

海兵隊一二攻撃部隊



VMA 121

MARINE ATTACK SQUADRON 121

1963-1965



This book is dedicated to the enlisted men of VMA-121. Without their personal sacrifices and professional abilities, the achievements in the air would not have been possible.



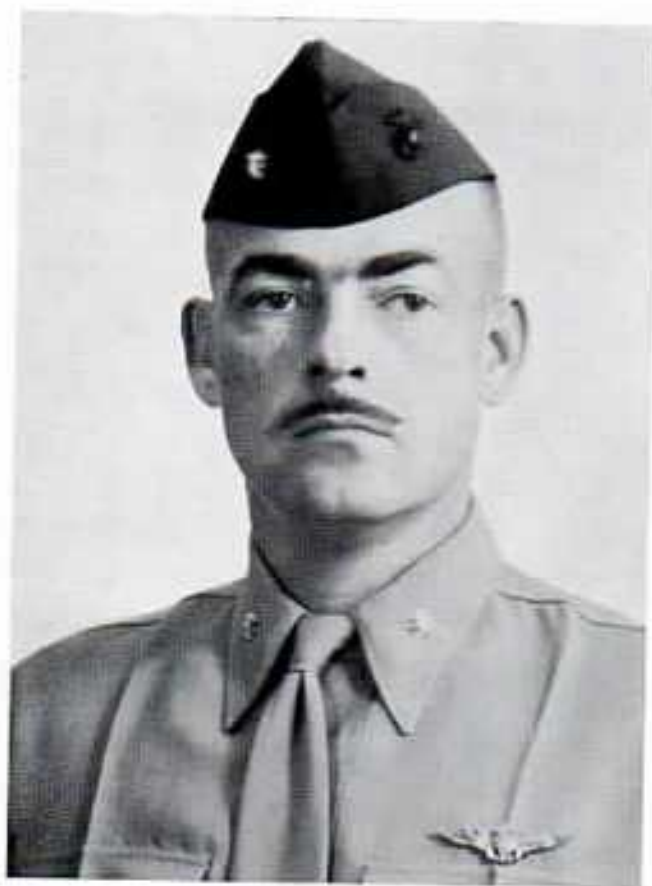
IN MEMORIAM

In memory of Major Thomas Sterling Oden, who gave his
life in the service of his country, 7 December 1963.



*I have a rendezvous with death
On some scarred slope of battered hill,
When spring comes round again this year
And the first meadow flowers appear.
God knows 'twere better to be deep
Pillowed in silk and scented down,
Where love throbs out in blissful sleep,
Pulse nigh to pulse, and breath to breath,
Where hushed awakenings are dear.
But I've a rendezvous with death
At midnight in some flaming town,
When spring trips north again this year;
And I to my pledged word am true,
I shall not fail that rendezvous.*

In memory of Major Thomas Sterling Oden, who gave his
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A PROUD TRADITION

Marine Attack Squadron 121 was originally commissioned as a fighter squadron on June 24, 1941, under the command of Major Samuel S. Jack, now a retired Major General and former Air FMF Pac Commander. Four days after Pearl Harbor, the squadron moved to San Diego for intensive combat training, and in August of 1942, '121 left the States to participate in the Marine Corps' first offensive of World War II—Guadalcanal.

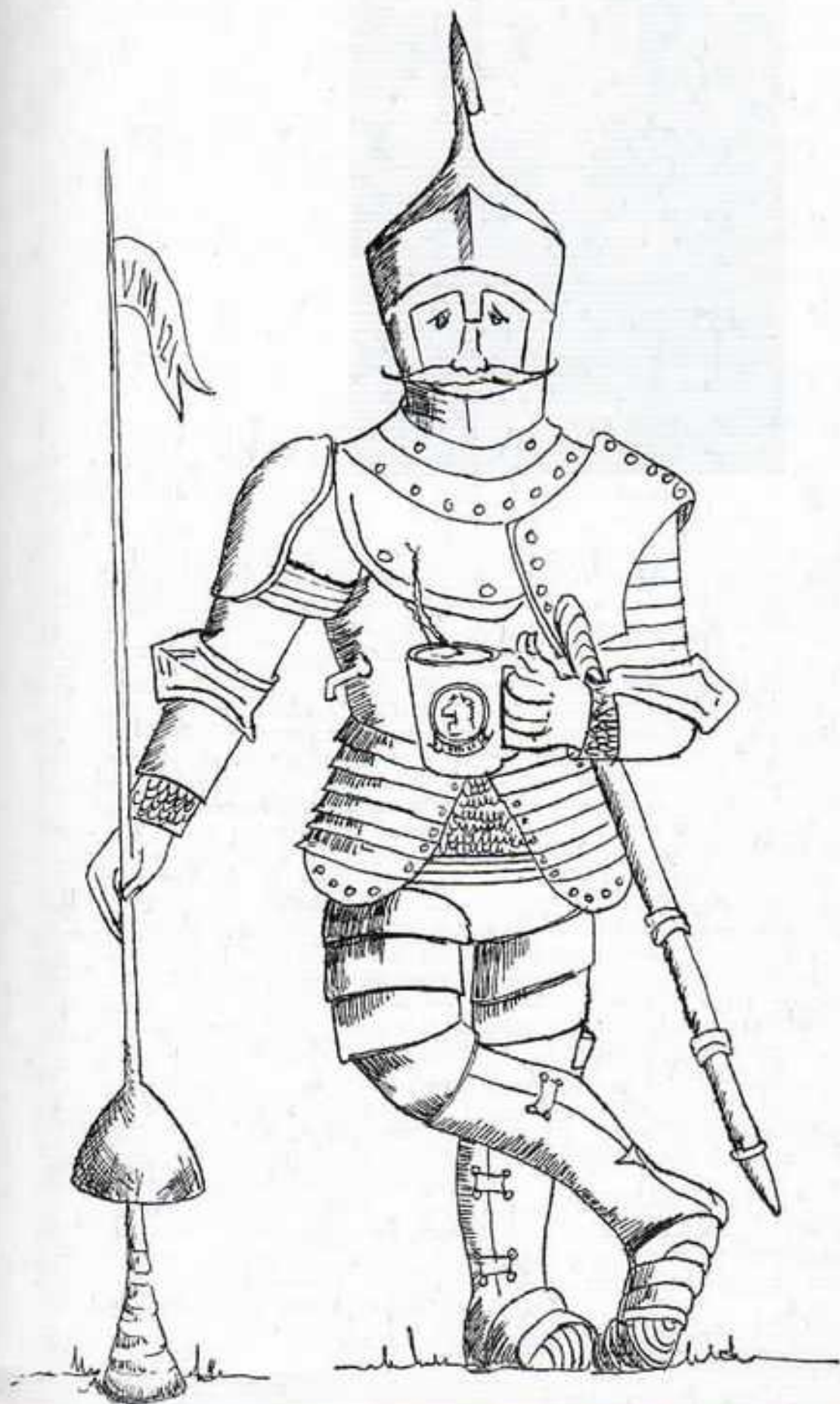
New Caledonia was the first stop in the Pacific until Henderson Airfield on Guadalcanal had been secured. The first echelon, flying the Grumman F4F's, landed at Henderson on 25 September 1942, and the pilots were immediately engulfed in a struggle for air superiority that was to last for almost two years. The airstrip remained a sea of mud in the constant tropical rains, and the field was subjected to night bombing raids and shelling by enemy ships and artillery. It was during this period that the great Marine Aces of the war performed their legendary feats, among them Captain Joe Foss, Executive Officer of '121. The second leading ace in Marine Corps Aviation, Captain Foss racked up twenty-six kills and was awarded the Congressional Medal of Honor. While on Guadalcanal, '121 was awarded the Presidential Unit Citation, and the Navy Unit Citation.

After completing three tours of combat in the Solomons, the Squadron moved to MCAAS Mojave in October, 1943, where they reoutfitted and retrained. In July, 1944, '121 again entered the Pacific Theatre, flying strikes against enemy installations at Pelilieu and Yap until the end of the War. The Squadron returned to the States with a record of 208 enemy kills—more than any other Marine squadron.

After a brief period of decommissioning, '121 was reactivated at MCAS El Toro in 1946, and conducted routine training until the outbreak of the Korean Conflict. Redesignated VMA-121 and flying the AD-2, the Squadron earned fame as the "Heavy Haulers" of Marine Air Group 12 by dropping more tonnage of bombs, rockets, and napalm on enemy installations than any other squadron.

Since the armistice in Korea, VMA-121 has maintained its outstanding reputation for combat readiness. Following its last Far East deployment in 1960, the Squadron was awarded both the CNO's Safety Award and the Commandant's Efficiency Award. In 1964 '121 was the only Squadron called into the Cuban Crisis from the Third Marine Air Wing. With the close of the current Far East tour, the Officers and Men of VMA-121 can look back with pride on their contribution to the most recent chapter in the history of one of Marine Corps Aviation's proudest Squadrons.

PERSONNEL



COMMANDING OFFICER



LtCol. Walter E. Sparling

Lieutenant Colonel Sparling assumed command of Marine Attack Squadron 121 in the spring of 1963, while the Squadron was in a training status in preparation for the rapidly approaching Far East cruise. The new C.O. took over the responsibility of combining the Squadron's 175 enlisted men, 30 pilots, and 24 jet attack aircraft into an efficient, combat-qualified organization.

It was a big job, but LtCol. Sparling has been handling big jobs for the Marine Corps since he entered flight training in 1943. Designated a Naval Aviator and commissioned a Second Lieutenant in May, 1944, the Skipper was immediately stationed at El Toro for combat training. A year later, he entered the war in the Pacific in support of the Marines at Pelilleu. Coincidentally, his first assignment to a tactical outfit was with 121, at that time a fighter squadron flying the famous F4U "Corsair." Immediately after his arrival, the Colonel went into action, flying bombing missions against enemy installations in the Caroline Island group around Pelilleu. He continued to fly out of Pelilleu with VMF-121 and 122 until the end of the war, when he returned to the States.

The period following the war consisted mainly of training new fleet pilots at MCAS El Toro. With the outbreak of the Korean conflict, the Skipper was once again called into combat with the "Corsair," this time with VMF-212. For six months he bombed away at Communist installations in North Korea, and provided close air support for our troopers on the ground. At the close of his Korean tour, the Skipper was awarded the Distinguished Flying Cross, 8 Air Medals, the Presidential Unit Citation, the Army Distinguished Unit Emblem, and the Korean Presidential Unit Citation.

Back in the States, the Colonel was assigned to Junior School at Quantico, and then to El Toro, for a check-out in jet aircraft. Next came an enjoyable two years in Hawaii, with 1st Anglico and VMF-214, the "Blacksheep Squadron." After a tour in Japan with the 1st MAW, the Skipper returned to the Training Command as a flight instructor in the F9F-8T "Cougar."

With this invaluable experience behind him, LtCol. Sparling arrived at El Toro to begin the task of preparing VMA-121 for overseas deployment. Now that the Far East cruise is coming to a close, the Squadron can look back on another chapter of outstanding achievement to add to its history, and LtCol. Sparling can look with pride on another big job successfully completed.

EXECUTIVE OFFICER



Major Charles C. Newmark

Major Newmark entered the service as a submariner during World War II. After a brief return to civilian life following the war, he enlisted in the Marine Corps and was assigned to the 22nd Marines. In 1950, the Major entered the Naval Aviation Cadet program, earning his commission and wings on 18 May 1952.

As a Second Lieutenant, the Exec's first duty station was MCAS El Toro, where he was assigned to VMAT-10 for combat training in the F4U-5N, AD-1, AU-1, and the F6F-5. On 18 November 1952, Major Newmark joined VMA-121 in Korea. The squadron at that time was flying AD-2 Skyraiders out of Pyontaek Airfield. Major Newmark flew a total of 101 combat missions, and was awarded the Distinguished Flying Cross, seven Air Medals, the Navy Unit Commendation, the Korean Service Medal with three stars, and the Korean Presidential Unit Citation.

After a short tour with the 1st Marine Division, exchanging prisoners of war with the Communists, Major Newmark received orders to the Advanced Training Command at Corpus Christi, Texas. For the following 31 months he served as an instructor in the F6F, TV-2, and F9F-2 aircraft. Detached from the Training Command his orders took him to the 2nd Marine Division at Camp Lejeune, North Carolina, where he joined the 2nd Marines as Regimental Air Officer. In 1957, he returned to Aviation with the 2nd Marine Air Wing at MCAAS, Edenton, North Carolina, as the Executive Officer of H & MS-14.

In October of 1957, Major Newmark joined his first A-4 squadron, VMA-211. He remained in 211 for nearly three years and completed his second Far East tour with the squadron in 1960. Returning to CONUS, the Exec was assigned the duties as Supervisor of Attack Aircraft Tactics and Techniques School, Marine Air Weapons Training Unit, Pacific, MCAS El Toro. He served in this capacity for 44 months.

Major Newmark joined VMA-121 for the second time in his career on 2 November 1963, and was immediately assigned the duties as our Executive Officer. To date, the Exec has accumulated a total of 1175 hours flying time in the A4 aircraft.

OFFICERS



*Maj. Clifford D. Warfield
Frankfort, South Dakota
Operations Off., Sqdn. Pilot*



*Capt Samuel E. D'Angelo III
Baltimore, Maryland
Special Weapons Off., Sqdn. Pilot*



*Capt Neal L. Derickson
Philadelphia, Pennsylvania
Ass. Operations Off., Sqdn. Pilot*



*Capt Edward A. Birzer
Dodge City, Kansas
Safety Off., Sqdn. Pilot*



*Capt Homer R. Palmateer
Wappingers Falls, New York
Admin Off., Sqdn. Pilot*



*Capt Robert L. Peterson
Newman Grove, Nebraska
Maint. Off., Sqdn. Pilot*



*Capt Weidon D. Barnes
Dallas, Texas
Material Off., Sqdn. Pilot*



*Lt John H. Hoertz
Freeport, New York
Flight Surgeon*



*1st Lt Lawrence J. Steop
Big Rock, Illinois
Sqdn. Pilot, Embark. Off.*



*1st Lt Donald W. Johnson
Fond du Lac, Wisconsin
Sqdn. Pilot, Asst. Admin. Off.*



*1st Lt Thamar P. Suedenborg
Billings, Montana
ISO, Sqdn. Pilot*



*1st Lt G. F. Machon
Park Ridge, Illinois
Asst. Maint. Off., Sqdn. Pilot*



*1st Lt Garrett W. McClanahan
Appleton, Wisconsin
Battle Training Off., Sqdn. Pilot*



*1st Lt David C. Corbett
Vero Beach, Florida
Flight Off., Sqdn. Pilot*



*1st Lt Allan E. Warrington
Los Altos, California
Career Advisory Off., Sqdn. Pilot*



*1st Lt Charles F. King
Tulsa, Oklahoma
Sqdn. Pilot, S & C Off.*



*1st Lt James R. Coughlan
Chicago, Illinois
Sqdn. Pilot, Quality Control Off.*



*1st Lt James T. Golden
New Haven, Connecticut
Sqdn. Pilot, Legal Off.*



*1st Lt Ogle D. Hopkins
Bowling Green, Missouri
Sqdn. Pilot, Flight Equip. Off.*



*1st Lt Richard L. Beattie
Rye, New York
Sqdn. Pilot, Asst. Flight Off.*



*1st Lt Frank H. Gibson
Washington, D. C.
Sqdn. Pilot, Motor Transport Off.*



1st Lt. Charles J. Goodwin
Augusta, Georgia
Sqdn. Pilot, Marine Corps Prop. Off.



1st Lt. Vance Smotherman
Sacramento, California
Ordnance Off.



1st Lt. Herbert D. Holmquist
N. Hollywood, California
Sqdn. Pilot, Weapons Safety Off.



1st Lt. Edwin A. Jones
Orleans, Massachusetts
Sqdn. Pilot, TICO



1st Lt. Martin J. Doherty
New York, New York
Asst. Materiel Off.



1st Lt. David C. Terry
Texarkana, Texas
Sqdn. Pilot, Flight Line Off.



1st Lt. Paul U. McMillan
Hearne, Texas
Sqdn. Pilot, Asst. Training Off.



1st Lt. Clifton H. Rich
Tulsa, Oklahoma
Sqdn. Pilot, Asst. Ordnance Off.



1st Lt. David J. Fieldy
Glen Ellyn, Illinois
Intelligence Off.



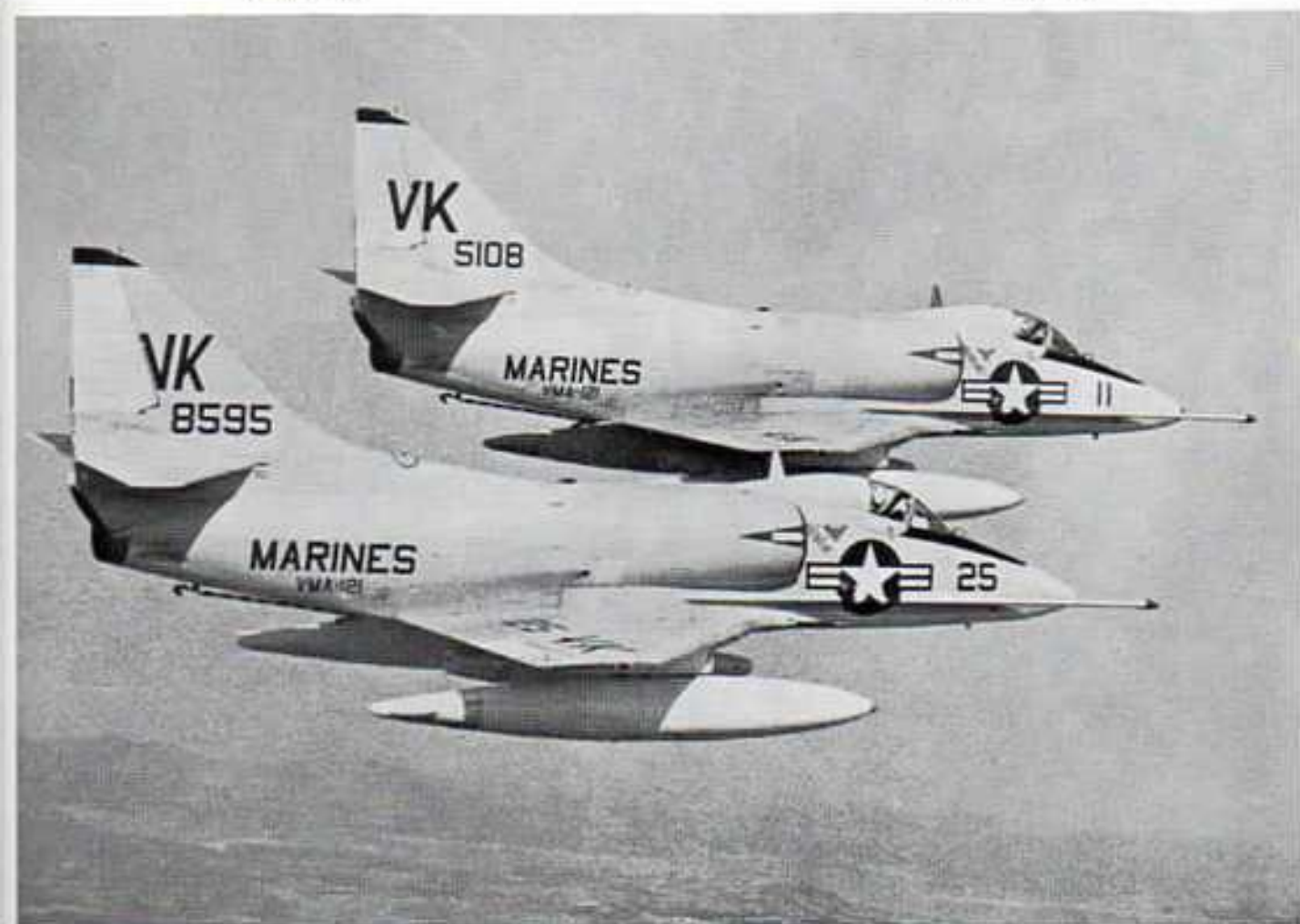
1st Lt. Walter J. Moyer
Poughkeepsie, New York
Engines and Airframes Off.



CWO-2 M. J. Kaczinski
Santa Ana, California
Avionics Off.



Bill Myrick
Lakeland, Florida
Douglas Tech. Rep.



FIRST SERGEANT



1st Sgt. James A. Davis

First Sergeant James A. Davis joined the Marine Corps in May, 1941, and went immediately to Parris Island for boot camp. On completion of recruit training, he was permanently assigned to Parris Island for two years. In 1943, the First Sergeant was transferred to Camp Lejeune, where he served as a drill instructor for new recruits.

With the expanding theatre of operations in the Pacific, the Top was soon heading West to join the 5th Amphibious Corps in Hawaii. After several months of intensive combat training, he joined the 1st Marine Division on Guadalcanal where preparations were underway for the invasion of Pelilleu.

On 15 September 1944, 1st Sgt. Davis was among the wave of Marines that swept ashore at Pelilleu, in one of the critical phases of OPERATION STALEMATE, the designation for the offensive in the Western Carolines. After eight days, the attack phase was completed, but the fighting continued for another three months before the island was secured. It is an interesting coincidence that at Pelilleu, both 1st Sgt. Davis and LtCol. Sparling were receiving their first combat experience, although they never met

while on the island. In March, 1945, the 1st Marine Division was transferred to Saipan, and the Top remained there until the end of the war.

Back in the States, the First Sergeant spent a one year tour at the Marine Barracks in Washington, D. C., and then was again called into overseas duty with the 1st Division, stationed in China. When the Communists took over in 1947, the 1st Division was ordered out of China, and 1st Sgt. Davis was chosen to escort the Division Colors, which had not been in the U. S. since 1942, back to Camp Pendleton.

During the next three years at Camp Pendleton, the Top embarked on what was to become one of the most distinguished shooting careers in the Marine Corps, firing competitively with the pistol in 1948 and 1949. The Korean War interrupted his marksmanship efforts, and the First Sergeant was deployed to Pusan with the 1st Marine Brigade. During the war, he participated in the amphibious assault at Inchon, Wonsan, and the evacuation operation at Hamhung and Hungnam. He was taken aboard ship at Hungnam just one hour before the operation was secured and the harbor destroyed. For his efforts in Korea, the Top was awarded a bronze "V" for valor in combat.

On his return to the States, 1st Sgt. Davis concentrated once again on competition firing, in which, over a fourteen year period, he has won more than six-hundred civilian and military awards. He is a charter member of the Marine Marksmanship Training Unit formed at Quantico in 1957. Designated a Distinguished Rifleman and Pistol Shot, the Top is one of less than two hundred people to ever achieve this honor with both weapons. He has fired in five National Rifle Team matches, twice with the rifle and three times with the pistol, and one of his most valued trophies is a letter of award from former President Truman for winning the National President's Match in 1952.

1st Sgt. Davis was assigned to VMA-121 from recruiting duty in Los Angeles. This has been his first tour of duty with the Air Wing, and, while gaining experience for himself in a new field, he has benefited the Squadron with the leadership and experience that he has obtained during his interesting and successful career.

ADMINISTRATION



*GySgt John L. Fitch, Jr.
Santa Ana, California
NCOIC*



*Sgt Charles D. Hancock
Mount Vernon, Indiana*



*Cpl George K. Martin
Roseburg, Oregon*



*Cpl Roland A. Santinevan
Laramie, Wyoming*



*LCpl Kenneth R. Mueller
Hutchinson, Kansas*

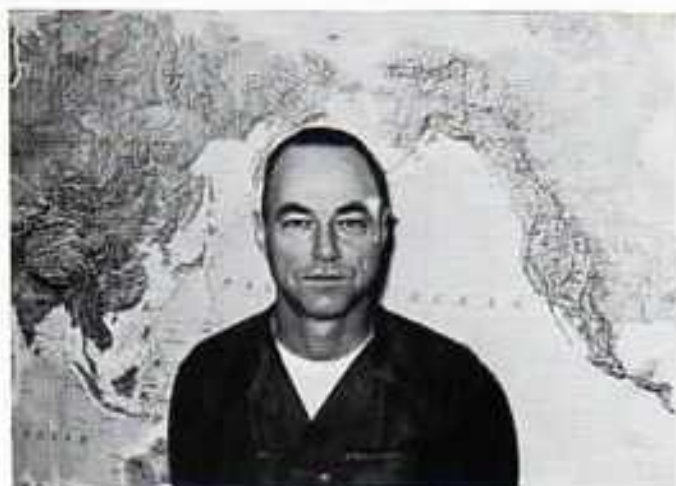


*LCpl Rolando M. Espinosa
Brownville, Texas*

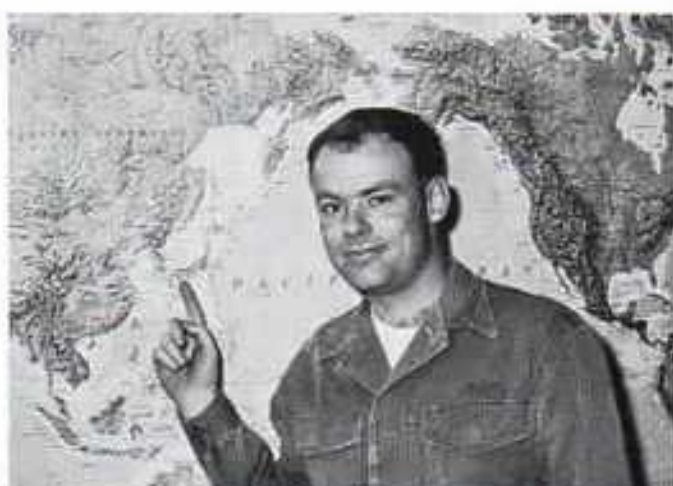


*PFC Richard L. Anderson
Portland, Oregon*

INTELLIGENCE



*GySgt Harold J. Farner
Niagara Falls, New York
NCOIC*



*LCpl Richard T. Baker
Anahem, California*

OPERATIONS



*Sgt Franklin G. Johns
Cincinnati, Ohio
NCOIC*



*Cpl Michael E. Laemmle
Los Angeles, California*



*LCpl Ronald W. Plesuk
Butte, North Dakota*

TRAINING-S&C



*GySgt Ted H. Berrigole
Santa Ana, California
Training NCO*



*SSgt Glenn D. Whetzel
Toledo, Ohio
S & C NCO*

MATERIEL



*SSgt Ronald Y. Kaakuahtui
Honolulu, Hawaii
NCOIC*



*Cpl Roger W. Cook
Springfield, Missouri*



*LCpl H. Keith Karr
Albuquerque, New Mexico*



*LCpl James C. Seibold
Tulsa, Oklahoma*



*PFC Jerry W. Pipe
Bartlesville, Oklahoma*



*PFC Richard D. Hall
Rochester, New York*



*SSgt Alfred Lewlers
Norfolk, Virginia
Buildings and Grounds NCO*

MAINTENANCE



*GySgt Harold R. Knapp
Boca Raton, Florida
Maintenance Chief*



*GySgt Leland M. Olson
Ozgo, Wisconsin
Quality Control NCOIC*



*Sgt T. V. Hicks
Santa Ana, California
Quality Control Inspector*



*Cpl James J. Underhill
Buck Creek, Indiana
Quality Control*



*SSgt Joe R. Collins
Garden Grove, California
Aircraft Division NCOIC*



*SSgt C. V. Lettau
Honolulu, Hawaii
Maintenance Control NCOIC*



*Cpl Jake Jacobs
Yuma, Arizona
Maintenance Control*

POWER PLANTS



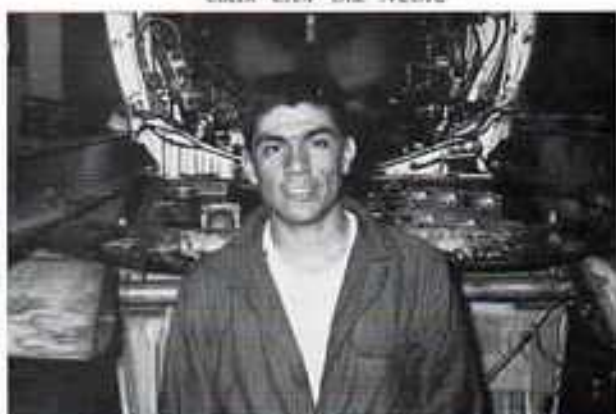
*SSgt Mac M. Bowen
Memphis, Tennessee
NCOIC*



*SSgt Everett Thomas
St. Petersburg, Florida
Check Crew One NCOIC*



*LCpl Don L. McBrayer
Redwood City, California
Check Crew One*



*LCpl Billy Joe Catano
El Paso, Texas
Check Crew One*



*Sgt Ralph Strickland
Hawaii Oahu, Hawaii
Check Crew Two NCOIC*



*Cpl Willard J. Fulgost
Port Sulphur, Louisiana
Check Crew Two*



*LCpl Richard A. Ahern
Kansas City, Missouri
Check Crew Two*



*PFC Jerry F. Kilgore
Philadelphia, Mississippi
Check Crew Two*



*Cpl. Paul L. Martin
Groves, Texas
Check Crew Three*



*LCpl. Gary W. Davis
Tappanish, Washington
Check Crew Three*



*PFC. Jesse B. Green
Lusley, Alabama
Check Crew Three*



*PFC. Frank E. Jones
Chicago, Illinois
Check Crew Three*



*Cpl. Gordon E. Gulley
Mayeville, Kentucky
Check Crew Four*



*LCpl. William M. Jenkins
Granite City, Illinois
Check Crew Four*



*LCpl. Ignacio E. Reynosa, Jr.
San Jacinto, California
Check Crew Four*



*Sjt. Keith D. DeVaughn
Santa Ana, California
Check Crew Records*

METAL SHOP



*Sgt. Andre O. Farkas
Midway City, California
NCOIC*



*Sgt. Richard K. Kemery
Garden Grove, California*



*Cpl. Malcolm G. McDonald
Champaign, Illinois*



*Cpl. John R. Roberts
Duarte, California*



*ICpl. Tommie L. Caldwell
Hereford, Texas*



*PFC Roy G. Zoost
Savage, Minnesota*



*PFC James P. McCord
Warren, Michigan*



*PFC Richard H. Ogle III
Pittsfield, Massachusetts*

HYDRAULICS



*SSgt James E. Schous
Evansville, Indiana
NCOIC*



*Sgt James L. Wilson
Milwaukee, Wisconsin*



*Cpl William Cummings
Grimm, Wisconsin*



*Cpl Ronald C. Bowden
Des Moines, Iowa*



*LCpl Arthur L. Kennedy
Saginaw, Michigan*



*PFC Jan A. Urquhart
Pasadena, California*



*PFC Gary J. Athalek
Detroit, Michigan*

TOOL ROOM



*Sgt. Cloyce E. Potter
Tulsa, Oklahoma
NCOIC*



*Cpl. Everett P. Osborne
El Paso, Texas*

EJECTION SEATS



*GtSgt. Will J. Sooter
Tustin, California
NCOIC*



*SSgt. L. W. Watson
Carlsif, California*



*Cpl. Michael J. Gibbs
Santa Ana, California*



*Cpl. Myron D. Dull
Meeker, Colorado*



*LCpl. Richard C. Annette
Seattle, Washington*



*LCpl. R. G. MacKay
Windsor, Ontario*

FLIGHT EQUIPMENT



*Sgt. John Hollis
Detroit, Michigan
NCOIC*



*Cpl. Lynn E. Morrell
Colorado Springs, Colorado*



*LCpl. Terence H. S. Collins
Havre De Grace, Maryland*



*LCpl. Howard A. Tumscliff
Manua, New Jersey*



*PFC. Woodrow R. Stanley
Seattle, Washington*



GROUND SUPPORT



*Sgt Lee R. Clymore
Springfield, Oregon
NCOIC*



*Cpl M. G. Harmaker
Chicago, Illinois*



*LCpl Howard C. Ebert
Saratoga, New York*



*LCpl Ronald R. Holskamp
St. Louis, Missouri*



*PFC Roberto Alonzo
San Antonio, Texas*



*PFC Robert E. Peters
Dayton, Ohio*

AVIONICS



*GySgt Rodney P. Clark
Santa Ana, California
NCOIC*



*GySgt James F. Clifford
Rifle, Colorado*



*SSgt Walter L. Jennings
Dallas, Texas*



*Sgt James A. Patrick
Blackfoot, Idaho*



*Sgt Robert M. Starett
Kenova, West Virginia*



*Sgt Gerald E. Thompson
Sacramento, California*



*Sgt Ronald L. Ayers
El Cajon, California*



*Sgt William D. Boyles
Chattanooga, Tennessee*



*Sgt Alvin H. Tyler
Hughson, California*



*Sgt Gary J. Heiligenenthal
Milwaukee, Wisconsin*



*Sgt Paul G. Wyatt
Hillsboro, Oregon*



*Sgt Eddie E. Waltrip
Miami, Florida*



*Cpl Alton A. Niepmann
Omaha, Nebraska*



*Cpl Lawrence W. Salomon
N. Syracuse, New York*



*Cpl David L. Magee
Salt Lake City, Utah*



*Cpl Carl C. Smith
Cleveland, Ohio*



*Cpl. Charles R. Sherbon
Toledo, Ohio*



*Cpl. Richard E. Ollech
Milwaukee, Wisconsin*



*Cpl. William C. Geer
Clearwater, Florida*



*Cpl. Edward M. O'Malley
North Braddock, Pennsylvania*



*Cpl. Kevin R. Grauer
Hastings on Hudson, New York*



*Cpl. Thomas M. Goetz
Milwaukee, Wisconsin*



*LCpl. Michael E. Rondell
Portland, Oregon*

*LCpl. Kenneth V. West
Tampa, Florida*





*LCpl Jerry Ford
Redwood City, California*



*LCpl Robert E. McCain
Tampa, Florida*



*LCpl Edward J. McClusky
Hazelwood, Pennsylvania*



*LCpl Donald M. O'Kane
Liberol, Kansas*



*LCpl Thomas A. Cornwell
Martinsburg, West Virginia*



*LCpl William E. Cross
Dahlgren, Illinois*



*LCpl Dennis A. Pettey
St. Louis, Missouri*



*LCpl David W. Kronerage
Martinsburg, West Virginia*



*LCpl Billy E. Thompson
Cleburne, Texas*



*PFC Thomas F. Dawson
Kankakee, Illinois*



*PFC Richard L. Kurus
Olcus, Illinois*



*PFC Douglas K. McKinney
Capetino, California*



*PFC Carl A. Burger
Washington, Minnesota*



*PFC Orin R. Osley
Houston, Texas*



*PFC Richard Tufts
Muskegon, Michigan*



*Pvt James R. Hoover
Johnstown, Pennsylvania*

ORDNANCE



*CySgt Gerald W. Mitchell
Santa Ana, California*



*CySgt Alfred E. Czarnochi
Orange, California*



*CySgt Thomas J. Flynn
Garden Grove, California*



*SSgt Charles Ramirez
Pontiac, Michigan*



*SSgt Fred W. Hosmer
Sedan, Kansas*



*Sgt Robert W. Hammarstrom
Norfolk, Massachusetts*



*SSgt Carlo E. Nocion
Kaneohe, Oahu, Hawaii*



*Sgt Leroy Davis
Tyler, Texas*



*Sgt. Jewell D. Lee
Hartford, Kentucky*



*Sgt. Donald C. Waters
Des Moines, Iowa*



*Cpl. Ronald E. Evans
Birmingham, Alabama*



*Cpl. Alton L. Haines, Jr.
Postales, New Mexico*



*Cpl. Henry Howard, Jr.
Houston, Texas*



*Cpl. Freddie Silva
San Diego, California*



*Cpl. Richard J. Davis
Sacramento, California*



*Cpl. Daniel P. Ream
St. Ignace, Montana*



*LCpl David L. Wallace
St. Cloud, Minnesota*



*Cpl Edward Johnson
Kansas City, Missouri*



*LCpl Tracy D. Barber
Midland, Texas*



*LCpl Kerry Howard
Lamar, Texas*



*LCpl Paul R. Vega
San Francisco, California*



*LCpl David O. Gordon
Liberal, Kansas*



*PFC Reginald P. Ruiz
Santa Monica, California*



*PFC Andrew J. Lulis
Franklin, New Hampshire*



*PFC William R. Freeman III
Indianapolis, Indiana*



*I.Cpl Samuel L. Merrick
Wilmington, Delaware*



*PFC James D. Stanberg
Klamath Falls, Oregon*



*PFC Thomas J. Mulhern, Jr.
Baltimore, Maryland*



*PFC Ervin L. Kroeger
Arvado, Colorado*



*PFC Joseph L. Tziannos
San Carlos, California*



*PFC James M. Livingston
Piedmont, Alabama*



*PFC Roland J. Lewnow
Brooklyn, New York*

FLIGHT LINE



*SSgt. P. Hayes
Niagara Falls, New York
NCOIC*



*Sgt. Jerome J. Foley
Bancroft, Iowa*



*Sgt. James D. Rodeman
Walnut Creek, California*



*Cpl. Russell F. Gibson
Barbooursville, West Virginia*



*Cpl. Daniel A. Ramirez
Buena Park, California*



*Cpl. Max W. Cathon
Lafayette, Minnesota*



*Cpl. Duane H. Beck
Milton, Washington*



*Cpl Gurey T. Churchill
Inglewood, California*



*LCpl Thomas E. Lutzler
Columbus, Ohio*



*LCpl Frank Barnett
Anaheim, California*



*LCpl Ernie E. Owen
Portland, Oregon*



*LCpl Dale Kote
Fresno, California*



*LCpl Wade F. Schroe
Bakersfield, California*



*LCpl Richard E. Schounover, Jr.
Garden Grove, California*



*LCpl Donald R. Montgomery
Indianapolis, Indiana*



*PFC Warren Frank
Freeman, California*



*LCpl Charles A. Upton
El Monte, California*



*PFC Ronald D. Smith
Coldwater, Ohio*



*PFC Bruce Jackson
Matthews, Missouri*



*PFC Wilson Miller, Jr.
Brooklyn, New York*



*PFC Lester J. Stocking
Wallsville, New York*



*PFC John T. Hill
Jacksonville, North Carolina*

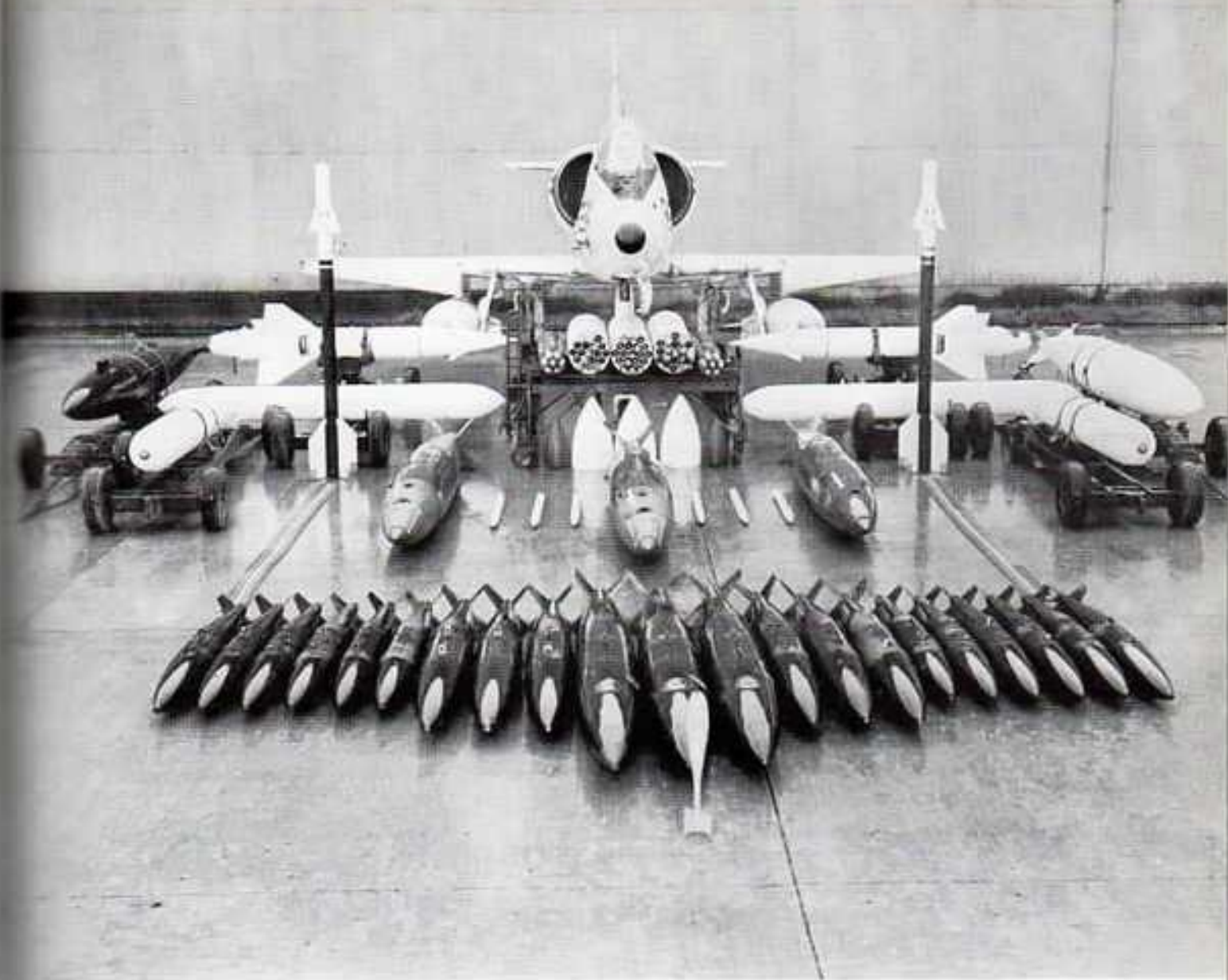


*PFC Phillip L. Pictore, Jr.
Lombertville, New Jersey*





MISSION



PROVIDE CLOSE AIR SUPPORT





CONDUCT ARMED STRIKES

AGAINST ENEMY INSTALLATIONS



MAINTAIN THE CAPABILITY OF OPERATING FROM SHORT AIRFIELDS FOR TACTICAL SUPPORT (SATS)



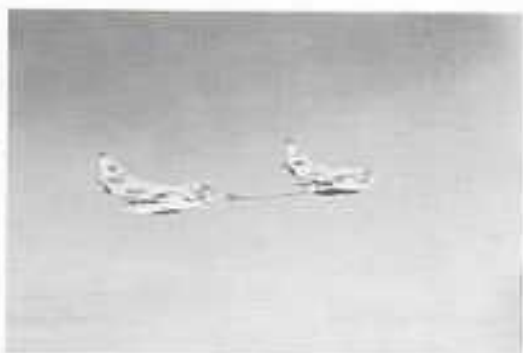
SATS SITE
79 PALMS,
CALIFORNIA

THE LONG GREY LINE



OPERATION
DESERT WIND

MAINTAIN THE CAPABILITY TO PERFORM AERIAL REFUELING



MAINTAIN THE CAPABILITY TO OPERATE DURING DARKNESS AND UNDER INSTRUMENT FLIGHT CONDITIONS



Where's my airplane?

MAINTAIN THE CAPABILITY OF DEPLOYING AND OPERATING FROM ABOARD CARRIERS

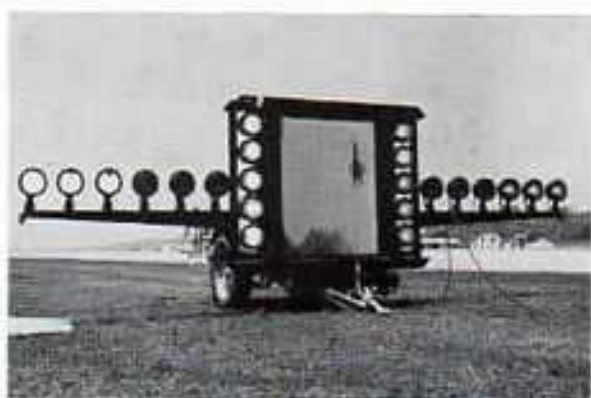
Field Mirror Landing Practice-Itazuke Air Base



Santa Claus and the Screamer



Afternoon Launch



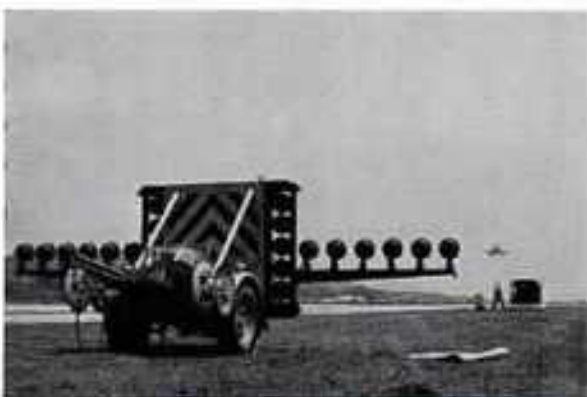
The Mirror



No Problem. We'll Just Reset the "G" Meter.



HOOT-SIG-TMPIC-OK Pass.



A Little Power.



Meatball, Lineup, Airspeed . . .
Meatball, Lineup, Airspeed . . .
Meatball, Meatball, Meatball . . .

CARRIER QUALIFICATIONS



USS YORKTOWN
USS TICONDEROGA

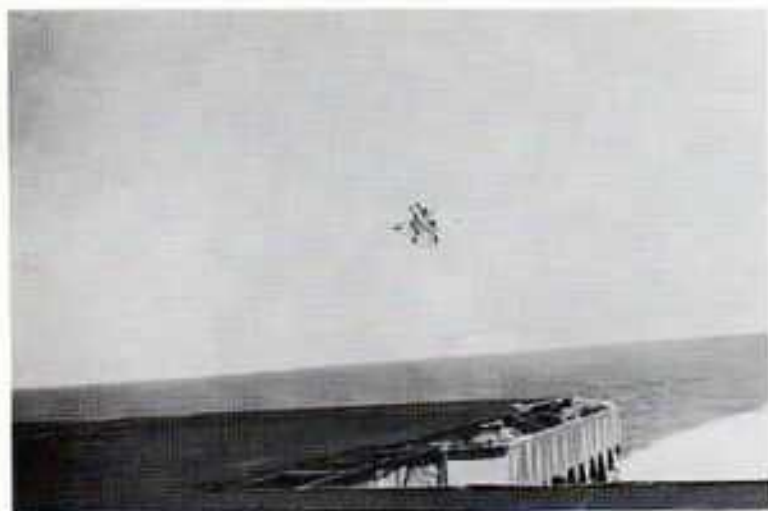


USS KITTY HAWK
USS CORAL SEA









Skyhawk Over the Ramp



Preparing for the Cat



Capt. J. P. Lynch USN, C. O. of USS Yorktown, congratulates 1st Lt. Hopkins for logging the 90,000th landing aboard the Yorktown.



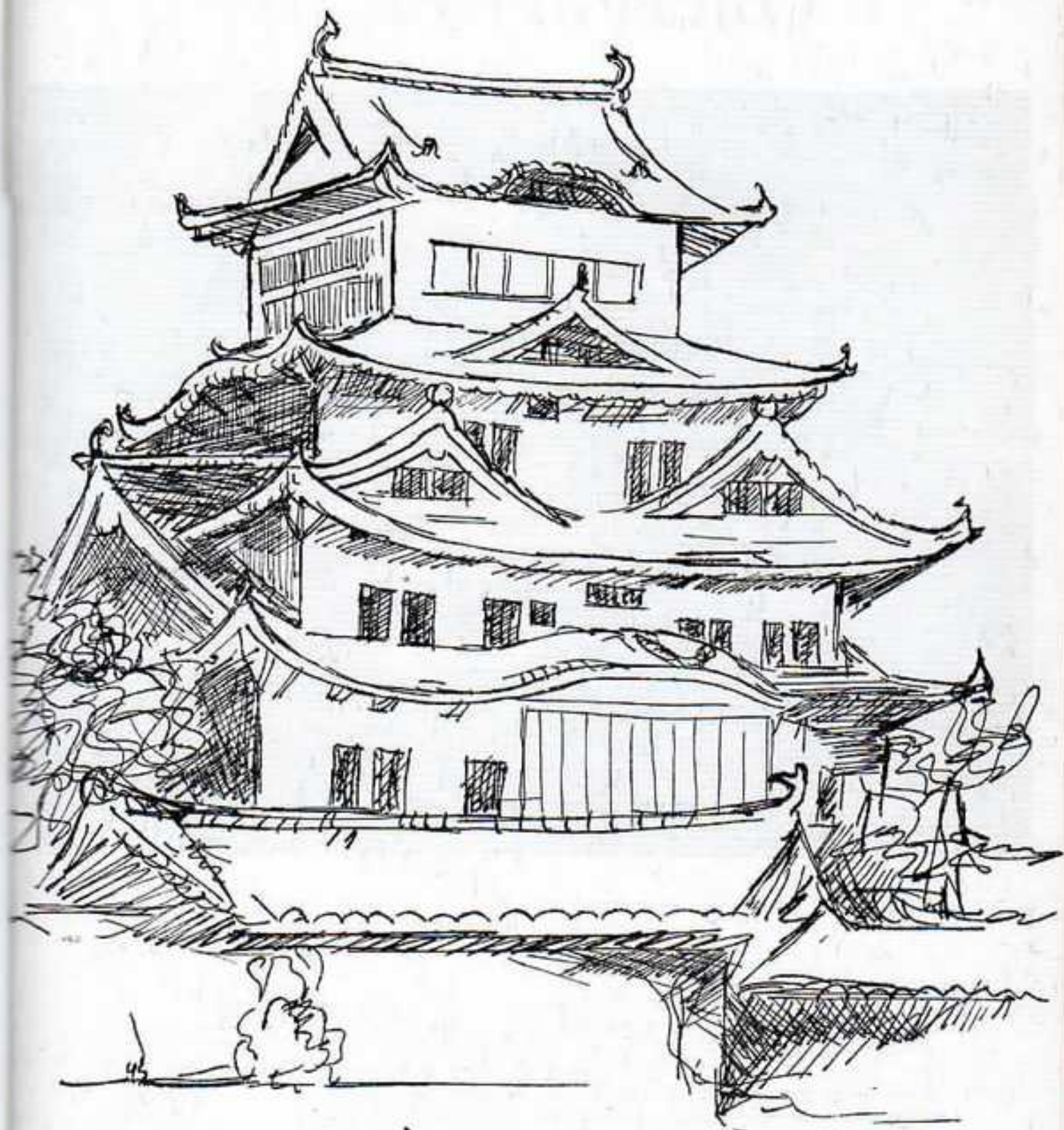
Who says that was a hook-up pass?



Crank him up and cat him off. Can't you see he wants to go home?



Hangar Deck



PLACES

MCAS EL TORO



MCAS El Toro was home plate for '121 for three years prior to the Squadron's deployment to the Far East in April of 1964. During that period the Squadron handled many varied and interesting operational commitments, in addition to meeting the rigorous attack training schedule required of deploying tactical units.

Immediately after reforming at El Toro in April of 1961, '121 received its first complement of A-4C aircraft, and for the next year the Squadron conducted routine training in rockets, bombs, napalm, strafing, and special weapons delivery. During this period, shifts in personnel were frequent, with new pilots coming in from the Training Command and familiar faces departing for new duty assignments. With the next Far East tour still almost two years away, however, the personnel rosters began to stabilize, and the Squadron was fortunate in being able to start on the training cycle several months prior to officially "freezing". When the time came to leave El Toro, many of the pilots and men had been with the Greenknights for over two years.

The constant training was interrupted in November, 1962, when the 121st was called into the Cuban Crisis. Deploying to NAS Cecil Field, the Squadron relieved Carrier Air Group 10 and operated a command post on a level with MAG-14 and two Air Force Air Divisions. After a month of remaining in a constant combat alert status, things cooled down in the Caribbean, and '121 returned to El Toro.

In April of 1963, Lt. Col. Sparling assumed command, the Squadron officially "froze", and the training schedule began in earnest. Deployments to Yuma's outstanding ranges, Aux 2 and Candid Camera, provided ordnance qualification. Maintenance crews kept the aircraft availability

at a maximum, and ordnance men attained the high level of proficiency required of a combat ready outfit. MAWTUPAC provided instruction in special weapons loading and delivery procedures, and tested the Squadron's capabilities in a week-long ORI at Yuma.

As the training schedule reached completion, Squadron personnel secured for thirty days of leave with families and friends before departing the States for the Far East.





Yuma



General Leck bids us farewell



Change of Command-April 1963



All aboard for Iwakuni

THE FAR EAST

MCAS IWAKUNI

First stop on the Far East cruise was Hawaii—for one hour. It was long enough to make everyone wish for a better look at the Islands, and when the announcement to reboard the aircraft for Iwakuni was made, it was greeted with little enthusiasm. The flight in the C-135 was swift and uneventful, with MATS playing the part of the gracious host as best they could, sans stewardesses.

Arrival at Iwakuni was a shocker. The welcoming committee was awaiting us in full strength, with VMA-213 leading the way. The band played, flood-lights glared into the night, Jo-sans fainted and strong men wept. Not a man among us could honestly say that he had ever felt more welcome anywhere in his entire life. It was not until next morning, as the C-135 taxied out, that we began to suspect that perhaps it had been the aircraft that had inspired the whole show.



The job of establishing ourselves in the new surroundings was a big one, as some of us immediately found out when we had difficulty in locating our quarters on the first night. In the Squadron area, there was painting to be done, records to be straightened out, and above all, there was a flight schedule to meet. Taking advantage of the good weather that we were blessed with during what was supposed to be the rainy season, the Squadron daily launched a maximum number of sorties, concentrating at first on instruments in anticipation of the bad weather which never materialized, and later, on ordnance delivery. Ashiya was used extensively to sharpen up the pilots' somewhat rusty bombs and rockets technique, and Tori-Jima and Koon-ni proved to be excellent targets for low-level and loft practice.

Off-duty hours were scarce, and the few we had were spent in familiarizing ourselves with the local area. The prices were a marvel, and everyone was rapidly going bankrupt on the bargains. Every shop in the village had a welcome sign out and a good deal to go with it. The wide-eyed look of the new boy soon wore off, however, and as we settled into the more comfortable role of resident rather than tourist, we had to agree with the old proverb, "home is where you happen to be living at the time."

The Squadron's first deployment was to Cubi Point in the Philippines. We got there before the summer by a couple of weeks, but spring in the Philippines is still sizzling hot. In the afternoons, all hands secured to the beach or poolside as tropical flying hours prevailed. Flight conditions were beautiful and the Squadron regained its proficiency in close air support on the excellent live ordnance ranges in the local area. The newly christened Teenie-Wecnie Airlines swung into operation on a fly-at-your-own-risk basis, providing rapid, but hairy weekend transportation to Manila and Baguio.

The Squadron's most frequent deployment area was Okinawa, for close air support work with the Third Marine Division. Here, also, we were able to fly helicopter escort with the choppers from MAG-16. After Iwakuni, Okinawa seemed like a little chunk of Stateside that had drifted over into the Western Pacific, with plush clubs at Naha and Kadena, and wide roads traveled by big cars operated by neophytes that insisted on driving on the right hand side. As winter arrived in Japan, we discovered that we were in for something a bit more severe than what we had become accustomed to in sunny Southern California. It did, in fact, snow from time to time. Winter flying meant poopy-suits, which many pilots found to be just a little more difficult to get in and out of than a straight-jacket, and on several occasions, only quick action on the part of the flight equipment shop prevented some hapless aviator from strangling in his own flight gear.

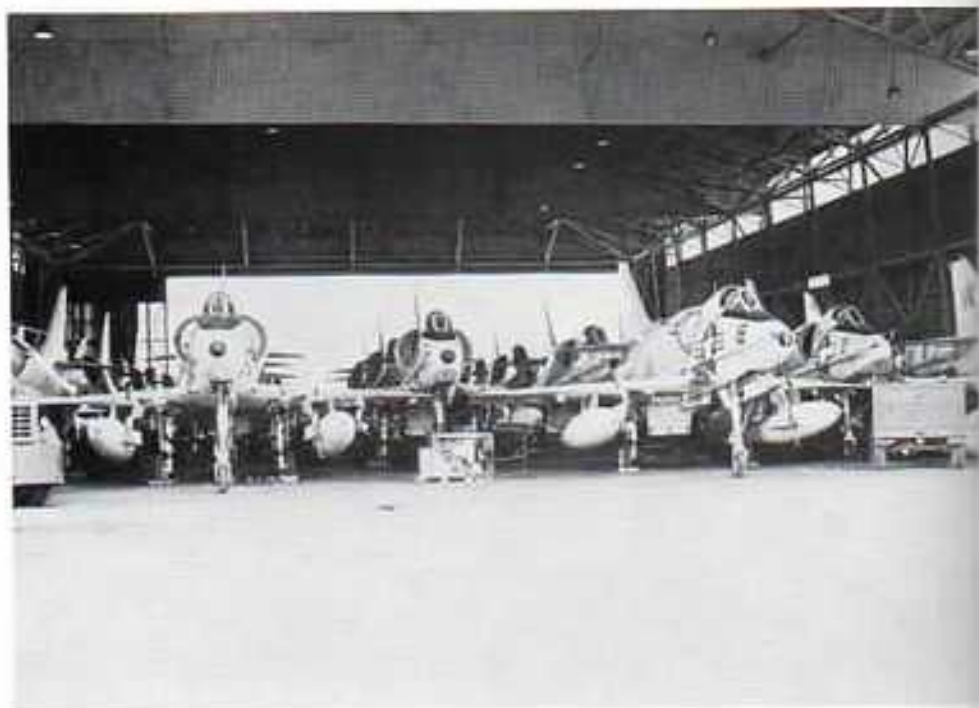
As the chilling winter bore down upon us, spirits lagged, and thoughts turned toward home. This lethargic state was interrupted one cold January evening, when the Navy, apparently sensing our icy boredom, in the true spirit of interservice camaraderie decided to burn down two of their largest barracks on the other side of the field. This magnanimous act provided momentary relief, but the real ice-breaker was the joyous word that we would return to Cubi Point for three weeks. Suntan lotion began to move again in the PX, along with shades and bathing suits, as the El Toro Marines prepared to return to their native habitat — the beach.



SQUADRON AREA







A LAND OF SCENIC BEAUTY...





THE GREENKNIGHTS OVER FUJI



MILITARY TRAINING



PARADES



INSPECTIONS



RIFLE RANGE



ORGANIZED ATHLETICS



THE PRT



OKINAWA

Naha and Kadena



Another Tough Deployment



Naha Flight Line



Ready Room



Nav Pro to TGT 176



Mad Pierre and His Flying Circus



Muscle Beach

KOREA

Osan Air Base

While at Osan, the Squadron concentrated entirely on special weapons loft maneuvers, in preparation for a competitive exercise in these deliveries at the conclusion of the deployment. Koon-ni Range was the target, and the pilots were allotted three practice hops in each of four delivery methods: lay-down, low, medium, and high angle loft.

Hits during the practice sessions showed promise, but complex day the blitz was really on. Mk-76 practice bombs rained on Koon-ni with deadly accuracy, and when the smoke had finally cleared, the Greenknights had accumulated a remarkable 59 out of a possible 111 "E"s. Top gun for the exercise was LtCol Sparling, with a perfect score of 4 "E"s.

Maintenance crews at Osan were again responsible for a lions's share of the achievement. Availability was at a maximum at all times, and the swift turn arounds ensured each pilot ample practice prior to the complex.

The Air Force provided excellent support for the extensive flight operations, and as the squadron prepared to return to Iwakuni, all hands agreed that it had been one of the most successful deployments of the Far East tour.



PHILIPPINES

Naval Air Station, Cubi Point





Torii Teller



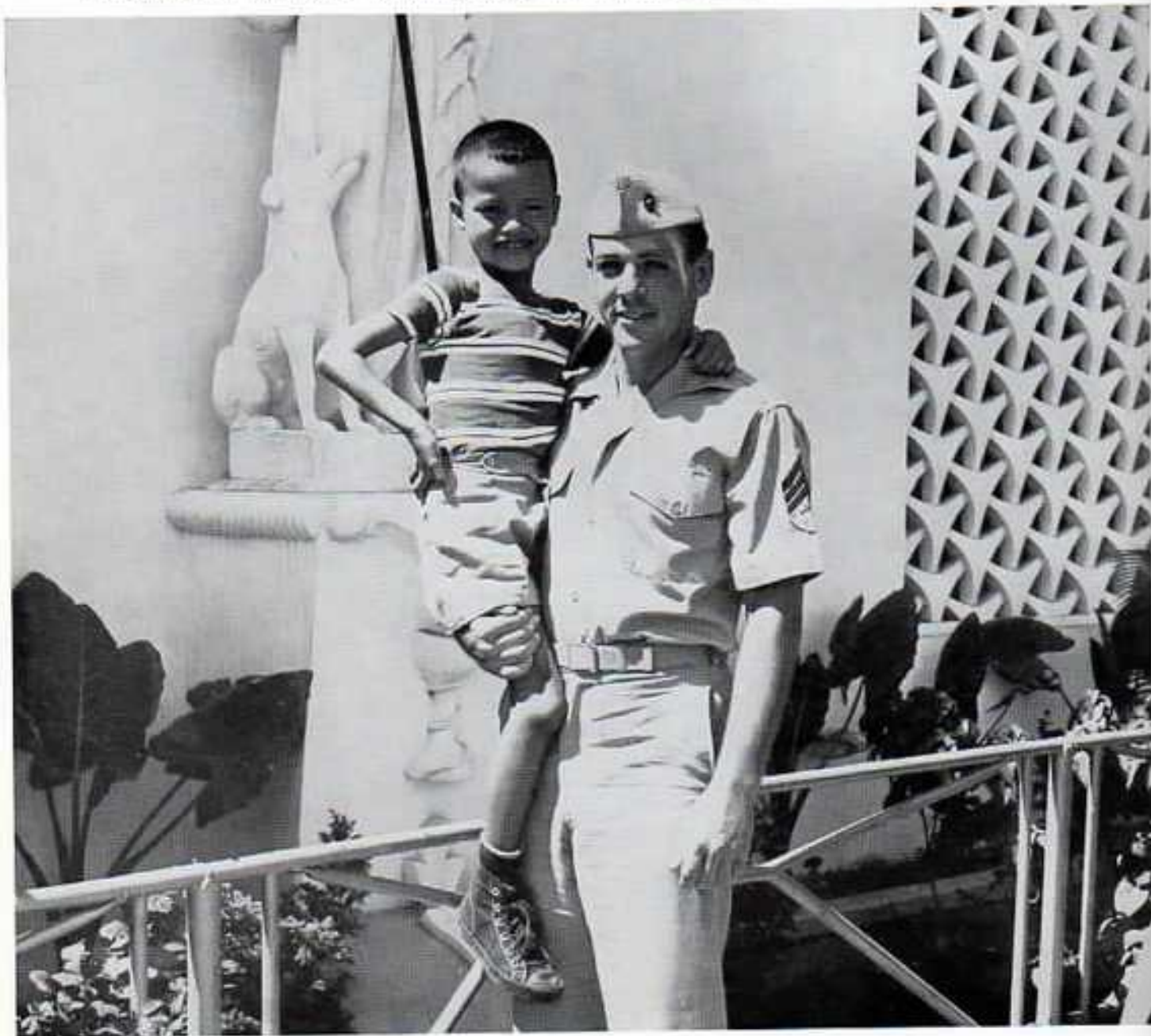
Marine Saves Tot

Sgt. Jewell D. Lee, Marine Attack Squadron-121 ordnanceman, is credited with saving a nine-year-old Filipino boy from drowning at Halfmoon Beach, three miles west of the Naval Air Station, Cubi Point, April 23.

Sgt. Lee, while walking along the beach, noticed what he thought was the body of a man lying on the bottom of the bay in about six feet of water. Within seconds he removed his shirt and swam to the prone, near lifeless body and brought it to shore, and immediately began giving artificial respiration. Ten minutes later Allen Tongco, son of Mrs. Eufrocino Tongco of Olongapo, PI, began responding to the Sergeant's efforts.

He was then taken to the San Roque Hospital in Olongapo for observation and further treatment.

Sgt. Lee's squadron, VMA-121, whose home base is MCAS, Iwakuni, was deployed to the Philippines for two weeks of training when the incident occurred.



HONG KONG

Pearl of the Orient...





Kagoshima



Winter over Honshu



Baguio, P. I.



'64 Olympics-Tokyo



Winterhaven

Okinawa





OUR ORPHANAGE

different meanings to different
people...
a weekend change of scenery...
a reminder of family life
at home...
sharing in the genuine joy of
children...
for many - an unforgettable
experience...





IN RETROSPECT

And now, as you stand on the ramp in breathless anticipation—with slack tongue and quickening pulse—awaiting the arrival of the MATS transport that means RELIEF, it is time to glance back, if only once and then just for an instant.

It seems now in the far distant past that you once emerged from a similar aircraft onto this same ramp, in the midst of brilliant spotlights, madly cheering throngs ready to return stateside, and the blare of the band. It was the same band that is tuning up now in preparation for their initial welcome aboard number, "GOMEN-A-SAI."

But tonight, they're playing that song for someone else, and your own reflections are all pleasant ones. True, there were some bad moments and, true again, you're glad to be going home, but Iwakuni owns a year of your life and in that year you've seen and done a lot of things that will provide some pleasant memories in the future.

It's funny how the simple things come immediately to mind. Like the first train ride—on the wrong train going in the wrong direction with the wrong ticket. You were lost, and you looked lost, and everyone on the train thought it was a great joke because the only word you could say was DIJOBE, and quite obviously everything was far from DIJOBE. But now you can get around the country like a native—in and out of train stations on schedule—relax and enjoy the ride. You can't speak much more Japanese, but somehow you've been able to make yourself understood and to understand. It was like having to go through the growing-up process all over again. It was fun and it was important...

But never mind that now. There's an aircraft on final and it's carrying your replacement. Tonight, a big cheer for the guys from El Toro, and tomorrow, SAYONARA.

And here they are. Oh, welcome sight! The lights are on, the band is playing, and the crowd is cheering. You're cheering, and you greet your replacement with a firm handshake. "Welcome to Iwakuni, buddy. You're gonna love it here."

And, when he's standing in this spot a year from now, he probably will.



121 Alert Pilot



189th Birthday of the Corps



Huey's done it again.



Vietnam-where's that?



Why go back to work?



The 171st stands ready to deploy at a moments notice.



There's no engine in here.



Sorry Colonel. I didn't see you back there.



There I was on final, when all the lights went out.



Cruising down the benjo.



Plane captain of the month



As time goes by we just add more tires.



A recalcitrant



I give him the signal for a fastball, and he throws a curve.



Hi ya, baby.



The SDO



Two days ago I couldn't even spell pilot.



Do you hear a ticking sound?



Hey, look what I found.



Operation Happy-Face



Iwakuni down-home players



At MAWTU, we wouldn't have made that move



I'm high man on the cruise with four traps



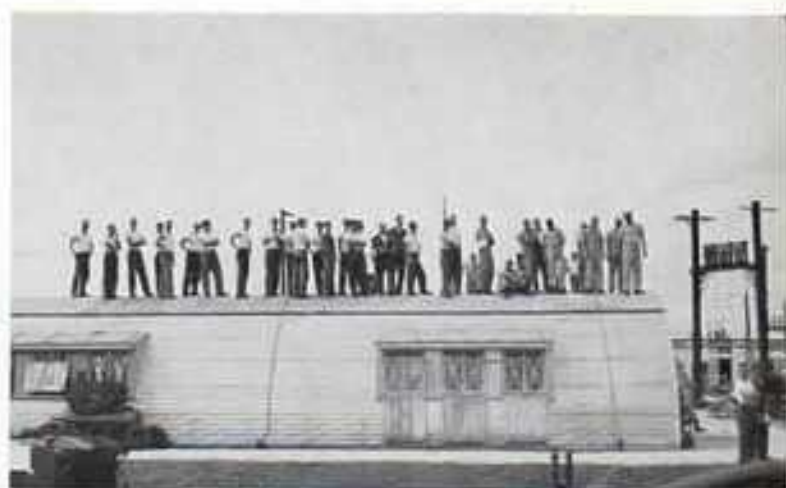
Brilliant stroke, sending them overseas during an election year



Beautiful, it's just beautiful!



Sorry, no bread



High tide is a menace in this area.



We're having a little smash up at the pad.



He looked good when he went by me.



If the skipper wins once more, I quit.



Granny



SAYONARA

*Oh! I have slipped the surly bounds of earth
And danced the skies on laughter-silvered wings.
Sunward I've climbed and joined the tumbling mirth
Of sun-split clouds and done a thousand things
You have not dreamed of-wheeled, soared, and swung
High in the sunlit silence. Hov'ring there,
I've chased the shouting wind aloft, and flung
My eager craft through footless halls of air.*

*Up, up the long delicious, burning blue
I've topped the wind-swept heights with easy grace,
Where never lark nor eagle flew,
And, while with silent, lifting mind I've trod
The high untrespassed sanctity of space,
Put out my hand and touched the face of God.*

J. G. Magee, Jr.

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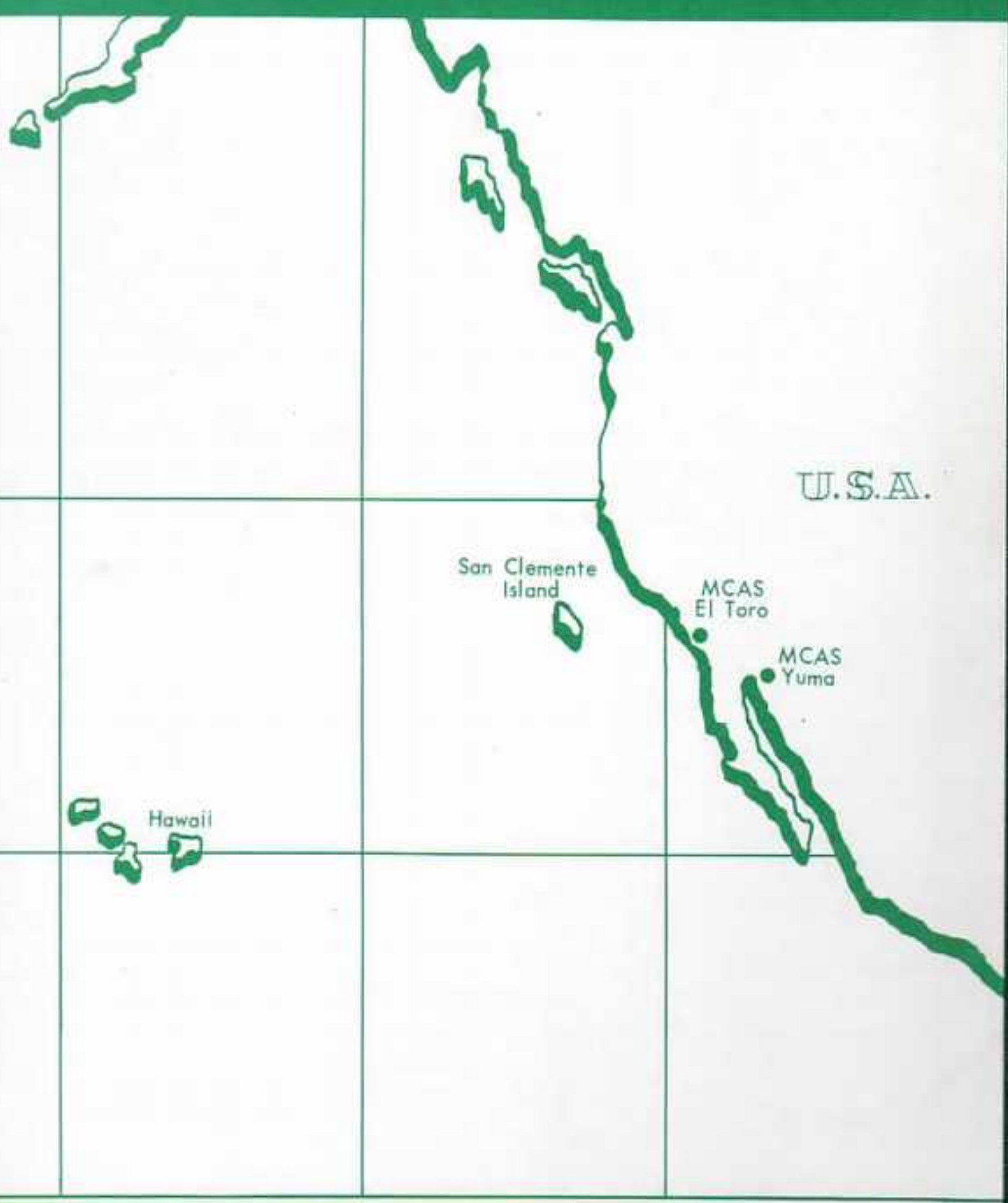
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U.S.A.

San Clemente
Island

MCAS
El Toro

MCAS
Yuma

Hawaii

