congress has declared that ANY service member who served in Vietnam during the war time era 2-28-61 thru 5-7-75 was exposed to agent orange, and such exposure may have caused several types of cancer. Diagnosis of any of these conditions will be considered "Service Connected" by the VA. The Veteran may be entitled to compensation from \$0 a month to over \$2000 a month. If the Veteran is retired from the military this could change him or her to tax free status. All Vietnam veterans should get a complete physical, compliments of the VA. If a Vietnam Vet comes down with the following it will be considered "Service connected". Lung Cancer, multiple myeloma, Hodgkin's disease, lymphoma, and prostate cancer, even if it is many years after service. Call 1-800-827-1000 for a claim form and submit it to your nearest VA. If you have trouble call DAV, VFW, AL,OPH, or any service org for free help. Don't take NO for an Answer.

FROM PAUL STOUFFER

Some of you might remember Lt. Rick News, a pilot in 252 and 152 75-79. He died of cancer, a soft cell carcinoma, in 1984. His widow, Ronnie, recently contacted the VA, and they determined our planes were Agent Orange contaminated. Rick never flew to Viet Nam, but that didn't matter. Anyway, his family is now getting benefits. I recall a lot of folks in the 130 community getting cancer. Might be worth checking with the VA to see about survivor benefits.

CLAYTON HOSKINSON

choskinson@mmcable.com

Hello All,
Not sure if you are the group I should be writing to, but I can't find any other information. Here's the deal, my Dad, H.D. Hoskinson served in the Marines from 1942 to 1946 and was overseas, in 1944-45. He was a Tech Sgt. in the 3rd MAW, 34th Marine Aircraft Group. He was on a number of Islands over there and I remember the MARshalls and Eniwetok(sp?) specifically. He is suddenly trying to track down buddies and his old unit for reunion type stuff. If anyone has any information on where I should look for that, would you please direct me there. If this is the right place, I would say, FINALLY!!!

Thanks for your time.
Clayton Hoskinson

FEATURE ARTICLE

VA APPLICATIONS Go ONLINE

Submitted by:
Graden & Gwen Loveless

WASHINGTON, D.C. -- Veterans can now apply for benefits and health care online with the Department of Veterans Affairs (VA). Two new systems will allow veterans quick, easy and secure access to apply for compensation, pension, rehabilitation benefits and health care.

"This is the first step toward an electronic VA," said Acting Secretary of Veterans Affairs Hershel W. Gober. "We will use the best in the business world and the latest in the high technology sector to deliver world class benefits and care to veterans. That's a promise."

To apply for health care, veterans can fill out and submit an Internet based 10-10 EZ application available today for the first time nationwide. Initially tested at 30 VA facilities, the 10-10 EZ is automatically e-mailed to the VA health care facility selected by the veteran. VA employees register the data, print the form and mail it back to the veteran for signature. Veterans can also print out the completed form and mail it to a VA health care facility themselves.

"Veterans On Line Applications" (VONAPP) is designed for veterans to apply for compensation, pension, and vocational rehabilitation benefits through the Internet. Completed applications are sent electronically to the veteran's local VA office. Processing begins right away and veterans receive a response letting them know the status of their applications. "Of course, security is of paramount importance," said Gober. "These forms are individually

Along with 10-10 EZ and VONAPP, VA has redesigned its Web page. "When veterans access www.va.gov, there will be no doubt that the focus and content reflects the department's commitment to veterans," said Gober. "The new design makes it easy to find information, as well as online applications."

VA aims to eventually put all its health care and benefits applications online. However veterans are not required to apply online and can continue to use paper applications. To download other VA applications see: <http://www.va.gov/forms>



"Online applications, bar coding for medications, computerized record systems, telemedicine and in the near future -- Smart Cards -- are all examples of VA developing information technology on par, and often ahead of, the rest of the country," said Gober. "I'm really excited about what

technology can do to allow us to do a better job in caring for the nation's veterans."

encrypted, ensuring the privacy of veterans' personal data. This is part of VA's approach to department wide security planning and management."

Later this year, VA plans to offer education applications on the Internet. Currently, veterans attending school under the Montgomery GI Bill can make their monthly certification of enrollment at:

[http:// www.gibill.va.gov](http://www.gibill.va.gov).

To access Internet applications: <http://vabenefits.vba.va.gov>

LETTERS FROM MEMBERS

Grady Loveless



*Happy
Holidays
&
A
Very
Happy
New Year!*

The following was sent in by Grady Loveless. It seems we have printed something similar in the past, but it was still good for a few laughs.

Here are some maintenance complaints submitted by US Air Force pilots and the replies from the maintenance crews. "Squawks" are problem listings that pilots generally leave for maintenance crews to fix before the next flight.

(P)=PROBLEM (S)=SOLUTION

(P) Left inside main tire almost needs replacement
(S) Almost replaced left inside main tire

(P) Test flight OK, except autoland very rough,
(S) Autoland not installed on this aircraft

(P) #2 Propeller seeping prop fluid,
(S) #2 Propeller seepage normal - #1 #3 and #4 propellers lack normal seepage

(P) Something loose in cockpit
(S) Something tightened in cockpit

(P) Evidence of leak on right main landing gear
(S) Evidence removed

(P) DME volume unbelievably loud
(S) Volume set to more believable level

(P) Dead bugs on windshield
(S) Live bugs on order

(P) Autopilot in altitude hold mode produces a 200 fpm descent
(S) Cannot reproduce problem on ground

(P) IFF inoperative
(S) IFF always inoperative in OFF mode

(P) Friction locks cause throttle levers to stick
(S) That's what they're there for

(P) Number three engine missing
(S) Engine found on right wing after brief search

(P) Aircraft handles funny
(S) Aircraft warned to straighten up, "flyright" and be serious

(P) Target Radar hums
(S) Reprogrammed Target Radar with the words



LETTERS FROM MEMBERS

Vince Coll • John Wilson

MORE HUMOR FROM THE AIR FROM VINCE COLL

There's a story about the military pilot calling for a priority landing because his single engine jet fighter was running "a bit peaked".

ATC told the fighter jock that he was number two behind a B-52 that had one engine shut down.

"Ah", the pilot remarked, " the dreaded seven engine approach".

* * * * *

A student became lost during a solo cross-country flight. While attempting to locate the aircraft on radar, ATC asked, "What was your last known position?"

Student: "When I was number one for takeoff".

* * * * *

One day, the pilot of a Cherokee 180 was told by the tower to hold short of the runway while a DC-8 landed. The DC-8 landed, rolled out, turned around, and taxied back past the Cherokee.

Some quick-witted comedian in the DC-8 crew got on the radio and said, "What a cute little plane. Did you make it yourself?"

Our hero the Cherokee pilot, not about to let the insult go by, came back with a real zinger: "I made it out of DC-8 parts. Another landing like that and I'll have enough parts for another one."

* * * * *

During the heat of the space race in the 1960s, the U.S. National Aeronautics and Space Administration decided it needed a ball point pen to write with in the zero gravity confines of its space capsules.

After considerable research and development, the Astronaut Pen was developed at a cost of about US \$1 million. The pen worked and also enjoyed some modest success as a novelty item back here on earth.

The Soviet Union, faced with the same problem... they used a pencil.

* * * * *

Tower:

"Delta 351, you have traffic at 10 o'clock, 6 miles!"

Delta 351: "Give us another hint! We have digital watches!"

FROM THE MCATA BULLETIN BOARD COMES THIS:

Not every one was a crew member. Avation Supply Chief. Was with VMR-152, El Toro, 1949 thru 1953. Col Dean C Roberts was CO, Supply people all over the place, Korea 1950. Rear Echelon El Toro, Admin Echelon NAS Barbers Point, Fwd Edhelon, Itami Japan. Capt D.H Musselman Supply Officer. MSgt VanHorvick leading chief (maint) Whitie Palson Maint. Many more people on the ground. Check crews on all the Islands. (we had to stop for box lunches) check crews at Heneda AFB. No hangers at Itami. Have some pictures of R5D's in engine tents. Any one alive out there?

After I left VMR-152 was with VMO-6 in Korea and returned to Pendleton with the Sqdn. 1958 was with Group Supply MAG-36 (LTA) Tusin. Then went to Iwakuni, sent to Yokosuka Naval Supply Depot as Marine Liaison for the Air Wing. I loved being an Aviaion Supply Man. The Corps was good to me, I would do it again. Merry Christmas John

John J Wilson Jr
18711 Applewood Cr
Huntington Beach, Ca. 92646

Phone 714 962-3249
Msgtusmcretired3@cs.com

LETTERS FROM MEMBERS

Brandee Nickols • Harry Brooks



BRANDEE NICKOLS REYNOLDS

Dear Con, thank you for what you and fellow Marines do for my dad. He would love a T-shirt from the Reunion. He may not be able to attend, but he is always there in spirit. He is still with us and fighting the good lord all the way. Semper Fi, Never die. He loves to hear the stories and updates on all of you. I think that being in the Corps was the happiest time of my dad's life. I recently saw the movie "Rules of Engagement and thought how much my dad would love this movie.

Mom still has the same address. Mine is Brandee Nickols Reynolds 4289 Lawrence 1030, LaRussell, Mo. 64848.

If anyone would like to send cards or letters they can send them to mom or me. We will read them to dad.

Mom and I would love to come to the next Reunion that is held in Branson or Dallas. Again thanks to all that keep us in their prayers. I will say hi to T.L. for all of you
Sincerely,

Brandee

DONALD ROBERT SMITH

Dsmitdonald@aol.com

My sqd. was VMR-352.I was an aircraft mechanic.Our station was Eva,Ohau,in 46 to 47.Anyone of the old group still around? I was the youngest at 17. I,m 72 now. Sure would like to hear from some of you. Sgt.Salazar was our crew chief.

FROM BRANDEE NICKOLS REYNOLDS,

This is to all the Marines who served with T.L. Nickols. If you would like any information on him please write to me at avfd334@yahoo.com I will take the letters and read them to him. I hope this finds all of you well. Sorry it has been so long since anyone has heard

from me.

My father is doing as well as can be expected. he has become combative in recent months. They say it is from the damage the stroke caused. I believe it is the Marine in him showing the world he is still fighting. More info will follow with my E-Mail to Con. Thank you for your time,

1920 REGULATIONS FOR OPERATING AIRCRAFT AS SET FORTH BY THE U.S. FLYING SERVICE:

- * Don't take the machine into the air unless you are satisfied it will fly.
- * Never leave the ground with the motor leaking.
- * Never get out of the machine with the motor running until the pilot relieving you can reach the controls.
- * Pilots should carry something in a handy place to wipe off goggles.
- * Riding on the steps, wings or tail of the machine is prohibited.
- * No machine shall taxi faster than a man can walk.
- * Do not trust the altitude instruments.
- * If you see another machine near you, get out of it's way.
- * Pilots will not wear spurs while flying.
- * If an emergency occurs while flying , land as soon as you can.

Have a good day Con., Semper Fi.

--- Harry Brooks

--- sgtmjrhrbrks@earthlink.net

--- EarthLink: It's your Internet.



LETTERS FROM MEMBERS

Bob Simmons



M.C.A.S. IWAKUNI, JAPAN 4 FEB 1964

Standing (l-r): Lt. Joe Bennett, Capt. Willie Fisher, WO Dick Timmons, Capt. Mike Pierce, Capt. Jim Jones, Capt. Bob Schultz, Capt. Bob Griggs, Lt. Jake Vermilyer, LtCol Phil Pickett (CO), Lt. Bill Smith, Lt. Henry Hays, Capt. Jack Denmond, Maj. Bud Yount (XO), Lt. Bob Dunai, Capt. Gordon Dodson, Lt. Bo Copeland, Lt. Jim Sellers, Capt. Bert Brown, Capt. Milt Harnden, Lt. Carl Muhlenbeck
Front (l-r): Lt. Dave Heenan, Maj. Tom Kelley, Maj. Jim Fithian, Maj. "Salty" Hail, Maj. Paul German, Capt. Mike Witter



LAS VEGAS 2000 GOLF TOURNAMENT

2000 RENUNION PHOTOS



Bev & Blinky Waitt



Henry & Arlene Wildfang

MCATA MERCHANDISE ORDER FORM

Name _____

Address _____

City _____ State _____ Zip _____

	Quantity	Cost Each
<input type="checkbox"/> Hat (New Style - Embroidered)	_____	\$10.00
Circle Choice of Color Red White Blue Khaki		
<input type="checkbox"/> Convention pin - All Prior Years Available	_____	\$3.00
Please Specify Year _____		
<input type="checkbox"/> Set of 11 pins (one from every convention)	_____	\$25.00
<input type="checkbox"/> Window Decal	_____	\$1.00

Total Amount Enclosed _____

Please send form and check or money order to: M.C.A.T.A. • P.O. Box 59765 • Dallas, Texas 75229



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