

MAY 2016

MAGAZINE OF THE MARINES

Leatherneck

www.mca-marines.org/leatherneck

Training Leaders:
MCU Students
Exchange Ideas

Splashdown!
Marine Aviation
Gets the Call

First Step
To Citizenship
Can Begin At
Boot Camp

A Publication of the
Marine Corps Association & Foundation



ALWAYS FAITHFUL. ALWAYS READY.



MARINE RESERVE

1-800-MARINES MARINES.COM/RESERVE

WE'LL GET YOU HOME

Any time you have an accident or sudden illness while traveling away from home, MCA&F Endorsed *Emergency Assistance Plus* provides a crucial safety net that helps pay for emergency medical transportation expenses your health or travel insurance generally will NOT cover. EA+ steps in to provide Medical Evacuation, Medical Assistance, Travel Assistance, and Assistance for Companions.

EA+ is available to MCA&F members at a 55% discount off the broad market rate.

ANNUAL RATES:

Worldwide protection for you when you travel away from home \$99
Protect you and your family (*that's only \$30 more!*) \$129

For more information, visit: www.MCAinsurance.com/MCAFEA

WHAT YOU GET WITH EA+*

EA+ provides more than 20 emergency medical assistance benefits while you're traveling away from home. Here are some of the great benefits members have access to.



Medical Evacuation (by air and/or ground) if needed to move you from a medical facility that can't treat you for your condition to the nearest appropriate medical facility that can.



Transportation after Stabilization will be arranged and paid for to help you return to your home or to a health care facility nearer to your home if medically necessary.



Rescue Nurse provided if deemed medically necessary to help ensure you get proper medical care during your trip home.



Repatriation Costs paid to bring your remains home in case of death while traveling.



Emergency Ground Ambulance Transportation limited to up to \$200.00 if there is a balance remaining after review from your primary insurance carrier.



Vehicle Return Costs arranged and paid if you and your traveling companion cannot drive your vehicle back to your place of residence due to illness, injury or death.



Return of Traveling Companion, Children or Grandchildren will be arranged and paid in the event you are hospitalized, evacuated or pass away while away from home.

FAQs

Q. What if I get hospitalized hundreds of miles from home and neither my traveling companion or I can drive my car or RV back?

A. EA+ will arrange and pay for it to be driven to your home.

Q. What if I'm hospitalized following an accident and due to medical necessity have to be transported to a different facility that may be miles away?

A. EA+ will arrange and pay for the expenses necessary to get you to the closest appropriate medical facility for the help you need.

Q. How is EA+ different from trip insurance?

A. EA+ is not trip insurance. Unlike trip insurance, EA+ protects you for a full year on any trip you take away from home. EA+ also helps pay for expenses usually not covered by trip insurance.

**This information is only an outline of the plan's features. The full terms, benefits and conditions of the plan are shown in your Member Benefit Guide. Please read it carefully.*

Visit www.MCAinsurance.com/MCAFEA

Or Call 1-877-850-0228





To those who were vigilant so we could rest,
Who gave everything that we might thrive,
Who are silent that we may breathe free,

We honor you.



MEMORIAL DAY, MAY 30

©2016 USAA. 228750-0516



Contents

LEATHERNECK—MAGAZINE OF THE MARINES

FEATURES

14 Building Bridges: Senior Enlisted PME and Expeditionary Warfare School Help Prepare Future Command Teams

By Maj Jessica Ryu, USMC

In recent months, Marine Corps University has encouraged dialogue and discourse between the senior enlisted Marines attending SEPME and the company grade officers attending EWS. This “cross-pollination” has proven to help prepare both groups to build effective command teams at the company level.

18 Pathway to Citizenship

By Arwen Consaul

U.S. Citizenship and Immigration Services has partnered with the Department of Defense to ensure the military community has up-to-date information about immigration services and benefits.

22 In the Nick of Time: Marines, Sailors Stage Daring “Hail Mary” Rescue “From the Sea” in Midst of Desert Storm

By CWO-4 Randy Gaddo, USMC (Ret)

As armed looters waited outside the American Embassy in Mogadishu, Somalia, Marines and sailors evacuated 281 people without firing a shot during Operation Eastern Exit.

30 “Ghost Platoon”: Operation Frequent Wind

By Fred H. Allison

The dramatic, but little-known story of the Marines who were sent into Saigon to provide security for embassy evacuation in 1975.

36 Spacecraft Recovery: Marine Aviation Played a Critical Role at the Dawn of the Space Age

By Nancy S. Lichtman

On May 5, 1961, CDR Alan Shepard became the first American in space when his Freedom 7 spacecraft was launched atop a Redstone rocket. He returned to Earth after a 15-minute suborbital flight, splashing down in the Atlantic Ocean. It was time for Marine Corps aviators to do their job.

50 Hurry Up and Wait: What I Learned From My First Experience Using Space-Available Travel

By PO2 David R. Marin, USCG

Travel the world on a private jet! Well, not quite, but one active-duty adventurer takes a “test vacation” to research Space-A travel for *Leatherneck* readers.

DEPARTMENTS



2 Sound Off

8 In Every Clime and Place

28 Leatherneck Laffs

44 We—the Marines

48 Crazy Caption

54 Sea Stories

56 Passing the Word

58 In Memoriam

60 Books Reviewed

64 Reader Assistance

72 Saved Round

COVER: U.S. Marines with the Marine Corps Engineer School (MCES) at Courthouse Bay participate in a tug-of-war competition during a field meet at Ellis Field on Marine Corps Base Camp Lejeune, N.C., March 17. The MCES holds an annual field meet in order to promote camaraderie and competition. Photo by LCpl Tyler W. Stewart, USMC. Copies of the cover may be obtained by sending \$2 (for mailing costs) to *Leatherneck* Magazine, P.O. Box 1775, Quantico, VA 22134-0775.



22



44

Sound Off

Compiled by Patricia Everett

Have a question or feel like sounding off? Address your letter to: Sound Off, *Leatherneck Magazine*, P.O. Box 1775, Quantico, VA 22134, or send an e-mail to: leatherneck@mca-marines.org. Due to the heavy volume, we cannot answer every letter received. Do not send original photographs, as we cannot guarantee their return. All letters must be signed, and e-mails must contain complete names and postal mailing addresses. Anonymous letters will not be published.—Editor

Letter of the Month

(Leatherneck will pay \$25 for a "Sound Off Letter of the Month" submitted by an MCA&F member or provide a one-year courtesy subscription to a non-member whose letter is selected.)

When reading Sergeant Duane Tobert's letter on "shipping over" in the February issue, my thoughts went back to November 1966 at Camp Hansen, Okinawa. My squad held a "shipping over" party at the enlisted Marines' club for our sergeant. During the party, the following song was sung over a few beers: "Ship me over, Sergeant Major, ship me over in the Corps. Ship me over, Sergeant Major, I want to do another four."

There are two more verses which I'm leaving off to keep the letter family-friendly. A few years later I was home talking with my dad, a former China Marine, who added a couple of verses I had never heard. He had heard them from his cousin, former Marine Sergeant Major John Henry Quick, 6th Regiment, and that was in 1920. Twelve years later my father would also serve with the 6th Regiment in China.

Cpl Albert F. Quick
USMC, C/1/9, RVN
Jasper, Ore.

Brooklyn Navy Yard

This letter is in response to the February "Sound Off" letter from former active-duty Marine Roland J. Dana titled "Who Remembers Brooklyn Navy Yard?"

OK on the selling of the Yard to the city of New York in 1966, but the Marine Barracks stayed on Flushing Avenue until 1974. The Barracks moved from the building in the Navy Yard across the street (Flushing Avenue) to the Naval Support Activity where the brig was located.

I had orders to the Barracks in early 1972 as the executive officer, and I later became the commanding officer and disestablished the Barracks in 1974. A lot of other Barracks were closed during that year, a sad happening.

The Navy retained some of the facilities in the old yard when it was sold to New

York, like the officers' quarters, club system and a few others.

The old Marine Barracks in the Navy Yard was empty and unused when I closed the Barracks across the street in 1974.

It was a sad affair to close the Barracks as our colors had battle streamers going back to the Indian Wars, the Civil War and all the other wars. One of the parts of the old Navy Yard was the Parade Ground where we conducted Sunset Parades, other functions and the Retirement of the Colors Parade. The parade ground was used by the Barracks right through the end.

I hope this will add a bit more information for Roland J. Dana and other Marines who went through the Barracks.

Col John D. Carr, USMC (Ret)
Belfast, Maine

The February edition of *Leatherneck* brought back some great memories for this mid-1950s Marine. This was especially so with some letters to "Sound Off" by fellow Marines.

After my release from active duty in July 1956, finding regular employment took me from my home in Pennsylvania to New Jersey. I also found that the Jersey City, Bayonne and Brooklyn areas had some interesting military aspects. The letter about the Brooklyn Navy Yard had me recalling going to Brooklyn, intending to perhaps put some extra service time with the only Marine aviation unit around, a unit in Brooklyn which also gave me a chance to visit the Brooklyn Navy Yard.

In the mid-1950s, the Yard was still at least partially operational. The nearby Marine aviation reserve unit was quite a different outfit. I "fixed" some now strange aircraft and early choppers. In Brooklyn the unit had one lonesome old Piper Cub that I seriously doubted could be made operational unless you jacked it up and stuffed a new Cub under it.

What was just as interesting as the Brooklyn Navy Yard was the large Bayonne Naval Base near 38th Street, the New York Harbor side of Bayonne. The only operations I found at the Bayonne Naval Base were a number of

"mothballed" ships, including at least one smaller carrier, a couple of submarines and mostly destroyers or cargo/landing ship types. I was told by several base employees that the Bayonne base during World War II was the only East Coast base with a drydock system capable of handling carriers. I never did find out if that was fact or fiction. Later on, my brother-in-law and I got to tour several of the ships, and my favorite was naturally the carriers.

In those days before the Verazano Bridge was built, we had to use the ferry at First Street in Bayonne to Staten Island, N.Y., where we would use the Staten Island Ferry to Brooklyn around Sheepshead Bay in Brooklyn.

Also, the letter from that Marine Corps Distinguished Shooter [J.E. Schneider] gave me proof that took me nearly 50 years and the assistance of my DAV [Disabled American Veteran] brother and the DAV to get Veterans Affairs to help correct my long-ago loss of hearing. My hearing loss was due mostly to those awesomely loud AD aircraft engines I worked on for nearly three years along with the Marine Corps insistence on Marines being "qualified" with the weapons of their time. For me, it was that great M1 Garand and those equally great 1911 .45-caliber sidearms. However, liking them did not change the fact that neither the U.S. government nor the Marine Corps ever provided us with any kind of hearing protection. The result being, hearing loss that became worse as my age progressed.

That loss cost me several jobs. After applying for VA assistance to correct my still-worsening hearing, my Vietnam-wounded veteran brother advised me to contact the local VA representative and the DAV. My contact with both brought the following information from the local VA rep, also a disabled Marine veteran, who said that I was not applying properly for VA aid by asking only for hearing aids. The DAV also said this and then helped me properly apply for my needed hearing claim. I hope this may help my fellow Michigan Marine gain VA help.

As one final comment, the letter about



Photos Courtesy of John Guzman

HEART OF HISTORY: MARINES ASSEMBLE MEMORIAL ON DECK OF MIDWAY

Written by S. Biediger

THE WALL THAT HEALS, a half-scale replica of the Vietnam Veterans Memorial in Washington, D.C., has traveled from sea to shining sea every year since its creation 19 years ago. Last year, it landed on the deck of USS *Midway*.

On the 40th anniversary of the Fall of Saigon — the final days of a conflict that spanned 20 years and took more than 58,000 American lives — a motorcade of veterans gathered to escort the traveling exhibit from the Veterans of Foreign Wars Post 5867 to the Navy Pier in San Diego.

There, active duty Marines assembled The Wall That Heals in time for the 40th anniversary on the flight deck of an aircraft carrier that served a key role in the evacuation of remaining Americans and thousands of Vietnamese refugees, known as Operation Frequent Wind, in 1975.

"In a 30-hour period, we took on 3,073 refugees," said Vern Jumper, the carrier's air boss at the time and a USAA member since 1955.

"We were engulfed with helicopters — 21 Hueys circling for a spot to land — and we got them all on board," said retired RADM Larry Chambers, the first African American to command a U.S. Navy aircraft carrier and a USAA member, was on the bridge that day.

"There were 4,500 people on board when I was skipper, and it takes all 4,500 to do their job," Chambers said. "You see pictures of chaos on the deck, and I'm not even sure it was controlled (chaos).

But our attitude was, 'We got everybody on board, examined them, fed them, then had to move them on to other ships to make room for the big (helicopters) coming back.' It was a good night. A monstrous effort."

Chambers joined Jumper last month in greeting The Wall That Heals on *Midway*, where thousands of yellow ribbons had been tied to the deck fence — one for each servicemember killed in

the Vietnam War. He called it an emotional but healing experience.

"I think I can go find a couple of names (I know) on it now and keep a dry eye, but I'm not sure; I won't guarantee it," Chambers said. "There are over 50,000 names on that board, and you look at how that spreads out and the families it touched... we didn't get them all back."

USAA is a tour sponsor of The Wall That Heals and partners with the Veterans of Foreign Wars, the Vietnam Veterans of America, the American Legion and 18 other veteran support groups.

**"I think I can go find
a couple of names
(I know) on it now
and keep a dry eye,
but I'm not sure;
I won't guarantee it."**



Leatherneck

MAGAZINE OF THE MARINES

President/CEO, Marine Corps Association & Foundation

MajGen Edward G. Usher III, USMC (Ret)

Vice President/COO, Marine Corps Association & Foundation

Col Daniel P. O'Brien, USMC (Ret)

Publisher

Col Christopher Woodbridge, USMC (Ret)

Editor

Col Mary H. Reinwald, USMC (Ret)

Deputy Editor

Nancy Lee White Hoffman

Copy Editor

Nancy S. Lichtman

Staff Writer

Sara W. Bock

Editorial/Production Coordinator

Patricia Everett

Art Director

Jason Monroe

Advertising Director

G. Scott Dinkel

(718) 715-1361

EDITORIAL OFFICES

Box 1775, Quantico, VA 22134

Phone: (703) 640-6161, Ext. 115

Toll-Free: (800) 336-0291

Fax: (703) 640-0823

E-mail: leatherneck@mca-marines.org

Web page: www.mca-marines.org/leatherneck

TELEPHONE EXTENSIONS

Editorial Offices: 115 • Business Office: 121

Circulation/Member Services

Phone: toll-free (866) 622-1775

E-mail: mca@mca-marines.org

LEATHERNECK AND MCA&F MEMBERSHIP PRICES

1 year \$35; 2 years \$64; 3 years \$89

Leatherneck also is available in digital format at www.mca-marines.org/leatherneck.

All overseas and foreign addresses add \$16 postage for each year's membership except APO and FPO military addresses. Periodicals postage paid at Quantico, Va., USPS #308-080, and additional mailing offices.

CHANGE OF ADDRESS: Please send your new address six weeks before the date of issue with which it is to take effect, if possible. Include old address with new, enclosing your address label if convenient. Mail to: *Leatherneck Magazine*, Box 1775, Quantico, VA 22134.

POSTMASTER: Send address changes to:

Leatherneck Magazine, Box 1775, Quantico, VA 22134.



Leatherneck (ISSN 0023-981X) is published monthly by the Marine Corps Association & Foundation, Bldg. #715, MCB, Quantico, VA 22134. Copyright 2016 by MCA&F.

All rights reserved. Stories, features, pictures and other material from *Leatherneck* may be reproduced if they are not restricted by law or military regulations, provided proper credit is given and specific prior permission has been granted for each item to be reproduced.

Opinions of authors whose articles appear in *Leatherneck* do not necessarily express the attitude of the Navy Department or Headquarters, U.S. Marine Corps. "Marines" and the Eagle, Globe and Anchor are trademarks of the U.S. Marine Corps, used with permission. When mailed, manuscripts, art or photographs should be accompanied by self-addressed envelopes and return postage. Query first on all submissions, except poetry. The publisher assumes no responsibility for return of unsolicited manuscripts, poetry, drawings or photographs.

Publication of advertisements does not constitute endorsement by MCA&F except for such products or services clearly offered under MCA&F's name. The publisher reserves the right to accept or reject any advertising order at his absolute discretion.

the "yellow footprints" on Parris Island, S.C., or elsewhere seems to be another one of those Marine Corps curiosities. I was "boot-lifted" out of the bus on arrival at Parris Island, and if there were any such yellow footprints on July 9, 1953, that boot-lift must have carried my butt well beyond them!

Tom Atkinson Sr.

Honesdale, Pa.

1954 Western Division Matches

I agree completely with the letter from J.E. Schneider in the February issue except that the 1954 Western Division Matches were held at Camp Mathews, not Camp Pendleton, Calif.

Capt V.E. "Joe" Burch, USMC (Ret)

Spokane, Wash.

Never Surrender Your Weapon

I am 74 years old. I became a U.S. Marine in February 1959. In 1970-71, I was on my second tour in Vietnam with the Army, and at that time the Marines and the Army drilled one thing into you so that one never forgot it. You never, ever surrender one's weapon, nor does one surrender to the enemy! Ever!

With that said it was disgusting to see in the media that our Navy gave up their ship and weapons without a fight. I could not believe it. What kind of leadership do we have? Since the Marine Corps is [in the] Department of the Navy, this behavior reflects on us all. I hear scuttlebutt that maybe they were ordered to stand down. If so, that was an unlawful order. The leaders I knew would never quit nor would they dishonor themselves by accepting such an unlawful order.

In my senior years I had the honor of seeing Omar N. Bradley and talked with President Dwight D. Eisenhower. These were men of honor and principle. My father fought all through the South Pacific in World War II as a U.S. Marine. He mustered out in 1946 and became a minister and also a chaplain of a Marine detachment.

I would hear Dad's sermons where sometimes he would offer an anecdote about a battle he was in and would say you never give up and you never surrender your weapon or yourself.

Ronald Parrish

New Bloomfield, Pa.

Battle of Wake Island

I just finished reading the article in the February issue of *Leatherneck* by Dick Camp retelling the account of the Wake Island battle at the beginning of World War II.

I had the honor, privilege and pleasure of working under a Wake Island defender

while stationed at Marine Corps Recruit Depot San Diego, Calif., from 1955 to 1958. There were two Marines rated to wear the ribbon with the "W" and clusters on their uniforms, both of whom were prisoners of war: Master Sergeant LaPorte and Technical Sergeant Virgil P. Vardel.

MSgt LaPorte was in charge of the training program for the 1st Reconnaissance Training Battalion. TSgt Vardel was my immediate noncommissioned officer in charge. Our duties at that time were in the Marine Corps Depot Butcher Shop, Food Service. I was told that TSgt Vardel was in communication, not food service, on Wake Island, but that did not keep all hands from manning positions to thwart the enemy. A Marine is a Marine rifleman first.

TSgt Vardel was and is a hero to me, and you would never have known it by the way he conducted himself.

I asked him one time about the "W" on his ribbon, and he did very little talking about it, except to say, "As a POW under Japanese cruelty, there are a lot of things you do just to survive. Things you wouldn't normally do outside of the present situation." That was about all you ever heard from him, except on one occasion, he said, "I learned during that time to never pass up an offer for a meal or drink because we learned to live without a lot in those 44 months."

My wish while in the Corps was that I could live up to the standards set by Marines such as TSgt Vardel of Oklahoma. Did I? I tried but fell short in many ways. Wake Island defenders and POWs, I salute you. Semper Fi, Marines!

Cpl Gilbert L. Cron

USMC, 1954-58, USMCR, 1958-62

Friend, Neb.

Proud to Be a Marine

A letter in our latest edition of *Leatherneck* included a statement by a sergeant major that even if a Marine was not exposed to combat, he or she should be proud of serving our country.

I am 93 years old. I was inducted into the Marine Corps on Feb. 9, 1943, and I earned the military occupational specialty 0141.

I served three years in World War II, being honorably discharged on March 3, 1946, as a platoon sergeant. I was stationed on Midway Island for two years, principally as a pay clerk. No combat.

I joined the Marine Corps Reserve in 1947 and was called to active duty on July 21, 1950. No combat during all of the Korean War. In 1950 to 1952, I was assigned to recruiting duty in Fresno and San Francisco, Calif. In June 1952, I was ordered to take charge of the Induction

The "Backbone of the Corps" Statue

**Meticulously hand-cast
and hand-painted for
authentic detailing**

**OVER
A FOOT
TALL!**

*Commemorative
metal banner
features the words
of the NCO Creed
on front and back*

Shown much smaller than
actual size of about
13 1/4 inches tall



**Limited to
just 5,000
worldwide!**

**Authentically-
rendered statue
captures the uniform
and sword of a
Marine NCO**



**Sculpted base
features a replica of
the USMC medallion
and blood stripe
detailing**



**Features a real
gleaming metal
sword**



**Includes a Certificate
of Authenticity
attesting to its status
as a true limited
edition**

© Officially Licensed Product of the
United States Marine Corps.
Proud supporter of the Marine Corps
Recruit Depot Museum Historical Society

The first-ever "Backbone of the Corps" Statue

Marine NCO's are legends... they are the bravest and best and led by example for more than 200 years. Now, The Bradford Exchange is thrilled to present "Backbone of the Corps," a hand-cast and hand-painted sculpture of impressive size and stature that puts the spotlight on the special contributions of NCOs.

This statue is individually crafted to realistically capture the look of a modern Marine NCO saluting with his M1859 NCO sword on a ceremonial occasion. Officially licensed, "Backbone of the Corps" authentically recreates the dress uniform of these revered Marines including a real metal sword.

Exceptional value; satisfaction guaranteed

"Backbone of the Corps" comes with a 365-day money-back guarantee and is issued in a limited edition of 5,000. Act now to obtain it in four installments of \$24.98, for a total of \$99.95*, backed by our 365-day guarantee. Send no money now. Just return the Reservation Application today!

www.bradfordexchange.com/usmcstatue

©2013 BGE 01-17616-001-BIU

RESERVATION APPLICATION SEND NO MONEY NOW

**THE
BRADFORD EXCHANGE
-HOME DECOR-**

9345 Milwaukee Avenue · Niles, IL 60714-1393

YES. Please reserve the "Backbone of the Corps" Statue for me as described in this announcement.

Limit: one per order.

Please Respond Promptly

Mrs. Mr. Ms.

Name (Please Print Clearly)

Address

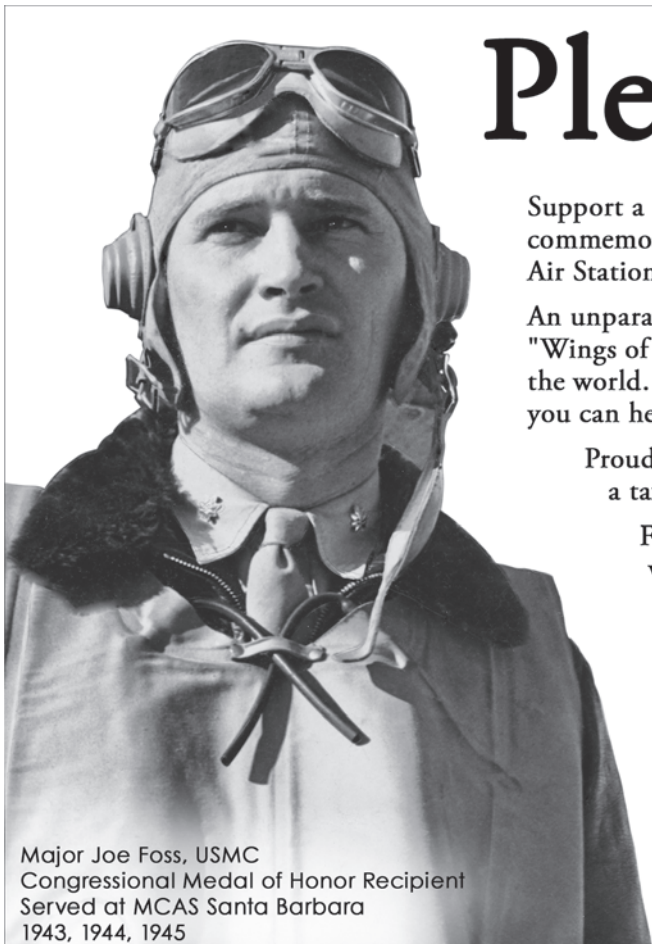
City

State

Zip

01-17616-001-E50203

*Plus \$14.99 shipping and service. Limited-edition presentation restricted to 5,000 sculptures. Please allow 4-8 weeks after initial payment for shipment. Sales subject to product availability and order acceptance.



Major Joe Foss, USMC
Congressional Medal of Honor Recipient
Served at MCAS Santa Barbara
1943, 1944, 1945

Please join us

Support a one-of-a-kind tribute to honor all those who served and commemorate the historical significance of Marine Corps Air Station Santa Barbara during World War II.

An unparalleled testament to Marine courage and commitment, "Wings of Honor" will be the tallest free-standing glass sculpture in the world. It stands as a timeless symbol of sacrifice and freedom and you can help make it a reality.

Proudly display your support of our veterans by making a tax deductible contribution to this unique tribute.

For more information including naming opportunities visit: www.WingsofHonorSB.org or contact:



Pierre Claeysens Veterans Foundation

1187 Coast Village Road, Suite 1-334, Santa Barbara, CA 93108
(805) 259-4394

Honorary Committee Chairman - General P.X. Kelley, USMC (Ret),
28th Commandant of the Marine Corps. All donations are tax deductible

No Finer Ring No Finer Offer Period.



Licensed by the Marine Corps and Registered in the Library of Congress, Mike Carroll's Marine Corps ring is unparalleled for beauty and quality. And now, you can wear it risk free, no questions asked. If you are not 100% satisfied, return it for a full refund, less shipping costs.

Made one-at-a-time in the USA. Available in 18K, 14K and 10K yellow, white or rose gold or sterling silver.

Call Today for Free Brochure
888-512-1333
www.EagleRings.com

Station in Guam. I left Guam in April 1954 and reported to base in Twentynine Palms, Calif., where I was assigned personnel sergeant major of the base as a technical sergeant. I never served in Korea.

Vietnam? I was administrative chief of Marine Aircraft Group 36 in Chu Lai from Sept. 2, to Oct. 18, 1965. No combat. I completed my tour with the rear echelon squadron of MAG-36 in Iwakuni, Japan. My duty was manager of two enlisted clubs. I was promoted to first sergeant but elected to retire.

This letter is long, but I now feel more comfortable in knowing that someone believes I did my duty to my Corps and my country. At times I felt a shadow of guilt, but now I feel that I did not shirk my duties. One thing I shall not ever forget are my friends who died in the fields of battle.

And the above is a story of a non-combat but extremely proud Marine.

GySgt Rafael R. Jimenez
Santa Clara, Calif.

• *Thank you for your service to the Corps, Gunny. While you may not have seen combat, you supported Marines, and that is critical to mission accomplishment also. Taking care of Marines and their families is a privilege, and you should not feel guilty about doing your duty!*—Editor

Intrigue & Skullduggery

Growing up I was vaguely aware that there was "some" competition between the Marines and the "doggies," err, I mean our esteemed Army soldiers. Even when I enlisted July 7, 1968, and went through boot camp I still didn't really get it. It wasn't until some years ago that I read a biography about General Victor H. "Brute" Krulak and found much of the answer. "Intrigue & Skullduggery" [January and February issues] was a great read encapsulating the conspiracy among all the other services trying to eliminate the Marine Corps. It was a very close call for the Marines. But where did the Army's dislike/disdain for our Corps originate? I mean, they've always been so much larger as an organization than the Corps. It's never really been close, even in World War II.

I just happen to have finished a book titled "At Belleau Wood" by Robert B. Asprey. It seems that extreme media censorship (the newspapers and magazines) by General Pershing caused big problems reporting on the war. Many complaints to editors back in the States did nothing. As the Belleau Wood battle was getting started, some correspondents pointed out to Army censor Colonel McCabe that since the Marines represented a separate service

as opposed to a branch of a service they should be identified in dispatches.

For some incredible reason both COL McCabe and BG Pershing thought this made perfect sense and agreed. "This was an important decision, for beginning on June 6, the Marines gained and held the headlines of nearly every paper in America, often to the general exclusion of the Army."

Marines have had many lesser-known fights throughout their history that would gain them the attention of the public, but Belleau Wood sealed the deal.

Thank you, "Black Jack." We don't owe you a thing.

Richard B. Ellenberger
Normandy Park, Wash.

MGySgt Keene's Retirement

I wish to thank Patty Everett [*Leatherneck's* production coordinator] for informing me of Master Gunnery Sergeant R.R. Keene's retirement. If I'd been paying attention, I would have noticed the announcement first thing in the February "Sound Off."

MGySgt Keene certainly did an outstanding job in his capacity at *Leatherneck*. I enjoyed reading some of his not-so-gentle responses to former active-duty Marines and some of their mistaken opinions or beliefs concerning our beloved Marine Corps. I know, as I was on the receiving end of one of MGySgt Keene's "corrective lessons" and I appreciated it. He is also kind and encouraging when dealing with the Marines who wish to be a part of the conversation. One of my favorite things in "Sound Off" was Keene's knowledge of the many, many idiosyncrasies that make our Marine Corps so special. Of course, if all else fails, there is the final resource for Marine Corps lore: the hash-marked barkeep. So, good luck in the next chapter of your life, MGySgt Keene. A job well done.

Richard B. Ellenberger
Normandy Park, Wash.

Passage Through a Hell of Fire and Ice

I hope Master Gunnery Sergeant Keene's retirement is as healthy and rewarding as my own.

On page 61 of the February *Leatherneck*, the book review, "Passage Through a Hell of Fire and Ice," states the 7th Army Division is said to be on the west side of the reservoir. I'm assuming you are referring to the Faith Task Force which was a part of the 7th Division and met its end on the east side of the reservoir. The 5th and 7th Regiments met the Chinese on the west side; the ill-fated 8th Army almost met its end on the west side of the Korean Peninsula.



TACP



TACTICAL AIR CONTROL PARTY PRIMER CURRICULUM



Tactical Air Control Party (TACP) Primer distance learning curriculum establishes baseline knowledge to prepare Marines for success supporting battlefield operations.
TACP00CUR1



I have read all the material I can get on the early Korean War and look forward to reading "Passage."

As a footnote, I once met a former doggie who was with the Faith Task Force. Mike Marhelka (sic) and a buddy escaped onto the ice and moved south to Hagaru. Upon his discharge from the Army, Mike wisely enlisted in the Marines.

Sgt Tom Bischof
Selinsgrove, Pa.

Doggies Re-Up

To Master Guns Keene: Your response (final sermon) to the "Sound Off" letter "Doggies' Re-Up, Marines 'Ship Over'" [February *Leatherneck*] was one of your best. It should be required reading for every Marine—current, retired, former and those "boots" about to step on yellow footprints.

Once again, I wish you a long, healthy

and enjoyable retirement. I'll miss your "Sound Off" responses.

MGySgt Bob Duerden, USMC (Ret)
Green Valley, Ariz.

The Old Corps Was Yesterday

General Lewis B. "Chesty" Puller once said, "The Old Corps was yesterday." I heard him say that when he returned from Korea to stand up the Third Marine Division at Camp Pendleton, Calif. Now that I have been retired 35 years after serving 35 years, I agree with him. I will soon be 88 years of age, and never does a day go by that I am not reminded of some period of time during my years in the United States Marine Corps.

During the time referred to by Master Sergeant Mallie P. Honeycutt [January "Sound Off"], I was assigned to 12th Service Battalion, Fleet Marine Force,

[continued on page 68]

In Every Clime and Place

Compiled by Sara W. Bock



CPL OLIVIA McDONALD, USMC

SSgt Todd Reinert, center, a motor transportation operations chief with SPMAGTF-CR-AF, guides Mauritanian soldiers through shooting drills prior to conducting a live-fire range in Tiguent, Mauritania, Feb. 15. During a monthlong training exercise, Marines and sailors helped the Mauritanian Logistics Battalion build its capacity to counter terrorism and provide sovereign security.

■ TIGUENT, MAURITANIA U.S., Mauritania Unite In Fight Against Terrorism

U.S. Marines stood proudly as they watched soldiers with the Mauritanian Logistics Battalion graduate from a monthlong training exercise in Tiguent, Islamic Republic of Mauritania, in February. In attendance at the ceremony were Mauritania's deputy minister of defense, the U.S. ambassador to the African nation and other senior officials.

At the request of the Mauritanian government and the U.S. Embassy in Nouakchott, Mauritania, Marines and sailors with Special Purpose Marine Air-Ground Task Force-Crisis Response-Africa trained the members of the Mauritanian Logistics Battalion in motor transportation maintenance and operations, supply, com-

munications, medical, and weapons marksmanship.

The training was designed to empower the Mauritanian battalion to effectively provide logistics capabilities support to units across the country, such as Mauritania's Groupement Special d'Intervention (GSI), a Special Forces unit responsible for securing the borders around Mali and other regions of unrest.

The Marines increased the battalion's capacity to disrupt terrorist activities, deny safe havens and counter influences in the Operation Juniper Shield area of responsibility—formerly known as Operation Enduring Freedom Trans Sahara. The area of responsibility includes Algeria, Chad, Mali, Mauritania, Niger, Senegal, Nigeria and Morocco.

The Mauritanian battalion commander,

Major Mohamed Salem Abeid, said the unit is responsible for providing logistical support, such as drivers and communications, to units along the border of Mali and other areas of unrest, including peacekeeping operations in the Central African Republic.

"We used to have a lot of skirmishes at the borders," said Abeid. "Now, with [U.S.] help over these past few years, we have the knowledge and experience to secure our border, maintain it and assist other areas in Africa."

The monthlong mission culminated in a final exercise during which the Marines evaluated how well the soldiers reacted to challenges they faced during a notional convoy, such as providing logistical support to a downed vehicle. Along the route, they encountered simulated improvised

explosive devices, small-arms fire and casualties, but they still were able to complete the mission of fixing and recovering the disabled vehicle.

Mauritanian Sergeant Ahmed Elveth Amar, a medic and weapons specialist with the battalion, said the final exercise was able to show not just the Marines, but also the people of his country, that he and his unit are more than ready to help in Mauritania's fight against terrorism.

"The training absolutely makes us a stronger unit," said Amar. "The more knowledge you have, the more experience you have is what makes you a strong base or unit."

Staff Sergeant Chris Blas, the SPMAGTF-CR-AF team chief, said the Mauritanian soldiers in the battalion are a group of professionals who are dedicated to making their country safer for their people.

"Since we arrived in Mauritania, the soldiers were eager to start the training," said Blas. "They are proud of the fact that their country is fighting terrorism. We're proud, too, because we share the same commitment in defeating terrorists."

Ryan Grizzel, the public affairs officer at the U.S. Embassy in the capital city of Nouakchott, said the Islamic Republic of Mauritania's president and other senior officials regularly cite the security co-operation missions like this one to be "highly successful, as it's a major factor in the elimination of extremist and terrorist violence here since 2011."

During the graduation ceremony, the Mauritanian soldiers were recognized for their accomplishments during the training. The U.S. ambassador to Mauritania, Larry E. Andre Jr., attended the ceremony and spoke about the importance of the partner nations' shared concern for stopping terrorism.

"We are in the same fight," the ambassador said. "The enemy that has come to your country and killed the citizens of your country ... have also come to our country and killed the citizens of our country and the foreign guests in our country."

Since 2010, when the Mauritanian government adopted an anti-terrorism law, which gave its security forces greater power to fight terrorism, the country has foiled attacks and numerous terrorists have been arrested.

"After you have secured your country and continue to secure it, you are going even further than that. You are now exporting security to other countries in need," Andre said. "The whole world is now admiring how Mauritanian military is participating in the peacekeeping operation in the Central African Republic."

SPMAGTF-CR-AF is a self-sustaining crisis response force, prepared for the protection of American personnel and facilities on the African continent, as directed by U.S. Africa Command.

Cpl Olivia McDonald, USMC

■ PORSANGMOEN, NORWAY BSRF Marines' Survival Skills Tested in Extreme Weather

U.S. Marines and sailors with Black Sea Rotational Force (BSRF) completed the final training evolution of an arctic-weather training package in Porsangmoen, Norway, Feb. 16-20.

The arctic training was conducted by United Kingdom Royal Marine Commando Mountain Leaders and hosted by the Norwegian military. It was designed to improve the U.S. Marine Corps' capability to support its NATO allies in extreme environments.

"The last three weeks we have been focusing on survival, mobility and the ability to operate and fight in an austere environment," said Captain Jonathan Blankenship, a company commander with BSRF. "The survival portion challenged the Marines because that transcends every operative environment."

The Marines and sailors operate without their allied mountain guides during the last portion of the training, testing their ability to apply the cold weather survival and mobility techniques they learned during the previous three weeks.

"It was my first time working with the U.K. Royal [Marine] Commandos in a

foreign country," said Corporal Thomas Powers, a fire team leader with BSRF. "They helped us from the beginning, from getting our snowshoes on to operating on skis with our weapons."

Being able to patrol on skis or snowshoes while efficiently operating weapons was the final portion of the training.

"The U.K. Royal [Commandos] are knowledgeable about this environment. It has been an honor to be taught by them," said Powers. "Giving us the capability to grasp their techniques on cold-weather training and incorporate infantry tactics strengthens [our allies] and the entire Marine Corps."

Marines and sailors with BSRF had the opportunity to utilize their training during Exercise Cold Response 16, a joint NATO and allied country exercise composed of 12 countries and approximately 16,000 troops.

"Everything we do is about teamwork on this deployment, not just from the platoons all the way to the battalion, but working with every host nation we go to train with or alongside," said Capt Blankenship. "Whether it's in an arduous environment like this or being on the open plains in Eastern Europe fighting on terrain together, it's all about the teamwork. Strength through partnership, but it's not just the partnership; it's the teamwork aspect that's going to make everything work."

BSRF is an annual multilateral security cooperation activity between the U.S. Marine Corps and partner nations in the



Capt Jonathan Blankenship, a company commander with BSRF, confirms that an assault on an enemy objective is complete during the final exercise of cold-weather training at Porsangmoen, Norway, Feb. 16-20. (Photo by Cpl Immanuel Johnson, USMC)

Black Sea, Balkan and Caucasus regions, designed to enhance participants' collective professional military capacity, promote regional stability and build enduring relationships with partner nations.

Cpl Immanuel Johnson, USMC

■ **FORT STEWART, GA.** **Eager Response 16 Includes** **Large-Scale Assault,** **Offensive Air Support Operations**

In order to demonstrate the ability to transport, tactically insert and conduct high-intensity, combined-arms operations with a battalion-sized infantry force, Marines from Second Marine Aircraft Wing conducted a large-scale tactical exercise in conjunction with 3d Battalion, Sixth Marine Regiment, Second Marine Division at Fort Stewart, Ga., Feb. 24-29, during Exercise Eager Response 16.

During the exercise, Marines trained

delivery. In the same manner, the ground units focused on proper casualty evacuation procedures that called on Marines to treat a simulated casualty, while the air assets worked to hastily transport the casualty aboard a Super Stallion.

As a continuation of Wing Exercise 15, 2d MAW honed its ability to provide outstanding support to the MAGTF by training planners in all aspects of command and control.

"This exercise was designed to test the squadron- and battalion-level planners in their integration of combined efforts," said Major General Gary L. Thomas, Commanding General, 2d MAW. "Our ability to transport, support and tactically insert ground troops in any environment is what makes us a highly effective force. This training reiterates our dedication to supporting the Second Marine Division; our dedication to teaching our Marines

to the fight, and any evolution that allows us to hone our skills of supporting Marines on the ground is extremely worthwhile."

Horn explained that the ability to function as a MAGTF is a powerful capability, unique to the Marine Corps, and it is important that Marines train to employ their forces in such a fashion. Eager Response allowed them to do exactly that.

Throughout the exercise, an opposing force lurking in the surrounding tree line sporadically attacked the battalion day and night to put its ability to fortify and defend to the test.

"We took some contact from our opposing force," said Corporal Matthew J. Haines, a squad leader with "India" Company, 3/6. "They acted as a platoon-sized element that tried to find a weak spot in our defenses and exploit it. We responded by sending security patrols from the various companies."

"We fight and we train as a MAGTF," said Lieutenant Colonel Todd Mahar, the commanding officer of 3/6. "Our ability to work together with the wing and conduct inserts like we did with more than 400 Marines on multiple aircraft allows us to rapidly build up combat power in any zone and flood our forces in the area to conduct operations. Our ability to do that is what we do as Marines."

Small unit leaders regarded the exercise as a valuable opportunity to mold junior Marines into skilled, knowledgeable members of the battalion.

"This is what we do," Cpl Haines said. "It's about brilliance in the basics, in both offensive and defensive operations. Everything from security to alertness and digging a proper fighting hole is what we want to instill in our Marines. It's on us as small unit leaders to spin them up on how [3/6] operates and our expectations of them."

"The MAGTF lives, breathes and reacts exceptionally well in moments of crisis," MajGen Thomas said. "That is because the men and women that encompass it are some of the most dedicated ... Marines and sailors I have ever seen. I am extremely proud of the work they accomplished here."

PFC Nicholas Baird, USMC
and Cpl Paul S. Martinez, USMC

Leathernecks with India Co, 3/6 treat a simulated casualty aboard a CH-53E Super Stallion during Exercise Eager Response at Fort Stewart, Ga., Feb. 25. The exercise allowed the battalion and the Marines of 2d MAW to practice functioning together as a MAGTF.

in a number of events, including casualty evacuation, assault support missions and aerial refueling, proving the Marine Air-Ground Task Force (MAGTF) to be a highly effective combat force.

Marines of 3/6 were transported from Marine Corps Air Station New River, N.C., on MV-22B Ospreys and CH-53E Super Stallion helicopters to accomplish a long-range insert of a battalion-sized force into a remote training area of the U.S. Army base.

The exercise allowed cross-training between ground and aviation units. While the aviation units practiced aerial deliveries from a KC-130J Super Hercules, the ground unit focused on receiving the

and enhancing their knowledge; and ultimately, getting it right when it matters, with little to no notice," MajGen Thomas said.

In addition to being forced to defeat a simulated enemy, Exercise Eager Response prepared Marines for future training requirements, such as Weapons and Tactics Instructor Course (WTI) and future deployment operations.

"I believe this exercise is a valuable opportunity for our Marines to train in a challenging and dynamic environment while supporting the Marines with 2dMarDiv," said Captain Sarah K. Horn, a UH-1Y Huey pilot with Marine Light Attack Helicopter Squadron 269. "2d MAW brings a wide range of capabilities



PFC NICHOLAS BAIRD, USMC

■ **KUWAIT CITY, KUWAIT** **Female Engagement Team** **Trains With Kuwaiti Police**

U.S. Marines assigned to the 26th Marine Expeditionary Unit's Female Engagement Team conducted an "exchange of information" with the Kuwait Ministry of the Interior VIP Protection Unit, Female Division in Kuwait City, Kuwait, from Jan. 31 to Feb. 11.

The FET is made up of female Marines

DOKSUKRI BEACH, SOUTH KOREA



SGT BRIANNA BIRL, USMC

SMOKE CIRCLES—Amphibious assault vehicles fire smoke bombs as U.S. Marines and sailors with the 31st Marine Expeditionary Unit and troops from South Korea, New Zealand and Australia conduct amphibious assault training at Doksukri Beach, South Korea, March 12. The training was part of Exercise Ssang Yong 16, a biennial combined amphibious exercise designed to strengthen interoperability and working relationships among participating nations.

with different military occupational specialties who volunteered to participate in a subject matter expert exchange (SMEE) with Kuwaiti female police officers.

The exchange is part of a United Nations initiative to foster equal rights for half of the world's population.

United Nations Security Council Resolution 1325 recognizes the role women play in restoring and maintaining peace and security. Subsequent resolutions aim to “increase women’s participation in all efforts related to peace and security and to strengthen the protection of women in situations of armed conflict,” according to the United States’ National Action Plan on Women, Peace and Security (WPS), which was published in December 2011.

The Department of Defense is tasked with leveraging the expertise of female servicemembers to encourage and model gender integration in partner nations and to encourage the increased participation of women in foreign police and military forces.

“I was introduced to the VIP Protection Unit when they asked the U.S. Embassy to introduce self-defense tactics to their ongoing training of new female police

officers to their female division. We conducted two bilateral exchange efforts in 2014 and 2015. This SMEE is the next level and showcases the importance of the Female Engagement Teams and how they enhance capabilities and interoperability on a tactical level, but also serve the greater strategic goal posed by our WPS presidential directive,” said Lieutenant Colonel Melody Mitchell, the



CAPT LINDSAY PREKE, USMC

During live-fire training, a Marine with the 26th MEU FET works alongside a member of the Kuwait Ministry of the Interior VIP Protection Unit, Female Division, during an exchange program in Kuwait City, Kuwait, in early February.

program lead for the Office of Military Cooperation-Kuwait, stationed at the U.S. Embassy in Kuwait City.

The exchange focused on personal security detachment operations, prisoner searching and handling techniques, and self-defense and close-quarter combat drills.

“These women [VIP Protection Unit, Female Division] are all trailblazers. They are the role models for the young girls of Kuwait,” explained Mitchell. “They play a critical role because terrorists in the Middle East have capitalized on cultural norms and use women to gain an advantage. We must do the same to match and overcome their efforts. Kuwait is wise to integrate women into their security apparatus.”

“The women provide personal security for VIPs. Their training includes law enforcement-type techniques and marksmanship,” said Captain Jamie Ash, the FET officer in charge and the 26th MEU adjutant.

“We were able to show each other our individual techniques and then combine them to increase proficiency. The women requested information about self-defense

since they do not have qualified female instructors available. As Marines, our Marine Corps Martial Arts Program incorporates a mixture of armed and unarmed combative techniques from several different disciplines,” said Ash.

In order to enhance interoperability, the Marines and Kuwaitis shared best practices for personal security formations, reactions to contact with a threat, and hasty and deliberate searches.

Capt Ash explained that the female Marines and Kuwaiti officers practiced security formations and actions in a variety of scenarios, in both passive and hostile environments. Since the Kuwaiti female officers are the only ones in their unit who can search women and families, the two groups focused on exchanging information related to searches, she added.

Prior to the training exchange, the female Marines reviewed fundamental weapons handling, law enforcement techniques and procedures, and personal security training with detachments internal to the MEU. Marines with the Law Enforcement Detachment and Reconnaissance Battalion provided training to bolster the skills that all Marines learn at Marine Combat Training.

When speaking to the group, LtCol Mitchell stated, “Both military and police women represent a lot, and you have serious and important roles to play as ambassadors in security. How you work, act and lead is continuously watched, and I know you will continue to diligently

prove how critical you are to security in Kuwait and the Middle East. I am grateful for the growing support of programs like this—the excellent partnership between the U.S. and Kuwait.”

The 26th MEU is embarked in the USS *Kearsarge* Amphibious Ready Group and is deployed to maintain regional security in the U.S. 5th Fleet area of operations.

Capt Lindsay Pirek, USMC

■ CAMP PENDLETON, CALIF.

2/11 Marines Pioneer

New Digital Firing Control System

A beeping noise emitted from a computer system. “Fire mission,” exclaimed one of the Marines, warning his peers that they must get ready. The Marines scrambled for their helmets and took their positions around the M777A2 howitzer.

The cannoner loaded a 155 mm round into the weapon system as two Marines used a 10-foot, T-shaped pole to shove the round inside the howitzer, ensuring the ammunition was properly seated. The cannoner closed the breech of the weapon. The section chief shouted, “Standby ... Fire!” Then a Marine pulled the lanyard on the M777 howitzer, and the field gun fired off a round. The cannoner opened the breech of the weapon, and smoke poured out from the chamber.

Leathernecks with Battery F, 2d Battalion, 11th Marine Regiment, First Marine Division conducted a battery-level fire exercise Feb. 10 at Marine Corps Base Camp Pendleton, Calif., in preparation for

their upcoming deployment with the 31st Marine Expeditionary Unit.

During the exercise, Marines used an enhanced Digital Firing Control System (DFCS), which provided troubleshooting feedback to the battalion for future use with the computer system. This was the first time the unit used this operating system, but the goal is to make the computer system the new standard.

“We are pioneering this digital system for 2/11 so we can develop standard operating procedures,” said First Lieutenant Andrew J. Shulkosky, the battery’s executive officer. “It will help us be more effective in supporting the ground maneuver element.”

In the past, the Marines on the gun line used iron sights to conduct fires, but the DFCS provides faster, more reliable support, added Sergeant James M. Christensen, a section chief with the battery.

“Instead of using a physical map, we are now using a [digital] tablet to look at the map of the target area,” said Corporal Rex T. Teachenor Jr., a fire supportman with Battery H, 2/11. “[Aside from radio] there are no more voice commands; everything is done through the computer.”

A firing mission goes through three levels before any kind of action takes place: from an observer, to the Fire Direction Center, to the gun line.

During the fire exercise, leathernecks of Battalion Landing Team 2d Bn, Fourth Marine Regiment, 1stMarDiv were the observers. The observers locate targets so the gun line can destroy the targets, said Teachenor. The initial call for fire is given to the Fire Direction Center. Through the DFCS, the Fire Direction Center sends target coordinates down to the gun line. They load their rounds and fire on the targets, destroying the enemy.

“The benefit of the system [makes us] a lot quicker,” said 1stLt Shulkosky. “In the past, whenever our digital firing system went down, we would communicate targets by voice. We are moving away from this method because it slows down our time to support the maneuver element.”

Marines with “Fox” Btry fired approximately eight drills. The speedy support of the DFCS helped build confidence and unit cohesion between the Marines of the battery and BLT 2/4, which will deploy together with the 31st Marine Expeditionary Unit.

“Wherever the 31st MEU takes us, we’ll be right there with BLT 2/4 whenever they need us. All they have to do is call in,” said Shulkosky.

LCpl Justin Bowles, USMC



LCPL JUSTIN BOWLES, USMC

Marines with Fox Btry, 2/11 work together to load a 155 mm round into the M777A2 howitzer during a battery-level fire exercise at MCB Camp Pendleton, Calif., Feb. 10. The exercise gave the Marines of the battery their first opportunity to use the DFCS, a computer that shows grid coordinates of targets, providing a faster response time than when using iron sights.



Celebrate Mom. 

Guaranteed Mother's Day Delivery...Order now!

1-866-768-6517

www.bradfordexchange.com/family

Family of Love

PERSONALIZED DIAMOND BRACELET

A Fine Jewelry Exclusive from The Bradford Exchange



**10 Genuine
Diamonds**

**FREE
Personalized Engraving**

*Shimmering Sterling Silver Plating
and 24K Gold Plating*

Celebrate the Gift of Family with Sparkling Ribbons of Love

The brilliance of genuine diamonds radiate in a beautiful presentation of the love you cherish most. Introducing the exclusive "Family of Love" Personalized Diamond Bracelet—a celebration of the most precious bond of all!

Personalized with the Names of Your Choice

Exquisitely hand-crafted, this stunning bracelet features 10 genuine diamonds set between wave-shaped links plated in gleaming sterling silver with 24K gold-plated accents. You create a special keepsake by personalizing your bracelet with up to 10 elegantly engraved names. The bracelet is adjustable from 7" to 8" and features a 24K-gold and silver-plated heart charm at the clasp.

A Remarkable Value... Available for a Limited Time

The "Family of Love" Personalized Diamond Bracelet is a remarkable value at \$119,* payable in 4 installments of just \$29.75 each, and backed by our unconditional 120-day guarantee. To reserve, send no money now; just mail the Reservation Application. Don't miss out on this Bradford Exchange exclusive—order today!

www.bradfordexchange.com/family

©2016 The Bradford Exchange Printed in U.S.A. 01-10678-001-BIM16



*Shown with
4 names engraved*

*Each member of the family...
as precious as a diamond!*



*Arrives in a custom
case with gift box and Certificate
of Authenticity*

LIMITED-TIME OFFER

*Reservations will be accepted on a
first-come, first-served basis.
Respond as soon as possible to
reserve your bracelet.*



Shown actual size

**We must receive your initial payment
by 4/28/16 to guarantee Mother's Day
delivery. Call 1-866-768-6517 or visit
www.bradfordexchange.com/family**

*Plus a total of \$9.98 for shipping and service.
All sales subject to product availability and
order acceptance.

**Please list names (up to 10) in the order you would like them to
appear. Names will be engraved on the links from left to right,
and centered on the bracelet.**

1. _____
2. _____
3. _____
4. _____
5. _____
6. _____
7. _____
8. _____
9. _____
10. _____

RESERVATION APPLICATION

SEND NO MONEY NOW

**THE
BRADFORD EXCHANGE
JEWELRY**

P.O. Box 806 Morton Grove, IL 60053-0806

YES. Please reserve the "Family of Love"
bracelet for me with the names indicated at left.
(Limited to 10 names, 10 letters per name).

Signature _____

Mrs. Mr. Ms. _____

Name (Please Print Clearly)

Address _____

City _____

State _____

Zip _____

E-mail (optional) _____

01-10678-001-E50201

Building Bridges

Senior Enlisted PME and Expeditionary Warfare School Help Prepare Future Command Teams

By Maj Jessica Ryu, USMC

Checking into his next duty station, Captain Smith, a recent graduate of Expeditionary Warfare School (EWS), was ready to assume command of "Alpha" Company. While at EWS, Smith learned a host of skills that would enable him to lead and succeed in the expeditionary environment. He was well-versed in the Marine Corps Planning Process, understood planning considerations for amphibious operations and small wars, and knew MCDP-1 by heart. He was not worried about meeting his new battalion commander or the challenges he would face with leading his company.

Some of the most important lessons he learned during EWS were during a short interaction with some Marine Corps University students just down the road from Geiger Hall.

Located approximately 1 mile apart on Marine Corps Base Quantico, Va., students at EWS and the Senior Enlisted Academy rarely interact with each other in an educational setting.

The mission of EWS is to educate and train company grade Marine Air-Ground Task Force (MAGTF) officers to lead and succeed in an expeditionary environment. The mission of the Senior Enlisted Academy at MCB Quantico is to provide staff noncommissioned officers (SNCOs) with the requisite education and leadership training to enhance their professional qualifications in preparation for assuming duties of greater responsibility and for making greater contributions to the Corps.

Just as the graduates of these schools make up the leadership team in companies, batteries and similar organizations across the Corps, these two schools are partners in education, striving to better prepare their students for the challenges of developing a successful command team.

All U.S. Marines, regardless of grade, enter the service through an initial training course, either the Marine Corps Recruit Depots (MCRDs) or Officer Candidates School (OCS) or other commissioning sources, such as the U.S. Naval Academy or Naval ROTC. Upon graduation from

one of the MCRDs, enlisted Marines continue on to the School of Infantry to complete training either with the Infantry Training Battalion (03XX military occupational specialty (MOS)) or Marine Combat Training (all non-03XX MOSs). Following completion of this training, Marines attend follow-on MOS schools as appropriate.

Graduates of OCS will complete six months of training and education at The Basic School, which emphasizes the duties, responsibilities and warfighting skills required of a rifle platoon commander. After this initial training, they attend their MOS-producing course. This is traditionally the end of the initial training phase for both officers and enlisted Marines; however, the professional military education (PME) continuum progresses throughout a Marine's career.

Changes to Enlisted PME

In October 2014, Marine Corps Combat Development Command Quantico released Marine Administrative Message 521/14 which updated enlisted PME requirements by grade. Now, in order to be eligible for promotion, enlisted Marines must complete non-resident and/or resident PME requirements at each grade.

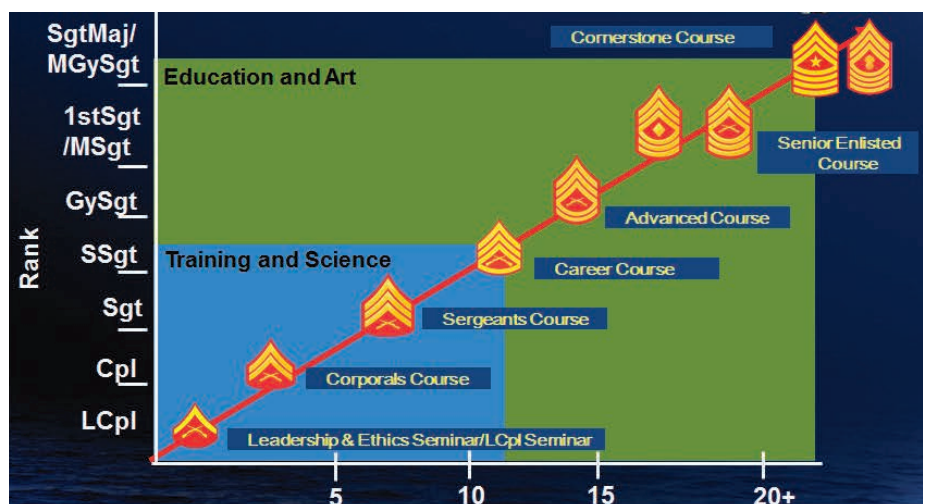
Meanwhile, the officer PME continuum has remained relatively unchanged for the past several decades.

As Marines progress through the ranks, the opportunities for formal integration

of officers and enlisted Marines during resident PME are few and far between. There is a relatively new aspect of integrating the education of captains at EWS and first sergeants/master sergeants at Senior Enlisted Professional Military Education (SEPME).

Each year, the Marine Corps selects roughly 180 captains to attend resident EWS. Those not selected for the resident course must complete the comparable non-resident course in order to be eligible for promotion. The resident EWS course is 40 weeks long. The student body consists of 250 officers from the Marine Corps, Army, Navy, Air Force and international partners. The curriculum covers history, organization, capabilities, expeditionary environment, doctrine, planning, expeditionary and amphibious operations, small wars, professional communication and leader development.

The Senior Enlisted Course is designed to equip senior-level Marines with the critical thinking and adaptability skills necessary to function at the operational level of war. Additionally, the course enhances the Marines' abilities to act independently as enlisted advisors to the commander in all administrative, technical and tactical requirements of their respective organizations. The five-week course of instruction, containing 225 academic hours, covers leadership, warfighting, logistics, administration, professional communication and training management.





MARINE CORPS UNIVERSITY

From left to right, members of Senior Enlisted Course 1-16, 1stSgt Marcus Reese, MSgt William Hess and 1stSgt Jesse James Dorsey, join SgtMaj David Maddux, former sergeant major of Enlisted Professional Military Education and now Education Command/Marine Corps University command sergeant major, after their guided discussion last fall with Expeditionary Warfare School students.

Integrating EWS and SEPME

During academic year 2013-14, Major John Hood revived the link between EWS and SEPME. As the course director for the EWS Leader Development Course, Maj Hood saw an opportunity for the two student populations to learn from one another and for both to leave better prepared to build effective command teams at the company level. Master Gunnery Sergeant Kelly Scanlon, USMC (Ret), who has served as a staff mentor at the Senior Enlisted Course since 2011, said, "One of our initiatives was to meld the officer/enlisted PME. Why wouldn't we want to have similar instruction?"

Hence, the two schools began to work together.

Command teams can fail when officers or SNCOs do not understand their different duties and responsibilities. Officers spend a significant amount of time analyzing two echelons down and two echelons up to understand the higher commander's intent and to help focus the unit. Meanwhile, SNCOs are involved in the details of day-to-day operations. As explained in "SNCOs Lead, Officers Command" by MGySgt Charles A. Walker, "A commander is forced to look two terrain features down, to steer the organization, to anticipate friction, and to make decisions that

ensure mission accomplishment. The SNCO must advise the commander in these matters, but must keep his eyes on the tanglefoot, the messy work that will hinder either the unit or more often the individual Marine."

Resident PMEs attempt to provide students with an opportunity to share their experiences and learn from one another with a goal of increasing mutual understanding of the command team relationship.

Bringing Marines Together

On Nov. 13, 2015, 48 EWS students met with the Marines attending Senior Enlisted Course 1-16. Sergeant Major David Maddux, the director of the Senior Enlisted Academy and sergeant major of Enlisted Professional Military Education, met with the EWS faculty prior to the guided discussion to provide a quick overview of the agenda.

When the captains arrived, the group was subdivided into three small groups consisting of 16 EWS students and was paired with a group of 18 Senior Enlisted Course students (mix of master sergeants and first sergeants). While EWS students have about four to nine years of active-



CPL ERIC KEENAN, USMC

MSgt Patrick McClung, center, provides a senior enlisted Marine perspective during a Leadership Development Program workshop on MCB Quantico, Va., March 18, 2015.



JOYCELYN BIGGS

EWS students tour the Marine Depot Maintenance Command during a three-day visit to Marine Corps Logistics Base Albany, Ga., in late March 2015.



CPL ERIC KEENAN, USMC

Col Scott Erdelatz, director of the Lejeune Leadership Institute, discusses innovation at a Leadership Development Program workshop on MCB Quantico, Va., March 18, 2015.

duty service, the E-8s have an average of 17 years of commissioned service. This mirrors the strength of the leadership team in the operating forces, partnering the generally broader education of the captains with the greater experience of their senior enlisted partners in leadership.

The discussion got off to a slow start. The officers seemed hesitant to speak and listened while the enlisted students shared their views on the topic of “intrusive leadership.” With the wealth of experience in the room, the discussion soon became livelier.

After listening to multiple comments about leadership, MSgt William Hess, the staff noncommissioned officer in charge of the Cyber Security Training Section, Marine Corps Communications-Electronics School, summarized his thoughts

by simply stating that as leaders and future commanders, officers needed to always be “constant, consistent and fair. These are the aspects of leadership that cannot be forgotten.” This clear, concise and important point is critical for future company commanders to hear and understand.

Transitioning to a new topic, 1stSgt Marcus Reese, Headquarters and Service Bn, Marine Corps Installations Pacific, Camp Butler, Okinawa, Japan, asked the EWS students what trends they have seen across the board with senior enlisted Marines. Capt Ivan Goudyrev, a logistics officer, explained that he was concerned about the culture gap between junior Marines and their leaders as the age gap grows between them. “Senior enlisted and even some company grade officers to an extent no longer know what their Marines

do for fun, how they communicate, where they hang out, etc.” One of the E-8 students explained that the gap is filled by noncommissioned officers, those Marines with close, daily contact with their junior Marines.

Capt Dane Sagerholm, an artillery officer, brought up another topic of interest. He asked if the SNCOs thought that unit punishment was an effective tool. The room started to buzz and the answer was a resounding, “No!” 1stSgt Jesse James Dorsey, 9th Engineer Support Bn, Camp Hansen, said, “Lead by inspiration, not intimidation.” Other senior enlisted students provided different approaches to quell disciplinary issues such as unit incentives for achieving goals.

As the discussion started to wind down, 1stSgt Reese provided sound advice to the EWS students, “Company commanders need to come back from officer PME and share their experiences with SNCOs to help make them MAGTF Marines and studious warriors.”

Lessons Learned

While much of this discussion sounds like common sense, the opportunity to have these dialogues is few and far between. SgtMaj Maddux said, “The non-attributional environment provided in the school setting gives them an opportunity to ask questions and go over expectations. It’s not a senior-subordinate relationship; it’s a student-to-student relationship with no expectations.” Rather than waiting until the new company commander meets his first sergeant, venues such as this provide a chance to explore different perspectives on common leadership issues.

Both EWS and the Senior Enlisted Academy fall under the purview of Marine Corps University and must leverage one another to develop the future commanders and enlisted advisors returning to the operating forces.

There are opportunities for future integration between the two courses. MGySgt Scanlon, USMC (Ret) explained, “There’s a different perspective between the enlisted and officer sides. It’s not just about getting the students to interact, but also getting the faculty to assist with instruction for different topics.”

While the two courses are not aligned (only three of the five Senior Enlisted Courses convene during the EWS academic year), there are still occasions where both enlisted and officer students would benefit from sharing their experiences and opinions. SgtMaj Maddux explained, “Cross-pollinating classes for topics, such as command climate or ethics, provides two different perspectives.” Additionally, because the learning outcomes

and educational objectives of the two schools are different, each school has specific areas of expertise that would lend them to assist the other during certain courses of instruction.

Possibilities of Combining Instruction

The close proximity of the two schools makes it feasible for the two curriculum development staffs to better integrate the educational objectives. Some examples of where combining instruction would be beneficial are during Marine Corps Planning Process (MCPP) and Leader Development courses.

EWS captains spend 87 hours learning MCPP, whereas students in the Senior Enlisted Course only spend 42 hours. Sending a few captains over to the Staff Noncommissioned Officer Academy (SNCOA) to assist with their MCPP exercise would provide the officers an opportunity to practice running an operational planning team and refine their knowledge on the subject.

The third subcourse of the EWS Leader Development Course is command. During this portion of the curriculum, first sergeants would be helpful to ensuring future company commanders understand how to handle administrative matters such as page



LCPL DIAMOND N. PEDEN, USMC

MSgt Cecil Melton, right foreground, participates in a group discussion April 1, 2014, during an E-8 seminar on Camp Hansen, Okinawa, Japan.

11s, 6105s and non-judicial punishments.

Marine Corps University provides a multitude of opportunities for coordinated training among the schools. While EWS and the SNCOA are partnering in education, more can and should be done. Through an exchange of information based on subject matter expertise, both student

populations are now better prepared to return and lead in the operating forces.

Author's bio: Maj Jessica Ryu is a MAGTF intelligence officer. She currently is serving as a faculty advisor at the Expeditionary Warfare School.



Give the Gift that Keeps **MARINES** Connected



Membership Makes a GREAT Gift for Marines

Stay connected with the unfolding story of our Corps in **Leatherneck** and keep up with the issues affecting Marines in **Marine Corps Gazette**

Membership gives ONLINE access to **BOTH**.

www.mca-marines.org • 866-622-1775



**Marine Corps
Association & Foundation**
Advancing Leadership and Recognizing Excellence Since 1913





LCpl Roland James receives his certificate of citizenship at a ceremony on Camp Foster, Okinawa, Japan, March 6, 2015.



Four years after he immigrated to the United States from Ghana, LCpl Torffic Hassan, 6th Communications Battalion, proudly displays his certificate of citizenship, March 22, 2013.

Pathway to Citizenship

By Arwen Consaul

It's not unusual that immigrants to the United States have chosen to serve in the Armed Forces before becoming U.S. citizens. Every year U.S. Citizenship and Immigration Services (USCIS) naturalizes thousands of immigrants who currently are serving in the U.S. Armed Forces. Since Oct. 1, 2001, USCIS has naturalized 109,321 servicemembers, with 11,069 of them becoming citizens during USCIS naturalization ceremonies in 34 foreign countries.

USCIS has partnered with the Department of Defense (DOD) to ensure the military community has accurate information about immigration services and benefits. USCIS not only provides training to military lawyers, but USCIS regularly conducts educational seminars and other classes at military installations around the country, answering questions about naturalization and other immigration services and benefits.

In addition to educational seminars, USCIS employees regularly conduct

adjustment and naturalization interviews and oath ceremonies for military personnel and their family members on military installations within the USCIS offices' jurisdictions.

USCIS brings immigration services to the troops wherever they serve, naturalizing more than 7,700 servicemembers in nine countries overseas this past fiscal year. USCIS seeks to ensure that the military naturalization process is convenient, expedited and secure, so that military personnel receive the honor of citizenship on behalf of a grateful nation.

Background

Special provisions of the Immigration and Nationality Act authorize USCIS to expedite the naturalization process for current members of the U.S. Armed Forces, Selected Reserve of the Ready Reserves and veterans.

In general, only citizens and lawful permanent residents (green-card holders) of the United States may enlist in the U.S. Armed Forces. Only U.S. citizens may become officers.

Under special provisions in Section 329 of the Immigration and Nationality Act, the president signed an executive order on July 3, 2002, authorizing all noncitizens who have served honorably in the U.S. Armed Forces on or after Sept. 11, 2001, to immediately file for citizenship.

This order also covers veterans of certain designated past wars and conflicts, including World War II (Sept. 1, 1939–Dec. 31, 1946); the Korean War (June 25, 1950–July 1, 1955); and the Vietnam War (Feb. 28, 1961–Oct. 15, 1978).

The authorization will remain in effect until a date designated by a future presidential executive order.

Qualifications

A member of the U.S. Marine Corps must meet the requirements and qualifications to become a citizen of the United States. He or she must demonstrate good moral character, knowledge of the English language, knowledge of U.S. government and history (civics) and attachment to the United States by taking an oath of allegiance to the U.S.

All Marines going through basic training or technical school are considered active-duty personnel for the naturalization process. In addition, military orders greater than 30 days also qualify for the expedited naturalization process. Proof of service through a DD-214 is required for expedited service.

Qualified U.S. Marines are exempt from other naturalization requirements,

Important Websites

- USCIS: <https://www.uscis.gov/military>
- Application for filing for servicemembers: <http://www.uscis.gov/policymanual/HTML/PolicyManual-Volume12-PartI-Chapter5.html>
- Military help line: <https://www.uscis.gov/military/military-help-line>
- Military accessions vital to the national interest: <http://www.goarmy.com/benefits/additional-incentives/mavni.html>

New U.S. citizens from the Navy and Marine Corps stand to be recognized on the flight deck of the USS *Midway* Museum, San Diego, Calif., July 2, 2010.



MC2 JAMES R. EVANS, USN

Naturalization Benefits Available to Military Personnel

- **Waiver of lawful permanent residence requirements**

In general, an applicant who files on the basis of military service during designated periods of hostilities is not required to be a legal permanent resident if he or she was physically present at the time of induction, enlistment, reenlistment or extension of service in the U.S. Armed Forces.

- **Exemption from residency and physical presence requirements for naturalization**

An applicant who files on the basis of military service during hostilities is exempt from the general naturalization requirements of continuous residence and physical presence.

Peacetime military personnel who file on the basis of one year of military service while still serving in the U.S. Armed Forces or within six months of an honorable discharge are exempt from the residence and physical presence requirements for naturalization.

- **Expedited application process**

Average application processing time for military personnel is approximately four months. In urgent situations such as prior to short-notice deployments, the naturalization process can take as little as 48 hours for qualified military personnel.

- **Application and biometrics fees waived for military personnel**

- **Naturalization at boot camp or basic training**

Noncitizen enlistees of the Army, Navy, Air Force and Marine Corps may be eligible to complete the entire naturalization process—application, biometrics, interview, exam and oath—at boot camp or basic training.

- **Processing and ceremonies overseas**

Military personnel, their spouses and children may be able to complete the entire naturalization process abroad.

- **Specialized customer service**

A team of USCIS specialists serves military families through dedicated phone and e-mail channels: 1-877-CIS-4MIL (1-877-247-4645), militaryinfo.nsc@dhs.gov.

- **Posthumous citizenship**

Citizenship may be granted posthumously to servicemembers who served honorably and died as a direct result of a combat-related injury or disease incurred or aggravated by that service. With a grant of posthumous citizenship to a deceased servicemember, certain immediate family members may be eligible to apply for Lawful Permanent Resident (LPR) status or naturalization.



LCPL COLBY COOPER, USMC

Marines and sailors stand while the national anthem is played during a citizenship ceremony on Camp Foster, Okinawa, Japan, March 6, 2015.

including residence and physical presence in the U.S. These exceptions are listed in Sections 328 and 329 of the Immigration and Nationality Act.

A person who obtains U.S. citizenship through his or her military service and separates from the military under “other than honorable conditions” before completing five years of honorable service may have his or her citizenship revoked.

How to Apply

Every military installation has a designated point of contact, generally in the personnel section or the Judge Advocate General’s Office, to assist military personnel in preparing and filing their naturaliza-

tion application packet. Included in the packet is an application for naturalization, USCIS Form N-400. Servicemembers are not charged a fee to file the Form N-400. A request for Certification of Military or Naval Service, USCIS Form N-426, also is enclosed in the packet. The military must certify this form before sending it to USCIS. Individuals separated from the military may submit an uncertified Form N-426 with their DD Form 214.

In addition, USCIS and DOD have partnered to conduct the naturalization process, including the capture of biometrics, the naturalization interview and administration of the oath of allegiance, on the military installation during boot

camp or basic training.

Participating installations include Army bases Fort Benning in Georgia, Fort Jackson in South Carolina, Fort Leonard Wood in Missouri and Fort Sill in Oklahoma; Naval Station Great Lakes, Great Lakes, Ill.; Lackland Air Force Base, San Antonio, Texas; and Marine Corps Recruit Depot Parris Island, S.C., and MCRD San Diego, Calif.

Author’s bio: Arwen Consaul is a public affairs officer with the U.S. Citizenship and Immigration Services, Department of Homeland Security.



N-400 Application Checklist

Please send the following items when applying for military naturalization:

- Completed N-400 application. Make sure to sign and date page 18/part 12 and do not go further unless needed.
- N-426 completed and signed by commanding officer/or designated representative at the bottom of the form (S-1/Admin Office)
- Form G-1145 (recommended)
- Two passport-style photos
- Copy of military ID
- Copy of alien registration card (front and back)
- Fingerprint receipt/form
- Copy of any pertinent documents (marriage certificates, divorce decrees, birth certificates)
- If arrested within the last year (one year from date sending in paperwork) CERTIFIED COPIES of the police and court documents MUST BE PROVIDED.
- All military naturalization applications must be sent to the Nebraska Service Center for expedited service: Nebraska Service Center, P.O. Box 87426, Lincoln, NE 68501-7426.

Customer Service To Assist the Military

USCIS customer service specialists are available to respond to inquiries from military personnel and their families Monday through Friday from 8 a.m. until 4:30 p.m., Central Time, except federal holidays. Military families may contact USCIS by:

- Calling the military toll-free telephone help line: 1-877-CIS-4MIL (1-877-247-4645), or
- Sending an e-mail to the military customer service specialists at militaryinfo.nsc@dhs.gov.

USMC CUSTOM-CRAFTED WOODEN STRONGBOX

WHERE A MARINE KEEPS WHAT MATTERS



Shown
smaller than
actual size of
9" L x 7" D x 5½" H.

™ Officially Licensed
Product of the
United States
Marine Corps

Closes with a working,
brass-plated lock and
key; drawer opens with
brass-plated knob
Contents not included.

- ★ Custom-crafted, substantial wooden strongbox box stained in warm cherry with gleaming brass-finished hardware
- ★ Hinged lid showcases four stirring USMC scenes and the Eagle, Globe and Anchor emblem under sparkling glass
- ★ Handsomely organizes and securely stores a man's valuables
- ★ Showcases James Griffin's stirring USMC artwork
- ★ Drawer below opens to store important documents



DON'T MISS YOUR CHANCE! ORDER NOW.

Order now for \$99.99*, payable in four convenient installments of \$24.99, the first due before shipment. Your purchase is backed by our 365-day money-back guarantee, so there's no risk. Send no money now. Just return the Reservation Application promptly.

www.bradfordexchange.com/23752

©2016 James Griffin ©2016 BGE 01-23752-001-BI

RESERVATION APPLICATION SEND NO MONEY NOW

THE
BRADFORD EXCHANGE
- COLLECTIBLES -

9345 Milwaukee Avenue ·
Niles, IL 60714-1393

YES. Please reserve the *Always Faithful: USMC Strongbox* as described in this announcement.

*Plus a total of \$14.99 shipping and service. A limited-edition presentation restricted to 295 crafting days. Please allow 4-8 weeks after initial payment for delivery. Sales subject to product availability and order acceptance.

Mrs. Mr. Ms. _____
Name (Please Print Clearly)

Address _____

City _____

State _____ Zip _____

Email (optional) _____

01-23752-001-E50291

In the Nick of Time

Marines, Sailors Stage Daring “Hail Mary” Rescue “From the Sea” in Midst of Desert Storm

Part I
By CWO-4 Randy Gaddo, USMC (Ret)

It sounds like the plot for an action movie, but Operation Eastern Exit was a real mission 25 years ago in Somalia with Marines and sailors beating the odds to successfully complete a textbook noncombatant evacuation operation (NEO), literally in the nick of time.

The operation spanned only 10 days, but 281 people were rescued without a shot being fired and without injuries or fatalities. The U.S. and foreign diplomats from 30 countries who had taken refuge in the American Embassy in Somalia's capital, Mogadishu, included one pregnant woman who later gave birth aboard USS *Guam* (LPH-9); the appreciative woman reportedly named the child Guam.

The year was 1991 and the world was on edge watching as the United States and her allies gathered forces in the Persian Gulf in response to Iraq's invasion of Kuwait in August 1990.

It was just days before President George H.W. Bush gave the order at midnight on Jan. 17, 1991, to launch Operation Desert Storm.

At 11:30 p.m. on Jan. 2, Marines and sailors in two U.S. Navy ships, *Guam* and USS *Trenton* (LPD-14), afloat in the Persian Gulf preparing for war, responded to an emergency in Mogadishu,

Somalia. Elements and personnel from 4th Marine Expeditionary Brigade (MEB) were on board both ships.

The ships, which were in port and closer to Mogadishu than any others, were pulled from an Amphibious Task Force (ATF) consisting of 32 ships and 17,000 Marines in the Persian Gulf. *Guam* was an amphibious assault ship and *Trenton* an amphibious transport dock.

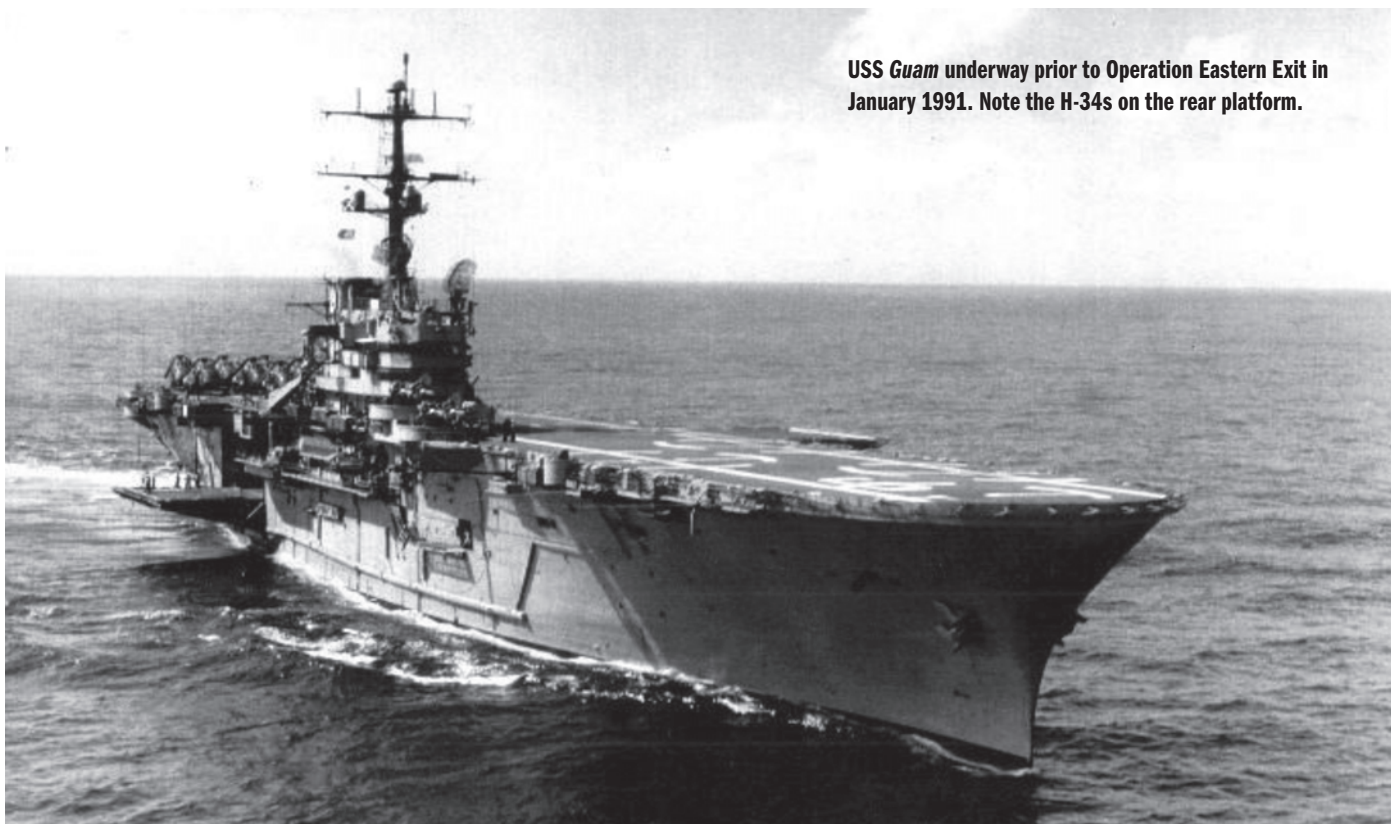
On Jan. 1, 1991, the American Ambassador to Somalia had requested military assistance to evacuate Americans and other foreign nationals from the American Embassy compound. The request was granted the next day. The diplomats and civilian evacuees had gathered there for safe harbor after Somali President Mohammed Siad Barre's troops lost control of Mogadishu to rebels opposing Barre's rule.

After three years of bloody civil war, Barre was defeated and after 20 years of dictatorial rule was exiled, resulting in a power void with at least a dozen rival clans and sub-clans battling for control of Mogadishu. The fighting spilled over to the embassy grounds, then one of the largest U.S. diplomatic facilities in the world with about 80 acres inside a perimeter wall.

As armed looters were positioning around the compound, American Ambassador to Somalia James K. Bishop sent his urgent request for evacuation to the State Department.

In response, the two amphibious ships departed Masirah

USS *Guam* underway prior to Operation Eastern Exit in January 1991. Note the H-34s on the rear platform.



COURTESY OF USS GUAM ASSOCIATION

Left to right: Col James Doyle, USMC (Ret); MajGen Harry W. Jenkins Jr., USMC (Ret); Col Robert McAleer, USMC (Ret); and Hunter Maxx spoke to Expeditionary Warfare School students about Operation Eastern Exit on Oct. 30, 2015. Their presentation was part of the Marine Corps University's Case Method Project.



J. ELISE VAN POOL

Island, off the coast of Oman, at a fuel-saving speed of 15 knots. “When it was learned what the true situation was in Mogadishu, speed was increased to 22 knots,” recalled retired Marine Major General Harry W. Jenkins Jr., who at that time was Commanding General, 4th MEB.

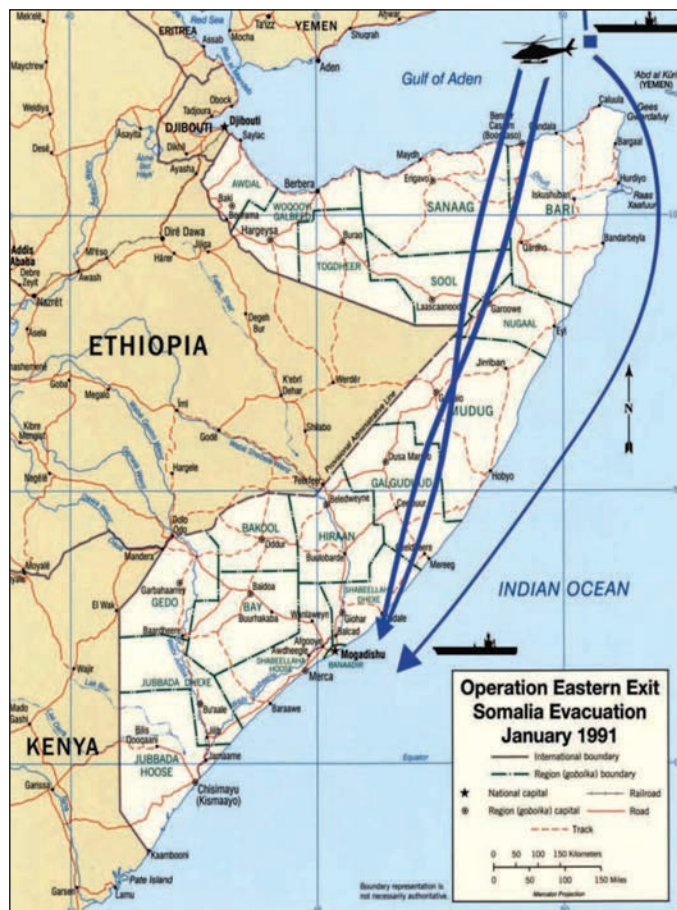
“The situation was deteriorating by the minute,” according to Ambassador Bishop in an oral history interview with Charles Stuart Kennedy, sponsored by the Association for Diplomatic Studies and Training. “At the end of the year [1990] artillery and aircraft were being used, the rebel army was moving towards Mogadishu, and the government was likely, if it evacuated Mogadishu, to leave via the road which ran outside our compound, placing us in the line of fire from the government forces as they retreated as well as rebel forces that might be pursuing their enemy. The situation presented a strong argument for leaving Somalia as soon as possible.”

Initially, the U.S. Central Command was planning to evacuate people through Mogadishu’s international airport on U.S. Air Force C-130s standing by in Mombasa, Kenya. However, the deteriorating and increasingly violent situation on the ground prevented aircraft from safely landing there. Even if the C-130s had been able to land, getting the evacuees to the airport unharmed through the combat town that Mogadishu had become was too dangerous.

The Navy-Marine team provided a tailored solution. Ships, helicopters and highly trained Marines and SEALs were dispatched. They were practiced in the art of NEO; they had been perfecting that capability for more than a decade.

MajGen Jenkins said that the Navy had considerable discussion about how many ships should be detached for the mission. “It was decided that only two amphibious ships could be spared due to the force reserve requirements in the Persian Gulf,” he explained, noting that the ATF had been designated as the CENTCOM (Central Command) Reserve for Desert Storm.

One advantage that Marines of the 4th MEB and sailors in the two ships possessed was that they had been training



FORTITUDE

together since they deployed from North Carolina to the Persian Gulf in September 1990.

“The best examples as to how things can work when the chips are down were demonstrated in the run-up for this particular NEO,” said MajGen Jenkins. “The staffs were accustomed to working together; the commanders from the flag level on down understood the mission and had the flexibility to adjust to the circumstances that confronted them.”

It also didn’t hurt that Ambassador Bishop was no stranger to the evacuation process. He had been the American Ambassador to Liberia prior to his posting in Somalia and had to request a similar evacuation from there.

“Ambassador Bishop was a very experienced diplomat with



TSGT PERRY HEIMER, USAF

An aerial view of the American Embassy compound in Mogadishu, Somalia.

previous tours in the Middle East,” said MajGen Jenkins, who now is president of Soaring Eagle Consulting, a defense program-related firm. “He handled the situation on the ground exceptionally well to include enforcement of local rules of engagement with the security force protecting the embassy grounds.”

MajGen Jenkins assigned duties as commander of the landing force (CLF) for the mission to Colonel James J. Doyle Jr., who was the commanding officer of Brigade Service Support Group (BSSG) 4 under 4th MEB.

“For me, the disengagement process was relatively easy,” said Col Doyle. “I grabbed my pack and, along with BSSG-4 Sergeant Major Floyd Kinsley, walked down the pier from the USS *Trenton* to the USS *Guam* ... planning began immediately. I had the luxury of falling in on an existing and experienced command element,” recalled Doyle. “The planning of the Navy-Marine team as *Guam* and *Trenton* raced to Mogadishu was one of the highlights of the operation. Planners had to be focused and flexible because the deteriorating security situation in Mogadishu meant events were driving planning.”

The efficiency of the Navy-Marine team was evident to Marines waiting in the bellies of the ships to execute the mission.

“I was generally impressed with the Navy’s execution of their portion of the mission,” noted a veteran Marine sergeant who spoke under an assumed name—Hunter Maxx—due to his current employment’s private security concerns. Maxx was one of four veteran Marines—along with two colonels and a major general—who presented the Eastern Exit scenario to Expeditionary Warfare School students in 2015.

“Shipboard, many of the activities had been well-drilled due to our preparations for the impending Gulf War,” he said. Maxx was a squad leader in “Charlie” Company, 1st Battalion, Second Marine Regiment, but was detached as one man in a two-man scout-sniper team due to his previous training and experience in that capacity.

Retired Marine Colonel Dan Schultz, when interviewed for this article, remembered that everybody wanted to be on that mission. Schultz was then a major and the lead pilot on one of the CH-53Es.



Above: One of the many challenges Operation Eastern Exit planners had to address was refueling the CH-53s that were carrying Marines from 1/2. Despite some complications, refueling was conducted in mid-flight similar to what is depicted in this photo.

Left: The two CH-53s from USS *Trenton* used in Operation Eastern Exit did not have refueling probes as seen on the front of this '53; aviation Marines had to install them within a few hours prior to launch.



MARINE CORPS HISTORY DIVISION



MARINE CORPS HISTORY DIVISION

“When we got an e-mail and voicemail from the embassy Marines saying that if we didn’t get there by morning it would be too late, that they wouldn’t be there, that was it for me,” said Schultz, who now is president of the Sikorsky aircraft company, which produces CH-53s. “As Marines, we just could not leave those Marines and those people behind.”

Planning was, literally, on the fly. The ships were in the north Arabian Sea off the coast of Masirah, about 1,500 nautical miles from Mogadishu, and they began steaming on a high-speed course to Mogadishu. *Guam* had a top speed of 24 knots and *Trenton* could do about 19 maximum. Estimated transit time for the ships was two days or more, and it was vital that Marines be on the ground at the embassy sooner than that.

“On Jan. 3, we were told that the ships were underway and would arrive offshore earlier than anticipated,” said Bishop. “Then the Marines on board would be available to land in the compound. I might note that the ships originally had been dispatched under orders to travel at a rate that would conserve fuel, so they did not come at flank speed.

“However, sometime after they had sailed, they were instructed to travel at maximum speed, which was the reason why they were going to arrive offshore earlier than expected. In the meantime, we were taking more flak hitting close to some of our staff. One of the fellows had an AK47 burst go through a wall just over

his head. A rocket-propelled grenade went through one of the buildings.”

Schultz said the two CH-53s transferred to *Guam* because she was speeding ahead of *Trenton*: “I’d never been on an amphibious ship that was going over 20 knots. You could hear her thrumming throughout the night,” he recalled.

Initially, the two helicopters weren’t being factored into the planning; the concept was to get the ships close enough off the Somali coast to use two squadrons of CH-46 Sea Knights for the evacuation. “Nobody remembered we had the *Trenton* trailing with two ’53s, at first,” said Schultz. In spite of that, he and his crew had begun planning anyway.

“We couldn’t launch at 1,500 miles. We figured that would require too many plugs (in-flight refueling), and if we missed one and had to ditch in the water, we would become part of the problem instead of the solution,” he recalled. “So we figured that 1,000 miles was about as far as we could do. Remember, we’d never before been more than 25 miles from the ships, so 1,000 miles was pretty heavy. We figured that would require three plugs, two at night and one during the day.”

By their calculations, the first plug would be 200 nautical miles from the ship, so that if they missed it, they’d still have enough fuel to get back to *Guam*, which would be racing toward them at 22 knots.



COURTESY OF CWO-3 SCOTT DANTHE, USMC (RET)

Members of a detachment from HHM-461 assemble on board USS *Trenton* in front of their CH-53 Sea Stallion helicopter, one of two used to conduct the NEO from the American Embassy in Somalia in January 1991.

However, the two CH-53s did not have refueling probes installed because their original mission did not require them. Marine mechanics began installing the probes. With only about five hours to accomplish that, matters were complicated because there was no pressure-testing equipment on board *Guam*, so the probes were installed without testing, Schultz said.

A UH-1 Huey helicopter was dispatched to begin coordinating with Marine and Air Force C-130 refuelers, as well as an Air Force AC-130 gunship to provide cover for the '53s since Marine Cobra gunships could not make a journey of that distance.

"You can imagine the challenges," Schultz remarked. "The crews went round the clock to get everything ready."

To expedite the rescue, the two CH-53E Super Stallion helicopters detached from Marine Heavy Helicopter Squadron 461 were launched Jan. 5 at 1:47 a.m. They were loaded with a total of 51 Marines mostly from 1st Bn, 2d Marines as well as a lieutenant colonel from 4th MEB operations, a communications officer and a radio operator and two Marines from the Brigade Service Support Group for the Evacuation Control Center, and nine Navy SEALs.

"Originally, we were going to take 35 people per aircraft," said Schultz, whose copilot was Captain Jeff Bowden. The other CH-53E was flown by Captains Kevin Moon and Brian Phillips. "But the weight was too much, so the decision was to take 25 on each aircraft. Even at that, everybody was carrying so much ammunition and gear that we were overloaded and almost didn't make it off the deck."

Their excessive weight and travel distance weren't the only challenges the Marines and sailors faced. Dependable intelligence was sparse due to little or no contact with the embassy. The 1969 country intelligence handbook on Somalia they had on board was outdated and of very limited use, and the navigation system they had wasn't up to the task of finding the needle that was the embassy in the haystack comprising the Horn of Africa.

According to an October 1991 report from the Center for Naval Analyses (CNA) by Adam B. Siegel, the CH-53Es' Omega navigation systems could not support the flight, so pilots had to rely on positive control from the Navy ships, dead reckoning and pathfinding by the refueling aircraft.

Schultz said they took off in the dark. "We wanted to keep the element of surprise and fly in at night, since everyone in the city seemed to have a gun," he said. It started raining just as they launched. When they got to their first plug, the C-130 wasn't there, "So we kept flying," he said, "and we get 200 miles out of range, past the go, no-go point, but because we knew the *Guam* was making 22 knots, we figured we could squeeze a few more miles."

The Marine C-130 refueler did arrive in time, but didn't have night vision goggles that Schultz and his crew had. He explained, "So we had them fly straight and level, and we adjusted to them. I got lucky and got the plug on the first try, but the nozzles we'd installed started leaking fuel onto the Marines and SEALs in back. The hero of this mission was a lance corporal who stood up and held the nozzle steady while the crew chief tightened the bolts. He got fuel all over him and we had to wash him down with our canteen water because that fuel is very caustic, but we were able to refuel and keep flying."

Editor's note: Next month's issue will feature part two of this article, telling the story of what happened when the landing team touched down inside the besieged embassy compound.

Author's bio: CWO-4 Randy Gaddo, USMC (Ret), a Leatherneck contributing editor, was a combat correspondent as an enlisted Marine and later a public affairs officer. He retired from active duty in 1996 and now operates his own writing-based business, RGCommunications, and is a freelance photojournalist.



One Team. One Fight.

Join The Professional Association
for **ALL** Marines

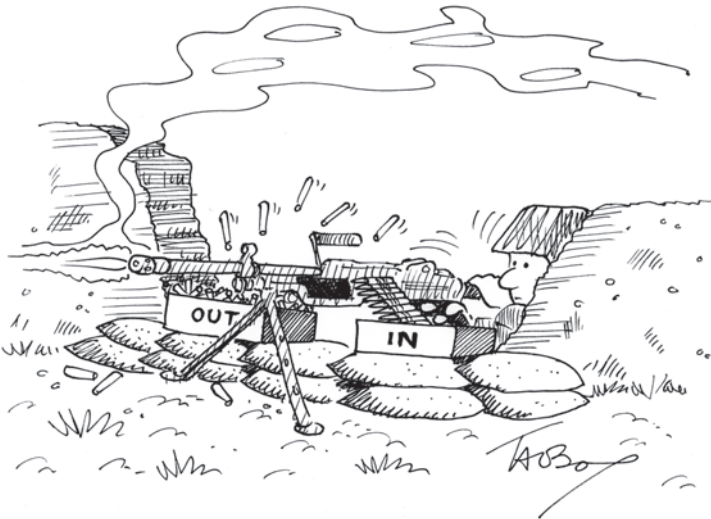


Marine Corps
Association & Foundation

Advancing Leadership and Recognizing Excellence Since 1913

www.mca-marines.org • 866-622-1775

Leatherneck Laffs



"He bent over to tie his boot and his pack shifted."



"No, recruit, you can't have bottled oxygen."



"Sorry, sir, but this is a five-star restaurant."



"It's all that saluting.
You have Corporal Tunnel Syndrome."



"Sir, do you have nail clippers in your pocket?"



"Hey, Mom, remember that driving course I failed in high school?
This is a piece of cake."

A South Vietnamese C-130 burns on the runway at Tan Son Nhut Air Base, Saigon, South Vietnam, after being hit by enemy SA-7 rockets, April 29, 1975. (Photo by GySgt D.L. Shearer, USMC)



“GHOST PLATOON”

OPERATION FREQUENT WIND

By Fred H. Allison

Much has been written (and rightly so) about the brave Marines, both air and ground, who dramatically evacuated civilians from the American Embassy in Saigon on April 29, 1975, as the North Vietnamese overran the city. Little has been said, however, about a platoon of Marines snuck into the Defense Attaché Office (DAO) in Saigon four days prior to the 29th to provide security during the evacuation. Indeed, it was at the DAO, next to Tan Son Nhut Air Base, where

most of the evacuations occurred before that final dramatic day and actually on the final day itself.

This is an account of the leathernecks of 3d Platoon, 1st Battalion, Ninth Marine Regiment who provided security for these evacuations in those last days. They were a “ghost platoon”; no one was supposed to know they were there. They were a stabilizing force in a most volatile environment that allowed thousands to be efficiently evacuated before the city fell into the hands of a menacing enemy that was literally at the gates.

Saigon Evacuation

The young woman stood at the gate of the DAO and begged Lance Corporal Glen Picon to allow her into the compound. “She offered herself in bondage to me if I would help her,” recounted Picon. “She said she would be my slave for 10 years if I would help her and her family get out. I told her there was nothing I could do. I couldn’t help. She just sat down on the street in front of the gate and said, ‘Then, shoot me now.’ ”

In the spring of 1975 South Vietnam began to unravel. The balance of power had

tipped in favor of the North Vietnamese, and they unleashed a full-blown invasion of South Vietnam. There were thousands of American citizens, third-party nationals and South Vietnamese, who were friends of the United States and faced an unknown and predictably dire future under a communist regime. Da Nang precipitously fell at the end of March, and on April 20, after fierce fighting, the North Vietnamese Army (NVA) captured the defensive strongpoint at Xuan Loc. This placed the NVA within 40 miles of Saigon. With little to stop them, the Communists surged toward Saigon determined to have final victory by the end of the month. A week later the city was encircled by 17 NVA divisions, and the shelling of the city commenced.

As the Communists closed in, evacuations began with fixed-wing aircraft, both military and civilian, from Tan Son Nhut Air Base on the western outskirts of Saigon. The evacuation flights increased in number as the Communists drew near. By April 21, transport aircraft fully loaded with civilians were departing Tan Son Nhut every half-hour. The urgency of the situation could not be overstated. On April 22, the Defense Intelligence Agency reported that Communist forces were in position to launch a final offensive and it would almost certainly be successful.

The DAO, nicknamed "Pentagon East," sat next to Tan Son Nhut and was the command center for Southeast Asia operations. The largest American military headquarters in the world outside of the Pentagon, it was the processing point for the evacuees departing South Vietnam from Tan Son Nhut. The DAO represented the last bastion of American power and presence. It became the lifeline for civilians hoping to exit South Vietnam before it became Communist Vietnam. A simmering panic permeated Saigon's atmosphere. Civilians flooded into the DAO hoping to get a ticket out of their homeland.

The DAO had very little in the way of security forces. The U.S. had been limited to only 50 military personnel in country by the 1973 Paris Peace Accords, and those personnel were not at the DAO. It was guarded by a "handful of retired South Vietnamese soldiers" and police. Although the South Vietnamese civilians on site generally were friendly and well-behaved, it was nevertheless a worrisome situation. The crowds created confusion, and the people roamed freely over the grounds which imperiled security. The DAO was not equipped or staffed to handle such crowds; sanitation facilities and provisions were not adequate. To

bolster security, a detachment of Marines from the security guard contingent at the American Embassy was shifted to the DAO.

As the crowds increased and the Communists closed in, it was apparent more security was needed. The DAO staff lobbied the American ambassador, Graham A. Martin, for more Marines. Martin, concerned about violating the manpower ceiling, resisted their pleas. He finally relented, but as one Marine on the DAO staff said, they had a "hell of a time" get-

mission. They were a close-knit bunch with good morale and positive attitudes, but they were young, and for most of them, this was their first deployment. One of the platoon members, Ray Fawcett, recalled, "We were always told that we were one of the best and tightest platoons they had seen in years. We knew what each other were thinking and could react without saying anything. Our whole platoon had a close bond; when we went in there, we knew we were going to watch over one another and somehow get back out."



COURTESY OF MAJ BRUCE P. THOMPSON-BOWERS, USMC (RET)

Standing from left, SSgt Lawrence Wilson, 1stLt Bruce P. Thompson-Bowers and an unknown crewman with HMH-462 prepare to evacuate the DAO as Col Wylie W. Taylor, commanding officer of 9th Marines, signals to others aboard Tan Son Nhut Air Base.

ting the ambassador to do it. There was a special stipulation concerning the Marines. They had to be inserted stealthily since they in fact did violate the Paris Peace Accords manpower ceiling.

Once permission was granted, a 40-man platoon from the Battalion Landing Team 1st Bn, Ninth Marine Regiment (BLT 1/9), which was a reserve battalion for the 9th

There was a special stipulation concerning the Marines. They had to be inserted stealthily since they in fact did violate the Paris Peace Accords manpower ceiling.

Marine Amphibious Brigade (9th MAB), was given the mission. First Lieutenant Bruce P. Thompson-Bowers, the executive officer for "Charlie" Company, was put in command. He was the only junior officer in the battalion who had combat experience. He had served as an enlisted Marine with 3d Bn, 26th Marines in 1967 in Vietnam.

Thompson-Bowers selected the third platoon of Charlie Co for the unusual

Private First Class Fawcett recalled being rousted out of the rack at Camp Schwab, Okinawa, at 0200 and told to pack his bags. The battalion was convoyed to the U.S. Air Force base at Kadena, Okinawa, and flown by Air Force C-141s to the Naval Air Station, Cubi Point, Philippines. They arrived on April 5, only 27 hours after the initial alert. Leathernecks of BLT 1/9 went aboard USS *Hancock* (CVA-19), which had been fast-routed from the West Coast. She sailed from Cubi Point on April 9 bound for the coast of South Vietnam.

Once underway, Thompson-Bowers began focused training with 3d Plt. He emphasized crowd-control techniques, handling large numbers of people with restraint and not losing one's cool or overreacting. He trained his Marines in searches and how to find hidden weapons. He obtained units of blood from the ship's medical staff to enhance training realism. Sailors played the role of civilians, some with blood-soaked bandages. Some had hidden weapons and acted disorderly and threatening. They

trained for about two weeks while *Hancock* sailed and stood off the coast of South Vietnam.

On the evening of April 24, Thompson-Bowers passed the word to his Marines: “Tomorrow we go into Saigon. Get ready.” The next morning, they assembled on *Hancock*’s hangar deck. The Marines were told to strip out of their utilities and change into civilian clothes that had been donated by the ship’s sailors. Once attired in civilian garb, they packed their utilities, 782 gear, weapons and ammunition and boarded six Air America silver-and-blue UH-1 helicopters. As they loaded on the helicopters on the deserted flight deck, they were told, “No cameras.”

The helicopters flew them from the ship to Tan Son Nhut in a flight of less than an hour. A Central Intelligence Agency bus drove them across the road to the DAO compound. The compound was an expansive complex, stretching over a few city blocks. The main building, ominously code-named the “Alamo,” was multistoried, rectangular-shaped with multiple wings, all concrete—classic 1950s government architecture. It contained the main headquarters and the evacuation command center. The Annex was the outlying part of the DAO and contained a number of smaller structures including a post exchange, bowling alley, swimming pool and a gymnasium.

The atmosphere in the complex was

one of focused activity; people were in a hurry, but not panicked. The compound was teeming with South Vietnamese civilians, more than 2,000 people hoping to be evacuated. Smoke on the horizon evidenced the close proximity of the North Vietnamese battalions in battle with South Vietnamese troops. The Marines were directed to their quarters, a large building in the Annex with cots arranged on the floor. This was their home for the next four days. They stripped out of the civilian clothes and donned their utilities and strapped on their gear.

1stLt Thompson-Bowers recalled that they all told him basically the same thing:

**“We need security for this place.
Your job is to provide it.”**

1stLt Thompson-Bowers had not been given a five-paragraph order or specific instructions for the mission. “No one knew what was going to happen,” he remembered. His first action was to report in at the command bunker. He was briefed by the DAO and various leaders including the Defense Attaché Officer, Major General Homer G. Smith Jr., USA; Brigadier General Richard E. Carey, commanding the 9th MAB; and Colonel Alfred M. Gray (the future 29th Commandant), commanding Regimental Landing Team 4. Thompson-Bowers recalled that they all told him basically the same thing: “We

need security for this place. Your job is to provide it.”

Thompson-Bowers obtained a jeep and reconnoitered the DAO grounds. He investigated the roads, buildings, fences, perimeter, and developed a plan. He identified points to establish checkpoints and outposts, entryways and exits, then assigned Marines to each. He ordered them to stick to the rules of engagement (ROE). The ROE restricted but did not prohibit the use of force and allowed an escalation of force if needed. One of the Marines, LCpl Carl Stroud, recalled arriving at the DAO: “I was pretty scared when we arrived; this is out of my element. It was chaotic and crazy. ... We were put on different posts and told: ‘Stay here until I come back.’ You did pretty much as you were told.”

Not only did the platoon not have specific instructions, they had no supplies or re-supply except for ammunition. They discovered a post exchange on the grounds, but it was closed. The 3d Plt Marines pried the doors open and went “shopping,” helping themselves to the canned goods on the shelves. This remained their source of food.

Although a cyclone fence defined the perimeter, there were gaps that allowed easy access to the grounds, especially around the Annex. Thompson-Bowers asked the DAO staff members to leave the keys in their cars which they did (they were never going to need them anyway).



Marines of 3d Plt, “Charlie” Co, BLT 1/9 change into civilian attire aboard USS *Hancock* before flying to Saigon to provide security for the DAO.

A South Vietnamese helicopter is pushed over the side of a U.S. aircraft carrier during Operation Frequent Wind to make room for arriving aircraft.

The Marines used the autos like Hesco barriers, positioning them to make obstacles and roadblocks and channel the crowds. Thus, access was limited to the guard stations where Marines stood post.

They manned their posts 24 hours a day, rotating shifts. Otherwise, their main function devolved into handling civilians and preparing the “lucky ones” for evacuation. The civilians were housed in the bowling alley, sleeping on the lanes. It was overcrowded and miserable. The plumbing and sewers could not handle the extra use and backed up, fouling the building. The civilians were fed C-rations twice a day, although hot food was provided eventually.

After a couple of days the Marines and police conducted a sweep to move those without the right credentials out of the compound. When discovered, the unlucky ones were asked to leave. Thompson-Bowers recalled, “Most did so, quietly.” They joined the throngs outside the compound hoping to get a way out.

The gym was where immigration personnel had tables set up for processing. The tennis court was the staging point for the bus trip to the airport. When processed, the civilians were given a number which was their ticket to board an outbound aircraft. Corporal Mike Dalrymple organized loading groups for buses that would take civilians from the DAO to the airport. “The Vietnamese would bring me rosters, and I would review it,” he recalled. “It was funny because the roster would have 30 names, but there would be up to 50 Vietnamese in the group. How was I to know who’s who? Who am I to say? I would let them all go. They would all get on the airplane. They appeared to be all family; they knew each other—one tight little group.”

The 3d Plt Marines stood guard duty at the gates that accessed the DAO. It was bitter duty. Hundreds of civilians thronged around the DAO. “There were so many people begging and pleading to be saved, and we just couldn’t do anything to help them,” LCpl Calvin Johnson recalled. “That’s what hurts.” At night the Marines remained on post and patrolled around the compound. There were no regular hours; sleep was precious and often interrupted by emergency calls for assistance or enemy fire. Sixteen-hour days were the norm.

Marines are known for their aggression in combat. In this case it was more important to be aggressively restrained. Sporadic fire hit around the compound.



GTSGT RUSS THURMAN, USMC

LCpl Jimmy Sanchez recalled that “fire was coming in—artillery, rockets, mortars. We just had to take it; we couldn’t fire back.” While many of the Army of the Republic of Vietnam (ARVN) troops performed bravely and responsibly, Thompson-Bowers recalled, “Most worrisome were the Army of Vietnam soldiers.” They were posted around the city, including just outside the DAO. Some were deserters and had donned civilian clothes. They brandished their weapons threateningly and took potshots at the DAO as if to show that they were loyal communists now.

Gary Dave recalled, “We feared the South Vietnamese; they had on U.S. Army uniforms. We didn’t trust them. We asked the lieutenant, and he told us to lock and load.”

Although the ROE would have allowed an escalation of force, the Marines were disciplined and resisted retaliation. BGen Carey, in an official debrief at Headquarters, U.S. Marine Corps (HQMC) shortly after, reported that not a single retaliatory round was fired by Marines during the evacuation. Thompson-Bowers said it was a good thing. “Had any one of them [Marines] overreacted, it would have been a complete bloodbath.”

Operation Frequent Wind

Rocket fire lashed Tan Son Nhut on the evening of April 28. It was perceptibly heavier and more intense. The Marines were amazed to see three captured South Vietnamese Air Force A-37s bomb Tan Son Nhut. In the early morning darkness of the 29th, a barrage of well-aimed rocket, artillery and mortar rounds smashed into the DAO. Thompson-Bowers remembered that this was an especially aggressive attack. “It was like the NVA said, ‘It’s time to go home; time’s up.’” One rocket hit a C-130 cargo aircraft, scheduled to load evacuees, causing it to erupt in flames and foul a runway. This ended the fixed-wing evacuations.

When the barrage hit the DAO, Marines scrambled for cover. Most dove into a ditch along the perimeter. Jimmy Sanchez recalled that Thompson-Bowers drove up in a jeep and called for two Marines to go with him. As they drove away, an artillery round impacted close enough to blow the rear end of the jeep up, causing loss of control but no injuries.

One rocket made a direct hit on a guard post where Cpl Charles McMahon Jr. and LCpl Darwin D. Judge, part of the embassy Marine Security Guard Detachment, stood guard. They were

killed instantly. Thompson-Bowers rushed to the scene and found the crater where the rocket had hit. He saw a blown-apart rifle with McMahon's serial number on it. Otherwise, there was not enough of the body to identify. Judge's body was found nearby. Thompson-Bowers reported the deaths in the command bunker. Shortly after, Option 4, the helicopter evacuation, was announced. Frequent Wind was the last hope to get out of Saigon.

As 1stLt Thompson-Bowers rushed out of the DAO to prepare his troops, he passed through the quarterdeck. He noticed an American flag and a South Vietnamese flag on display. He thought the DAO would not be around much longer, so he took them down, folded them and placed them into his satchel.

At mid-morning, platoon guide Sergeant James DeMouy moved among the Marines and told them to lock and load and quietly move back to the platoon's headquarters. On the way, they were to lock and secure all gates behind them without arousing the Vietnamese people. With his platoon gathered around, 1stLt Thompson-Bowers told them that President Gerald R. Ford had announced the final evacuation and that BLT 2/4 was to be inserted to assist with security. Until BLT 2/4 took over, they would continue to process evacuees and get them ready to load on the CH-53s. He told them to load 50 people per aircraft; they were to also relax the standards for paperwork identification.

With those instructions, the ghost platoon Marines returned to their posts. They resumed their duties at crowd control and organizing loading groups for the helicopter evacuation. Five landing zones (LZs) had been pre-selected where evacuees would load into the big CH-53 helicopters from Marine Heavy Helicopter Squadron 462 and HMMH-463 augmented by 10 U.S. Air Force CH-53s, all coming from ships of Task Force 76 about 20 miles off the coast. Almost 700 evacuees were pre-staged to load into the first wave of helicopters, due to begin at mid-afternoon. Until then, the crowds grew larger and more desperate around the compound.

A mother with a baby begged LCpl Johnson for entrance into the compound. "All I could do was ask her to please leave the area." Then she begged him "to shoot her and her baby." She said it would be a much easier death than what the Communists would give them. Others handed their babies over the fence. The Marines

Refugees complete required paperwork prior to their departure from Saigon. More than 40,000 refugees were evacuated from the DAO during Operation Frequent Wind.



A U.S. servicemember holds a Vietnamese child who was evacuated from Saigon during Operation Frequent Wind.

took them. Thompson-Bowers told his men to put them on the ground; they hoped that they would be picked up by outbound civilians. Other anxious citizens tossed their infants over the fence to civilians standing in processing lines.

Keeping the crowd under control and orderly was of paramount concern. One Marine recalled, "Rounds were coming in, and the civilians took cover in the ditches along the side. I shouted to them that no one was going anywhere until

they got themselves straightened out and to get in single file. They generally were orderly and compliant. Other people roaming around would come up, some were ARVN, and they tried to shove their way into the lines. We told them they couldn't go." Evacuees were told they could carry only a single bag. Another Marine recalled, "One guy tried to cut in line; he was waving a religious symbol. I slapped the s--- out of him, and he got the idea." In another incident, a Marine at one of the perimeter gates was threatened by a man with a gun. The Marine held his ground, so the man defiantly, but still threatening, backed off.

LCpl Billy Carmichael, 19 years old, later recalled that conditions outside bordered on chaos. People clamored to get into the compound and in a loading group. He was offered money and barter. He said, "I was afraid and scared, but we had a mission and we had to complete it." Another gentleman offered LCpl Donnie Yeater \$100,000 if Yeater would smuggle him into the compound. "He had the money right there," Yeater said. "There was nothing I could do, and he went away crying."

At 1506, the first wave of Marine helicopters arrived to begin the evacuation. With them came the lead elements of BLT 2/4, a powerful security force that would ensure that the high-volume evacuation operations would go as smoothly as possible. Until BLT 2/4 got into position and oriented, 3d Plt Marines loaded the helicopters. Cpl Dalrymple said, "Lieutenant Thompson-Bowers told me, 'When



you see the choppers, throw your smoke and bring them in, start landing them, and put the people on the choppers until relieved by the 4th Marines.' I must have loaded 10 choppers on my own before they got there."

Once relieved of their security and evacuation duties, 3d Plt boarded one of the HMH-462 helicopters. Thompson-Bowers recalled, "I was exhausted, but my biggest fear was leaving someone behind. I spoke to the crew chief: 'Do not let this airplane take off until I get a good head count.' I got it and gave the crew chief a thumbs-up." The crew chief sat on the rear left side of the ramp. At his feet was an opened box of thermite grenades—decoys he would toss out in case an SA-7 (surface-to-air heat-seeking missile, man-fired) was fired at the helicopter. He had good reason to carry them; throughout the afternoon helicopter crews reported being fired upon.

For the Marines the flight out was an emotional roller coaster. 1stLt Thompson-Bowers remembered, "I was glad it was over. We had suffered no casualties, but I was overcome with the sense that the entire war was all for nothing." Sanchez recalled: "When we were up in the air, we saw the enemy just outside of Saigon. A sergeant said, 'We are not in the clear yet. They could fire a round and knock us out of the sky. I want everyone to say a prayer.' So we all hung our heads and said a silent prayer. When we got over the ocean, I said, 'Thank God, it's over.' " Mike Dalrymple sat next to Thompson-Bowers. When they crossed over the beach and out over the water, Dalrymple told him, "I will never forget you." The lieutenant turned and said, "Mike, the weight of the world is off my shoulders because none of you were killed."

Landing on board *Hancock*, the Marines found the ship was inundated with refugees. Most had been delivered by Marine helicopters, but many others got there on their own. The flight deck was chaotic as commandeered helicopters flown by South Vietnamese landed on any available deck with their cargo of family and friends. Once landed and unloaded, the deck crew had no choice but to heave the helicopters overboard to clear a landing space for Marine helicopters.

Ray Fawcett recalled that once on board, they were admonished by officers to keep quiet about their mission "because of the whole deal about the peace treaty." They headed to their compartments only to find them occupied. Mike Dalrymple recalled, "We had no compartment; they were taken



COURTESY OF MIKE DALRYMPLE

The flags that 1stLt Thompson-Bowers took from the DAO quarterdeck in the last hours of Operation Frequent Wind were presented to the National Museum of the Marine Corps in Triangle, Va., in 2010 by leathernecks of 3d Plt, Co C, BLT 1/9. From left to right: Maj Bruce Thompson-Bowers, LCpl Carl Stroud, Cpl Mike Dalrymple and LCpl Jimmy Sanchez.

over by the Vietnamese. They were already there. There were people everywhere—masses of people, the hangar bay, the lower compartments, the flight deck, everywhere." Despite the overcrowding, there were no problems. The sailors and Marines were considerate and gracious, while the South Vietnamese were friendly, polite and extremely grateful.

Evacuations from the DAO ceased at 2040 on April 29. In 5½ hours about 120

"When we were up in the air, we saw the enemy just outside of Saigon. A sergeant said, 'We are not in the clear yet. They could fire a round and knock us out of the sky.' "

helicopter sorties evacuated 395 Americans and 4,475 refugees from the DAO during Operation Frequent Wind, the final day's evacuations. These evacuation operations, as well as those that occurred in previous days which resulted in more than 40,000 people being evacuated, occurred in an orderly and efficient manner. The 9th MAB's After Action Report (AAR) characterized the DAO operation as "sterling." The 3d Plt, Charlie Co, 1st Bn, 9th Marines, the "ghost platoon," was mentioned in the AAR: "This platoon operating under the most trying of circumstances from 26 April had been subjected to incoming artillery and rocket fire until relieved at 1600, 29 April."

BGen Carey, the 9th MAB's command-

ing general, in an official HQMC debrief, noted their importance: "Under 1st Lieutenant Thompson-Bowers, security was no longer a real problem—they were subjected to and harassed by small arms, mortar, and artillery fire but continued to perform as Marines within the ROE. They performed superbly."

It was a bittersweet mission for the 3d Plt Marines. LCpl Picon recalled the best part of the mission for the Marines: "It was really beautiful seeing the people who got out. Once we'd get the lucky ones inside the compound and onto a plane, you'd see some damned happy people." It was also bitter, Cpl Larry Price recalled, "But it's hard to think about those who couldn't go. They were the most desperate people I have ever seen."

Thompson-Bowers kept the flags he rescued from the DAO. In following years, every April 29 he pulled them out and remembered that day. In 2010, he decided they belonged to the Marine Corps and he, along with other members of 3d Plt, on the occasion of their first reunion since 1975, donated the flags to the National Museum of the Marine Corps in Triangle, Va.

Author's bio: Maj Fred Allison, USMCR (Ret) is a former Marine F-4 radar intercept officer. He earned his doctorate in history from Texas Tech University and currently is a historian at the Marine Corps History Division, Quantico, Va.



SPACECRAFT RECOVERY

Marine Aviation Played a Critical Role

At the Dawn of the Space Age

By Nancy S. Lichtman



NASA

History in the making: CDR Alan Shepard's Freedom 7 spacecraft was perched atop a Redstone rocket and launched for a suborbital flight, May 5, 1961.

First Lieutenant Wayne Koons, a HUS-1 pilot with Marine Helicopter Transport Squadron (Light) 262, carefully set his history-making cargo, the Freedom 7 spacecraft, on the deck of USS *Lake Champlain* (CVS-39), and then landed his helicopter. As he shut down the engine of the Sikorsky HUS-1 Seahorse, his passenger, Commander Alan Shepard, USN, who had just returned to Earth following the United States' first manned space flight, stuck his head up through the copilot's hatch, slapped Koons on the leg, and said, "Good boy!"

It's a memory that stands out for Koons, now 81 and a retired Marine Corps Reserve lieutenant colonel, and for his copilot, George Cox, a 79-year-old retired Marine Corps major. Even after 55 years, both men can recount the details of the flight with remarkable precision.

The two aviators were a part of an amazing event in history. They transported Shepard on the last leg of a journey that had taken him to space and back again. With the whole world watching, the mission demanded perfection. And perfection was something that Koons and Cox were striving for on all their flights.

The date was May 5, 1961, and the United States was about to send a man into space for the first time. At 9:34 a.m., NASA launched Shepard's Freedom 7 spacecraft atop a Redstone rocket for a suborbital flight. Freedom 7 returned to Earth about 15 minutes later, splashing down in the Atlantic Ocean near the Bahamas. It was time for Marine Corps aviators to do their job.

Command pilot 1stLt Koons and his copilot, 1stLt Cox, took off from *Lake Champlain* and flew to the splashdown location. While Koons maneuvered the HUS-1 into a hover over Freedom 7, communicating with Shepard via radio, Cox entered the cargo hold and leaned out of the helicopter to remove the spacecraft's high-frequency antenna. He then snared the spacecraft's recovery loop with a special hook the Marines had designed for the job. At that point, Koons raised the spacecraft

1stLt Wayne Koons maneuvered the HUS-1 so that 1stLt Cox could hook the recovery loop on the top of the spacecraft with a specially designed hook. Note how close the helicopter is to the water. (Photo courtesy of Deb Koons)



A photographer on board USS *Lake Champlain*, PH3 Larry Kreitzberg, USN, took this photo of the ship's crew when they spotted the spacecraft as it splashed down off the coast of the Bahamas. (Photo courtesy of Ed Killian)

PART C - OPERATIONS INSTRUCTIONS: All time entries to be in HOURS and TENTHS. Entries refer only to flights covered by this sheet. Use reverse for non-Pilot Personnel receiving flying time credit.

FLIGHT DATE: **5 May 61**

A/C MODEL: **HUS-1** A/C SERIAL NO: **148767** A/C REPORTING CUSTODIAN: **HMR(L)-262** KIND OF FLIGHT CODE: **IP** TOTAL A/C TIME: **0.6**

PILOT AND STUDENT PILOTS RECEIVING FLYING TIME CREDIT	UNIT OF FLIGHT CODE	PILOT TIME			SPECIAL CHOP TIME	INSTRUMENT TIME		LANDINGS					INSTRUMENT APPROACHES COMPLETED	CATALPULT "X"
		TOTAL	1ST PILOT	CO-PILOT		DUAL	DAY	NIGHT	STRAIGHT	CARRIER	ARRESTED	TOUCH AND GO		
1. NAME (Pilot in Command): KOONS	X	6	3	3										
2. NAME: Cox		6	3	3										
3. NAME NASA ASTRONAUT CREW: SHEPARD A.B. Jr					2									
4. NAME:														
TOTAL COLUMNS IF MORE THAN ONE (1) PILOT														

1. ONLY if A/C Commander time is earned, check the applicable box and time in this SPACE. 2. PILOT'S UNIT if different from that of A/C Reporting Custodian. 3. If different than kind of flight code entered in Parts A, B, and C for the A/C. 4. Enter "S" if Simulated. 5. Enter "N" if Night.

LOGGED (Pilot leave blank): **FLY** **FLY** **NASA** **Mercury**

MASTER LOG: DEPARTURE: **CVS-39** **0927**

AVIATORS LOG: ARR: **CVS-39** **1000**

OPNAV C. 2: ARR: **CVS-39** **1000**

I certify that PARTS "B" and "C" are complete and correct. **WCK**

him to Earth safely. Less than a month before Shepard's mission, cosmonaut Yuri Gagarin had orbited the Earth, so the pressure was on for the Freedom 7 mission to be a success.

Initiated in 1958, Project Mercury was the first step for the U.S. in manned space flight. The goals of the program were to send manned spacecraft into orbit, investigate an astronaut's ability to function in space and safely recover the spacecraft and their crews.

It was a complex engineering feat involving an entirely new type of vehicle, and while a team of engineers was designing the complicated spacecraft that took Shepard into space, it fell to Marine Corps aviators to figure out how to retrieve it from the water upon re-entry.

NASA's plan was to have helicopters lift the capsule out of the water and carry it to a waiting ship nearby. According to Koons in his 2004 oral history interview for NASA, the Army initially was approached to do the job but declined due to a lack of familiarity with carrier operations and flights over open water. The Navy also declined, Koons said, because their helicopters didn't have the external cargo capability or the lift capability needed due to their anti-submarine warfare equipment.

NASA's next stop was the Marine Corps. The Corps' HUS-1 (later called UH-34 when the Department of Defense standardized aircraft designations) was a heavy-lift aircraft capable of the mission. However, there were no recovery procedures in place and the spacecraft design hadn't been finalized. Yet the Marines of MAG-26 had to figure out how to accomplish the mission.

An Engineering Challenge

Koons completed flight training in early 1959 and was still relatively new to HMR(L)-262 when he was told: "The skipper wants to see you on the double. We've got to see the group commander."

"I thought my day was going south," Koons said. When he arrived in the air group commander's

Koons and Cox listed Shepard as a special crew member when they filled out a "Yellow Sheet," which was a printed form that pilots used to record flight data after each hop. They sent the form to Shepard who thanked them in a letter, writing: "I accept with pleasure the 'Yellow Sheet.' ... Thanks again for such prompt and efficient service."

slightly, so that the Freedom 7's hatch was clear of the water. Shepard opened the hatch and crawled through to catch a sling that had been lowered from the helicopter. Cox brought Shepard into the aircraft, and Koons flew the spacecraft to the deck of the carrier.

The recovery of Shepard and Freedom 7 worked exactly as it was rehearsed. The recovery process, however, was new. A small but dedicated group of leathernecks from Marine Aircraft Group 26 at Marine Corps Air Station New River, N.C., had spent countless hours of training and several unmanned test missions developing the new process.

The Space Race

The Cold War prompted a "Space Race" between the U.S. and the Soviet Union, and the two nations were locked in a struggle to be the first to successfully land a man on the moon and return



COURTESY OF ED KILLIAN



COURTESY OF ED KILLIAN

Above left: 1stLt Cox leans out of the HUS-1 to assist CDR Shepard.

Above right: On board *Lake Champlain*, Cox again offers Shepard a hand as the astronaut is exiting the helicopter. Cox said, "I was reaching out to make sure he didn't fall, because I figured it wouldn't be very good if he fell on the deck."



office, he was shown a couple of classified messages. "I saw words like astronaut and launch, and I wondered 'What in the Sam Hill am I doing here?'" said Koons.

He soon found out that MAG-26 was being tasked with figuring out how to retrieve an astronaut and his spacecraft from the ocean following the spacecraft's return to Earth.

Koons, who later worked as a NASA project manager, learned that he had been assigned to the mission because of his education and background. He had majored in math and physics at Ottawa University in Ottawa, Kan., and had worked briefly for Westinghouse as an engineer. Koons and his fellow pilots, including Cox, were told by NASA that the spacecraft was projected to weigh 1,900 pounds. "That was a tight fit for our lift capabilities," said Koons during a recent interview from his home in Kansas.

As Project Mercury progressed, the spacecraft got heavier because more systems were added to it. "We ended up with a spacecraft that was 3,000 pounds," Koons said. That required a bit of ingenuity on the part of the Marines. In order to be able to lift the spacecraft, as much weight as possible had to be removed from the helicopter while ensuring it was still within center of gravity limits.

"Part of our effort was to decide how much equipment we could strip out of our helicopter,"

said Koons. The Marines removed the life raft, seats and an auxiliary power unit. Much of the equipment that was removed had been added after the initial factory delivery of the aircraft, "so taking it out," said Koons, "was a matter of going to a previous configuration."

Typically, the HUS-1 had a three-man crew: the pilot, copilot and crew chief. For spacecraft recovery missions, however, to further reduce the weight of the aircraft, the crew consisted of only a pilot and copilot. The copilot also served as the loadmaster and crew chief and had to guide the pilot during the final stage of the retrieval process, giving voice commands over the intercom because "the pilot at that point couldn't tell very well how he was moving relative to the water surface," said Koons.

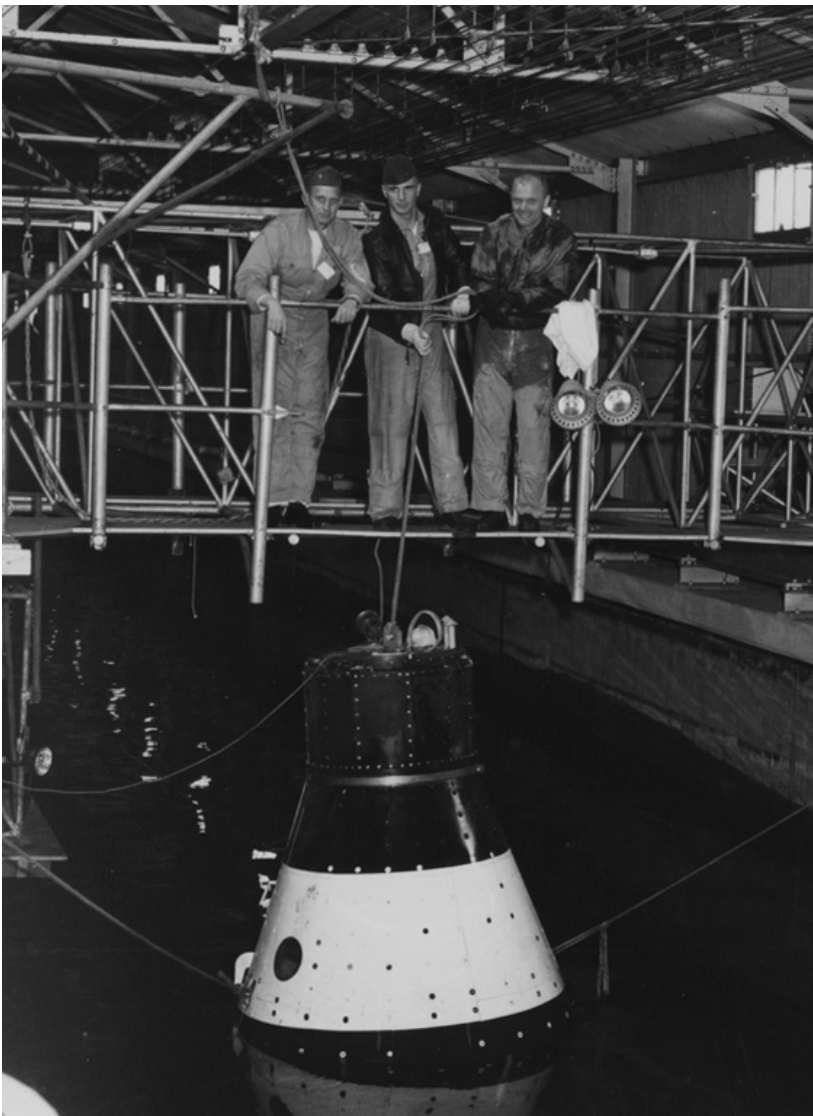
The helicopter didn't have any navigation equipment, except a compass and a clock, so the pilot and copilot used dead reckoning. "That's not all that unusual," said Koons. "In World War II there was an awful lot of flying that was done on dead reckoning, and we were not that far removed from WW II at that time."

Another factor that had to be considered was fuel. The Marines couldn't pick up the spacecraft

Koons briefs HMR(L)-262 about the specifics of spacecraft recovery, Oct. 12, 1960. MAG-26 was featured in *Leatherneck* in February 1961, three months before space travel became a reality.



The Freedom 7 mission patch. The Freedom 7 spacecraft is on display at the John F. Kennedy Presidential Library and Museum in Boston, Mass.



COURTESY OF DEB KOONS

A wave tank at the Langley Research Center, Hampton, Va., was used for flotation and egress training. Helicopter pilots Maj J.K. Sinderholm, left, and Koons, center, are pictured with fellow Marine and astronaut John Glenn, during wave tank training in 1960.

Glenn became the third American in space when he orbited the Earth on Feb. 20, 1962.

if the helicopter had a full load of fuel because the fuel added too much weight.

Koons recalled on one occasion the commanding officer of the ship they were on board said he didn't want any helicopters to leave his ship without a full load of fuel. Koons, a first lieutenant at the time, said it fell to him to tell the captain, "Well, if that's the case, we may not be able to do the mission." Looking back, Koons said at the time he was "green enough that he wasn't overly intimidated by guys with eagles on their collars."

Adapting to Design Changes

When the Marines became involved with the project in 1959, the design of the spacecraft was still a work in progress and specifics of the recovery were still undecided. Initially, NASA wanted to transport the spacecraft from the water to a U.S. Navy ship with the astronaut still inside of the spacecraft. When that plan changed, the Marines had to adapt and formulate a new set of procedures.

Another early problem was how to deal with the HF antenna that was attached to the top of the spacecraft so that it didn't get caught in the rotors of the helicopter. One early antenna design had a 40-foot piece of copper wire with a helium balloon attached to it, and the Marines had to figure out a

way to remove the balloon without having it get wrapped around the tail rotor.

According to Koons, it was decided to give shotguns to the copilots and let them "have at it." About the time Marines got good at shooting the balloons, NASA engineers changed the antenna design and balloons were no longer being used. In true Marine fashion, the squadron adapted and overcame all the design modifications and engineering challenges that came their way.

"Probably my most satisfying experience was the whole two-year trail of working through changes and developing procedures and writing the operations manual and ... just managing the whole thing and have it come to fruition and a good retrieval," said Koons.

Training for an Unusual Mission

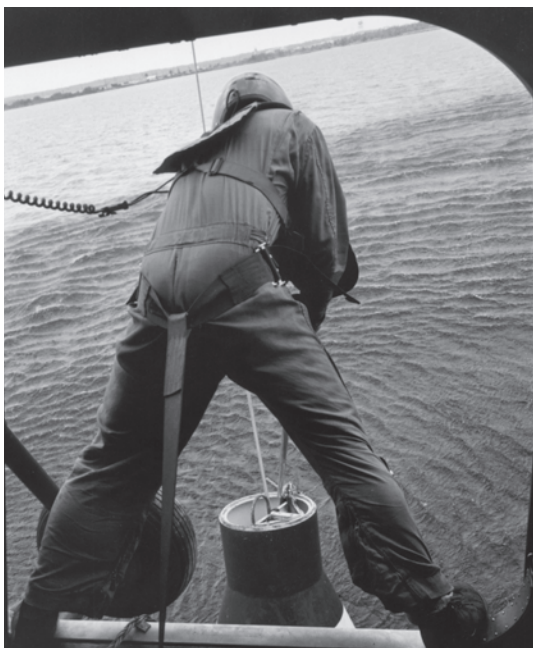
Most of the training took place at MCAS New River, but some also occurred at Langley Air Force Base, Va., and Wallops Island, Va. Cox, who later flew CH-53s and CH-46s, said the recovery tasks were done in addition to regular squadron duties. "We were a Marine helicopter squadron, and most of that time that's what we were doing ... but we also flew these hops," said Cox, adding that they always were working to improve their flying skills.

Not everyone in HMR(L)-262 wanted to be involved. Koons said the Mercury recovery flights were strictly voluntary. "The critical part of doing it was to approach the spacecraft while it was on the water and chase it up and down the waves and swells and everything until the copilot, who was down below, could lean out with an aluminum pole and hook the lift cable into the lifting loop on top of the spacecraft. And when you were doing that, you had your head sort of out the window, looking down into the water which was [disorienting]," said Koons.

The Marine pilots who volunteered for the retrieval missions knew that their safety came second to that of the spacecraft and the astronaut.

Even after it had been decided that the astronaut would exit the spacecraft and enter the helicopter before being taken to the ship, Koons said the squadron prepared for alternate scenarios. For example, if the astronaut became disabled in the course of the mission, or if the hatch didn't work, the Marines planned to take the spacecraft to the ship with the astronaut still inside. If the Seahorse helicopter experienced an engine failure in that scenario, the crews had to "fully accept the idea that the helicopter and its crew came second to the spacecraft ... particularly a spacecraft with a man on board."

"So I made that judgment, and I wrote it into the operations manual, and the squadron commander signed it and that was the end of the discussion," Koons said. He also said that astronaut John H. Glenn, a fellow Marine, was vocal in his disagreement with that philosophy. Koons told Lieutenant Colonel Glenn, "I can get killed any day of the week and I won't get written up anywhere but the hometown newspaper. If I kill you, we're not going to hear the end of it for a year. So it's not reasonable to say that I would give myself the priority over you. That's just not the way it works."



COURTESY OF DEB KOONS

Using a hook that was designed for the mission, a Marine from HMR(L)-262 leans out of the cargo hold of a Seahorse to practice snaring the recovery loop of a mock-up, or “boilerplate,” of the spacecraft.

Importance of Backup Crews

There were plenty of crews trained and ready. Seven pilots, 10 enlisted Marines and three helicopters were typically used for spacecraft recovery. “There was always a backup ready to go if there was any problem,” said Cox, who was the copilot in the backup helicopter in July 1961 for the recovery of Liberty Bell 7, the spacecraft used



COURTESY OF DEB KOONS

Koons maneuvers the Sikorsky helicopter during a training flight. Note the boilerplate spacecraft in the water.

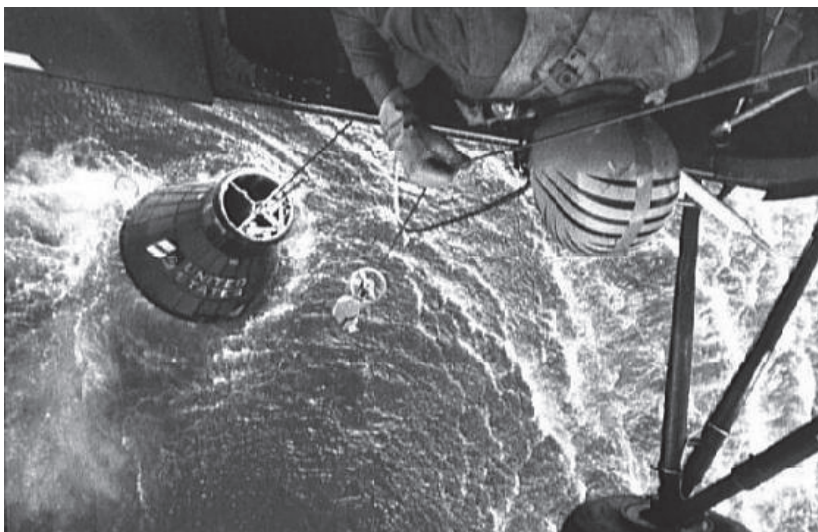
for the nation’s second manned suborbital flight. After the primary recovery helicopter experienced difficulties, Cox rescued astronaut Captain Virgil I. “Gus” Grissom, USAF.

After splashdown, as the two Marine helicopters arrived on station and pulled into a hover waiting for Grissom to indicate that he was ready, the hatch blew off the spacecraft. Liberty Bell 7 quickly began to fill with water, and Grissom egressed the spacecraft into the ocean. According to Koons, who by that time was a full-time NASA employee, 1stLt James Lewis, the command pilot for the lead helicopter, realized that the spacecraft was starting to sink, so he and his copilot, 1stLt John Reinhard, immediately got into position to engage



COURTESY OF DEB KOONS

Two Seahorse helicopters are being prepared for training with the boilerplate spacecraft.



Top: The second manned suborbital flight was conducted on July 21, 1961, and during the recovery attempt, Gus Grissom's Liberty Bell 7 spacecraft had to be "pickled" by Marine pilots.

Above: The backup helicopter, with copilot Cox, came to Grissom's aid.

the spacecraft. As they were working to lift it and drain some of the water, a warning light illuminated in the cockpit of the HUS-1, indicating a possible engine malfunction. The Marines were forced to abort the mission and "pickle" (drop) the spacecraft into the ocean.

According to Cox, it was later determined there wasn't a malfunction in the primary recovery helicopter, but "you don't question those lights at the time."

While all of that was going on, Grissom was in the ocean. To make matters worse, a leak in the neck dam of his spacesuit was causing him to take on water. The backup helicopter, with Cox and



Each Mercury astronaut named his spacecraft using the number "7" since there were seven astronauts.

command pilot Captain Phillip Upschulte aboard, recovered Grissom.

During NASA's later debrief with Grissom, the astronaut said he was glad to see it was Cox in the helicopter because they had trained together so many times.

A Change in Procedure

The third manned Mercury mission marked a change in the recovery process. Beginning with John Glenn's 1962 orbital flight, procedures were changed and Marine helicopters were no longer the primary means of recovery. The lessons learned during the early Mercury flights laid the foundation for the future successful recoveries conducted throughout the remainder of the project and Project Gemini and Project Apollo.

The success of the space program was a great triumph for America, and people throughout the world followed its progress closely. The astronauts became celebrities and even the Marines who supported their missions gained a measure of fame. Koons was unprepared for the media attention and said, "For the most part, I had my head down working on what was needed to be done." Both Koons and Cox appeared on an episode of the CBS show "I've Got a Secret" and were VIP guests of Igor Sikorsky at his company headquarters, where both men were presented with models of the HUS-1 and taken for a flight in the company's newest helicopters.

Koons and Cox also received a letter from Alan Shepard who thanked the Marines "for prompt and efficient service."

Cox went on to a variety of flying assignments in squadrons throughout the Marine Corps including multiple tours in Vietnam and the Far East. He retired from the Marine Corps in 1978 and taught eighth-grade math for the next 21 years. Cox has fond memories of those early days of his flying career and supporting some of America's first astronauts. "Those men were exceptionally brave in what they did. It was a privilege to know them and work with them," said Cox recently, from his home in North Carolina.

After leaving active duty, Koons went to work full time for NASA in 1961, and for the next 22 years, he was assigned to various aspects of the Mercury, Gemini and Apollo programs and the space shuttle program.

Fittingly, Koons was in mission control watching



COURTESY OF DEB KOONS



COURTESY OF DEB KOONS

Above: HMR(L)-262 Freedom 7 Recovery Team. Front row from left to right: Lt J.A. Hellriegel, Lt J.F. Thomas, Lt R.E. Heald, Lt Cox, Lt Koons, Maj G.W. Ross and Capt P.P. Upshulte. Back row from left to right: GySgt J.R. Cooper, SSgt J.S. Lanham, Sgt J.K. Ruggerio, Sgt W.M. Noyes, Cpl W. Fulton, Cpl J.T. Greene, Sgt J.C. Howard, Cpl G.T. Babcock, Cpl M.E. Vaughn and Cpl G.D. Bies.

Left: Koons, far left, and Cox were treated to a VIP visit to the Sikorsky headquarters. Company President Lee Johnson, second from right, and Igor Sikorsky, right, presented the Marines with certificates and models of the HUS-1.

along with his NASA colleagues when Neil Armstrong took his first steps on the moon on July 20, 1969. Koons said he was “just awestruck, even though I knew the guys who were flying the mission [and] I knew the flight controllers. ... You were still just awestruck that it all came together, and for the first time in the history of mankind ... people actually walked on the moon.”

The journey to space has been one of America’s

greatest conquests. One of the crucial first steps in that journey—the recovery of the nation’s first astronauts—was made possible by Marine Corps aviation.

Author’s note: Thank you to Deb Koons, who provided us with photographs and assisted with the research for this article.



We—the Marines

Compiled by Sara W. Bock

Rucking Marines Finally Bring “Raider 7” Home

■ One boat paddle might not seem special, but to some, it’s everything.

For several Raiders with Marine Corps Forces Special Operations Command (MARSOC), it’s the reason they put their bodies through an arduous 770-mile journey on foot. That one paddle repre-

sents their seven fallen brothers who, a year after their deaths in a Black Hawk helicopter crash, are finally home.

The paddle is a big deal to the 2d Marine Raider Battalion. The Raider name recently was revived and redesignated from the days of World War II, when each Marine Raider received a paddle as part of his gear for amphibious missions. It was seen

as a symbol of pride and was decorated with their awards.

So when a paddle was recovered from the wreckage of the March 10, 2015, crash off the Florida panhandle that killed the men now known as the Raider 7—Captain Stanford H. Shaw III, Master Sergeant Thomas A. Saunders, Staff Sergeant Marcus S. Bawol, SSgt Liam A. Flynn, SSgt Kerry M. Kemp, SSgt Trevor P. Blaylock and SSgt Andrew C. Seif, as well as four Louisiana National Guardsmen—it was a huge deal.

“When we heard there was a paddle recovered, it was shocking to us,” said Marine Raider Memorial March leader SSgt Nathan Harris. “The men that recovered the paddle told me they wanted us to carry it from the crash site back here, so that’s what we did.”

Harris along with 14 other Marines and a few family members did so in the most fitting way they could think of—marching 770 miles with heavy rucksacks from the crash site in Navarre, Fla., back to the Raider 7’s home at Marine Corps Base Camp Lejeune, N.C., beginning on the one-year anniversary of the fatal crash.

“Walking symbolizes what we do as foot soldiers. We do everything—land, air and sea—but we’re ground troops, and I think it was a great representation to symbolize bringing them home,” explained one Raider who could only identify himself as Danny. “It’s part of our tradition and who we are.”

“We wanted to do something outside the norm because these seven brothers of ours were anything but normal. They were truly exceptional people,” said another “rucking” Raider named Adam. “These were some of the toughest guys on the planet, so I think it was fitting to do something tough to bring them back.”

Tough it definitely was. Many of the Marines suffered aches, pains, blisters and cramps, but they all made it to the end. Each one spent the hours on the road reflecting and pushing one another on. Sometimes, outside sources helped them.

For SSgt Justin Bentley, a close friend of SSgt Kemp, it was the support of a Georgia police officer that got him through the last bit of an 11-mile stretch. The officer tuned his radio to a local DJ



KATIE LANGE

Above: The Raiders bring their 770-mile journey to an end as they march into the MARSOC compound at MCB Camp Lejeune, N.C., March 21.

Below: At the end of the 770-mile march, Destiny Flynn, widow of fallen SSgt Liam Flynn, hands the paddle found in the wreckage of the Black Hawk crash to LtCol Craig Wolfenbarger, commanding officer of 2d Marine Raider Bn.



KATIE LANGE



JAMES FRANK

A PRESIDENTIAL SALUTE—Col Allen Broughton, left, Chief of Staff, Marine Corps Base Quantico, Va., and SgtMaj Gerald Saunders, base sergeant major, render a salute after placing the presidential wreath at the final resting place of James Madison, the fourth President of the United States, at his home, Montpelier, Orange, Va., March 16. The event was held in commemoration of the 265th anniversary of Madison's birth, and Marines with MCB Quantico's Rifle Detail and Color Guard supported the ceremony.

and turned up the volume so they could hear him giving the Raiders a shout-out.

"[The radio host] said he had a song he wanted to dedicate to us, and he played 'God Bless the USA,' " Bentley said. "I was really tired, my feet were hurting, and it was that last little boost of motivation that helped me finish through."

"Honestly, it was really healing," said SSgt Kemp's widow, Jenna, who joined the Marines for the last 12-mile stretch. "The whole journey has been just really moving, to see how many people this has touched and to know that it was partly for my husband."

During the last 4.4 miles, dozens of other Marines, their friends and families joined as members of the Marine Raider Memorial March headed to MCB Camp Lejeune to hand off the paddle to 2d Marine Raider Bn, officially ending their journey. Hundreds of community members lined the streets to cheer them

on, including nearly all of the students at Dixon Elementary School in Holly Ridge, N.C., who waved flags and chanted "U.S.A.!"

"To me, [the community support] shows a sincere sense of patriotism," Bentley said. "It's just really inspiring."

Each of the men said they did not hesitate to do the march because the Raider 7 would have done it for them.

"Our feet are sore, our legs are sore, but our hearts are full," SSgt Harris said at the ceremony that brought the ruck to an end. "I'm proud to say it's these ruckers who carried the flag and the paddle every step of the way, and I'm proud to say that the [Raider 7] are looking down. We honored them with every step."

The Raider 7 paddle will be on display at the 2d Marine Raider Battalion's "Hall of Honor" at Camp Lejeune to serve as a reminder of their sacrifice and their legacy.

Katie Lange, DOD News

Major Develops Program To Improve Pull-Ups

■ "I haven't met someone yet who I haven't been able to train to do a pull-up," said Major Misty Posey, the plans officer for Manpower Integration, Marine Corps Base Quantico, Va.

Posey developed a program to help all Marines improve their pull-ups. She teaches a pull-up class at the James Wesley Marsh Center at MCB Quantico and says that it doesn't take a great deal of time to get a Marine from zero pull-ups to many.

"It does not take months and months and months to learn a pull-up; it does not take a year or two to learn a pull-up. It's nonsense," Posey said.

When Posey was a Naval Reserve Officers Training Corps midshipman, she and the other aspiring officers trained on the obstacle course at Marine Corps Recruit Depot San Diego, Calif., in preparation for Officer Candidates School at Quantico.



SGT DYLAN BOWYER, USMC

Maj Misty Posey, left, assists a Marine with pull-ups at MCB Quantico, Va., Feb. 19. Posey teaches a class to help Marines improve their pull-up performance and capabilities.

"I'm 4 feet, 10 inches. I couldn't reach the top of many obstacles, let alone pull myself over them," she said. "My [physical training] instructor didn't care that I was short. He said, 'Figure it out, Posey.' So I had the need to do a pull-up, and I had the expectation to get myself over the obstacles. That's what started me on my pull-up journey."

Posey's class features four main exercises: partner-assisted, negative, jumping, and partial range of motion pull-ups. Alongside these exercises, she explains how to engage certain muscles to help execute a pull-up.

"If you can't do a pull-up, do pull-up progressions, vertical pull-type exercises on a pull-up bar without any equipment. Ditch the pull-up assist machines and the bands," Posey said. "Not to say they are useless, but they don't train the motor-pattern of the pull-up as well as your own body weight and gravity. Exercises like ring rows and push-ups are similar. They help, but the Marine is horizontal instead of vertical. Also, any time you spend on them is time you could spend on a pull-up bar."

The 37th Commandant of the Marine Corps, General Robert B. Neller, highlighted Posey's pull-up plan during his town hall event in the National Capital Region, Feb. 12.

Posey's advice to all Marines, no matter their age, grade or gender, is that everyone can be successful at pull-ups.

"If you are struggling with either learning or improving your pull-ups, the main takeaway would be that you are stronger than you think," Posey said. "You can absolutely learn to do and improve pull-ups in a relatively short amount of time;

you just need the right tools to develop and access your strength." For Posey's pull-up program, visit www.marines.mil/Portals/59/Docs/PullupTrainingGuide.pdf.

Sgt Dylan Bowyer, USMC

SITCC Teaches "Aviation Language" To Intel Marines at Cherry Point

■ Intelligence Marines from the Second and Third Marine Aircraft Wings (MAWs) had the opportunity to become increasingly proficient in aviation operations during a Squadron Intelligence Training and Certification Course (SITCC) at Marine Corps Air Station Cherry Point, N.C., Feb. 1-25.

During the SITCC, 30 Marines were

introduced to multiple facets of Marine Corps aviation to familiarize themselves with aviation combat intelligence, which plays a vital role in the success of the air wing during combat operations.

"Right now, there is a gap in training for intelligence Marines that are going to aviation units," said First Lieutenant David Cox, the officer in charge of the course. "SITCC is the best thing to fill that gap short of having a separate MOS [military occupational specialty] for aviation intelligence Marines."

To date, the course has certified more than 300 Marines, enabling them to better integrate into the Marine Air-Ground Task Force (MAGTF).

"The course squeezes approximately 18 months of on-the-job training into 20 training days," said Cox.

Even experienced ground intelligence Marines have things to learn because the aviation combat element is very different. It's essentially a new warfare community, explained Cox.

"Throughout my career, I've had different jobs, but on the ground, we don't really care if it's rainy, cloudy or foggy; it doesn't affect me kicking in the enemy's door," said Gunnery Sergeant Michael Brewster, intelligence chief with Marine Aircraft Group 39 and SITCC student. "When it comes to aviation, you need to take that all into consideration because it affects the aviation combat element."

The course combines classroom instruction with intense student intelligence evaluation and briefing requirements, followed by practical application events in direct support of live aviation requirements. Topics during the course in February in-



TIMOTHY D. ANDRES

SSgt Daniel C. Pye, a flight leadership standardization evaluator for the Marine Aviation Training Standardization Squadron, explains the capabilities of a KC-130J Super Hercules to SITCC students at MCAS Cherry Point, N.C., Feb. 12.



An instructor directs PFC Anthony Kinney as he uses a replica of an FM-92 Stinger Missile with simulation capabilities during a SITCC at MCAS Cherry Point, N.C., Feb. 10. The course allows intelligence Marines working in the aviation combat element the opportunity to learn more about how the air wing operates. (Photo by Timothy D. Andres)

cluded coverage of handling threats to the MAGTF, functions of Marine aviation, and information about different types of aircraft.

“They have to learn a whole new language,” said Brewster. “They have a three-month course in the schoolhouse, and in that curriculum, only one week is devoted to air intelligence, which is not enough to be basically proficient.”

The wing supports the ground, and intelligence supports the wing, so the more assistance that intelligence Marines can give to aviators, the more equipped the aviators are to support the ground units, explained Brewster.

“We are trying to get the SITCC course to be a formalized school so aviation intelligence Marines must come here right after basic training, similar to Marine Combat Training,” explained Timothy D. Andres, intelligence coordinator for the Marine Aviation Training Standardization Squadron. “Some intelligence Marines do not know what a MAW consists of, they don’t know what they don’t know, and this course opens their eyes.”

The graduation, held on Feb. 26, certified the 30 Marines as aviation intelligence Marines.

“SITCC is not just an aviation intelligence solution for a shortcoming in train-

ing ... this is a MAGTF solution,” said Colonel Robert Plevell, the 2d MAW intelligence officer.

They can now pass their knowledge on to other Marines and spread what they have learned to better support the MAGTF, Plevell added.

“Of course the students feel a bit challenged, but after the course is completed, they always say, ‘Thank you for teaching us. We learned a lot,’ ” Andres said.

Cpl Jason Jimenez, USMC

Iwakuni Marines Host English Seminar For Japanese Soldiers

■ Soldiers with the Japan Ground Self-Defense Force’s 13th Brigade Headquarters, based at Camp Kaitaichi, Hiroshima, Japan, participated in a three-day English seminar held at Marine Corps Air Station Iwakuni, Japan, March 15-17.

The seminar is held annually by the station’s public affairs office to help improve the JGSDF soldiers’ understanding and use of the English language prior to their support of exercises in both the U.S. and Japan.

“I believe this seminar is very important because these days I’ve seen an increase in media coverage of the Japan Self-Defense Force working together with [U.S.] Marines,” said Hiromi Kawamoto-san, a

community relations specialist at the air station. “A real-world example would be Exercise Iron Fist out of San Diego, Calif., where JGSDF are trying to grasp the concept of the Marine Corps’ amphibious landing assault capabilities. This is just one way JGSDF are increasing their interoperability with the U.S. Marine Corps, and their language skills are the foundation to build such a partnership.”

Trainees took their English instructors off base to the Kintai area to provide a historical tour while enhancing their language abilities. The challenge was to find the best translation for the various subjects.

“Some things have two meanings, so you have to make sure you’re clearly getting your message across to avoid any confusion that could hinder the mission at hand,” said Gunnery Sergeant Scott Brenner, airframes division chief with Marine Fighter Attack Squadron 314. “It was my first tour given to me by the Japanese Defense Force. Knowing is doing, so they practiced what they intend to do while embedded with various Marine Corps units.”

First Lieutenant Masahiro Yamasaki, JGSDF, a maintenance officer with the 13th Aviation Unit, 13th Brigade, credited the seminar at MCAS Iwakuni with help-



SGT ANTONIO RUBIO, USMC

ing him understand English on a deeper level.

U.S. servicemembers use terms such as “hatch” for a door and “head” for a restroom, and Kawamoto-san said these are the types of translations with which the soldiers need to be familiar.

Many conversations took place between the U.S. Marines and the JGSDF soldiers

during the course, most of which did not follow a transcript. This forced the interpreters to gather their thoughts and find the most appropriate way to translate the messages correctly.

Kawamoto-san, who has more than 10 years of experience translating for both internal and external media entities for the air station, said building an understanding

Sgt Aranami, an interpreter trainee with the JGSDF, center, translates for LCpl Healy, left, as he gives a command brief during an annual English seminar at MCAS Iwakuni, Japan, March 16.

of not only the language, but also the culture of U.S. forces is just as important in providing a more accurate translation.

“Marines use ‘oorah’ on a daily basis,” said Kawamoto-san. “Oorah can be interpreted in many ways, such as: good morning, goodbye, I’m glad to see you, I have high motivation, or I appreciated your hard work. Oorah can be interpreted in many ways, meaning it can be translated in many ways too.”

He added that gaining that level of understanding only comes from cultural exchanges like the course offered at MCAS Iwakuni.

At the end of the seminar, the Japanese soldiers commended the Marines for their language assistance and made recommendations for next year’s course. The participants from both nations learned from each other and built valuable life skills, said GySgt Brenner.

Sgt Antonio Rubio, USMC



Crazy Caption Contest

Winner



LCPL KASEY PEACOCK, USMC

“I knew I should have taken the six-cylinder chariot!”

Submitted by
Joseph D. Marvin
Aiken, S.C.

This Month's Photo



CPL JESSICA QUEZADA, USMC

(Caption) _____

Name _____

Address _____

City/State _____ ZIP _____

Dream up your own Crazy Caption. Leatherneck will pay \$25 or give a one-year MCA membership for the craziest one received. It's easy. Think up a caption for the photo at the right and either mail or e-mail it to us. Send your submission to *Leatherneck Magazine*, P.O. Box 1775, Quantico, VA 22134, or e-mail it, referencing the number at the bottom right, to leatherneck@mca-marines.org. The winning entry will be published in two months.

Every Clime and Place

Marine Corps Gazette and *Leatherneck*
Magazine Mobile Apps Available Now!



Marine Corps Gazette



Leatherneck Magazine

- Free for MCA&F Members
- Available in your mobile app store
- Use your membership username and password to login to the apps
- Full access to both magazines



*Magazines are still available online and
can be downloaded as a PDF.*

Hurry Up and Wait

What I Learned From My First Experience Using Space-Available Travel



PO2 David R. Marin, above, was lucky to get a seat aboard a Gulfstream 3 aircraft for the first leg of his trip on Dec. 8, 2015. The jet, seen below, was “deadheading” (flying only with the crew aboard) to Miami to pick up a VIP.



Story by PO2 David R. Marin, USCG
Photos courtesy of the author

Looking out at the clouds I couldn’t help but chuckle at my luck. Never did I think I would be flying in a private jet to Miami, Fla., while on leave—for free. If it weren’t for a little know-how and words of wisdom from experienced Space-Available traveler Roy Deal, I may never have been there.

This article is meant to assist military personnel, retirees and family members in understanding the potential of the Space-A travel program, a program that allows veterans to fly aboard military flights around the world. That being said, the outcome of my first trip using Space-A was atypical.

Where to Begin

When I first started looking into Space-A, I was slightly overwhelmed with the amount of information available. I stumbled upon a Facebook group called Space-A Travelers of the USA. At first glance, this page seemed difficult to understand, but I noticed the many posts by Roy G. Deal, so I contacted him.

Deal immediately and repeatedly emphasized that one has to do a lot of research to understand the full potential of Space-A and how to properly use it.

“Most people post on the Space-A [Travelers of the USA] Facebook page, asking, ‘Just give me all the information right now,’ ” said Deal, an administrator for the page. “These people want [someone] to hand [all their Space-A knowledge] to them, or open their head and pour it in, and you just can’t do it. You have to put the time in and do it yourself.”

I had done some research, but I’ll admit, I told him I was doing a story and tried my very best to get him to just pass me all his knowledge during our hour-and-a-half conversation.

Throughout our conversation and during my research, I learned that many of the official Space-A Facebook pages fall under the Air Force’s Air Mobility Command (AMC). Although it may seem like the AMC is in charge of Space-A, they ultimately don’t run the program.

“The Space-A program belongs to the Department of Defense,” said Mark Voorhis, chief of the Civic Outreach Division of AMC headquarters public affairs. “In essence, eligible passengers are authorized to occupy DOD aircraft seats that are surplus after all space-required passengers have been accommodated. Space-

Available travel is allowed on a noninterference basis only.”

Technically speaking, any military flight or flight contracted by the military has the potential of allowing Space-A travelers aboard if there is room.

Doing Your Homework

The AMC travel site, www.amc.af.mil/amc travel, is the best resource for all things Space-A. The site provides information on official policies and has links to airfields, which post their schedule 72 hours ahead of time.

The airfield sites are especially valuable, but your homework begins with looking into the locations from which you are willing to fly.

I’m really lucky. I live in Baltimore, Md., which is basically the epicenter of Space-A travel. Major hubs in the area are Joint Base Andrews in Maryland; Joint Base Anacostia-Bolling in Washington, D.C.; Dover Air Force Base in Delaware and Joint Base McGuire-Dix-Lakehurst in New Jersey. Another option is Baltimore/Washington International Airport. Yes, flights are available from a commercial airport.

You should study the schedules for the airfields you are considering well in advance. That means checking what flights are listed, how often they occur and whether they are often canceled.

Because of time constraints, I studied these locations for about a week—looking at where flights go and how often.

The most frequent and seemingly available flights were to Ramstein Air Base in Germany, Aviano AB in Italy, Lajes AB in the Azores and Thule AB in Greenland. For trips overseas, everyone must have a current passport, and active-duty military must obtain command approval and complete the necessary paperwork.

I also noticed frequent flights to Travis Air Force Base in California and to Joint Base Lewis-McChord just south of Seattle in Washington state—both locations I’d like to visit. I also noticed a few flights to Florida. Most of my family is in Florida, so if possible, I wanted to head there.

Looking at the scheduled flights for the next 72 hours, a flight leaving JB Andrews to Miami with a handful of available seats caught my eye. With a listed commercial destination, that one seemed odd enough; I thought it would have little chance of being canceled.

The next bit of homework is to study the frequency of flights for your return flight.

I studied the AMC Facebook sites for MacDill AFB, Patrick



SSgt Michael Watson, USAF, passenger services supervisor at JB Andrews, is one of many personnel within the Air Force's Air Mobility Command who work to ensure that once AMC's primary mission requirements are met, available seats are offered to eligible personnel.

AFB and Naval Air Station Jacksonville, all located in Florida. I searched these sites for flights that I could most likely count on for a trip back from Florida to the Mid-Atlantic. I found a flight from NAS Jacksonville to Naval Station Norfolk, Va., that appeared to have a low probability of being canceled.

My plan was to head wherever I could go using Space-A within the beginning part of my two weeks of leave and return within a day or two so that I had an additional week to figure out other options if I ran into any issues.

Personal Responsibility

Active-duty servicemembers must keep in mind that it is their responsibility to return to their units when their leave expires. If a Space-A flight has a change to the destination or departure time, or if it’s canceled, it is up to the servicemember to get home on time, even if it means paying for a commercial flight.

“The biggest problem I see with active-duty members [traveling Space-A] is for them to allow enough time for their return,” said Air Force Staff Sergeant Michael Watson, passenger services supervisor at JB Andrews. “It’s more about the return trip, not knowing exactly what flights are going to be at your destination returning back to Andrews. Not every flight departing Andrews returns to Andrews from where you are getting off.”

So with my homework done, I made my decision and headed to Andrews to try to hop a flight to Miami.

Semper Gumby

Most of us in the military have heard the saying, “Hurry up and wait.” With Space-A travel, the same mentality applies—the mentality that brings forth a feeling that we are rushed,

A screenshot of the Air Mobility Command (AMC) website. The header features the AMC logo and navigation links: HOME, NEWS, LIBRARY, UNITS, PHOTOS, ART, QUESTIONS. The main content area includes sections for 'AMC Travel' with a reminder to all Space-A travelers, 'Travel Notice' regarding the Virtual Roll Call (VRC) process, 'AMC Travel Feedback', and 'Did You Know?' about DoD's new dependent Space-A travel guidance. On the right, there's an 'Inside AMC' section with a search bar and a list of 'CONUS - Stateside' locations including Baltimore-Washington IAP, Dover AFB, Fairchild AFB, Jacksonville NAS, JB Andrews, JB Charleston, JB Lewis-McChord, JB McGuire-Dix-Lakehurst, Little Rock AFB, MacDill AFB, McConnell AFB, NS Norfolk, Pope Field, Scott AFB, and Seattle-Tacoma IAP. A red circle highlights the 'CONUS - Stateside' list. A sidebar on the right contains the text: 'All links to Space Available Facebook pages that post a 72-hour schedule.'

The AMC website offers a wide range of information, including links to official Facebook sites listing a 72-hour Space-A schedule.

expected to be ready, and even early, to just sit and wait. All too often it's for something that ends up being delayed or worse—canceled.

Another major point Roy Deal made was allowing enough time to arrive early—in case the flight left early—and to be one of the first people on the waiting list. He suggested being at the terminal two to three hours before roll call or what is sometimes called showtime.

Deal also said active-duty members should try to sign up for the airport(s) from which they wish to fly at one minute after midnight, the day their leave starts—in person if possible, or online if necessary.

Departure

0600—Reveille

I had an approximate hour-and-a-half drive, so I woke up with enough time to drive to Andrews while giving myself a buffer to find the terminal and be sure to park in the correct location.

0800—Arrival

Taking Deal's advice, I arrived around 8 a.m., several hours before roll call.

The terminal was empty. I felt good, as there were no other people looking to capitalize on the flight with very few seats to Miami. As soon as I went to the counter to check in, the attendant informed me that the Space-A seats had been removed and weren't open to Space-A travelers.

Immediately, I recalled Deal saying, "Another rule of thumb is if you're standing there and it looks as though you're not [going to] get on that plane, do not leave that terminal until you see the wheels up because a lot of times there will be last-minute changes. There have been a lot of cases where the old-timers who know that rule get on because the people ahead of them on the list leave before the plane takes off."

Having planned for such an event, I mentioned that I still would like to be placed on the list and that I would stick around for a while. After all, I had no other plans.

One thing to keep in mind is that some airfields, Andrews included, have a USO on site which makes the wait more comfortable.

1100—Roll Call

Several hours later, my name was called. Surprised, I went to the counter thinking I was going to be the recipient of bad news,

but instead I was told to check my bag and go through security. What? Awesome!

Then it got even better. They took me to a Gulfstream 3, a jet used to shuttle VIPs.

I couldn't believe my luck.

The crew was deadheading, a term meaning they were going to fly with only the crew aboard, to Miami to pick up a VIP. I just happened to be there to ask for an available seat, so there I was.

As a side note, when traveling as a family, your family holds the same category as you do, so unless there are fewer seats available than family members, you won't be split up.

Luck was on my side, or so I thought. I was about to learn the true reason why being "Semper Gumby" was so important.

During the hour after boarding, being briefed and settling down, I heard maintenance crews talking about a mechanical issue and discussing their options.

1237—Aircraft Maintenance

I was asked to disembark while the crew decided if they would wait to fix the plane or decide to take a different one. I went back to the terminal and talked with SSgt Watson some more.

He told me he used to be stationed at Ramstein AB but had never used Space-A travel. When I asked him why, he said that he'd been interested, but his wife had not.

"She's a 'type-A' personality," said Watson. "The kind of type-A that has to have a schedule for her scheduling."

We laughed, then agreed that certain people would not like the uncertainty of Space-A travel.

1319—An 11-Hour Delay

Soon thereafter was another obstacle: I was told the flight was being postponed until midnight. It was approximately 1315. I had been at Andrews for five hours and would have to wait another 11 hours for the flight.

Knowing that I wasn't expected anywhere, I didn't flinch, and I said I'd stick around, and before I knew it, plans changed again.

1418—Back On

By 1430, I was headed to a different aircraft, although still a G3, and soon on my way to Miami. We took off an hour later.

1800—Arrival in Miami

Part one was complete; now to find my way home.

I knew I had time, but I really wanted to return to Andrews within my estimated two-day timeframe.

Be Kind

"You'll get to know a lot of nice people who would be glad to help a servicemember," said Deal. "You don't go up there and demand. You have to show a lot of respect."

I know that many flights and airfields don't fall under AMC and don't list their 72-hour schedule on the Internet. I called and checked every military air installation in Florida even though airfields are under no obligation to disclose their schedules. I positioned myself in Naples, Fla., ready to drive to the location where I thought I would have my best chance for a flight home.

I found out about a chartered flight scheduled to transport approximately 110 people to Andrews from Key West, Fla., with 20 open seats, but they were not available for Space-A travelers.

Remember, any military flight, including those chartered by the military, are available for Space-A travel, but not guaranteed.

A flight from Jacksonville was as close to a sure



The AMC terminal at JB Andrews in Maryland is the first destination of many hopeful Space-A travelers on the East Coast.



P02 Marin stayed at the Navy Gateway Inn at NAS Key West as he tested the ease of traveling Space-A. Military lodging facilities, although not always available, can offer inexpensive alternatives to commercial hotels.

thing one could have with Space-A, but it would mean finding my way from Norfolk to Baltimore, a drive that can last more than four hours in traffic.

Thinking about a few more of Deal's gems—be kind and it doesn't hurt to ask—I took a gamble and headed to Key West.

An additional suggestion is to research military lodging. I stayed at the Navy Gateway at the Key West Naval Air Station for \$65, a great deal for the Key West area.

The Return Flight

0700—Reveille

The next morning I had a quick breakfast, returned the rental car to Key West International Airport and took a taxi to NAS Key West.

Another lesson learned: Due to security restrictions, not every military base allows taxis to enter, and some only allow certain companies. I learned this lesson the hard way and ended up walking through the gate and to the terminal in 82-degree heat with bags in hand, all the while remembering “no seats are being offered to Space-A travelers.”

1030—Arrival to the Terminal

I showed up to the counter, and sure enough, I was told there weren't any seats cleared for Space-A travel.

I smiled. I said I knew, but thought I'd give it a try anyway.

1150—Hope

Soon after, a petty officer told me that oh-so-familiar phrase, “It doesn't hurt to ask.” So I stuck around and asked to speak with the chief in charge of the terminal. He said it would be up to the pilots if they wanted to allow me on the flight.

1247—Almost On

I waited and met the captain and asked if he could find it in his heart to allow me on the flight. A prior Air Force pilot, the quick-witted captain knew all about Space-A travel. He remarked that as long as the military was OK with it, he would have no problem allowing me on board. He called his superiors and asked for approval. He then turned to me and said he was going to work his darndest to make sure I was on the flight.

So the clouds parted again.

1309—A Few More Hurdles

There were a couple of other little hoops to jump through. I needed to get on the manifest. I had to request permission from Navy Rear Admiral Martha Herb, the director of the Inter-American Defense College. The college had chartered the flight for their return to Washington, D.C., after a field trip to Florida. To “earn” my seat, she wanted to know my story.

So, I began: “I have this assignment to travel using Space-A. ...”

1327—Takeoff

Again, the outcome of my first Space-A trip was atypical; most Space-A flights are aboard military planes, not chartered ones.

1623—Mission Complete

Space-A travel is very time-consuming—from all the research it takes to learn about the basics, to the planning, to getting to the specific airport, waiting and possibly having flights delayed or canceled. All these factors in addition to servicemembers having to ensure they return before their leave is up can make it seem as though it is not worth the hassle. If you can go into it with a laid-back attitude, however, you can enjoy the downtime, challenges and changes that may come with situations beyond your control. By being prepared, remaining flexible, being nice and making the best of every situation, servicemembers can take advantage of great opportunities to see the world for very little cost.

Author's bio: Petty Officer 2nd Class David Marin has been a Coast Guard public affairs specialist for approximately nine years and currently is the supervisor at the Fifth District Public Affairs Detachment in Baltimore. As a PA specialist he's been stationed at the Thirteenth District office in Seattle, the Fifth District office in Portsmouth, Va., and has deployed as PA support for the Cosco Busan response in San Francisco, Calif., and the Deepwater Horizon response in the Gulf of Mexico.



Marin flew back to Andrews on a Miami Air flight chartered by the Inter-American Defense College. Space-A passengers often need special permission to travel on chartered flights.



Sea Stories

Compiled by Sara W. Bock

SEA STORY OF THE MONTH

A Corporal of Marines

After serving four years in the Corps, I graduated from college in 1972 and was elected to the state senate. A few years later, I had the opportunity to spend a weekend with Marine reservists at Fort Devens, Mass. I thought, "These are real people. I need to be around them more to balance all the time I have to spend with politicians and lobbyists." So I joined HQ,

"With all due respect, sir," I replied, "I'd rather be a corporal of Marines than a general in the Army."

25th Marines in Worcester, Mass., as a reservist. I was a senator during the week and a corporal—a radio operator—one weekend a month.

The outfit was later asked to provide radio operators for a safety net for a "transportation parade" in Worcester. The parade consisted mostly of 18-wheelers. There were few spectators. One of the coordinators was a lieutenant in the Army National Guard. We got to talking, and he discovered I was both a state senator and a college graduate working on a master's degree.

"You should switch to the National Guard," he said. "They'd make you at least a captain!"

"With all due respect, sir," I replied, "I'd rather be a corporal of Marines than a general in the Army." His jaw got visibly tight, but I figured if he reported me to my commanding officer, Colonel John Studt, I'd get a letter of commendation.

Robert A. Hall
Madison, Wis.

A Plot "Backfires"

After our Saipan and Tinian campaigns, our Fourth Division returned to our permanent rest camp in Hawaii on the island of Maui.

I, as a radio operator, was assigned to a radio jeep. We had four of them. As a driver-operator, we were each responsible for our own.

One Sunday, for lack of something to do, I opened the hood of the jeep belonging to another driver and transposed the spark-plug wires between #2 and #3. When this is done on a four-cylinder engine, it causes lots of backfiring and smoke.

I thought I would be there when he started it up and I'd have a good laugh, but I wasn't. He went to our captain and told him the jeep was not running right.

The captain knew that I was taking a correspondence course in auto tune-up, so he sent for me.

I thought I was caught, but the captain told me to go do a tune-up on the jeep and see if I could fix it. I did a tune-up on it, got it running fine, and reported back to the captain, who put me in charge of all our jeeps. He told me that if one of them needed maintenance I was to

skip formations if I had to, to keep them running.

I never told anyone what I had done.

Glenn A. Murphy
Rockville, Md.

Letters Home

The commanding officer of Marine Barracks Panama Canal Zone, Lieutenant Colonel Harris, called me, a lowly lance corporal, to his office one day (never a good thing). I knocked on his door and was told to enter, not report—a good sign. He asked how the weekend went, and we made some chitchat about fishing in the canal. He then said, "Guess who called me this morning?" I had no idea and said so.

"I got a call from your mother this morning, and she asked if you were still alive. Apparently you haven't written a letter home in quite some time." He pointed at the spot 3 inches in front of his desk and began to chew me out. He then told me that he wanted an envelope addressed to my mother on his desk every Monday. I put a letter in his outbox every Monday until I rotated home 18 months later.

Bill DePietro
Submitted via e-mail

There's Something About "Joe"

I worked with some very fine officers during my 22 years as a Marine. One who stands out who really impressed me and all who knew and served with him is named "Joe." I first met Joe in 1981 at Camp Courtney, Okinawa, Japan. My commanding officer at

Camp Foster informed me that I would be screened before a board to become one of the general's aides. As a chief warrant officer and on my last tour prior to retirement, I believed it was a joke (long story). As I drove to Camp Courtney, I said to myself, "No way will a CWO be selected."

There were around 10 of us who appeared before the board and later were screened by the III Marine Amphibious Force and the Third Marine Division. Much to my surprise, I was selected to be the junior aide.

Joe was in the process of becoming the senior aide. When I first met and spoke to Joe, he impressed the heck out of me. His command presence, physical appearance and command voice were "off the page."

During the tour, we had many high-ranking dignitaries, such as the assistant secretary of defense; General Robert H. Barrow, the Commandant of the Marine Corps; Gen Paul X. Kelly, CMC; high-ranking foreign generals and admirals; and various politicians. Joe impressed all, and it was well-noted. I, too, was proud to have served with this fine lieutenant of Marines.

When Joe received orders to transfer stateside, the general hosted a farewell dinner at the CG's Mess. During the toasting part of the dinner, I proposed a toast to Joe, saying, "This is to an outstanding Marine officer, Joe. He is the most professional Marine I have ever worked with. If Joe continues his career, I have

no doubts he will become a general officer.”

Several years later, General Carl Mundy came to Orlando, Fla. His senior aide was Joe. Since that time, I have followed Joe’s career path and discovered that he is the only Marine to hold all of these billets: platoon commander, company commander, battalion commander, regimental commander, assistant division commander, Assistant Commandant, and currently—Chairman of the Joint Chiefs of Staff.

CWO-3 Jack Wing, USMC (Ret)
Apopka, Fla.

Rocking and Rolling

In the spring of 1961, I was one of about 600 Marines in USS *George Clymer* (APA-27), sailing from San Diego, Calif., to points west. My group was being dropped off in Hawaii after nine days, and the rest (poor suckers) were destined to be in the ship for many more days on the way to

they have an ocean, and we became used to “rocking and rolling.” It is also why we are good dancers. Anyway, on this particular day, somewhere between Hawaii and the land of the big PX, we were rocking and rolling, and the troops were puking over the side when they could make it. When they couldn’t get to the railing, they just “let ‘er rip,” and it wasn’t long before the deck became slick with the morning’s breakfast.

I was standing near one of the hatches [sic] when it opened and out stepped the chief cook with a messman in tow. He took a look around at all the sick Marines and then said in a commanding voice to the messman, “All right, kid, start picking up the big pieces for dinner tonight.” That is when I went to the railing and lost my breakfast along with my seasickness immunity. I can still dance though.

Cpl Norm Spilleth
USMC, 1960-64
Minneapolis, Minn.

When they couldn’t get to the railing, they just “let ‘er rip,” and it wasn’t long before the deck became slick with the morning’s breakfast.

Okinawa.

About day number three out of San Diego, we hit some rough weather. Most of the Marines got seasick, especially the guys who grew up where there weren’t any oceans, like Iowa. I was fortunate to have grown up in New Jersey where

The Seabag

Graduation day finally came for Platoon 2020 in January 1955 at Marine Corps Recruit Depot San Diego, Calif. It was a typical winter day there, cool in the morning, and sunny all day. There was the usual excitement in the air as we took part in the same pomp and ceremony that has always been traditional in boot camp graduations in the Marine Corps.

Our seabags were already lined up on the parade deck in front of the base theater. Buses were also there waiting to take us to Tent Camp 2 at Marine Corps Base Camp Pendleton,

Calif., about 40 miles north. After the ceremony was over, we were to pick up our seabags and proceed to the assigned buses.

I was 17 years old and weighed less than 140 pounds. I was struggling to put the seabag on my shoulder, like everyone else. I put it back on the deck, and in doing so, I saw a pair of drill instructor shoes looking back at me. I quickly stood up at attention as my senior DI, Sergeant J.R. Rotramel, with both hands, grabbed the seabag with ease and placed it on my shoulder. He looked me in the eye and said, “Good luck, Marine” and walked forever out of my life, except in memory.

In the years since, I have been back to MCRD and seen several graduations. As I look across the parade deck, I always see a young Marine, a DI and a seabag. I have never forgotten this act of kindness from a tough Marine, who only moments before, had given us hell for about 13 weeks.

Cpl Milton Maxheimer
USMC, 1954-57
Patterson, Calif.

Blame It on the Fruitcake

I was going on liberty, and my buddy, Sergeant Bull, asked me to bring back a half-pint of booze—so, I bought it for him. Coming back from San Diego, Calif., in a cab with five other Marines, approaching the main gate of Marine Corps Base Camp Pendleton, the cab driver flashed his headlights, meaning that there was liquor aboard.

The MP made us line up for a shakedown. I dropped the jug and gave it a kick away from me, but the MP caught my act. So, I was

reported to my commanding officer, who fined me \$66 and confined me to the barracks for 10 days. Then, he asked me why I was bringing liquor aboard. I told him that the chef in the galley was making a

I was reported to my commanding officer, who fined me \$66 and confined me to the barracks for 10 days. Then, he asked me why I was bringing liquor aboard.

fruitcake for Christmas and needed some booze to give it a little kick.

The commanding officer said, “Sgt Mazurski, that’s the best one I heard yet. Fine reduced to \$30, and you’re not confined to the barracks.”

Sgt T. Mazurski
USMC, 1945-52
Oak Lawn, Ill.

Editor’s note: Do you have an interesting story from your time in the Corps that will give our readers a good chuckle? Maybe it’s a boot camp tale or a good old sea story that will have us in stitches? We would love to hear your stories. Write them down (500 words or less) and send them to: Sara W. Bock, Leatherneck Magazine, P.O. Box 1775, Quantico, VA 22134, or e-mail them to s.bock@mca-marines.org. We offer \$25 or a one-year MCA&F membership for the “Sea Story of the Month.” Spread the word!



SPECIAL EDITION: There’s something about Marines that makes people want to go out of their way to thank them for their service. For a special edition of “Sea Stories,” we want to hear stories of times when someone heard you were a Marine and helped you out of a sticky situation or gave you some sort of special assistance. You never know when your service in the Corps will come in handy down the road!

Passing the Word

Compiled by Sara W. Bock

TAPS Holds Balloon Release Ceremony To Remember Fallen Heroes

“One, two, three,” counted Bonnie Carroll, founder and president of the Tragedy Assistance Program for Survivors (TAPS), as almost 100 people released red and blue balloons with personal messages written on them, intended for loved ones whose lives were lost in service to their nation.

This was the scene at the TAPS-sponsored balloon release ceremony at Marine Corps Base Hawaii, held to honor fallen servicemembers on Feb. 28.

The ceremony was part of a seminar for the families of America’s fallen military personnel, which helped encourage surviving family members in attendance. Some family members of the 12 Marines from Marine Heavy Helicopter Squadron 463 who lost their lives when their helicopters collided in January participated in the event.



CPL WESLEY TIMM, USMC

Above: A child writes a message on a balloon before releasing it into the sky during a TAPS-sponsored seminar in February at MCB Hawaii. The seminar was designed to help provide support for surviving family members and friends.

Below: With the support of TAPS volunteers, family members of fallen servicemembers release balloons to honor their loved ones at MCB Hawaii, Feb. 28.

“The military community in Hawaii recently lost 12 Marines from Marine Corps Base Hawaii, and the need for surviving family members to connect is great,” said Carroll. “This weekend, TAPS is honored to be with the surviving families in Hawaii to offer help, hope and healing.”

Becky Miller, a TAPS family survivor, explained that families wrote messages on the balloons to let their heroes know that they will never be forgotten.

“TAPS is a great organization that brings all of these survivor families together,” Miller said.

Family, children and friends going through the grieving process were provided support and encouragement at the seminar.

“We are so grateful for the opportunity to be here, to be embraced by the Marine Corps,” Carroll said. “[Especially] for the



CPL WESLEY TIMM, USMC

In Memoriam

Compiled by Nancy S. Lichtman

"In Memoriam" is run on a space-available basis. Those wishing to submit items should include full name, age, location at time of death (city and state), last grade held, units served in, dates of service and, if possible, a local or national obituary. Allow at least four months for the notice to appear.

Marine Killed in ISIS Rocket Attack

One Marine was killed and several others were wounded March 19 while providing force protection fire support at a recently established coalition fire base in northern Iraq.

Staff Sergeant Louis F. Cardin, 27, of Temecula, Calif., a Marine deployed with Battalion Landing Team 2d Bn, Sixth Marine Regiment, 26th Marine Expeditionary Unit, was killed in action while conducting operations in Iraq in concert with Combined Joint Task Force Operation Inherent Resolve.

"SSgt Cardin's service and his many important contributions will long be remembered by his fellow Marines, his teammates at United States Central Command and a grateful nation," said Army General Lloyd J. Austin III, commander of U.S. Central Command.

SSgt Cardin joined the Marine Corps in June 2006 as a field artillery Marine. His awards include the Navy and Marine Corps Achievement Medal, three Afghanistan Campaign Medals and the Iraq Campaign Medal.

Compiled from DOD media releases

Gen Earl E. Anderson

General Earl E. Anderson of Vienna, Va., died Nov. 12, 2015. He survived the sinking of USS *Yorktown* (CV-5) during World War II and later served as the Assistant Commandant of the Marine Corps from 1972 to 1975. He was 96.

Gen Anderson "had a deep and abiding belief in America—and he showed that in his life of service to his country," said his son, Colonel Dave Anderson, USMC (Ret).

"Thirty-five years in the Marine Corps, fighting for freedom in three gut-busting, shooting wars: WW II, Korea and Vietnam. And he adhered to old-fashioned ideas like patriotism, duty, honor and commitment," he added.

A native of Morgantown, W.Va., Gen Anderson graduated from West Virginia University in 1940 and was commissioned

a Marine second lieutenant. He then reported to Philadelphia, Pa., for The Basic School.

During WW II, he was assigned to the Marine Detachment aboard USS *Yorktown* when the ship was sunk during the Battle of Midway in June 1942. He was in the water for many hours before a rescue ship arrived. Coincidentally, the ship that rescued him was USS *Anderson* (DD-411).

In 1943, he was ordered to flight training, and upon earning his wings of gold, he returned to the Pacific and commanded Marine Bomber Squadron 443, flying the PBJ-1 patrol bomber.

During the Korean War, he commanded Marine Observation Squadron 6, and during the Vietnam War, he was the chief of staff for the Military Assistance Advisory Group, and later during his second tour, he was the chief of staff for III Marine Amphibious Force.

After his promotion to brigadier general, he was the Deputy Chief of Staff (Research, Development and Studies), Headquarters, U.S. Marine Corps and later was the Director of Personnel/Deputy Chief of Staff (Manpower), HQMC.

In 1971, he was promoted to lieutenant general and assumed duty as Commanding General, Fleet Marine Force, Atlantic, Norfolk, Va. He was promoted to a four-star rank and became ACMC in 1972.

In addition to his bachelor's degree, Gen Anderson earned a master's degree and a juris doctor degree with highest honors.

His awards include three Distinguished Service Medals, three Legions of Merit with combat "V," two Distinguished Flying Crosses, a Bronze Star with combat "V," a Purple Heart and eight Air Medals.

TSgt John L. Ard, 91, of Fanwood, N.J. He was a Marine who served in the South Pacific with VMR-252 during WW II. After the war he went to law school and later became an appellate court judge.

SSgt Lorna B. Beasley, 88, of Live Oak, Fla. After she completed boot camp in 1944, she was stationed at Brown Field,

MCB Quantico, Va. While a Marine, she later worked as the secretary to MajGen Oliver P. Smith when he was the Assistant Commandant of the Marine Corps.

After she got married, she left the Marine Corps for a career in federal civil service in 1955.

After retirement, she and her retired Marine husband ran a 20-acre farm in Florida.

Sgt Leslie R. Burch, 81, of Lexington, Va. He was a communications specialist in 8th Comm Bn, Camp Geiger, N.C., from 1956 to 1959.

James P. Burns, 91, of Wausau, Wis. He was a Marine who fought in WW II, serving in the South Pacific. He participated in the invasion of Tarawa in 1943. He was a past commander and member of the VFW Burns Post #388.

MGySgt Joe C. Casillas, 89, of Ocean-side, Calif. He was a Marine who served for more than 30 years. He enlisted during WW II and saw action on Saipan, Tinian and Iwo Jima. In 1945 he was in Japan as part of the occupation forces.

In 1950 he was sent to Korea, and later he served two tours in Vietnam. He was a drill instructor at MCRD Paris Island, S.C., 1951-54, and was a recruiter in the '60s and a career planning chief in the early '70s before retiring.

Capt Marvin E. Christians, 79, of Old Town, Fla. He enlisted in 1962 and served until 1981, including two tours in Vietnam with 2/5. His awards include the Bronze Star and the Purple Heart.

MajGen Gregory A. Corliss, 87, of Shepherdstown, W.Va. He was a Marine aviator who served for more than 30 years. He flew the AD-5 Skyraider in his first squadron, VMA-333, 3d MAW. During the Korean War he was the operations officer and flight officer with VMA-251, 1st MAW.

He later flew A-4 Skyhawks with VMA-331, and in 1964, he transitioned to helicopters. He deployed to Vietnam in 1966 with HMM-262 and five months later became the commanding officer of the squadron.

Leave Behind a Legacy

when words fail
we won't

Trust us to take care
of your Marines.

Estate Planning... Planning for a Future of Giving
For more information, please visit bit.ly/MarineLegacy or call 1-877-469-6223

Marine Corps Association Foundation

U.S. MARINE CORPS PHOTO BY CPL CLAYTON FILIPOWICZ, USMC

He attended the Air War College in 1971-72 and served on the staff of 1st MAW in Iwakuni, Japan. Later assignments included CO of MAG-16 and chief of staff of the 3d MAW. He was Commanding General, 4th MAB, 1978-79; Commander, Marine Corps Air Bases, Eastern Area/CG, MCAS Cherry Point, N.C., 1980; and CG, 4th MAW, New Orleans, La. When he retired in 1985, he was Director, Plans Division/Assistant Deputy Chief of Staff, Plans, Policies and Operations, HQMC.

His awards include the Silver Star, Legion of Merit, Distinguished Flying Cross and 27 Air Medals.

MSgt Arthur T. "Tom" Denny Jr., 76, of Graham, N.C. He was a Marine who served for 24 years, including assignments as a recruiter in Rochester, Minn., and as a Marine security guard in Moscow, Soviet Union, and Brussels, Belgium.

Walter W. Eck, 92, of Hellertown, Pa. He was a Marine who served during WW II and the Korean War. Later, he was an active volunteer with the Boy Scouts of America.

Ashley M. Guindon, 28, of Woodbridge, Va. She was on her first call on Feb. 27, one day after being sworn in as a Prince William County, Va., police officer, when she was killed in the line of duty while responding to a domestic dispute.

She enlisted in the Marine Corps Reserve in 2006 and served as a field radio operator and in various aeronautical capacities. She later attended the mortuary school at Fort Lee, Va., and had the highest GPA in her class. She graduated from Embry-Riddle Aeronautical University, Daytona Beach, Fla., in 2011 with a degree in aeronautical science.

Cpl John R. Rey, 72, of Norwalk, Conn. He was assigned to Btry A of the 1st Light Anti-Aircraft Missile Bn when he served in Vietnam during the mid-1960s. He later worked as an electrical contractor.

Cpl Joseph D. Ross, 91, of Ellsworth, Pa., was a WW II Marine veteran who served in the Pacific theater from 1944 to 1946. He was a radio and telephone operator when he participated in action against the enemy on Iwo Jima. He later worked as an electrician. He was a member of the Mon Valley Leatherneck Association in Pennsylvania.

Dennis L. Shoup Sr., 77, in La Jolla, Calif. He served four years as a radio operator with the 5th Marines and 9th Marines in armored amtracs. He spent 15 months overseas in Yokosuka, Okinawa and the Philippines. He later worked as a private investigator. He was a member of the MCA&F.

Complete the Challenge
Receive a Hero's Welcome



MARINE CORPS HALF MARATHON

The Marines and Sailors who are America's Frontline are our heroes in Jacksonville NC. They welcome you to run shoulder to shoulder in the Grand Prix Series featuring the Marine Corps Half Marathon.

It's run entirely aboard Marine Corps Base Camp Lejeune and when you meet this challenge, you'll receive your Hero's Welcome.

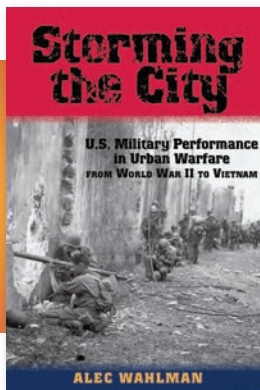
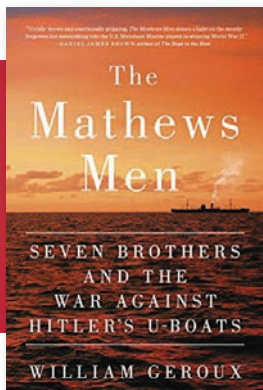
September 17, 2016
Held every September aboard Camp Lejeune
mccslejeune-newriver.com/grandprix

Only in
Onslow
Where beauty and pride come together.


Jacksonville
NORTH CAROLINA

Books Reviewed

Unless otherwise noted, these books may be ordered from *The MARINE Shop*. Subscribers may use members' prices. Include \$5.99 for shipping. Virginia residents add 6 percent sales tax; North Carolina residents add 7 percent. Prices may change. Make check or money order payable to: MCA, P.O. Box 1775, Quantico, VA 22134, call toll-free: (888) 237-7683, or shop online at www.marineshop.net.



THE MATHEWS MEN: Seven Brothers and the War Against Hitler's U-boats. By William Geroux. Published by Viking. 400 pages. Stock #0525428151. \$25.20 MCA Members. \$28 Regular Price.

Mathews County, Va., forms a tidewater peninsula jutting out into the Chesapeake Bay. It is one of Virginia's smallest and least-populated counties, and since Colonial days, it has produced many men who went to the sea seeking employment and adventure. William Geroux's new book, "The Mathews Men," details the exploits of many of the seafaring Mathews men during World War II.

Marines other than the leatherneck variety were crucial to America's success in World War II. They were the men of the Merchant Marines. When we think of the worldwide global conflagration we call WW II, we think, primarily, of Europe and the Pacific. The war, however, also came close to our very shores. Hitler's U-boats brought the fight right to the East Coast and further south, down to the Caribbean. Many Merchant Marine cargo ships, including some carrying men from Mathews County, were sunk within sight of land.

Mathews County, with a small population of only 7,500, lost 23 mariners to the dreaded U-boats. Many more survived torpedoes, bombs, fires and explosions. Others spent days and weeks in lifeboats suffering from exposure, hunger and thirst.

In the first year of the great global

conflict, Admiral Karl Doenitz's U-boats ruled the waves. America was agonizingly slow to learn the organization and management of successful anti-submarine warfare. Early on, Navy Admiral Ernest J. King favored the protection of England-bound shipping, but placed few resources in support of our country's vital merchant shipping, and the initial results were indeed grim.

Oil tankers were prized targets, and an almost certain death awaited many of the merchant sailors on board. Before countermeasures were in place, most sub attacks were on the surface. Being a long way from home base, the U-boat captains preferred finishing off their prey with their mighty 88 mm deck guns. U-boats used the night and lurked off shores of the well-lit U.S. cities to silhouette their targets against the glowing background. Occasionally, tourists staying in East Coast beachfront hotels watched as tankers burned offshore throughout the night.

The author writes: "Surviving a sinking could be absurdly easy or agonizingly hard." One could not even get his feet wet and be quickly rescued; others could spend weeks drifting in an open boat wet, cold and thirsty. Others, of course, might be lost to a raging sea. Many of the men of Mathews County survived more than one ship sinking. Although most of the Mathews sailors' ships were sunk in the western Atlantic or the Caribbean, some

were also lost in Atlantic crossings, in the Mediterranean, or when sailing the treacherous polar North shipping route to Russia, called the Murmansk Run.

By late 1943, the tide of battle was turning slowly. America flexed her industrial might, and the new Liberty ships were being produced faster than the ships were being sunk. Additionally, the U.S. painfully learned the important lessons of using a convoy system. Along with major breaks in strategy, technology and weaponry the hunters became the hunted. U-boats were successfully hounded from the air and by sea. The days of the U-boat dominance were at an end. Now the pronounced vulnerabilities of undersea boats were exploited. The hunt was on, and the number of Merchant Marine ships sunk was greatly reduced. Convoys of needed war-related materials began to move safely between all ports across the globe.

The war losses in the Merchant Marines was approximately 3.9 percent: one out of every 26 men met a watery grave. The author notes: "The only branch of the U.S. military with a comparably higher fatality rate was the U.S. Marines." But U-boat forces suffered even more staggering losses—about 70 percent.

American merchant ships delivered more than 300 million tons of war cargo. Historians agree, however, that the early failings to protect U.S. merchant shipping in the Atlantic were many, and America was slow to provide adequate support to those gallant merchant seamen.

Sadly, however, it took 43 years for President Franklin D. Roosevelt's request to extend veterans benefits to those merchant seamen to be approved.

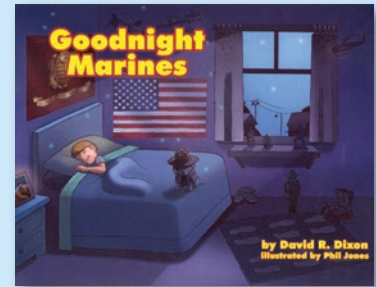
The author, William Geroux, has done an excellent job of telling the story of the WW II Merchant Marines and their ships the Mathews men sailed. Of particular interest is his inclusion of a map that details the sites of the ships' sinkings. He also includes a short list and biographies of all the seamen from that unique tide-

Children's Books

GOODNIGHT MARINES. By David R. Dixon. Illustrated by Phil Jones. Published by Callsign Enterprises. 40 pages. Stock #1941698026. \$15.98 MCA Members. \$17.75 Regular Price.

Perfect for the littlest “devil pups,” David Dixon’s beautifully illustrated book on all things Marine Corps makes a wonderful bedtime companion for Marine children. “Goodnight Marine” has a simple yet catchy style that will have small children “reading” along with their parents in just a few storytime sessions.

The book’s impressive illustrations are perfect for the numerous mentions of icons of the Corps, including the bulldog, “8th and I,” dress blues and even ships. The rest of the book’s fond “goodnights” to all elements of the Corps are what make this a must-read for any child who has loved a Marine.



PATRIOT PUP. By Elisa M. Camara. Illustrated by Jason Breidenbach. Published by CreateSpace Independent Publishing Platform. 28 pages. Softcover. Stock #1523805730. \$8.96 MCA Members. \$9.95 Regular Price.

Written in tribute to the author’s brother, Sergeant Mecat Camara, who was killed in the Beirut bombing in 1983, “Patriot Pup” is a sweet story of young Hank, his uncle the Marine, and the puppy they find in the woods. The story continues when the puppy (of course, it’s a bulldog) saves everyone from a threatening bear and is rewarded with his own dog tag.

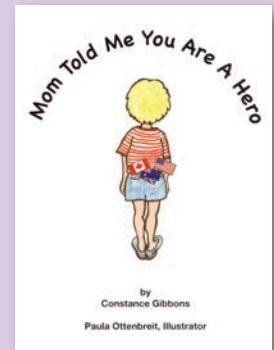
This book is a good step up for grade-school children ready for the challenges of reading beyond sight words. The story’s themes of bravery, loyalty, patriotism and family make for an enjoyable read which will entertain the under-10 crowd, and the fun illustrations bring the lively tale to life. Reminiscent of many classic children’s books combining a child, a pet and an adventure, expect to see more of Hank and his “Patriot Pup” in the future.



MOM TOLD ME YOU ARE A HERO. By Constance Gibbons. Illustrated by Paula Ottenbreit. Published by Village Books. 26 pages. Softcover. Stock #0996319808. \$15.30 MCA Members. \$16.99 Regular Price.

The more somber yet still uplifting “Mom Told Me You Are a Hero” provides children with an appropriate understanding of the challenges many veterans face. The book is available in a hardback version but also as a coloring book which may be a bit more attractive to younger children.

Covering all aspects of military service, the book is respectful of servicemembers who may be physically challenged or suffering from post-traumatic stress disorder and provides suggestions as to what the little ones can do to help their own heroes who may need assistance in adjusting to being back home from war. Although this is not the type of book children will clamor for at bedtime, it fills a different need and may be the book that they will remember for a long time.



water American county. The story of the Mathews men lives on in two small museums in Mathews County.

The personal experiences of those brave Merchant Marine sailors are now skillfully told with care. Well done, sir!

Robert B. Loring

Author's bio: Readers will recognize Marine veteran "Red Bob" Loring as a frequent Leatherneck reviewer, who has had more than 100 book reviews published in the magazine.

STORMING THE CITY: U.S. Military Performance in Urban Warfare From World War II to Vietnam. By Alec Wahlman. Published by University of North Texas Press. 400 pages. Stock #1574416197. \$26.96 MCA Members. \$29.95 Regular Price.

Long before man’s first words about systematic death and destruction were inscribed on clay or inked to cloth and parchment, warriors of vanished races battled for territorial possessions or rebelled from servitude.

Centuries later, insignia-hopeful soldiers and tactically savvy generals, learned scholars and adored literati, began peering

through the murky veils of war myths and legends to document the verity of battles won, factually recording or accurately translating for royalty and nobility the nature of triumphs.

Countless military maxims from the renowned, i.e., Sun Tzu, Homer, Caesar, Napoleon, Kipling, Churchill, Patton and General Vo Nguyen Giap soon followed by word of mouth, all echoing essentially the same traditional war cry: “Deploy by character of position; flank widely to encircle; carefully encircle to attack; pause to consider the arrangements of the con-

tending forces; then attack immediately, without reservation or qualification, resolutely, relentlessly, unmercifully—ATTACK!”

Those in love with combat understood.

Now, a new member of that ancient fraternity arrives to perceive, analyze, judge, guide, advise or simply inform after meticulous reading and research of the successful strategies for inner-city fighting. His name is Alec Wahlman.

In addition to being a specialist on irregular warfare, modeling and simulation, scenario development, energy security and operational energy, he is a 14-year veteran military analyst at the Institute for Defense Analyses, a federally funded research and development center that serves the Department of Defense. With a doctorate in military history from the University of Leeds in England, he shows promise of one day standing shoulder to shoulder with nonpareil war reformist-analyst-strategists U.S. Army Brigadier General Samuel Lyman Atwood Marshall, Basil Henry Liddell Hart and David M. Glantz.

Although appearing esoteric at first glance, “Storming the City: U.S. Military Performance in Urban Warfare From World War II to Vietnam” is, indeed, a superlative response to the age-old battle

question all ancient and contemporary generals feared and still fear: How do you fan out and fire advanced weapons in close-range, limited-access, crowded metropolitan settings? “The central three-part question my study sought to answer,” the author writes, “was, ‘When the need arose to fight in urban terrain in the mid-twentieth century, how effective were U.S. forces, why, and how did that performance change from World War II to Vietnam?’”

Wahlman’s answers emerge from the performances by the U.S. Army and Marine Corps in four city battles he chose to evaluate: historic Aachen, the first German city to fall into Allied hands after some of the fiercest European fighting in all WW II; central Manila, a city core defiantly transformed into a fortress by the redoubtable naval commander, Rear Admiral Sanji Iwabuchi, who disobeyed an order by the Japanese High Command to declare an open city; the grueling assault to recapture Seoul from the North Koreans during the Korean War; and Hue, the city that refused to surrender to the ruthless, suicidal North Vietnamese veteran street fighters.

The battle for each city is defined; the four are evaluated as a whole. Aachen and Hue were battalion-level fights; Seoul, regimental; and Manila, a division level.

In short, Wahlman addresses how each urban battle fit into its particular strategic and operational surroundings; the opponents faced in that particular locale, including their motivations and objectives; brief synopses of the battles themselves, providing temporal and geographic contexts for future analyses; and, in each case, dealing with the respective populations, logistics, mobility and countermobility, intelligence and reconnaissance, and command, control and communications.

Despite the seriousness of Wahlman’s consuming study, he did not intend it be read and reflected upon by only a chosen few. It is a text for everyone from general war buff, cadet, grunt, military enthusiast to military professional—the author’s research results adding copiously to our knowledge on how to fight, if necessary, from room to room in a city held by enemy forces.

Don DeNevi

Author’s bio: Don DeNevi, a scriptwriter and author of more than 30 books, is a frequent reviewer for Leatherneck. He recently retired as supervisor of recreation at San Quentin State Prison in California. He now lives in Pebble Beach, Calif.



FLAG SALE!

**Sale runs April 1 thru May 31.*

10% off
All Flags/Accessories



Visit www.marineshop.net



The MARINE Shop

Serving Marines Around the World

Operated by the Marine Corps Association

GET DISCOUNTS AS AN MCA&F MEMBER!

www.mca-marines.org • 866-622-1775

The Commandant's PROFESSIONAL READING LIST



Available at



The MARINE Shop

Serving Marines Around the World

Operated by the Marine Corps Association

www.marineshop.net

Reader Assistance

Edited by Sara W. Bock

Entries for "Reader Assistance," which include "Reunions," "Mail Call," "Wanted" and "Sales, Trades and Giveaways," are free and printed on a space-available basis. *Leatherneck* reserves the right to edit or reject any submission. Allow two to three months for publication. Send your e-mail to s.boock@mca-marines.org, or write to Reader Assistance Editor, *Leatherneck Magazine*, P.O. Box 1775, Quantico, VA 22134.

Reunions

• **Marine Corps Combat Correspondents Assn. (Conference and Annual Training Symposium)**, Aug. 21-27, Fredericksburg, Va. Contact Jack Paxton, (352) 748-4698, usmccca@cfl.rr.com.

• **West Coast Drill Instructor Assn. (SgtMaj Leland D. "Crow" Crawford Chapter)**, Sept. 15-18, San Diego, Calif. Contact Gregg Stoner, (619) 884-9047, greggstoner22@aol.com, or CWO-3 Chip Dykes, USMC (Ret), (760) 908-2322, www.westcoastdi.org.

• **8th & I Reunion Assn.**, July 14-17, Arlington, Va. Contact Maj John Marley, USMC (Ret), (703) 799-4882, jm1967a15@verizon.net, www.8thandi.com.

• **Marine Corps Counterintelligence Assn.**, Sept. 8-11, Camp Lejeune, N.C. Contact Ralph "Buck" Wheaton, (304) 947-5060, buckmccia@frontier.com.

• **Marine Corps Cryptologic Assn.**, Sept. 6-10, San Diego, Calif. Contact Clifton Mitchell, (805) 482-1936, cmitch1_1@msn.com.

• **2d Bn, 4th Marines Assn. (all eras)**, July 27-31, Wisconsin Dells, Wis. Contact Donald Greengrass, (608) 784-1549, donald.greengrass@ho-chunk.com, www.2-4Association.org.

• **7th Engineer Bn Vietnam Veterans' Assn.**, Sept. 22-25, San Diego, Calif. Contact Doug McMackin, (623) 466-0545, gunnymac@hotmail.com, or Jim Taranto, (518) 567-4267, tarantoj@gmail.com.

• **The Chosin Few**, Aug. 16-20, San Diego, Calif. Contact LtCol J.P. White, USMC (Ret), (760) 727-7796, chosin50@roadrunner.com.

• **Subic Bay Marines**, Aug. 30-Sept. 3, Boston, Mass. Contact John Laccinole, (818) 591-8916, johnlaccinole@aol.com.

• **MCAS Nam Phong, Thailand ("The Rose Garden")**, May 12-15, San Diego, Calif. Contact Richard Koehnen, (619) 840-2335, richkoe@cox.net.

• **3d and 4th Defense Bns (Solomon Islands, WW II)**, Sept. 14-17, Billings, Mont. Contact Charles Buckley, (510) 589-5380, ceb39reunion@gmail.com,

or Sharon Heideman, (512) 638-2075, sharon_heideman@yahoo.com.

• **BLT 2/4 and BLT 2/26 Amtrac Plts (RVN, 1967-69)**, June 2-5, Quantico, Va. Contact Gene Cox, 5802 N. 30th St., Phoenix, AZ 85016, (602) 840-6262, capteecox@aol.com.

• **1/3 (all eras)**, Aug. 23-28, San Antonio, Texas. Contact Don Bumgarner, (562) 897-2437, dbumcl3usmc@verizon.net.

• **1/5 (1986-92)**, May 6-8, Macomb, Ill. Contact Scott Hainline, (309) 351-2050, ptimfi@yahoo.com, or see Facebook page: 1/5 USMC Reunion.

• **2/3 (RVN)**, Aug. 24-27, Charleston, S.C. Contact Art Ferguson, (623) 780-1819, clydesdadfergy@aol.com.

• **"Stormy's" 3/3 (1960-62)**, Sept. 6-10, San Diego, Calif. Contact Burrell Landes, 2610 W. Long Cir., Littleton, CO 80120, (303) 734-1458, bhanon@comcast.net.

• **3/26 (RVN, 1966-70)**, Aug. 24-28, San Diego, Calif. Contact Tony Anthony, (619) 286-3648, ltcoltony@aol.com, www.326marines.org.

• **A/1/8 (August 1994-July 2000)**, Oct. 21-22, Stafford, Va. Contact CWO-3 Jim Clark, (910) 381-1871, jimclarkstrategiclog.com.

• **A/1/12 (RVN, 1965-70)**, Sept. 22-24, Southport, N.C. Contact David Dorsett, (910) 619-5020, dhdorsett@ec.rr.com.

• **B/1/5 and C/1/5 (RVN, 1966-67)** are planning a reunion. Contact SSgt Jim Proulx, USMC (Ret), (904) 343-4850, bertojotol@gmail.com.

• **D/1/7 (RVN)**, Sept. 22-25, San Antonio, Texas. Contact Bob Divine, (517) 227-3714, bwdivine@gmail.com, www.deltacompanyvietnammarines.com.

• **E/2/3 (RVN)**, Sept. 11-16, Boise, Idaho. Contact Bill Smith, 7201 Castle Dr., Dublin, CA 94568, (925) 997-8041, dal90@aol.com.

• **G/2/5 (all eras)**, Sept. 28-Oct. 2, Cincinnati, Ohio. Contact Martin Steinbach, 7395 Kirby Dr., Burlington, KY 41005, (513) 623-9594, martinstein@yahoo.com.

• **"Bravo" Co, 4th CEB, 4thMarDiv (Desert Storm, 25th Anniversary)**,

May 13-14, Roanoke, Va. Contact Steve Garman, P.O. Box 748, Salem, VA 24153, stevegarman7@gmail.com.

• **"Delta" Co, 3d Recon and 2d Force Recon (1970s)**, June 15-19, Missoula, Mont. Contact Butch Waddill, (406) 544-1082, crittersrme46@gmail.com.

• **Btry K, 4/13 (RVN)**, May 18-22, Quantico, Va. Contact Tom Gafford, (434) 546-0774, tomgafford@gmail.com.

• **1st 8-Inch Howitzer Btry**, Sept. 7-11, San Diego, Calif. Contact Greg Ladesich, 25382 Via de Anza, Laguna Niguel, CA 92677, (949) 249-3525, GPL0812@att.net, www.rpdsquared.com.

• **1st Provisional Marine Brigade ("The Fire Brigade," Korea, 1950)** is planning a 65th anniversary reunion. Contact Col Warren Wiedhahn, USMC (Ret), Military Historical Tours, 13198 Centerpointe Way, #202, Woodbridge, VA 22193, (703) 590-1295, jwiedhahn@aol.com, www.miltours.com.

• **American Embassy Saigon (RVN, pre-1975)**, Sept. 4-7, Portland, Ore. Contact MSGt Gus Tomuschat, USMC (Ret), (804) 693-3007, saigongunny@yahoo.com, www.saigonmac.com.

• **Marine Barracks/Marine Corps Security Force Co, NWS Concord, Calif. (1941-95)**, June 23-25, 2017, Concord, Calif. Contact Mike Feddersen, (925) 682-5734, mikefed1@att.net.

• **Parris Island Brig Guards (1976-79)**, Summer 2017, Beaufort, S.C. Contact Ken Haney, 26420 Highway 49, Chase City, VA 23924, kenhaney79@gmail.com.

• **TBS, Class 5-62**, Sept. 29-Oct. 2, Nashville, Tenn. Contact Denis W. Retoske, (714) 287-0706, dwrlawyer@gmail.com, tbsclass562@gmail.com.

• **TBS, Class 1-66**, Oct. 2-5, Quantico, Va. Contact Ed Armento, (502) 228-6595, evaranto@aol.com.

• **TBS, Co F, 6-79**, is planning a reunion. Contact LtCol Tom Conners, USMC (Ret), (919) 303-2697, (919) 418-5757, tconners3@yahoo.com.

• **TBS, Co E, 5-86**, June 16-19, Quantico, Va. Contact Pete Gill, (423) 502-8963, peteandjonigill@hotmail.com,



Short Sleeve Khaki Shirts

available at

www.marineshop.net

A. FEMALE SHORT SLEEVE KHAKI SHIRT 500305 MCA&F Member Price \$50.00

B. MALE SHORT SLEEVE KHAKI SHIRT 500304 MCA&F Member Price \$60.25



The MARINE Shop

Serving Marines Around the World

Operated by the Marine Corps Association

GET DISCOUNTS AS AN MCA&F MEMBER!

www.mca-marines.org • 866-622-1775

or Kevin Ainsworth, (212) 692-6745, kainsworth@mintz.com.

- **“Kilo” Co (Plts 277, 278, 279 and 280), Parris Island, 1961**, is planning a reunion. Contact MSgt Martin D. Smith, USMC (Ret), 10 Lee Ct., Stafford, VA 22554, (540) 720-3653, martann843@gmail.com.

- **Plt 98, Parris Island, 1948**, is planning a reunion. Contact SSgt Jim Proulx, USMC (Ret), (904) 343-4850, bertojotol@gmail.com.

- **Plt 244, Parris Island, 1967**, is planning a reunion. Contact former Sgt J.D. Croom III, (704) 965-8521, jcroom47@aol.com.

- **Plt 245, San Diego, 1965**, is planning a reunion. Contact David S. Alvarez, (209) 735-2601, srt8o06@yahoo.com.

- **Plt 266, Parris Island, 1962**, is planning a reunion. Contact Donald A. Welch, 129 Hawthorne Pl., Ithaca, NY 14850, (607) 256-0554, don814u@hotmail.com.

- **Plt 340, Parris Island, 1963**, is planning a reunion. Contact Garrett W. Silvia, (508) 992-7392, gwsil@comcast.net.

- **Plt 2023, San Diego, 1983**, is planning a reunion. Contact Jeffrey R. Johnson, 3751 Merced Dr., Unit 4D, Riverside, CA 92503, jrj430@yahoo.com.

- **Plt 2030, Parris Island, 1965-66**, is planning a reunion. Contact John E.

Lyford, (518) 654-6073, reniejohn@roadrunner.com.

- **Plt 2086, San Diego, 1966**, is planning a reunion. Contact Bill Kennedy, (707) 527-8319, wm.kennedy98@yahoo.com.

- **Plt 4035, “Papa” Co, Parris Island, 2000**, is planning a reunion. Contact Tammy (Manyik) Epperson, (571) 451-7263, tammy.epperson@gmail.com.

- **Marine Air Control Squadrons (all squadrons)**, June 22-25, 2017, Quantico, Va. Contact Frank Walter, 3465 W. Loon Lake Rd., Angola, IN 46703, fwalter@frontier.com.

- **VMA(AW)-242 (RVN)**, May 1-4, Gettysburg, Pa. Contact Bill Mellors, 4000 Emmitsburg Rd., Fairfield, PA 17320, 242reunion@gmail.com.

Ships and Others

- **USS Canberra (CA-70/CAG-2, 1943-1971)**, Oct. 12-16, Portland, Maine. Contact Ken Minick, P.O. Box 130, Belpre, OH 45714, (740) 423-8976, usscanberra@gmail.com.

- **USS Hornet (CV-8/CV/CVA/CVS-12)**, Sept. 13-18, Portland, Ore. Contact Sandy Burket, P.O. Box 108, Roaring Spring, PA 16673, (814) 224-5063, hornetcva@aol.com, www.usshornetassn.com.

- **USS Inchon (LPH/MCS-12)**, May

Read the inspiring letter home from a fallen Marine.



www.Marinesletter.com

1-800-783-USMC
High Ground Ministries

15-19, Warwick, R.I. Contact David F. Fix, 131 Waypoint Dr., Lancaster, PA 17603, (717) 203-4152, ussinchon@gmail.com, www.ussinchon.com.

- **USS John R. Craig (DD-885)**, Sept. 20-25, Nashville, Tenn. Contact Jerry Chwalek, 9307 Louisiana St., Livonia, MI 48185, (734) 525-1469, jemail@ameritech.net.

- **USS Ranger (CVA/CV-61)**, Sept. 28-Oct. 1, Charleston, S.C. Contact George Meoli, (203) 453-4279, uss.ranger@yahoo.com.

- **USS Ticonderoga (CV/CVA/CVS-14/CG-47)**, May 19-23, Las Vegas, Nev.



COURTESY OF MARK AMACHER

Mark Amacher would like to hear from or about the Marines pictured here, who served with 1st Plt, Co C, 3d Recon Bn, Camp Schwab, Okinawa, November 1962.



SGT GRIT
Marine Specialties
If we don't have it, Chesty wouldn't want it.

OVER
4000

USMC PRODUCTS

T-SHIRTS, JACKETS, COVERS, COINS,
PATCHES, SWORDS, ACCESSORIES,
PERFORMANCE WEAR, ART, KA-BARS,
AUTO ACCESSORIES, AND MORE

GET \$5 OFF A \$25 ORDER!
Use Discount Code LTM16 when checking out.

Limit one discount per order. Discount code expires 12/31/2016

Get a **FREE CATALOG** on **GRUNT.COM**

Donald Whitton, USMC, 1968-1971

Contact Floyd Frank, (702) 361-6660, papacval4@aol.com.

Mail Call

• Cpl Mark Amacher, 3721 34th St., Rock Island, IL 61201, (309) 788-7815, to hear from or about the Marines pictured above, who served in 1st Plt, Co C, 3d Recon Bn, Camp Schwab, Okinawa, in November 1962.

• James Wilhelm, c/o Yvette Victorino, 3320 Morganton Rd., Fayetteville, NC 28303, to hear from SSgt Elliot MARTINEZ from Oklahoma, who lived in Virginia from 1996 to 1997 and served in Iraq.

• Sam Rodriguez, (989) 662-4106, signmansaml@aol.com, to hear from Marines he served with, particularly members of Plt 3094, San Diego, 1972; and Ron SHAW, Jim SHARP, Robin PERKINS and REYES from Texas, who went to Vietnam in early 1974.

• Pal Maletier, P.O. Box 1832, Louisa, VA 23093, maletertelek@gmail.com, to hear from reservists who served with 4th Comm Bn in Brooklyn, N.Y., around 1965, particularly Maj A.D. FRIEDMAN;

and the 29th Rifle Co in Buffalo, N.Y., around 1967.

• Sgt Roger Fitch, (804) 561-0840, rgr_fitch@yahoo.com, to hear from members of Plt 313, San Diego, 1964.

Wanted

Readers should be cautious about sending money without confirming authenticity and availability of products offered.

• Harold Akers, 2148 Larkspur Dr., Apt. 40A, Lexington, KY 40504, (859) 629-2658, haroldakers65@gmail.com, wants a recruit graduation book for Plt 190, San Diego, 1968.

• SgtMaj Floyd M. Lawson, USMC (Ret), 114 Balsam Rd., Jacksonville, NC 28546, (910) 455-4652, fmlawson9999@gmail.com, wants a recruit graduation book for Plt 302, San Diego, 1960.

• Don Kolodziejczak, 10111 S. Washtenaw Ave., Chicago, IL 60655, (773) 818-8193, donaldkolodziejczka@sbcglobal.net, wants a recruit graduation book for Plt 3042, San Diego, 1969.



Get Into the Swing of Things with Marine Corps Golf Gear



A



B



D



C



E



F

- A. PERFORMANCE PIQUE POLO 106541 MCA&F Member Price: \$35.96
 B. FAIRWAY STAND BAG 106841 MCA&F Member Price: \$179.96
 C. DIVOT REPAIR TOOL 107708 MCA&F Member Price: \$2.25
 D. RED GOLF TOWEL 107712 MCA&F Member Price: \$17.06
 E. FAUX LEATHER DRAW STRING POUCH 107709 MCA&F Member Price: \$13.46
 F. GOLF DIVOT SET 101427 MCA&F Member Price: \$26.96

Visit
www.marineshop.net



The MARINE Shop
 Serving Marines Around the World
 Operated by the Marine Corps Association

GET DISCOUNTS AS AN MCA&F MEMBER!
www.mca-marines.org • 866-622-1775

Show Your MARINE PRIDE!



www.MarineBadge.com



www.MarineCrest.com



Walter Curtis Company, LLC
Since 1986
1-800-783-USMC

SOUND OFF

(continued from page 7)

Western Pacific in Tsingtao, China. In April 1948, I was transferred to First Provisional Marine Brigade on Guam. I had the honor of serving under Brigadier General Edward A. Craig, the commanding general. What MSgt Honeycutt said in his letter was for the most part true. I was promoted to sergeant by Lieutenant Colonel Lewis W. Walt, the Brigade G-4, and my pay went up to \$84 monthly.

The highlight of that part of my deployment was when Ninth Marine Regiment mounted out for China to evacuate the Marine Corps units and all others who wanted to leave China before the Communist forces moved in. I was assigned as noncommissioned officer in charge of the Combat Service Unit under the command of Colonel Hughes, 9th Marines commanding officer. In late September 1948, we boarded ship in USS *Bayfield* (APA-33) and USS *Cavalier* (APA-37) at Apra Harbor, and after four days following the tailend of a small typhoon, we sailed into Tsingtao, China.

After arriving at Tsingtao, I was re-assigned as truck master with more than 40 drivers and 20 trucks. Our job was to haul gear from warehouses to the docks to be loaded aboard ships that would then carry the gear and equipment to other Pacific areas. My deployment lasted until March 1949 when I was transferred back to Guam where I completed my overseas assignment. That is another story.

MGySgt Benn C. Kinslow, USMC (Ret)
Sioux Falls, S.D.

Yellow Footprints

I was at Marine Corps Recruit Depot Parris Island, S.C., from February to May 1952 in Platoon 164, 4th Recruit Training Battalion. We lived in tents near the rifle range. It's all housing now. I can tell you that the yellow footprints were there in 1952. There were no lance corporals then.

Deane Page
Groton, Vt.

3d Marines at Pendleton in 1951

I am told that leathernecks of Company C, 3d Tank Battalion, Third Marine Regiment were stationed at Camp Pendleton, Calif., in 1951 and 1952 prior to deploying to Korea.

Were the 3d Marines on permanent duty at Camp Pendleton? I thought the 3dMarDiv was in Okinawa and Japan during this period of time.

CWO-4 Norm Hyatt, USMC (Ret)
Martinsville, Ind.

• The 3dMarDiv and 3d Tank Bn were reactivated in January 1952 at Camp Pendleton. They arrived in Japan in August 1953 but later moved to Okinawa in 1956. According to 3d Marines, the regiment "actively trained in Japan and Hawaii" but did not participate in the Korean War.—Editor

The Good Old Days

I was among the first group of returning Marines from Korea and was able to choose my next duty station from a number of openings. I chose recruiting duty. After training at Parris Island, S.C., I was assigned to Kansas City, Mo. We specialized in calling on high school graduating classes, junior colleges and universities in that area.

We were always welcome and very successful in our visits. I spent a lot of time in the Platoon Leaders Class programs. We were invited, in many cases, to post literature on bulletin boards.

Of course, things were different in those days. No protestors, and students were faced with the draft. So, we gave them a choice and picked out the best.

Dave Mathis
USMC, 1948-68
Longwood, Fla.

Korean War: The Last Battle

As I read the article on Boulder City, Korea's last battle [March *Leatherneck*], I could still see and hear it. I was a young private first class in 3d Platoon, "Easy" Company, 2d Battalion, Seventh Marine Regiment. We were on the right of Boulder City; to our left was "Fox" 2/7, commanded by Captain Sam Goich. On our far right was the Hook. I believe it was manned by the "Black Watch." Two platoons of Fox Co had the Outposts of Berlin and East Berlin, aka Little Berlin.

When the Chinese decided they wanted the two outposts, they came in force and in a bad mood. (In today's PC-speak: hostile negotiations.) There was lots of artillery from both sides. Berlin was lost and retaken several times. After a couple of days, the survivors (about 20) of the Berlin/Little Berlin fight passed through our trench line. There were several "walking wounded." All had their weapons, and all had two, three or four Burp guns. They were tired but proud.

I remember the rain, artillery, rain, stink, rain and cold C-rats. On July 27, the cease-fire went into effect at 2200 hours. Both sides shot Green Star Cluster ammo. Within 30 minutes the Chinese were out policing the brass with flashlights. We stayed put and watched. We did not trust the Chinese. The next two days we policed up our areas and even emptied and reclaimed the sandbags.

The title that is earned, never given.

UNITED STATES MARINE

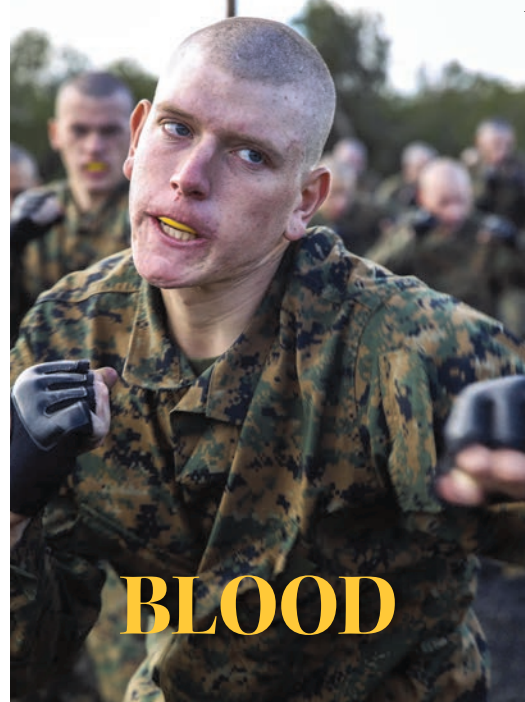
Support our newest Marines
on their graduation day.

Donate \$100 or more by June 15, 2016 and your name will be engraved on
a Chesty Puller Recruit Honor Graduate Award presented to a new Marine.

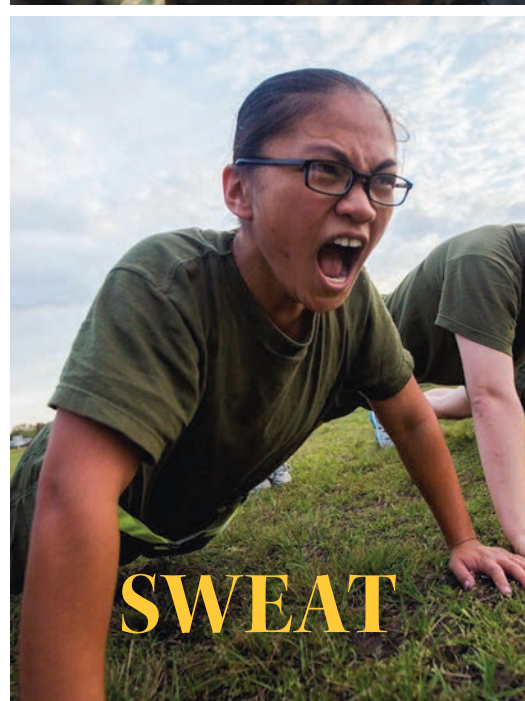
Donate at bit.ly/honorgrad



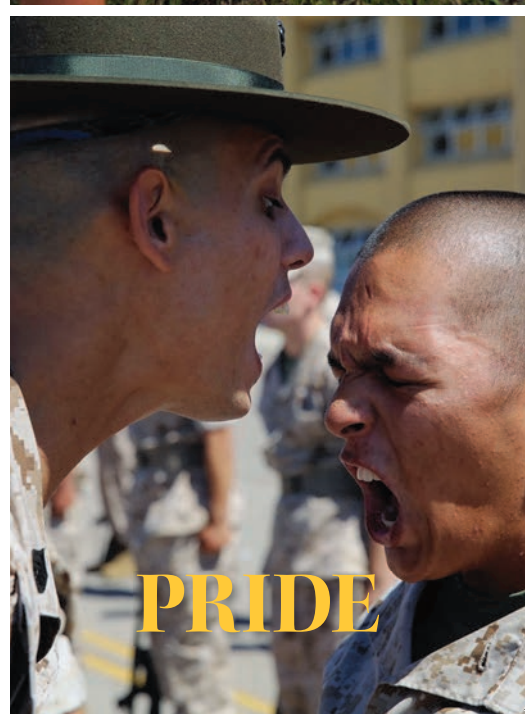
Marine Corps
Association Foundation



BLOOD



SWEAT



PRIDE

Show Your Marine Corps Pride this Summer



RINGSPUN SURF TEE 107640

Available in Sunglow, Key Lime, Cali Blue or Watermelon.
Limited to quantity on hand.

WAS \$18.95

NOW \$14.99

Visit www.marineshop.net



The MARINE Shop

Serving Marines Around the World

Operated by the Marine Corps Association

GET DISCOUNTS AS AN MCA&F MEMBER!

www.mca-marines.org • 866-622-1775

Capt Goich later in the fall became the first commanding officer of the First Provisional Demilitarized Police Co, of which I also had the privilege of being a member. My memory is not always so good, but I was there and will remember it always.

GySgt Cecil R. Sowers Jr., USMC (Ret)
Bonsall, Calif.

Earning the Title

In 1950, this lad (I) who enlisted in the Marines and had arrived at Marine Corps Recruit Depot Parris Island, S.C., learned that Parris Island is the gateway to whatever you decide to become in life. The character qualities that are instilled in every Marine, such as discipline, loyalty, devotion, dedication, commitment, in-

tegrity and most of all honor, pride and strength, esprit de corps, are not achieved by any of the other services.

When I was 17 years old in 1950, I had earned all these qualities and earned the title "Marine" with the awarding of my eagle, globe and anchor on graduation day. Looking back now, 66 years ago, on my challenge that was met with great success and that led me into the law enforcement field of the Boston Police Department for 38 years, I am now 81 years old and will always be grateful to the Marine Corps for building my character and future.

John Messia Jr.
Brockton, Mass.

Metallic Chevrons

The letter from a retired sergeant [January 2015 "Sound Off"] in Lakeland, Fla., stated that the Corps could save money by not having two different colors of metallic chevrons (brass or black). We would use only anodized brass on all uniforms both dress and work. I wonder if he was ever deployed in a combat situation. Stateside duty, garrison and parades are fine for those pretty shiny rank insignias, but they create a bulls-eye to an enemy sniper in combat with sunshine giving your position away. He also stated he would receive flak for even



www.eMarinePX.com

Hundreds of Products Made in the USA.

**Apparel • Collectibles • Flags • Patches
Home Decor • Accessories & Much more!**

**ONLINE STORE FOR
U.S.M.C.
SPECIALTIES**

FREE SHIPPING*

To APO/FPO Addresses & Orders Over \$25
*Standard Shipping only

"NOT YOUR STANDARD ISSUE"

Visit www.eMarinePX.com or Call 877-915-6772 to place your order. | eMarinePX • P.O. Box 2329 • Grass Valley, CA 95945



MILITARY HISTORICAL TOURS, INC.

YOU SERVED WITH THE BEST, TOUR WITH THE BEST!



**TOUR HIGHLIGHT: WWII
1-10 JUNE D-DAY: NORMANDY**

2016 BATTLEFIELD TOURS

MHT has been USMC Veteran Owned & Operated since 1987!

**21 May – 1 Jun WWI 100th Anniversary of the Great War—
1916 Verdun plus Marine Corps Battlefields & Paris**

1 – 10 Jun WWII D-Day: Normandy to Paris

**2 – 12 Jul WWII 75th Anniv Op Barbarossa “Russia –
Eastern Front” Kursk, Moscow & Stalingrad**

15 – 27 Jul VN I-Corps “Chu Lai to the DMZ”

**18 – 24 Jul WWII 72nd Anniv Guam & Tinian
Liberations plus Saipan too!**

31 Jul – 10 Aug WWII Battle of Guadalcanal

20 Aug – 1 Sep VN 50th Anniv-Op Prairie I-Corps

20 Aug – 2 Sep VN Delta to DMZ I-II-III-IV Corps

10 – 21 Sep Spain Military & Cultural Journey

**29 Sep – 11 Oct All of Ireland Dublin—Derry—
Belfast plus Sites of U.S. Marines, Soldiers &
Sailors in the Emerald Isle during WWII**

31 Oct– 8 Nov Israel Holy Land Military Sites

Korean Veterans & Grandchildren: Subsidized Tours



Left: St-
Mere-
Eglise
Below:
The Fun
Bus in
France
Come
Aboard!



**MCA&F
Member
Discount
10%**
for MHT Ground Tours

**13198 Centerpointe Way,
Ste 202 Woodbridge, VA 22193-5285
800-722-9501 * www.miltours.com
mhtours@miltours.com**

suggesting that we should do away with the black ones.

As far as I know, he never received a rebuttal to his suggestion until now. What do you guys think?

MSgt Jim Laurin, USMC (Ret)
Sagamore Hills, Ohio

Reader Says USS *Maine* Wasn't Sunk

I would like to say something about the caption of the photo on page 72 [“Saved Round”] of the February issue. The *Maine* wasn't sunk and above all wasn't sunk by the Spanish.

It has been established by modern studies that *Maine's* sinking was due to the explosion of her own ammunition aboard. Ammunition that was in poor condition. There is stronger evidence that the explosion of USS *Maine* was caused by an internal coal fire which ignited the ammunition. This was a likely cause of the explosion rather than the initial hypothesis of a mine. It's a shame that in the 21st century somebody thinks or states that the *Maine* was sunk.

Jose C. Garcia
Spanish Marine Corps
Madrid, Spain



**MARINE MILITARY ACADEMY
50 YEARS OF EXCELLENCE
1965-2015**

**LET HIM HANG OUT
WITH THE GUYS!**

**MMA SUMMER CAMP
JUNE 25 - JULY 23, 2016**

At Marine Military Academy, we work hard ... and play hard! Make the most of your son's summer and enroll him in our four-week summer camp! Every day, he'll participate in challenging but exciting outdoor activities that build discipline, teamwork, confidence and good old-fashioned muscle!

Hundreds of boys from across the country and around the world line up for MMA Summer Camp! Enroll your son ... TODAY!

**MMA-TX.ORG/SUMMERCAMP
956.423.6006 »» admissions@MMA-TX.org**

A Military Adventure Camp for Boys Ages 12-18, An ESL Camp (English Immersion) Also Available



Saved Round

Compiled by Nancy Lee White Hoffman



BECKY OWENS

The Long Farewell

Our long farewell—another day.
 At Arlington, my love! Oh say,
 By this day's lovely light
 I saw medals so bright
 And watched through your eyes
 As these wonderful guys
 Folded your flag with the care of a newborn,
 Meticulous, gloved—how could your wife mourn?
 Such beauty in honor, discipline, respect—
 My heart skipped a beat, as would yours, I expect.
 It was over too soon. Why couldn't they stay?
 Will they be there for me on some future day?
 Your Rob, as your own, thank him for this deed.
 He was right to suggest it, so glad you agreed.
 And Steph and the boys, with poppies adorned,
 Stood by us, experiencing awe as they mourned.
 My love, I carried your ashes with pride
 For one last time to be at your side.
 I love my Marine, and your wonderful Corps
 Lent joy to this day. It will help, evermore.

—Barbara Smith

Editor's note: Barbara Smith's Marine husband, Lonnie R. Smith Sr., was 90 years old when he passed away in May 2015 after a long illness. Corporal Smith served from 1942 to 1946 and fought with Company E, 2d Battalion, Third Marine Regiment on Guadalcanal and Bougainville in the Pacific.

"I wrote this poem a few hours after his funeral, complete with USMC Ceremonial Honor Guard at Arlington National Cemetery on Monday, Nov. 16, 2015," Mrs. Smith wrote in a note to Leatherneck. "He raised my son, Rob Wyman (Lieutenant Commander, USCG (Ret)), as his own. Rob's wife, Stephanie, and our two grandsons were in attendance. It was Rob who suggested to Lonnie that Arlington be his final resting place."

Leatherneck salutes Cpl Smith and all veterans for their service to our country, and on this Memorial Day, we especially remember and honor all those who died in America's wars while serving in the U.S. Armed Forces.

