



Hawaii Marine

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November 9, 1989

U.S. Marines claim 214 years

All our Novembers

By LtCol. Jerry Shelton
(USMC Ret.)

All our Novembers come
back to us now,
As we gather together to
strengthen that vow,
Of Semper Fidelis, a motto
oft-tested.

On that first 10 November
in '75,
John Adams the patriot was
first to arrive,
And Continental Congress
enacted that day,
A law he had sponsored and
put on its way.

"Resolved," said the bill,
legally phrased,
"That two battalions of
Marines be raised,
"That they be distinguished"
(from soldiers it means)
"By being called American
Marines."

Old Bob Mullen and Sam
Nicholas too,
Soon raised a force that
knew what to do,
They captured New Provi-
dence, then on the sea,
They fought from the masts
to make our land free.

On other Novembers could be
found,
From Tripoli to New Orleans,
and all the world'round,
In the Mexican War they
picked up the words,
To open the Hymn of Ma-
rines that's still heard.

Another November found
them in France,
And the going was tough,
but it gave them a chance,
To move from the trenches
where battle had stood,
And add to their glory the
name Belleau Wood.

Sunny Novembers were next
to be seen,
In Haiti and Cuba by other
Marines,
Nicaragua, the Philippines,
and Dominica too,
Were places Marines of that
period knew.

A day of infamy shrouded
our land,
And Marines on Wake Island
first made a stand,
But three more Novembers of
blood, sweat and gore,
Were to pass before Leather-
necks evened the score.

Korea and Lebanon, then
Vietnam,
Another hard test of each
fighting man,
But the Corps came through
and held its head high,
At a time when most others
could simply ask, "Why?"

And so on this day we
remember them all,
And vow that we always
will answer the call,
Of future Novembers; we'll
be on the scenes,
To raise up a toast to the
U. S. Marines.



Sgt. Y. Shearer photo

A toast to the Corps

News In Brief

Toys for Tots Tennis Tourney

Tennis players in Hawaii are invited to play in two tournaments to help the annual Marine Corps Reserve "Toys for Tots" campaign.

The featured events are the 8th Annual Mixed Doubles on Dec. 9-10 and the Grandparents Fun and Friendship on Nov. 25. All play will take place on the Pearl Harbor Subbase courts.

Entry fee for the Grandparents event is \$10 per person with Friday being the deadline for entry. Entry fee for the Mixed Doubles is \$25 per team with a deadline of Nov. 24 for entry.

Both events will include food and festivities during the matches, and participants may donate toys to help the drive.

For more information call 836-2801, 839-1496 or 488-5834.

Special Birthday Meal

There will be a special meal served at Anderson and Pless Halls today from 11 a.m.-1 p.m. in observance of the 214th Birthday of the Marine Corps.

The meal will feature cooked-to-order steaks, shrimp and side dishes. The cost of the meal for enlisted people on comrats will be \$1.60. Officers and guests must pay \$3.75, including the surcharge. Children under 12 will be charged \$1.85, while dependents of E-4s and below will not have to pay the surcharge, making the meal \$1.60.

Combined Federal Campaign Progress

(Through Friday)

UNIT	UNIT DONATIONS	UNIT GOAL	PERCENT ACHIEVED
CAMP SMITH	\$28,176.65	\$39,000	72.25
1ST MEB	\$292,833.27	260,500	112.41
MCAS	\$41,869.00	54,000	74.54
MARINE BARRACKS	\$19,638.00	21,000	93.51
1ST RADIO BN	\$8,240.00	11,500	71.65
TOTAL	\$390,756.92	386,000	101.23

Symposium teaches safety sense

Story and photo
by Sgt. D. M. Samsel
Camp H. M. Smith

Ground safety managers from Marine commands throughout the Pacific have gained a stronger grasp on the knowledge they need to perform their job of keeping Marines safe.

This is the result of their attendance at the first, Pacific-wide Ground Safety Managers Course, held recently at MCAS Kaneohe Bay.

Safety has always been a paramount concern for commanders, and with an increased awareness placed on the importance of safety both in the work place and during off-duty activities, FMFPac Commanding General, LtGen. Robert F. Milligan emphasized his concern, echoing the words of I Marine Expeditionary Force Commanding General, MajGen. J. P. Monahan, in a recent message, "Safety, at all levels, remains my highest priority ... the loss of personnel or equipment through neglect or inattention cannot be tolerated."

The continued emphasis on the FMFPac Safety Program will incorporate the programs already in effect within the individual commands and bring them under the personal direction of FMFPac Deputy Commanding General, BGen. Lloyd G. Pool.

One of the most prominent examples of this increased

awareness and its consolidation within Fleet Marine Force, Pacific is the recently established Ground Safety Managers Course, held for the first time at MCAS Kaneohe Bay during October.

The eight-day course, originally designed for ground safety officers and ground safety managers within the 1st MEB, was recently opened to all command-designated safety personnel in Fleet Marine Force, Pacific.

"The school encompasses all the areas we feel ground safety officers need to be educated about in order to be able to do the job effectively," said GySgt. Mac W. Hall, 1st MEB Safety Officer and an

instructor at the school.

According to Hall, there is only one other school of this type. The Navy's SG-170 course offered at the University of Indiana, Bloomington is a two week safety course that is sanctioned by the Marine Corps for its safety personnel. Hall identifies the small number of quotas available, only six-to-eight annually, to attend the Indiana school as one of the most significant factors for opening up the 1st MEB school.

Subsequently, the 1st MEB Safety Office and the Station Safety Office combined to form the Joint Safety Center, initiating the Ground Safety Managers Course.

The course teaches students how and where to find the directives and other guidance needed to institute their safety programs, and explains the reasons behind the methods used to support their programs.

According to Hall, the Joint Safety Office plans to offer the school on a quarterly basis and hopes to use funding provided for the school to purchase more reference materials and up-to-date equipment for future students.

The course covers the use of the National Fire Prevention Codes, OSHA's General Industry Codes and National Electrical Codes and how those codes apply to their job.

The thirty-seven students who graduated from this class were also instructed in the areas of Hazardous Waste, Laser Safety, Personal Protective Equipment, and a variety of other safety related topics.

"Students in this course are also having the chance to give their input to make the course better," said Hall.

Once the classroom instruction concluded, students were given an opportunity to apply what they had learned by performing practical inspections on two volunteer units on the Air Station. They were instructed to perform the same type of formal inspections they will give their own units each quarter.



Sgt. John Willcox, Safety NCO for FMFPac, examines a safety can found in a paint locker.

The Toxic Avengers

MALS-24 Avionics leads the way in safety awareness

By Sgt. Brad Mitzell

Sergeant Clifton Knipe wishes you could see this place for yourself.

As the 1st MEB's hazardous waste coordinator, Knipe gets his paycheck for helping to make sure the Brigade is environmentally aware and safe. He's responsible for inspecting brigade units on their hazardous waste awareness, storage procedures and facilities.

But paycheck or no paycheck, Knipe sometimes visits Marine Aviation Logistics Squadron-24 Avionics Section's Hazardous Waste Accumulation Site just because he wants to.

"These guys are squared away," Knipe said. "They have spill response teams, drills - they've just taken this thing into the 21st century. They've really made this into a science."

Thinking of hazardous waste storage as a "science" is what Knipe and the other hazardous waste coordinators on Station are in the business of doing. And that requires changing commonly held beliefs and enforcing sometimes unpopular laws.

"This is a pretty environmentally aware world right now, with all these Green Peace videos on MTV and everything," Knipe said. "But what people have to understand is that hazardous waste isn't necessarily something nuclear or radioactive. It's something we generate to maintain our standard of living."

And, he added, that means right down to the can of insecticide in your kitchen cabinet, as well as other things most people come in contact with every day.

Common, everyday items that we use as cleaning products can require special disposal," Knipe said. "We want people to know that they should stop, check and think before throwing them away."

Knipe's inspections take him all over the Brigade. Some sites are good. Some, like the one at MALS-24 Avionics, are outstanding. Then there are those that get by.

"See, they meet the minimum standards," said Knipe, driving past a storage site adjoining to a chain-link cage surrounding several 50-gallon flared barrels.

But they don't call Knipe "Toxo Man" for adhering to minimum standards.



Sgt. Brad Mitzell photo

Sgt. Kevin McGuinness, the Avionics Division's assistant hazardous waste coordinator, checks his equipment in the unit's Hazardous Spill Emergency Response Kit.

"We're leading a major campaign on the base in awareness and compliance," Knipe said. In addition to the quarterly Hazardous Waste Facility Operations Course, the first of which was held in August and which will be held again this spring, the Brigade has initiated an ad campaign to help increase hazardous waste awareness. The brigade's efforts are part of its Enhanced Safety Awareness Program (ESAP).

With the course, Knipe and Maj. Ed Elder, the 1st MEB's Hazardous Waste Officer, are trying to get the message across to everyone in the Brigade that hazardous waste awareness concerns them.

"That's the overall point," said Sgt. Kevin McGuinness, MALS-24 Avionics' assistant hazardous waste coordinator. "It's awareness that's stressed in the course - to give the bug to everyone else. It's going to be a big thing in the 90's and beyond."

There are so many different considerations and regulations to know about when dealing with these materials, the MALS-24 Avionics section was taken somewhat by surprise when they attended the hazardous waste course. After attending, Maj. Chris Mendez, MALS-24's avionics officer, directed that his division revamp its hazardous waste program.

After the Avionics Division's four "Toxic Avengers," hazardous waste coordinator SSgt. Billy Frederiksen, his assistant, McGuinness, and Cpl. Dana Wiberger and LCpl. Michael Brown, attended the course along with Mendez, they worked on the revamping project full-time for two months. They designed it to meet strict federal regulations mandated by the Environmental Protection Agency (EPA) and Air Station Order 6290.2A. They prepared three avionics "vans" (trailers): one for emergency spill response, one for storage of hazardous materials, and one for storage of hazardous waste.

Toxo Man has seen a lot of people improve on their hazard waste awareness and safety standards. He has reported violators and pushed for improvements. And after several years of doing his dirty work, MALS-24 Avionics' three-station, four-man hazardous waste site is a "site for sore eyes" to Knipe.

"I've been doing this job for five years now, and I've



MALS-24 Avionics Division's "Toxic Avengers" (l-r) Cpl. Dana Wiberger, Sgt. Kevin McGuinness, LCpl. Michael Brown and SSgt. Billy Frederiksen.

seen a lot of installations put together programs," Knipe said, "but theirs is the best I've seen."

He has reason to be enthusiastic about the site. He taught the Toxic Avengers a lot of what they know about hazardous waste. And he remembers that the place didn't look nearly as good before the Toxic Avengers attended the hazardous waste facility course.

Knipe is the course director and primary instructor. The 32-hour course is designed in strict compliance with EPA regulations by the Naval Energy and Environmental Support Activity. Those who complete it are certified as hazardous waste coordinators, which is a billet in every unit.

Knipe is one of two Marines in the Corps directing such a course. The other, a gunnery sergeant at Marine Aircraft Group-39 at Camp Pendleton, Calif., trained with Knipe, when Knipe was stationed at Camp Pendleton and studying at night for his degree in hazardous materials management at the University of California at San Diego.

As part of the ESAP program, Knipe recently got together with MPs from the Air Station and simulated, on camera, toxic waste regulation violators either committing criminal acts of improper hazardous waste disposal or being caught in the act and arrested. The photos were sent away to be made into posters that will be posted throughout the Station starting this month.

While the photo sessions were done all in good fun, the message they convey is serious business: If you mishandle hazardous waste, you will pay.



As part of the 1st MEB's campaign for increased hazardous waste awareness, the above photograph has been made into posters which will be posted on Station.

Not only by damaging the environment, but by being slapped with civil and criminal charges as well. Eleven separate civil acts have been enacted over the years to protect the environment from hazardous waste - some of which is as seemingly harmless as empty paint cans, plastic polish, unused paint, solvents, waste oils (such as crank case oil) and adhesives.

"You can be fined \$25,000 (up to \$50,000) per violation, per day," said Knipe. "It could be for not reporting a spill, or improper storage or disposal of waste." Knipe explained that something as common as throwing a few paint cans into a dumpster can carry this magnitude of penalty. "Unfortunately, it has happened before," he said.

But ignorance of the law is no defense when dealing with hazardous waste of any kind,

Knipe said. "If you're caught, even if you didn't know (the regulations), you should have known, because you're a generator of hazardous waste," he said.

"If they can prove blatant negligence," said Frederiksen, "you can stand by, Dad! employees are not exempt from these laws. But we've had guys come up to us after painting and using chemicals like paint thinner, and ask us, 'Where's the ditch or drain I can pour this in?'"

"Hazardous waste is something you have to keep up with all the time," Frederiksen added, "because if you don't, you're behind already."

Frederiksen is keeping up with hazardous waste, and has been putting in the overtime at Avionics with the rest of the Toxic Avengers at their collateral duty of handling the site's revamping. "Well, Sgt. McGuinness,

Cpl. Wiberger and LCpl. Brown have done most of the actual work themselves," said Frederiksen. "But it hasn't been just this work center and these individuals, either. It's been an effort by the entire Avionics Division."

While their hazardous waste accumulation site has been called the best of all the Brigade units, the Avionics Division isn't even one of the major generators of hazardous waste in MAG-24, which is the Brigade's largest generator. The MAG sponsored the last Hazardous Waste Facility Operations Course.

Even with all the positive responses the Toxic Avengers have received about their program, they are still being encouraged to do more. "The Brigade has basically said to us, 'there is no way you guys can go overboard on this project - you can't do too much,'" Frederiksen said.

Hawaii Marine

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Recon Marine awarded for rescue of young girl

Used scuba training to revive victim from near-drowning

Story and photo by Cpl. S.A. Bailey

Of the few Marines who earn a Navy Commendation Medal, even fewer earn them while on leave. But being on leave didn't prevent Cpl. Curt Woodward from taking control of a dangerous situation and saving a young life.

Woodward, from Alpha Co., 3rd Reconnaissance Bn., was in his hometown of Redding, Calif. in the beautiful Sierra Mountains last February. On the day of the crisis, he was enjoying a day of fishing and water-skiing with some of his old friends on Lake Shasta. As they unloaded the boat at the end of the day, Tammy Whitson noticed that her 16-month-old daughter, Tielah, had disappeared. Fearing the worst, the group frantically searched for the missing child. After a harrowing 10 minutes, Tielah popped up underneath the dock and was snatched up by her mother.

The scene was grim. Tielah had no pulse, was bloated with water, and her skin had turned green and blue. In shock, her father turned away, saying, "Leave her alone. She's dead."

"Everyone was in shock," said Woodward. "No one was hysterical, but no one knew what to do."

Woodward began to administer CPR. "When you go through scuba training, one of the things they really emphasize for a drowning victim is to get the water out of their lungs before performing CPR." While another friend rushed off to call 911, Woodward patiently worked to revive little Tielah. After eight minutes of resuscitation, she sputtered to life, to the ecstatic relief of her mother and the others. A rescue helicopter arrived shortly thereafter.

"She doesn't have any brain damage, which is pretty

amazing," said Woodward. "The water was real cold, and that turned out to be what saved her. If she had been under that long in warm water, she wouldn't have made it."

Woodward's act was soon the subject of an article in the local newspaper. Woodward keeps a framed copy of the article on his desk in the barracks. During a routine room inspection, his 1stSgt. Dennis Delay saw it and learned of the incident for the first time. After getting the details from Woodward, Delay made sure his actions were rewarded. Woodward was awarded the Navy Commendation Medal Oct. 23.

"Marines that put forth and excel are going to get the recognition they deserve," said Delay. "This award speaks well of the kind of individual he is. He applied



Cpl. Curt Woodward is congratulated by 1stSgt. Dennis Delay after being awarded the Navy Commendation Medal.

things he learned in the Marine Corps. We are 24 hours-a-day, whether on leave, liberty, or duty."

Woodward plans to re-enlist this month before reassignment to 1st Force Reconnaissance, Camp Pendleton, Calif.



HHM-463's helicopters are kept in good repair under the supervision of Sgt. Earl Underwood.

10-year veteran tops NCO School class

Story and photo by PFC G. Smith

When Sgt. Earl Underwood found out he was the honor graduate of the Brigade's NCO School, Class 1-90, he wasn't really surprised. After all, he has been an NCO for more than eight years.

The night-crew supervisor from HHM-463 is proud of his accomplishments, but not only for selfish reasons. "It brings pride and motivation back to my shop," Underwood said. "I try to set an example for the junior Marines."

And a fine example he is, according to NCO School instructor Sgt. John Saunders, who described Under-

wood as "very professional and mature."

It was the third time the 27-year-old Marine has finished first in a military school. He also finished first at the Corrosion Control School in Jacksonville, N.C., and the Automatic Flight Control Systems school at MCAS, Tustin, Calif. Underwood has been to nine schools and courses in all.

For the veritable veteran of military education, experience as an NCO and a student

played a major part in his performance at NCO school. But there were, according to Underwood, other reasons behind his success at the school. "Teamwork - my squad's teamwork enabled me to be the honor man," he said. "If there was a Marine who was weak in a certain area, the whole squad helped that Marine."

That teamwork was the reason behind Underwood's squad winning two events during the course: the field

meet and the "Iron Mike" run, which, according to Saunders are total team effort events.

The Georgia native found that NCO school was easy for him - in a challenging sort of way. "I liked the drill because it was fun," Underwood said. Many Marines, including myself, have never led a platoon or squad in drill. But it wasn't that hard after you practice, and the PT (physical training) was easy for me and fun for my squad."

Like drill and PT, Underwood finds his job fun. "I supervise the repair of the squadron's CH-53s," he said. "It's not boring - it's exciting 21 hours-a-day, seven-days-a-week"

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Fighter pilots fly against local reservists

By Cpl. S.A. Bailey

Marine Fighter Attack Squadron-235 engaged the 199th Tactical Fighter Squadron of the Hawaii Air National Guard (HANG) Oct. 20-22 during HANG weekend at Hickam Air Force Base.

VMFA-235 sent 38 maintenance people, 10 pilots and six F/A-18 Hornets. A total of 50 flight hours were logged over the course of the squadron's 36 sorties (a sortie is one complete flight).

The "Death Angels" of VMFA-235, led by squadron Commanding Officer LtCol. W.C. McMullen, aggressed the HANG's F-15 Eagles. Radar tactics, missile tactics, and air combat maneuvering were honed during section (a team of two aircraft) and division (a team of four aircraft) exercises.

"This kind of adversary training with dissimilar aircraft is what makes HANG weekend so important," said Maj. Mike Sobyra, operations

officer and a squadron pilot. "It was especially valuable for our squadron, as we are just now 'standing up' with our new F/A-18s." VMFA-235 is the last active-duty squadron in the Marine Corps to make the transition from the F-4 Phantom to the F/A-18, a process that began in late 1981.

Comments from the squadron's pilots on the Marine Corps' new fighter/attack jet are enthusiastic, ranging from "no gripes whatsoever," to "the best fighter aircraft in the free world, or the communist world, for that matter."

"Most airplanes are only good for a couple of hops before they come back broken," said MSgt. David Hayes, squadron maintenance chief. "The F/A-18 doesn't come back broken too often. Other than daily inspections, we didn't really have much maintenance to perform. You just put fuel,



F/A-18 Hornet

George Hall photo

oil, and a pilot in it, and it flies."

Because of the aircraft's dependability and VMFA-235's sound maintenance procedures, no flights were lost to maintenance problems during the HANG weekend.

"The planes held up really well, and our morale was high," said jet mechanic Sgt. Jersey Bray. "The only

problem we had was a bad videotape recorder that had to be replaced."

"Whatever the squadron does is a direct reflection of the maintenance department," said Sobyra. "It's the Marines who keep the planes up that deserve most of the credit."

The VMFA-235 ordnance division sent five Marines to

the weekend exercise. Between sorties, ordnance personnel programmed on-board computers to dispense missile-decoying flares, then loaded the jets with flares and missiles. Comparing HANG weekend to the squadron's day-to-day operations, Cpl. Duane Coy said, "It's more realistic training. This puts us in the environment of a war-like situation."

"Most of the tactics we used worked," said Sobyra. "And the few that didn't, we learned from—to avoid making the same mistakes again. We didn't lose one sortie. In most of the tactical scenarios we conducted, we were able to arrive offensive and stay offensive. It's important to use tactics that not only destroy the enemy objective, but also allow you to survive and return to fight again."

An important aspect of the training was the interfacing

with the F-15 pilots. All the pilots brief together before flying, and then de-brief extensively once the sorties are finished. F/A-18s are equipped with videotape recorders that play back all the information used by the pilot during his flight. During debriefing, the tapes are used to verify missile shots and other tactical maneuvers. Both the F/A-18 and the F-15 carry Sidewinder heat-seeking missiles and Sparrow radar-seeking missiles, as well as internal 20 mm cannons.

"We came away with a lot of learning," said Sobyra. "Realistic training like this really enhances combat readiness. You fight the way you train, and that's the same for the maintenance crew, or any military unit."

The VMFA-235 Death Angels will participate in a HANG weekend again in December.

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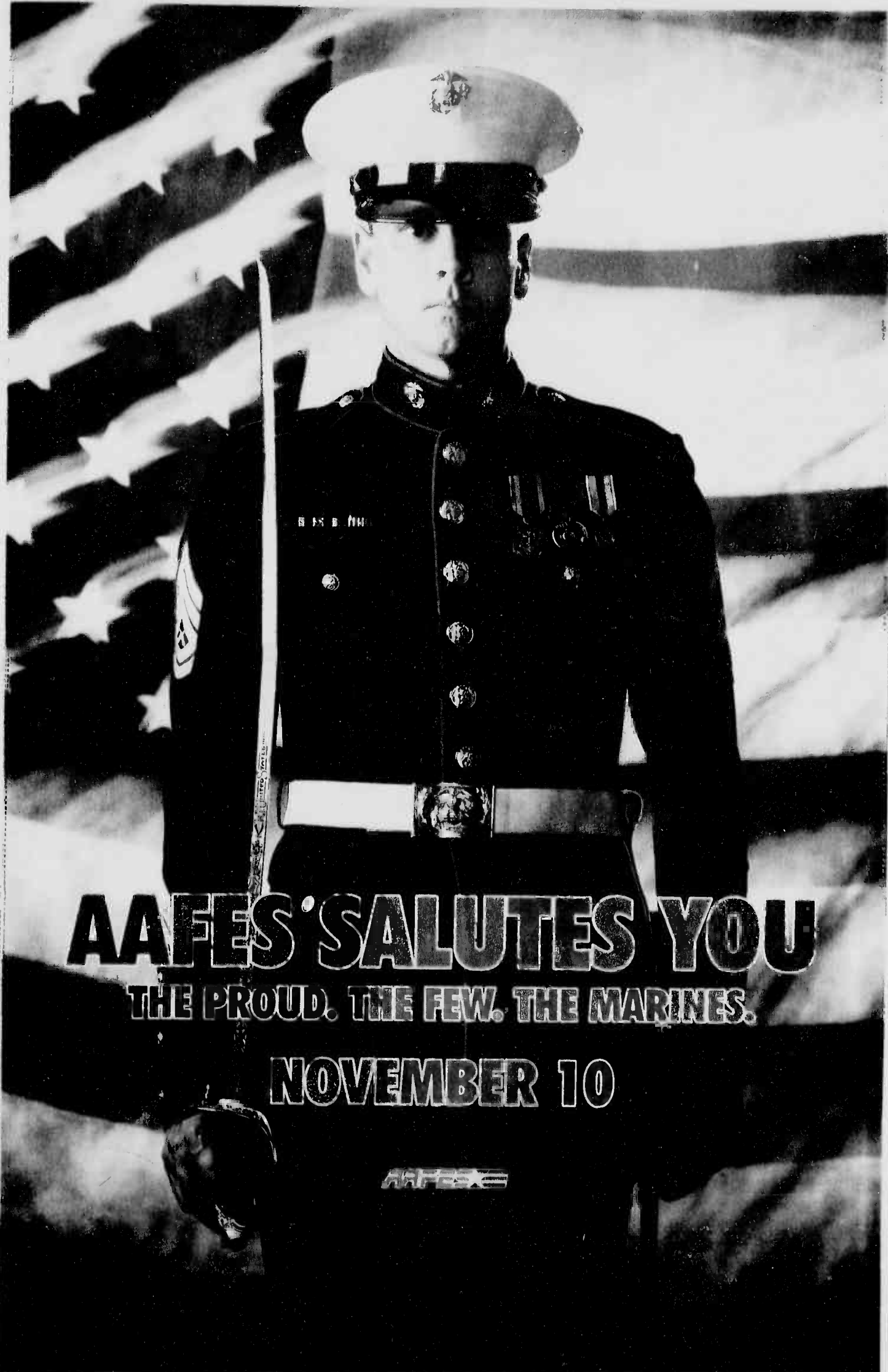
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Know your neighbor

Story and photo by
Sgt. Deborah Samsel
Camp H. M. Smith

The most recent participants to reap the rewards of taking part in the island-wide Know Your Neighbor Program were Marines from Marine Air Control Squadron-2 (MACS-2).

The program, established by the Army in 1985, is designed to promote understanding and familiarity between the civilian and military communities, with civilian organizations hosting military people for a day-long look at their facilities and operations.

During this latest phase of the program, MACS-2 Ma-

rines learned about another type of Marine life - the creatures and the watery works of Sea Life Park, a local tourist attraction in Windward, Oahu.

About half of the group of 27 Marines were taken on a behind-the-scenes tour by the park's Curator of Education, Marilyn Lee.

The tour allowed the Marines to view holding areas where the marine animals and other wildlife are kept when they are not on display or performing.

The area is also used as a means of isolating new arrivals to prevent any outbreak of disease and as a refuge for

sick or injured sea and wild-life to receive necessary care.

While the first half of the group was touring the holding area, the other Marines were permitted to browse through the park at their leisure, waiting for one of the numerous attractions to begin.

One of the attractions that draws particular attention and needs no waiting to view is the Hawaiian Reef Tank which holds more than 2000 specimens of marine life. The Marines viewed hammerhead sharks, moray eels, hermit crabs, lobster and a wide array of brightly colored local fish as they spiraled down the giant aquarium walls.



Marines and other visitors to Sea Life Park are encouraged to feed the seals and sea lions. Both the seals and the on-lookers are anxious to see who gets the fish.

At A Glance

Homecoming Parade

The youth football league will be having a homecoming parade at 3:30 p.m. Saturday, beginning at the Air Station Community Center, lasting 30-40 minutes.

For more information, call 254-2963.

More Services at Gas Station

The gas lanes are now accepting Visa, Mastercard, and Discover credit cards at the same price as cash. Also beginning Monday, there will be one lane (three pumps) offering full service for customers who want it.

Commissary Hours

The commissary will be closed Nov. 23 in observance of Thanksgiving Day.

For more information, call Harlan F. Kurisu at 257-2612.

Boys Scouts to Feed Hungry

More than 4,000 local youths will be mobilizing in November to help feed Hawaii's hungry. Organized by the Aloha Council and the Boy Scouts of America, the organizations will attempt to collect 125,000 cans of food.

For more information, call Mark Merriam at 595-6366.

Hale Koa Hotel Luau

The Hale Koa Hotel will hold a Luau Nov 20. Tickets are on sale at the activities desk at the Hale Koa or at any Special Services ticket office for \$21.95 for adults and \$12.95 for children under 12.

For more information, call 955-0555.

Veterans Day Ceremonies

Veterans Day Ceremonies will be held 11 a.m. Saturday at the National Memorial Cemetery of the Pacific (NMCP), Punchbowl. The year's ceremonies will be hosted by the Disabled American Veterans, Department of Hawaii.

For more information, call Toy G. Grice at 541-1000.

Naturalization Services

The United States Immigration and Naturalization Service will conduct a campaign to encourage naturalization of aliens in the state of Hawaii. This campaign will last until Sept. 17, 1990.

For more information, call Jane Tokunaga at 541-1388.

Religious Services

Aloha Jewish Chapel Pearl Harbor 471-0050

Friday
8 p.m. — Shabat
Saturday
10 a.m. — Shabat and Torah Study

Kaneohe Bay 257-3552

Weekdays
11:45 a.m. — Catholic Mass
Fridays
Noon — Jumah Prayer Services, Bldg. 401
Saturdays
6 p.m. — Catholic Mass
Sunday

7:30 a.m. — Catholic Mass
8:30 a.m. — Protestant Communion
9:30 a.m. — Protestant Sunday School, Pre-School, Bldg. 1391
9:30 a.m. — Catholic Mass
11 a.m. — Protestant Worship
1 p.m. — Samoan Congregation
Confraternity of Christian Doctrine for Catholics is held on Mondays. Pre-School through Kindergarten levels are taught at the Chapel, 3:45 to 4:45 p.m. Grades 1-12 are taught at Mokapu Elementary School, 6:45 to 7:45 p.m.

Camp H.M. Smith 477-5098

Sunday

8 a.m. — Catholic Mass
9:30 a.m. — Protestant Worship
9:30 a.m. — Protestant Sunday School

Tuesday

11:30 a.m. — Catholic Mass

Wednesday

6:45 a.m. — Prayer Breakfast
7 p.m. — Choir rehearsal

Friday

11:30 a.m. Catholic Mass
Confession Reconciliation for Catholics is held up to 15 minutes before each mass or can be scheduled on an individual basis by appointment.

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Ninja Gaden	08	49.99	42.99
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Putting logic to work in aviation logistics

Story and photos by
Cpl. S.A. Bailey

Since changing a year ago from Headquarters and Maintenance Squadron-24 to Marine Aviation Logistics Squadron-24 (MALS-24), the Aviation Supply Department in that unit has undergone continuous transformation. MALS and the Marine Aviation Logistic Support Concept were implemented with the goal of better coordinating supply and maintenance activities, while enabling the Marine Corps to rapidly organize aviation logistics support for combat operations anywhere in the world.

The MALS-24 Aviation Supply Department (ASD) serves the squadrons of Marine Aircraft Group-24—one of the largest MAGs in the Marine Corps, flying both fixed-wing jets and helicopters.

Keeping this variety of units supplied is a round-the-clock operation. "Our requirements are the same 24 hours-a-day, 365 days a year," said MGySgt. Charles Winscott, noncommissioned officer-in-charge of ASD. "We can never take off as an entire unit for training, because we always have to have people

here to support the other squadrons."

"Our commodity is service," added MSgt. Leo Oller, the ASD's operations NCOIC. "Our goal is to help keep the aircraft in the air."

"During this last year, the ASD has accomplished a great deal," said Aviation Supply Department officer Maj. Ed Green. "We transferred over \$20 million worth of F-4 parts to support MAG-41 at Naval Air Station, Dallas, and loaded over 12,000 new F/A-18 parts into our system. We've completely reorganized the consumable side of our warehouse, and are in the process of reorganizing our repairables. These are just a few of the things we've done."

In addition to supporting the flying squadrons, the MALS-24 ASD provides repair parts for the MALS-24 Intermediate Maintenance Department, Marine Wing Squadron Support-174's Expeditionary Air Field, Marine Air Control Squadron-2's weather vans, Marine Air Traffic Control Squadron-18 Detachment B, and Station Operations and Maintenance Squadron's Search & Rescue HH-46 helicopters. They also support all

squadrons on the Unit Deployment Program and send Marines with shipments of aeronautical parts to various training exercises on the mainland and local

exercises such as PTA and Barking Sands.

"I see our mission as supporting the grunts," said Capt. Fred Loney, officer-in-charge of Supply Manage-

ment Division. "We supply parts for the helicopters and fighters, but what are the birds for? Everything the Marine Corps does is to support the infantry."

Aviation Supply Department operations are executed by nine major divisions. The departments are manned by approximately 140 Marines of See MALS/A-9



Shown here is an overview of Consumable Material Division's side of the warehouse.

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Lance Cpl. Beatriz Dezuluetta uses a "location listing" to find a consumable part in the warehouse.

Aviation logistics redefined

MALS/from A-8

various occupational specialties. Approximately 90 of these Leathernecks are mechanized aviation supply clerks, trained at Naval Air Station, Meridian, Miss. by the Corps' longest and most detailed supply school. Other occupational specialties include warehouse clerks, packaging specialists, and computer support.

The Data Processing Division operates and maintains over \$5 million worth of computer hardware which is used by the entire MAG.

Cpl. Kimberly Ball, LCpl. Mary Adams, and LCpl. Hans Masing handle the administrative needs of the entire ASD in the Supply Personnel Division. They also organize an extensive library of supply publications.

The Supply Accounting Division files supply records for every squadron for the current and two preceding years. Cpl. Karen Perkins works the reimbursable accounts. "It's extremely interesting," said Perkins. "But staring at numbers all day can really get to you. Sometimes I get to where I can barely see straight."

Anything a pilot might wear such as flight suits, flight boots, helmets, cranials, goggles, and cold-weather gear is issued by the Squadron Support Division. The Open Purchase Branch orders gear directly from commercial companies that is not carried by the Federal Supply System. "A lot of new tools for the F/A-18s had to be open purchased," said LCpl. Malon Eason. "In fact, it was over \$1 million worth."

The meat of the ASD is the Repairable and the Consumable Management Divisions (RMD and CMD). CMD currently stocks 38,928 items that add up to over eight million parts. Total value of this inventory is more than \$17 million. The 25 Marines of CMD process approximately 6,000 requisitions a month and achieve a 94 percent rate of supply effectiveness (filled orders).

'People don't realize how hard we work'

"People don't realize how hard we work down here," said LCpl. Barry Holtzer. "Four others and I worked 14 hours on a Sunday, rearranging our side of the warehouse. We're proud of the job we do here. We know how much the squadrons depend on us."

"It's hard for the troops to see the big picture," said Oller. "They may not understand why some duties have to be carried out, yet they are ultimately the ones who will accomplish those tasks. I try to let them know that without the individual trees, there would be no forest."

Private First Class Steven Fitzgerald oversees CMD's flammable materials. Set in a large Quonset hut across the street from the ASD hangar, "Flot" issues hydraulic fluids, solvents, adhesives, grease, paints, primers and thinners. "Without people like Fitz, this job would be a lot harder," said GySgt. Alfredo Banda, CMD NCOIC.

"He's the most knowledgeable Marine here on flammable and shelf-life material. He's also our hazardous material specialist."

In contrast to CMD, the Repairable Material Division stocks about 3,000 different items. The total value of their inventory exceeds \$107 million. "We have some items that are priced at over a million dollars apiece, such as the computers on the F/A-18s and some items like helo transmitters," said Lt. Lt. Jamie Bates, officer-in-charge of RMD.

The Shipping and Receiving Division is responsible for shipping all aeronautical material out of the MAG, and for receiving all incoming material. They also deliver consumable parts directly to the squadrons. The Packing, Preservation and Packaging Branch specializes in building the various containers used to ship aeronautical gear.

requisitions must go into the Federal Supply System, by way of the Naval Supply Center at Pearl Harbor or the Aviation Supply Office in Philadelphia. Tasked with completing these orders is the Supply Response Division (SRD).

Pur sheer excitement in the world of supply, SRD's High Priority Branch is the place to be. When a priority "2" document comes across their desk, they have two hours to fill the order. "Our people in hi-pri call, literally, all over the world," explained SSgt. Dan Talasek, NCOIC of SRD.

"They'll search through other MALS, Defense Logistic Agencies, and the Fleet Readiness Assistance Group

(various re-work facilities for aircraft). We stop at nothing to get the part."

The Supply Management Division (SMD) aids the Aviation Supply Department officer in the monitoring and training of the ASD. GySgt. Ron Spalty is the SMD NCOIC. "I guess you could say that we're the watchdogs of the ASD," he said.

They audit all the reports and oversee all the activities of the other divisions, develop training programs for the various divisions, and help them implement lesson plans.

"You have to be a rocket scientist to work in the ASD," said Spalty. "The Marines here have to be proficient in a score of distinctly different jobs."



Lance Cpl. Everett Gwaltney and John Patrick stock consumable material.

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Legally Speaking

By Capt. Idenne L. Kelley
Legal Service Center

Everyday, Marines of all ranks assume some type of responsibility for all types of government property. Privates have their rifles. Corporals drive 5-ton trucks. Captains have their pistols. Anytime you are in possession of government property, you have taken responsibility for that property. You then have a duty to see that the property is not misused or abused. The question is, "What happens to me, if the property is damaged, lost or destroyed?"

To actually determine a Marine's individual liability for property, a determination must be made as to whether the Marine is accountable or is merely responsible. An accountable Marine is an individual, who by virtue of his position, is required by law to make an accounting of the property. Usually accountability comes with command. That is, commanding officers become accountable officers when they accept their position as the commander. Responsibility on the other hand is not necessarily inherent with a Marine's

position. A responsible Marine is the person who is in charge of, or in possession of, any government property. For example: A private signs out the commanding officer's sedan. The private is now responsible for ensuring the safekeeping of that sedan. It should be emphasized, though, that he does not have to sign for the property to be responsible for it; mere possession is enough.

The importance of the above distinction is that the accountable officer can have money withheld from his own pay to satisfy any indebtedness incurred from the damage, loss or destruction of property (to pay for the damage). The responsible Marine, on the other hand, cannot automatically be forced to pay for any damage.

In a hypothetical situation a Marine is driving down the street and has an accident. The sedan he is driving is totaled, with over \$6,000 in damages. Usually, the commanding officer will start an investigation in accordance with the Judge Advocate General Manual (JAGMAN) guidelines. This in-

Gear Accountability

vestigation will determine if the Marine was negligent or if he willfully allowed the property to be damaged, lost or destroyed.

Even before a determination is made as to whether or not the Marine was negligent or willfully damaged the property, he can be asked if he wants to voluntarily reimburse the government for the damage, loss or destruction. Any voluntary reimbursement will not be used as an admission of fault or negligence for either administrative determinations or disciplinary actions. However, the Marine who is being asked to make this voluntary reimbursement cannot be subject to the following:

1. He can't be threatened with disciplinary action.
2. He can't be told it will influence future disciplinary actions.

Additionally, it should be noted that voluntary reimbursement doesn't relieve the

Marine from disciplinary action being taken in the future based on the Marine's wrongful acts. (However as a practical matter, voluntary reimbursement often precludes any disciplinary action being taken.)

Before a Marine can make a voluntary reimbursement he must be advised in writing by a disinterested officer, who is not in the Marine's chain of command, of the above procedures. He must then make a written statement acknowledging the receipt of this advice. The Marine must also be advised that he has the right to consult with a judge advocate concerning the voluntary reimbursement.

If there is a determination that the Marine was either negligent or that damage to property resulted from wrongful acts committed by him, he can then be taken to either non-judicial punishment or court-martialed under Article 108 of the Uniform Code of

Military Justice. Under Article 108 the maximum punishment, if the Marine is charged with negligence, would be a Bad-Conduct Discharge, forfeiture of all pay and allowances and confinement for one year. Had the cost of the damage been less than \$100, the maximum punishment would be considerably less (confinement for six months and forfeiture of two-thirds pay and allowances for six months).

As was mentioned earlier, the Marine doesn't automatically have the amount of damage or loss deducted from his pay. However, should he be convicted by a court-martial for willfully damaging or willfully losing military property, the amount of the damage or loss would constitute an indebtedness to the United States and can then be set-off against the Marine's final pay and allowances he would be entitled to receive at the time of his discharge or release from active duty. Additionally, should an administrative determination be made that the Marine willfully damaged

or lost the military property, there can again be a set-off action. It should be noted that a commander's imposition of NJP doesn't prove that an indebtedness exists, as it does in a court-martial conviction or an administrative determination; and a pay checkage can't be instituted on NJP alone. The Marine can then make voluntary restitution in either of the two basis listed above. The voluntary restitution is an admission that the Marine knows he is required to pay the government the costs of the damage or loss. An agreement to make voluntary restitution is enough to warrant a checkage of the Marine's current pay to collect the amount owed.

All Marines, at one time or another, are put into a position where they are responsible for government property. It is important to understand the rights, responsibilities and liabilities concerning this responsibility. Taking good care of the property for which you are responsible is the best way to insure you will not have to account for its loss or damage.

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Command in War

Book Review

By the Marine Corps Gazette Staff

Maneuver warfare is now doctrine for the Marine Corps. And with this change in doctrine comes strong implications for the way Marines do business, particularly in the area of command. Martin van Crevelde's "Command in War" has much to say on this subject.

Van Crevelde posits that the history of command largely can be reduced to a search for certainty in battle. Arguing that absolute certainty can never be achieved, he combats history for how successful armies dealt with expectancy. They had to take, using what knowledge they had, advantage and avoid paralysis caused by missing information, no matter how valuable some might have been. Not surprisingly, the reader discovers that those best positioned to exercise

command in a tactical sense are those who are closest to the battle, those who have a "feel" for the friendly and enemy situations, terrain, weather, and any of the almost infinite factors that can play a role in battle. Van Crevelde would argue that high commands should establish minimum overall objectives for an operation. At that time, to allow subordinate units the flexibility to meet those objectives for an operation and permit units the versatility to meet those objectives in whatever manner their situations submit. This comes with the added proviso that minimum objectives should never inhibit maximum results; units should be afforded the freedom to capitalize on success and should expect to receive whatever support is available.

All this makes good sense when taken in context and,

of course, plays directly to tenets of maneuver warfare. Readers, however, should be forewarned that van Crevelde stacks the deck in favor of his conclusions and that often his battle narratives fail to jibe with others' interpretations of the facts.

Readers of "Command in War" might consider beginning with the introductory and concluding chapters before venturing into the meat of the text. From these two chapters comes the full flavor of van Crevelde's argument. Readers then could go on to digest the body for its broad lessons on command, without chewing too hard on the details of the battle narratives.

Family Services

Family Service Programs

The Family Service Center has the following programs to help military people improve their lives. For more information on any of these programs, call the Family Service Center at 254-1451.

Anger Workshop

Learn how to deal with anger productively and keep from blowing-up when you feel others are provoking you. This seminar will be held on Tuesday from 1-4 p.m.

Housing Meeting

Air Station residents are invited to attend informal meetings of the Housing Council subcommittee held at the Family Service Center classrooms.

Stop Smoking Clinic

The FreshStart stop smoking/tobacco use clinic will be held on Nov. 7, 9, 14 and 16 from 4:30-6 p.m.

Discipline for Toddlers

Learn how to handle children from 18 months to 3 years-old through a seminar by Carla Sharp on Nov. 15 from 7-9 p.m.

military people find jobs in the civilian community. Call the Family Service Center to make an appointment.

Weight Control

A weight control support group meets every Tuesday from 10:30-11:30 a.m. at the Family Service Center.

Playmorning

A free, mobile preschool for parents and children up to five years-old is held in the housing area four mornings each week from 9-11 a.m.

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Mel Gibson in *The Road Warrior*

Friday, Nov 10 at 8:05pm
Freddy stars in
Nightmare on Elm Street 3: The Dream Warriors

Saturday, Nov 11 at 10:35pm
The UH Football Team battles Pacific

Sunday, Nov 12 at 6pm
Richard Gere in *Booker*

Monday, Nov 13 at 7pm
Johnny Depp in *21 Jump Street*

Tuesday, Nov 14 at 8:05pm
Mickey Rourke in *Angel Heart*

Wednesday, Nov 15 at 8:05pm
Arnold Schwarzenegger stars in *Predator*

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214
years
strong

Marine tradition emblazed in past

Page B-2

Corps' structure equates to victory

Page B-6

Hawaii Marine TRIBUTE TO THE CORPS

B-1

November 9, 1989

From the Commandant...

This past year, Marines were asked to reflect on the examples of those warriors who preceded them. We were called to rededicate ourselves to achieving and maintaining those higher standards of excellence that our nation expected of her Marine Corps. This challenge was met in Alaska, Panama, the Pacific Basin, the Middle East, and countless other locations throughout the globe. In every case, our Corps' expeditionary capabilities were clearly demonstrated to the nation and to the world. As always, Marines responded to the call.

As Marines, we have never, nor must we ever, permit ourselves the luxury of standing on past laurels. Our forward-thinking approach to the challenges of the future has been the key to our success as warriors. This year, each of you is asked to emphasize education and training. We have already begun with the establishment of basic warrior training, the Marine Corps university, and our professional reading program, just to mention a few. The active participation of our Marines has been an important factor in the for-

mulation and institutionalization of these initiatives.

Additionally, our commander-in-chief has called on us to join him in the war on drugs. As the nation's premier force in readiness, all Marines are expected to lean forward in support of this vital national campaign. Internally, our starting point will be to ensure a 100 percent drug free Marine Corps. We will tolerate nothing less.

The initiatives we have outlined are designed to reinforce, not replace, our ongoing emphasis on our Corps' traditional values. Allow me to reiterate the heart of last year's message: We are warriors, first and foremost. Our end goal in everything we do is to guarantee that we maintain the highest level of military professionalism, this must remain our top priority.

As Marines gather together throughout the world to celebrate the 214th anniversary of the founding of our Corps, I want to thank all of you, to include our families, the sailors who serve with us, and the civilians who support us, for your dedication and your loyalty. We owe a special debt of gratitude to our retired commu-

nity whose continuing support for our Corps gives special meaning to the words "Once a Marine, always a Marine." Finally, we must never forget those Marines who paid the ultimate price during the last year in order to preserve the peace and freedom which we enjoy today. With the legacy of their courage in mind, I call on you to rededicate yourselves to the principles which they held sacred. Happy Birthday and Semper Fidelis.



Gen. A.M. Gray

From the FMFPac CG...

As Marines around the world celebrate 214 years of service to our nation, we in the Pacific can take particular pride in the part we have played in the history of our Corps, and in our past contributions to the spirit, sacrifice, and discipline that distinguish United States Marines.

We can, likewise, be proud of the role we have in today's Corps. The tremendous scope of our mission and area of responsibility marks Pacific Marines as pacesetters and leaders in meeting the current challenges of warrior training and unit readiness. Today, on the birthday of our honored

Corps, we continue to stand confident and proud, to reassure the nation of our determination, our strength, our skill, and our absolute readiness to respond again, anytime, anywhere.

We are, and must continue to be, uncompromising in our pledge and commitment to the traditions and ideals that identify Marines as the epitome of American spirit, strength, and resolve. It is with great pride and appreciation that I extend my warmest personal regards to all Marines in the Pacific, to the sailors who serve with distinction in our commands, and to our devoted families who share the pride and the sacrifice. Happy Birthday and Semper Fidelis.

From humble beginnings... a few good men answered the call

By Sgt. T. Shearer

TUNN TAVERN, Philadelphia - Captain Samuel Nicholas and his officers cut a fine figure as they made their way through the crowded public house, taking post at a corner table on Nov. 28, 1775.

Military men were nothing new in the temporary capital of the four-month-old United States of America. But, these men were dressed different, and the seamen and merchants muttered envious words on the fine cut of their clothes and the swagger in their step.

Nicholas and four other officers took a seat and put their heads together. They were laying the ground work of an idea framed by John Adams and John Hancock, president of the

Continental Congress. The idea of raising a Corps of Marines was brought to light when Nova Scotia wanted to jump on America's liberty bandwagon. Gen. George Washington's Army was spread thin, and America was in anything but an economic boom. There were shortages of men, equipment and food; while the weather was turning cold and able-bodied men would rather stay home by the fire than fight.

America needed something special and the Marines fit the bill. The seed spawning the American Marines was ironically rooted in the British Navy, that American Marines would later fight on the high seas. Capt. Nicholas, a local sporting gentleman, was called upon to raise two battalions of Marines and outfit them to serve with

warships of the Continental Navy.

"Gentlemen," Nicholas said to his officers. "We need the best of able-bodied men to flesh out our ranks. They must have knowledge of the ways of the sea, and brave to fight on land and water."

The original intent of the Continental Congress was to raise the two battalions of Marines from within the ranks of the army. Gen. Washington, however, resisted this move; questioning the need for a Marine Corps, and complaining of a lack of quality men to flesh-out his own ranks. The organization called for the two battalions to consist of 500 privates, plus officers, divided into 10 companies each. The companies of 50 men were of a size deemed appropriate to serve on ship.

As Nicholas and his offi-

cers were planning, Robert Mullens, proprietor of Tunn Tavern, elbowed up to join the discussion.

"Let us make a gullant display," said Nicholas. "When you go forward to recruit, take with you a drummer and wave the flag. We are authorized to pay a months salary of \$6.66 up front and arrange for a stand of arms for each man."

Mullens threw in the fact that his establishment was a popular gathering place for merchant sailors and the draw of adventure could lure spirited men into the ranks. "I put myself and tavern at your service Commandant Nicholas," he said. "A few posters and couple of rounds will ought to draw the men we need."

While Nicholas left recruiting to his officers, he set out

to gather arms for the Marine battalions. The stand-of-arms for a Continental Marine was to be a flintlock musket with bayonet, long handled ax and spear. While Nicholas was organizing the Corps, Gen. Washington had scoured his ranks and come up with a list of 17 men (out of a strength of 17,000) who fit the requirements to serve in the Corps.

On Nov. 30, the Corps was officially separated from the Army, and declared an independent fighting force under the traditions and jurisdiction of the Navy.

By late December, five companies of Marines had been raised. The average private was 5-foot 5-inches tall and 22 years-old. One officer, Lt. Isaac Craig, had recruited 40 men between Dec. 9-22.

On Jan. 4, 1776 the first Marine contingency was set to sail.

"You may not realize it today," said Capt. Nicholas to his Marines gathered on the Philadelphia pier, "...but this could well be the birth of the most formidable force of fighting men to ever raise a musket. Today we sail for the Bahamas. We will let the world know that wherever Marines gather, gallantry will prevail."

With that they boarded the men-of-war ships. Thousands of people gathered and the first Marine expedition kicked-off. A local newspaper ran this excerpt, "...the first American fleet that ever swelled their sails on the Western ocean sailed from Philadelphia under the acclaim of thousands gathered for the joyous occasion."

Facts from the attic

By PFC G. Smith

Every Marine knows the story behind the birth of the Corps; if not, don't let the gunny know. November 10, 1775, Tun Tavern and the term Leatherneck are part of common Marine knowledge.

But did you know:

In 1775, drummers with a coiled snake and the motto "Don't Tread On Me" printed on the sides of their drums paraded through Philadelphia attempting to recruit young men into the newly born Corps. It was the first recruiting campaign in Marine Corps history.

Marines caught swearing during the Revolutionary War period were made to wear a

heavy wooden collar for a day, and an officer's punishment for drunkenness was the forfeiture of two days pay.

A Marine private in 1775 earned less than seven dollars a month, and a captain, the highest rank at the time, earned about 27 dollars monthly.

Very few of the first Continental Marines had uniforms to wear because George Washington's Army of about 17,000 received most of the uniforms allotted by Congress.

In 1776, 2nd Lt. John Fitzpatrick became the first Marine killed in action after he was struck by a musket ball in a naval skirmish with the British warship, HMS Glasgow. Fitzpatrick was

second-in-command of a company of Marines on the Continental ship, Alfred.

The first Marine amphibious landing took place on March 3, 1776, at New Providence Island in the Bahamas, with a Marine force of more than 250 capturing two British forts. Not one shot was fired during the entire operation.

In 1778, after increased financial incentives failed to recruit enough men to outfit ships, Marine Captains John Young and Seth Harding went to prisons "looking for a few good men." Felons were offered two choices: remain in jail or join the Corps. Out of twenty that offered to join, only a few were accepted.

Tell it to the Marines

I have just returned from visiting the Marines at the front, and there is not a finer fighting organization in the world.

General Douglas MacArthur

They were the old breed of Marines, regarding the service as home and war as an occupation.

Col. John W. Thomason, Jr., remarking of the 4th Marine Brigade, 1917

Retreat Hell! We just got here!

Officially attributed to Colonel Frederic M. Wise, USMC, 2nd Bn, 5th Marines

I have only two men out of my company and twenty out of some other company. We need support, but it is almost suicide to try and get it here as we are swept by machine gun fire and a constant barrage is on us. I have no one on my left and only a few on my right. I will hold.

2dLt. Clifton B. Bates, USMC, 19 July 1918

Why in Hell can't the Army do it if the Marines can; they are all the same kind of men... why can't they be like Marines?

General John J. Pershing, Commander-in-chief, AEF, 12 February 1918

... we are intensely proud of their noble record and are glad to have had the whole world see how irresistible they are in their might when a cause which America holds dear is at stake. The whole nation has reason to be proud of its Marines.

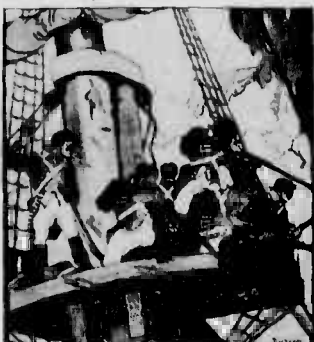
President Woodrow Wilson, 14 August 1919



Two centuries of warriors

I enlisted 214 years ago at Tun Tavern. I embarked with a continental naval squadron for the Bahamas. Our Marine Detachment was commanded by Capt. Samuel Nichols, and he was the first ashore when we landed at early light on Mar. 3, 1776. The surprised Redcoats barely had time to spike their guns before fleeing their position. We seized plenty of shot and shell for Gen. Washington's Army. For the first time in American history, the Marines had landed, and the situation was well in hand.

I marched 600 miles with a handful of Marines commanded by First Lieutenant Presley O'Bannon to attack the fortress of Derna, Tripoli. Supported by Greeks, Arabs, and American warships, we stormed the fortress. We were the first to hoist the Stars and Stripes over territory in the Old World. Active duty Marines numbered a mere 518 men in 1812.



Fighting from the riggings.

Colonel Archibald Henderson, the grand old man of the Marine Corps, volunteered a regiment of Marines to assist the Army fighting the Indians in Florida. He hung a sign on his office door that read, "Gone to fight the Indians, be back when the war is over." In 1817, Henderson became the Corps' first general officer. Gen. Henderson remained the Commandant of the Marine Corps for 38 years under nine presidents.

I was a member of the battalion of Marines that

landed with Gen. Winfield Scott at Veracruz in 1847. It was our nation's first large amphibious operation. My battalion formed part of Gen. Scott's column which advanced to Mexico City. On the way, we were first organized into storming parties to attack Chapultepec Castle. By nightfall we had taken the castle and reformed. The next day, under a hail of fire and at the head of the division of Army troops, we marched into Mexico City and occupied the national palace—the Halls of Mon-

tezuma. 1861—a dark time in our history—Civil War. As our nation was divided, so was our Corps. Brother against brother, Marine against Marine. When war came I stayed with the Union and was with Farragut at Mobile Bay. My best friend joined the Confederate Marines and fought at Drewry's Bluff near Richmond. After Appomattox it would take time for our nation's wounds to heal, but we're together again—Northerner and Southerner—both Marines.

I was part of the first Marine Battalion that landed at Guantanamo Bay during the Spanish-American War. We landed under the cover of our ship's guns and seized and advance base for the fleet. Four days later, we routed the remaining Spanish forces, destroyed their water supply and completed the victory. Sgt. John Quick was awarded the Medal of Honor that day for ignoring Spanish and American bullets while he calmly signaled fire commands to our ships off shore. The war lasted four months, with 3600 Marines on active duty.

President Wilson called it the war to end all wars. Our Marines came from the lumber camps of the northwest, the grainfields of Kansas and Nebraska, and the kitchens of Boston and Philadelphia to aid the allies. Together, we met the Germans hand-to-hand and bayonet-to-bayonet in the trenches and wheatfields of France. For U.S. Marines, the toughest fight was the Battle of Belleau Woods, which the French renamed "the Forest of the Marine Brigade." The Germans, who were pretty tough themselves, gave us the name "Devil Dogs."

Between the two world wars, the Marine Corps developed specialized equipment and doctrine. The men who would lead Marines to fame and victory in World War II were serving their apprenticeships in such places as Cuba, Haiti, and Nicaragua. In July 1927, Nicaraguan outlaws under Augusto Sanding attacked the Marine Garrison at Ocotal. Marine Aircraft soon arrived overhead. What the Sandinistas saw was the dive bomber entering history. Nearly 300 bandits were killed. The Marines lost one man.

December 7, 1941—Pearl Harbor attacked. Eventually six divisions and five wings of Marines would meet the challenge. Storming ashore at Guadalcanal and Tarawa, the power of the air-ground team was clear. Fighting island to island we put into practice amphibious techniques developed between the wars. It was said of the Marines that uncommon valor was a common virtue, as names like Saipan, Iwo Jima and Okinawa made military history. Gen. "Howlin' Mad" Smith explained our success when he said, "We're not accustomed to occupying defensive positions. It's destructive for morale."

In June 1950 North Korean forces crossed the 38th

Parallel and attacked South Korea. The United States responded. Gen. Douglas MacArthur called for the Marines. I sailed with the 1st Brigade and we stopped them at the Naktong River. Then we landed at Inchon and retook Seoul. It was the first time a helicopter was deployed in combat. I was at U-Dam-Ni when the Red Chinese came charging out of the snow. During the 13-day battle of the frozen Chosin, we advanced in another direction and virtually destroyed eight Chinese divisions. Gen. MacArthur commented, "The Navy and Marines have never shown more brightly."

Vietnam was hot and frustrating as we chased guerrillas through rice paddies and hooby trap infested villages. As part of the 1st and 3rd Marine Divisions, I fought the V. C. and North Vietnamese Army in the Rocket Belt approaches to Da Nang and in Leatherneck Square. I participated in operations with names like Starlight, Prairie and Dewey Canyon. Other Marines served as advisors, while others worked in the Pacific Program.

I sat in my fighting hole on a daily basis for more than

a year in the war-torn city of Beirut. I came in peace to help rebuild a nation and a life for another people. The people cheered me in the streets of Grenada as I swept through their tiny island freeing them from communist aggression as part of the 22nd Marine Amphibious Unit.

I am here to tell you, though, without Marine pilots and their birds, the stories of these battles and others like Hill 881, the recapture of Hue City and Khe Sanh, might have had different endings.

By the time our first helicopters touched down in Vietnam in 1962, we had worked for nearly fifty years perfecting the idea of air support to our comrades on the ground. We flew ground support missions in World War I and during the Banana Wars. During World War II, we softened Japanese held beaches and conducted operations in Korea. We fought MiGs over the Yalu River and continued to refine tactics of close air support to Marines on the ground. In Vietnam our air-ground team more than met the challenge. Today, again, we stand ready—Marines in the air supporting Marines on the ground.

The team would not be complete, however, without including the brave men of

the Navy. Chaplains and corpsmen have landed with, and fought beside Marines in every clime and place. Throughout their glorious history, Marines have often called for "Corpsmen Up" and a corpsman has dodged bullets and mortars to save a Marine life. Hospital Corpsman Second Class David Ray received the Medal of Honor for his actions while tending wounded warriors of the 2nd Bn., 11th Marines, in Vietnam. In the field, and in combat, the Medical Corps stands ready to contribute to the readiness of the Marine Corps.

The faces of Marines of the past tell a story of a tough, disciplined and proud people who loved the challenge and gave nothing but the best. Today, the uniform has changed, but the motives are the same. Sure the Corps is better educated, trained and equipped, but the duty has remained the same. Being ready for anything, anywhere, anytime. At this very moment Marines are guarding America everywhere from Parris Island to San Diego; Okinawa to the Mediterranean. The flexibility and responsiveness is evident to anyone who would challenge our Nation; it is esprit combined with courage and professionalism.

It is the Marine Corps. 



Battling across Tarawa.

USMC photo



Peace keeping in Beirut in 1982.

SSgt. Christopher Grey photo

Toasting the Corps when centuries roll by

By PFC G. Smith

It's early morning on Nov. 10, in the year 2075, and Marines are busy preparing Marine Corps Space Station (MCSS), Alpha Nebula for the Corps' 300th Birthday celebration. There are gravitational generators to be serviced, space-docks to be squared away and a thousand other endless tasks.

In less than an hour, Station Commanding Officer Brig. Gen. J. M. BraveStar will give a ceremonial speech and commence the cake-cutting ritual. He is going over last-minute thoughts with his executive officer, Col. M. E. "Duke" SkyRunner.

"You know Duke, when I joined the Corps over 25 years ago, I wouldn't have believed I'd be celebrating the Birthday 90,000 miles from Earth."

"Twenty five years ago General, this station was just some drawings and dreams, now look at it. With space travel being so easy and fast, new weaponry, the Corps has never been stronger. If

General Gray could see us now."

BraveStar pondered that, and slowly, bits and pieces of Marine Corps' history began to pass through his mind.

As a second lieutenant in 2050, he remembered studying Marine knowledge and history, and wishing he'd been born a hundred years sooner. Sure, it was an exciting time in the Corps now, but he yearned to be back in the Old Corps, during World War II, Korea and Vietnam. BraveStar still loved to hear war stories and study Marine Corps history.

His specialty and favorite was the Vietnam Era. An unpopular war at the time that some historians said the U.S. wasn't allowed to win. Chu Lai, Hue City, Hanoi Hilton — a hundred other names with fairy-tale qualities. The General snapped back to his present surroundings and looked at Duke.

"Well Duke, it's almost time to get out there and do it. You know how I am when it comes to speeches. Any suggestions

on how to go about it?"


"General, you're the historian. Talk about how the Corps' mission has basically stayed the same for 300 years. Talk about how whenever America has needed a job done, it's called on the Corps. How about some past heroes like Pappy Boyington, Chesty Puller and General Gray? You'll figure it out General."

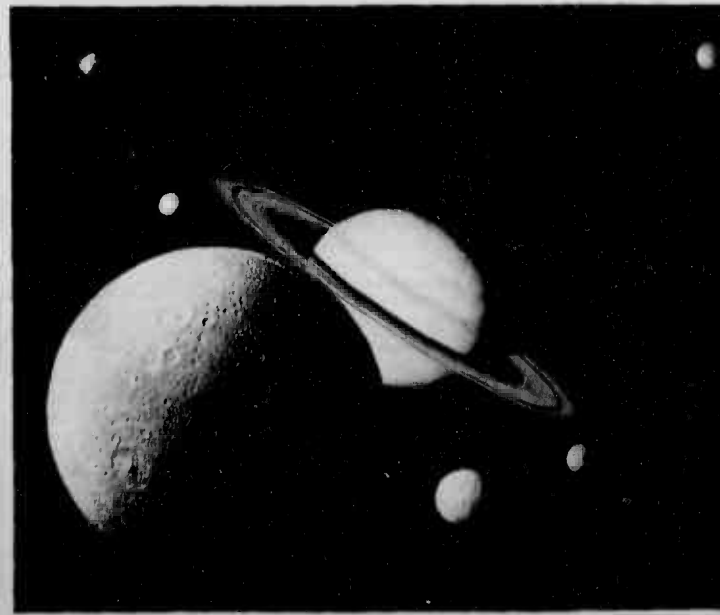
Just then, a second lieutenant, still smelling like cash sales, knocked boldly on the open office door. "Excuse me gentleman, everybody and everything is ready for you sir."

"Thank you, Lieutenant, lead the way." BraveStar motioned to Col. Duke as they followed the lieutenant.

"Duke, I remember when I was a second lieutenant, with enough guts to take on the universe, and..."

"Please General, enough already. We're late as it is."

BraveStar nodded and thought, "some things will never change." 



Heroes come in all shapes

By Cpt. Reginald M. Cole

The Medal of Honor is America's highest award for military valor. It was first earned by men fighting on the blood-drenched battlefields of the Civil War and culminated in the jungles of Vietnam.

Seventeen Marines were awarded the Medal of Honor in the Civil War, six in the Wars of American Expansion and 15 in the Spanish-American War. From 1899, the start of the Philippines-

On the morning of April 24, 1932, Cpl. Donald LeRoy Truesdell, who was on his third tour in Nicaragua, was on patrol near the village of Constantzia in Nueva Segovina Province.

While searching for a bandit group with which contact had just been made, a rifle grenade fell from its carrier and struck a rock, igniting the detonator. Several men close to the grenade at the time were in danger. Truesdell, who was many yards away, could easily have taken cover himself.

Knowing full well the grenade would explode within two or three seconds, he bolted for the grenade, grasped it in his right hand, and attempted to throw it away from the patrol. The grenade exploded in his hand.

The blast knocked him unconscious, blew off his fingers, mangled his hand, and sprayed his legs and chest with hot fragments. Truesdell lost most of his right arm and took the full shock of the blast, thus saving the lives of his patrol. He received the Medal of Honor and later became a marksmanship instructor in World War II.

"We fight our country's battles in the air, on land and sea." On June 5, 1942, during the battle of Midway, a young Marine pilot from Minnesota named Richard Fleming displayed the true meaning of fighting our battles in the air, and the ultimate sacrifice.

"We fight our country's battles in the air, on land and sea"

While leading his squadron in an attack against the heavy Japanese cruisers, the Mogami and the Mikuma, Fleming piloted his bomber into a screaming dive. Another pilot saw Fleming's plane spit out black smoke after being hit by anti-aircraft fire early in the dive. At 350 feet, Fleming released his bombs, then followed them down.

No one knows if his action was intentional, but the plane crashed directly into the Mikuma. The impact ignited the gas fumes in the starboard engine room, killing the Japanese crew.

The captain of the Japanese carrier, the Mogami, A. Soji, witnessed what Fleming had done. Soji later remarked, "I saw a dive-bomber dive into the last turret and start fires. He was very brave."

Capt. Richard Fleming was awarded the Medal of Honor. He stands as a symbol of all those who faced death squarely and did their duty with unyielding devotion.

On Aug. 18, 1965 LCpl. Joe C. Paul, a Williamsburg, Kentucky Marine with Hotel Co. 2nd Bn., 4th Marine Regiment and his company were crossing an open rice paddy in the village of Van Tuong.

Suddenly, as Hotel Co. was about half way across, the VC opened fire with small arms and machine guns, catching the rear guard in a murderous crossfire while enemy mortars began to fall on the lead elements. The Marines were taking fire from all directions.

During the first few minutes of the attack, Paul's platoon sustained five casualties while pinned down by devastating mortar, machine-gun, recoilless rifle and small-arms fire from the enemy position. The wounded Marines could not move from

light anti-tank weapons from the dead and wounded and began to fire at enemy positions in the houses and on the rooftops.

During this exchange, he was cut down by a burst of enemy machine-gun fire. Sgt. Gonzalez died after five days of fighting in the streets of Hue. For his actions, he was awarded the Medal of Honor posthumously.

February 25, 1969 Cpl. William D. Morgan, a Marine with Hotel Co. 2nd Bn., 9th Marines, was on patrol when the patrol was ambushed along the road by 10 to 15 North Vietnamese regulars. The enemy, firing from fortified bunkers, poured automatic weapons fire and rocket-propelled grenades on the Americans.

The patrol radioed for reinforcements. Two Marines fell wounded near an enemy bunker, and each time the others tried to pull them away they were repelled by heavy fire. Morgan crawled through the undergrowth to an open road in front of the bunker, then leaped from the brush and ran toward the bunker, shouting to the wounded as he ran.

"I'd give my immortal soul for that decoration!"

Although critically wounded in the fight, Paul remained in the exposed position and continued to fire into the enemy positions until he collapsed and was evacuated.

He later died from his wounds. For his actions, he was awarded the Medal of Honor posthumously.

Sgt. Alfredo Gonzalez, a Marine with Alpha Co. 1st Bn., 1st Marines, was with the first unit to deploy to the city of Hue, Jan. 31, 1968. While crossing the Perfume River, Gonzalez and his company were hit by a rocket-propelled grenade. Gonzalez quickly got up and ran down the fire-swept street, and carried one of his men to safety, but was wounded by a fragmentation grenade. He continued to fight.

Three days later, Gonzalez was wounded again in street fighting, but refused evacuation. The next day, his men were pinned down by rocket and small-arms fire. Gonzalez picked up single-shot M72

To the Marines who were there and to fellow Marines of today, they are true American heroes.

The Medal of Honor changes the lives of the men who earn it. One day they are ordinary Marines, anonymous as any in the Marine Corps. Then for some reason—courage, training, luck, or a combination of the three—they perform acts that make them stand out from their peers.

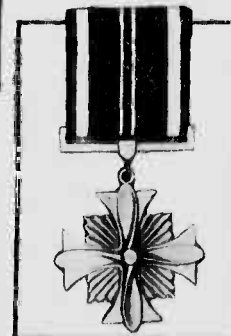
There are hundreds of stories of how mortally wounded Marines gave their lives for their comrades and country.

At Casablanca in 1943, General George S. Patton said, "I'd give my immortal soul for that decoration!" A famous man like Patton recognized the meaning of the Medal of Honor.

It was the everyday Joe Marine when the situation arose, gave his all and sometimes more. These men are truly heroes. Semper Paratus, Semper Fidelis.



With the enemy diverted by Morgan, the other Marines pulled the two men away from the bunker. Morgan paid a heavy price for his actions. Hit almost immediately by automatic fire, he fell mortally wounded. For his act of bravery, he received the Medal of Honor posthumously.



Samoa War, to 1973, the end of the Vietnam War, there were 255 Marine Medal of Honor recipients.

At one time, every Marine may have wondered if he had what it took in that hour of bravery. No one really knows. He can't be picked out by size or rank. A future Medal of Honor recipient can't be earmarked because of his looks.

This is the story of men who laid the foundation for all Marines. Those who have never been face to face with death can only hope they will "have" it when they need it. Here are just a few of those brave men:



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Marine colonel credited as warrior-spy

By Cpl. S.A. Galey

Lieutenant Col. Earl H. Ellis occupies a unique position in American Marine history.

Planner and strategist as well as a spy, he created one of the most amazing documents ever written—a secret study which forecast the events of World War II—20 years before the attack on Pearl Harbor. He shattered his health by overwork, and in the spring of 1923, at the age of 43, Japanese officials reported his death.

The Japanese described him as an American civilian, supposedly a traveler for a New York firm, who had died after a brief illness. He was, in fact, a Marine Corps officer on an intelligence mission. Somehow the word leaked out, and the story splashed across the front pages of the nation's newspapers. The actual cause of Ellis' death is a matter of conjecture to this day. It has been wrapped in mystery ever since the American investigations of 1923, which were balked by a baffling lack of evidence.

His life was as mysterious in many respects as his death, and legends have inevitably grown about his strange career. Some of these tales are exaggerated, but there is no question about the man's great contribution to American strategy in the Pacific during WW II.

Pete Ellis (he acquired the life-long nickname of Pete as an enlisted man) was one of the first Marines to envision progressive amphibious offensives. As a junior officer in the Far East, he laid the foundation of his career by specializing in intelligence and terrain studies.

Ellis became a major in 1917 and was transferred to the staff of BGen. Lejeune, who was soon to be the commander of the joint Army-Marine division in France during WW I. Ellis already had a reputation out of proportion to his rank, and Lejeune accepted his bold plan for an assault on Mont Blanc in preference to the cautious campaign of attrition urged by a French general.

There are veterans of 1918 who insist that the storming of this key terrain feature was the greatest Marine achievement of the war. The Leathernecks took the dominating ridge of the Champagne area, forcing the Germans to withdraw 30 kilometers in order to rebuild their defensive structure.

After the Peace Conference at Versailles following WW I, Ellis became obsessed with the subject of Japanese aggression. The peacemakers had met to divide the spoils of the war among the victors. Japan gained control of the widely-separated island group of Micronesia. Ellis was convinced the U.S. delegates, who had agreed to Japan's request for these territories, had opened the door for the next war.

Two weeks after MGen. Lejeune became the 13th Commandant of the Marine Corps, Ellis was ordered to Headquarters Marine Corps. He devoted the next year to intensive research and feverish writing behind the locked door of his cubby-hole office. The result was the strategic plan which remains a monument to his memory, "Advanced Base Operations in Micronesia."

On July 23, 1921, classified Top Secret, it was officially approved by Commandant Lejeune. In it, Ellis predicted war between Japan and the United States. With prophetic insight, he listed the objectives against which Japan would launch its attack: Hawaii, Wake, Midway, Guam, the Philippines.

Ellis did not limit himself to strategy. His study included tactical plans in some detail. Though aviation was

still in its infancy, he provided for aerial attack against enemy positions. His recommendations for amphibious assaults were made long before the invention of the landing craft and amphibious vehicles developed in the 1930s by the Fleet Marine Force (the Marine Corps was organized as the Expeditionary Force in Ellis' time).

The completion of his study marked a big milestone in the driving ambition of Ellis' life—to convince the U.S. government of Imperial Japan's plans in the Pacific. Three months later, as a lieutenant colonel, Ellis asked for 90 days leave to the Pacific for the purpose of gathering first-hand information on Japanese intentions.

An oddity was noticed by Gen. Lejeune's secretary. Prior to his departure, Ellis stopped at the Commandant's office to say goodbye. During the apparently normal conversation between the two officers, the secretary noticed Ellis pass a sealed envelope to the General. Without comment, Lejeune unobtrusively slipped it into his desk drawer. Upon being opened after his death, it was found to contain only a signed resignation with the date left blank. Ellis had no illusions about the risks awaiting a spy, and did not

wish the Marine Corps to be implicated. When he failed to return when his leave terminated, a note was sent to the adjutant inspector: "The leave granted Lt. Col. Ellis, has expired. How shall he be carried on the muster roll?" The memo came back with



Lt. Col. Earl H. Ellis

curt, underlined instructions scrawled across the bottom: "Continue to carry on leave."

For a year nothing was heard from Ellis. Then in late June 1922, a telegram was sent to BGen. Logan Feland at Marine Corps Headquarters, Stamped SECRET and written in code, Ellis said he had fallen ill in the Philippines but desired to continue. The answer, sent Top Priority, consisted of a single sentence: "Leave extension granted for period of six months. Feland."

On Aug. 12, Ellis was admitted to the U.S. Naval Hospital in Yokohama. After his release, his route and itinerary are uncertain. The end came on May 12, 1923 when Ellis was found dead. The Japanese police, who had been ordered to have the supposed commercial traveler closely watched at all times, seized his effects and ordered a hasty burial. There is little doubt that the Japanese suspected him of having broader interests than those of a commercial traveler.

American investigations were set in motion shortly after his death. Surviving witnesses were interviewed as late as 1950. However, little new light was shed by those inquiries. The files of the former Secret Service Bureau contained no mention of

anyone named Ellis, and his belongings were never recovered.

The circumstances of the death of the Marine who set the stage for WW II's successful island-hopping campaign in the Pacific will probably never be known. What military information he may have obtained in the Japanese-controlled territories is likewise a mystery.

However, it is certain that Ellis' ideas influenced the forming of the modern-day Fleet Marine Force. Not only did he point out the route of the American invasion in the Pacific, he did much to provide its means. Without the ship-to-shore attacks on Japanese islands by Marine and Marine-trained Army units, the war in the Pacific may never have ended so favorably in 1945.

Pete Ellis had burned his candle at both ends. But while it lasted, that bright light revealed the menace of Japanese ambitions and showed the way to victory.

Students of the Amphibious Warfare School at Quantico attend classes in Ellis Hall. To those who know his story, the final line of Gen. Lejeune's inscription on the bronze memorial plaque holds special meaning: "His heart was dauntless and full of courage."

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Hornets join MEB in birthday celebration

After more than 60 years of refinement, the MAGTF is here to stay

By Sgt. Brad Mitzelfelt

Sometimes in an organization with as much history as the U.S. Marine Corps, it's easy to lose sight of some of the really pivotal events from its history in the light of 214 years of heroism.

But, Kaneohe Bay Marines can look at this birthday as being a special one for years to come. It's the first year they can toast the Corps with three squadrons of F/A-18 Hornets lining the flight deck.

Every year is a red-letter year for the Marine Corps, so every year there is plenty worth celebrating for Marines all over the world on the birthday of Mother Corps. This year, with the transition of Marine Aircraft Group-24 fighter squadrons from F-4 Phantoms to F/A-18s, there is plenty of cause for celebration.

1st MEB and Marine Aircraft Group-24 Marines and their state-of-the-art equipment are an integral part of

the Marine air-ground task force concept, which is at the heart of the Corps' fighting capability. Organized and equipped to move out and hit surf and turf anywhere in the Pacific at any hour of any day, the 1st MEB has a distinction no other MAGTF in the Corps has: its air and ground Marines have the same address. They work together, shop together and send their kids to the same schools.

And tomorrow, air and ground Marines of the 1st MEB will celebrate their first birthday of the Hornet era together.

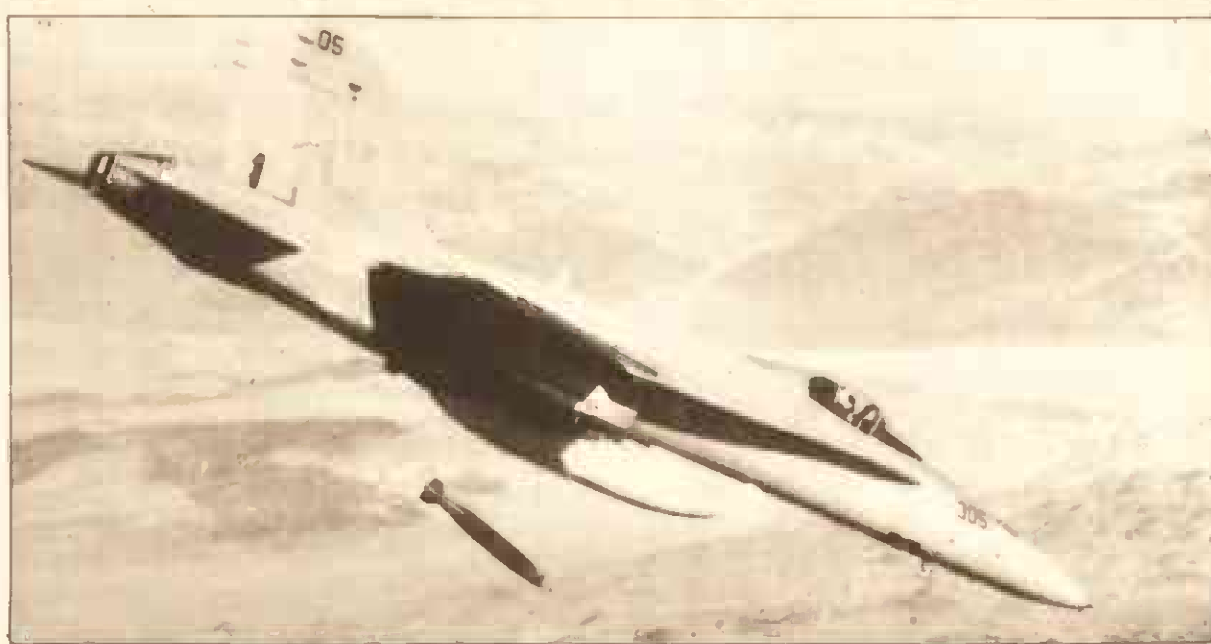
Of all the military services, the Marine Corps observes its history the most. But looking at the past also goes hand-in-hand with looking toward the future. That's because time is change, and being able to change quickly to adapt to any situation is what has allowed the nation's smallest military force to do more with less for the

past 214 years.

That was the dilemma for a detachment of Marines on a steamy Nicaraguan morning in July 1927: do more with less — or die. The Marines were taking heavy fire from a force 10 times the size of their own as Sandinistas moved in on the village of Ocotol, which the Marines were committed to defend.

At the same time, two Marine DH-4B fighter biplanes flew overhead on a routine resupply mission and saw that the situation didn't look good. They descended on the Sandinista lines and struck with machine-gun fire as the guerrillas scattered for their lives. After the planes left, the guerrillas attacked again, but were devastated at the edge of the outpost as more planes returned to deliver a decisive bombing strike.

It had been only 16 years since 1stLt. Alfred A. Cunningham became the first Marine aviator, and nine years since Marine aviators



McDonnell Douglas photo

The latest and greatest, the F/A-18 Hornet, the newest addition to MAG-24's inventory, has added more punch to Marine close-air support.

saw limited action in World War I.

But something special was happening in the 20's, with Marine aviators assigned to Haiti, the Dominican Republic, Costa Rica and Nicaragua to provide reconnaissance and resupply support. It happened occasionally as Marines experimented with close-air support in these campaigns in the early 20's, but that morning at Ocotol, it all came together as Marines using close-air support crushed a markedly superior enemy force.

Today, close-air support is at the cutting edge of the

Marine Corps' effectiveness. It has evolved into an organizational structure centered around the Marine air-ground task force (MAGTF).

The successes that followed in the Nicaraguan campaign after the Ocotol incident were indicative of the fact that it's not just having better tools that wins battles — it's using them to their greatest potential — which is what makes Marine air special.

It took until 1943 for the fury of close-air support to again be felt by an enemy. An emphasis on bombing missions, tough conditions leading to equipment prob-

lems and slower movement, along with having to deal with superior Japanese fighter aircraft kept U.S. air forces, including the Navy and Marines, preoccupied. And until the Japanese started faltering in the Pacific, the concept of close-air support was still met with skepticism by U.S. commanders.

Then, at Bougainville on the last invasion in the Solomons, Marine bombers flew within 75 yards of Marine lines at "Hellzapoppin Ridge," and helped defeat the well-entrenched enemy. From

See MAGTF/B-7



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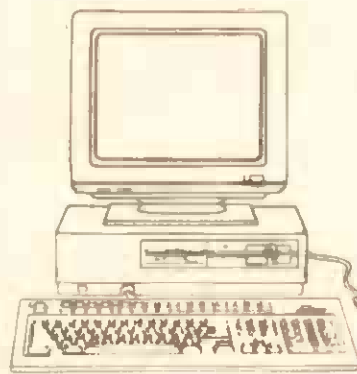
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The first Marine planes used in close-air support were DH-4Bs. They were used against the Sandinistas in Nicaragua in the twenties.

USMC photo

MAGTF/From B-6

that point, Marines used close-air support to support the Army in the Philippines, and helped Marines on the ground at Peleliu, Iwo Jima, and finally Okinawa.

Five years later, a strange, gaudy creature with a face

only a Marine could love made its first combat appearances during the Korean War. Just days after the 1st

Provisional Marine Brigade hit Pusan on Aug. 2, 1950, Marine helicopters were evacuating wounded, spotting for artillery fire and trans-

porting supplies. Later, helos refined their role in vertical envelopments as fixed-wing air was being improved with the introduction of jets.

After Korea, advances in helicopter technology helped produce the H-34 transport

helo. In the Vietnam War, the development of the LPH (landing platform helicopter) beefed-up rotary-wing operations, and with the introduction of the turbine-powered UH-1 Bell Huey, CH-46 Sea Knight, AH-1 Bell Huey Sea Cobra, and CH-53 Sea Stallion helped devastate Viet Cong forces in the northern area of South Vietnam. This was done partly in providing supporting fire, but mainly in the transport mode.

Marine jets like the A-4 Skyhawk and the F-4 Phantom were used largely in "hot pad" missions, providing much-needed close-air support called in by ground commanders. In the early stages, they were also used in pre-planned strikes, with more than 60 percent of their missions in support of grunts in I-Corps, and just a small part of the rest going from the hot pad.

But later, with the taking over of Marine air by the Seventh Air Force, the Marine air-ground team was all but torn apart. The pre-planned strikes became a thing of the past, and the majority of Marine air operations went from the hot pad in support of Army units, which created more and more confusion. Success was sporadic.

While the situation the Marines found themselves in with the Air Force during Vietnam changed the role of Marine air, U.S. leaders later realized that when the Marine air-ground team was intact, it was effective. This effectiveness ultimately ensured the survival of the Marine Corps, as U.S. leaders saw the value of the Corps as a complete weapon — an air force and ground force in one.

Since the end of the Vietnam War, Marine air has withstood outside efforts to break it up. But after making it through those tough times, the Corps still decided to reorganize its air force and further hone its air-ground operations. After careful analysis of modern air warfare, the Marine Corps created what we call today the MAGTF.

With the MAGTF and aircraft like the Hornet, the AV-8B Harrier jump jet and possibly the MV-22 Osprey tilt-rotor aircraft, close-air support has become an increasingly effective part of the Marine Corps, and the Corps has developed the training and acquired the aircraft necessary to make it effective in an ever-changing, modern battlefield.

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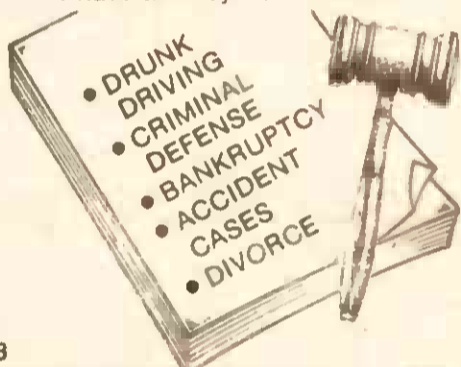
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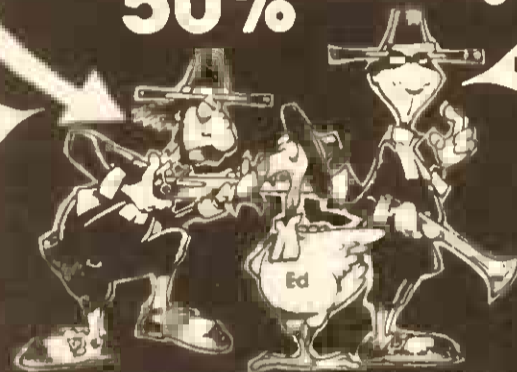
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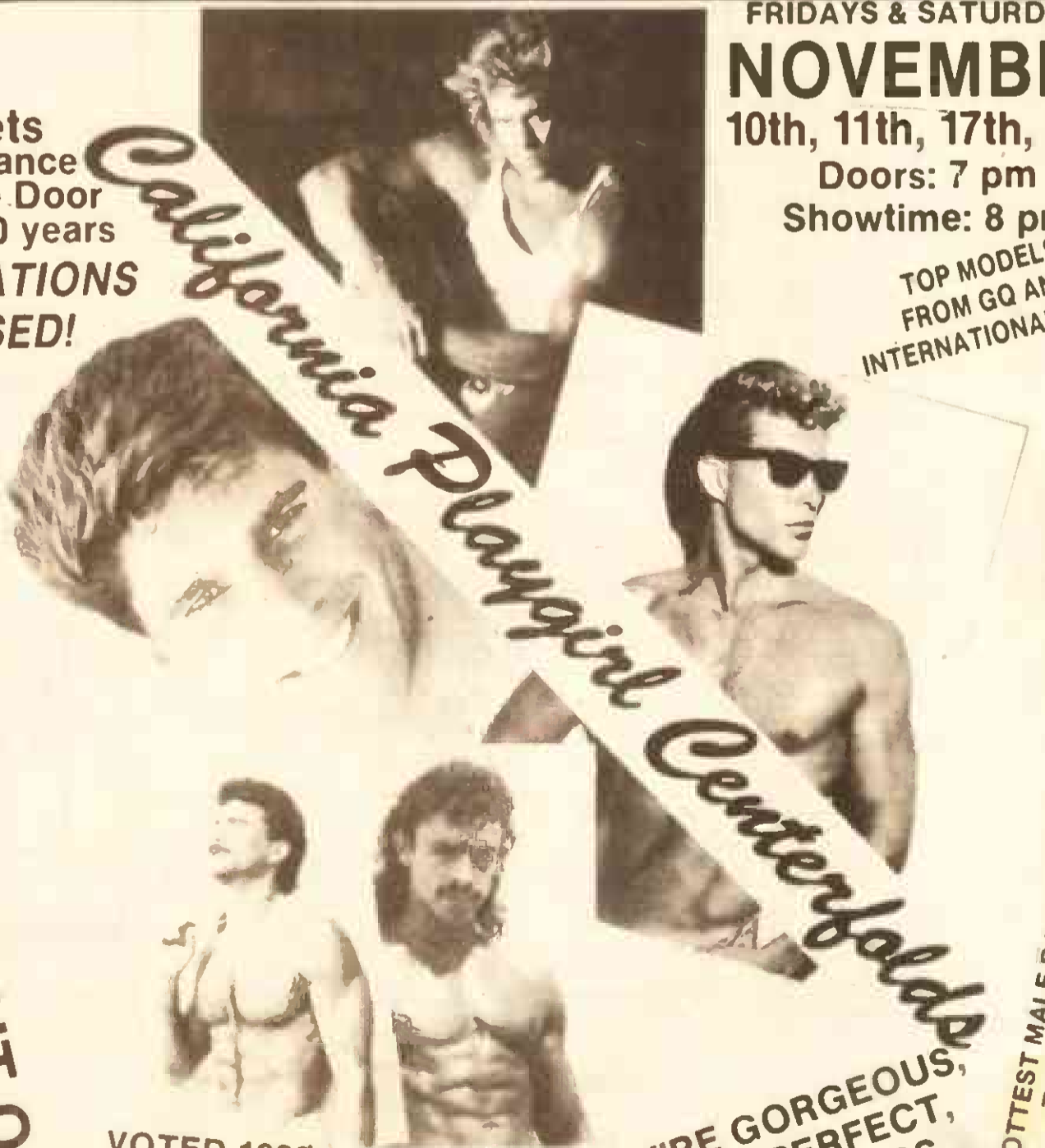
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'87 MITSUBISHI MIGHTY MAX 4x2 PU (CRB-278) MUST SELL! \$4088	'88 FORD ESCORT GT (CWA-913) Loaded and Only 8K Miles! \$6588	'85 MERCURY GRAND MARQUIS (BYE-219) Loaded With All The Options! \$6188
'81 FORD MUSTANG (BAJ-417) 6-cyl. Auto. Air \$588	'77 BUICK REGAL (CWG-560) \$788	'84 FORD BRONCO II (CYC-283) 6-cyl. Auto. Air \$6888
'84 CHRYSLER LEBARON (BWG-192) Auto. Air, Luxury, Must See! \$2988	'85 ISUZU I-MARK (CAW-204) Super Value at \$2988	'85 FORD BRONCO II (CAB-267) 4x4, 6 cyl \$7888
'89 ISUZU PICK UP (CYB-397) Looks And Drives Like New, Special! \$5988	'89 MITSUBISHI PRECIS LS (CYR-111) Auto. Air, AM/FM Cass & More! \$6388	'85 MAZDA 626 4 DR (CCP-270) Auto. Sharp Vehicle! \$4688
'86 NISSAN 200SX XE (CEG-438) Digital, Alpine, Alarm, Alloy, Sunroof And More! \$7188	'88 MERCURY TOPAZ (CUE-798) This One Won't Last At This Price! \$6988	'84 PONTIAC 6000 (BWE-201) Auto. Air, Must See & Drive! \$3588
'87 FORD ESCORT GT (CRT-828) Must See & Drive This One! \$5588	ONLY AT WAIPAHU	
'80 DATSUM PICK UP (CFN-970) \$588		

60 Help Wanted Male/Female

HOUSEKEEPERS Wanted for prof cleaning svc. Good pay & benefits. Will train. Days Military dep. Welcome. Need phone, also an independent F/T janitor needed evs. Must have phone & car. 486-4822.

PLANT nursery worker Part time. Ph. 239-8987 Windward resident pref.

LOOKING FOR A "KEY" POSITION? Adia is placing DATA ENTRY people to work daily. Long or short term assignments. Top pay & a benefit package. ADIA Personnel Services No Fee 533-8889

KEY & Engraving, F/T & P/T. Honolulu & Aiea areas. Call Kristi 537-4914.

WOMEN - Part time sales, flex. hours, islandwide. Ph. 637-9186

ADVERTISING representative needed for established Windward Community newspaper 263-3535

LABORERS wanted Call 247-1635

DRIVER & Aides for school buses. Early a.m. 6:00 a.m. - 4:00 p.m.

62 Domestic Help Wanted

BABYSITTER needed in your home, Millani or Wahiawa, Mon-Sat for 2yr old full time & 6yr old after school. Call 672-8103 leave message.

PERSON needed to iron for 2 senior citizens. Call 261-6813.

BABY sitter for 12 yr. old girl. 1 over-night wknd, per mo. In your hm. Refs. 235-8661.

HOUSEKEEPER, 2 days a wk, 4 hrs a day \$5 per hr., no child care. Ph. 239-8050

63 Jobs Wanted

REGISTERED Nurse Home care, compassionate 15 yrs local exp. 395-4753

64 Domestic Jobs Wanted

QUALITY CHILD CARE Large indoor/outdoor environment, 1 1/2 to 3/4 yrs. Immed openings. Call Sara 254-4661

BEST Buddies Childcare, Safe, Fun & Reliable. Kailua/Aiea 254-3637.

CHILD CARE svcs provided, nights only 6pm-6am, family run in Millani 623-3976 evs or lv msg.

WILL baby sit in my Millani home M-F only. Call 623-5911.

I will babysit in my Millani home. Ph. 623-3967

120 Home Furnishings

PRICE LESS USED FURNITURE

Oak Dining Table w/4 Chairs & Matching Glass Front Hutch; Rattan McGuire Chairs; Bar Stools; Dresser; Drop Leaf End Table; Sorcerer Pin Ball Machine. Prices Reduced on Thai Golden Teak Furniture.

LOTS OF BARGAINS
139A Hekehi St., Kailua
262-7938

IN a hurry? We'll buy your furniture. Fast free pick-up. 235-8056 Paradise Used Furniture.

FENCE-Redwood, 30ft. 1yr old. \$299. Call 625-6075.

DRAPERY Sales Ready made & custom. Discount prices. 180 Hemakua Dr. 262-4434.

KENMORE Dryer \$150/offer. 25" console TV \$150. Exercise bike \$45/offer. Beige recliner \$35. Red metal frame bed (twin) \$30. 254-6919.

WAREHOUSE Savings! Best prices on new & used refrig, freezers, washers, stoves, A/C, etc. KND 842-1996

VERTICAL Blinds-50% Discount! Fabric 76x84 \$124. Ken Hatch 254-2080

RATTAN beautiful 5pc. liv rm. set \$500. Sofa, chair, tables. 734-1554

SEARS trundle beds w/bedding \$185. Walnut 8 drawer desk w/chair \$95 262-8686.

42in. GLASS/Wood top octagonal tbl. w/4 chrs. Good cond. \$100/best offer. 262-6295.

5 PC living rm. set, gold & brown tones, good cond \$500. 254-4833.

WATERBED queen size, new mattress & liner \$150. 621-7182.

MOVING?

We Buy Fine Quality Used Furniture. Fast, Free Pick-up.

PARADISE USED FURNITURE 235-8056

122 Travel

DELTA, r/t, LAX-Dallas. 11/22-11/28. \$200. 833-7318 Nalei

HAWAIIAN R/T Hnl/Sea good until 12/14/89 \$150/offer 261-2787

3 ONEWAY tikis to NY expires 11/17/89. \$275ea. Des 955-6068.

It's easy to charge it. Visa/MasterCard pays for Sun Press Classified. 235-5881

123 Moving & Storage

WANNA sell your furniture? Call 235-8056 Paradise Used Furniture

125 Home Appliances

REPAIR-Sell-Buy-Trade washers, dryers, refrig, freezer, air cond. Honest. Wrmy. 239-7479.

CUISINART DGC-X like new. \$225/offr. Call 499-1632.

126 Miscellaneous

SET Eurostyle vent visors for Honda 4 door Accord. New. 239-8914

DECORATOR bedspread \$50 matching drape 80" wide plus 4 panels 262-4948

CUTEST Backpacks & waist pouches for kids imported from Japan. Perfect gift idea for XMAS. Call 941-4338.

PARTY needs? Tables, chairs, warmers, punchbowl, etc. Call Aili Rentals. 842-5724

REMODELING!! 2 Onix poles from Kona! length=8ft x diameter= 5 7/8 inches. Bark still on, \$35 per pole. Buyer pick-up required. 261-6417

SPA Beachport Manhattan Dbl lounge \$2500 new 263-0459.

PHONE Mate radio alarm, oak crib & dresser, other baby furn. 422-7517

WHOLE wheat chocolate chip/peanut butter cookie recipes. \$3 SASE: Michelle 1126 12th Ave. #105 Hon. 96816.

NEW picnic tables \$99. Porch swing \$110. Fine workmanship. 293-8392.

BABYS oak cradle & car seat. New condition \$45ea. 235-4279.

QUEEN size waterbed. Excl cond. \$500 firm. Call 487-7892.

WHIRLPOOL window air conditioner. 24,400 BTU 2 years old \$600 negotiable. 499-1921.

SOFA bed \$150. Easy chrs like new \$85. BBO \$75. tbl. lrg plant. 396-6546.

FOR SALE (Hawallan Juil) Queen size Plumeria pattern Red & White w/red border Never used or displayed in storage since 1961 Excellent condition Appraised at \$3750.00 Call 841-5078 (9 to 4) 599-8685 after 6:30 p.m.

BABY crib, good cond. \$95; exercise bike, new \$100. 423-0174.

CANOPY bed set, new mattress excl cond. \$500. Singer sewing mach. \$50. goose down chairs \$550/pr. beautiful antique cabinet \$350. Call 395-7086.

DRESS blue blouse buttonholed w/full set of anadized buttons. SNCO buckle, belt, coroframe cover \$150 Dress blue blouse, buttonholed w/full set of buttons coroframe cover & belt. \$130. 254-6919.

20 GAL. Hexagon show fish tank complete with filter, pump, gravel filter, some fish. Cost over \$250. Will sell for \$140. Call 833-4314 after 5:30 p.m

CUTTER DODGE PEARL CITY

921 KAM HWY. (Next to Pearl City Tavern) PH. 455-1071

Drive Something Exciting Now!

WE NOW BUY USED CARS PAID FOR OR NOT!

'83 MUSTANG BUE-743 6 Cyl, Auto, Air, New Paint! TODAY! \$1995	'86 MAZDA GLC WGN CFS-896 Auto, Air, AM/FM Cass LOW MILES!! \$4695
'78 CRESSIDA 828 BRB-128 6 Cyl, Air, CLEAN! NEW PAINT!! \$2295	'85 NISSAN MAXIMA BSR-448 Air, Auto, Ps, Pw AND MORE! \$5995
'79 CADILLAC DEVILLE ACP-320 V8, Fully Loaded! SHARP! \$2795	'88 NISSAN PU CVE-865 4 Spd, AM/FM Cass ONLY 10,000 MILES! \$6295
'83 SAAB 900S CPY-031 5 Spd, Air, NEW PAINT! \$4195	'86 TAURUS WAGON 488-TDR 6 Cyl, Air, Auto LOW MILES! GREAT BUY! \$8295
'84 JEEP CJ7 BXS-508 Soft Top, 4 Spd, AM/FM, Cass NEW PAINT! \$4695	'89 ISUZU SUPERCAB 4x4 CUS-785 5 Spd, Cass SPECIAL! \$9995

CARS SUBJECT TO PRIOR SALE. PRICES PLUS TAX, LIC. & DOC FEES. GOOD NOW TILL NOV. 15, 1989

CUTTER FORD-ISUZU 98-015 KAM HWY. 487-3811

SPECIAL MILITARY FINANCING—IMMEDIATE DELIVERY

Cars Subject To Prior Sales Price Plus Tax, Lic. & \$99 Doc Fees. *Available on Selected Models. GOOD NOW TILL NOV. 15, 1989

CUTTER MITSUBISHI

WAIPAHU • 671-2626 (Next to Burger King Across from Gem)

If you can fix it, clean it or build it, classified can advertise it!

Get customers' attention and their business with classified's "Professional Services Directory."

These individual classifications will make it easy for you to reach potential customers!

- Accounting/Bookkeeping
- Appliances
- Cabinetry
- Carpentry
- Carpets
- Cleaning
- Clerical/Typing
- Contracting/Construction
- Electrical
- Entertainment
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- Handyman
- Hauling
- Landscaping
- Legal Services
- Masonry
- Painting
- Plumbing
- Remodeling
- Repair
- Roofing
- Screens & Jalousies
- Sewing & Alterations
- Wallpaper
- Yard Service

Your ad will reach 100,879 area readers!

For advertising information, call Sun Press 235-5881 Classified Advertising Department

122 Travel

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GARAGE SALE

SAT. 11/11, 8-1pm. Beds, hsd. items & much more! 125 Kaapuni Dr., Kailua.

MULTI-Family Garage Sale. Sat. 11/11 8-12 1182 Mapuana St. Kailua.

WHOLESALE Oshkosh clothes sizes 12 mos., 3T, 5T & 10 boys & girls. PCH mens med., boys size 6 & 12, shorts, shirts, pants, 169 Kailua Rd., Sat. 11/11, 9 to 2 p.m.

MOVING Sale: Sat & Sun 8am-4pm Nov. 11 & 12. All must go! No reasonable offer refused. 1245 Pihana St. Hawaii Kai Kailua Valley

GARAGE Sale: Sat. Nov. 11, 1248 Kahlili St. Kailua, 9-1 p.m. No early birds. Rattan chrs & sofa, end tables, coffee table, cabinet, kitchen stuff, etc.

CHURCH Ke'auhou Rummage/Estate Sale: 9 to 3 p.m., 44-008 Alina Mol Pl., Kaneohe Follow signs. Off K-Bay Dr. near H-3, furniture, jewelry, kitch. items clothes, etc. Nov. 11, Sat.

GARAGE Sale: Sat. Nov. 11, 9 to 2 p.m. No early birds. Furn., weights, dishes, etc. 607 Aihii Pl., Kailua

GARAGE sale: Sat. 11/11 9-3pm. 1004 Kahlili St. dbl bed, drapes, ciths avon & misc. items.

CHRISTMAS Bazaar Kailua BPO DOES #171 Great Bargains! Hand-crafted Country store Nov. 10/11, Fri/Sat 9-3 744 Wanaoa Rd., Kailua

PLANT Sale. Beautiful T's & other plants 1349 Kailuu Dr. Sat. only. 8-2pm.

SECOND Annual HMSC Craft Fair. Nov 18 & 19 9-4pm. Holiday Mart Shopping Cntr. Kailua. Vendors call Denise 263-0968.

REAL GOOD RIDDANCE SALE

Must clear everything for renovation. Clothes, photo equipment, furniture, paper stock, miscellaneous items. Saturday, November 11, 9-4pm. 3264 ALLEN PLACE 293-2177 595-2748

125 Home Appliances

LG. Kenmore washer & dryer. 3 yrs. old. excl. cond. \$350.00. 262-6038

REFRIGERATOR, dshwshr sink, range & hood. VW parts. 247-1805

KEEP YOUR CHRISTMAS CASH!

No Down, \$1500 Rebate Gets YOU A BRAND NEW MERCURY TRACER

Or Use Your Cash Or Trade And Get A \$1000 Gift Certificate From Liberty House!!!

\$199/MO

487-7228

Selling Price \$10,399 + Tax, Lic., & \$200 Doc. Fees. \$1500 Rebate Down. 72 Mos. @ 13.99% APR on approved credit. Car not exactly as shown. Subject to availability. Good now 'til Nov. 15, 1989.

PFLUEGER LINCOLN-MERCURY-SUBARU USED CARS AIEA 98-055 KAM HWY.

GRAND OPENING

SATURDAY, NOV. 11, 1989 11:00AM-6:00PM

DRAWING FOR NEIGHBOR ISLAND TRIP! COME BY AND VISIT OUR FRIENDLY AND EXPERIENCED STAFF.

FREE PUPUS! FREE DRINKS!

BARGAIN AIR FARES

- SFO \$120.00 OW
- LAX \$149.00 OW
- SJA \$170.00 OW
- POK \$170.00 OW
- NYC \$325.00 OW
- SEL \$54.00 OT
- HWT \$45.00 OT
- HLG \$53.00 OT
- TPE \$43.00 OT
- SKK \$63.00 OT

NEW ORIENT Tour & Travel Inc. 1684 Kalakaua Ave. Honolulu, Hawaii 96826 Tel: (808) 946-1111

127 Miscellaneous Wanted

CASH The Hunter pays top dollar for your unwanted items. 764 Kailua Rd. 262-4868

WANTED: winter clothes, head to toe, mens med., women sm. (5/7) & med. (11/12); boys 8 mo., 3T, & 14. Also min. bike; cherry wd. hutch. 235-1730.

130 Antiques-Art

WINDWARD Antiques We buy/sell jewelry, antiques, gold/silver, & rpr clocks. 262-5226

Family Motors

Special Financing! E3, E4 & Above!

\$99 DELIVERS, OAC

'79 PONTIAC FIREBIRD BUJ-545 "WOW"	\$1795	'81 FIAT X19 CBP-916 Hard Top, Conv, Std "Its A Lulu"
'86 SUBARU 2 DR CDV-278 "Top This One"	\$2695	'84 TOYOTA TERCEL BWV-668 Power Steer, Auto Seating Is Believing
'81 HONDA PRELUDE AYB-488 Auto, Air, Ps, AM/FM, Sunroof	\$2995	'83 PONT GRAND PRIX AWB-117 Ps, AM/FM, Tilt, Pw "Today's Special"
'84 BUICK CENTURY BUD-109 AM/FM, Stereo, Air, Ps, Pw	\$3395	'84 OLDS FIRENZA SW BTE-794 Air, Auto, Ps, AM/FM, Cass
'86 SENTRA SW CEA-465 Ps, AM/FM, Stereo, Silver "Below Blue Book"	\$3995	'83 MAZDA 626 LX BSE-020 Loaded "MUST SEE"
'86 SUBARU XT CEV-303 Auto, Ps, Air, Cass, Tilt, Pw Cruise Control "Clear As A Hound's Tooth"	\$4995	'87 NISSAN SENTRA SE CTC-257 2 Dr, Ps, AM/FM "DOUBLE WOW"

SPECIAL MILITARY FINANCING NEW IN HAWAII!
FAIR CREDIT - NO CREDIT - SO-SO CREDIT? WE ARE EXPERTS IN FINANCE. INCLUDING BANKRUPTCIES!

Good Now Till 11/15/89
 In House Financing • Instant Delivery
 Subject to Prior Sale • Call for Directions
 Open 7 Days a week 9 a.m. - 6 p.m. Sundays 11 a.m. - 4 p.m.
94-267 Farrington Hwy. at Leokane
 Waipahu, HI 96701 **Ph: 676-1600**

Now's The Time To Buy An '89!

• 1989 4x4 Truck

• 1989 Tercel Coupe

• 1989 Corolla Sedan

TOYOTA CITY is having a 1989 YEAR-END BLOWOUT! We're clearing out our inventory and NOW'S YOUR CHANCE to purchase any new or demo '89 Toyota at INCREDIBLE SAVINGS to you!

Hurry In Now For Best Selection!

Credit Union Members Welcome!

• While supplies last. Cars subject to prior sale. Other models also available.

TOYOTA CITY PH: 834-1402
 2850-A Pukoloa St.
 Gibson's Shopping Center A DIVISION OF SERVO PACIFIC, INC.

PFLUEGER LINCOLN-MERCURY USED CAR MECCA

3179 N. NIMITZ HWY. — AIRPORT LOCATION

'80 OLDS CUTLASS AFW-332	'84 CHRYSLER E-CLASS HHM-669
'67 FORD MUSTANG CXF-878	'83 NISSAN 200SX CAS-351
'66 LINCOLN CONT. AYE-480	'82 TOYOTA CELICA ASG-629
'81 FORD MUSTANG ATV-968	'79 MAZDA RX-7 ADW-251
'84 FORD TEMPO BTN-513	'85 FORD TEMPO KDF-928

MILITARY FINANCING OK!

MAKE/MODEL	MARKET VALUE	SPECIAL	DOWN PAYMENT	MONTHLY PAYMENT	LICENSE
'87 MERCURY TOPAZ	\$8995	\$5500	\$185	\$185	CPT-672
'88 FORD ESCORT	\$7995	\$4975	\$155	\$155	CYY-887
'87 TOYOTA TERCEL	\$7795	\$4850	\$149	\$149	MMK-228
'82 HONDA ACCORD	\$5495	\$2975	\$133	\$133	ATD-769

THIS WEEKS SPECIAL
'84 CHEVY MONTE CARLO SS CRE-012
 LOW MILES, NO RUST, FULLY EQUIP.
 GREAT FINANCING AVAILABLE

OVER 200 OTHERS AVAILABLE!!
PFLUEGER LINCOLN-MERCURY USED CAR MECCA
 3179 N. NIMITZ HWY - AIRPORT LOCATION • 836-2082
 JUST MINUTES FROM PEARLRIDGE & WAIKIKI
 INVENTORY & FINANCE HOTLINE • 833-1899

ALL TERMS O.A.C., PMTS AT 17% A.P.R., 30-48 MOS., PLUS TAX, LIC., DOC FEES.

132 Computers
 COMMODORE 64, 2 disc drives, printer, games & extras \$500. Ph. 235-8488.

133 Jewelry & Clothing
 GUARANTEED-NO-run pantyhose! All sizes 14 colors. Send \$3 for \$3 certificate and get a free pair of NO-RUN KNEE HIGHS to: No Run Hose 1155 Fort St. #258 Honolulu, HI 96813.

141 Video Taping
 FILMS TRANSFERRED to video make great Christmas gifts! Call Econ Photo 239-4295 now! 7 locations to serve you.

CREATIVE 1 Video Complete video production svc. Weddings, receptions, baby showers. Full editing & audio dubbing. Also video & film transfer. Call & compare! 455-5224.

144 Musical Instruments
 DRUMS & hardware, new & used. Buy & sell. Fred's Pro Drums 533-7550

FRANK Lloyd Wright grand piano by Chickering \$8000/offer 235-3040.

HAPSICORD: sm. Italian style Virginal \$2990 delivered & tuned 235-3040.

156 Auto Service/Parts
 RENAULT Repairs by factory trained tech. Work guar 239-4733.

PORSCHE Auto Parts New & used. Call for low prices. 486-3448

161 Automobiles Wanted

\$ CASH PAID \$ FOR YOUR CARS OR TRUCKS. KAPIOLANI AUTO SALES 732-4378

166 Pickups, Trucks
 '87 INTERNATIONAL '18' flatbed/35' flatbed trailer \$400/offer. 671-3661

SELL or trade your Truck paid for or not. Call Cutter Dodge PC 455-1071.

'83 MAZDA extras, lo ml, rust warranty, 5 speed. \$3500. 395-5288.

'85 TOYOTA extra cab. Cherry cond. lo miles. many many extras! \$6900/offer. 676-3600, after 5:30 p.m.

'73 DATSUN pick-up new tires & radiator. First \$400 takes it! Call 671-3661

NEED CAR PAYMENT RELIEF?

Is your loan pay-off greater than the value of your car? Unable to sell or trade?

AVOID REPOSSESSION OR BANKRUPTCY, SAVE YOUR CREDIT.

FINANCIAL SERVICES FIRM CAN TAKE OVER CAR LOANS AND LEASES WITH FINANCIAL GUARANTY

EQUITY FINANCIAL 526-1588

175 Vans, Campers, Jeep, 4 WD

'83 TOYOTA SR5: Lo mil, 7" lift, 36" tires \$8000. Ph. 262-8975.

'88 GMC S-15 Jimmy excl cond., auto, A/C, Jensen stereo, custom rims/tires, tinted windows, transferrable warranties. Call 262-9821.

'82 FORD F150 King cab w/cab over camper, sleeps 5, many extras! \$6500. 839-1648

'89 TOYOTA Cargo Van, excl. cond., air, 4,000 mi., \$1000 & assume loan. 841-6526

'84 S-10 Blazer 4WD, stereo, tint. Spd. 32in tires, 5in lift. \$5500. 947-7623 eves

'78 VW VAN. \$700 or best offer, for info call 625-1887.

'75 VW Camper Poptop. Stove works. 2 beds, hammock, great for beach. \$1500. 261-6634.

176 Automobiles for Sale

GOVERNMENT Seized/Surplus vehicles as low as \$100. Cadillacs, Fords, Mercedes, Chevys, BMW's, Porsches, Trucks, Vans. Amazing Recorded Phone Message Reveals Details. 926-4820 ext. 76

146 Boats/Supplies/Services
 '78 26ft REINELL Twin Volvo Penta 350 \$18,000/offer. 254-2084

16ft. HOBBIE Cat w/trailer. \$1100/offer. Call 254-6581.

LET'S GO FISHING 31' boat, licensed Capt. Military/Kamaaina rates. You keep the fish! Call 486-4854

147 Sporting Goods
 REEVES firearms 10% over dealer cost on any firearms & access & gunsmithing. Call 625-6973.

TWO 80lb CLASS rods & Shimano Triton reels, \$600ea/\$1100 both. 254-2084

150 Livestock & Horses
 SHARE boarder needed for "Oscar Nominee", TB. Intermed. to adv. rider. Judy Woods 395-8743.

171 Motorcycles, Mopeds & Scooters

PUCH Newport 2sp Mint condition. \$595 262-0242.

'87 KAWASAKI KX125 dirt bike. Racy aqua on green. Excl cond. Almost new matching helmet & bik leather race boots. All for only \$1800. 239-9920eves.

'87 HONDA 80 dirt bike. Great cond. Good for kids! \$800. 239-9920 eves.

'86 CUSTOM Harley low rider, low mi. Cherry red/chrome. Lots of extras. \$7500 247-4289

'87 KAWASAKI EX 500 helmet/jacket incl. \$2500/offer. 254-2084

'88 SUZUKI Katana 600 Excl. cond. \$2900/offer. 655-8542 or 455-7729(eves).

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151 Pets—Everything

40 GAL. Fish tank: Complete w/stand & fish. Best offer. 262-5843 eves.

DONATIONS now being accepted for 1st "NON KILL" Animal Shelter. Handyman, chain link, kennel equip/parts, cash or concrete. nothing will go to waste. Send to K-9 Rescue, PO Box 1602 Waiānae 96792.

KANELOHE Kattery Hillman kittens Call 235-3331.

QUALITY Top Poodles. Adults & puppies \$300 & up. 247-0051

DOBERMAN puppies pure bred, 4 female tail & declaw cut, shots & wormed. \$350. 422-7280

SCOTTISH Fold kittens CFA. Show/pep. GRCI. \$150 and up. 235-4991

CFA White Persian BONNIE-sweet, playful. Adults. \$250 262-8344

RED doberman male 1yr. black lab female spayed long-hair kittens 696-6826

LOVE birds for sale including 2 breeding pairs. Call 254-3020.

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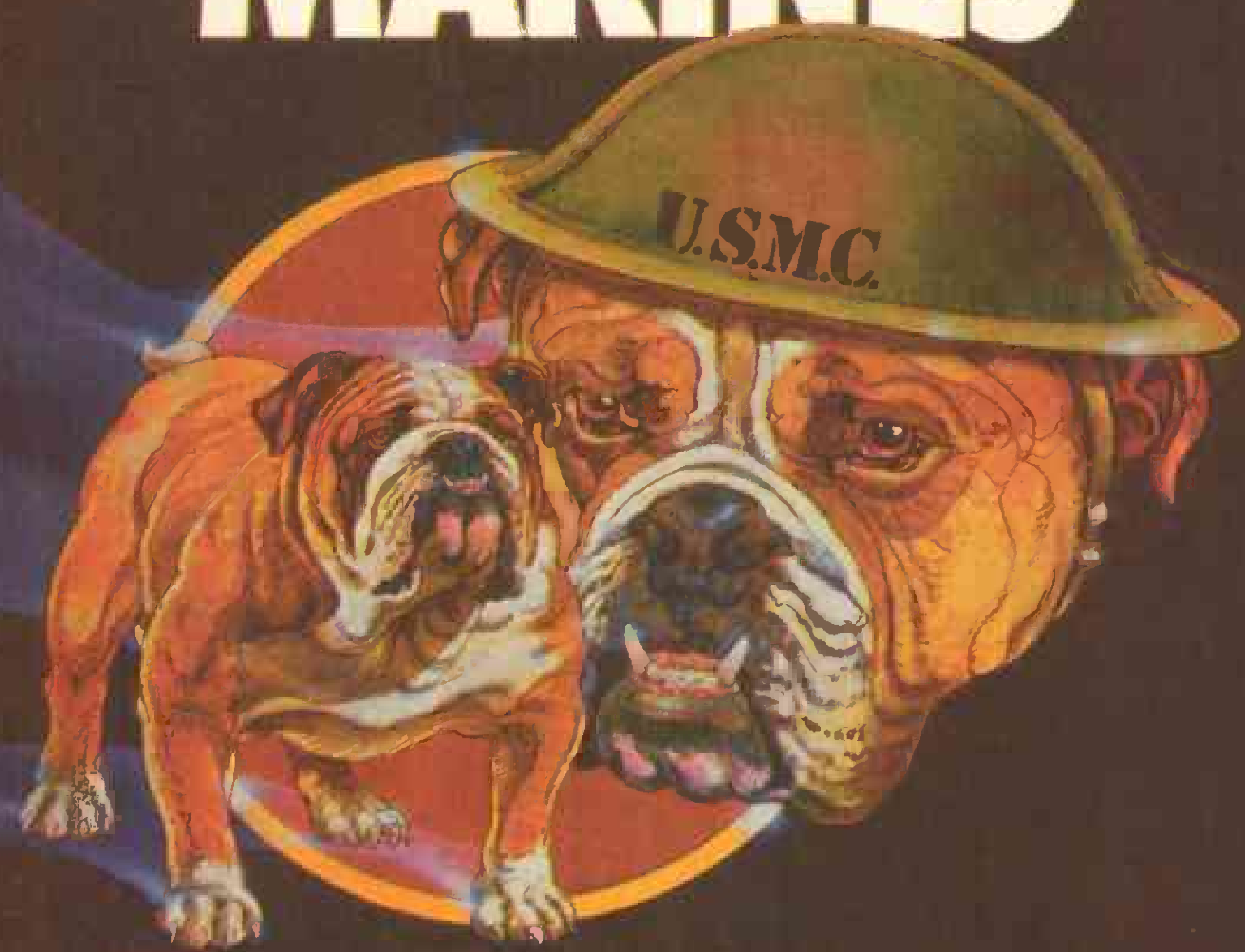


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