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Pacific Stars & Stripes 7
Tuesday, April 4, 1972

Marines Burn Pickets' Tent at Okinawa Base

By ETSUJIRO MIYAGI
S&S Okinawa Bureau

FUTENMA, Okinawa — Two hundred Marines burned a Zengunro (base workers union) tent and destroyed several union flags at a picket point at the main gate to Futema MCAS late Saturday after pickets stopped a group of club entertainers from entering the base, union and military spokesmen said Monday.

One union source said that several pickets were injured in the clash, but neither the Zengunro or military spokesmen could confirm that.

Shortly after the incident at the gate, five Marines received minor injuries when fighting broke out between Marines on base, the military spokesman said.

The Zengunro spokesman said that the fighting on base was between a group of white Marines who oppose the strike and a group of black Marines who support it. However, the military spokesman said he could not call it a fight between blacks and whites.

He said there were several minor scuffles between both white and black Marines who were angry because the entertainers had been barred by the Zengunro pickets.

The Zengunro spokesman said the incident at the gate occurred about 10 p.m. when the Marines marched to the gate and destroyed the tent and four or five flags. He said military police tried in vain to stop the Marines, but a major incident was averted when MPs warned the pickets to retreat before the Marines arrived.

Officials at the military's joint strike information center had no immediate comment.

Meanwhile, an Okinawan whom Zengunro officials believe to be a rightist group member, attempted to dump 60 bullets into a bonfire at a picket point near Hamby Air Field Saturday night, the Zengunro spokesman said.

Pickets prevented him from throwing the ammunition into the fire, but the man escaped, the spokesman said.

The man had made "threatening remarks to the pickets about the prolonged strike" before rushing toward the fire, the spokesman said.

The Zengunro official said Monday that the union has had no word from Tokyo on the progress of negotiations and could give no indication as to when the strike might end.

The strike — which went into its 28th day Monday — concerns problems of transition from the present system of hiring Okinawan base workers to the indirect hire program operated by the Japanese government which will go into effect after reversion.

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More Jets In Vietnam

S&S Washington Bureau

WASHINGTON—The Defense Department confirmed Thursday that two additional squadrons of Marine Corps A4 Skyhawk jet attack planes have arrived in Vietnam from their base at Iwakuni, Japan via the Philippines.

The squadrons, which include about 1,100 men and 36-40 aircraft, is the second large Marine air contingent to return to the war zone since the present North Vietnamese invasion began. Last month, two squadrons of Marine F4 Phantom fighter-bombers and another 1,100 men returned to Vietnam from their base in Japan.

Almost 600 other Navy and Air Force planes have also returned to the combat zone aboard six Navy carriers and bases in Thailand and Guam, defense spokesmen said, bringing the total American combat airpower in Southeast Asia to the 1,000-plane mark. This figure does not include helicopters.

At the peak of the air war in 1968, the U.S. had about 1,200 attack planes in the area. Last year this number had dropped to between 350-400.

Brown Commands 1st MAW

IWAKUNI MCAS, Japan (Special)—A veteran of three wars, one as an infantryman, took command of the 1st Marine Aircraft Wing April 25.

Maj. Gen. Leslie E. Brown, twice a winner of the Silver Star Medal for heroism during World War II while a platoon sergeant and later as a platoon commander, took command from Maj. Gen. Robert G. Owens Jr., a World War II ace.

Owens is slated to return to El Toro MCAS to await retirement in July.

Parting remarks of Owens and an acceptance speech by Brown followed a 13-gun salute by a 105mm gun battery of the 3rd Marine Div. Following the review of the troops and a pass-in-review, a formation of 1st MAW aircraft flew a final salute to Owens.

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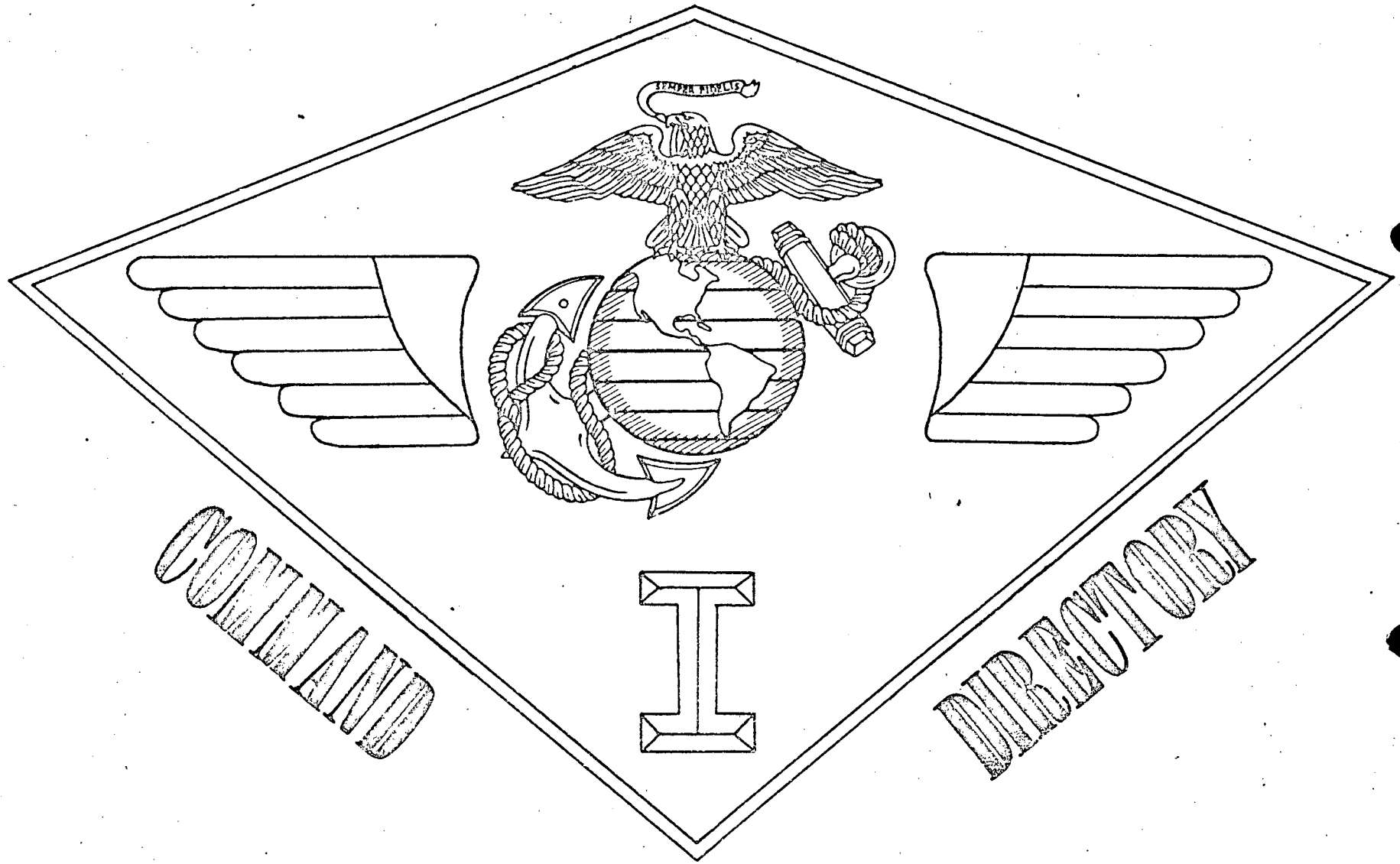
1st MARINE AIRCRAFT WING



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

7/LDT/rjs
1301
22 Dec 1971

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Prepared as a matter of interest for commands within, and associated with, the 1st Marine Aircraft Wing, Fleet Marine Force, Pacific. All addressees are requested to notify the Wing Adjutant of any errors, omissions noted or changes as they occur.

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

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CG 3d MAW (Attn: G-1)	(5)	CO MCAS (H) Futema	(5)
CG 2d MAW (Attn: G-1)	(5)	CO MCAS Iwakuni	(5)
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DIVISION/BRANCH/GRADE/NAME	ASSIGNMENT	RTD	TELEPHONE	QTS
MGEN R. G. OWENS JR.	Wing Commander	Apr72	4097/4085	
Capt S. N. MELGAARD	Aide-de-Camp	Jan72	4097/4243	3359
1stLt R. J. RIINESS	Aide-de-Camp	May72	4097/4243	3285
BGEN A. W. O'DONNELL	Asst Wg Commander	Aug72	4064	4488
[illegible] M. J. GREENE	Aide-de-Camp	Jun72	4097/4243	3130
SgtMaj W. F. MORTIMER	Wing SgtMaj	Mar72	4378	4616
CHIEF OF STAFF DIVISION				
Col G. W. MORRISON	Chief of Staff	Jun72	4085/4225	3322
Maj H. L. TRIMBLE	Staff Secretary	Jul72	4225/4243	3060
SSgt S. E. SUNN	Admin Chief	Aug72	4225/4243	None
CWO3 F. E. BARTHOLD	Band Officer	Jan72	4660	3181
ADJUTANT BRANCH				
Capt L. D. TAKER	Adjutant	May72	4629/4204	3140
Capt C. H. ERTWINE	Asst Adj/AwardsO	Feb72	4629/4204	3324
1stLt D. S. SIMON	OIC CMCC	Jun72	3544	3229
CWO4 P. E. CLAUSEN	OIC RPS	Nov72	4598	3181/41-1489
MSgt W. N. JUSTICE	Admin Chief	Aug72	4629/4204	None
SSgt C. C. GROSS III	Central Files	Aug72	3761	8568
G-1 DIVISION				
Col [illegible]. B. PORTER	ACofS, G-1	Jul72	4326	3567
LtCol M. J. WILLIAMS	Asst G-1	Feb72	4326/4349	3192
LtCol W. K. STRATFORD	WgSplServO	May72	4009	3240
Maj P. L. HARRINGTON	WgPersO	Jul72	3746	3507
Maj R. L. BAINBRIDGE	WgCarPlanO	May72	4697	3194
Capt R. G. GARDNER	AdminO	Apr72	4326/4349	3223
Capt W. W. LINDSAY	Asst PersO	Nov72	3746	3395
Capt W. K. WESTLING	CarRetO	Oct72	4697/8763	3414
1stLt J. U. JANSEN	YokotaLnO	Mar72	225-9517	
1stLt G. JENNINGS	RptsCntlO	Mar72	4326	3355
1stLt P. M. MISSOR	FATLO	Jan72	4370	3185
MSgt L. G. WILSON	Admin Chief	Jun72	3784	4563
GySgt W. J.MCBRIDE	ACU Contact NCO	Apr72	4547	None
GySgt P. H. BRIDGES	Human Relations	Mar72	8589	None
GySgt P. T. SCHMIDT	Order Writing	Jun72	4347	8568

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DIVISION/BRANCH/GRADE/NAME	ASSIGNMENT	RTD	TELEPHONE	QTS
G-2 DIVISION				
LtCol W. C. SERVICE III	ACofS, G-2	Jan72	4485	3029
Maj J. D. WAY	Asst G-2	Jul72	4485	3613
Capt B. M. WINCENTSEN	ACIO	Oct72	3328	3279
Capt W. A. BROWN	SCIO	Jan72	4310	3314
Capt W. BISHOP	OIC PIIU	Jul72	8669	None
WO J. C. SEIG	AOIC PIIU	Feb72	4683	3279
WO C. J. BRUCE	G-2 AdminO	Jan72	3392	3279
WO A. R. MORRIS	G-2 SereO	Mar72	3328	3239
MSgt E. F. MILLER	G-2 Chief	Aug72	4485	None
MSgt R. H. THOMAS	ACI Chief	Sep72	3328	None
GySgt W. R. BISHOP	SSO	Sep72	4047	3651
GySgt D. O. TAYLOR	NCOIC PIIU	Nov72	8669	3651
GySgt P. O. PAUL	SIS Chief	Oct72	4047	3651
SSgt L. E. ROADS	Admin Chief	Jun72	4485	None
SSgt A. P. DRAKE	SCI Chief	Feb72	4310	None
SSgt J. C. IZRAELSKI	SI Chief	Feb72	4047	3274
G-3 DIVISION				
Col R. L. SIMMONS	ACofS, G-3	Aug72	4592/3282	4793
LtCol W. H. HEINTZ	Asst G-3	Sep72	4503/3282	4893
LtCol R. G. HAGGARD	Plans Officer	Jan72	4592/4029	3293
LtCol D. C. MORGAN	OperationsO	Oct72	4503/3052	3293
LtCol H. A. MONTEAU	Asst PlansO	Jun72	4029/4592	21-7928
Maj J. J. MACCAFFREY	SIOP Officer	May72	4029/4592	3122
Maj G. D. DODSON	ATCO	Jun72	4668/4679	3265
Maj W. W. MACKEY	AsstOpsO (FTR/ATK)	May72	4592/3282	3194
Maj G. A. MCADAMS	AsstOpsO (HELO)	Mar72	4592/3282	3261
Maj M. J. BURNS	NATOPS Officer	Nov72	4476/3282	3265
Maj R. W. BAILEY	TrainingO	Nov72	4307/8766	3594
Capt C. E. BEMENT	AsstOps (Air Cont)	Aug72	4592/3282	3261
Capt L. G. MALONE	Asst TrngO(Scol)	Apr72	4307/8766	3185
Capt M. R. MOHR	AsstOpsO (Targets)	Jan72	4503/3052	3238
Capt D. R. BISHOP	Elect-WarfareO	Apr72	4240	3145
1stLt R. J. MOSHER	Asst ATCO Officer	Jul72	4668/4679	4785
1stLt R. V. VOLL	Wing HistoricalO	Jan72	4029/4592	3145
1stLt J. E. SCHEFERMAN	OIC Staff NCO Acad	Nov72	4215/8766	3285
MGySgt O. B. TALBERT	NCOIC G-3	Aug72	3282/4503	3657
MSgt C. C. OWENS	Asst NCOIC, G-3	Sep72	3282/4503	None
G-4 DIVISION				
Col W. C. WATSON	ACofS, G-4	Aug72	4041/4600	3729
LtCol F. P. WILLIAMS	Asst G-4	May72	4041/4600	3027
LtCol W. G. VEIRS	EngrO	Apr72	4259	3121
LtCol J. R. KOCH	AMO	Oct72	4961/4671	3194
Maj J. W. BUTLER	Asst AMO	Jul72	4961/4671	3633
LtCol W. S. GERICHTEN	MTO	Dec72	4087	3217

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DIVISION/BRANCH/GRADE/NAME	ASSIGNMENT	RTD	TELEPHONE	QTS
G-4 (Con't)				
Maj J. P. JOINER	SysAnalO	Mar72	4474	3192
Capt W. J. CAMP	Rotary WingO	Jan72	3372	3482
Capt G. H. CONNER	OrdO	Apr72	4391	3378
Capt R. E. FAIRFIELD	AdminO	Nov72	4041/4600	None
Capt T. D. HOPPER	Maint AdminO	Jul72	3372/4671	3145
Capt R. M. LANCASTER	NAMP SchoolO	Aug72	4474	None
Capt J. T. LYTLE	TAFDSO & FACO	Jun72	4259	3261
Capt D. RATCLIFFE	Asst AVO	Jul72	4423	3279
Capt R. K. RIGGS	AvO	Mar72	4423	4451
Capt R. R. SMITH	EmbarkO	Jan72	4602	3459
Capt R. E. STEWART	Food ServiceO	Aug72	8624/8783	3759
CWO3 D. W. LATHOP	Asst Wing AnalO	Dec72	4474	4704
CWO2 A. N. GRAHAM	GSEO/IMRLO	Jan72	4073	3234
CWO2 J. E. UPAH JR	SATSO	Jan72	4463	3778
MGySgt R. GEARY	Log Chief	May72	4041/4600	3569
MGySgt J. M. MCBRIDE	Ord Chief	Jun72	4391	None
MGySgt O. W. STARR	MT Chief	Feb72	4087	None
MGySgt W. H. TILLOTSON	A/C Maint Chief	Nov72	3372/4671	4201
MGySgt A. E. WATSON	Avionics Chief	Feb72	4423	3383
MSgt F. G. BISNER	Embark Chief	Mar72	4602	None
MSgt J. DOWNEY	Engr Chief	Apr72	4259	None
MSgt C. R. THOMPSON	SATS Chief	Apr72	4463	3256
MSgt E. F. BINA	3-M Chief	Jun72	4474/8702	None
HEADQUARTERS COMMANDANT				
LtCol R. E. HAWES	Commanding Officer	Nov72	4524	3056
[illegible]	[illegible]	Jul72	[illegible]	[illegible]
WING INSPECTOR				
LtCol J. L. SHANAHAN	Wing Inspector	Nov72	4344	None
Maj W. B. ROURKE	Asst Wing Inspector	Mar72	4344	3192
SSgt V. LACAPA	Admin Chief	Jun72	4344	None
AREA AUDITOR DIVISION				
Capt A. H. RAINES	Area Auditor	May72	3458/4484	3195
WING SUPPLY DIVISION				
LtCol A. G. WAITE	Wing Supply Officer	Nov72	4669	3326
Maj E. S. JACZKO JR	Asst Wing SupplyO	Sep72	4669	3741
2dLt R. CHANDLER	Avn Supply Officer	Dec72	4392	3325
Capt R. L. ROBERTSON	MCP SupplyO (Acting)	Apr72	4665	9-21-7980
[illegible] F. M. SPADY	OIC Wg Mgt Team	Aug72	4392	3382
MSgt L. C. LONG	Wing Supply Chief	Feb72	4669	9-21-7930

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DIVISION/BRANCH/GRADE/NAME	ASSIGNMENT	RTD	TELEPHONE	QTS
COMPTROLLER DIVISON				
Col J. W. KIRKLAND	ACofS, Comptroller	Jul72	4408/3224	3721
LtCol W. M. FOLEY	Deputy Comptroller	Feb72	4408/3224	None
Capt L. E. SARACINO	Fiscal Officer	Jun72	4408/3224	None
MSgt L. O. JOHNSON	Compt Chief	Apr72	4408/3224	None
MGySgt M. D. DEAN	Gnd Compt Chief	Mar72	4408/3224	None
SSgt R. E. DUGGAN	Allt Acct Chief	Sep72	4408	
STAFF JUDGE ADVOCATE				
LtCol C. W. COLLIER	SJA	Jun72	4398/4409	3194
Maj L. J. MINER	Dir Law Center	Jun72	4398/4409	3112
Capt D. G. FISKE	Military Judge	Apr72	4409/8634	3171
Capt W. ENSLEN	Trial Counsel	Dec72	4409/8634	None
Capt J. S. EDWARDS	Defense Counsel	Oct72	4409/8634	3015
Capt R. D. SULLIVAN	TAD Futema Law Ctr	Nov72	4339 (Futema)	
Capt J. T. JOHN	Defense Counsel	Dec72	8730	None
Capt R. J. KINKLE	OIC Futema Law Ctr	Jan72	4339 (Futema)	
Lt J. C. MYERS	Defense Counsel	Aug72	4409/8634	3763
WO-1 R. L. PHILLIPS	Legal AdminO	Jun72	4398/4409	3219
COMMUNICATION-ELECTRONIC DIVISION				
Col J. A. BLAKELY	CEO	Jul72	4429/3001	4772
LtCol J. H. BIRD JR	Asst CEO	Aug72	4429/3001	3728
Maj R. E. HUEBNER	ElectronicsO	Feb72	4429/3001	3514
CWO3 J. E. WRIGHT	Maint Officer	Jul72	4429/3001	3219
MGySgt E. L. HARMON	Comm Chief	Jan72	4429/3001	3383
MGySgt R. G. BENEDETTO	Maint Splcst	Mar72	4429/3001	3383
WING SAFETY CENTER				
LtCol R. P. SPREIER	Dir Safety Ctr	Mar72	3484/4476	3112
Maj W. J. NEVINS JR	Asst Director	Apr72	3484/4476	3507
Maj M. J. BURNS	NATOPS	Nov72	3484/4476	None
CWO3 E. W. MACHADO	OIC Grd Safety	Mar72	3484/4476	3778
CWO2 R. L. BERNARD	OIC Fire Safety	Apr72	3484/4476	3056
SSGT J. R. FRICK	NCOIC Safety	Jan72	3484/4476	9-31-0533
Sgt R. E. SHOWALTER	NATOPS/Safety	Jan72	3484/4476	8568

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WING MEDICAL				
CDR F. D. LEISSE	Wg MedicalO	Feb72	4595/4249	3217
CDR E. J. HATCH	AdminO/PersO	Nov72	4595/4249	None
MCM R. A. LAU	Leading Chief/ Asst NAVPERSO	Apr72	4595/4249	3083
HMC R. C. FLOOD	Supply Chief	Jun72	4372/8413	None
WING DENTAL				
Capt J. J. LYONS	Wg DentalO	Apr72	4420	3051
Lt O. H. GRISHAM	Admin Officer	Dec72	4420	None
DTC W. C. FORSTER	Admin Chief	Oct72	4628	None
DTC J. M. STENNER	Supply Chief	Nov72	8731	None
WING CHAPLAIN				
CDR D. F. ZELLER	Wg Chaplain	Jan72	4404	3729
LCDR W. G. OLSON	MWHS-1 Chaplain	Aug72	4404	3136
LCDR T. W. KUHN	MAG-12 Chaplain	Jul72	4504	31-8400
LCDR J. R. VON MEYSENBUG	MAG-15 Chaplain	Jul72	4404	3575
LT T. A. SCHULTZ	MAG-15 Chaplain	Jul72	4008	3285
LT F. W. RYDER	MWSG-17, MACG-18	Jun72	4640	31-8024
TH COUNTERINTELLIGENCE TEAM				
CAPT S. L. MOYER	Team Commander	Oct72	4246/3151	
CWO2 J. A. CANONICO	OperationsO	Mar72	4246/4858	
MGySgt J. M. WOODWARD	Team Chief	Jul72	4246/4363	
THIRD SPECIAL SECURITY COMMUNICATION TEAM				
Capt G. G. MEYERS	Team Commander	Mar72	4047	3035
GySgt P. O. PAUL	Team Chief	Oct72	4047	3651
SSgt G. L. MOORE	Ops Chief	Jan72	4047	3274
MANAGEMENT DIVISION				
Maj J. M. TUTTLE	ACofS, Mgt	Jun72	4358	3740
Maj W. P. ALEKSIC	Readiness RptsO	Sep72	4306/3348	3524
Capt P. D. CRAWFORD	Data MgtO	Aug72	4358	None
1stLt S. R. MAGYAR	Asst MgtO	Feb72	4358	3317
1stLt D. C. CANFIELD	Asst MgtO	Jan72	4358	3234
1stLt P. M. LITTELL	Rpts CoordO	Feb72	4358	3234
Sgt C. R. ROBERTSON	MARES/FORSTAT NCOIC	Mar72	4306/3348	None

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PUBLIC AFFAIRS OFFICE				
Capt H. S. GAZAWAY	Public AffairsO	Mar72	4260	3343
SgtSgt J. BUTTS	Public AffairsChf	Aug72	4407	1582
MARINE WING HEADQUARTERS SQUADRON-1				
LtCol R. E. HAWES	Commanding Officer	Nov72	4524	3056
Maj H. L. LONG	Executive Officer	Jul72	8528	3633
SgtMaj J. R. LINDBECK	SgtMaj	Sep72	8528	3651
CWO2 E. W. HUMPHREY	S-1 Officer	Nov72	8742	3667
Maj T. P. KIRLAND	OPNS Officer	Feb72	8629	3633
Maj R. A. GURLEY	Supply/FiscalO.	Dec72	4681	None
1stLt E. V. WASKIEWICZ	Intell Officer	Feb72	8554	3341
1stLt J. C. BRONSON	MT Officer	May72	8665	3355
1stLt M. B. DEFORREST	Career PlanningO	Jun72	8785	21-4929
1stLt R. B. PYRON	Spl Serv/TrngO	Mar72	4346	21-4929
1stLt H. J. AKRE	Legal Officer	Feb72	4268	3341
1stLt T. E. MCNAMARA	Security Officer	Feb72	3567	None
1stLt W. E. FITTS	Emb/Asst ServO	Feb72	8719	3667
MSgt W. C. DURHAM	Utilities Chief	May72	8543	None
SSgt S. I. WOOD	Admin Chief	May72	8823	8568
SSgt R. DIAZ	Career Planner	Sep72	8785	8568
MARINE AIRCRAFT GROUP-12				
Col E. J. RUTTY	Commanding Officer	May72	4570	3658
LtCol F. G. DAWSON	Executive Officer	Jun72	3557	None
Capt J. T. SALEWSKI	Adjutant	Mar72	3557	3133
SgtMaj D. L. SPALDING	SgtMaj	Feb72	4362	None
Maj N. MARSHALL	S-1 Officer	Mar72	3327	3078
CWO2 W. D. MCALL JR	S-2 Officer	Jan72	4544	3443
LtCol J. M. RAPP	S-3 Officer	Aug72	3630	3229
LtCol W. C. SINGLETARY	S-4 Officer	Jun72	4601	3192
LtCol K. D. CURRY	CO, H&MS-12	Jul72	4449	3112
LtCol J. L. DRIEFER	CO, MABS-12	Jan72	4394	3459
LtCol W. E. WILSON JR	CO, VMA-211	Jun72	4382	3418
LtCol K. L. BATT	CO, VMA-311	Mar72	92-1106	(Okinawa)
Maj D. E. CATHCART	CO, VMA(AW)-533	Jan72	4200	3507
Capt A. E. PETERS	OIC, MATCU-62	Mar72	3116	3185

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DIVISION/BRANCH/GRADE/NAME	ASSIGNMENT	RTD	TELEPHONE	QTS
MARINE AIRCRAFT GROUP-15				
[illegible]l K. O'KEEFE	Commanding Officer	Aug72	4004	3326
[illegible]Col D. A. MICKLE	Executive Officer	Mar72	4004	3516
1stLt G. F. WORKMAN	Adjutant	Sep72	4477	3481
SgtMaj L. D. CAPORALE	SgtMaj	Dec72	4696	None
Maj D. C. ESCALERA	S-1 Officer	Sep72	4562	3667
Capt R. J. BERGER	S-2 Officer	Jan72	4578	None
LtCol K. A. MCFERREN	S-3 Officer	Aug72	4680	3029
Maj J. P. SMITH	S-4 Officer	Jan72	4666	3248
Maj R. L. ANDREAS	NATOPS Officer	Jul72	4008	3740
LtCol R. R. POWELL	CO, VMFA-115	Jan72	8802	3459
LtCol J. L. GREGORCYK	CO, VMFA-232	Feb72	4662	3417
Maj J. E. HERLOCKER	CO, H&MS-15	May72	4548	4841
Maj R. L. BECKWITH	CO, MABS-15	May72	4622	3740
LtCol S. S. EISENHAUER	CO, VMCJ-1	Apr72	4248	3516
Capt D. L. HENDRIX	OIC, MATCU-60	Jul72	4783	3481
MARINE WING SUPPORT GROUP-17				
Col W. G. MCCOOL	Commanding Officer	Jun72	4471	3326
[illegible]tCol R. W. COONEY	Executive Officer	Feb72	4043	9-41-1652
[illegible]O3 R. L. CHEN	S-1/Adjutant	Nov72	3722/4395	None
[illegible]tCol P. M. JACOBS	S-2/S-3 Officer	Jun72	3751	None
SgtMaj T. T. ZABELSKI	SgtMaj	Mar72	3465	3083
LtCol L. E. JOHNSON	S-4 Officer	Oct72	4355/3725	None
LtCol D. C. MORGAN	CO, H&MS-17	Oct72	4460	None
Maj A. L. FRUCCI	CO, WERS-17	Jun72	4278	3147
Maj J. S. MAY	Supply Officer	Jul72	4089	None
Capt S. J. NICKELE	Avn Safety officer	Apr72	3751	None
Maj E. R. ALLEN	Aircraft MaintO	Mar72	3695	3147
Capt M. E. RANSOM	MT Officer	Sep72	4086	None
1stLt E. J. YOCHUM	Comm Officer	Mar72	4494	3081
CWO3 W. H. WELCH JR.	OIC, MCC-1	Jan72	4467	3140
MARINE AIR CONTROL GROUP-18				
Col E. M. JONES	Commanding Officer	Jul72	4347/4091	3046
LtCol R. P. ECKMANN	Executive Officer	Sep72	4347/4091	3631
1stLt F. J. SWAMGO	Adjutant	May72	4347/4091	3361
SgtMaj R. M. OHMAN	SgtMaj	Mar72	4347	3083
Maj C. F. KELLENBARGER	S-1 Officer	Jul72	4347/4091	3437

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DIVISION/BRANCH/GRADE/NAME	ASSIGNMENT	RTD	TELEPHONE	QTS
(MACG-18 Con't)				
LtCol J. C. DIXON	S-2/S-3 Officer	Oct72	4003	3613
Maj R. S. HOLMAN	S-4 Officer	Jun72	4340	3265
C. D. TIMONEY	S-5 Officer	Oct72	4069	3121
gt J. C. DENNY	Admin Chief	Sep72	4347	8828
LtCol R. V. WALKER	CO, MWCS-18	Jul72	4573	3112
LtCol L. B. MYERS	CO, H&HS-18	Sep72	4396	3741
LtCol R. D. MILLER	CO, MACS-18	May72	23-4106 (OKi)	23-4314
LtCol J. H. THOMPSON	CO, MASS-2	Aug72	4228	3121
MARINE AIRCRAFT GROUP-36				
Col A. F. GARROTTO	Commanding Officer	Jul72	23-4508/4509	23-4200
LtCol J. R. PLUMMER	Executive Officer	May72	23-4508/4509	23-4400
Maj B. A. GALLUP	Adjutant	Apr72	23-4508/4509	23-4650
SgtMaj J. N. NEUNSINGER	SgtMaj	Oct72	23-4402	23-4665
Capt E. W. PENTZ	S-2 Officer	Sep72	23-4406	23-4257
LtCol T. S. REAP	S-3 Officer	Jan72	23-4622/4624	23-4985
LtCol V. J. GUINEE	CO, MABS-36	Apr72	23-4453	23-4664
LtCol D. A. SPURLOCK	CO, H&MS-36	Mar72	23-4576/4212	23-4292
LtCol E. C. HERTBERG	CO, HMM-164	Sep72	23-4564	23-4204
LtCol J. L. NORTON	CO, VMO-6	Mar72	23-4592/4266	23-4403
LtCol R. A. BROWN	CO, VMGR-152	Aug72	23-4252/4235	23-4623
ol P. L. MOREAU	CO, HMM-165	Jun72	None	None
ol R. D. MILLER	CO, MACS-4	May72	23-4106/4148	23-4314
LtCol O. G. MCDONALD	CO, HMH-462	Jul72	23-4515	23-4390
LtCol P.P. UPSCHULTE	OPS Officer	Jun72	23-4594	23-4772
Maj D. R. MUNCIE	PERS Officer	May72	23-4481	23-4672
Maj E. L. OSMONDSON	S-5 Officer	Jun72	23-4211	23-4664
Maj F. W. CRONE	OIC SU#1 H&MS-36	Feb72	23-4832	23-4214
Maj T. W. HEWES	CO, HML-367	Sep72	23-4141	23-4582
Capt T. A. VARRELL	OIC MATCU-66	Sep72	23-4244	23-4609
CWO2 L. R. COXE	OIC MATCU-68	May72	23-4844	23-4662
CWO2 L. A. WALKER	OIC SU#1 WERS-17		23-4545	
CWO2 T. F. KING JR	OIC DET A 7th CIT	Feb72	23-4406	23-4430
SSgt M. S. CHIPPS	Admin Chief	Jan72	23-4422	23-4366

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PHONE LISTING FOR 1ST MAW OFFICERS OF THE DAY

UNIT	PHONE
MWHS-1	8823
MAG-12	3557/4860
H&MS-12	3656/3595
MABS-12	3294/3320
VMA-211	927103 (OKI)
VMA-311	3445
VMAW-533	4579
MAG-15	4477
H&MS-15	8609
MABS-15	8703
VMFA-232	8862
MATCU-60	4783
VMFA-115	8583
VMCJ-1	4226
MWSG-17	3531/3722
H&MS-17/WERS-17	3531/3722
MACG-18	4091
MWSC-18	4573
MACS-18	23-4106 (OKI)
MASS-2	4228
MAG-36	4020/4508 (OKI)

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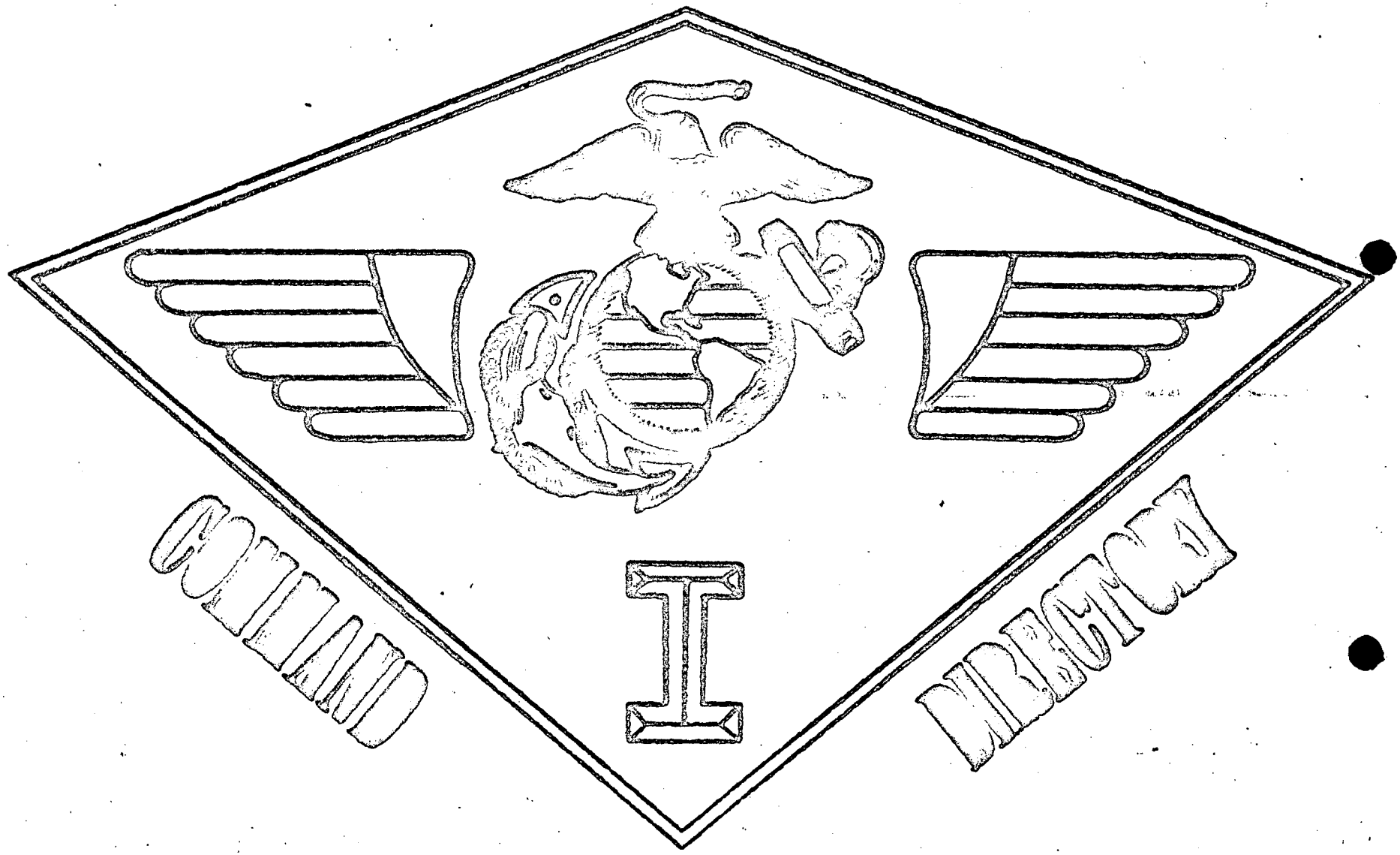
1st MARINE AIRCRAFT WING



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

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23 Jan 1972

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COMMAND DIRECTORY

Prepared as a matter of interest for commands within, and associated with, the 1st Marine Aircraft Wing, Fleet Marine Force, Pacific. All addressees are requested to notify the Wing Adjutant of any errors, omissions noted or changes as they occur.

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

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CG 2d MAW (Attn: G-1)	(5)	CO MCAS Iwakuni	(5)
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DIVISION/BRANCH/GRADE/NAME	ASSIGNMENT	RTD	TELEPHONE	QTS
MGEN R. G. OWENS JR	Wing Commander	Apr72	4097/4085	
Capt S. N. MELGAARD	Aide-de-Camp	Apr72	4097/4243	3359
Capt R. J. RIINESS	Aide-de-Camp	May72	4097/4243	3285
LtCol A. W. O'DONNELL	Asst Wg Commander	Aug72	4064	4488
1stLt M. J. GREENE	Aide-de-Camp	Jun72	4097/4243	3130
SgtMaj S. M. WEAVER	Wing SgtMaj	Jan73	4378	4616
CHIEF OF STAFF DIVISION				
Col G. W. MORRISON	Chief of Staff	Jun72	4085/4225	3322
Maj H. L. TRIMBLE	Staff Secretary	Jul72	4225/4243	3060
SSgt S. E. SUNN	Admin Chief	Aug72	4225/4243	None
WO R. C. BIGGS	Band Officer	Jan73	4660	3998
ADJUTANT BRANCH				
Capt L. D. TAKER	Adjutant	May72	4629/4204	3140
Capt C. H. ERTWINE	Asst Adj/AwardsO	Apr72	4629/4204	3324
1stLt D. S. SIMON	OIC CMCC	Jun72	3544	3229
CWO4 P. E. CLAUSEN	OIC RPS	Nov72	4598	3181/41-1489
MSgt W. N. JUSTICE	Admin Chief	Aug72	4629/4204	None
SSgt C. C. GROSS III	Central Files	Aug72	3761	8568
G-1 DIVISION				
Col M. B. PORTER	ACofS, G-1	Jul72	4326	3567
LtCol M. J. WILLIAMS	Asst G-1	Feb72	4326/4349	3192
LtCol W. K. STRATFORD	Wg SplServO	May72	4009	3240
Maj P. L. HARRINGTON	WgPersO	Jul72	3746	3507
Maj R. L. BAINBRIDGE	WgCarPlanO	May72	4697	3194
Capt R. G. GARDNER	AdminO	Apr72	4326/4349	3223
Capt W. W. LINDSAY	Asst PersO	Nov72	3746	3395
Capt J. H. UPDYKE	Drug TrainingO	Jun72	8881	3056
Capt W. K. WESTLING	CarRetO	Oct72	4697/8763	3414
1stLt J. U. JANSEN	YokotaLnO	Mar72	225-9517	
1stLt G. JENNINGS	Rpts CntlO	Mar72	4326	3355
MSgt L. G. WILSON	Admin Chief	Jun72	3784	4563
GySgt P. T. SCHMIDT	Order Writing	Jun72	4347	8568

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DIVISION/BRANCH/GRADE/NAME	ASSIGNMENT	RTD	TELEPHONE	QTS
G-2 DIVISION				
Col W. C. SERVICE III	ACofS, G-2	Apr72	4485	3029
J. D. WAY	Asst G-2	Jul72	4485	3613
Capt B. M. WINCENTSEN	ACIO	Oct72	3328	3279
CWO W. C. LANTZ	SCIO	Apr72	4310	3234
Capt W. BISHOP	OIC PIIU	Jul72	8669	None
WO J. C. SEIG	AOIC PIIU	Feb72	4683	3279
WO A. R. MORRIS	G-2 SEREO	Mar72	3328	3279
MSgt E. F. MILLER	G-2 Chief	Aug72	4485	None
MSgt R. H. THOMAS	ACI Chief	Sep72	3328	None
GySgt W. R. BISHOP	SSO	Sep72	4047	3651
GySgt D. O. TAYLOR	NCOIC PIIU	Nov72	8669	3651
Sgt P. O. PAUL	SIS Chief	Oct72	4047	3651
SSgt L. E. ROADS	Admin Chief	Jun72	4485	None
SSgt A. P. DRAKE	SCI Chief	Aug72	4310	None
SSgt J. C. IZRAELSKI	SI Chief	Feb72	4047	3274
G-3 DIVISION				
Col R. L. SIMMONS	ACofS, G-3	Aug72	4592/3282	4793
Col W. H. HEINTZ	Asst G-3	Sep72	4503/3282	4893
l T. E. BRADLEY	OperationsO	Dec72	4503/3052	3025
Col H. A. MONTEAU	Plans Officer	Jun72	4029/4592	21-7928
Maj J. J. MACCAFFREY	SIOP Officer	May72	4029/4592	3122
Maj G. D. DODSON	ATC Officer	Jun72	4668/4679	3265
Maj W. W. MACKEY	Asst OpsO FTR/ATK	May72	4592/3282	3194
Maj M. J. BURNS	NATOPS OFF	Nov72	4476/3282	3265
Maj R. W. BAILEY	Trng Officer	Nov72	4307/8766	3594
j R. A. HAGEMAN	Asst Ops Air Cont	Jul72	4592/3282	3265
Capt L. G. MALONE	Asst TrngO Scol	Apr72	4307/8766	3185
Capt D. R. BISHOP	Elect WarfareO	Apr72	4240	3145
Capt D. A. MANZ	Asst OpsO HELO	Apr72	4592/3283	3607
1stLt J. F. RICE	Asst OpsO Targets	Jun72	4503/3502	3243
1stLt J. E. SCHEFERMAN	OIC Staff NCO Acad	Nov72	4307/8766	3243
MGySgt O. B. TALBERT	NCOIC G-3	Aug72	3282/4503	3383
MSgt C. C. OWENS	Asst NCOIC	Sep72	3282/4503	None
G-4 DIVISION				
Col W. C. WATSON	ACofS, G-4	Aug72	4041/4600	3729
LtCol F. P. WILLIAMS	Asst G-4	May72	4041/4600	3029
l W. S. GERICHTEN	MTO	Dec72	4087/3438	3217
l W. G. VIERS	EngrO	May72	4259	3121
Maj J. W. BUTLER	AMO	Jul72	4671/3372	4774
Maj J. P. JOINER	SysAnalO	Mar72	4474	3192

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DIVISION/BRANCH/GRADE/NAME	ASSIGNMENT	RTD	TELEPHONE	QTS
G-4 (Con't)				
Ca[redacted]G. H. CONNER	OrdO	Apr72	4391	3378
Ca[redacted]R. E. FAIRFIELD	AdminO	Nov72	4041/4600	3325
Capt L. FRAKES	GSEO	Jan73	4073	3234
Capt R. M. LANCASTER	NAMP ScolO	Aug72	4481	3763
Capt J. T. LYTLE	FACO, SATS, TAFDS	Jun72	4259/4463	3261
Capt D. RATCLIFFE	Asst AVO	Jul72	4423	3279/31-7341
Capt R. K. RIGGS	AVO	Mar72	4423	3279
Capt R. E. STEWART	Food ServO	Aug72	4603	3759
CWO3 D. W. LATHROP	Asst SysAnalO	Dec72	4474	4704
MGySgt J. E. ANNIS	GSE Chief	Jul72	4073	3569
MGySgt R. GEARY	Log Chief	Mar72	4041/4600	3491
MGySgt J. W. MCBRYDE	Ord Chief	Jun72	4391	3651
MGySgt W. PERRON	Flt Equip NCOIC	Jun72	4073	3569
MGySgt P. H. REHRIG	MT Chief	Dec72	3438	3651
MGySgt W. H. TILLOTSON	A/C Maint Chief	Nov72	4201	None
MGySgt A. E. WATSON	AVO Chief	Feb72	4432	3383
MSgt F. G. BISNER	Embark Chief	Mar72	4602	3651
MSgt C. R. THOMPSON	SATS Chief	Apr72	4463	3526
GySgt E. F. BINA	3-M Chief	Jun72	4474/8702	None
GySgt W. E. PAYNE	IMRL NCOIC	Dec72	4073	None
G[redacted]IVISION				
Maj F. A. HOCEVAR	Asst G-5	Jun72	3197/4014/4015	4772
SgtMaj J. A. YOUNG	NCOIC G-5	May72	3197/4014/4015	31-8432
Capt R. D. LANKES	PEOPLE Trng UnitO	Sep72	3197/4375	4330
1stLt A. J. GUENZEL	Drug AbuseO	May72	4375/3197	3414
GySgt P. H. BRIDGES	Human Relations	Mar72	4431	None
HEADQUARTERS COMMANDANT				
LtCol R. E. HAWES	Hq Commandant	Nov72	4524	3326
WING INSPECTOR				
LtCol J. L. SHANAHAN	Wg Inspector	Nov72	4344	None
Maj W. B. ROURKE	Asst Wg Insp	Mar72	4344	3192
SSgt V. LACAPA	Admin Chief	Jun72	4344	None
A[redacted]AUDITOR DIVISION				
Capt A. H. RAINES	Area Auditor	May72	3458/4484	3195

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DIVISION/BRANCH/GRADE/NAME	ASSIGNMENT	RTD	TELEPHONE	QTS
WING SUPPLY DIVISION				
LtCol A. G. WAITE	Wg SupplyO	Nov72	4669	3326
[illegible] E. S. JACZKO	Asst Wg SupplyO	Sep72	4669	3741
[illegible] R. CHANDLER	AVN SupplyO	Dec72	4392	3382
GySgt R. L. ROBERTSON	MCP SupplyO Acting	Apr72	4665	9-21-7980
CWO2 F. M. SPADY	OIC Wg Mgt Team	Aug72	4392	3382
MSgt L. C. LONG	Wg Supply Chief	Feb72	4669	21-7980
COMPTROLLER DIVISION				
Col J. W. KIRKLAND	ACofS, Comptroller	Jul72	4408/3224	3721
LtCol W. M. FOLEY	Deputy Comptroller	Feb72	4408/3224	None
Capt L. E. SARACINO	Fiscal Officer	Jun72	4408/3224	3365
[illegible]gt L. O. JOHNSON	Comptroller Chief	Apr72	4408	None
GySgt M. D. DEAN	Gnd Compt Chief	Mar72	4408	None
SSgt R. E. DUGGAN	Allt Acct Chief	Sep72	4408	None
SSgt J. W. RIGGS	Navy Acct Chief	Aug72	4408	None
COMMUNICATION-ELECTRONIC DIVISION				
Col J. A. BLAKELY	CEO	Jul72	4429/3001	4772
[illegible] A. F. PIRACCI	Asst CEO	Nov72	4429/3001	3613
[illegible] J. E. WRIGHT	Maint Officer	Jul72	4429/3001	3219
MGySgt C. E. ATKINSON	Comm Chief	Mar72	4429/3001	3063
MGySgt R. G. BENEDETTO	Maint Splcst	Mar72	4429/3001	3383
MSgt C. R. COLEMAN	Asst Comm Chief	Jan73	4429/3001	None
SSgt J. L. NELSON	Admin Chief	Aug72	4429/3001	None
[illegible]NG SAFETY CENTER				
LtCol R. P. SPREIER	Dir Safety Ctr	Mar72	3483/4476	3250
Maj W. J. NEVINS JR	Asst Director	Apr72	3484/4476	3507
CWO3 E. L. MACHADO	OIC, Gnd Safety	Mar72	3484/4476	3778
CWO2 R. L. BERNARD	OIC Fire Safety	Apr72	3484/4476	3056
SSgt D. R. DELL	NCOIC	Oct72	3484/4476	8568
STAFF JUDGE ADVOCATE				
LtCol C. W. COLLIER	SJA	Jun72	4398/4409	3194
Maj L. J. MINER	Dir Law Center	Jun72	4398/4409	3112
Lt J. C. MYERS	Defense Counsel	Aug72	4409/8634	3763
Capt D. G. FISKE	Military Judge	Apr72	4409/8634	3171
[illegible] R. D. SULLIVAN	TAD Futema Law Ctr	Nov72	4339 (Futema)	
[illegible] J. S. EDWARDS	Defense Counsel	Oct72	4409/8634	3015
Capt J. T. JOHN	Defense Counsel	Dec72	8730	3204
Capt W. T. ENSLEN	Trial Counsel	Dec72	8730	3234
[illegible]OL R. L. PHILLIPS	Legal AdminO	Jun72	4398/4409	3219
MGySgt G. ATKINS JR	Legal Chief	Aug72	4398/4409	None

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DIVISION/BRANCH/GRADE/NAME	ASSIGNMENT	RTD	TELEPHONE	QTS
WING MEDICIAL				
CAPT F. D. LEISSE	Wg MedicalO	Feb72	4249/4595	3217
[illegible] E. J. HATCH	AdminO/PersO	Nov72	4595/4249	3273
[illegible] R. A. LAU	Leading Chief/ Asst NAVPERSO	Apr72	4595/4249	3083
~~HMC R. C. FLOOD~~	Supply Chief	Jun72	4372/8413	None
WING DENTAL				
Capt J. J. LYONS	Wg DentalO	Apr72	4420	3051
Lt O. H. GRISHAM	Admin Officer	Dec72	4420	None
DTC W. C. FORSTER	Admin Chief	Oct72	4628	None
DTC J. M. STENNER	Supply Chief	Nov72	8731	None
WING CHAPLAIN				
Capt D. K. VELTMAN	Wg Chaplain	Jan73	4404/8616	3729
LCDR W. G. OLSON	MWHS-1 Chaplain	Aug72	4404/8616	3136
LCDR T. W. KUHN	MAG-12 Chaplain	Jul72	4540	31-8400
LCDR J. R. VON MLYSENBUG	MAG-15 Chaplain	Jul72	4404/8616	3575
LT T. A. SCHULTZ	MAG-15 Chaplain	Jul72	4008	3285
[illegible] F. W. RYDER	MWSG-17, MACG-18	Jun72	4640	31-8424
[illegible] COUNTERINTELLIGENCE TEAM				
Capt S. L. MOYER	Team Commander	Oct72	4246/3151	
CWO2 J. A. CANONICO	OperationsO	Mar72	4246/4858	
MGySgt J. M. WOODWARD	Team Chief	Jul72	4246/4363	
THIRD SPECIAL SECURITY COMMUNICATION TEAM				
Capt G. G. MEYERS	Team Commander	Mar72	4047	3035
GySgt P. O. PAUL	Team Chief	Oct72	4047	3651
MANAGEMENT DIVISION				
Maj J. M. TUTTLE	ACofS, Mgt	Jun72	4358	3740
Maj W. P. ALEKSIC	Readiness RptsO	Sep72	4306/3348	3524
Capt P. D. CRAWFORD	Data MgtO	Aug72	4358	None
1stLt S. R. MAGYAR	Asst MgtO	Feb72	4358	3317
1stLt P. M. LITTELL	Rpts CoordO	May72	4358	3234
MSgt C. R. ROBERTSON	MARES/FORSTAT NCOIC	Mar72	4306/3348	None

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DIVISION/BRANCH/GRADE/NAME	ASSIGNMENT	RTD	TELEPHONE	QTS
PUBLIC AFFAIRS OFFICE				
[illegible] H. S. GAZAWAY	Public AffairsO	Mar72	4260	3343
[illegible]gt J. BUTTS	Public Affairs Chief	Aug72	4407	None
MARINE WING HEADQUARTERS SQUADRON-1				
LtCol R. E. HAWES	Commanding Officer	Nov72	4524	3326
Maj H. L. LONG	Executive Officer	Jul72	8528	3728
SgtMaj J. R. LINDBECK	SgtMaj	Sep72	8528	3083
CWO2 E. W. HUMPHREY	Admin Officer	Nov72	8742	4877
Maj T. P. KIRLAND	OPNS Officer	Feb72	8629	3683
Maj R. H. GURLEY	Services Officer	Dec72	8545	3060
Capt J. A. KIEFFER JR	Drug Exempt Officer	Nov72	8629	3273
[illegible]tLt R. B. PYRON	Spl Serv/Trng Off	Mar72	4346	None
1stLt W. E. FITTS	Emb/Asst Ser Officer	Feb72	8545	3667
1stLt A. B. CHAMBERS	Utilities Officer	Dec72	3329	3325
1stLt F. W. GUISE	Career PlanningO	Jan73	8785	3181
1stLt M. J. AKRE	Legal Officer	Feb72	4268	3341
1stLt M. J. MATHERLY	Security Officer	Jan73	8567	3997
CWO3 J. H. RUSSELL	Personnel Officer	Jan73	8507	3997
MGySgt S. S. BRYANT	MT Chief	Nov72	8665	3083
[illegible]t J. L. HUGHES	Personnel Chief	Jul72	8507	None
[illegible] W. C. DURHAM	Utilities Chief	May72	8543	None
S[illegible]gt S. I. [illegible]	Admin Chief	May72	8823	8568
SSgt R. DIAZ	Career Planner	Sep72	8785	8568
MARINE AIRCRAFT GROUP-12				
Col E. J. RUTTY	Commanding Officer	May72	4570	3658
[illegible]Col F. G. DAWSON	Executive Officer	Jun72	3557	3417
Capt J. T. SALEWSKI	Adjutant	Mar72	3557	3133
SgtMaj W. J. BUNCH	SgtMaj	Jan73	4362	4563
Maj N. MARSHALL	S-1	Mar72	3327	3078
CWO2 J. W. DEFRANK	S-2	Mar72	4544	3180
LtCol J. M. RAPP	S-3	Aug72	3630	3229
LtCol W. C. SINGLETARY	S-4	Jun72	4601	3192
LtCol K. D. CURRY	CO, H&MS-12	Jul72	4449	3112
LtCol L. DEWOLF	CO, MABS-12	Oct72	4394	3293
LtCol W. E. WILSON JR	CO, VMA-211	Jun72	4382	3417
LtCol K. L. BATT	CO, VMA-311	Mar72	92-1106	(Okinawa)
Maj D. E. CATHCART	CO, VMA(AW)-533	Jun72	4200	3507
Capt A. E. PETERS	OIC, MATCU-62	Mar72	3116	3185

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DIVISION/BRANCH/GRADE/NAME	ASSIGNMENT	RTD	TELEPHONE	QTS
MARINE AIRCRAFT GROUP-15				
Col K. O'KEEFE	Commanding Officer	Aug72	4004	3326
L[redacted] D. A. MICKLE	Executive Officer	Mar72	4004	3516
l[redacted] G. F. WORKMAN	Adjutant	Sep72	4477	3481
SgtMaj L. D. CAPORALE	SgtMaj	Dec72	4696	None
Maj D. C. ESCALERA	S-1	Sep72	4562	4820
Capt R. J. BERGER	S-2	Feb72	4578	3481
Maj J. B. WUERTZ	S-3	Aug72	4680	3741
Maj J. P. SMITH	S-4	Aug72	4666	3248
Maj R. L. ANDRESA	NATOPS Officer	Jul72	4008	3740
LtCol K. A. MCFERREN	CO, VMFA-115	Aug72	8802	3029
LtCol J. L. GREGORCYK	CO, VMFA-232	Feb72	4662	3417
Maj J. E. HERLOCKER	CO, H&MS-15	May72	4548	4841
Maj R. L. BECKWITH	CO, MAB-15	May72	4622	3740
LtCol S. S. EISENHAUER	CO, VMCJ-1	Apr72	4248	3481
Capt D. L. HENDRIX	OIC, MATCU-60	Jul72	4783	3481
MARINE WING SUPPORT GROUP-17				
Col W. G. MCCOOL	Commanding Officer	Jun72	4471	3326
LtCol R. W. COONEY	Executive Officer	Feb72	4043	9-41-1652
CWO3 R. L. CHEN	S-1/Adjutant	Nov72	3722/4395	3443
L[redacted] P. M. JACOBS	S-2/S-3	Jun72	3751	3293
S[redacted]j T. T. ZABELSKI	SgtMaj	Mar72	3465	3083
LtCol L. E. JOHNSON	S-4 Officer	Oct72	4355/3725	3514
LtCol D. C. MORGAN	CO, H&MS-17	Oct72	4460	4994
Maj A. L. FRUCCI	CO, WERS-17	Jun72	4278	3147
Maj J. S. MAY	Supply Officer	Jul72	4089	3247
Capt S. J. NICKELE	Avn Safety Officer	Apr72	3751	3185
Maj E. R. ALLEN	Aircraft MaintO	Mar72	3695	3147
Capt M. E. RANSOM	MT Officer	Sep72	4086	3015
1stLt E. J. YOCHUM	Comm Officer OIC, MCC-1	Mar72	4494	3081
MARINE AIR CONTROL GROUP-18				
Col E. M. JONES	Commanding Officer	Jul72	4091/4347	3046
LtCol R. P. ECKMANN	Executive Officer	Sep72	4091/4347	3631
1stLt F. J. SWANGO	Adjutant	May72	4091/4347	3361
SgtMaj R. M. OHMAN	SgtMaj	Mar72	4091/4347	3083
Maj C. F. KELLENBARGER	S-1	Jul72	4091/4347	3437
LtCol J. C. DIXON	S-3	Oct72	4003	3613
M[redacted] R. S. HOLMAN	S-4	Jun72	4340	3265
M[redacted]. D. TIMONEY	S-5	Oct72	4609	3121
L[redacted]l R. V. WALKER	CO, MWCS-18	Jul72	4573	3112
LtCol L. "B" MYERS	CO, H&HS-18	Sep72	4396	3741
LtCol R. D. MILLER	CO, MACS-4	May72	23-3106(Oki)	23-647
LtCol J. H. THOMPSON	CO, MASS-2	Aug72	4228	3121
MSgt J. C. DENNY	Admin Chief	Sep72	4091/4347	8828

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DIVISION/BRANCH/GRADE/NAME	ASSIGNMENT	RTD	TELEPHONE	OTS
MARINE AIRCRAFT GROUP-36				
Col A. F. GARROTTO	Commanding Officer	Jul72	23-3508/3509	23-3200
Lt[illegible]l J. R. PLUMMER	Executive Officer	May72	23-3508/3509	23-3400
[illegible]B. A. GALLUP	Adjutant	Apr72	23-3508/3509	23-3650
SgtMaj J. N. NEUNSINGER	SgtMaj	Oct72	23-3402	23-3665
Maj D. R. MUNCIE	S-1	May72	23-3481/3028	23-3672
Maj F. J. KENNEDY	Asst S-1	Jun72	23-3481/3028	23-3929
Capt E. W. PENTZ	S-2	Sep72	23-3406	23-3257
LtCol T. S. REAP	S-3	Jan72	23-3622/3623	23-3985
LtCol F. J. VANOUN	S-4	Feb72	23-3622	23-3662
Maj E. L. OSMONDSON	S-5	Jun72	23-3211	23-3664
LtCol V. J. GUINEE	CO, MABS-36	Apr72	23-3453	23-3664
LtCol D. A. SPURLOCK	CO, H&MS-36	Mar72	23-3576/3212	23-3292
LtCol D. J. MOORE	CO, HMM-164	Aug72	23-3564	23-3664
LtCol J. L. NORTON	CO, VMO-6	Mar72	23-3592/3266	23-3403
LtCol R. A. BROWN	CO, VMGR-152	Aug72	23-3252/3235	23-3623
LtCol P. L. MOREAU	CO, HMM-165	Jun72	None	
LtCol R. D. MILLER	CO, MACS-4	May72	23-3106/4148	23-3314
LtCol O. G. MCDONALD	CO, HMH-462	Jul72	23-3515	23-3390
LtCol P. P. UPSCHULTE	OPS Officer	Jun72	23-3594	23-3772
Maj F. W. CRONE	OIC SU#1 H&MS-36	Feb72	23-3832	23-3214
Maj T. W. HEWES	CO, HML-367	Sep72	23-3141	23-3582
[illegible] J. J. THARP	OIC SU#2, H&MS-36	Apr72	228-5094	
[illegible] T. A. VARRELL	OIC MATCU-66	Sep72	23-3244	23-3609
CWO2 L. A. WALKER	OIC SU#1 WERS-17	Jun72	23-3545	None
CWO2 T. F. KING JR	OIC DET A 7th CIT	Feb72	23-3406	23-3430
Cpl R. E. KILLE	Admin Chief	Sep72	23-3508	23-3517

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PHONE LISTING FOR 1ST MAW OFFICERS OF THE DAY

UNIT	PHONE
MWHS-1	8823/8528
MAG-12	3557/4860
H&MS-12	3656/3595
MABS-12	3294/3320
VMA-211	927103 (Oki)
VMA-311	3445
VMAW-533	4579
MAG-15	4477
H&MS-15	8609
MABS-15	8703
VMFA-232	8862
MATCU-60	4783
VMFA-115	~~8583~~ 4644
VMCJ-1	4226
MWSG-17	3531/3722
H&MS-17/WERS-17	3531/3722
MACG-18	4091
MWSC-18	4573
MACS-18	23-3106 (Oki)
MASS-2	4228
MAG-36	3020/3508 (Oki)
STATION OOD	3232/4444

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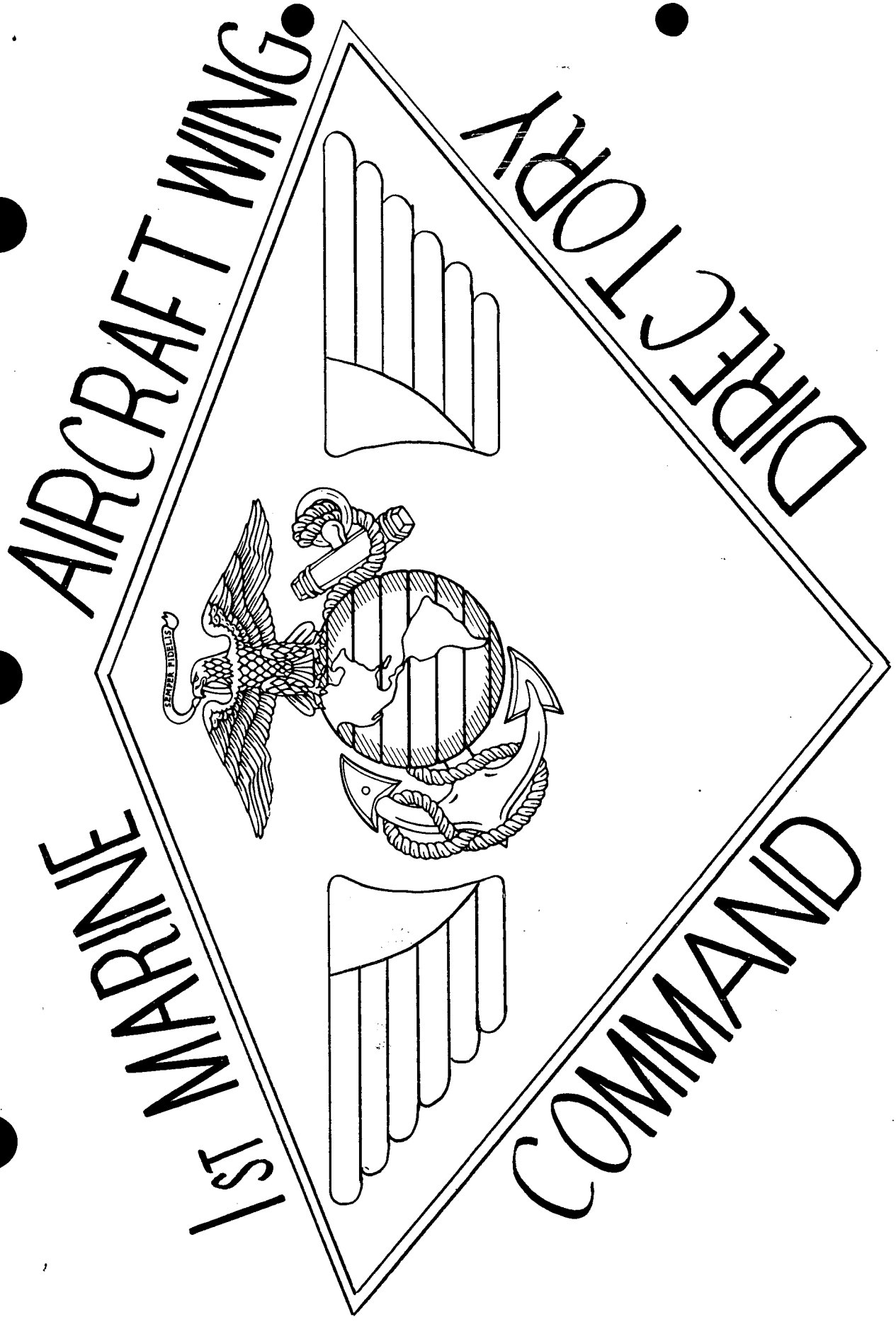

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HEADQUARTERS
1st Marine Aircraft Wing
Fleet Marine Force, Pacific
FPO San Francisco 96602

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1301
13 Feb 1972

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COMMAND DIRECTORY

Prepared as a matter of interest for commands within, and associated with, the 1st Marine Aircraft Wing, Fleet Marine Force, Pacific. All addressees are requested to notify the Wing Adjutant of any errors, omissions noted or changes as they occur.

L. D. Taker

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

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CG 3d MAW (Attn: G-1)	(5)	CO MCAS Iwakuni	(5)
CG 2d MAW (Attn: G-1)	(5)	FMFPac LnO MB Yokosuka	(2)
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DIVISION/BRANCH/GRADE/NAME	ASSIGNMENT	RTD	OFFICE PHONE	QTRS #	QTRS PHONE
MGEN R. G. OWENS, JR.	Wing Commander	Apr72	4097/4085		
Capt S. N. MELGAARD	Aide-de-Camp	Apr72	4097/4243	1151A	3359
1stLt R. J. RIINESS	Aide-de-Camp	May72	4097/4243	1179	3285
BGEN A. W. O'DONNELL	Asst Wg Commander	Aug72	4064		
1stLt M. J. GREENE	Aide-de-Camp	Jun72	4097/4243	1175	3130
SgtMaj S. M. WEAVER	Wing SgtMaj	Jan73	4378	BEQ 6	4616
CHIEF OF STAFF DIVISION					
Col G. W. MORRISON	Chief of Staff	Jun72	4085/4225	1136	3322
Maj H. L. TRIMBLE	Staff Secretary	Jul72	4225/4243	1120B	3060
SSgt S. E. SUNN	Admin Chief	Aug72	4225/4243	1685	None
CWO R. C. BIGGS	Band Officer	Jan73	4660	1184	3998
ADJUTANT BRANCH					
Capt L. D. TAKER	Adjutant	May72	4629/4204	1159	3140
Capt C. H. ERTWINE	Asst Adj/AwardsO	Apr72	4629/4204	1183	3324
1stLt D. S. SIMON	OIC CMCC	Jun72	3544	1172	3229
CWO4 P. E. CLAUSEN	OIC RPS	Nov72	4598	Off Base	3181/41-1489
MSgt W. N. JUSTICE	Admin Chief	Aug72	4629/4204	Monzen	31-3157
SSgt C. C. GROSS III	Central Files	Aug72	3761	1672	8568
G-1 DIVISION					
Col M. B. PORTER	ACofS, G-1	Jul72	4326	1136	3567
LtCol W. K. STRATFORD	Wg SplServO	May72	4009	1/13	3240
Maj P. L. HARRINGTON	Wg Pers O	Jul72	3746	1/3	3507
Maj R. L. BAINBRIDGE	Wg Car Plan O	May72	4697	1/14	3194
Capt R. G. GARDNER	Admin O	Apr72	4326/4349	1173	3223
Capt W. W. LINDSAY	Asst Pers O	Nov72	3746	1158	3395
Capt W. K. WESTLING	Car Ret O	Oct72	4697/3233	1107	3414
1stLt G. JENNINGS	Rpts Cntl	Mar72	4326	1146	3355
1stLt J. U. JANSEN	Yokota Ln O	Mar72	225-9517		
MSgt L. G. WILSON	Admin Chief	Jun72	3784	BOQ 5	4563
GySgt P. T. SCHMIDT	Order Writing	Jun72	4347	1672	8568

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DIVISION/BRANCH/GRADE/NAME	ASSIGNMENT	RTD	OFFICE PHONE	QTRS #	QTRS PHONE
G-2 DIVISION					
LtCol W. C. SERVICE III	ACofS, G-2	Apr72	4485	BOQ 2	3029
Maj J. D. WAY	Asst G-2	Jul72	3392	BOQ 1	3613
Capt B. M. WINCENTSEN	ACIO	Oct72	3328	1178	3279
Capt W. BISHOP	OIC PIIU	Jul72	3869	Off Base	21-1491
GySgt W. R. BISHOP	SSO	Sep72	4047	1582	3651
1stLt C. B. TURNEY	SCI Officer	Feb73	4310	1184	3998
MSgt E. F. MILLER	G-2 Chief	Aug72	4485	1582	3651
GySgt D. O. TAYLOR	NCOIC PIIU	Nov72	4683	1582	3651
MSgt R. H. THOMAS	OOBO	Sep72	3328	1685	None
GySgt P. O. PAUL	SSCT Chief	Oct72	4047	1582	3651
SSgt L. E. ROADS	Admin Chief	Jun72	4485	1685	None
SSgt A. P. DRAKE	SCI Chief	Aug72	4310	Off Base	None
SSgt R. L. CUMMINGS	ACI Chief	Sep72	3328	1685	None
G-3 DIVISION					
Col R. L. SIMMONS	ACofS, G 3	Aug72	4592/3282	1134	4793
LtCol W. H. HEINTZ	Asst G-3	Sep72	4503/3282	1134	4893
LtCol T. E. BRADLEY	OperationsO	Dec72	4503/3052	1107	3992
LtCol H. A. MONTEAU	Plans Officer	Jun72	4029/4592	Off Base	21-7928
Maj J. J. MACCAFFREY	SIOP Officer	May72	4029/4592	BOQ 1	3122
Maj G. D. DODSON	ATCO Officer	Jun72	4668/4679	1107	3325
Maj W. W. MACKEY	Asst OpsO FTR/ATK	May72	4592/3282	BOQ 2	3194
Maj M. J. BURNS	NATOPS OFF	Nov72	4476/3282	BOQ 1	3524
Maj R. W. BAILEY	Trng Officer	Nov72	4307/3766	716	3325
Maj R. A. HAGEMAN	Asst Ops Air Cont	Jul72	4592/3282	Off Base	21-2466
Capt L. G. MALONE	Asst TrngO Scol	Apr72	3766/4307	BOQ 3	3185
Capt D. A. MANZ	Asst OpsO HELO	Apr72	4592/3282	BOQ 3	3443
Capt D. R. BISHOP	Elect WarfareO	Apr72	4240	1158A	3145
1stLt J. E. SCHEFERMAN	OIC Staff NCO Acad	Nov72	4215/3766	1179B	3285
1st Lt J. E. RICE	Asst OpsO Targets	Jun72	4503/3052	1170C	3243
1stLt T. J. ALFORD	Wg HistO	May72	4029/4592	1161	3133

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DIVISION/BRANCH/GRADE/NAME	ASSIGNMENT	RTD	OFFICE PHONE	QTRS #	QTRS PHONE
G-3 (Con't)					
1stLt D. W. EDDINGS	Asst OIC SNCO Acad	Jan73	4215/3766	1187	4115
CWO-2 R. L. BERNARD	NSO/AGSO	Apr72	3484/4476	BOQ 2	3056
MGySgt O. B. TALBERT	NCOIC	Aug72	3282/4503	BOQ 6	3383
MSgt C. C. OWENS	ANCOIC	Sep72	3282/4503	1685	None
G-4 DIVISION					
Col W. C. WATSON	ACofS, G-4	Aug72	4041/4600	1132A	3729
LtCol F. P. WILLIAMS	Asst G-4	May72	4041/4600	BOQ 2	3029
LtCol W. G. VIERS	EngrO	Apr72	4259	BOQ 2	3121
LtCol W. S. GERICHTEN	MTO	Dec72	4087	BOQ 2	3217
Maj J. W. BUTLER	AMO	Jul72	3372/4671	BOQ 1	3728
Maj J. P. JOINER	SysAnalO	Mar72	4474	BOQ 2	3192
Capt G. H. CONNER	OrdO	Apr72	4391	1142B	3378
Capt R. E. FAIRFIELD	AdminO G-4	Nov72	4041/4600	BOQ 2	3325
Capt T. D. HOPPER	Maint AdminO	Jul72	3372/4671	1158C	3145
Capt R. M. LANCASTER	NAMP ScolO	Aug72	4474	1162B	None
Capt J. T. LYTLE	FACO, SATS, TAFDS	Jun72	4259	1167	3261
Capt R. K. RIGGS	AVO	Mar72	4423	1176C	4451
Capt R. E. STEWART	Food ServO	Aug72	8624/8783	604	3759
CWO-3 D. W. LATHROP	Asst SysAnalO	Dec72	4474	1156	4704
MGySgt R. GEARY	Log Chief	May72	4041/4600	BEQ 6	3569
MGySgt J. M. McBRIDE	Ord Chief	Jun72	4391	1582	None
MGySgt R. H. REHIG	MT Chief	Jan73	4087	1582	None
MGySgt W. H. TILLOTSON	A/C Maint Chief	Nov72	3372/4671	Off Base	None
MSgt F. G. BISNER	Embark Chief	Mar72	4602	1582	None
MSgt J. DOWNEY	Engr Chief	Apr72	4259	1682	None
MSgt C. R. THOMPSON	SATS Chief	Apr72	4463	CPO 329	3256
GySgt E. F. BINA	3-M Chief	Jun72	4474/8702	1682	None

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DIVISION/BRANCH/GRADE/NAME	ASSIGNMENT	RTD	OFFICE PHONE	QTRS #	QTRS PHONE
G-5 DIVISION					
LtCol A. E. JENSEN	ACofS, G-5	Feb73	3197/4014 4015	BOQ 2	3029
Maj F. A. HOCEVAR	Asst G-5	Jun72	3197/4014 4015	BOQ 1	4772
SgtMaj J. A. YOUNG	NCOIC	May72	3197/4014 4015	Off Base	31-8432
Capt R. D. LANKES	PEOPLE Trng UnitO	Sep72	3195/4375	BOQ 3	4330
1stLt A. J. GUENZEL	Drug AbuseO	May72	4375/3197	1180	3414
GySgt P. H. BRIDGES	Human Relations	Mar72	4431	Off Base	None
SSgt G. W. MICHALICK	Admin Chief	Aug72	3197/4014 4015	1483	3828
HEADQUARTERS COMMANDANT					
LtCol R. E. HAWES	Hq Commandant	Nov72	4524	1130A	3326
WING INSPECTOR					
Col P. G. MCMAHON	Wg Inspector	Sep72	4344	1129A	3051
Maj W. B. ROURKE	Asst Wg Insp	Mar72	4344	BOQ 2	3192
SSgt V. LACAPA	Admin Chief	Jun72	4344	1685	None
AREA AUDITOR DIVISION					
Capt A. H. RAINES	Area Auditor	May72	3458/4484	604	3195
WING SUPPLY DIVISION					
LtCol A. G. WAITE	Wg SupplyO	Nov72	4669/3605	1130	3326
Maj E. S. JACZKO JR.	Asst Wg SupplyO	Sep72	4669	BOQ 2	3741
2ndLt R. CHANDLER	AVN SupplyO	Dec72	4392	1107	3325
CWO-2 F. M. SPADY	OIC Wg Mgt Team	Aug72	4392	1166	3382

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DIVISION/BRANCH/GRADE/NAME	ASSIGNMENT	RTD	OFFICE PHONE	QTRS #	QTRS PHONE
WING SUPPLY DIVISION (Con't)					
MGySgt W. C. FRANCE	Wg Supply Chief	Jun72	4669	BOQ 6	3325
GySgt R. L. ROBERTSON	MCP Chief, Wg Supply	Apr72	4665	Off Base	None
COMPTROLLER DIVISION					
Col J. W. KIRKLAND	Comptroller	Jul72	4408/3224	1131B	3721
Capt L. E. SARACINO	Deputy Comptroller	Jun72	4408/3224	1143A	3365
GySgt L. O. JOHNSON	Comptroller Chief	Apr72	4408/3224	1682	3448
GySgt M. D. DEAN	Budget Chief	Mar72	4408/3224	1682	3448
SSgt R. E. DUGGAN	Ground Acct	Sep72	4408/3224	1682	3448
SSgt J. W. RIGGS	Aviation Acct	Aug72	4408/3224	1682	3448
COMMUNICATION-ELECTRONIC DIVISION					
Col J. A. BLAKELY	CEO	Jul72	4429/3001	BOQ 1	4772
LtCol J. H. BIRD	Asst CEO	Aug72	4429/3001	BOQ 1	3112
Maj A. F. PIRACCI	Asst CEO	Nov72	4429/3001	BOQ 1	3613
CWO-3 J. E. WRIGHT	Maint Officer	Jul72	4429/3001	1174C	3219
MSgt C. R. COLEMAN	Comm Chief	Jan73	4429/3001	1682	3884
MGySgt R. G. BENEDETTO	Maint Splcst	Mar72	4429/3001	BEQ 6	3383
GySgt E. B. POPIOLEK, JR.	Maint Splcst (5994)	Jan73	4429/3001	1685	None
WING SAFETY CENTER					
LtCol R. P. SPREIER	Dir Safety Ctr	Mar72	3484/4476	BOQ 1	3250
Maj W. J. NEVINS, JR.	Asst Director	Apr72	3484/4476	BOQ 1	3507
CWO-3 E. L. MACHADO	OIC, Gnd Safety	Mar72	3484/4476	1163	3778
SSgt D. R. DELL	NCOIC Saf Cen	Oct73	3484/4476	BOQ 3	3868
Sgt R. E. GRIGG	Aviation Safety	Jul72	3484/4476	1672	3868
STAFF JUDGE ADVOCATE					
LtCol C. W. COLLIER	SJA	Jun72	4398/4409 8634	BOQ 1	3194
Maj L. J. MINER	Dir Law Center	Jun72	4398/4409 3834	BOQ 1	3728

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DIVISION/BRANCH/GRADE/NAME	ASSIGNMENT	RTD	OFFICE PHONE	QTRS #	QTRS PHONE
STAFF JUDGE ADVOCATE (Con't)					
Lt (USN) J. C. MYERS	Defense Counsel	Aug72	4409/3834	1162	3763
Capt D. G. FISKE	Military Judge	Apr72	4409/3834	1155	3171
Capt R. D. SULLIVAN	TAD Futema Law Ctr	Nov72	3339/3253	(Futema)	
Capt J. S. EDWARDS	Defense Counsel	Oct72	4409/3834	Off Base	None
Capt W. T. ENSLEN	Trial Counsel	Dec72	8730/4398	1155	3234
Capt J. T. JOHN	Defense Counsel	Dec72	8730/4398	Off Base	None
Capt W. J. BAKER	Defense Counsel	Jan73	4409/3834	1187	3997
WO-1 R. L. PHILLIPS	Legal AdminO	Jun72	4398/4409	1174	3219
MGySgt G. ADKINS, JR.	Legal Chief	Aug72	4398/3834	1582	3651
WING MEDICAL					
Capt E. C. REED	Wg MedicalO	Feb73	4249/4595	3213	4212
LCDR E. J. HATCH	AdminO/PersO	Nov72	4595/4249	1125	3273
HMCM R. A. LAU	Leading Chief/ Asst NAVPERSO	Apr72	4595/4249	BEQ 6	3083
HMC E. T. KELLY	Supply Chief	Nov72	3336	Off Base	None
WING DENTAL					
Capt J. J. LYONS	Wg DentalO	Apr72	4420	1129	3051
LT O. H. GRISHAM	Admin Officer	Dec72	4420	Off Base	None

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DIVISION/BRANCH/GRADE/NAME	ASSIGNMENT	RTD	OFFICE PHONE	QTRS #	QTRS PHONE
WING DENTAL (Con't)					
DTC W. C. FORSTER	Admin Chief	Oct72	4628	126	3665
DTC J. M. STENNER	Supply Chief	Nov72	3731	329	3526
WING CHAPLAIN					
Capt D. K. VELTMAN	Wg Chaplain	Jan73	4404/3616	1132	3729
LCDR W. G. OLSON	MWHS-1 Chaplain	Aug72	4404/3616	1125	3136
LCDR T. W. KUHN	MAG-12 Chaplain	Jul72	4540	Off Base	31-8400
LCDR J. R. VON MEYSENBUG	MAG-15 Chaplain	Jul72	4404/3616	1124	3575
LT T. A. SCHULTZ	MAG-15 Chaplain	Jul72	4008	1179	3285
LT F. W. RYDER	MWSG-17, MACG-18	Jul72	4640	Off Base	31-8024
7th COUNTERINTELLIGENCE TEAM					
Capt S. L. MOYER	Team Commander	Oct72	4246	1156	3151
MGySgt J. M. WOODWARD	Team Chief	Jul72	4246	Off Base	4363
THIRD SPECIAL SECURITY COMMUNICATION TEAM					
Capt G. G. MEYERS	Team Commander	Mar72	4047	1150A	3035
GySgt P. O. PAUL	Team Chief	Oct72	4047	1582	3651
GySgt W. R. BISHOP	SSO	Sep72	4047	1582	3651
MANAGEMENT DIVISION					
Maj J. M. TUTTLE	ACofS, Mgt	Jun72	4358	1/13	3740
Maj W. P. ALEKSIC	Readiness RptsO	Sep72	4306/3348	1/12	3524
Capt P. D. CRAWFORD	Data MgtO	Jul72	4306/3348	None	None
1stLt P. M. LITTELL	Rpts CoordO	May72	4358	3/46	3234
MSgt C. J. FULLER	MARES/FORSTAT NCOIC	Feb73	4306/3348	1582	3651
PUBLIC AFFAIRS OFFICE					
Capt H. S. GAZAWAY	Public AffairsO	Mar72	4260	1181C	3314
MGySgt J. BUTTS	Public Affairs Chief	Aug72	4407	Off Base	None

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DIVISION/BRANCH/GRADE/NAME	ASSIGNMENT	RTD	OFFICE PHONE	QTRS	QTRS PHONE
MWHS-1					
LtCol R. E. HAWES	Commanding Officer	Nov72	4524/3588	1130A	3326
Maj H. L. LONG	Executive Officer	Jul72	4524/3588	BOQ 1	3728
SgtMaj J. R. LINDBECK	SgtMaj	Sep72	3588	BEQ 6	3083
CWO-2 E. W. HUMPHREY	Admin Officer	Nov72	4142/3823	BOQ 3	4877
CWO-3 J. H. RUSSELL	Pers Officer	Jan73	3907	1187	None
Capt J. A. KIEFFER	Opns/Drug AbuseO	Jun72	3929/4346	1176A	3987
1stLt D. J. GOSS	Intel/MARESFORSTAT/O	Jan73	4346/3254	1185	3991
1stLt R. B. PYRON	Spl Serv/Trng Off	Mar72	4346/3254	Off Base	None
Maj R. A. GURLEY	Services Officer	Sep72	4145/3919	1120	3060
1stLt D. R. THURSTON	Emb/Asst Ser Officer	Jan73	4145/3919	1185	3991
1stLt A. B. CHAMBERS	Utilities Officer	Dec72	3329/3543	1107	3325
MSgt W. C. DURHAM	Utilities Chief	May72	3329/3543	1685	None
MGySgt S. S. BRYANT	MT Chief	Nov72	3885/3940	1582	3651
SSgt S. I. WOOD	Admin Chief	May72	4142/3823	1672	3568
GySgt J. L. HUGHES	Personnel Chief	Jul72	3907/4145	1685	None
1stLt F. W. GUISE	Legal/Car PlanO	Jan73	3907/4145	BOQ 3	3181
SSgt R. DIAZ	Career Planner	Sep72	3985	1672	3568
1stLt M. J. MATHERLY	Security Officer	Jan73	3867	1187	3997
GySgt J. W. KERNS	Security Chief	Jul72	3867	1685	None
MARINE AIRCRAFT GROUP-12					
Col E. J. BUTTY	Commanding Officer	May72	4750/3557	1135B	3658
LtCol J. M. RAPP	Executive Officer	Aug72	4750/3557	BOQ 1	3122
Capt J. T. SALEWSKI	Adjutant	Mar72	3557/4750	1161	3133
SgtMaj W. J. BUNCH	SgtMaj	Jan73	4362	235	3528
Maj N. MARSHALL	S-1 Officer	Mar72	3327/4074	BOQ 1	3078
CWO-2 A. F. SERRATA	S-2 Officer	Feb73	4544	1176D	3273
LtCol W. T. SINGLETARY	S-3 Officer	Jun72	3630	BOQ 2	3192
Maj A. M. INGLISIA	S-4 Officer	Sep72	4601/3582	1127D	3247
LtCol K. D. CURRY	CO, H&MS-12	Jul72	4449/3187	BOQ 2	3417
LtCol L. DEWOLF	CO, MABS-12	Oct72	4394/3320	BOQ 2	3293
LtCol W. E. WILSON, JR.	CO, VMA-211	Jun72	92-1106/92-1108	DEPLOYED	
LtCol K. L. BATT	CO, VMA-311	Mar72	4422/3785	BOQ 2	3631
Maj D. E. CATHCART	CO, VMA(AW)-533	Jun72	4200/3413	BOQ 1	3507
Capt A. E. PETERS	OinC MATCU-62	Mar72	3116	BOQ 3	3185

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DIVISION/BRANCH/GRADE/NAME	ASSIGNMENT	RTD	OFFICE PHONE	QTRS #	QTRS PHONE
MARINE AIRCRAFT GROUP-15					
Col K. O'KEEFE	Commanding Officer	Aug72	4004/4477	1136	3658
LtCol D. A. MICKLE	Executive Officer	Mar72	4004/4477	BOQ 2	3516
1stLt G. K. WORKMAN	Adjutant	Sep72	4004/4477	BOQ 3	3481
SgtMaj L. D. CAPORALE	SgtMaj	Dec72	4696	BEQ 6	3083
Maj J. T. TYLER	S-1 Officer	Aug72	4562	1126	3248
Capt D. L. SCHUSSELLE	S-2 Officer	Jan73	4578	1184	3998
Maj J. B. WUERTZ	S-3 Officer	Aug72	4680	BOQ 2	3741
Maj J. P. SMITH	S-4 Officer	Aug72	4666	1126	3248
Capt K. P. O'MARA	NATOPS Officer	Jan73	4008	1185	3991
LtCol K. A. McFERREN	CO, VMFA-115	Aug72	3802	BOQ 2	3029
LtCol J. L. GREGORYK	CO, VMFA-232	May72	4662	BOQ 2	3250
Maj J. E. HERLOCKER	CO, H&MS-15	May72	4548	BOQ 1	4841
Maj R. L. BECKWITH	CO, MABS-15	May72	4622	BOQ 1	4353
LtCol S. S. EISENHAUER	CO, VMCJ-1	Apr72	4248	BOQ 2	4820
Capt D. L. HENDRIX	OIC, MATCU-60	Jul72	4385	1151	3359
MARINE WING SUPPORT GROUP-17					
Col W. G. MCCOOL	Commanding Officer	Jun72	4471	1133A	3213
LtCol L. E. JOHNSON	Executive Officer	Oct72	4355	1121C	3514
CWO-3 R. L. CHEN	S-1/Adjutant	Nov72	3722/4395	BOQ 3	3443
LtCol P. M. JACOBS	S-2/S-3 Officer	Jun72	3751	BOQ 1	3293
Maj M. A. HUFFORD	S-4 Officer	Jan73	4355	BOQ 1	3217
SgtMaj G. F. MEYER	SgtMaj	Jan73	3465	321	3334
LtCol D. C. MORGAN	CO, H&MS-17	Oct72	4460	BOQ 1	3498
Maj A. L. FRUCCI	CO, WERS-17	Jun72	4278	BOQ 1	3147
Maj J. S. MAY	Supply Officer	Jul72	4089	1127C	3247
Capt S. J. NICKELE	AVn Safety Officer	Apr72	3751	BOQ 3	3185
Maj E. R. ALLEN	Aircraft MaintO	Mar72	4308	BOQ 1	3147
Capt M. E. RANSOM	MT Officer	Sep72	4086	BOQ 3	3015
1stLt E. J. YOCHUM	Comm Officer	Mar72	4494	1169	3081
CWO-2 O. E. CREECH	OIC, MCC-1	Nov73	4467	1107	3325

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DIVISION/BRANCH/GRADE/NAME	ASSIGNMENT	RTD	OFFICE PHONE	QTRS #	QTRS PHONE
MARINE AIR CONTROL GROUP-18					
Col E. M. JONES	Commanding Officer	Jul72	4091/4347	1135	3046
LtCol R. P. ECKMANN	Executive Officer	Sep72	4091/4347	BOQ 2	3631
1stLt F. J. SWANGO	Adjutant	May72	4091/4347	1145	3361
SgtMaj R. M. OHMAN	SgtMaj	Mar72	4091/4347	BOQ 6	3083
Maj C. F. KELLENBARGER	S-1 Officer	Jul72	4091/4347	1122	3437
LtCol J. C. DIXON	S-3 Officer	Oct72	4003	BOQ 2	3613
Maj R. S. HOLMAN	S-4 Officer	Jun72	4340	BOQ 1	3265
Maj C. D. TIMONEY	S-5 Officer	Oct72	4069	BOQ 2	3121
MSgt J. C. DENNY	Admin Chief	Sep72	4091/4347	1485	3828
LtCol R. V. WALKER	CO, MWCS-18	Jul72	4573	BOQ 1	3112
LtCol L. "B" MYERS	CO, H&HS-18	Sep72	4396	BOQ 2	3741
LtCol R. D. MILLER	CO, MACS-4	May72	23-3106	(OKINAWA)	
LtCol J. H. THOMPSON	CO, MASS-2	Aug72	4228	BOQ 2	3121
MARINE AIRCRAFT GROUP-36					
Col A. F. GARROTTO	Commanding Officer	Jul72	23-3508/3509	202	23-3210
LtCol J. R. PLUMMER	Executive Officer	May72	23-3508/3509	202	23-3200
Maj B. A. GALLUP	Adjutant	Apr72	23-3508/3509	219	23-3650
SgtMaj J. N. NEUNSINGER	SgtMaj	Oct72	23-3402	428	23-3765
Maj D. R. MUNCIE	S-1 Officer	May72	23-3481	219	23-3485
1stLt L. O. PFAUTZ	S-2 Officer	Jan73	23-3406	204	23-3482
LtCol P. P. UPSCHULTE	S-3 Officer	Jun72	23-3594	219	23-3772
Maj J. L. SHELTON	S-4 Officer	May72	23-3622/3624	219	23-3229
Maj E. L. OSMONDSON	S-5 Officer	Jun72	23-3211	219	23-3664
LtCol D. A. SPURLOCK	CO, H&MS-36	Mar72	23-3576/3212	219	23-3292
Maj J. W. HAYES	SU #1, H&MS-36	Mar72	23-3832	219	23-3452
Maj J. J. THARP	SU #2, H&MS-36	Apr72			
LtCol V. J. GUINEE	CO, MABS-36	Apr72	23-3453	219	23-3644
LtCol J. L. NORTON	CO, VMO-6	Mar72	23-3592/3266	219	23-3239
LtCol R. A. BROWN	CO, VMGR-152	Aug72	23-3236/3235	219	23-3390
LtCol P. L. MOREAU	CO, HMM-165	Jun72	None	None	None

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DIVISION/BRANCH/GRADE/NAME	ASSIGNMENT	RTD	OFFICE PHONE	QTRS #	QTRS PHONE
MARINE AIRCRAFT GROUP-36 (Con't)					
LtCol R. D. MILLER	CO, MACS-4	May72	23-3106/3148	219	23-3314
LtCol O. G. MCDONALD	CO, HMH-462	Aug72	23-3515	219	23-3308
Maj W. T. HEWES	CO, HML-367	Sep72	23-3141	219	23-3672
CWO-2 L. A. WALKER	OIC SU#1 WERS-17	Jun72	23-3545	217	23-3715
1stLt D. A. HIMES	Group Legal Officer	Jan73	23-3480	211	23-3441
Cpl R. E. KILLE	Admin Chief	Sep72	23-3508	431	23-3517

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PHONE LISTING FOR 1ST MAW OFFICERS OF THE DAY

UNIT	PHONE
MWHS-1	3823
MAG-12	3557/4570
H&MS-12	3656/4687
MABS-12	4394
VMA-211	4579
VMA-311	3445
VMAW-533	4579
MAG-15	4477
H&MS-15	3789
MABS-15	4103
VMFA-232	4585
MATCU-60	4385
VMFA-115	4644
VMCJ-1	4226
MWSG-17	3531
H&MS-17/WERS-17	3531
MACG-18	4091
MWSC-18	4573
MACS-18	23-3106 (OKI)
MASS-2	4228
MAG-36	3020/3508 (OKI)
MCAS	3232/4444

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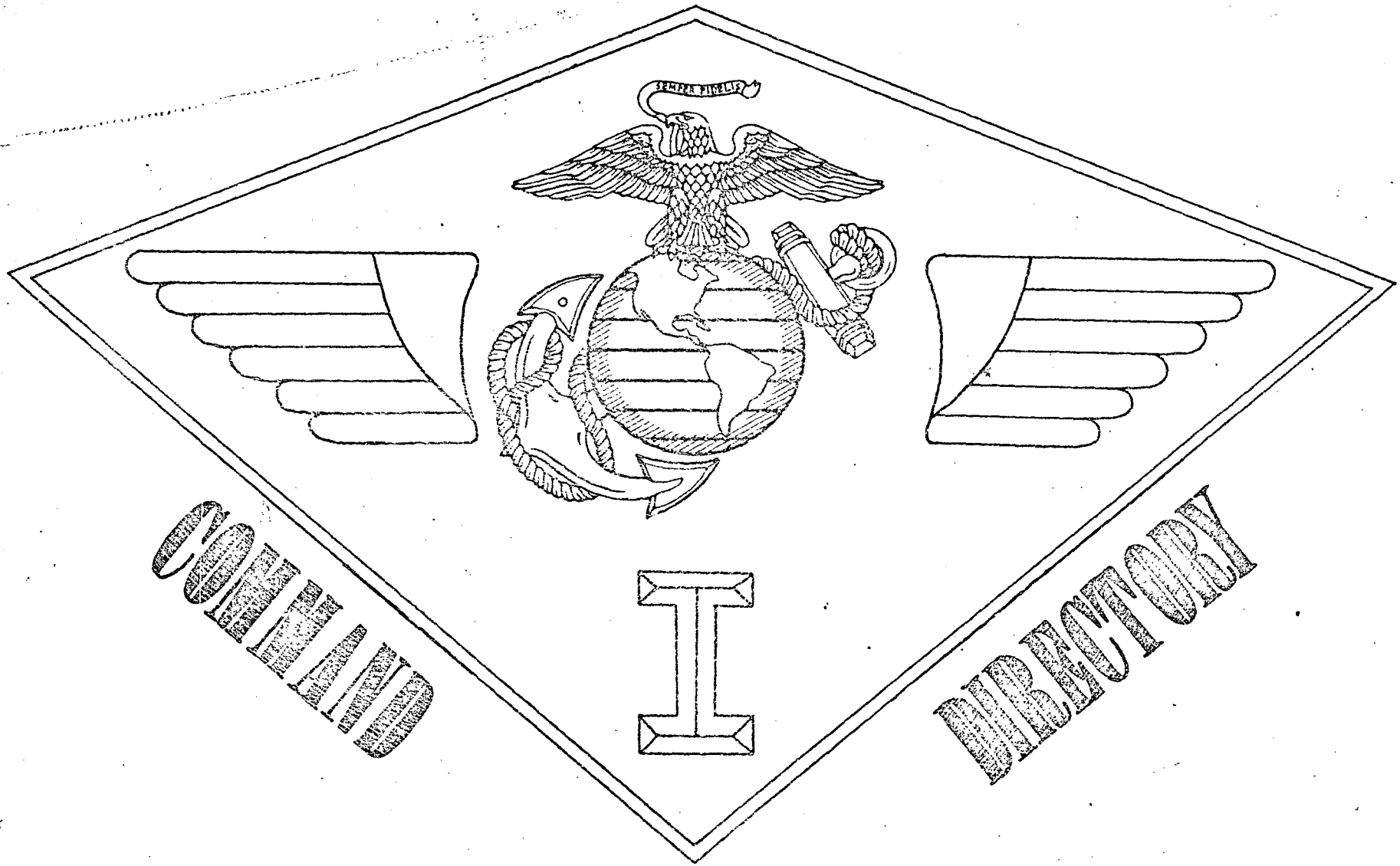
1ST MARINE AIRCRAFT WING



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

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24 March 1972

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Prepared as a matter of interest for commands within, and associated with, the 1st Marine Aircraft Wing, Fleet Marine Force, Pacific. All addressees are requested to notify the Wing Adjutant of any errors, omissions noted or changes as they occur.

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

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CG 2nd MAW (Attn: G1)	(5)	CO MCAS Iwakuni	(5)
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DIVISION/BRANCH/GRADE/NAME	ASSIGNMENT	RTD	OFFICE PHONE	QTRS #	QTRS PHONE
MGEN R. G. OWENS, JR.	Wing Commander	Apr72	4097/4085		
Capt S. N. MELGAARD	Aide-de-Camp	Apr72	4097/4243	1151A	3359
1stLt R. J. FINK	Aide-de-Camp	Feb73	4209	1172B	3229
BGEN A. W. O'DONNELL	Asst Wg Commander	Aug72	4064		
1stLt M. J. GREENE	Aide-de-Camp	Jun72	4097/4243	1175	3130
SgtMaj S. M. WEAVER	Wing SgtMaj	Jan73	4378	BEQ 6	4616
CHIEF OF STAFF DIVISION					
Col G. W. MORRISON	Chief of Staff	Jun72	4085/4225	1136	3322
Maj H. L. TRIMBLE	Staff Secretary	Jul72	4225/4243	1120B	3060
SSgt S. E. SUNN	Admin Chief	Aug72	4225/4243	1685	4972
CWO2 R. C. BIGGS	Band Officer	Jan73	4660	1184	3998
ADJUTANT BRANCH					
Capt L. D. TAKER	Adjutant	May72	4629/4204	1159	3140
1stLt B. T. BLACKHAM	Asst Adj/AwardsO	Aug72	4204	1165	3467
1stLt J. W. MAHOOD	OIC CMCC	Feb73	3544	1186	None
CWO4 P. E. CLAUSEN	OIC RPS	Nov72	4598	Off Base	3181/41-1489
MSgt W. N. JUSTICE	Admin Chief	Aug72	4629/4204	Monzen	31-3157
GySgt C. E. SANSPREE	NCOIC WPC	Nov72	3794	1582	3561
SSgt C. C. GROSS III	Central Files	Aug72	3761	1672	3868
G-1 DIVISION					
Col M. B. PORTER	ACofS, G-1	Jul72	4326	1136	3576
Maj P. L. HARRINGTON	Wg Pers O	Jul72	3746	BOQ 1	3567
Maj R. L. BAINBRIDGE	Wg Car Plan O	May72	4697	BOQ 1	3194
Capt R. G. GARDNER	Admin O	Apr72	4326/4349	1173	3223
Capt W. W. LINDSAY	Asst Pers O	Nov72	3746	1173	3395
Capt W. K. WESTLING	Car Ret O	Oct72	4397/3233	1107	3325
1stLt M. P. CRIMMINS	Yokota Ln O		225-9517		
1stLt M. C. ROWSE	Asg O	Dec72	3746	1179	3285
MSgt L. G. WILSON	Admin Chief	Jun72	3746	BOQ 5	4563
GySgt P. T. SCHMIDT	Order Writing	Jun72	4347	1672	3868
GySgt J. L. HEDRICK	Pers Chief	Jun72	3746/3618	1680	3327

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DIVISION/BRANCH/GRADE/NAME	ASSIGNMENT	RTD	OFFICE PHONE	QTRS #	QTRS PHONE
G-2 DIVISION					
LtCol W. C. SERVICE III	ACofS, G-2	Apr72	4485	BOQ 2	3029
Maj J. D. WAY	Asst G-2	Jul72	3392	BOQ 1	3613
Capt B. M. WINCENTSEN	ACIO	Oct72	3328	1178	3279
Capt W. R. BISHOP	OIC PIIU	Jul72	3869	Off Base	21-1491
1stLt C. B. TURNEY	SCI Officer	Feb73	4310	1146	3355
GySgt W. R. BISHOP	SSO	Sep72	4047	1582	3651
MSgt E. F. MILLER	G-2 Chief	Aug72	4485	1582	3651
MSgt R. H. THOMAS	OOBO	Sep72	3328	1685	4972
GySgt D. O. TAYLOR	NCOIC PIIU	Nov72	4683	1582	3651
GySgt P. O. PAUL	SSCT Chief	Oct72	4047	1582	3651
SSgt L. E. ROADS	Admin Chief	Jun72	4485	1685	4972
SSgt A. P. DRAKE	SCI Chief	Aug72	4310	Off Base	21-7906
SSgt R. L. CUMMINGS	ACI Chief	Sep72	3328	1685	4972
G-3 DIVISION					
Col R. L. SIMMONS	ACofS, G-3	Aug72	4592/3282	1134	4793
LtCol W. H. HEINTZ	Asst G-3	Sep72	3282/4503	1131	4893
LtCol T. E. BRADLEY	OperationsO	Dec72	4503/3052	1107	3992
LtCol H. A. MONTEAU	Plans Officer	Jun72	4029/4592	Off Base	21-7928
Maj J. J. MACCAFFREY	SIOP Officer	May72	4029/4592	BOQ 1	3122
Maj G. D. DODSON	ATCO Officer	Jun72	4668/4679	1107	3325
Maj W. W. MACKEY	Asst OpsO FTR/ATK	May72	4592/3283	BOQ 1	3194
Maj M. J. BURNS	NATOPS OFF	Nov72	4240/3282	BOQ 1	3524
Maj R. W. BAILEY	Trng Officer	Nov72	4307/3766	716	3325
Maj R. A HAGEMAN	Asst Ops Air Cont	Jul72	4592/3282	Off Base	21-2466
Maj H. K. MILLS	Elect WarfareO	Mar73	4240	BOQ 1	3633
Capt L. G. MALONE	Asst TrngO Scol	Apr72	3766/4307	BOQ 3	4785
Capt D. A. MANZ	Asst OpsO HELO	Apr72	4592/3282	BOQ 3	3443
Capt D. R. BISHOP	Asst Elect WarfareO	Apr72	4240	1158A	3145
1stLt J. E. SCHEFERMAN	OIC SNCO Academy	Nov72	4115/3988	1179B	3285
1stLt J. E. RICE	OIC SNCO Academy	Nov72	4115/3988	1179B	3285
1stLt T. J. ALFORD	Wg HistO	May72	4029/4592	1161	3133
1stLt R. L. KETELHUT	Asst OIC SNCO Acad	Feb73	3988/4115	1178B	3297

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DIVISION/BRANCH/GRADE/NAME	ASSIGNMENT	RTD	OFFICE PHONE	QTRS #	QTRS PHONE
G-3 DIVISION (Con't)					
CWO2 R. L. BERNARD	NSO/AGSO	Apr72	3484/4476	BOQ 2	3056
MGySgt O. B. TALBERT	NCOIC	Aug72	3282/4503	BEQ 6	3383
MSgt C. C. OWENS	ANCOIC	Sep72	3282/4503	1685	4972
G-4 DIVISION					
Col W. C. WATSON	ACofS, G-4	Aug72	4041/4600	1132A	3729
LtCol F. P. WILLIAMS	Asst G-4	May72	4041/4600	BOQ 2	3029
LtCol W. G. VIERS	EngrO	Apr72	4259/4463	BOQ 2	3121
LtCol W. S. GERICHTEN	MTO	Dec72	4087/3438	BOQ 2	3217
Maj J. W. BUTLER	AMO	Jul72	3372/4671	BOQ 1	3728
Maj R. E. FAIRFIELD	Asst G-4, OpsO	Nov72	4041/4600	BOQ 2	3325
Capt J. E. CURRAN	Ord O	Oct72	4391/3026	BOQ 2	3325
Capt T. D. HOPPER	Asst AMO	Jul72	3372/4671	1158C	3145
Capt R. M. LANCASTER	NAMP ScolO	Aug72	4474	1162B	None
Capt A. F. GARIBAY	Fixed Wing O	Mar73	4671/3372	1186	None
Capt J. T. LYTLE	FACO, SATS, TAFDS	Jun72	4259/4463	1167	3261
Capt R. K. RIGGS	AVO	Mar72	4423	1176C	4451
Capt R. E. STEWART	Food ServO	Aug72	3360	604	3759
Capt L. W. FRAKES	GSE/IMRL O	Jan73	4073	BOQ 3	3234
1stLt J. M. OCHOA	Asst MTO	Feb73	4087/3438	1187	3997
CWO3 D. W. LATHROP	Asst SysAnalO	Dec72	4474	1156	4704
MGySgt J. E. ANNIS	GSE Chief	Jul72	4073	BEQ 6	3569
MGySgt D. W. KERNS	Rotary Chief	Aug72	4671/3372	1582	3651
MGySgt W. K. DUNMIRE	Avionics Chief	Jul72	4423	BEQ 5	4879
MGySgt R. E. GEARY	Log Chief	May72	4041/4600	BEQ 6	3569
MGySgt H. C. GIBBS	AF/PP Chief	Jul72	3214	BEQ 6	3569
MGySgt J. M. McBRIDE	Ord Chief	Jun72	4391	1582	3651
MGySgt R. H. REHRIG	MT Chief	Jan73	4087	BEQ 6	3569
MGySgt W. H. TILLOTSON	A/C Maint Chief	Nov72	3372/4671	Off Base	None
MGySgt W. PERRON	Flt Equip Chief	Jun72	4073	BEQ 6	3569
MSgt C. R. THOMPSON	SATS Chief	Apr72	4463/4259	CPO 329	3256
MSgt W. H. TRAVERS	Engr Chief	Jan73	4463	1682	3884
MSgt E. F. BINA	3-M Chief	Jun72	4474/3002	1682	3884

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DIVISION/BRANCH/GRADE/NAME	ASSIGNMENT	RTD	OFFICE PHONE	QTRS #	QTRS PHONE
G-5 DIVISION					
LtCol A. E. JENSEN	ACofS, G-5	Feb73	3197/4014/4015	BOQ 2	3029
Maj F. A. HOCEVAR	Asst G-5	Jun72	3197/4014/4015	BOQ 1	4772
SgtMaj J. A. YOUNG	NCOIC	May72	4015/3197/4014	Off Base	31-8432
1stLt J. E. MARTIN	PEOPLE TrngUnitO	Feb73	3195/4375	1183D	3324
1stLt A. J. GUENZEL	Drug AbuseO	May72	4375/3197	1180	3414
GySgt M. A. MURRY	Human Relations	Jan73	4431	1481	3845
SSgt G. W. MICHALICK	Admin Chief	Aug72	3197/4014	1483	3828
HEADQUARTERS COMMANDANT					
LtCol R. E. HAWES	Hq Commandant	Nov72	4524	1130A	3326
WING INSPECTOR					
Col P. G. MCMAHON	Wg Inspector	Sep72	4344	1129A	3051
Maj W. B. ROURKE	Asst Wg Insp	May72	4344	BOQ 2	3192
SSgt V. LACAPA	Admin Chief	Jun72	4344	1685	4972
AREA AUDITOR DIVISION					
Capt A. H. RAINES	Area Auditor	May72	4484/3458	BOQ 2	3195
WING SUPPLY DIVISION					
LtCol A. G. WAITE	Wg SupplyO	Nov72	4669/3605	1130	3326
Maj E. S. JACZKO JR.	Asst Wg SupplyO	Sep72	4669	BOQ 2	3741
2ndLt R. CHANDLER	AVN SupplyO	Dec72	4392	1107	3325
CWO2 F. M. SPADY	OIC Wg Mgt Team	Aug72	4392	1166	3382
MGySgt W. C. FRANCE	Wg Supply Chief	Jun72	4669	BOQ 6	3325
GySgt R. L. ROBERTSON	MCP Chief, Wg Supply	Apr72	4665	Off Base	None

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DIVISION/BRANCH/GRADE/NAME	ASSIGNMENT	RTD	OFFICE PHONE	QTRS #	QTRS PHONE
COMPTROLLER DIVISION					
Col J. W. KIRKLAND	Comptroller	Jul72	4408/3224	1131B	3721
Maj G. B. SMITH	Deputy Comptroller	Mar73	4408/3224	BOQ 1	3613
Capt L. E. SARACIO	Budget/Fiscal Officer	Jun72	4408/3224	1143A	3365
SSgt J. W. RIGGS	Comptroller Chief	Aug72	4408/3224	1682	3884
SSgt R. E. DUGGAN	Ground Acct	Aug72	4408/3224	1618	3884
COMMUNICATION-ELECTRONIC DIVISION					
Col J. A. BLAKELY	CEO	Jul72	4429/3001	BOQ 1	4772
LtCol J. H. BIRD	Asst CEO	Aug72	4429/3001	BOQ 1	3728
Maj A. F. PIRACCI	Asst CEO	Nov72	4429/3001	BOQ 1	3613
CWO3 J. E. WRIGHT	Maint Officer	Jul72	4429/3001	1174C	3219
MGySgt A. L. CREGGER	Communication Chief	Mar73	4429/3001	1582	3651
MGySgt G. A. LUONGO	Maint Splcst	Oct72	4429/3001	1485	None
MSgt C. R. COLEMAN	Asst Comm Chief	Jan73	4429/3001	1682	3884
GySgt T. P. MCENROE	Asst Comm Chief	Mar73	4429/3001	1483	3884
GySgt E. B. POPIOLEK	Maint Splcst	Jan73	4429/3001	1685	4972
WING SAFETY CENTER					
Maj W. J. NEVINS, JR.	Avn SafetyO	Apr72	3484/4476	BOQ 1	3507
CWO2 R. L. BERNARD	Gnd SafetyO	Apr72	3484/4476	BOQ 3	3056
SSgt D. R. DELL	NCOIC SafetyCen	Oct73	3484/4476	1672	3868
Sgt R. E. GRIGG	Avn SafetyClk	Jul72	3484/4476	1672	3868
STAFF JUDGE ADVOCATE					
LtCol C. W. COLLIER	SJA	Jun72	4398/4409/3834	BOQ 1	3194
Maj L. J. MINER	Dir Law Center	Jun72	4398/4409/3834	BOQ 1	3728

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DIVISION/BRANCH/GRADE/NAME	ASSIGNMENT	RTD	OFFICE PHONE	QTRS #	QTRS PHONE
STAFF JUDGE ADVOCATE (Con't)					
Lt (USN) J. C. MYERS	Defense Counsel	Aug72	4409/3834	Off Base	None
Capt D. G. FISKE	Military Judge	Apr72	4409/3834	Off Base	None
Capt R. D. SULLIVAN	Dir Futema Law Ctr	Nov72	4339/3253	(Futema)	
Capt J. S. EDWARDS	Defense Counsel	Oct72	4409/3834	Off Base	None
Capt W. T. ENSLEN	Trial Counsel	Dec72	3730/4398	Off Base	None
Capt J. T. JOHN	Defense Counsel	Dec72	3730/4398	Off Base	None
Capt W. J. BAKER	Defense Counsel	Jan73	4409/3834	1187	3997
Capt M. C. WARLOW	AsstDir, Law Ctr	Feb73	4398/4409	3991	1185
WO1 R. L. PHILLIPS	Legal AdminO	Jun72	4398/4409	Off Base	None
MGySgt G. ADKINS, JR.	Legal Chief	Aug72	4398/3834	Off Base	None
WING MEDICAL					
Capt E. C. REED JR.	Wg MedicalO	Feb73	4249/4595	1133	3213
LCDR E. J. HATCH	AdminO/PersO	Oct72	4595/4249	1125	3136
HMCS F. LITTEL	Asst NavPerO	May72	4249/4595	Off Base	21-0906
HMC E. T. KELLY	Supply Chief	Nov72	3336	Off Base	None
WING DENTAL					
Capt J. J. LYONS	Wg DentalO	Apr73	4420	1129	3051
LT O. H. GRISHAM	Admin Officer	Dec72	4420	Off Base	None
DTC W. C. FORSTER	Admin Chief	Oct72	4628	126	3665
DTC J. M. STENNER	Supply Chief	Nov72	3731	329	3526
WING CHAPLAIN					
Capt D. K. VELTMAN	Wg Chaplain	Jan73	4404/3816	1132	3729
LCDR W. G. OLSON	MWHS-1 Chaplain	Aug72	4404/3816	1125	3136
LCDR T. W. KUHN	MAG-12 Chaplain	Jul72	4540	Off Base	31-8400
LCDR J. R. VON MEYSENBUG	MAG-15 Chaplain	Jul72	4404/3616	1124	3575
LT T. A. SCHULTZ	MAG-15 Chaplain	Jul72	4008	1179	3285
LT F. W. RYDER	MWSG-17/MACG-18	Jul72	4640	Off Base	31-8420

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DIVISION/BRANCH/GRADE/NAME	ASSIGNMENT	RTD	OFFICE PHONE	QTRS #	QTRS PHONE
7th COUNTERINTELLIGENCE TEAM					
Capt S. L. MOYER	Team Commander	Oct72	4246	1156	3151
MGySgt J. M. WOODWARD	Team Chief	Jul72	4246	235	4363
THIRD SPECIAL SECURITY COMMUNICATION TEAM					
Capt G. G. MEYERS	Team Commander	Mar72	4047	1150A	3035
GySgt P. O. PAUL	Team Chief	Oct72	4047	1582	3651
GySgt W. R. BISHOP	SSO	Sep72	4047	1582	3651
MANAGEMENT DIVISION					
Maj J. M. TUTTLE	AcofS, Mgt	Jun72	4358	BOQ 1	3740
Maj W. P. ALEKSIC	Readiness RptsO	Sep72	4306/3348	BOQ 1	3524
Capt P. D. CRAWFORD	Data MgtO	Aug72	4306/3348	None	None
1stLt P. M. LITTELL	Rpts CoordO	May72	4358	BOQ 3	3234
MSgt C. J. FULLER	MARES/FORSTAT NCOIC	Feb73	4306/3348	1582	3651
WING DATA PROCESSING					
Capt G. E. EARLEY	Wing DPO	Nov72	4416/3337	1107	3325
1st Lt J. A. MURPHY	Asst DPO	Apr72	4416/3337	Off Base	None
MSgt R. J. KENEFIC	NCOIC	Sep72	4416/3337	BOQ 5	4563
SSgt L. W. VOSS	Ops Chief	Jan73	4653	BOQ 5	3787
SSgt V. J. SOSNOWSKI	Prog Chief	Sep72	3337	321	3334
PUBLIC AFFAIRS OFFICE					
MGySgt J. BUTTS	Public Affairs Chief	Aug72	4407	Off Base	None

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DIVISION/BRANCH/GRADE/NAME	ASSIGNMENT	RTD	OFFICE PHONE	QTRS #	QTRS PHONE
MARINE WING HEADQUARTERS SQUADRON ONE					
LtCol R. E. HAWES	Commanding Officer	Nov72	4524/3588	1130A	3326
Maj H. L. LONG	Executive Officer	Jul72	4524/3588	BOQ 1	3728
SgtMaj J. R. LINDBECK	SgtMaj	Sep72	3588	BEQ 6	3083
CWO2 E. W. HUMPHREY	S-1/Admin Officer	Nov72	4142/3823	BOQ 3	4877
1stLt D. J. GOSS	S-2/Intel/MARESFORSTAT	Jan73	3254	1185	3991
Capt J. A. KIEFFER	S-3/Opns/Drug Abuse O	Jun72	4346/3929	1176A	3987
Maj R. A. GURLEY	S-4/Services O	Sep72	4145/3919	1120	3060
Capt L. M. EDWARDS	Supply O	Mar73	4681/3791	1181B	None
Capt R. J. CONDON	Wg Internal Security O	Feb73	3929/4346	1185	3991
1stLt D. R. THURSTON	Emb/Asst Ser Officer	Jan73	4145/3919	1185	3991
1stLt A. B. CHAMBERS	Utilities Officer	Dec72	3329/3543	1107	3325
1stLt N. E. WILLIAMS	Trng Officer	Mar73	3929	1186	None
1stLt F. W. GUISE	Legal/CarPlanO	Dec72	4268	BOQ 3	3181
1stLt M. J. MATHERLY	Squadron Security O	Jan73	3867	1187	3997
MGySgt S. S. BRYANT	MT Chief	Nov72	3885/3940	BEQ 6	3083
MSgt W. C. DURHAM	Utilities Chief	May72	3329/3543	1685	4972
GySgt J. L. HUGHES	Personnel Chief	Jul72	4142/3823	1685	4972
GySgt J. W. KERNS	Security Chief	Jul72	3867	1685	4972
GySgt J. D. PATTERSON	Supply Chief	Feb73	4681/3791	1682	3884
Sgt C. W. HEARTSILL	Career Planner	Jan73	3985	1672	3868
MARINE AIRCRAFT GROUP-12					
Col E. J. RUTTY	Commanding Officer	May72	4570/3557	1137B	3658
LtCol J. M. RAPP	Executive Officer	Aug72	4570/3557	BOQ 1	3122
Capt J. A. BILLIPP	Adjutant	Jun72	3557/4570	1159C	3140
SgtMaj W. J. BUNCH	SgtMaj	Jan73	4362	235	3528
Maj J. A. MARTIN	S-1 Officer	Aug72	3327/4074	1127D	3247
CWO2 A. T. SERRATA	S-2 Officer	Feb73	4544	1186	None
LtCol W. C. SINGLETARY	S-3 Officer	Jun72	3630	BOQ 2	3192
Maj A. M. INGLISA	S-4 Officer	Sep72	4601/3582	1127D	3247

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DIVISION/BRANCH/GRADE/NAME	ASSIGNMENT	RTD	OFFICE PHONE	QTRS #	QTRS PHONE
MARINE AIRCRAFT GROUP-12 (Con't)					
LtCol K. D. CURRY	CO, H&MS-12	Jul72	4449/3187	BOQ 2	3417
LtCol L. DEWOLF	CO, MABS-12	Oct72	4394/3320	BOQ 2	3293
LtCol W. E. WILSON, JR.	CO, VMA-211	Jun72	92-1106/92-1108	DEPLOYED	
LtCol K. M. JOHNSTON	CO, VMA-311	Mar73	4422/3785	BOQ 2	4820/3516
Maj D. E. CATHCART	CO, VMA(AW)-533	Jun72	4200/3413	BOQ 1	3507
Capt R. D. ANDERSON	OinC MATCU-62	Jan73	3116	1107	3325
Capt R. D. PITTS	OinC SU#1, H&MS-12	Jul72	3292/4569	BOQ 3	3015
MARINE AIRCRAFT GROUP-15					
Col K. O'KEEFE	Commanding Officer	Aug72	4004/4477	1136	3658
LtCol D. A. MICKLE	Executive Officer	Mar72	4004/4477	BOQ 2	3516
1stLt G. K. WORKMAN	Adjutant	Sep72	4004/4477	BOQ 3	3481
SgtMaj L. D. CAPORALE	SgtMaj	Dec72	4696	BEQ 6	3083
Maj J. T. TYLER	S-1 Officer	Aug72	4562	1126	3248
Capt D. L. SCHUSSELLE	S-2 Officer	Jan73	4578	1184	3998
Maj J. B. WUERTZ	S-3 Officer	Aug72	4680	BOQ 2	3741
Maj J. P. SMITH	S-4 Officer	Aug72	4666	1126	3248
Capt K. P.O'MARA	NATOPS Officer	Jan73	4008	1185	3991
LtCol K. A. McFERREN	CO, VMFA-115	Aug72	3802	BOQ 2	3029
LtCol J. L. GREGORYK	CO, VMFA-232	May72	4662	BOQ 2	3250
Maj J. E. HERLOCKER	CO, H&MS-15	May72	4548	BOQ 1	4841
Maj R. L. BECKWITH	CO, MABS-15	May72	4622	BOQ 1	4353
LtCol S. S. EISENHAUER	CO, VMCJ-1	Apr72	4248	BOQ 2	4820
Capt D. L. HENDRIX	OIC, MATCU-60	Jul72	4385	1151	3359
MARINE WING SUPPORT GROUP-17					
Col W. G. MCCOOL	Commanding Officer	Jun72	4471	1133A	3213
LtCol L. E. JOHNSON	Executive Officer	Oct72	4043	1121C	3314
1stLt L. SWANSON	Adjutant	Mar73	3531	1179[illegible]	3285

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DIVISION/BRANCH/GRADE/NAME	ASSIGNMENT	RTD	OFFICE PHONE	QTRS #	QTRS PHONE
MARINE WING SUPPORT GROUP-17 (Con't)					
CWO4 R. L. CHEN	S-1 Officer	Nov72	3722/4395	BOQ 3	3443
LtCol P. M. JACOBS	S-2/S-3 Officer	Jun72	3751	BOQ 1	3293
Maj M. A. HUFFORD	S-4 Officer	Jan73	4355	BOQ 1	3217
SgtMaj J. F. MEYER	SgtMaj	Jan73	3465	321	3334
LtCol D. C. MORGAN	CO, H&MS-17	Oct72	4460	BOQ 1	3498
LtCol A. L. FRUCCI	CO, WERS-17	Jun72	4278	BOQ 1	3147
Maj J. S. MAY	Supply Officer	Jul72	4089	1127C	3247
Capt S. J. NICKELE	Avn Safety Officer	Apr72	3751	BOQ 3	3185
CWO2 D. R. SYRING	Aircraft MaintO	Nov72	4308	BOQ 1	3147
Capt M. E. RANSOM	MT Officer	Sep72	4086	BOQ 3	3015
1stLt A. J. CATONI	Comm Officer	Feb73	4494	1183	3324
CWO2 O. E. CREECH	OIC, MCC-1	Nov73	4467	1107	3325
MARINE AIR CONTROL GROUP-18					
Col E. M. JONES	Commanding Officer	Jul72	4091/4347	1135	3046
LtCol R. P. ECKMAN	Executive Officer	Sep72	4091/4347	BOQ 2	3631
1stLt F. J. SWANGO	Adjutant	May72	4091/4347	1145	3361
Maj C. F. KELLENBARGER	S-1 Officer	Jul72	4091/4347	1122	3437
LtCol J. C. DIXON	S-3 Officer	Oct72	4003	BOQ 2	3613
Maj R. S. HOLMAN	S-4 Officer	Jun72	4340	BOQ 1	3265
Maj C. D. TIMONEY	S-5 Officer	Oct72	4069	BOQ 2	3121
MSgt J. C. DENNY	Admin Chief	Sep72	4091/4347	1485	3828
LtCol R. V. WALKER	CO, MWCS-18	Jul72	4573	BOQ 1	3112
LtCol L. "B" MYERS	CO, H&HS-18	Sep72	4396	BOQ 2	3741
LtCol R. D. MILLER	CO, MACS-4	May72	23-3106	(OKINAWA)	
LtCol J. H. THOMPSON	CO, MASS-2	Aug72	4228	BOQ 2	3121

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DIVISION/BRANCH/GRADE/NAME	ASSIGNMENT	RTD	OFFICE PHONE	QTRS #	QTRS PHONE
MARINE AIRCRAFT GROUP-36					
Col A. F. GARROTTO	Commanding Officer	Jul72	23-3508/3509	202	23-3210
LtCol J. A. PLUMMER	Executive Officer	May72	23-3508/3509	202	23-3200
Maj B. A. GALLUP	Adjutant	Apr72	23-3508/3509	219	23-3650
SgtMaj J. N. NEUNSINGER	SgtMaj	Oct72	23-3402	428	23-3765
Maj D. R. MUNCIE	S-1 Officer	May72	23-3481	219	23-3485
1stLt L. O. PFAUTZ	S-2 Officer	Jan73	23-3406	204	23-3482
LtCol P. P. UPSCHULTE	S-3 Officer	Jun72	23-3594	219	23-3772
Maj J. L. SHELTON	S-4 Officer	May72	23-3622/3624	219	23-3229
Maj E. L. OSMONDSON	S-5 Officer	Jun72	23-3211	219	23-3664
LtCol D. A. SPURLOCK	CO, H&MS-36	Mar72	23-3576/3212	219	23-3292
Maj J. W. HAYES	SU #1, H&MS-36	Mar72	23-3832	219	23-3452
Maj J. J. THARP	SU #2, H&MS-36	Apr72			
LtCol V. J. GUINEE	CO, MABS-36	Apr72	23-3453	219	23-3644
LtCol J. L. NORTON	CO, VMO-6	Mar72	23-3592/3266	219	23-3239
LtCol R. A. BROWN	CO, VMGR-152	Aug72	23-3236/3235	219	23-3390
LtCol P. L. MOREAU	CO, HMM-165	Jun72	None	None	None
LtCol R. D. MILLER	CO, MACS-4	May72	23-3106/3148	219	23-3314
LtCol O. G. MCDONALD	CO, HMH-462	Aug72	23-3515	219	23-3308
Maj W. T. HEWES	CO, HML-367	Sep72	23-3141	219	23-3672
CWO2 B. A. WALKER	OIC SU#1 WERS-17	Jun72	23-3545	217	23-3715
1stLt D. A. HIMES	Group Legal Officer	Jan73	23-3480	211	23-3441
Cpl R. E. KILLE	Admin Chief	Sep72	23-3508	431	23-3517

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PHONE LISTING FOR 1ST MAW OFFICERS OF THE DAY

UNIT	PHONE
MWHS-1	3823
MAG-12	3557/4570
H&MS-12	3656/4687
MABS-12	4394
VMA-211	4579
VMA-311	3445
VMAW-533	4579
MAG-15	4477
H&MS-15	3789
MABS-15	4103
VMFA-232	4585
MATCU-60	4385
VMFA-115	4644
VMCJ-1	4226
MWSG-17	3531
H&MS-17/WERS-17	3531
MACG-18	4091
MWSC-18	4573
MACS-18	23-3106 (OKI)
MASS-2	4228
MAG-36	3020/3508 (OKI)
MCAS	3232/4444

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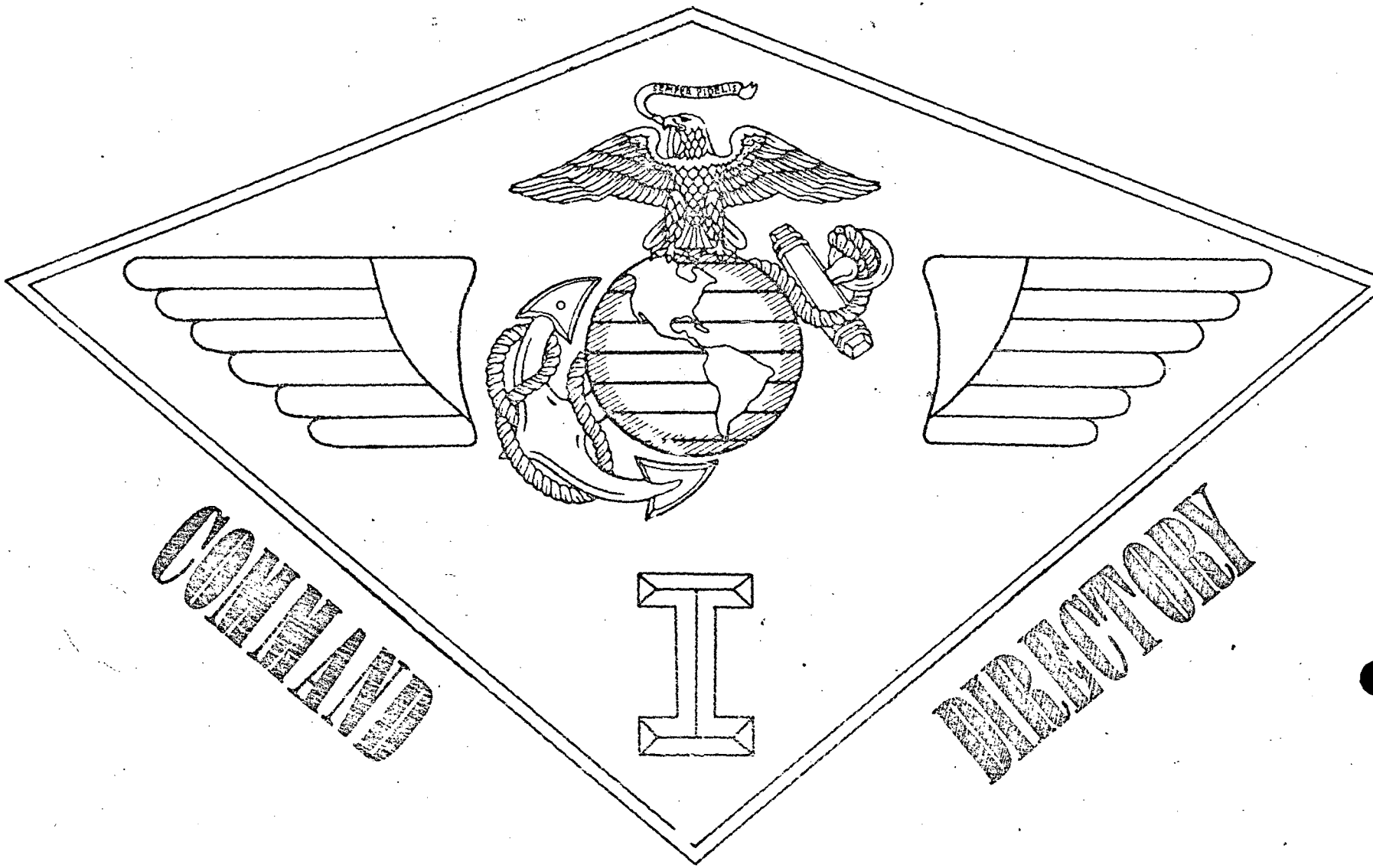
1st MARINE AIRCRAFT WING



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

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19 May 1972

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COMMAND DIRECTORY

Prepared as a matter of interest for commands within, and associated with, the 1st Marine Aircraft Wing, Fleet Marine Force, Pacific. All addressees are requested to notify the Wing Adjutant of any errors, omissions noted or changes as they occur.

L. R. Roberts
L. R. ROBERTS
Captain, U. S. Marine Corps
Wing Adjutant

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CG 3rd MAW (Attn: G-1)	(5)	CO MCAS Iwakuni	(5)
CG 2nd MAW (Attn: G-1)	(5)	FMFPac LnO MB Yokosuka	(2)
CG 7th Air Force	(5)	MB Yokosuka	(2)
COMSEVENTHFLT	(5)	LFTCPac (Attn: G-3)	(2)
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DIVISION/BRANCH/GRADE/NAME	ASSIGNMENT	RTD	OFFICE PHONE	QTRS #	QTRS PHONE
MGEN L. E. BROWN	Wing Commander	Apr73	4097/4085		
Capt J. E. MCELROY	Aide-de-Camp	Jul72	4097/4085	1151A	3359
1stLt R. J. FINK	Aide-de-Camp	Feb73	4209/3683	1172B	3229
BGEN A. W. O'DONNELL	Asst Wg Commander	Aug72	4064/4243	1175	
1stLt M. J. GREENE	Aide-de-Camp	Jun72	4064/4243	1175	3130
SgtMaj S. M. WEAVER	Wing SgtMaj	Jan73	4378	BEQ 6	4616
CHIEF OF STAFF DIVISION					
Col G. W. MORRISON	Chief of Staff	Jun72	4085/4225	1136	3322
Maj H. L. TRIMBLE	Staff Secretary	Jul72	4225/4243	1120A	3060
SSgt S. E. SUNN	Admin Chief	Aug72	4225/4243	1685	4972
CWO2 R. C. BIGGS	Wing Band Officer	Jan73	4660	1184	3998
ADJUTANT BRANCH					
Capt L. R. ROBERTS	Adjutant	Mar73	4629/4204	Off Base	21-7917
1stLt B. T. BLACKHAM	Asst Adj/AwardsO	Aug72	4204	1165	3467
1stLt J. W. MAHOOD	OIC CMCC	Feb73	3544	Off Base	None
CWO4 P. E. CLAUSEN	OIC RPS	Nov72	4598	Off Base	3181/41-1489
MSgt W. N. JUSTICE	Admin Chief	Aug72	4629/4204	1582	3651
GySgt C. E. SANSPREE	NCOIC WPC	Nov72	3794	1582	3651
SSgt C. C. GROSS III	Central Files	Aug72	3761	1672	3868
G-1 DIVISION					
Col M. B. PORTER	ACofS, G-1	Jul72	4326	1116	3567
Maj P. L. HARRINGTON	Asst G-1/Wg Pers O	Jul72	3746/4326	BOQ 1	3507
Capt W. W. LINDSAY	Asst Pers O	Nov72	3746	1152	3395
1stLt M. C. ROWSE	Asg O	Dec72	3746	1179	3285
MSgt J. C. DENNY	Admin Chief	Sep72	3784	1485	3828
GySgt P. T. SCHMIDT	Order Writing	Jun72	4547	1672	3868
GySgt J. L. HEDRICK	Pers Chief	Jun72	3746/3018	1680	3327

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DIVISION/BRANCH/GRADE/NAME	ASSIGNMENT	RTD	OFFICE PHONE	QTRS #	QTRS PHONE
G-2 DIVISION					
LtCol R. H. CAGLE	ACofS, G-2		4485	BOQ 2	3029
Maj J. D. WAY	Asst G-2	Jul72	3392	BOQ 1	3613
Capt B. M. WINCENTSEN	ACIO	Oct72	3328	1178	3279
Capt W. R. BISHOP	OIC PIIU	Jul72	3869	Off Base	21-1491
1stLt C. B. TURNEY	SCI Officer	Feb73	4310	1146	3355
GySgt W. R. BISHOP	SSO	Sep72	4047	1582	3651
MGySgt A. AUTOR	G-2 Chief	Apr73	4485	1582	3651
MSgt R. H. THOMAS	OOBO	Sep72	3328	1685	4972
GySgt D. O. TAYLOR	NCOIC PIIU	Nov72	4683	1582	3651
GySgt P. O. PAUL	SSCT Chief	Oct72	4047	1582	3651
SSgt A. P. DRAKE	SCI Chief	Aug72	4310	Off Base	21-7906
SSgt R. L. CUMMINGS	ACI Chief	Sep72	3328	1685	4972
G-3 DIVISION					
Col R. L. SIMMONS	ACofS, G-3	Jul72	4592/3282	1134	4793
LtCol W. H. HEINTZ	Asst G-3	Sep72	3052/4503	1131	4893
LtCol J. C. BROWN	Special Projects	May73	3282/4503	BOQ 2	4557
LtCol H. A. MONTEAU	Plans Officer	Jun72	4029/4592	Off Base	21-7928
LtCol D. E. WEBB	Asst Plans O	Apr73	4029/4592	BOQ 2	3122
Maj D. S. SHELOR	SIOP Officer	Mar73	4029/4592	BOQ 1	3498
Maj G. D. DODSON	ATCO Officer	Jun72	4668/4679	1107	3992
Capt T. C. CIEPLIK	Asst OpsO FTR/ATK	Apr73	4503/3282	BOQ 1	3078
Maj M. J. BURNS	NATOPS Off	Nov72	3282/4503	BOQ 2	3250
Maj R. W. BAILEY	Trng Officer	Nov72	4307/3766	1107	3325
Maj R. A HAGEMAN	Asst Ops Air Cont	Jul72	4592/4503	Off Base	21-2466
Maj H. K. MILLS	ELECT WARFAREO	Mar73	4240	BOQ 1	3633
Maj M. W. WEHRUNG	EACO	Apr73	4029/4592	BOQ 2	3335
Capt D. B. McDYRE	Asst OpsO (Helo)	Apr73	4592/4503	1186	3969
1stLt J. E. SCHEFERMAN	OIC SNCO Academy	Nov72	4115/3988	1179B	3285
1stLt R. L. KETELHUT	Asst OIC SNCO Acad	Feb73	3988/4115	1128B	3297
1stLt J. E. RICE	Asst Ops TARGETS	Nov72	4115/3988	1170C	3243
Capt J. B. TOWLE	WgHistO	Apr73	4029/4592	1124	3574
MSgt C. C. OWENS	NCOIC	Sep72	3052/4503	1685	4972

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DIVISION/BRANCH/GRADE/NAME	ASSIGNMENT	RTD	OFFICE PHONE	QTRS #	QTRS PHONE
G-4 DIVISION					
Col W. C. WATSON	ACofS, G-4	Aug72	4041/4600	1132A	3729
LtCol F. P. WILLIAMS	Asst G-4	May72	4041/4600	BOQ 2	3029
LtCol W. S. GERICHTEN	MTO	Dec72	4087/3438	BOQ 2	3217
LtCol W. W. SMITH	AVO	Apr73	4423/3931	BOQ 2	3240
LtCol J. W. BUTLER	AMO	Jul72	3372/4671	BOQ 2	4774
Maj L. B. NICE	EngrO	Apr73	4259/4463	BOQ 2	3217
Maj R. E. FAIRFIELD	Asst G-4, OpsO	Nov72	4041/4600	BOQ 2	3851
Capt J. E. CURRAN	Ord O	Oct72	4391/3026	BOQ 2	3325
Capt T. D. HOPPER	Asst AMO	Jul72	3372/4671	1158C	3145
Capt R. M. LANCASTER	Sys AnalO	Aug72	4474/3002	BOQ 3 RM 40	3667
Capt A. F. GARIBAY	Fixed Wing O	Mar73	4671/3372	1186 RM 625	3969
Capt J. T. LYTLE	SATS, TAFDS	Jun72	4259/4463	1167	3261
Capt P. S. HAMILTON	FacO	Mar73	4259/4463	Off Base	None
Capt D. RATCLIFFE	Asst AVO	Jul72	4423/3931	Off Base	21-8725
Capt L. W. FRAKES	GSE/IMPR O	Jan73	4073	BOQ 3	3234
Capt R. E. STEWART	Food Serv O	Aug72	3360	604	3759
1stLt J. M. OCHDA	Asst MTO	Feb73	4087/3438	1187	3997
1stLt J. E. SAWYER	MARES O	Feb73	4259/4463	1179	3285
CWO3 D. W. LATHROP	Asst SysAnalO	Dec72	4474/3002	1156	4704
MGySgt J. E. ANNIS	GSE Chief	Jul72	4073	BEQ 6	3569
MGySgt D. W. KERNS	Rotary Chief	Aug72	4671/3372	1582	3651
MGySgt W. K. DUNMIRE	Avionics Chief	Jul72	4423/3931	BEQ 5	4879
MGySgt S. S. HELLINGER	SATS Chief	Apr73	4463/4259	1582	3651
GySgt L. T. SUMMERROW	Log Chief	Apr73	4041/4600	1682	3884
MGySgt H. C. GIBBS	AF/PP Chief	Jul72	3214	BEQ 6	3569
MGySgt J. M. McBRIDE	Ord Chief	Jun72	4391/3026	1582	3651
MGySgt P. H. REHRIG	MT Chief	Dec72	4087/3438	BEQ 6	3569
MGySgt W. H. TILLOTSON	A/C Maint Chief	Nov72	3372/4671	Off Base	None
MGySgt W. PERRON	Flt Equip Chief	Jun72	4073	BEQ 6	3569
MSgt W. H. TRAVERS	Engr Chief	Jan73	4463/4259	1682	3884
MSgt E. F. BINA	3-M Chief	Jun72	4474/3002	1682	3884
SSgt E. E. PRICE	Embark Chief	Apr73	4602	1682	3884

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DIVISION/BRANCH/GRADE/NAME	ASSIGNMENT	RTD	OFFICE PHONE	QTRS #	QTRS PHONE
HUMAN AFFAIRS DIVISION					
LtCol A. E. JENSEN	ACofS, HAD	Feb73	3197/4014/4015	BOQ 2	3029
Maj R. R. LETCHWORTH	Asst HAD	May73	3197/4015/4014	1124C	3574
SgtMaj J. A. YOUNG	NCOIC	Aug72	4015/3197/4014	Off Base	31-8432
Capt W. K. WESTLING	Wg Career Plan O	May72	4697	1107	4959
1stLt J. E. MARTIN	PEOPLE TrngUnitO	Feb73	3195/4375	1183D	3324
1stLt M. J. HINTON	Drug AbuseO	Feb73	4375/3197	1185	3991
1stLt C. R. PORTER	Hum Rel Trng O	Apr73	4375	Off Base	41-0835
GySgt M. A. MURRAY	NCOIC Hum Rel	Jan73	4431	1481	3845
GySgt G. W. MICHALICK	Admin Chief	Aug72	3197/4014/4015	1483	3828
HEADQUARTERS COMMANDANT					
LtCol R. E. HAWES	Hq Commandant	Nov72	4524/3588	1130A	3326
WING INSPECTOR					
Col P. G. MCMAHON	Wg Inspector	Sep72	4344	1129A	3051
SSgt V. LACAPA	Admin Chief	Jun72	4344	1685	4972
AREA AUDITOR DIVISION					
Capt A. H. RAINES	Area Auditor	Jun72	4484/3458	BOQ 2	3195
WING SUPPLY DIVISION					
LtCol A. G. WAITE	Wg SupplyO	Nov72	4669/3605	1130	3326
Maj E. S. JACZKO JR.	Asst Wg SupplyO	Sep72	4669/3605	BOQ 2	3741
Capt J. A. SELLARS	Avn SupplyO	Mar73	4392/3021	1186	3382
Capt T. E. SCHWARTZ	MCP O	Nov72	4665	1170D	3243
1stLt R. CHANDLER	Asst Avn SupplyO	Dec72	4392/3021	Off Base	31-8053
CWO F. M. SPADY	OIC Wg Mgt Team	Aug72	4392/3021	1166A	3382
MGySgt W. C. FRANCE	Wg Supply Chief	Jun72	4669/3605	BEQ 6	3569
MSgt W. E. PRESLEY	Avn Supply Chief	Jan73	3021	1680	3274
GySgt J. K. BYRNE	MCP Chief	Oct72	4665	3884	1682

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DIVISION/BRANCH/GRADE/NAME	ASSIGNMENT	RTD	OFFICE PHONE	QTRS #	QTRS PHONE
COMPTROLLER DIVISION					
Col J. W. KIRKLAND	Comptroller	Jul72	4408/3224	1131B	3721
Maj G. B. SMITH	Deputy Comptroller	Mar73	4408/3224	BOQ 1	3613
Capt L. E. SARACINO	Budget/Fiscal Officer	Jun72	4408/3224	1143A	3365
CWO2 K. E. THORN	Budget/Fiscal Officer	Apr73	4408/3224	1184	3948
SSgt J. W. RIGGS	Comptroller Chief	Aug72	4408/3224	1682	3884
SSgt R. E. DUGGAN	Fiscal Chief	Aug72	4408/3224	1672	3868
COMMUNICATION-ELECTRONIC DIVISION					
Col J. A. BLAKELY	CEO	Jul72	4429/3001	BOQ 1	4772
LtCol J. H. BIRD	Asst CEO	Aug72	4429/3001	BOQ 1	3728
Maj A. F. PIRACCI	Asst CEO	Nov72	4429/3001	BOQ 1	3613
Capt R. F. SMEE	Maint Officer	Feb73	4429/3001	BOQ 1	3969
CWO3 J. E. WRIGHT	Maint Officer	Jul72	4429/3001	1174C	3219
MGySgt A. L. CREGGER	Communication Chief	Mar73	4429/3001	BEQ 6	3569
MGySgt G. A. LUONGO	Maint Splcst	Oct72	4429/3001	1485	None
MGySgt G. W. FISHER	Maint Splcst	Apr73	4429/3001	Off Base	None
MSgt C. R. COLEMAN	Asst Comm Chief	Jan73	4429/3001	1682	3884
GySgt T. P. MONROE	Asst Comm Chief	Mar73	4429/3001	1483	3884
GySgt E. B. POPIOLEK	Maint Splcst	Jan73	4429/3001	1685	4972
WING SAFETY CENTER					
Maj H. D. MAINES	Dir Safety Center	Aug72	3484/4476	1122C	3437
1stLt S. W. HUBER	Gnd SafO	Mar73	3484/4476	1163B	3119
SSgt D. R. DELL	NCOIC SafetyCen	Dec73	3484/4476	1672	3868
Sgt R. E. GRIGG	Avn SafetyClk	Jul72	3484/4476	1672	3868
STAFF JUDGE ADVOCATE					
LtCol C. W. COLLIER	SJA	Jun72	4398/4409/3834	BOQ 1	3194
Maj L. J. MINER	Dir Law Center	Jun72	4398/4409/3834	BOQ 1	3728
Capt M. C. WARLOW	Deputy SJA	Feb73	4398/4409	1185	3991
WO R. J. PHILLIPS	Admin Leg O	Jun72	4398/4409	1174	3219

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DIVISION/BRANCH/GRADE/NAME	ASSIGNMENT	RTD	OFFICE PHONE	QTRS #	QTRS PHONE
STAFF JUDGE ADVOCATE (Con't)					
Capt R. D. SULLIVAN	Dir Futema Law Center	Nov72	23-4339/23-3235		
Lt (USN) J. C. MYERS	Defense Counsel	Aug72	4409/3834	1162	3763
Capt J. S. EDWARDS	Defense Counsel	Oct72	4409/3834	Off Base	None
Capt W. T. ENSLEN	Trial Counsel	Dec72	3730/4398	1155	3234
Capt J. T. JOHN	Defense Counsel	Dec72	3730/4398	Off Base	None
Capt W. J. BAKER	Defense Counsel	Jan73	4409/3834	1187	3997
Capt W. D. BLUNK	Defense Counsel	Apr73	4398/4409/3834	1178	None
MGySgt G. ATKINS, JR.	Legal Chief	Feb73	4398/4409/3034	Off Base	None
WING MEDICAL					
Capt E. C. REED JR.	Wg MedicalO	Feb73	4249/4595	1133	3213
LCDR E. J. HATCH	AdminO/PersO	Nov72	4595/4249	1125	3136
HMCS F. MASSENGILL	Asst NavPerO	Apr73	4249/4595	127	3665
HMC E. T. KELLY	Supply Chief	Nov72	3336	Off Base	None
WING DENTAL					
Capt J. J. LYONS	Wg DentalO	Apr73	4420	1129	3051
LT O. H. GRISHAM	Admin Officer	Dec72	4420	Off Base	None
DTC W. C. FORSTER	Admin Chief	Oct72	4628	127	3665
DTC J. M. STENNER	Supply Chief	Nov72	3731	329	3526
WING CHAPLAIN					
Capt D. K. VELTMAN	Wg Chaplain	Jan73	4404/3816	1132	3729
LCDR W. G. OLSON	MWHS-1 Chaplain	Aug72	4404/3816	1125	3136
LCDR T. W. KUHN	MAG-12 Chaplain	Jul72	4540	Off Base	31-8400
LCDR J. R. VON MEYSENBUG	MAG-15 Chaplain	Jul72	4404/3616	1124	3575
LT T. A. SCHULTZ	MAG-15 Chaplain	Jul72	4008	1179	3285
LT F. W. RYDER	MWSG-17/MACG-18	Jul72	4640	Off Base	31-8420

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DIVISION/BRANCH/GRADE/NAME	ASSIGNMENT	RTD	OFFICE PHONE	QTRS #	QTRS PHONE
7th COUNTERINTELLIGENCE TEAM					
Capt S. L. MOYER	Team Commander	Oct72	4246/3768	1156	4781
CWO3 R. W. GOULD	CI Officer	Apr73	4246/3768	1156	3151
MGySgt J. M. WOODWARD	Team Chief	Jul72	4246/3768	Off Base	21-7997
THIRD SPECIAL SECURITY COMMUNICATION TEAM					
Capt C. J. HOLLOWAY	Team Commander	Apr73	4047	610	4890
GySgt P. O. PAUL	Team Chief	Oct72	4047	1582	3651
MANAGEMENT DIVISION					
Maj J. M. TUTTLE	AcofS, Mgt	Jun72	4358	BOQ 1	3740
Maj W. P. ALEKSIC	Readiness RptsO	Sep72	4306/3348	BOQ 1	3524
1stLt D. R. SMITH	Data MgtO	Mar73	4306/3348	Off Base	None
1stLt E. L. HANNA	Project O	Mar73	4358	Off Base	None
MSgt C. L. FULLER	MARES/FORSTAT NCOIC	Feb73	4306/3348	1582	3651
WING DATA PROCESSING					
MSgt R. J. KENEFIC	NCOIC	Sep72	4416/3337	BOQ 5	4563
SSgt L. W. VOSS	Ops Chief	Jan73	4653	BOQ 5	4563
SSgt J. W. MALONE	Prog Chief	Jan73	3337	321	3568
PUBLIC AFFAIRS OFFICE					
Capt H. J. COLLINS	PAO	Apr73	4407	1179B	3285
MGySgt J. BUTTS	PAO	Aug72	4407	Off Base	None
MARINE WING HEADQUARTERS SQUADRON ONE					
LtCol R. E. HAWES	Commanding Officer	Nov72	4524/3588	1130A	3326
Maj H. L. LONG	Executive Officer	Jul72	4524/3588	BOQ 1	3728
SgtMaj J. R. LANDBECK	SgtMaj	Sep72	3588	BEQ 6	3083

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DIVISION/BRANCH/GRADE/NAME	ASSIGNMENT	RTD	OFFICE PHONE	QTRS #	QTRS PHONE
MARINE WING HEADQUARTERS SQUADRON ONE (Con't)					
CWO2 E. W. HUMPHREY	Admin Officer	Nov72	4142/3823	BOQ 3	3667
1stLt D. J. GOSS	Intel/MARESFORSTAT	Jan73	3254	1185	3991
Capt N. N. KIRBY	Opns/Drug Abuse O	May73	4346/3929	1186	None
Capt L. M. EDWARDS	Supply O	Mar73	4681/3791	1181B	3314
Capt R. J. CONDON	Services Officer	Feb73	3919/4145	1185	3991
1stLt D. R. THURSTON	Emb/Asst Ser Officer	Jan73	4145/3919	1185	3991
1stLt A. B. CHAMBERS	Utilities Officer	Dec72	3329/3543	1107	3325
1stLt N. E. WILLIAMS	Trng Officer	Mar73	3929	1186	None
1stLt F. W. GUISE	Legal/CarPlanO	Dec72	4268	BOQ 3	3181
1stLt M. J. MATHERLY	Spec Serv O/Sec O	Jan73	3867	1187	3997
MGySgt S. S. BRYANT	MT Chief	Nov72	3885/3940	BEQ 6	3083
GySgt J. L. HUGHES	Pers Chief	Jul72	4154/3907	1685	4972
GySgt J. D. PATTERSON	Supply Chief	Feb73	4681/3791	1682	3884
Sgt C. W. HEARTSILL	Career Planner	Jan73	3985	1672	3868
MARINE AIRCRAFT GROUP-12					
Col D. C. MACHO	Commanding Officer	Apr73	4570/3557	1137B	3658
LtCol F. G. DAWSON	Executive Officer	Jun72	4570/3557	BOQ 2	3417
Capt J. A. BILLIPP	Adjutant	Jun72	3557/4570	1139D	3707
SgtMaj W. J. BUNCH	SgtMaj	Jan73	4362	235	3528
Maj T. R. MCELROY	S-1 Officer	Aug72	3327/4047	BOQ 1	3489
CWO2 A. T. SERRATA	S-2 Officer	Feb73	4544	1186	None
LtCol J. M. RAPP	S-3 Officer	Aug72	3630	BOQ 1	3122
Maj A. M. INGLISA	S-4 Officer	Sep72	4601/3582	1127 D	3247
LtCol K. D. CURRY	CO, H&MS-12	Jul72	4449/3187	BOQ 2	3417
LtCol L. DEWOLF	CO, MABS-12	Oct72	4394/3320	BOQ 2	3293
LtCol W. E. WILSON, JR.	CO, VMA-211	Jun72	4160	BOQ 2	3417
LtCol K. M. JOHNSTON	CO, VMA-311	Mar73	4422/3785	BOQ 2	3516
Maj D. E. CATHCART	CO, VMA(AW)-533	Jun72	4200/3413	BOQ 1	3507
Capt R. D. ANDERSON	OIC MATCU-62	Jan73	3116	1107	3325
Capt R. D. PITTS	OIC SU#1, H&MS-12	Jul72	3292/4569	BOQ 3	3015

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DIVISION/BRANCH/GRADE/NAME	ASSIGNMENT	RTD	OFFICE PHONE	QTRS #	QTRS PHONE
MARINE AIRCRAFT GROUP-15					
Col K. O'KEEFE	Commanding Officer	Aug72	4004/4477	1136	3658
LtCol R. O. LAWRENCE	Executive Officer	May73	4004/4477	BOQ 1	3192
1stLt G. K. WORKMAN	Adjutant	Sep72	4004/4477	BOQ 3	3481
SgtMaj L. D. CAPORALE	SgtMaj	Dec72	4696	BEQ 6	3083
Maj J. T. TYLER	S-1 Officer	Aug72	4562	1126	3248
Capt B. M. WINCENTSEN	S-2 Officer	Oct72	4578	1178	3279
Maj J. B. WUERTZ	S-3 Officer	Aug72	4680	BOQ 2	3741
Maj J. P. SMITH	S-4 Officer	Aug72	4666	1126	3248
Capt J. B. MALISZEWSKI	NATOPS OFFICER	Jun72	4008	1155	3171
LtCol K. A. McFERREN	CO, VMFA-115	Aug72	3802	BOQ 2	3029
LtCol E. R. MAAG	CO, VMFA-232	Apr73	4662	BOQ 1	3122
Maj R. N. PATRICK	CO, H&MS-15	Mar73	4548	BOQ 1	3524
Maj W. W. HARDING	CO, MABS-15	Mar73	4622	BOQ 1	3524
Maj J. D. CARLTON	CO, VMCJ-1	Jul72	4248	BOQ 3	3481
Capt D. L. HENDRIX	OIC, MATCU-60	Jul72	4385	1151	3359
MARINE WING SUPPORT GROUP-17					
Col W. G. MCCOOL	Commanding Officer	Jun72	4471	1133A	3213
LtCol L. E. JOHNSON	Executive Officer	Oct72	4043	1121A	3514
1stLt L. W. SWANSON	Adjutant	Mar73	3531	1179D	3285
SgtMaj J. F. MEYER	SgtMaj	Jan73	3465	321	3334
CWO4 R. L. CHEN	S-1 Officer	Nov72	3722/4395	BOQ 3	3443
LtCol P. M. JACOBS	S-2/S-3 Officer	Jun72	3751	BOQ 1	3293
Maj M. A. HUFFORD	S-4 Officer	Jan73	4355	BOQ 1	3217
Maj J. S. MAY	Supply Officer	Jul72	4089	1127C	4778
LtCol P. M. JACOBS	Avn Safety Officer	Jun72	3751	BOQ 2	3293
Capt E. R. HUMM	Aircraft MaintO	Mar73	4308	1181	3314
Capt M. E. RANSOM	MT Officer	Jun72	4086	BOQ 3	3185
1stLt A. J. CANTONI	Comm Officer	Feb73	4494	1154B	3126
CWO 2 O. E. CREECH	OIC, MCC-1	Nov73	4467	1107	3989
LtCol D. C. MORGAN	CO, H&MS-17	Oct72	4460	BOQ 1	3631
LtCol A. L. FRUCCI	CO, WERS-17	Jun72	4278	BOQ 1	3147

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DIVISION/BRANCH/GRADE/NAME	ASSIGNMENT	RTD	OFFICE PHONE	QTRS #	QTRS PHONE
MARINE AIR CONTROL GROUP-18					
Col E. M. JONES	Commanding Officer	Jul72	4091/4347	1135	3046
LtCol R. P. ECKMANN	Executive Officer	Sep72	4091/4347	BOQ 2	3631
1stLt D. S. HEMPHILL	Adjutant	Apr73	4091/4347	1168	3936
SgtMaj J. M. SMITH	SgtMaj	Mar73	4091/4347	329	3405
Maj C. F. KELLENBARGER	S-1 Officer	Jul72	4091/4347	1122	3437
LtCol J. C. DIXON	S-3 Officer	Oct72	4003	BOQ 1	3631
Maj R. S. HOLMAN	S-4 Officer	Jun72	4340	BOQ 1	3265
Maj C. D. TIMONEY	Humanities Officer	Oct72	4069	BOQ 2	3121
LtCol R. V. WALKER	CO, MWCS-18	Jul72	4573	BOQ 1	3112
LtCol L. "B" MYERS	CO, H&HS-18	Sep72	4396	BOQ 2	3741
LtCol T. K. BURK, JR.	CO, MACS-4	May73	23-3106	(OKINAWA)	
LtCol J. H. THOMPSON	CO, MASS-2	Aug72	4228	BOQ 2	3121
MARINE AIRCRAFT GROUP-36					
Col A. F. GARROTTO	Commanding Officer	Jul72	23-3188/3189	202	23-3210
LtCol J. A. PLUMMER	Executive Officer	May72	23-3188/3189	202	23-3995
SgtMaj J. N. NEUNSINGER	SgtMaj	Oct72	23-3402	428	23-3918
Maj D. R. MUNCIE	S-1 Officer/Adjutant	May72	23-3481/3281	219	23-3485
1stLt L. O. PFAUTZ	S-2 Officer	Jan73	23-3406	204	23-3441
LtCol P. P. UPSCHULTE	S-3 Officer	Jun72	23-3194	219	23-3772
Maj J. L. SHELTON	S-4 Officer	May72	23-3826/3827	219	23-3829
Maj E. L. OSMONDSON	S-5 Officer	Jun72	23-3511	219	23-3664
LtCol E. J. MURPHY	CO, H&MS-36	Feb73	23-3176/3088	219	23-3983
LtCol F. J. QUADRINI	CO, MABS-36		23-3353	219	23-3539
LtCol D. E. DILLEY	CO, VMO-6	Mar73	23-3292	219	23-3946
LtCol R. A. BROWN	CO, VMGR-152	Aug72	23-3235	219	23-3923
Maj G. L. COLLINS	CO, MACS-4		23-3106/3068	219	23-3657
LtCol O. G. MCDONALD	CO, HMH-462	Aug72	23-3115	219	23-3608
Maj W. T. HEWES	CO, HML-367	Sep72	23-3609	219	23-3672
Capt R. G. OSBORNE	CO, HMA-369		23-3832		23-3452
Capt T. A. VARRELL	OIC, MATCU-66		23-3244		23-3918
CWO-2 L. A. WALKER	OIC, SU#1 WERS-17	Jun72	23-3145	217	23-3715
1stLt D. A. HIMES	Group Legal Officer	Jan73	23-3480	211	23-3089

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PHONE LISTING FOR 1ST MAW OFFICERS OF THE DAY

UNIT	PHONE
MWHS-1	3588
MAG-12	3557/4570
H&MS-12	3656/4687
MABS-12	4394
VMA-211	4579
VMA-311	3445
VMA(AW)-533	4579
MAG-15	4477
H&MS-15	3789
MABS-15	4103
VMFA-232	4585
MATCU-60	4385
VMFA-115	4644
VMCJ-1	4226
MWSG-17	3531
H&MS-17/WERS-17	3531
MACG-18	4091
MWSC-18	4573
MACS-18	23-3106 (OKI)
MASS-2	4228
MAG-36	23-3188/3189 (OKI)
MCAS	3232/4444

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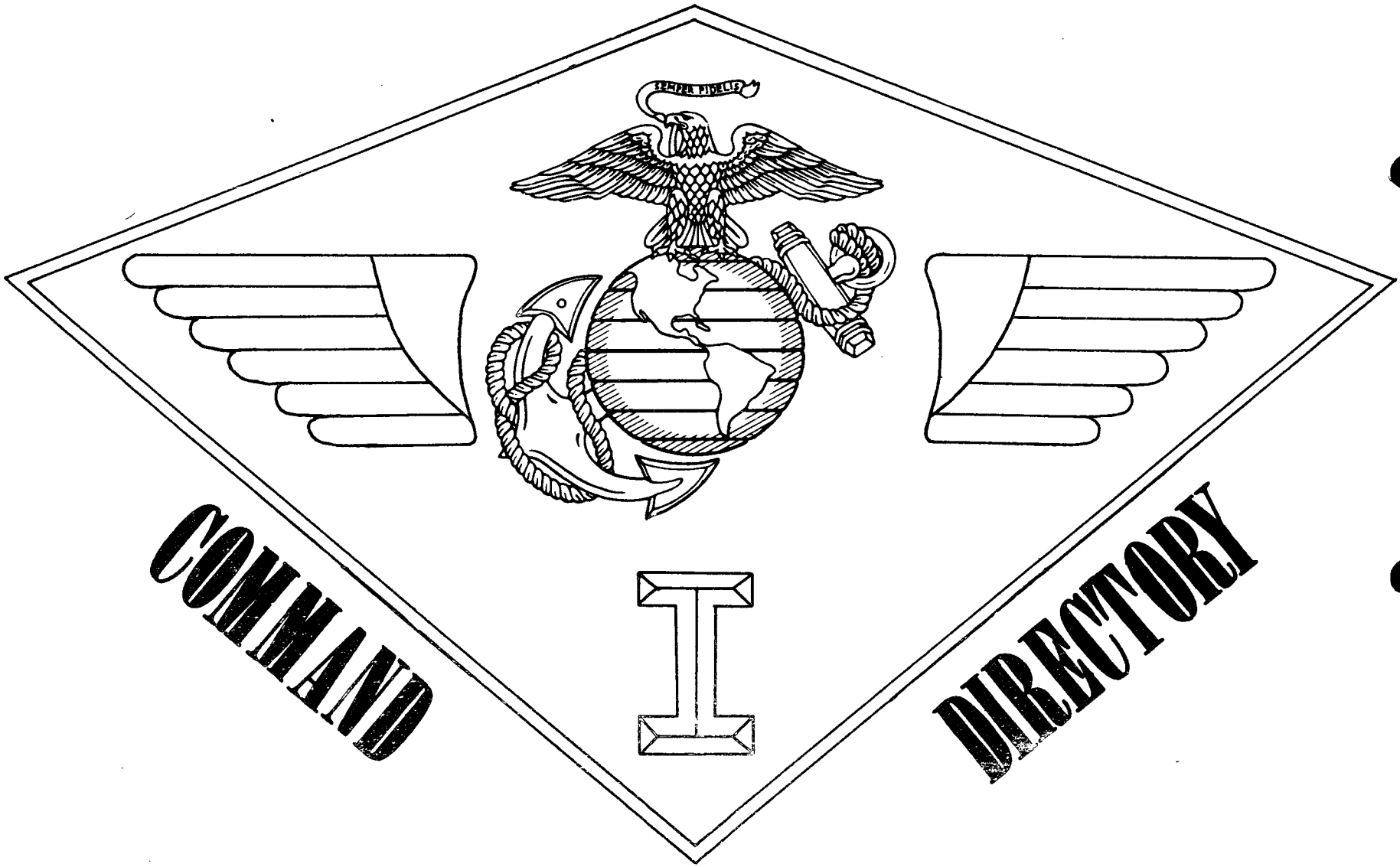
1st MARINE AIRCRAFT WING



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

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COMMAND DIRECTORY

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L. R. Roberts
L. R. ROBERTS
Captain, U. S. Marine Corps
Wing Adjutant

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CG 3rd MAW (Attn: G-1)	(5)	CO MCAS Iwakuni	(5)
CG 2nd MAW (Attn: G-1)	(5)	FMFPac LnO MB Yokosuka	(2)
CG 7th Air Force	(5)	MB Yokosuka	(2)
COMSEVENTHFLT	(5)	LFTCPac (Attn: G-3)	(2)
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MGEN L. E. BROWN	Wing Commander	Apr73	4097/4085		
Capt J. E. MCELROY	Aide-de-Camp	Jul72	4097/4085	1151A	3359
1stLt R. J. FINK	Aide-de-Camp	Feb73	4209/3683	1172D	3229
SgtMaj S. M. WEAVER	Wing SgtMaj	Jan73	4378	BEQ 6	4616
CHIEF OF STAFF DIVISION					
Col J. A. BLAKELY	Chief of Staff	May73	4085/4225	134A	4772
Col J. W. HANES	Deputy Chief of Staff	Jun73	4085/4225	135B	3046
Maj E. F. TOWNLEY	Staff Secretary	Jun73	4225/4243	BOQ 2	3335
SSgt S. E. SUNN	Admin Chief	Aug72	4225/4243	1685	4972
CWO2 R. C. BIGGS	Wing Band Officer	Jan73	4660	1184	3998
ADJUTANT BRANCH					
Capt L. R. ROBERTS	Adjutant	Mar73	4629/4204	Off Base	21-7917
1stLt B. T. BLACKHAM	Asst Adj/AwardsO	Aug72	4204	1165	3467
1stLt J. W. MAHOOD	OIC CMCC	Feb73	3544	Off Base	None
CWO4 P. E. CLAUSEN	OIC RPS	Nov72	4598	Off Base	3181/41-1489
MSgt W. N. JUSTICE	Admin Chief	Aug72	4629/4204	1582	3651
GySgt C. E. SANSPREE	NCOIC WPC	Nov72	3794	1582	3651
SSgt C. C. GROSS III	Central Files	Aug72	3761	1672	3868
G-1 DIVISION					
Col C. D. CORN	ACofS, G-1	Jul73	4326		
LtCol R. J. REID	Asst G-1	Jun73	4326	BOQ 1	3192
Maj W. J. NORRIS	Wg PersO	Jun73	3746/4326	BOQ 1	3525
Capt W. W. LINDSAY	Asst PersO	Nov72	3746	1152	3395
1stLt M. C. ROWSE	AsgO	Dec72	3746	1179	3285
MSgt J. C. DENNY	Admin Chief	Sep72	4326	1485	3828
MGySgt O. B. TALBERT	Yokota Liaison	Aug72	225-9517		
SSgt T. V. JASKIEWICZ	Order Writing	Jun73	4547	320	3208

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G-2 DIVISION					
LtCol R. H. CAGLE	ACofS, G-2	TAD	4485	BOQ 2	3029
Maj T. B. HILL	Asst G-2	TAD	1485	BOQ 1	3392
Capt B. M. WINCENTSEN	ACIO	Oct72	3328	1178	3279
1stLt J. H. WEIGERT	ACIO	TAD	3328	1128A	3459
1stLt C. B. TURNEY	SCI Officer	Feb73	4310	1146	3355
GySgt W. R. BISHOP	SSO	Sep72	4047	1582	3651
MGySgt A. AUTOR	G-2 Chief	Apr73	4485	1582	3651
MSgt R. H. THOMAS	OOBO	Sep72	3328	1685	4972
SSgt A. P. DRAKE	SCI Chief	Aug72	4310	Off Base	21-7906
SSgt R. L. CUMMINGS	ACI Chief	Sep72	3328	1685	4972
G-3 DIVISION					
COL R. L. SIMMONS	ACofS, G-3	Jul72	4592/3282	1134	4793
LtCol W. H. HEINTZ	Asst G-3	Sep72	3052/4503	1131	4893
LtCol D. E. WEBB	PlansO	Apr73	4029/4592	BOQ 2	3122
Maj D. S. SHELOR	SIOP Officer	Mar73	4029	BOQ 1	3498
Maj J. F. WALSH	ATCO Officer	Nov72	4668/4679	1107	3992
Capt T. C. CIEPLIK	Asst OpsO FtrAtk	Apr73	4503/3282	BOQ 1	3633
Maj M. J. BURNS	NATOPS Off	Nov72	3282/4503	BOQ 2	3250
Maj R. W. BAILEY	Trng Officer	Nov72	4307/3766	1107	3325
Maj R. A HAGEMAN	Asst Ops Air Cont	Jul72	4592/4503	Off Base	21-2466
Maj H. K. MILLS	Elect WarfareO	Mar73	4240	Off Base	31-8269
Maj M. W. WEHRUNG	EACO	Apr73	4029	BOQ 2	3335
Capt D. B. MCDYRE	Asst OpsO (Helo)	Apr73	4592/4503	BOQ 1	3633
Capt J. B. TOWLE	WgHistO	Apr73	4029	1124	3574
Capt C. S. BERRY	Cmbt RptsO	May73	4592/3282	1186	3989
1stLt J. E. SCHEFERMAN	OIC SNCO Academy	Nov72	4115/3988	1179B	3285
1stLt R. L. KETELHUT	Asst OIC SNCO Acad	Feb73	3988/4115	1128B	3297
1stLt J. E. RICE	Asst Ops TARGETS	Nov72	4115/3988	1170C	3243
MSgt C. C. OWENS	NCOIC	Sep72	4592/3282	1685	4972

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DIVISION/BRANCH/GRADE/NAME	ASSIGNMENT	RTD	OFFICE PHONE	QTRS #	QTRS PHONE
G-4 DIVISION					
Col W. C. WATSON	ACofS, G-4	Aug72	4041/4600	1132A	3729
LtCol V. W. HAZELBAKER	Asst G-4	May73	DEPLOYED		
LtCol W. S. GERICHTEN	MTO	Dec72	4087/3438	BOQ 2	3217
LtCol W. W. SMITH	AVO	May73	4423/3931	BOQ 2	3240
LtCol J. W. BUTLER	AMO	Jul72	3372/4671	BOQ 2	4774
Maj L. B. NICE	EngrO	Apr73	4259/4463	BOQ 2	3217
Maj T. H. WOLD	PlansO	TAD	4041/4600	BOQ 1	3194
Maj L. D. TYRRELL	EmbO	TAD	4041/4600	BOQ 1	3265
Maj R. E. FAIRFIELD	Asst G-4, OpsO	Nov72	4041/4600	BOQ 2	3851
Capt J. E. CURRAN	OrdO	Oct72	4391/3026	BOQ 2	3851
Capt T. D. HOPPER	Asst AMO	Jul72	3372/4671	1158C	3145
Capt R. M. LANCASTER	Sys AnalO	Aug72	4474/3002	BOQ 3	3667
Capt A. F. GARIBAY	Fixed WingO	Mar73	4671/3372	1186	3969
Capt P. S. HAMILTON	FacO	Mar73	4259/4463	Off Base	None
Capt D. RATCLIFFE	Asst AVO	Jul72	4423/3931	Off Base	21-8725
Capt L. W. FRAKES	GSE/IMRL O	Jan73	4073	BOQ 3	3234
CWO2 R. A. ROSSI	SATS	Oct72	4259/4463	Off Base	21-7063
1stLt J. M. OCHOA	Asst MTO	Feb73	4087/3438	1187	3997
1stLt C. G. BEALS	Asst EmbarkO	May73	4602	1184	3998
WO R. L. WHEELER	FltEquipO	Aug72	4073	1155	3171
MGySgt J. E. ANNIS	GSE Chief	Jul72	4073	BEQ 6	3569
MGySgt D. W. KERNS	Rotary Wing Chief	Aug72	4671/3372	BEQ 6	3383
MGySgt W. K. DUNMIRE	Avionics Chief	Jul72	4423/3931	BEQ 5	4879
MSgt J. B. BARKER	SATS Chief	Jun73	4463/4259	1582	3651
MSgt R. E. RENNO	Log Chief	TAD	4041/4600	1685	4972
MGySgt H. C. GIBBS	AF/PP Chief	Jul72	3214	BEQ 6	3569
MSgt A. L. DORNATH	Ord Chief	May73	4391/3026	1582	3651
MGySgt P. H. REHRIG	MT Chief	Dec72	4087/3438	BEQ 6	3569
MGySgt W. H. TILLOTSON	A/C Maint Chief	Nov72	3372/4671	Off Base	None
MSgt E. W. BANNING	IMRL Chief	Jun73	4073	1680	3274
MSgt W. H. TRAVERS	Engr Chief	Jan73	4463/4259	1682	3884

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HUMAN AFFAIRS DIVISION					
LtCol A. E. JENSEN	ACofS, HAD	Feb73	3197/4014/4015	BOQ 2	3029
Maj R. R. LETCHWORTH	Asst HAD	May73	3197/4015/4014	1124C	3574
SgtMaj J. A. YOUNG	NCOIC	Aug72	4431	Off Base	31-8432
Capt W. K. WESTLING	Wg Career PlanO	Oct72	4697	1107	4959
1stLt J. E. MARTIN	PEOPLE TrngUnitO	Feb73	3197	1183D	3324
1stLt M. J. HINTON	Drug AbuseO	Feb73	3471	1185	3991
1stLt C. R. PORTER	HumRelTrngO	Apr73	4375	Off Base	41-0835
GySgt M. A. MURRAY	NCOIC HumRel	Jan73	4431	1481	3845
GySgt G. W. MICHALICK	Admin Chief	Aug72	3197/4014/4015	1483	3828
HEADQUARTERS COMMANDANT					
Maj H. L. LONG	Hq Commandant	Jul72	4524/3588	BOQ 1	3728
WING INSPECTOR					
Col P. G. MCMAHON	Wg Inspector	Sep72	4344	1129A	3051
SSgt T. R. KASARDA	Admin Chief	Feb73	4344	1680	3327
AREA AUDITOR DIVISION					
1stLt M. D. THOMPSON	Area Auditor	May73	4484/3458	BOQ 2	3195
WING SUPPLY DIVISION					
LtCol A. G. WAITE	Wg SupplyO	Nov72	4669/3605	1130	3326
Maj E. S. JACZKO, JR.	Asst Wg SupplyO	Sep72	DEPLOYED		
Capt J. A. SELLARS	Avn SupplyO	Mar73	4392/3021	1186	3382
Capt T. E. SCHWARTZ	MCP O	Nov72	4669/3605	1170D	3243
1stLt R. CHANDLER	AsstAvnSupplyO	Dec72	4392/3021	Off Base	31-8053
CWO F. M. SPADY	OIC WgMgtTeam	Aug72	4362/3021	1166A	3382
MSgt W. E. PRESLEY	AvnSupplyChief	Jan73	3021/4392	1680	3274
GySgt J. K. BYRNE	MCP Chief	Oct72	4669/3605	1682	3884

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DIVISION/BRANCH/GRADE/NAME	ASSIGNMENT	RTD	OFFICE PHONE	QTRS #	QTRS PHONE
COMPTROLLER DIVISION					
Maj G. B. SMITH	Comptroller	Mar73	4408/3224	BOQ 1	3613
CWO3 K. E. THORN	Budget/Fiscal Officer	Apr73	4408/3224	1184	3948
SSSgt J. W. RIGGS	Comptroller Chief	Aug72	4408/3224	1682	3884
SSgt R. E. DUGGAN	Fiscal Chief	Aug72	4408/3224	1672	3868
COMMUNICATION-ELECTRONIC DIVISION					
LtCol J. H. BIRD	CEO	Aug72	4429/4101	BOQ 1	3728
Maj A. F. PIRACCI	Asst CEO	Nov72	4429/4101	BOQ 1	3613
Capt R. F. SMEE	Maint Officer	Feb73	4429/4101	BOQ 1	3969
CWO3 J. E. WRIGHT	Asst Maint Officer	Jul73	4429/4101	1174C	3219
MGySgt A. L. CREGGER	Communication Chief	Mar73	4429/4101	BEQ 6	3083
MGySgt G. A. LUONGO	Maint Splcst	Oct72	4429/4101	1582	3651
MGySgt G. W. FISHER	Maint Splcst	Apr73	DEPLOYED		
MSgt C. R. COLEMAN	Asst Comm Chief	Jan73	DEPLOYED		
GySgt T. P. MCENROE	Asst Comm Chief	Jan73	4429/4101	1682	3884
GySgt E. B. POPIOLEK	Maint Splcst	Jan73	DEPLOYED		
SSgt L. E. FLICK	Maint Splcst	Mar73	4429/4101	1672	3686
WING SAFETY CENTER					
Maj H. D. MAINES	Dir Safety Center	Aug72	3484/4476	1122C	3437
1stLt S. W. HUBER	Gnd SafO	Mar73	3484/4476	1163B	3119
Sgt R. E. GRIGG	NCOIC	Jul72	3484/4476	1672	3868
STAFF JUDGE ADVOCATE					
LtCol R. W. EDWARDS	SJA	Jun73	4398/4409	BOQ 1	3507
Capt A. MIELCZARSKI	Dir Law Center	Jun73	4398/4409/3834	1151	3359
Capt M. C. WARLOW	Deputy SJA	Feb73	4398/4409/3834	Off Base	None
Capt R. D. SULLIVAN	Defense Councel	Nov72	4409/3834		
Lt (USN) J. C. MYERS	Defense Councel	Aug72	4409/3834	Off Base	None
Capt J. S. EDWARDS	Futema Law Center	Oct72	23-4339/3235	Off Base	None

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DIVISION/BRANCH/GRADE/NAME	ASSIGNMENT	RTD	OFFICE PHONE	QTRS #	QTRS PHONE
STAFF JUDGE ADVOCATE (Con't)					
Capt W. T. ENSLEN	Trial Counsel	Dec72	3830/4398	1155	3234
Capt J. T. JOHN	Defense Counsel	Dec72	3830/4409	Off Base	None
Capt W. J. BAKER	Dir, Futema Law Cen	Jan73	23-4339/3235		
Capt W. D. BLUNK	Futema Law Center	Apr73	23-4339/3235		
MGySgt G. ATKINS, JR.	Leg Chief	Feb73	4398/4409/3034	Off Base	21-6409
WING MEDICAL					
Capt E. C. REED JR.	Wg MedicalO	Feb73	4249/4595	1133	3213
LCDR E. J. HATCH	AdminO/PersO	Nov72	4595/4249	1125	3136
HMCS F. MASSENGILL	Asst NavPerO	Apr73	4249/4595	127	3665
HMC E. T. KELLY	Supply Chief	Nov72	3336	Off Base	None
WING DENTAL					
Capt J. J. LYONS	Wg DentalO	Apr73	4420	1129	3051
LT O. H. GRISHAM	Admin Officer	Dec72	4420	Off Base	None
DTC W. C. FORSTER	Admin Chief	Oct72	4628	127	3665
DTC J. M. STENNER	Supply Chief	Nov72	3731	329	3526
WING CHAPLAIN					
Capt D. K. VELTMAN	Wg Chaplain	Jan73	4404/3816	1132	3729
LCDR W. G. OLSON	MAG-15 Chaplain	Aug72	DEPLOYED		
LCDR T. W. KUHN	MAG-12 Chaplain	Jul72	DEPLOYED		
LCDR J. R. VON MEYSENBUG	MAG-15 Chaplain	Jul72	DEPLOYED		
LT T. A. SCHULTZ	MWHS-1 Chaplain	Jul72	4404/3816	1179	3285
LT F. W. RYDER	MWSG-17/MACG-18	Jul72	4640	Off Base	31-8420
7th COUNTERINTELLIGENCE TEAM					
Capt S. L. MOYER	Team Commander	Oct72	4246/3768	1156	4781
CWO3 R. W. GOULD	CI Officer	Apr73	4246/3768	1156	3151
MGySgt G. A. BOUCK	Team Chief	Jun73	4246/3768	235	4363

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DIVISION/BRANCH/GRADE/NAME	ASSIGNMENT	RTD	OFFICE PHONE	QTRS #	QTRS PHONE
THIRD SPECIAL SECURITY COMMUNICATION TEAM					
Capt C. J. HOLLOWAY	Team Commander	Apr73	4047	BOQ 3	4890
GySgt P. O. PAUL	Team Chief	Oct72	4047	1582	3651
MANAGEMENT DIVISION					
Maj W. P. ALEKSIC	ACofS, Mgt	Sep72	4358	BOQ 1	3740
1stLt D. R. SMITH	Readiness RptsO	Mar73	4358	Off Base	None
1stLt E. L. HANNA	Rpts CoordO	Mar73	4306/3348	Off Base	None
MSgt C. L. FULLER	NCOIC	Feb73	4358	1582	3651
WING DATA PROCESSING					
MSgt R. J. KENEFIC	Acting OIC	Sep72	4416/3337	BEQ 5	4563
SSgt L. W. VOSS	Ops Chief	Jan73	4653	BEQ 5	4563
SSgt J. W. MALONE	Prog Chief	Jan73	3337	321	3568
PUBLIC AFFAIRS OFFICE					
Capt H. J. COLLINS	PAO	Apr73	4407	1179B	3285
MGySgt J. BUTTS	PAO	Aug72	4407	Off Base	None
MARINE WING HEADQUARTERS SQUADRON ONE					
Maj H. L. LONG	Commanding Officer	Jul72	4524/3588	BOQ 1	3728
SgtMaj J. R. LINDBECK	SgtMaj	Sep72	3588	BEQ 6	3083
1stLt M. P. CRIMMINS	AdminO	Jan73	4142/3829	1170	3243
CWO2 E. W. HUMPHREY	PersO	Nov72	4268/3907	BOQ 3	3667
1stLt D. J. GOSS	Intel/MARESFORSTAT	Jan73	3254	1185	3991
Capt N. N. KIRBY	Opns/Drug AbuseO	May73	4346/3929	1186	None
Capt L. M. EDWARDS	SupplyO	Mar73	4681/3791	1181B	3314
Capt R. J. CONDON	ServicesO	Feb73	3919/4145	1185	3991
1stLt D. R. THURSTON	Emb/Asst SerO	Jan73	4145/3919	1185	3991
1stLt A. B. CHAMBERS	UtilitiesO	Dec72	3329/3543	1107	3325

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MARINE WING HEADQUARTERS SQUADRON ONE (Con't)					
1stLt N. E. WILLIAMS	TrngO	Mar73	3929	1186	None
1stLt F. W. GUISE	Legal/CarPlanO	Dec72	4268	BOQ 3	3181
1stLt M. J. MATHERLY	SpecServO/SecO	Jan73	3867	1187	3997
MGySgt S. S. BRYANT	MT Chief	Nov72	3885/3940	BEQ 6	3083
GySgt J. L. HUGHES	Pers Chief	Jul72	4154/3907	1685	4972
GySgt J. D. PATTERSON	Supply Chief	Feb73	4681/3791	1682	3884
Sgt C. W. HEARTSILL	Career Planner	Jan73	3985	1672	3868
MARINE AIRCRAFT GROUP-12					
Col D. C. MACHO	Commanding Officer	Apr73	DEPLOYED		
LtCol D. J. SLEE	Executive Officer	May73	4570/3557	BOQ 2	3417
CWO H. C. HUTCHINSON	Adjutant	Oct72	3327/4074	BOQ 3	4788
SgtMaj W. J. BUNCH	SgtMaj	Jan73	DEPLOYED		
Maj T. R. MCELROY	S-1 Officer	Aug72	DEPLOYED		
CWO2 A. T. SERRATA	S-2 Officer	Feb73	DEPLOYED		
LtCol J. M. RAPP	S-3 Officer	Aug72	DEPLOYED		
Maj A. M. INGLISA	S-4 Officer	Sep72	DEPLOYED		
LtCol K. D. CURRY	CO, H&MS-12	Jul72	4449/3656	BOQ 2	3417
LtCol L. DEWOLF	CO, MABS-12	Oct72	4394/3320	BOQ 2	3293
LtCol D. G. RANNEY	CO, VMA-211	May73	DEPLOYED		
LtCol K. M. JOHNSTON	CO, VMA-311	Mar73	DEPLOYED		
LtCol J. C. BROWN	CO, VMA(AW)-533	May73	4200/3413	BOQ 2	3792
Capt R. D. PITTS	OIC SU#1, H&MS-12	Jul72	3292/4569	BOQ 3	3015
MARINE AIRCRAFT GROUP-15					
Col K. O'KEEFE	Commanding Officer	Aug72	DEPLOYED		
LtCol R. O. LAWRENCE	Executive Officer	May73	DEPLOYED		
1stLt G. K. WORKMAN	Adjutant	Sep72	DEPLOYED		
SgtMaj L. D. CAPORALE	SgtMaj	Dec72	DEPLOYED		
LtCol J. T. TYLER	S-1 Officer	Aug72	DEPLOYED		
Capt B. M. WINCENTSEN	S-2 Officer	Oct72	DEPLOYED		

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DIVISION/BRANCH/GRADE/NAME	ASSIGNMENT	RTD	OFFICE PHONE	QTRS #	QTRS PHONE
MARINE AIRCRAFT GROUP-15 (Con't)					
Maj J. B. WUERTZ	S-3 Officer	Aug72	DEPLOYED		
Maj J. P. SMITH	S-4 Officer	Aug72	DEPLOYED		
LtCol K. A. McFERREN	CO, VMFA-115	Aug72	DEPLOYED		
LtCol E. R. MAAG	CO, VMFA-232	Apr73	DEPLOYED		
Maj R. N. PATRICK	CO, H&MS-15	Mar73	DEPLOYED		
Capt H. P. PORTH	OIC Det "C" H&MS-15	Feb73	3920/4562	Off Base	None
Maj W. W. HARDING	CO, MABS-15	Mar73	DEPLOYED		
Maj J. D. CARLTON	CO, VMCJ-1	Jul72	4248	BOQ 3	3481
Capt R. D. ANDERSON	OIC, MATCU-62	Jul73	DEPLOYED		
MARINE WING SUPPORT GROUP-17					
Col J. L. GOEBEL	Commanding Officer	Jun73	4471	1133A	3213
LtCol L. E. JOHNSON	Executive Officer	Oct72	4043	1121A	3514
1stLt L. W. SWANSON	Adjutant	Mar73	3531	1179D	3285
SgtMaj J. F. MEYER	SgtMaj	Jan73	3465	321	3334
CWO4 R. L. CHEN	S-1 Officer	Nov72	3722	BOQ 3	3443
LtCol P. M. JACOBS	S-2/S-3 Officer	Jun72	3751	BOQ 1	3293
Maj M. A. HUFFORD	S-4 Officer	Jan73	4355	BOQ 1	3217
Maj J. S. MAY	Supply Officer	Jul72	4089	1127C	4778
LtCol P. M. JACOBS	Avn Safety Officer	Jun72	3751	BOQ 2	3293
Capt E. R. HUMM	Aircraft MaintO	Mar73	4308	1181	3314
1stLt L. W. ISSAC	MT Officer	Jan73	4086	826	3997
1stLt A. J. CANTONI	Comm Officer	Feb73	4494	1154B	3126
CWO2 O. E. CREECH	OIC, MCC-1	Nov73	4467	1107	3989
LtCol D. C. MORGAN	CO, H&MS-17	Oct72	4460	BOQ 1	3631
Maj J. G. COPPER	CO, WERS-17	Jun73	4278	BOQ 1	3507
MARINE AIR CONTROL GROUP-18					
Col E. M. JONES	Commanding Officer	Jul72	4091/4347	1135	3046
LtCol R. P. ECKMANN	Executive Officer	Sep72	4091/4347	BOQ 2	3631

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DIVISION/BRANCH/GRADE/NAME	ASSIGNMENT	RTD	OFFICE PHONE	QTRS #	QTRS PHONE
MARINE AIRCRAFT GROUP-18 (Con't)					
1stLt D. S. HEMPHILL	Adjutant	Apr73	4091/4347	1168	3936
SgtMaj J. M. SMITH	SgtMaj	Mar73	4091/4347	329	3405
Maj C. F. KELLENBARGER	S-1 Officer	Jul72	4091/4347	1122	3437
LtCol J. C. DIXON	S-3 Officer	Oct72	4003	BOQ 1	3631
Maj A. C. GETZ	S-4 Officer	Jan72	4340	BOQ 1	3265
Maj C. D. TIMONEY	Humanities Officer	Oct72	4069	BOQ 2	3121
LtCol R. V. WALKER	CO, MWCS-18	Jul72	4573	BOQ 1	3112
LtCol L. "B" MYERS	CO, H&HS-18	Jul72	4396	BOQ 2	3741
LtCol T. K. BURK, JR.	CO, MACS-4	May73	23-3106	(OKINAWA)	
LtCol J. H. THOMPSON	CO, MASS-2	Jul72	4228	BOQ 2	3121
Maj J. M. TIVNAN	OIC, SU#2, H&MS-36	Mar73	6476/5971(ATSUGI)		6185 (ATSUGI)
MARINE AIRCRAFT GROUP-36					
Col A. F. GARROTTO	Commanding Officer	Jul72	23-3188/3189	202	23-3210
Maj G. D. JAMES	Executive Officer	Jun73	23-3188/3189	202	23-3995
SgtMaj J. N. NEUNSINGER	SgtMaj	Oct72	23-3402	428	23-3918
Maj G. L. LARKIN	PersO/S-1 Officer	Jun73	23-3281/3481	219	23-3675
1stLt L. O. PFAUTZ	S-2 Officer	Jan73	23-3406	204	23-3441
Maj A. W. WOLSON	S-3 Officer	Jul72	23-3594/3194	219	23-3829
Maj W. C. COWPERTHWAIT	S-4 Officer	Jul72	23-3828/3827	219	23-3677
Maj L. E. O'NIEL	Hums O	Jul72	23-3828/3444	219	23-3452
1stLt D. A. HIMES	Group Legal Officer	Jan73	23-3480	211	23-3089
LtCol C. H. EGGER	CO, HMM-165	Jun73	DEPLOYED		
LtCol E. L. HERTBERG	CO, HMM-164	Sep72	DEPLOYED		
LtCol E. J. MURPHY	CO, H&MS-36	Feb73	23-3176/3088	219	23-3983
LtCol F. J. QUADRINI	CO, MABS-36	Jul72	23-3353	219	23-3539
LtCol D. E. DILLEY	CO, VMO-6	Mar73	23-3292	219	23-3946
LtCol R. A. BROWN	CO, VMGR-152	Aug72	23-3235	219	23-3923
LtCol T. K. BURK	CO, MACS-4	May73	23-3106/3068	219	23-3604
LtCol O. G. MCDONALD	CO, HMH-462	Aug72	23-3115	219	23-3608
Maj W. T. HEWES	CO, HML-367	Sep72	23-3609	219	23-3672
Maj D. P. HANSEN	CO, HMA-369	May73	DEPLOYED		
1sLt J. F. RUSH	OIC, MATCU-66	Jul72	23-3244	217	23-3918
CWO J. O. ORTIZ	OIC, SU#1 WERS-17	Jan73	23-3145	205	23-3491

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PHONE LISTING FOR 1ST MAW OFFICERS OF THE DAY

UNIT	PHONE
MWHS-1	3588
MAG-12	3557/4570
H&MS-12	3656/4687
MABS-12	4394
VMA(AW)-533	4579
Det "C" MAG-15	4562
H&MS-15	4562
VMCJ-1	4226
MWSG-17	3531
H&MS-17/WERS-17	3531
MACG-18	4091
MWSC-18	4573
MACS-4	23-3106 (OKI)
MASS-2	4228
MAG-36	23-3188/3189 (OKI)
MCAS	3232/4444

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TAB X

1. Release 9-72 [Emergency arrested landing of F-4 Phantom jet of VMFA-232], 27 Jan 72
2. Release 16-72 [PEOPLE Program (Promote Enhancement of Personal Leadership Effectiveness)] , 7 Feb 72
3. Release 18-72, "MATCU-60 Deployment", 9/Feb 72
4. Release 19-72, "Staff NCO Academy Opening", 9 Feb 72
5. Release 44-72, "Wing Change [of CO]", 10 Apr 72
6. Release 53-72, "1st MAW Command Change", 25 Apr 72
7. Release 55-72, "Civil Action Ribbon", N/D [Presentation on 25 Apr]
8. Release57-72, "MAG-12 Change of Command", 27 Apr 72
9. Release 59-72, "Armed Forces Day Advance", 3 May 72
10. Release 28-72, "LtGen. Jones'Visit", 15 May 72
11. Release 76-72, "Wing Memorial [to 1st MAW Vietnam dead]", 26 May 72
12. Release 92-72, "CMC Visit", 15 Jun 72
13. Release 93-72, "25-Mile Hikers", 20 Jun 72

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FPO Seattle, Wash. 98764

F-4 Crash Landing
Release No. 9-72
By: LCpl. Bob Bocell

For Further Information
contact: Capt. T.W. Turner
Ph. 21-4171 Ext. 4260

FOR IMMEDIATE RELEASE

MCAS IWAKUNI, Japan, Jan. 27 -- The plane was in trouble, there was no doubt about that. And, as it made its first pass over the field, no one was more aware of it than Lieutenant Gene Salaniuk, the pilot.

The fuel situation was critical and he couldn't get his right main landing gear down.

The drama that unfolded last Friday afternoon at this Far East Air Station began normally enough. Salaniuk, 27 (Detroit, Mich.), and his Radar Intercept Officer, Lt. Darrel Sayer, 25 (Reading, Penn.), were on a routine training mission for Marine Fighter Attack Squadron (VMFA)-232 of the 1st Marine Aircraft Wing.

"Everything started out OK," Salaniuk recalled. "Then, about 10 minutes into the mission, I noticed I was losing pressure in my hydraulic system."

Concerned about this development, Salaniuk and his wingman turned back to the base. "At 6,000 feet I lowered my landing gear and it was then that I discovered that I couldn't get my right main landing gear to come down," Salaniuk said.

A visual check by the wingman and indicators on the control panel of the F-4 Phantom jet confirmed that the right landing gear was still in the up position.

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TAB-X-#1

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F-4 Crash Landing

add 1--1

"We went through all the emergency procedures and did all kinds of wild manuevers trying to get the gear down, but it wouldn't budge."

The manual on the F-4 calls for, in this particular type of emergency, a short field arrested landing. There was only one small problem: Salaniuk had never made an arrested landing in an F-4.

"We made a couple of passes over the field with no intention of landing while my RIO and I talked the situation over. The people talking to us from on the ground were very reassuring and calm. They helped us keep our cool."

After Salaniuk and Sayers had talked it over, the decision was made to land the crippled F-4.

A large crowd had formed near the Search and Rescue hut to watch the drama unfold. As the crash crew foamed the runway, Salaniuk made preparations for his landing.

"The crash crew was fantastic. They really responded fast to the situation."

On the first pass, Salaniuk missed the arresting cable by four inches and he had to go around.

On his second landing attempt, the cable broke. "I didn't feel any reduction in speed so I had to put on my afterburner and get out of there."

Now the fuel situation became critical. With slightly more than 1,000 pounds of fuel remaining, Salaniuk and Sayers began to think about bailing out.

"I had heard about engines 'flaming out' with 1,000 pounds of fuel remaining, and this concerned me," he said.

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F-4 Crash Landing

add 2--2

After Salaniuk cleared the runway, a KC-130 air-to-air refueler roared into the air to assist the F-4.

"They got the KC-130 into the air in record time, but at our altitude, the winds were too rough for refueling."

With the fuel critically low, Salaniuk again tried to land. The F-4 approached the field and as the crowd held its breath, the cable caught. The plane rolled along the ground for a few seconds and then its right wing dropped to the ground.

"The landing felt pretty good." Salaniuk said, "In fact it felt like a normal landing."

The F-4 suffered minor damage. The right wing had dropped to the ground and was scraped, and a section of the horizontal stabilizer was torn off by the arresting cable.

From the field near the SAR hut, a round of applause and cheers broke out from the crowd as the F-4 made the landing. It had been Salaniuk's third flight since joining his new squadron, VMFA-232, on January 10. As the F-4 slid to a stop, Sayers, in the back seat whispered, "Thank God."

From the front seat Salaniuk added: "Amen."

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F-4 Crash Landing
Release No. 9-72
By: LCpl. Bob Bocell

CAPTION FOR SUPPORTING ART

WITH RIGHT LANDING GEAR UP, F-4 Phantom flown by 1stLt. Gene Salaniuk, 27 (Detroit, Mich.) of Marine Fighter Attack Squadron (VMFA)-232, prepares for arrested landing at MCAS, Iwakuni, Japan. The lieutenant made the successful landing after hydraulic failure kept his right main landing gear in the retracted position. Neither Salaniuk nor his radar intercept officer, 1stLt. Darrell Sayer, 25 (Reading, Pa.) were injured. The Phantom suffered only minor damage. (Official USMC Photo).

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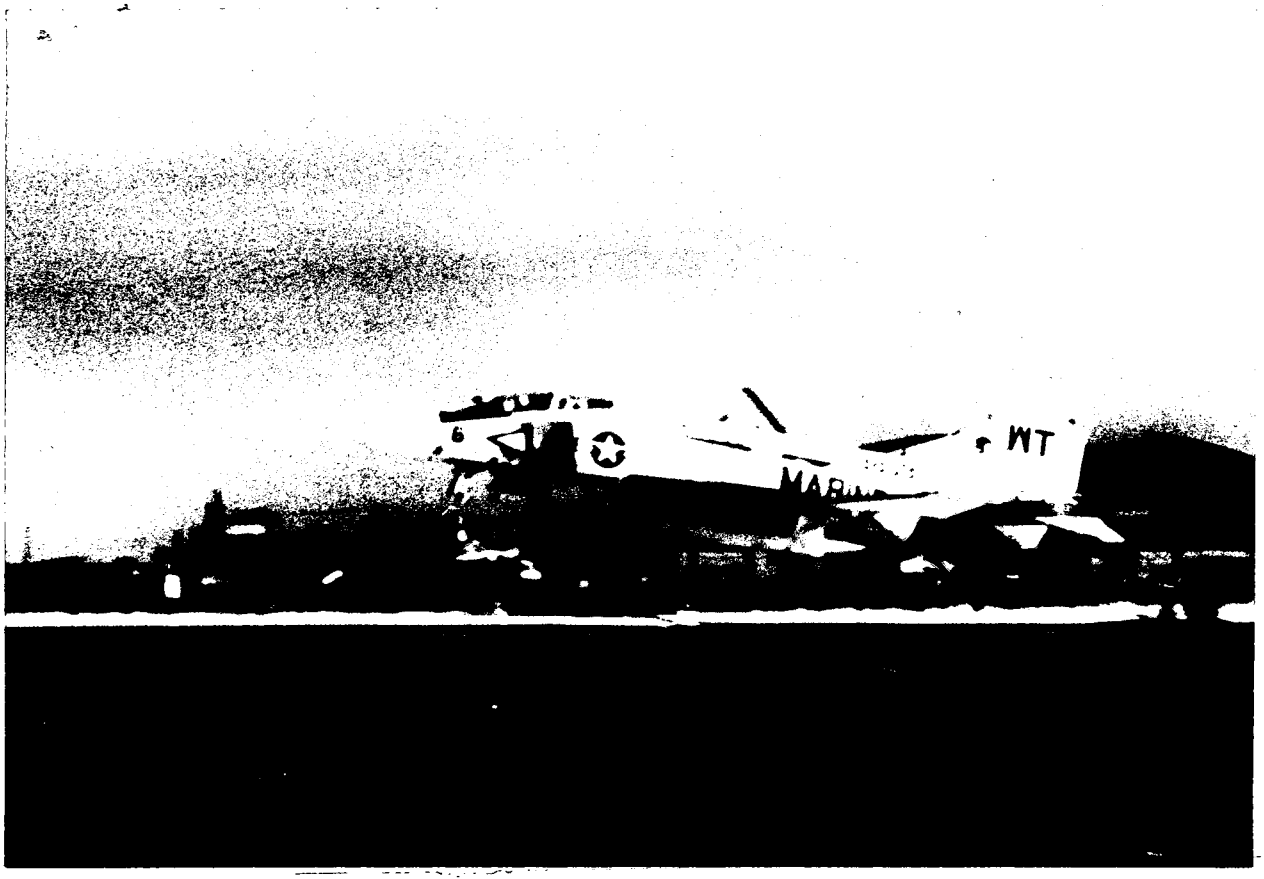

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MARINE PUBLIC AFFAIRS OFFICE
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People Program
Release No. 16-72
By: GySgt. D.L. Wisniewski

For Further Information
contact: Capt. T.W. Turner
Ph. 21-4171 Ext. 4260

FOR IMMEDIATE RELEASE

MCAS IWAKUNI, Japan, Feb. 7 -- Colonels, captains, gunnery sergeants and PFCs sit at the same table, vigorously discussing racial problems in their outfits.

A black lance corporal defends the dap to a major. A sergeant knocks his living quarters and a PFC expounds on his rights as an individual. The group mulls over these problems and tries to come up with an answer.

These scenes are typical of a dynamic new concept in people training here designed to help Marines help themselves with their problems.

The PEOPLE (acronym for Promote Enhancement of Personal Leadership Effectiveness) training unit here was established during November 1971 to teach Marines cultural values, personal communications and leadership. Similar programs are being established worldwide at Marine bases.

"The PEOPLE program is based on theories of present-day adult education," says Capt. R. David Lankes, 28 (Nassau Bay, Texas), officer in charge of the PEOPLE training unit here. "We form three-day seminars with mixed groups of Marines, from field grade on down. We teach them the basics of group discussion and try to get them personally involved in solving each others' problems."

Seminars are conducted by two-man Facilitator/Instructor (F/I) teams from the PEOPLE training unit. These consist of an officer and one NCO (or Staff NCO), highly motivated in the People buisiness.

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All have been screened by the Personal Resources Officer of Fleet Marine Forces, Pacific, and have demonstrated their ability during six weeks of personal response training.

The local PEOPLE program, says Capt. Lankes, is oriented towards problems within the 1st Marine Aircraft Wing.

"PEOPLE training is a learning process," says SSgt. James W. Neumann, 33 (Santa Ana, Calif.), an F/I with the PEOPLE training unit here.

"We believe our participants learn from experiences of other members of the group," he says.

One of the hardest problems of the F/I teams is starting a genuine group learning process among the participants. First, the FIs must "unfreeze" the group -- get them in the spirit of the discussions with open minds.

"In order for them to get the most of the seminar," explains SSgt. Neumann, "we have to tell them how self-awareness and sensitivity to personal communications can aid the discussions.

"We ask the group to substitute facts and cool analysis for emotional judgements. We try to get them to look at all sides of a problem, and to think objectively and impersonally."

Officers and enlisted men attending a seminar are first explained different methods of solving emotional conflicts. The Facilitator/Instructors discuss factors that might inhibit open communications, such as distortion of facts -- or even a small vocabulary.

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Role reversal is one technique explained to participants. "This is where a person tries to put himself in the place of the person having a problem. You can deal with it more objectively that way," says SSgt. Neumann."

Once the participants are schooled on group discussion methods, they are divided into "micro clinics." These are merely sub-divisions of the main group and usually will number about eight persons. They are given a sample problem by the F/Is to loosen them up, then are pretty much on their own.

Cultural values, life styles, ideologies and conerns of minority groups are all targets for discussion. The length of the discussion depends on how deeply the group is effected by it.

"The idea is to reduce misunderstanding of problems and increase mutual respect of individuals," says Capt. Lankes.

"We are not a sounding board for the Marine Corps or the 1st Wing," he stresses, "We're strictly educational."

Marines of all ranks openly discuss their problems. Their rank is still evident, but the tone is openness and frankness. The goal is to promote better understanding among Marines.

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CAPTION FOR ART
Release No. 16-72
Photo No. 55-34-72

MCAS IWAKUNI, Japan, Feb. 7

PEOPLE DISCUSSION -- A staff sergeant, a corporal and a Woman Marine lieutenant team up to discuss a problem during a PEOPLE seminar. PEOPLE (acronym for Promote Enhancement of Personal Leadership Effectiveness) seminars are held for three days and are made up of Marines of all ranks from field grade to private. They are designed to promote better understanding among Marines. (USMC Photo by GySgt. Ned Broussard).

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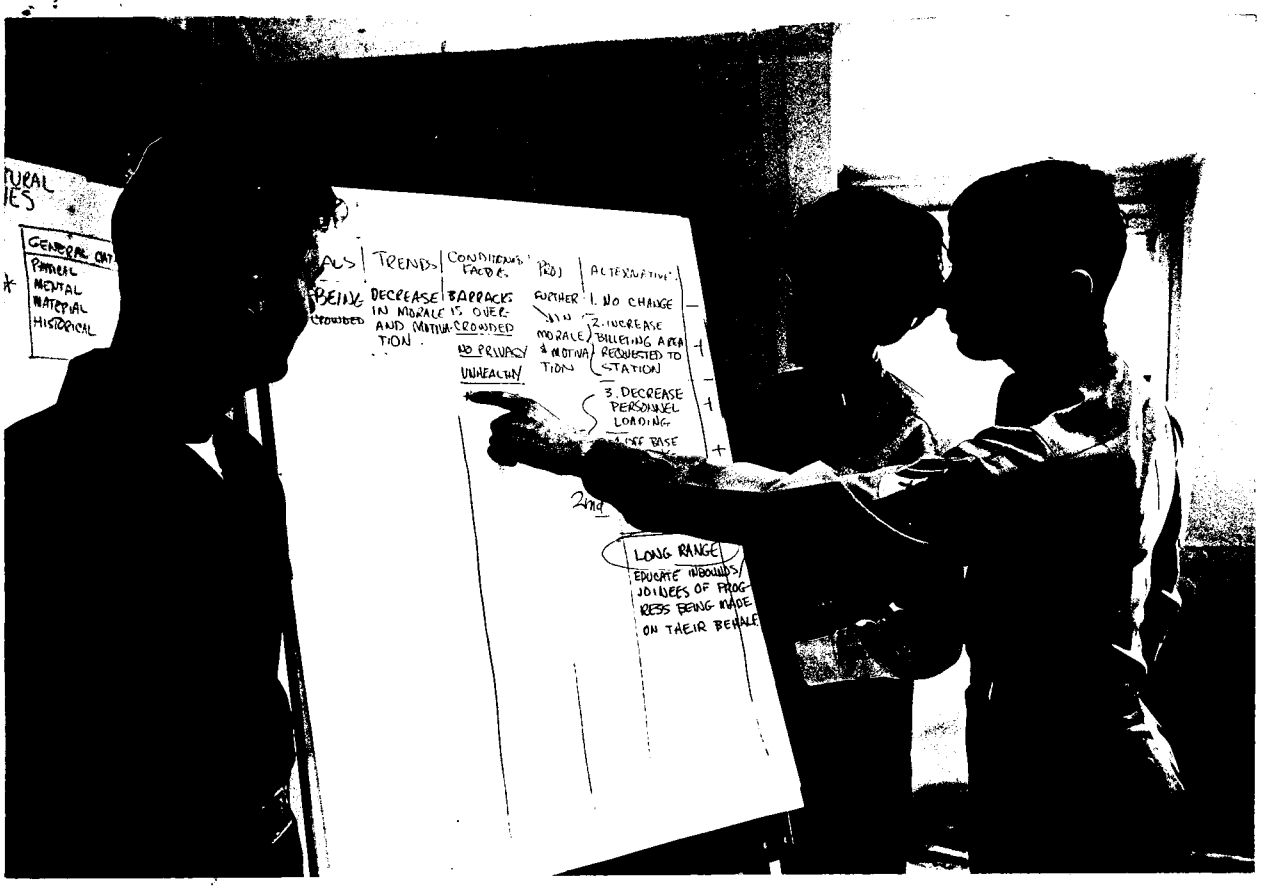

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MATCU-60 Deployment
Release No. 18-72
By: LCpl Bob Bocell

For Further Information
contact: Capt. T. W. Turner
Ph. 21-4171 Ext. 4260

FOR IMMEDIATE RELEASE

MCAS IWAKUNI, Japan, Feb. 9 -- For the first time since 1954, Marine Air Traffic Control Unit (MATCU)-60 has departed Marine Corps Air Station Iwakuni, Japan. The unit deployed to Okinawa Feb. 2 aboard the USS Wachtenaw County for one month of field training.

MATCU-60 was one of the first tenant units at MCAS Iwakuni. It arrived in 1954. Marines first took over the air station in 1958.

The unit has manned and operated the air traffic control system here since then.

During the Vietnam War, Marines from MATCU-60 were attached to the 1st Marine Aircraft Wing and deployed with other air traffic control units. Its equipment however, remained at MCAS Iwakuni and functioned as the station's primary ground control approach system.

After hostilities in Vietnam ended, Marines began to flow back to Iwakuni and MATCU-60.

The deployment to Okinawa marks their first field exercise in 18 years, and will place emphasis on the unit's amphibious role as part of the Fleet Marine Force, Pacific.

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CAPTION FOR ART
Release No. 18-72
Photo No. 53-34-72

MCAS IWAKUNI, Japan, Feb. 9

LEAVING HOME -- Equipment of Marine Air Traffic Control Unit (MATCU)-60, 1st Marine Aircraft Wing, is aboard the U.S.S. Wachtenaw County as the unit prepares to deploy to Okinawa for training exercises. The deployment on Feb. 2 marked the first time in 18 years that the unit has left Marine Corps Air Station Iwakuni, Japan. MATCU-60 was the station's primary ground control approach unit from 1954 to 1967.
(OFFICIAL U.S. MARINE CORPS PHOTO BY LCPL D. D. JOHNSON)

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Staff NCO Academy Opening
Release No. 19-72
By: Cpl. Rick Alexander

For Further Information
contact: Capt. T.W. Turner
Ph. 21-4171 Ext. 4260

FOR IMMEDIATE RELEASE

MCAS IWAKUNI, Japan, Feb. 9 -- The 1st Marine Aircraft Wing Staff Non-commissioned Officers Academy has begun its pilot class which is scheduled to graduate here March 6.

The academy is set up on the same basis as the Marine Corps Staff NCO Leadership School in Quantico, Va. The Quantico school lasts five weeks and has 225 hours of training. The 1st MAW Staff NCO Academy is four weeks long and has 175 hours of instruction.

The academy is designed for younger staff NCOs. This includes sergeants selected for staff sergeant or staff sergeants with less than 3 years time in grade.

Each student must pass an interview with his unit sergeant major and must have at least five months remaining on his overseas tour.

The program is broken down into two separate phases. The first consists of 68 hours work followed by an exam and the second phase includes the other 107 hours followed by the Phase II exam. The training schedule includes a Practical Drill Exam, final Physical Fitness Test and a 10 minute oral presentation by each student.

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CAPTION FOR ART
Release No. 19-72
Photo No. 63-38-72

MCAS IWAKUNI, Japan, Feb. 9

FIRST CLASS -- MajGen. Robert G. Owens, Jr., (left) commanding general, 1st Marine Aircraft Wing, addresses the pilot class of the 1st MAW Staff NCO Academy during the academy's opening Feb. 7. The academy, modeled after the Marine Corps Staff NCO Leadership School in Quantico, Va., is the only one of its type in Japan. Officer-in-charge of the academy is First Lieutenant Jeffrey E. Schefferman, standing to the right of the general. The pilot class is scheduled to graduate here March 6. (OFFICIAL U.S. MARINE CORPS PHOTO BY GYSGT. NED BROUSSARD)

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WING CHANGE
By: GySgt. Jack Jansen
Release No.: 44-72

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

MCAS IWAKUNI, Japan, April 10--Major General Leslie E. Brown, who twice won the Silver Star for heroism in World War II as an infantryman and later became the first Marine to fly a jet in combat, takes command of the 1st Marine Aircraft Wing April 25.

He succeeds MajGen. Robert G. Owens Jr., a World War II Ace, who commanded this Far East unit since last May.

MajGen. Brown was with the 1st Wing previously at El Toro, Calif., in Japan and in Vietnam. He comes to Iwakuni from El Toro, Calif., where he commanded the 3rd MAW since late 1970.

A battlefield commission from platoon sergeant during World War II and flight school in 1945, brought the general into Marine aviation.

When the Korean War erupted, he flew with the U. S. Air Force, in the Chosin Reservoir and became the first Marine to fly a jet in combat.

The 51-year-old native of Yakima, Wash., also numbers the Legion of Merit with Combat "V"; the Distinguished Flying Cross; the Bronze Star Medal with Combat "V"; nine Air Medals and the Navy Commendation among his awards.

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1st MAW COMMAND CHANGE
Release No. 53-72
By: Sgt. Denny Moats

For further information
contact Capt. T. W. Turner

FOR IMMEDIATE RELEASE

MCAS IWAKUNI, Japan, April 25---A veteran of three wars, one as an infantryman, took command of the 1st Marine Aircraft Wing today.

Major General Leslie E. Brown, twice a winner of the Silver Star Medal for heroism during World War II while a platoon sergeant and later as a platoon commander, took command from MajGen. Robert G. Owens Jr., a World War II ace.

MajGen. Owens is slated to return to MCAS El Toro to await retirement in July.

The parting remarks of General Owens and acceptance speech by General Brown followed a 13-gun salute by a 105mm gun battery of the 3d Marine Division. Following the review of the troops and a pass-in-review, a formation of 1st MAW aircraft flew a final salute to General Owens.

A 51-year-old native of Yakima, Washington, MajGen. Brown began his Marine Corps career as an enlisted man in 1940 shortly after attending Compton (Calif.) Junior College. His first assignment was as a member of the Marine Detachment aboard the USS Mississippi. From that duty he was assigned to the 2nd Marine Division, in which he served the next three years of World War II and received a field commission to second lieutenant in November 1942. He saw action in the campaigns for Tarawa, Saipan, Tinian and Okinawa before returning to the States in July 1945 for duty as an instructor at Marine Corps Schools, Quantico.

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In 1945, then-Captain Brown was ordered to flight school. Completing flight training, he was assigned to El Toro, Calif., where he began his long association with the 1st MAW serving with Marine Fighter Squadrons (VMFs) 224 and 214. In 1949 he became the 1st MAW legal officer, having attended the first Naval Justice Course at Port Hueneme, Calif.

Following advanced training and a short tour as an instrument instructor at the All-Weather Flight Instructor Course, Brown was selected to join VMF-311, the first West Coast-based Marine jet squadron. Now VMA-311 is an Iwakuni-based 1st MAW unit.

Flying with the U. S. Air Force during the Chosin Reservoir operation in the Korean War, he became the first Marine to fly a jet in combat. He later served as assistant operations officer for Marine Aircraft Group (MAG)-12. MAG-12 is today an Iwakuni-based attack aircraft group.

Returning to the States as a major, Brown served as officer-in-charge of the Instructors' Orientation Course before attending the Field Officer Course at Maxwell AFB, Alabama.

From there he was assigned as executive officer of VMF-533, which is today an all-weather attack squadron based at Iwakuni. After completing F-86 Fighter Weapons Instructor Course in Nevada, Maj. Brown was ordered to the 1st MAW in Japan. He served as group operations officer with MAG-11 and as commanding officer of VMF(N)-513 during that tour at Atsugi, Japan.

Returning to the U. S., Brown went to VMF (now Marine Fighter Attack Squadron)-115 as executive officer and later as commanding officer. In 1957 he was promoted to lieutenant colonel and assigned as 3d MAW operations officer.

Following a brief tour with MAG-13 in Hawaii, promotion to colonel and an assignment as Fleet Marine Force, Pacific G-4 officer, Brown found himself on the way to Vietnam as 1st MAW operations officer and later as commanding officer of MAG-12.

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1st MAW COMMAND CHANGE
3-3-3-3-3-3-3-3-3-3-3-3

While with MAG-12, Col. Brown flew more than 100 combat missions and established an impressive list of firsts. He was the first Marine to be launched on a combat mission from an expeditionary catapult, first to fly a tactical psychological operations leaflet drop, and was first to earn combat awards flying jets and helicopters concurrently. He also participated in the first night helicopter assault in Vietnam.

Reporting to the Marine Air Reserve Training Command, Glenview, Illinois, after leaving Vietnam, Brown served as assistant chief of staff until his promotion to brigadier general in September 1967.

General Brown next went to Headquarters, U. S. European Command for two years before returning to the States to assume duties as assistant wing commander, 3d MAW at MCAS El Toro, Calif. under MajGen. Robert G. Owens Jr. Upon Owens' departure to take the helm of the 1st MAW at Iwakuni in April 1971, Brown assumed command of the Wing. He was promoted to his present rank in August of last year.

MajGen. Brown and his wife, Jeanne, call Huntington Park, Calif. home for themselves and their three children: Robert, Nona and Tina.

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supporting art for
1st MAW COMMAND CHANGE

Photo No.196-116-72 A

MajGen. Leslie E. Brown (right) returns the 1st Marine Aircraft Wing colors to the parade adjutant after accepting the symbol of command of the 1st MAW from MajGen. Robert G. Owens Jr. (face framed by flag). The ceremony took place on the 1st MAW flightline at the Marine Corps Air Station, Iwakuni, Japan, April 25. (USMC Photo by GySgt. Ned Broussard)

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supporting art for
1st MAW COMMAND CHANGE

Photo No. 196-116-72 B

MajGen. Leslie E. Brown (right) bids farewell to MajGen. Robert G. Owens Jr. (back to camera) after assuming command of the 1st Marine Aircraft Wing from General Owens. The command exchange took place on the 1st MAW flightline at Marine Corps Air Station, Iwakuni, Japan, April 25. (USMC Photo by GySgt. Ned Broussard)

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CIVIL ACTION RIBBON
Release No. 55-72
By: Sgt. Denny Moats

For further information
contact Capt. T. W. Turner

FOR IMMEDIATE RELEASE

Photo No. 196-116-72 C

FIRST CLASS CIVIL ACTION EFFORT---Lieutenant General Louis Metzger, commanding general, III Marine Amphibious Force, pins the streamer representing the award of the Republic of Vietnam Meritorious Unit Citation Civil Action Color (First Class) to the 1st Marine Aircraft Wing colors. The presentation was made during a change of command ceremony on the 1st MAW flightline at the Marine Corps Air Station, Iwakuni, Japan, April 25. According to the citation, while in the Republic of Vietnam the 1st MAW "...took an enthusiastic part in civil affairs projects and achieved successes in the cultural, public health, and social welfare fields...particularly in Quang Nam province and Danang city...overcoming all problems and dangers in assisting the local population and authorities to accomplish these civic action programs. (USMC Photo by LCpl. D. D. Johnson)

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MAG-12 C of C
Release No. 57-72
By: Cpl. Rick Alexander

For Further Information
Contact: Capt. T.W. Turner
Ph. 21-4171 Ext. 4260

FOR IMMEDIATE RELEASE

MCAS IWAKUNI, Japan, April 27 -- Colonel Dean C. Macho, a former Navy officer who became a Marine in October 1950, today took command of Marine Aircraft Group (MAG)-12.

He replaced Colonel Edward J. Rutty who has commanded the group since last May. Col. Rutty has been ordered to Washington, D. C. where he will serve with the Deputy Chief of Naval Operations (Air).

Colonel Macho, (49), a native of Minneapolis, Minn., was commissioned an ensign in the Navy in 1942 after graduating from the University of the Pacific. As a naval officer he participated in campaigns in the Philippines, the Atolls, and Okinawa. He accepted his release from active duty and returned to civilian life in 1946.

In May 1949 he entered flight training at Pensacola, Fla., and was appointed a Marine second lieutenant in October 1950.

He is no newcomer to the 1st Marine Aircraft Wing, having served as aide-de-camp to former commanding general MajGen. A. F. Binney and as commanding officer of Marine Fighter/Attack Squadron-115 in Vietnam.

Prior to his assignment here he served as Chief, Live Exercise Division, North American Air Defense Command Headquarters.

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MAG-12 C of C
2-2-2-2-2-2-2-2

Colonel Macho's personal decorations include the Distinguished Flying Cross; Bronze Star with Combat "V" and the Air Medal (ten awards).

He is married to the former Mary Gabriel of Corpus Christi, Tex. The colonel and his wife have three children, Mary Jo, Jacquelyn, and Sherri.

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caption for art
MAG-12 C of C
Photo No. 198-118-72

MCAS IWAKUNI, Japan, April 27

CHANGE OF COMMAND -- Colonel Dean C. Macho (left), talks to his troops as he assumes command of Marine Aircraft Group-12 during a ceremony at Iwakuni, Japan, April 27. He replaced Colonel Edward J. Rutty (right), who will report to Washington D. C., for duty with Deputy Chief of Naval Operations (Air). Col. Macho had previously served as Chief, Live Exercise Division, North American Air Defense Command Headquarters at Ent AFB, Colorado Springs, Colorado.

(OFFICIAL U.S. MARINE CORPS PHOTO BY SGT. DENNY MOATS)

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ARMED FORCES DAY ADVANCE
Release No. 59-72
By: Sgt. Denny Moats

For further information
contact Capt. T. W. Turner

FOR IMMEDIATE RELEASE

MCAS Iwakuni, Japan, May 3--The Marine Corps Air Station, Iwakuni throws open its gates to the Japanese community Sunday, May 21, as it observes the annual Armed Forces Day Open House.

The yearly open house will give Japanese visitors as well as the station's military population an opportunity to tour the base and take part in a variety of activities which begins at 11 a.m. and ends at 4 p.m.

Last year's event brought more than 40,000 guests aboard the station for sightseeing and exhibitions.

The 1972 Open House offers a pie-eating contest, band concerts, bowling, free balls at the golf driving range, martial arts demonstrations, cartoons at the Sakura theater, and demonstrations by the parachute club and the Torii Riders Motorcycle Club.

On the taxi area in front of the Air Terminal, more than 20 aircraft, including seven Japanese planes, will be set up for static display.

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LTGEN. JONES' VISIT
Release No. 68-72
By: Sgt. Denny Moats

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

FOR IMMEDIATE RELEASE

MCAS IWAKUNI, Japan, May 15---Lieutenant General William K. Jones, commanding general, Fleet Marine Force, Pacific (FMFPac), concluded a three-day visit with local dignitaries and commanders of the 1st Marine Aircraft Wing and Marine Corps Air Station, Iwakuni here May 13.

During his stay General Jones talked with 1st MAW and MCAS enlisted men in the base theater before he and his wife, Charlotte, paid visits to the local prefectural governor, the commanding officer of the Hiroshima unit of Japan's Ground Self Defense Force and the Eta Jima naval officer's school.

At Iwakuni, General Jones met with MajGen. Leslie E. Brown, 1st MAW CG, Col. Hiel L. Van Campen, MCAS CO, and Iwakuni mayor Shunsuke Asaeda and other city officials.

LtGen. Jones departed Saturday morning with his party for Naval Air Facility Atsugi, continuing his tour of major FMFPac commands.

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LTGEN. JONES' VISIT

Photo No.: 228-132-72

Lieutenant General William K. Jones, commanding general, Fleet Marine Force, Pacific, inspects a member of the 1st Marine Aircraft Wing honor guard assembled for his arrival at Marine Corps Air Station, Iwakuni, Japan. Jones arrived May 11 for a three-day visit to this FMFPac command and talks with the new 1st MAW CG, MajGen. Leslie E. Brown. He also met with local officials and various Japanese self defense forces commanders. (USMC Photo by GySgt. Ned Broussard)

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WING MEMORIAL
Release No. 76-72
By: Sgt. Denny Moats

For further information
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FOR IMMEDIATE RELEASE

Photo No. 251-147-72

MCAS IWAKUNI, Japan, May 26---Guests at the Marine Corps Air Station, Iwakuni, Japan, gather around for a close look at the memorial to 1st Marine Aircraft Wing Vietnam dead. The memorial, dedicated today, bears the names of 1st MAW members who have died from both hostile and non-hostile causes in Vietnam. The name plates once hung on a memorial roster in the 1st MAW Commanding General's office and later in the Wing Chapel in Danang. Some 300 more names will be added as soon as they are verified by Headquarters Marine Corps. The memorial was built and given to the Wing as a courtesy of the Kajima Construction Company's Hiroshima branch. (USMC Photo by Sgt. Denny Moats)

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CMC VISIT
Release No. 92-72
By: Sgt. Denny Moats

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

FOR IMMEDIATE RELEASE

MCAS IWAKUNI, Japan, June 15---General Robert E. Cushman Jr. arrived here yesterday afternoon for a routine tour of the commands at this Marine Corps Air Station.

The Commandant of the Marine Corps met with local Japanese dignitaries shortly after his arrival.

Beginning this morning with briefings by 1st Marine Aircraft Wing staff officers, the Commandant also visited the MCAS Exchange and the working areas of several 1st MAW squadrons before departing for lunch at a nearby Iwakuni hotel.

Returning to the Air Station this afternoon, the Commandant was briefed by MCAS staff officers before a tour of the Air Station facilities.

Joining General Cushman on this visit were his military secretary; a Navy aide; LtCol. F. E. Peterson, CMC special assistant for minority affairs; and Sergeant Major Joseph W. Dailey, Sergeant Major of the Marine Corps.

SgtMaj. Dailey had a heavy schedule himself, beginning with breakfast this morning in the Mainside enlisted messhall.

A talk with the enlisted men of the Air Station was followed by a talk with staff NCOs in the Station theater.

After lunch at the 1st MAW enlisted messhall, SgtMaj. Dailey talked with enlisted men before departing with CMC's party this afternoon.

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Photo No. 285-166-72 A
Release No. 92-72

General Robert E. Cushman Jr., Commandant of the Marine Corps, is greeted by MajGen. Leslie E. Brown, commanding general, 1st Marine Aircraft Wing, on his arrival at Marine Corps Air Station, Iwakuni, Japan, June 14. (USMC Photo by GySgt. Ned Broussard)

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Release No. 92-72
Photo No. 285-166-72 B

General Robert E. Cushman Jr., Commandant of the Marine Corps, looks over the racks in the MCAS Iwakuni Exchange Men's Shop during a tour of the facility led by Captain Carlton E. Land, Marine Corps Exchange officer. (USMC Photo by GySgt. Ned Broussard)

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Release No. 92-72
Photo No. 285-166-72 C

General Robert E. Cushman Jr., Commandant of the Marine Corps, peers into the optical concession display case in the MCAS Iwakuni Exchange during his tour of the facility. MajGen. Leslie E. Brown, commanding general, 1st Marine Aircraft Wing, looks on. (USMC Photo by GySgt. Ned Broussard)

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25-MILE HIKERS
Release No. 93-72
By: LCpl. Tim Gottfried

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

FOR IMMEDIATE RELEASE

MCAS IWAKUNI, Japan, June 20---Carrying M-16s, cartridge belts with canteens, steel helmets and light marching packs, 216 Marines of Headquarters and Maintenance Squadron (H&MS)-17 took a 25-mile hike here last Saturday.

Marine airmen, ranging from private to lieutenant colonel, marched four times around Iwakuni's Air Station, with only short breaks in the exercise to examine feet for blisters and a quick rest.

A Navy corpsman was helping out during the breaks, to insure proper foot care was observed. After the third lap, a welcome chow call was received with Marines digging frantically in their packs for lunch. A scant 15 minutes later the call, "Mount up," was heard, and the men wearily got to their feet, a little happier this time, knowing this was the start of the last lap.

When asked how he felt the men held up during the march, Captain Arthur D. Ross (30, Burlington, Wis.) answered, "Fairly well," but immediately changed it to "Damn well, considering that they are wing Marines and not grunts." Questioned about his function during the m exercise, Capt. Ross declared, "I walked." He is the assistant group supply and logistics officer.

"The 25-mile hike was in compliance with a new Marine Corps order," explained Captain Janna R. Baumgardner (40, Front Royal, Va.), the Marine Corps property control officer, "which goes along with the new Physical Fitness Test."

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25-MILE HIKERS
2-2-2-2-2-2-2-2

"Damn, right I did," was Capt. Baumgardner's reply, when asked if he participated in the march.

At 11:30 a.m., in front of the Air Station Headquarters, the Marines completed the 25-mile hike with tired legs and blisters on their feet, but with triumphant looks on their faces.

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25-MILE HIKERS

Release No. 93-72
Photo No. 290-169-72 A

Marine Staff Sergeant Lawrence P. Groce (35, Havelock, N.C.), Headquarters and Maintenance Squadron (H&MS)-17 career planner, examines his feet during a short break before starting out on the last leg of a 25-mile hike by H&MS-17 at Marine Corps Air Station, Iwakuni, Japan, June 17. The 216-man unit completed the circuit in five and one-half hours. (USMC Photo by Sgt. Denny Moats)

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25-MILE HIKERS

Release No. 93-72
Photo No. 290-169-72 B

Some of the 216 men of Headquarters and Maintenance Squadron (H&MS)-17 change their socks and doctor blistered feet during a break before starting out for the final lap of their 25-mile hike around Marine Corps Air Station, Iwakuni, Japan, June 17. The officers, staff NCOs and enlisted men of the squadron made four circuits of the Air Station's perimeter in five and one-half hours to log that distance. (USMC Photo by Sgt. Denny Moats)

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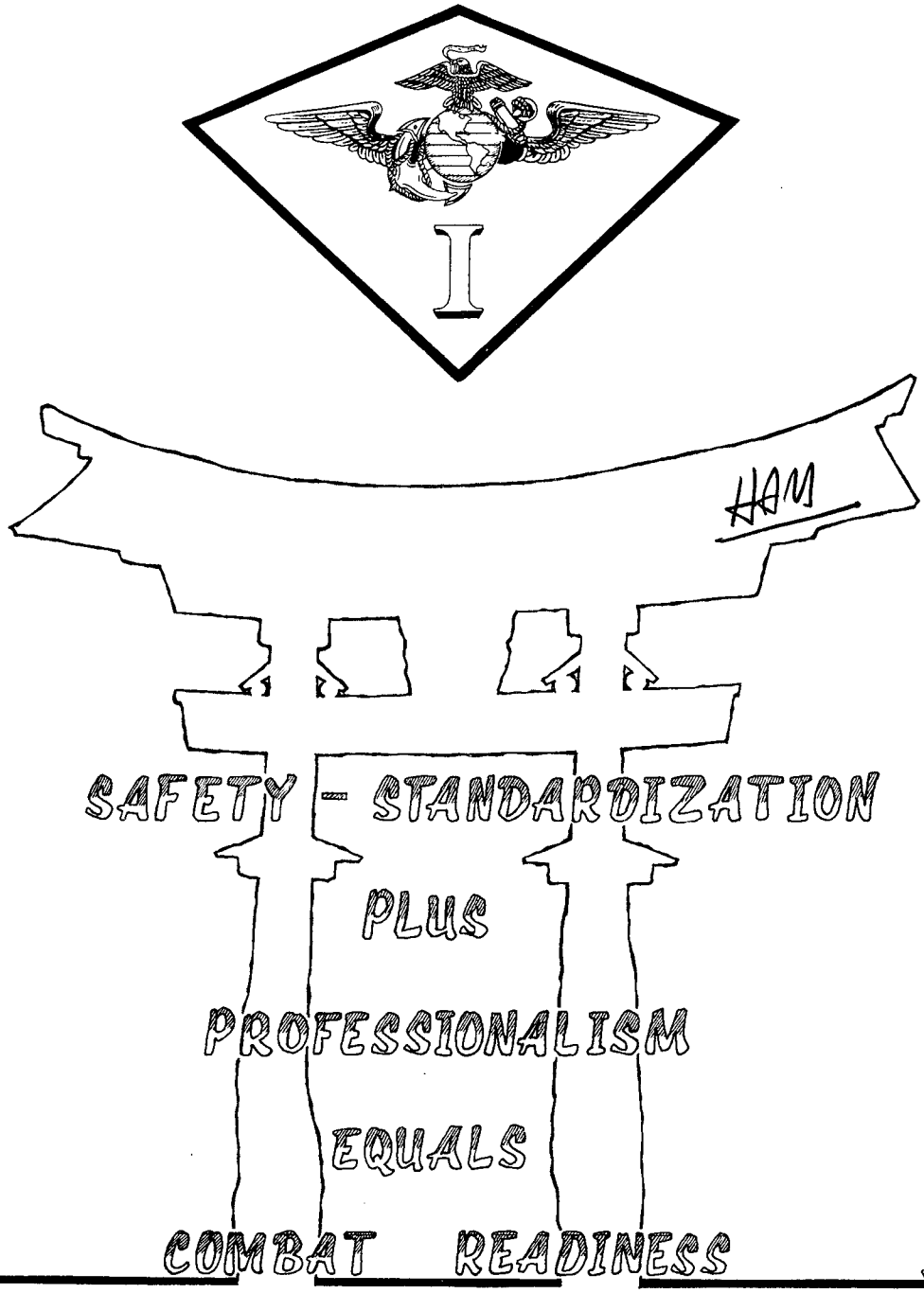

JANUARY/FEBRUARY 1972

TAB Y-1

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COMMANDING GENERAL
Major General R. G. OWENS, Jr.

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

CHIEF OF STAFF
Colonel G. W. MORRISON

DIRECTOR, WING SAFETY CENTER
Lieutenant Colonel R. P. SPREIER

WING AVIATION SAFETY OFFICER
Major William J. NEVINS, Jr.

STAFF
CWO-3 E. L. MACHADO
CWO-2 R. L. BERNARD
Staff Sergeant D. R. DELL
Sergeant R. E. GRIGG

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

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COMMAND MESSAGE

"THE COMMANDER'S SAFETY PROGRAM"

How does a commander implement, supervise and maintain a sound safety program? The problem is most easily solved by understanding what causes aircraft mishaps. Accidents are caused by people. Not necessarily your people but if not, then someone somewhere in the chain who affects your total operation.

The engine overhaul technician who installs a cracked combustion can, the approach controller who ignores his target too long and the design engineer who incorporates the obvious "Murphy" are examples of people who are not under your control but who can cause your accidents. Of course, your people can cause your accidents too.

It is critically important to realize that your people and the "other folks" are causing your accidents by simply not doing the task assigned correctly. The key then is simply that you must ensure that all of your people accomplish their assigned tasks properly. The maintenance publications tell your people how to maintain your aircraft - insist that they do it "by the book." The NATOPS and FLIP publications tell your people how to operate your aircraft - insist that they do it "by the book."

Numerous tools are available to assist you in obtaining corrective action necessary when people external to your control adversely affect your operation. The UR and Safety UR can correct a deficient item of equipment. The Safety UR can also correct an erroneous maintenance publication. The Operational Hazard Report can correct air control problems. Each NATOPS Manual has provisions for recommended changes. The Anymouse and Maintenance Safety-Gram are available for your use. Safety Councils are an excellent means of solving local problems. The Near Mid-Air report can emphatically highlight a particular hazard. Encourage your aircrews to use the Facilities Evaluation Report for local discrepancies.

To summarize: First, identify the correct procedures; next, ensure your people use them and finally, report via appropriate means those conditions which adversely affect your operation but are external to your control.

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

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"ANALYSIS OF THE AIRCRAFT ACCIDENT RATE"

Today the main theme of many command safety articles, safety messages, or other safety publications is centered around the aircraft accident rate. It is understandable why this rate is so popular but in many cases the flight performance statistics utilized are questionable. The accident rate represents only a part of the overall safety program. In the past few years the aircraft accident rate has been overemphasized to the point that many flight crews and commanders believe that a unit is satisfactory if its rate is 0.0, but this is not always true. For this reason I would like to review four points concerning the accident rate which I sincerely hope will produce a better understanding of it, will eliminate any complacency we might have developed from having a 0.0 rate, and will further promote/support a Preventative Safety Program which is needed to increase our combat readiness.

a. What type accident is utilized to compute the accident rate and what criteria is this accident based on?

b. How do you compute the accident rate and how can you compare rates with the USAF?

c. How can you lower the accident rate and not reduce the total number of accidents?

d. What type accidents are not included in the aircraft accident rate and are they significant?

The aviation accident rate is only based on the Major Aircraft Accident. From OPNAVINST 3750.6H a Major Aircraft Accident is an occurrence involving one or more Navy aircraft operating with <u>intent for flight</u> and results in <u>strike or substantial damage</u>. Let's explain a few terms here a little further. Intent for flight. This is considered to exist from the time the first engine is started for the purpose of commencing authorized flight and will continue until the aircraft comes to rest with all engines stopped and brakes set or wheel chocks in place. Engines are considered started the instant any one engine is set in motion intentionally. Strike damage (Alpha) is destruction or loss of the aircraft which renders the aircraft of no further value except for possible salvage of parts. Substantial damage (Charlie) is destruction to a major component which is beyond economical repair and requires its removal and replacement with a new component or the total direct man-hours required to effect complete repairs at any maintenance level equals or exceeds the substantial damage limits established for the various models of aircraft.

<u>EXAMPLE</u>

A/C	SUBSTANTIAL MAN-HOUR CRITERIA	MINOR MAN-HOUR CRITERIA
A-4	400 or over	75 or over, up to 400 hours
F-4	900 or over	150 or over, up to 900 hours
C-117	150 or over	50 or over, up to 150 hours

For different type aircraft refer to Appendix A of OPNAVINST 3750.6H. Naval aircraft are placed in five different groups for the above hour criteria and major components are listed in the OPNAVINST 3750.6H.

Way back when, someone set the Naval Aircraft accident norm at 1 accident per 10,000 flight hours. (1:10,000). If you would like to compute your own accident rate utilize this formula:

$$\frac{X}{10{,}000} \quad \frac{\text{Number of Major Accidents}}{\text{Number of Hours Flown}}$$

$$\frac{X}{10{,}000} \quad \frac{10}{50{,}000}$$

$$50{,}000\ X = 100{,}000$$

$$X = 2.0 \text{ Accident Rate}$$

The Air Force norm is (1:100,000 hrs) therefore for a quick comparison, which is really not accurate, divide the USAF rate by 10.

For many years the Safety Center classified Mishaps into three types of accidents. The aircraft accident, aircraft incident and the aircraft ground accident. The incident, as we know it today, is based on over 10 direct manhours of labor but less than the hours required for a minor accident. This is approximately what it was before the classification change. When the Safety Center reclassified or divided the aircraft accidents into Major and Minor, the accident rate was reduced without any reduction in total accidents, Example: A squadron had 4,800 hours for a one year period and had 5 accidents. Under the old system the accident rate would be approximately 10.41. Considering the new system and accident criteria, the same squadron flies 4,800 hours and has 5 accidents, but only one was considered a major accident. Now, this squadron's accident rate is approximately 2.08 (one major and four minor accidents). I hope you see my point; statistics are great if you know what they are based on. Regardless of statistics and accident rates, sheer logic tells us that it should be very difficult to compare the P3V, F4J, and A4E aircraft, and even more difficult to combine these into one accident rate. Remember when referring to accident rates only one type aircraft should be considered and if the unit was embarked or disembarked will certainly make a difference. Please don't compare a fighter group with an attack group. When an F-4 loses an engine it is usually written up as an Aircraft Incident Report, but if an A-4 loses an engine it usually becomes a Major Aircraft Accident.

What is not included in the present accident rate? I believe three large areas are not presented to the public, the Minor Aircraft Accident, the Aircraft Incident and the Aircraft Ground Accident. To illustrate the magnitude of these mishaps consider the following squadron's record. VMFA-___ has a 0.0 aircraft accident rate at the end of the fiscal year, but now look at the other side of the coin. During this year VMFA-___ had a man killed while working on an ejection seat in the hangar, two more maintenance men died and one aircraft was destroyed in a refueling fire, one pilot was killed trying to exit an aircraft which received Delta damage, five aircraft returned to land due to loss of an engine, three aircraft were forced to land due to PC failure and five aircraft landed immediately due to a BLC failure on takeoff.

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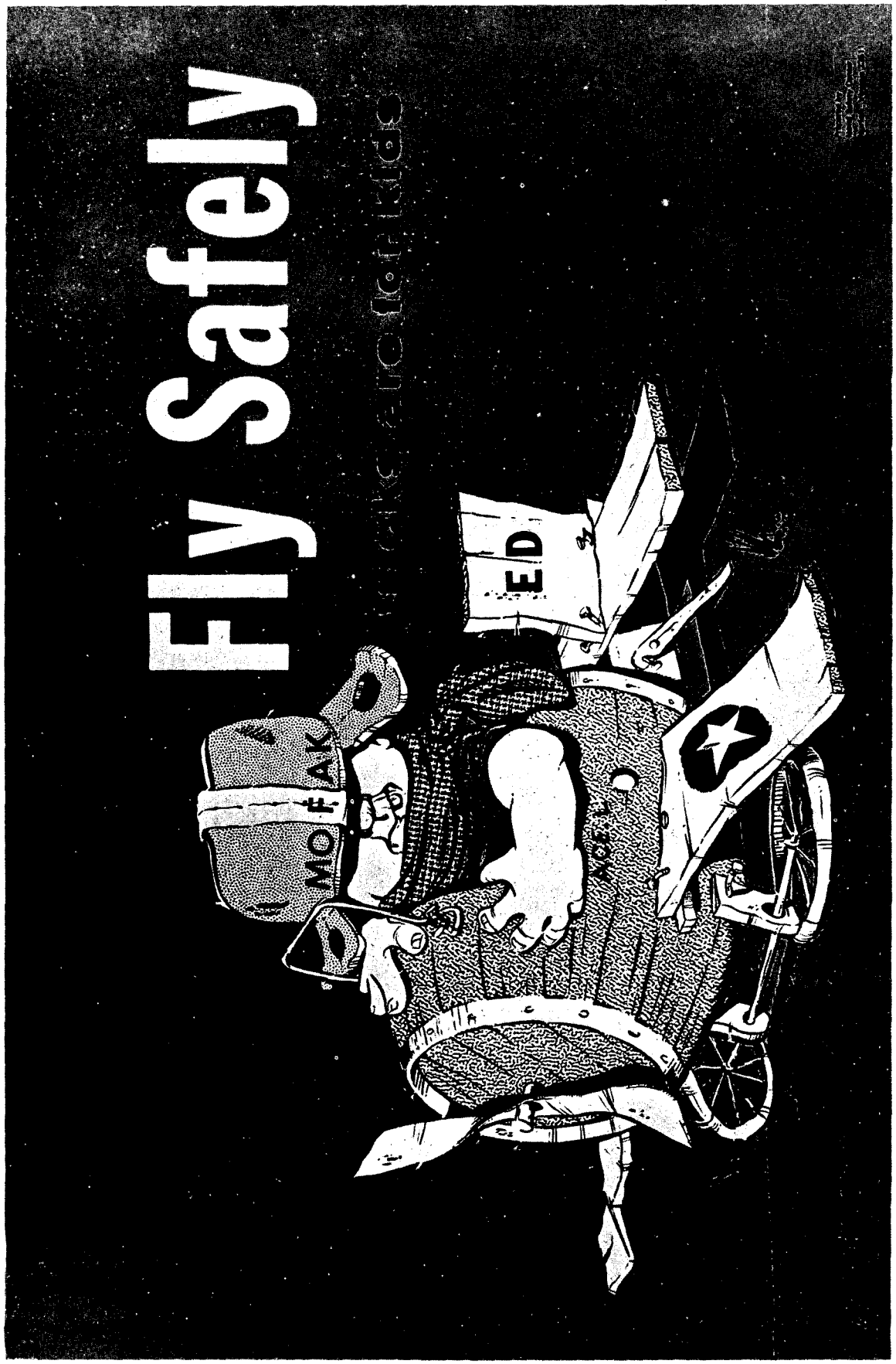

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As you can see, the minor accident, incident and ground accident contribute highly in determining the overall safety posture of a unit. These mishaps must receive more attention if the Aviation Safety Program is to be effective.

Prevention of aircraft accidents must be the new method for reducing the accident rate, and all other reportable mishaps. We have flooded the market with safety publications, safety articles, messages, reports, charts and speeches. Now is the time for ACTION. All personnel working in and around aircraft must be constantly alert to detect potentially dangerous practices, breaches of approved and tested procedures and unprofessional performance. Only when every member of the command is actively engaged in the unit's safety program, will accidents be prevented.

K. O'KEEFE
Colonel, U. S. Marine Corps
CO, MAG-15

"ALL SET, CREW CHIEF?"

For those of us in the helicopter community, the words of the title illustrate the final check before pulling pitch and commencing another mission. But they depict something more; they represent the "peculiar bond" between the pilot and crew chief of a helicopter which exists to ensure the safe conduct of each and every flight.

This article concerns itself with this "peculiar bond" existing between the helicopter pilot and crew chief. In it, I would like to discuss the services a crew chief provides and the utter necessity of using these services properly. A pilot must at once appreciate the invaluable aid to safety of flight a crew chief can provide as well as the limitations of this partner in the "peculiar bond."

Safety must always be an active force. A pilot must make constant use of all aids provided him. The crew chief on a helicopter is one of the best back up systems to safe flight that we have. Let us enumerate the services to safety that this individual provides. For one, he always acts as an observer, a crucial third set of eyes. Not only does he detect other aircraft potentially hazardous while in flight (particularly important while the pilot is on the instruments) but he also clears the aircraft while going into LZ's that may be a bit ticklish. He also supervises the difficult and sometimes tedious job of the internal loading of a helicopter. He manages the embarkation and debarkation of troops while the helicopter is serving in a transport capacity --- always making certain that the troops are safely strapped in and briefed as to their conduct while in flight. If these crucial duties are not enough, he is often able to detect systems failures before the pilot does. In flight, one of his secondary duties is to monitor the engine instruments, and he can catch gauge fluctuations and changes in helicopter performance that the pilot is sometimes too involved to catch. Again, he is an active ally or partner in this business of flight safety.

But these are just his basic duties. He is a fully trained helicopter mechanic. As such, he is the one who preflights your bird and provides fueling and servicing.

He is instructed in first aid and survival techniques as well as being familiar with radio operation and voice procedures. These duties and abilities are the fruits of a rigorous training syllabus designed to provide you, the pilot, with the very best of trouble shooters. Crew chiefs are selected because they have demonstrated qualities of personal integrity, maturity, judgment and initiative required for the performance of their exacting duties.

There is no question that properly used, this asset to flight safety is of conspicuous importance. Unfortunately, a number of pilots neglect to use the crew chief to his full capability, preferring to look upon him as a passenger who occasionally taxis the helicopter out of the flight line. One day in a combat situation would end this misconception.

On the other hand, neither is the crew chief to be taken without deference to his limitations. He is not the pilot and is there to aid you, not direct you. The interests of safety would brook no such abdication of pilot responsibility which would result from a pilot deferring to the advice of a crew chief over his reasoned better judgement.

In perfect balance this partnership, this "peculiar bond" existing between the pilot and crew chief is one of the best active factors in the safe conduct of helicopter operations. We in the helicopter community are thankful that such a partnership exists which, if used properly, is a vital tool in the construction of safe flight.

J. M. ROAKE
1stLt HML-367

"TO MAKE A LONG STORY SHORT"

While on a deer hunting trip in Northern New York, near my home, I had several unpleasant experiences. The reader may benefit from my mistakes if he is ever in a similar situation, i.e., a downed pilot in mountainous terrain.

On a clear cold Friday afternoon I was given instructions by my brother to cross the lake (now frozen with December ice), hunt up and down the mountain range on the far side, and then head South to a swamp. It was expected to be late afternoon by this time, and I would be picked up along a certain road.

The Adirondak Forest Reserve of New York State is considered to be one of the wildest parts of this country. I had lived in the mountains all my life and had the usual "nothing can go wrong" attitude. To make a long story short, I crossed one too many mountain ranges and, by late afternoon, was hopelessly lost in a snowstorm some 20 miles from where I was supposed to be.

I never admitted I was lost and spent many hours after dark stumbling in what I thought was a Southerly direction. Of course, there were no stars and the snow covered my tracks as soon as they were made. At 2000 hours I found an overhang and decided to build a shelter and get out again in the morning. Hastily building a fire, I wasted most of my one book of matches and then ate two of my three candy bars.

By morning a full scale blizzard was raging and I was tired and hungry. All day Saturday was spent following a "Southerly" course on my compass, falling over logs and stumbling through snowdrifts. By saturday night I was one lost, hungry, cold, and very, very scared 17 year old. With only two matches left, somehow I managed to start a fire in the blowing wind. During the course of the day, nothing in the terrain seemed familiar and the three successive shots I fired (a hunters distress signal) could barely be heard by even myself. I did shoot a grouse, though, and it was a very tasty supper. By 0400 the wind died down, the blizzard was spent and the stars came out. To my astonishment I had been moving East all day long instead of South. With my bearings straight, the road was found and everything turned out alright.

Several important lessons can be learned from this experience.

1. The forecast weather is usually known. If you are down and know a snow storm is on the way, prepare for it immediately.

2. Keep check points as you travel. Don't take it for granted that you are moving on a steady course. It is very easy to walk in circles.

3. Expect the worst and keep your supplies as long as you can. Use everything sparingly. Without fire an exposed man cannot live long.

4. Don't move around too much. Conserve your energy. A good rule to follow, especially soon after being downed, is make a fire and start thinking. Moving uses energy, especially in snow. If you don't know where to go - DON'T GO ANYPLACE.

5. Lastly, my compass was a big problem. It was of a cheap variety and unknown to me, the mountains were full of hematite (iron ore). Double check your compass as you would in an airplane.

Human beings were not made to survive long in cold weather. The most important tool you have is your ability to think.

1stLt GREENE
HML-367

"THE VIETNAM SYNDROME (AVIATION ORDNANCE)"

Requirements laid upon Aviation Ordnance crews during accelerated operations in the Republic of Vietnam often made it necessary to go hell-bent-for-leather with less than optimum regard for safety in the loading of live ordnance aboard aircraft. Maintenance Officers were under constant pressure to get aircraft loaded and otherwise prepared for flight in minimum time. In many cases, safety took a back seat during the scramble. Quality Assurance personnel bore the brunt of ensuring that the fully loaded aircraft met all criteria for safe and proper configuration. As new ordnancemen joined operating squadrons, on-the-job training programs showed them the way things should be done under pressure. The way shown, unfortunately, was often one of expedience and deviation from authorized checklist procedures. Familiarity with local procedures led in many cases to non-use of checklists, and their use gradually became an alien entity to the young ordnanceman in Vietnam. For the sake of labeling the aggregate ills resulting from these experiences, let's use the

term "The Vietnam Syndrome."

Webster's dictionary defines the word "syndrome" as "a number of symptoms occurring together and characterizing a specific disease." The ill effects of dangerous and unsound ordnance loading and unloading procedures over a protracted period of time might well be akin to a disease of sorts. Habitual acceptance of the wrong or unauthorized way of getting things done for the sake of expediency has become commonplace. As with any harmful habit, facing the problem squarely and honestly is the first step to be taken if the habit is to be defeated. Correspondingly, if a disease is to be eliminated entirely, a sound and continuing program of treatment must be pursued. Because of the vital importance of following safe and authorized procedures in our business of loading and unloading of live ordnance, a look at the proper and improper use of checklists seems a logical first step to take.

An important point to consider about checklists is that a well-trained ordnance crew can effectively perform its mission under stress without having to use command and response procedures for every step of the operation, except for those steps dealing with safe and proper switch and circuit breaker settings. In such situations, an alert supervisor with checklist in hand can ensure that all steps are completed properly and in sequence. The checklist is not, after all, intended to be restrictive under emergency conditions. It's a guide for efficient, safe and thorough loading of ordnance, and is necessarily a part of training programs for ordnancemen.

The key to optimum performance under pressure is, of course, and effective training program when the pressure is off. Sound Aviation Ordnance training programs demand repeated drills and exercises involving the use of checklists. The reason is threefold: First, repeated application of professional skills results in better performance. Second, use of authorized checklist procedures for any hazardous task fosters good work habits. Third, use of authorized checklists for loading or unloading of live ordnance is mandatory.

Now that Marine Corps aviation units are once again in a standby readiness posture, and time is no longer a primary obstacle to doing things right, command attention is invited to the need for a conscientious effort toward establishment of effective training programs for ordnance crews.

Wing Order 8000.1 (Conventional Aviation Ordnancemen (MOS 6511) Qualification and Certification) was promulgated for the purpose of certifying individual ordnancemen for loading and unloading of specific types of ordnance. This was the initial approach to treatment of the "disease" and a good one. To preclude the deplyment of poorly trained ordnance crews for either training exercises or combat, the Order makes it mandatory that Commanding Officers ensure certification of personnel engaged in handling, loading or unloading of live ordnance. It calls for close supervision of training prior to certification and stipulates that any such operation involving uncertified personnel be performed only under direct supervision of the Ordnance Officer. This approach, along with the use of authorized, up-to-date checklists for <u>all</u> such operations, should produce excellent results if fully implemented.

Major deficiencies noted during the ordnance loadng and unloading portion of a recent Training Readiness Exercise were for the most part a result of deviation from established procedures. The "Vietnam Syndrome" is still here to plague us, and only positive measures will erase it entirely. These positive measures are: (1) Command implementation of all provisions of Wing Order 8000.1. (2) Extensive training of

ordnance crews in loading/unloading operations. (3) Mandatory use of authorized checklists.

This prognosis for treatment of our problems in this vital area is admittedly simple and unrevolutionary, but it calls for diligence and professionalism all the way up and down the chain of command with no retreat from commitment.

R. L. BERNARD
CWO-2 WgSafCen

"ESCAPAC EJECTION SEATS"

1. PENDING RESOLUTION OF PROPOSED CHANGES TO APPLICABLE NATOPS FLIGHT MANUALS, ADDRESSEES SHALL INSURE ALL FLIGHT CREWS ARE MADE IMMEDIATELY AWARE OF THE FOLLOWING POSSIBLE EJECTION PRECLUSION SITUATION:

"INADVERTENT FIRING OF MK-86 DELAY CARTRIDGE WILL RESULT IN INFLATION OF SEAT AND BACK BLADDERS WHICH WILL PRECLUDE EJECTION FROM THE AIRCRAFT. BOTH PRIMARY AND SECONDARY EJECTION CONTROL HANDLES, SHOULDER HARNESS AND LAP BELT WILL BE DISCONNECTED DUE TO ROTATION OF HARNESS RELEASED BELLCRANK. CARRIER OR FIELD ARRESTMENTS SHOULD BE MADE ONLY IF ABSOLUTELY NECESSARY AS THE CREW WOULD NO LONGER BE RESTRAINED BY LAP AND SHOULDER BELTS. IF ARRESTMENT IS ESSENTIAL, THE CREW SHOULD BRACE THEMSELVES WITH HANDS ON THE INSTRUMENT PANEL AND FEET FIRMLY ON THE RUDDER PEDALS PRIOR TO ENGAGEMENT. ABOARD SHIP, A BARRICADE ARRESTMENT IS RECOMMENDED."

COMNAVAIRLANT 172001Z Dec71

"GROUND ACCIDENT REVIEW"

Another ground accident was recently chalked up at night through thoughtlessness and a lack of supervision.

Because he could not maneuver a B-5 workstand by himself, a metalsmith attached the workstand to a Dodge flatbed truck and proceeded to tow it from behind the aircraft around the trailing edge of the starboard wing. He misjudged the clearance between the top of the workstand and the trailing edge of the extended flap and struck the flap.

This ground accident was a clear example of shortcutting safety precautions. If the operator had taken the time to:

*Position and use an approved light source,

*Ask for assistance,

*Push the workstand manually rather than tow it with the flatbed, this accident could have been prevented.

As a result of this accident the command reissued instructions that only authorized personnel from the line crew will operate yellow equipment and that B-4 and B-5 workstands will be pushed by hand in areas close to aircraft.

Isn't it unfortunate that commands become concerned with ground handling procedures, driver authorization and ground support equipment usage after an accident occurs instead of before the fact?

Is your command taking the positive action necessary to prevent the next ground accident or will you join the rank and file of costly statistics, issuing new directives after the accident occurs?

NavSafCen
Weekly Summary
52-71

"MURPHY'S CORNER

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

"THE DAY MURPHY HELPED THE OTHER GUY"

One day Murphy decided he would demonstrate his outstanding supervisory abilities on a maintenance operational check of a landing gear problem on an F-4 aircraft.

Murphy, being the outstanding supervisor that he is, grabbed the first three airmen who came along and told them to pull a retraction test on the nose gear to determine the cause of the discrepancy. So the airmen left to do as they were told. Shortly thereafter, a loud "bang" and the sound of metal hitting the ramp interrupted the normal turmoil of the flight-line maintenance area.

During the investigation, the totally shaken airmen admitted that they had not bothered to follow the warning in the TO - - "do not attempt to cycle one gear by restraining the other two with downlocks using utility hydraulic system pressure."

Later, when Murphy was questioned about the apparent lack of close supervision on the retraction test, he stated, "most of the average line supervisory problems stem from maintenance people who can't stand on their own two feet when they goof. They always try to blame someone else, and when that fails, it's the supervisor's fault." In this incident it WAS the supervisor's fault. How many of you can afford Murphy's brand of maintenance - - or his lack of supervision?

This incident is "FACT" and actually happened. Only the name Murphy is fictitious. So, don't harbor the thought - - "it can't happen to me." It CAN, unless you prevent it by tightening up on maintenance techniques, supervision, and management.

C/ESO Study Kit

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"UNOBSTRUCTED VISIBILITY MAKES FOR GOOD SEEING"

The following comment was made by a pilot who recently ejected at night:

"The only difficulty I had was making the strobe light be seen because the inflated life vest (LPA-1) tended to block out the strobe light. I had to hold it in my hand above the life vest collar so that it could be seen in all directions."

This statement is a part of enough accident reports to warrant widespread dissemination of the work that all aircrew protective helmets should be modified to permit attachment of the distress signal light.

The Aircrew Personal Protective Equipment Manual, as well as Aircrew Systems Bulletin No. 150, permits modification of APH-6 and SPH-3 helmets, by the addition of pile tape (velcro) to the helmet visor housing, so that downed airmen can attach their distress light at the highest, unobstructed point on their person for maximum effective use of the light (see Fig. 1). Both ACSB No. 150 and the Manual also outline the steps to add the corresponding section of (velcro) hook tape to either the SDU-5/E strobe light or the Matrix 761-A type survival light.

Apparently, a lot of pilots and aircrew members are unaware that this permissible modification is available to aid in their expeditious rescue during marginal lighting conditions. And just as apparently, a lot of PR's are not making the modification because they are either unaware of its existence or sluff it off because it is an optional change to be made at the discretion of the aircrewman.

This modification to the flight crewman's helmet, although optional, is without a doubt a highly desirable one and it is strongly recommended that PR's make this to every helmet in their command. It only takes a few minutes to accomplish and will in many cases shorten rescue time. . .it may even be the determining factor for the survivor.

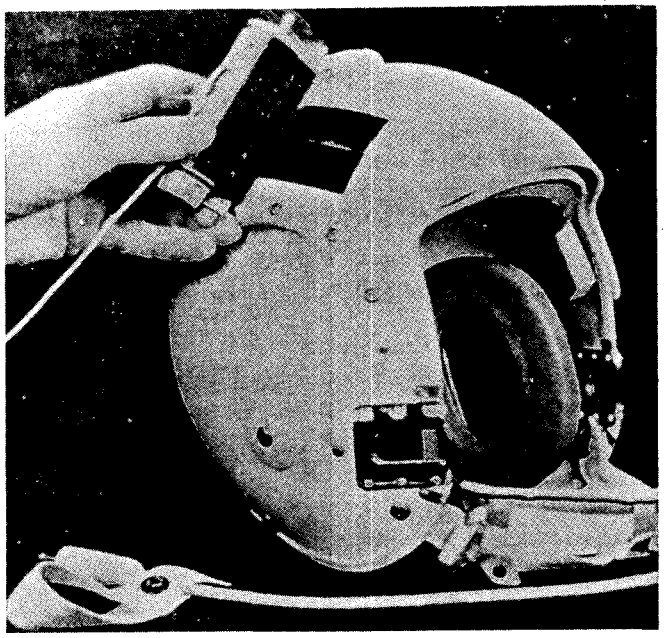


Fig. 1
INSTALLATION OF HOOK AND PILE TAPE TO AVIATION HELMET TO ENABLE BETTER SURVIVAL LIGHT UTILIZATION

General CROSSFEED
January 1972

"COMPLACENCY"

Throughout the history of Naval Aviation, accidents and incidents have ruined many otherwise good days. Statistically, one can conclusively prove that the majority of these accidents were a result of pilot error. Another way of saying pilot error, however, is complacency.

Let's define complacency. Websters New World Dictionary defines it as "Quiet satisfaction; contentment; self-satisfaction; and smugness." Basically, when applied to Naval Aviation, it means being satisfied with less than enough.

Complacency takes many forms. When was the last time you bothered to read NATOPS? Not just for the answer to a single question, but rather, to refresh your memory on the systems, operation, procedures, and emergency procedures of your aircraft. In a recent surprise quiz, pilots in one squadron averaged 68%. The questions covered emergency procedures, limitations, and systems operations. Complacency.

When was the last time you quizzed your crew chief on his knowledge of NATOPS procedures? In October of 1970 a UH-1E, on a routine hoist/external weight training hop, was destroyed when, in a 25 foot hover, a 660 pound concrete weight was attached to the rescue hoist. NATOPS specifies maximum load on the rescue hoist as 600 pounds. As a result of the excess weight, the lateral CG was exceeded, causing the aircraft to crash. The Crew Chief had not been sufficiently briefed before the mission by the pilot, nor had the crewmen on the ground. As it turned out, the Crew Chief was not even qualified to be a Crew Chief. Pilot Complacency.

Suppose, however, that you are a fine, ever-alert aviator. You know your aircraft systems, procedures and emergency procedures cold. How about your survival equipment? When was the last time you closed your eyes and tried your emergency radio? Assuming you find it, do you remember how to operate it with your eyes closed? How about finding your strobe light? Do you know the night end of a flare from the day end by feel? If, not, why not? Complacency?

What then, can overcome complacency? How about that overworked word, but underworked reality: Professionalism? Defined, a professional is one engaged in or worthy of the standards of a profession. Put into practice, what does that mean? First and foremost, it means you must know NATOPS cold. The professional knows his aircraft and will base his decisions on founded knowledge that will ensure the success of his mission and the safety of aircraft, passengers and crew. A professional ensures his crew is thoroughly briefed and makes sure his crew fully understands NATOPS. The professional knows his survival equipment and how to use it. The professional does not wait for and then react to situations and emergencies. He plans, studies, practices and, as a result, masters situations and emergencies long before they actually occur.

Three instances of complacency do not skim the surface of the problem. The point is to continue to work and study at being a better aviator than you are. You have two choices: To work at becoming better and never being satisfied; or to rest on your laurels. Think it over. All you can lose is your life.

J. M. WILKINSON
1stLt MAG-36

THE "PROFESSIONALS"...

Crossing the coast of Japan near Kagoshima (IFR MCAS Futema-Taegu AB, Korea), 1stLt R. F. DAVIS, piloting an OV-10A, observed a substantial loss of oil pressure in the number one engine. The co-pilot, 1stLt T. W. COX, was informed and the decision was made to divert to MCAS Iwakuni. Clearance was obtained from Kagoshima radio.

When the oil pressure continued to decrease, Iwakuni Approach Control was notified and an emergency was declared. Approach Control was further advised that the decreasing oil pressure would probably result in the loss of one engine.

In the meantime, the co-pilot had consulted the NATOPS Pocket Checklist and briefed the pilot on the proper procedures to follow in the event of a complete oil system failure. Both pilots believed that loss of the engine was inevitable (ETE to Iwakuni was 45 minutes) and they discussed the steps each would take if it was necessary to feather the engine.

The OV-10A crossed the approach fix at 15,000 feet and the pilot began the descent. He was notified by Approach Control that Pedro was airborne. The weather was clear and the field was sighted at 20 miles.

At approximately 10 miles the aircraft entered an extreme right yaw signalling the loss of the prop governor. The pilots feathered the engine following NATOPS procedures before the loss of the prop governor resulted in an engine fire. At this point, the number two engine appeared to be functioning normally.

The aircraft was trimmed and the pilot transitioned to a 130 kts approach; gear and flaps were held until a safe landing was assured, and 130 kts speed was maintained until the flare.

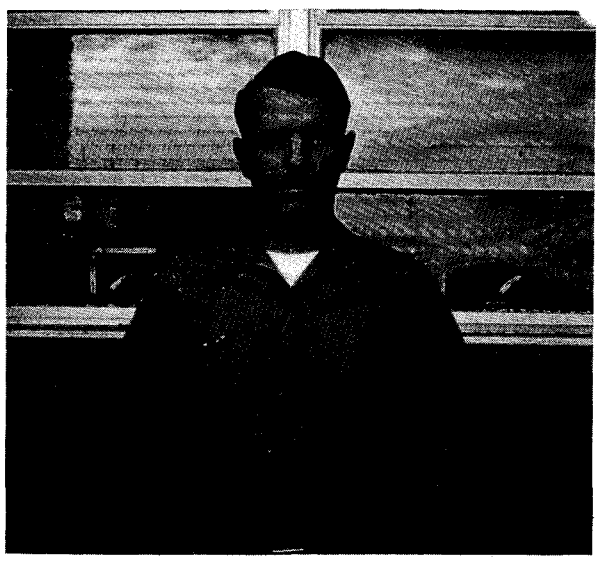
The aircraft touched down at 110 kts and was slowed using flat pitch on the number two engine and nosewheel steering to maintain directional control. At this time the number two engine flamed out and began to wind down. The aircraft was braked to a stop after rolling approximately 5000 feet.

However infinitesimal the odds may be against a multi-engine failure, it can happen. By flying the entire approach within the flameout envelope, these pilots were prepared. A "Well Done" is extended to these two deserving pilots.

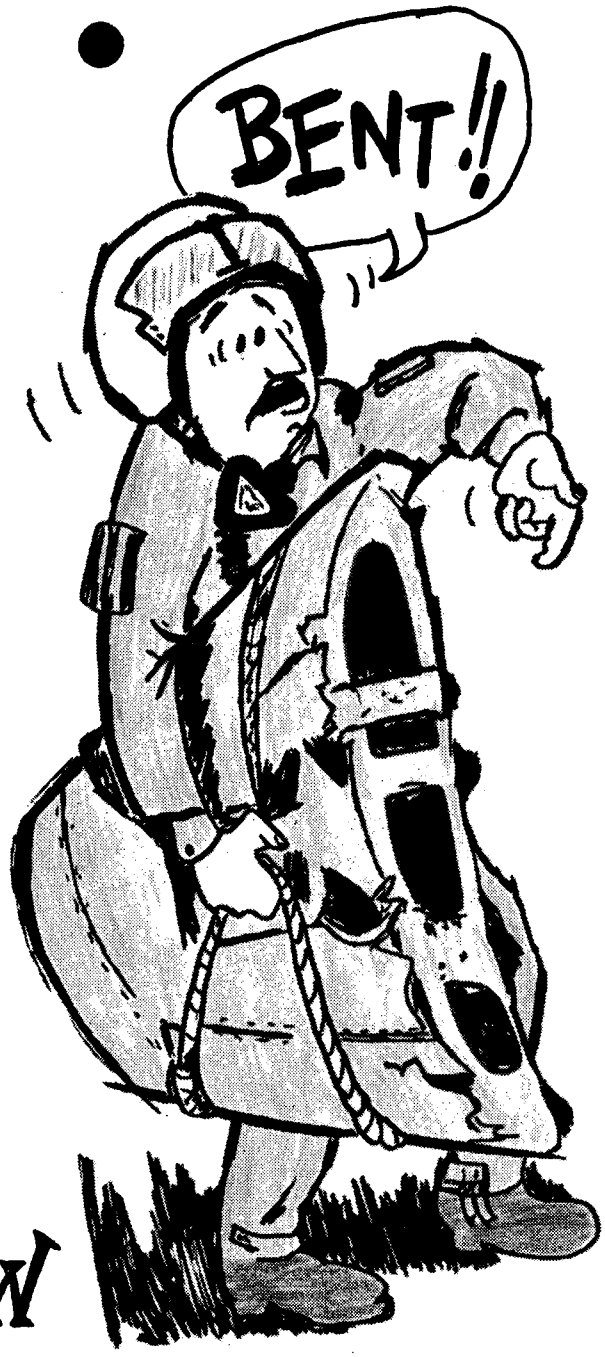
1stLt DAVIS 1stLt COX

1stLt S. J. ODER was the pilot of an OV-10A which seemed jinxed by a myriad of blackbox failures. Enroute from Tainan to NAS Cubi Point, the UHF radio failed approaching the Laoag VORTAC. 1stLt ODER immediately notified Clark Airways, using his HF radio, that he was without UHF capability and continued inbound to NAS Cubi Point via his flight clearance. Approaching Poro Point VORTAC in IMC, his TACAN failed. 1stLt ODER notified Clark Airways of his new problem and immediately requested clearance to a VMC altitude and radar assistance. 1stLt ODER continued to hold an accurate track using DR until Clark Airways completed a phone patch with the Cubi Point GCA. Now another problem arose in that GCA was unable to read his IFF. However, due to his accurate DR navigation, they were able to pick up a skin paint and vector him inbound to NAS Cubi Point. Upon his arrival at Cubi, the field had a solid overcast but GCA continued their vectors via the phone patch and brought him down through the overcast. As he broke out of the overcast, the field was straight ahead and a landing was accomplished without further difficulty.

Calm and analytical application of professional knowledge enabled 1stLt ODER to bring his aircraft in safely. A hearty "Well Done" is extended to 1stLt ODER, also to Clark Airways and Cubi GCA for their efficient and professional assistance.



1stLt ODER



1ST MAW AIRCRAFT MISHAP BRIEFS

1ST MAW AIRCRAFT MISHAP BRIEFS

1. OV-10A, Rocket Pod Drop

Damage: None
Injury: None

While in a dive, the rocket pod dropped from the aircraft and impacted on the range.

Cause: Improper weapons delivery technique and switch management.

2. CH-46D, Worn Bellcrank Assembly

Damage: None
Injury: None

The lateral bellcrank assembly was worn from being robbed in the rotor brake line.

Cause: Improper installation of the rotor brake line clamps allows the line to vibrate against the bellcrank assembly in flight. Correct positioning of the line in accordance with H-46 Airframe Change No. 186 alleviates any contact with the bellcrank.

3. CH-46D, Hydraulic Leak

Damage: None
Injury: None

During a routine surveillance mission the crewmembers felt the aircraft "jump" one time. There were no abnormal indications in the cockpit and subsequent inspection of the cabin could disclose nothing. After approximately ten minutes the crew chief discovered a hydraulic leak. The utility hydraulic isolation switch was activated stopping the leak within two minutes.

Cause: After pressure testing at 4700 psi, the cause was determined to be minute cracks within the weld on the sleeve nut end of the 90° fitting.

4. A4E, Lost Access Panels

Damage: Echo
Injury: None

On a post maintenance inspection flight a jam acceleration check was performed. The pilot felt several mild thumps accompanied by a slight left wing dip. Visual check revealed a missing inspection plate on the port wing. A successful slow-flight check was performed at 10,000 feet followed by a precautionary approach to a normal full stop landing. SLA access panel was found missing on post flight inspection.

Cause: The panels were not secured with the proper number of screws.

5. F4B, Open Engine Bay Door

Damage: Echo
Injury: None

During an air to air profile mission, the aircrew felt a severe thump in the airframe with the wings level at 16,000 feet and 400 KCAS. A check of engine instruments and controls indicated normal, and the thump was thought to be jet wash.

However, approximately four to five minutes later, the starboard fire warning light illuminated. Approximately ten seconds after engine power was reduced to idle, the fire was extinguished. A visual check by the flight leader revealed an engine bay door (door 83R) was open. A slow flight check was then attempted at 10,000 feet. As the aircraft was slowed, the utility hydraulic system failed. The gear and flaps were then extended pneumatically. Roll difficulties were then encountered requiring full lowered trim plus left stick and rudder to maintain level flight. A successful arrested landing was then accomplished.

Cause: Probable cause was cross threading of the bolts in the self locking nuts. Failure of these bolts allowed door 83R to pull through the leading an trailing edge fasteners and swing open on the centerline hinge. The aero 7A rack remained attached to 83R and ejector feet on the rack caused the punctures in the door.

6. CH-53D, Defective Landing Gear

Damage: Echo
Injury: None

While on deck the pilot started to apply power receiving an unsafe from the two main gear position indicators, along with the landing gear warning horn, landing gear warning light in the handle of the landing gear lever, and the landing gear up light. The aircraft was immediately pulled into a hover and a decision was made to trouble shoot while airborne. Prior to reaching the upwind end of the runway, with gear still indicating unsafe, utility pressure began a rapid and violent fluctuation from 600-800 psi both sides of the normal 3000 psi. Feedback from this fluctuation was felt in the controls. The gear was raised stopping the pressure fluctuation. The gear handle was then lowered and all gear indicated down and locked with no unsafe indications. Later the aircraft was landed at an AFB with no forward movement and a very low rate of descent. As weight was put on the right main landing gear it collapsed resulting in minor damage to the sponson. Power was immediately applied bringing the aircraft to a hover. The right main gear indicated unsafe and the landing gear audio and visual warning signals were again activated. The gear was raised and indicated up and locked. The gear handle was then lowered with no response. The crew chief was then discharged to visually inspect the gear and attempt to pull or pry the gear down. Attempts by the crew chief did not succeed. The blow down bottle was then successfully employed. All gear indicated a down and locked, and the crew chief inserted the pins. The aircraft was landed and visually inspected for damage. With the gear pinned down, the aircraft was flown back to home field terminating the flight.

Cause: Cause was determined to be failure of electrical components, along with a broken pin in the cannon plug in the right main landing gear harness and some corrosion was found on the landing gear control valve plug.

7. F4J, Hydraulic Failure

Damage: Delta
Injury: None

Approximately ten minutes after takeoff the aircraft experienced utility hydraulic failure. The pilot proceeded to dump fuel and attempted to blow down his gear. The right main gear failed to extend as verified by barber pole indication in the cockpit and visually by the wingman. All attempts to force gear down by pulling

"G's" was unsuccessful. Pilot blew flaps down and jettisoned LAU-17A on return to home base. The crash crew foamed the runway prior to three practice low approaches using an LSO. The first attempt into the M-21 arresting gear was long. On the second attempt the M-21 cable broke with airspeed at 150 KCAS. The pilot joined with a KC-130 tanker at 5,000 feet with 1800 pounds of fuel. After two unsuccessful refueling attempts, the pilot indicated 1000 pounds and 18 miles from home base. He then returned for a rerigged M-21 attempt, fuel indicated 500 pounds at 5 miles. The LSO talked the pilot down into a successful, arrested landing. Damage was incurred upon arrestment.

Cause: The LRU-1 radar antenna servo induced hydraulic failure. However, its unknown why the right gear failed to extend.

7. A/E, Impact in the Water

Damage: Alpha
Injury: Alpha

While on a bombing mission the pilot turned inbound to the attack heading at approximately 500 feet. The target officer had visual contact with the attacking aircraft, and as it approached the pop-up point, he radioed "Cleared to pop-up." The pilot "rogered" and began a left turn to offset for the pop-up entry. Witnesses estimate his bank initially at 70 to 90 degrees. His nose was slightly high and then lowered through the horizon. The range officer, watching through binoculars from the range tower, immediately transmitted "Pull up, Pull up." The aircraft continued to nose down but rolled to approximately 45-60 degrees of bank and impacted the water 20-30 degrees nose down. The aircraft immediately exploded, and debris was hurled along the flight path for approximately 1500 to 2000 yards.

Cause: Undetermined. Pending aircraft mishap report.

1ST MARINE AIRCRAFT WING AVIATION SAFETY OFFICERS

NAME	RANK	UNIT	PHONE
R. P. SPREIER	LtCol	1stMAW	3484/4476
W. J. NEVINS, Jr.	Major	1stMAW	3484/4476
S. P. PORCARI	Captain	MAG-12/H&MS-12	3630
P. W. STAFFORD	Captain	VMA-211	92-1226 (Deployed)
B. CHEEVER	Captain	VMA-311	3173
P. G. HIGGINS	Captain	VMA(AW)-533	4020
L. E. HOYT	Captain	VMFA-232	4589
N. J. HART	Captain	VMFA-115	3930/4644
L. A. CEROVAC	Captain	VMCJ-1	3954
S. J. NICKELE	Captain	H&MS-17	4065
H. MCKEEVER	Major	MAG-36/H&MS-36	23-3598
K. K. KERR	Major	VMGR-152	23-3370
R. W. CORNER	Captain	HMM-165	SLF
R. W. SWETE	Captain	HMM-164	23-3578
C. H. YUNG	Captain	VMO-6	23-3290
R. T. WILLARD	1stLt	HMH-462	23-3537
J. R. CAMPOS	Captain	HML-367	23-3141
R. G. OSBORNE	Captain	SUB UNIT #1	23-3832
E. R. BROCK	1stLt	SUB UNIT #2	5094 NAS ATSUGI

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1ST MARINE AIRCRAFT WING GROUND SAFETY OFFICERS

NAME	RANK	UNIT	PHONE
MACHADO	CWO-3	1stMAW	3484/4476
BERNARD	CWO-2	1stMAW	3484/4476
THURSTON	1stLt	MWHS-1	3919
BAKER	Major	MAG-12	3582
HICKS	CWO-2	H&MS-12	4469
MOHLIN	1stLt	MABS-12	3150
PULLIUM	1stLt	VMA-311	3445
NEELY	Capt	VMA-211	4579
ALLEN	1stLt	VMA(AW)-533	4579
PRESTA	Capt	H&MS-15	4666
CARRACINO	1stLt	MABS-15	4677
CHAPMAN	Capt	VMFA-115	4644
RANSDEN	1stLt	VMFA-232	3866
TURNER	1stLt	VMCJ-1	4163
OSTEN	1stLt	MWSG-17	4355
DREW	CWO-2	H&MS-17	4673
DOIG	GySgt	WERS-17	4086
TIMONY	Major	MACG-18	4069
LAMB	1stLt	H&HS-18	3198
TAYLOR	Capt	MWCS-18	4686
HEILIG	1stLt	MACS-4	23-4873
ANDERSON	1stLt	MAG-36	23-3622
PETERSON	1stLt	H&MS-36	23-3237
SCHNELL	1stLt	MABS-36	23-3276
BAILEY	1stLt	VMGR-152	23-3379
CECIL	1stLt	HMM-164	23-3416
MAXFIELD	1stLt	HMM-165	23-3208
DEHOUST	1stLt	HMH-462	23-3515
BURROUGHS	1stLt	HML-367	23-3880
ROACH	1stLt	HMA-369	23-3823
FREEBURG	1stLt	VMO-6	23-3843

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1ST MAW GROUND MISHAP BRIEFS

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1ST MAW GROUND MISHAP BRIEFS

3Jan72, MISCELLANEOUS: LCpl was struck by a taxi as he crossed the street.
Result: Fracture of the left leg and torn ligaments in the right knee. 42 days lost time.
Cause: Driving error and inattention to surroundings.

4Jan72, GOVERNMENT VEHICLE: Cpl tried to fix a defective side curtain on an M-151 while in motion. The M-151 rear-ended an Army truck.
Result: Damage to the M-151 with minor damage to the Army vehicle.
Cause: Inattention to driving and surroundings.

8Jan72, OCCUPATIONAL: While returning an F4J from the wash rack with a TA-75 Tow Tractor, the driver overshot the parking place and began turning very sharp to make the parking ramp. Brakes were applied to the aircraft causing the tractor to pivot, putting tension on the tow bar. The tractor turned too sharply, binding the tow bar against the tractor. With the aircraft stationary the tow bar started to bend. The driver was unable to stop prior to the tow bar snapping.
Result: Aircraft tow bar damaged beyond repair.
Cause: Failure of equipment operator to recognize and appreciate a hazardous condition.

8Jan72, MOTORCYCLE: Cpl failed to make a left curve in the road and went into the opposite traffic lane. He ran into a curb and lost control of his vehicle, colliding into a nearby bridge.
Result: Concussion and abrasions about the arms and face. One day lost time.
Cause: Not maintaining proper control of the vehicle and driving while intoxicated.

10Jan72, MOTORCYCLE: LCpl attempted to pass an M-151 on the left side while the M-151 was executing a left turn.
Result: Fracture of the lower right leg. 13 days lost time.
Cause: Inattention to driving and surroundings.

16Jan72, MISCELLANEOUS: Cpl landed in a rut while parachuting.
Result: Fractured ankle.

18Jan72, GOVERNMENT VEHICLE: An unattended, 25-ton refueler rolled down hill and hit the rear of another refueler.
Result: Undetermined, but in excess of $100.00.
Cause: Use of a faulty hand brake, and inattention to operating vehicle.

27Jan72, OCCUPATIONAL: LCpl closed a van door, severing a Pvt's middle finger at the first joint.
Result: Amputation of the left middle finger with approximately 10 days lost time.
Cause: Carelessness, and a lack of coordination between two men.

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"ALCOHOL DOESN'T CAUSE ACCIDENTS. . ."

Alcoholic drinks do not cause accidents --- unless someone drinks them and then tries to drive.

A "drinking driver" is involved in about 30% of all fatal accidents.

Drinking driver accidents are high during hours of darkness. One study found that less than 50% of all accidents occur during the 12 hours following 6 p.m.; however, 75% of the drinking accidents occur during this period.

Unfortunately, we become confused in our thinking concerning "drinking drivers" as contrasted with "drunken drivers."

There are few "drunken drivers" (by legal definition) on the highways. They'd likely have trouble staying on the highways. But there are many "drinking drivers," and they present the real problem.

So let's devote our attention to the "drinking driver," that well-intending person who may limit himself to a "couple beers" (or shots) while driving.

Scientists have determined that two drinks (bottle of beer, highball or cocktail) can play hob with our driving abilities long before we are aware of it.

Even a slight amount of alcohol "caused a deterioration of between 25 and 30% in the driving performance of expert drivers."

Many motorists claim they drive better after a couple of drinks. This is utter nonsense. The motorist merely feels that he drives better because the alcohol makes him less able to critically evaluate himself.

You've heard of motor vehicle insurance companies which offer coverage at reduced rates solely to non-drinking drivers. One such firm, in business 18 years, reported losses per vehicle were 38% less than the average for other companies!

A public opinion poll conducted by the National Committee for Traffic Safety disclosed that most persons regard "driving under the influence of intoxicating liquor" to be the primary accident cause. Trouble is, we don't always agree on when we are "under the influence."

A prominent researcher found that moderate drinking caused a 32% deterioration in vision, with somewhat the same effect as sunglasses at twilight. Most men, after having a few drinks, find women appear more beautiful. This is because the drinker can't see quite so well. It may be okay where there are dim lights and soft music, but befuddled vision on the highway is a different matter!

It adds up to this --- alcohol does not stimulate mental processes. It is a depressant. When absorbed into the blood it is carried throughout the body. It dulls sight, hearing, touch and reason.

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Those of you who doubt this should try the following experiment (which is most effective if tried before a meal when the stomach is not full of food).

When you are cold sober, get a deck of cards, shuffle them, and hold them in your hand, face down. Have someone keep time, in seconds, while you try to sort the cards (one-by-one) into four piles --- hearts, spades, clubs and diamonds --- as fast as possible. When you're done note the total seconds required. Then your time keeper should check each pile for error, and if any exist you must correct these with the additional time required counted against you. Repeat this several times until you know your average time.

Most sober men can sort these cards in about as many seconds as the number of years they have lived. A 50 year old man should average about 50 seconds. A 25 year old man will accomplish it in less than a half minute.

Then have a couple of drinks. Beer, wine, whiskey, it matters little, since each drink has about ½ ounce of alcohol plus the other stuff which gives it body and flavor.

Wait a half-hour! Why? In a half-hour most of the alcohol will be absorbed into the blood.

Then repeat the test several times.

Like all others who try this, your total time after two drinks will increase --- the average is 15% longer! Your mistakes will increase. But you will feel faster.

Consider what that 15% slow-down from two drinks means to your driving! At 50 mph you are moving along at about 75 feet per second. If you are cold sober your reaction time (gas-to-brake) is likely about six-tenths of a second. In other words, at best you'd go 45 feet (6/10 x 75 ft) before you could hit the brakes or cut the wheel in an emergency. But two drinks adds 15% to your reaction time. That's nearly 7 feet! I'll leave it to you to decide whether 7 feet could not be the difference between a near miss and a bad accident!

Alcohol doesn't cause accidents --- that is, until someone drinks it and tries to drive in the usual manner.

D. R. DELL
SSgt WgSafCen

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"COMMUNICATE SAFETY"

Upon entering the Marine Corps, a young man is introduced to a program of safety with a military flavor. Along with the multitude of subjects taught him in boot camp, the individual is bombarded with the safety aspects of each. In such a controlled environment, he rarely has a chance to "think safety" on his own. The same conditions prevail in the occupational schools. Job safety is constantly stressed but here again it is presented with the authoritarian approach, under strict supervision.

But what happens when the young Marine reports to his first field unit? He suddenly realizes that his every action is no longer monitored, and senses a certain amount of freedom to do things on his own and in his own way. This is fine. Iniative is an admirable attribute and should be encouraged. However, it can be a source of trouble in the area of safety.

How many times has the situation occurred whereby the NCOIC delegated a task to his young charge, explaining which procedure to follow, only to provoke the thought, "There must be an easier way." In many cases, there is likely an easier way. It is also likely that the NCOIC was aware of the easier way, but also aware of the hazards involved in doing it that way.

If open communication channels have been established between supervisor and worker, the young Marine is more apt to present his opions concerning an easier method before attempting them on his own. On the other hand, if he expects a harsh reply similar to that received from his drill instructor in boot camp, he is apt to take the initiative and attempt the easier method on his own and perhaps cause injury to himself or others, or damage to equipment.

Today in the Marine Corps, great emphasis is placed on communication between leader and follower. This communication improvement program can be applied appropriately in safety procedures also. The old axiom "Do as I say, not as I do" is out! We are stressing communication safety by example as well as by the written and spoken word.

SAFETY PREVAILS, COMMUNICATE IT!

J. CRAIGLOW
Capt MACG-18

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"GROUND SAFETY - WHAT IS IT?"

G uarding against negligence, which creates accidents.
R emembering to always practice established safety procedures.
O bserving others as they work, and reminding them of any unsafe habits they may have.
U nderstanding that safety is everyone's concern.
N ever allowing one's attention to stray while performing procedures which might cause an accident.
D eveloping good safety practices; make them a habit.

S eeking new procedures that will ensure safety for all.
A llowing only safe and established procedures to be performed.
F orgetting shortcuts that are contrary to established procedures, when they are unsafe.
E ach time a potential hazard is overlooked, a friend can be injured.
T aking immediate action, when you encounter a potential safety hazard.
Y our life and the lives of others depend on everyone taking a personal interest in GROUND SAFETY.

G. J. TAYLOR
Capt MWCS-18

"GOOD HOUSEKEEPING. . .FOR A SUCCESSFUL SAFETY PROGRAM"

Good housekeeping is important to accident prevention! Studies indicate that:

*Good injury records go with good housekeeping.
*Good housekeeping improves moral and motivates to superior performance.
*Safety minded Commanders consider good housekeeping important to good Industrial Relations, good production and high efficiency/readiness.
*Poor housekeeping is a contributing factor to many accidents and fires.

Keys to good housekeeping:

*Orderly arrangement of processes, operations, and equipment.
*Provision of a definite place for each object.
*Keeping each object in the designated place, and returning it if removed.
*Adequate disposal of scrap, waste, and surplus materials.
*Cleanliness of buildings and equipment.
*Sufficient work areas and adequate aisles.
*Anticipation of waste, scrap, spillage, leakage, dust and splashings and provision of some means of control, such as:

--Metal receptacles for non-combustible waste and trash.
--Overflow and drip pans, splash guards, chip screens, etc.
--Provision for systematic disposal of such waste.
--Drains and washdown (if necessary) for liquid spillage.
--Exhaust systems and collectors.
--Covered metal waste cans for combustible trash.
--Safety cans for flammable liquids.
--Absorbent materials for spilled flammables and slippery liquids.

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*Adequate numbers of properly placed and identified fire fighting equipment.
*Proper color coding of hazardous and danger areas in location and appropriate to the expected hazard.
*Properly outlined firelanes and hazard areas.
*Regular inspection of tools, ladders, platforms, scaffolds and storage racks and shelving, with procedures for immediate replacement or repair of all found defective.
*Regularly conducted and painstaking safety inspections, utilizing a good check-sheet, requesting outside help in inspecting if necessary to avoid oversight of often seen and, by habit, accepted hazards.

Reprinted from
The Ground Safety Officer's
Study Kit

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Rag Pulls Hand In Moving Sprocket

Continued emphasis on the dangers of hand injuries while working around moving machinery is imperative if such accidents are to be kept to a minimum. Here's another typical example for your safety education program.

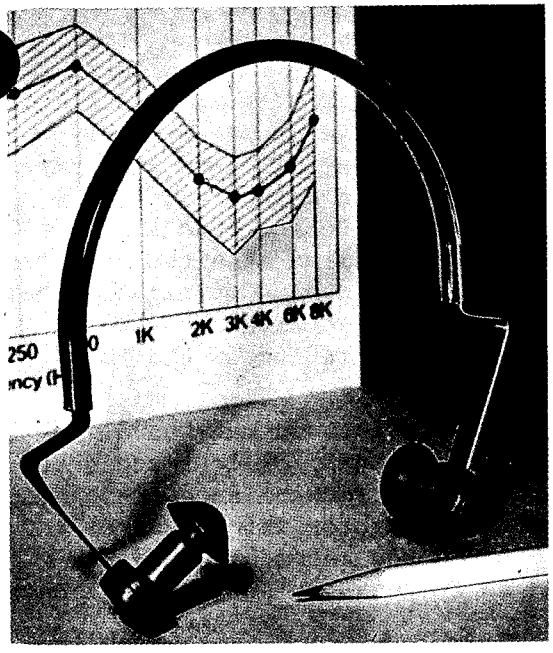
A civilian employee had just completed lubing operations on a mobile rocket launcher and decided to wipe the excess grease off the chain while it was moving. His wiping rag caught in the chain sprocket and pulled his right hand into it. He suffered traumatic amputation of his little finger and severe lacerations of the middle and ring fingers.

Investigators pointed out that the manual for this operation specifically states that the machine will be shut down and secured before any work is performed. The safety officer reported that all employees are being reinstructed on the hazard of working on moving parts or dangerous equipment and on the necessity for following available written procedures.

***

Correspondence

New Hearing Protector Available in Federal Supply System



Plug, Ear, Hearing Protection vice Noise Protection. There has been no change in the stock number.

I would like to call readers' attention to a new type of hearing protector, as shown in the accompanying picture, which is now available through the Federal Supply System as item FSN 6515-181-8058, Plug, Ear, Hearing Protection, Single Flange, Universal Fit. The cost is $3.00 each. This item has tremendous and universal applicability. It can be worn under a battle helmet or a sailor's or an officer's cap, under most welding masks and under standard ear muffs for additional noise protection. Although it represents a slight additional cost on an individual issue basis, it is much less easily lost than ear plugs, more readily inserted and provides equal or greater protection than any other available device. I would strongly recommend that these new hearing protectors be procured wherever possible.

In addition, I would like to emphasize the change in the name of our standard ear plug to Noise Protection. There has been no change in

-CAPT George R. Hart, MC, USN
ENT Dept., Naval Hospital, Annapolis, Md.

***

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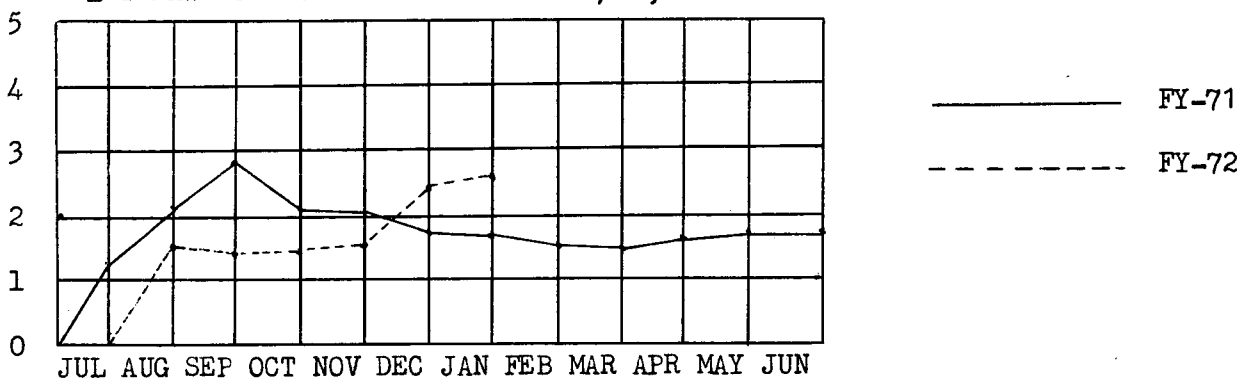
1ST MAW CUMULATIVE ACCIDENT RATE/10,000 HRS



1ST MAW ACCIDENT/HOURS STATISTICS

		JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	
*	CUMULATIVE FY-71	1.37	2.20	2.97	2.19	2.04	1.89	1.81	1.76	1.57	1.71	1.72	1.72	1.72
	CUMULATIVE FY-72	0	1.62	1.58	1.59	1.61	2.42	2.58						2.58
*	NUMBER OF ACDT FY-71	1	2	3	0	1	1	1	1	0	2	1	1	14
	NUMBER OF ACDT FY-72	0	2	1	2	1	3	2						11
*	HRS FLOWN FY-71	7264	6400	6604	7026	6908	7923	7441	7008	6988	6625	5269	5955	81,411
	HRS FLOWN FY-72	5948	6375	6647	6119	5791	6286	5402						42,568

* FIGURES RECOMPUTED FOR FY-71 FOR PRESENT SQUADRONS/GROUPS ATTACHED TO 1ST MAW
* FIGURES FOR FY-72 ARE BASED ON MAJOR ACCIDENTS

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1ST MARINE AIRCRAFT WING

NEWSLETTER

WING WORD

JAN. 1972

TAB Y #2

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"WING WORD"

Commanding General	Major General R. G. OWENS JR.
Career Planning Officer	Major R. L. BAINBRIDGE
Officer Retention Officer	Captain W. K. WESTLING
Career Planning NCOIC	Gunnery Sergeant C. BARRETT
Career Planner	Staff Sergeant G. A. O'REILLY

The Wing Word is an unofficial publication of the First Marine Aircraft Wing. It complies with MCO P5600.31A and the information contained herein is not to be considered directive in nature. It is published by the Career Planning Section and the Assistant Chief of Staff G-1.

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Recently we have seen sweeping changes throughout the entire rank structure regarding military pay and allowances. Many of these changes and increases are brought about by legislation sensitive to the fact that the Armed Services must compete with civilian industry for the talents and skills we learn and develop in the military. All of the Congressional and Budgetary decisions involving funding and military appropriations are done in full appreciation that our most valuable asset in the defense structure is the individual. It is he that pulls the trigger on an M-16, or is in the final approach seat of a GCA unit during time of war, and now he, the well-trained serviceman, is our best deterrent against an armed enemy from abroad. These matters are realized and taken into account when money is allocated by a grateful but cost conscious nation. To be sure, no amount of pay can ever adequately compensate the POW in Hanoi, or those tragically and permanently maimed, but all things considered, our Military Serviceman is better paid than those in any other country. Much of our compensation is in fringe benefits administered by the Veterans Administration but when you get right down to Dollars and Cents, the American Marine is a pretty well paid wage earner. The career military man must also amortize his accured retirement pay as he accumulates active duty time.

The point to be made here is that if you are considering the military as a career, don't overlook the hard cash and fringe benefits coming your way. It's a well paid and satisfying profession for those who choose to follow it.

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

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The following letter is reprinted for your information. It was sent from the Commandant to all General Officers and Commanding Officers on 10 December 1971 and deals with an important subject for our future Marine Corps; that of assessing the merit of an individual.

Subj: PERFORMANCE EVALUATION

1. One of the many important functions in the execution of leadership responsibilities is the formal evaluation of the performance and potential of subordinates, commonly known as fitness reporting. The impact of fitness reports on the careers of officers and noncommissioned officers and on the selection and assignment of Marines requires that the utmost care be given to the establishment of proper procedures for reporting and reviewing and to the proper evaluation of Marines by reporting seniors and reviewing officers.

2. During the past year a study has been conducted at this Headquarters to determine changes necessary to improve our performance evaluation system. The study included interviews with former selection board members and Headquarters assignment personnel to determine the adequacy of the fitness report for use in the selection and assignment processes. Opinions and attitudes of Marines in the field toward the fitness reporting system were obtained through responses to a questionnaire sent to a one percent sample of all active duty Marines in grades E-5 through 0-5. Additional recommendations were received in response to a request in the "HOTLINE", and from proposals submitted by several officer and staff noncommissioned officer symposia. Performance evaluation procedures used in civilian industry, the other military services and another government agency were examined for possible application in the Marine Corps system.

3. As a result of this study, I have directed that certain modifications be made that I expect will improve fitness reporting procedures. Although implementing instructions will be published in the near future to effect these changes, I consider it necessary that all officers and noncommissioned officers be made aware of the reasons for approved modifications, and of my policy on fitness reporting. First, I consider our present performance evaluation system as basically sound. It serves the purpose of providing information concerning individual performance and potential that is necessary for proper functioning of selection boards and assignment personnel. There are imperfections in the system which I have attempted to correct with changes which I will discuss in this letter. The major deficiency, however, is

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not the report form or the instructions for using it, but the way it is used. It is for this reason that I take this opportunity to explain the reasons for the changes being made: to ensure that every officer who prepares or reviews fitness reports, and every officer and noncommissioned officer whose career largely depends on the reports he receives, understands our system and the importance of accurate reporting.

4. Certain procedural changes are being made in order to provide more timely reports to selection boards, to ease the burden on reporting seniors, and to correct inconsistencies in the present system.

a. Submission times for semiannual reports on officers will be changed so as to provide for arrival of a current report at this Headquarters shortly before the normal convening dates of selection boards. This change will have the added effect of spreading the workload of reporting seniors in preparing reports, with the expectation that more time will be devoted to the preparation of each report.

b. Two new regular reporting occasions will be established. A change in primary duty of the individual when the reporting senior remains the same will be an occasion for submission of a regular report. Each primary duty has its own set of requirements, and since the individual's performance should be judged on how well he meets these requirements it is appropriate to reflect performance in one position, e.g., company commander, on a different report from performance in a second position, e.g., battalion S-4, when such change of duty occurs between semiannual reporting periods. The second new occasion for a regular report will be at the time of change in grade of the Marine reported on. Since our evaluation system requires the reporting senior to consider the Marine's performance compared with that of all others of the same grade known to him, it is appropriate to submit a report when service in one grade is terminated and service in a new grade begins.

c. Initial reports submitted by reporting seniors have often presented invalid appraisals of Marines. The requirement to justify "not observed" reports if the period covered exceeds 30 days has led, in some cases, to hasty evaluations based on limited observation. In addition, some reporting seniors have the mistaken impression that it is best to start the Marine with relatively low markings so that improvement can be shown in subsequent reports. These officers should be aware that each report should present the most accurate picture possible of the Marine's per-

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formance during the period covered by the report. In order to alleviate this problem of hasty initial judgments, the requirement for submission of a semiannual report will be waived if it is an initial report, the period covered is 60 days or less, and the reporting senior considers that he has had insufficient opportunity to observe the Marine to provide a valid report. In such cases, this period will be included in the next regular report submitted by the reporting senior. In cases of separation or transfer of the Marine or change of the reporting senior, when the period covered is 30 days or more, the reporting senior will continue to be required to justify a "not observed" report. On the remaining regular reporting occasions, i.e., change in grade, change in primary duty, etc., a "not observed" report covering a period of up to 60 days may be submitted without justification if it is an initial report.

d. "Endurance" and "Presence of Mind", two highly desirable qualities of the Marine officer and noncommissioned officer, are often marked "not observed" under the impression that they are demonstrable only during combat. Situations frequently arise in a noncombat environment in which fatiguing conditions or unexpected emergencies are present. An evaluation of the Marine's ability to cope with such situations is of considerable importance to selection board members and assignment personnel. New instructions will therefore indicate that marking of these qualities is appropriate under all circumstances when demonstrated.

5. During the first quarter of calendar year 1972 we plan to begin using a new machine-readable fitness report form which is designed for use with the Source Data Automated Fitness Reporting System. This optical character recognition (OCR) form will be used for both officers and noncommissioned officers and is similar in content to the present Officer and NCO report forms. I have already approved a number of additions, deletions, modifications and redefinitions in the qualities which appear on both the present forms and the OCR form. These changes will not be effected until the OCR form is reprinted and necessary programming revision accomplished to use it with the automated system. In the meantime, I encourage reporting seniors and reviewing officers to consider these approved changes in providing their written comments on fitness reports:

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a. Two qualities which I consider essential to effective performance of Marine officers and noncommissioned officers are the abilities to speak and to write effectively. At such time as the fitness report form is modified, "written communication" and "oral communication" will appear among the qualities to be evaluated.

b. Two qualities evaluated on the present form, "personal relations" and "cooperation", describe essentially the same characteristic; i.e., the ability of the individual to work in harmony with others. These will be combined into one marking item "cooperation" when the fitness report form is revised.

c. "Personal appearance" will be redefined to include the aspect of physical appearance as well as personal appearance.

d. "Economy in management", a term which is considered by many to apply only to managers in the more senior grades is often marked "not observed" on junior officer and noncommissioned officer reports. This quality will be replaced by "organizational ability", a term which is more universally applicable. "Organizational ability" will be defined as "the ability to plan and coordinate resources effectively and economically to attain unit/staff goals or objectives."

e. "Tactical handling of troops" is another quality frequently marked "not observed", particularly in the cases of specialists. It will be replaced with a new term "tactical competence" which will be defined so as to reflect performance in "handling of men and equipment appropriate to MOS and grade in a tactical situation, combat or noncombat."

6. Other additions are being made, besides the format changes described above, which will increase the value of fitness reports in describing individual performance and potential.

a. On some occasions Marines perform duties in a billet with a higher T/O grade than the grade they hold. The markings assigned in these instances provide a good indication of the Marine's potential for service in positions involving greater responsibility. Reporting seniors will be required, therefore, to indicate such instances so as to bring them to the attention of selection boards and assignment personnel.

b. "General value to the service" is not defined in the current fitness report order. As a result, reporting seniors are unaware of what this category is intended to measure, and selection boards and assignment personnel

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are left in doubt as to what the reporting senior is evaluating. Revised instructions will provide a universal meaning for this term, indicating that it represents the reporting senior's overall estimate of how the Marine reported on compares with all other Marines of the same grade known to him, taking into consideration all important factors such as performance, versatility, potential and preference for having under his command.

c. In order to provide an additional level of discrimination, a numerical rating will be required in the comment section of the report. This rating of from 0 to 9 will indicate a percentile standing of the Marine among all others of the same grade known to the reporting senior.

d. Fitness reporting instructions will be modified to include the Marine's effectiveness in the execution of equal opportunity responsibilities among the characteristics appropriate for evaluation in the comment section of the report.

e. A space will be provided on the new report form for reporting seniors to indicate whether the Marine passed or failed the most recent physical fitness test taken during the reporting period.

f. Finally, in order to provide a clearer picture to users of the fitness report, forthcoming instructions will require a statement by the reporting senior concerning his estimate of the promotion potential of the Marine reported on. This statement will indicate that the Marine is recommended for promotion with his contemporaries, ahead of his contemporaries, that he is not recommended for promotion with his contemporaries, or that he is not recommended for promotion at any time. I want to emphasize at this point that it is intended that, in most cases, this statement will indicate that the Marine is recommended for promotion <u>with contemporaries</u>. This would include a Marine who had only recently been promoted, unless there is some reason to believe that he would not be qualified when he is next considered for promotion. The value of this statement will depend on a recognition by reporting seniors of the small percentage of Marines who are selected for accelerated promotion, and the adverse effects of indicating that a Marine is not recommended for promotion. To protect the validity of statements concerning promotion potential, reporting seniors will be required to justify in their comments any marking other than "with contemporaries." Comments that the Marine is not recommended for promotion with contemporaries or at any time

will require referral of the report to the individual for attachment of a statement if he so desires. Further, reviewing officers will be required to concur or nonconcur in the recommendation, or indicate that they are unable to comment because of insufficient observation. I believe that the "promotion potential" statement can be a valuable addition to the performance evaluation system if it is properly used. I expect reporting seniors and reviewing officers to recognize the import of the statement to both the individual Marine and to the Marine Corps, and to select the appropriate category in describing individual promotion potential.

7. Thus far I have discussed the changes in the performance evaluation system that are primarily administrative in nature. As I indicated earlier, my primary concern is not with the fitness report form or the instructions for using it but with the way in which it is being used. The following comments are therefore addressed to the evaluation procedure -- the reporting and reviewing processes. Submission of valid fitness reports requires that the reporting senior and reviewing officer know the duties of the individual reported on; observe the Marine's performance of these duties; remain as objective as possible in marking or commenting on reports; and comply with the instructions for fitness reporting. The following changes have been directed to enhance the validity of reports and thus provide a more accurate portrayal of performance and potential to selection board members and assignment personnel.

a. Observation of performance is an obvious requirement for the proper evaluation of subordinates. Interpretation of current instructions has often led to establishment of reporting seniors and reviewing officers at such a high level that observation of the performance of the Marine reported on has been difficult. Normally, the reporting senior should be the officer immediately responsible for the Marine's performance; the officer who assigns his tasks, directs his activities and supervises his performance. This may be the Marine's commanding officer, or a principal staff officer for whom he works directly. The reviewing officer should normally be the officer in the chain of command next above the reporting senior. I have directed modification of the fitness reporting instructions to allow commanders down to and including the battalion/squadron level to delegate reporting authority to their immediate subordinate commanders and principal staff officers. New instructions will allow a battalion commander, for example, to delegate reporting authority to his company/battery commanders or to his principal battalion staff officers. In such cases, the battalion commander would be the reviewing officer.

These instructions will also permit a squadron commander to delegate reporting authority to his department heads and act as the reviewing officer himself. The key to the decision to delegate reporting authority is the extent of observation of the performance of the Marine reported on by the reporting senior and reviewing officer. The instructions which restrict reporting on officers senior or equal in grade to the reporting senior will remain as presently written.

b. The interpretation of present instructions has also led to the extensive use of recommended markings. In such cases the reporting senior is not the primary observer of the performance of the Marine reported on. This practice gives a false impression to users of the fitness report as to the identity of the officer who is actually evaluating the Marine's performance. New instructions will require the reporting senior to indicate the title of the individual providing recommended markings when the report is based primarily on these recommended markings rather than on the personal observation of the reporting senior.

c. A common tendency in personnel evaluation involves the "halo effect" in which markings of specific qualities are based on the evaluator's general impression of the individual. The fitness report is designed for the marking of a number of desirable qualities. Each should be evaluated on the basis of observation of that individual quality, not on the overall impression of the Marine. It is not only not required that every quality be marked each time, but it is improper to mark an item when there has been no observation to support the marking assigned.

d. The purposes of the review procedure for fitness reports is clearly outlined in present instructions. The reviewing officer acts as a verifier on reports submitted by a reporting senior. His functions are to ensure compliance with marking instructions, resolve marking problems before they become a matter of record, and to provide a more complete and accurate appraisal by including his own evaluation of the Marine reported on when he has had an opportunity to observe his performance. Reviewing officers, in many cases, have not been involving themselves to the extent desired in the evaluation process, particularly with regard to inclusion of their own comments concerning the Marine's performance. These comments, when provided, are very valuable to selection boards and assignment personnel. The initialing of a report by the reviewing officer often indicates no more than the fact that he has seen it. The space provided for identification of the reviewing officer is insufficient to allow inclusion of any meaningful comment. I have therefore directed that reviewing officers attach a statement to each fitness report indicating their con-

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currence or nonconcurrence in the ratings and the remarks of the reporting senior and including any other comments they consider appropriate based on their observation of the performance of the Marine reported on. The statement will also include the extent of the reviewing officer's observation of the Marine's performance, and, in appropriate cases, the fact that he cannot agree or disagree with the report because of insufficient observation.

8. Counseling is an essential element in the performance evaluation system; equal in importance to performance appraisal. The individual Marine should be made aware of the duties assigned to him, the standards of performance expected, how his performance is judged, how he stands among his peers, and the opportunities that exist for career development. Statements such as "You are doing a good job -- keep it up" do not satisfy the requirements for effective counseling or effective leadership. The Marine should thoroughly understand what is expected of him and how he is doing. It is the responsibility of the reporting senior to see that this is done. Counseling should be a process which commences when the Marine joins a unit, continues at frequent intervals during his tour of duty, and terminates upon his departure from the unit. The occasions for submission of fitness reports serve as reminders to reporting seniors of their counseling responsibility; however, I would emphasize that counseling is not restricted to these occasions. Fairness to the individual Marine and improved professional performance require that counseling be timely and accurate. It is too late to start counseling when a marginal or adverse report is submitted.

9. Finally, I would like to discuss the policy of showing only adverse or marginal completed fitness reports to the Marine reported on. I have received many recommendations that the Marine be shown his completed fitness report in all cases, as was done some years ago. I have given considerable thought to these suggestions. A comparison of fitness reports under both the "show" and "no show" policies reveals that markings assigned are generally higher when the reporting senior is required to show the completed report to the Marine concerned. In view of this finding, I believe that to reinstitute the policy of showing all completed reports would tend to inflate markings to a point where selection boards and Headquarters assignment personnel would be faced with an extremely difficult task in the selection of best qualified Marines and in the appropriate assignment of personnel. I have decided, therefore, to continue the present policy of showing only adverse or marginal completed reports to the individual concerned. I will rely on reporting seniors to keep their subordinates informed using the counseling pro-

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cedures I have already discussed.

10. Since the performance evaluation system plays such an important role in their careers, it is essential that each officer and noncommissioned officer be informed of the changes I have approved in fitness reporting procedure, the reasons for these changes, and other performance evaluation policy as described in this letter. Commanders will therefore ensure that the information contained herein is disseminated to all officers and to all noncommissioned officers in the grade of sergeant or above.

L. F. CHAPMAN, JR.

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-MONTHLY PAY, ALLOWANCES, AND DEDUCTIONS-

EFFECTIVE 1 JANUARY 1972, NEW PAY RAISES, WITHHOLDING RATES FOR FEDERAL INCOME TAX, AND WITHHOLDING RATES FOR FICA WILL ALL CHANGE. DO YOU KNOW EACH MONTH WHAT PAY IS DUE YOU WITH THE INCREASE IN QUARTERS ALLOWANCE, THE CAPABILITY TO DRAW VARIOUS SPECIAL OR INCENTIVE PAYS, AND THE CHANGE IN THE AMOUNT FOR COMMUTED RATIONS: AND WHAT DEDUCTIONS ARE MADE FOR INCOME TAXES, SOCIAL SECURITY, OR LIFE INSURANCE? IF NOT, THE FOLLOWING CHARTS AND INFORMATION WILL BE HELPFUL TO YOU.

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- BASIC PAY RATES -

PAY GRADE	YEARS OF SERVICE: UNDER 2	2	3	4	6	8	10
COMMISSIONED OFFICERS							
O-6	1119.00	1230.00	1310.10	1310.10	1310.10	1310.10	1310.10
O-5	894.90	1051.50	1123.50	1123.50	1123.50	1123.50	1158.30
O-4	754.80	918.30	980.40	980.40	997.80	1042.50	1113.30
O-3	701.40	783.90	837.60	927.30	971.40	1006.50	1060.50
O-2	611.40	667.80	802.20	828.90	846.30		
O-1	530.70	552.60	667.80				
COMMISSIONED OFFICERS - OVER FOUR YEARS ENLISTED SERVICE							
O-3				927.30	971.40	1006.50	1060.50
O-2				828.90	846.30	873.00	918.30
O-1				667.80	713.10	739.80	766.20
WARRANT OFFICERS							
W-4	714.30	766.20	766.20	783.90	819.60	855.60	891.00
W-3	649.50	704.40	704.40	713.10	721.80	774.60	819.60
W-2	568.50	615.00	615.00	633.00	667.80	704.40	731.10
W-1	473.70	543.60	543.60	588.60	615.00	641.70	667.80
ENLISTED MEMBERS							
E-9	*	*	*	*	*	*	811.50
E-8	*	*	*	*	*	681.00	699.90
E-7	475.50	513.00	531.90	550.50	569.70	587.70	606.30
E-6	410.40	447.90	466.50	485.70	504.30	522.60	541.50
E-5	360.60	392.40	411.30	429.30	457.50	476.10	495.00
E-4	346.80	366.00	387.30	417.60	434.10		
E-3	333.60	351.90	365.70	380.10			
E-2	320.70						
E-1	288.00						

NOTES: IF NO AMOUNT APPEARS UNDER YEARS OF SERVICE, THE AMOUNT TO THE LEFT APPLIES.

* NO PAY SCALE FOR E-9 UNDER 10 YEARS OR E-8 UNDER 8 YEARS.

12	14	16	18	20	22	26	PAY GRADE
1310.10	1354.50	1568.70	1648.80	1684.50	1782.60	1933.20	O-6
1219.80	1301.40	1398.90	1479.30	1523.70	1577.40		O-5
1176.30	1230.00	1288.40	1319.10				O-4
1113.30	1140.60						O-3
							O-2
							O-1
1113.30	1158.30						O-3
954.00	980.40						O-2
793.20	828.90						O-1
954.00	997.80	1033.50	1060.50	1095.90	1132.20	1219.80	W-4
846.30	873.00	899.40	927.30	962.70	997.80	1033.50	W-3
757.50	783.90	811.20	837.60	864.30	899.40		W-2
695.10	721.80	748.50	774.60	802.20			W-1
830.10	849.00	868.20	887.40	904.80	952.80	1045.20	E-9
718.50	737.40	756.30	774.30	793.50	840.00	933.60	E-8
625.50	653.70	672.00	690.60	699.90	746.70	840.00	E-7
569.70	587.70	606.30	615.90				E-6
513.00	522.60						E-5
							E-4
							E-3
							E-2
							E-1

- SPECIAL PAY -

MEDICAL, DENTAL, AND VETERINARY PAY

Medical and Dental Officers:	
Less than 2 years service	$100.00
Over 2 and less than 6 years	150.00
Over 6 and less than 10 years	250.00
Over 10 years service	350.00
Veterinarians:	100.00

FOREIGN DUTY PAY

Personnel based at Iwakuni or on Okinawa are eligible.

E-9	$22.50	E-6	$20.00	E-3	$9.00
E-8	22.50	E-5	16.00	E-2	8.00
E-7	22.50	E-4	13.00	E-1	8.00

PROFICIENCY PAY

Many Marines possessing short and specialized MOS's, personnel serving in Special Duty Assignments, and those who have been designated as Superior Performers are eligible to draw one of the following forms of Proficiency Pay. Termination of a short and specialized MOS or of a Special Duty assignment may qualify an individual drawing the respective pay for a reduced amount until complete termination. FOR FURTHER INFORMATION SEE YOUR CAREER PLANNER.

SHORTAGE SPECIALTY AND TERMINATION PAY

Shortage Specialty		1st Year Termination	2nd Year Termination	3rd Year Termination
SSP-3	$100	$75	$50	$25
SSP-2	75	50	25	NONE
SSP-1	50	25	NONE	NONE

SPECIAL DUTY ASSIGNMENT AND TERMINATION PAY

Special Duty Assignment		1st Year Termination
Recruiters, Drill Instructor	$50	$25
Career Planners	30	15

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SUPERIOR PERFORMANCE PAY

All designated personnel. $30

HOSTILE FIRE PAY

All eligible personnel. $65

REENLISTMENT BONUS

The amount would equal one months base pay (on 1st reenlistment), two-thirds of one months pay (on 2nd reenlistment), one-third of one months pay (on 3rd reenlistment) or one-sixth of one months pay (on 4th and subsequent reenlistments) times the number of years which member reenlists, not to exceed $2000.00. The Reenlistment Bonus is cumulative. If the maximum amount is not reached on the first reenlistment the remainder may be drawn on subsequent reenlistments until the maximum of $2000.00 is drawn. (Minus any amount withheld for taxes)

VARIABLE REENLISTMENT PAY

For eligible personnel on first reenlistment, the amount equals the service members VRB multiple times the amount of his reenlistment bonus not to exceed $8000. This amount may be paid in installments or in a lump sum depending on CMC approval and is paid in addition to the regular Reenlistment Bonus. MCO 7220.24D applies and lists those MOS's eligible for VRB. For Further Information SEE YOUR CAREER PLANNER.

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- INCENTIVE PAY -

FLIGHT PAY FOR CREW MEMBERS

YEARS OF SERVICE

PAY GRADE	UNDER 2	2	3	4	6	8	10	12	14	16	18
0-6	200	200	215	215	215	215	215	215	215	220	245
0-5	190	190	205	205	205	205	205	210	225	230	245
0-4	170	170	185	185	185	195	210	215	220	230	240
0-3	145	145	155	165	180	185	190	200	205		
0-2	115	125	150	150	160	165	170	180	185		
0-1	100	105	135	135	140	145	155	160	170		
W-4	115	115	115	115	120	125	135	145	155	160	165
W-3	110	115	115	115	120	120	125	135	140		
W-2	105	110	110	110	115	120	125	130	135		
W-1	100	105	105	105	110	120	125	130			
E-9	105										
E-8	105										
E-7	80	85	85	85	90	95	100	105			
E-6	70	75	75	80	85	90	95	95	100		
E-5	60	70	70	80	80	85	90	95			
E-4	55	65	65	70	75	80					
E-3	55	60									
E-2	50	60									
E-1	50	55									

IF NO AMOUNT APPEARS UNDER YEARS OF SERVICE, THE AMOUNT TO THE LEFT APPLIES.

RATES FOR NON CREW MEMBERS

Officers $110.00 Enlisted $55.00

PARACHUTE, FLIGHT DECK, DEMOLITION, EXPERIMENTAL STRESS AND LEPROSARIUM DUTY

Officers $110.00 Enlisted $55.00

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- ALLOWANCES -

BASIC ALLOWANCE FOR QUARTERS

Pay Grade	Without Dependents	With Dependents
O-6	$211.80	$258.30
O-5	198.30	238.80
O-4	178.80	215.40
O-3	158.40	195.60
O-2	138.60	175.80
O-1	108.90	141.60
W-4	172.50	207.90
W-3	155.40	191.70
W-2	137.10	173.70
W-1	123.90	160.80
E-9	130.80	184.20
E-8	122.10	172.20
E-7	104.70	161.40
E-6	95.70	150.00
E-5	92.70	138.60
E-4	81.60	*121.50
E-3	72.30	*105.00
E-2	63.90	*105.00
E-1	60.00	*105.00

* E-4 (under 4) and below, with dependents, must register a Q allotment contributing $40.00 of their pay before the government adds the amount indicated.

BASIC ALLOWANCE SUBSISTENCE/COMMUTED RATIONS

W-1 thru O-6	$47.88	E-1 thru E-9	$43.80

FAMILY SEPARATION ALLOWANCE - TYPE II

All eligible personnel $30

CLOTHING MAINTENANCE ALLOWANCE

With 6 months to 3 years active service	$4.50
More than 3 years active service	6.00

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- DEDUCTIONS -

FEDERAL INCOME TAX ON WAGES SUBJECT TO WITHHOLDING

WAGES	NUMBER OF EXEMPTIONS CLAIMED SINGLE 0	SINGLE 1	MARRIED 0	MARRIED 1	MARRIED 2	MARRIED 3	MARRIED 4
288 - 296	$40.10	$28.90	$36.90	$26.90	$17.00	$8.20	$.00
296 - 304	41.60	30.30	38.20	28.20	18.20	9.30	.60
304 - 312	43.00	31.80	39.40	29.40	19.40	10.50	1.70
312 - 320	44.50	33.20	40.70	30.70	20.70	11.60	2.80
320 - 328	46.10	34.70	42.00	32.00	22.00	12.70	3.90
328 - 336	47.80	36.10	43.30	33.30	23.30	13.80	5.10
336 - 344	49.50	37.50	44.60	34.60	24.60	14.90	6.20
344 - 352	51.20	39.00	45.80	35.80	25.80	16.10	7.30
352 - 360	52.80	40.40	47.10	37.10	27.10	17.20	8.40
360 - 368	54.50	41.90	48.40	38.40	28.40	18.40	9.50
368 - 376	56.20	43.30	49.70	39.70	29.70	19.70	10.70
376 - 384	57.90	44.80	51.00	41.00	31.00	21.00	11.80
384 - 392	59.60	46.40	52.20	42.20	32.20	22.20	12.90
392 - 400	61.20	48.10	53.50	43.50	33.50	23.50	14.00
400 - 420	64.20	51.10	55.80	45.80	35.80	25.80	16.00
420 - 440	68.40	55.30	59.00	49.00	39.00	29.00	19.[illegible]
440 - 460	72.60	59.50	62.20	52.20	42.20	32.20	22.20
460 - 480	76.80	63.70	65.40	55.40	45.40	35.40	25.40
480 - 500	81.00	67.90	68.60	58.60	48.60	38.60	28.60
500 - 520	85.20	72.10	71.80	61.80	51.80	41.80	31.80
520 - 540	89.40	76.30	75.00	65.00	55.00	45.00	35.00
540 - 560	93.60	80.50	78.20	68.20	58.20	48.20	38.20
560 - 580	97.80	84.70	81.40	71.40	61.40	51.40	41.40
580 - 600	102.00	89.90	84.60	74.60	64.60	54.60	44.60
600 - 640	108.30	95.20	89.40	79.40	69.40	59.40	49.40
640 - 680	116.70	103.60	95.80	85.80	75.80	65.80	55.80
680 - 720	125.10	112.00	102.20	92.20	82.20	72.20	62.20
720 - 760	133.50	120.40	109.20	98.60	88.60	78.60	68.60
760 - 800	141.90	128.80	117.20	105.00	95.00	85.00	75.00
800 - 840	150.30	137.20	125.20	112.70	101.40	91.40	81.40
840 - 880	158.70	145.60	133.20	120.70	108.20	97.80	87.80
880 - 920	167.60	154.00	141.30	128.70	116.20	104.20	94.2[illegible]
920 - 960	176.80	162.40	150.90	136.70	124.20	111.70	100.[illegible]
960 - 1000	186.00	171.60	160.50	145.50	132.20	119.70	107.20
1000 - 1040	196.00	180.80	170.10	155.10	140.20	127.70	115.20

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INCOME TAX WITHHELD

WAGES	NUMBER OF EXEMPTIONS CLAIMED SINGLE 0	SINGLE 1	MARRIED 0	MARRIED 1	MARRIED 2	MARRIED 3	MARRIED 4
1040-1080	$206.80	190.00	179.70	164.70	149.70	135.70	123.20
1080-1120	217.60	200.70	189.30	174.30	159.30	144.30	131.20
1120-1160	228.40	211.50	198.90	183.90	168.90	153.90	139.20
1160-1200	239.70	222.30	208.50	193.50	178.50	163.50	148.50
1200-1240	252.10	233.10	218.10	203.10	188.10	173.10	158.10
1240-1280	264.50	245.10	227.70	212.70	197.70	182.70	167.70
1280-1320	276.90	257.50	237.30	222.30	207.30	192.30	177.30
1320-1360	289.30	269.90	246.90	231.90	216.90	201.90	186.90
1360-1400	301.70	282.30	256.50	241.50	226.50	211.50	196.50
1400-1440	314.10	294.70	266.80	251.10	236.10	221.10	206.10
1440-1480	327.30	307.10	278.00	260.70	245.70	230.70	215.70
1480-1520	341.30	319.50	289.20	271.70	255.30	240.30	225.30
1520-1560	355.30	333.40	300.40	282.90	265.40	249.90	234.90
1560-1600	369.30	347.40	311.60	294.10	276.60	259.50	244.50
1600-1640	383.30	361.40	322.80	305.30	287.80	270.30	254.10
1640-1680	397.30	375.40	334.00	316.50	299.00	281.50	264.00
1680-1720	411.30	389.40	345.20	327.70	310.20	292.70	275.20
1720-1760	425.30	403.40	356.40	338.90	321.40	303.90	286.40
1760-1800	439.30	417.40	367.90	350.10	332.60	315.10	297.60
1800-1840	453.30	431.40	380.70	361.30	343.80	326.30	308.80
1840-1880	467.30	445.40	393.50	373.50	355.00	337.50	320.00
1880-1920	481.30	459.40	406.30	386.30	366.30	348.70	331.20
1920-1960	495.30	473.40	419.10	399.10	379.10	359.90	342.40
1960-2000	509.30	487.40	431.90	411.90	391.90	371.90	353.60
2000-2040	523.30	501.40	444.70	424.70	404.70	384.70	364.80

NOTES: For the amount withheld when single claiming over one exemption, when married claiming over four exemtions, or on wages subject to withholding in excess of $2040.00; contact Disbursing.

In many cases the amount of 1972 income withheld for taxes will show a proportionate increase over that withheld in 1971. The Internal Revenue Service has recomputed the figures to prevent taxpayers from facing a bill when filing their returns, even when the monthly deductions are based on the highest number of authorized deductions. In 1972, an extra exemption may be claimed for withholding purposes if the wife does not work and the taxpayer qualifies to file a joint return. To change the number of exemptions and alter that amount withheld each month, file a W-4 form through your squadron office and have the information entered on the unit diary.

SOCIAL SECURITY (FICA)

PAY GRADE	YEARS OF SERVICE 2	2	3	4	6	8	10
	COMMISSIONED OFFICERS						
O-6	$58.19	63.96	68.13	68.13	68.13	68.13	68.13
O-5	46.53	54.68	58.42	58.42	58.42	58.42	60.23
O-4	39.25	47.75	50.98	50.98	51.89	54.21	57.89
O-3	36.47	41.03	43.56	48.22	50.51	52.34	55.15
O-2	31.79	34.73	41.71	43.10	44.01		
O-1	27.60	28.74	34.73				
	COMMISSIONED OFFICERS OVER 4 YEARS ENLISTED SERVICE						
O-3				48.22	50.51	52.34	55.15
O-2				43.10	44.01	45.40	47.75
O-1				34.73	37.08	38.47	39.84
	WARRANT OFFICERS						
W-4	37.14	39.84	39.84	40.76	42.62	44.49	46.3[illegible]
W-3	33.77	36.63	36.63	37.08	37.53	40.28	42.[illegible]
W-2	29.56	31.98	31.98	32.92	34.73	36.63	38.0[illegible]
W-1	24.63	28.27	28.27	30.61	31.98	33.37	34.73
	ENLISTED MEMBERS						
E-9	*	*	*	*	*	*	42.20
E-8	*	*	*	*	*	35.41	36.39
E-7	24.73	26.68	27.66	28.63	29.62	30.56	31.53
E-6	21.34	23.29	24.26	25.26	26.22	27.18	28.16
E-5	18.75	20.40	21.39	22.32	23.79	24.76	25.74
E-4	18.03	19.03	20.14	21.72	22.57		
E-3	17.35	18.30	19.02	19.77			
E-2	16.68						
E-1	14.98						

NOTES: ABOVE AMOUNT IS DEDUCTED FROM PAY EACH MONTH UNTIL MAXIMUM OF $468.00 HAS BEEN REACHED. IF NO FIGURE APPEARS UNDER YEARS OF SERVICE THE AMOUNT TO THE LEFT APPLIES.

* NO WITHHOLDING RATE FOR E-9 UNDER 10 YEARS OR E-8 UNDER 8 YEARS.

14	16	18	20	22	26	PAY GRADE
68.13	70.43	81.57	85.74	87.59	92.70	100.53	0-6
63.43	67.67	72.74	76.93	79.23	82.02		0-5
61.68	63.96	66.74	68.59				0-4
57.89	59.31						0-3
57.89	60.23						0-3
49.61	50.98						0-2
41.25	43.10						0-1
49.61	51.89	53.74	55.15	56.99	58.87	63.43	W-4
[illegible]01	45.40	46.77	48.22	50.06	51.89	53.74	W-3
[illegible]39	40.76	42.18	43.56	44.94	46.77		W-2
36.15	37.53	38.92	40.28	41.71			W-1
43.17	44.15	45.15	46.14	47.05	49.55	54.35	E-9
37.36	38.34	39.33	40.26	41.26	43.68	48.55	E-8
32.53	33.99	34.94	35.91	36.39	38.83	43.68	E-7
29.62	30.56	31.53	32.03				E-6
26.68	27.18						E-5
							E-4
							E-3
							E-2
							E-1

SERVICEMEN'S GROUP LIFE INSURANCE

Coverage	Deduction
$15,000.00	$3.00
10,000.00	2.00
5,000.00	1.00
NONE	NONE

MISCELLANEOUS ALLOTMENTS (AMOUNT DESIGNATED BY MARINE)

United States Savings Bonds	_____
Life Insurance Programs	_____
Repayment of Loans(Red Cross, Navy Relief)	_____
Dependents Allotment	_____
Voluntary Liquidation of Debts to the U.S.	_____
Banking Institutions(Maximum of two)	_____
Repayment of Loans(Home or Trailer Purchases)	_____
Repayment of pledge(combined Federal Campaign)	_____
Uniformed Services Savings Deposit Program	_____

The above figures are provided to assist individuals in the management of their finances. These figures are subject to change and should only be used for computations effective 1 January 1972. The amounts stated can be used to figure pay due each pay day. By subtracting the total amount of all deductions from the total sum of all income and dividing the amount per month remaining by two,(taking only the whole dollar figure), you will compute the approximate amount of pay you will receive each pay day.

PAY DAY SCHEDULE

Listed below is the schedule for pay days during the next 6 months. (Ref: MCAS Bul 7220 of 22 Nov 1971)

Section #1 (MAG-12, MAG-15, MWSG-17)	Section #2 (MWHS-1, MACG-18, MCAS, NAVY UNITS)
Jan 14 and 28	Jan 17
Feb 15 and 29	Feb 3 and 18
Mar 15 and 30	Mar 3 and 20
Apr 14 and 28	Apr 4 and 17
May 15 and 30	May 3 and 19
Jun 15 and 30	Jun 5, 19, and 30

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1ST MARINE AIRCRAFT WING

NEWSLETTER

WING WORD

FEB. 1972

TAB-Y #2

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"WING WORD"

Commanding General	Major General R. G. OWENS JR.
Career Planning Officer	Major R. L. BAINBRIDGE
Officer Retention Officer	Captain W. K. WESTLING
Career Planning NCOIC	Gunnery Sergeant C. BARRETT
Career Planner	Staff Sergeant G. A. O'REILLY

The Wing Word is an unofficial publication of the First Marine Aircraft Wing. It complies with MCO P5600.31A and the information contained herein is not to be considered directive in nature. It is published by the Career Planning Section and the Assistant Chief of Staff G-1.

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Recently steps were taken to cause Unit Commanders to conduct panel discussions within their Squadrons. These forums are intended to acquire an input from Marines on what they feel should be changed or improved in the Wing and Air Station. They proved fruitful in the sense that some new areas needing attention were disclosed, and some of the previously known sources of discontent are flagged as still requiring remedial action. I have broken these matters into four categories: Services, Recreation, Communications, and Regulations. Reports indicate that the following subjects are predominantly of interest:

1. Wing Enlisted Club
2. Special Services
3. Marine Corps Exchange
4. Privileges of Blacks
5. Discrimination on Liberty
6. Mess Hall
7. Beer in Barracks
8. Prices ashore
9. Living Conditions
10. Command Response (Feedback)

The above issues are being investigated by my Staff and the Station Commander. I have asked for an answer by the 14th of this month with positive recommendations for corrective action. I intend to publish the findings of this effort so all Marines can know full well what is being done in his behalf, or an explanation why immediate action is not forthcoming if appropriate.

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I would like to be able to talk with each and every one of the Marines in this Command and personally look to his welfare, but it is impossible to accomplish this and still execute the duties of my office. An excellent medium of communication is the Request Mast system. It is not an appropriate vehicle for all matters, but for those falling under the purview of a Request Mast it is responsive and provides a private rapport not found elsewhere. Be assured, you will have an interested listener.

R. G. Owens Jr.

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

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-REENLISTMENT BONUS AND VRB-

By GySgt. C. L. BARRETT

The average Marine knows that upon reenlistment, a handy sum of money may be given to him for his decision. But why does the Marine Corps pay this incentive? Is the Marine Corps trying to buy your decision? Should a young Marine decide to reenlist for six years for the sole purpose of getting enough money to buy a car?

First of all, two purposes of the Reenlistment Bonus and Variable Reenlistment Bonus are to provide incentive to retain your talents and to reinforce the Corp's position when you are considering the choices of which road in life to take. Well why give a Marine this money at all? Very simple; it is far more economical for the Marine Corps to give, lets say a Sergeant in the occupational field of avionics, a check for $8,000 to a qualified individual who has chosen the road to a Marine Career, than it would be to retrain another Marine or train a recruit to fill his slot in the system. The cost to train another Marine to fill his shoes would cost five to ten times the $10,000 that the Sergeant would receive. There would also be a substantial amount of time needed to qualify the replacement to the degree that the individual, who might leave the service, is already qualified.

Any Marine, who has done a good job but is not totally satisified with service life, is making a big mistake if he decides to go for six more years for the sole purpose of receiving the cash bonus to buy a car, to invest, or to use in any way he so chooses. For the Marine will be spending a lot more time in uniform on the job than he will in that shiny new car. Unless he develops a positive mature attitude, it's going to be rough going. For the average Marine deciding on a Career in the Corps, Reenlistment Bonus and VRB are but two of the many benefits a Marine Career offers. These bonuses can provide a man with a nest egg for the future or turn some of the luxuries he has been thinking about into reality.

How are the Reenlistment Bonus and VRB computed?

First we compute the Reenlistment Bonus. The formula is: Monthly Base Pay times the number of years one is reenlisting for. The maximum figure that can be paid is $2,000. The Reenlistment Bonus is paid in cash upon reenlistment (less that amount withheld for Federal Income Tax).

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Examples: A Marine with a base pay of $300.00 monthly reenlists for six years. His Reenlistment Bonus would be $300 X 6 or $1,800. A Marine with a base pay of $450.00 per month, who reenlists for four years would receive $450.00 X 4 or $1,800. The Marine with a base pay of $400.00 per month who reenlists for six years would receive $2,000.00 as the amount from computation ($400 X 6 or $2,400.00) exceeds that amount which is allowed by law.

Once the Reenlistment Bonus is computed the VRB can be figured. The amount is determined by knowing the Marine's MOS. MCO 7220.24D lists the MOS's and VRB authorized, listed as VRB-2, VRB-3 or VRB-4.

Example: A Marine has a Reenlistment Bonus of $1,800 with a VRB of three. He would receive $1,800 X 3 or $5,400.00 as a VRB in addition to the Reenlistment Bonus. If this man were authorized lump sum VRB he would receive on reenlistment

$1,800.00	Reenlistment Bonus
$5,400.00	VRB
$7,200.00	(less taxes)

Plus if his reenlistment occured within 90 days of his FAS, he would receive payment for unused leave as well as mileage (at the rate of 6¢ per mile) to either his initial place of enlistment or home of record.

As mentioned above, the Reenlistment Bonus is paid on the date of reenlistment. However, the VRB is paid in equal installments spread over the period for which the Marine has reenlisted, unless lump sum payment is authorized. For example, if the above Marine had reenlisted for four years on 15 January 1972, and he was not authorized lump sum payment he would receive:

On the date of reenlistment:

15 January 1972	$1,800.00	(Reenlistment Bonus)
	$1,350.00	(1st of 4 equal VRB payments)
	$3,150.00*	

On succeeding years - date of reenlistment:

15 January 1973	$1,350.00*	(2nd of 4 Equal VRB payments)
15 January 1974	$1,350.00*	(3rd of 4 equal VRB payments)
15 January 1975	$1,350.00*	(4th of 4 equal VRB payments)

*Less that amount withheld for taxes.

The Reenlistment Bonus and VRB are two of the payments a Marine may receive for deciding to choose a few more years on a Marine Corps Career. It's your choice and yours alone. THINK ABOUT IT. See Your Career Planner for More Information.

-JOB SATISFACTION-

How many times have you heard the expression "that'll get by" or "That's close enough for government work?" Probably far too frequently and often the remark pertains to a task upon which the success or failure does not directly effect the well-being of the speaker. That particular state of mind can best be described by the word "apathy". It is an accepted philosophy for some these days and too often tolerated by virtue of its frequency of appearance in everyday usage. The fact that this attitude is prevalent gives proclivity to its acceptance and sometimes see tragic results. Apathy can cause aircraft accidents, supply shortages, communications gaps, poor morale, and endless unnecessary inconveniences. One of the most difficult human problems to solve is that of the individual who doesn't care. Often a person will say to others that he is not concerned because he will not be honest with himself by admitting that he doesn't know how. This guise can become insidious and overcome good intentions with the slightest assistance from personal hardship. End result - a job poorly done and probably a weakened personal integrity Solution - the school answer would probably be motivation: but is that really getting to the root of the problem? I doubt it. A deeper probe of the matter would probably reveal that the individual lacks one of the necessary ingredients for productive overseas duty, A PERSONAL PRIDE IN HIS JOB. When indifference is replaced by job satisfaction the results can be phenomenal. Where does one acquire this personal sense of accomplishment? There are many ways but I'd like to recommend one that I've known to be effective: that is to rationalize what your job is in the Marine Corps; and secondly, how you could do it better. If those too questions are pondered seriously, and positive action is taken, you can whip that old devil apathy, and soon you'll probably have a new stripe on your arm.

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-TRANSITION PROGRAM-

By SSgt. G. A. O'REILLY

The Department of Defense established Project Transition to train military personnel in a skill which would enhance their opportunity to obtain civilian employment upon release from active duty. This command has not been designated a Transition site mainly because training within the civilian community in this area is not feasable.

The following information is being published for those of you who may become eligible for the program at your next duty station in CONUS.

Transition services consist of four basic areas: Counseling, educational assistance, vocational training assistance, and job referral assistance. Although it is intended that all Marines receive transition counseling prior to separation, the full range of Project Transition services is directed towards the following priority groups:

(1) Combat disabled, or having any other service incurred disability affecting employment.

(2) Do not possess either a civilian or civilian-related military skill.

(3) Non-high school graduates who have not earned GED certificates.

(4) Marines not eligible (or eligible but not recommended) for reenlistment.

Whether in one of the priority groups or not, all persons must meet the following prerequisites to receive Transition services:

(1) Have 6 months or less to FAS.
(2) Have served more than 181 days of Active Duty.
(3) Have indicated an intention not to reenlist.

The objectives of this program are not entirely new or unique. The Marine Corps has traditionally provided services in such areas such as military Career Planning, educational assistance and preseparation counseling. Transition assistance is largely an extension of these long-established services, except that it provides eligible personnel the opportunity to receive inservice training.

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-SERVICEMEN'S GROUP LIFE INSURANCE PROGRAM-

On September 29, 1965, legislation was enacted which provided up to $10,000 group life insurance to members on active duty in the uniformed services defined in the law as the Army, Navy, Air Force, Marine Corps, Coast Guard, Public Health Service and NOAA (National Oceanic and Atmospheric Administration). Effective June 25, 1970, further legislation increased the maximum amount of insurance to $15,000 and extended coverage to all reservists, members of the National Guard, and ROTC members while engaged in authorized training duty.

The coverage is automatic for $15,000 unless the member elects in writing to be insured for $5,000 or $10,000, or not to be insured at all.

For servicemen with active duty coverage (basic coverage), the insurance continues for 120 days after separation from service, without any premium payment during this period. Those totally disabled at discharge have one year's free coverage. The group insurance may be converted to regular individual insurance in any participating commercial insurance company effective at the end of the 120-day or later during the one-year free coverage period.

This program is administered by a commercial primary insurer, The Prudential Insurance Company of America, Newark, N.J. and is supervised by the Veterans Administration.

Premiums for this insurance, including its cost of administration are deducted from servicemen's and reservists' pay and remitted by each uniformed service to the VA, which in turn remits them to the primary insurer. The individual serviceman's premium, subject to change in accordance with the actual experience, was initially set at 20 cents per month per $1,000 of insurance and has not been changed since inception. Since reservists are covered only while engaged in authorized training duty, the premium for this coverage is much lower; initially it has been set at 12 cents per year per $1,000. About 99 percent of those eligible are maintaining the insurance and virtually all of them have the $15,000 maximum at a monthly contribution of $3 for those on active duty and $1.80 annually for reservists.

All claims are paid by the primary insurer. However, in cases where there is some question as to the existence of the coverage, the Veterans Administration makes the final decision. The proceeds of the insurance can be paid either in a lump sum or in 36 equal monthly installments including interest on the unpaid balance. This gives an income of $447 monthly on $15,000 of insurance at the rate of interest now being paid. The beneficiary may choose the mode of payment, unless the insured by designation restricts payment to 36 monthly installments.

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-SUPERIOR PERFORMANCE PAY-

The September issue of WING WORD stated that "only the top 10 percent in any given grade within a command will collect" the Superior Performance Pay of $30 per month. Paragraph 3b of enclosure 3 to Marine Corps Order 7220.12G states that "Competition for selection should be within eligible grades and if feasible, approximately the same percent of the personnel in each grade would be designated to receive Superior Performance Pay." Paragraph 4b of the same enclosure further states that of the Marines eligible to compete for Superior Performance Pay, commanding officers may designate the top 10 percent as superior performers..."

Mathematically, the sum of ten percent of eligible personnel from each grade would equal ten percent of the total eligible personnel. However, as the ten percent guide method will, in most cases, produce fractional results, these figures will have to be rounded off. Further, as the Superior Performance Pay was designed to reward the most highly qualified of eligible personnel, the actual determination of numbers from each grade who will be designated to receive the pay will reflect the character and quality of those in competition. In no case should the overall percentage of ten (which is authorized) be divided by the number of eligible grades and applied to the total number of personnel eligible. This method, if used, would normally result in dividing the allowable ten percent by five eligible grades and applying the resultant two percent into the total eligible personnel for each grade. The inequities of this method and the advantages of using the ten percent guide are illustrated below. Each sample command has 100 eligible personnel and can designate ten men to draw the extra pay.

NOTES	COMMAND ONE					COMMAND TWO			
	E-3	E-4	E-5	E-6	E-7	E-3	E-4	E-5	E-7
a. Marines eligible for Superior Performance Pay	50	23	17	8	2	56	34	7	3
b. 10% of each grade	5	2.3	1.7	.8	.2	5.6	3.4	.7	.3
c. Pounding off; Not to exceed 10% of the total eligible	5	2	2	1	0	6	3	1	0

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* d. % of each grade to draw pay from rounded figures	10%	8.7%	11.8%	12.5%	0%	10.9%	8.6%	14.2%	0%
e. Most qualified men as designated by each command	4	3	1	1	1	4	4	1	1
* f. % of each grade to draw pay from the designated Marines	8%	13%	5.9%	12.5%	50%	7.1%	11.8%	14.2%	33.3%
g. Number based on the even % method for each grade as used against the total eligible personnel	2	2	2	2	2	2.5	2.5	2.5	2.5
h. Most qualified men actually designated using the even % method	2	2	2	2	2	2	2	3	3
* i. % of each grade to draw the extra pay from the designated Marines using the even % method	4%	8.7%	11.8%	25%	100%	3.6%	5.9%	42.9%	100%

* These percentages should be as close as possible for each grade. Thus, while the basic order does not state that ten percent from each eligible grade may be designated to receive Special Performance Pay, the guide of using ten percent to arrive at approximate numbers to be designated from each grade more fully complies with the intent of the basic order. From the examples above, it is evident that using the ten percent method as a guide and then taking the most qualified individuals, a range of 8 to 50 percent for Command one and a range of about 7 to 33 percent for Command two gives a closer representative percentage for those designated from each grade than by using the even percent method (about 4 to 100 % range for both commands).

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SERVICE/FILE NUMBERS OUT

On 1 January 1972, Social Security Number became the military identification number in all services. All personnel accounting documents were shifted to use of Social Security Number on 1 July 1971, and all official correspondence has required both service/file number and Social Security Number since that date. Although the target date of 1 January 1972 is firm for the transition to the exclusive use of the social security number (SSN) as a primary identifier for active duty personnel, an otherwise valid Uniformed Services Identification and Privilege Card (DD Form 1173) for dependents will not be reissued for the sole purpose of adding the SSN. However, when a card is replaced due to normal expiration or loss, the SSN should be added to the reissued card.

-COURTESY-

Courtesy, the accepted form of politeness among civilized people, smooths the personal relationship among individuals in all walks of life. Although civilian rules of courtesy generally apply to military life, military courtesy has developed certain special forms of politeness and respect which all Marines must know and practice.

One of the most important of all military courtesies is the salute. It is an honored tradition of the military profession throughout the world. Saluting is a custom that predates recorded history, but it is believed to have originated back in the days when all men bore arms. In those days, warriors sometimes would shift their weapons from the right hand to the left and raise the right hand to show friendly or non-hostile intentions.

Appropriate saluting today is required by regulation, but the manner and evident spirit in which it is executed is regarded as a measure of professionalism. Marines, long on tradition, have always taken particular pride in their execution of this mark of courtesy and respect.

But there should be another reason for saluting other than regulation or tradition. Saluting can also be a cordial greeting and an exchange of niceties, as well as a manifestation of mutual regard and respect between two fellow Marines.

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-A NEW LOOK AT MARIJUANA-

The smoking of marijuana today is coming under a new look by various scientists who deal in one way or another with the drug itself, with the uses to which it is put, or with its users..

Men who once pooh-poohed some of the commonest allegations that the use of marijuana as an intoxicant is a dangerous and harmful practice still pooh-pooh some of the old arguments against pot smoking. But the beginnings of a new knowledge are giving them cause for concern. At an international conference on the drug in New York - called by the N.Y. Academy of Sciences last May - concern was expressed that marijuana may well bring on a "social disaster."

We all know that marijuana has been widely held to be innocent of many of the old charges against it. It has actually been too easy to discredit a great deal that has been said against it. Until recently, marijuana was one of the least studied of drugs - and no matter what was said was more talk than knowledge.

The scientists who met in New York last May weren't talking about what was once said. They were talking about their own observations, starting from scratch. They had seen some evidence of real marijuana addiction and withdrawal symptoms, similar in kind if not degree to the symptoms of heroin addiction. They had observed that marijuana contains the same substances that, in cigarettes, are believed to cause cancer. They noted that in sufficient doses the drug can produce psychotic, LSD - like mental effects, that it can interfere with safe driving and produce birth defects in experimental animals.

They noted further that it is among the most treacherous and deceitful of drugs because the potency and effects of marijuana cigarettes vary widely. These depend, among other things, on the age of the material, the original plant source, the parts of the plant used, the concentration of true marijuana fibers that the supplier has put into the cigarette, and the personality, physical condition and mental state of the user. Thus, the amateur who has smoked pot once and found it harmless deceives himself if he judges the next mixture by the last. And so does the expert who judges tomorrow's "reefer" on the basis of yesterday's, or predicts the effect on Smith on the basis of the effect on Jones.

The old myths that marijuana inevitably drives you insane, turns you into a sex maniac or leads to a life of crime are now almost meaningless. It actually can do that but certainly not in

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all circumstances. The new myths about marijuana's "innocence," based chiefly on the falsity of some of the old myths, are evidently going to prove to be just as inaccurate. To the experts, one thing is clear. Marijuana is not harmless.

If people argue about what marijuana does, there is good reason. Though its source plant, the hemp, has been put to dozens of uses by man over thousands of years, it was not closely analyzed until very recently.

Hemp extracts used medicinally were replaced by better drugs before modern scientific techniques were developed. By the time they were developed there was little interest in careful study of marijuana's properties. It was outdated medicinally (and later illegal to own). Meanwhile, the job of studying it was so complex as to discourage the effort in the absence of any great interest.

There are many varieties of the plant grown around the globe. Their properties differ, while various parts of the plant also differ in their drug potency. Different people react differently to the use of "pot." Thus, until its recent use as an intoxicant assumed large proportions, there was little modern, accurate knowledge of it - possibly less than of any other common drug. What we have previously "known" about it was largely the uninformed opinion of amateurish observers, and in fact true study is only just getting up steam.

When in the mid - 30's New Orleans suffered a crime wave, it was blamed on marijuana and the country was alarmed at descriptions issued by the Bureau of Narcotics - how marijuana smoking leads inevitably to violent crimes, arouses sexual passions and causes insanity. With practically no scientific inquiry, Congress in 1937 passed the Marijuana Tax Act (a prohibition and not a tax act) despite testimony of the legislative counsel of the American Medical Association that there was no proof of the lurid tales of marijuana's certain effects. Since most people just didn't care, the advocates of this prohibition of marijuana had their way.

Dr. Stanley Yolles, formerly Assistant Surgeon General of the U.S. Public Health Service and now Professor of Psychiatry at the State University of New York at Stony Brook, points out that the anti-marijuana propaganda was misinformation handed out by people who knew better. People were told the certain dangers of this horrible dope but those who tried it found that it didn't perform as advertised. They got high on it but didn't become raving, sex-mad, insane criminals. So contempt developed for the official posture on marijuana and spread to contempt for the facts about heroin. It was the story of Prohibition all over again.

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Even scientists ,psychiatrists and medical practitioners reacted against the hard-sell attack on marijuana. Only a few years ago, most of these experts felt there was no danger in pot smoking, and that the drug should be freely available.

But when smoking the drug recently snowballed, until it became as smart a thing for youngsters as getting roaring drunk on rotgut was during prohibition, fresh studies began that divorced themselves from all that had been said before.

The plant itself was well known, but after thousands of years science still knew little about the active ingredient, which hadn't even been isolated.

The marijuana that is smoked is actually a mixture of crushed leaves, flowers, and often twigs of Cannabis Sativa, which has separate male and female plants. The flowering tops of the female plants secrete a clear, varnish like resin - hashish - which is ten times as strong as the stuff from the leaves and twigs.

While the active ingredients of the opiates and cocaine have been known for more than a century, it was not until 1964 that an Israeli chemistry professor, D. Raphael Mechoulam, isolated marijuana's active ingredient. It has a jaw-breaking chemical name, so it's called THC for short.

Only when Mechoulam had identified and isolated THC could real investigation of it begin. It produced some surprises, such as that a lot of pot smokers aren't smoking pot. Researchers in Ontario discovered that about one third of the "strong stuff" available there contained no THC at all, and some of it had nothing at all from the hemp plant!

Dr. Reese T. Jones, Langley Porter Neuropsychiatric Institute assistant professor of psychiatry, has shown that subjects can smoke fake "reefers" made of anything without THC content and still get a "high" with it! Jones concludes that often the effects "pot-smokers" experience are self-induced, psychologically.

Recent investigations have shown that the THC content of marijuana (when there is a content) can range all the way from 0.38% to 7.8%. The University of Mississippi School of Pharmacy has produced the first scientific "pot" plantation and studied the plant itself, showing that the hereditary strain of the particular plant is more important to its THC content than the soil, moisture, heat or other growing conditions formerly credited. In fact, Mississippi's Professor of Pharmacognosy, Dr. Norman H. Doorenbos, tells of a hemp plant supposedly grown in a closet with a tungsten light bulb instead of sun. It had 6.8% THC as compared to a normally grown Minnesota plant with 0.038% and Mexican variants with 7.2%.

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Clearly, the "reefers" of the street trade are too erratic in content, and often too weak, to prove anything about the effects of this intoxicant. Dr. Leo H. Hollister, Medical Investigator at Palo Alto's V.A. Hospital, and one of the outstanding marijuana investigators, finds that even the smoking itself is highly variable. Different individuals get anywhere from 20% to 80% of the THC content of a "reefer," depending on how they smoke. The effects of marijuana vary widely, depending on the dose, from a mild, brief "high," to a prolonged, severe experience. Not until recently did investigators realize that they should record the strength of each sample used to avoid false conclusions. THC deteriorates quickly and marijuana's content changes even during the period of the experiment, invalidating most of the early experimental findings. In short, marijuana varies so widely that many generalities about it need cautious qualification.

Hollister finds that marijuana produces, first, stimulation, and then a sleepy, dreamlike feeling. But if the dose is increased sufficiently, psychotic (insanity-like) effects appear - strange skin sensations; difficulty in thinking, concentrating and speaking, even a feeling of being strange and unreal. But the only measurable consistent effects yet shown are an increased heart rate and a reddening of the eyes. Although hunger and appetite are classically reported, Hollister found this true in barely half his subjects.

Hollister finds that the more complicated the mental and physical test the user is put to "the greater the impairment." A loss in personal capability is clearly seen in users. The National Institute of Mental Health (NIMH) summarizes the effects at the usual intoxicant levels as "a subtle alteration in emotional state characterized by a feeling of euphoria, excess jocularity, and a minimal but subtle impairment of higher intellectual functioning."

Physically, several investigators have noted a loss in leg, hand and finger strength; and some fine hand tremors. In one study, half the auto drivers under marijuana's influence did more poorly than those not using it. In another series, the "high" subjects consistently answered "no!" when asked if they could then drive a car. The ability to concentrate - among the best predictors of auto driving performance - is damaged while under the drug. Dr. Ira Frank, University of California Neuropsychiatric Institute, has found that the eyes of marijuana smokers take longer than those of non-users to recover from headlight glare.

Dr. Bertram Brown, NIMH director, says that mental and physical performance is affected by marijuana intoxication to a varying degree which increases with the complexity and demands of the task. Dr. Sidney Cohen (U. of Cal.) says that the illusion that smoking pot enhances creativity is unsubstantiated

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by observations. It seems to be on a par with the illusion of a drunk that his silly talk is clever.

Marijuana has produced birth defects in animals. A University of Mississippi team recently concluded that while THC can pass into the bloodstream of the unborn, it is the plant extract rather than THC itself which contains the damaging substance. However, pups born after the mother was given high THC doses "were severely stunted in most cases." More work remains to be done, and there is as yet no hard evidence on what role THC or marijuana play in human birth defects.

Dr. Reese Jones has experimented widely and puts the problem bluntly: "With imprudent use of marijuana, or extensive use in a certain personality type or setting, it's a disaster! And considering what is known today, I don't think anyone can use it prudently - at least not in our time."

The effects of long-term regular use of the drug may prove to do the worst harm. As one medical investigator pointed out in New York, barbiturates were in widespread use for 50 years before it became clear that they produced addiction.

Dr. Norman Doorenbos explained there are some 30 different variants of marijuana with peak THC levels varying as much as 400-fold. Pointing out that it took millions of smokers and many years to connect tobacco and cancer, he calls attention to the fact that the same substances believed to cause cancer in tobacco cigarettes are also present in marijuana cigarettes. As he put it: "We always hear the bad news after the good - public as well as scientists - and it's true of drugs or other chemicals introduced into the body. I think this will be true of marijuana also. And the most harmful effects may well turn out not to be from THC but from things not yet even found."

Dr. Joel Kaplan, psychiatrist and chief of Admissions Unit at New York City's Hillside Hospital (a psychiatric institution), had his outlook completely changed by service in Vietnam in 1968-69. He was in charge of a neuropsychiatric team covering the entire northern half of South Vietnam. When he went there, he felt that marijuana was no serious matter: "I would have talked a completely different ball game than now - it was an innocuous drug and if people wanted to try it, let them. But I couldn't ignore the facts that were hitting me in the face - and when I came back here I found the same thing. It's rough to predict, but I would say that one out of ten who try marijuana go on to become dependent on it."

Dr. Kaplan recalls how soldiers in Vietnam who were "really into smoking" would talk of "how well they functioned." But it was "a different story when their buddies told us how they started messing up when going out on patrols."

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With a far more powerful marijuana available in Vietnam, Kaplan saw "toxic psychosis" (insanity) resulting from the drug and leading to "violent crimes such as murder, rape and attempted robbery." He saw the results of long periods of heavy use day in and day out - "the person's character changing, functioning deteriorating, and in general becoming messed up." Then he returned to the United States to see the same sort of thing here. Further, he believes he did see typical dependency developing, and withdrawal symptoms similar to those with heroin but not as severe. Here we have the worst of the old myths coming true - in special circumstances of heavy use of a potent strain of hemp.

The problem of dependency (addiction) is one of the findings that has the experts worried. Dr. Ronald R. Jasinski, chief of clinical pharmacology of NIMH's addiction research center at Lexington, Ky., is another who has found withdrawal symptoms following abrupt cessation of smoking marijuana. His institution has shown that toxic psychosis from the drug is caused by the amount used and can be produced in anyone if enough drug is given.

Researchers are now seriously concerned about the effect of prolonged usage, and this will take years to learn - when it may be too late for many users. As Reese Jones points out: "There's no super - duper scientific way of getting this data fast. Most people have to use alcohol about ten years before the alcoh addict turns up in the clinics." It may take longer in the case of marijuana, since much of the current pot is weak (although it may not remain so) and most users smoke only a few marijuana cigarettes a week.

Another expert who has recently altered his thinking is Dr. D. Harvey Powelson, chief psychiatrist at the University of California's Cowell Hospital. Five years ago he didn't think the drug was harmful, now he sees damage from it. He sees "pot-heads" showing the same effects as those on LSD. This ties in with what Dr. Kaplan found in Vietnam - that strong doses of the intoxicant produced LSD-like effects.

One effect of smoking marijuana has been described on a world-wide basis as an "amotivational syndrome."

In its ultimate form, NIMH describes this as a "loss of interest in virtually all activities other than drug use - lethargy, social deterioration and drug preoccupation that might be compared to that of the skid row alcoholic's preoccupation with drinking."

These increasing numbers of scientific reports on the damaging effects of marijuana have turned around the thinking of many other experts in the field. Their earlier view that the drug is harmless and that it's up to the individual to use it or not as he chooses has switched to one that it is a distinct danger, and particularly so to adolescents.

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As Dr. Solomon H. Snyder, professor of psychiatry and pharmacology at Johns Hopkins School of Medicine, put it to me: "Adolescents are more particularly susceptible to any intoxicant and it's best they not be allowed to have them - which is why it's illegal in most places for those under 18 or 21 to buy alcohol. There are potential dangers to the drug. There probably is a dependence...."

Dr. Stanley Yolles explained this to me in greater detail: "Marijuana is a buffer between the individual and reality. In the personality - forming years of adolescence this becomes very important because the personality is really shaped by the interaction with the environment. Anything which dulls that interaction is a very serious problem." Moreover, he finds that the person who starts to use the drug daily will escalate almost immediately to more than once a day and become a chronic user.

Dr. Yolles went on: "For some people the effects may be very major and my position is that until we know more we cannot make a rational decision as to what to do about marijuana." Dr. Sidney Cohen, University of California professor of psychiatry, and former director of NIMH's Division of Narcotic Addiction and Drug Abuse, is concerned that those who change under the influence of the drug "don't realize it themselves. It's only when they stop that they say "Oh yes, I was befuddled for months." Then you get the story and this is what concerns a lot of the investigators."

As to the beneficial use of cannabis - no one has yet proven any medical condition in which its administration is of value, while investigators are almost uniformly doubtful whether there is any. However, the study of marijuana may spark development of synthetic drugs which will yet prove of value medically. Right now, any such evidence seems far in the future.

Dr. Yolles summed up his opinion in a way that held true for the many experts interviewed: "as we find more and more about the effects of the drug, scientists are taking a dimmer view of the unrestricted use of it... even the most liberal people."

But the most complete overview of the problem of marijuana usage came from Dr. Sidney Cohen. He sees our present knowledge of marijuana "like a mosaic with little bits of information falling into place. The old myths that marijuana surely drives you crazy, makes you a sex maniac, leads to a life of crime seem totally irrelevant. On the other hand the new myths, just as irrational but provided by the pro-marijuana group of users, will probably fall apart too in the same light of scientific scrutiny.... But the pervasive notion that you hear on the street that marijuana is harmless - this is just not so...."

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This then is the new look that medical scientists are now taking at this old intoxicant drug. The investigators are running scared, while they are only just scratching the surface of what marijuana really does to man.

- AVIATOR TRANSITION -

A recent order provides revisions to the policies whereby aviators can formerly request transition training between rotary wing, tactical jet, and transport aircraft. An obligation is incurred for 3 years by accepting the training. Accepted helicopter pilots who received their training from the Army will be assigned to fixed wing training conducted by the Naval Air Training Command and, upon completion, will have all flight restrictions previously imposed removed. Approval is made by CMC. For further details see MCO 1331.2C published 29 December 1971.

-ADVANCED DEGREE PROGRAM-

Marine Corps Bulletin 1520 (ALMAR-012 on CMC message 021914Z Feb 72) readdressed the subject of applying for the Advanced Degree Program. Applications for all disciplines listed in Marine Corps Order 1560.19A must arrive at Headquarters Marine Corps (CODE DX) not later than 1 March 1972. However, according to ALMAR 012, applications are particularly desired for the following disciplines: Communications Engineering, Computer Sciences, Management/Industrial Engineering, Financial Management, and General Management. All interested personnel should submit their applications in accordance with the directives mentioned above.

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1ST MARINE AIRCRAFT WING

NEWSLETTER

WING WORD

MAR. 1972

TAB - Y #2

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"WING WORD"

Commanding General	Major General R. G. OWENS JR.
Career Planning Officer	Major R. L. BAINBRIDGE
Officer Retention Officer	Captain W. K. WESTLING
Career Planning NCOIC	Gunnery Sergeant C. BARRETT
Career Planner	Staff Sergeant G. A. O'REILLY

The Wing Word is an unofficial publication of the First Marine Aircraft Wing. It complies with MCO P5600.31A and the information contained herein is not to be considered directive in nature. It is published by the Career Planning Section and the Assistant Chief of Staff G-1.

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-PHYSICAL FITNESS-

One of the essential attributes of a professional military man is a physically fit body. Unless he keeps his muscles in good enough condition to perform all the rigors of life a Marine in the field might reasonably expect to encounter he is remiss in a duty requiring only a little time and some self-discipline. Recently we have seen published the requirement to submit photographs prior to reenlistment dictating a harsher look at personal appearance. Since promulgation of that directive a revision of our physical fitness test was accomplished and distributed to the field. What does all this mean-? In plain language it means that the corpulent and those who will not get in good physical condition will have difficulty in promotions and in acquiring authorization to reenlist. It is a necessity that those with metabolism or diet habits conducive to weight addition must be especially watchful of their caloric intake or they will compound the problem. A trip to the Flight Surgeon can provide a recommended safe diet and there are a number of excellent books available on progressive exercises leading to an acceptable state of physical condition. It isn't a necessity that every man be a professional "jock" but the fat and lazy are not to be tolerated.

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

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-EMERGENCY LEAVE-

Recently a member of this Command based at Iwakuni received information that his presence at home was immediately required and the circumstances justified the granting of emergency leave. In a matter of three hours he was packed, had leave orders, and was on a flight to Yokota Air Base. His arrival at Yokota was anticipated by 1st Wing Liaison Marines at the passenger terminal and in 45 minutes was manifested on a flight to Travis AFB in California. After a wait of less than two hours at Travis he was again on an airplane enroute to an Air Base in the midwestern United States.

How did all this happen? Luck - Chance, the breaks, not hardly. The primary reason and possibly the single cause factor was that the people involved with assistance CARED about helping those faced with an emergency leave situation. In many cases these people occupy billets of great responsibility and have other matters of pressing concern present in their day to day routine, but these are laid aside when the need to help a fellow Marine arises. This succor spirit has been with the Marine Corps a long time and is one of the chief ingredients that causes our Corps of Marines to be described as "ELITE". It's a good feeling to know you are a part of that team.

-BUMPER STICKERS-

A few years ago an automobile sticker showing a Marine Sergeant in a "Smokey Bear" hat was prevalent around the San Diego and Parris Island areas. It had "DI Pride" lettered around the picture. To many people the decal was just another automobile bumper decoration, but to those who have gone through Boot Camp it has a different meaning. If your Boot Camp initiation is given some serious thought you'll realize that the Drill Instructor who monitored your progress through Boot Camp probably had a significant influence on your attitude and behavior in your first years in the Marine Corps.

The Drill Instructor is an important part of Marine Corps training and there is always a demand for Marines desiring and qualifying for this duty. See your Career Planner for details on how to apply. We have a few good men that need your experience.

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-IT AIN'T A BIG THING-

By LtGen. William K. Jones USMC

If you believe what some of the young people say these days, the Honorable Discharge "ain't a big thing." After all, you can squeak by with a General Discharge and still go to school or get the VA to guarantee a home or farm loan.

People who take this position have a point-as far as it goes. But I notice that they seldom mention anything besides legal rights. No matter how you look at it, the man with an Honorable Discharge has more going for him. For Example:

He'll never have to make excuses to an employer, his family, or friends. His discharge speaks for itself. It has "success" stamped all over it. There's no suggestion in it that he got fired, no hint that he copped out" of a team effort, no inference that he couldn't give of himself to something larger than himself. In fact, the only inference you can draw from an Honorable Discharge is a positive one: the man was successful in meeting responsibility.

He won't be nagged for the rest of his life with self-doubt of his ability to measure up. He won't have tried-and failed-to fully meet a hard challenge. He won't feel compelled, years after he leaves the Marine Corps, to write in-as many do-asking for another chance. When it comes to his opinion of himself, the Marine with an Honorable Discharge gets a powerful boost in self-esteem.

"It ain't a big thing"?

Maybe so. But in the years ahead I'll bet you'll say it was no "big thing" only if your discharge certificate is one you'd frame and place on your wall, a certificate that has "Honorable Discharge" embossed on it in big letters. Otherwise you may want to change the subject and talk about something else.

THINK ABOUT IT!

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-PREFERENCE OF DUTY STATEMENTS-

"Officers and Enlisted Marines in the grade of Sergeant and above who desire to change their stated preference of duty subsequent to the submission of a fitness report may submit a standard postal card to CMC (Code DFA for officers, Code DFB for enlisted)" in the following Format:

Rank Initials Last Name SerNo
Unit, Section
Return Address, Zip Code

Front of Post Card

COMMANDANT OF THE MARINE CORPS
CODE DFA (OR DFB)
HEADQUARTERS, U.S. MARINE CORPS
WASHINGTON, D. C. 20380

Rear of Post Card

a. Rank, First name, middle initial, last name
b. Service number/Social Security Number
c. Primary MOS/Additional MOS(s)
d. Preference of duty (1) First choice (2)...(3)
e. Date of last fitness report
f. Number of dependents and location
g. Remarks
h. Signature

Amplifying information and pertinent references can be found in Marine Corps Order 1300.30A.

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-FITNESS REPORT READOUTS-

Officer's, Staff NCO's and Sergeants may all request readouts on fitness reports which are held at HQMC. The method of applying and the information which the individual receives varies for the respective ranks.

Officers should submit their requests on a 3"X5" card (preferrably sent in an envelope) as indicated below. IBM printouts are sent to this command in one large envelope even though each printout is contained in a separate sealed and addressed envelope. These printouts are delivered to the individual or sent via regular mail (to Officer's located away from Iwakuni).

Front of 3"X 5" Card

COMMANDANT OF THE MARINE CORPS
CODE DCA
HEADQUARTERS, U.S. MARINE CORPS
WASHINGTON, D. C. 20380

Rear of 3"X5" Card

_____
DATE

I, _____
(NAME) (RANK) (SOCSECNO) (MOS)
authorize the Career Planning Branch ,HQMC, to screen my official records and provide the IBM Printout.

_____
(SIGNATURE)

_____
(Show complete military address below)

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Staff NCO's submit requests for fitness report readouts by submitting the information indicated above on two 3"X5" cards with a self addressed envelope to their career planner to Code DC Vice DCA. In addition the words "a read-out should be substituted for the words "the IBM printout" found on the above example. Duplicate copies of the fitness reports on file (less section D) covering the period from promotion to present rank held through the present report on file are sent to the individuals Career Planner.

Sergeants who desire a fitness report readout may ask their Sergeant major to send a letter to the Sergeant Major of the Marine Corps requesting a fitness report readout preferably indicating the reason for subject readout. A hand written breakdown of the fitness reports on file along with pertinent comments is then mailed to the individual's Sergeant Major.

-MILITARY SUGGESTION PROGRAM-

The Navy Times of 5 November 1971 carried an article on the results of the military beneficial suggestion programs with the statement that "The Coast Guard did better than the much larger Marine Corps."

In support of this, the article stated that the Coast Guard received 588 suggestions versus the Marine Corps' 507; and the Coast Guard adopted 183 for awards of $19,540 compared with 150 adoptions and awards of $17,414 by the Marine Corps. Only in estimated first year savings of $901,000 did the Marine Corps exceed the Coast Guard with its savings of in excess of $400,000.

When one considers the Coast Guard strength is slightly in excess of 37,000, with an additional 900 Coast Guard cadets, the comparison provides a challenge to press for greater interest and participation by Marines.

-NAVAL ACADEMY AND PREPARATORY SCHOOL PROGRAM-

Qualified individuals who desire to be nominated as candidates for the Naval Academy Preparatory School and Naval Academy Program should submit their applications to the Commanding Officer Naval Academy Preparatory School, Bainbridge Maryland 21905 by 30 May 1972. Eligibility requirements and detailed instructions for application are found in Marine Corps Bulletin 1530 dated 27 December 1971 (for FY 72 applications) and Marine Corps Order 1530.11.

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-DUTY STATION EXCHANGE PROGRAM-

Now and then two Marines learn that they are both under orders to an assignment which they do not desire but that their contemporary desires. These individuals may request exchange of duty provided the following criteria are met.

1. Both individuals concerned are of the same grade possess an MOS compatible for the duty assignment, and both agree to exchange future duty assignments.

2. Both individuals are in receipt of orders but have not moved their dependents or personal effects at government expense.

3. Both individuals have sufficient active service remaining to meet tour length requirements.

4. Both individuals meet all assignment criteria for the duty stations requested to be exchanged.

5. If the proposed exchange involves an unaccompanied West Pac assignment then both assignments must be unaccompanied in West Pac. Requests will be submitted on Administrative Action Form (NAVMC 10274) to CMC (Code DFA for Officers and Code DFB for Enlisted). For further details, policy and procedures refer to Marine Corps Order 1301.18.

-SELECTIVE SERVICE-

Recent correspondence from the Selective Service System has provided the following information. Any man who has entered any of the Armed Forces is not required to contact his local board regarding changes of address of status while on active duty. However, upon discharge or release from service, any man who was previously registered with Selective Service is required to report to the nearest local board with his DD Form 214 within 30 days following his discharge or release.

-FOR CAREER PLANNERS-

Just received in the field is Marine Corps Order 1001.39D which deals with indoctrination of personnel being separated from the Regular Marine Corps and concerns their participation in the Organized Marine Corps Reserve. Career Planning NCO's will note a number of tasks they are responsible for in this directive and it is a "must" for your files and checklists.

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- Feedback -

Last Months edition contained information that the Commanding General was going to look into areas that were troubling Marines locally. This is an extraction from his letter to all Commanding Officers dealing with complaints concerning the Mess Hall:

Item: Long messhall waiting line. Due to the inability of the messhall to provide sufficient food to meet demands sometimes up to 1/2 hour delays are incurred while additional food is prepared.

Reply: When a messhall feeds 1500 men in a relatively short time it is inevitable that lines will develope. Continuous efforts are being made to eliminate the requirement for substitute items that have to be prepared on short notice, and to prevent any delays whatsoever.

CG Comment: There is a 2500 man subsistence building programed for construction directly across the street from the present Wingside messhall. Estimated cost of this structure is $1,384,000. This new facility will eliminate many of the irritants associated with long lines and extended serving hours.

Item: There is no variety in the Messhall snackline.

Reply: In the very near future a snack bar take out service will be provided for in both messhalls. This new service will provide the items currently being served plus a variety of cold sandwiches, coca cola and other flavored drinks and soft freeze ice cream. Public Works is currently in the planning stage to install the required equipment that is on hand and we hope that with this new snack bar better service will be provided.

CG Comment: It should be remembered that the purpose of the snack line is to provide an alternate service for the Marine who does not desire to eat the regular balanced meal provided. The snack line is not a "short-order" concession. The progress of the establishment of the snack bar take out service will be monitored. The estimated date of activation will be provided as a follow-up to this item.

As a related item, the Air Station has 50 coke (soft drink) machines and 50 candy dispensers at a total value of $50,000 on order. This equipment will be distributed throughout the Air Station and operated by the PX.

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Item: Menus in the messhall should be varied. The food offered is monotonous and shows no imagination.

Reply: There is no basis for the above statement in that the existing 42 day menus provides as much of a variety possible. A representative sampling of the menu reveals that there are three grill steaks, four swiss steaks, two chicken fried steaks, four pork chops, four ham steaks, three meat loaves, one baked ham, four spare ribs, and other assorted meals. The monotony felt by those who made this statement may not be in the meals served so much as in the environment in which they are consumed.

CG Comment: Menu preparation which will satisfy all of the large number of Marines has always been and will continue to be a problem in view of the varied ethnic and cultural background of the members of our Corps. Nevertheless these menus are under constant analysis by dietary experts of DOD, and more desirable menus are constantly being developed.

Item: There is not enough silverware, glasses, dishes, etc. in the messhall. If a man comes in towards the end of the evening meal he has to use unsatisfactory substitutes in order to eat.

Reply: At times this is true and the basic reason behind the various shortages is the removal of these items by the troops for use in working spaces, barracks, etc. During the period 1 July to 31 December 1971 the following replacement items were issued to Mess #2.

Cups	4,320	Glasses	8,784
Bowls	2,320	Plates	2,160
Knives	1,680	Spoons	3,600
Forks	2,320		

This represents a dollar outlay of over $8,000. Obviously not all these items were broken. If the troops would refrain from taking these items from the messhalls there will be enough to go around. Further, it is requested that commands return all mess equipment in their possession to the messhalls.

CG Comment: A concerted effort by all organizations and individual Marines will be made to return all messhall equipment to the mess and keep it there! The presence of specific items, i. e., messhall cups, glasses, tableware, etc. in working or living spaces, is prohibited and requires continuous attention.

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-CHAMPUS NEWS-

CHAMPUS fiscal administrators reject thousands of claims each month because of the annual outpatient deductible has not been met. Beneficiaries are reminded that they can help prevent the rejection of these claims and expedite processing and payment by accumulating enough bills and receipts for outpatient care to satisfy the $50 individual or $100 family deductible before submitting their first claim each fiscal year. It is not necessary that these bills be first paid before being used to satisfy the outpatient deductible. An itemized bill reflecting a legal obligation to pay is sufficient. As soon as sufficient charges are incurred, the beneficiary should complete his portion of the claim form and send the form with the itemized bills or receipts to the state fiscal administrator, who will issue a deductible certificate. After the deductible is satisfied, beneficiaries are encouraged to submit claims every two or three months or more frequently when the value of the receipts or itemized statements exceeds $25 to $30.

Legislation establishing CHAMPUS requires program beneficiaries to meet a deductible each fiscal year (1 July-30 June) for authorized health care or services received under the outpatient portion of the program. The amount of this deductible is $50 when only one beneficiary uses the program and $100 if two or more members of a family are receiving civilian health care. Reimbursement claims for inpatient related care may be submitted at any time without regard to the outpatient deductible. In response to numerous inquiries that have been received by OCHAMPUS regarding the scope of dental care authorized for expectant mothers, OCHAMPUS officials have announced the following guidelines.

Dental care required to eliminate foci of infection which might prove detrimental to the health of the expectant mother or unborn child is authorized to include extraction of teeth, endodontics, periodontics, restoration of carious teeth, oral hygiene treatment and those diagnostic procedures necessary to provide the aforementioned care. Gold restorations are authorized but only if the doctor is unable to adequately restore the tooth by means of amalgam or another accepted dental material other than gold.

OCHAMPUS will also authorize the replacement, by means of a prosthetic appliance, of a tooth or teeth extracted during the pregnancy. However, the replacement of teeth that were

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missing prior to the pregnancy is not authorized unless the absence of said teeth will result in marked diminution of the masticatory process, thereby resulting in nutritional deficiencies which could seriously compromise the pregnancy. If a prosthetic appliance is provided to replace teeth not extracted during the pregnancy, written justification for this care from the physician and dentist must be submitted with the claim. Replacement of teeth, when authorized, must, of course, be accomplished by the most economical means that will adequately restore the dentition. Statements of charges for authorized dental care must be submitted to OCHAMPUS ,upon completion of treatment, on DA Form 1863-2 and must be accompanied by a statement from the patient's obstetrician verifying the pregnancy and giving the estimated or actual date of delivery. Preauthorization for dental care is not required. Authorization for dental care terminates with the termination of the pregnancy, with the exception that those teeth extracted during the later stages of pregnancy may be replaced within a reasonable time subsequent to the termination of the pregnancy.

Under guidelines recently announced by officials of the CHAMPUS, dependents residing with their active duty sponsors who live in Iowa, Minnesota, Oregon, Vermont, West Virginia and Wisconsin no longer need a Nonavailability Statement to obtain inpatient care through CHAMPUS.

In addition, dependents in other areas who reside more than 30 miles from a uniformed service hospital may now also obtain care in civilian hospitals without a Nonavailability Statement. In the past, except in unusual circumstances, as in the case of an emergency, dependents of active duty personnel residing with their sponsors had to obtain a Nonavailability Statement before they were authorized to receive inpatient care under CHAMPUS.

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-RETIREMENT: HAPPY DAYS THAT LIE AHEAD-

After years of active duty, what does a member of the armed forces and his dependents have to look forward to during the retirement years? Retiring from active duty does not mean an end to the close relationship a former member of the armed forces has had with military life. Many of the benefits enjoyed during the years of active duty are still available in retirement. And, there is more time to enjoy them. Retired members and their dependents may use the open messes of military installations, buy at commissaries and exchanges, enjoy first-run films at the installation theater and take advantage of recreation facilities the family service center, and legal assistance. These are only a few of the benefits that honorable service in the armed forces brings.

Medical care can be had on a space-available basis in Service hospitals and retired military personnel and certain qualified dependents are fully covered in the CHAMPUS program until the age of 65. Defense Information Guidance Series Fact Sheet Number 8-A3 ,"CHAMPUS (Civilian Health and Medical Program of the Uniformed Services)," dated May, 1971, has further information on this Coverage.

The benefits that a retired military member has under the Veterans Administration's programs are many and varied. Included are a number of different types of educational programs, assistance in vocational training home loans, medical care under certain circumstances, and benefits which are available to widows and children. Make a visit to the nearest Veterans Administration office one of the first stops when you finally settle down in a permanent home. For planning ahead, you might want to write to the VA and ask for the latest copy of the Veterans Administration publication "Federal Benefits for Veterans and Dependents," which provides detailed information on the VA benefits. Three areas of concern common to military retirees are: personal records, planning and purchasing a retirement home and seeking a second career.

If a member of the armed forces---whether the head of a household or single---has not made out a will, settling into the retirement years is a good time to do so. The years of traveling on military tours are finished, all the household goods are in one place for the first time in a long time, and the papers for the house, the car, and other property are in final form. Then is the time to get the whole estate on paper.

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A will is a legal document which controls the disposition of a person's estate upon his death. Do not attempt to make one with a "do-it-yourself" booklet, since the laws and statutes of each State set the formal requirements for a valid will. The advice and assistance of a trained individual lawyer familiar with the laws of the State in which you are residing---is required in drawing up a proper will. An appointment with the legal assistance office will be the first step in making a will. Both a husband and a wife should make wills, and each party should be familiar with the contents of the other's will. A person loses nothing when he signs a will, for it may be revoked completely, modified, or enlarged at any time before death, if such changes are made in compliance with strict legal requirements. The distribution of personal property and real property is governed by the law of the State, if you die without an effective will in existence. If this is the case, the distribution of your estate will depend on the composition of, not on the needs of your family.

Briefly, the advantages of having a will include:

----You may choose the executor you wish to settle your estate;
----The expense of bond premiums, as well as some probate costs, can be avoided;
----You may choose the guardian who will take care of your minor children; and,
----You decide who gets your property, instead of the laws making the decision for you. You might want to provide a large share for a young or sick child, or leave something to charity, or leave the entire estate to your spouse.

If you presently have a will, you should follow the general rule that an attorney should reexamine a will at least once a year. Once made, a will or wills should be filed away with other valuable papers, such as; discharge certificates, Social Security earnings records, CHAMPUS a accounts ,mortgage papers (including the Veterans Administration or Federal Housing Administration file number if either of these agencies guaranteed or insured the mortgage loan), property deeds ,home improvement cost records (invaluable when it comes to sell the property and take advantage of the capital gains portion of the tax laws), marriage certificate, birth and baptismal certificates, titles to automobiles, along with insurance policies which cover the different cars, personal insurance papers, and income tax records for past years. Included along with these valuable documents should be a listing of names and addresses of individuals vital to the well-being of a family. These may include: the executor, insurance agents, bank references (such as the individual

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who handled the mortgage) ,active and retired Service friends who can serve as personal references, the family doctor and dentist and medical specialists, and the address of the agency which is to be contacted in matters relating to retired pay and privileges.

Most military men and women have dreams of a home in which to retire, one set in an area which will be enjoyable for the remainder of life. The warm sun of Florida, or the dry climate of Arizona, or even the cool wooded areas of North Carolina are explained in the multi-color brochures that many companies sent to military families. The fact that lots in these areas can be paid for in small monthly installments tends to make buyers casual about checking on the property they are investing in. The reputable majority of the real estate industry is able to accommodate the "dreams" of military buyers. But, there are some sellers who take advantage of the unwary. When you have finally decided that it is time to retire and think about settling into a permanent home, take a vacation to see the area yourself. To protect the public in interstate land transactions, the Congress passed a law in 1968 which requires those companies engaged in the interstate sale or leasing of lands to register the offering with Department of Housing and Urban Development (HUD). In the transaction, a seller must make a full disclosure to the buyer about the status of the property being transferred. A property report must be furnished to the buyer in advance of the sale. The report must contain, among other things: distances to nearby communities over paved or unpaved roads, types of liens (if any) on the property, availability of recreation facilities, availability of sewer or water service or septic tanks as wells, present and proposed utility services and charges, and the number of homes currently occupied. A property buyer, who has not been furnished a report along these lines by an individual or company offering 50 or more unimproved lots for sale or lease, may cancel a signed contract within 48 hours ,or sue the seller if there has not been compliance. For further information on how this law can aid you, write to: Office of Interstate Land Sales Registration, Department of Housing and Urban Development, Washington, D.C. 20411. Some States also have laws requiring full disclosure of pertinent facts concerning land developments. Retirement favorites such as California, Arizona, New Mexico, and Hawaii, have such laws on the books in 1971. If you are thinking about a retirement home in those States, take time to inspect a copy of the real estate developer's report to the State's Real Estate Commission. A brief checklist of what you might want to look for in buying retirement land follows ,but before you make a final decision, check over the entire deal with your legal assistance office.

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----Does the salesman have actual photographs of the land as it is right at the moment you are thinking of buying to compare with the artist's conceptions of what the property might some day resemble?

----How close is the nearest community? "Ten miles to Golden City" might mean "Ten miles in a straight line, but 25 miles as the road goes".

----Are there developed roads on the property? Sometimes the advertising will say "readily accessible," but the top of a mountain is accessible if you wish to go on foot.

----Are water and sewage, or well and septic, systems available? In many instances ,septic tank systems will not work in certain types of soil; ask the salesman for a percolation test report, or check with county officials to see if one has been prepared for the area.

----What is the real estate tax rate? Possible plans for public improvements, such as streets, water mains etc., could result in large assessments against the property in later years.

----Does the contract contain a nonacceleration clause which prevents taking over the title and deed before it suits the developer's convenience or his ability to release his mortgage and get subdivision approval? Some contracts provide for monthly payments over a specified number of years and even if the buyer pays off the balance, he cannot obtain the deed before the end of the specified period of time.

----If there is a money refund assurance given in the contract, is it necessary to travel all the way to the property to get it? In many instances, refunds may be obtained within a certain period only of the buyer visits the property personally.

----If the seller guarantees that you can transfer your payments to buy a different lot, say one closer to the lake or club when they are built, how much more is the preferred location going to cost?

----Have you really read the contract?

----If you have, have you taken the time to discuss it with your legal assistance office?

Remember, in planning for a retirement home, a single-level house is more desirable than a model with a basement. Climbing

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stairs after checking the furnance, or doing the laundry , is not a pleasant prospect in the later years of life.

Many retired military men and women do just that - retire. However, after years of activity, most find it difficult to suddenly have time on their hands. So, some type of a second career should also be an important consideration. Transition and Referral programs are two ways to go about entering a second career. In one, members of the military are trained for a new and different type of work after they end their military duty; in the second, individuals are referred to companies which can use the skills developed over years of active duty. That old reliable, the "GI Bill," can mean the start of a new life, a new profession, or enrichment of the mind. There are several other routes which can be explored:

Temporary work is a convenient way to reenter the job market, using the skills you have but working only on the days or hours you wish to do so. Your "employer" is the temporary employment agency who "rents" you out to businesses needing help for a certain period. If you go this route, you do not have to sit around employment offices looking for work; when you are ready to work, you telephone the temporary employment office and they start matching up your skills with the needs of business.

An active interest in a specialized field can mean a well-paying job retirement. Coin collecting, antique repair, rebuilding clocks, even gourmet cooking can be turned into profitable part-time or full-time employment. Activities such as these can be practiced in an extra room of the house or in a nearby shopping center.

Barter is another way of working when and where you want to work. You trade off a skill you have in return for a service needed. For instance, a retired finance clerk might work on a store's books one or two days a week in return for a discount on the store's items, or a mechanic might find work on weekends in a garage in return for gas and oil or items needed for his car. Training in the armed forces is similar in many respects to that of the civilian community and skills will be needed wherever you settle.

Even after your active service is completed, there are a number of benefits which are available to your dependents. Shopping in military commissaries, attending base theaters, medical care-these are but a few. Some of the most important benefits will accrue to the next-of-kin of a retiree upon death. The most significant are:

----A retired person, his spouse, and minor children are eligible for burial in national cemeteries. There is no charge for the burial site or the opening and closing of the graves. In addition, the Government will provide a grave marker and an American flag. In some instances, there may also be burial allowances paid by either the Veterans Administration or Social Security Administration, or both.

----If the Veterans Administration determines that a retired person's death was attributable to disease or injury incurred or aggravated by active service the widow may be entitled to a VA Dependency and Indemnity Compensation payment. The same agency may award the widow a pension, subject to income limitations, if the retired person's death was not the result of service.

----The Veterans Administration also handles the details of payment if the retiree had Government life insurance at the time of death.

----If the retired person was sufficiently covered by Social Security, his widow may draw benefits at age 62, and certain benefits may be payable to surviving minor children. A visit to the nearest Social Security Administration Office can aid in clarifying these payments.

----If the retired member was employed by the Federal Government at the time of death, his widow will be eligible for an annuity equal to 55 percent of his earned civil service annuity, if he had been employed five or more years. Inquiries in this matter should be directed to the personnel office of the installation where the individual was employed, or to the Burea of Retirement and Insurance, U. S. Civil Service Commission, Washington, D. C. 20415.

-RETIREMENT CHANGES-

Recent news articles regarding drastic and sweeping changes in the retirement pay system have caused numerous queries to be made asking how soon the proposed system would go into law and who will be effected by the changes. At this time the articles are dealing only with a study, and a proposal that may be made, and it is too early to tell with any degree of certainty who or what will be effected. We have asked our counterparts in FMFPac and HQMC to feed information to us as it becomes available and will pass it on as soon as possible.

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VETERANS BENEFITS TIMETABLE AFTER SEPARATION

YOU HAVE	BENEFITS	WHERE TO APPLY
8 years	GI EDUCATION: The VA will pay you while you complete high school, go to college, learn a trade, either on the job or in an apprenticeship program. Maximum is 36 months. You must begin your course in time to finish in 8 years.	Any VA Office
No time limit	GI LOANS: The VA will guarantee your loan for the purchase of a home, farm, mobile home or condominium.	Any VA Office
No time limit	DISABILITY COMPENSATION: The VA pays you compensation for disabilities incurred in or aggravated by military service. Payments are made from date of separation if claim is filed within 1 year.	Any VA Office
No time limit	MEDICAL CARE: The VA provides complete hospital care covering the range of medical services. Outpatient treatment is available for all service connected conditions.	Any VA Office or Hospital
1 year	DENTAL TREATMENT: The VA provides complete dental care. The time limit does not apply for veterans with dental disabilities resulting from combat wounds or service injuries.	Any VA Office or Hospital
1 year (from date of notice of VA disability rating)	GI INSURANCE: Low cost life insurance (up to $10,000) is available for veterans with service connected disabilities. Veterans who are totally disabled may apply for a waiver of premiums on these policies.	Any VA Office
120 days or up to 1 year if totally disabled	SGLI: May be converted to an individual policy with a participating insurance company.	Any approved life insurance company.

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No time limit	EMPLOYMENT: Assistance is available in finding employment in private industry, Federal service and local government.	Local State Employment Service, United States Civil Service Commission, Any VA Office
1 year	UNEMPLOYMENT COMPENSATION: In some states, the receipt of annuities or retirement pay have an effect on a person's right to receive unemployment compensation.	State Employment Service
90 days	REEMPLOYMENT: Apply to your former employer for reemployment.	Former Employer
	REMINDERS	
Within 10 days	You are required to advise Selective Service of your address in person or by mail.	Any local board
Within 30 days	You are required to register with Selective Service if you had not registered prior to entry on active duty.	Any local board

-DISABILITY WAIVER-

Only about 20 percent of the WWII and Korean Conflict veterans, holding GI insurance, have taken advantage of an option for adding an income protection rider to their policies.

Those who have policies numbered with the prefixes of "V" "R" or "W" can have the rider added to their policy, provided they are in good health and under age 55. The so called Total Disability Income Provision (TDIP) entitles the insured to monthly payments in the event he becomes totally disabled before he reaches age 65. More than 750,000 veterans have the rider. Nearly 3.5 million are eligible.

Policyholder receives $10.00 monthly for each $1,000 of insurance held and the payments continue as long as the **disability exists. The** disability must exist for at least six months, with payments starting the seventh month.

Cost of the added protection varies with age and type of policy. Details and applications are available at the VA office to which the insured sends his premiums, or from any VA office.

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Is your wife a non-resident alien? If so and you are a legal "domiciliary" of one of these eight States: Arizona, California, Idaho, Louisiana, Nevada, New Mexico, Texas, and Washington you may qualify for a tax savings.

Laws in community property states provide that half your earnings belong to the wife. If your wife is a non-resident alien and your income was earned outside the U. S., her half of your income is not taxable since a non-resident alien does not pay tax on income earned outside the U. S.

For further information see WgBul 7100 of 23 February 1972 or contact Wing Law Center at extension 3830.

-LOW RATE COMMERCIAL AIR FARES-

Those Marines that have been waiting for the recently EXPANDED leave policy will be glad to know that many commercial Air Lines have adopted new low rate transoceanic flights to the far east. These Flights, in most cases, cost less for a round trip ticket (Tokyo to San Francisco) than the old price for a one way ticket. In addition, transoceanic air lines have linked with certain Domestic U. S. Air Lines providing connecting flights to inland and east coast cities in the United States at further reduced rates. Local Commands are monitoring and collecting information pertaining to reduced fares and will publish a composite resume with fares, participating carriers, terminals service and policy guidelines as soon as reasonably complete data is available. In the interim, if you have any questions regarding low fares see your Career Planner and he can call the COMNAVFORJA-PAN Transportation Office at 234-5301 or 234-5303. BON VOYAGE.

"SCHOOL DAYS, SCHOOL DAYS"

Congratulations go out to GySgt. W. A. SITAREK of MAG-15 who was selected HQMC for the College Degree Completion Program for Staff Noncommissioned Officers. GySgt. SITAREK will attend UTAH State University at Logan Utah and will concentrate his studies toward a Bachelors Degree in History.

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