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

From: Commanding Officer
To: Commanding Officer, Marine Aircraft Group 15

Subj: Command Chronology for period 1 July through 31 December 1966; submission of

Ref: (a) GruO 5750.1A

Encl: (1) Command Chronology

1. In accordance with reference (a), this command's "Command Chronology" is hereby submitted.

O. WRELL

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

COMMAND CHRONOLOGY
1 July - 31 December 1966
# Command Chronology

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<td></td>
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<td></td>
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</tbody>
</table>

1

Enclosure (1)
COMANDER'S NARRATIVE SUMMARY OF EVENT

During this period, VMGR-152 flew a total of 8529 sorties, carrying 36,325.1 short tons of cargo, baggage and mail, and 193,950 passengers. This required 12,461.8 hours flight time. Operations receiving direct participation and support were "HASTINGS", "PRAIRIE" and "MISSISSIPPI". For participation in "HASTINGS" the Commanding General, First Marine Aircraft Wing recommended that the squadron be awarded the Navy Unit Commendation.

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

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

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

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

ENCLOSURE (1)
## ORGANIZATIONAL DATA

### COMMAND AND STAFF

<table>
<thead>
<tr>
<th>Rank</th>
<th>Name</th>
<th>Position</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>LtCol</td>
<td>John URELL</td>
<td>Commanding Officer</td>
<td>1 Jul - 30 Nov</td>
</tr>
<tr>
<td>LtCol</td>
<td>James E. FEGLEY</td>
<td>Executive Officer</td>
<td>1 Dec - 31 Dec</td>
</tr>
<tr>
<td>LtCol</td>
<td>Loran K. BRONLSEME</td>
<td>Executive Officer</td>
<td>1 Jul - 30 Nov</td>
</tr>
<tr>
<td>Captain</td>
<td>James S. MCGUIRE</td>
<td>Aviation Safety Off</td>
<td>1 Dec - 31 Dec</td>
</tr>
<tr>
<td>Major</td>
<td>Howard CHAPIN</td>
<td>Aviation Safety Off</td>
<td>1 Jul - 19 Aug</td>
</tr>
<tr>
<td>Major</td>
<td>Rangeley A. BROWN</td>
<td>NATOPS Officer</td>
<td>20 Aug - 31 Dec</td>
</tr>
<tr>
<td>Captain</td>
<td>Fred W. ANTHES</td>
<td>Material/Supply Off</td>
<td>1 Jul - 14 Oct</td>
</tr>
<tr>
<td>Lt (MC)</td>
<td>Harold D. McDONALD</td>
<td>Flight Surgeon</td>
<td>15 Oct - 31 Dec</td>
</tr>
<tr>
<td>Lt (MC)</td>
<td>Mark L. CONGRESS</td>
<td>Flight Surgeon</td>
<td>16 Dec - 31 Dec</td>
</tr>
<tr>
<td>Lt (MC)</td>
<td>William F. LYONS</td>
<td>Flight Surgeon</td>
<td>1 Jul - 17 Aug</td>
</tr>
<tr>
<td>Lt (MC)</td>
<td>David G. BUTTERFIELD</td>
<td>Dental Officer</td>
<td>1 Aug - 30 Nov</td>
</tr>
<tr>
<td>Lt (MC)</td>
<td>Vernon A. BROWN</td>
<td>Dental Officer</td>
<td>1 Dec - 31 Dec</td>
</tr>
<tr>
<td>Major</td>
<td>Bascom F. GORDON</td>
<td>Admin Officer</td>
<td>1 Jul - 8 Aug</td>
</tr>
<tr>
<td>Major</td>
<td>Gerald W. GERAGHTY</td>
<td>Admin Officer</td>
<td>9 Aug - 15 Dec</td>
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<tr>
<td>Major</td>
<td>Gary L. CARLSON</td>
<td>Admin Officer</td>
<td>16 Dec - 31 Dec</td>
</tr>
<tr>
<td>Major</td>
<td>Luther A. LONG</td>
<td>Operations Officer</td>
<td>1 Jul - 9 Aug</td>
</tr>
<tr>
<td>Major</td>
<td>Philip W. NEWLAN</td>
<td>Operations Officer</td>
<td>10 Aug - 31 Aug</td>
</tr>
<tr>
<td>Major</td>
<td>Ernest G. SCHAPPNER</td>
<td>Operations Officer</td>
<td>1 Sep - 31 Dec</td>
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<tr>
<td>Captain</td>
<td>David R. BENNETT</td>
<td>Maintenance Officer</td>
<td>1 Jul - 8 Aug</td>
</tr>
<tr>
<td>Major</td>
<td>Bascom F. GORDON</td>
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<td>9 Aug - 24 Sep</td>
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<tr>
<td>Major</td>
<td>David L. RATHBONE</td>
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<td>25 Sep - 25 Oct</td>
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<td>Major</td>
<td>Eldon L. BAUMWART</td>
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<td>26 Oct - 31 Dec</td>
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<td>Major</td>
<td>Larry D. WOODY</td>
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<td>1 Jul - 8 Aug</td>
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<tr>
<td>Major</td>
<td>Leonard C. SHORT</td>
<td>Logistics Officer</td>
<td>9 Aug - 30 Nov</td>
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<tr>
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<td>Donald G. SMITH</td>
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<td>1 Dec - 31 Dec</td>
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<tr>
<td>Major</td>
<td>Peter F. LOTTZFELDT</td>
<td>Air Freight Sys Off</td>
<td>1 Jul - 28 Sep</td>
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<tr>
<td>Major</td>
<td>Bernard C. DARR</td>
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<tr>
<td>Major</td>
<td>Philip W. NEWLAN</td>
<td>OIC Sub Unit 1</td>
<td>1 Jul - 15 Jul</td>
</tr>
<tr>
<td>Major</td>
<td>Bruce W. EMBERTON</td>
<td>OIC Sub Unit 1</td>
<td>15 Jul - 15 Aug</td>
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<td>Major</td>
<td>Larry D. WOODY</td>
<td>OIC Sub Unit 1</td>
<td>15 Aug - 15 Oct</td>
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<tr>
<td>Major</td>
<td>Peter F. LOTTZFELDT</td>
<td>OIC Sub Unit 1</td>
<td>15 Oct - 15 Dec</td>
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<tr>
<td>Major</td>
<td>Gerald W. GERAGHTY</td>
<td>OIC Sub Unit 1</td>
<td>15 Dec - 31 Dec</td>
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</tbody>
</table>

### TASK ORGANIZATION

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

**USMC**

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**NAVY**

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<tr>
<td>Enlisted</td>
<td>7</td>
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</tbody>
</table>
SIGNIFICANT EVENTS

1. COMMITMENTS

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

1 July

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

2 July

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

3 July

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

4 July

a. Provided airborne DASC for CG FMAW Fut-Dan

5 July

a. Airborne DASC on station Danang

6 July

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

7 July

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

8 July

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

ENCLOSURE (1)
9 July
a. Provided air transportation for BGen RYAN Fut-Iwa
b. Radio Relay aircraft on station Danang

10 July
a. Radio Relay aircraft on station Danang

11 July
a. Provided special airlift Red Label cargo for MAG-13 Tainan-Iwa
b. Provided special airlift for VMFA-314 Fut-Iwa
b. Provided special airlift for MAG-17 Fut-Iwa
b. Provided special airlift for VMFA-514 Fut-Iwa
b. Induced an aircraft KAMRA Itami for rework
b. Airborne Radio Relay aircraft on station Danang

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

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

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

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

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

17 July
a. Provided special airlift for MAG-13 Fut-Tainan-Iwa
19 July
   a. Provided air transportation for MGen MASTERS IGMC Insp Team Fut-Iwa
20 July
   a. Provided additional LogSup/AR aircraft on station Danang Fut-Dan
22 July
   a. Provided special airlift on personnel effects for VMFA-542 Fut-Iwa
23 July
   a. Airlifted elements of VMFA-314 Iwa-Dan
   b. Airlifted elements of VMFA-542 Dan-Iwa
26 July
   a. Ferried KC-130F 148890 to FAWPRA for rework
27 July
   a. Augmented VMGR-152 Det at Danang with three (3) additional aircraft/five (5) additional crews. Total of seven (7) aircraft/eleven (11) crews now on station Danang
28 July
   a. Provided AR training for VMFA-314/VMFA-211 Fut-Iwa
29 July
   a. Airlifted elements of VMFA-211 Iwa-Naha
31 July
   a. Airlifted elements of OSD MWSG-17 Iwa-Dan
1 August
   a. Airlifted elements of HMM-263 Fut-Dan
   b. Airlifted elements of HMM-163 Dan-Fut
2 August
   a. Airlifted elements of HMM-263 Fut-Dan
   b. Airlifted elements of HMM-163 Dan-Fut

ENCLOSURE (1)
3 August

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

4 August

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

5 August

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

7 August

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

8 August

a. Provided backup aircraft for CMC visit Saigon-Dan

9 August

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

11 August

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

19 August

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

20 August

a. Airlifted elements of VMFA-542 Iwa-Naha

21 August

a. Airlifted elements of VMFA-542 Iwa-Naha

ENCLOSURE (1)
22 August

a. Provided AD training for 9thMAB Prov Serv Bn

23 August

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

26 August

a. Provided air transportation for BG Van Stockum Fut-Iwa-Fut
b. Provided air transportation for MGen MASTERS and party of 3
   Dan-Fut

29 August

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

31 August

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

6 September

a. Typhoon evacuation aircraft recovered

9 September

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

10 September

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

12 September

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

16 September

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

9

ENCLOSURE (1)
17 September
a. Typhoon evacuation aircraft recovered

19 September
a. Provided AD training for 9thMAB Prov Serv Bn

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

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

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

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

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

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

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

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

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

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

ENCLOSURE (1)
8 October
   a. Airlifted elements of VMA-211

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

13 October
   a. Provided air transportation for RADM HARPER

21 October
   a. Provided air transportation for BGEn RYAN

27 October
   a. Airlifted elements of VMFA-232

1 November
   a. Airlifted elements of VMFA-232

5 November
   a. Airlifted elements of VMA-121

6 November
   a. Airlifted elements of VMA-121

13 November
   a. Airlifted elements of VMA-121

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

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

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

ENCLOSURE (1)
17 November
a. Provided air transportation for BG en ELWOOD
b. Airlifted elements of VMF(AW)-232
  Fut-Dan
  Iwa-Dan
  Iwa-Dan
c. Airlifted elements of H&MS-17

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

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

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

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

4 December
a. Airlifted elements of VMA-121
  Iwa-ChuLai

6 December
a. Airlifted elements of VMA-121
  Iwa-ChuLai

10 December
a. Provided air transportation for Gen WESTMORELAND and LGen WALT
  Khe Sahn-Dan

15 December
a. Airlifted elements of HMM-361
  ChuLai-Fut

16 December
a. Airlifted elements of HMM-161
  Fut-Dan
2. FLIGHT STATISTICS

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<tr>
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<tr>
<td>Cargo (tons)</td>
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<tr>
<td>Aerial Refueling Missions flown</td>
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<td>Aerial Delivery Missions flown</td>
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<td>Flare Drop Missions flown</td>
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<tr>
<td>Flares dropped</td>
<td>2029</td>
<td></td>
</tr>
<tr>
<td>Aircraft hit by ground fire</td>
<td>14</td>
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Casualties as a result of enemy fire---At 1600 23 July, Aircraft 14-9816, piloted by Captain McGuire and LtLt Bowman, took a hit in the right side of the fuselage during a landing approach to Hue-Phu Bai Airport. The round entered the cargo compartment hitting a passenger in the back. He died as a result of his injury.

3. PERSONNEL

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

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<thead>
<tr>
<th>Unit</th>
<th>Officers</th>
<th>Enlisted</th>
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<tr>
<td>Futema</td>
<td>54</td>
<td>132</td>
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<tr>
<td>Sub Unit 1</td>
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4. ADMINISTRATION

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

5. AWARDS

(1) During the reporting period Squadron personnel were awarded 831 Air Medals for combat flight operations.
(2) For participation in Operation "HASTINGS", the Squadron was recommended for the NAVY UNIT COMMENDATION. (See Appendix A)
(3) On 8 October the Squadron was awarded the NATIONAL DEFENSE TRANSPORTATION AWARD for outstanding performance in support of military operations in the Western Pacific and South East Asia.
VMGR-152 PILOTS

<table>
<thead>
<tr>
<th>Major</th>
<th>Name</th>
<th>Captain</th>
<th>Name</th>
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</thead>
<tbody>
<tr>
<td>R. A.</td>
<td>Bailey</td>
<td>E. J.</td>
<td>Fitzmaurice</td>
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<tr>
<td>E. L.</td>
<td>Baunwart</td>
<td>G. W.</td>
<td>Geraghty</td>
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<td>D. R.</td>
<td>Bennett</td>
<td>R. K.</td>
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<tr>
<td>W. G.</td>
<td>Boeck</td>
<td>B. F.</td>
<td>Gordon</td>
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<td>R. L.</td>
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<td>G. F.</td>
<td>Groh</td>
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<td>W. H.</td>
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VMGR-152 PILOTS

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MAJOR  R. L. OWEN
MAJOR  D. L. RATHBONE
CAPT  C. W. ROGERS
1LT  A. G. SAMATZKY
MAJOR  E. G. SCHAUPPNER
1LT  J. E. SCHOBER
MAJOR  J. D. SELLS
MAJOR  L. O. SHORT
MAJOR  D. G. SMITH
CAPT  W. J. SMITH
CAPT  A. T. SNYDER
1LT  M. T. SPANN
CAPT  R. STANFORD
1LT  M. L. TANDY
LTCOL  J. URELL
MAJOR  S. L. WEINERTH
MAJOR  L. D. WOODY
CAPT  F. L. ZAPPONE
CAPT  A. ZEIKUS
VMGR-152 CREW MEMBERS

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

ENCLOSURE (1)
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SGT   W. N. WOODS
CPL   A. R. ZITO

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ENCLOSURE (1)
APPENDIX A

copy of

Commanding General, 1stMAW letter recommending

"Navy Unit Commendation"
HEADQUARTERS
1st Marine Aircraft Wing
Fleet Marine Force, Pacific
FPO, San Francisco 96602

From: Commanding General

To: Secretary of the Navy (Navy Department Board of Decorations and Medals)

Via: (1) Commanding General, 9th Marine Amphibious Brigade
(2) Commanding General, III Marine Amphibious Force
(3) Commander, U. S. Military Advisory Command, Vietnam
(4) Commanding General, Fleet Marine Force, Pacific
(5) Commander in Chief, U. S. Pacific Fleet
(6) Commandant of the Marine Corps (Code DL)
(7) Chief of Naval Operations (OP-0922E)

Subj: Navy Unit Commendation; recommendation for

Ref: (a) FMFPac P1650.1A
(b) SECNAVINST P1650.1C

Encl: (1) Proposed Citation

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

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

APPENDIX A to ENCLOSURE (1)
skillfully, carrying maximum loads, which demanded the utmost in skill and perseverance from the flight crews. The intensity of the operation was demanding not only on flight crews and air freight crews, but on the aircraft themselves, resulting in a great demand on the maintenance and supply departments of the squadron. The operations on the short dirt airfield resulted in 26 engine changes, numerous wheel, tire and brake changes as well as increasing the intensity of routine maintenance. The entire operation was carried out without accidents or undue delays as a result of the outstanding maintenance support. During the operation four of the squadron's aircraft were struck by hostile small arms fire, resulting in the death of one passenger. For the first time night assault transport aircraft operations were conducted by the squadron into Dong Ha airfield, initially with only flare pots for lighting. Landing the KC-130F on that short, dirt airfield at night under combat conditions was a very demanding and hazardous maneuver, but such was the exceptional skill of the pilots of Marine Aerial Refueler Transport Squadron 152 that it soon became a routine operation. During Operation "HASTINGS" the squadron flew 636.5 hours in 1229 missions in direct support of the operation, carrying 14,190 passengers, 6,764.1 tons of cargo, evacuated 147 wounded, and 118 KIA's. This does not include the normal logistics support also provided to the III Marine Amphibious Force into and out of the Republic of Viet Nam which totaled another 599.4 flight hours in 126 sorties. The success and support of Operation "HASTINGS" hinged upon the capability, teamwork and effort of the entire squadron to provide uninterrupted assault logistical air support. Marine Aerial Refueler Transport Squadron 152's performance in this operation was clearly outstanding among multi-engine transport squadrons and was in keeping with the highest traditions of the Naval Service.

3. The facts contained in the proposed citation are personally known to me.

4. The squadron has received no previous decorations for these actions.

5. Marine Aerial Refueler Transport Squadron 152 has not been recommended for any decorations not as yet received.
6. No other recommendations for decorations are being made for this squadron in connection with this operation.

7. Detachment, Marine Aerial Refueler Transport Squadron 352 was attached during this operation.

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

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

APPENDIX A to ENCLOSURE (1)
The Secretary of the Navy takes pleasure in Commending

MARINE AERIAL REFUELER TRANSPORT SQUADRON 152 (REINFORCED)

for service as set forth in the following

PROPOSED CITATION:

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

SECRETARY OF THE NAVY

APPENDIX A to ENCLOSURE (1)
APPENDIX B

Rotor Blade/Landing Zone newspaper coverage
pertaining to Squadron events/personnel
Defense Transportation Award Presented '152

By Cpl. R. L. Tudor

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

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

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

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

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

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

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

Page 3
VMGR-152 Cargo Drop
Really Hits the Spot

Da Nang—“Stand by, Release the drogue chute, we’re going to drop now.”

With these words Marine IstLt. Jack Schober of Toledo, Ohio, pulled back on the controls of the giant KC-130 F transport, pointed the nose to the heavens, and more than 25,000 pounds of supplies poured out of the aircraft. Once the cargo was out, the lieutenant nosed the plane over into level flight and circled the drop area to see how good his aim had been. By the time the craft came back over the area, the cargo parachutes were on the ground in a neat row.

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

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

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

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

HERCULES—A VMGR-152 KC-130F Hercules circles in the air over a landing zone in Southeast Asia. Photo is courtesy of Cpl. Murray W. Clawson, a VMGR-152 navigator.
SICK BIRD—SSgt. Milton Deiss (on the wing), of Houston, Texas, and GySgt. Edward J. Daigle of East Point, Ga., both of Marine Aerial Refueler/Transport Squadron (VMGR)-152 make minor adjustments to the starboard engine of a KC-130F Hercules, following a troop lift in Vietnam. (Photo by Cpl. T. E. Campana)
VMGR Support Boosts Operation Hastings

By Cpl. Jim Keith

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

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

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

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

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

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

Shortly thereafter flare pots were employed along the runway.

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

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

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

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

So ended the Dong Ha airlift. Once again the men of VMGR-152 had proved the old familiar adage...... “Marines can do....”
On The Sports Scene

SOFTBALL TOURNEY

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

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

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

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

(See photo below).

It's Been a Long, Hot Summer

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

KEEPING FIT
Your Dental Health

By Lt. J. Rosenfeld
Dental Corps, USNR

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

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

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

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

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

To sum up here are three basic rules in regard to diet and eating habits.
1. Eat your sweets with or right after meals, then brush or rinse immediately.
2. When you desire a snack in between meals, substitute some of the items mentioned.
3. If you do eat a sweet food or drink a sweet beverage, a water fountain should be handy where you can rinse your mouth immediately.

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

VMGR-152 Has Motto: “We Can Do It Better”

By SSgt. Ted Scott
(FIO, III MAF)

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

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

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

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

JATO

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

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

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

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

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

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

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

(Photo by Sgt. R. Hathaway)
On The
Sports Scene
By "Red" Garrett, Tel. 23-466

Marine Wins Leech Trophy In Rifle Match

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

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

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

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

Members Sought For SCUBA Club

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

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

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

Interservice Rifle Championship

Marine Corps Shoots It's Way To Victory

The seventh annual Interservice Rifle Team Championship at Marine Corps Schools, Quantico, Va., was won by the Marine Corps last week. In a match that saw four teams break the record of 2474-259V set by the Army last year, the Marines bettered the record by 15 points and 21 "Vs," posting a score of 2483 with 280 "Vs."

Placing second, third and fourth respectively was the Navy with 2481-261V, the Air Force with 2477-246V, and the Army with 2442-260V.

Marine Shooters set a record while winning the Commandant Marine Corps Schools Match. Representing MTU, Quantico, was the Marine Corps Scoggins Team which fired a 924-82V to break the old record of 891-74V set by the Marine Corps Zahn Team in 1964.

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

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

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

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

Four Over Par Wins All-Marine Tourney

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

Cpl. Child won the Open Division with a blazing four round score of 222. He had rounds of 74, 75, 74, and 69.

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

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

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

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

Need Sports News

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

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

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

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

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

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

It could be said that the Maintenance Section is the mother and father of the squadron's aircraft. They are the ones who worry when the planes are on the ground and rejoice when the last one touches down safely at the end of a day. The safety of the aircraft and its men is entrusted to the maintenance workers. Each plane is a Maintenance Marine's "baby" and he inherits a number of gray hairs from worrying over every small detail that could spell disaster when the plane is airborne.

The Aircraft Maintenance Support Section's primary duty is the readiness and safety of all ground support equipment needed for the aircraft. This equipment includes in part; power units, vehicles, sand, ladders, reflectors, and many other vital, needed commodities.

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

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

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

The remainder of VMGR sections specialize in limited fields. For instance, the hydraulics sections takes care of just that; while the metal shop is responsible for all the metal work done on an aircraft. One of the squadron section is devoted entirely to the power plant while another works only with the propeller.
One of the only three Marine Aerial Refueler/Transport Squadrons in the Marine Corps is stationed at Marine Corps Air Facility, Iwakuni. Counterparts of Marine Aerial Refueler/Transport Squadron (VMGR)-152, Futema-stationed unit, are VMGR-252 from Cherry Point, N. C. and VMGR-352, stationed at Marine Corps Air Station, El Toro, Calif. Boasting a total crew of more than 600 men and officers, the mission of VMGR-152 is, "To provide assault air transport of personnel, equipment, and supplies; to refuel; and other air operations as directed."

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

During the month of October, the unit proved its capabilities with the aircraft by carrying 4,700 tons of cargo and 2,900 passengers. The squadron averages 1,304 sorties per month with 1,620 flight hours.

The major tasks of 152 are divided into six areas: (a) To air-land troops and combat cargo in objective areas; (b) Airdrop combat cargo and emergency supply; (c) Aerial refueling; (d) Long range delivery of material and personnel; (e) Perform organizational and intermediate maintenance on assigned aircraft and intermediate level maintenance on components as directed; (f) Manage and operate the Marine air freight and passenger system in West Pacific and South East Asia.

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

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

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

Because of its mission, 152 is responsible
Marines of MATCU-66
Operate MCAF Tower

under the command of Capt. J. N. Bacon, is a tenant unit at the Marine Corps Air Facility, Futema. Like every unit in the Marine Corps, it has a specialized function.

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

Recently, this unit was put to the test, and MATCU-66 deployed ten men. Although deployed, the men didn’t manage to collect any travel pay, for they were moved only a few hundred yards to the Operations Tower at the Futema airfield.

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

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

In short, they’re “keeping those courses flying.” The unit also sends Marines to NaHa and Kadena air bases.

Facility Radio Station Will
Send Holiday Messages

Those desiring to send a Christmas or New Year’s message to friends or relatives may do so through the Navy Mars and Amatuer Radio Station, K6OE, at Marine Corps Air Facility, Futema.

The radio station, which puts through telephone calls to the U.S., on a continuous basis, also handles written messages and has worked up some special greetings for the holiday season.

Available messages are:

Wishing you a Merry Christmas and a Happy New Year.

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

The cut-off date for sending these special Christmas messages is Dec. 20. All messages received after this date will be delayed for mailing by the operator.

None of these messages is delivered to the Amatuer Radio Station as soon as possible so telegrams may be undelivered at last minute.

Text of messages are not necessarily appropriate or suitable for holiday messages, for regular marine greetings should be used.

SPOOKY’S SECRET—This electronically fired gun pod, which spits out small arms ammunition at the rate of 4,600 rounds per minute, is what has given the Spooky Bird its reputation in Vietnam. The aircraft keep vigil at night over the skies of Vietnam, waiting for a call for help.

(Copyright for Spooky reprinted by permission of the publisher.)
WM Claims First Shot At Futema

Woman Marine Lance Corporal Corporal Puckett fired a 2-6 2-6 6-2 2-6 6-1, in the opening game of the tournament; Capt. W. Kinney stopped Cpl. D. Kerk 6-3, 6-0; Capt. R. Bartlett stopped Cpl. R. Horton 6-0, Maj. F. Haskins edged Sgt. F. Ramirez 6-3, 7-5; CWO H. Harris beat Lt. W. Evandal 6-4, 6-1; and Maj. W. Carson marginated CWO L. C. See 6-2, 7-6.

Three Marines Nominated For All-American Award

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

Marines Do Well in Skeet Tournament

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

Retired Marine Paul Blythe was edged out of first place by Arty Maj. Enge, who fired 93. Tom Elliott, Maj. McGough, Jr. fired 92. Blythe's seven 99s were edged out by a total of 100 to 100 birds to Blythe's near perfect 99 of 100.

In the "E" class competition, Marine Capt. John Baggett and Navy Lt. Alonzo Smith finished with 98s. Blythe won the win by virtue of his handicap.

Two man team competition Blythe and Howard Elliott teamed up to defeat Maj. Renato Miniclier, and Maj. Kenneth E. Burchett, both of Naha, after a 50 bird shoot. At the completion of regular competition the two teams were tied with 189 apiece. Blythe and Elliott dropped the next 50 birds to take the match by two.