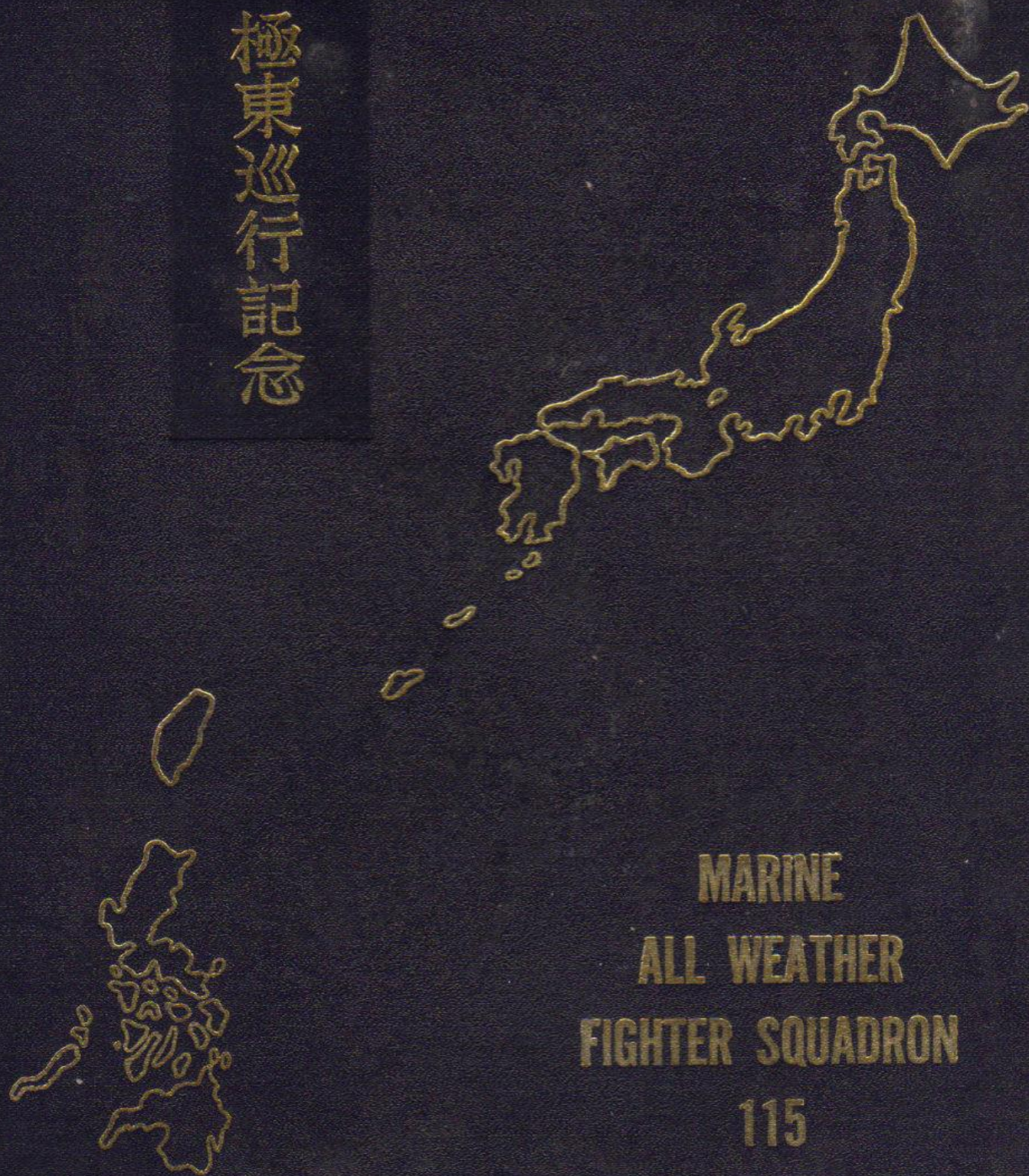




*Welcome to  
Marine All Weather Fighter Squadron 115  
Atsugi Japan 1959 to 1961*



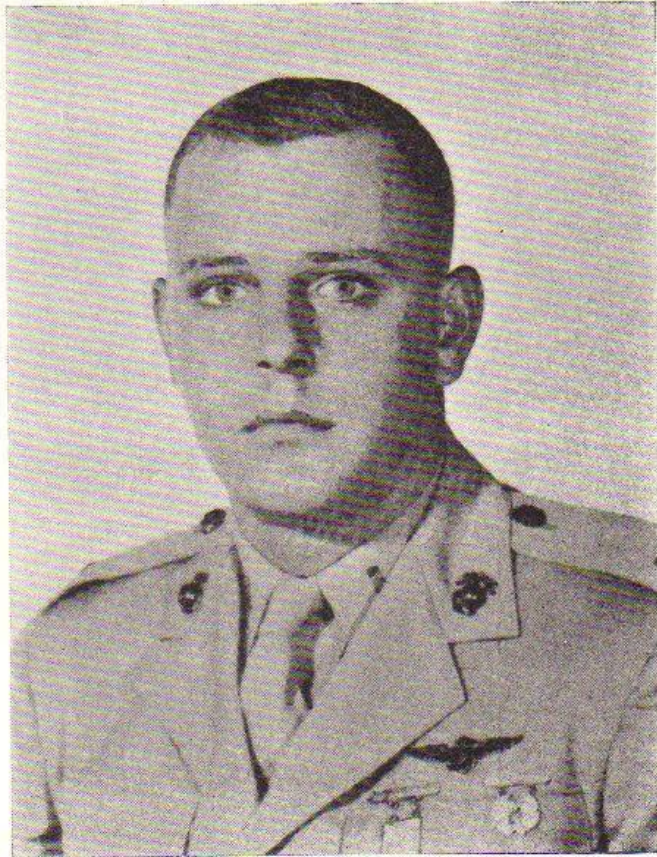
極東巡行記念



MARINE  
ALL WEATHER  
FIGHTER SQUADRON  
115



## IN MEMORIAM



*1/Lt. J. L. H. Mason, Jr.  
24 April 1961*

*This book is dedicated to the memory of First Lieutenant John Lawrence Hogeboom Mason, Jr. who lost his life flying as a member of Marine All Weather Fighter Squadron One One Five. His efforts put forth during the forming and operations of this squadron cannot be forgotten or erased from this chapter in the history of Marine Corps Aviation.*







# HISTORY

## OF

# VMF (AW) 115

VMF (AW) 115 was first organized in July, 1944 at Santa Barbara, California, under the command of Major J. S. MacLaughlin, who relinquished command sixteen days later to one of the Marine Corps' most famous aces, Major Joseph Foss, holding a record of twenty-six kills. The squadron stayed at Santa Barbara, in training status, until February, 1944, when it was transferred overseas to join in support of the Pacific Campaign in the actions on Rabaul, Leyte, Mindanao, Subic Bay, and Zanga Zanga. On 23 February 1945, VMF-115 sank the first submarine sunk by Corsairs, by skip bombing 1,000 pound bombs from an altitude of twenty-five feet.

After the war, the entire squadron was transferred to Peiping, China, where it was on alert to protect United States interests in event of attack by Communist forces. From China, the unit was transferred to Ewa, Hawaii and then later to Edenton, North Carolina, where it became the first Marine squadron to receive a complete complement of F9F Panther Jet aircraft in December of 1949. The early part of 1950 was devoted to jet checkout, operations in the Puerto Rican area, transfer to Cherry Point, combat demonstrations, and finally, a demonstration before the President of the United States and his Joint Chiefs of Staff, at Quantico, Va. in June. October of the same year found VMF-115 aboard the U.S.S. Roosevelt, where it became the first Marine Panther jet squadron to qualify and serve aboard a Navy carrier.

During the latter part of 1950, and the first part of 1951, the squadron participated in more training operations and demonstrations. The training became reality when 115 was transferred to Pohang, Korea, serving with MAG-33. There VMF-115 flew more than 9,250 combat sorties, more than 15,350 combat hours, most of them in sub-marginal weather, and expended more ordnance than any other jet squadron. After Korea, the squadron again went back into training to maintain its combat readiness, flew air patrols, and received indoctrination in night bombing and strafing missions until it was transferred to MCAS El Toro. There it received the first F4D Skyrajs in the early spring of 1957, and became VMF (AW) 115.

February of 1958 found 115 at Atsugi, Japan where it stayed until May of 1959 when the flag was brought back to Cherry Point, to be placed in our hands on 11 May 1959. From that day to now, is our history. We can all feel that we have maintained the Squadron's reputation as a "can-do" outfit.



# MARINE AIRCRAFT GROUP-11



COL. N. J. ANDERSON

COL. P. L. SHUMAN

QUALIFIED F4D PILOTS

1960-1961



LT. COL. H. E. COOK  
EXECUTIVE OFFICER



LT. COL. F. C. THOMAS  
EXECUTIVE OFFICER



# COMMANDING OFFICER

LT. COL.  
R. S. HEMSTAD



Lt. Col. R. S. Hemstad took command of VMF (AW) 115 in August 1959, and although it has been his first command, he is by no means new to all weather (night) fighter squadrons.

After finishing flight training and being commissioned a Second Lieutenant in August of 1943, Col. Hemstad joined VMF (N) 533 at Cherry Point, North Carolina, where he flew F6Fs until March of 1944, when the squadron was transferred to Engebi Island in the Pacific. Shortly after the invasion of Okinawa, 533 was transferred there to perform night fighter duty. While flying combat missions from Okinawa, the Skipper was accredited with 3 kills, while the squadron recorded 35 night kills to become high night fighter squadron in the Marine Corps during World War II.

From the later part of 1945 through part of 1948, Col. Hemstad flew with various other night fighter units, until he was transferred to the Marine infantry, where he served until 1950. He was then transferred to Quantico, Virginia, where he completed the Junior Officer's Course.





1952 found the Skipper in Korea, once again involved in night fighter combat operations, this time flying F7Fs with VMF (N) 513.

A quick trip back to the States, and then back once again to Korea until 1954, flying FJs with VMF-451, this squadron was Col. Hemstad's first non-night fighter experience.

From Korea, he went first to Miami and then to Cherry Point, where he alternated as C. O. and Executive Officer of Sub Unit-1, VMF (AW) 114, Executive Officer of VMF (AW) 115, and finally as our Commanding Officer. Just prior to our departure from Cherry Point, the Skipper was promoted to his present rank.

Col. Hemstad is married, and is the father of two sons, Robert S. Jr. and Jeffery, and a daughter, Shari.

The C. O.'s personal decorations include the Distinguished Flying Cross, the Air Medal, awarded seven times, and the Navy Commendation Ribbon with Combat "V". From VMF (AW) 115, he will go to the University of Omaha, where he will complete the requirements for his Bachelor of Science Degree.

Lt. Col. H. J. Finn, our first Commanding Officer, left us in August, 1959 to attend Senior School at Quantico. Fighter pilot, ace, officer, and gentleman, Lt. Col. "Mickey" Finn ably led us through our early growth which foretold the development of the Corps' best All Weather Fighter Squadron. Our sincere thanks and best wishes follow Col. Finn wherever he serves our Corps.







## EXECUTIVE OFFICER

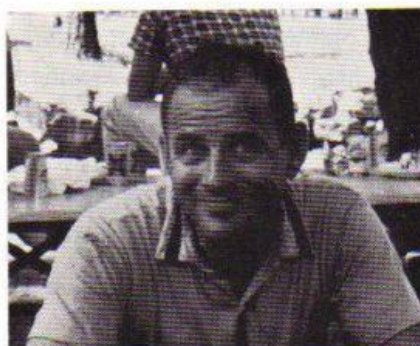
MAJOR W. SHANKS, JR.

Our Executive Officer, Major William Shanks Jr. was commissioned a Second Lieutenant when he completed the Navy flight program in September of 1943. Just a year later, he was transferred overseas to serve with VMF-233, an F4U squadron, from August of 1944 until August of 1945. While with VMF-223, he took part in the actions in the Solomons, Mindanao, Okinawa, and Japan flying extensive ground support combat missions.

For the five years following World War II, Major Shanks served as a pilot instructor on both East and West Coasts. He completed the Junior Officer's Course at Quantico with Col. Hemstad in 1950, and then served with the infantry Marines, until he was transferred to Korea in April of 1952. While in Korea, he flew F4Us with VMF-323, and F9Fs with VMF-115.

Following the Korean action, Major Shanks served at El Toro from November of 1952 until September, 1954, at which time he was transferred for duty at Kaneohe, Hawaii until September of 1956. From there he went to HQMC for a two year period with Tactical Air Control Group One, and then to Cherry Point where he was with H&MS-24, VMF (AW) 531, and finally, with this Squadron, first as Operations Officer and then as Executive Officer.

Major Shanks is the holder of the Distinguished Flying Cross, twice awarded, and the Air Medal, ten awards. He is married, has two sons, and a daughter. From VMF (AW) 115 our Exec will become a fellow student with Col. Hemstad at the University of Omaha.





# SERGEANT MAJOR

S. W. PETERS

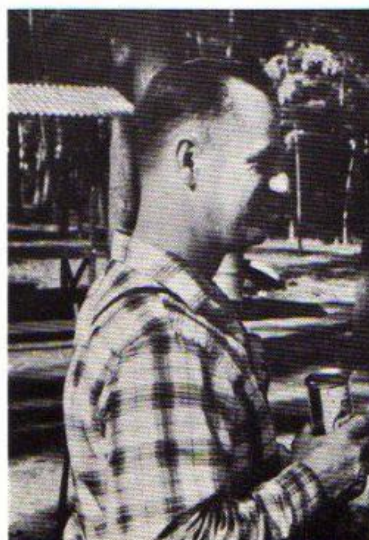
As in the case of so many people, the Second World War interrupted the well laid plans of our Sergeant Major. He had graduated from college with a Bachelor of Science degree in Education and had taught for one year when he enlisted in the Navy V-5 flight training program as a Seaman 2nd Class on 15 September 1941. He went to Pensacola as an Aviation Cadet, graduated, and was given a Reserve commission as a Second Lieutenant in the Marine Corps.

After Pensacola, Sgt. Major Peters went to Miami, then to Quantico, and then to Cherry Point where he joined VMF (N) 531. A little later he was transferred to VMF (N) 533, where he first met 2nd Lt. Hemstad.

After the war, having participated in the actions on Okinawa, the Sgt. Major went to China and then back to the States where, after serving as a test pilot in the AIRFMFLANT aircraft pool, he went inactive as a Captain.

Again there was an interruption, and our Sgt. Major found himself in Korea serving with H&MS-12. He again returned to the States, and after serving with S-4 in MAG-32, he joined MAG-35 and VMR-153 in 1956 to be their Sgt. Major. He went with them to Morrocco, Spain, and upon return to the East Coast joined this squadron as our Sgt. Major. While with VMF(AW)115, he has been promoted to his present rank.

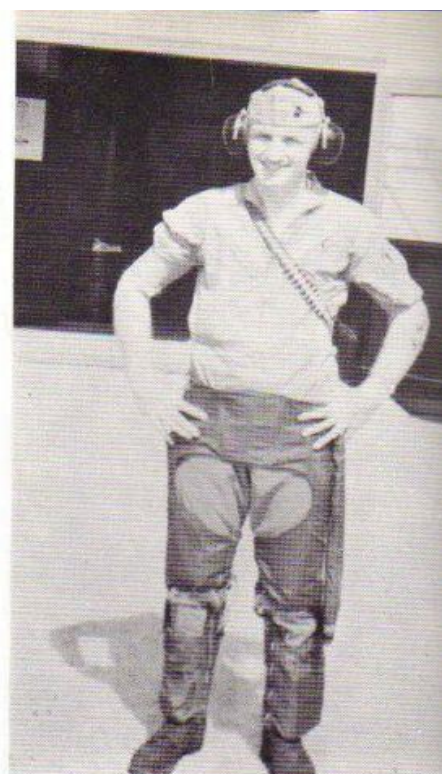
While in his lifetime he has been an educator, officer, pilot, and a senior enlisted NCO, the Sgt. Major maintains that his most avid interests lie in farming. He is married, the father of two sons and two daughters.







Maj. A.W. O'Donnell  
Operations Officer



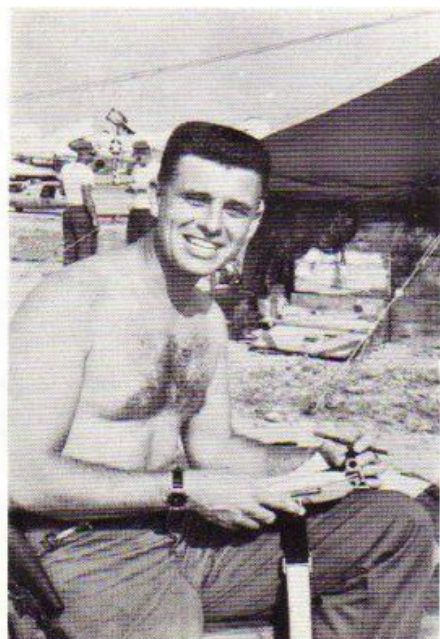
Maj. P.D. Shutler  
Maintenance Officer



Capt. R.C. Marsh  
Assistant Maintenance Officer



Maj. W.W. Campbell  
Aviation Safety Officer



Capt. R.S. Villareal  
Ordnance Officer

Capt. R.J. Divoky  
Assistant Operations Officer







Capt. T.E. Bradley  
Flight Officer



Capt. H.T. Berwald, Jr.  
Administrative Officer

Capt. G.G. Jacks  
Flight and Training Officer



1/Lt. D.R. McGrath  
Maintenance Material Support Officer



Capt. P.F. Lottsfeldt  
Power Plants Officer



L/Capt. M.J. Burns  
L.S.O. and Avionics Officer

Capt. R.T. Roche  
Airframes Officer



1/Lt. J.C. Byram  
Flight Line Officer







1/Lt. J.M. Kruthers  
Adjutant

1/Lt. J.L.H. Mason, Jr.  
Basic Training Officer



1/Lt. C.W. Heinzerling  
Flight Equipment Officer



1/Lt. W.E. Chase  
Intelligence Officer



1/Lt. A.C. Lenz  
Marine Corps Property Officer



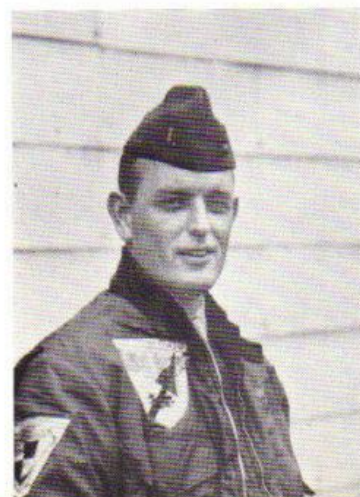
1/Lt. E.E. Hatch  
Legal Officer



1/Lt. W.F. Horner  
Embarkation Officer



1/Lt. C.M. Lacroix  
Special Services Officer







1/Lt. S.S. Reves  
Education Officer



1/Lt. J.W. Butler  
Planning and Quality Control Officer



1/Lt. L.K. Grissett  
Buildings and Grounds Officer

Capt. A.J. Sautter  
Materiel Officer and  
O.I.C. Coffee Mess



Lt. R.A. Meyer (MC)USN  
Flight Surgeon



Capt. M. Davis  
Avionics Officer

Chaplain Regan  
and  
Chaplain Brewer





## ADMINISTRATION



J.E. Adams



M. Smith



W.W. Shelton



L.B. Berg



R.S. Wolenski

AND



N. Parks



H.R. Sutton

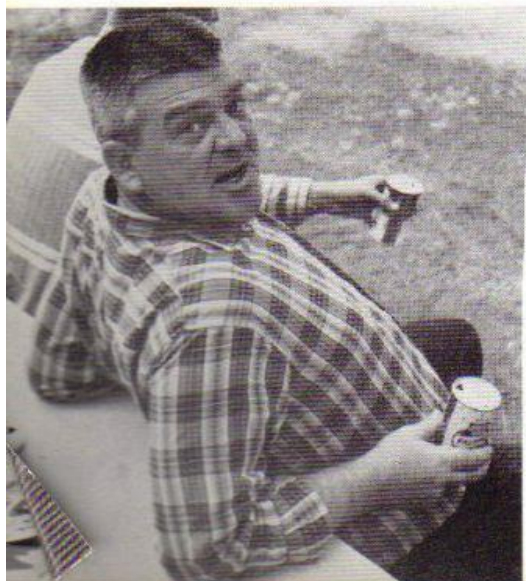
## OPERATIONS



D.M. Carnell



J.P. Mannion, Jr.



W.E. Roberts



D.A. Ravanese



G.S. Holden





N.G. Miller

## MAINTENANCE



J.L. Patton



J.R. Garrett



M.T. Griffin



N.I. Shaddinger



M.J. Bryant



R.M. Scriber



B.J. Breaux



D.M. Jones



C.A. O'Connor

M.A. Van Camp





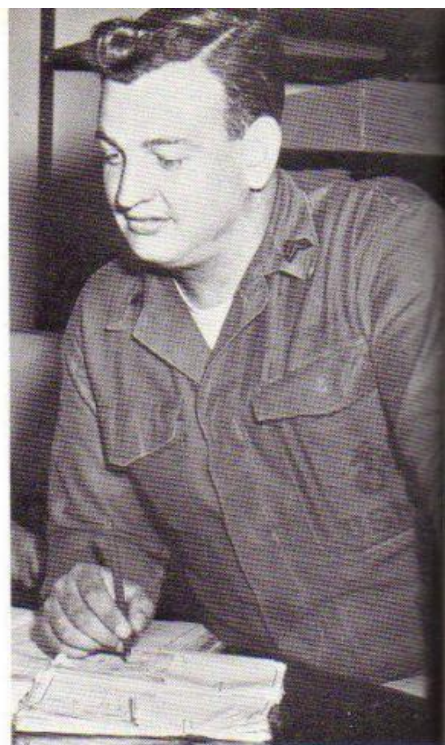


R.W. Palaski

# MATERIEL AND M. C. P.



R.H. Coughlin



S.A. Mullendore



L.B. Shevenell and K.W. Eskew



W. Colbert



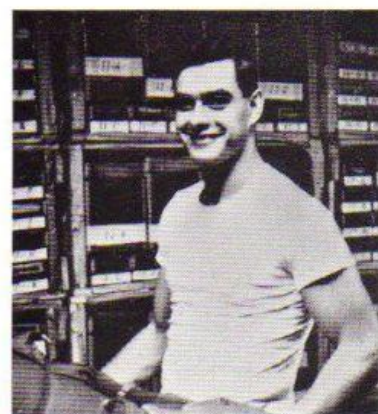
J.E. Ramos



L.F. Weikel



C.D. Caudill



D.R. Marshall

J.C. Kendall



E.P. Krawiec

R.D. Collison





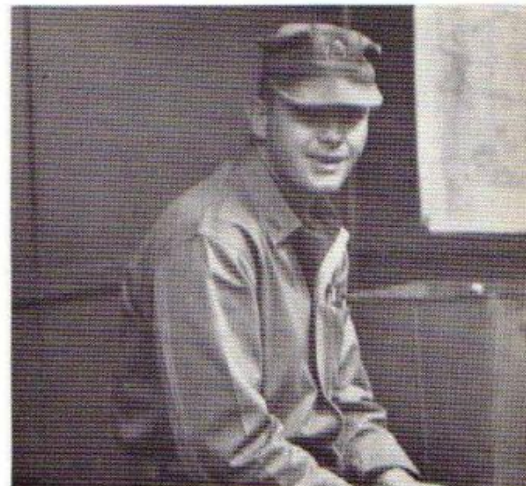
## FLIGHT EQUIPMENT



Nobuko-San



C.E. Burgan



P.E. Ennis



J. McCullough

J.C. MacFall



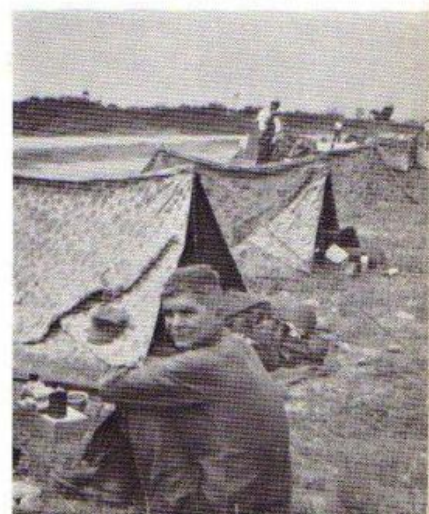
A.F. Stevens

M.R. Goodling



G.K. Austin

W.J. Reed







J.S. Goff

## AVIONICS



G.W. Schulenberg

*709408 Fous*



J. LaRiva



A.S. Heflin

## COMM-NAV



C.K. Peterson

J.A. Wegman



L.G. Gabos



A.W. Bradway



A.A. Rabe



T.W. Flanik



G.L. Writesel



## ELECTRICIANS



C.C. Brown



D.L. Umphress

WASKE



T.A. Verhovshek

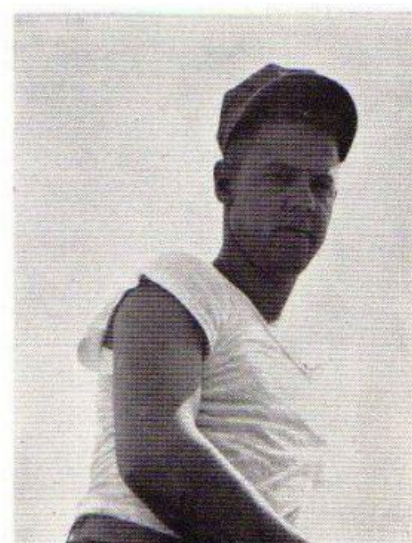


P.J. Weske

Umphress



H.F. Jackson



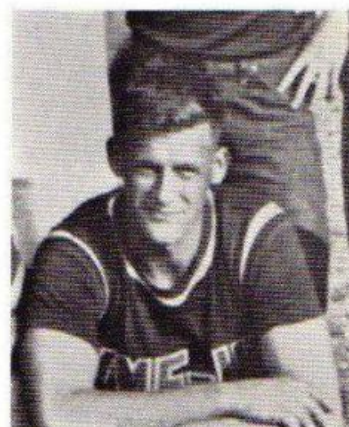
J.L. Hodgkins



J.D. Deese



J.F. Deene and R.R. Larson



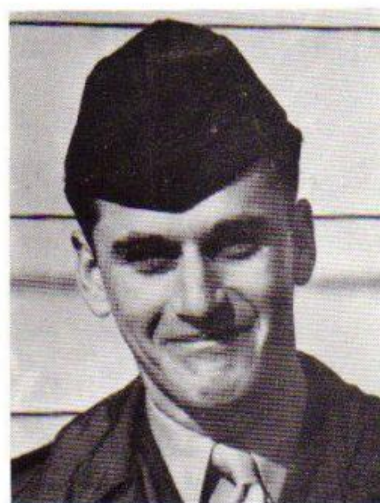
P.F. Bancroft



## ELECTRICIANS



G.L. Summers



B.F. Wilson



W.T. Aron



R.C. Walter



R.D. Wilberg

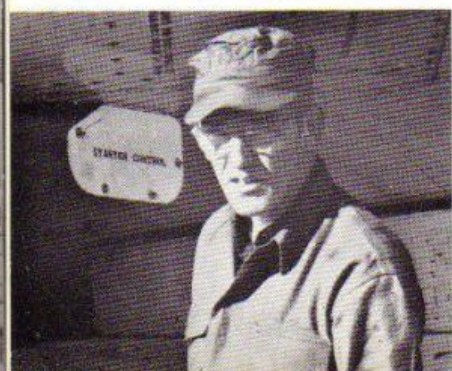


B.G. Sharp



S.J. Martin

J.D. Kelleher



K.L. Edwards



## RADAR



A.A. Miller



J.A. George



B.L. McBride



W.R. Bertagnolli



M.A. Casey



W.D. Miller and Friend



L.A. Chavez



L.N. Cordahl



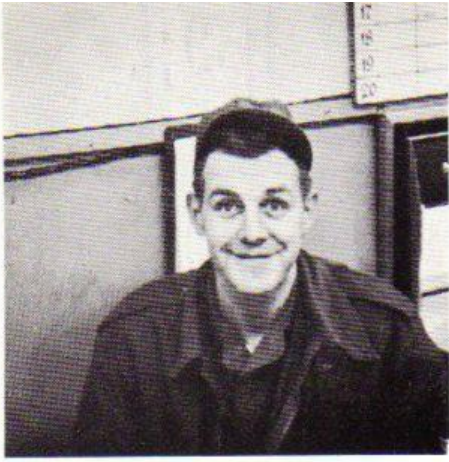
J.B. Proebstel



P.L. Humbird



## RADAR



J.P. Craft



D. Ratcliffe



E.P. Ewing



J. Kukuda



L.E. Sensebe

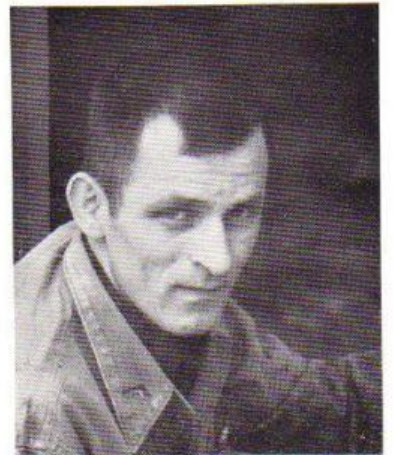
## HYDRAULICS



R.G. Cody



W.E. Cruikshank



D.C. Vetter

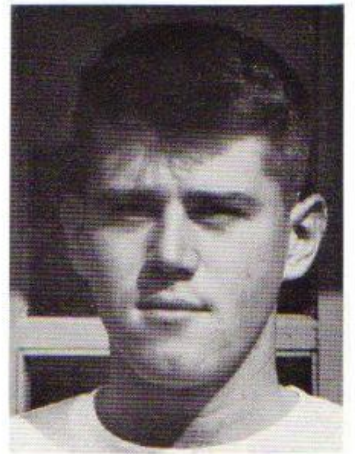


C.D. Holcomb





R.A. Redmond

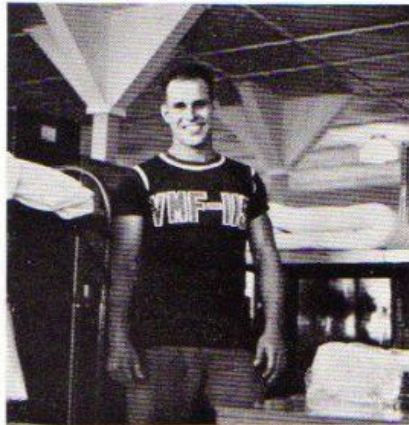


R.J. Dudas

## METAL SMITHS



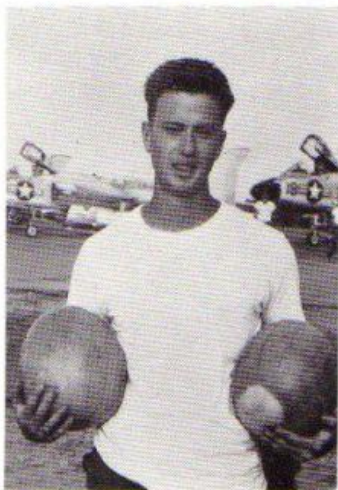
N.R. Klessig



T.R. Kennedy



R.J. Blankenship



E.J. Meyhoefer



P.B. Kinney



J.A. Mariano



H.L. Cullins





D.R. Kemper



R.F. Golon



G.W. Doolittle

## ORDNANCE



E.J. Abell



H.L. Bracken



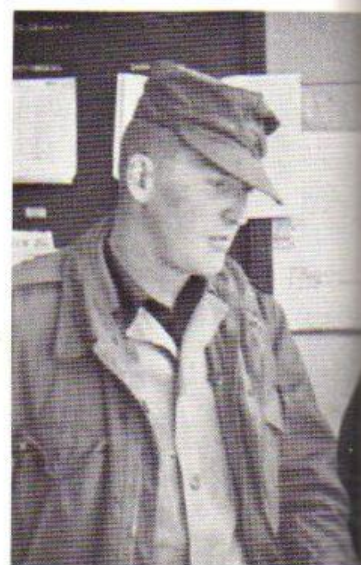
E.L. Means



J.R. Hughes



F.A. Becker



M.E. Holland





E.R. Dawson

D.L. Crooks



J.S. Hall



C.W. Thomas

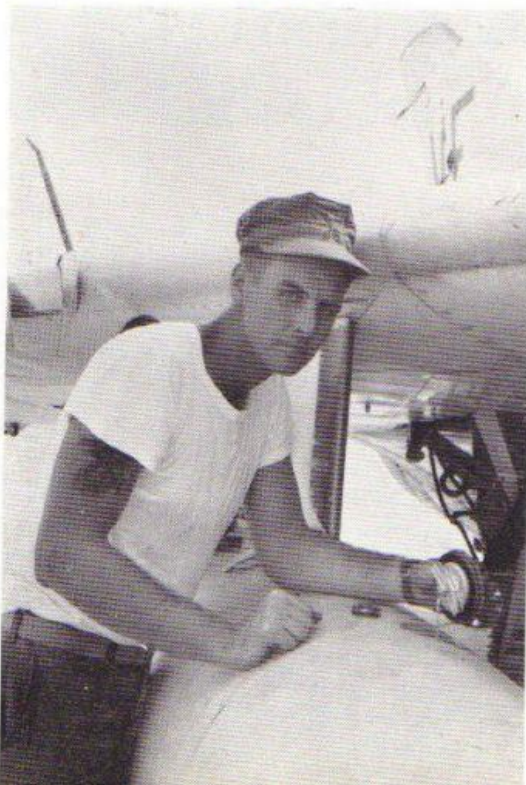


G.W. Rush

D.W. Carpenter



G.W. Bland



L.H. Rambo

K.R. Proctor







L. Delcon

## LINE



L.L. Elam



K.E. Munger



D.L. Peters



D.G. Farris

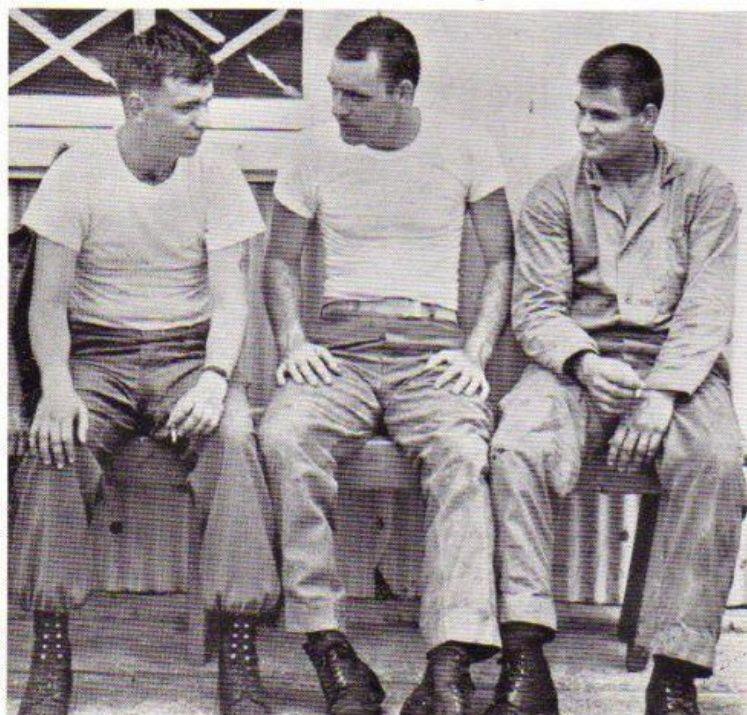


E.S. Pearson

C.J. Scozzari

G.D. Powell

R.E. Nichols



L.C. Lacoste





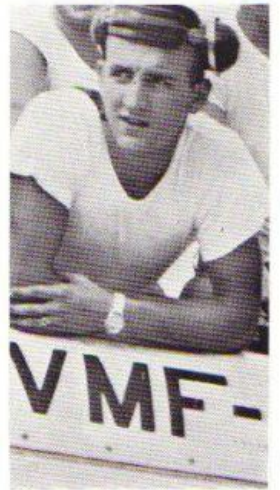


N.B. Cundieff

G.A. Crickman



S.J. Kish



L.F. Slaven



H.D. Keller



S.A. Miklaszewski



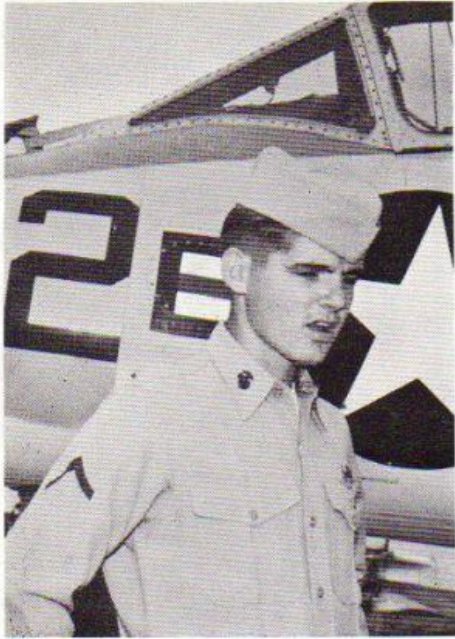
J.P. Weber

E.M. Jasiecki



D.E. Schiff





J.E. Kilen



J. Burt and D.E. Young



P.D. Wright

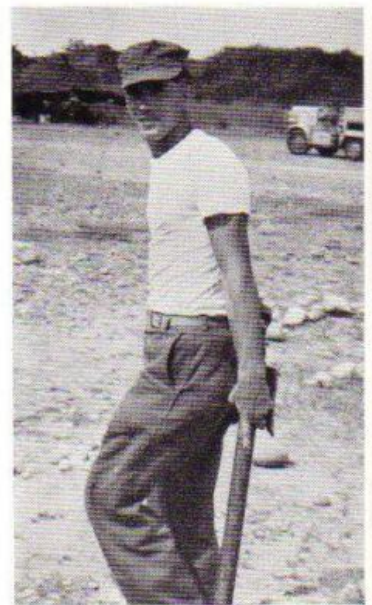


F.S. Picou

R.W. Lovelace



W.C. Faris



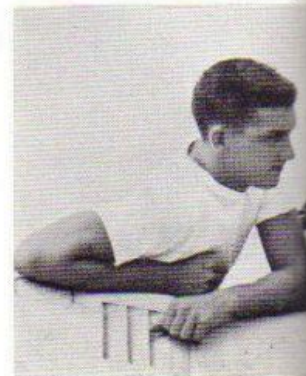
G.S. Dove



D.D.B. Johnson



C.E. Hughes







D.A. Williams

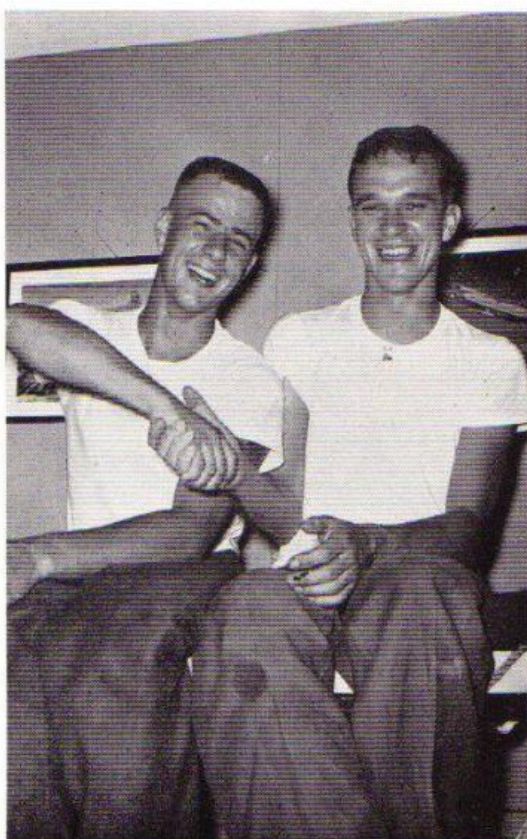
# VE OLD MOTOR SHOPPE



R.V. Heller



R.L. Christensen



H.L. Weickum and G.B. Roche



L.T. Berry



F.W. Mormile



P.J. Burr



R.L. Junjak





W.R. Blekicki



E.P. Long



R.L. Darling



J.V. Gonzales



J.C. Marien



M.A. Johnson

## CHECK CREW



B.G. Gardner



J.W. Hairfield and G.R. Baker



P.H. Smith



J.D. Blevins

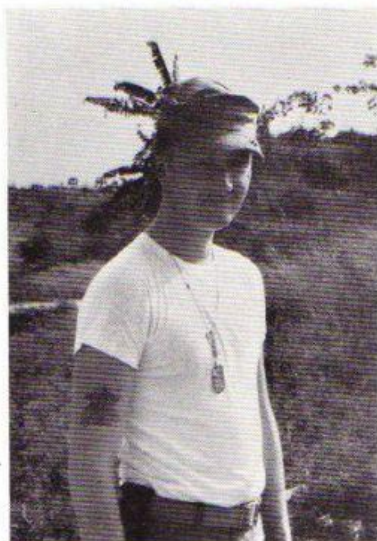


G.D. Jennings



W.P. Magda

J.E. Fox



R.L. Hays



M.J. Griffis



S. Caban



## CHECK CREW



C.H. Friis



J.S. Hancock



G.T. Brown



T.V. Nefstead



K.E. Fritz



J.M. Chandler

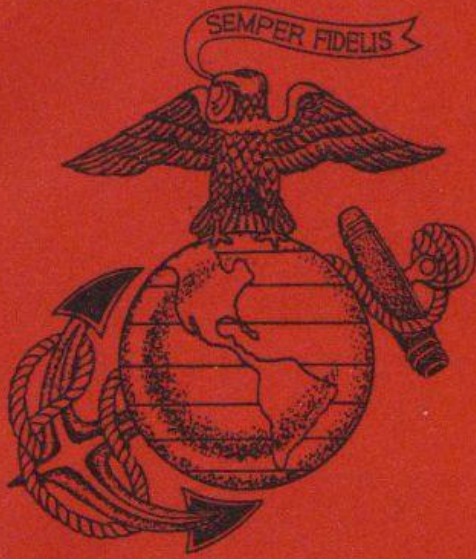


J.D. Underwood



G.R. Valesky

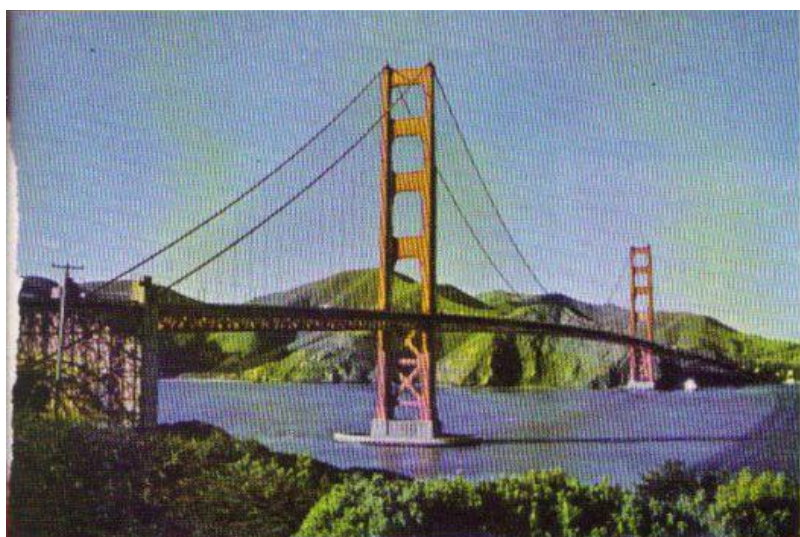




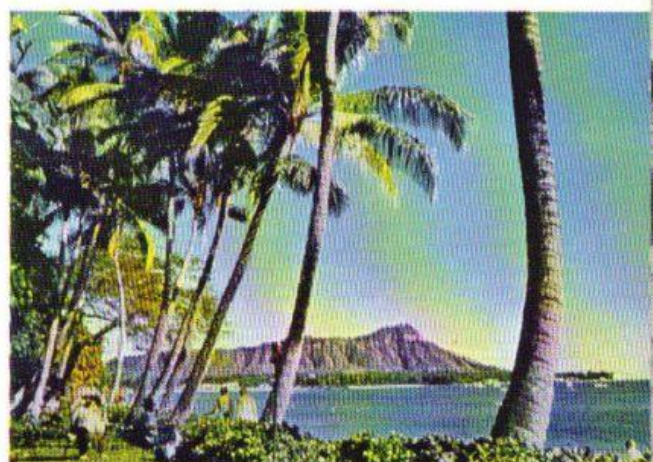
# PLACES





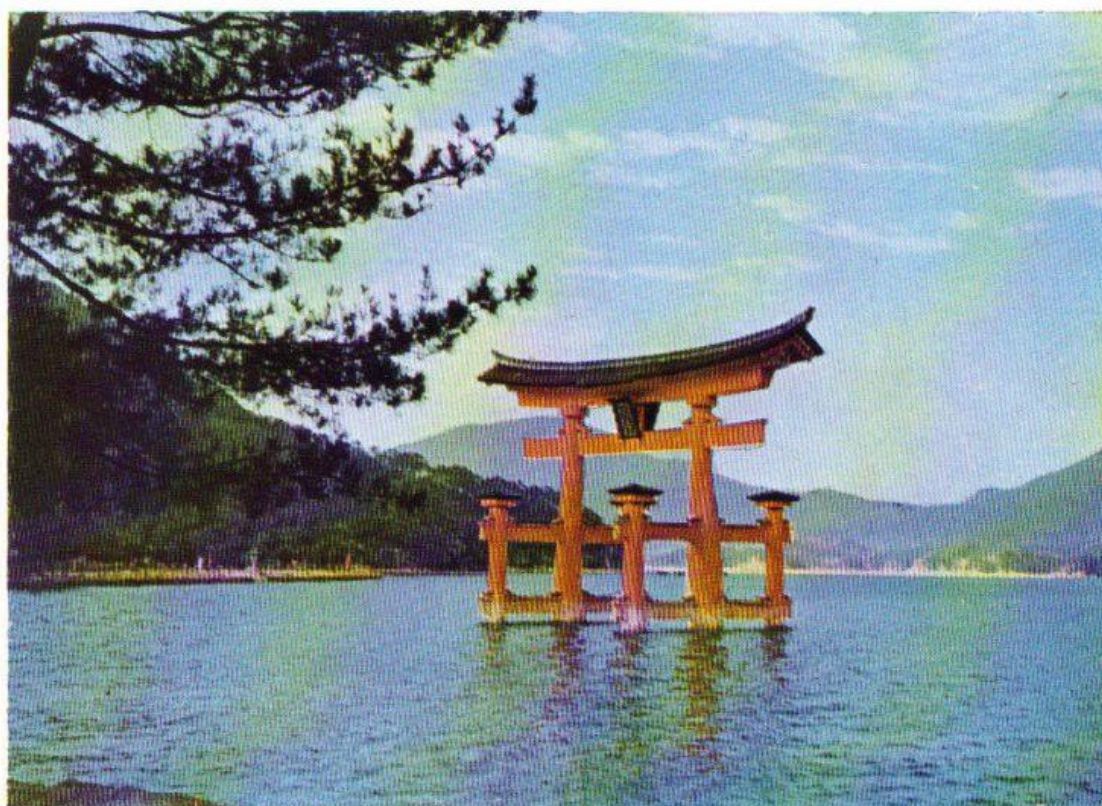


SAN FRANCISCO



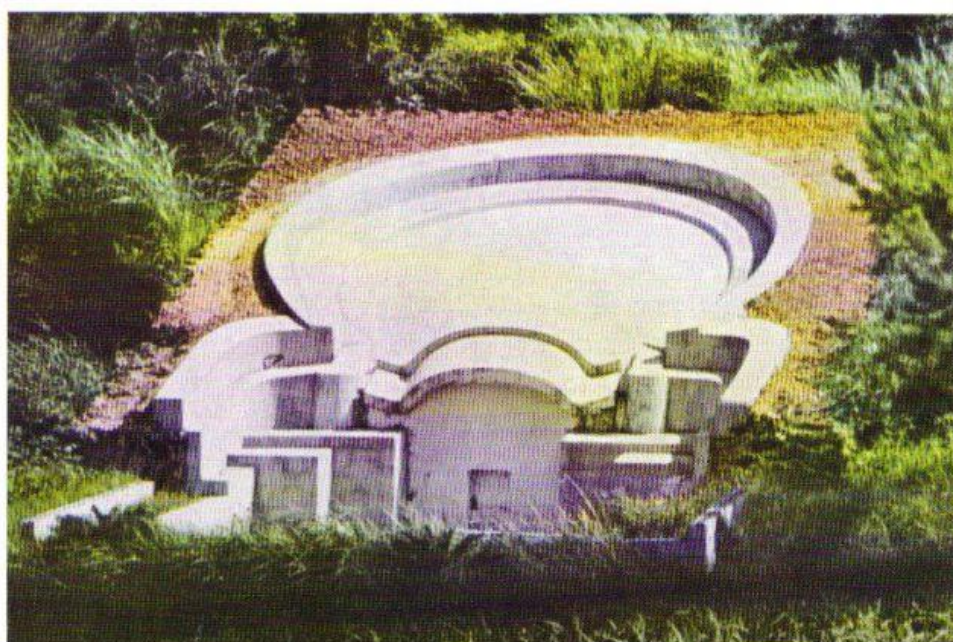
HAWAII

JAPAN



OKINAWA

TAIWAN

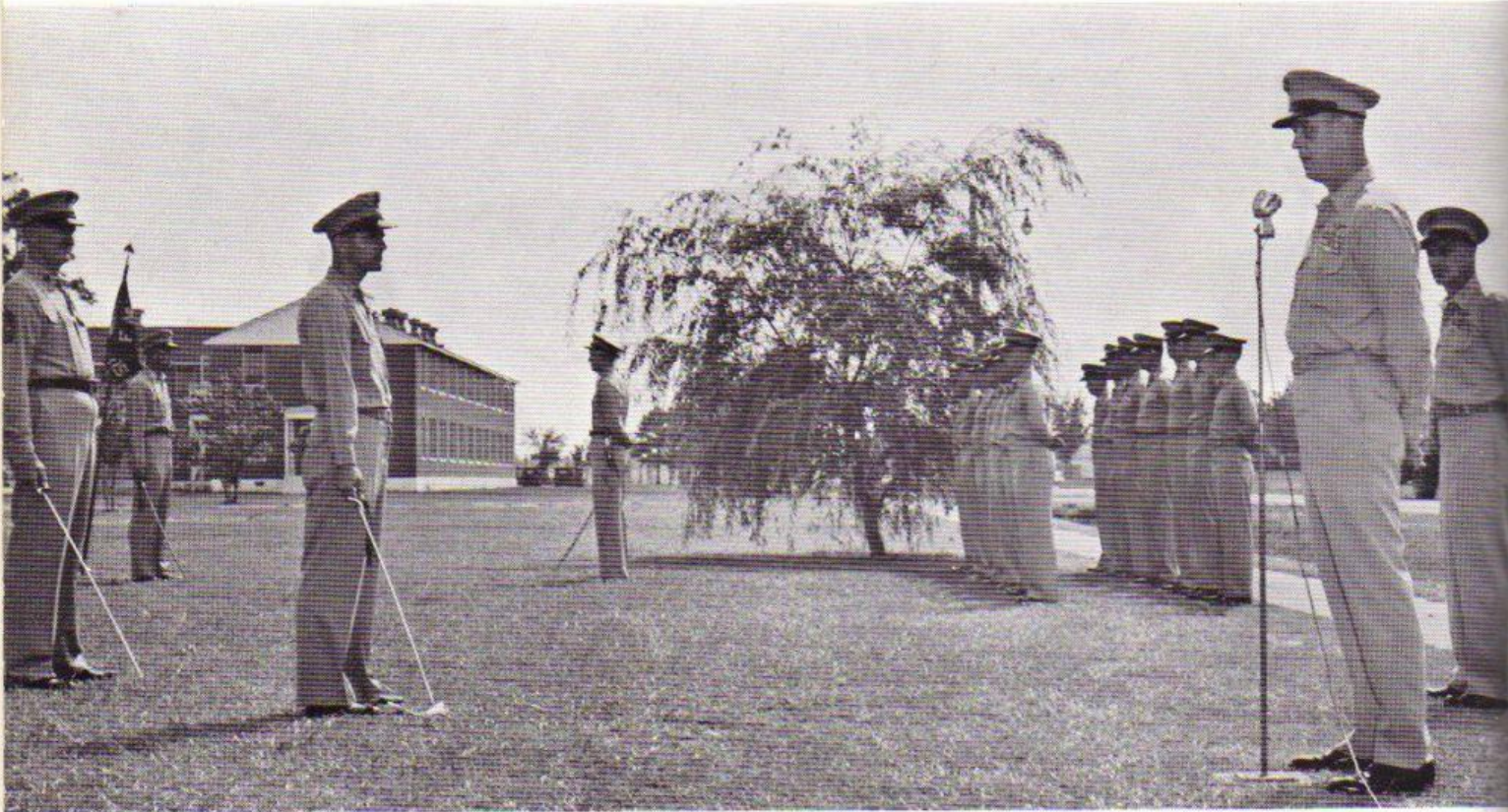




# CHERRY POINT

The beginning for many of us was as a sub-unit of VMF (AW) 114 which, during the spring and summer of 1959, was deployed aboard the U.S.S. Roosevelt in the Med. On 11 May 1959, Sub-Unit 1, VMF (AW) 114 became VMF (AW) 115 under the command of Lt. Col. H. J. Finn. The first months of 115's life were confused, hectic, and hurried. The majority of the men and many of the pilots were fresh from their various schools. The experience level was very low as was evidenced by the 128 hours flown during the month of May. Throughout June and July of '59 everyone struggled to get checked out in their various jobs related to the flying and maintaining of a very complicated aircraft. While most of the pilots were becoming familiar with the Ford, some of the saltier types were frequently being called upon to fly demonstrations for visitors to Cherry Point.

August was a month of change as Lt. Col. Finn left the Squadron to attend Senior School at Quantico. Lt. Col. Hemstad, then Major, moved up from Exec to become the new C.O., with Major Shanks as his Exec. Many will remember the first squadron party we had that month when Zorro was touche'd with his own sword, and a certain Royal Navy Lieutenant on exchange duty with VX-3 found his sick F4D decorated by The Phantom on 115's flight line. In September, a material failure resulted in our first accident as Lt. Sessler successfully ejected from a flamed out bird. Fortunately, there were no injuries, except for compound mosquito bites to the crash site guards. As usual, there were more demo flights, but a trip to Youngstown, Ohio for participation in Operation Inland Sea to celebrate the opening of the new St. Lawrence Seaway was a high spot for the lucky souls that went.



CHANGE OF COMMAND

October saw seven F4D's and an R4D make a trip to El Toro to test our ability to fly away in the event of further Hurrivacs. Lt. Heinzerling will long remember the month when he beat the odds by successfully landing a flamed out Ford. A few more demo's in November plus the famous trip to New York City by four of our intrepid aviators to escort, wine, and dine a bevy of Latin American beauties, free! Unfortunately, benefits such as this are hard to come by.

The holiday season and leaves, plus the preparation for our Key West deployment made December and January pass rapidly.



BRIG. GEN. R.K. ROTTET  
AND  
COL. A.C. LOWELL

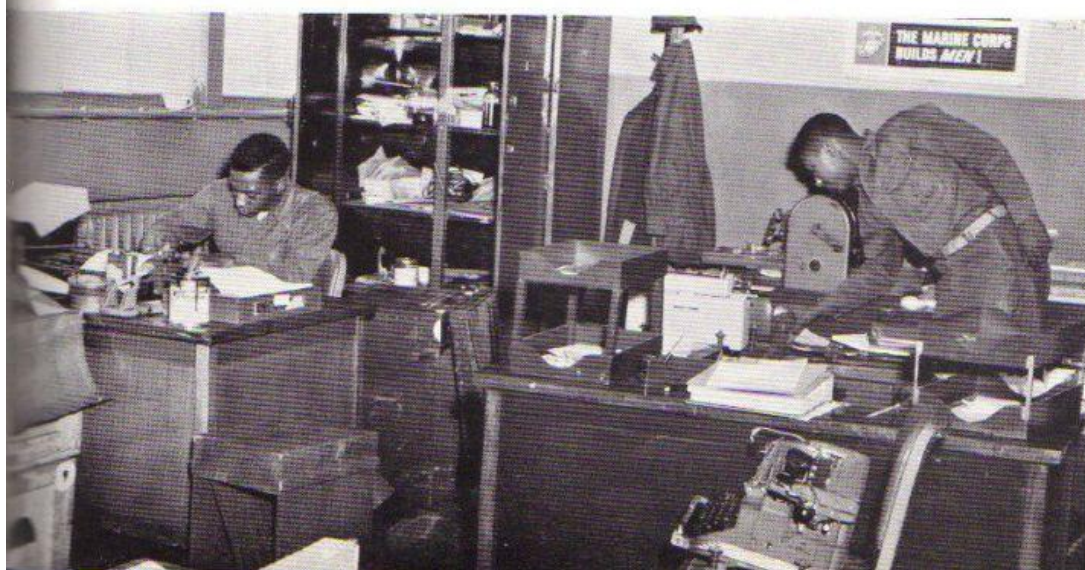


No one will be quick to forget our deployment to the sunny Isles of Key West. It was the culmination of our training for deployment, flying, and the utilization of our weapon, the F4D. The record speaks for our success. We flew 624 sorties for a total of 926 hours, 143 Delmar Target tows, fired more than 650 air to air rockets and missiles, and maintained an 87% radar availability. All of this plus the usual required checks and maintenance.

The normally sleepy town of Marathon, Fla. won't forget 115 either, after four of our birds were forced to land at the 8,000 foot coral runway there one day when the weather closed in suddenly at Key West. For the first time since WW II, the people of Marathon had a first hand look at operational fighter planes, and the landing strip took on a festive air as the town turned out to see their unexpected visitors.

Key West wasn't all work though. We were "entertained" daily by the Blue Angles, with perpetual sunny weather, sunglasses became a part of the uniform of the day, fishing trips were SOP for many on Sundays, swimming and skin diving within easy reach, and, of course, the night life was always interesting. Names like Weavers, Boca Chica, Minnie, and Mardi Gras will long evoke fond memories.

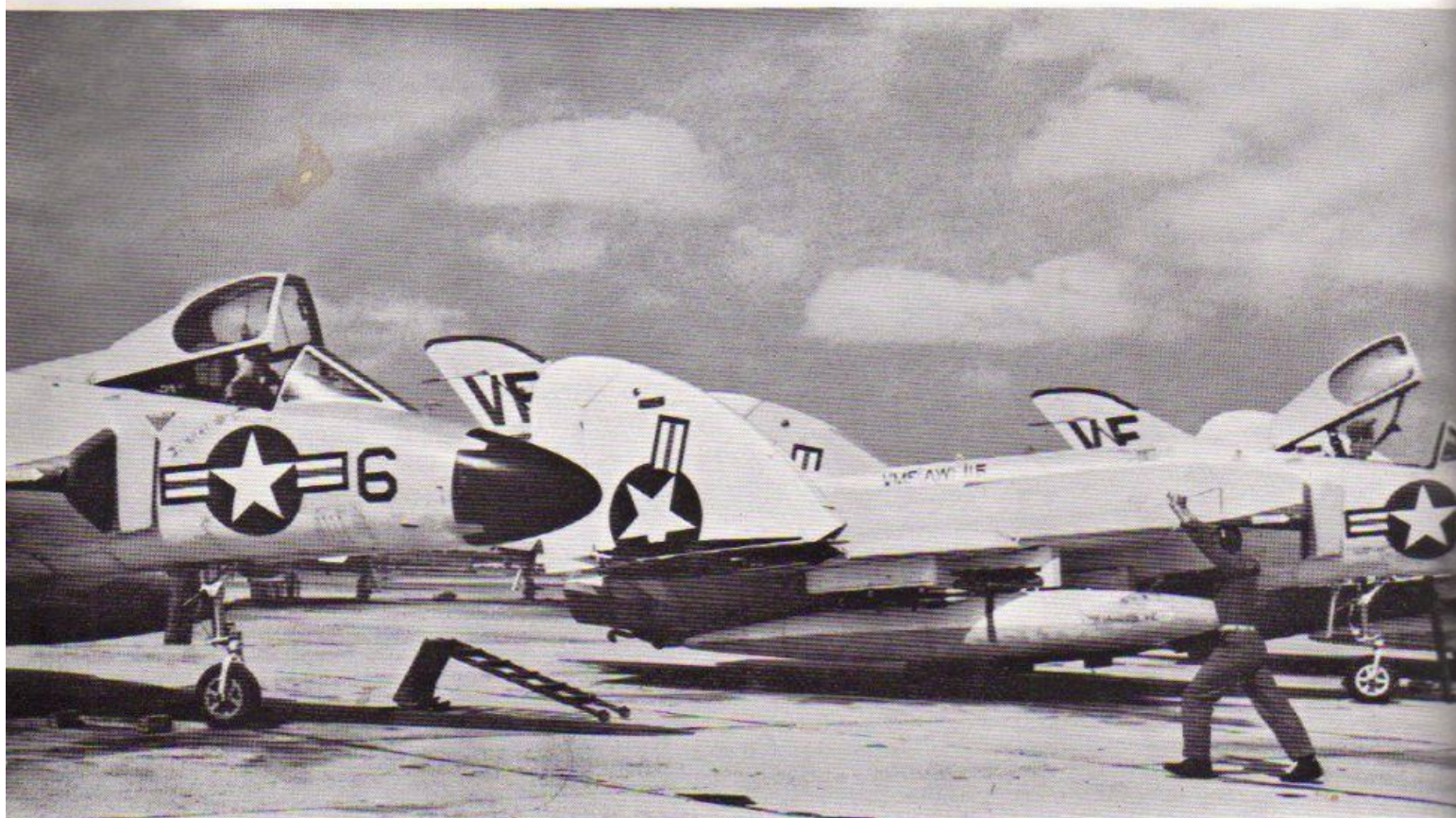
On return from Key West, suntanned and tired, we were greeted by cold March weather and a brand new hanger to move into and set up. But inspite of bumping heads with the contractors still working on our new "home", we quickly became settled. April saw intensive day and night FCLP as we furthered our combat readiness training and prepared for a rumored possible carrier commitment. There were also inspections and open houses to check and show off our Squadron. A combined Operational Readiness Inspection and COMPLEX resulted in awarding the Squadron an "E" for excellence in air to air missiles. When the Squadron finally shut down to deploy to Japan at the end of April, we were ready. We had flown better than 5500 hours, averaging 540 hours a month from the time we started the previous May.



MOVING AGAIN



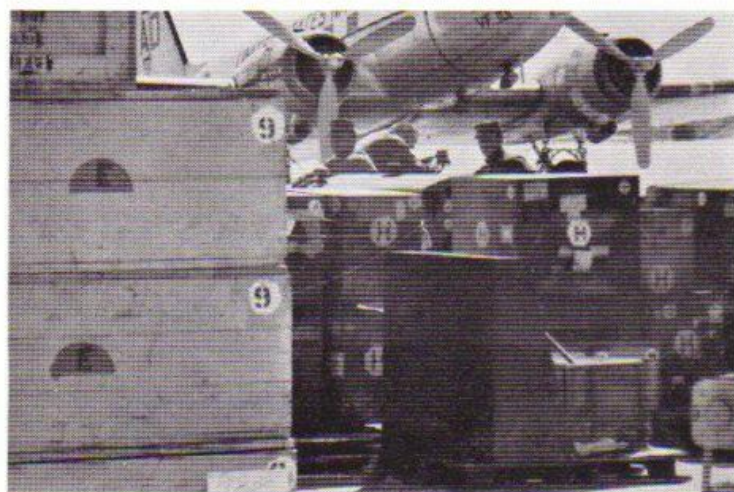
# KEY WEST



UNDER KEY WEST'S SUNNY SKY



MORE MOVING



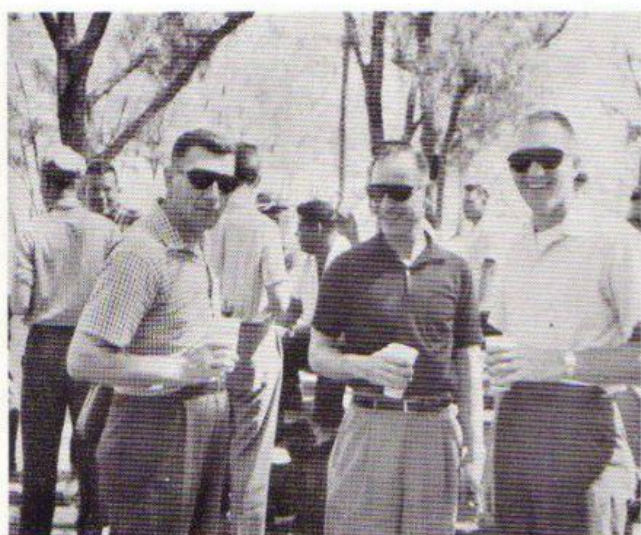




OPERATIONS AND READY ROOM



FLIGHT LINE



DUTY SUNGLASSES



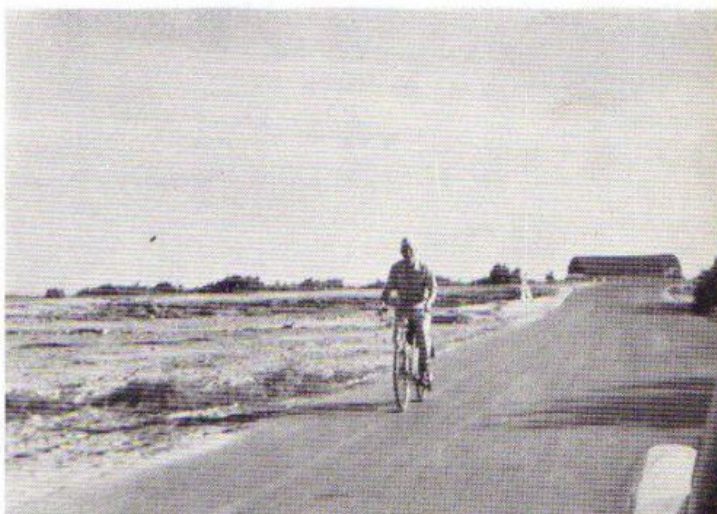
HOT BRAKES



TRANSPORTATION



STEAKS AND FISH FRY





# ATSUGI, JAPAN



WELCOME ABOARD!

May and June were months of leave and farewells until we met again in San Francisco for our flights to Japan. A quick glance at Hawaii and Wake Island, a day lost during a night's sleep as the Date Line was crossed, and our arrival in the land of the Rising Sun.

July and August went slowly at first as we "bought" our new planes from 531, checked them over, became familiar with another new "home", saw the U-2's go home, and moved into still another new hanger. September saw the FCLP pattern filled with 115's Fords as again we prepared for our carrier qualifications. A trip to Naha, Okinawa and the search of the sea for that floating runway, we found the U. S. S. Hancock, and in two days all pilots were carrier qualified. Another "Well done" to all hands.

The hot pad and more training filled October, then suddenly we were off again in November. Half of the Squadron moved to Ping Tung, Taiwan where we helped the Chinese Nationalists in an exercise by being "the bad guys." For some, it was the first tactical operation in the field complete with pup tents, C rations, and the daily water wagon. But life "in the field" improved as we moved into big tents and the mess hall. The nightly hot shower, movies, cold beer, and the daily supply of watermelon, all added up to make things more pleasant. The Chinese too, added to the enjoyment of our stay with demonstrations by the Thunder Tigers flight demonstration team, a



truck load of watermelon, and finally a professional stage show.

Back to Atsugi for the remainder of our stay, the training continued. Small deployments became monthly occurrences as detachments went to Naha, Iwakuni, and Itazuki for demonstrations and training.

Christmas away from home and family was rough for most, but the spirit of Christmas did not escape the Squadron. An orphanage was found in need of many things that we were fortunate to have and could provide. A party for the children complete with Santa, presents, hot dogs, and ice cream brightened the season for all of us. The relationship did not end with the party but continued throughout the remainder of our tour, and it is hoped that it will continue for many in the years to come.

February found the Hancock up in Japanese waters, so the Squadron had more FCLP and out to the boat for requalification. Good weather, a good ship, good crews, good planes, and good flying, and in six hours all pilots requalified. Another "Well done" to all hands.

March and April were months of tension as all eyes were on Southeast Asia. 115 was ready and able, but the training continued as usual. New twists here and there to further our readiness and abilities were tried, tested, and some adopted right up to the time of our relief and return to CONUS.

In looking back, the Squadron has come a long way from that 128 hours in May, 1959 to our final 600 hours, plus, every month. The pilots and maintenance crews are a highly trained and efficient team which has performed any and all assigned tasks well, as the record so proudly shows. Now 115 goes back to Cherry Point to new hands. We will go our many ways, but always held together by the memories of our part in the history of Marine All Weather Fighter Squadron 115.

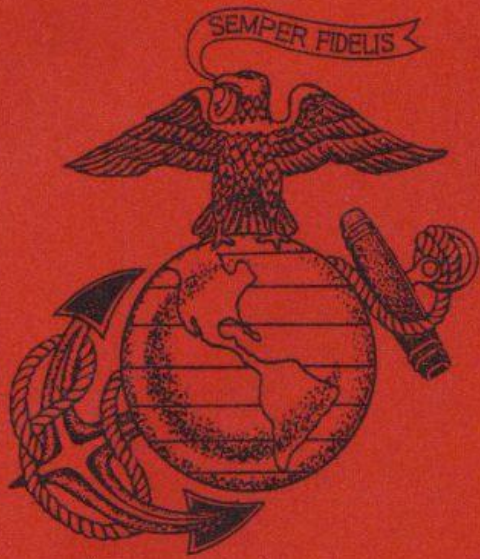


NEW PAINT JOB

HOT DOGS AND SANTA CLAUS



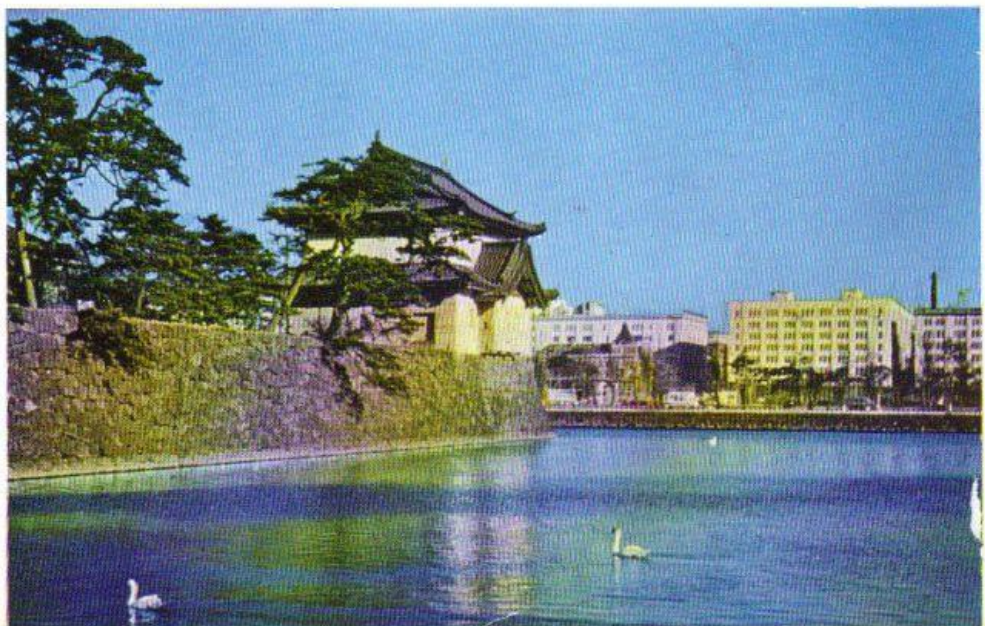
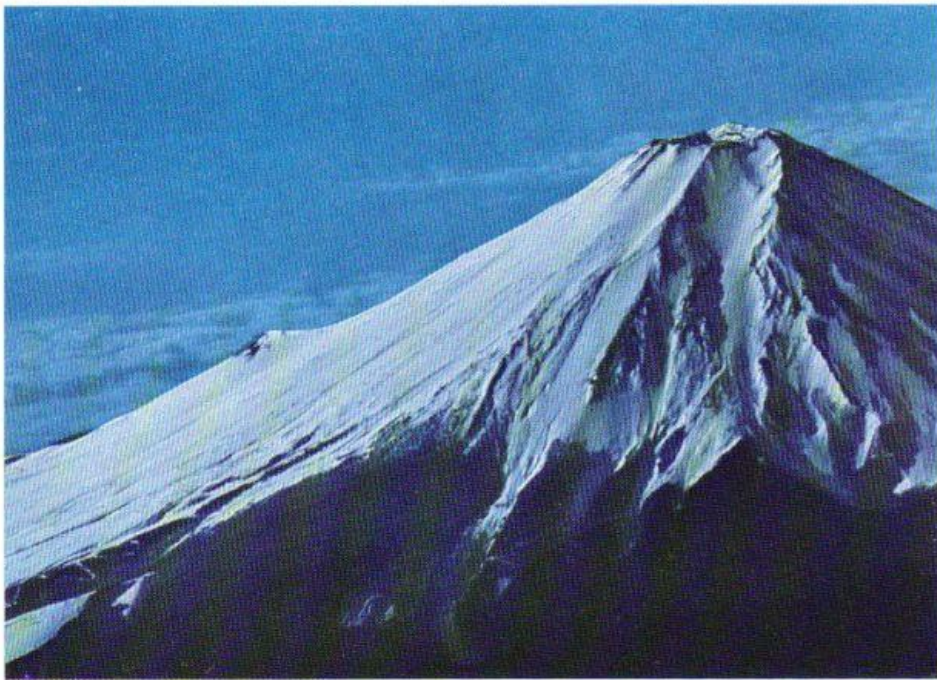
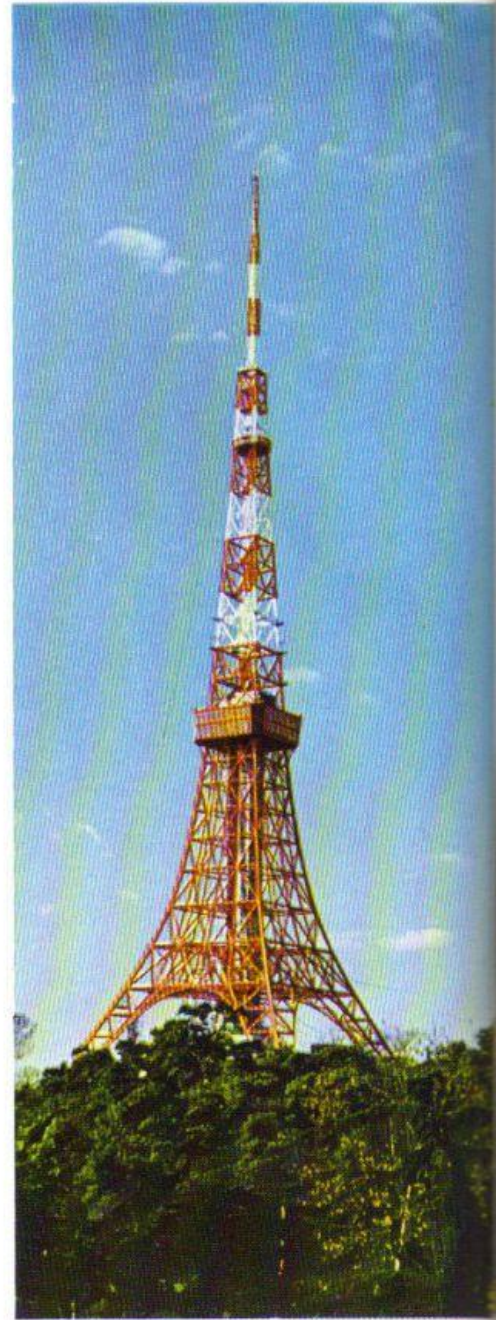
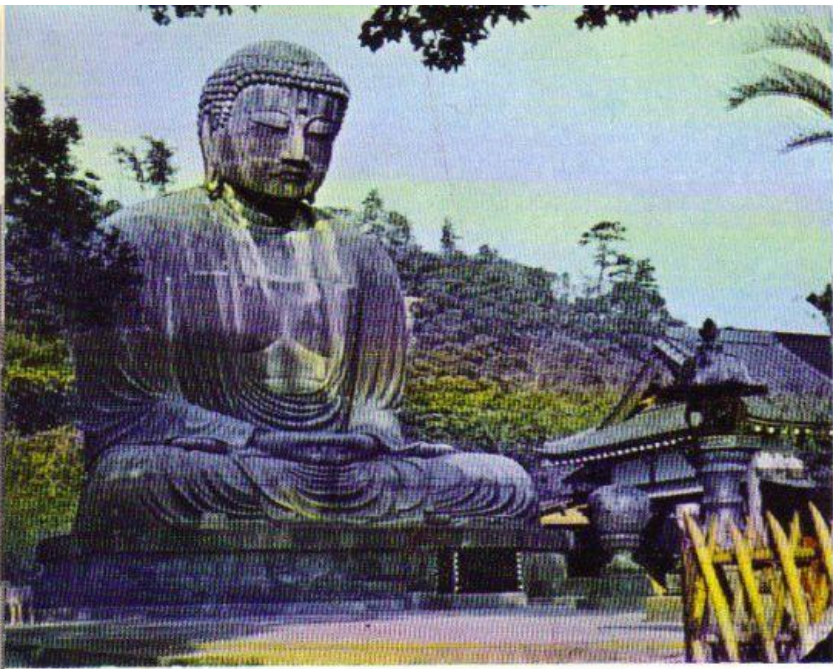




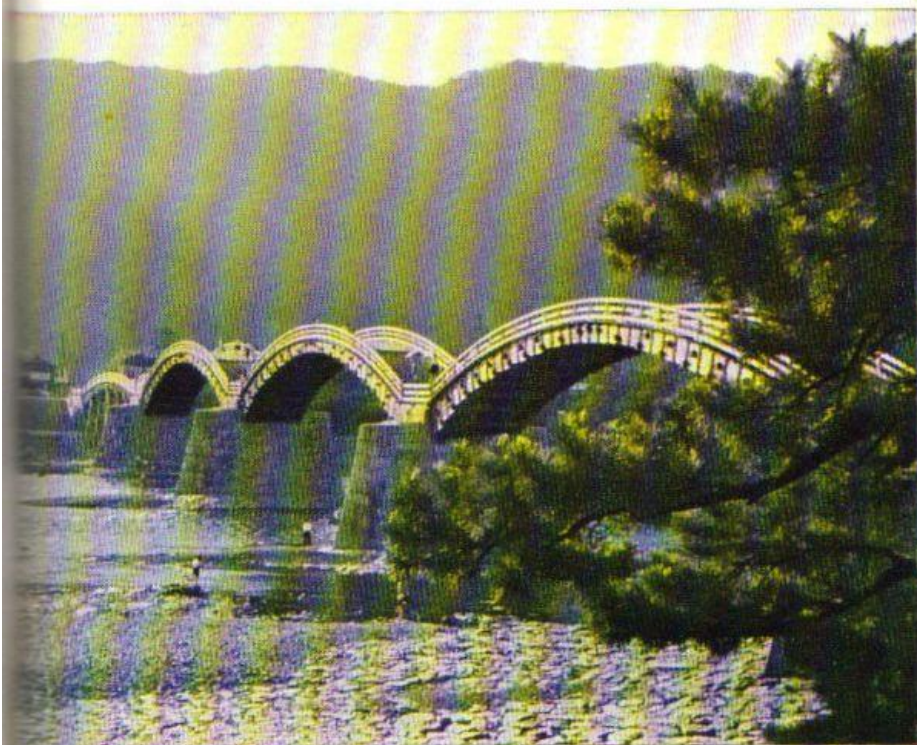
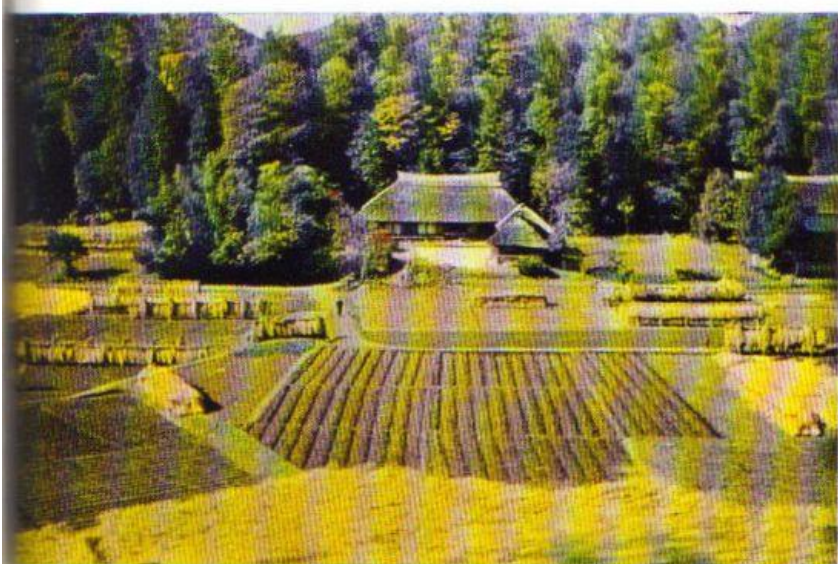
# PEOPLE













# PING TUNG, TAIWAN



OUR NEIGHBORS



BASE OPS

TURN UP REVETMENT







FLIGHT LINE AND TOWER



OPERATIONS AND MAINTENANCE



TIGHT SECURITY



GAS STATION, TACTICAL



MESS HALL AND WATER POINT



OFFICERS COUNTRY



THEY'RE READY



THUNDER TIGERS



# U. S. S. HANCOCK

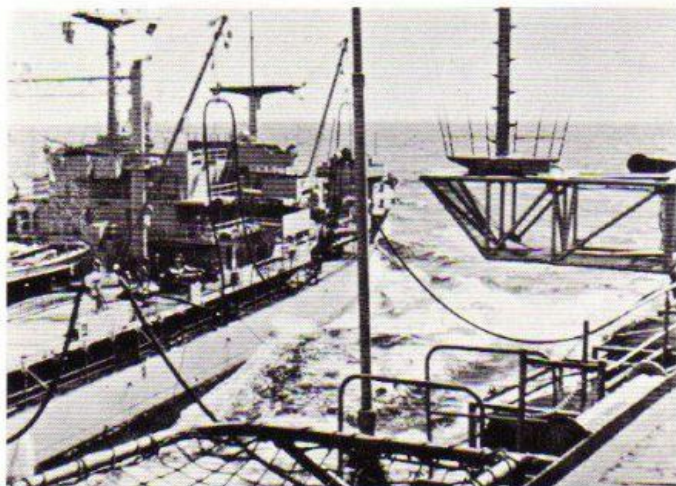
# CVA-19



OVER THE RAMP



HOOKED UP



REPLENISHMENT AT SEA



SHOT

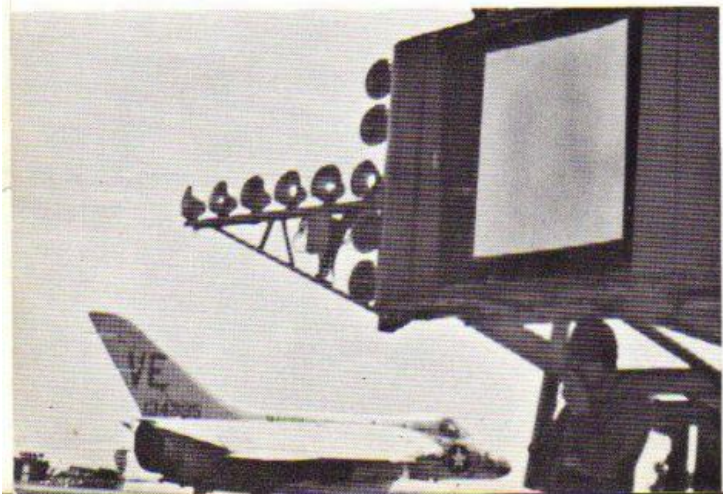


ON DECK



PLANE GUARD

TRAPPED



SPOT FORWARD







# THINGS



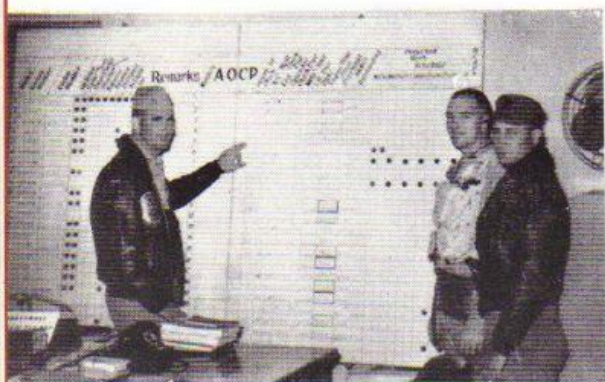








The Phantom strikes



Uncle Phil's Ouiji Board



"Sweet-pea"



Mutt and Jeff



...in the Old Corps...



but General...



Welcome to Key West, A.C.





and then the rains came.



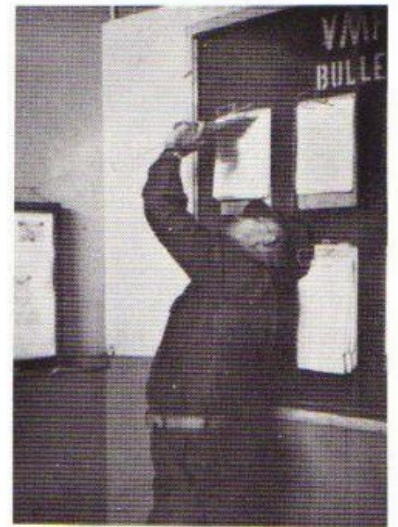
Who me?



Well...now...



Excellence



Mess duty?



then the Off-Wing...



We don't work here,  
we run the place.



RAH! RAH!  
OMAHA!





Our flying General



these Saturday mornings kill me



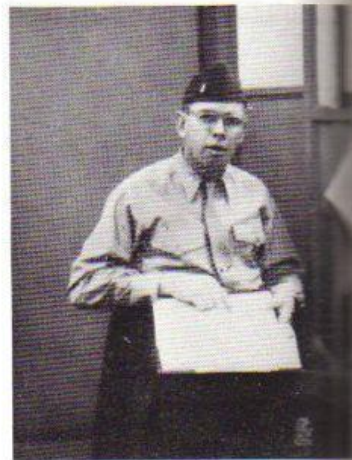
the hard way



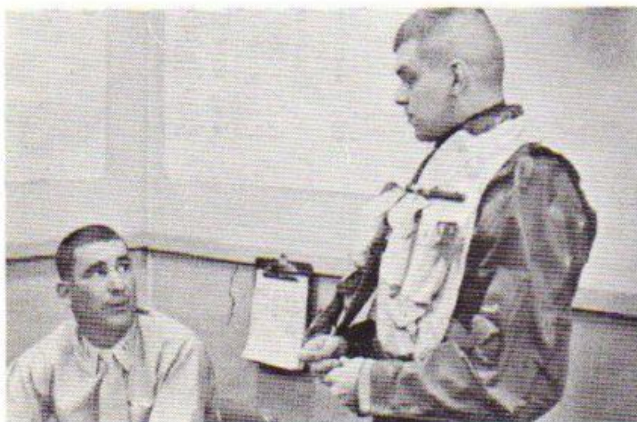
NO credit



you can take your early launch and...



it says right here



Cut Off?

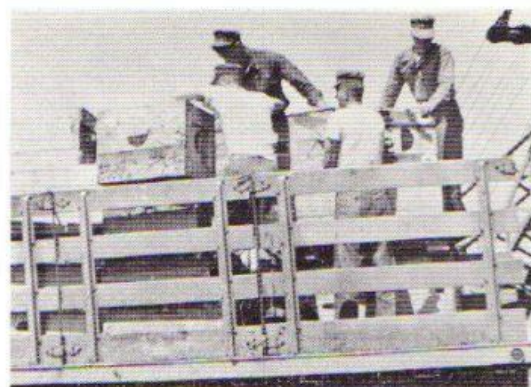


some push and some pull





Here we go, again?!



more work details



Marines are landing



PingTung



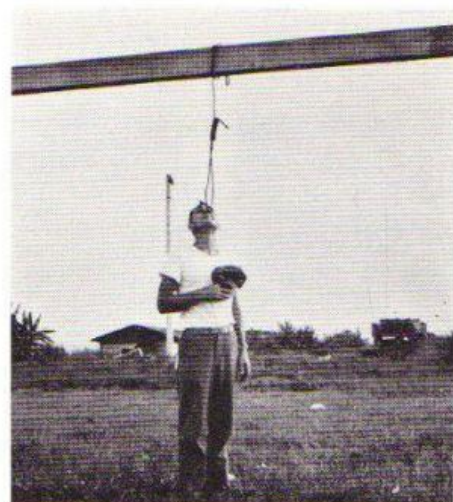
The Thinking Men



and taxi up to the Morest



"Is that F-86 going to take the Morest?"



If I have to stay here one more day...

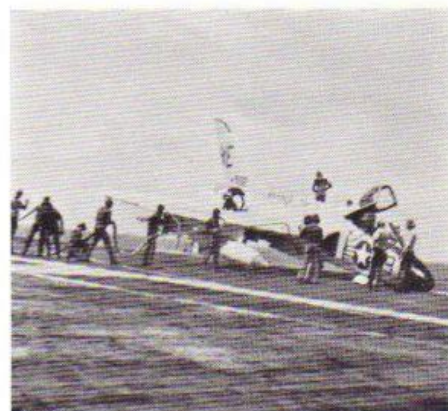




... know that boat's out here somewhere



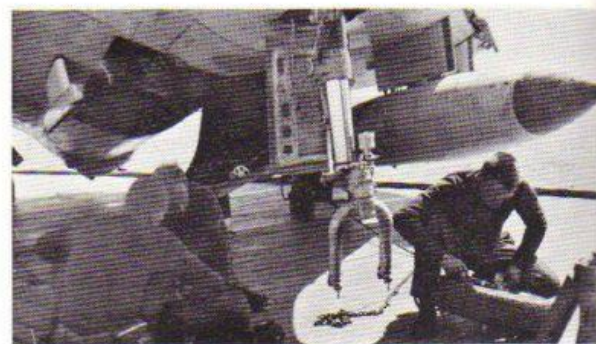
Never saw such an ugly bird!



Ooops!



blown tire



change another



"Spot forward on port cat"



Swabbies for a day





The Old Master



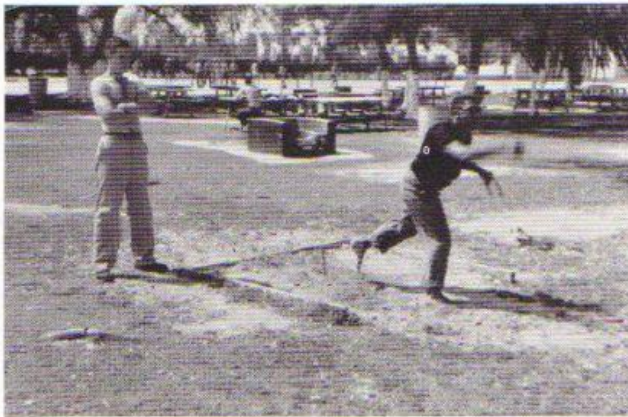
Cherry Point's own



Danger! French 75's at work



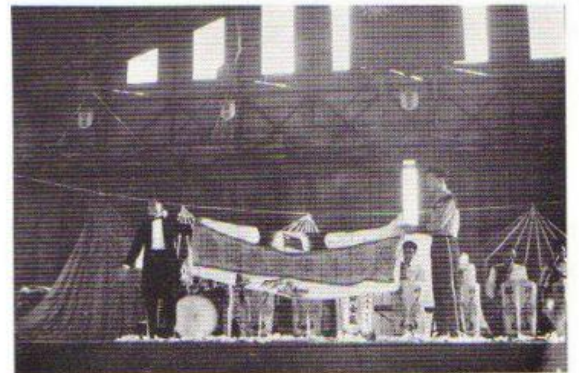
slurp



champions

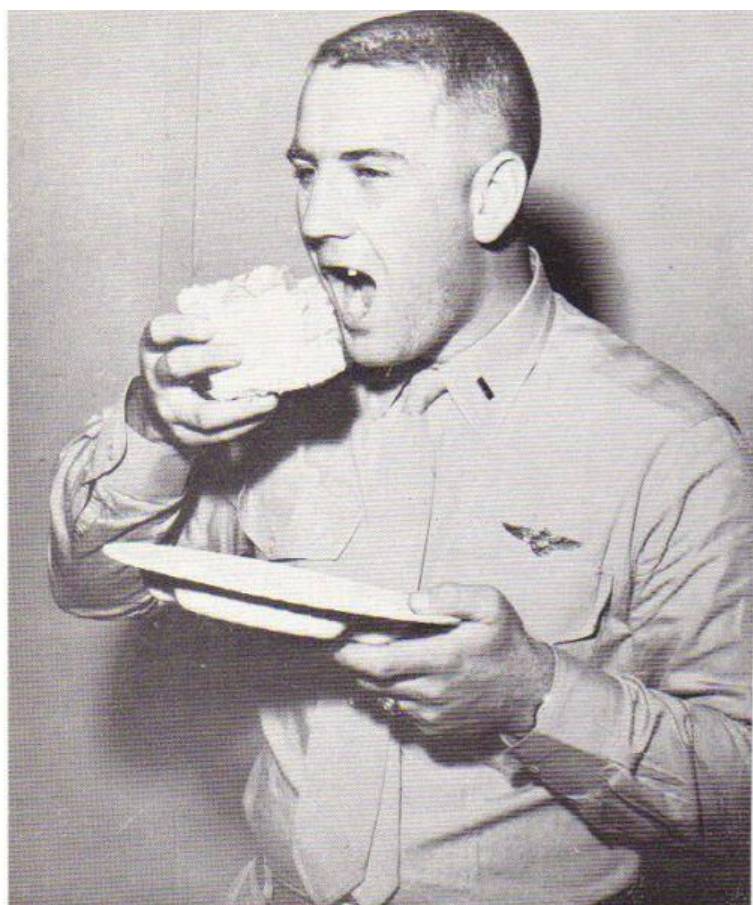


Come on in, the beer's fine

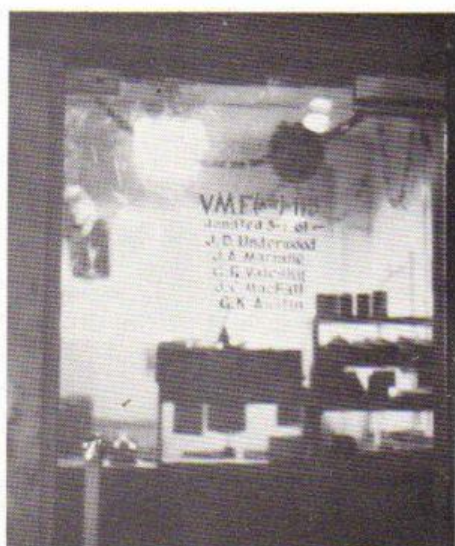


Summer Stock

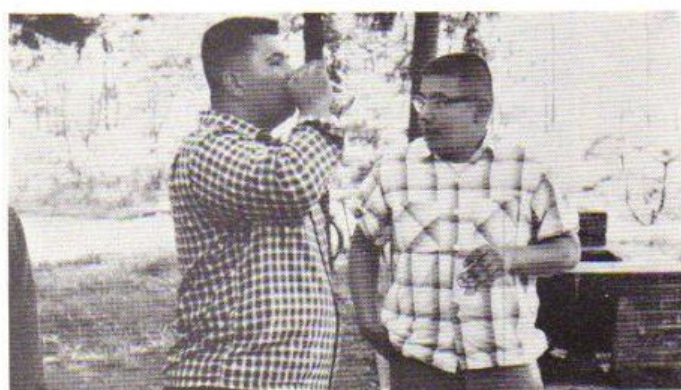




"OINK"



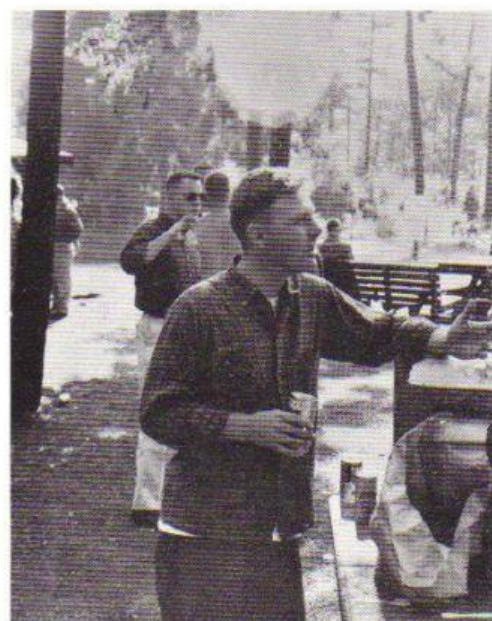
presento



chug-a-lug



some things require patience

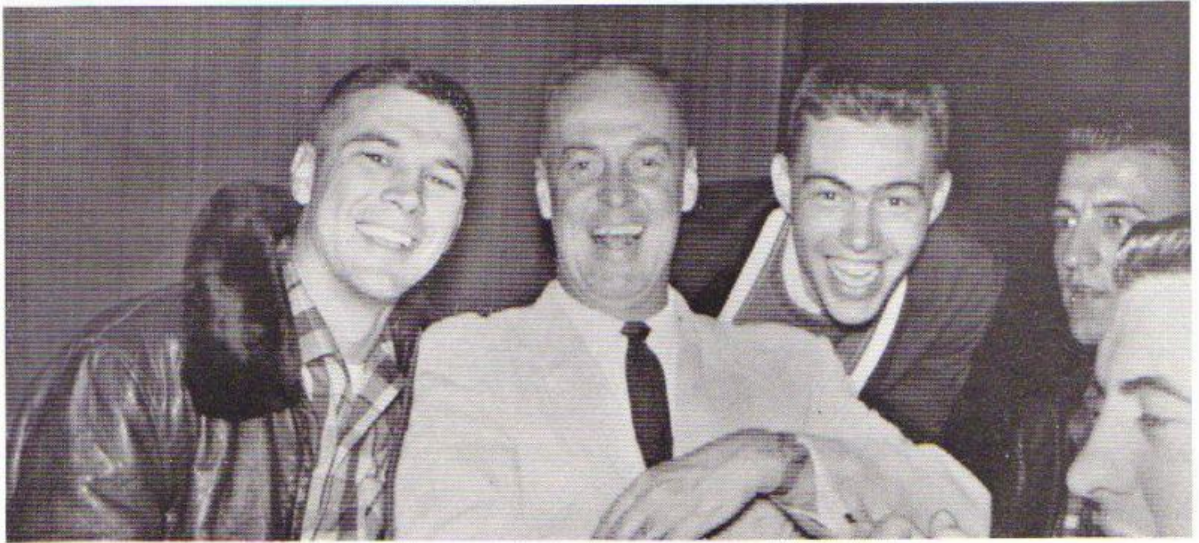


some people never learn



... wish I was in Yamato instead of this silly party





He gets around !



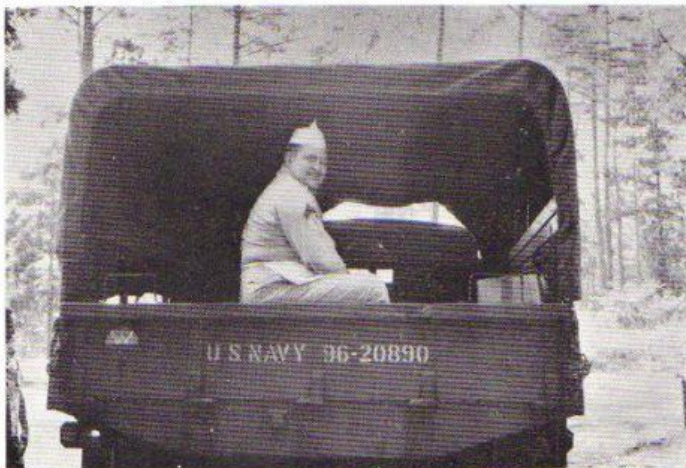
Cheese



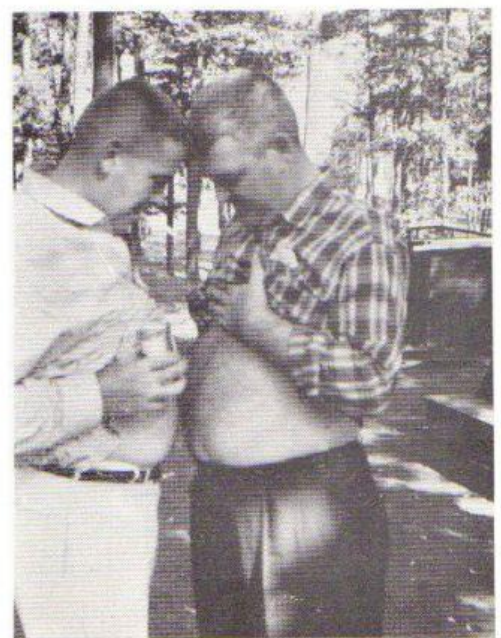
He's still the boss



... better than " KO-HUNTING " ?

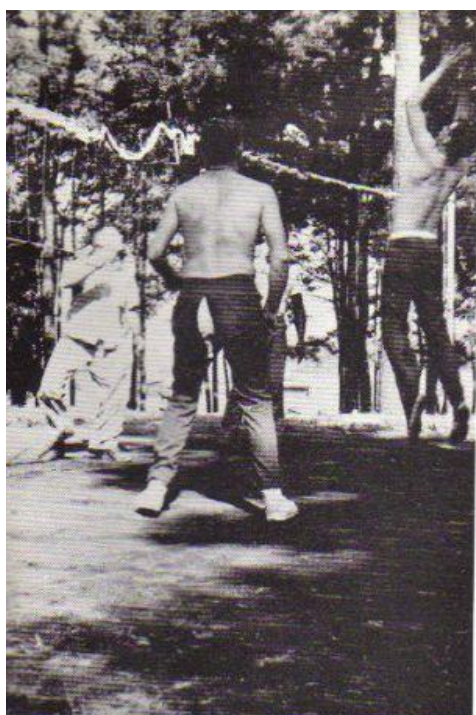


Tiny-one of the best

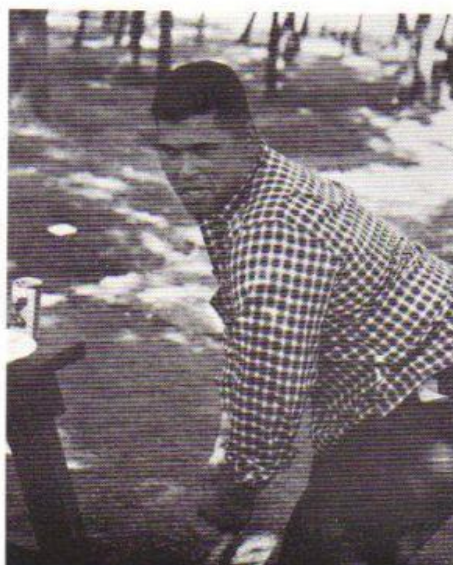


Belly Bumpin





IT'S NOT THE GAME THAT COUNTS...



Hey what?

115's "man" for space



Oh yeah?

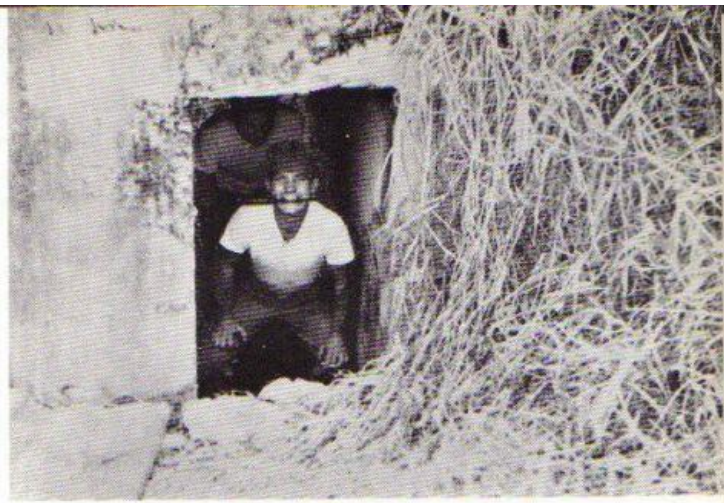


the party's over

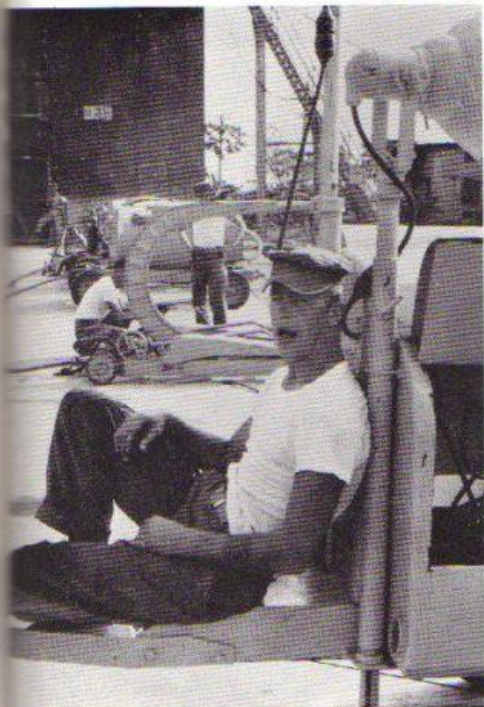




a field Marine



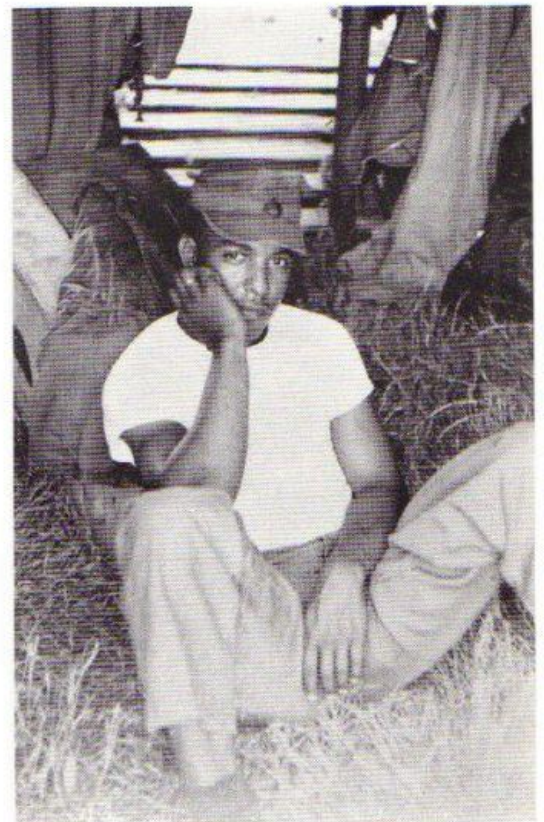
Gung Ho!



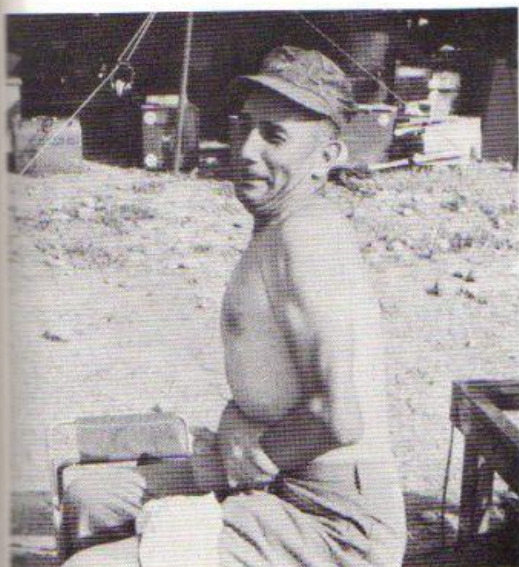
typical



cameras aren't allowed



"...mad dogs and Englishmen..."

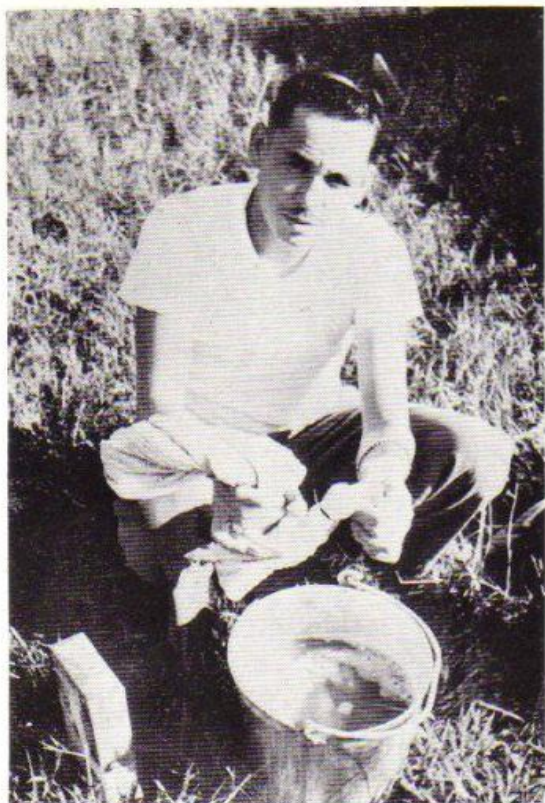


I was a 90 pound weakling



Ding and Dong





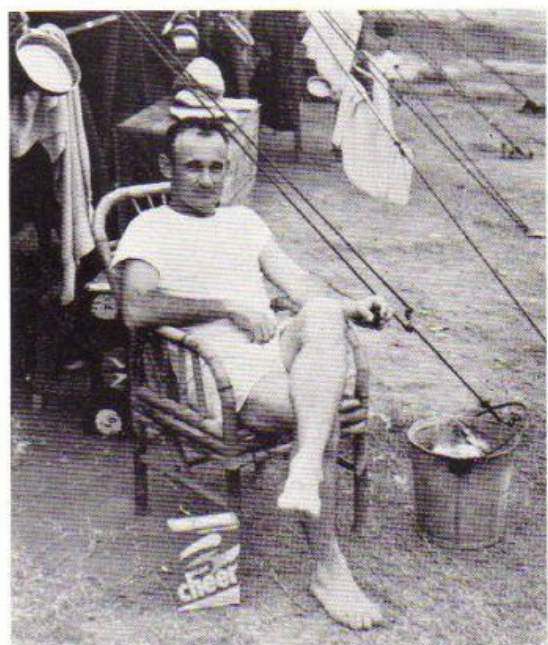
"my clothes are whiter, brighter now that I've switched to New Blue Cheer"



see ?



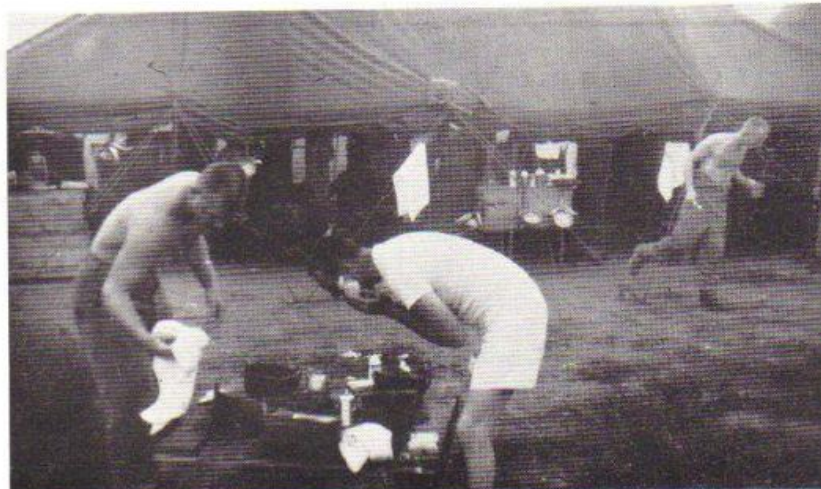
... don't care what anyone says, we like it here



Country Gentleman

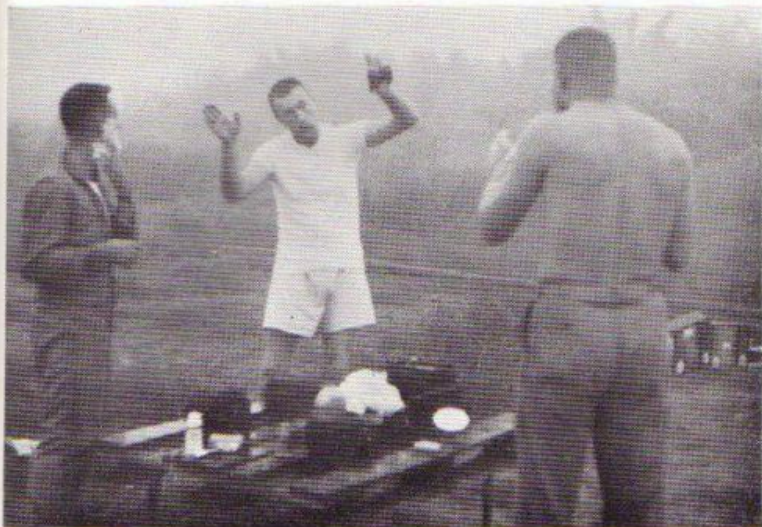


more slurps

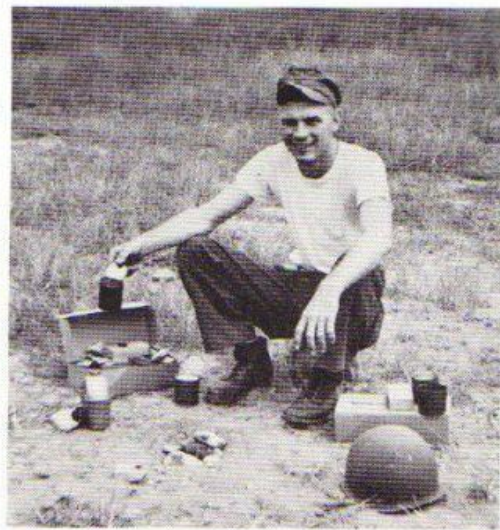


Ohayo Gozaimasu





"... there I was ..."



things could be worse



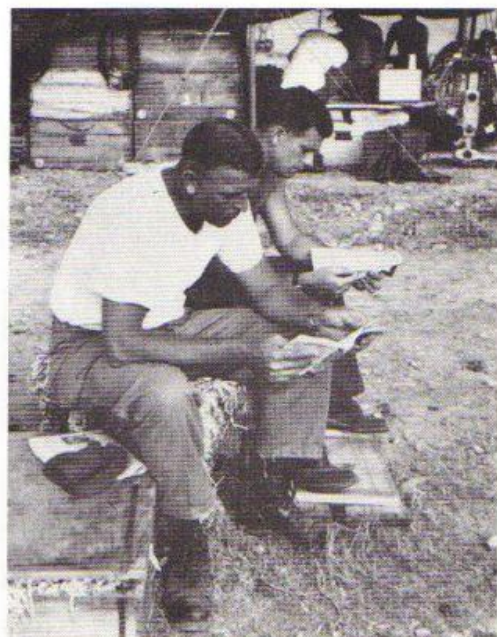
beautiful scenery, too



68½ man hours ???



between missions



again, between missions

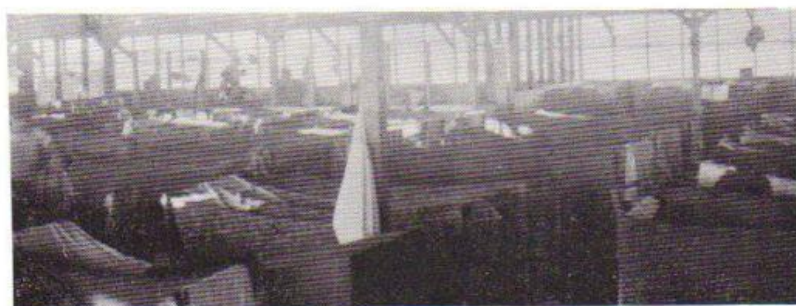




I remember ...



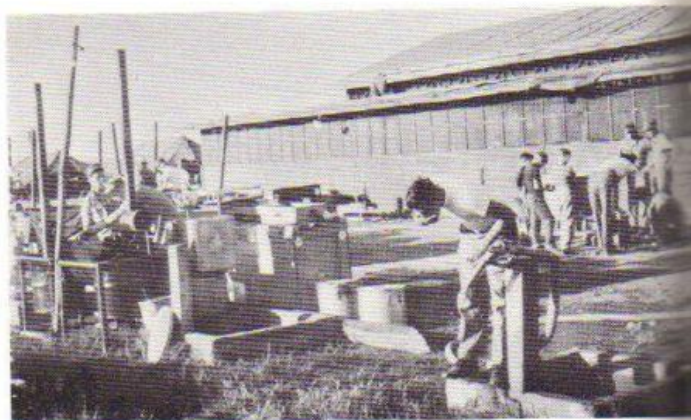
spacious quarters



Barracks 275, Taiwan style



and we met some cuties



not as bad as it looks

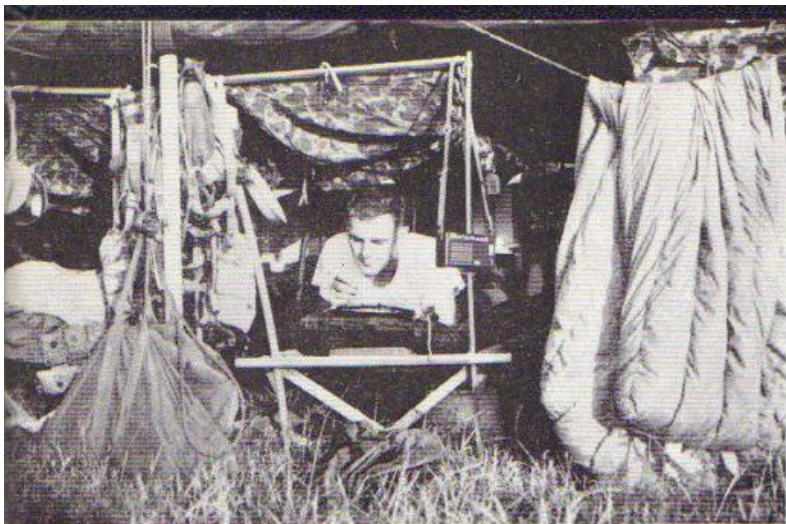


Clipped



mail or female ?





Home Sweet Home



the Exec says we can't



picturesque



what Habu ?



nice bossey



too much work, too little pay - ne ?



hard workers





it's really gonna be a party



it really is

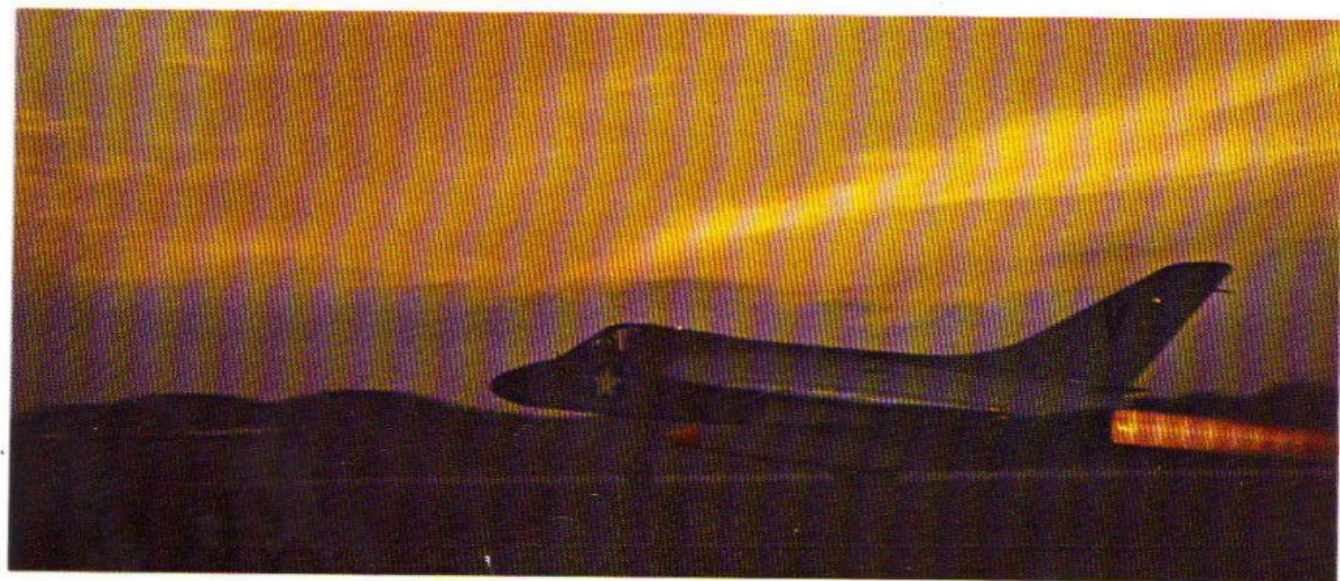
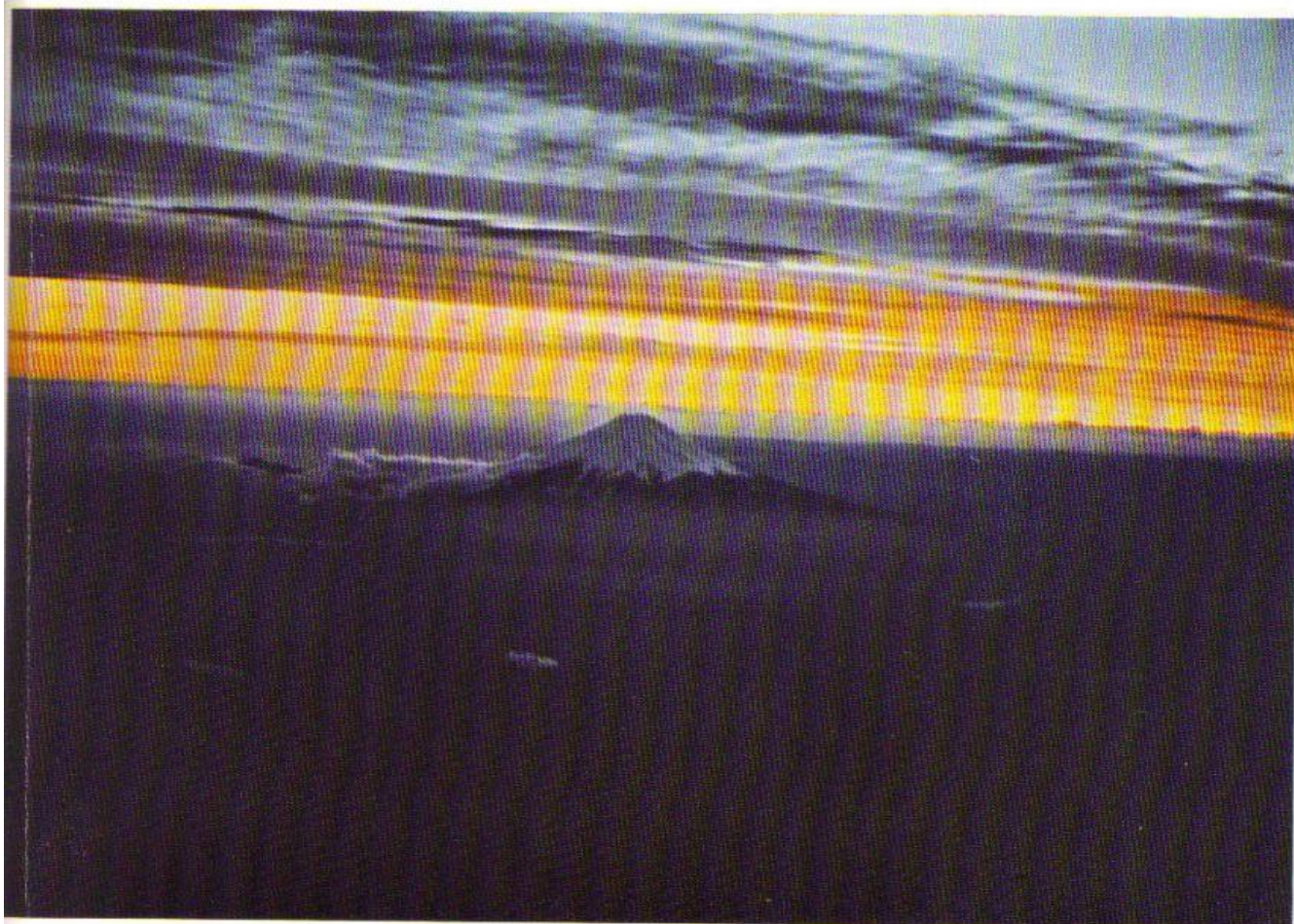


one man's family



Thanks !







## FROM THE SKIPPER

This book is a permanent history of the achievements of this squadron and a record of your efforts, the officers and men of Marine All Weather Fighter Squadron 115. It is because of your professional skill, your ingenuity, and your steadfast devotion to duty that this squadron has compiled such an impressive record.

During the Period since our forming I have asked much from all of you; you have never failed me. Whatever the task assigned, you have found the will and the way to accomplish it in an outstanding manner.

During our last two years together we have worked hard, flown hard, and played hard. Due to your efforts we arrived in Japan in an enviable state of combat readiness: this high state of readiness has never been compromised. Combat readiness was our mission: mission accomplished

You have demonstrated that you are truly professional Marines, the finest that I have ever had the honor of serving with. In parting, I pass to you the highest accolade of our Corps. "Well Done," Ichi Ichi Go—Good Luck and God Bless you.

*RS Hemstad*



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This book is the direct result of the efforts put forth by the men of VMF (AW) 115 and is a record of their contribution to the history of the Squadron.

Our deepest gratitude to the Finance Committee, and particularly to Capt. A.J. Sautter, for the outstanding effort enabling us to give this book to all hands.

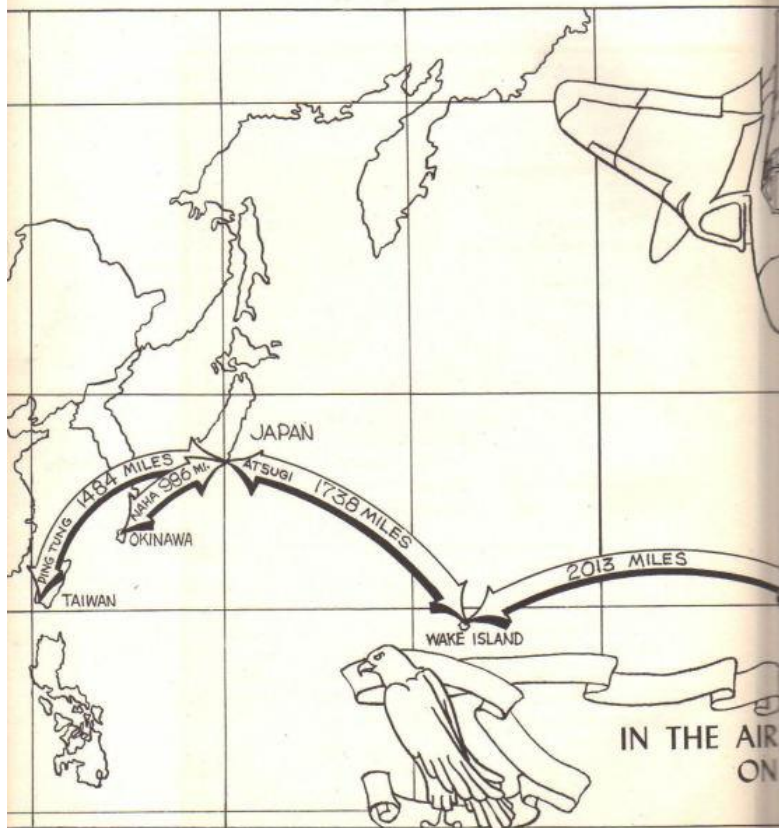
To Mr. Shinohara and Mr. Seike of the Daito Art Printing Company, we give our sincere thanks for their kindness, patience, and assistance in the make-up and publishing of this book.



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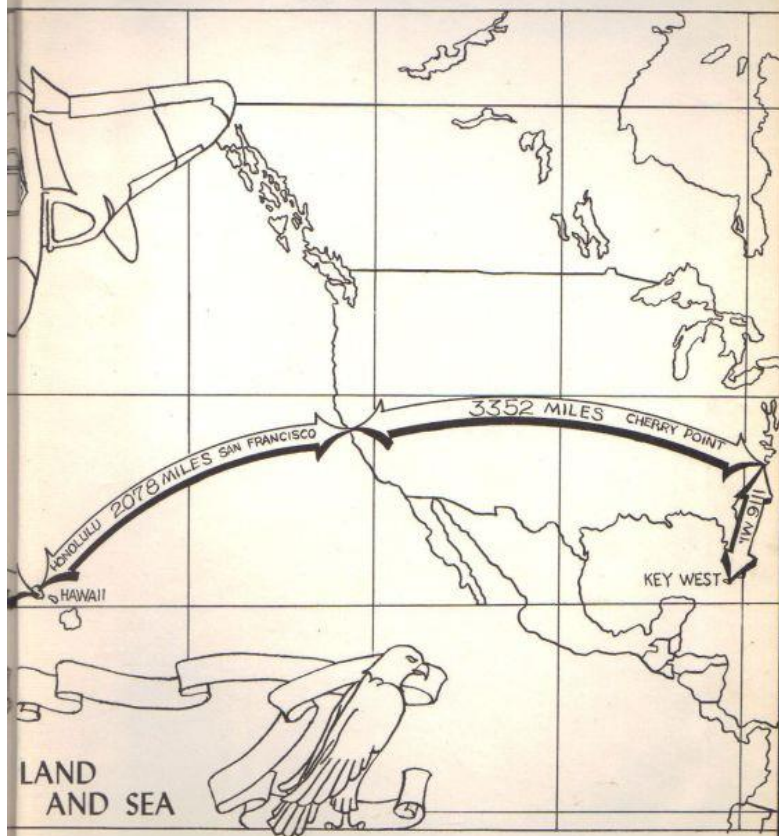


Provide air support of Fleet Marine



airborne enemy aircraft and missiles,

Force operation by destruction of



using airborne intercept radar.