
RMM

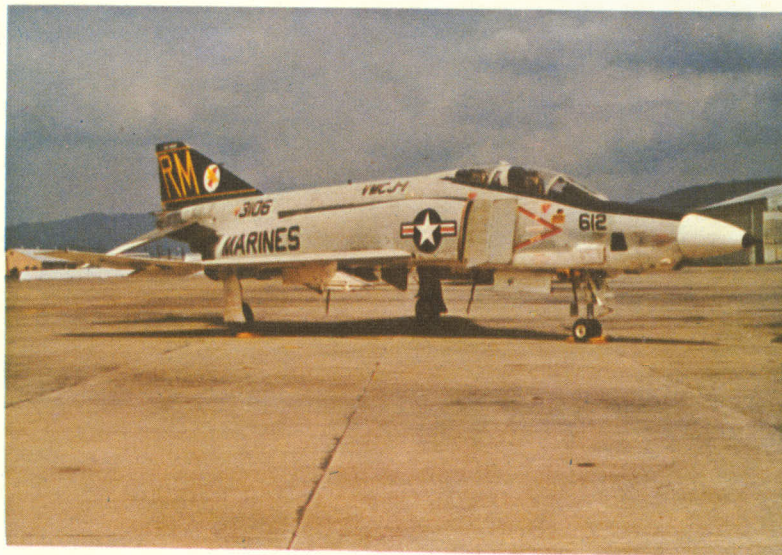




**MARINE COMPOSITE RECONNAISSANCE
SQUADRON ONE**



**MCAS
IWAKUNI, JAPAN
JULY 1974-JULY 1975**



COMMANDING OFFICER



LT. COL. W.A. BLOOMER
20 AUGUST. 1974-ISEPTEMBER, 1975

COMMANDING OFFICER'S MESSAGE

When I first joined VMCJ-1 at MCAS, Iwakuni in November 1961 as a Captain, little did I realize that I would occupy the unique position I do today, as the last Commanding Officer of this magnificent group of people and machines. Nor was this destiny evident to me when I again served as a member of VMCJ-1 as a Major at Danang, Republic of Vietnam in 1968. Today, however, the full impact of this fact is imminent. As we record the final events of this squadron's illustrious history and retire her colors on 2 September 1975, the honor and privilege of serving as your Commanding Officer in this final capacity take on a special significance for me. It is important and significant to me to know that the Marines of this particular VMCJ-1 have faced and overcome many obstacles never imagined by the members of VMCJ-1 in years past. And it is somewhat sobering to me to realize that never again will the combined efforts of the "Eyes and Ears" of the 1st Marine Aircraft Wing be found in a single composite squadron. We, the last Marines of VMCJ-1, have left our mark in history and a record at sea and ashore which will, in my estimation, remain unexcelled. Nevertheless, the future holds many promises for the talents and skills of the Marines of VMCJ-1 in the new VMFP-3 and VMAQ-2 squadrons. Many of you, I'm sure, will continue to carry on our proud traditions as members of those new squadrons. To you all, I extend my respect and sincere thanks for your loyalty and support.

May the future bring each and every one of you happiness and success.

EXECUTIVE OFFICER



MAJ. L.L. BALDWIN

20 AUGUST 1974-1 SEPTEMBER 1975

EXECUTIVE OFFICERS MESSAGE

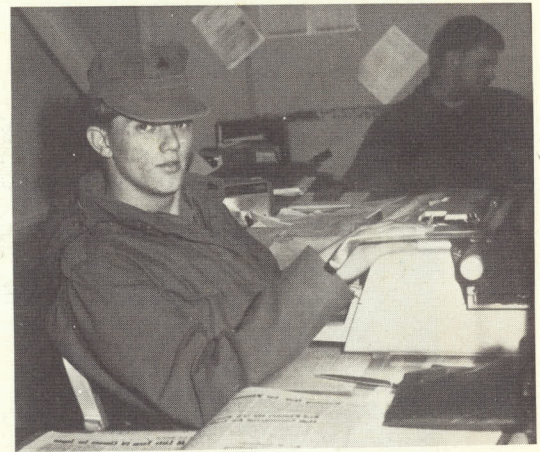
This year as the Executive Officer of VMCJ-1 has been both a rewarding and challenging year for me as a Naval Flight Officer. I have flown and worked with some of the finest Officers I have met in my many years in VMCJ's. These dedicated Officers have met the many diversified challenges head-on and never waived from their assigned missions. I have met and talked with every enlisted Marine in this squadron and with few exceptions, they have performed magnificently under the most challenging circumstances. I am sad to see VMCJ-1 become a part of history because I have been a part of VMCJ-1 since 1964 when I started to fly the EF-10B, "Willie the Whale". I believe the Marine Corps is losing a valuable asset in the Far East with the deactivation of VMCJ-1. However, reorganization of VMCJ-1 will see the advent of the VMAQ and VMFP detachments. Your professionalism and dedication will provide outstanding examples for the future detachments to follow. The Officers and men of VMCJ-1, you are to be congratulated on a job well done. Never So Few Have Done So Much With So Little. Long live VMCJ-1 in the hearts and minds of those who served it so well.



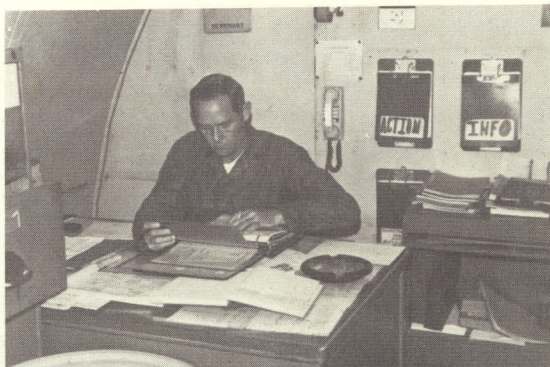
Run 100 miles, never happen G.I.



You like to buy some feelthy pictures?



My T/O weapon



Lets see, light bulbs for Major Baldwin.



I'm fixin my typewriter, wha's it look like I'm doin?



FRONT GATE



THE BARS



FOUR CORNERS

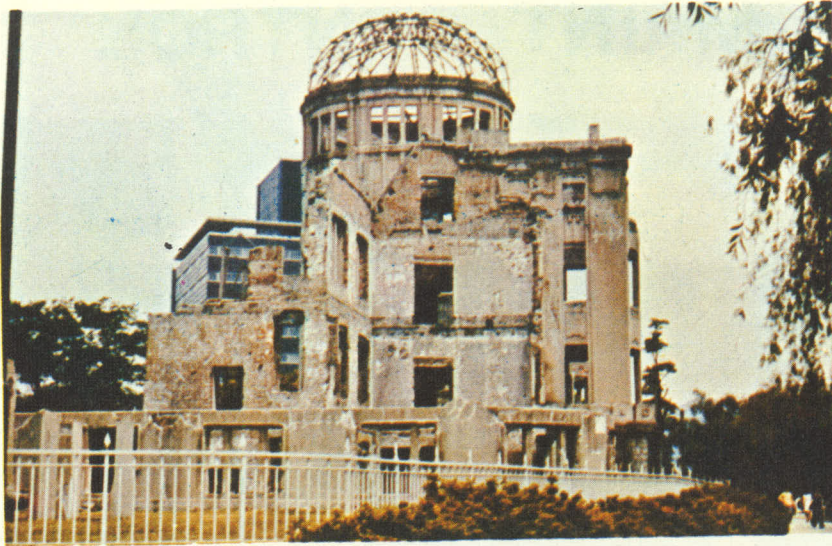
THE VILLE



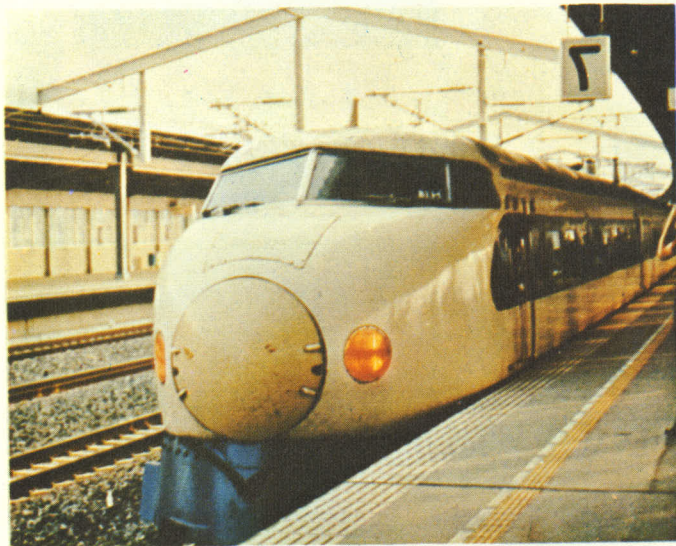
THREE CORNERS



CAREEP STREET



PEACE PARK



BULLET

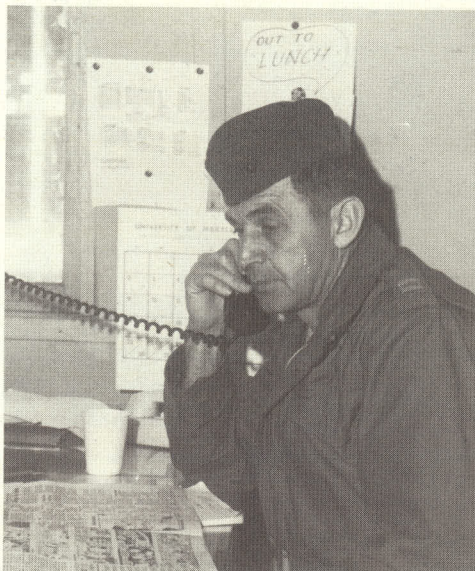


MIYA JIMA

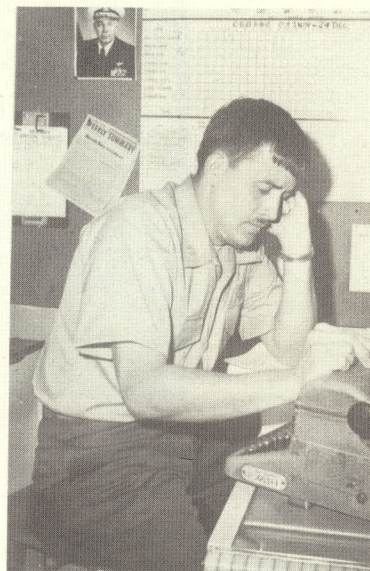


MY AIRPLANE

MAINT CONTROL



Col. Hagaman? Sorry, haven't got a thing up.



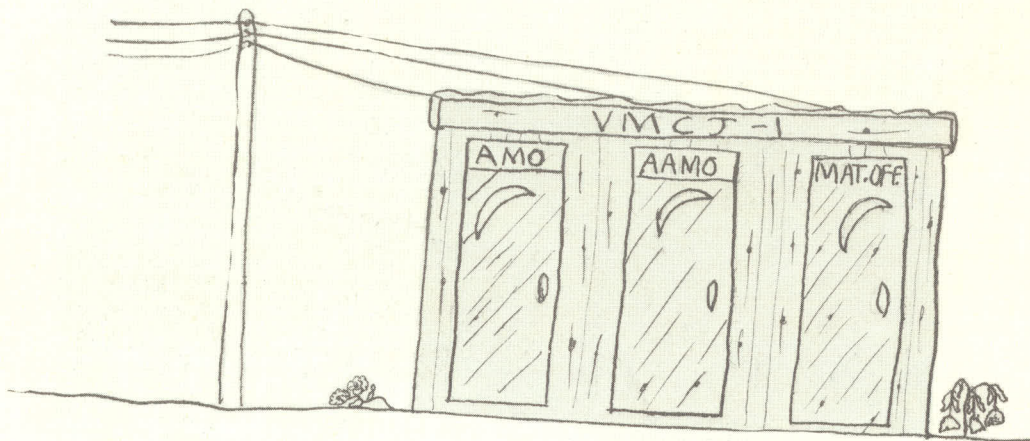
Z-Z-Z-Z-Z



Whatsa u problem Marine



You mean I gotta be the Sgt. Major again



DETACHMENT 101 HISTORY

A separate history on Detachment 101 is provided in order to recognize those Marines who have worked so hard in enabling VMCJ-1 to operate successfully aboard the USS MIDWAY (CVA-41).

The true beginning of recent carrier operations for VMCJ-1 began with the EA-6A's. While deployed at Cubi Point in September of 1973, they successfully day qualified aboard the USS CORAL SEA. Subsequent to this, the EA-6A's participated in 5 cruises aboard the USS MIDWAY under the direction of Major J. P. KISH III. The first such deployment from VMCJ-1, the EA-6A detachment, was formally designated Detachment 101. Their performance served as a fine initial example for all future detachments to follow. They conducted a myriad of Electronic Countermeasures operations in support of the USS MIDWAY, her escort ships and friendly foreign nations while at sea. In addition, the "Intruders" were frequently deployed on various training and support missions such as Eagle/Lark in Taiwan and Kangaroo in Australia when not deployed at sea on the USS MIDWAY.

In April 1974, the EA-6A's were joined by a detachment of 3 RF-4B's. For CVA-41, the photo Phantoms provided her with a much more reliable photo reconnaissance aircraft than the Navy RF-8 which they replaced. The Phantoms now gave the USS MIDWAY a reliable multi-sensor reconnaissance aircraft, capable of day and night operations custom-made for carrier deployment.

Under the tutelage of Major V. E. BARRIS, Detachment 101 established a new trend in aviation for VMCJ squadrons. The first operationally deployed detachment of both the RF-4B and EA-6A aircraft distinguished Detachment 101 as a composite detachment and in short order Detachment 101 proceeded to prove it's viability and reliability. Despite obstacles in the areas of space allocation and material requirements aboard ship, the Detachment, through superb and continuous effort by all personnel involved, proved they could "hack it".

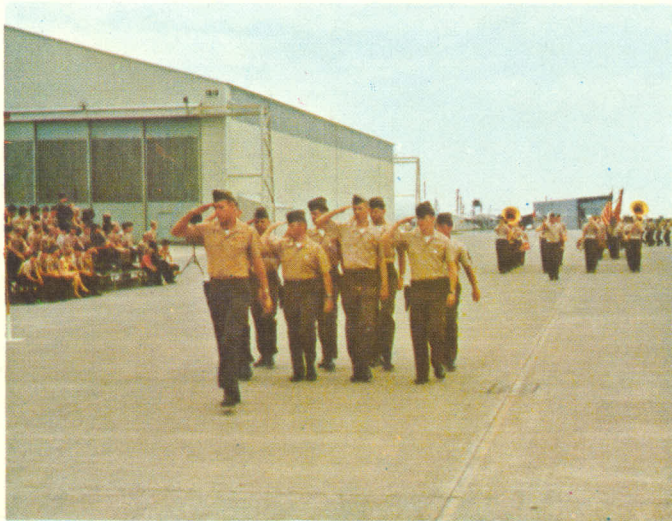
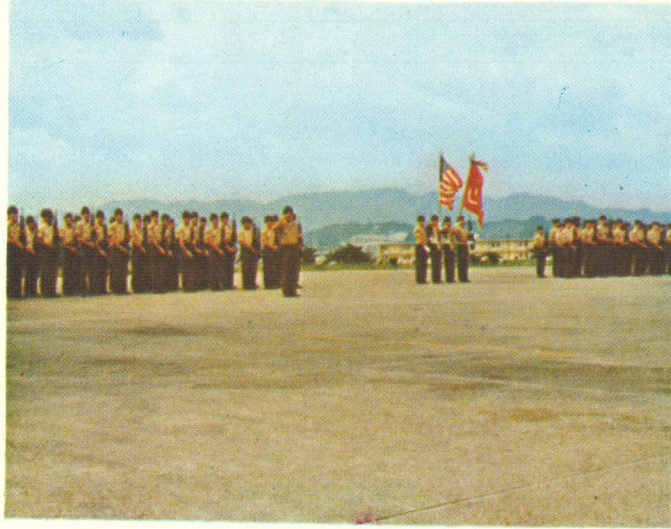
The regularly scheduled deployments of the Detachment are now common place and regarded as normal squadron routine. This, of course, speaks highly of the efforts of all squadron personnel for providing the support and enthusiasm necessary for a combined Detachment to become a reality.

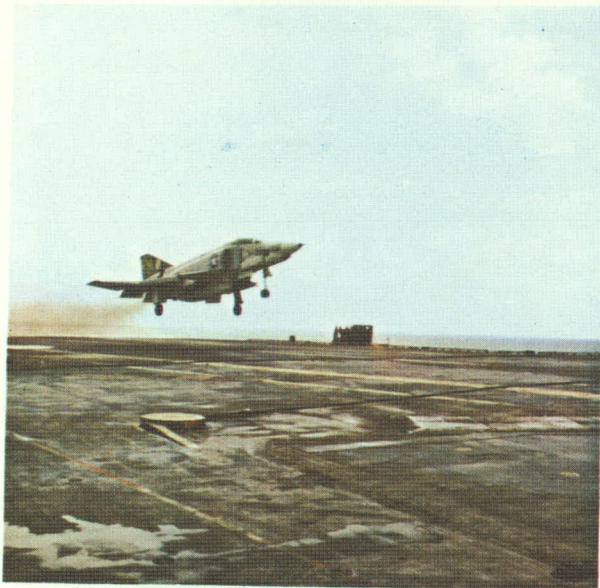
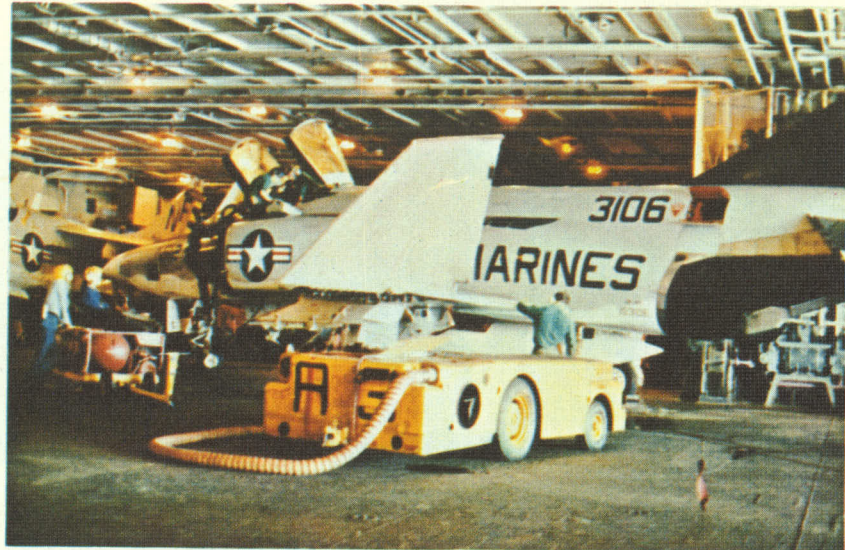
The future for VMFP-3 and VMAQ-2 gives promise to many more such shipboard detachments. As Detachment 101 has proved that the job could be done in the past, the task will be ever present in the future for VMFP-3 and VMAQ-2 Detachments. The Marines of this squadron can justly take pride in the fact that they have contributed to one of the most decisive events in the history of the "J" community. Your professionalism and dedication will long serve as outstanding examples for the future Marines of this unique community to follow.

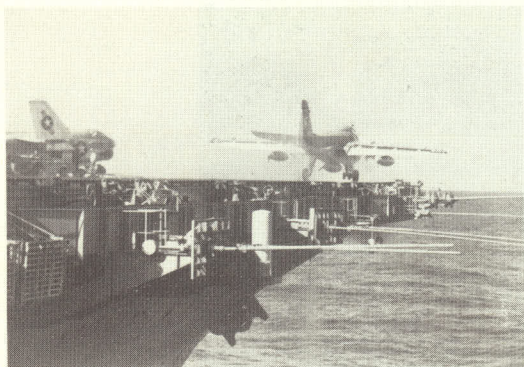
DETACHMENT 101 CRUISES ABOARD USS MIDWAY (CVA-41)

1. 17 Oct 73 - 28 Oct 73	EA-6A
2. 27 Nov 73 - 20 Dec 73	EA-6A
3. 12 Jan 74 - 18 Jan 74	EA-6A
4. 29 Jan 74 - 5 Mar 74	EA-6A
5. 29 Mar 74 - 12 Apr 74	EA-6A
6. 24 Apr 74 - 5 May 74	EA-6A/RF-4B
7. 26 May 74 - 4 Jun 74	RF-4B
8. 15 Jun 74 - 26 Jun 74	RF-4B
9. 11 Jul 74 - 21 Jul 74	EA-6A/RF-4B
10. 2 Aug 74 - 14 Aug 74	EA-6A/RF-4B
11. 27 Aug 74 - 29 Aug 74	EA-6A/RF-4B
12. 27 Sep 74 - 9 Oct 74	EA-6A/RF-4B
13. 29 Oct 74 - 19 Dec 74	EA-6A/RF-4B
14. 13 Jan 75 - 19 Feb 75	EA-6A/RF-4B
15. 10 Mar 75 - 21 May 75	EA-6A/RF-4B
16. 8 Jun 75 - 15 Jun 75	EA-6A/RF-4B
17. 7 Jul 75 - 20 Jul 75	EA-6A/RF-4B
18. 4 Aug 75 - 20 Aug 75	EA-6A/RF-4B

M.U.C.







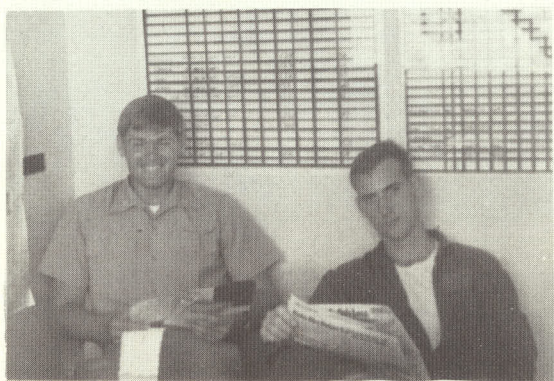
It really flies!



Hi! I am Jerry Harris



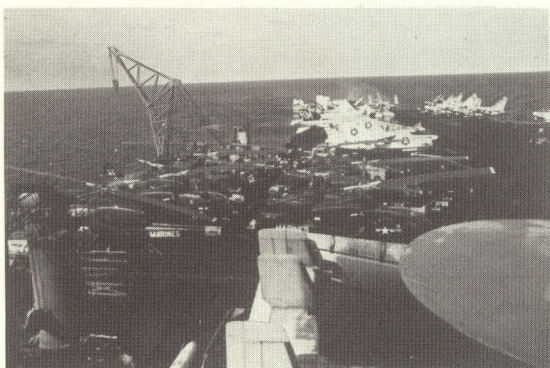
Mail Call



I have his crossword puzzles



Fresh fruit tonight





The Long Wait



See I got a haircut



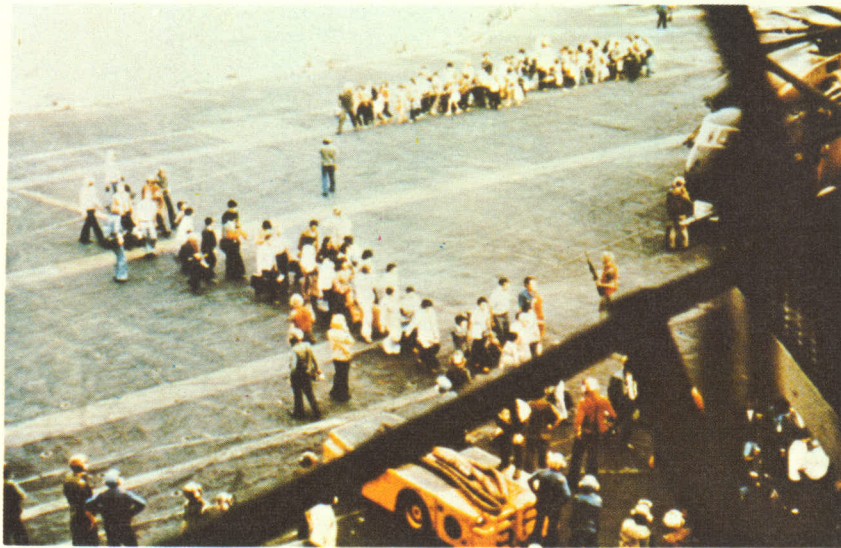
But I like it here





VIET NAM

EVACUATION





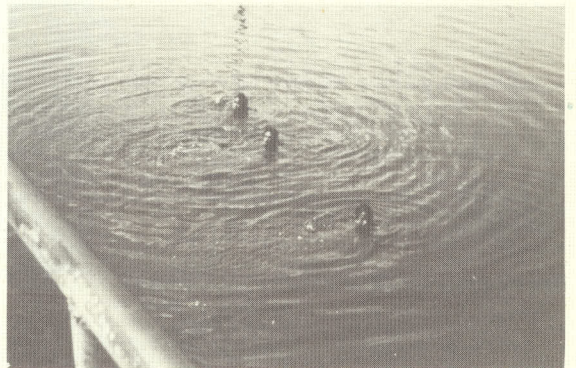
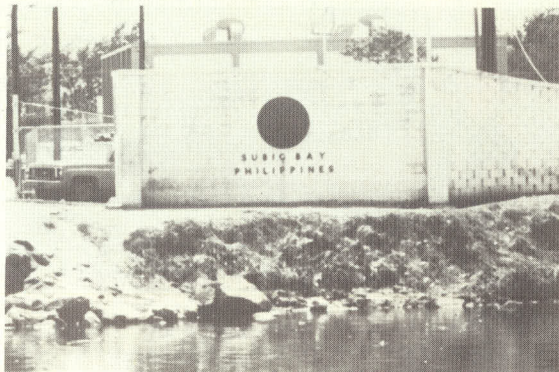
WOW what a day

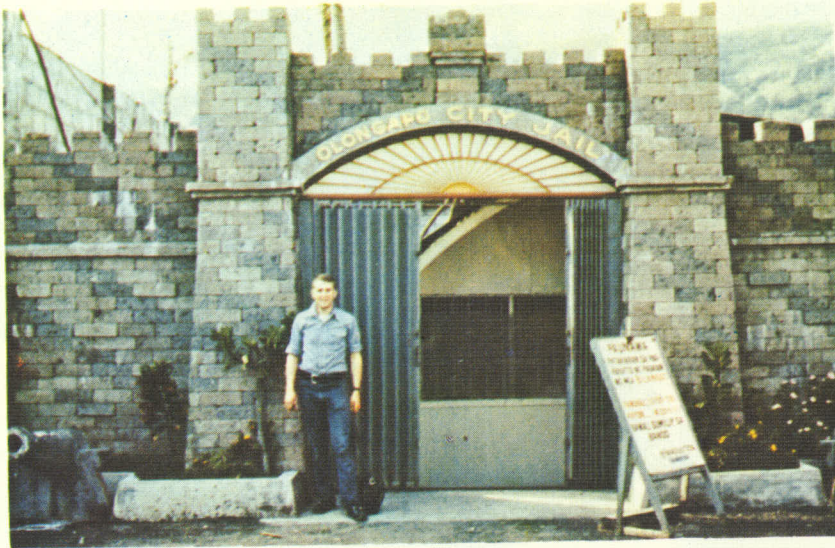


I'll watch the film.



LIBERTY CUBI PT





Home away from home

P.I.



20 pesos G. I.





Last of the good guys .

ACKNOWLEDGMENTS

ISTLT B.D. JAMESON - EDITOR

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ISTLT D.L. DAVIS - CAPTIONS, MEMORIAL

SSGT J.E. UNDERWOOD - DRAWINGS

WING GRAPHIC ARTS

CPL M.B. HUTT

LCPL D.L. JACOT

1/Lt Jimmy Carter left the Corps and joined the USAF reserves. He retired as a LtCol USAFR. He made a career with Lockheed Martin, a defense contractor.

In 2006 during the MCARA reunion in San Antonio, I attempted to contact every officer who had served in the Last VM CJ between August 1974 and September 1975 while I was the Commanding Officer. Through this effort I constructed a roster of addresses and telephone numbers for many of those officers. Sadly, I discovered that several of our squadron members had passed away. Our Last VM CJ Honor Roll as of August 2011 is as follows:

1/Lt Paul Duncan, RF-4B accident on USS Midway 1974
Capt Ron Gilbert, F-14 accident, NATC Patuxent River 1977
Col Larry Baldwin, A-6E accident 1983 near Emporia, VA
LtCol Tom Messere, from a heart attack as XO MCAS Kaneohe circa 1994
LtCol R. O. Neal, deceased from cancer 2004
Col Cecil Amparan, deceased from cancer 2007

During the 2006 MCARA reunion in San Antonio the following members of the Last VM CJ were in attendance:

Cecil Amparan, Art Bloomer, Rick Campbell, Jimmy Carter, Don Davis, Jack Deaton, Kevin Griffin, Fred Guldi, Don Pardue, Chuck Tussey, and Kenny Watts.

The legacy of the Last VM CJ lived on for many years in the VMFP-3 and VMAQ-2 communities. The RF-4Bs have since been retired and VMFP-3 was decommissioned in 1990. However, VMAQ-2 lives on, and with the EA-6B airplane has developed the next stage of Electronic Warfare known as Electronic Attack. But, those stalwart Marines who comprised the Last VM CJ should never be forgotten. The contributions they made while writing the final chapter in the history of this squadron were noteworthy. It is my hope that the purpose of this postscript of the history of VM CJ-1 has been achieved by developing, or re-enforcing, an appreciation for what these Marines have contributed to the history of Marine Aviation.

Semper Fidelis,

Brigadier General William A. "Art" Bloomer, USMC (Ret)

Transpac: Iwakuni to Conus





MARINE COMPOSITE RECONNAISSANCE SQUADRON ONE (VMCJ-1) HISTORY

VMCJ-1 was commissioned at MCAS El Toro on 31 July, 1958 with the merger of VMJ-1 and VMC-1. It was the last of the VMCJs to standup and remained at El Toro when VMCJ-3 deployed to Japan in August, 1958. Under the leadership of Lt. Colonel Albert James, who took command on 31 August, the squadron transitioned to the F8U-1P photo reconnaissance aircraft and the F3D-2Q EW aircraft before departing CONUS to relieve VMCJ-3 in November, 1959. The squadron took the new photo aircraft with them to Japan, but took custody of VMCJ-3's 9 EF-10B aircraft at MCAS Iwakuni. Lt. Colonel James would remain CO until 1 November, 1960, earning the distinction of being the squadron's longest serving commander. After the initial deployment to Japan, the squadron would be reconstituted by cadres from VMCJ-3 on an annual basis until the unit deployments ended in Vietnam in 1966.

From November, 1959 until April, 1965 the squadron continued to fly the Sharkfin electronic reconnaissance missions with the EF-10Bs under the national Peacetime Aerial Reconnaissance Program that were begun by VMCJ-3 in 1958. These missions not only made vital contributions to the intelligence community on our Pacific adversaries during the Cold War but provided invaluable training for the aircrews in a radar signal environment similar to what the squadron would face in Vietnam. The photo aircraft supported the ground commanders on exercises in Okinawa, Phillipines and Korea.

In 1964 the situation in Indochina was heating up and long before the Tonkin Gulf incident, VMCJ-1 began to provide RF-8A dets to TF-77 CVs augmenting the Navy VFP squadrons. They began to fly Yankee Team missions over Laos during that secret war and continued to support TF-77 operations over North Vietnam until December, 1965. The squadron lost its first RF-8A in combat on 13 August 1965 when Major P.A. Mannings's aircraft from the USS Coral Sea was hit by AAA on a photo run and losing fuel was forced to eject over water where he was recovered.

In the Spring of 1965 the JCS authorized the Rolling Thunder bombing campaign against selected targets in North Vietnam. Faced with the rapid buildup of radar controlled AAA and newly identified SA-2 Surface-to-Air missile sites, an urgent order came to deploy VMCJ-1's EF-10Bs to Danang, RVN. Lt Colonel Wes Corman led a detachment of 6 EF-10Bs to Danang on 17 April, 1965, where they were quickly assimilated into the TF-77 and USAF 2nd Air Division's daily frag order providing threat warning and ECM support for their strike and reconnaissance aircraft against the NVN air defense radar nets. The historic first USMC combat mission employing active ECM or jamming against enemy radars was conducted by EF-10Bs on 29 April, 1965 in support of a USAF strike over NVN. Another first occurred on 27 July, 1965 when all six of VMCJ-1's EF-10Bs supported a massive USAF strike against one of the newly identified SAM sites near Hanoi. From that point on until the end of the war the focus of the squadron's ECM support was against the SA-2 and its associated radars.

On 18 March, 1966 the squadron lost its first EF-10B and crew to known enemy action, when 1/Lts. McPherson and Davis aircraft was shot down by a SA-2 missile Northwest of Vinh. Before departing Vietnam the squadron would lose 4 other EF-10Bs and crews to accidents or unknown causes and two RF-4Bs with crews while amassing nearly 25,000 reconnaissance and electronic warfare missions.

The RF-8As were replaced by the new RF-4Bs in October 1966 and the EA-6As arrived at same time to take over ECM missions in the highest threat areas but the EF-10Bs remained in Vietnam service until October, 1969.

The squadron was withdrawn to Iwakuni, Japan in July, 1970 with the drawdown of U.S. Forces in Vietnam. It quickly picked back up with the peace time missions of the past but was on a standing alert to return to Vietnam to support Navy contingency operations. A detachment of EA-6As flew back to Danang to support the ill-fated Son Tay prison raid in November, 1970. In February 1971, the squadron sent an EA-6A det to Sydney Australia

to support a Fleet Anti-Air-Warfare exercise, marking the first USMC fixed-wing aircraft deployment to Australia since WW II. On the eve of its return to Iwakuni another detachment was ordered back to Danang to support TF-77 protective reaction strikes against NVN. Another, more extended deployment was made in April.

In April of 1972 the squadron was deployed to NAS Cubi Point to support the Linebacker I and II operations against NVN. They were later augmented by a VMCJ-2 det and together provided sustained ECM support for TF-77 and B-52 strikes against the heavily defended targets around Hanoi and Haiphong, cycling through Danang from Cubi Point. An EA-6A and crew was lost on a night mission early in that operation. The EA-6As remained at NAS Cubi for about six months after the end of the U.S. operations in January 1973. The RF-4Bs meanwhile continued their peacetime photo operations while based at MCAS Iwakuni.

In October, 1973 the EA-6As began to support deployed periods of the USS Midway which was home ported at Yokuska. An EA-6A and crew was lost during a night time approach to the carrier after losing radios and navigation aids. Under Detachment 101 four aircraft would cycle back and forth to the beach to cover 1st MAW requirements. They were joined later by the RF-4Bs and the squadron continued to support the Midway until its decommissioning in September 1975. A three plane detachment of EA-6As flew cover for the evacuation of Saigon in the Spring of 1975 from the USS Coral Sea.

For its service during the Vietnam War the squadron was awarded 4 Navy Unit Commendations or Meritorious Unit Commendations for specific periods and the shared in the Presidential Unit Commendation awarded the First Marine Aircraft Wing.

Col. W.H. Whitten
US MC Retired



Col. W. P. Shuman

SQUADRON HISTORY

MARINE COMPOSITE RECONNAISSANCE SQUADRON ONE

As the last members of VMCJ-1, you represent the final chapter in a proud heritage passed down through the years by Marines, who, like yourselves, have also served in the finest traditions of our Corps.

This Squadron as you have known it, VMCJ-1, was formed at the Marine Corps Air Station, El Toro, Santa Ana, California, in July 1958 as the result of a merger between Marine Photographic Squadron One (VMJ-1) and Marine Composite Squadron One (VMC-1). VMJ-1 was initially commissioned in December 1950, and VMC-1 in September 1952. Both VMJ-1 and VMC-1 saw action with the First Marine Aircraft Wing during the Korean conflict, VMJ-1 flying the F7F "Tigercat" and F2H "Banshee" photo aircraft, while VMC-1 flew the AD "Sky Raider" electronic countermeasures aircraft. From the time of its commissioning in 1958 until September 1959, VMCJ-1 prepared for a deployment to the First Marine Aircraft Wing at Iwakuni, Japan with the F8U-1P "Crusader" for photo missions and the F3D-2Q "Sky-night" for electronic countermeasures missions. The deployment of VMCJ-1 to the First Marine Aircraft Wing resulted in the relocation of Marine Composite Reconnaissance Squadron Three (VMCJ-3) to El Toro. While at Iwakuni, VMCJ-1 maintained a constant state of combat readiness through an annual cadre replacement of personnel who were trained by VMCJ-3 at El Toro. The Squadron participated in numerous operational and training deployments in WestPac including operations from Navy carriers with the F8U-1P which augmented the Navy's light photographic squadrons also flying the F8U-1P.

By 1965 the Squadron was firmly established as the "Eyes and Ears" of the First Marine Aircraft Wing and was the first fixed-wing Marine Corps squadron to deploy to DaNang, Republic of South Vietnam to support combat air operations against the Communist insurgency of the Viet Cong and North Vietnamese. By this time, the F8U-1P "Crusader" had been redesignated as the RF-8A and the F3D-2Q had been redesignated as the EF-10B. Both aircraft provided an excellent mission capability. However, with the advent of new technology, the RF-4B "Phantom" and the EA-6A "Intruder" were added to the Squadron inventory in October 1966. The RF-4B replaced the RF-8A but the EF-10B remained in VMCJ-1 until 1970. These aircraft, new to the VMCJ community, quickly proved their capability under hostile conditions in a rapidly changing combat environment. Throughout the Vietnamese Campaign the Squadron provided the First Marine Aircraft Wing, The Seventh Air Force and units of the Navy's Seventh Fleet with continued and dependable support, the EA-6A's and EF-10B's providing active and passive electronic warfare support, and the RF-4B's providing multi sensor imagery reconnaissance. This combined effort of the Squadron has more than once, been given credit for the outcomes of battles before they were actually fought. In July 1970 the combined Squadron operations in Vietnam terminated and the Squadron was returned to its home at Iwakuni. However, this was not to mark the end of the Vietnam conflict for VMCJ-1 as a detachment of EA-6A's at Naval Air Station, Cubi Point continued to support Seventh Fleet operations in Southeast Asia until 1973. VMCJ-1 therefore, earned the distinction of being the "first in" and "last out" of Vietnam of all Marine Aviation fixed wing squadrons.

Once again under peace time conditions, the Squadron resumed training at Iwakuni in order to remain in an ever ready status in the event of future conflicts. This post-Vietnam period is the one with which most of you are familiar. Operating from Iwakuni, the Squadron took frequent deployments to Misawa and Cubi, as well as Taiwan. In September 1973 the Squadron embarked on a new challenge and commitment as a detachment of EA-6A's day qualified aboard the USS CORAL SEA for future continuous operations on the USS MIDWAY as a part of Carrier AirWing Five. The EA-6A detachment, now officially known as Detachment 101, met this challenge with vigor as they successfully participated in five subsequent cruises aboard the USS MIDWAY. In April 1974, the three plane detachment of "Intruders" were joined on the USS MIDWAY by a three plane detachment of RF-4B "Phantoms". This composite detachment from VMCJ-1 now represented a cross-section of the Squadron and was frequently at sea, aboard the USS MIDWAY.

As a final parting gesture to Southeast Asia, VMCJ-1 was the only Marine Corps tactical fixed wing jet squadron to participate in the evacuation of Saigon, known by it's code name of Frequent Wind. On 30 April 1975, two EA-6A aircraft flying from the USS CORAL SEA flew 14 consecutive hours of electronic warfare support for the helicopters conducting the actual evacuation. A small detachment of 22 men, who had been cross decked to the USS CORAL SEA from the USS MIDWAY because of helicopters embarked on the USS MIDWAY, worked around the clock to support this herculean effort which included two days of 15 minute alerts prior to the actual evacuation.

Today, we approach a milestone in the history of Marine Aviation Squadrons. By 1 September 1975 the story of the Squadron, VMCJ-1 will truly belong to history. On that date the Squadron will be decommissioned as will VMCJ-2 at Cherry Point, N. C. and VMCJ-3 at El Toro, California. From this will come a complete reorganization which will create two new squadrons, Marine Tactical Photographic Squadron Three (VMFP-3) at El Toro with the RF-4B and Marine Tactical Electronic Warfare Squadron Two (VMAQ-2) at Cherry Point with the EA-6A. These two squadrons will continue to provide support for the First Marine Aircraft Wing with detachments of 4 planes each. Thus, the mission of VMCJ-1 will not be changed, only the organizational structure will be changed to make the maximum use of scarce resources. The members of these new squadrons will no longer share the composite requirements of VMCJ-1 but rather, each will pursue their own individual squadron's distinct mission requirements. They can expect to continue carrier operations throughout the world, in much the same manner as VMCJ-1 aboard the USS MIDWAY.

So, as we close the book on VMCJ-1, some 25 years after it's inception with the beginning of VMJ-1 in 1950, we can be assured that the annals of Marine Corps Aviation will forever record that this most unique of all military aviation squadrons has earned it's place in our Corps' illustrious past. It has done it's part by helping to preserve freedom and has achieved it's glory in keeping with the highest traditions of the U. S. Marine Corps.

Long live the glorious history of VMCJ-1!

HONORS
AWARDED

MARINE COMPOSITE RECONNAISSANCE SQUADRON I
NAVY UNIT COMMENDATION WITH TWO BRONZE STARS
VIETNAM

(17 APRIL - 1 NOVEMBER 1965)

(18-23 AUGUST 1965)

(1 NOVEMBER 1965 - 20 SEPTEMBER 1966)

NATIONAL DEFENSE SERVICE STREAMER WITH ONE BRONZE STAR

KOREAN SERVICE STREAMER WITH TWO BRONZE STARS

VIETNAM SERVICE STREAMER WITH
TWO SILVER AND THREE BRONZE STARS

KOREAN PRESIDENTIAL UNIT CITATION

VIETNAM CROSS OF GALLANTRY WITH PALM

VIETNAM MERITORIOUS UNIT CITATION CIVIL ACTIONS STREAMER

MERITORIOUS UNIT COMMENDATION

16 SEPT 1967 - 30 SEPT 1967

11 MAY 1968 - 1 NOV 1968

13 JAN - 31 JULY 1973



SGT MAJ HAWKINS



SGT MAJ. ROSS



ADJUTANT

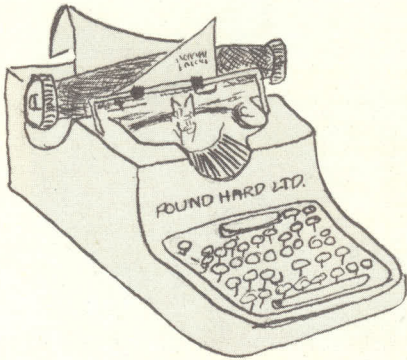


ADJUTANT

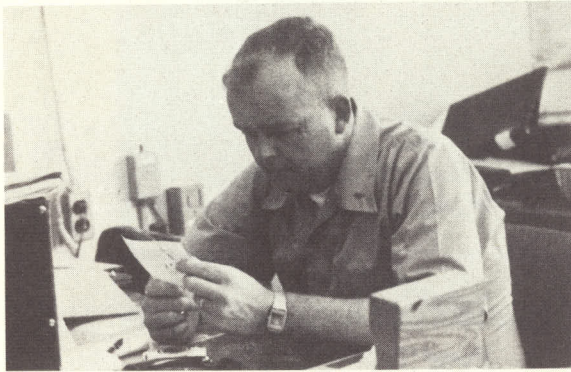


LEGAL OFFICER

S-1



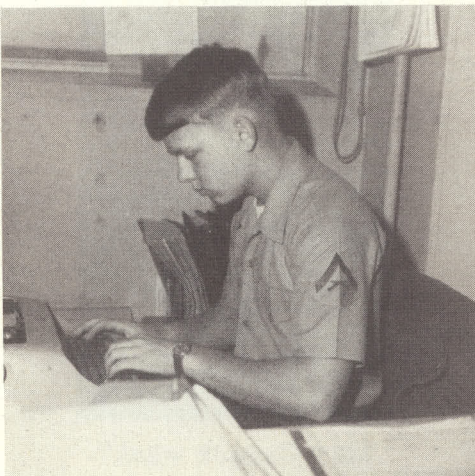
All together now, "come back at 1300"



PACEX catalog doesn't have any slot machines.



WHAT ORDERS?



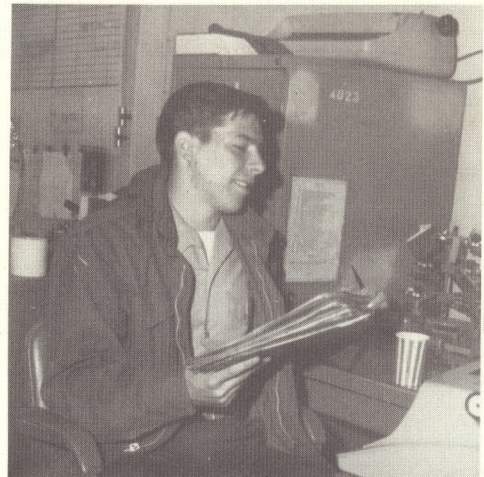
Rank Correction:
SgtMaj. Wilson



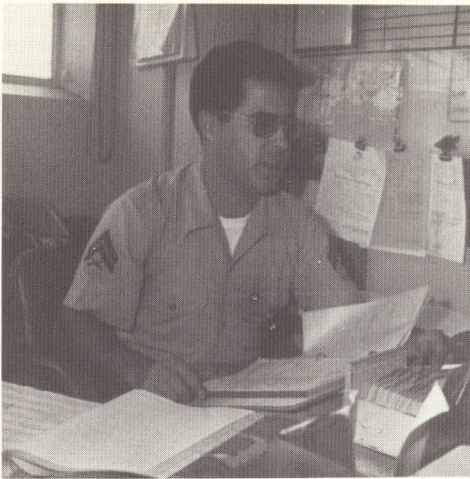
These orders.



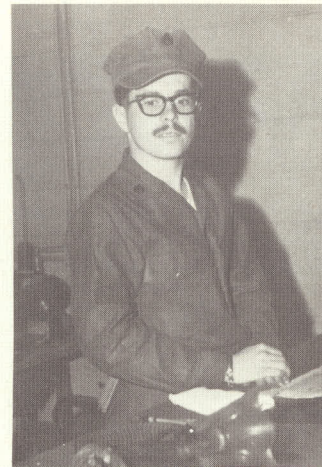
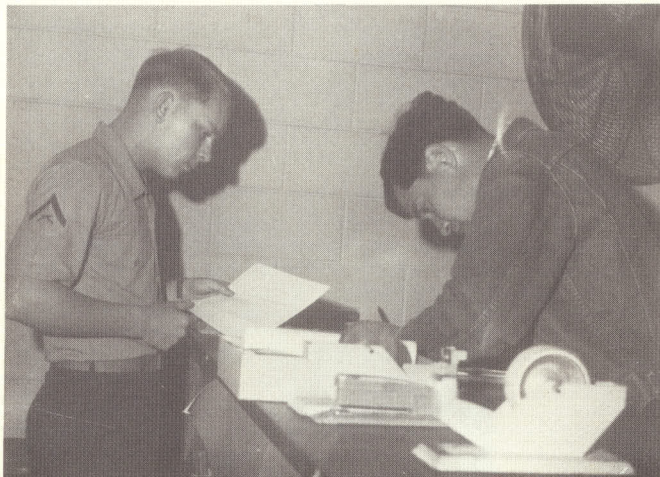
There's got to be a better way to make L/Cpl



They'll never find these record books.

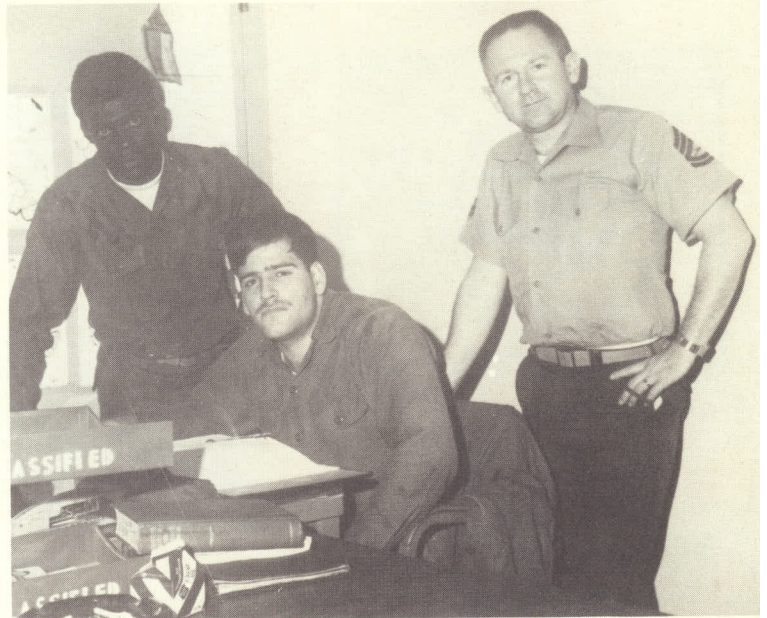


Que pasa?



Me! Career what?

S-2



The Good, the Bad and the Gunny.



Who looks like a used car salesman?



"T.S., Lieutenant and that doesn't stand for top secret

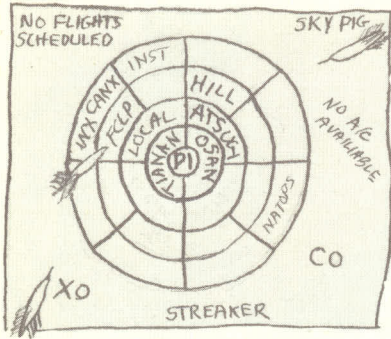


You do, Captain.



Olongowhere?

S-3



This must be the S-3 section



Operations Officer

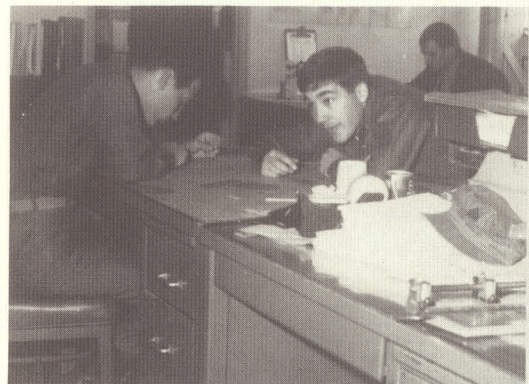
Flying! We have
a PFT to run.



BEAUFORT!?!



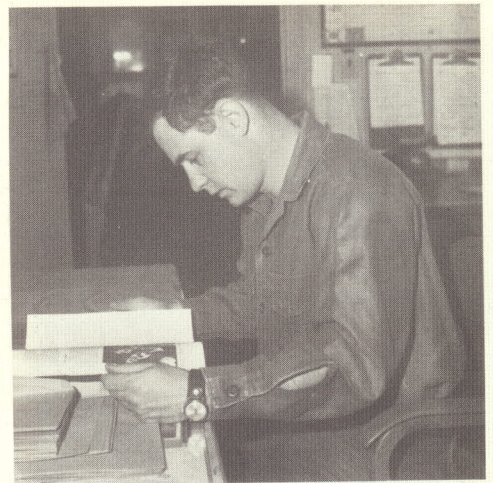
Dear Mom,



Now that was
a low pass



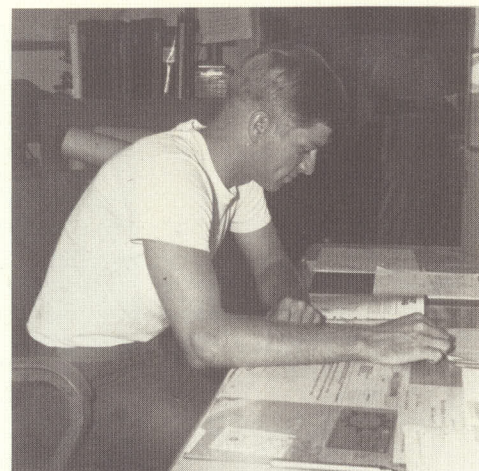
Let's see, haircut regulations.



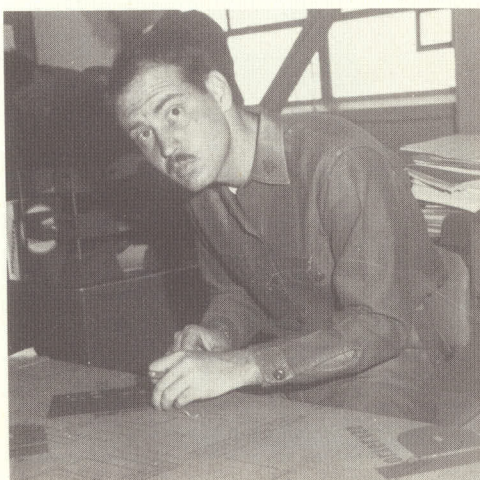
Someday I'll give this whole Marine Corps a big judo chop.



I wonder where Major Brush is?



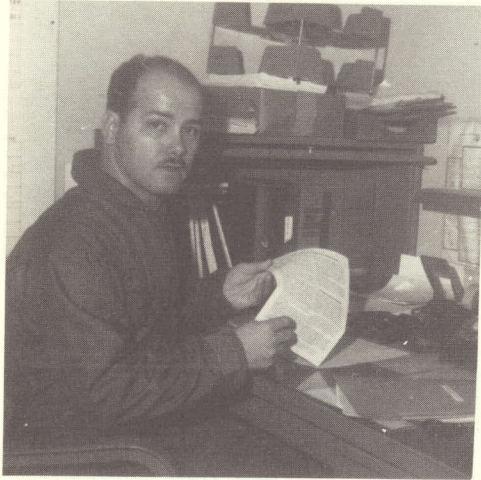
It took me eleven months to learn how to sit here and sleep with my eyes open.



What logbook?



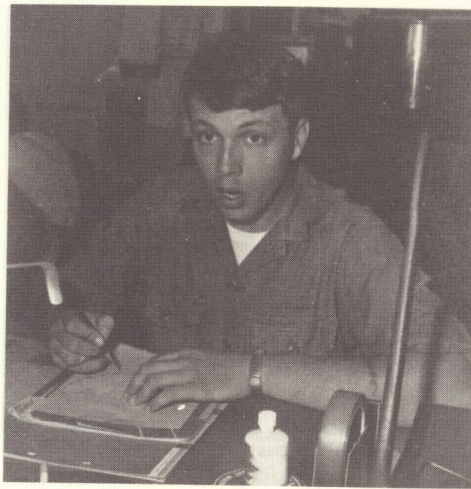
Come right in, my dear



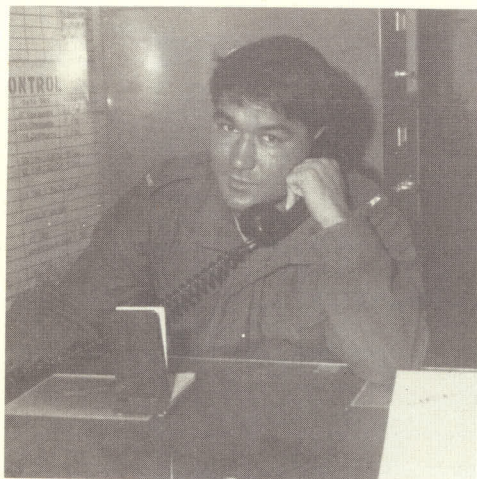
It's Hebert, not Heebert



Lynch; not Lynched!



Huh man?



S-4, how about getting some heat in here.



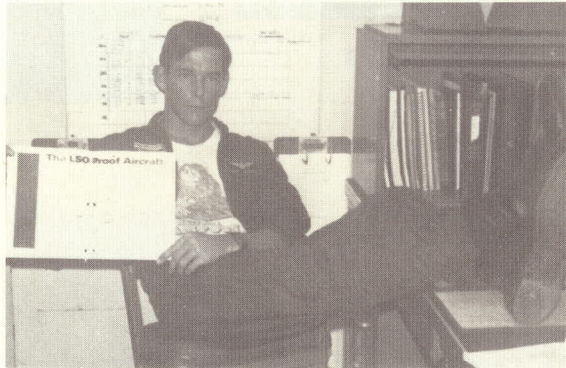
It's not my job man!!



Who ever heard of wearing your rank on your t-shirt?



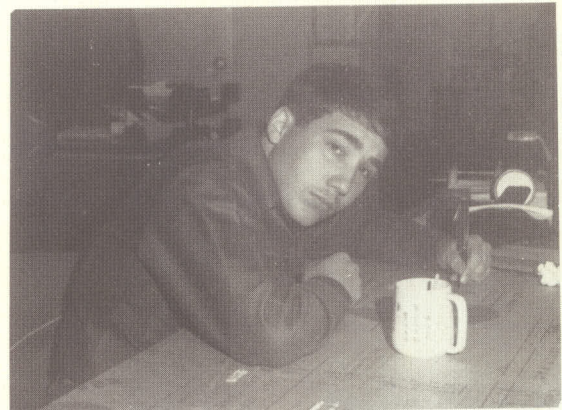
I know the safe is open



LSO proof, not bolterproof!

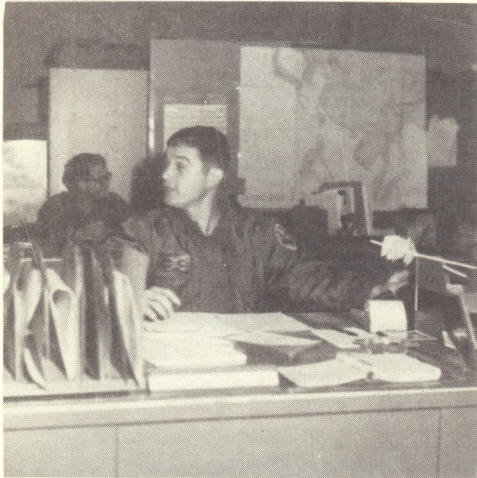


Hmmm, want ads.



Man, I wish I was back on the boat.

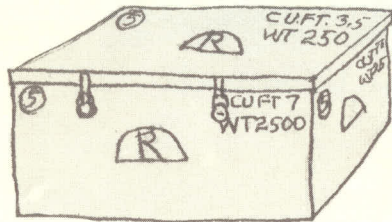
S-4



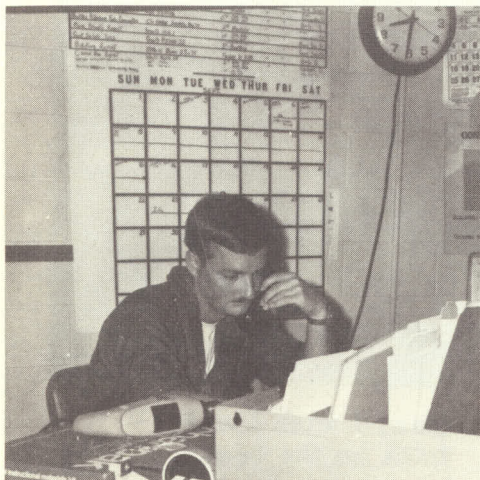
Whatss matts you?



You mean we gotta move this conex box after the picture.



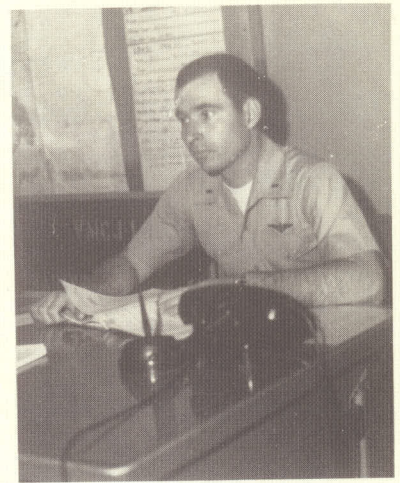
P.I., not peon.



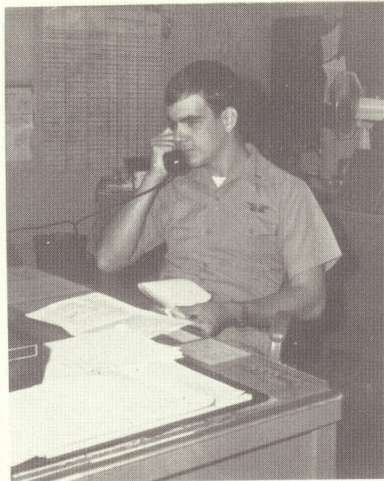
Yes Maj. Baldwin, no, Maj. Baldwin, right away Maj. Baldwin



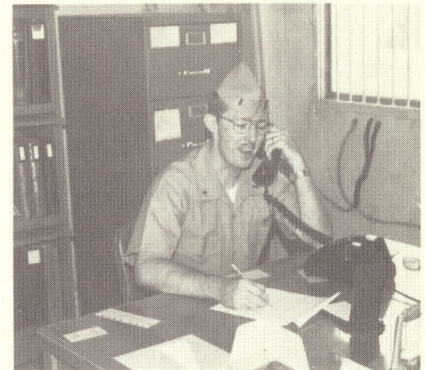
G.A.F.



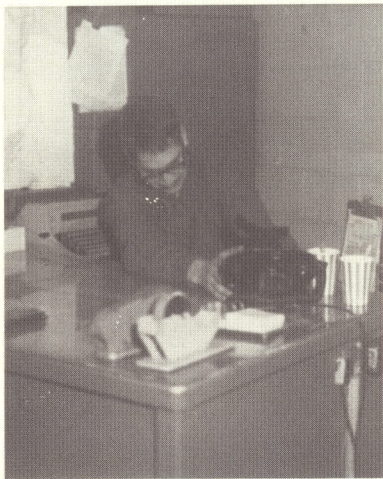
Gee, I wonder what they're doing on the Midway right now?



A FAC tour?



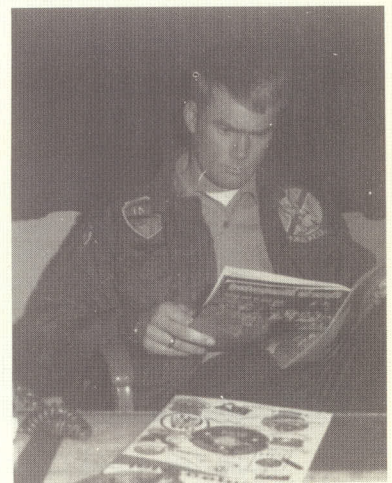
Arrgh! A cross country to Cubi.



Ha, ha, they'll never be able to call us now

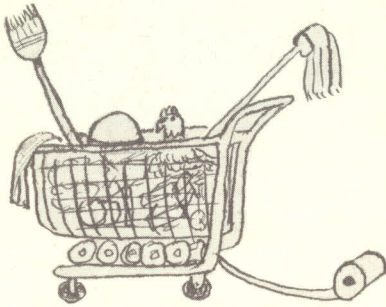


That's what I said, Mrs. Penny Winnie.

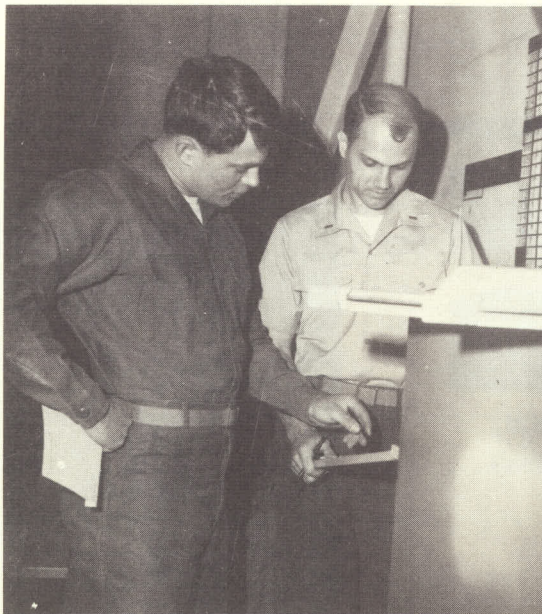


To hell with a bunch of wallockers.

MATERIAL



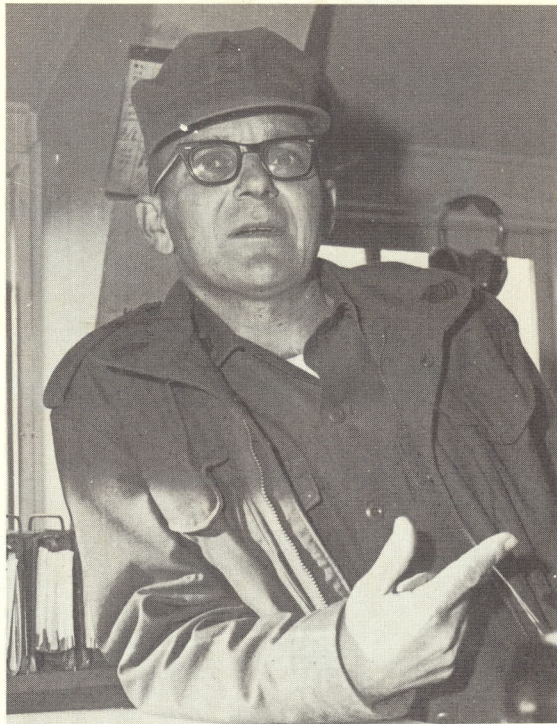
Just who is signed for all of these characters?



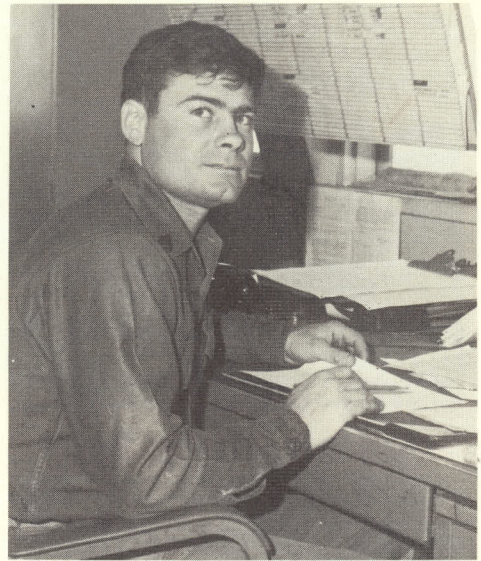
Sign for what Go-GO girl?



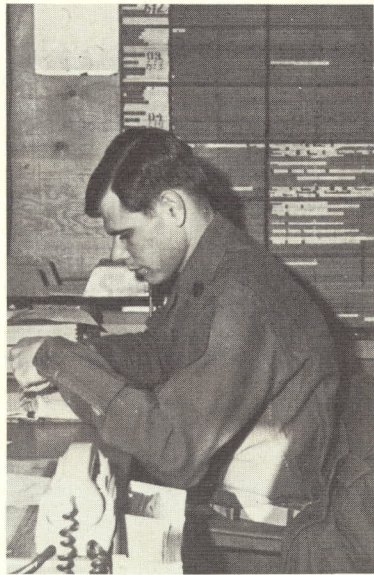
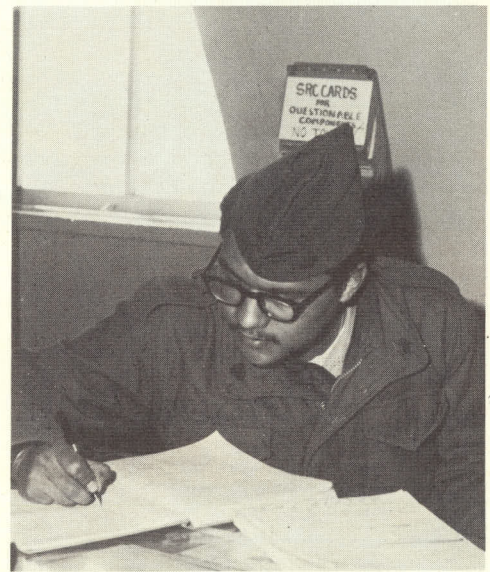
Let's see, Sears and Roebuck might have it.

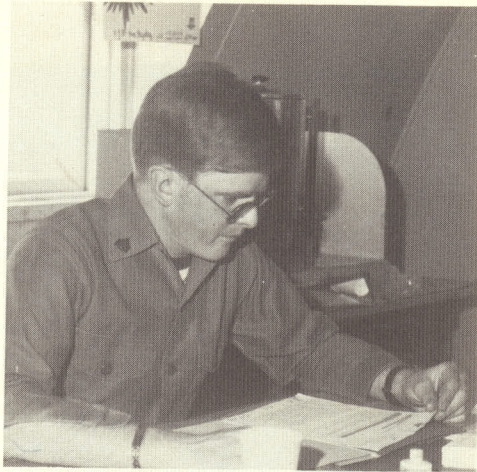


You the guy that owns this
EA6 double parked out here?



Q.A., Who, me?

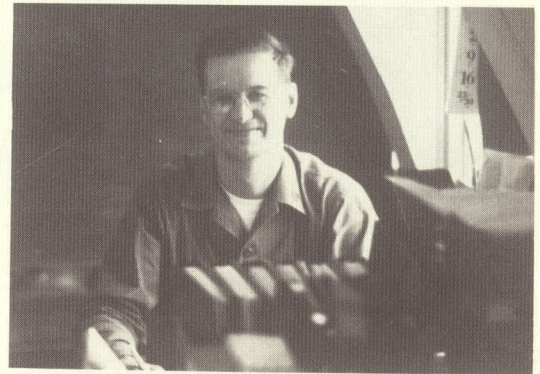




What wave?



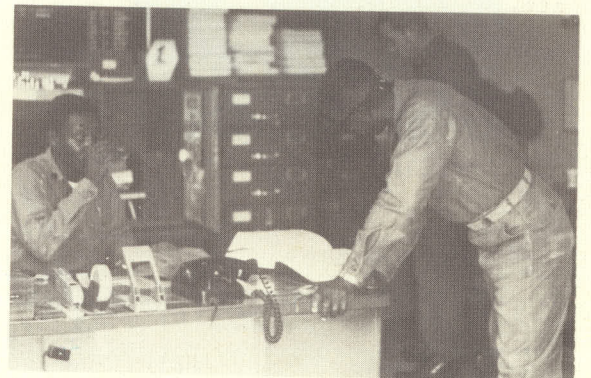
NCOIC C.B.C.F.A.



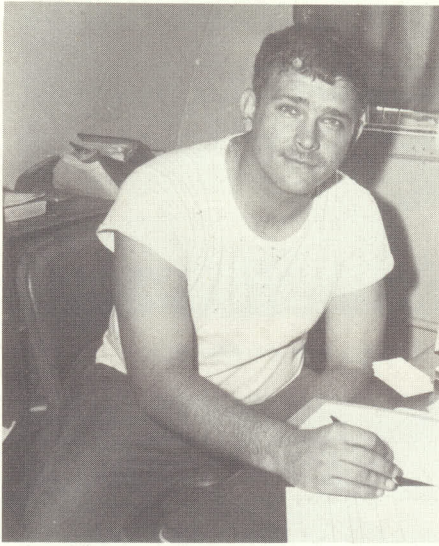
What time was that hearing test, Top?



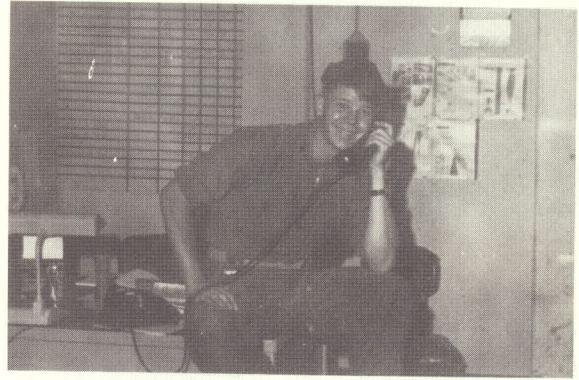
You in a heap a trouble boy!



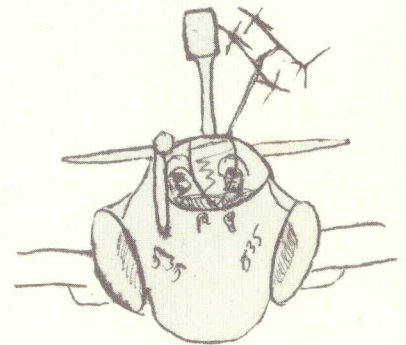
COMM NAV



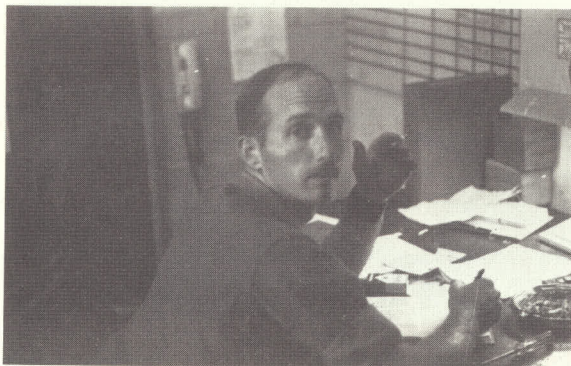
Lunch?



Hello, Cubi!!

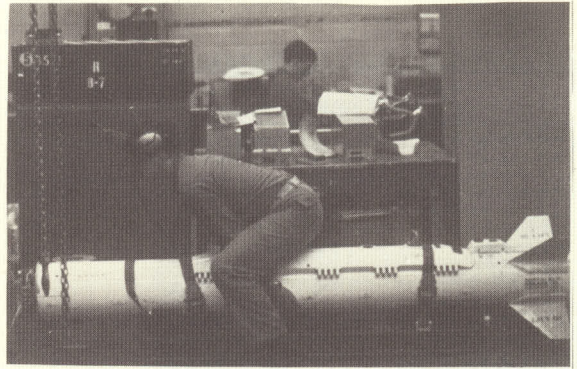


TUNE IN FEN

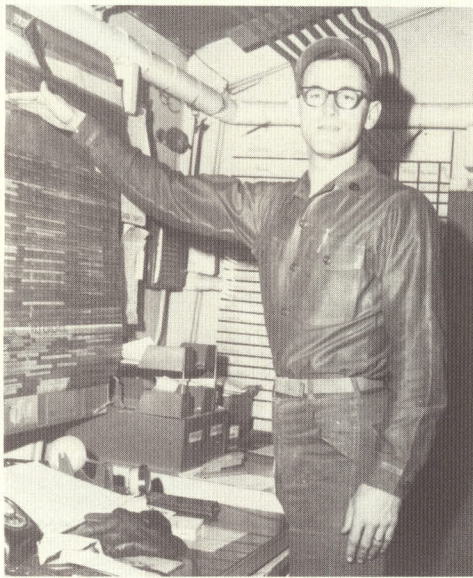


What 81 pod?



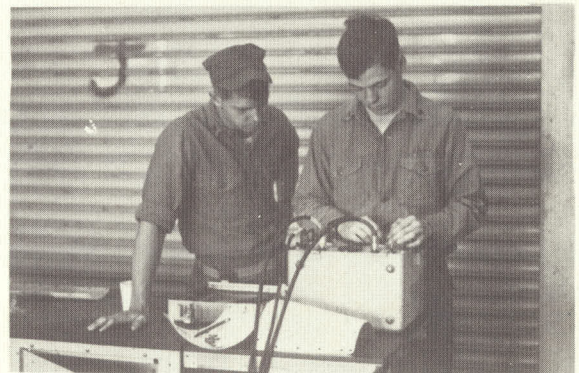


"Ride em cowboy"



Tennis, anyone?

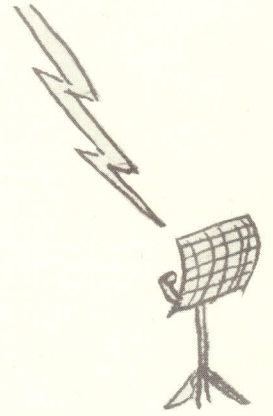
About that high



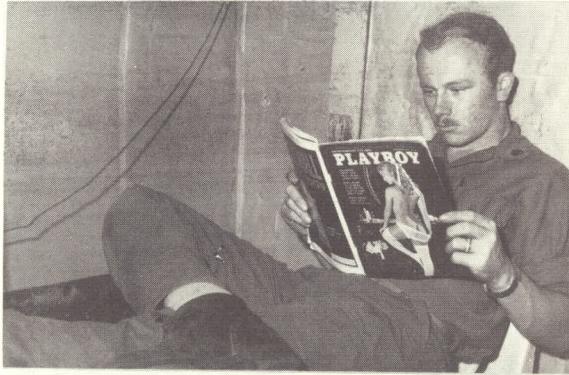
Me! Short!



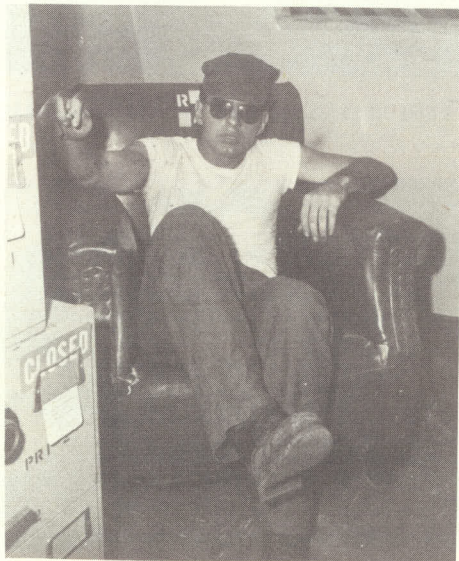
ECM



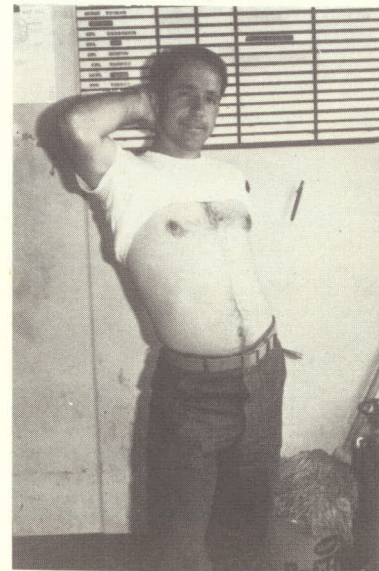
Required reading!



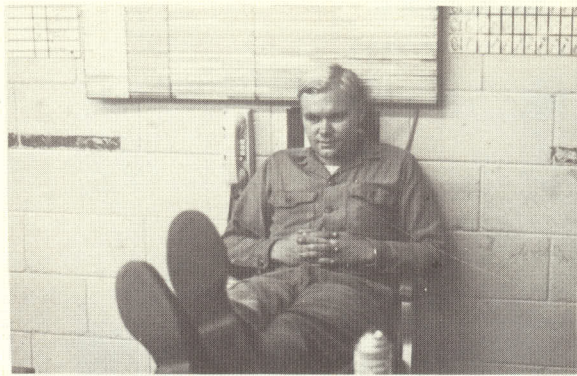
Darn!!



He's in the mail room



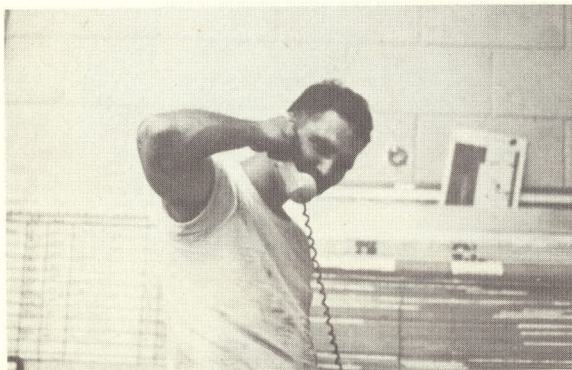
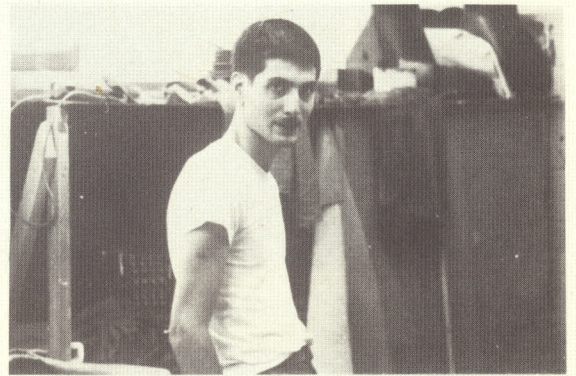
Want to see some more



If it moves I'll paint it!



76 pod for CO's car, right away.



I don't wanna go to T&O school.



You Marines are something else!

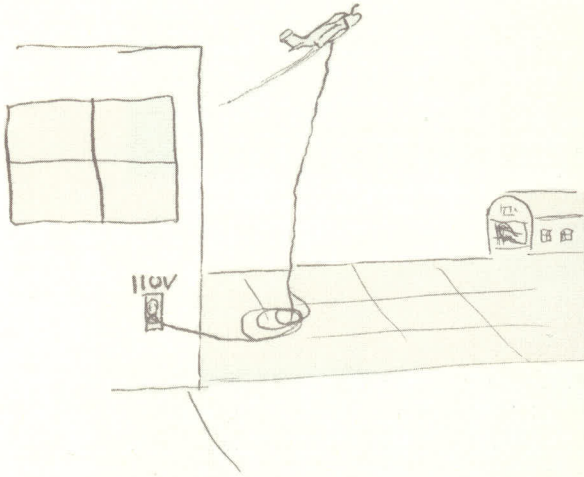


Somebody for honor guard, you got the wrong number.



Howdy! Friends and neighbors.

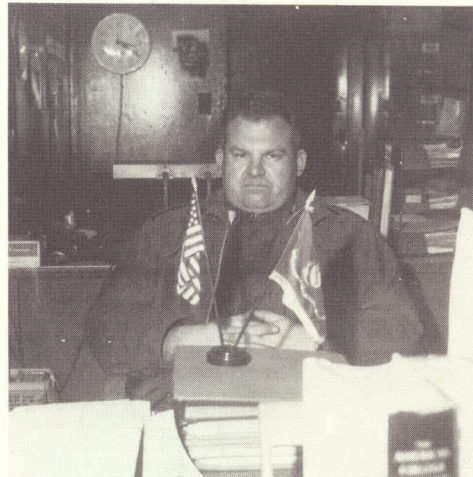
ELECTRIC SHOP



Who's in charge?



622, Again?



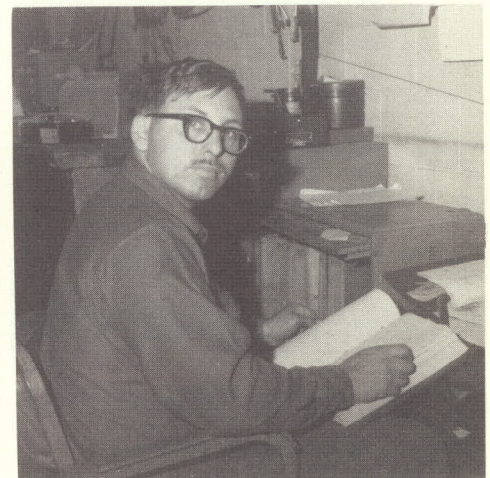
"The Enforcer"



It feels so good.



E-L-E-C-T-R-I-C



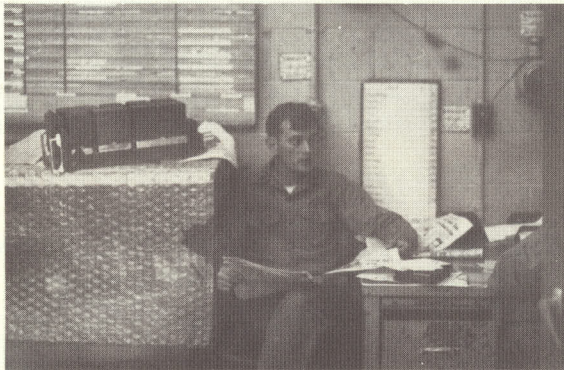
Electrician, where?



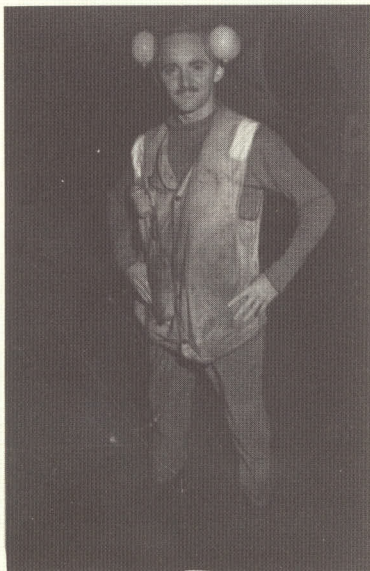
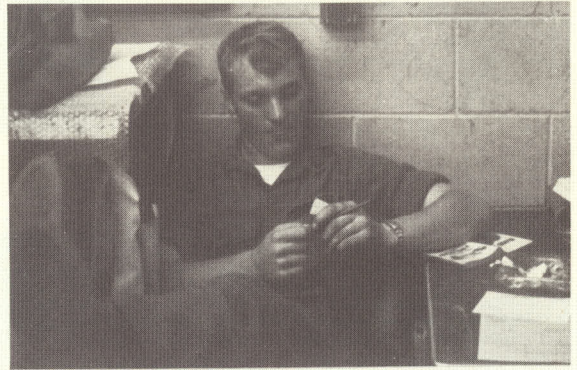
How did all of these 10 yen pieces get in here?



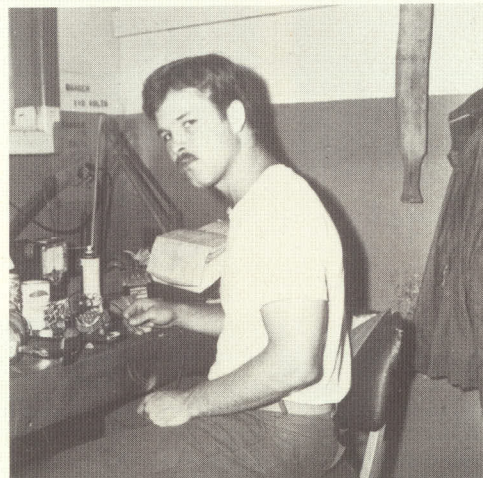
A MCI course in finger painting?



Who ate the bubble wrap?

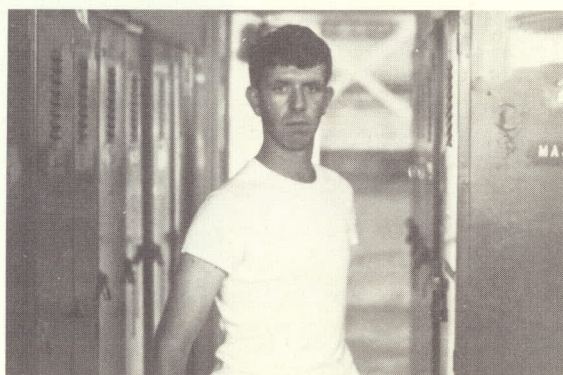
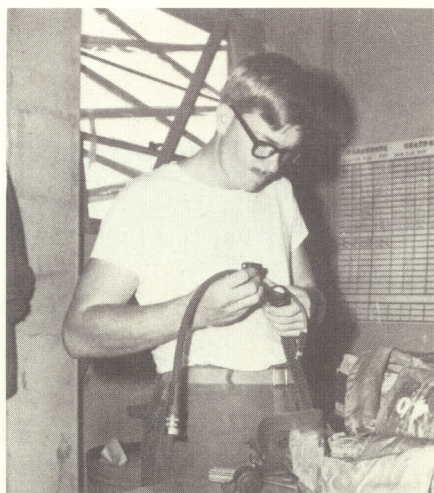
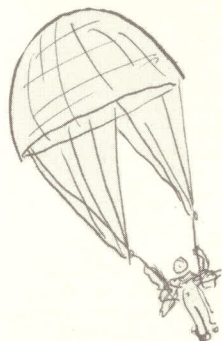


"The six dollar and fifty cent man"

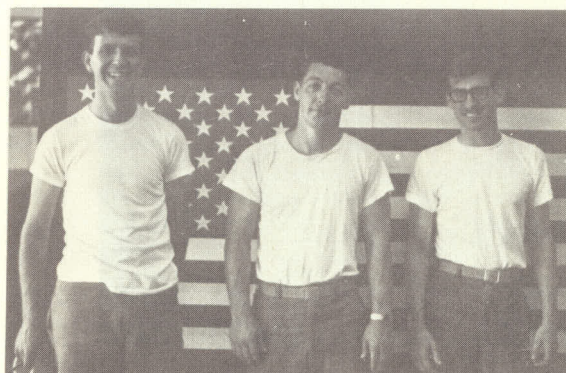


What airplane did all that wire come from?

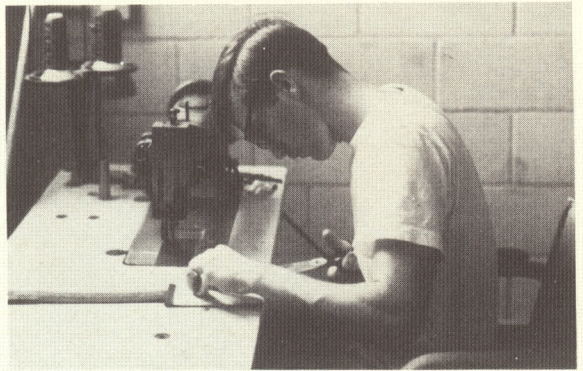
FLIGHT EQUIPT



What helmet design?



Star-spangled crew!



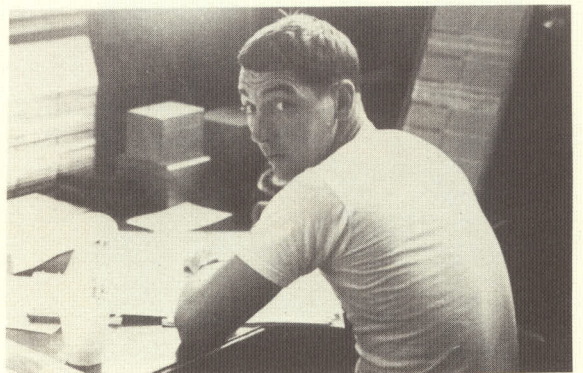
Join the Corps and
learn a trade!



Which one did I spit in?

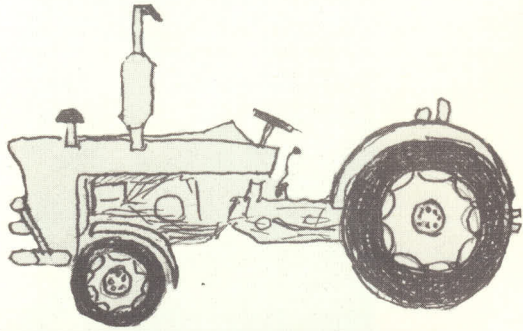


Sully's pit crew



My motorcycle's gone!!

FLIGHT LINE



Sorry Col. Hagaman.



"Parade Rest"



Curb service.



That's the biggest Binjo frog I ever saw!



That's what I said
"The 105 is down"



Damn stoplights!



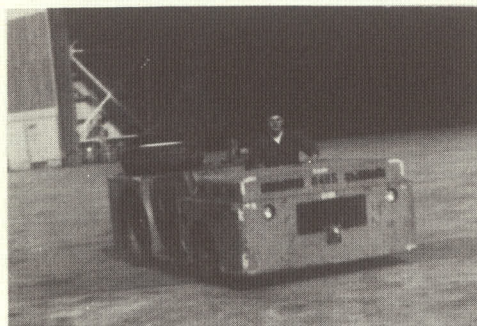
Hosejob!



Workin in that gas station was never like this.



Now who went and put that hangar in the way?



You called about a flat tire?



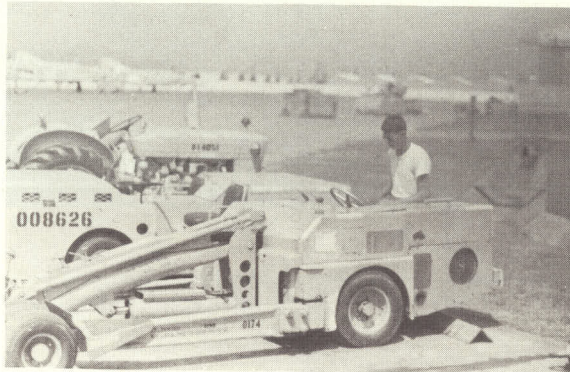
Abe Lincoln didn't know nothin about GSE.



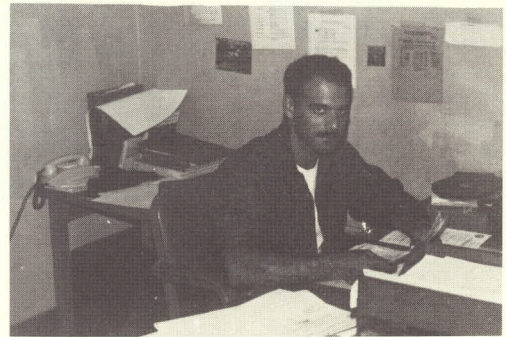
I found the funnies!



What you see is what you get



If I don't get this thing started, I'll never get to Taiwan.

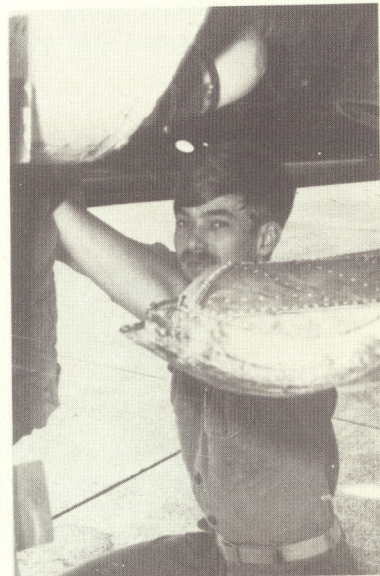
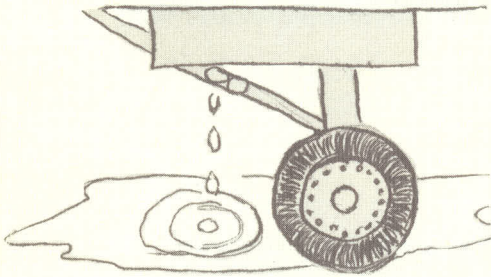


Everybody knows a Palestinian could never be an RSO.



Yes, can I help you?

HYDRAULICS SHOP



Get me a bigger rag,
this is a two-ragger



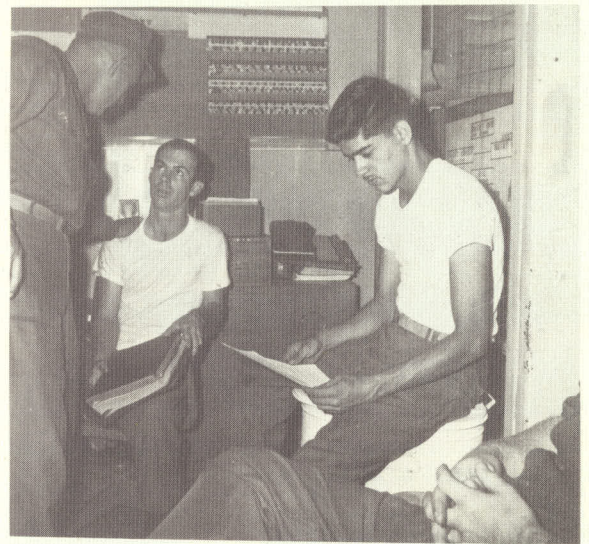
Watch it, we're not engaged yet.



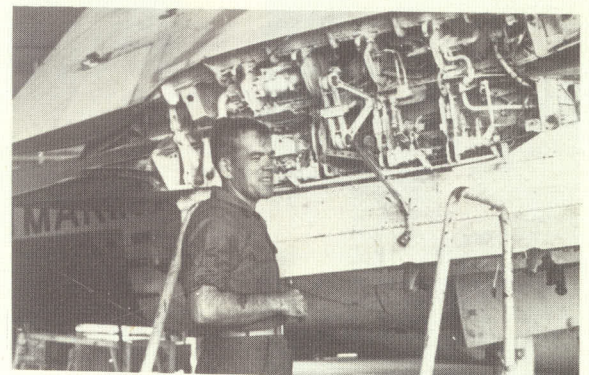
Hydraulic's sandbox



You got to be kidding me!

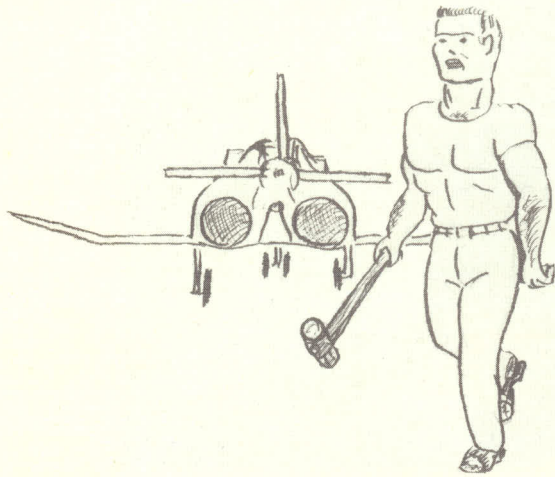


The gate jumped in front of me.



This, here Marines is an aeroplane!

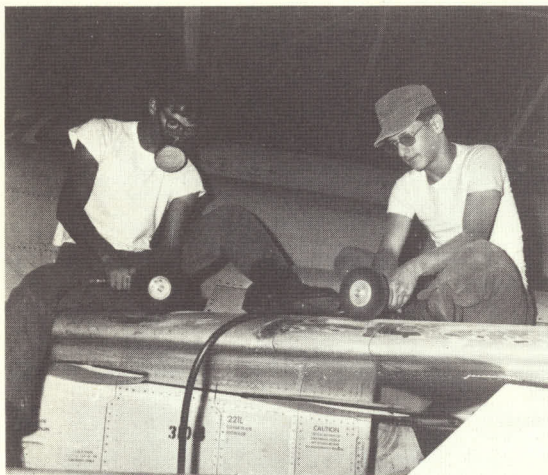
METAL SHOP



HEY SARGE! I FIXED THAT
BENT HORIZONTAL STABILATOR



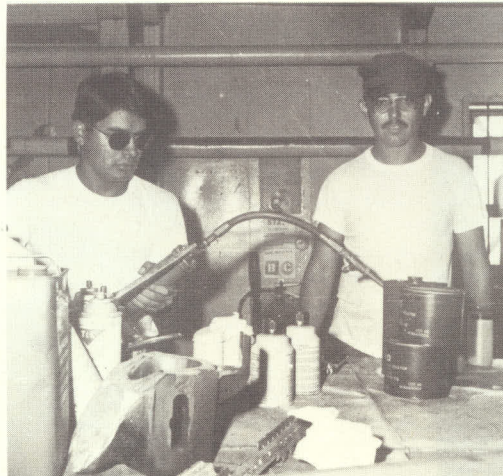
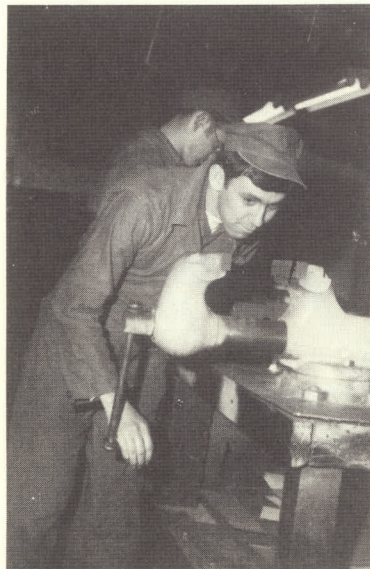
This way we don't leave
no fingerprints.



Put your head a little lower.



Heck of a way to
defog a window!

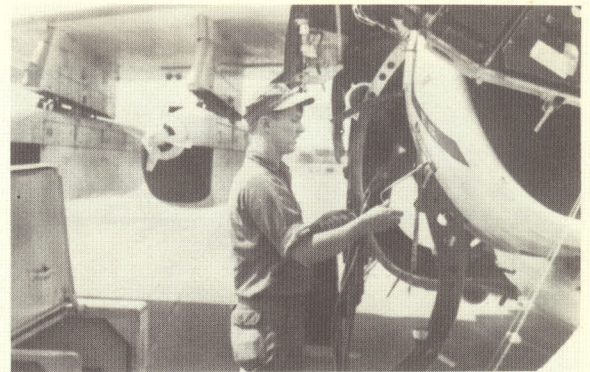


I push here, it
comes out there!





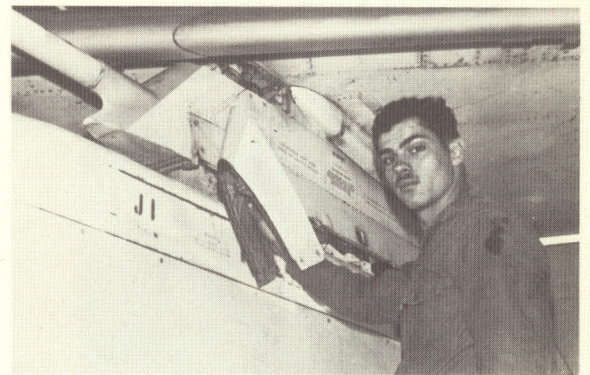
About that big



Let's see, I pull this and...



"Storebought"



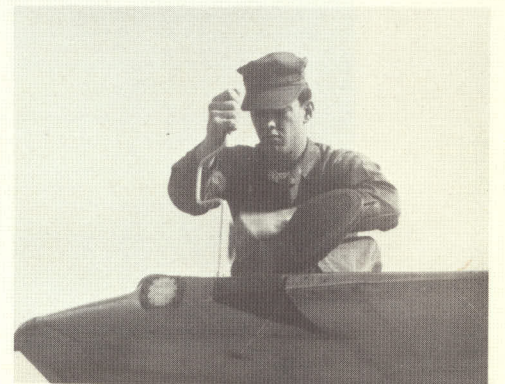
It's broke!



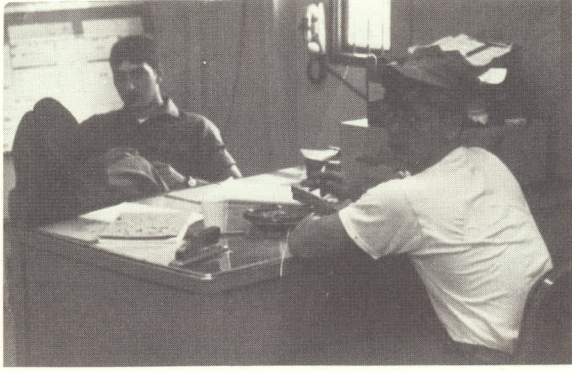
If it doesn't fit, get a bigger hammer.



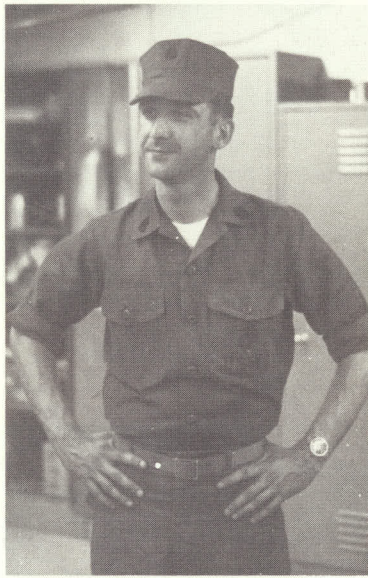
Let's try number 69!



Now if I could only get my foot loose.



Who said Major Baldwin
is coming?



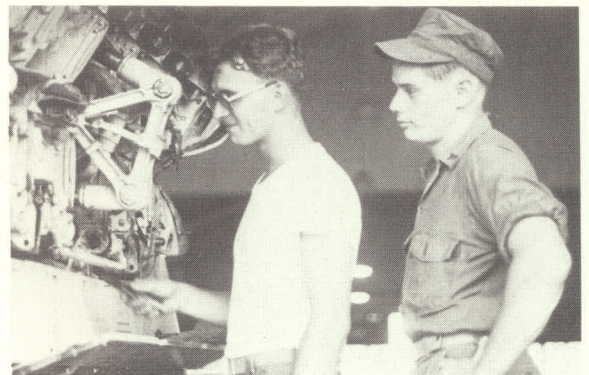
Who says!



But, it's so good.

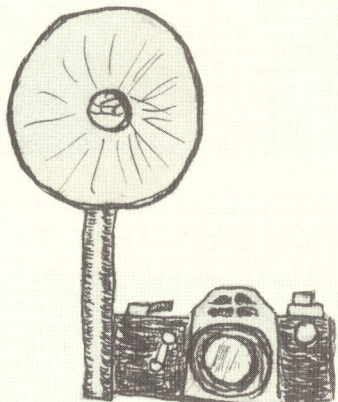


Just a little tighter.



All right, wise guy
what do you do now?

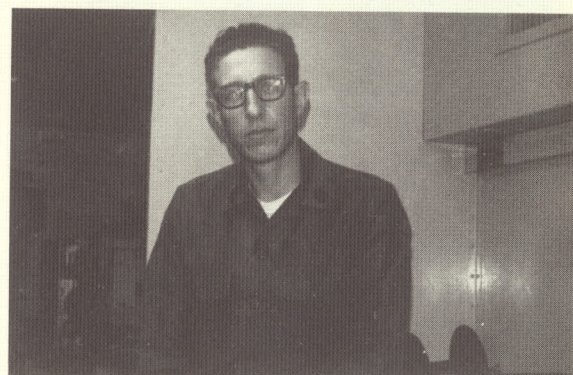
PHOTO LAB



Just standin here waitin for the soba truck.



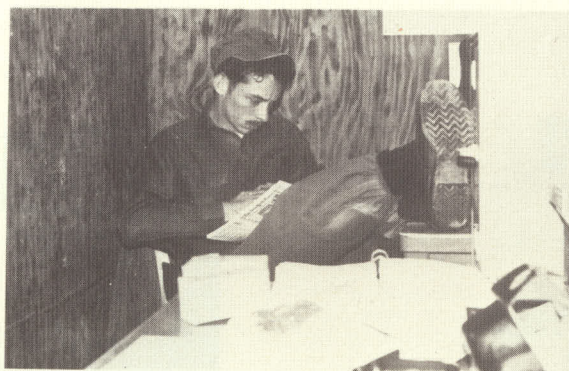
The "KID"



Da Gunny.



Photo, man!



"BO"



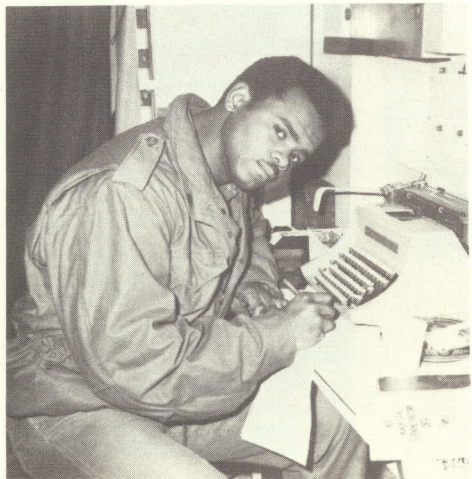
Cheese!



What dirty slides?



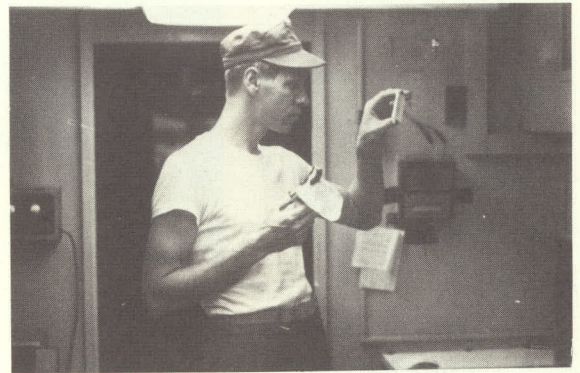
Double trouble!



OK, if you could blow the tire just once more.

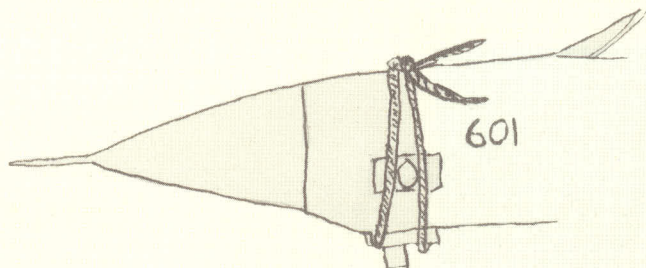


Work!



Hum! How did ice cream get on the negative?

PHOTO INSTALLS



You just fill out one of these forms to get a t-shirt.



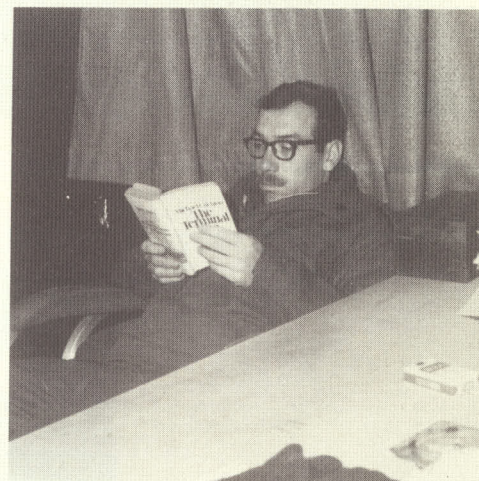
2 and 2 = ?



On the home front



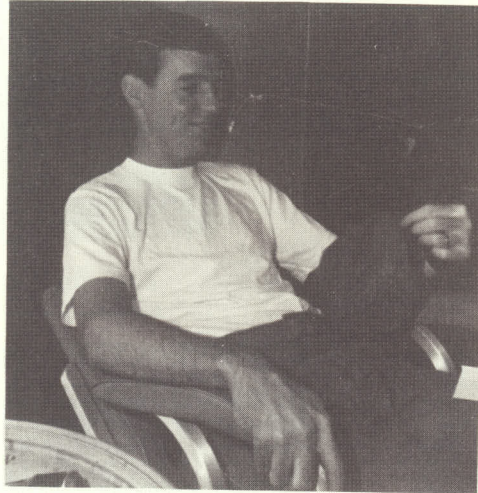
It isn't a Brownie hawkeye!



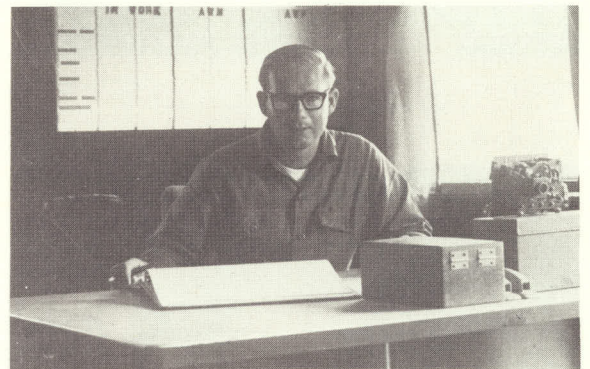
"Her passionate white body quivered"



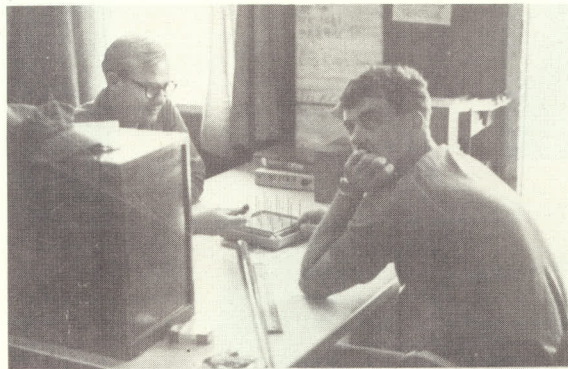
Who put all this San Miguel in here?



Shucks, it was
nothin!



What am I doing here?

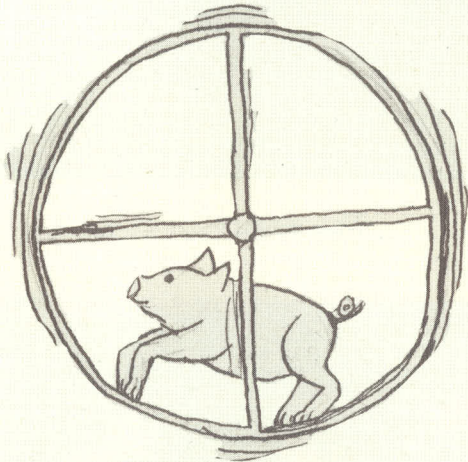


He beating me.

POWER PLANTS



"The Dirty Dozen"



Holy smoke! It works.



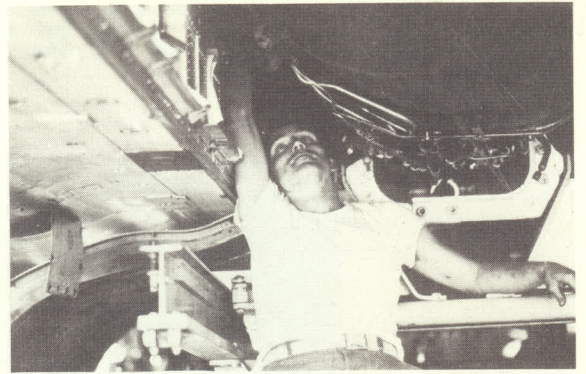
Just a little
more grease



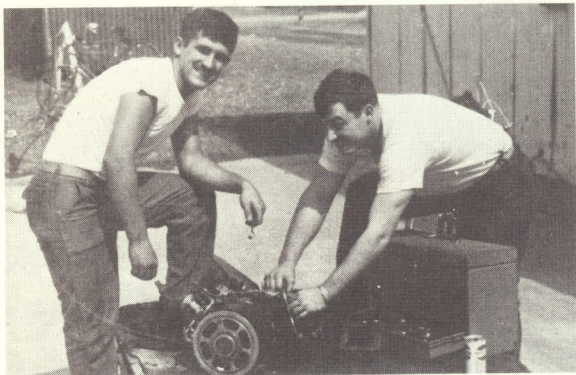
Back during the war.



Sure wish I could fly.



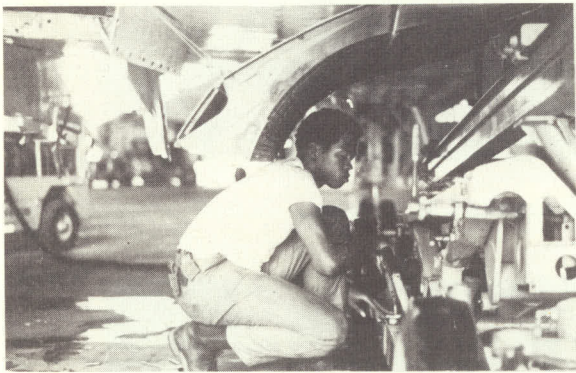
I got it, now what do I do with it?



Watch this!



Who says?



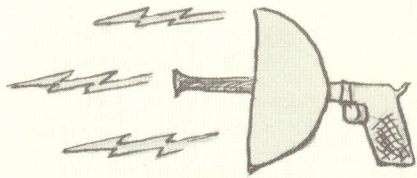
I push here and it goes up.



Who me?



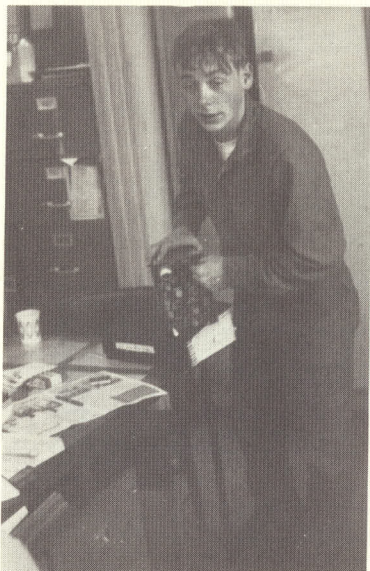
RADAR SHOP



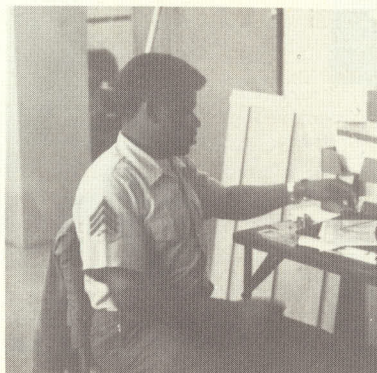
ZAP!!! YOU'RE STERILE!



Radar? Radar who?



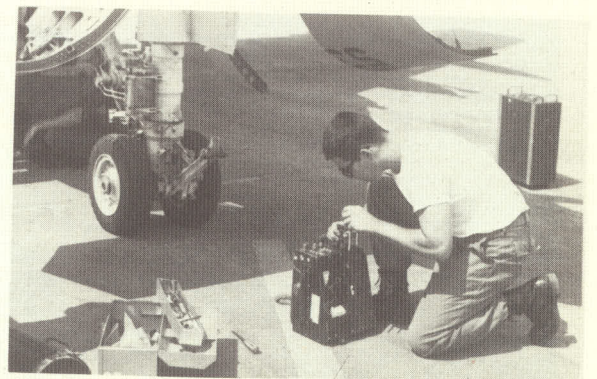
What do you mean
the plane already left?



How do you spell
radar?



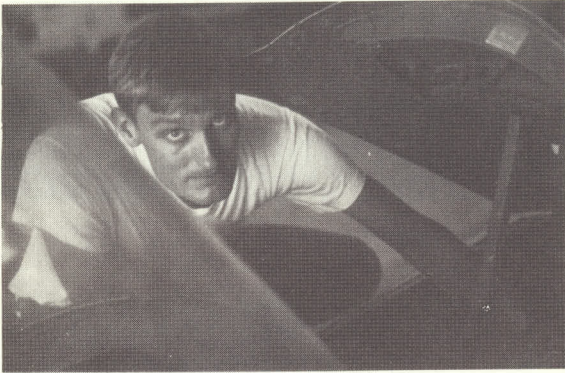
The knee bone connected
to the thigh bone.



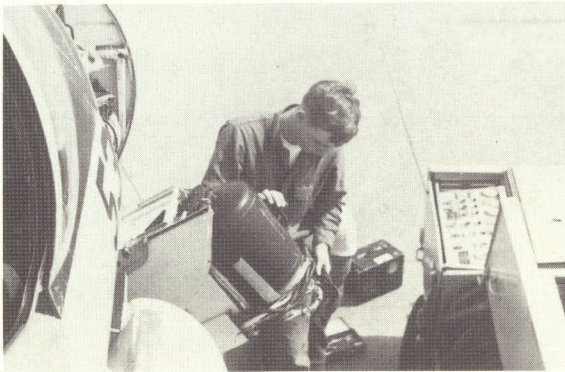
This will blow their mind!



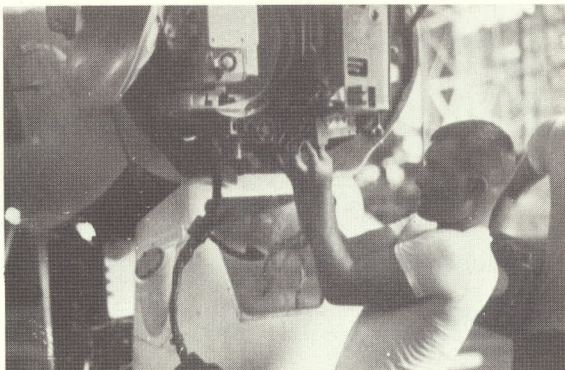
Dear Mom!



Just looking for my nickel bag, sir.



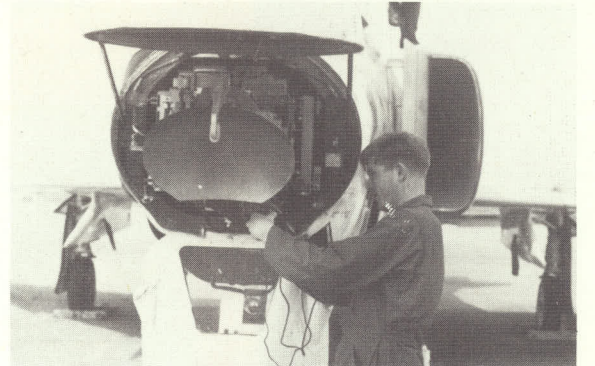
Fill'er up.



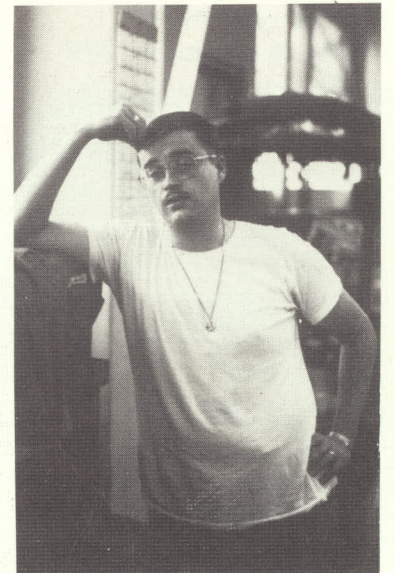
Darn metal benders.



I like lemons!

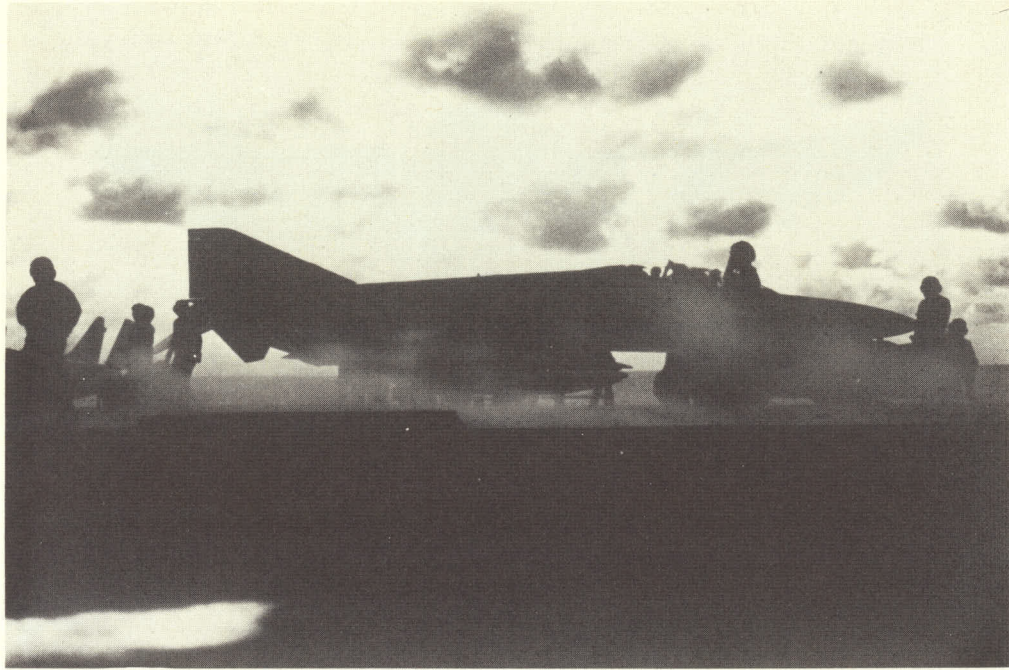


That flashcube adapter's in here somewhere.

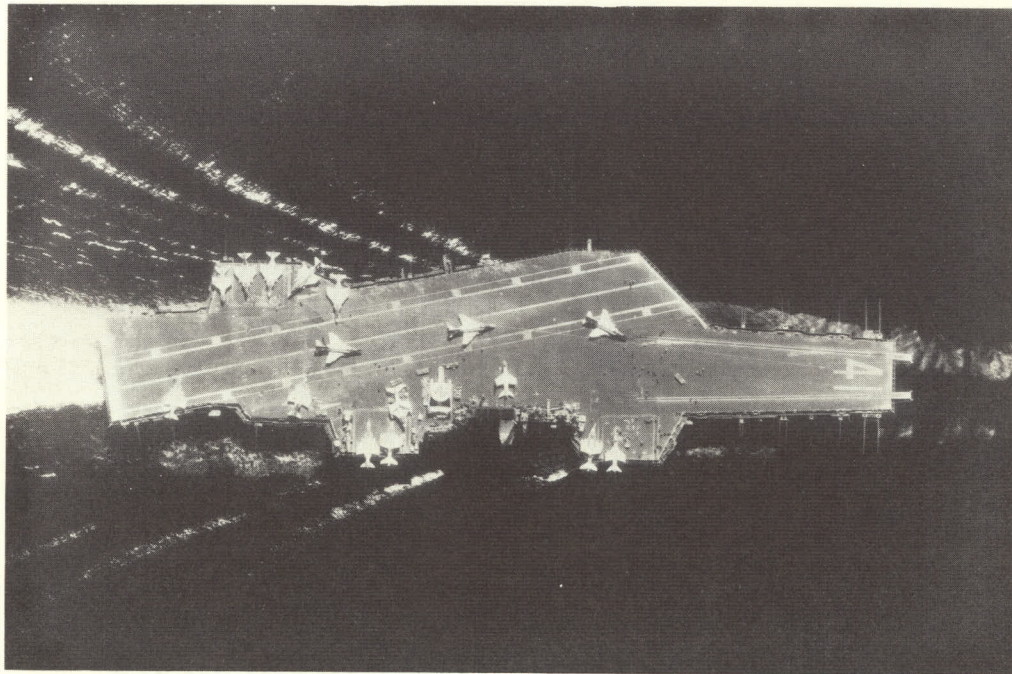


Sorry, we're all out of chewing gum and bobbypins.

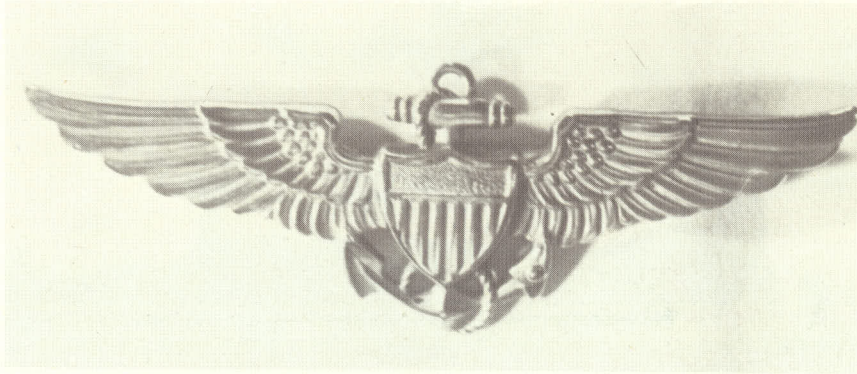
IN MEMORIAM



USS MIDWAY CVA-41



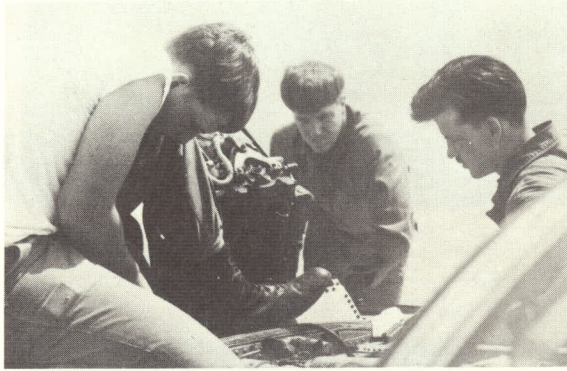
ISTLT PAVL V. DUNCAN



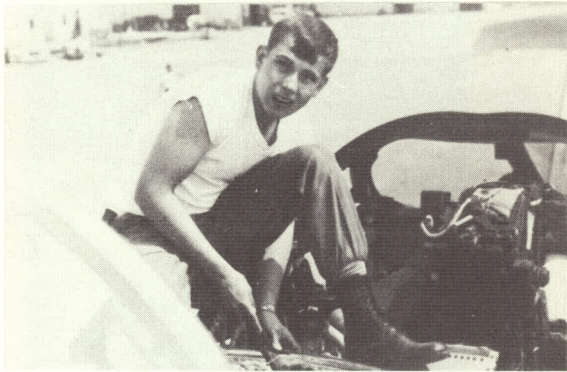
The day is done, and the darkness
Falls from the wings of Night,
As a feather drifts upon the sea
From an eagle lost in flight.



SEAT SHOP



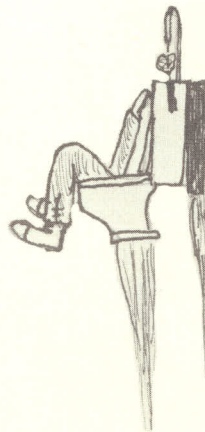
Put your big foot here.



Just like car stripping.



What seat pin?



Quiet now, so they won't hear us coming.



Howdy!



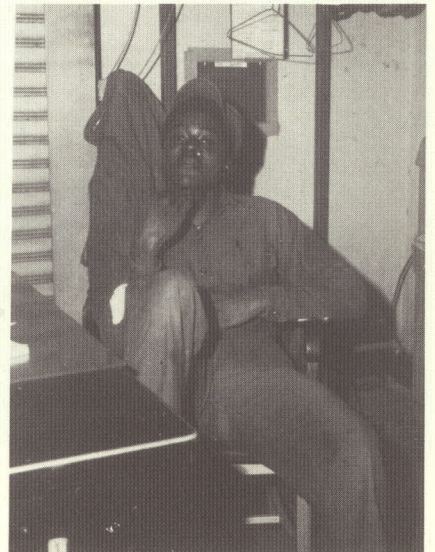
1430, time to secure.



Hi, little girl, wanna go for a ride?



Are you sure that broad from the LOX movie is in here?

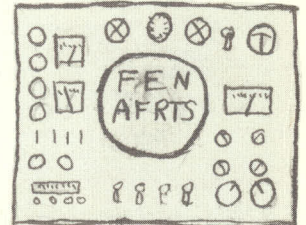


Close shave or good GAF?

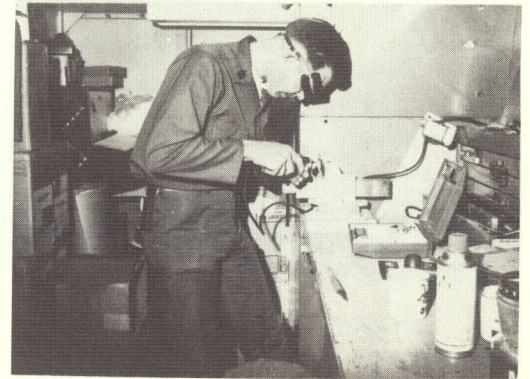
TSQ-90



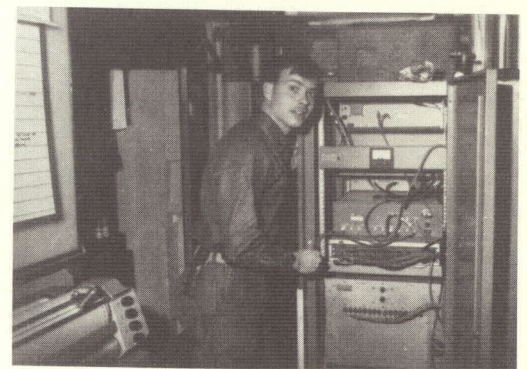
VIP, This is the place.



Let's see...FEN.



Got his start as a safecracker!



Watch this.



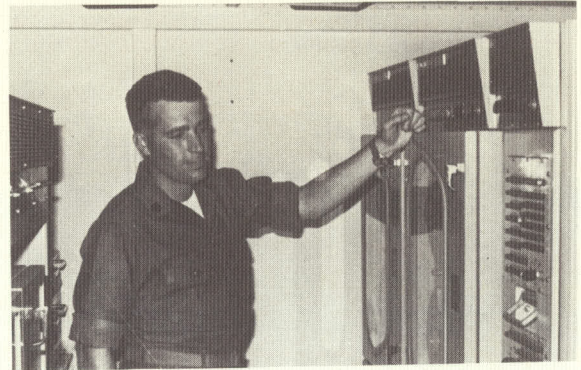
Cribbage anyone!



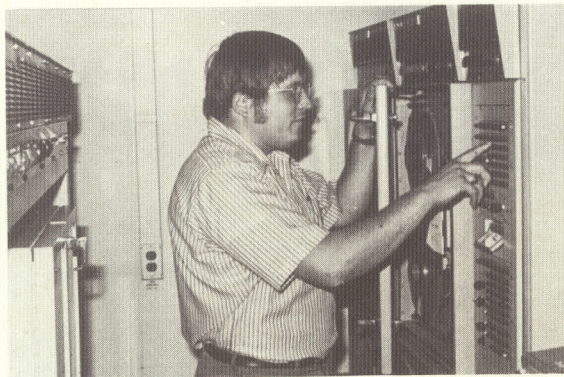
Certainly is good air-conditioning in here.



Rosters? You must have the wrong number.



Yes sir, It'll tell your fortune



Und ven I push zis button, boom!

DAILY ROUTINE



Volleyball Champs

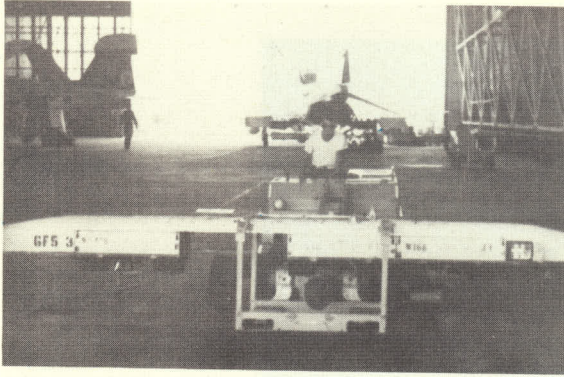


I'll hold your bags and you punch him.



OUCH! That hurts.

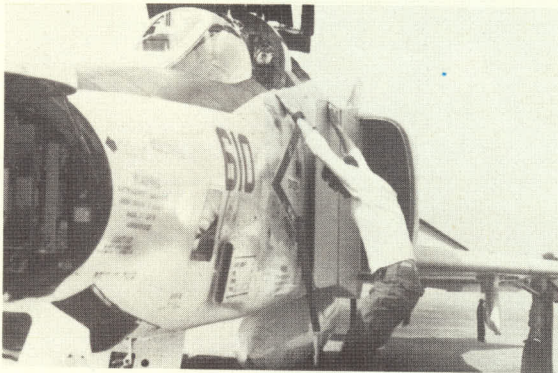
What do you mean
I have to work
Saturday



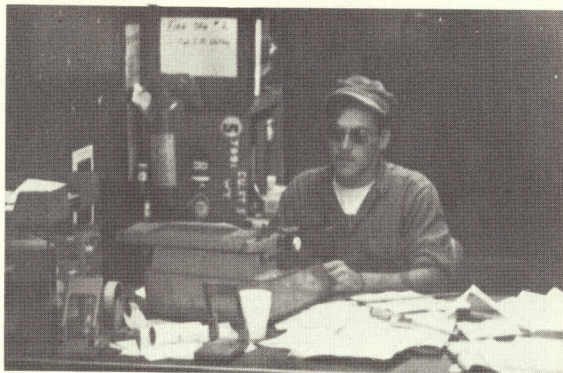
Here I come, skipper



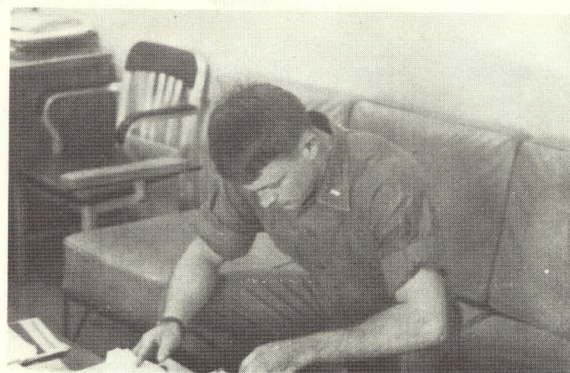
Who me?



Leaps tall buildings?



"And then he said."



Where are those fuel chits?



Ice cream, anyone?



Photoflash hurts my eyes.



Ready, draw!!



Coffee ready yet?



PIG



S. O. P.



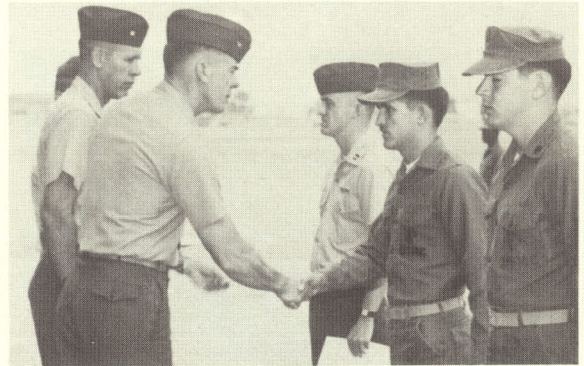
Don't point your finger at me.



Where's the head?



"My Fighter Group"



"Fine job of moving that furniture Marine!"

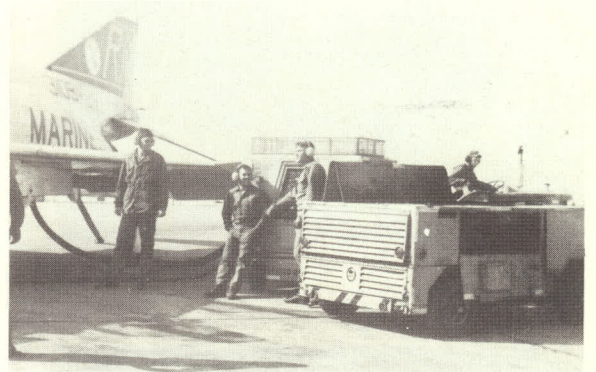


So this is what
an RF-4B looks
like

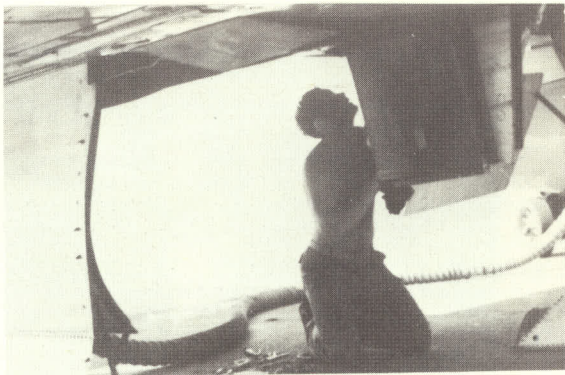




Hum! Bolts under Z



I'm leaving



Come on out, Coombs!



PUZZLE PALACE



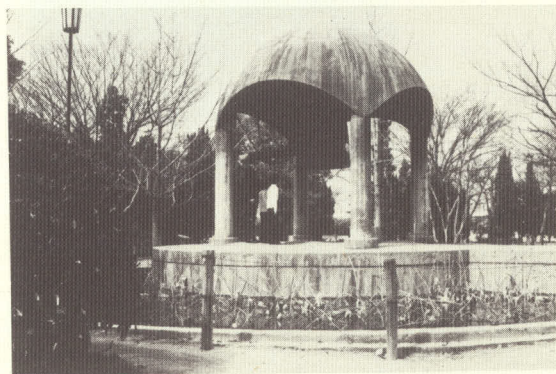
AMEN!



Did he really say that?



Steam heat.



Bong!!



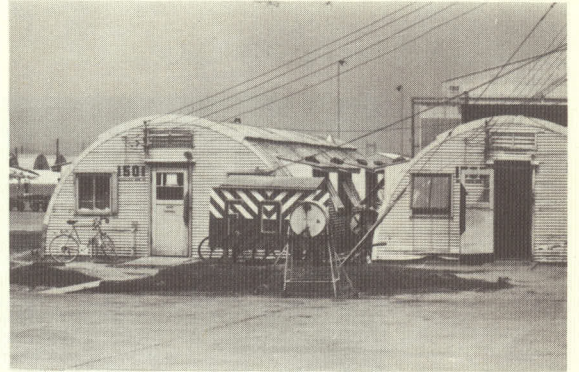
Gotcha!



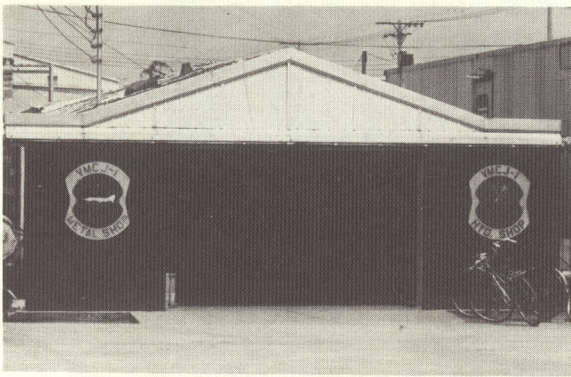
The Champ



This will really bring
the XO out of his chair.



The Nerve Center?



A Work Center?

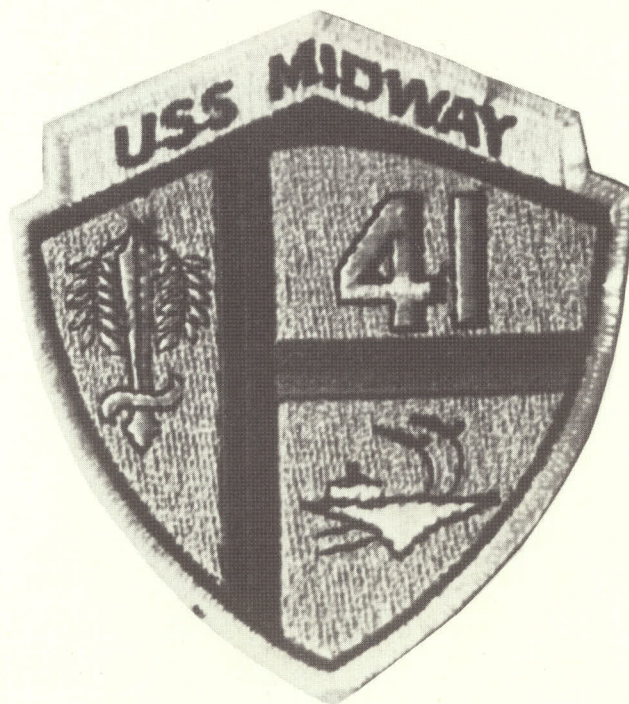


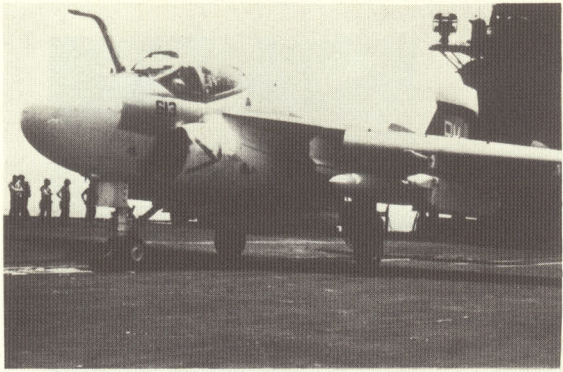
Coffee break



The Team

DET 101 USS MIDWAY

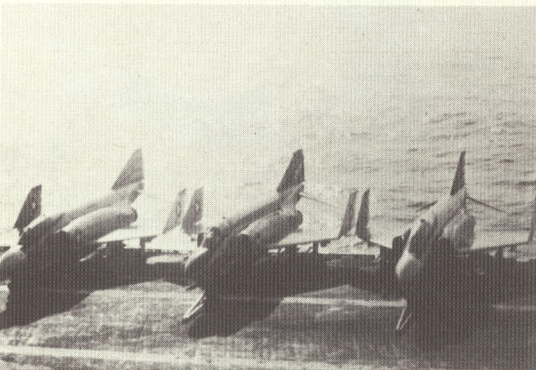
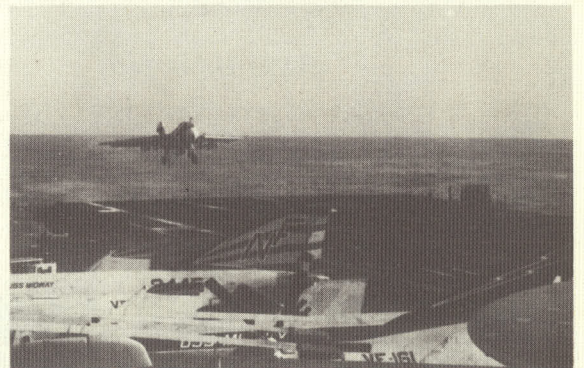
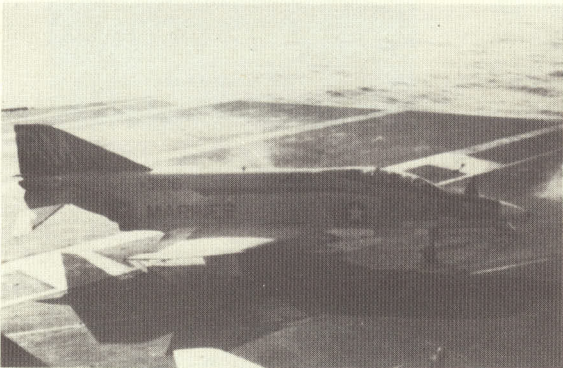




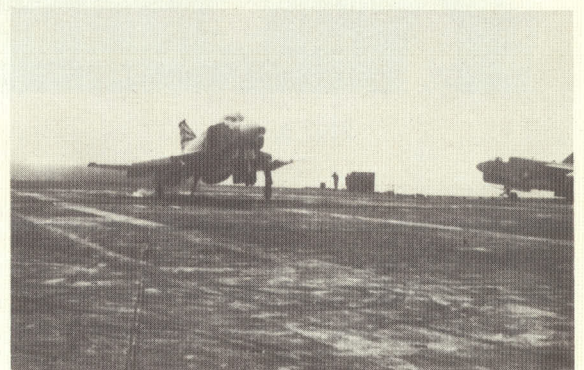
Skypig-Away!!



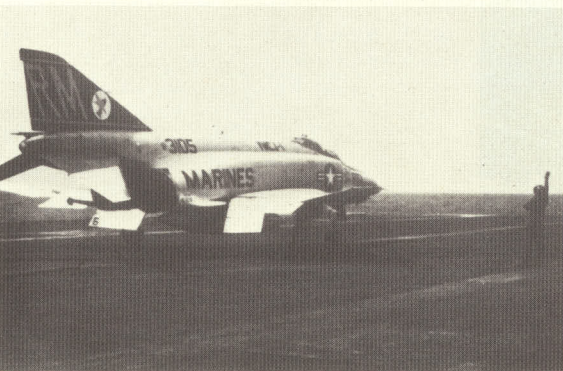
Where is the RSO?

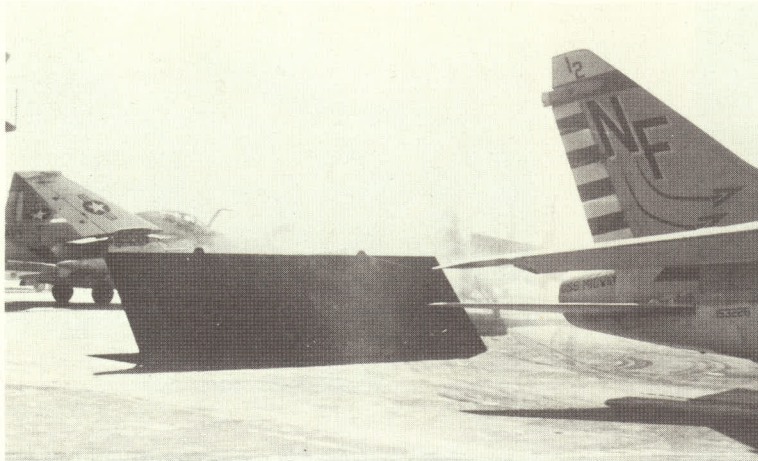


Ready!!



Trolling?





Navy blow job!



I want to go home.



Not ME



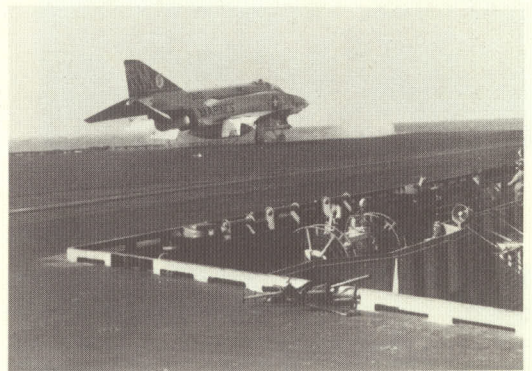
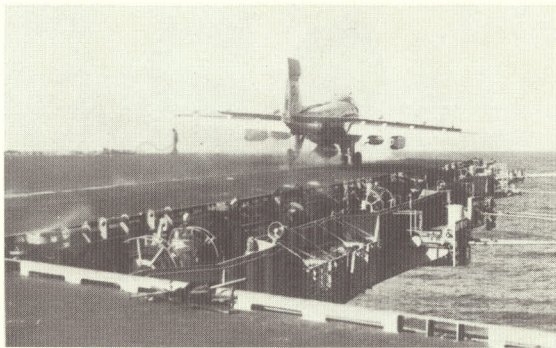
Helo Pig!



Home again



What helmet design?



Here we go

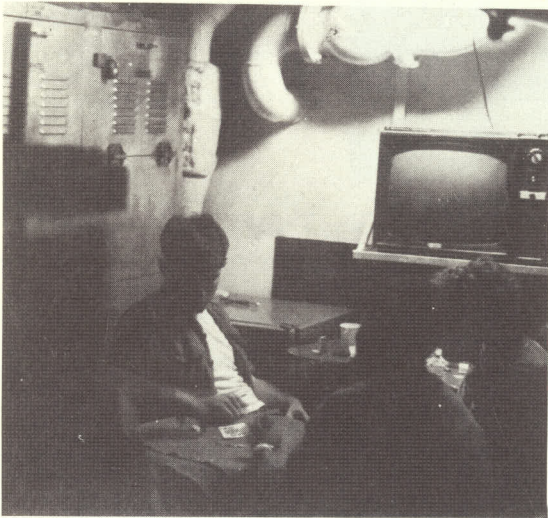




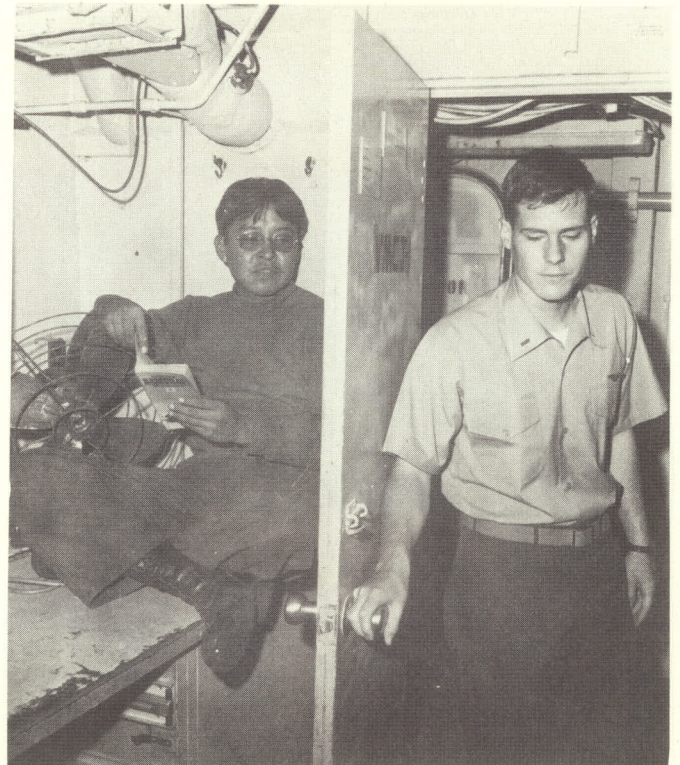
I said A. I. not P.I.



A pencil I said
not a hammer.



Tomorrow's flight schedule



SHH, don't tell him I'm here

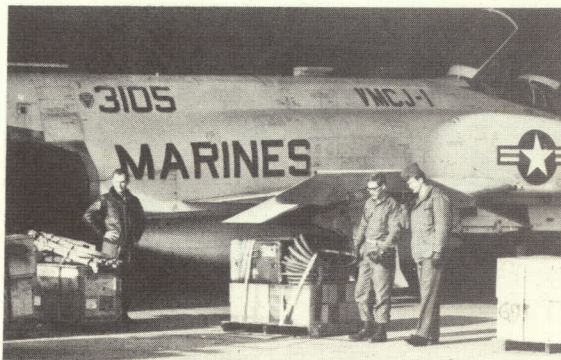
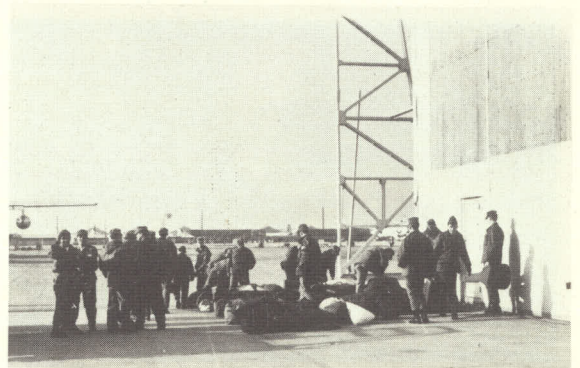
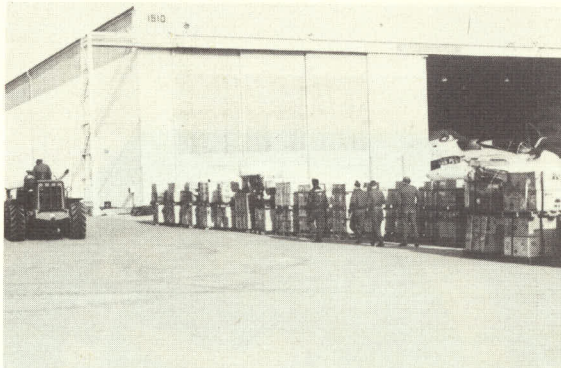
DEPLOYMENTS



Where are we going this time?



Move it!

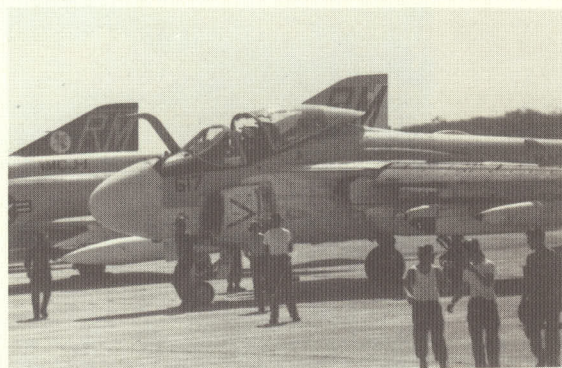
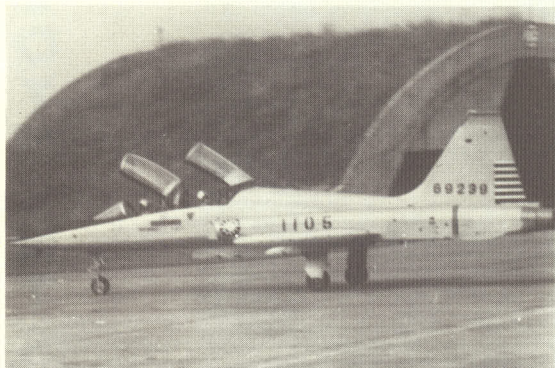


It won't fit!!



Fall in!

DET TANGO (TAINAN)



It's hot.



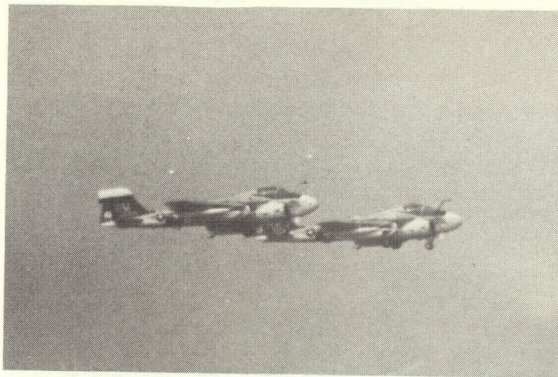
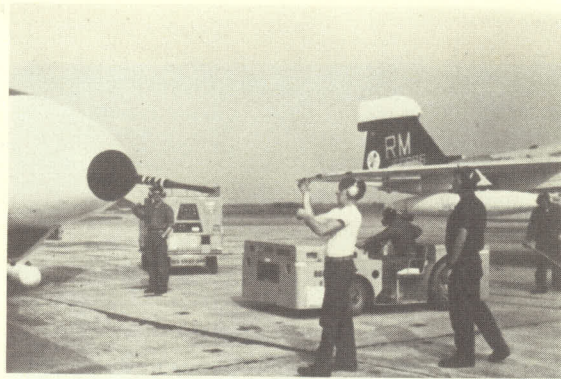
I'm Ernie



Pay Call

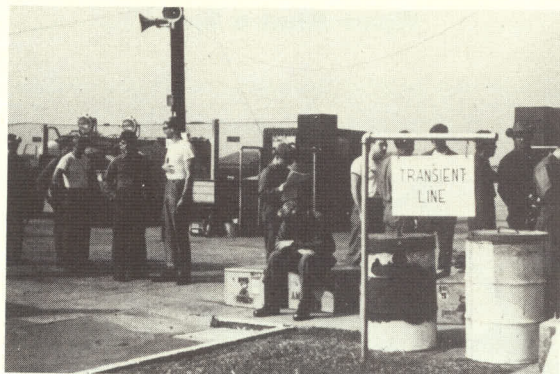


TAINAN



All together now

Broomstick where?

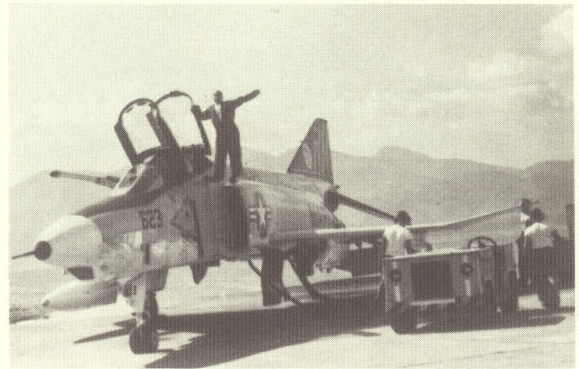


VMCJ-1 Jammers

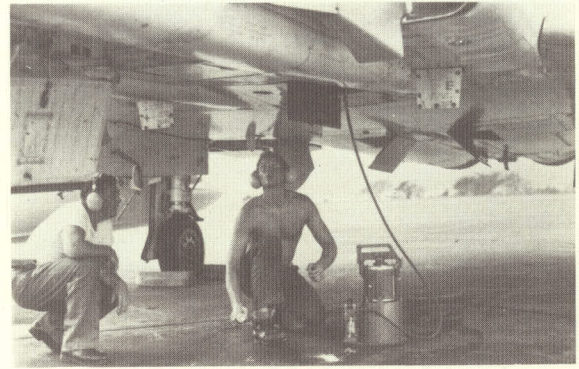
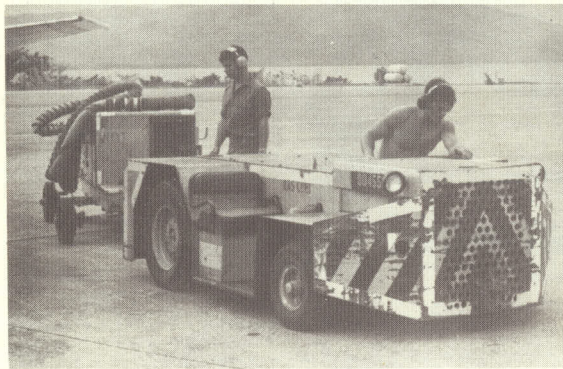


Buy me drinkee G.I.!

CUBI POINT R.P.I.



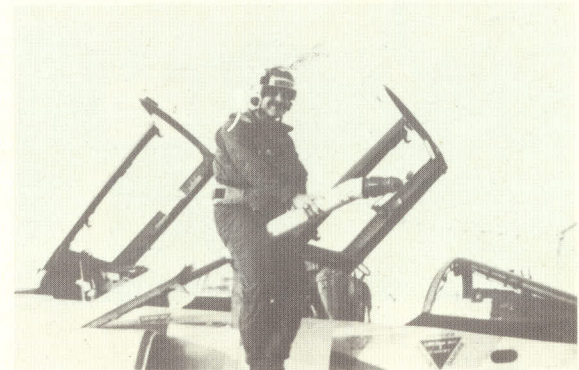
I made it



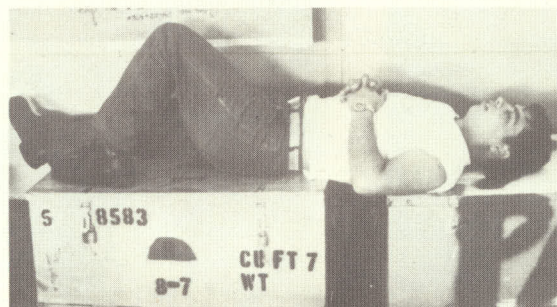
Wow! What a leak!



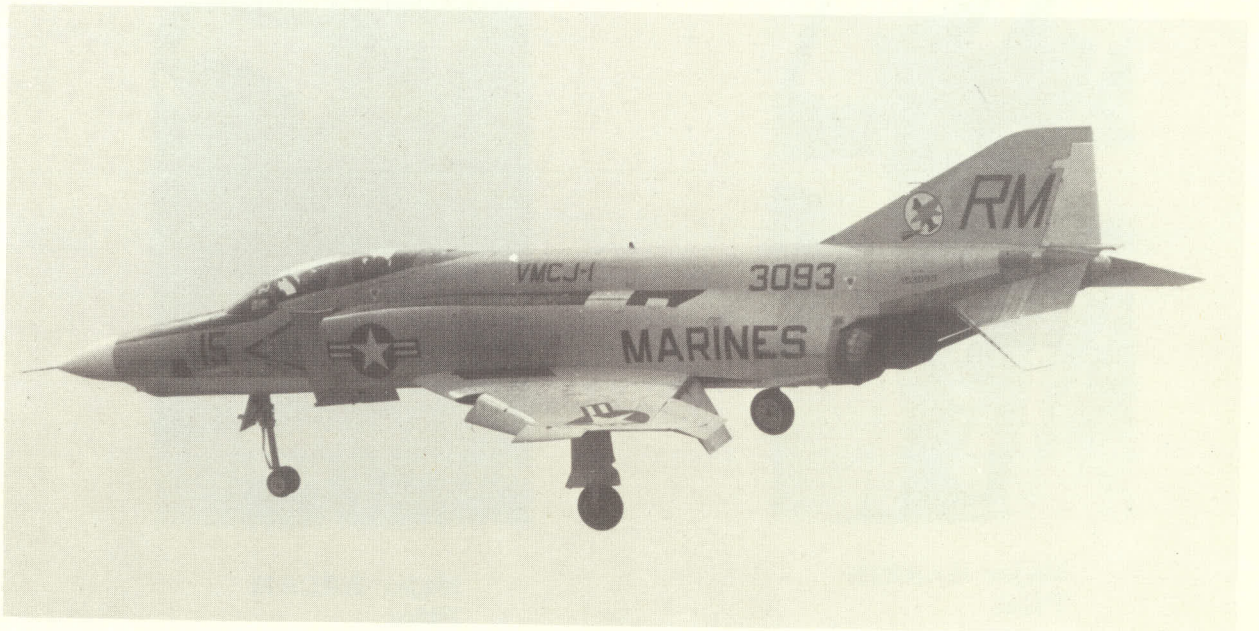
MABLEX 1974



Hi Ho Silver Away



Ready Maintenance



AIR CREWS



C.O.
LtCol BLOOMER
Pilot



X.O.
Major BALDWIN
RSO/ECMO



Major BARRIS
Pilot



Major BRUSH
Pilot



Major SITES
Pilot



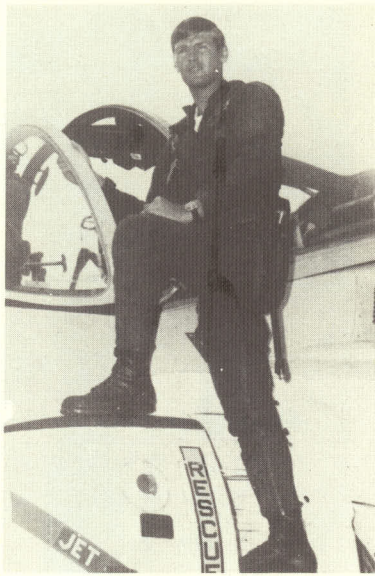
Major RATH
Pilot



Capt. HEBERT
Pilot



Major ROBISON
RSO



Capt. LARSON
Pilot



Capt. NELSON
Pilot



Capt. CONSAGRA
RSO



Capt. WILSON
Pilot



Capt. ELLIS
RSO/ECMO



Capt. GUILDI
RSO/ECMO



Capt. HALE
ECMO



Capt. COOPER
RSO



Capt. NEAL
RSO



Lt. TUSSEY
Pilot



Lt. FAIRCHILD
Pilot



Lt. RCUSH
Pilot



Lt. REMBOLT
Pilot



Lt. WATTS
ECMO/RSO



Lt. PROTZELLER
Pilot



Lt. ANZELMO
ECMO



Lt. RENO
RSO



Lt. LONG
Pilot



Lt. SCHNEIDER
ECMO



Lt. FERTIG
ECMO



Lt. HEINKE
RSO



Lt. MESSERE
RSO



Lt. MOELLER
Pilot



Lt. DAVIS
ECMO



Lt. THOMEN
RSO



Lt. TUCKER
RSO



Lt. JAMESON
RSO/ECMO



Lt. SAUTER
Mat. Off.



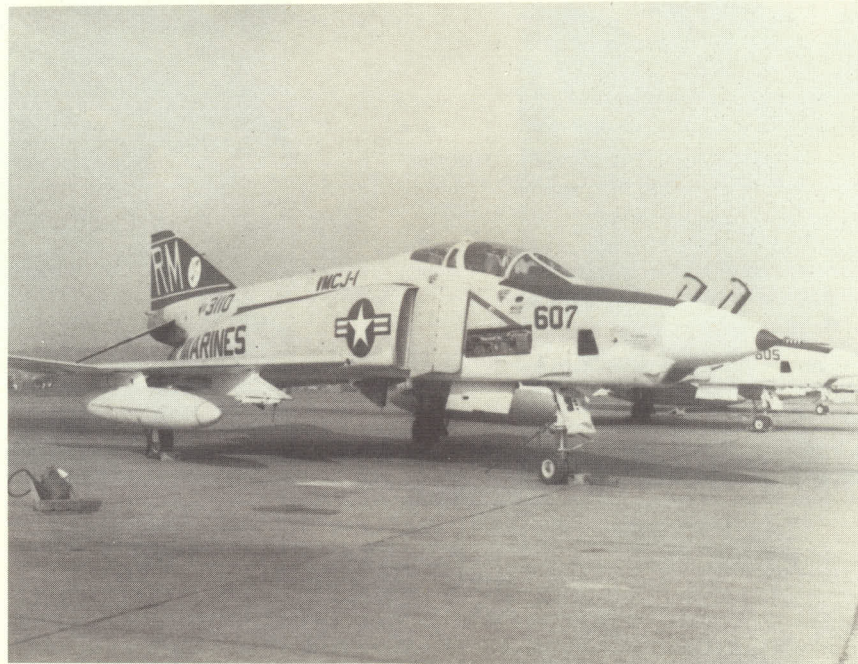
Lt. PERRIN
ECMO



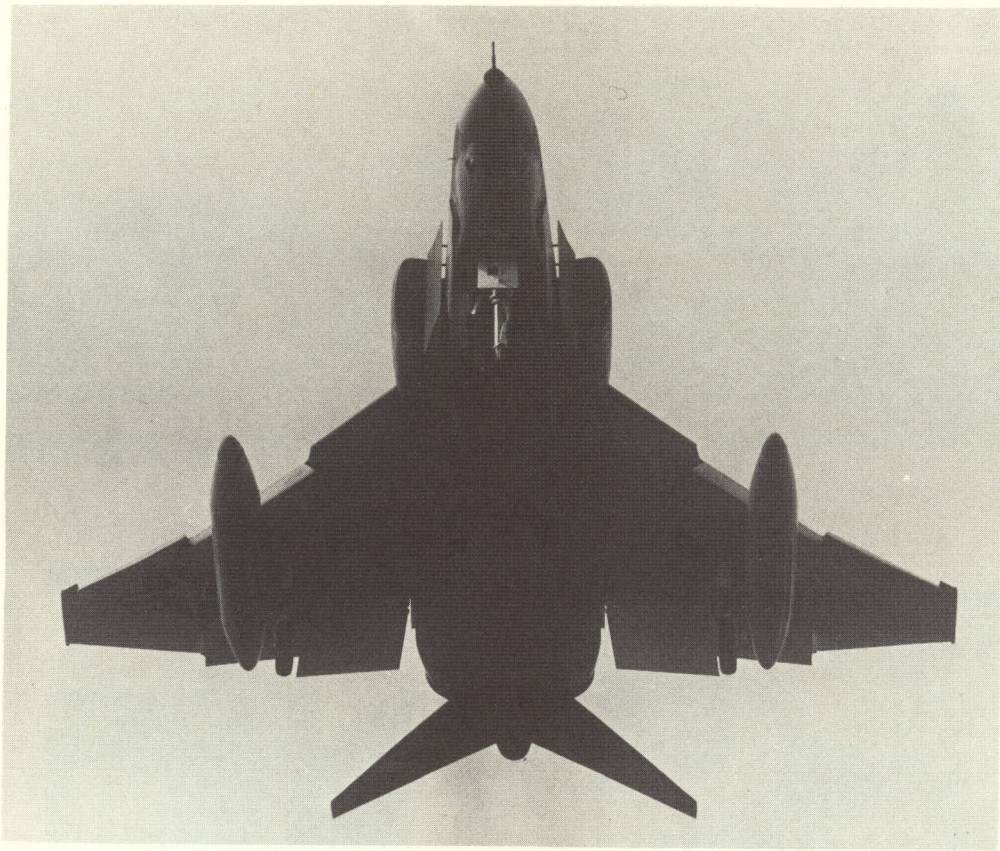
Lt. HILL
Pilot



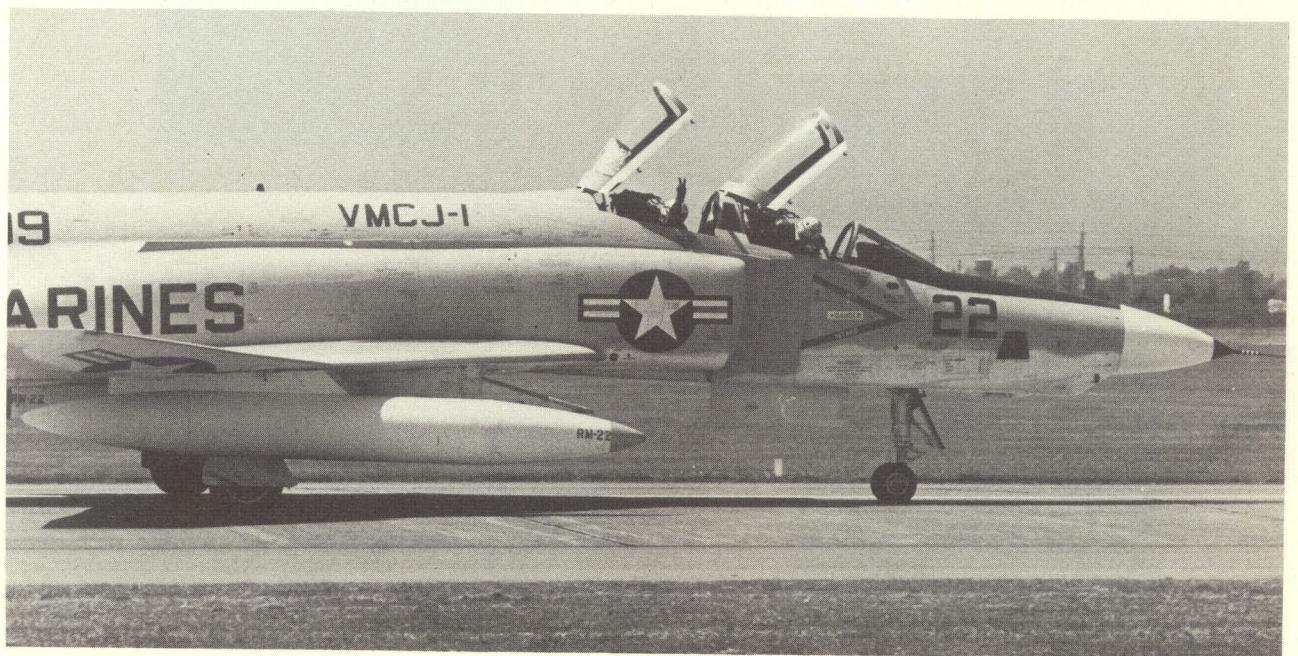
Capt. BARNES
Maintenance Officer



Away they go!

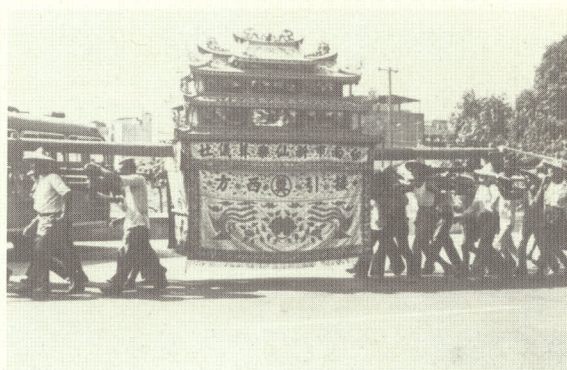
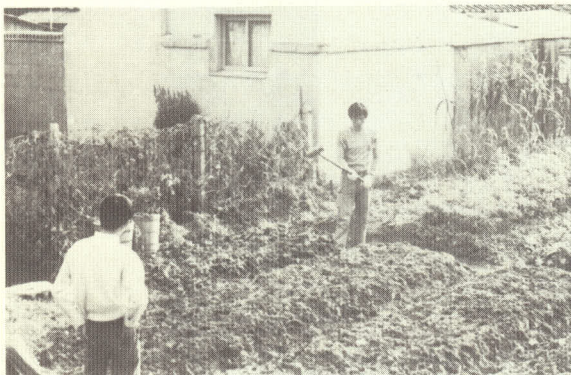


UP, UP AND AWAY!



Two San Miguels to go.

LIBERTY JAPAN



Miyajima

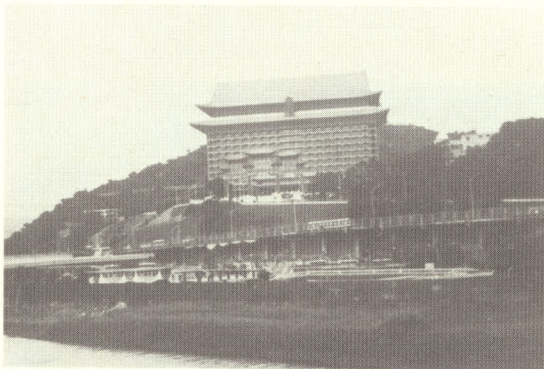
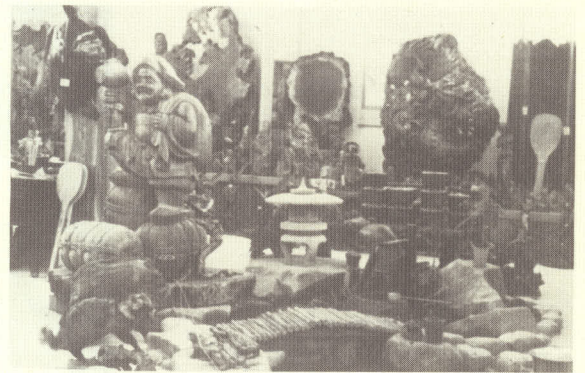
Tainan



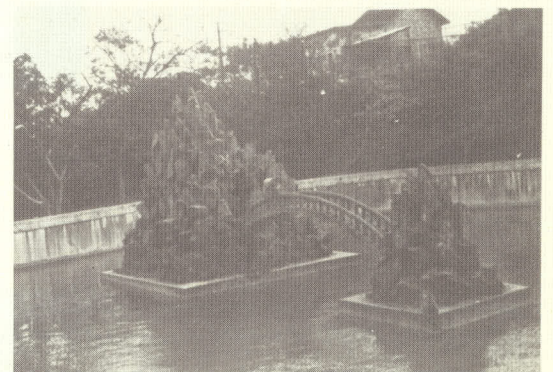
Miyajima



Miyajima



Taipei

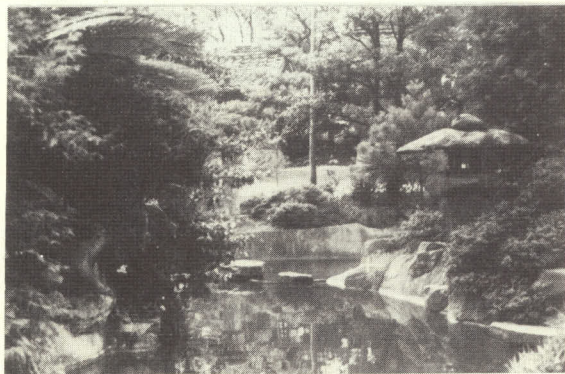


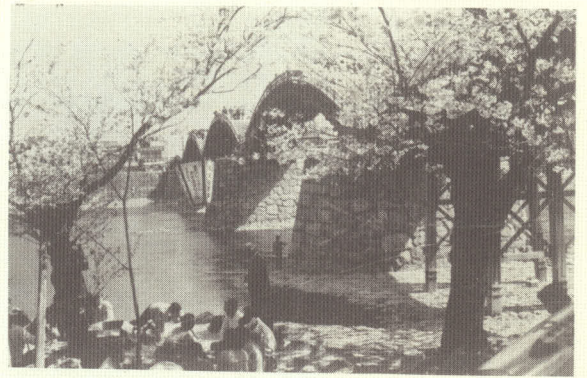


Freedom bird

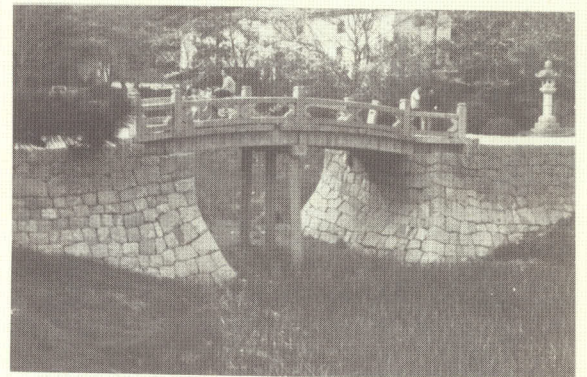


Next stop, Stateside





Korea



SAYONARA



**COMMANDING OFFICER'S FINAL REMARKS
TO THE OFFICERS AND MEN OF VM CJ-1
2 SEP 1975**

GEN GOURLEY, GEN WHITE, COL BATTISTONE, CAPT CHAMBERS, CDR CHATHAM,
DISTINGUISHED GUESTS, MY FELLOW MARINES OF VM CJ-1.

THE OCCASION FOR WHICH WE ARE GATHERED TODAY IS A UNIQUE EVENT.
THE PURPOSE OF THIS CEREMONY IS TO RECORD THE FINAL MOMENTS OF
THE EXISTENCE OF A MILITARY ORGANIZATION. AND, A MOST UNUSUAL
ORGANIZATION IT IS. AN AVIATION SQUADRON, A COMPOSITE UNIT WITH TWO
SEPARATE MISSIONS OF RECONNAISSANCE. ONE OF ELECTRONIC WARFARE,
AND ONE OF AERIAL PHOTOGRAPHY. AND, LAST, BUT MOST IMPORTANT OF ALL,
IT IS AN ORGANIZATION OF MARINES.

NOW, ORGANIZATIONS ARE STRANGE CREATURES INDEED. THEY HAVE
MANY CHARACTERISTICS OF A LIVING THING, THEIR OWN PERSONALITY,
REPUTATION, THEIR OWN ESPRIT AND THEIR OWN MORALE. THEY ARE, AFTER
ALL, THE SUM TOTAL OF ALL THE INDIVIDUAL TRAITS OF EVERY PERSON IN THE
ORGANIZATION.

WHEN ORGANIZATIONS ARE FORMED THEY COME INTO BEING NOT AT
ALL UNLIKE THE BIRTH OF OTHER LIVING THINGS. BY THAT I MEAN
THERE'S USUALLY A CERTAIN AMOUNT OF LABOR ASSOCIATED WITH BOTH.
CONVERSELY, WHEN AN ORGANIZATION HAS SERVED ITS PURPOSE AND ITS
EXISTENCE CEASES IT IS NOT AT ALL UNLIKE THE LOSS OF A PERSONAL FRIEND.

THERE IS A DEFINITE FEELING OF SADNESS. FOR MANY OF US HERE TODAY WHO HAVE BEEN CLOSELY ASSOCIATED WITH VMCJ-1 OVER THE YEARS THIS IS CERTAINLY THE CASE. FOR ME, PERSONALLY, AS THE LAST COMMANDING OFFICER OF A UNIT I'VE SERVED IN ON TWO PREVIOUS OCCASIONS, IT IS ESPECIALLY SO.

OVER THE YEARS WE MARINES IN J-1 HAVE ALWAYS BEEN PROUD OF THE FACT THAT WE WERE THE "EYES AND EARS" OF THE FIRST MARINE AIRCRAFT WING. IT IS A LITTLE SOBERING TO REALIZE THAT AFTER TODAY THIS WILL NO LONGER BE SO. DURING THIS PAST YEAR WHILE I HAVE SERVED AS YOUR COMMANDING OFFICER WE HAVE BEEN BUSY WRITING THE FINAL CHAPTER OF OUR SQUADRON'S HISTORY. WE HAVE DONE IT AS USUAL FROM MANY LOCATIONS AND MANY DIFFERENT CIRCUMSTANCES. FROM JAPAN, OKINAWA, KOREA AND THE PHILIPPINES WE HAVE SUPPORTED THE III MAF, 1ST MAW, THE ROK FORCES AND JSDF. FROM THE ISLAND OF TAIWAN WE HAVE FLOWN MANY EXERCISE MISSIONS IN SUPPORT OF THE ROC FORCES. AT SEA ABOARD THE AIRCRAFT CARRIER USS MIDWAY WE HAVE CARRIED OUT A MAJOR COMMITMENT AS AN INTEGRAL MEMBER OF CARRIER AIR WING FIVE. AND AS OUR FINAL PARTING GESTURE TO VIETNAM DURING OPERATION FREQUENT WIND, THE EVACUATION OF SAIGON, TWO OF OUR EA-6AS FLEW 14 CONSECUTIVE HOURS FROM THE USS CORAL SEA.

THROUGH IT ALL I COULD NOT HAVE BEEN MORE PLEASED WITH YOUR PERFORMANCE. YOU ALL GAVE WILLINGLY OF YOUR TALENTS AND SKILL. I SHALL BE FOREVER GRATEFUL FOR YOUR MANY PERSONAL SACRIFICES, YOUR UNDIVIDED LOYALTY AND YOUR UNWAVERING SUPPORT. YOU HAVE

LEFT YOUR MARK IN THE HISTORY OF VM CJ-1 AND A RECORD AT SEA AND ASHORE WHICH WILL, IN MY ESTIMATION, REMAIN UNEXCELLED. TO EACH MARINE IN THIS COMMAND I SALUTE YOU. MAY YOU ALL CONTINUE TO ENJOY SUCCESS IN THE FUTURE. TO THE NEW UNITS WHO WILL ASSUME VM CJ-1'S MISSION IN WESTPAC, VMAQ-2 DET A FOR ELECTRONIC RECONNAISSANCE AND VMFP-3 DET 1 FOR PHOTO RECONNAISSANCE, WE IN VM CJ-1 WELCOME YOU. YOU NOW HOLD THE CHALLENGE AND THE OPPORTUNITY TO CARRY ON OUR PROUD TRADITION AS "THE EYES AND EARS" OF THE FIRST MARINE AIR WING. YOU ARE ALSO CHARGED WITH THE TASK OF PRESERVING THE MARINE CORPS IMAGE AND CAN DO SPIRIT AMONG YOUR NAVY SHIPMATES ON THE USS MIDWAY. I, FOR ONE, HAVE EVERY CONFIDENCE THAT YOU WILL DO SO. WE, THE REMAINING MEMBERS OF VM CJ-1, WISH YOU THE BEST OF SUCCESS IN ALL YOUR ENDEAVORS HERE IN WESTPAC.

AND NOW IT IS TIME. WE HAVE WRITTEN THE LAST VERSE, DOTTED THE LAST "I" AND CROSS THE LAST "T". OUR STORY IS FINISHED. IT IS TIME TO CLOSE THE BOOK ON VM CJ-1.

LET US LOOK FOR THE LAST TIME AT THE SQUADRON COLORS WHOSE BATTLE STREAMERS GUARANTEE THIS SQUADRON'S RIGHT TO TAKE HER PLACE IN OUR CORPS' ILLUSTRIOUS PAST. LET US SIMPLY SAY—"SAYONARA"—

W. A. BLOOMER
LTCOL USMC
COMMANDING

THE LAST VMCJ

This postscript for the 1974-75 Cruise Book is for the members of VMCJ-1 who served in this squadron during the final year of its commissioning and is intended to provide a final tribute to them. Just as VMCJ-1 was the last to be commissioned with the merger of VMJ-1 and VMC-1 in 1958 at MCAS El Toro, it was also the last of the three VMCJ squadrons to be decommissioned in 1975.

VMCJ-1 initially deployed to MCAS Iwakuni, Japan in November 1959, a year after it was commissioned. The squadron remained in the Western Pacific theater for the remainder of its existence, which included a combat deployment from MCAS Iwakuni to Danang AB, Vietnam that lasted from 1965 to 1970 when the squadron returned to MCAS Iwakuni. It is believed that the final Marine Corps combat mission in Vietnam was flown by members of the Last VMCJ, Capt D. K. Larson and 1/Lt Kenny Watts, on Apr 30/May 1 1975 from the deck of USS Coral Sea during the evacuation of Saigon.

The decommissioning ceremony at MCAS Iwakuni in September 1975, which marked the final chapter in the life of the squadron, occurred after the contents of our cruise book had been set in print. My remarks at the decommissioning ceremony, as the last Commanding Officer of a VMCJ squadron, have been preserved and are included in this reprinting of the squadron's final days. However, more needs to be said.

While the squadron Executive Officer, Major Larry L. Baldwin, was holding down the fort in Iwakuni and supervising the publishing of our cruise book, I was closing out the squadron's final deployment as Det 101 on the USS Midway (CV-41). When the RF-4Bs and EA-6As with the Modex RM tail markings received their final cat shot from CV-41 and returned to Iwakuni during the last week of August 1975, only a few scant days remained to prepare for the decommissioning ceremony and the TransPac of four EA-6As from MCAS Iwakuni, to MCAS Cherry Point, NC. Thus, it was not possible to record and include these historical final events in our squadron's cruise book.

It was my honor, and privilege, as the last Commanding Officer of VMCJ-1, to lead the TransPac of four EA-6As from MCAS Iwakuni to MCAS Cherry Point. The first leg of the TransPac was from MCAS Iwakuni to NAS Midway Island with one air refueling about 900 miles east of NAS Atsugi, Japan. We were assisted by a Navy P-3 pathfinder. Our lineup on the first leg was as follows:

- Lead – LtCol Art Bloomer, pilot, Capt Bruce Jameson, ECMO.
- Number Two - 1/Lt Steve Roush, pilot, 1/Lt Don Davis, ECMO.
- Number Three - Maj Marty Brush, pilot, 1/Lt John Fertig, ECMO.
- Number Four – Maj Dave Sites, pilot, MGySgt Jack Deaton ECMO.

I will never forget the first join up on our P-3 Pathfinder. We departed Iwakuni at 0400 in pitch blackness. However, as we gained altitude with dawn breaking, while flying East, we were soon scanning the skies to find our P-3 which had taken off about 20 minutes ahead of us. The P-3 had us in radar contact and reported that we were about 20 miles in trail. Shortly thereafter, 1/Lt Roush called having the P-3 in sight. I couldn't believe that he could see the P-3 from such a great distance, but I continued on with the lead until we were about 10 miles in trail and I still could not spot the P-3. Steve still could see him, so I passed the lead to him and he led us into the join-up on our Pathfinder that was to take us to our rendezvous with the KC-130s.

Air refueling on the first leg was provided by two KC-130 airplanes from the 1st Marine Air Wing. All aircrews plugged on the first attempt and received the planned amount of fuel. The event went smoothly, except for a brief scare with Maj Dave Sites' aircraft which did not initially appear to be taking fuel. But, Dave held the refueling valve open with the manual bypass and was able to refuel. The remainder of the 7.5 hour flight to Midway Island was uneventful, although much of it was in IFR conditions at 30,000 on the wing of our Navy P-3. It was a relief to see the TACAN lock up on Midway's TACAN and to break out of IFR about 75 miles from Midway where the long distance eyes of Steve Roush spotted the island immediately! The first leg of the Transpac from Iwakuni, Japan, that commenced at 0400, was completed on Midway Island at 1700 the day before we left Japan due to crossing the International Date Line.

The second leg from NAS Midway to Hickam AFB was a routine three hour flight without air refueling accompanied by our Navy P-3 Pathfinder. The flight crews were:

- Lead – LtCol Art Bloomer, pilot, Capt Bruce Jameson, ECMO.
- Number Two – 1/Lt Steve Roush, pilot, 1/Lt Don Davis, ECMO.
- Number Three – 1/Lt Pat Long pilot, 1/Lt John Fertig ECMO.
- Number Four – Maj Dave Sites, pilot, MGySgt Jack Deaton, ECMO

After a two day delay for rest in Hawaii, the third leg of the Transpac was flown from Hickam AFB to MCAS El Toro. Air refueling was required about 600 miles east of Hilo, Hawaii. Again, our Navy P-3 Pathfinder led the way for us. The flight crews were:

- Lead – LtCol Art Bloomer, pilot, Capt Bruce Jameson, ECMO.
- Number Two – 1/Lt Steve Roush, pilot, 1/Lt Don Davis, ECMO.
- Number Three - 1/Lt Pat Long, pilot, Capt Mike Hale, ECMO.
- Number Four – Maj Dave Sites, pilot, MGysgt Jack Deaton, ECMO.

This leg of the TransPac was not without incident. Four KC-130 tankers from the 3rd Marine Air Wing were tasked to provide our refueling, one for each EA-6A in the flight. The tankers were in a left echelon formation and as the lead EA-6A, I was assigned to the lead KC-130. The plug in was accomplished on the first attempt, however, the take-up reel on the refueling hose did not retract and a huge whiplash occurred that almost snapped off the refueling probe. The KC-

130 crew advised me to try again. I was very reluctant to try again and it was quickly apparent that the take-up reel was inoperative. In the meantime all the other EA-6As in the flight had completed refueling and the KC-130s had started their turn back to Hawaii. I had to use a lot of extra fuel to do a 180 degree turn and try to catch and join on the number two KC-130 to refuel. I was finally able to take on fuel from the number two KC-130 but it was about 1,000 pounds less than programmed. By this time I was 100 miles behind the flight and heading in the wrong direction, back toward Hawaii. However, the P-3 had me in radar contact and gave me steers to rejoin the flight. Since I was short on the programmed fuel that I should have received, I anticipated that I would have to take some additional fuel from the standby tanker that was orbiting about 600 miles west of El Toro. I re-joined the flight about the time we reached the area of the orbiting standby tanker. Capt Jameson was tracking our fuel consumption diligently. He determined that we would not require any fuel from the standby tanker and should arrive at El Toro with over 1,000 pounds of fuel remaining on this six hour flight. Again, Maj Dave Sites had to nurse his airplane through the air refueling by holding the refueling valve manual bypass open. As we began our let-down for landing at El Toro, Dave experienced a generator failure. He followed the prescribed NATOPS procedures and landed without incident after deploying the Ram Air Turbine for emergency electrical power. We had planned for a two day stay at El Toro for any required maintenance and the generator was replaced during this down time.

The final leg of the Transpac was non-stop from MCAS El Toro to MCAS Cherry Point, NC without air refueling and without our Navy P-3 Pathfinder. The flight crews were:

Lead – LtCol Art Bloomer, pilot, Capt Bruce Jameson, ECMO.

Number Two – 1/Lt Steve Roush, pilot, Capt Mike Hale, ECMO.

Number Three – Maj Marty Brush, pilot, 1/Lt John Fertig, ECMO.

Number Four – Maj Dave Sites, pilot, MGysgt Jack Deaton ECMO

This TransConus flight was carefully planned to enable the flight to arrive at MCAS Cherry Point with a sufficient fuel reserve. Only one of the four EA-6As in the flight was at the margin for fuel. Number two, 1/Lt Roush and Capt Hale, became separated from the flight in IFR conditions with a complete radio and navigation aids failure but were able to rejoin the flight prior to arriving at Cherry Point thanks again to the “radar” eyes of 1/Lt Steve Roush who spotted our contrails before we commenced our let-down into Cherry Point. Steve and Mike landed at Cherry Point with less than 1,000 pounds of fuel remaining.

Upon landing at Cherry Point and taxiing into the VMAQ-2 flight line we were met by the AWC of 2nd MAW, BGen Swede Bjorklund, the CO of MAG-14, Col Tom Griffin, and the CO of VMAQ-2, LtCol Royal Moore. It was rather unique to see the RM tail markings on the VMCI-1 EA-6As that had just arrived from WestPac parked on the VMAQ-2 flight line among the CY tail

markings of the VMAQ-2 EA-6As. Not since 1959 had RM tail markings been seen in CONUS. Today the RM Modex lives on as the tail markings of VMAQ-4.

This last leg of the Transpac represented the final flight activity of VM CJ-1 and the flight crews proceeded to execute their change of station orders. Most of the aircrews on this final flight were assimilated into VMAQ-2. Steve Roush joined the VMAQ-2 Aircraft Maintenance Department and discovered to his dismay and surprise that the EA-6A he flew all the way from Iwakuni to Cherry Point had an inoperable ejection seat. From VMAQ-2 he went to the MAG-14 staff until his release from active duty in 1976. Marty Brush became the CO of VMAQ-2 in 1979 after being promoted to LtCol and after the EA-6As had been replaced by the EA-6B. Bruce Jameson transitioned to the EA-6B at NAS Whidbey Island and was a crew member on the first EA-6B delivered to VMAQ-2 at Cherry Point. He retired as a LtCol. Subsequently, detachment OICs for both the VMFP dets and the VMAQ dets to WestPac were filled by former members of the Last VM CJ.

Maj Vic Barris, a great RF-4B carrier pilot, served as the OIC Det 101 from VM CJ-1 on the USS Midway for the first 6 months during my tenure as the CO. Vic consistently out graded his Navy Air Wing competitors in Air Wing 5 on the USS Midway in carrier arrested landing proficiency. He retired to Beeville, TX after 20 years of service to pursue a life in the ministry.

Maj Larry Baldwin, Executive Officer of the last VM CJ, became the first NFO Air Group Commander in 1983 after being promoted to full Colonel. Unfortunately, Larry lost his life in an A-6E accident shortly after assuming command of MAG-14. He was an outstanding Marine officer who had given much to his Corps and country and had much more to give. He was destined to go much further as a leader of Marines and his death was a great personal loss.

Maj Dave Sites retired as a LtCol after 25 years. His last assignment was in the office of the Navy Comptroller, NAVCOMPT, in the Pentagon.

Capt Kevin Griffin, our squadron grunt and Intel Officer, was TAD to the 9th MAB during the evacuation of Saigon and served on the staff of the Commanding Officer of the Marine Regiment that was the Ground Combat Element of the MAB. Colonel Al Gray, later to become the 29th Commandant, was the Commanding Officer of the Regiment. Kevin left the Corps to serve in various Army Intelligence organizations as a civilian.

1/Lt Don Davis went to law school and became a Judge Advocate. He retired after 30 years as a full Colonel while serving as the Chief of Staff of MCB Camp Pendleton. He is now the Deputy General Counsel to the Los Angeles Unified School District.

1/Lt Kenny Watts retired from the reserves as a full Colonel and works for Raytheon Corporation, a defense contractor, at Huntsville, AL.

