

Plan Now
Corpus Christie Reunion
October 4-8, 2006

The

HOTLINE

The Official Publication of the Marine Air Traffic Control Association, Inc.
Volume 14, Number 5 October 2005

AL TAQADDUM

(AN/TPN-22 PRECISION APPROACH RADAR (PAR))



In This Issue

BIRTHDAYS.....	2
MATCA ELECTION RESULTS.....	2
What's special about a Marine?.....	4
From The President.....	6
SOBERING THOUGHT.....	7
Our Word.....	7
Five Years Ago.....	8
Ten Years Ago.....	8
Ft. Lauderdale Reunion News.....	9
The Guests.....	10
Subject: Update from Al Anbar.....	12
"Earl F. Ward" Memorial Medallion Award".....	13
MILITARY WISDOM.....	14
More Reunion News.....	15
More Reunion News.....	16
Corpus Christie Reunion 2006.....	16
Brooks Bergeron.....	17
MATCA INTRODUCES VOLUNTARY DISASTER RELIEF FUND.....	17
Some Humor.....	17
For The Ladies.....	18
TAPS.....	19
Member Additions and Changes.....	19
Marine Air Traffic Control Association, Inc.....	20

MATCA

BIRTHDAYS

OCTOBER

3 Bill Behan
6 Ray Bader
7 Fran Bryan
7 Katie Briet
8 Jenny Wooten
8 Bill Van Orden
9 Swede Roberts
10 Peggy Rector
10 Marlene Young
12 Woody Wingfield
18 Dana Crocker
19 Leo Hill
26 Hazel Tilghman
29 Jim Mutter
31 Lois Rosemond
31 Bev Eskam

NOVEMBER

4 Bob Mifflin
4 Norma Murdock
6 Chet Newcomb
7 Bob Young
10 Lena Harman
10 Bessie Brookins
13 Marion Stepp
14 Becky Bobell
16 Russ Niven
18 Stan Briet
20 Janice Gale
23 Clarence Cosner
24 Brooks Bergeron
27 Jackie Redpath
27 Arlene Dargan
28 Bev Cosner

Publisher's Statement

Published six times yearly.
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and MATCA Historians
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All forms may be photocopied

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the month preceding issue.

Cover Story

This picture shows the current Marine Corps
PAR system depolyed and in operation at
AL TAQADDUM, Iraq during 2004-5.

Ladies

**Are you missing some gold heels?
A pair of gold heels was left behind
in the hospitality room at Ft. Lau-
derdale. Please contact Rita Moy-
ers to have them returned.**

MATCA ELECTION RESULTS

1st. Vice President - Lance Oliver
Treasurer - Woody Wingfield

COMM CENTER

THE MATCA GOLF TOURNAMENT



First Place - Jim Dargan, Jim Dargan, Frank Poole and Bill Gault.



Second Place - Roy Kirvan, Linda Hanebutt, Roger Hanebutt and Herm Moyers



The golfers following the tournament.

Skip Redpath and his lovely date, Rocky.

Surprise Party

Jim Dargan was surprised when Arlene held a 75th birthday party for him at the Clubs of Pelican Point, Cherry Point, NC. Many of Jim's friends and family attended. MATCA Members Debbie and Dan Walczak, Rita and Herm Moyers and Carole and Roger McIntosh also attended.



From: **Leon Cox**

This was sent to me by Col. Al Drago. I'm sure some of you will remember him

This explains some of what is SPECIAL about us. The rest is internalized in our spirit.

What's special about a Marine?

Ask a Marine what's so special about the Marines and the answer would be "Esprit de Corps", an unhelpful French phrase that means exactly what it looks like - the spirit of the Corps, but what is that spirit, and where does it come from?

The Marine Corps is the only branch of the U.S. Armed Forces that recruits people specifically to fight.

The Army emphasizes personal development (an Army of One), the Navy promises fun (let the journey begin), the Air Force offers security (its a great way of life).

Missing from all the advertisements is the hard fact that a soldier's lot is to suffer and perhaps to die for his people, and take lives at the risk of his/her own. Even the thematic music of the services reflects this evasion.

The Army's Caisson Song describes a pleasant country outing. Over hill and dale, lacking only a picnic basket.

Anchors Aweigh, the Navy's celebration of the joys of sailing, could have been penned by Jimmy Buffet.

The Air Force song is a lyric poem of blue skies and engine thrust. All is joyful, invigorating, and safe.

There are no land mines in the dales nor snipers behind the hills, no submarines or cruise missiles threaten the ocean jaunt, no bandits are lurking in the wild blue yonder.

The Marines Hymn, by contrast is all combat. We fight our country's battles, First to fight for right and freedom, we have fought in every clime and place where we could take a gun, in many a strife we have fought for life and never lost our nerve.

The choice is made clear. You may join the Army to go to adventure training, or join the Navy to go

to Bangkok, or join the Air Force to go to computer school. You join the Marine Corps to go to War!

But the mere act of signing the enlistment contract confers no status in the Corps.

The Army recruit is told from his first minute in uniform that "you're in the Army now", soldier. The Navy and Air Force enlistees are sailors or airmen as soon as they get off the bus at the training center.

The new arrival at Marine Corps boot camp is called a recruit, or worse, but never a MARINE. Not yet, maybe never. He or she must earn the right to claim the title of UNITED STATES MARINE, and failure returns you to civilian life without hesitation or ceremony.

Recruit Platoon 2210 at San Diego, California trained from October through December of 1968. In Viet Nam the Marines were taking two hundred casualties a week, and the major rainy season operation Meade River, had not even begun. Yet Drill Instructors had no qualms about winnowing out almost a quarter of their 112 recruits, graduating eighty-one. Note that this was post-enlistment attrition; every one of those who were dropped had been passed by the recruiters as fit for service.

But they failed the test of Boot Camp, and not necessarily for physical reasons; at least two were outstanding high school athletes for whom the calisthenics and running were child's play. The cause of their failure was not in the biceps, nor the legs, but in the spirit. They had lacked the will to endure the mental and emotional strain, so they would not be Marines. Heavy commitments and high casualties notwithstanding, the Corps reserves the right to pick and choose.

History classes in boot camp? Stop a soldier on the street and ask him to name a battle of World War One. Pick a sailor at random to describe the epic fight of the Bon Homme Richard. Everyone has heard of McGuire Air Force Base. So ask any airman who Major Thomas McGuire was, and why he is so commemorated.

I am not carping, and there is no sneer in this criticism. All of the services have glorious traditions, but no one teaches the young soldier, sailor or airman what his uniform means and why he should be proud of it. But ask a Marine about World War One, and you will hear of the wheat field at Belleau Wood and the courage

of the Fourth Marine Brigade, Fifth and Sixth Regiments.

Faced with an enemy of superior numbers entrenched in tangled forest undergrowth, the Marines received an order to attack that even the charitable cannot call ill - advised. It was insane. Artillery support was absent and air support had not yet been invented, so the Brigade charged German machine guns with only bayonets, grenades, and indomitable fighting spirit. A bandy-legged little barrel of a Gunnery Sergeant, Daniel J. Daly, rallied his company with a shout, "Come on you sons a bitches, do you want to live forever"?

He took out three machine guns himself, and they would give him the Medal of Honor except for a technicality, he already had two of them. French liaison officers, hardened though they were by four years of trench bound slaughter, were shocked as the Marines charged across the open wheat field under a blazing sun directly into the teeth of enemy fire. Their action was anachronistic on the twentieth-century battlefield; so much so that they might as well have been swinging cutlasses. But the enemy was only human; they could not stand up to this. So the Marines took Belleau Wood. The Germans called them "Dogs from the Devil."

Every Marine knows this story and dozens more. We are taught them in boot camp as a regular part of the curriculum. Every Marine will always be taught them! You can learn to don a gas mask anytime, even on the plane in route to the war zone, but before you can wear the Eagle Globe & Anchor and claim the title "Marine", you must know about the Marines who made that emblem and title meaningful. So long as you can march and shoot and revere the legacy of the Corps, you can take your place in line. And that line is unified spirit as in purpose.

A soldier wears branch of service insignia on his collar, metal shoulder pins and cloth sleeve patches to identify his unit. Sailors wear a rating badge that identifies what they do for the Navy.

Marines wear only the Eagle, Globe, and Anchor, together with personal ribbons and their CHERISHED marksmanship badges. There is nothing on a Marine's uniform to indicate what he or she does, nor what unit the Marine belongs to. You cannot tell by looking at a Marine whether you are seeing a truck driver, a computer programmer, or a machine gunner. The Corps explains this as a security measure to conceal the

identity and location of units, but the Marines' penchant for publicity makes that the least likely of explanations. No, the Marine is amorphous, even anonymous, by conscious design.

Every Marine is a rifleman first and foremost, a Marine first, last and always! You may serve a four-year enlistment or even a twenty plus year career without seeing action, but if the word is given you'll charge across that wheat field! Whether a Marine has been schooled in automated supply, automotive mechanics, or aviation electronics, is immaterial. Those things are secondary - the Corps does them because it must. The modern battlefield requires the technical appliances, and since the enemy has them, so do we, but no Marine boasts mastery of them. Our pride is in our marksmanship, our discipline, and our membership in a fraternity of courage and sacrifice. "For the honor of the fallen, for the glory of the dead", Edgar Guest wrote of Belleau Wood, "the living line of courage kept the faith and moved ahead."

They are all gone now, those Marines who made a French farmer's little wheat field into one of the most enduring of Marine Corps legends. Many of them did not survive the day, and eight long decades have claimed the rest. But their actions are immortal. The Corps remembers them and honors what they did, and so they live forever.

Dan Daly's shouted challenge takes on its true meaning - if you lie in the trenches you may survive for now, but someday you will die and no one will care. If you charge the guns you may die in the next two minutes, but you will be one of the immortals.

All Marines die; some in the red flash of battle, some in the white cold of the nursing home. In the vigor of youth or the infirmity of age, all will eventually die. But the Marine Corps lives on. Every Marine who ever lived is living still - in the Marines who claim the title today. It is that sense of belonging to something that will ! outlive your own mortality, which gives people a light to live by and a flame to mark their passing.



From The President

By: J. J. Dargan

We returned from Fort Lauderdale on the 19th after a great week at the reunion. A very nice hotel, good food, a nice hospitality room well stocked with libation and snacks and best of all, great company. For those who were unable to attend, the weather was beautiful all week long and there's much to see and do in the area. Sorry you were unable to make it, but you can catch up next year in Corpus Christi, 4-8 Oct 2006.

As always, it was nice to see the members from across the country. From California, the Left Coast came Joe Medico, Frank & Marcella Fodor, Mickey Urlie, John Trosper and his lovely lady Barbara, Jerry Fisher, D.K Carmen and Ann, as best I can remember.

Woody Wingfield and his new wife Sue attended (what a lucky guy Woody is). Good to see Don Ashenbrenner and his wife, Jay Bess, Wayne and Carolyn Boggs, Charlie and Monica Jones, Roy and Maryann Kirvan and Leon Coxe. Nice to see you all and hope to see you in Texas next year.

From HQMC came Lt Col. Dominick Grasso, APC-5 along with Lt. Col. Ken Kenoyer, who were guest speakers for the Saturday banquet. From MCAS Yuma came Lt Col Tim Pierson, C.O of MACS-1 who was the guest speaker for the Saturday business meeting. Also from Yuma Maj. Doty, XO, Maj. Grossnickle, OP's O, MGySgt Franssen, OP's Chief, SSgt Houser and Cpl Champion who are controllers at Yuma. Traveling down from NAS Patuxent was CWO-5 John Rego and MSgt Kromish.

I can assure you our Corps is in good hands after meeting these active duty Marines. They were very personable, knowledgeable, professional, and squared away. It was an honor for all of us to have time to meet and talk with them. They are a credit to their units and the Corps.

To the other members who attended from the Midwest and east coast thank you for coming to Ft Lauderdale, I hope you enjoyed it as much as Arlene and I did. I know many of you are regulars who have made most of the reunions and will

continue to make them as long as you're able. Thanks for your support of MATCA.

To those who donated items for our raffle, thank you. You are very generous indeed. The raffle generated \$860 for our General fund and the Ladies Quilt generated \$475, which was donated to our newly established Disaster Relief Fund. Information on it will be forthcoming soon.

Finally to our hosts, Herm and Rita Moyers... what a great reunion! Thank you for all your hard work. An excellent hotel, very good food at all the reunion functions, a great hospitality room, where we could tell better sea stories, give money to Joe Medico playing ship, captain and crew and enjoy cold beer and a good variety of other libations and snacks. You both excelled in making the reunion the great one it was. I speak for all who attended in saying thanks for an excellent reunion.

We will elect a President, 2nd Vice President and Secretary at the 2006 reunion. If you want to nominate someone, please contact Skip Redpath with your nominee. But be sure they will accept the nomination.

As always I know we have members who are not in the best of health, please keep them in your prayers

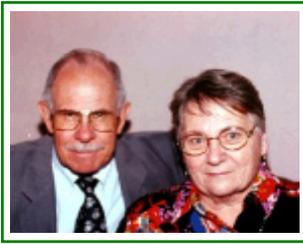
Arlene and I hope to see many of you in Texas next year. In the meantime, make your plans and reservations as soon as Woody gets the info in the Newsletter. It helps the host plan better functions and selections.

Congratulations to our newly elected Officers, Lance Oliver as First Vice President and Woody Wingfield as Treasurer. To Dan Walczak and Steve Hulland Thanks for all you help and support over the last few years. You both are to be commended for your loyalty, dedication and professionalism to MATCA. Thanks for a job well done.

Semper Fi,
Jim & Arlene

P.S. It was especially good for me to be able to see you this year - sure missed being there last year. You all looked as handsome and beautiful as I remembered! See you all next year.

Luv,
Arlene.



Our Word

Roger & Carole McIn-

It's time to catch up on a variety of items before we launch off to the Fort Lauderdale reunion. A post action report of the reunion events can be found elsewhere in this Hotline.

First, our good friend and correspondent, Jim Strasser sent a pile of newspaper clippings pertaining to the annual Experimental Aircraft Association fly-in bash in Oshkosh. This is the air show to beat all air shows. The attendance this year was over 250,000.

The star of the show was an appearance by SpaceShipOne, the creation of the team headed by Burt Rutan. With the success of this vehicle, predictions are flying around that commercial space adventures will be possible, at a \$200,000 per person price tag, starting in 2008.

The show also featured an unprecedented gathering of World War Two aircraft and an assemblage of eight tri-motors, including a German built Dornier 24 ATT flying boat. This aircraft type is credited with rescuing eleven thousand people during WWII, Axis and Allies alike. Among the tri-motors was a Ford which had been flown by both Amelia Earhart and Charles Lindberg.

The most amazing aircraft there, in my opinion, was a P-38 Lightning fighter, Glacier Girl, which was one of a squadron that ditched in Greenland

during the war. The crews were rescued, but the aircraft were left there and were eventually buried under 268 feet of ice. By using a boiler and water cannon, and at a cost of eight million dollars, the plane was released from the ice and restored to flying condition. When brought to the surface the pilots helmet was found in the cockpit and the .50 caliber machine guns were still loaded.

Unfortunately there were three fatal crashes associated with the fly-in, including the crash of a Glasair home built while being filmed by a cable television crew. The film was turned over to the NTSB for their investigation.

From Bill Van Orden came news that MCAS Yuma is now number one in traffic counts among Marine Air Stations. They logged over 290,000 operations in 2004. Yuma is in the middle of \$145 millions of improvements. Projects slated for completion in the next five years include a new control tower, rotating beacon, a three thousand feet runway extension, new and renovated hangars, new Crash-Fire Rescue training area, a new Combat Aircraft Loading Area and storm water management improvements. That last item may seem out of place for an area that seldom gets rain, but believe me, I know from experience, when it does rain in Yuma, you've got a problem.

Yuma is also in the news because of the new "Little Baghdad" training area built at the Army's Yuma Proving Grounds. This unique area, used by all services, is a simulation of combat conditions found in Iraq. Troops get a chance to train in house to house searches and dealing with IED's before they hit the ground "in country".

SOBERING THOUGHT

In preparing to write the "Ten Years Ago in the Hotline" column for this issue, a glance at the front page of the September 1995 Hotline revealed a staggering statistic: Sixty-six members and thirty-three spouses had registered to attend the San Diego reunion that year – and when I compared that list with our current Memorial listing, I found that eighteen of those members have died. That's a 27% loss of those who registered to attend just that one reunion.

Conclusion: If you have passed on attending a reunion with the thought that "someday I'll go to one and say Hi to all those I've missed seeing over the years" you better do it NOW or it may be too late. Next year MATCA will be holding its annual reunion and business meeting in Corpus Christy, Texas. Start planning now. Enough said.

Five Years Ago

HOTLINE

In the fall of 2000 one hundred forty-one members, spouses and guests headed for Nashville for the annual reunion and business meeting hosted by **Jim and Arlene Dargan**. What a wonderful time we had in that great city! The September Hotline was full of information about the town, the hotel and the activities that had been scheduled for our enjoyment. A lot of work goes into these reunions and everyone who has been involved over the years deserves our thanks.

The feature article five years ago was a contribution by **Buddy Wyatt**. Buddy is a still working controller and a pilot to boot. It concerned a flight out of Martha's Vineyard where he lived and worked. Back then Buddy was a single dude (Pre Pat) and he was taking a first date (was it Pat?) on a flight in his plane to an air show at Quonset, Rhode Island. To boil down three pages to two sentences, he screwed up an airspace clearance on the trip back to the island and was busted squawking the wrong IFF code. To top it all off, he discovered his date was a student pilot and was fully aware of his transgressions. Great story and worth the time to read again.

Jack Mefford provided a story about the time there was to be a SATS demonstration at Bogue Field. VIP's were to arrive at Cherry Point but when they got there the fog was so bad the tower couldn't even see the taxiway. Jack and crew solved the problem and saved the show by coordinating hand-offs from Cherry Point to Bogue, landing the brass in time for the demonstration to go off on schedule. I served with Jack and always knew him to be a fast thinker, always ready with a good idea.

Mail Call was a little sparse. The only letters we received that month were from **Rudi Nebel** and **Tony Tilghman**, although **Bob Hashimoto** valiantly explained in a long letter exactly what a Marine Tactical Air Command Squadron was. Do those things still exist?

Ten Years Ago

HOTLINE

The feature article of the September, 1995 Hotline was **LtCol. Lacy Causey's** story of "The Siege of Khe Sanh". Col. Causey laid out in detail the

daily SOP for MATCU's and pilots conducting operations in and out of the base, including air drop re-supply procedures. This episode within the Vietnam War is of such significance that I plan to reprint the entire article in a future Hotline dedicated to Marine ATC history.

Following the extensive article by Causey was a personal recollection of Khe Sanh by **Lonnie Darr**, who seemed to draw enemy fire everywhere he went in his travels around Vietnam.

Syd Wire contributed another of his hilarious "Couth Corner" stories about a time in Edenton, NC when a certain pet dog peed on the open radar set, disabling the IFF feature. This led to a less than proper exchange of RT between controller "Redeye" Crotty and the Asst. OIC of the MATCU. Ya gotta read the story the way Syd writes it. I can't do it justice.

Don Badger provides a quick story about the time Leon C. ran GCA's in his skivvies out at El Toro. You really can't make this stuff up. I know our wives say the sea stories are pure BS, but ATC Marines don't lie.

Mail Call included communications from the likes of **Dave Emmes, B. K. Gabriel, Bob Ehrman, Jake Sindt, Jerry Camp, John Gibbs, Gus Korn, Ernie Nelson, Charlie Jones, Danny Walczak, Tom Gulino, Mike Robberson, Jan Shipman, Tom Lish, Rob Hill, Syd Wire and Gill Ames**. Some of these fine people have since passed on, but their word and deeds deserve to be remembered.

Bill and Charmaine Nosal were hosting the reunion that year with Don Carman taking care of the golf tournament. This was the first San Diego reunion for MATCA and a full schedule was on tap for the ninety-nine folks who had registered by the time the Hotline was published.

Boyd Murdock and Jim Bacon were doing the writing and editing of the Hotline back then, and I can't praise their work enough. Boyd was a prolific writer and Jim pulled the whole thing together into a very readable newsletter. Credit also has to go to **Bonnie Murdock**, who we know did most all of the typing for Boyd. I hope many of you reading this habitually save Hotlines and go back every once in a while and read over some of the great stories that have been printed over the years. My greatest hope is that the history of Marine ATC continues to be recorded right up to present day operations and on into the future.

Photos by Mickey



Some of the early arrivals enjoyed a dinner at Buca Di Beppo's.

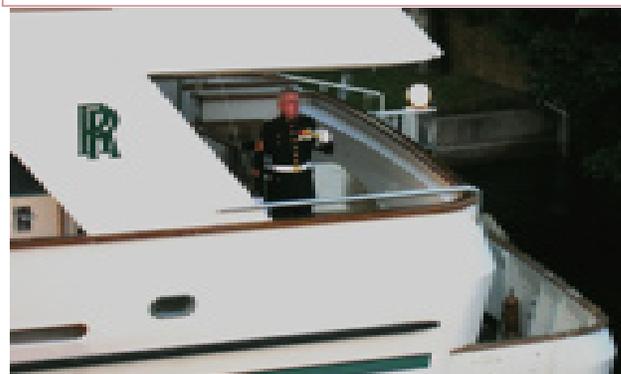
I would like to thank everyone who helped make the 2005 MATCA reunion a huge success. A special thanks to those who donated items for the raffle and welcome packets, who made monetary contributions, who offered and gave assistance when needed and who offered kinds words to Herm and myself.
Herm & Rita

As many of you know I had challenged Terry Terrell to a bake off of chocolate chip cookies. We each baked our prized recipe which was judged by "Fast" Eddie and his crew. After a lengthy taste testing session and much debate "Fast" Eddie and his crew chose Terry's chocolate chip cookies over mine! Imagine that!! I would like to congratulate Terry in his winning the bake-off. Rita
(hey Terry how much did it cost you to payoff "Fast" Eddie and his crew???)
meeeeeeeeeeeeeeeeeeeeeeeeeeeeeeeow)

Rita Moyers



Annie Carman won the quilt raffle. The quilt was made by Mickey Urlie and Carole McIntosh.



Retired Ssgt. saluted out group as we passed by on the river cruise.



Bud Poole winner of the Money Tree. Donated by Joe Medico



Gen Calcasola winner of a quilted banner. Donated by Dana and Davy Crocker

The Guests



Cpl. Champion



CWO 5 John Rego



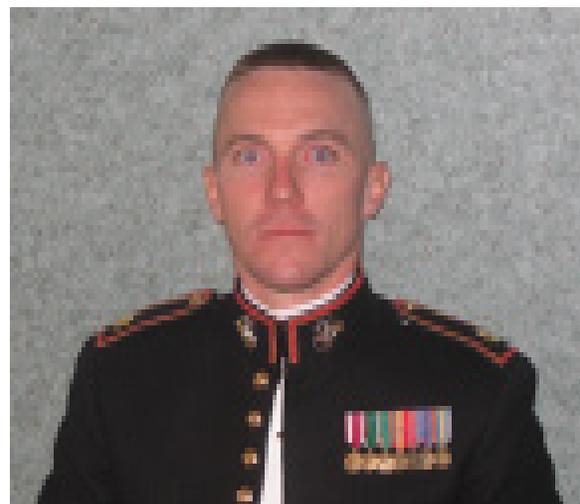
Lt Col Grasso



Lt Col Kenoyer



Lt Col Pierson



Maj. Doty



Maj. Grossnickle



MSgt Kromis



Guest of the reunion and missing from the photo is MGySgt Franssen

Left to right:
MSgt. Kromis, Maj. Doty, CWO 5 Rego, Cpl
Champion, Lt. Col. Pierson, LtCol. Grasso, Lt-
Col. Kenoyer and SSGt Houser.

Lt. Col Grasso, Marcella Fodar and Maj. Doty.
Marcella won 1st place in the Red Hat contest.

Photos by Mickey



Ed. Note: The following is dated, but reveals a lot about how operations are proceeding in Iraq and about the moral and attitude of our Marines fighting there.

Subject: Update from Al Anbar
This is from the 2d MarDiv G-3. He sent it out to a lot of old friends (Marines). Good unclass look at what we are doing across the board.
James R. Casey
Deputy Executive Director
Marine Corps Aviation Association

All,

By now you've all seen the oft-repeated footage of the fires in Haditha under the header of our 'new offensive' Operation New Market. Figured it was about time for an update...

First "NEW MARKET." As the press is reporting, we commenced operations a few days ago in the Haditha area - a critical crossroads from west to east in the country. At Haditha the MSR's meet and provide high-speed asphalt North towards Mosul and east towards Baghdad. It is a fair size city, often referred to by locals as the 'capital of west Al Anbar province (Ramadi being the provincial capital). Some of you might remember that about 3-4 weeks ago, insurgents took the Haditha hospital and burnt it when Marines came in and took it from them — that's the fire footage you keep seeing (The press forgets that we took that hospital back then; instead, they only remembered that we lost a few Marines there in the initial ambush — not this time however).

Over the past few months, following our 1st-MARDIV's magnificent actions in Fallujah (Operation AL FAJR) we have seen elements of the insurgency scatter along the 'green belt' of the Euphrates. Because of the strategic crossroads aspects, Haditha has been a problem. Following Matador, a lot of good intel had been developed on the insurgent 'underground railroad' moving to key cities. Intel, particularly in the counterinsurgency ops (COIN) as you know drives the operations — operations develops more intel and we get the 'perfect circle' that lets us continue aggressive action...see we did learn from our VN-veteran Marines!! Remember, I started this journey in '73 so all y'all were the guys that taught me how to do this — I owe ya!

We planned a series of operations in the west

— not unusual - to exploit information gained in previous operations and from some great atmospheric from the local who are, as we are, fed up with terrorists using their villages, recruiting their young, etc...Essentially, each battalion assessed their respective battlespace and, as Marine BNS have done forever, planned operations to close with...

We kicked both 3/25 (New Market) and 3/2 (Mongoose) operations off. Ironically, as we were discussing embeds (reporters) the other day — what makes one news is the ability of the embed to get the story out - that is the real insider view of New Market. It is a BATTALION operation — a series of Cordon and Search/Knocks that, found some bad guys early and hit them hard. We continued doing firm bases (kinda a kinder gentler name for COMBAT BASE or COMPANY FIRE BASES) and work through the night to whack on identified and located enemy. No shock to any of you, 1st Force had their own target sets and with its sniper and Direct Action capability has had great success in their missions — nothing here out of the ordinary — it's how Marines do business. Bottom line is that, while we appreciate the attention, we can't explain why we're getting all this press for a 'regular' operation — maybe Harry Truman was right about the 'best PA machine since Stalin. My personal opinion is that with all the 'reactive' actions around the major cities - the sensing the enemy has somehow gotten more powerful or aggressive — maybe the press is fascinated by the fact that the Marines take the fight TO the enemy and make them the ones paying!!! Wish we could claim credit for this but, we are building on 1st Divisions initiatives and foundation and, as Marines, if we know (or find out) where the bad guy is, you don't have to kick us in the ass to get us to go and kill them...THAT is one thing we are still awfully good at!!!

Would like to bring you up to date on the rest of our units — RCT-8 that works around FALLUJAH is continuing to discover innumerable caches and, as recently reported, underground command structures. They have expanded to the surrounding cities of Fallujah (places the bad guys went to ground) and are the principals for training, integrating and operating with our ever-growing Iraqi Security Forces (ISF). We have some great units and a RECON Bn down there that have been pushing the enemy hard and have followed it up with the 'other' leg - the non-kinetic including building an Arabic newspaper, civil affairs projects and, as Marines often do, working to better the schools and children - the future of Iraq. They

have rolled up some key players recently and this has provided some interesting targets...Many of you saw the fraudulent report on Fox regarding the dead civilians at Fallujah hospital - well, as was later reported (after the firing of the producer and photographer) that NEVER happened – people were killed by the insurgents in the area and it was our Marines who came in and made them pay for killing the innocent...

Finally, here in the center of the province...Ramadi, the capital...our Army Brigade, a kick-ass unit from the 2dID (gotta like the patch that Gen Lejeune designed for 'em) has been working hard. They have commenced the training of their ISF (new units without the experience of the guys around Fallujah) and have integrated the ISF into operations in the city of Ramadi... more coming each day. Many of you know that our 1/5 Marines are in Ramadi and, for all the old 5th Marines folks... this unit is doing us real proud...nearly daily contact including at least 3 coordinated attacks repulsed by well placed, flanking, grazing enfilade fire...These lads are real heroes — on a daily basis!!!!

Still a lot to do here — no rose-colored optimism yet; rockets/mortar fire continues nearly nightly in Ramadi and across the AO. We had our first casualty in the Division CP the other night - one of my G-3 Sergeants running an enhanced marksmanship course (sustainment training in combat) was killed by 122mm rocket fire; thankfully, no one else was injured...Good Marine, will miss him...

Well, long diatribe in what I hope will be a longer lull in the fighting. Of course, it is the enemy's decision to be quiet — as I write this to you, rest assured your Marines are moving into position somewhere in preparation to take out another aZ-hole. For all, stay tuned for more as we continue to ramp up ops and convince them that the adage is true — “Old breed, new breed? No difference as long as it is the MARINE breed...”

Wanna thank all of you for your support - got the offer of candy and packages — all extremely generous...

Semper Fi,
Bob

“Earl F. Ward” Memorial Medallion Award

Ed. Note: The following E-Mail was received just before the Fort Lauderdale reunion.

Today is a banner day for everyone associated with Marine Air Traffic Control.

It is with great pride that I inform you and all the members of MATCA, the Marines of MACS-1 have just been awarded the Air Traffic Control Association (ATCA) “Earl F. Ward” Memorial Medallion Award for an outstanding achievement during the previous year, which has added to the quality, safety or efficiency of air traffic control.

I was notified today via phone by Beth Murray, ATCA Manager of Operations, that MACS-1 was awarded the Ward Memorial Medallion. Ms Murray stated that there were in excess of 75 nominees for the Ward Memorial Medallion and it was a unanimous decision for MACS-1.

I will be attending the ATCA Annual Symposium and Awards Banquet is 30 Oct - 2 Nov in Dallas TX. Words cannot express how proud I am of my boys.

Tim

LtCol Tim J. Pierson, USMC
Commanding Officer
MACS-1 (REIN)

“The Right Way is not always easy, The Easy Way is not always right, We will do things the Right Way”



LtCol Tim J. Pierson, USMC

MILITARY WISDOM

"A slipping gear could let your M203 grenade launcher fire when you least expect it. That would make you quite unpopular in what's left of your unit." - Army's magazine of preventive maintenance.

"Aim towards the Enemy." - Instruction printed on US Rocket Launcher

"When the pin is pulled, Mr. Grenade is not our friend. - U.S. Marine Corps

"Cluster bombing from B-52s are very, very accurate. The bombs are guaranteed to always hit the ground." - USAF Ammo Troop

"If the enemy is in range, so are you." - Infantry Journal

"It is generally inadvisable to eject directly over the area you just bombed." - U.S. Air Force Manual

"Whoever said the pen is mightier than the sword obviously never encountered automatic weapons." - General Macarthur

"Try to look unimportant; they may be low on ammo." - Infantry Journal

"You, you, and you ... Panic. The rest of you, come with me." - U.S. Marine Corp Gunnery Sgt.

"Tracers work both ways." - U.S. Army Ordnance

"Five second fuses only last three seconds." - Infantry Journal

"Don't ever be the first, don't ever be the last, and don't ever volunteer to do anything." - U.S. Navy Swabbie

"Bravery is being the only one who knows you're afraid." - David Hackworth

"If your attack is going too well, your walking into an ambush." - Infantry Journal

"No combat-ready unit has ever passed inspection." - Joe Gay

"Any ship can be a minesweeper ... once." - Anonymous

"Never tell the Platoon Sergeant you have nothing

to do." - Unknown Marine Recruit

"Don't draw fire; it irritates the people around you." - Your Buddies

"If you see a bomb technician running, follow him." - USAF Ammo Troop

"Though I Fly Through the Valley of Death ... I Shall Fear No Evil. For I am at 80,000 Feet and Climbing." - At the entrance to the old SR-71 operating base Kadena, Japan

"You've never been lost until you've been lost at Mach 3." - Paul F. Crickmore (test pilot)

"The only time you have too much fuel is when you're on fire."

"Blue water Navy truism: There are more planes in the ocean than submarines in the sky." - From an old carrier sailor

"If the wings are traveling faster than the fuselage, it's probably a helicopter — and therefore, unsafe."

"When one engine fails on a twin-engine airplane you always have enough power left to get you to the scene of the crash."

"Without ammunition, the USAF would be just another expensive flying club."

"What is the similarity between air traffic controllers and pilots? If a pilot screws up, the pilot dies; If ATC screws up... the pilot dies."

"Never trade luck for skill."

The three most common expressions (or famous last words) in aviation are:

"Why is it doing that?", "Where are we?", and "Oh S...!"

"Weather forecasts are horoscopes with numbers."

"Progress in airline flying: now a flight attendant can get a pilot pregnant."

"Airspeed, altitude and brains. Two are always needed to successfully complete the flight."

"A smooth landing is mostly luck; two in a row is all luck; three in a row is prevarication."

"I remember when sex was safe and flying was dangerous."

"Mankind has a perfect record in aviation; we never left one up there!"

"Flashlights are tubular metal containers kept in a flight bag for the purpose of storing dead batteries."

"Flying the airplane is more important than radioing your plight to a person on the ground incapable of understanding or doing anything about it."

"When a flight is proceeding incredibly well, something was forgotten."

"Just remember, if you crash because of weather, your funeral will be held on a sunny day."

Advice given to RAF pilots during WWII: "When a prang (crash) seems inevitable, endeavor to strike the softest, cheapest object in the vicinity as slow and gently as possible."

"The Piper Cub is the safest airplane in the world; it can just barely kill you." - Attributed to Max Stanley (Northrop test pilot)

"A pilot who doesn't have any fear probably isn't flying his plane to its maximum." - Jon McBride, astronaut

"If you're faced with a forced landing, fly the thing as far into the crash as possible." - Bob Hoover (renowned aerobatic and test pilot)

"Never fly in the same cockpit with someone braver than you."

"There is no reason to fly through a thunderstorm in peacetime." - Sign over squadron ops desk at Davis-Monthan AFB, AZ,

"If something hasn't broken on your helicopter, it's about to."

Basic Flying Rules: "Try to stay in the middle of the air. Do not go near the edges of it. The edges of the air can be recognized by the appearance of ground, buildings, sea, trees and interstellar space. It is much more difficult to fly there."

"You know that your landing gear is up and locked when it takes full power to taxi to the terminal."

As the test pilot climbs out of the experimental aircraft, having torn off the wings and tail in the crash landing, the crash truck arrives, the rescuer sees a bloodied pilot and asks "What happened?". The pilot's reply: "I don't know, I just got here myself!" - Attributed to Ray Crandell (Lockheed test pilot)

More Reunion News



Lance Oliver won the MATCA bear. The bear was made by Mickey Urlie.

Photo by Micky



Woody Wingfield and his new bride Sue

Photo by Fisher

More Reunion News

Raffle items that were donated

Farm house painting from Marion Stepp.
Won by Skip Redpath

*

Quilted Banner From Dana and Davy Crocker
Gen Calcasola
5 iron
?

MATCA Emblem Pic
Debbie Walczak
Freedom Pic framed
Joe Medico

*

From Skip Redpath- Australian Myrtle Wood
bowl
Bill Van Orden

*

From Jay Bess – Driver
Buddy Wyatt

*

From Buddy Wyatt – Golfer clock
Don Ashenbramer?

*

Joe and Gen Calcascola USMC BBQ stuff
Joe Medico

*

From Frank and Marcella Fodor– Golf ball water
globe
Cathy Dargan
Clock/Eagle
Cathy Dargan

*

From John and Patty Gibbs- USMC Mint coin &
stamp
Leo Hill

*

From John and Millie Rush –
Collectable Marine Bulldog
?

From Steve and Melissa Hulland
Wine rack
Skip Redpath
Wine rack
Linda Hanabutt
Chilies
Bill Van Orden

*

From Medico Money tree
Bud Poole
Golf club –
Roger Hanabutt

*

From Betty Morehead
Ink sketch of Bulldog
Won by Melissa Hulland and given to Barbara
Mino for John Trosper.

*

From Mickey Urlie – Teddy Bear
Lance Oliver

*

From Bob and Marlene Young
Buffalo chips
Marcella.
pretzels, tea, sauce and weather station

*

Christmas ornament – don't know who donated
it.
Roger Hanabutt.

*

T Shirt – Gunney?
Joe Medico and Betty Morehead

*

MATCA QUILT won by Annie Carman. Dona-
tions totaled \$470.00.
Going toward the disaster fund set up by the
members.



Ed. Note: Member Brooks Bergeron is on active duty stationed at NAS Pensacola, FL. When Katrina hit the Gulf Coast sixteen members of his family evacuated to his house. Several members offered assistance to the Bergerons and Bill Behan drove his camper that sleeps nine down to Brooks from Hot Springs Village, AR.

From Brooks and Family, to all of MATCA Bette, JP, Skip, and ALL of my MATCA FAMILY Thank you, Thank you, Thank you.

Your words and offers of support lift my spirits and “makes my heart happy”. Bill Behan is coming down next Saturday to loan us his camper, and for that I am ever grateful; The offers to help out with school supplies for the kids is awesome, but Florida is covering that for all of the families that were relocated; My wife (Cheryl) just got back from taking the “gang” to BELLS OUTLET store, so they all have enough clothes to get started for awhile.

Tomorrow my wife (God help her) will be taking everyone around town to help the kids get enrolled in school. Once we get that done the next step is to help the men find work (which I think there will be plenty of opportunities). So we are making the right steps to recovery. Again, I thank all of you for your support and prayers. It’s a little different for me being on the “receiving” end vis the “giving” side, but I am learning to adjust fire as needed. Semper Fi,
Brooks



Some Humor

A young and foolish pilot wanted to sound cool and show who was boss on the aviation frequencies. It was his first time approaching a field during the night time.

Instead of making any official requests to the tower, he said: “Guess who?”

The controller switched the field lights off and replied: “Guess where!”

MATCA INTRODUCES VOLUNTARY DISASTER RELIEF FUND

At the 2005 membership meeting the Board of Directors recommended to the membership a voluntary disaster relief fund be set aside to assist members who need immediate financial assistance as a result of disastrous circumstances beyond their control. The proposal was accepted by the membership.

The fund is to be supported by voluntary contributions from the membership and will only be solicited when the level of funds reserved falls below \$5,000. We are asking members to make an initial contribution of at least \$20. Checks may be mailed directly to the Treasurer at the following address:

D. M. Wingfield
MATCA Treasurer
3125 Millbrook Drive
Corpus Christi, TX 78418

Administration of the fund will rest with the Board of Directors, and the Treasurer will maintain the funds in an interest bearing account that shall be readily accessible in the event of an urgent need. A statement as to the condition of the fund shall be made a part of the regular MATCA financial reports.

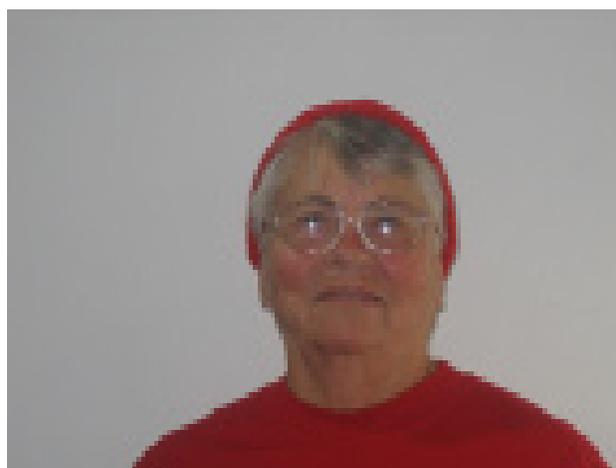
The Board shall assess each instance of need on an individual basis and award grants in \$500 blocks. Members needing assistance should contact the MATCA President, if possible, explaining the circumstances of their emergency need. Examples of need are disastrous loss due to acts of nature or accidents leaving members without resources necessary to sustain their normal needs. Grants are not conditional upon any other source of assistance but may be repaid at the discretion of the grantee after the emergency has passed.

For The Ladies

The ladies craft swap began with a Red Hat Contest judged by friends of Rita Moyers.



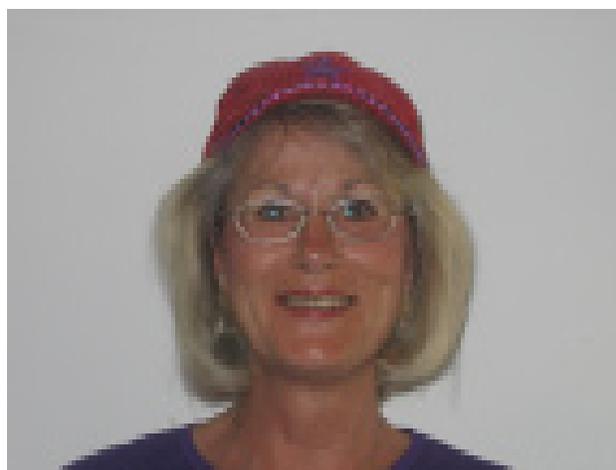
First Place: Marcella Fodor. Attitude got her top honors.



Second Place: Clara Newton. She didn't have a red hat so she crocheted one.



Third Place: Charlie Yetter. She had the prettiest hat, but her shoes won for her.



Fourth Place: Melissa Hulland: Seems she had to fight some bag ladies for her hat. She won.



Red Hat Ladies photos by Mickey Urlie

Our reunion hostess, Rita Moyers, went over and above the duties of hostess. A big THANK YOU from all of those attending the reunion goes to Rita and Herm.

The Hotline Staff wants you to know why the Hotline is late this month. We took a week off after the reunion. We and Mickey Urlie spent a week in Orlando. On the way home we had lunch at the Lady & Sons in Savannah. Paula Deen's place.



TAPS

The family of **MSgt. Jerry L. Wahl, Sr.** notified Hotline of his passing on May 27, 2005. Jerry lived in Yuma, Arizona and had been a member of MATCA since 1995. He suffered a heart attack in 1987 that left him disabled, but he died only thirty-seven days after doctors discovered he had lung cancer. MSgt. Wahl leaves behind his wife and three sons.



Flamingo Gardens. Above 2 wild cats below a beautiful Flamingo



River Cruise

Photos by John Gibbs



Marine Air Traffic Control Association, Inc.

Membership Application / Renewal Form

Name _____ Rank _____

Address _____

City & State _____ Zip _____

Date of birth _____

Spouse _____

Phone _____ MOS _____

Principal Duty Stations/Dates _____

E-mail address _____

Dues are \$20.00 and due 1 January each year.

Dues for five years - \$85.00.....\$.....

Dues for ten years - \$150.00.....\$.....

Lifetime membership

Age 50 and under - \$300.00.....\$.....

Age 51 – 69 - \$200.00.....\$.....

Age 90 and above honorary life time membership

Donation to Memorial Fund.....\$.....

Donation to General Fund.....\$.....

Total amount enclosed.....\$.....

Check one: New Member Renewal



**The Official Publication
of the
Marine Air Traffic Control
Association**

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